



# US 50 - DELTA MAIN STREET ALTERNATIVES STUDY

City of Delta and Colorado Department of Transportation

June 2022

Prepared For  
**CDOT R3 TRAFFIC AND SAFETY**  
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# Executive Summary

In 2019, the City of Delta approached CDOT Region 3 in hopes of exploring alternative configurations of US 50 (Main St) through the city's downtown. This study found that the existing five-lane highway is wider than needed. Even when planning for traffic growth over the next twenty years, a three-lane highway through Downtown is expected to safely and efficiently accommodate traffic demand.

This study then examined alternative configurations for Main St. assuming there would be one lane of traffic instead of two in each direction. The space gained from the lane reduction will be used for on street bicycle lanes and increased amenity zones on both sides of Main St. The preferred alternative identified in this study maintains some parking on Main St, provides for traffic calming, improves pedestrian accessibility with shorter highway crossing distances, and creates new spaces for outdoor dining, retail, and landscaping.

This study also examined roundabout configurations at the north and south intersection of Main St. and Confluence Dr. While not necessary for traffic operations, these roundabouts create a sense of arrival at both ends of the Downtown area and provide an additional traffic calming element.



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# Introduction

In 2019, CDOT and the City of Delta began a study of alternatives for the configuration of US 50 (Main St.) in downtown Delta. This study was focused between 1<sup>st</sup> and 13<sup>th</sup> Streets, but also considered intersection alternatives at both ends of Confluence Dr.

This study was identified as a priority to continue the City’s efforts to route through traffic onto Confluence Dr. and enhance Downtown as a vibrant area to eat, shop, and play. The current Main St. configuration with two lanes in each direction encourages higher speeds, which provides little incentive for regional truck traffic to use the alternative route on Confluence Dr. These factors can lead to a lesser experience for business patrons, pedestrians and cyclists in the downtown area. By eliminating unneeded lanes, traffic will be slowed and pedestrian crossing distances shortened. The space created by this lane reduction can be repurposed for new uses including outdoor dining, retail, public gathering or seating areas, and bicycle lanes that also serve as a safety buffer from the traffic lane. The intent is to create a plan that will enhance the downtown Delta experience.

This study document is formatted to be short and easy to access for a non-technical reader. All documentation of meetings, exhibits, and technical analyses are included in the [linked appendices](#).



Main St. north of 5<sup>th</sup> St. looking north. Source: CDOT Windshield

# Study Timeline

With work beginning in August 2020, this study accomplished key milestones through a collaborative effort with the project team, which included CDOT, City and consultant staff. In addition to the project team, local elected officials and business owners were invited to participate in the plan development. The timeline that follows is a summary of these accomplishments, including setting the study objective and methodology, drafting various concepts, receiving feedback, and offering a path to implementation through a demonstration project.

## AUGUST 2020 - PROJECT KICKOFF

This meeting accomplished several introductory items, but most importantly, a project objective was established:

**Revitalize downtown Delta by making safety improvements on US 50 including encouraging through truck traffic to use Confluence Drive, enhancing the pedestrian experience, and adding bicycle facilities.**

Notes from the meeting are included in [Appendix A](#).

## OCTOBER 2020 - IDENTIFY METHODOLOGY

The primary objective of this meeting was to identify a method to determine the effects any proposed changes to downtown Delta would have on traffic including vehicular travel, trucks, pedestrians, and bicycles, and parking.

Notes from the meeting are included in [Appendix B](#).

## JANUARY 2021 - TRAFFIC OPS AND CONCEPT SECTION MEETING

The purpose of this project team meeting was two-fold. First, the summary of the traffic analysis was shared, which indicated that **traffic on Main St. will still operate within CDOT's acceptable range after a lane reduction**. Additionally, it was demonstrated that there are sufficient parking spaces within Delta public parking lots that all spaces on US 50 could be eliminated. These findings were summarized in a flyer intended for public distribution,

included as [Appendix C](#), and fully documented in a technical memorandum, included as [Appendix D](#).

The second purpose of this meeting was to review various concepts for Main St. which accomplished the study objective of reducing a traffic lane in each direction. These concepts were presented as typical sections, as shown in [Appendix E](#).

Additionally, roundabout concepts at the “gateways” to Delta located at the north and south intersections of Main St. with Confluence Dr were presented. These concepts are included in [Appendix F](#) and notes from the meeting are included in [Appendix G](#).

## **FEBRUARY 2021 - STAKEHOLDER WORKSHOP**

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At the first meeting of the stakeholder group, which included the project team along with local elected officials and a representative from the Chamber of Commerce, the concepts were presented to a wider audience for input. Key takeaways from this meeting included:

- Make the corridor more appealing to pedestrians and bicyclists
- Increase amenity space outside the roadway
- Use traffic calming techniques such as lane narrowing (11 feet), gateway treatments, median refuge islands, decreased corner radii, and foliage
- Discard Median Widening Concept since it doesn't provide any new amenity space
- Discard Meandering Highway Concept since the traffic calming provided is not supported by the much higher cost of construction
- Two southbound lanes need to be maintained on Main St. north of 2nd St. to accommodate the dual westbound left turns from CO 92
- Consider limiting parking between 1st and 4<sup>th</sup>, given the availability of nearby public parking lots
- Consider the use of 3/4 or right-in, right-out intersections to accommodate pedestrian refuge spaces at unsignalized intersections. Removal of up to two of the downtown traffic signals may be considered since they experience low traffic demand and pedestrian crossing times would be significantly improved

Notes from the Stakeholder Workshop are included in [Appendix H](#).

## MARCH 2021 - STAKEHOLDER WORKSHOP

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Using feedback from the February workshop, the preferred concept was refined and presented with various parking alternatives. This interactive meeting allowed everyone to post comments on a virtual whiteboard, which can be seen in [Appendix I](#).

A concept that retained some parking on Main St. was preferred, but exact locations and types of parking (short term or long term) would be determined with the input of local businesses.

## MAY 2021 - CITY COUNCIL PRESENTATION

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The project team presented a brief project overview along with the refined alternatives to the city council. This presentation was guided by an online StoryMap which can be found here: <https://arcg.is/1HfD10> .

Key preferences of Council were as follows:

- Prefer simpler concepts as opposed to drastic departures from existing conditions
- Increase of amenity zone is more important than a buffer between bike and travel lanes
- Some on street parking should be maintained
- The project team should survey downtown business owners for feedback

## JUNE 2021 - BUSINESS AND PROPERTY OWNERS MEETING

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The project team directly reached out to downtown business and property owners and asked for the feedback on the future of Main St. Notification of the meeting was delivered by City staff to each business and included an informational flyer. The flyer also requested that owners provide feedback on the project with a brief online survey. The flyer and the survey results are presented in [Appendix J](#).

The key takeaway from this meeting as well as the survey results was that while some businesses prefer parking over other amenities and other businesses prefer more amenities over parking, a thoughtful and **balanced approach should be considered**. The parking concepts shown at the meeting are presented in [Appendix K](#) and the meeting sign in sheet may be found in [Appendix L](#).

## **OCTOBER 2021 - DEMONSTRATION PROJECT GRANT AWARDED**

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The City applied for and received a CDOT grant to implement a demonstration project which would allow six blocks of Main St. to be temporarily configured similar to the preferred alternative. Traffic analyses and public feedback already received was used to inform the quick build design. Construction plans for the initial installation of the demonstration project can be found in [Appendix M](#). A technical memorandum describing truck wayfinding sign improvements intended to be installed along with the demonstration project is shown in [Appendix N](#).

## **FEBRUARY 2022 - DEMONSTRATION PROJECT IMPLEMENTATION**

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Installation of the demonstration project began on January 30<sup>th</sup> and opened to the public on February 2<sup>nd</sup>. City of Delta staff continue to monitor the performance of this project and collect feedback from business owners and residents. This information will be used to develop construction plans for permanent improvements on Main St. The demonstration project improvements are expected to remain in place until the summer of 2023 when a CDOT resurfacing project will require consideration of permanently striping the revised lane configuration.

## **APRIL 2022 - STUDY COMPLETION**

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With the understanding that lessons learned from the demonstration project would weigh heavily on future decision making regarding permanent improvements to Main St, this study documents the research, public input and decision-making process thus far. To help inform permanent improvements, a block-by-block streetscape concept with separate intersection details and 3-D renderings were developed, as shown in [Appendix O](#). [Appendix P](#) presents generalized cost estimates for improving a block of Main St. Should additional public outreach be required, a short Frequently Asked Questions handout is included in [Appendix Q](#).

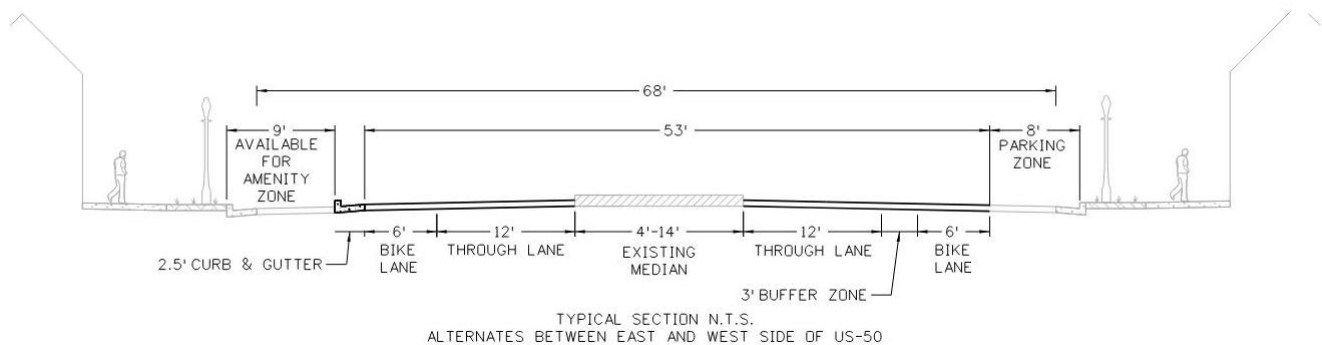


# Alternatives Considered

To begin the process of envisioning alternative configurations for Main St, four options were developed and are shown in [Appendix E](#).

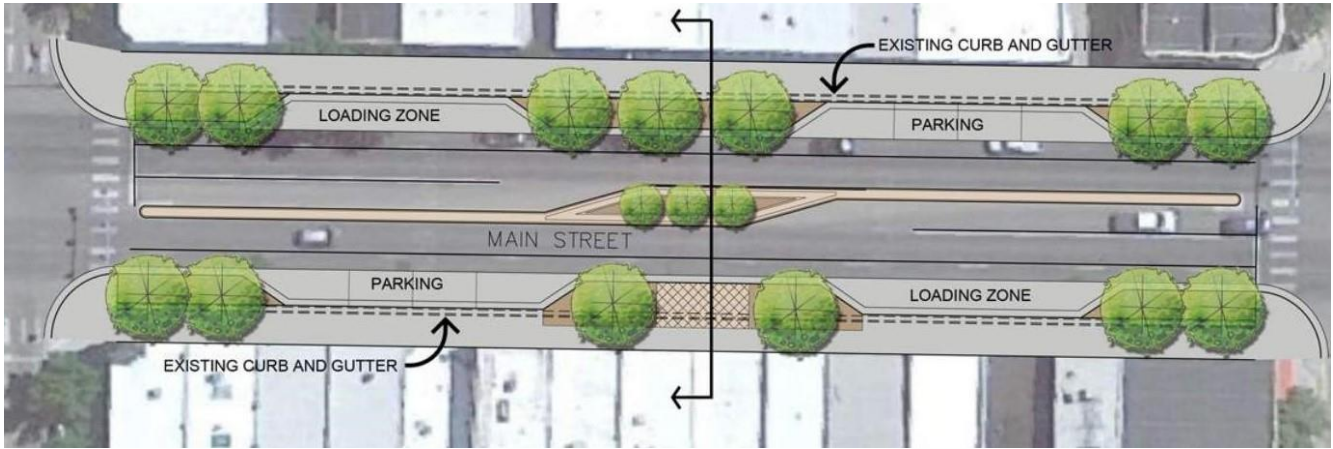
- Concept 1 - Median widening
- Concept 2 – Retain median and alternate amenity zone widening with buffered bike lane
- Concept 3 – Construct new median and alternate amenity zone widening
- Concept 4 - Meandering Highway

The widened median option would be the least expensive way to reduce the number of travel lanes along Main St, but would not allow for an increase in useful amenity space. While the meandering highway option would be unique and likely address traffic calming goals, it was too dramatic of a change for the community. The City expressed their desire to retain the existing median and the landscaping within it, thus eliminating Concept 3. It was therefore decided to modify Concept 2 into an approach that retained the existing median and modified both curb lines to accommodate a mix of increased amenity space and parking next to a standard bike lane.



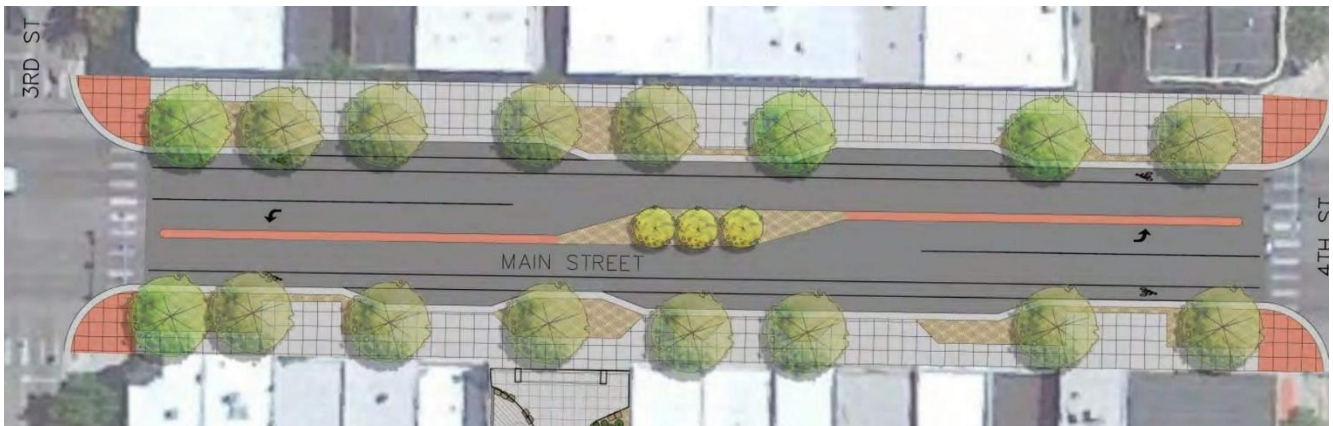
Concept 2 - Typical Section North of 6<sup>th</sup> Street

Next, the amount and types of parking along Main St. were considered. The study of parking utilization included in [Appendix D](#) showed that sufficient parking supply in public lots is available within two-blocks of Main St. to accommodate all demand for parking along Main St. While complete elimination of on-street parking is recommended for the blocks south of 6<sup>th</sup> St, it was understood that retention of some parking to the north was likely needed. Each business north of 6<sup>th</sup> St. was offered a survey to express their preference for parking in front of their business. Options included long-term parking, short-term parking, or more outdoor amenity space.



Example of parking zone alternatives along Main Street

Using the results of these business surveys, parking configurations for each block were developed and are shown with streetscape improvements in [Appendix O](#). Since business interest was limited and there is not existing parking enforcement within the city, no designated loading zones are recommended. It is anticipated that implementation of the demonstration project will change opinions on the preference for parking in front of individual businesses. Given that it is likely to take some time to implement permanent improvements along the corridor, it is recommended that updated surveys of businesses be conducted prior to final design for permanent improvements.



Recommended parking zone layout between 3<sup>rd</sup> and 4<sup>th</sup> Streets

In addition to the plan-view layouts, 3-D renderings at key project locations were created to better capture ultimate look and feel of an improved Main St. Those renderings are also included in [Appendix O](#).



Main Street looking north from 4<sup>th</sup> Street

While more dramatic changes were considered for Main St, stakeholder feedback was to keep things simple and to not make large scale changes to Downtown. This led the team to one option – reduce Main St. to one lane in each direction while generally preserving the existing median. The extra space left over from the lane reduction will be used for a bike lane and amenity zone widening, which may include outdoor dining, retail, or seating areas. This option also allows for on-street parking in areas that directly address business preferences.

Since reducing the number of travel lanes will naturally slow traffic, trucks and other regional traffic will naturally be discouraged from passing through downtown. Truck traffic will be further be directed to bypass downtown via Confluence Dr through new signage shown in [Appendix N](#).



right at 2<sup>nd</sup>. This may lead to late lane changing out of the right and elimination of other turn movements at the intersection should help mitigate the risk of increased crashes.

- 5<sup>th</sup> Street – Traffic volumes on 5<sup>th</sup> St. are the lowest of the four Main St. signalized intersections. For that reason, it was selected as a potential location where the signal could be removed and the median extended through the intersection. However, the fire station is located two blocks east and the intersection provides a direct connection to G Rd west, so these pedestrian improvements should be considered optional.
- 7<sup>th</sup> Street/Eaton Ave – 7<sup>th</sup> St. connects to Cleland Park, so an improved pedestrian crossing at this location is desirable. Despite the relatively high left turn traffic from the Main St, the skew of Eaton Ave is not ideal and so restrictions to left turn movements to both sides were considered. The restriction of the left turn movement from Eaton Ave will be problematic if large truck trucks use the street as they will have to swing wide on their approach to avoid driving over the southwest corner.
- 8<sup>th</sup> Street – An improved pedestrian crossing at this location would serve both Cleland Park and the Delta Family Center. Northbound left turn movements at this intersection must be preserved if they are restricted at Eaton Ave.
- 9<sup>th</sup> Street – An improved pedestrian crossing at this location is desirable since it would serve Delta Middle School. Southbound left turn movements would be allowed to accommodate school traffic, including buses.

US 50 through Downtown Delta is a NR-A Non-rural Principal Highway in under CDOT access classifications. Per the State Highway Access Code, thresholds for right turn lanes are met at many of the highway's intersections with City streets. However, the Appendix D traffic analyses clearly demonstrate that the intersections will operate at acceptable levels, even if a travel lane is eliminated in each direction. Traffic calming measures, including the lane reduction as well as shortened pedestrian crossings with bulb outs would encourage moderate speeds through downtown, as opposed to medium or high speeds with the existing conditions. While the recommended highway design is better suited to the NR-B Non-rural Arterial Highway, the process of formally changing the category can be long. It is therefore recommended that right turn lane exemptions be requested from CDOT during design of the project.

## Gateway Roundabouts at Confluence Dr

To help calm traffic and provide a sense of arrival to Delta’s Downtown, roundabouts at both ends of Confluence Dr were considered. Based on traffic projections for the 2040 design year shown in [Appendix D](#), left turns from the southern intersection of Confluence Dr. to Main St. are expected to operate at an unacceptable levels. However, there is very little demand for this movement so mitigation will not be required. The signalized intersection at north Confluence Dr is not expected to have operational issues. A roundabout at either location will operate at acceptable levels. Conceptual designs of roundabouts at both locations are shown in [Appendix F](#).



Roundabout concept at south Confluence Drive

## Cost

In recognition that implementing the preferred alternative may be cost prohibitive if done all at once, sample cost estimates were developed on a block-by-block basis. In general, the costs shown below provide a planning level estimate of what one “typical” block may cost to construct. The cost shown for raised median is intended to be added in areas where additional access or turning movement restrictions are considered.

### Blocks between 1<sup>st</sup>. St. and 6<sup>th</sup> St

**\$540,000 per block**

### Blocks between 6th St. and 13th St

**\$510,000 per block**

### 13-foot Raised median extended through intersection

**\$300,000 per intersection**

The costs shown above are typical planning level construction costs only, using 2020 CDOT cost data. They do not include other necessary services to implement the preferred alternative including full study and design of transportation elements, drainage facilities, utilities or streetscape improvements that may vary block-to-block. More details on these costs are shown in [Appendix P](#).

### Implementation Phasing

This study and its preferred alternative encompassed Main St. from 1st St. to 13th St. However, various local outreach efforts through this study continuously suggested that efforts should be focused first on Main St. between 1st St. and 6th St. With its density of commercial spaces, this area would benefit most from traffic calming, pedestrian and bicycle accommodations, and amenity space enhancements. South of 6th St, the character of Main St. loses commercial density and isn't as likely to generate similar levels of demand for pedestrian and amenity spaces. Given this, it is recommended that permanent improvements begin as single project from 1st to 6th Streets. As funding becomes available, improvements south of 6th St. can be implemented on a block-by-block basis. Roundabouts are not needed to mitigate traffic issues at either end of Confluence Dr, so their implementation would only come with City support for aesthetic improvements at those locations.

## **Appendix A - Kickoff Meeting Notes**



# US 50 Delta Downtown Study

**Project Kickoff**  
August 12, 2020  
2:00 p.m. to 4:00 p.m.  
Virtual Meeting

## AGENDA

### 1. Introductions

### 2. Confirm Project Scope and Deliverables

- a. Limits: US 50 from Confluence Dr (MP 70.77) to Meeker St (MP 72.09)
- b. Objective: Revitalize downtown Delta by making safety improvements on US 50 including encouraging through truck traffic to use Confluence Dr, enhancing the pedestrian experience, and adding bicycle facilities.
- c. Deliverables:

- Traffic Analysis Methodology
- Traffic Volume Exhibits (No Build + 3 Alternatives)  
PDFs wanted
- Conceptual plans (10% level) including Landscape Architecture
- Exhibits for 2 City Council Meetings (No Stolfus attendance)
- Stakeholder involvement website ([Story Map Example](#))
- Summary of project findings which includes:
  - o Recommendations for preferred concepted
  - o Implementation plan
  - o Engineer's opinion of probable cost
  - o Summary of alternatives evaluation
  - o Brief summary of traffic analysis

### d. Work by Others

- Stakeholder meeting invitations
- Crash Data Analysis

### 3. Alternative Evaluation Criteria

- Safety
- Traffic operations
- Bike Facilities
- Landscaping/Aesthetics
- Public Amenities
- Business use of public Rights-Of-Way

#### Stakeholder Buy-In

Can what the city wants to do work for CDOT  
Use qualitative assessments rather than a score

#### Truck through traffic

Speed

Parking will be political, diagonal parking back in 1990s

4. Review Traffic Data
  - a. Tube counts
  - b. Turning movement counts
  - c. Parking utilization

5. Schedule

Split out workshops

Who do we include- Council member, Chamber of commerce?

Ty and Betsy to think about whom.

Wednesdays, 1-3 starting in January.

## **Appendix B - Methodology Meeting Notes**

## Meeting Minutes

**Purpose:** US 50 Delta Downtown Traffic Methodology and Existing Conditions

**Location:** Zoom Meeting

**Date:** 10/7/2020

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### 1) Introductions

Andrew Amend, Stolfus  
Rebecca Atkins, CDOT  
Mark Bunnell, CDOT  
Betsy Suerth, Delta  
Ty Johnson, Delta

### 2) Traffic Counts

- In conjunction with geometric information, these counts of vehicle, truck, bicycle, and pedestrian volumes will be used to determine Level of Service. LOS will be calculated for intersections, urban street segments, and multi-modal facilities per Highway Capacity Manual methods.
- The date on the figures will be updated to reflect the year 2019

### 3) Parking Utilization

- Additional exhibits will be created to combine on-street and off-street parking utilization. These exhibits would reflect system-wide peak parking demand times, rather than the peak demand at each location. The number of spaces parked over the number available should also be shown for each location.
- Delta has no on-street parking restrictions or metering in place. City staff could be surveyed regarding their parking location if elimination of on-street parking is considered.

### 4) Existing Main Street Typical Section

- These sections are for internal reference during conceptual design. Ciavonne Roberts will develop more graphical exhibits for public outreach.

### 5) Traffic Methodology

#### a) Development nearby?

- Significant development has been proposed on both sides of the Gunnison River north and east of the 50/92 intersection. It is assumed that this development will take at least one direct access to US 50 at Confluence Drive, so this will need to be included in our traffic modelling. Delta is also developing a new comprehensive plan that may affect growth assumptions. City staff will work to provide updates to the background growth OTIS estimates that reflect both the new development and comprehensive plan changes.

-

b) Rerouted trip %

- Rather than guessing at lower and upper limits of traffic diverted to the bypass, the study will focus on the level of diversion needed to meet adequate LOS. The project team will then decide whether that level of diversion is achievable.
- Auxiliary lanes should not be assumed everywhere that Access Code criteria is met. Each location will need to be dealt with on a case by case basis.
- An exhibit showing existing US 50 "through" traffic based on the Streetlight data is needed.

6) Next Steps

a) Develop Traffic Projections and design alternatives

b) Begin series of "workshop" style meetings December 2<sup>nd</sup>

- Beginning the meeting at 9:00 or 10:00 and going for a couple of hours works for the team.
- Stolfus will bring Ciavonne Roberts in as design alternatives are developed. They will participate in the workshop, if it is included in their scope.

Action Items

- Stolfus to provide an exhibit showing Streetlight through traffic data by 10/16
- City staff to provide additional information on new development and comprehensive plan by 10/23 for incorporation into traffic analysis.
- CDOT to provide any additional comments on methodology and exhibits by 10/23
- Stolfus to update exhibits and methodology per meeting discussion and comments by 10/30

## **Appendix C - Traffic Flyer**

## US 50 Delta Downtown Study



Colorado Department of Transportation and  
City of Delta

*We value your input!*

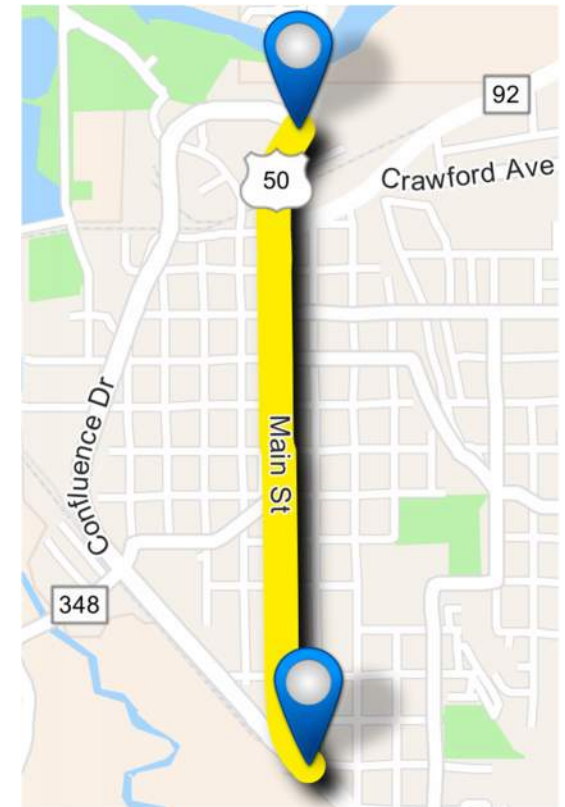
*Thank you for your  
participation!*

Question?

Reach out to us



Andrew Amend  
Stolfus & Associates, Inc.  
Phone: 303-221-2330  
andrew@stolfusandassociates.com



# FREQUENTLY ASKED QUESTIONS

## WHAT'S GOING TO CHANGE?

### Main Street

We're planning for the future look and feel of Main St in Delta from **1st St to Confluence Dr.**

We believe the roadway space can be **better utilized**. Here's what we're proposing:



#### Traffic calming

1 travel lane each way, encourage trucks to use Confluence Dr



#### Ped/bike friendly

Reduced highway crossing distance, add bicycle facilities



#### Room for amenities

Outdoor dining/retail space, landscaping, etc.

## WILL THIS ACTUALLY WORK?

### Yes

A traffic engineering analysis approved by CDOT shows that one lane each way on Main St with turn lanes will work for years to come with **minimal delay to traffic**.

Our analysis included at the following:



Pre COVID traffic counts



Recently improved US 50/Hwy 92 intersection



20-year traffic growth, as projected by CDOT



Truck traffic patterns



## WHAT ABOUT PARKING?

### There's enough

# 59

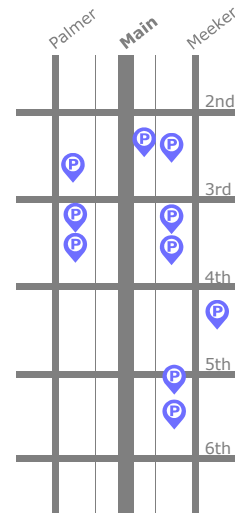
spaces used on Main St

# 195

spaces open in public lots

Counted in 2019, several public parking lots have open spaces during the midday peak demand. Most lots are within one block of Main St.

Reducing parking on Main St means **fewer crashes** and **more room for amenities**.





## **Appendix D - Traffic Analysis**

## **Memorandum**

**To:** US-50 Delta Downtown Study Project Team

**From:** Maxwell Rusch, PE

**Date:** September 22, 2021

**Re:** US-50 Delta Downtown Study

### **PROJECT OVERVIEW**

There are two primary goals for the traffic analysis portion of this project. The first is to determine whether a lane reduction and/or changes to on-street parking along the study area of US-50 is feasible, while still providing an acceptable level of service for vehicles. It is understood that these changes should enhance highway safety while providing room for additional facilities along US-50, such as bicycle lanes, wider sidewalks, etc. Traffic conditions and the demand for on-street parking will be analyzed in order to make this determination. The second goal is to evaluate through truck traffic on US-50 to estimate how much of that traffic may be rerouted onto Confluence Dr. The rerouting of trucks will be dependent on signage and the reduced appeal of travel through downtown through traffic calming measures.

### **EXISTING VOLUMES**

Daily classification counts were taken over a three-day period from Tuesday, October 8, 2019 through Thursday, October 10, 2019. These counts include directional volumes, vehicle classification reports, and vehicle speed data, all of which are reported in 15-minute increments. Peak Hour Turning Movement Counts were taken on Tuesday, October 8, 2019 (7:00-9:00 AM & 4:00-6:00 PM). The raw traffic counts, as well as volume figures, are attached to this memo.

### **PARKING**

Both on-street and off-street parking data was collected on Thursday, October 10, 2019 from 10:00 AM - 6:00 PM, in 15-minute increments. The on-street parking data was collected on a block by block basis for each city block between 2nd St and 11th St, while the off-street parking data reports the percent occupancy for several parking lots near US-50, between 2nd St and 6th St. Exhibits detailing the number of available and occupied parking spots for both the on street parking along US-50 and the parking lots in the nearby vicinity have been attached to this memo.

The parking occupancy data was collected to determine how much of the on-street parking could be removed in the future without overflowing the remaining parking areas. It was found that during the peak hour of parking occupancy, if all of the on-street parking along US-50 were eliminated, vehicles would easily be able to find nearby places to park. A figure has been attached to this memo showing how many vehicles would be displaced by the removal of on-street parking, and where they would likely park instead. To be clear, this exercise was for demonstration and hypothetical purposes only.

## EXISTING TRAFFIC OPERATIONS

Traffic operations were evaluated using Highway Capacity Manual, 6th Edition methods as applied in the HCS 7 software. The Streets module in HCS was used to analyze the signalized intersections and the highway segments. The Two-Way Stop-Control module was used to analyze the stop-controlled intersections. Signal timings were provided by CDOT and have been incorporated into the Existing conditions models. The tables below show the Existing conditions results for the intersections and highway segments through the study area.

*Signalized Intersection Delay & LOS*

Intersection	AM		PM	
	Delay	LOS	Delay	LOS
Confluence Dr (North)	13.8	B	14.6	B
CO-92/1st St	24.2	C	31.5	C
3rd St	5.6	A	6.8	A
4th St	7.0	A	6.6	A
5th St	4.6	A	5.6	A
6th St	4.5	A	5.0	A

*Stop-Controlled Intersection Delay & LOS*

Intersection	AM			PM		
	Movement	Delay	LOS (V/C)	Movement	Delay	LOS (V/C)
2nd St	EB	15.7	C	EB	16.9	C
7th St	WB	22.7	C	WB	21.1	C
9th St	EB	18.2	C	EB	17.5	C
11th St	EB	16.5	C	EB	16.1	C
12th St	WBR	9.8	A	WBR	10.2	B
Confluence Dr (South)	EBL	29.3	D	EBL	42.2	E (0.05)

*Segment Delay & LOS*

Segment	AM				PM			
	NB		SB		NB		SB	
	PFFS	LOS	PFFS	LOS	PFFS	LOS	PFFS	LOS
N Confluence - 1st St	58.86	C	46.81	D	56.11	C	41.61	D
CO-92/1st St - 3rd St	38.54	E	68.52	B	31.6	E	66.59	C
3rd St - 4th St	50.03	C	47.44	D	47.30	D	48.36	D
4th St - 5th St	47.14	D	52.37	C	47.34	D	49.84	D
5th St - 6th St	51.21	C	52.11	C	48.01	D	51.07	C
<b>Full Segment</b>	<b>47.84</b>	<b>D</b>	<b>53.09</b>	<b>C</b>	<b>43.37</b>	<b>D</b>	<b>50.37</b>	<b>C</b>

All of the signalized intersections operate at LOS C or better. The stop-controlled intersection of US-50 & Confluence Dr (south) operates at LOS E in the PM. This is a low volume movement and is well under capacity, so it is unlikely for there to be any operational issues at this time. The

highway segments along US-50 have higher levels of service than most of the intersections. This is to be expected as travel speeds through downtown areas are typically slow. The LOS E between 1<sup>st</sup> and 3<sup>rd</sup> St can be attributed to the stop delay at the intersection of 1<sup>st</sup> St. The highway segments are well below capacity during both time periods, so while travel speeds may be low through the Delta Downtown, traffic operations are not a concern.

### STREETLIGHT ANALYSIS

Streetlight Data was used to determine the origin-destination information through the study area, with a primary focus on truck trips. Streetlight uses a combination of navigation-GPS data and location-based services to estimate the number of vehicles passing through a set location, as well as allowing the user to determine the number of vehicles that go from one specific location to another.

The intent of gathering information on the number of thru trips through the Delta Downtown is to estimate how much of the total traffic may reroute onto Confluence Dr, and to ensure that the study intersections are adequately designed to accommodate the rerouted trips. From the Streetlight analysis it was clear that the significant majority of thru trips in the downtown were traveling on one of two paths. One path was simply traveling north or south along US-50. The second path was from the US-50, south of the Downtown, onto CO-92, or vice versa. Zones were placed in Streetlight at the start and end of each of these paths. Data was collected for each hour of the day, Monday through Thursday for October, 2019.

From the analysis conducted in Streetlight, it was determined that 84% of the trucks traveling through the downtown are thru trips and 31% of the total trips (including trucks and other vehicles) through the downtown are thru trips. Figures showing the data in more detail are attached to this memo.

### FUTURE TRAFFIC

The year 2019 traffic volumes were grown over a 21-year period to generate the projected year 2040 traffic volumes. Publicly available CDOT growth rates on the OTIS website were used to grow the volumes along US-50, as well as along CO-92 and CO-348, the other two state highways in the study area. The count station data is shown in the table below. The two intersecting state highways and the southern intersection of Confluence Dr serve as the segment boundaries for each of the different growth rates along US-50.

*OTIS Growth Rates*

Highway	CDOT Count Station	Cross Streets	Annual Growth Rate	21-Year Growth Factor
US-50	102215	North of CO-92	0.34%	1.07
US-50	102217	CO-92 to CO-348	0.24%	1.05
US-50	102222	CO-348 to Confluence Dr	0.52%	1.12
US-50	102225	South of Confluence Dr	1.00%	1.23
CO-92	103901	Intersection of US-50	0.52%	1.12
CO-348A	105385	Intersection of US-50	0.61%	1.14

Traffic volumes along local streets were not increased above 2019 levels. Many of these streets primarily serve built out residential areas within the City of Delta, indicating a low potential for future volume growth. A development has been proposed on both sides of the Gunnison River, north and east of the intersection of US-50 & CO-92. This development is expected to have at

least one direct access to US-50 at Confluence Dr. It was decided by the City that the OTIS growth rates will accommodate for the trips generated by the development, so a separate trip generation calculation for the development was not be conducted.

### YEAR 2040 BASELINE TRAFFIC OPERATIONS

Traffic operations for the year 2040 Baseline conditions were modeled using HCS. The 2040 volume projections were used in the HCS models, while the roadway geometry was consistent with the Existing models. The tables below show the 2040 Baseline conditions results for the intersections and highway segments through the study area. All of the intersections are expected to operate well, with the exception of US-50 & Confluence Dr (south). This intersection operates at LOS F in the PM. The intersection is still well under capacity, indicating that significant queuing is unlikely, however, the eastbound left turn movement may experience a significant delay. The highway segments along US-50 are projected to operate at similar levels as in the Existing scenario.

*Signalized Intersection Delay and LOS*

Intersection	AM		PM	
	Delay	LOS	Delay	LOS
Confluence Dr (North)	13.9	B	14.9	B
CO-92/1st St	23.8	C	27.2	C
3rd St	5.7	A	7.0	A
4th St	6.9	A	6.8	A
5th St	4.5	A	5.7	A
6th St	4.5	A	5.3	A

*Stop-Controlled Intersection Delay and LOS*

Intersection	AM			PM		
	Movement	Delay	LOS (V/C)	Movement	Delay	LOS (V/C)
2nd St	EB	16.6	C	EB	19.7	C
7th St	WB	22.1	C	WB	25.7	D
9th St	EB	17.0	C	EB	19.7	C
11th St	EB	16.3	C	EB	18.1	C
12th St	WBR	9.9	A	WBR	10.6	B
Confluence Dr (South)	EBL	35.6	E (0.04)	EBL	82.1	F (0.10)

*Highway Segment Operations*

Segment	AM				PM			
	NB		SB		NB		SB	
	PFFS	LOS	PFFS	LOS	PFFS	LOS	PFFS	LOS
N Confluence - 1st St	58.7	C	46.82	D	55.63	C	42.92	D
CO-92/1st St - 3rd St	39.22	E	68.27	B	31.46	E	66.07	C
3rd St - 4th St	49.99	D	47.44	D	46.76	D	47.88	D
4th St - 5th St	47.36	D	52.49	C	46.80	D	49.4	D
5th St - 6th St	51.53	C	52.13	C	47.56	D	50.29	C
<b>Full Segment</b>	<b>48.17</b>	<b>D</b>	<b>53.07</b>	<b>C</b>	<b>43.03</b>	<b>D</b>	<b>50.56</b>	<b>C</b>

**YEAR 2040 BUILD TRAFFIC OPERATIONS**

In the 2040 Build scenario, the signalized intersection at 5<sup>th</sup> St has been changed to stop-controlled, and the intersections at 2<sup>nd</sup> St, 7<sup>th</sup> St, 9<sup>th</sup> St, and 12<sup>th</sup> St will have movements restricted. The restricted movements will be rerouted to the location that will require the least out of direction travel for drivers.

The 2040 Build scenario will also reduce the number of thru lanes along US-50. In the NB direction, US-50 will drop to one thru lane at the southern intersection of US-50 & Confluence Dr, and will return to two thru lanes just north of the intersection of US-50 & CO-92. In the southern direction, the right thru lane on US-50 will turn into a right turn only lane at 2<sup>nd</sup> St. US-50 will return to two SB thru lanes south of the intersection of US-50 & Confluence Dr. The primary reason for extending two SB thru lanes through the intersection of US-50 & CO-92 is that dual WB left turn lanes are necessary to maintain favorable traffic operations.

Traffic operations for the year 2040 Build scenario were modeled using HCS. The roadway geometry was updated to reflect the proposed changes, and the traffic volumes were kept consistent with the volumes in the 2040 Baseline scenario. This scenario assumes that no additional thru trips through the Downtown have been diverted to Confluence Dr. If vehicles were to be diverted onto Confluence Dr, traffic operations would be most significantly affected at the two intersections of US-50 & Confluence Dr, and at the intersections of US-50 & CO-92/1<sup>st</sup> St. To ensure that vehicle diversion onto Confluence Dr will not cause operational issues, these three intersections were modeled assuming a 0% diversion, and a 100% diversion of the thru trips through the Delta Downtown. The tables below show the 2040 Build results for the intersections and highway segments through the study area.

*Signalized Intersection Delay and LOS*

Intersection	AM		PM	
	Delay	LOS	Delay	LOS
Confluence Dr (North)	13.8	B	14.8	B
Confluence Dr (North) (100% Diversion)	13.9	B	15.0	B
CO-92/1st St	21.5	C	24.5	C
CO-92/1st St (100% Diversion)	27.7	C	31.1	C
3rd St	6.7	A	8.6	A
4th St	8.1	A	8.6	A
6th St	6.1	A	7.4	A

*Stop-Controlled Intersection Delay and LOS*

Intersection	Restricted Movements	AM			PM		
		Movement	Delay	LOS (V/C)	Movement	Delay	LOS (V/C)
2nd St	East Leg (RIRO) West Leg (RIRO)	WB	11.9	B	WB	14.2	B
5th St	East Leg (RIRO) West Leg (¾ Movement)	WB	11.3	B	WB	13.4	B
7th St	East Leg (RIRO) West Leg (¾ Movement)	WB	12.0	B	WB	13.8	B
9th St	East Leg (¾ Movement) West Leg (RIRO)	WBR	12.6	C	WBR	14.3	D
11th St	Full Movement	WB	21.3	C	WB	34.3	D
12 <sup>th</sup> St	East Leg (RIRO)	WB	11.5	B	WB	13.2	B
Confluence Dr (South)	Full Movement	EBL	43.9	E (0.04)	EBL	114.3	E (0.14)
Confluence Dr (South) (100% Diversion)	Full Movement	EBL	39.5	E (0.04)	EBL	143.2	F (0.17)

\*RIRO = Right In Right Out

¾ Movement = Left In, Right In, Right Out

*Highway Segment Operations*

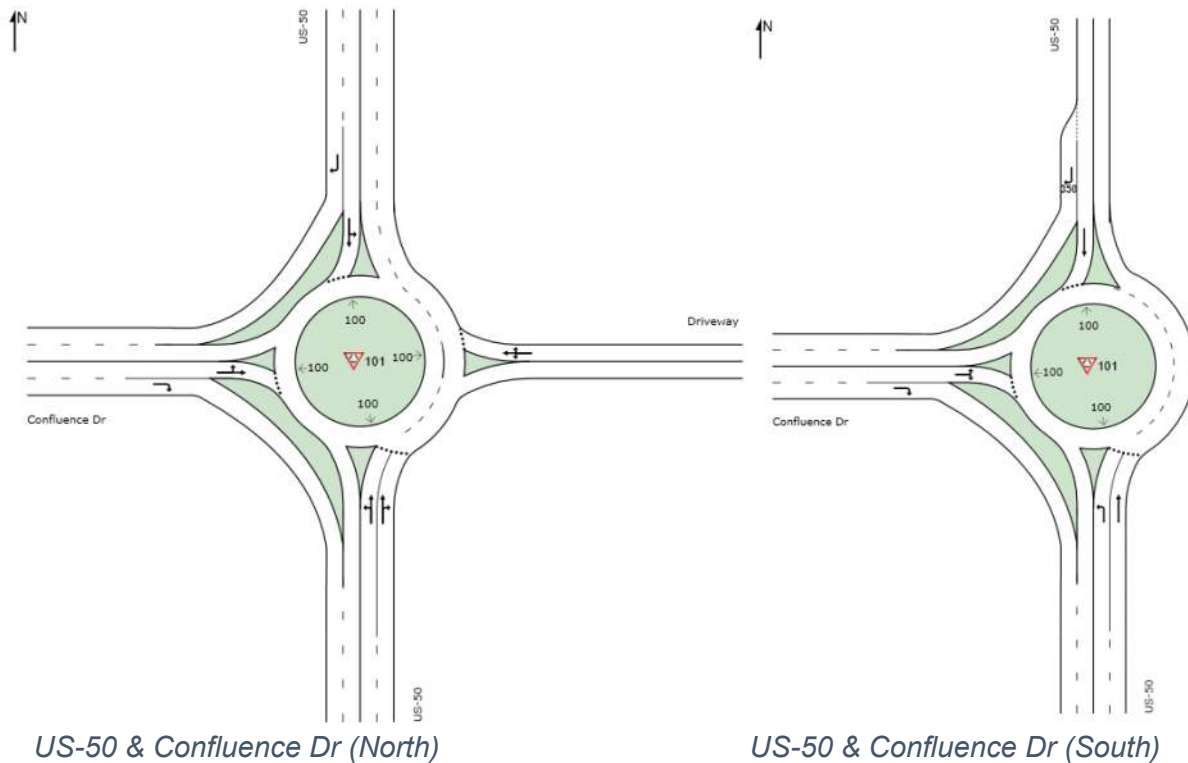
Segment	AM				PM			
	NB		SB		NB		SB	
	PFFS	LOS	PFFS	LOS	PFFS	LOS	PFFS	LOS
N Confluence - 1st St	58.86	C	48.30	D	55.82	C	46.24	D
CO-92/1st St - 3rd St	43.3	D	67.12	B	41.22	D	64.6	C
3rd St - 5th St	45.11	D	43.79	D	40.03	D	43.82	D
5th St - 6th St	63.21	C	67.8	B	60.54	C	65.57	C
<b>Full Segment</b>	52.06	C	56.58	C	48.95	D	54.81	C

The intersection and segment operations remain similar to the year 2040 baseline traffic operations, even with a thru lane in each direction removed. The segment of US-50 though the

Downtown still remains under capacity with just one thru lane in each direction. The percentage of vehicles diverted onto Confluence Dr does not have a significant impact on the traffic operations, indicating that the roadway layout in this scenario will be able to accommodate any proportion of rerouted trips.

### Roundabout Alternatives

An alternative with roundabouts at the two intersections of US-50 & Confluence Dr was analyzed. The geometry through the remainder of the study area is consistent with the 2040 Lane Reduction scenario. The figures below show the lane configuration that was assumed for the roundabouts.



Sidra 9<sup>th</sup> Ed. was used to analyze traffic operations at the roundabouts. Two volume scenarios were modeled for each roundabout. The first scenario assumes that the percentage of thru trips through the Delta Downtown remains the same as it currently is (0% diversion). The second scenario assumes that all of the thru trips through the Delta Downtown reroute onto Confluence Dr to bypass the downtown (100% diversion). The table below shows the traffic operations. Both roundabouts are expected to operate at LOS A, regardless of the diversion percentage.

*Roundabout Delay and LOS*

Intersection	Thru Trips Rerouted	AM			PM		
		Movement	Delay	LOS (V/C)	Movement	Delay	LOS (V/C)
Confluence Dr (North)	0%	EB	7.9	A	EB	8.0	A
Confluence Dr (South)		SB	4.2	A	SB	4.9	A
Confluence Dr (North)	100%	EB	8.1	A	EB	8.5	A
Confluence Dr (South)		EB	8.1	A	SB	8.1	A



## Conclusions

The traffic operations for the 2040 Lane Reduction scenario are similar to the 2040 Baseline operations, indicating that US-50 can be made a two-lane highway through the Delta Downtown without causing operational issues. As long as the intersection of US-50 & CO-92/1<sup>st</sup> St has dual WB left turn lanes, all of the intersections and highway segments operate under capacity in the Lane Reduction scenario. The Lane Reduction scenario is expected to operate well both with all or none of the thru trips diverted from the Delta Downtown onto Confluence Dr. The following two tables summarize the change in LOS between the Existing, 2040 No Build, and 2040 Build scenarios.

*Intersection LOS Summary*

Intersection	Existing Layout	Proposed Layout	LOS (AM/PM)		
			Existing	2040 No Build	2040 Build
Confluence Dr (North)	Signalized	Signalized or Roundabout	B/B	B/B	Signalized: B/B Roundabout: A/A
1st St	Signalized	Signalized	C/C	C/C	C/C
2nd St	Full Movement Stop-Controlled	East Leg (RIRO) West Leg (RIRO) Stop-Controlled	C/C	C/C	B/B
3rd St	Signalized	Signalized	A/A	A/A	A/A
4th St	Signalized	Signalized	A/A	A/A	A/A
5th St	Signalized	East Leg (RIRO) West Leg (¾ Movement) Stop-Controlled	A/A	A/A	B/B
6th St	Signalized	Signalized	A/A	A/A	A/A
7th St	Full Movement Stop-Controlled	East Leg (RIRO) West Leg (¾ Movement) Stop-Controlled	C/C	C/D	B/B
9th St	Full Movement Stop-Controlled	East Leg (¾ Movement) West Leg (RIRO) Stop Controlled	C/C	C/C	B/B
11th St	Full Movement Stop-Controlled	Full Movement Stop-Controlled	C/C	C/C	C/D
12th St	Full Movement Stop-Controlled	East Leg (RIRO) Stop Controlled	A/B	A/B	B/B
Confluence Dr (South)	Full Movement Stop-Controlled	Stop-Control or Roundabout	D/E	E/F	Stop-Control: E/F Roundabout: A/A

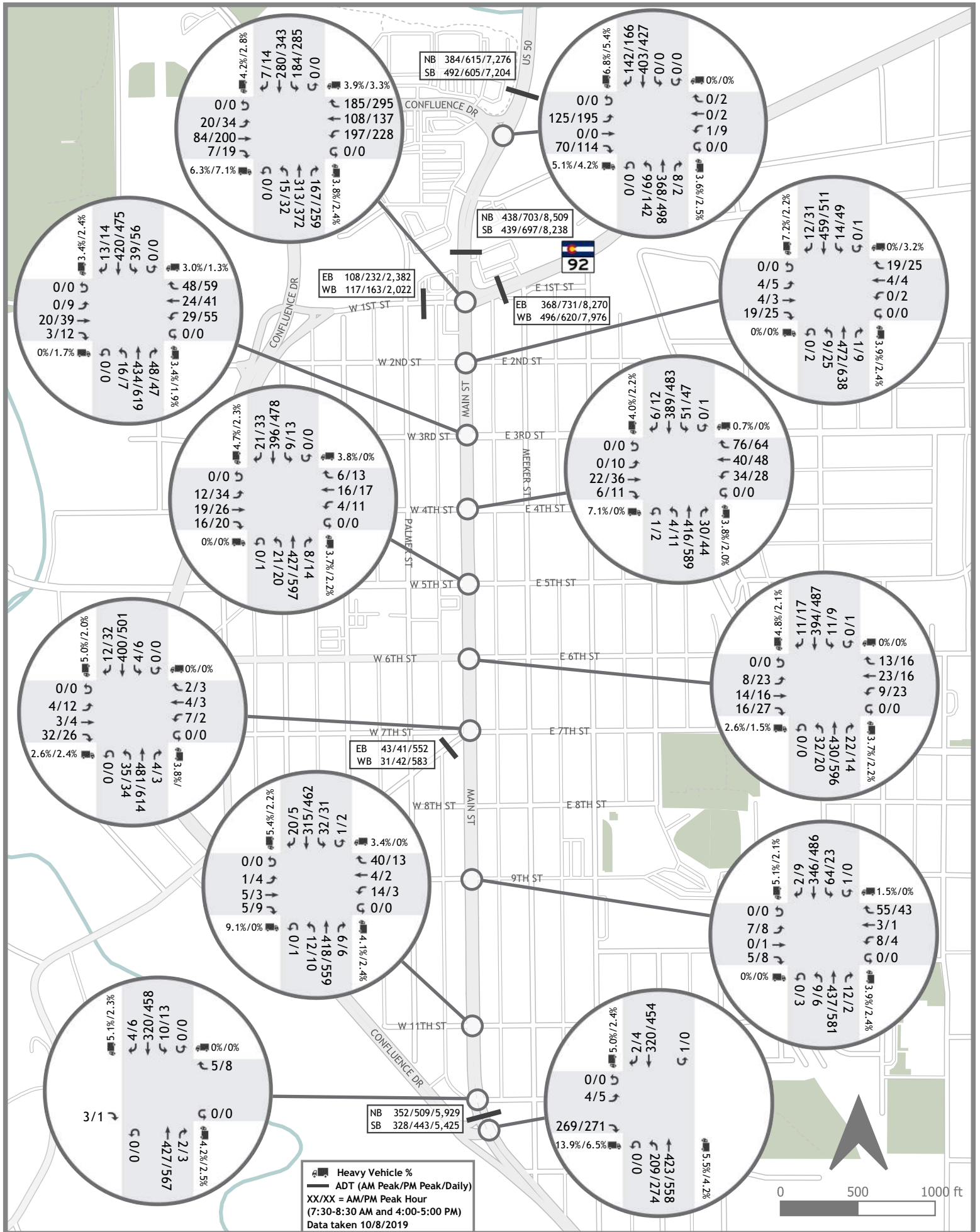
\*RIRO = Right In Right Out

¾ Movement = Left In, Right In, Right Out

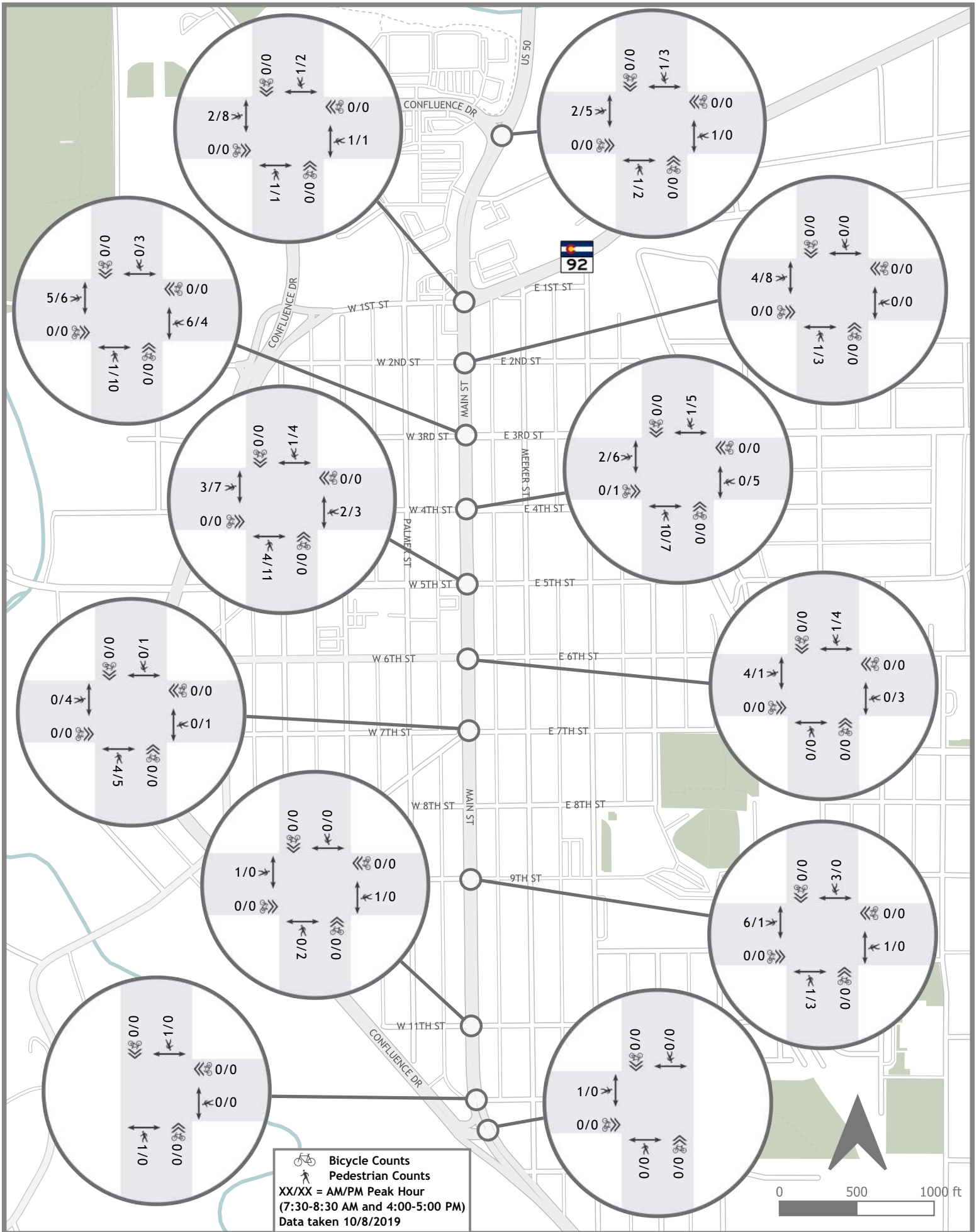
Segment LOS Summary

Segment	Existing				2040 No Build				2040 Build			
	AM		PM		AM		PM		AM		PM	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
N Confluence - 1st St	C	D	C	D	C	D	C	D	C	D	C	D
CO-92/1st St - 3rd St	E	B	E	C	E	B	E	C	D	B	D	C
3rd St - 5th St	C/D	C/D	D	D	D	C/D	D	D	D	D	D	D
5th St - 6th St	C	C	D	C	C	C	D	C	C	B	C	C
<b>Full Segment</b>	<b>D</b>	<b>C</b>	<b>D</b>	<b>C</b>	<b>D</b>	<b>C</b>	<b>D</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>D</b>	<b>C</b>

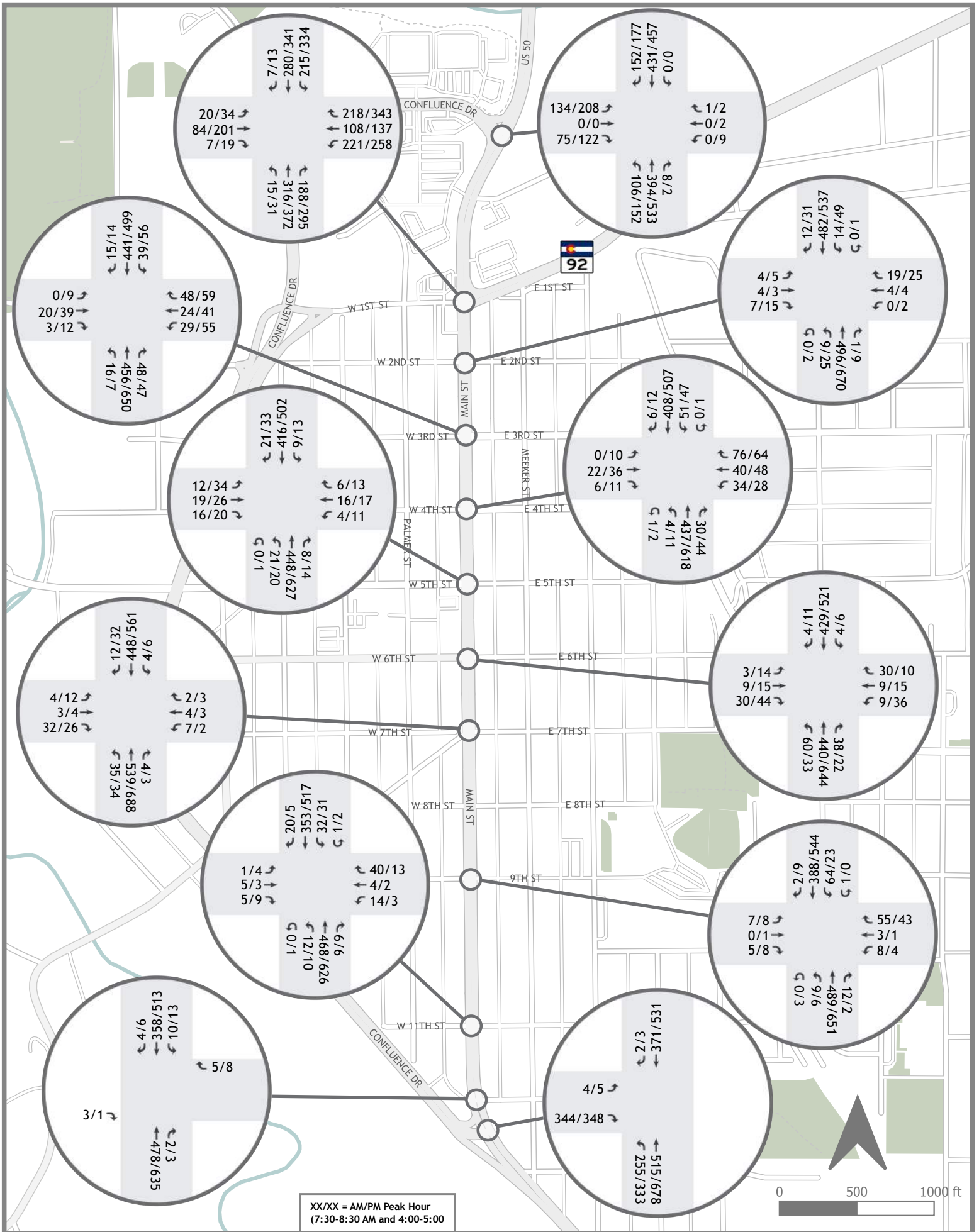
\*3<sup>rd</sup> St – 5<sup>th</sup> St was analyzed as two segments from Existing and 2040 No Build scenarios. Both LOS results are shown if the two segments differed.



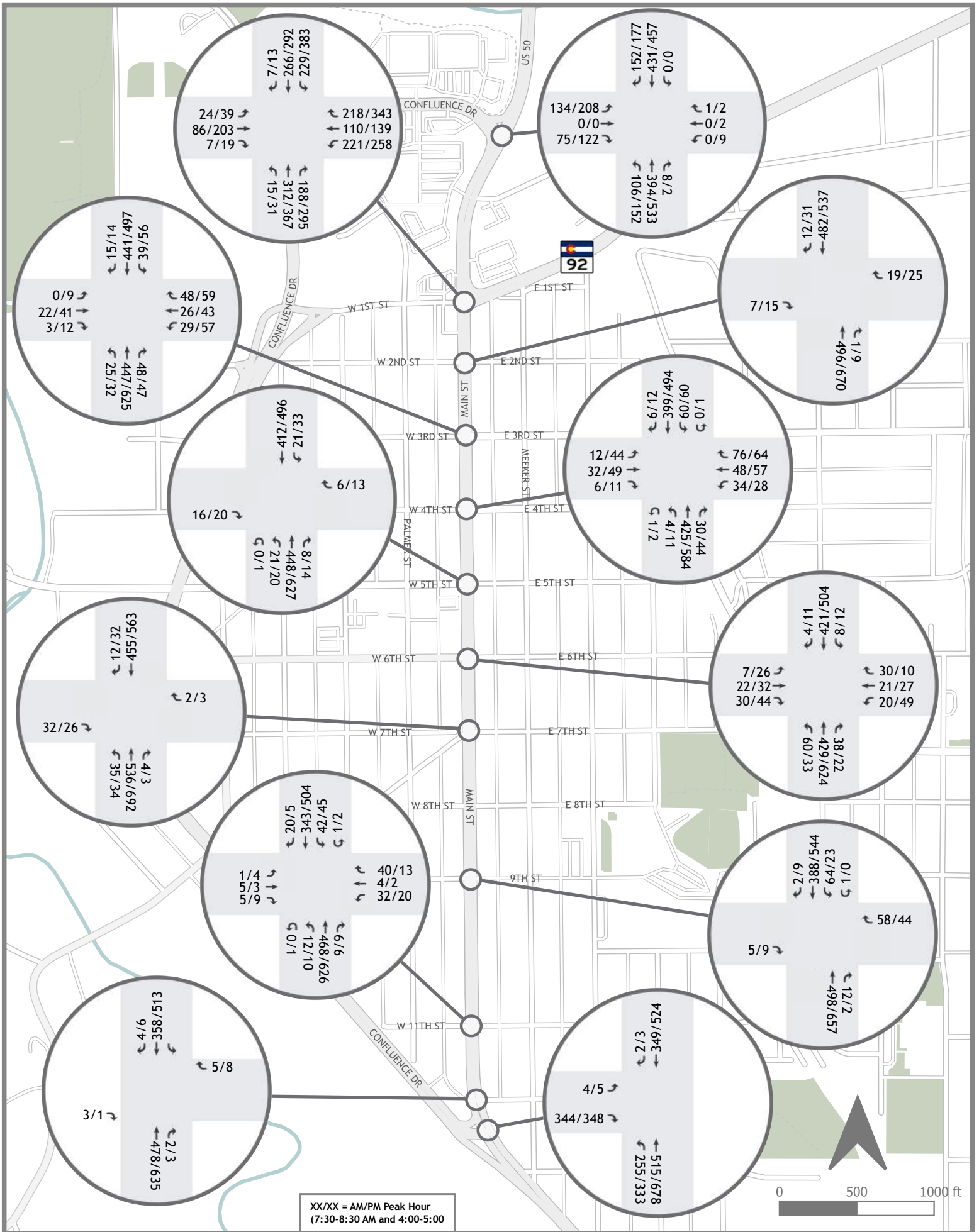
# Existing Traffic Volumes



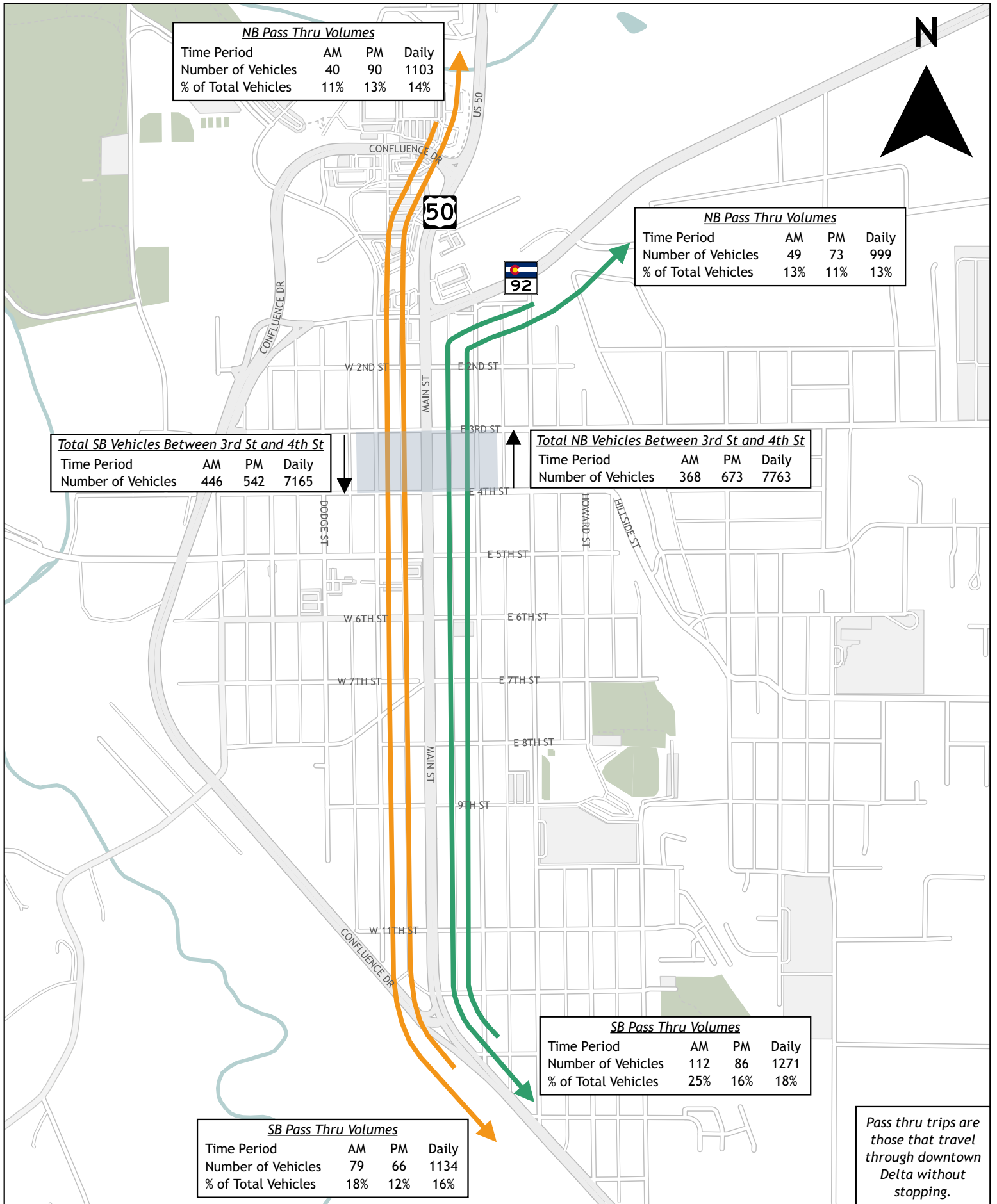
**Existing Pedestrian and Bicycle Counts**



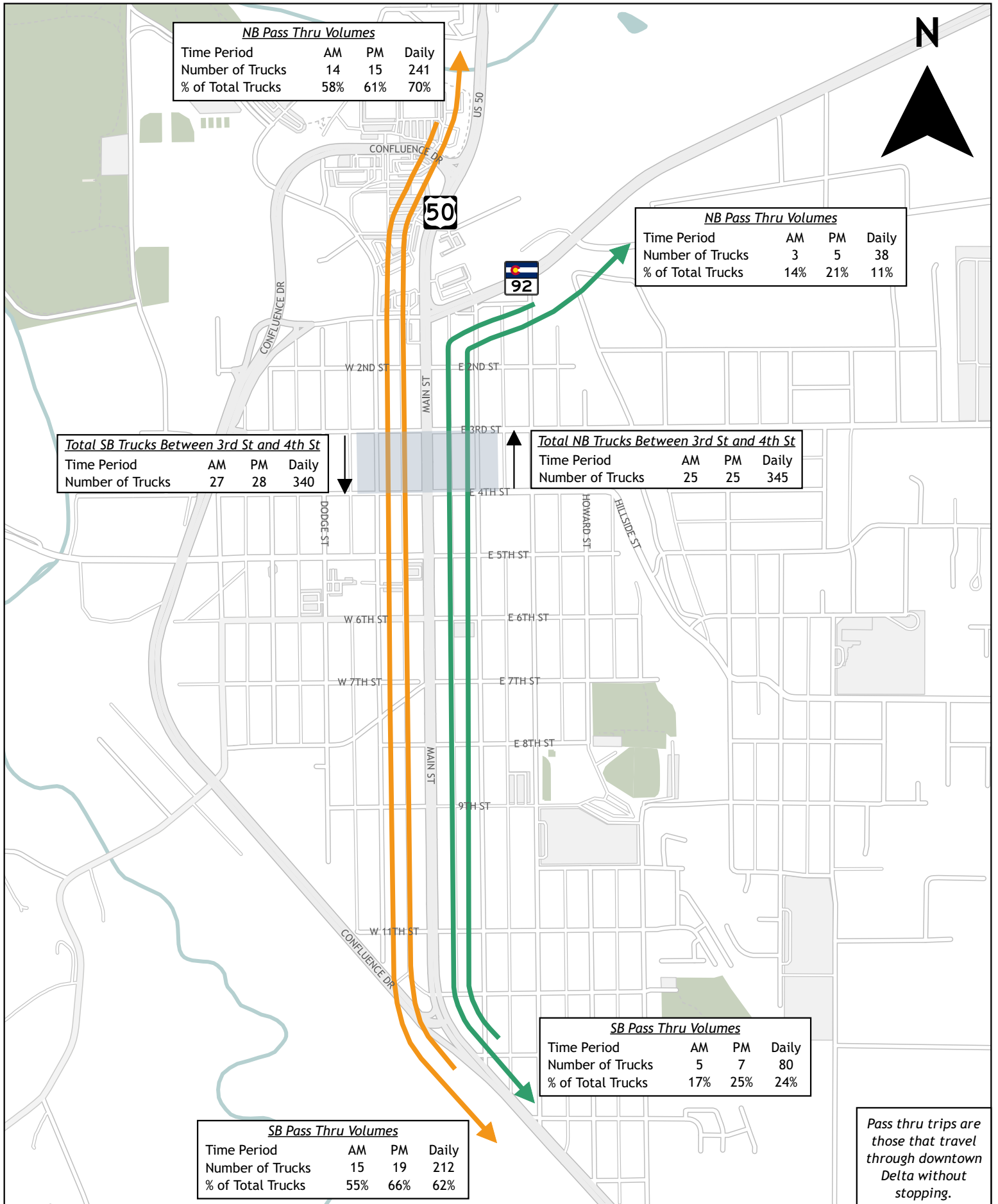
# 2040 Baseline Traffic Volumes



# 2040 Build Volumes

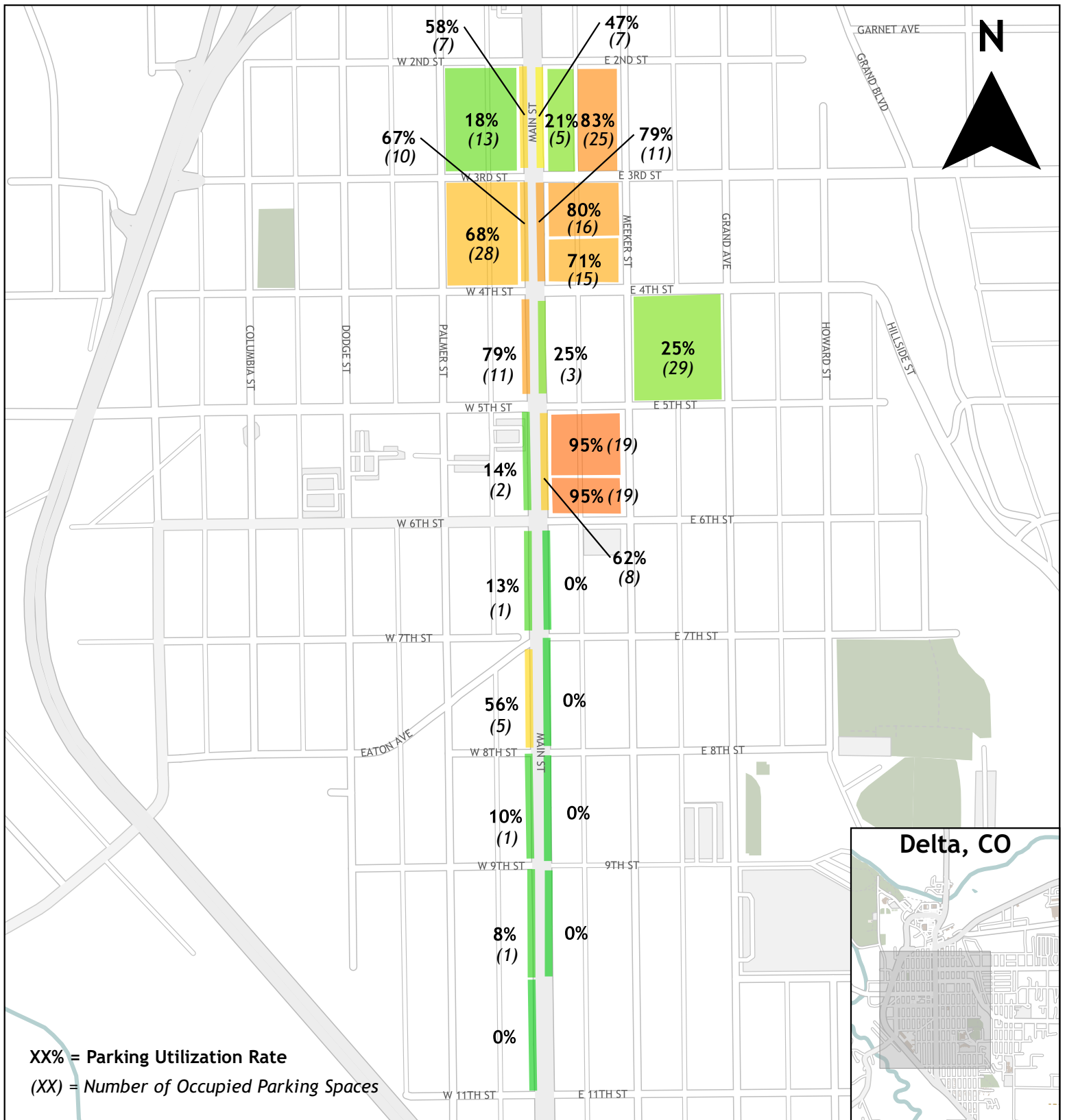


# Thru Traffic Volumes - All Vehicles



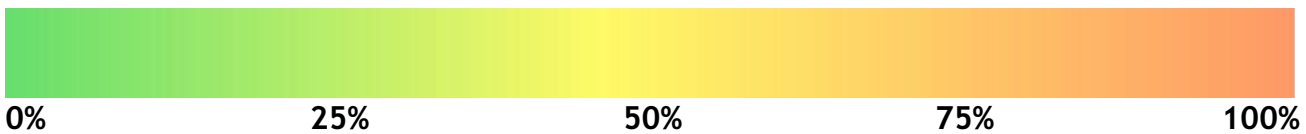
# Thru Traffic Volumes - Trucks

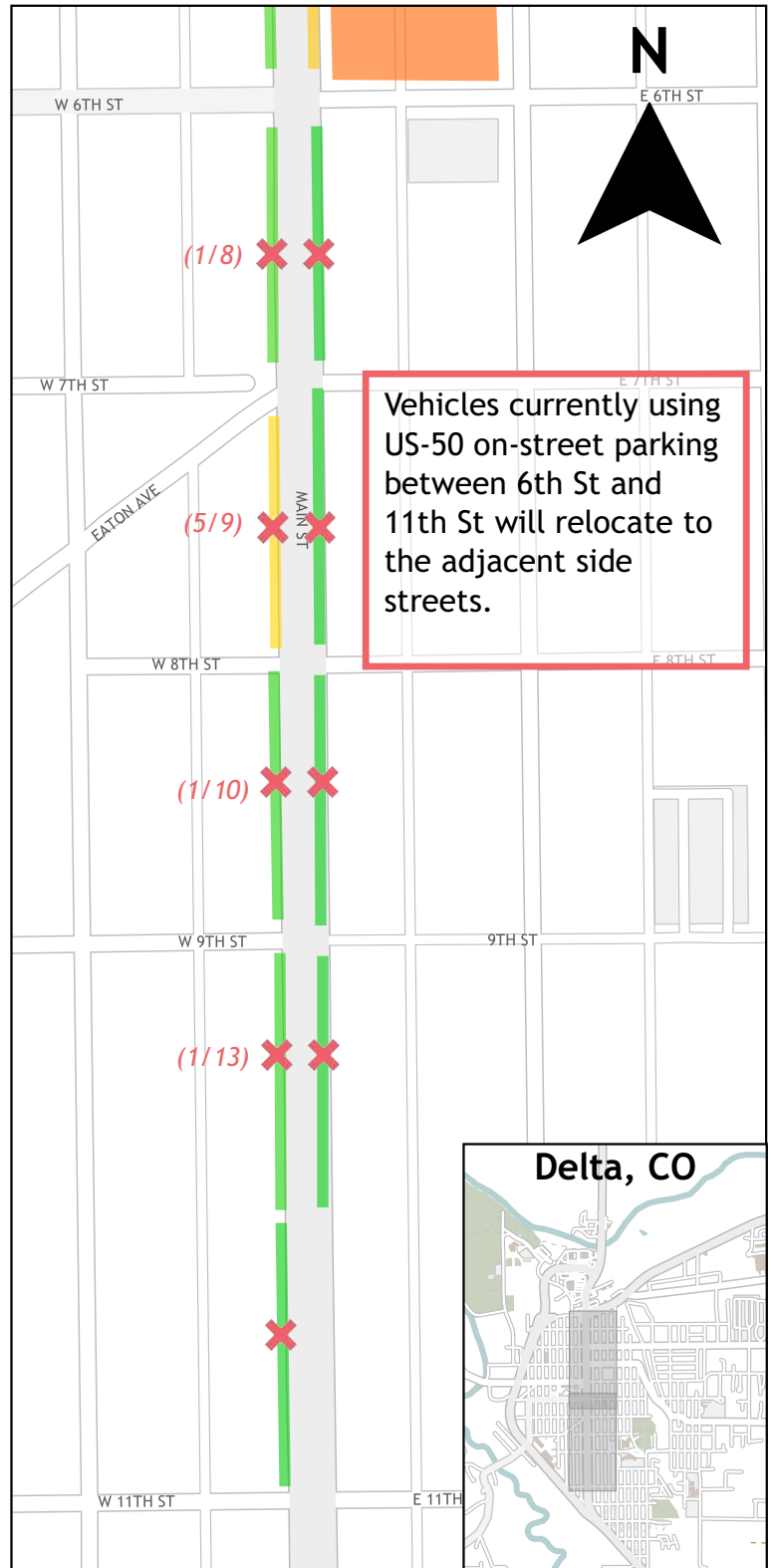
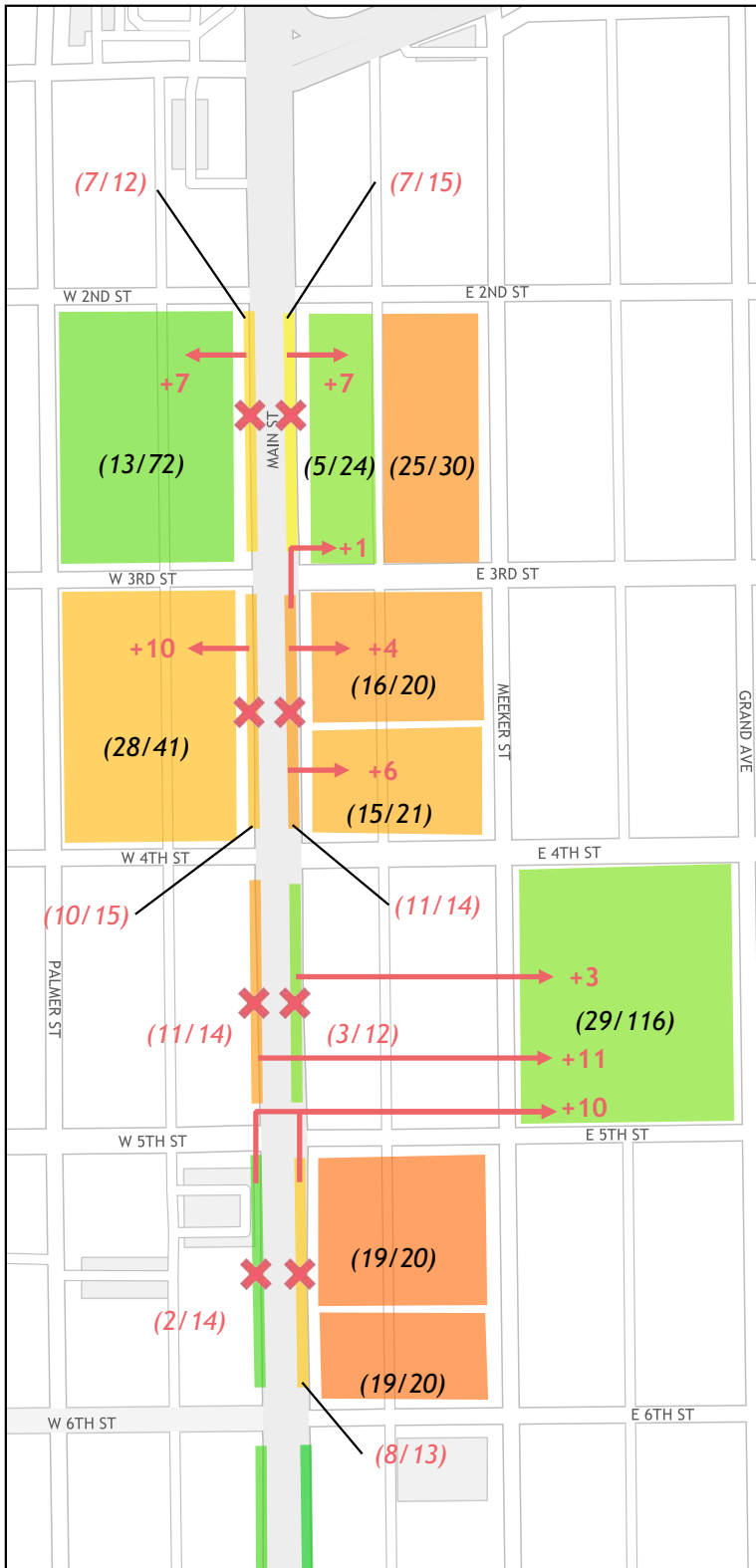




# System Parking Peak Utilization Rate

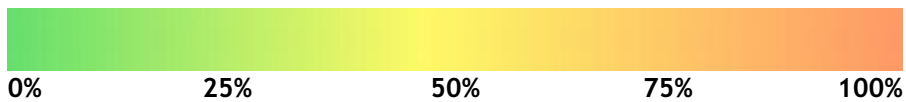
Collected on 10/8/2019 at 12:15 PM





## System Parking Peak Utilization Rate

Collected on 10/8/2019 at 12:15 PM



(XX/XX) = Number of Occupied Parking Spaces/Total Number of Parking Spaces

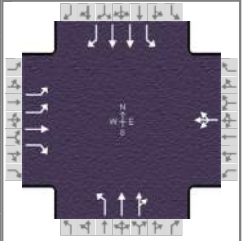
(XX/XX) = Number of Cars Relocated/Total Number of Parking Space

✕ = On-street parking eliminated

→ = Parking moves to public lots

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Stolfus			Duration, h	0.250		
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other		
Jurisdiction	Mesa County	Time Period	PM	PHF	0.89		
Urban Street	US 50	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	Confluence Dr (North)	File Name	Existing AM (Downtown).xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	125	0	70	1	0	0	99	368	8	0	403	142

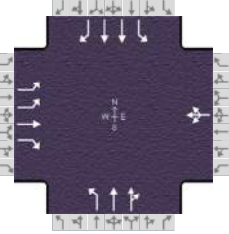
Signal Information														
Cycle, s	64.9	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	6.2	20.1	6.4	8.1	0.0	0.0				
				Yellow	3.5	3.5	3.5	3.5	0.0	0.0				
				Red	2.5	2.5	2.5	2.5	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8		4	1	6	5	2
Case Number	1.0	3.0		8.3	1.1	4.0	1.1	3.0
Phase Duration, s	12.4	26.5		14.1	12.2	38.3	0.0	26.1
Change Period, ( Y+R <sub>c</sub> ), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway ( MAH ), s	4.1	4.4		4.4	4.2	4.1	0.0	4.1
Queue Clearance Time ( g <sub>s</sub> ), s	4.1	4.4		2.0	4.7	6.6		8.8
Green Extension Time ( g <sub>e</sub> ), s	0.4	0.3		0.3	0.3	4.5	0.0	4.5
Phase Call Probability	0.92	0.98		0.76	0.89	1.00		1.00
Max Out Probability	0.00	0.00		0.00	0.00	0.00		0.00

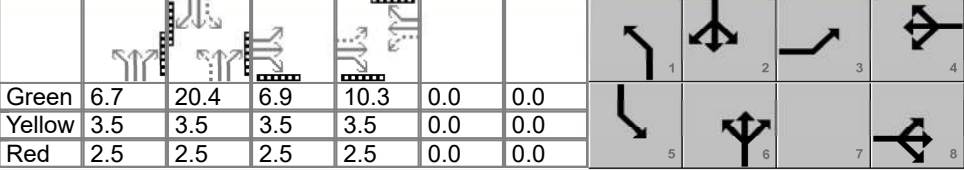
Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12	
Adjusted Flow Rate ( v ), veh/h	140	0	79		1		120	229	227	0	453	160	
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1689	1826			1437		1753	1841	1827	1711	1710	1517	
Queue Service Time ( g <sub>s</sub> ), s	2.1	0.0			0.0		2.7	4.6	4.6	0.0	6.8	5.3	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	2.1	0.0			0.0		2.7	4.6	4.6	0.0	6.8	5.3	
Green Ratio ( g/C )	0.25	0.32			0.12		0.44	0.50	0.50	0.22	0.31	0.31	
Capacity ( c ), veh/h	901	578			290		468	918	911	393	1062	471	
Volume-to-Capacity Ratio ( X )	0.156	0.000			0.004		0.257	0.249	0.250	0.000	0.426	0.339	
Back of Queue ( Q ), ft/ln ( 50 th percentile)	19.9	0			0.4		24.8	42.2	40.7	0	63.8	44.2	
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.8	0.0			0.0		1.0	1.6	1.6	0.0	2.4	1.7	
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.11	0.00			0.00		0.17	0.00	0.00	0.00	0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh	18.8	0.0			24.9		11.7	9.3	9.3	0.0	17.8	17.2	
Incremental Delay ( d <sub>2</sub> ), s/veh	0.1	0.0			0.0		0.2	0.1	0.1	0.0	0.3	0.4	
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay ( d ), s/veh	18.9	0.0	0.0		24.9		12.0	9.4	9.4	0.0	18.0	17.7	
Level of Service ( LOS )	B		A		C		B	A	A		B	B	
Approach Delay, s/veh / LOS	12.1		B		24.9		9.9		A		17.9		B
Intersection Delay, s/veh / LOS	13.8						B						

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.43	B	1.66	B	2.41	B
Bicycle LOS Score / LOS	3.07	C	2.79	C	2.99	C	3.21	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.95	
Urban Street	US 50	Analysis Year	2019	Analysis Period	1 > 7:00	
Intersection	Confluence Dr (North)	File Name	Existing PM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	195	0	114	9	2	2	142	498	2	0	427	166

Signal Information														
Cycle, s	68.2	Reference Phase	2	Green	6.7	20.4	6.9	10.3	0.0	0.0	5	6	7	8
Offset, s	0	Reference Point	End	Yellow	3.5	3.5	3.5	3.5	0.0	0.0	5	6	7	8
Uncoordinated	Yes	Simult. Gap E/W	On	Red	2.5	2.5	2.5	2.5	0.0	0.0	5	6	7	8
Force Mode	Fixed	Simult. Gap N/S	On											

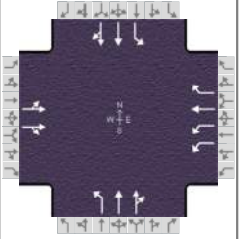
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8		4	1	6	5	2
Case Number	1.0	3.0		8.3	1.1	4.0	1.1	3.0
Phase Duration, s	12.9	29.1		16.3	12.7	39.1	0.0	26.4
Change Period, ( Y+R <sub>c</sub> ), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway ( MAH ), s	4.1	4.3		4.3	4.2	4.1	0.0	4.1
Queue Clearance Time ( g <sub>s</sub> ), s	5.1	5.8		2.4	6.0	8.4		9.1
Green Extension Time ( g <sub>e</sub> ), s	0.7	0.5		0.5	0.5	5.2	0.0	5.2
Phase Call Probability	0.98	1.00		0.92	0.95	1.00		1.00
Max Out Probability	0.00	0.00		0.00	0.00	0.01		0.01

Movement Group Results	EB			WB			NB			SB					
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12			
Adjusted Flow Rate ( v ), veh/h	205	0	120		14		164	288	288	0	449	175			
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1702	1841			1544		1781	1870	1868	1739	1738	1534			
Queue Service Time ( g <sub>s</sub> ), s	3.1	0.0			0.0		4.0	6.4	6.4	0.0	7.1	6.1			
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	3.1	0.0			0.4		4.0	6.4	6.4	0.0	7.1	6.1			
Green Ratio ( g/C )	0.28	0.34			0.15		0.43	0.48	0.48	0.21	0.30	0.30			
Capacity ( c ), veh/h	955	625			322		463	907	905	352	1039	458			
Volume-to-Capacity Ratio ( X )	0.215	0.000			0.042		0.353	0.318	0.318	0.000	0.433	0.381			
Back of Queue ( Q ), ft/ln ( 50 th percentile)	29.9	0			4.7		37.2	60.2	59.2	0	67.8	52.7			
Back of Queue ( Q ), veh/ln ( 50 th percentile)	1.2	0.0			0.2		1.5	2.4	2.4	0.0	2.6	2.0			
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.17	0.00			0.00		0.26	0.00	0.00	0.00	0.00	0.00			
Uniform Delay ( d <sub>1</sub> ), s/veh	18.8	0.0			24.8		13.1	10.7	10.7	0.0	19.3	18.9			
Incremental Delay ( d <sub>2</sub> ), s/veh	0.1	0.0			0.1		0.2	0.1	0.1	0.0	0.3	0.5			
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0			
Control Delay ( d ), s/veh	18.9	0.0	0.0		24.8		13.3	10.8	10.8	0.0	19.5	19.4			
Level of Service ( LOS )	B		A		C		B	B	B		B	B			
Approach Delay, s/veh / LOS	12.0		B		24.8		C		11.4		B		19.5		B
Intersection Delay, s/veh / LOS	14.6						B								

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.66	B	2.39	B
Bicycle LOS Score / LOS	3.24	C	2.81	C	3.11	C	3.22	C

## HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Stolfus			Duration, h	0.250		
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other		
Jurisdiction	Mesa County	Time Period	PM	PHF	0.92		
Urban Street	US 50	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	US 50 & 1st St	File Name	Existing AM (Downtown).xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	20	84	7	197	108	185	15	313	167	184	280	7

Signal Information																								
Cycle, s	69.8	Reference Phase	2																					
Offset, s	0	Reference Point	End																					
Uncoordinated	Yes	Simult. Gap E/W	On																					
Force Mode	Fixed	Simult. Gap N/S	On																					
				Green	2.0	0.9	20.1	10.1	9.2	0.0	Yellow	3.0	3.5	3.5	3.5	3.5	0.0	Red	2.0	2.0	1.0	3.0	2.5	0.0

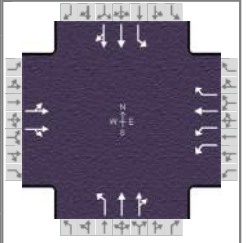
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		12.0		9.0	1.1	4.0	1.1	4.0
Phase Duration, s		15.2		16.6	7.0	24.6	13.3	30.9
Change Period, ( Y+R <sub>c</sub> ), s		6.0		6.5	5.0	4.5	5.5	4.5
Max Allow Headway ( MAH ), s		6.1		6.1	4.2	1.2	4.2	1.2
Queue Clearance Time ( g <sub>s</sub> ), s		4.2		6.1	2.5	11.4	7.4	6.2
Green Extension Time ( g <sub>e</sub> ), s		0.8		3.1	0.0	0.1	0.6	0.1
Phase Call Probability		0.90		1.00	0.28	1.00	0.98	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	63		57	214	117	30	17	285	257	208	163	162
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1780		1768	1702	1841	1557	1753	1841	1625	1753	1841	1824
Queue Service Time ( g <sub>s</sub> ), s	2.2		2.0	4.0	4.1	1.2	0.5	9.1	9.4	5.4	4.2	4.2
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	2.2		2.0	4.0	4.1	1.2	0.5	9.1	9.4	5.4	4.2	4.2
Green Ratio ( g/C )	0.13		0.13	0.15	0.15	0.15	0.32	0.29	0.29	0.43	0.38	0.38
Capacity ( c ), veh/h	235		233	495	268	226	451	530	468	430	698	692
Volume-to-Capacity Ratio ( X )	0.269		0.246	0.432	0.438	0.134	0.038	0.538	0.550	0.483	0.233	0.234
Back of Queue ( Q ), ft/ln ( 50 th percentile)	24.6		22.2	41.9	48.2	11.7	4.7	95.9	84.5	52.1	42.4	41
Back of Queue ( Q ), veh/ln ( 50 th percentile)	1.0		0.9	1.6	1.9	0.5	0.2	3.7	3.4	2.0	1.6	1.6
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00		0.00	0.40	0.00	0.00	0.09	0.00	0.00	0.33	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	27.3		27.2	27.2	27.2	26.0	16.5	20.9	21.0	14.1	14.8	14.8
Incremental Delay ( d <sub>2</sub> ), s/veh	1.3		1.2	1.3	2.4	0.6	0.0	0.3	0.4	0.8	0.1	0.1
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	28.5		28.3	28.5	29.6	26.5	16.5	21.2	21.4	14.9	14.8	14.8
Level of Service ( LOS )	C		C	C	C	C	B	C	C	B	B	B
Approach Delay, s/veh / LOS	28.4		C	28.7		C	21.2		C	14.9		B
Intersection Delay, s/veh / LOS	21.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.34	B	2.66	C	1.93	B
Bicycle LOS Score / LOS	2.88	C	3.38	C	3.38	C	2.75	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Stolfus			Duration, h	0.250		
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other		
Jurisdiction	Mesa County	Time Period	PM	PHF	0.96		
Urban Street	US 50	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	US 50 & 1st St	File Name	Existing PM (Downtown).xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	34	200	19	228	137	295	32	372	259	285	343	14

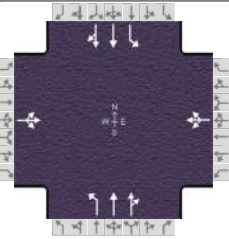
Signal Information																								
Cycle, s	73.5	Reference Phase	2																					
Offset, s	0	Reference Point	End																					
Uncoordinated	Yes	Simult. Gap E/W	On																					
Force Mode	Fixed	Simult. Gap N/S	On																					
				Green	3.5	1.3	20.1	11.0	10.1	0.0	Yellow	3.0	3.5	3.5	3.5	3.5	0.0	Red	2.0	2.0	1.0	3.0	2.5	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		12.0		9.0	1.1	4.0	1.1	4.0
Phase Duration, s		16.1		17.5	8.5	24.6	15.3	31.3
Change Period, ( Y+R <sub>c</sub> ), s		6.0		6.5	5.0	4.5	5.5	4.5
Max Allow Headway ( MAH ), s		6.1		6.1	4.2	1.2	4.2	1.2
Queue Clearance Time ( g <sub>s</sub> ), s		7.4		7.2	3.0	14.9	9.1	6.5
Green Extension Time ( g <sub>e</sub> ), s		2.0		3.5	0.1	0.1	0.7	0.1
Phase Call Probability		1.00		1.00	0.50	1.00	0.99	1.00
Max Out Probability		0.00		0.01	0.00	0.00	0.01	0.00

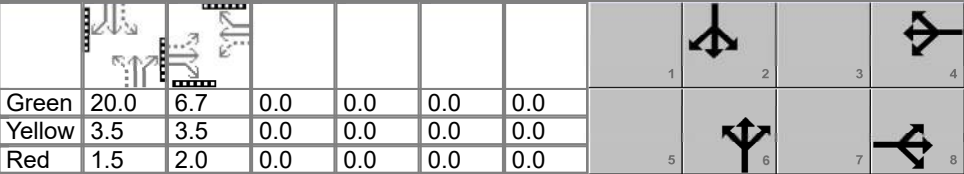
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	138		125	238	143	26	34	359	314	257	162	160
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1774		1746	1716	1856	1566	1781	1870	1613	1767	1856	1828
Queue Service Time ( g <sub>s</sub> ), s	5.4		4.9	4.6	5.2	1.1	1.0	12.7	12.9	7.1	4.5	4.5
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	5.4		4.9	4.6	5.2	1.1	1.0	12.7	12.9	7.1	4.5	4.5
Green Ratio ( g/C )	0.14		0.14	0.15	0.15	0.15	0.32	0.27	0.27	0.43	0.37	0.37
Capacity ( c ), veh/h	244		240	514	278	235	472	511	441	407	678	668
Volume-to-Capacity Ratio ( X )	0.567		0.520	0.462	0.514	0.111	0.072	0.703	0.712	0.631	0.238	0.240
Back of Queue ( Q ), ft/ln ( 50 th percentile)	61.8		55	49.1	62.5	10.4	9.9	137.3	118.9	71.1	45.9	44.5
Back of Queue ( Q ), veh/ln ( 50 th percentile)	2.5		2.2	1.9	2.4	0.4	0.4	5.4	4.8	2.8	1.8	1.8
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00		0.00	0.47	0.00	0.00	0.19	0.00	0.00	0.44	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	29.6		29.4	28.5	28.8	27.0	17.3	24.0	24.1	16.1	16.2	16.2
Incremental Delay ( d <sub>2</sub> ), s/veh	4.4		3.7	1.4	3.1	0.4	0.1	0.6	0.8	1.5	0.1	0.1
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	34.0		33.1	29.9	31.9	27.5	17.3	24.6	24.8	17.6	16.3	16.3
Level of Service ( LOS )	C		C	C	C	C	B	C	C	B	B	B
Approach Delay, s/veh / LOS	33.6		C	30.5		C	24.4		C	16.9		B
Intersection Delay, s/veh / LOS	24.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.30	B	2.83	C	1.93	B
Bicycle LOS Score / LOS	3.00	C	3.45	C	3.51	D	2.88	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.95	
Urban Street	US 50	Analysis Year	2019	Analysis Period	1 > 7:00	
Intersection	Us 50 & 3rd St	File Name	Existing AM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	0	20	3	29	24	48	16	434	48	39	420	15

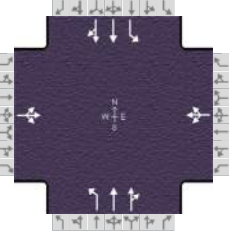
Signal Information											
Cycle, s	37.2	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		12.2		12.2		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		3.2		3.2		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		2.4		4.0		5.1		6.1
Green Extension Time ( g <sub>e</sub> ), s		0.2		0.2		0.1		0.1
Phase Call Probability		0.22		0.67		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

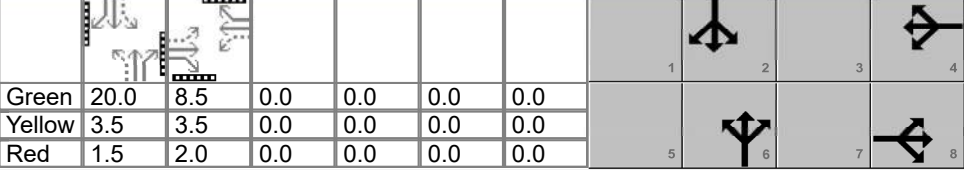
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	0			106			18	279	271	43	238	236
Adjusted Saturation Flow Rate ( s ), veh/h/ln	0			1616			910	1856	1788	849	1856	1832
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.0			0.4	3.0	3.1	1.1	2.5	2.5
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	0.0			2.0			2.9	3.0	3.1	4.1	2.5	2.5
Green Ratio ( g/C )				0.18			0.54	0.54	0.54	0.54	0.54	0.54
Capacity ( c ), veh/h				415			622	998	962	581	998	986
Volume-to-Capacity Ratio ( X )	0.000			0.256			0.029	0.280	0.282	0.073	0.239	0.240
Back of Queue ( Q ), ft/ln ( 50 th percentile)	0			16.6			1.3	16.3	15.4	3.2	13.5	13.1
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.0			0.6			0.0	0.6	0.6	0.1	0.5	0.5
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.01	0.00	0.00	0.03	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh				13.3			5.3	4.7	4.7	5.8	4.6	4.6
Incremental Delay ( d <sub>2</sub> ), s/veh	0.0			0.1			0.0	0.1	0.1	0.0	0.0	0.0
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh				13.5			5.3	4.7	4.7	5.8	4.6	4.6
Level of Service ( LOS )				B			A	A	A	A	A	A
Approach Delay, s/veh / LOS	12.7	B		13.5	B		4.7	A		4.7	A	
Intersection Delay, s/veh / LOS	5.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.25	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	2.75	C	2.88	C	2.76	C	2.74	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.98	
Urban Street	US 50	Analysis Year	2019	Analysis Period	1 > 7:00	
Intersection	Us 50 & 3rd St	File Name	Existing PM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	9	39	12	55	41	59	7	619	47	56	475	14

Signal Information														
Cycle, s	39.0	Reference Phase	2	Green	20.0	8.5	0.0	0.0	0.0	0.0				
Offset, s	0	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0				
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

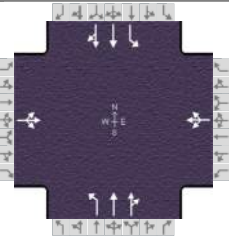
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		14.0		14.0		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		3.3		3.3		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		3.1		5.1		6.4		8.1
Green Extension Time ( g <sub>e</sub> ), s		0.4		0.4		0.1		0.1
Phase Call Probability		0.48		0.82		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	61			158			7	351	343	52	228	226
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1754			1617			934	1870	1822	749	1870	1850
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.6			0.2	4.4	4.4	1.7	2.6	2.6
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	1.1			3.1			2.8	4.4	4.4	6.1	2.6	2.6
Green Ratio ( g/C )	0.22			0.22			0.51	0.51	0.51	0.51	0.51	0.51
Capacity ( c ), veh/h	487			476			602	960	935	485	960	950
Volume-to-Capacity Ratio ( X )	0.126			0.332			0.012	0.366	0.367	0.107	0.237	0.238
Back of Queue ( Q ), ft/ln ( 50 th percentile)	9.2			25			0.6	26.6	25.6	5.2	15.9	15.5
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.4			1.0			0.0	1.0	1.0	0.2	0.6	0.6
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.00	0.00	0.00	0.04	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	12.4			13.1			6.0	5.7	5.7	7.5	5.3	5.3
Incremental Delay ( d <sub>2</sub> ), s/veh	0.0			0.2			0.0	0.1	0.1	0.0	0.0	0.0
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	12.4			13.3			6.0	5.8	5.8	7.6	5.3	5.3
Level of Service ( LOS )	B			B			A	A	A	A	A	A
Approach Delay, s/veh / LOS	12.4	B		13.3	B		5.8	A		5.5	A	
Intersection Delay, s/veh / LOS	6.8						A					

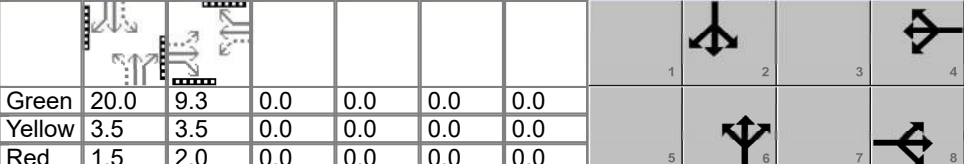
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.25	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	2.81	C	2.97	C	2.89	C	2.78	C



# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.89	
Urban Street	US 50	Analysis Year	2019	Analysis Period	1 > 7:00	
Intersection	US 50 & 4th St	File Name	Existing AM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	0	22	6	34	40	76	5	416	30	51	389	6

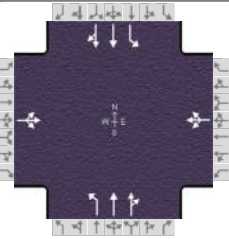
Signal Information													
Cycle, s	39.8	Reference Phase	2	Green	20.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On										

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		14.8		14.8		25.0		25.0
Change Period, ( $Y+R_c$ ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( $MAH$ ), s		1.3		1.3		1.2		1.2
Queue Clearance Time ( $g_s$ ), s		2.6		5.3		5.3		6.9
Green Extension Time ( $g_e$ ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.29		0.84		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

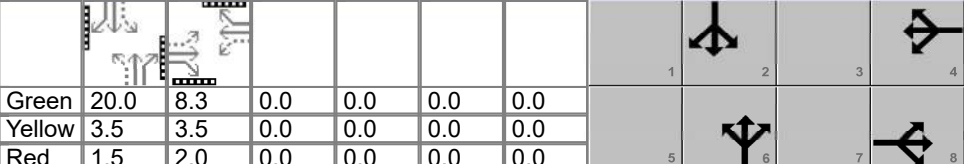
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( $v$ ), veh/h	0			169			6	261	256	56	218	217
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	0			1644			937	1841	1797	870	1841	1831
Queue Service Time ( $g_s$ ), s	0.0			0.0			0.1	3.3	3.3	1.6	2.7	2.7
Cycle Queue Clearance Time ( $g_c$ ), s	0.0			3.3			2.8	3.3	3.3	4.9	2.7	2.7
Green Ratio ( $g/C$ )				0.23			0.50	0.50	0.50	0.50	0.50	0.50
Capacity ( $c$ ), veh/h				495			589	925	903	546	925	920
Volume-to-Capacity Ratio ( $X$ )	0.000			0.340			0.010	0.283	0.284	0.103	0.236	0.236
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)	0			26.8			0.5	21	20	5.6	17	16.5
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)	0.0			1.1			0.0	0.8	0.8	0.2	0.7	0.7
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)	0.00			0.00			0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh				13.0			6.4	5.7	5.7	7.2	5.6	5.6
Incremental Delay ( $d_2$ ), s/veh	0.0			0.1			0.0	0.1	0.1	0.0	0.0	0.0
Initial Queue Delay ( $d_3$ ), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( $d$ ), s/veh				13.1			6.4	5.8	5.8	7.2	5.6	5.6
Level of Service (LOS)				B			A	A	A	A	A	A
Approach Delay, s/veh / LOS	11.9	B		13.1	B		5.8	A		5.8	A	
Intersection Delay, s/veh / LOS	7.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.25	B	1.64	B	1.67	B
Bicycle LOS Score / LOS	2.76	C	2.99	C	2.74	C	2.74	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.98	
Urban Street	US 50	Analysis Year	2019	Analysis Period	1 > 7:00	
Intersection	US 50 & 4th St	File Name	Existing PM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	10	36	11	28	48	64	13	589	44	48	483	12

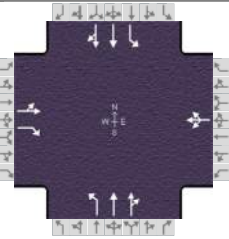
Signal Information												
Cycle, s	38.8	Reference Phase	2	Green	20.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On									

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		13.8		13.8		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.3		1.3		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		3.0		4.7		6.2		7.6
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.47		0.79		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

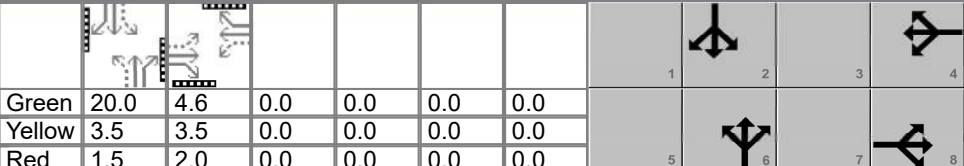
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	58			143			14	341	333	45	233	232
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1774			1683			925	1870	1823	764	1870	1854
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.0			0.3	4.2	4.2	1.4	2.7	2.7
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	1.0			2.7			3.0	4.2	4.2	5.6	2.7	2.7
Green Ratio ( g/C )	0.21			0.21			0.52	0.52	0.52	0.52	0.52	0.52
Capacity ( c ), veh/h	489			471			599	964	940	497	964	955
Volume-to-Capacity Ratio ( X )	0.119			0.303			0.023	0.353	0.354	0.091	0.242	0.242
Back of Queue ( Q ), ft/ln ( 50 th percentile)	8.5			22.2			1.1	25.3	24.3	4.3	16.3	15.9
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.3			0.9			0.0	1.0	1.0	0.2	0.6	0.6
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	12.4			13.1			6.0	5.6	5.6	7.2	5.2	5.2
Incremental Delay ( d <sub>2</sub> ), s/veh	0.0			0.1			0.0	0.1	0.1	0.0	0.0	0.0
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	12.4			13.2			6.0	5.6	5.7	7.3	5.3	5.3
Level of Service ( LOS )	B			B			A	A	A	A	A	A
Approach Delay, s/veh / LOS	12.4	B		13.2	B		5.7	A		5.4	A	
Intersection Delay, s/veh / LOS	6.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.25	B	1.63	B	1.66	B
Bicycle LOS Score / LOS	2.80	C	2.94	C	2.87	C	2.78	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.87	
Urban Street	US 50	Analysis Year	2019	Analysis Period	1 > 7:00	
Intersection	US 50 & 5th St	File Name	Existing AM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	12	19	16	4	16	6	21	427	8	9	396	21

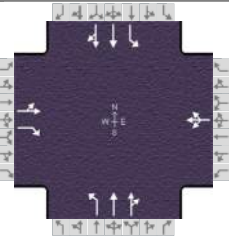
Signal Information													
Cycle, s	35.1	Reference Phase	2	Green	20.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On										

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		7.0		8.0		6.0		6.0
Phase Duration, s		10.1		10.1		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.2		1.2		1.1		1.1
Queue Clearance Time ( g <sub>s</sub> ), s		2.6		2.5		4.7		4.6
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.41		0.25		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

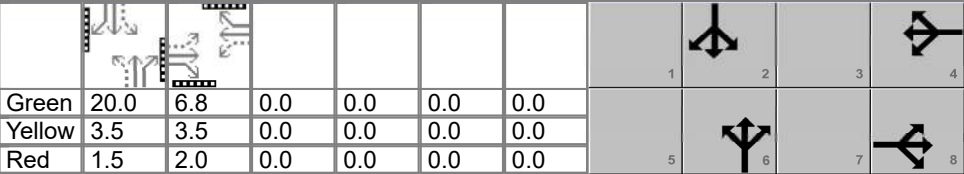
Movement Group Results	EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12	
Adjusted Flow Rate ( v ), veh/h		36	18		30		25	257	255	10	233	230	
Adjusted Saturation Flow Rate ( s ), veh/h/ln		1758	1602		1718		913	1841	1828	866	1826	1793	
Queue Service Time ( g <sub>s</sub> ), s		0.0	0.4		0.0		0.5	2.4	2.5	0.2	2.2	2.2	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s		0.6	0.4		0.5		2.7	2.4	2.5	2.6	2.2	2.2	
Green Ratio ( g/C )		0.13	0.13		0.13		0.57	0.57	0.57	0.57	0.57	0.57	
Capacity ( c ), veh/h		372	210		343		668	1049	1042	639	1041	1022	
Volume-to-Capacity Ratio ( X )		0.096	0.088		0.087		0.037	0.245	0.245	0.016	0.224	0.226	
Back of Queue ( Q ), ft/ln ( 50 th percentile)		5.2	2.7		4.5		1.3	10.3	9.9	0.5	9.2	8.8	
Back of Queue ( Q ), veh/ln ( 50 th percentile)		0.2	0.1		0.2		0.1	0.4	0.4	0.0	0.4	0.4	
Queue Storage Ratio ( RQ ) ( 50 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh		13.5	13.4		13.5		4.4	3.8	3.8	4.4	3.7	3.7	
Incremental Delay ( d <sub>2</sub> ), s/veh		0.0	0.1		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay ( d <sub>3</sub> ), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay ( d ), s/veh		13.5	13.5		13.5		4.4	3.8	3.8	4.4	3.8	3.8	
Level of Service ( LOS )		B	B		B		A	A	A	A	A	A	
Approach Delay, s/veh / LOS	13.5	B		13.5	B		3.8	A			3.8	A	
Intersection Delay, s/veh / LOS	4.6						A						

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.24	B	2.24	B	1.66	B	1.88	B
Bicycle LOS Score / LOS	2.80	C	2.76	C	2.76	C	2.73	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.96	
Urban Street	US 50	Analysis Year	2019	Analysis Period	1 > 7:00	
Intersection	US 50 & 5th St	File Name	Existing PM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	34	26	20	11	17	13	21	597	14	13	478	33

Signal Information											
Cycle, s	37.3	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

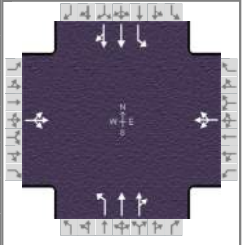
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		7.0		8.0		6.0		6.0
Phase Duration, s		12.3		12.3		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.2		1.2		1.1		1.1
Queue Clearance Time ( g <sub>s</sub> ), s		3.0		2.7		5.7		6.0
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.58		0.36		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h		63	21		43		22	328	325	12	243	238
Adjusted Saturation Flow Rate ( s ), veh/h/ln		1643	1590		1718		911	1870	1855	779	1870	1826
Queue Service Time ( g <sub>s</sub> ), s		0.0	0.4		0.0		0.5	3.7	3.7	0.3	2.6	2.6
Cycle Queue Clearance Time ( g <sub>c</sub> ), s		1.0	0.4		0.7		3.1	3.7	3.7	4.0	2.6	2.6
Green Ratio ( g/C )		0.18	0.18		0.18		0.54	0.54	0.54	0.54	0.54	0.54
Capacity ( c ), veh/h		452	291		437		618	1002	994	533	1002	978
Volume-to-Capacity Ratio ( X )		0.138	0.072		0.098		0.036	0.327	0.327	0.023	0.242	0.244
Back of Queue ( Q ), ft/ln ( 50 th percentile)		9.2	3		6.2		1.6	19.9	19.4	1	14	13.6
Back of Queue ( Q ), veh/ln ( 50 th percentile)		0.4	0.1		0.2		0.1	0.8	0.8	0.0	0.6	0.5
Queue Storage Ratio ( RQ ) ( 50 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.01	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh		12.9	12.6		12.8		5.4	4.9	4.9	6.0	4.6	4.6
Incremental Delay ( d <sub>2</sub> ), s/veh		0.1	0.0		0.0		0.0	0.1	0.1	0.0	0.0	0.0
Initial Queue Delay ( d <sub>3</sub> ), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh		12.9	12.7		12.8		5.5	4.9	4.9	6.0	4.7	4.7
Level of Service ( LOS )		B	B		B		A	A	A	A	A	A
Approach Delay, s/veh / LOS	12.9	B		12.8	B		5.0	A			4.7	A
Intersection Delay, s/veh / LOS	5.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.25	B	1.66	B	1.89	B
Bicycle LOS Score / LOS	2.84	C	2.78	C	2.87	C	2.77	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Stolfus			Duration, h	0.250		
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other		
Jurisdiction	Mesa County	Time Period	PM	PHF	0.84		
Urban Street	US 50	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	US 50 & 6th St	File Name	Existing AM (Downtown).xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	8	14	16	9	23	13	32	430	22	11	394	11

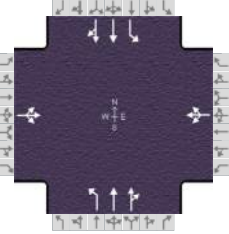
Signal Information				Signal Phases								
Cycle, s	34.6	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	20.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		9.6		9.6		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.2		1.2		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		2.8		2.9		4.8		4.8
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.35		0.40		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

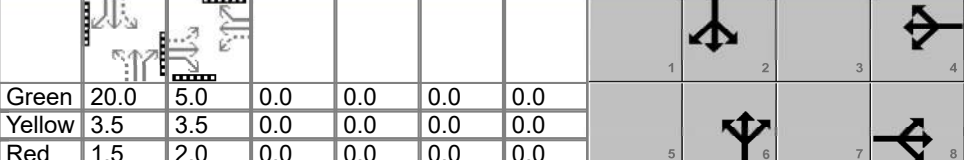
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	45			54			38	271	267	12	226	225
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1647			1728			924	1841	1808	845	1826	1808
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.0			0.7	2.5	2.5	0.3	2.1	2.1
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	0.8			0.9			2.8	2.5	2.5	2.8	2.1	2.1
Green Ratio ( g/C )	0.12			0.12			0.58	0.58	0.58	0.58	0.58	0.58
Capacity ( c ), veh/h	323			331			687	1063	1044	634	1054	1044
Volume-to-Capacity Ratio ( X )	0.140			0.162			0.055	0.255	0.256	0.019	0.215	0.215
Back of Queue ( Q ), ft/ln ( 50 th percentile)	6.6			7.6			1.8	10.1	9.6	0.6	8.3	7.9
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.3			0.3			0.1	0.4	0.4	0.0	0.3	0.3
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.01	0.00	0.00	0.01	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	13.8			13.8			4.2	3.6	3.6	4.3	3.5	3.5
Incremental Delay ( d <sub>2</sub> ), s/veh	0.1			0.1			0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	13.9			13.9			4.2	3.7	3.7	4.3	3.6	3.6
Level of Service ( LOS )	B			B			A	A	A	A	A	A
Approach Delay, s/veh / LOS	13.9	B		13.9	B		3.7	A		3.6	A	
Intersection Delay, s/veh / LOS	4.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.24	B	2.24	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	2.40	B	2.41	B	3.40	C	3.33	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.94	
Urban Street	US 50	Analysis Year	2019	Analysis Period	1 > 7:00	
Intersection	US 50 & 6th St	File Name	Existing PM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	23	16	27	23	16	16	20	596	14	10	487	17

Signal Information												
Cycle, s	35.5	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		10.5		10.5		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.2		1.2		1.1		1.1
Queue Clearance Time ( g <sub>s</sub> ), s		3.3		3.0		5.3		5.5
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.50		0.44		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

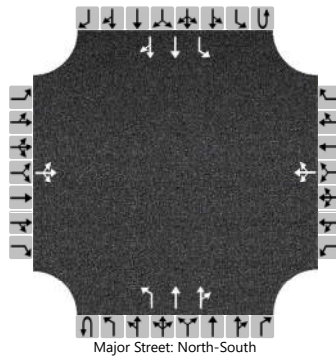
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	70			59			21	326	323	9	237	235
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1612			1640			920	1870	1855	782	1870	1847
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.0			0.4	3.3	3.3	0.2	2.3	2.3
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	1.3			1.0			2.7	3.3	3.3	3.5	2.3	2.3
Green Ratio ( g/C )	0.14			0.14			0.56	0.56	0.56	0.56	0.56	0.56
Capacity ( c ), veh/h	364			375			663	1054	1045	572	1054	1041
Volume-to-Capacity Ratio ( X )	0.193			0.156			0.032	0.309	0.309	0.016	0.225	0.226
Back of Queue ( Q ), ft/ln ( 50 th percentile)	10.2			8.3			1.2	14.7	14.4	0.6	10.2	9.9
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.4			0.3			0.0	0.6	0.6	0.0	0.4	0.4
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.01	0.00	0.00	0.01	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	13.7			13.5			4.5	4.1	4.1	5.0	3.9	3.9
Incremental Delay ( d <sub>2</sub> ), s/veh	0.1			0.1			0.0	0.1	0.1	0.0	0.0	0.0
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	13.7			13.6			4.6	4.2	4.2	5.0	3.9	3.9
Level of Service ( LOS )	B			B			A	A	A	A	A	A
Approach Delay, s/veh / LOS	13.7	B		13.6	B		4.2	A		3.9	A	
Intersection Delay, s/veh / LOS	5.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.24	B	2.24	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	2.44	B	2.42	B	3.47	C	3.37	C

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & Main St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	2nd St		
Analysis Year	2019			North/South Street	US-50		
Time Analyzed	Existing Peak AM			Peak Hour Factor	0.93		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		4	4	7		0	4	19	0	9	472	1	0	14	459	12
Percent Heavy Vehicles (%)		0	0	0		0	0	0	4	4			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.18				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.24				2.23		

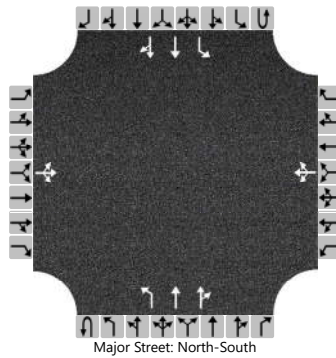
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			16				25			10				15		
Capacity, c (veh/h)			351				528			1041				1046		
v/c Ratio			0.05				0.05			0.01				0.01		
95% Queue Length, Q <sub>95</sub> (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			15.7				12.1			8.5				8.5		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	15.7				12.1				0.2				0.2			
Approach LOS	C				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & Main St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	2nd St		
Analysis Year	2019			North/South Street	US-50		
Time Analyzed	Existing Peak PM			Peak Hour Factor	0.99		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		5	3	15		2	4	25	2	25	638	9	1	49	511	31
Percent Heavy Vehicles (%)		0	0	0		3	3	3	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1			6.4	4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.56	6.56	6.96	6.44	4.14			6.44	4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2			2.5	2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.53	4.03	3.33	2.52	2.22			2.52	2.22		

## Delay, Queue Length, and Level of Service

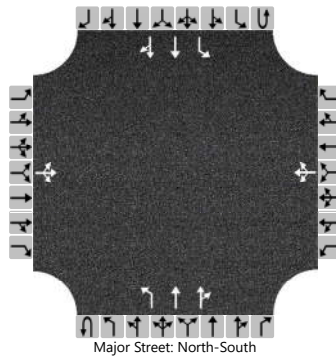
Flow Rate, v (veh/h)			23			31			27				51			
Capacity, c (veh/h)			325			389			974				916			
v/c Ratio			0.07			0.08			0.03				0.06			
95% Queue Length, Q <sub>95</sub> (veh)			0.2			0.3			0.1				0.2			
Control Delay (s/veh)			16.9			15.1			8.8				9.2			
Level of Service (LOS)			C			C			A				A			
Approach Delay (s/veh)	16.9				15.1				0.4				0.8			
Approach LOS	C				C											



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 7th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	7th St		
Analysis Year	2019			North/South Street	US-50		
Time Analyzed	Existing Peak AM			Peak Hour Factor	0.82		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		4	3	32		7	4	2	0	35	481	4	0	4	400	12
Percent Heavy Vehicles (%)		3	3	3		0	0	0	3	3			5	5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.50	6.50	6.90		4.16				4.20		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.50	4.00	3.30		2.23				2.25		

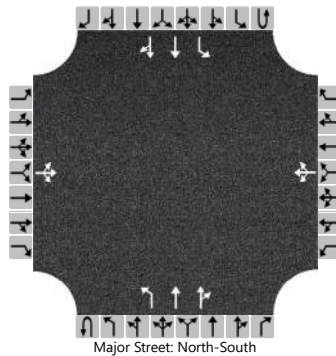
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			48				16				43				5	
Capacity, c (veh/h)			908				219				1051				960	
v/c Ratio			0.05				0.07				0.04				0.01	
95% Queue Length, Q <sub>95</sub> (veh)			0.2				0.2				0.1				0.0	
Control Delay (s/veh)			9.2				22.7				8.6				8.8	
Level of Service (LOS)			A				C				A				A	
Approach Delay (s/veh)	9.2				22.7				0.6				0.1			
Approach LOS	A				C											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 7th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	7th St		
Analysis Year	2019			North/South Street	US-50		
Time Analyzed	Existing Peak PM			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0	
Configuration			LTR				LTR			L	T	TR		L	T	TR	
Volume (veh/h)		12	4	26		2	3	3	0	34	614	3	0	6	501	32	
Percent Heavy Vehicles (%)		2	2	2		0	0	0	2	2			2	2			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.54	6.94		7.50	6.50	6.90		4.14				4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.50	4.00	3.30		2.22				2.22		

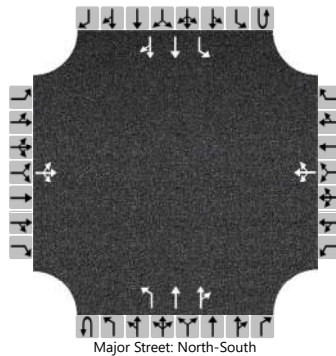
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			44				8							6			
Capacity, c (veh/h)			497				232							932			
v/c Ratio			0.09				0.04							0.01			
95% Queue Length, Q <sub>95</sub> (veh)			0.3				0.1							0.0			
Control Delay (s/veh)			13.0				21.1							8.9			
Level of Service (LOS)			B				C							A			
Approach Delay (s/veh)		13.0				21.1				0.5				0.1			
Approach LOS		B				C											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 9th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	9th St		
Analysis Year	2019			North/South Street	US-50		
Time Analyzed	Existing Peak AM			Peak Hour Factor	0.80		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		7	0	5		8	3	55	0	9	437	12	1	64	346	2
Percent Heavy Vehicles (%)		0	0	0		2	2	2	4	4			5	5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1			6.4	4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.54	6.54	6.94		4.18			6.50	4.20		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2			2.5	2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.52	4.02	3.32		2.24			2.55	2.25		

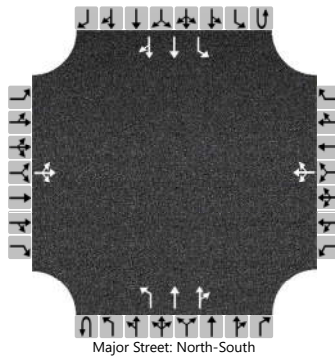
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			15				83							81		
Capacity, c (veh/h)			288				489							974		
v/c Ratio			0.05				0.17							0.08		
95% Queue Length, Q <sub>95</sub> (veh)			0.2				0.6							0.3		
Control Delay (s/veh)			18.2				13.8							9.0		
Level of Service (LOS)			C				B							A		
Approach Delay (s/veh)	18.2				13.8				0.2				1.4			
Approach LOS	C				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 9th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	9th St		
Analysis Year	2019			North/South Street	US-50		
Time Analyzed	Existing Peak PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		8	1	8		4	1	43	3	6	581	2	0	23	486	9
Percent Heavy Vehicles (%)		0	0	0		0	0	0	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90	6.44	4.14				4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30	2.52	2.22				2.22		

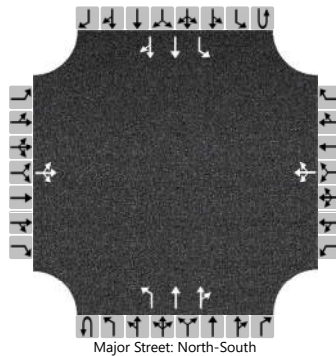
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			18				52			10				25		
Capacity, c (veh/h)			306				543			859				945		
v/c Ratio			0.06				0.10			0.01				0.03		
95% Queue Length, Q <sub>95</sub> (veh)			0.2				0.3			0.0				0.1		
Control Delay (s/veh)			17.5				12.3			9.2				8.9		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	17.5				12.3				0.1				0.4			
Approach LOS	C				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 11th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	11th St		
Analysis Year	2019			North/South Street	US-50		
Time Analyzed	Existing Peak AM			Peak Hour Factor	0.83		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	5	5		14	4	40	0	12	418	6	1	32	315	20
Percent Heavy Vehicles (%)		9	9	9		3	3	3	4	4			5	5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1			6.4	4.1		
Critical Headway (sec)		7.68	6.68	7.08		7.56	6.56	6.96		4.18			6.50	4.20		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2			2.5	2.2		
Follow-Up Headway (sec)		3.59	4.09	3.39		3.53	4.03	3.33		2.24			2.55	2.25		

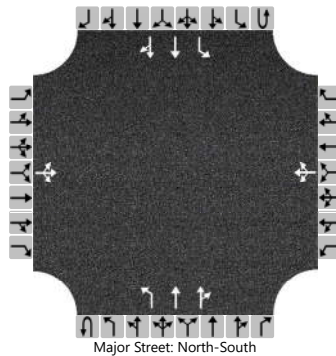
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			13				70								40		
Capacity, c (veh/h)			328				455								1010		
v/c Ratio			0.04				0.15								0.04		
95% Queue Length, Q <sub>95</sub> (veh)			0.1				0.5								0.1		
Control Delay (s/veh)			16.5				14.3								8.7		
Level of Service (LOS)			C				B								A		
Approach Delay (s/veh)	16.5				14.3				0.2				0.8				
Approach LOS	C				B												

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 11th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	11th St		
Analysis Year	2019			North/South Street	US-50		
Time Analyzed	Existing Peak PM			Peak Hour Factor	0.93		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		4	3	9		3	2	13	1	10	559	6	2	31	462	5
Percent Heavy Vehicles (%)		0	0	0		0	0	0	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1			6.4	4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90	6.44	4.14			6.44	4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2			2.5	2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30	2.52	2.22			2.52	2.22		

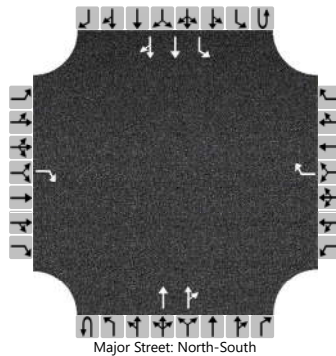
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			17				19								35		
Capacity, c (veh/h)			342				404								929		
v/c Ratio			0.05				0.05								0.04		
95% Queue Length, Q <sub>95</sub> (veh)			0.2				0.2								0.1		
Control Delay (s/veh)			16.1				14.4								8.6		
Level of Service (LOS)			C				B								A		
Approach Delay (s/veh)	16.1				14.4				0.2				0.6				
Approach LOS	C				B												

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 12th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	12th St		
Analysis Year	2019			North/South Street	US-50		
Time Analyzed	Existing Peak AM			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	0	2	0	0	1	2	0
Configuration				R				R			T	TR		L	T	TR
Volume (veh/h)				3				5			427	2	0	10	320	4
Percent Heavy Vehicles (%)				0				0					5	5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.9				6.9								4.1
Critical Headway (sec)				6.90				6.90								4.20
Base Follow-Up Headway (sec)				3.3				3.3								2.2
Follow-Up Headway (sec)				3.30				3.30								2.25

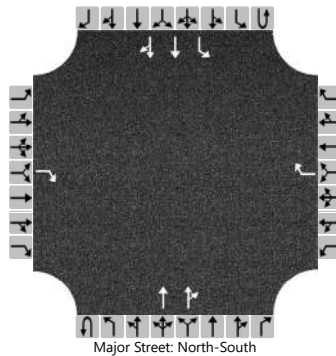
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				4				6								12
Capacity, c (veh/h)				825				753								1035
v/c Ratio				0.00				0.01								0.01
95% Queue Length, Q <sub>95</sub> (veh)				0.0				0.0								0.0
Control Delay (s/veh)				9.4				9.8								8.5
Level of Service (LOS)				A				A								A
Approach Delay (s/veh)	9.4				9.8								0.3			
Approach LOS	A				A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 12th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	12th St		
Analysis Year	2019			North/South Street	US-50		
Time Analyzed	Existing Peak PM			Peak Hour Factor	0.93		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	0	2	0	0	1	2	0
Configuration				R				R			T	TR		L	T	TR
Volume (veh/h)				1				8			567	3	0	13	458	6
Percent Heavy Vehicles (%)				0				0					5	5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.9				6.9								4.1
Critical Headway (sec)				6.90				6.90								4.20
Base Follow-Up Headway (sec)				3.3				3.3								2.2
Follow-Up Headway (sec)				3.30				3.30								2.25

## Delay, Queue Length, and Level of Service

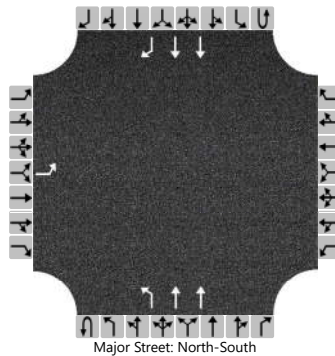
Flow Rate, v (veh/h)				1				9								14
Capacity, c (veh/h)				757				695								942
v/c Ratio				0.00				0.01								0.01
95% Queue Length, Q <sub>95</sub> (veh)				0.0				0.0								0.0
Control Delay (s/veh)				9.8				10.2								8.9
Level of Service (LOS)				A				B								A
Approach Delay (s/veh)	9.8				10.2								0.2			
Approach LOS	A				B											



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & Confluence Dr		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	Confluence Dr		
Analysis Year	2019			North/South Street	US-50		
Time Analyzed	Existing Peak AM			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	0		0	0	0	0	1	2	0	0	0	2	1
Configuration		L								L	T				T	R
Volume (veh/h)		4							0	209	423				320	2
Percent Heavy Vehicles (%)		7							4	4						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized													Yes			
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5								4.1						
Critical Headway (sec)		6.94								4.18						
Base Follow-Up Headway (sec)		3.5								2.2						
Follow-Up Headway (sec)		3.57								2.24						

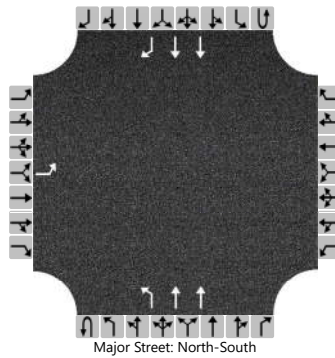
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5								246						
Capacity, c (veh/h)		153								1164						
v/c Ratio		0.03								0.21						
95% Queue Length, Q <sub>95</sub> (veh)		0.1								0.8						
Control Delay (s/veh)		29.3								8.9						
Level of Service (LOS)		D								A						
Approach Delay (s/veh)	29.3								2.9							
Approach LOS	D															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & Confluence Dr		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	Confluence Dr		
Analysis Year	2019			North/South Street	US-50		
Time Analyzed	Existing Peak PM			Peak Hour Factor	0.96		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	0		0	0	0	0	1	2	0	0	0	2	1
Configuration		L								L	T				T	R
Volume (veh/h)		5							0	274	558				454	4
Percent Heavy Vehicles (%)		7							4	4						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized													Yes			
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

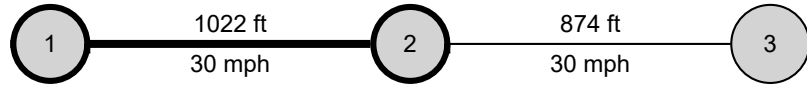
Base Critical Headway (sec)		7.5								4.1						
Critical Headway (sec)		6.94								4.18						
Base Follow-Up Headway (sec)		3.5								2.2						
Follow-Up Headway (sec)		3.57								2.24						

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5								285						
Capacity, c (veh/h)		102								1071						
v/c Ratio		0.05								0.27						
95% Queue Length, Q <sub>95</sub> (veh)		0.2								1.1						
Control Delay (s/veh)		42.2								9.6						
Level of Service (LOS)		E								A						
Approach Delay (s/veh)	42.2								3.2							
Approach LOS	E															

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	Existing AM (Downtown).xus	Analysis Year	2019	System Cycle Length, s	120
Intersections	Confluence Dr (North)	US 50 & 1st St		Analysis Period	1 > 7:00
Project Description					



## Basic Segment Information (Confluence (North) - 1st St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	2	1022	1022	20	20	0	0	100	70	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h						
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	38.41			38.55		
1	Running Time, s	21.32			21.29		
1	Running Speed, mph	32.68			32.73		
1	Through Delay, s/veh	17.44			9.42		
1	Travel Time, s	38.76			30.71		
1	Travel Speed, mph	17.98			22.69		
1	Stop Rate, stops/veh	0.62			0.49		
1	Spatial Stop Rate, stops/mi	3.21			2.52		
1	Through vol/cap Ratio	0.25			0.25		
1	Percent of Base FFS	46.81			58.86		
1	Level of Service	D			C		
1	Auto Traveler Perception Score	2.65			2.53		

## Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	2.65	B	3.21	C
1	Bicycle Segment LOS Score / LOS	3.80	D	3.68	D
1	Transit Segment LOS Score / LOS	1.79	A	1.47	A

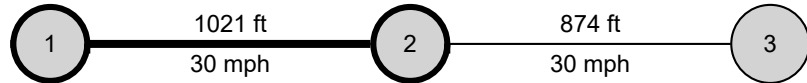
Facility Output Data		Southbound		Northbound	
Facility Travel Time, s		119.29		133.42	
Facility Travel Speed, mph		18.78		16.79	
Facility Base Free Flow Speed, mph		35.38		35.10	
Facility Percent of Base FFS		53.09		47.84	
Facility Level of Service		C		D	
Facility Auto Traveler Perception Score		2.74		2.82	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.53	C	2.62	C
Bicycle Facility LOS Score / LOS	3.20	C	3.46	C
Transit Facility LOS Score / LOS	1.67	A	1.86	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	Existing PM (Downtown).xus	Analysis Year	2019	System Cycle Length, s	120
Intersections	Confluence Dr (North)	US 50 & 1st St		Analysis Period	1 > 7:00
Project Description					



## Basic Segment Information (Confluence (North) - 1st St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	2	1021	1021	20	20	0	0	100	70	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h						
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	38.41			38.55		
1	Running Time, s	21.33			21.38		
1	Running Speed, mph	32.63			32.56		
1	Through Delay, s/veh	22.23			10.81		
1	Travel Time, s	43.56			32.18		
1	Travel Speed, mph	15.98			21.63		
1	Stop Rate, stops/veh	0.65			0.51		
1	Spatial Stop Rate, stops/mi	3.37			2.65		
1	Through vol/cap Ratio	0.27			0.32		
1	Percent of Base FFS	41.61			56.11		
1	Level of Service	D			C		
1	Auto Traveler Perception Score	2.68			2.55		

## Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	2.68	B	3.35	C
1	Bicycle Segment LOS Score / LOS	3.26	C	3.35	C
1	Transit Segment LOS Score / LOS	2.01	B	1.58	A

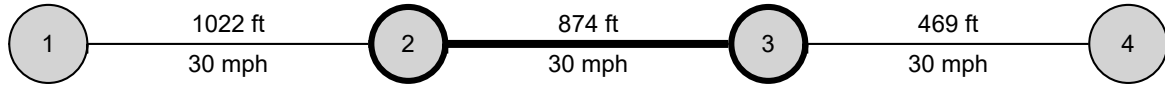
Facility Output Data		Southbound		Northbound	
Facility Travel Time, s		125.70		147.15	
Facility Travel Speed, mph		17.82		15.22	
Facility Base Free Flow Speed, mph		35.37		35.10	
Facility Percent of Base FFS		50.37		43.37	
Facility Level of Service		C		D	
Facility Auto Traveler Perception Score		2.77		2.87	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.56	C	2.77	C
Bicycle Facility LOS Score / LOS	3.02	C	3.35	C
Transit Facility LOS Score / LOS	1.77	A	2.02	B

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	Existing AM (Downtown).xus	Analysis Year	2019	System Cycle Length, s	120
Intersections	US 50 & 1st St	Us 50 & 3rd St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (1st St - 3rd St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	2	2	874	874	30	50	818	818	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h						
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	34.70			33.78		
2	Running Time, s	20.46			20.88		
2	Running Speed, mph	29.12			28.54		
2	Through Delay, s/veh	4.60			24.90		
2	Travel Time, s	25.06			45.78		
2	Travel Speed, mph	23.78			13.02		
2	Stop Rate, stops/veh	0.45			0.80		
2	Spatial Stop Rate, stops/mi	2.70			4.84		
2	Through vol/cap Ratio	0.24			0.59		
2	Percent of Base FFS	68.52			38.54		
2	Level of Service	B			E		
2	Auto Traveler Perception Score	2.56			2.94		

## Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	2.71	B	2.42	B
2	Bicycle Segment LOS Score / LOS	3.44	C	4.11	D
2	Transit Segment LOS Score / LOS	1.28	A	2.29	B

## Facility Output Data

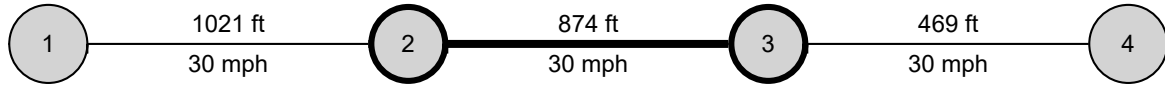
	Southbound		Northbound	
Facility Travel Time, s	119.29		133.42	
Facility Travel Speed, mph	18.78		16.79	
Facility Base Free Flow Speed, mph	35.38		35.10	
Facility Percent of Base FFS	53.09		47.84	
Facility Level of Service	C		D	
Facility Auto Traveler Perception Score	2.74		2.82	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.53	C	2.62	C
Bicycle Facility LOS Score / LOS	3.20	C	3.46	C
Transit Facility LOS Score / LOS	1.67	A	1.86	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	Existing PM (Downtown).xus	Analysis Year	2019	System Cycle Length, s	120
Intersections	US 50 & 1st St	Us 50 & 3rd St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (1st St - 3rd St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	2	2	874	874	30	50	818	818	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h						
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	34.70			33.78		
2	Running Time, s	20.49			21.01		
2	Running Speed, mph	29.09			28.37		
2	Through Delay, s/veh	5.30			34.83		
2	Travel Time, s	25.79			55.83		
2	Travel Speed, mph	23.11			10.67		
2	Stop Rate, stops/veh	0.47			0.87		
2	Spatial Stop Rate, stops/mi	2.84			5.25		
2	Through vol/cap Ratio	0.24			0.84		
2	Percent of Base FFS	66.59			31.60		
2	Level of Service	C			E		
2	Auto Traveler Perception Score	2.59			3.01		

## Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	2.73	B	2.58	B
2	Bicycle Segment LOS Score / LOS	3.34	C	3.96	D
2	Transit Segment LOS Score / LOS	1.34	A	2.62	B

## Facility Output Data

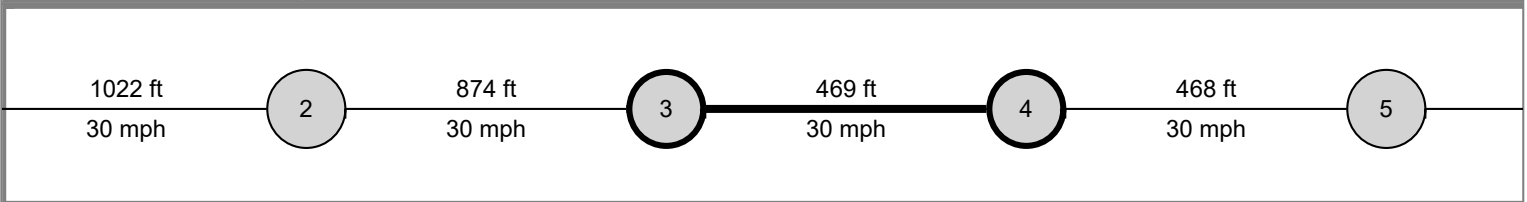
	Southbound		Northbound	
Facility Travel Time, s	125.70		147.15	
Facility Travel Speed, mph	17.82		15.22	
Facility Base Free Flow Speed, mph	35.37		35.10	
Facility Percent of Base FFS	50.37		43.37	
Facility Level of Service	C		D	
Facility Auto Traveler Perception Score	2.77		2.87	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.56	C	2.77	C
Bicycle Facility LOS Score / LOS	3.02	C	3.35	C
Transit Facility LOS Score / LOS	1.77	A	2.02	B

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	Existing AM (Downtown).xus	Analysis Year	2019	System Cycle Length, s	120
Intersections	Us 50 & 3rd St	US 50 & 4th St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (3rd to 4th)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
3	30	30	2	2	469	469	30	75	470	470	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h						
3	Shared Lane Spillback Time, h						
3	Base Free-Flow Speed, mph	33.87			33.61		
3	Running Time, s	14.26			14.29		
3	Running Speed, mph	22.43			22.37		
3	Through Delay, s/veh	5.64			4.73		
3	Travel Time, s	19.90			19.02		
3	Travel Speed, mph	16.07			16.81		
3	Stop Rate, stops/veh	0.48			0.45		
3	Spatial Stop Rate, stops/mi	5.42			5.10		
3	Through vol/cap Ratio	0.24			0.28		
3	Percent of Base FFS	47.44			50.03		
3	Level of Service	D			C		
3	Auto Traveler Perception Score	3.04			2.99		

## Multimodal Results (Segment)

3	Pedestrian Segment LOS Score / LOS	2.40	B	2.31	B
3	Bicycle Segment LOS Score / LOS	2.58	B	2.88	C
3	Transit Segment LOS Score / LOS	1.95	A	1.85	A

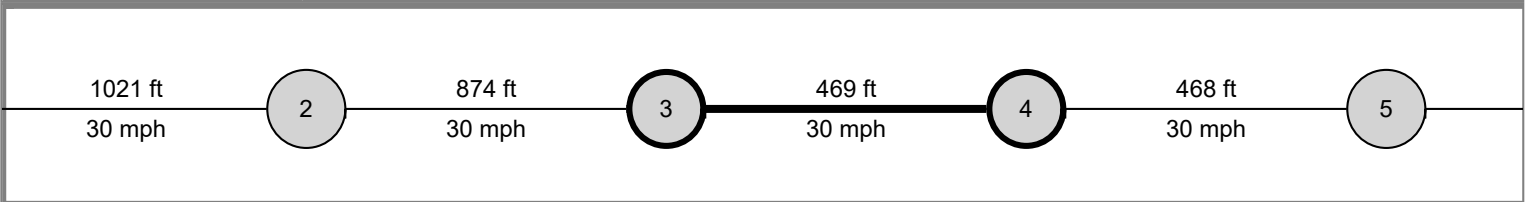
Facility Output Data		Southbound		Northbound	
Facility Travel Time, s		119.29		133.42	
Facility Travel Speed, mph		18.78		16.79	
Facility Base Free Flow Speed, mph		35.38		35.10	
Facility Percent of Base FFS		53.09		47.84	
Facility Level of Service		C		D	
Facility Auto Traveler Perception Score		2.74		2.82	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.53	C	2.62	C
Bicycle Facility LOS Score / LOS	3.20	C	3.46	C
Transit Facility LOS Score / LOS	1.67	A	1.86	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	Existing PM (Downtown).xus	Analysis Year	2019	System Cycle Length, s	120
Intersections	Us 50 & 3rd St	US 50 & 4th St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (3rd to 4th)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
3	30	30	2	2	469	469	30	75	470	470	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h						
3	Shared Lane Spillback Time, h						
3	Base Free-Flow Speed, mph	33.87			33.61		
3	Running Time, s	14.27			14.35		
3	Running Speed, mph	22.41			22.28		
3	Through Delay, s/veh	5.25			5.77		
3	Travel Time, s	19.52			20.12		
3	Travel Speed, mph	16.38			15.90		
3	Stop Rate, stops/veh	0.47			0.48		
3	Spatial Stop Rate, stops/mi	5.29			5.46		
3	Through vol/cap Ratio	0.24			0.37		
3	Percent of Base FFS	48.36			47.30		
3	Level of Service	D			D		
3	Auto Traveler Perception Score	3.02			3.05		

## Multimodal Results (Segment)

3	Pedestrian Segment LOS Score / LOS	2.42	B	2.44	B
3	Bicycle Segment LOS Score / LOS	2.61	B	2.95	C
3	Transit Segment LOS Score / LOS	1.92	A	1.97	A

## Facility Output Data

Facility Output Data	Southbound		Northbound	
Facility Travel Time, s	125.70		147.15	
Facility Travel Speed, mph	17.82		15.22	
Facility Base Free Flow Speed, mph	35.37		35.10	
Facility Percent of Base FFS	50.37		43.37	
Facility Level of Service	C		D	
Facility Auto Traveler Perception Score	2.77		2.87	

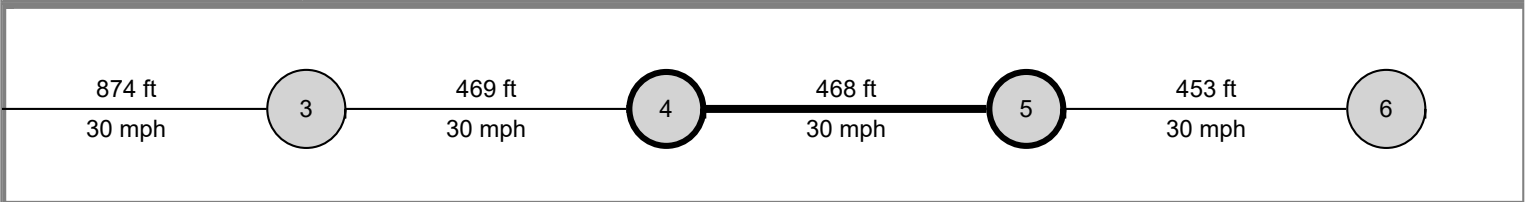
## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.56	C	2.77	C
Bicycle Facility LOS Score / LOS	3.02	C	3.35	C
Transit Facility LOS Score / LOS	1.77	A	2.02	B



# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	Existing AM (Downtown).xus	Analysis Year	2019	System Cycle Length, s	120
Intersections	US 50 & 4th St	US 50 & 5th St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (4th St to 5th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
4	30	30	2	2	468	468	30	50	380	380	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h						
4	Shared Lane Spillback Time, h						
4	Base Free-Flow Speed, mph	33.85			33.74		
4	Running Time, s	14.24			14.26		
4	Running Speed, mph	22.41			22.38		
4	Through Delay, s/veh	3.76			5.81		
4	Travel Time, s	18.00			20.06		
4	Travel Speed, mph	17.73			15.90		
4	Stop Rate, stops/veh	0.41			0.49		
4	Spatial Stop Rate, stops/mi	4.67			5.51		
4	Through vol/cap Ratio	0.22			0.28		
4	Percent of Base FFS	52.37			47.14		
4	Level of Service	C			D		
4	Auto Traveler Perception Score	2.91			3.06		

## Multimodal Results (Segment)

4	Pedestrian Segment LOS Score / LOS	2.20	B	2.36	B
4	Bicycle Segment LOS Score / LOS	2.85	C	2.73	B
4	Transit Segment LOS Score / LOS	1.74	A	1.96	A

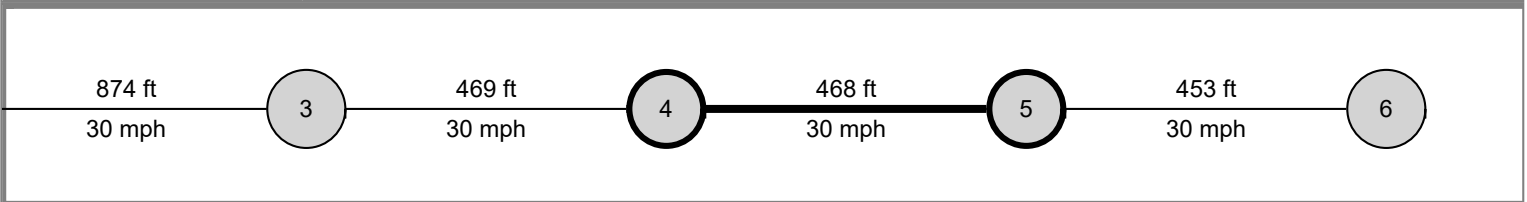
Facility Output Data		Southbound		Northbound	
Facility Travel Time, s		119.29		133.42	
Facility Travel Speed, mph		18.78		16.79	
Facility Base Free Flow Speed, mph		35.38		35.10	
Facility Percent of Base FFS		53.09		47.84	
Facility Level of Service		C		D	
Facility Auto Traveler Perception Score		2.74		2.82	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.53	C	2.62	C
Bicycle Facility LOS Score / LOS	3.20	C	3.46	C
Transit Facility LOS Score / LOS	1.67	A	1.86	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	Existing PM (Downtown).xus	Analysis Year	2019	System Cycle Length, s	120
Intersections	US 50 & 4th St	US 50 & 5th St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (4th St to 5th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
4	30	30	2	2	468	468	30	50	380	380	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h						
4	Shared Lane Spillback Time, h						
4	Base Free-Flow Speed, mph	33.85			33.74		
4	Running Time, s	14.24			14.33		
4	Running Speed, mph	22.40			22.27		
4	Through Delay, s/veh	4.67			5.65		
4	Travel Time, s	18.91			19.98		
4	Travel Speed, mph	16.87			15.97		
4	Stop Rate, stops/veh	0.45			0.48		
4	Spatial Stop Rate, stops/mi	5.07			5.44		
4	Through vol/cap Ratio	0.24			0.35		
4	Percent of Base FFS	49.84			47.34		
4	Level of Service	D			D		
4	Auto Traveler Perception Score	2.98			3.05		

## Multimodal Results (Segment)

4	Pedestrian Segment LOS Score / LOS	2.22	B	2.51	B
4	Bicycle Segment LOS Score / LOS	2.87	C	2.84	C
4	Transit Segment LOS Score / LOS	1.83	A	1.98	A

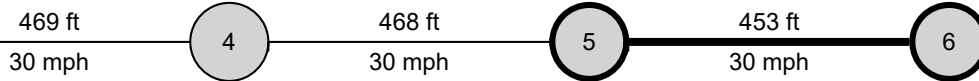
Facility Output Data		Southbound		Northbound	
Facility Travel Time, s		125.70		147.15	
Facility Travel Speed, mph		17.82		15.22	
Facility Base Free Flow Speed, mph		35.37		35.10	
Facility Percent of Base FFS		50.37		43.37	
Facility Level of Service		C		D	
Facility Auto Traveler Perception Score		2.77		2.87	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.56	C	2.77	C
Bicycle Facility LOS Score / LOS	3.02	C	3.35	C
Transit Facility LOS Score / LOS	1.77	A	2.02	B

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	Existing AM (Downtown).xus	Analysis Year	2019	System Cycle Length, s	120
Intersections	US 50 & 5th St	US 50 & 6th St		Analysis Period	1 > 7:00
Project Description					



## Basic Segment Information (5th St to 6th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
5	30	30	2	2	453	453	30	20	385	385	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h						
5	Shared Lane Spillback Time, h						
5	Base Free-Flow Speed, mph	33.74			33.80		
5	Running Time, s	14.00			14.03		
5	Running Speed, mph	22.06			22.02		
5	Through Delay, s/veh	3.57			3.82		
5	Travel Time, s	17.57			17.85		
5	Travel Speed, mph	17.58			17.31		
5	Stop Rate, stops/veh	0.41			0.42		
5	Spatial Stop Rate, stops/mi	4.73			4.86		
5	Through vol/cap Ratio	0.22			0.24		
5	Percent of Base FFS	52.11			51.21		
5	Level of Service	C			C		
5	Auto Traveler Perception Score	2.92			2.94		

## Multimodal Results (Segment)

5	Pedestrian Segment LOS Score / LOS	2.40	B	2.28	B
5	Bicycle Segment LOS Score / LOS	2.39	B	3.03	C
5	Transit Segment LOS Score / LOS	1.79	A	1.80	A

## Facility Output Data

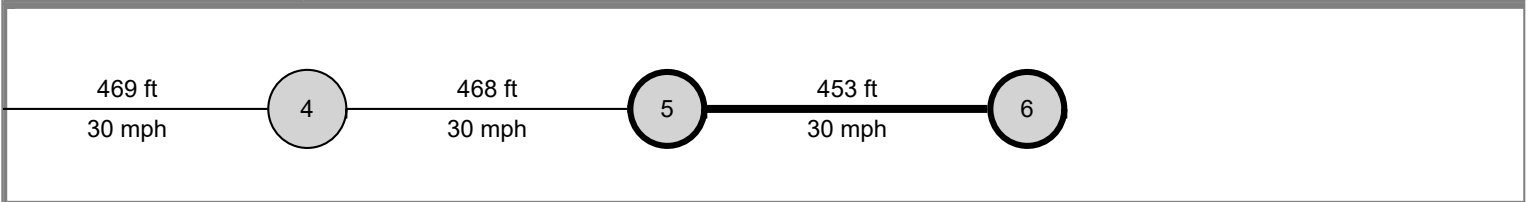
	Southbound		Northbound	
Facility Travel Time, s	119.29		133.42	
Facility Travel Speed, mph	18.78		16.79	
Facility Base Free Flow Speed, mph	35.38		35.10	
Facility Percent of Base FFS	53.09		47.84	
Facility Level of Service	C		D	
Facility Auto Traveler Perception Score	2.74		2.82	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.53	C	2.62	C
Bicycle Facility LOS Score / LOS	3.20	C	3.46	C
Transit Facility LOS Score / LOS	1.67	A	1.86	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	Existing PM (Downtown).xus	Analysis Year	2019	System Cycle Length, s	120
Intersections	US 50 & 5th St	US 50 & 6th St		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (5th St to 6th St)															
Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay		
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	
5	30	30	2	2	453	453	30	20	385	385	100	100	0.0	0.0	

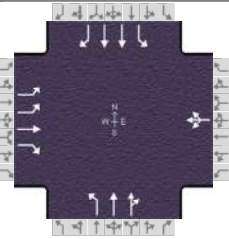
Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h						
5	Shared Lane Spillback Time, h						
5	Base Free-Flow Speed, mph	33.74			33.80		
5	Running Time, s	14.01			14.09		
5	Running Speed, mph	22.05			21.93		
5	Through Delay, s/veh	3.92			4.95		
5	Travel Time, s	17.93			19.03		
5	Travel Speed, mph	17.23			16.23		
5	Stop Rate, stops/veh	0.42			0.46		
5	Spatial Stop Rate, stops/mi	4.90			5.36		
5	Through vol/cap Ratio	0.23			0.33		
5	Percent of Base FFS	51.07			48.01		
5	Level of Service	C			D		
5	Auto Traveler Perception Score	2.95			3.03		

Multimodal Results (Segment)					
5	Pedestrian Segment LOS Score / LOS	2.42	B	2.41	B
5	Bicycle Segment LOS Score / LOS	2.46	B	3.11	C
5	Transit Segment LOS Score / LOS	1.83	A	1.93	A

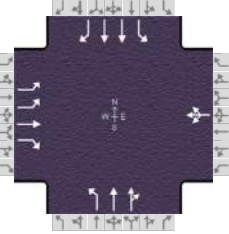
Facility Output Data		Southbound		Northbound	
Facility Travel Time, s		125.70		147.15	
Facility Travel Speed, mph		17.82		15.22	
Facility Base Free Flow Speed, mph		35.37		35.10	
Facility Percent of Base FFS		50.37		43.37	
Facility Level of Service		C		D	
Facility Auto Traveler Perception Score		2.77		2.87	

Multimodal Results (Facility)					
Pedestrian Facility LOS Score / LOS		2.56	C	2.77	C
Bicycle Facility LOS Score / LOS		3.02	C	3.35	C
Transit Facility LOS Score / LOS		1.77	A	2.02	B

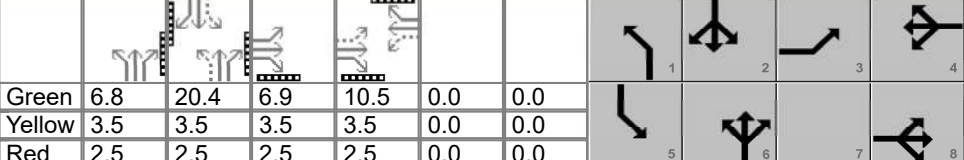
## HCS7 Signalized Intersection Results Summary

General Information					Intersection Information											
Agency	Stolfus				Duration, h	0.250										
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020		Area Type	Other										
Jurisdiction	Mesa County	Time Period	AM		PHF	0.92										
Urban Street	US 50	Analysis Year	2040		Analysis Period	1 > 7:00										
Intersection	Confluence Dr (North)	File Name	2040 No Build AM (Downtown).xus													
Project Description																
Demand Information					EB			WB			NB			SB		
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h					134	0	75	1	0	0	106	394	8	0	431	152
Signal Information																
Cycle, s	65.1	Reference Phase	2													
Offset, s	0	Reference Point	End													
Uncoordinated	Yes	Simult. Gap E/W	On		Green	6.2	20.1	6.5	8.2	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On		Yellow	3.5	3.5	3.5	3.5	0.0	0.0					
					Red	2.5	2.5	2.5	2.5	0.0	0.0					
Timer Results					EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					3	8		4	1	6	5	2				
Case Number					1.0	3.0		8.3	1.1	4.0	1.1	3.0				
Phase Duration, s					12.5	26.7		14.2	12.3	38.4	0.0	26.1				
Change Period, ( Y+R <sub>c</sub> ), s					6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Allow Headway ( MAH ), s					4.1	4.4		4.4	4.2	4.1	0.0	4.1				
Queue Clearance Time ( g <sub>s</sub> ), s					4.2	4.5		2.0	4.8	6.8		9.1				
Green Extension Time ( g <sub>e</sub> ), s					0.4	0.3		0.3	0.3	4.6	0.0	4.5				
Phase Call Probability					0.93	0.98		0.78	0.89	1.00		1.00				
Max Out Probability					0.00	0.00		0.00	0.00	0.01		0.02				
Movement Group Results					EB			WB			NB			SB		
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h					146	0	82		1		123	235	233	0	468	165
Adjusted Saturation Flow Rate ( s ), veh/h/ln					1689	1826		1437			1753	1841	1828	1711	1710	1517
Queue Service Time ( g <sub>s</sub> ), s					2.2	0.0		0.0			2.8	4.8	4.8	0.0	7.1	5.5
Cycle Queue Clearance Time ( g <sub>c</sub> ), s					2.2	0.0		0.0			2.8	4.8	4.8	0.0	7.1	5.5
Green Ratio ( g/C )					0.26	0.32		0.13			0.44	0.50	0.50	0.22	0.31	0.31
Capacity ( c ), veh/h					906	581		292			461	916	909	388	1058	470
Volume-to-Capacity Ratio ( X )					0.161	0.000		0.004			0.268	0.256	0.257	0.000	0.443	0.352
Back of Queue ( Q ), ft/ln ( 50 th percentile)					20.6	0		0.4			25.6	43.8	42.2	0	66.6	46.3
Back of Queue ( Q ), veh/ln ( 50 th percentile)					0.8	0.0		0.0			1.0	1.7	1.7	0.0	2.5	1.8
Queue Storage Ratio ( RQ ) ( 50 th percentile)					0.12	0.00		0.00			0.18	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh					18.8	0.0		24.9			11.9	9.4	9.4	0.0	18.0	17.4
Incremental Delay ( d <sub>2</sub> ), s/veh					0.1	0.0		0.0			0.2	0.1	0.1	0.0	0.3	0.4
Initial Queue Delay ( d <sub>3</sub> ), s/veh					0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh					18.9	0.0	0.0	24.9			12.1	9.5	9.5	0.0	18.3	17.9
Level of Service ( LOS )					B		A		C		B	A	A		B	B
Approach Delay, s/veh / LOS					12.1		B	24.9		C	10.1		B	18.2		B
Intersection Delay, s/veh / LOS					13.9					B						
Multimodal Results					EB			WB			NB			SB		
Pedestrian LOS Score / LOS					2.31		B	2.43		B	1.66		B	2.41		B
Bicycle LOS Score / LOS					3.08		C	2.79		C	3.01		C	3.23		C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	Confluence Dr (North)	File Name	2040 No Build PM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	208	0	122	9	2	2	152	533	2	0	457	177

Signal Information													
Cycle, s	68.5	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		6.8	20.4	6.9	10.5	0.0	0.0				
		Yellow		3.5	3.5	3.5	3.5	0.0	0.0				
		Red		2.5	2.5	2.5	2.5	0.0	0.0				

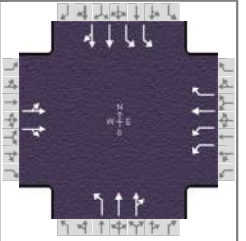
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8		4	1	6	5	2
Case Number	1.0	3.0		8.3	1.1	4.0	1.1	3.0
Phase Duration, s	12.9	29.4		16.5	12.8	39.2	0.0	26.4
Change Period, ( Y+R <sub>c</sub> ), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway ( MAH ), s	4.1	4.4		4.4	4.2	4.1	0.0	4.1
Queue Clearance Time ( g <sub>s</sub> ), s	5.5	6.2		2.4	6.5	9.3		10.0
Green Extension Time ( g <sub>e</sub> ), s	0.6	0.5		0.5	0.5	5.7	0.0	5.7
Phase Call Probability	0.99	1.00		0.94	0.97	1.00		1.00
Max Out Probability	0.02	0.00		0.00	0.00	0.04		0.05

Movement Group Results	EB			WB			NB			SB					
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12			
Adjusted Flow Rate ( v ), veh/h	226	0	133		14		181	320	319	0	497	192			
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1702	1841			1544		1781	1870	1868	1739	1738	1534			
Queue Service Time ( g <sub>s</sub> ), s	3.5	0.0			0.0		4.5	7.3	7.3	0.0	8.0	6.9			
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	3.5	0.0			0.4		4.5	7.3	7.3	0.0	8.0	6.9			
Green Ratio ( g/C )	0.28	0.34			0.15		0.43	0.48	0.48	0.21	0.30	0.30			
Capacity ( c ), veh/h	960	628			325		444	905	904	337	1034	456			
Volume-to-Capacity Ratio ( X )	0.236	0.000			0.044		0.409	0.353	0.353	0.000	0.480	0.422			
Back of Queue ( Q ), ft/ln ( 50 th percentile)	33.2	0			4.8		41.6	68.3	67.1	0	76.8	59.3			
Back of Queue ( Q ), veh/ln ( 50 th percentile)	1.3	0.0			0.2		1.6	2.7	2.7	0.0	3.0	2.3			
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.19	0.00			0.00		0.29	0.00	0.00	0.00	0.00	0.00			
Uniform Delay ( d <sub>1</sub> ), s/veh	18.9	0.0			24.8		13.5	11.0	11.0	0.0	19.7	19.3			
Incremental Delay ( d <sub>2</sub> ), s/veh	0.1	0.0			0.1		0.2	0.1	0.1	0.0	0.3	0.6			
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0			
Control Delay ( d ), s/veh	19.1	0.0	0.0		24.8		13.7	11.1	11.1	0.0	20.1	20.0			
Level of Service ( LOS )	B		A		C		B	B	B		C	B			
Approach Delay, s/veh / LOS	12.0		B		24.8		C		11.7		B		20.0		C
Intersection Delay, s/veh / LOS	14.9						B								

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.44	B	1.66	B	2.38	B
Bicycle LOS Score / LOS	3.30	C	2.81	C	3.17	C	3.28	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Stolfus			Duration, h	0.250		
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other		
Jurisdiction	Mesa County	Time Period	AM	PHF	0.92		
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00		
Intersection	US 50 & 1st St	File Name	2040 No Build AM (Downtown).xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	20	84	7	221	108	218	15	316	188	215	280	7

Signal Information				Signal Timing (s)									Signal Phases				
Cycle, s	69.0	Reference Phase	2														
Offset, s	0	Reference Point	End	Green	1.8	0.3	20.1	10.2	9.2	0.0							
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.0	3.5	3.5	3.5	3.5	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	1.0	3.0	2.5	0.0							

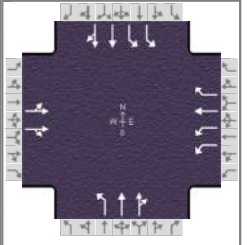
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		12.0		9.0	1.1	4.0	2.0	4.0
Phase Duration, s		15.2		16.7	6.8	24.6	12.6	30.4
Change Period, (Y+R <sub>c</sub> ), s		6.0		6.5	5.0	4.5	5.5	4.5
Max Allow Headway (MAH), s		6.1		6.1	4.2	1.2	4.2	1.2
Queue Clearance Time (g <sub>s</sub> ), s		4.2		6.5	2.4	11.0	6.6	6.1
Green Extension Time (g <sub>e</sub> ), s		0.7		2.8	0.0	0.1	0.6	0.1
Phase Call Probability		0.90		1.00	0.26	1.00	0.99	1.00
Max Out Probability		0.00		0.18	0.00	0.00	0.06	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	63		57	240	117	66	16	280	251	236	158	157
Adjusted Saturation Flow Rate (s), veh/h/ln	1780		1768	1702	1841	1557	1753	1841	1611	1702	1841	1824
Queue Service Time (g <sub>s</sub> ), s	2.2		2.0	4.5	4.0	2.6	0.4	8.8	9.0	4.6	4.1	4.1
Cycle Queue Clearance Time (g <sub>c</sub> ), s	2.2		2.0	4.5	4.0	2.6	0.4	8.8	9.0	4.6	4.1	4.1
Green Ratio (g/C)	0.13		0.13	0.15	0.15	0.15	0.32	0.29	0.29	0.10	0.37	0.37
Capacity (c), veh/h	237		235	501	271	229	451	535	468	351	690	684
Volume-to-Capacity Ratio (X)	0.267		0.244	0.480	0.434	0.290	0.035	0.522	0.536	0.672	0.229	0.230
Back of Queue (Q), ft/ln (50th percentile)	24.2		21.9	46.9	47.3	26	4.3	92.3	80.9	49.5	40.8	39.3
Back of Queue (Q), veh/ln (50th percentile)	1.0		0.9	1.8	1.8	1.0	0.2	3.6	3.2	1.9	1.6	1.6
Queue Storage Ratio (RQ) (50th percentile)	0.00		0.00	0.45	0.00	0.00	0.08	0.00	0.00	0.31	0.00	0.00
Uniform Delay (d <sub>1</sub> ), s/veh	26.9		26.8	27.0	26.8	26.2	16.2	20.5	20.6	29.8	14.8	14.8
Incremental Delay (d <sub>2</sub> ), s/veh	1.3		1.1	1.5	2.3	1.5	0.0	0.3	0.3	2.1	0.1	0.1
Initial Queue Delay (d <sub>3</sub> ), s/veh	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	28.2		28.0	28.5	29.2	27.7	16.3	20.8	20.9	31.9	14.8	14.8
Level of Service (LOS)	C		C	C	C	C	B	C	C	C	B	B
Approach Delay, s/veh / LOS	28.1		C	28.6		C	20.7		C	22.1		C
Intersection Delay, s/veh / LOS	23.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.51	C	2.66	C	1.93	B
Bicycle LOS Score / LOS	2.88	C	3.48	C	3.40	C	2.77	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Stolfus			Duration, h	0.250		
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other		
Jurisdiction	Mesa County	Time Period	PM	PHF	0.92		
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00		
Intersection	US 50 & 1st St	File Name	2040 No Build PM (Downtown).xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( $v$ ), veh/h	34	201	19	258	137	345	31	372	295	334	341	13

Signal Information													
Cycle, s	72.8	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	3.5	0.6	20.1	11.1	10.1	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	3.5	3.5	3.5	3.5	0.0			
				Red	2.0	2.0	1.0	3.0	2.5	0.0			

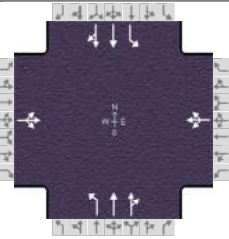
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		12.0		9.0	1.1	4.0	2.0	4.0
Phase Duration, s		16.1		17.6	8.5	24.6	14.5	30.6
Change Period, ( $Y+R_c$ ), s		6.0		6.5	5.0	4.5	5.5	4.5
Max Allow Headway ( $MAH$ ), s		6.1		6.1	4.2	1.2	4.2	1.2
Queue Clearance Time ( $g_s$ ), s		7.6		7.5	3.0	16.2	8.3	6.6
Green Extension Time ( $g_e$ ), s		1.7		3.3	0.0	0.1	0.7	0.1
Phase Call Probability		1.00		1.00	0.50	1.00	1.00	1.00
Max Out Probability		0.07		0.29	0.00	0.00	0.24	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( $v$ ), veh/h	145		131	280	149	82	34	393	338	310	165	164
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1774		1746	1716	1856	1566	1781	1870	1594	1716	1856	1829
Queue Service Time ( $g_s$ ), s	5.6		5.1	5.5	5.4	3.4	1.0	14.1	14.2	6.3	4.6	4.6
Cycle Queue Clearance Time ( $g_c$ ), s	5.6		5.1	5.5	5.4	3.4	1.0	14.1	14.2	6.3	4.6	4.6
Green Ratio ( $g/C$ )	0.14		0.14	0.15	0.15	0.15	0.32	0.28	0.28	0.12	0.36	0.36
Capacity ( $c$ ), veh/h	247		243	522	282	238	466	516	440	426	666	657
Volume-to-Capacity Ratio ( $X$ )	0.588		0.539	0.537	0.528	0.342	0.073	0.763	0.770	0.729	0.248	0.249
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)	64.6		57.3	58.3	64.8	33.9	9.7	152.5	130.6	68.1	47	45.6
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)	2.6		2.3	2.3	2.5	1.3	0.4	6.0	5.2	2.7	1.8	1.8
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)	0.00		0.00	0.56	0.00	0.00	0.19	0.00	0.00	0.43	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	29.4		29.2	28.5	28.5	27.6	17.0	24.2	24.2	30.7	16.4	16.4
Incremental Delay ( $d_2$ ), s/veh	4.7		3.9	1.8	3.2	1.8	0.1	1.0	1.4	2.2	0.1	0.1
Initial Queue Delay ( $d_3$ ), s/veh	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( $d$ ), s/veh	34.1		33.1	30.3	31.7	29.4	17.0	25.2	25.6	32.9	16.5	16.5
Level of Service (LOS)	C		C	C	C	C	B	C	C	C	B	B
Approach Delay, s/veh / LOS	33.6		C	30.6		C	25.0		C	24.5		C
Intersection Delay, s/veh / LOS	27.2						C					

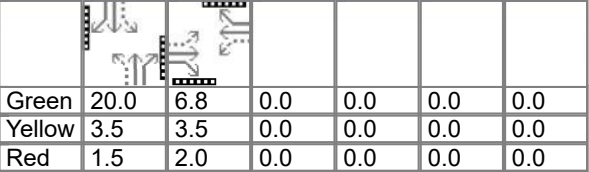
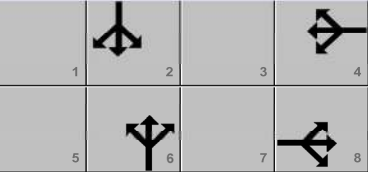
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.46	B	2.83	C	1.93	B
Bicycle LOS Score / LOS	3.01	C	3.63	D	3.56	D	2.94	C



# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	AM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	Us 50 & 3rd St	File Name	2040 No Build AM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	0	20	3	29	24	48	16	456	48	39	441	15

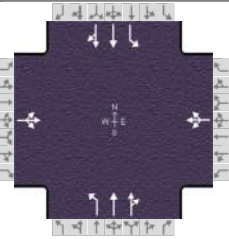
Signal Information															
Cycle, s	37.3	Reference Phase	2	Green	20.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Offset, s	109	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On												

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		12.3		12.3		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		3.2		3.2		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		2.4		4.1		5.0		6.0
Green Extension Time ( g <sub>e</sub> ), s		0.2		0.2		0.1		0.1
Phase Call Probability		0.23		0.68		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

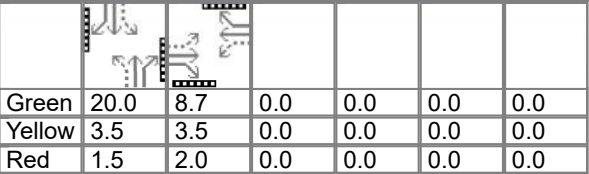
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	0			110			17	269	262	42	247	245
Adjusted Saturation Flow Rate ( s ), veh/h/ln	0			1616			895	1856	1791	864	1856	1833
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.0			0.4	2.9	3.0	1.0	2.7	2.7
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	0.0			2.1			3.0	2.9	3.0	4.0	2.7	2.7
Green Ratio ( g/C )				0.18			0.54	0.54	0.54	0.54	0.54	0.54
Capacity ( c ), veh/h				419			609	995	960	588	995	983
Volume-to-Capacity Ratio ( X )	0.000			0.262			0.028	0.271	0.273	0.072	0.249	0.249
Back of Queue ( Q ), ft/ln ( 50 th percentile)	0			17.1			1.2	15.9	15.1	3.2	14.4	13.9
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.0			0.7			0.0	0.6	0.6	0.1	0.6	0.6
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.01	0.00	0.00	0.03	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh				13.3			5.4	4.7	4.7	5.8	4.6	4.6
Incremental Delay ( d <sub>2</sub> ), s/veh	0.0			0.1			0.0	0.1	0.1	0.0	0.0	0.0
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh				13.4			5.4	4.7	4.8	5.8	4.7	4.7
Level of Service ( LOS )				B			A	A	A	A	A	A
Approach Delay, s/veh / LOS	12.7	B		13.4	B		4.8	A		4.8	A	
Intersection Delay, s/veh / LOS	5.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.25	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	2.75	C	2.89	C	2.79	C	2.77	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	Us 50 & 3rd St	File Name	2040 No Build PM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	9	39	12	55	41	59	7	650	47	56	499	14

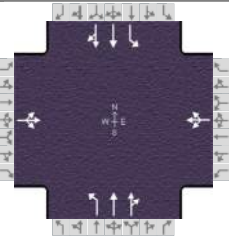
Signal Information														
Cycle, s	39.2	Reference Phase	2	Green	20.0	8.7	0.0	0.0	0.0	0.0	1	2	3	4
Offset, s	0	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	5	6	7	8
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		14.2		14.2		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		3.3		3.3		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		3.1		5.3		6.9		8.9
Green Extension Time ( g <sub>e</sub> ), s		0.4		0.4		0.1		0.1
Phase Call Probability		0.51		0.84		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

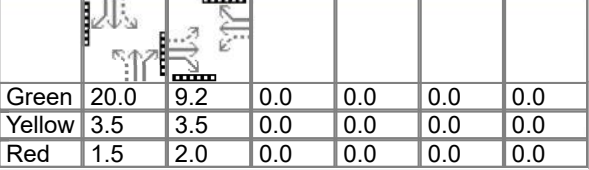
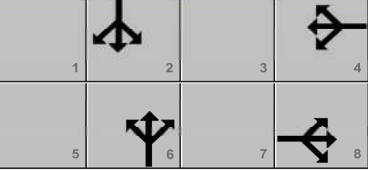
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	65			168			8	379	370	55	251	249
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1753			1614			895	1870	1824	712	1870	1851
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.8			0.2	4.9	4.9	2.0	3.0	3.0
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	1.1			3.3			3.2	4.9	4.9	6.9	3.0	3.0
Green Ratio ( g/C )	0.22			0.22			0.51	0.51	0.51	0.51	0.51	0.51
Capacity ( c ), veh/h	494			482			573	955	932	459	955	946
Volume-to-Capacity Ratio ( X )	0.132			0.350			0.013	0.397	0.397	0.119	0.263	0.264
Back of Queue ( Q ), ft/ln ( 50 th percentile)	9.8			26.8			0.6	30	28.9	5.8	18.3	17.8
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.4			1.1			0.0	1.2	1.2	0.2	0.7	0.7
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.00	0.00	0.00	0.05	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	12.3			13.1			6.3	5.9	5.9	8.0	5.4	5.4
Incremental Delay ( d <sub>2</sub> ), s/veh	0.0			0.2			0.0	0.1	0.1	0.0	0.1	0.1
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	12.4			13.3			6.3	6.0	6.0	8.0	5.5	5.5
Level of Service ( LOS )	B			B			A	A	A	A	A	A
Approach Delay, s/veh / LOS	12.4	B		13.3	B		6.0	A		5.7	A	
Intersection Delay, s/veh / LOS	7.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.25	B	1.67	B	1.67	B
Bicycle LOS Score / LOS	2.81	C	2.99	C	2.96	C	2.83	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	AM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	US 50 & 4th St	File Name	2040 No Build AM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	0	22	6	34	40	76	5	437	30	51	408	6

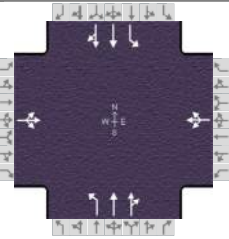
Signal Information															
Cycle, s	39.7	Reference Phase	2	Green	20.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Offset, s	29	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On												

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		14.7		14.7		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.3		1.3		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		2.5		5.2		5.1		6.6
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.29		0.83		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

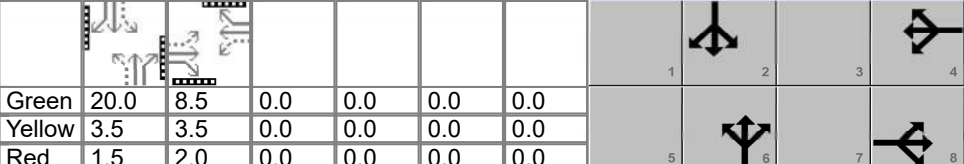
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	0			163			5	251	246	56	228	227
Adjusted Saturation Flow Rate ( s ), veh/h/ln	0			1645			921	1841	1799	886	1841	1831
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.0			0.1	3.1	3.1	1.5	2.8	2.8
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	0.0			3.2			2.9	3.1	3.1	4.6	2.8	2.8
Green Ratio ( g/C )				0.23			0.50	0.50	0.50	0.50	0.50	0.50
Capacity ( c ), veh/h				493			581	927	906	558	927	922
Volume-to-Capacity Ratio ( X )	0.000			0.331			0.009	0.270	0.272	0.100	0.246	0.246
Back of Queue ( Q ), ft/ln ( 50 th percentile)	0			25.9			0.5	19.8	18.8	5.5	17.8	17.2
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.0			1.0			0.0	0.8	0.8	0.2	0.7	0.7
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh				12.9			6.4	5.7	5.7	7.0	5.6	5.6
Incremental Delay ( d <sub>2</sub> ), s/veh	0.0			0.1			0.0	0.1	0.1	0.0	0.0	0.0
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh				13.1			6.4	5.7	5.7	7.0	5.6	5.6
Level of Service ( LOS )				B			A	A	A	A	A	A
Approach Delay, s/veh / LOS	12.0	B		13.1	B		5.7	A		5.8	A	
Intersection Delay, s/veh / LOS	6.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.25	B	1.64	B	1.67	B
Bicycle LOS Score / LOS	2.76	C	2.98	C	2.75	C	2.74	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	US 50 & 4th St	File Name	2040 No Build PM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	10	36	11	28	48	64	13	618	44	48	507	12

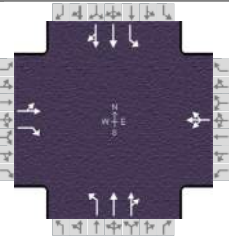
Signal Information												
Cycle, s	39.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	20.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		14.0		14.0		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.3		1.3		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		3.1		4.9		6.6		8.3
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.49		0.81		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

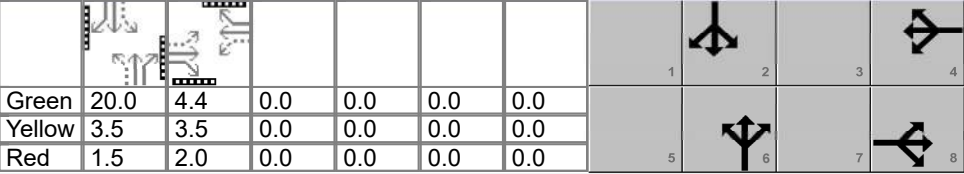
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	62			152			14	366	358	47	257	255
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1773			1681			886	1870	1825	728	1870	1854
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.0			0.4	4.6	4.6	1.6	3.0	3.0
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	1.1			2.9			3.4	4.6	4.6	6.3	3.0	3.0
Green Ratio ( g/C )	0.22			0.22			0.51	0.51	0.51	0.51	0.51	0.51
Capacity ( c ), veh/h	496			478			570	959	935	471	959	950
Volume-to-Capacity Ratio ( X )	0.125			0.318			0.025	0.382	0.383	0.101	0.268	0.269
Back of Queue ( Q ), ft/ln ( 50 th percentile)	9.1			23.8			1.2	28.5	27.4	4.9	18.5	18.1
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.4			1.0			0.0	1.1	1.1	0.2	0.7	0.7
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	12.3			13.1			6.3	5.8	5.8	7.7	5.4	5.4
Incremental Delay ( d <sub>2</sub> ), s/veh	0.0			0.1			0.0	0.1	0.1	0.0	0.1	0.1
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	12.4			13.2			6.3	5.9	5.9	7.7	5.4	5.4
Level of Service ( LOS )	B			B			A	A	A	A	A	A
Approach Delay, s/veh / LOS	12.4	B		13.2	B		5.9	A		5.6	A	
Intersection Delay, s/veh / LOS	6.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.25	B	1.63	B	1.66	B
Bicycle LOS Score / LOS	2.81	C	2.96	C	2.93	C	2.83	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	AM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	US 50 & 5th St	File Name	2040 No Build AM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	12	19	16	4	16	6	21	448	8	9	416	21

Signal Information													
Cycle, s	34.9	Reference Phase	2	Green	20.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	4	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On										

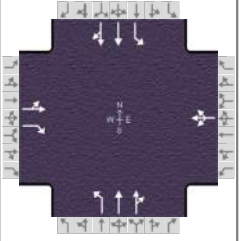
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		7.0		8.0		6.0		6.0
Phase Duration, s		9.9		9.9		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.2		1.2		1.1		1.1
Queue Clearance Time ( g <sub>s</sub> ), s		2.6		2.5		4.7		4.5
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.39		0.24		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12	
Adjusted Flow Rate ( v ), veh/h		34	17		28		23	246	245	10	242	239	
Adjusted Saturation Flow Rate ( s ), veh/h/ln		1756	1602		1717		898	1841	1829	883	1826	1794	
Queue Service Time ( g <sub>s</sub> ), s		0.0	0.3		0.0		0.4	2.3	2.3	0.2	2.3	2.3	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s		0.6	0.3		0.5		2.7	2.3	2.3	2.5	2.3	2.3	
Green Ratio ( g/C )		0.13	0.13		0.13		0.57	0.57	0.57	0.57	0.57	0.57	
Capacity ( c ), veh/h		365	202		336		662	1055	1048	654	1046	1028	
Volume-to-Capacity Ratio ( X )		0.092	0.086		0.084		0.034	0.234	0.234	0.015	0.232	0.233	
Back of Queue ( Q ), ft/ln ( 50 th percentile)		4.9	2.6		4.2		1.2	9.7	9.3	0.5	9.6	9.1	
Back of Queue ( Q ), veh/ln ( 50 th percentile)		0.2	0.1		0.2		0.0	0.4	0.4	0.0	0.4	0.4	
Queue Storage Ratio ( RQ ) ( 50 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh		13.6	13.5		13.5		4.3	3.7	3.7	4.3	3.7	3.7	
Incremental Delay ( d <sub>2</sub> ), s/veh		0.0	0.1		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay ( d <sub>3</sub> ), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay ( d ), s/veh		13.6	13.5		13.6		4.3	3.7	3.7	4.3	3.7	3.7	
Level of Service ( LOS )		B	B		B		A	A	A	A	A	A	
Approach Delay, s/veh / LOS	13.6	B		13.6	B		3.7	A			3.7	A	
Intersection Delay, s/veh / LOS	4.5						A						

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.24	B	2.24	B	1.66	B	1.88	B
Bicycle LOS Score / LOS	2.79	C	2.75	C	2.75	C	2.72	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus			Duration, h	0.250
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other
Jurisdiction	Mesa County	Time Period	PM	PHF	0.92
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00
Intersection	US 50 & 5th St	File Name	2040 No Build PM (Downtown).xus		
Project Description					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	34	26	20	11	17	13	21	627	14	13	502	33

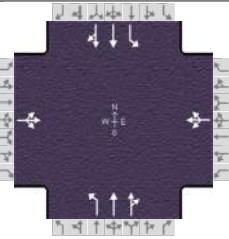
Signal Information																		
Cycle, s	37.5	Reference Phase	2															
Offset, s	0	Reference Point	End															
Uncoordinated	Yes	Simult. Gap E/W	On	Green	20.0	7.0	0.0	0.0	0.0	0.0	1		2		3		4	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	5		6		7		8	
				Red	1.5	2.0	0.0	0.0	0.0	0.0								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		7.0		8.0		6.0		6.0
Phase Duration, s		12.5		12.5		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.2		1.2		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		3.1		2.8		6.1		6.4
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.60		0.37		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h		65	22		45		23	353	350	13	267	263
Adjusted Saturation Flow Rate ( s ), veh/h/ln		1641	1590		1718		871	1870	1855	743	1870	1828
Queue Service Time ( g <sub>s</sub> ), s		0.0	0.4		0.0		0.6	4.1	4.1	0.4	2.9	2.9
Cycle Queue Clearance Time ( g <sub>c</sub> ), s		1.1	0.4		0.8		3.5	4.1	4.1	4.4	2.9	2.9
Green Ratio ( g/C )		0.19	0.19		0.19		0.53	0.53	0.53	0.53	0.53	0.53
Capacity ( c ), veh/h		456	297		442		589	998	990	508	998	975
Volume-to-Capacity Ratio ( X )		0.143	0.073		0.101		0.039	0.354	0.354	0.025	0.268	0.269
Back of Queue ( Q ), ft/ln ( 50 th percentile)		9.6	3.2		6.5		1.7	22.2	21.7	1.1	15.8	15.3
Back of Queue ( Q ), veh/ln ( 50 th percentile)		0.4	0.1		0.3		0.1	0.9	0.9	0.0	0.6	0.6
Queue Storage Ratio ( RQ ) ( 50 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.01	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh		12.8	12.6		12.7		5.7	5.0	5.0	6.3	4.8	4.8
Incremental Delay ( d <sub>2</sub> ), s/veh		0.1	0.0		0.0		0.0	0.1	0.1	0.0	0.1	0.1
Initial Queue Delay ( d <sub>3</sub> ), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh		12.9	12.6		12.8		5.7	5.1	5.1	6.3	4.8	4.8
Level of Service ( LOS )		B	B		B		A	A	A	A	A	A
Approach Delay, s/veh / LOS	12.8		B	12.8		B	5.1		A	4.9		A
Intersection Delay, s/veh / LOS	5.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.25	B	1.66	B	1.89	B
Bicycle LOS Score / LOS	2.85	C	2.78	C	2.92	C	2.82	C

## HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	AM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	US 50 & 6th St	File Name	2040 No Build AM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	3	9	30	9	9	30	60	440	38	11	429	11

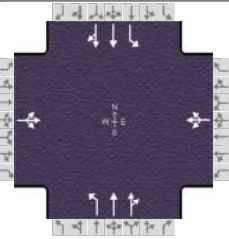
Signal Information												
Cycle, s	34.5	Reference Phase	2	Green	20.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	1	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On									

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		9.5		9.5		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.3		1.3		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		2.9		3.0		5.4		4.7
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.35		0.39		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

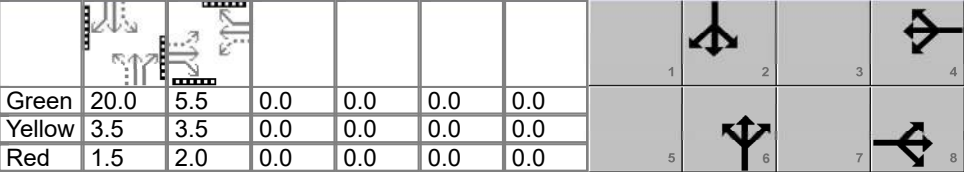
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	46			52			65	263	257	12	235	234
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1622			1639			910	1841	1788	860	1826	1810
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.0			1.3	2.4	2.4	0.2	2.1	2.2
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	0.9			1.0			3.4	2.4	2.4	2.7	2.1	2.2
Green Ratio ( g/C )	0.12			0.12			0.58	0.58	0.58	0.58	0.58	0.58
Capacity ( c ), veh/h	302			316			679	1066	1035	646	1057	1048
Volume-to-Capacity Ratio ( X )	0.151			0.165			0.096	0.247	0.248	0.018	0.222	0.223
Back of Queue ( Q ), ft/ln ( 50 th percentile)	6.6			7.4			3.2	9.4	9.1	0.6	8.4	8.1
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.3			0.3			0.1	0.4	0.4	0.0	0.3	0.3
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.02	0.00	0.00	0.01	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	13.8			13.9			4.3	3.6	3.6	4.2	3.5	3.5
Incremental Delay ( d <sub>2</sub> ), s/veh	0.1			0.1			0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	13.9			14.0			4.4	3.6	3.6	4.2	3.6	3.6
Level of Service ( LOS )	B			B			A	A	A	A	A	A
Approach Delay, s/veh / LOS	13.9	B		14.0	B		3.7	A		3.6	A	
Intersection Delay, s/veh / LOS	4.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.24	B	2.24	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	2.40	B	2.41	B	3.40	C	3.33	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	US 50 & 6th St	File Name	2040 No Build PM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	14	15	44	36	15	10	33	644	22	10	521	17

Signal Information												
Cycle, s	36.0	Reference Phase	2	Green	20.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On									

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		11.0		11.0		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.2		1.2		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		3.5		3.1		5.9		6.1
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.55		0.48		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	79			66			36	364	360	10	262	260
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1628			1582			879	1870	1848	729	1870	1849
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.0			0.8	3.9	3.9	0.3	2.6	2.6
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	1.5			1.1			3.4	3.9	3.9	4.1	2.6	2.6
Green Ratio ( g/C )	0.15			0.15			0.56	0.56	0.56	0.56	0.56	0.56
Capacity ( c ), veh/h	367			400			625	1040	1027	527	1040	1028
Volume-to-Capacity Ratio ( X )	0.216			0.166			0.057	0.350	0.350	0.018	0.252	0.253
Back of Queue ( Q ), ft/ln ( 50 th percentile)	11.6			9.5			2.2	18.3	17.8	0.7	12.3	12
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.5			0.4			0.1	0.7	0.7	0.0	0.5	0.5
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.02	0.00	0.00	0.01	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	13.6			13.4			5.0	4.4	4.4	5.5	4.1	4.1
Incremental Delay ( d <sub>2</sub> ), s/veh	0.1			0.1			0.0	0.1	0.1	0.0	0.0	0.0
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	13.7			13.5			5.0	4.5	4.5	5.5	4.2	4.2
Level of Service ( LOS )	B			B			A	A	A	A	A	A
Approach Delay, s/veh / LOS	13.7	B		13.5	B		4.5	A		4.2	A	
Intersection Delay, s/veh / LOS	5.3						A					

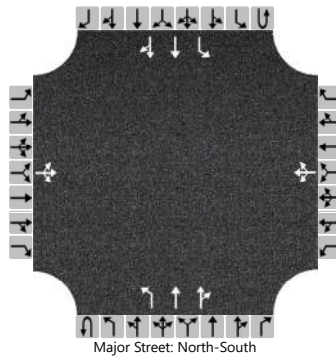
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.24	B	2.24	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	2.46	B	2.43	B	3.55	D	3.41	C



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & Main St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	2nd St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 No Build AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		4	4	7		0	4	19	0	9	496	1	0	14	482	12
Percent Heavy Vehicles (%)		0	0	0		0	0	0	4	4			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.18				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.24				2.23		

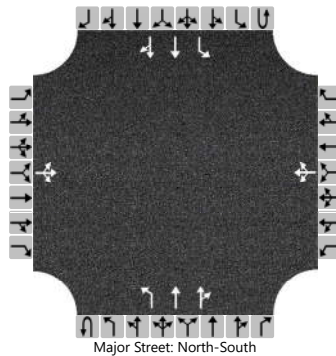
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			16				25			10				15		
Capacity, c (veh/h)			327				503			1013				1017		
v/c Ratio			0.05				0.05			0.01				0.01		
95% Queue Length, Q <sub>95</sub> (veh)			0.2				0.2			0.0				0.0		
Control Delay (s/veh)			16.6				12.5			8.6				8.6		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	16.6				12.5				0.2				0.2			
Approach LOS	C				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & Main St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	2nd St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 No Build PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		5	3	15		2	4	25	2	25	670	9	1	49	537	31
Percent Heavy Vehicles (%)		0	0	0		3	3	3	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1			6.4	4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.56	6.56	6.96	6.44	4.14			6.44	4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2			2.5	2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.53	4.03	3.33	2.52	2.22			2.52	2.22		

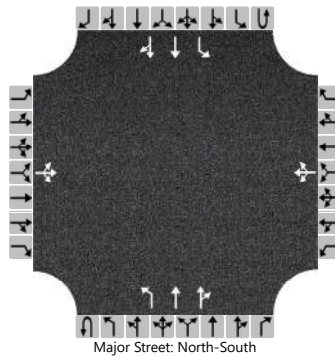
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25				34								54					
Capacity, c (veh/h)			270				331								849					
v/c Ratio			0.09				0.10								0.06					
95% Queue Length, Q <sub>95</sub> (veh)			0.3				0.3								0.2					
Control Delay (s/veh)			19.7				17.1								9.5					
Level of Service (LOS)			C				C								A					
Approach Delay (s/veh)		19.7					17.1					0.3					0.8			
Approach LOS		C					C					A					A			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 7th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	7th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 No Build AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		4	3	32		7	4	2	0	35	539	4	0	4	448	12
Percent Heavy Vehicles (%)		3	3	3		0	0	0	3	3			5	5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.50	6.50	6.90		4.16				4.20		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.50	4.00	3.30		2.23				2.25		

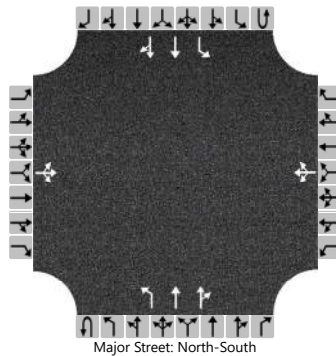
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			42				14			38				4		
Capacity, c (veh/h)			910				225			1053				961		
v/c Ratio			0.05				0.06			0.04				0.00		
95% Queue Length, Q <sub>95</sub> (veh)			0.1				0.2			0.1				0.0		
Control Delay (s/veh)			9.1				22.1			8.5				8.8		
Level of Service (LOS)			A				C			A				A		
Approach Delay (s/veh)	9.1				22.1				0.5				0.1			
Approach LOS	A				C											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 7th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	7th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 No Build PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		12	4	26		2	3	3	0	34	688	3	0	6	561	32
Percent Heavy Vehicles (%)		2	2	2		0	0	0	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.54	6.94		7.50	6.50	6.90		4.14				4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.50	4.00	3.30		2.22				2.22		

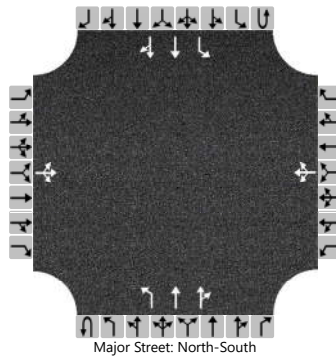
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			46				9			37				7		
Capacity, c (veh/h)			388				183			936				854		
v/c Ratio			0.12				0.05			0.04				0.01		
95% Queue Length, Q <sub>95</sub> (veh)			0.4				0.1			0.1				0.0		
Control Delay (s/veh)			15.5				25.7			9.0				9.2		
Level of Service (LOS)			C				D			A				A		
Approach Delay (s/veh)	15.5				25.7				0.4				0.1			
Approach LOS	C				D											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 9th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	9th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 No Build AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		7	0	5		8	3	55	0	9	489	12	1	64	388	2
Percent Heavy Vehicles (%)		0	0	0		2	2	2	4	4			5	5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1			6.4	4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.54	6.54	6.94		4.18			6.50	4.20		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2			2.5	2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.52	4.02	3.32		2.24			2.55	2.25		

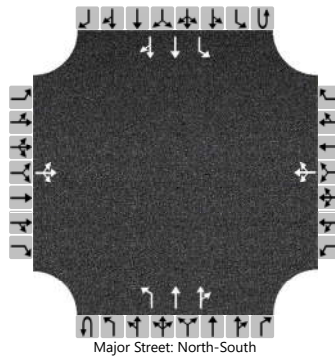
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			13				72			10					71	
Capacity, c (veh/h)			313				511			1118					989	
v/c Ratio			0.04				0.14			0.01					0.07	
95% Queue Length, Q <sub>95</sub> (veh)			0.1				0.5			0.0					0.2	
Control Delay (s/veh)			17.0				13.2			8.2					8.9	
Level of Service (LOS)			C				B			A					A	
Approach Delay (s/veh)	17.0				13.2				0.1				1.3			
Approach LOS	C				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 9th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	9th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 No Build PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		8	1	8		4	1	43	3	6	651	2	0	23	544	9
Percent Heavy Vehicles (%)		0	0	0		0	0	0	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90	6.44	4.14				4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30	2.52	2.22				2.22		

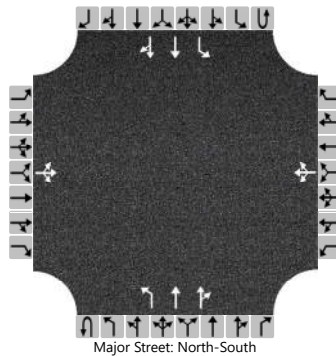
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			18				52			10				25		
Capacity, c (veh/h)			263				493			799				885		
v/c Ratio			0.07				0.11			0.01				0.03		
95% Queue Length, Q <sub>95</sub> (veh)			0.2				0.4			0.0				0.1		
Control Delay (s/veh)			19.7				13.2			9.6				9.2		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	19.7				13.2				0.1				0.4			
Approach LOS	C				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 11th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	11th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 No Build AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	5	5		14	4	40	0	12	468	6	1	32	353	20
Percent Heavy Vehicles (%)		9	9	9		3	3	3	4	4			5	5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1			6.4	4.1		
Critical Headway (sec)		7.68	6.68	7.08		7.56	6.56	6.96		4.18			6.50	4.20		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2			2.5	2.2		
Follow-Up Headway (sec)		3.59	4.09	3.39		3.53	4.03	3.33		2.24			2.55	2.25		

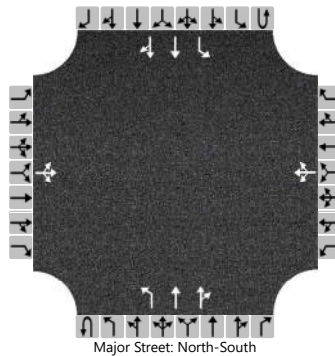
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12				63								36	
Capacity, c (veh/h)			330				458								1006	
v/c Ratio			0.04				0.14								0.04	
95% Queue Length, Q <sub>95</sub> (veh)			0.1				0.5								0.1	
Control Delay (s/veh)			16.3				14.1								8.7	
Level of Service (LOS)			C				B								A	
Approach Delay (s/veh)	16.3				14.1				0.2				0.7			
Approach LOS	C				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 11th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	11th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 No Build PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		4	3	9		3	2	13	1	10	626	6	2	31	517	5
Percent Heavy Vehicles (%)		0	0	0		0	0	0	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1			6.4	4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90	6.44	4.14			6.44	4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2			2.5	2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30	2.52	2.22			2.52	2.22		

## Delay, Queue Length, and Level of Service

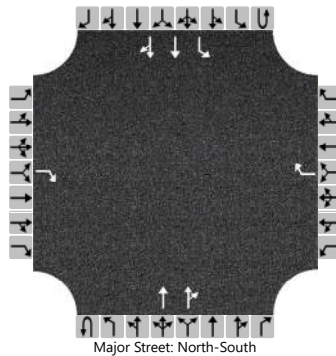
Flow Rate, v (veh/h)			17				20								36		
Capacity, c (veh/h)			291				350								863		
v/c Ratio			0.06				0.06								0.04		
95% Queue Length, Q <sub>95</sub> (veh)			0.2				0.2								0.1		
Control Delay (s/veh)			18.1				15.9								9.3		
Level of Service (LOS)			C				C								A		
Approach Delay (s/veh)	18.1				15.9				0.2				0.6				
Approach LOS	C				C				A				A				



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 12th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	12th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 No Build AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	0	2	0	0	1	2	0
Configuration				R				R			T	TR		L	T	TR
Volume (veh/h)				3				5			478	2	0	10	358	4
Percent Heavy Vehicles (%)				0				0					5	5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.9				6.9								4.1
Critical Headway (sec)				6.90				6.90								4.20
Base Follow-Up Headway (sec)				3.3				3.3								2.2
Follow-Up Headway (sec)				3.30				3.30								2.25

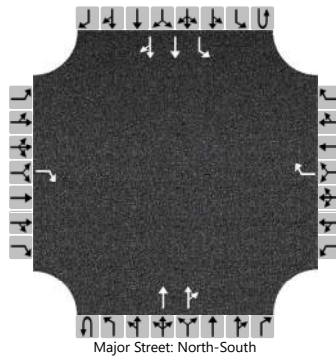
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				3				5								11
Capacity, c (veh/h)				818				744								1020
v/c Ratio				0.00				0.01								0.01
95% Queue Length, Q <sub>95</sub> (veh)				0.0				0.0								0.0
Control Delay (s/veh)				9.4				9.9								8.6
Level of Service (LOS)				A				A								A
Approach Delay (s/veh)	9.4				9.9								0.2			
Approach LOS	A				A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 12th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	12th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 No Build PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	0	2	0	0	1	2	0
Configuration				R				R			T	TR		L	T	TR
Volume (veh/h)				1				8			635	3	0	13	513	6
Percent Heavy Vehicles (%)				0				0					5	5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.9				6.9								4.1
Critical Headway (sec)				6.90				6.90								4.20
Base Follow-Up Headway (sec)				3.3				3.3								2.2
Follow-Up Headway (sec)				3.30				3.30								2.25

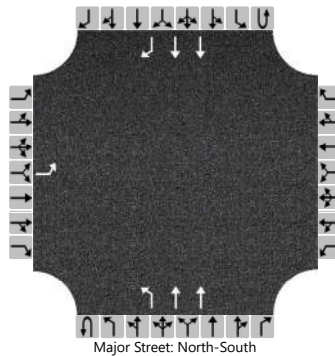
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				1				9								14
Capacity, c (veh/h)				721				655								878
v/c Ratio				0.00				0.01								0.02
95% Queue Length, Q <sub>95</sub> (veh)				0.0				0.0								0.0
Control Delay (s/veh)				10.0				10.6								9.2
Level of Service (LOS)				B				B								A
Approach Delay (s/veh)	10.0				10.6								0.2			
Approach LOS	B				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & Confluence Dr		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	Confluence Dr		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 No Build AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	0		0	0	0	0	1	2	0	0	0	2	1
Configuration		L								L	T				T	R
Volume (veh/h)		4							0	255	515				371	2
Percent Heavy Vehicles (%)		7							4	4						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized													Yes			
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5								4.1						
Critical Headway (sec)		6.94								4.18						
Base Follow-Up Headway (sec)		3.5								2.2						
Follow-Up Headway (sec)		3.57								2.24						

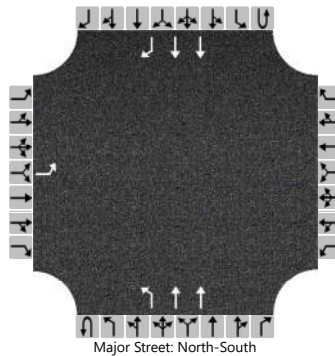
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4								277						
Capacity, c (veh/h)		122								1138						
v/c Ratio		0.04								0.24						
95% Queue Length, Q <sub>95</sub> (veh)		0.1								1.0						
Control Delay (s/veh)		35.6								9.2						
Level of Service (LOS)		E								A						
Approach Delay (s/veh)	35.6								3.0							
Approach LOS	E															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & Confluence Dr		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	Confluence Dr		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 No Build PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	0		0	0	0	0	1	2	0	0	0	2	1
Configuration		L								L	T				T	R
Volume (veh/h)		5							0	333	678				531	4
Percent Heavy Vehicles (%)		7							4	4						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized													Yes			
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

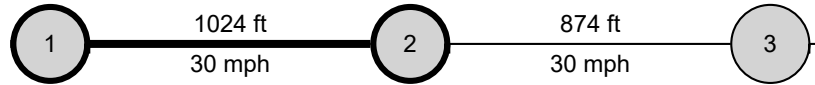
Base Critical Headway (sec)		7.5								4.1						
Critical Headway (sec)		6.94								4.18						
Base Follow-Up Headway (sec)		3.5								2.2						
Follow-Up Headway (sec)		3.57								2.24						

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5								362						
Capacity, c (veh/h)		52								979						
v/c Ratio		0.10								0.37						
95% Queue Length, Q <sub>95</sub> (veh)		0.3								1.7						
Control Delay (s/veh)		82.1								10.8						
Level of Service (LOS)		F								B						
Approach Delay (s/veh)	82.1								3.6							
Approach LOS	F															

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	AM	Number of Iterations	15
File Name	2040 No Build AM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	Confluence Dr (North)	US 50 & 1st St		Analysis Period	1 > 7:00
Project Description					



## Basic Segment Information (Confluence (North) - 1st St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	2	1024	1024	20	20	0	0	100	70	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h						
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	38.41			38.55		
1	Running Time, s	21.36			21.33		
1	Running Speed, mph	32.68			32.73		
1	Through Delay, s/veh	17.46			9.53		
1	Travel Time, s	38.83			30.85		
1	Travel Speed, mph	17.98			22.63		
1	Stop Rate, stops/veh	0.63			0.49		
1	Spatial Stop Rate, stops/mi	3.23			2.52		
1	Through vol/cap Ratio	0.25			0.26		
1	Percent of Base FFS	46.82			58.70		
1	Level of Service	D			C		
1	Auto Traveler Perception Score	2.65			2.53		

## Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	2.66	B	3.23	C
1	Bicycle Segment LOS Score / LOS	3.82	D	3.70	D
1	Transit Segment LOS Score / LOS	1.80	A	1.47	A

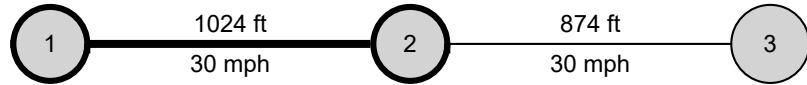
Facility Output Data		Southbound		Northbound	
		Facility Travel Time, s	119.40	132.57	
Facility Travel Speed, mph	18.78	16.91			
Facility Base Free Flow Speed, mph	35.38	35.10			
Facility Percent of Base FFS	53.07	48.17			
Facility Level of Service	C	D			
Facility Auto Traveler Perception Score	2.75	2.82			

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.55	C	2.62	C
Bicycle Facility LOS Score / LOS	3.21	C	3.45	C
Transit Facility LOS Score / LOS	1.68	A	1.85	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	2040 No Build PM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	Confluence Dr (North)	US 50 & 1st St		Analysis Period	1 > 7:00
Project Description					



## Basic Segment Information (Confluence (North) - 1st St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	2	1024	1024	20	20	0	0	100	70	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h	never			never		
1	Base Free-Flow Speed, mph	38.41			38.55		
1	Running Time, s	21.42			21.48		
1	Running Speed, mph	32.60			32.51		
1	Through Delay, s/veh	20.93			11.08		
1	Travel Time, s	42.35			32.56		
1	Travel Speed, mph	16.49			21.45		
1	Stop Rate, stops/veh	0.66			0.52		
1	Spatial Stop Rate, stops/mi	3.38			2.69		
1	Through vol/cap Ratio	0.28			0.35		
1	Percent of Base FFS	42.92			55.63		
1	Level of Service	D			C		
1	Auto Traveler Perception Score	2.68			2.56		

## Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	2.74	B	3.43	C
1	Bicycle Segment LOS Score / LOS	3.30	C	3.40	C
1	Transit Segment LOS Score / LOS	1.96	A	1.61	A

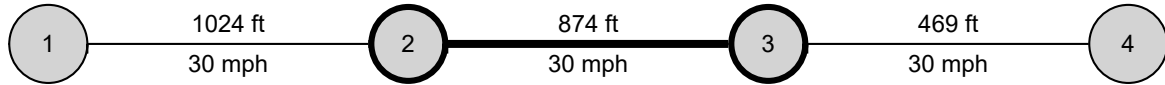
Facility Output Data		Southbound		Northbound	
Facility Travel Time, s		125.34		148.41	
Facility Travel Speed, mph		17.89		15.11	
Facility Base Free Flow Speed, mph		35.38		35.10	
Facility Percent of Base FFS		50.56		43.03	
Facility Level of Service		C		D	
Facility Auto Traveler Perception Score		2.78		2.87	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.61	C	2.83	C
Bicycle Facility LOS Score / LOS	3.06	C	3.38	C
Transit Facility LOS Score / LOS	1.77	A	2.04	B

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	AM	Number of Iterations	15
File Name	2040 No Build AM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	US 50 & 1st St	Us 50 & 3rd St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (1st St - 3rd St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	2	2	874	874	30	50	818	818	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h						
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	34.70			33.78		
2	Running Time, s	20.47			20.87		
2	Running Speed, mph	29.11			28.55		
2	Through Delay, s/veh	4.68			24.11		
2	Travel Time, s	25.15			44.98		
2	Travel Speed, mph	23.69			13.25		
2	Stop Rate, stops/veh	0.45			0.79		
2	Spatial Stop Rate, stops/mi	2.72			4.78		
2	Through vol/cap Ratio	0.25			0.57		
2	Percent of Base FFS	68.27			39.22		
2	Level of Service	B			E		
2	Auto Traveler Perception Score	2.56			2.93		

## Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	2.72	B	2.41	B
2	Bicycle Segment LOS Score / LOS	3.45	C	4.11	D
2	Transit Segment LOS Score / LOS	1.29	A	2.26	B

## Facility Output Data

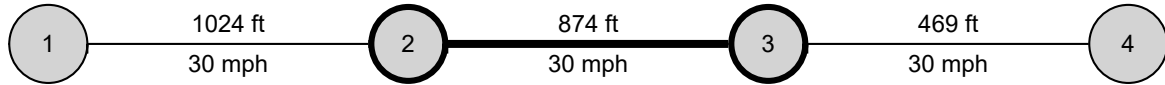
Facility Output Data	Southbound		Northbound	
Facility Travel Time, s	119.40		132.57	
Facility Travel Speed, mph	18.78		16.91	
Facility Base Free Flow Speed, mph	35.38		35.10	
Facility Percent of Base FFS	53.07		48.17	
Facility Level of Service	C		D	
Facility Auto Traveler Perception Score	2.75		2.82	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.55	C	2.62	C
Bicycle Facility LOS Score / LOS	3.21	C	3.45	C
Transit Facility LOS Score / LOS	1.68	A	1.85	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	2040 No Build PM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	US 50 & 1st St	Us 50 & 3rd St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (1st St - 3rd St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	2	2	874	874	30	50	818	818	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h	never			never		
2	Base Free-Flow Speed, mph	34.70			33.78		
2	Running Time, s	20.52			21.05		
2	Running Speed, mph	29.04			28.31		
2	Through Delay, s/veh	5.47			35.03		
2	Travel Time, s	25.99			56.08		
2	Travel Speed, mph	22.93			10.63		
2	Stop Rate, stops/veh	0.48			0.88		
2	Spatial Stop Rate, stops/mi	2.88			5.33		
2	Through vol/cap Ratio	0.26			0.87		
2	Percent of Base FFS	66.07			31.46		
2	Level of Service	C			E		
2	Auto Traveler Perception Score	2.59			3.03		

## Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	2.78	C	2.64	B
2	Bicycle Segment LOS Score / LOS	3.38	C	3.99	D
2	Transit Segment LOS Score / LOS	1.36	A	2.64	B

## Facility Output Data

	Southbound	Northbound
Facility Travel Time, s	125.34	148.41
Facility Travel Speed, mph	17.89	15.11
Facility Base Free Flow Speed, mph	35.38	35.10
Facility Percent of Base FFS	50.56	43.03
Facility Level of Service	C	D
Facility Auto Traveler Perception Score	2.78	2.87

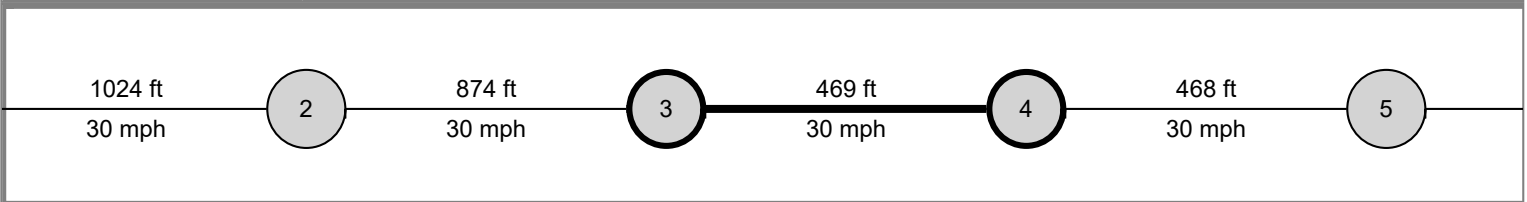
## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.61	C	2.83	C
Bicycle Facility LOS Score / LOS	3.06	C	3.38	C
Transit Facility LOS Score / LOS	1.77	A	2.04	B



# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	AM	Number of Iterations	15
File Name	2040 No Build AM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	Us 50 & 3rd St	US 50 & 4th St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (3rd to 4th)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
3	30	30	2	2	469	469	30	75	470	470	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h						
3	Shared Lane Spillback Time, h						
3	Base Free-Flow Speed, mph	33.87			33.61		
3	Running Time, s	14.27			14.28		
3	Running Speed, mph	22.41			22.39		
3	Through Delay, s/veh	5.63			4.75		
3	Travel Time, s	19.90			19.03		
3	Travel Speed, mph	16.07			16.80		
3	Stop Rate, stops/veh	0.48			0.45		
3	Spatial Stop Rate, stops/mi	5.42			5.11		
3	Through vol/cap Ratio	0.25			0.27		
3	Percent of Base FFS	47.44			49.99		
3	Level of Service	D			D		
3	Auto Traveler Perception Score	3.04			2.99		

## Multimodal Results (Segment)

3	Pedestrian Segment LOS Score / LOS	2.42	B	2.29	B
3	Bicycle Segment LOS Score / LOS	2.60	B	2.87	C
3	Transit Segment LOS Score / LOS	1.95	A	1.85	A

## Facility Output Data

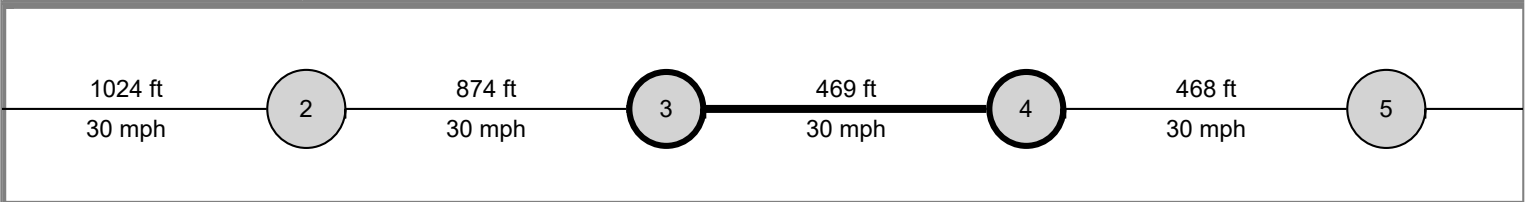
	Southbound	Northbound
Facility Travel Time, s	119.40	132.57
Facility Travel Speed, mph	18.78	16.91
Facility Base Free Flow Speed, mph	35.38	35.10
Facility Percent of Base FFS	53.07	48.17
Facility Level of Service	C	D
Facility Auto Traveler Perception Score	2.75	2.82

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.55	C	2.62	C
Bicycle Facility LOS Score / LOS	3.21	C	3.45	C
Transit Facility LOS Score / LOS	1.68	A	1.85	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	2040 No Build PM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	Us 50 & 3rd St	US 50 & 4th St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (3rd to 4th)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
3	30	30	2	2	469	469	30	75	470	470	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h		never			never	
3	Shared Lane Spillback Time, h				never		
3	Base Free-Flow Speed, mph		33.87			33.61	
3	Running Time, s		14.29			14.38	
3	Running Speed, mph		22.38			22.24	
3	Through Delay, s/veh		5.43			5.98	
3	Travel Time, s		19.72			20.35	
3	Travel Speed, mph		16.22			15.71	
3	Stop Rate, stops/veh		0.48			0.49	
3	Spatial Stop Rate, stops/mi		5.36			5.49	
3	Through vol/cap Ratio		0.27			0.40	
3	Percent of Base FFS		47.88			46.76	
3	Level of Service		D			D	
3	Auto Traveler Perception Score		3.03			3.06	

## Multimodal Results (Segment)

3	Pedestrian Segment LOS Score / LOS	2.47	B	2.50	B
3	Bicycle Segment LOS Score / LOS	2.65	B	2.98	C
3	Transit Segment LOS Score / LOS	1.94	A	2.00	B

## Facility Output Data

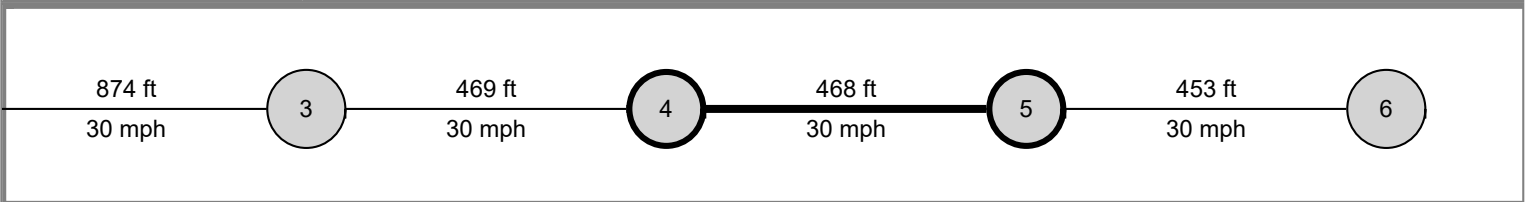
	Southbound		Northbound	
Facility Travel Time, s	125.34		148.41	
Facility Travel Speed, mph	17.89		15.11	
Facility Base Free Flow Speed, mph	35.38		35.10	
Facility Percent of Base FFS	50.56		43.03	
Facility Level of Service	C		D	
Facility Auto Traveler Perception Score	2.78		2.87	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.61	C	2.83	C
Bicycle Facility LOS Score / LOS	3.06	C	3.38	C
Transit Facility LOS Score / LOS	1.77	A	2.04	B

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	AM	Number of Iterations	15
File Name	2040 No Build AM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	US 50 & 4th St	US 50 & 5th St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (4th St to 5th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
4	30	30	2	2	468	468	30	50	380	380	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h						
4	Shared Lane Spillback Time, h						
4	Base Free-Flow Speed, mph	33.85			33.74		
4	Running Time, s	14.24			14.25		
4	Running Speed, mph	22.40			22.40		
4	Through Delay, s/veh	3.71			5.72		
4	Travel Time, s	17.96			19.97		
4	Travel Speed, mph	17.77			15.98		
4	Stop Rate, stops/veh	0.41			0.49		
4	Spatial Stop Rate, stops/mi	4.65			5.48		
4	Through vol/cap Ratio	0.23			0.27		
4	Percent of Base FFS	52.49			47.36		
4	Level of Service	C			D		
4	Auto Traveler Perception Score	2.90			3.06		

## Multimodal Results (Segment)

4	Pedestrian Segment LOS Score / LOS	2.21	B	2.34	B
4	Bicycle Segment LOS Score / LOS	2.86	C	2.72	B
4	Transit Segment LOS Score / LOS	1.74	A	1.95	A

## Facility Output Data

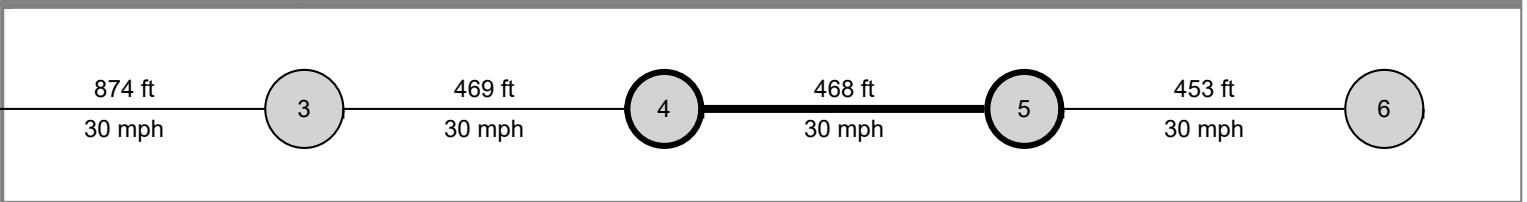
	Southbound	Northbound
Facility Travel Time, s	119.40	132.57
Facility Travel Speed, mph	18.78	16.91
Facility Base Free Flow Speed, mph	35.38	35.10
Facility Percent of Base FFS	53.07	48.17
Facility Level of Service	C	D
Facility Auto Traveler Perception Score	2.75	2.82

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.55	C	2.62	C
Bicycle Facility LOS Score / LOS	3.21	C	3.45	C
Transit Facility LOS Score / LOS	1.68	A	1.85	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	2040 No Build PM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	US 50 & 4th St	US 50 & 5th St		Analysis Period	1 > 7:00
Project Description					



## Basic Segment Information (4th St to 5th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
4	30	30	2	2	468	468	30	50	380	380	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h		never			never	
4	Shared Lane Spillback Time, h	never					
4	Base Free-Flow Speed, mph	33.85			33.74		
4	Running Time, s	14.27			14.35		
4	Running Speed, mph	22.37			22.23		
4	Through Delay, s/veh	4.82			5.86		
4	Travel Time, s	19.08			20.21		
4	Travel Speed, mph	16.72			15.79		
4	Stop Rate, stops/veh	0.46			0.49		
4	Spatial Stop Rate, stops/mi	5.14			5.48		
4	Through vol/cap Ratio	0.27			0.38		
4	Percent of Base FFS	49.40			46.80		
4	Level of Service	D			D		
4	Auto Traveler Perception Score	2.99			3.06		

## Multimodal Results (Segment)

4	Pedestrian Segment LOS Score / LOS	2.26	B	2.56	B
4	Bicycle Segment LOS Score / LOS	2.90	C	2.86	C
4	Transit Segment LOS Score / LOS	1.85	A	2.01	B

## Facility Output Data

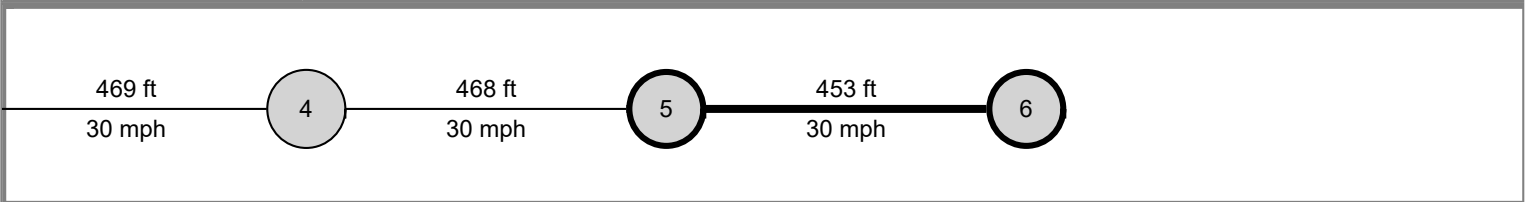
	Southbound		Northbound	
Facility Travel Time, s	125.34		148.41	
Facility Travel Speed, mph	17.89		15.11	
Facility Base Free Flow Speed, mph	35.38		35.10	
Facility Percent of Base FFS	50.56		43.03	
Facility Level of Service	C		D	
Facility Auto Traveler Perception Score	2.78		2.87	

## Multimodal Results (Facility)

	Pedestrian Facility LOS Score / LOS	2.61	C	2.83	C
	Bicycle Facility LOS Score / LOS	3.06	C	3.38	C
	Transit Facility LOS Score / LOS	1.77	A	2.04	B

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	AM	Number of Iterations	15
File Name	2040 No Build AM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	US 50 & 5th St	US 50 & 6th St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (5th St to 6th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
5	30	30	2	2	453	453	30	20	385	385	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h						
5	Shared Lane Spillback Time, h						
5	Base Free-Flow Speed, mph	33.74			33.80		
5	Running Time, s	14.01			14.02		
5	Running Speed, mph	22.05			22.03		
5	Through Delay, s/veh	3.55			3.72		
5	Travel Time, s	17.56			17.74		
5	Travel Speed, mph	17.59			17.41		
5	Stop Rate, stops/veh	0.40			0.41		
5	Spatial Stop Rate, stops/mi	4.72			4.80		
5	Through vol/cap Ratio	0.22			0.23		
5	Percent of Base FFS	52.13			51.53		
5	Level of Service	C			C		
5	Auto Traveler Perception Score	2.91			2.93		

## Multimodal Results (Segment)

5	Pedestrian Segment LOS Score / LOS	2.42	B	2.26	B
5	Bicycle Segment LOS Score / LOS	2.40	B	3.02	C
5	Transit Segment LOS Score / LOS	1.79	A	1.78	A

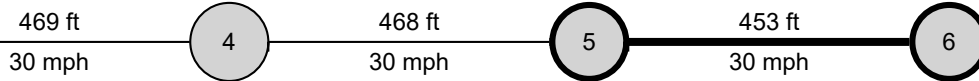
Facility Output Data		Southbound		Northbound	
		Facility Travel Time, s	119.40	132.57	
Facility Travel Speed, mph	18.78	16.91			
Facility Base Free Flow Speed, mph	35.38	35.10			
Facility Percent of Base FFS	53.07	48.17			
Facility Level of Service	C	D			
Facility Auto Traveler Perception Score	2.75	2.82			

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.55	C	2.62	C
Bicycle Facility LOS Score / LOS	3.21	C	3.45	C
Transit Facility LOS Score / LOS	1.68	A	1.85	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	6
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	5
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	2040 No Build PM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	US 50 & 5th St	US 50 & 6th St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (5th St to 6th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
5	30	30	2	2	453	453	30	20	385	385	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h		never			never	
5	Shared Lane Spillback Time, h	never			never		
5	Base Free-Flow Speed, mph	33.74			33.80		
5	Running Time, s	14.03			14.11		
5	Running Speed, mph	22.02			21.89		
5	Through Delay, s/veh	4.18			5.11		
5	Travel Time, s	18.20			19.22		
5	Travel Speed, mph	16.97			16.07		
5	Stop Rate, stops/veh	0.43			0.46		
5	Spatial Stop Rate, stops/mi	5.03			5.39		
5	Through vol/cap Ratio	0.25			0.35		
5	Percent of Base FFS	50.29			47.56		
5	Level of Service	C			D		
5	Auto Traveler Perception Score	2.97			3.04		

## Multimodal Results (Segment)

5	Pedestrian Segment LOS Score / LOS	2.47	B	2.46	B
5	Bicycle Segment LOS Score / LOS	2.49	B	3.13	C
5	Transit Segment LOS Score / LOS	1.87	A	1.96	A

## Facility Output Data

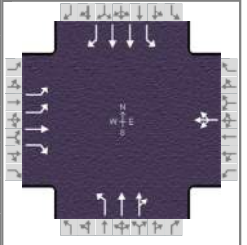
	Southbound		Northbound	
Facility Travel Time, s	125.34		148.41	
Facility Travel Speed, mph	17.89		15.11	
Facility Base Free Flow Speed, mph	35.38		35.10	
Facility Percent of Base FFS	50.56		43.03	
Facility Level of Service	C		D	
Facility Auto Traveler Perception Score	2.78		2.87	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.61	C	2.83	C
Bicycle Facility LOS Score / LOS	3.06	C	3.38	C
Transit Facility LOS Score / LOS	1.77	A	2.04	B

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Stolfus			Duration, h	0.250		
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other		
Jurisdiction	Mesa County	Time Period	AM	PHF	0.92		
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00		
Intersection	Confluence Dr (North)	File Name	2040 Build #1 AM (Downtown).xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( $v$ ), veh/h	134	0	75	1	0	0	106	394	8	0	431	152

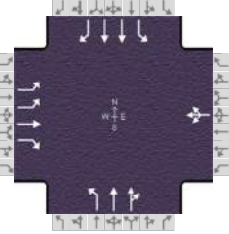
Signal Information														
Cycle, s	64.8	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	6.2	20.1	6.5	7.9	0.0	0.0				
				Yellow	3.5	3.5	3.5	3.5	0.0	0.0				
				Red	2.5	2.5	2.5	2.5	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8		4	1	6	5	2
Case Number	1.0	3.0		8.3	1.1	4.0	1.1	3.0
Phase Duration, s	12.5	26.4		13.9	12.2	38.4	0.0	26.1
Change Period, ( $Y+R_c$ ), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway ( $MAH$ ), s	4.1	4.4		4.4	4.2	4.1	0.0	4.1
Queue Clearance Time ( $g_s$ ), s	4.2	4.5		2.0	4.8	6.7		9.1
Green Extension Time ( $g_e$ ), s	0.4	0.2		0.0	0.3	4.6	0.0	4.4
Phase Call Probability	0.93	0.98		0.77	0.89	1.00		1.00
Max Out Probability	0.00	0.00		0.00	0.00	0.01		0.03

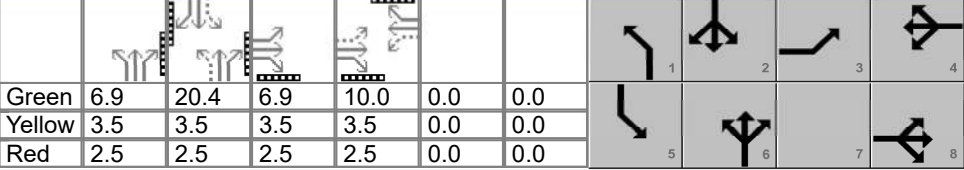
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( $v$ ), veh/h	146	0	82		1		123	235	234	0	468	165
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1689	1826			1436		1753	1841	1828	1711	1710	1517
Queue Service Time ( $g_s$ ), s	2.2	0.0			0.0		2.8	4.7	4.7	0.0	7.1	5.5
Cycle Queue Clearance Time ( $g_c$ ), s	2.2	0.0			0.0		2.8	4.7	4.7	0.0	7.1	5.5
Green Ratio ( $g/C$ )	0.25	0.31			0.12		0.44	0.50	0.50	0.22	0.31	0.31
Capacity ( $c$ ), veh/h	896	575			286		464	920	914	390	1064	472
Volume-to-Capacity Ratio ( $X$ )	0.163	0.000			0.004		0.266	0.255	0.256	0.000	0.440	0.350
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)	20.6	0			0.4		25.4	43.2	41.6	0	66	45.8
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)	0.8	0.0			0.0		1.0	1.7	1.7	0.0	2.5	1.7
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)	0.12	0.00			0.00		0.18	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	18.9	0.0			25.0		11.7	9.3	9.3	0.0	17.8	17.3
Incremental Delay ( $d_2$ ), s/veh	0.1	0.0			0.0		0.3	0.1	0.1	0.0	0.3	0.4
Initial Queue Delay ( $d_3$ ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( $d$ ), s/veh	19.0	0.0	0.0		25.0		12.0	9.4	9.4	0.0	18.1	17.7
Level of Service (LOS)	B		A		C		B	A	A		B	B
Approach Delay, s/veh / LOS	12.2		B		25.0		9.9		A		18.0	B
Intersection Delay, s/veh / LOS	13.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.43	B	1.66	B	2.41	B
Bicycle LOS Score / LOS	3.08	C	2.79	C	3.01	C	3.23	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	Confluence Dr (North)	File Name	2040 Build #1 PM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	208	0	122	9	2	2	152	533	2	0	457	177

Signal Information												
Cycle, s	68.1	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	6.9	20.4	6.9	10.0	0.0	0.0				
		Yellow	3.5	3.5	3.5	3.5	0.0	0.0				
		Red	2.5	2.5	2.5	2.5	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8		4	1	6	5	2
Case Number	1.0	3.0		8.3	1.1	4.0	1.1	3.0
Phase Duration, s	12.9	28.9		16.0	12.9	39.3	0.0	26.4
Change Period, ( Y+R <sub>c</sub> ), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway ( MAH ), s	4.1	4.4		4.4	4.2	4.1	0.0	4.1
Queue Clearance Time ( g <sub>s</sub> ), s	5.5	6.2		2.4	6.4	9.2		10.0
Green Extension Time ( g <sub>e</sub> ), s	1.0	0.3		0.1	0.7	6.1	0.0	5.7
Phase Call Probability	0.99	1.00		0.94	0.97	1.00		1.00
Max Out Probability	0.00	0.03		0.00	0.00	0.00		0.05

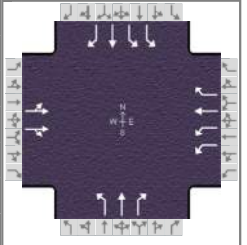
Movement Group Results	EB			WB			NB			SB					
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12			
Adjusted Flow Rate ( v ), veh/h	226	0	133		14		181	319	319	0	497	192			
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1702	1841			1545		1781	1870	1868	1739	1738	1534			
Queue Service Time ( g <sub>s</sub> ), s	3.5	0.0			0.0		4.4	7.2	7.2	0.0	8.0	6.9			
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	3.5	0.0			0.4		4.4	7.2	7.2	0.0	8.0	6.9			
Green Ratio ( g/C )	0.28	0.34			0.15		0.43	0.49	0.49	0.21	0.30	0.30			
Capacity ( c ), veh/h	943	618			315		449	913	912	339	1039	459			
Volume-to-Capacity Ratio ( X )	0.240	0.000			0.045		0.403	0.350	0.350	0.000	0.478	0.419			
Back of Queue ( Q ), ft/ln ( 50 th percentile)	33.4	0			4.9		41.7	67.7	66.5	0	76.1	58.9			
Back of Queue ( Q ), veh/ln ( 50 th percentile)	1.3	0.0			0.2		1.6	2.7	2.7	0.0	2.9	2.3			
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.19	0.00			0.00		0.29	0.00	0.00	0.00	0.00	0.00			
Uniform Delay ( d <sub>1</sub> ), s/veh	19.1	0.0			25.0		13.3	10.8	10.8	0.0	19.6	19.2			
Incremental Delay ( d <sub>2</sub> ), s/veh	0.1	0.0			0.1		0.4	0.2	0.2	0.0	0.3	0.6			
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0			
Control Delay ( d ), s/veh	19.3	0.0	0.0		25.1		13.7	10.9	10.9	0.0	19.9	19.8			
Level of Service ( LOS )	B		A		C		B	B	B		B	B			
Approach Delay, s/veh / LOS	12.1		B		25.1		C		11.5		B		19.9		B
Intersection Delay, s/veh / LOS	14.8						B								

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.44	B	1.66	B	2.38	B
Bicycle LOS Score / LOS	3.30	C	2.81	C	3.17	C	3.28	C



# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Stolfus			Duration, h	0.250		
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other		
Jurisdiction	Mesa County	Time Period	AM	PHF	0.92		
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00		
Intersection	US 50 & 1st St	File Name	2040 Build #1 AM (Downtown).xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( $v$ ), veh/h	24	86	7	221	110	218	15	312	188	229	266	7

Signal Information				Signal Phases								
Cycle, s	69.0	Reference Phase	2									
Offset, s	4	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	1.8	0.1	20.1	10.2	9.3	0.0						
Yellow	3.0	3.5	3.5	3.5	3.5	0.0						
Red	2.0	2.0	1.0	3.0	2.5	0.0						

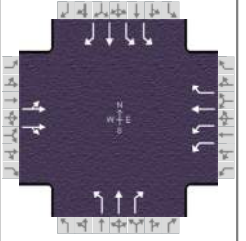
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		12.0		9.0	1.1	3.0	1.1	3.0
Phase Duration, s		15.3		16.7	6.8	24.6	12.4	30.2
Change Period, ( $Y+R_c$ ), s		6.0		6.5	5.0	4.5	5.5	4.5
Max Allow Headway ( $MAH$ ), s		6.1		6.1	4.2	1.2	4.2	1.2
Queue Clearance Time ( $g_s$ ), s		4.3		6.5	2.4	12.6	5.2	10.2
Green Extension Time ( $g_e$ ), s		0.7		2.8	0.0	0.1	0.7	0.1
Phase Call Probability		0.91		1.00	0.26	1.00	0.99	1.00
Max Out Probability		0.00		0.18	0.00	0.00	0.01	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( $v$ ), veh/h	67		61	240	120	66	16	329	198	251	292	8
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1776		1770	1702	1841	1555	1753	1841	1609	1702	1841	1606
Queue Service Time ( $g_s$ ), s	2.3		2.1	4.5	4.1	2.6	0.4	10.6	6.9	3.2	8.2	0.2
Cycle Queue Clearance Time ( $g_c$ ), s	2.3		2.1	4.5	4.1	2.6	0.4	10.6	6.9	3.2	8.2	0.2
Green Ratio ( $g/C$ )	0.13		0.13	0.15	0.15	0.15	0.32	0.29	0.29	0.42	0.37	0.37
Capacity ( $c$ ), veh/h	239		239	501	271	229	392	536	468	835	686	598
Volume-to-Capacity Ratio ( $X$ )	0.278		0.254	0.479	0.441	0.290	0.040	0.614	0.423	0.301	0.426	0.013
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)	25.5		23.1	46.9	48.4	26	4.3	111.6	61	29.2	82.5	1.8
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)	1.0		0.9	1.8	1.9	1.0	0.2	4.3	2.4	1.1	3.2	0.1
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)	0.00		0.00	0.45	0.00	0.00	0.08	0.00	0.61	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	26.8		26.7	27.0	26.8	26.2	16.4	21.1	19.8	13.8	16.1	13.6
Incremental Delay ( $d_2$ ), s/veh	1.3		1.2	1.5	2.4	1.5	0.0	0.4	0.2	0.2	0.1	0.0
Initial Queue Delay ( $d_3$ ), s/veh	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( $d$ ), s/veh	28.2		27.9	28.5	29.2	27.7	16.4	21.5	20.0	14.0	16.3	13.6
Level of Service (LOS)	C		C	C	C	C	B	C	B	B	B	B
Approach Delay, s/veh / LOS	28.0		C	28.6		C	20.8		C	15.2		B
Intersection Delay, s/veh / LOS	21.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.33	B	2.66	C	1.93	B
Bicycle LOS Score / LOS	2.89	C	3.49	C	3.86	D	3.22	C

## HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Stolfus			Duration, h	0.250		
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other		
Jurisdiction	Mesa County	Time Period	PM	PHF	0.92		
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00		
Intersection	US 50 & 1st St	File Name	2040 Build #1 PM (Downtown).xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	39	203	19	258	139	343	31	367	295	383	292	13

Signal Information														
Cycle, s	71.2	Reference Phase	2											
Offset, s	101	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	3.4	4.7	20.1	10.3	10.6	0.0	1	2	3	4
				Yellow	3.0	0.0	3.5	3.5	3.5	0.0	5	6	7	8
				Red	2.0	0.0	1.0	3.0	2.5	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		12.0		9.0	1.1	3.0	1.1	3.0
Phase Duration, s		16.6		16.8	8.4	24.6	13.2	29.3
Change Period, ( Y+R <sub>c</sub> ), s		6.5		6.5	5.0	4.5	5.5	4.5
Max Allow Headway ( MAH ), s		6.1		6.1	4.2	1.2	4.2	1.2
Queue Clearance Time ( g <sub>s</sub> ), s		7.6		7.4	2.9	16.1	6.9	9.9
Green Extension Time ( g <sub>e</sub> ), s		0.6		2.4	0.0	0.1	0.8	0.1
Phase Call Probability		1.00		1.00	0.49	1.00	1.00	1.00
Max Out Probability		1.00		0.75	0.00	0.00	0.36	0.00

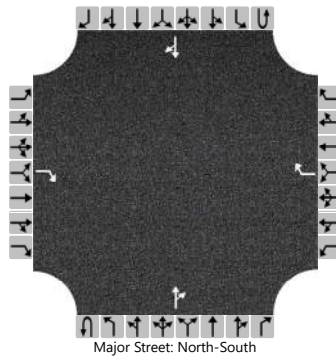
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	149		135	280	151	79	34	404	325	356	271	12
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1771		1747	1716	1856	1562	1781	1870	1608	1716	1856	1592
Queue Service Time ( g <sub>s</sub> ), s	5.6		5.1	5.4	5.4	3.3	0.9	14.1	12.9	4.9	7.9	0.4
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	5.6		5.1	5.4	5.4	3.3	0.9	14.1	12.9	4.9	7.9	0.4
Green Ratio ( g/C )	0.14		0.14	0.14	0.14	0.14	0.33	0.28	0.28	0.41	0.35	0.35
Capacity ( c ), veh/h	252		248	497	269	226	419	528	454	737	647	555
Volume-to-Capacity Ratio ( X )	0.592		0.542	0.564	0.562	0.351	0.081	0.766	0.716	0.483	0.419	0.022
Back of Queue ( Q ), ft/ln ( 50 th percentile)	65.3		57.2	57.7	65.6	32.6	9.3	150.3	116.8	45.8	81.9	3.1
Back of Queue ( Q ), veh/ln ( 50 th percentile)	2.6		2.3	2.3	2.6	1.3	0.4	5.9	4.7	1.8	3.2	0.1
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00		0.00	0.55	0.00	0.00	0.18	0.00	1.17	0.00	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	28.6		28.4	28.3	28.3	27.4	16.5	23.4	23.0	16.0	17.7	15.2
Incremental Delay ( d <sub>2</sub> ), s/veh	5.1		3.9	2.1	3.9	2.0	0.0	0.5	0.5	0.4	0.1	0.0
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	33.7		32.3	30.5	32.2	29.4	16.5	23.9	23.5	16.4	17.8	15.2
Level of Service ( LOS )	C		C	C	C	C	B	C	C	B	B	B
Approach Delay, s/veh / LOS	33.1		C	30.8		C	23.4		C	17.0		B
Intersection Delay, s/veh / LOS	24.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.27	B	2.82	C	1.93	B
Bicycle LOS Score / LOS	3.02	C	3.63	D	4.18	D	3.56	D

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & Main St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	2nd St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 Build #1 AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	0	1	0	0	0	1	0
Configuration				R				R				TR				TR
Volume (veh/h)				7				19			496	1			482	12
Percent Heavy Vehicles (%)				0				0								
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.2				6.2								
Critical Headway (sec)				6.20				6.20								
Base Follow-Up Headway (sec)				3.3				3.3								
Follow-Up Headway (sec)				3.30				3.30								

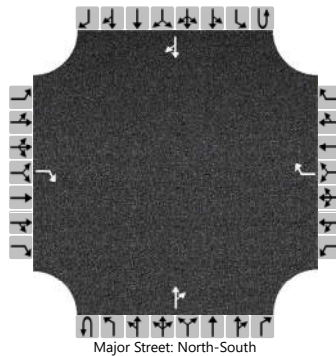
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				8				21								
Capacity, c (veh/h)				553				546								
v/c Ratio				0.01				0.04								
95% Queue Length, Q <sub>95</sub> (veh)				0.0				0.1								
Control Delay (s/veh)				11.6				11.9								
Level of Service (LOS)				B				B								
Approach Delay (s/veh)	11.6				11.9											
Approach LOS	B				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & Main St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	2nd St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 Build #1 PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	0	1	0	0	0	1	0
Configuration				R				R				TR				TR
Volume (veh/h)				15				25			670	9			537	31
Percent Heavy Vehicles (%)				0				3								
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type   Storage	Undivided															

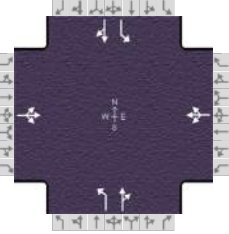
## Critical and Follow-up Headways

Base Critical Headway (sec)				6.2				6.2								
Critical Headway (sec)				6.20				6.23								
Base Follow-Up Headway (sec)				3.3				3.3								
Follow-Up Headway (sec)				3.30				3.33								

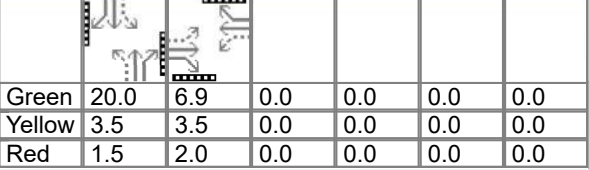
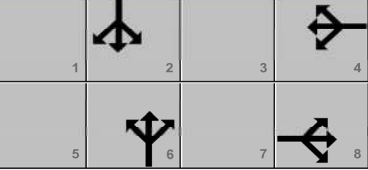
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				16				27								
Capacity, c (veh/h)				504				419								
v/c Ratio				0.03				0.06								
95% Queue Length, Q <sub>95</sub> (veh)				0.1				0.2								
Control Delay (s/veh)				12.4				14.2								
Level of Service (LOS)				B				B								
Approach Delay (s/veh)	12.4				14.2											
Approach LOS	B				B											

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	AM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	Us 50 & 3rd St	File Name	2040 Build #1 AM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	0	22	3	29	26	48	25	447	48	39	441	15

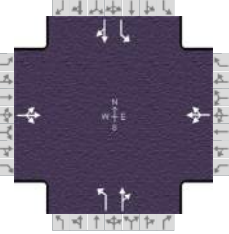
Signal Information															
Cycle, s	37.4	Reference Phase	2	Green	20.0	6.9	0.0	0.0	0.0	0.0	1	2	3	4	
Offset, s	95	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	5	6	7	8	
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		12.4		12.4		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		3.2		3.2		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		2.5		4.1		9.0		10.2
Green Extension Time ( g <sub>e</sub> ), s		0.2		0.2		0.1		0.1
Phase Call Probability		0.25		0.69		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

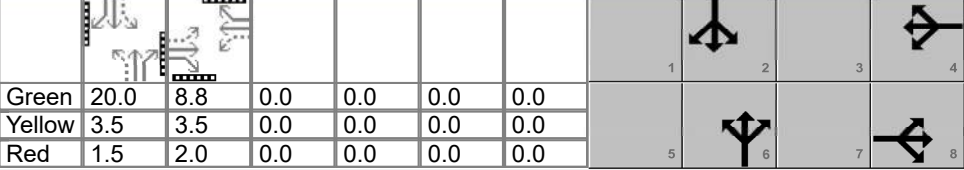
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	0			112			26	521		42	492	
Adjusted Saturation Flow Rate ( s ), veh/h/ln	0			1620			896	1823		872	1844	
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.0			0.7	7.0		1.2	6.3	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	0.0			2.1			7.0	7.0		8.2	6.3	
Green Ratio ( g/C )				0.18			0.54	0.54		0.54	0.54	
Capacity ( c ), veh/h				422			520	975		497	987	
Volume-to-Capacity Ratio ( X )	0.000			0.266			0.051	0.535		0.085	0.499	
Back of Queue ( Q ), ft/ln ( 50 th percentile)	0			17.6			2.6	37.3		4.5	34.2	
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.0			0.7			0.1	1.5		0.2	1.3	
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.02	0.00		0.04	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh				13.3			7.7	5.7		8.3	5.5	
Incremental Delay ( d <sub>2</sub> ), s/veh	0.0			0.1			0.0	0.1		0.0	0.1	
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0		0.0	0.0	
Control Delay ( d ), s/veh				13.4			7.8	5.8		8.4	5.6	
Level of Service ( LOS )				B			A	A		A	A	
Approach Delay, s/veh / LOS	12.7	B		13.4	B		5.9	A		5.9	A	
Intersection Delay, s/veh / LOS	6.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.89	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	2.75	C	2.89	C	3.26	C	3.21	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	Us 50 & 3rd St	File Name	2040 Build #1 PM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	9	41	12	57	43	59	32	625	47	56	497	14

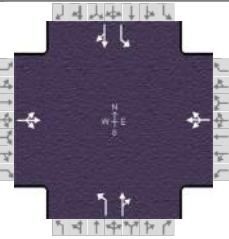
Signal Information													
Cycle, s	39.3	Reference Phase	2	Green	20.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	39	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On										

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		14.3		14.3		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		3.3		3.3		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		3.2		5.5		14.4		16.9
Green Extension Time ( g <sub>e</sub> ), s		0.4		0.4		0.1		0.1
Phase Call Probability		0.52		0.85		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	67			173			34	722		55	502	
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1754			1608			894	1847		730	1861	
Queue Service Time ( g <sub>s</sub> ), s	0.0			1.0			1.1	12.4		2.6	7.1	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	1.2			3.5			8.1	12.4		14.9	7.1	
Green Ratio ( g/C )	0.22			0.22			0.51	0.51		0.51	0.51	
Capacity ( c ), veh/h	497			484			479	941		326	948	
Volume-to-Capacity Ratio ( X )	0.136			0.357			0.072	0.768		0.169	0.530	
Back of Queue ( Q ), ft/ln ( 50 th percentile)	10.1			27.5			4.1	77.2		9.1	43.9	
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.4			1.1			0.2	3.0		0.4	1.7	
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.03	0.00		0.07	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh	12.3			13.2			9.2	7.8		13.8	6.5	
Incremental Delay ( d <sub>2</sub> ), s/veh	0.0			0.2			0.0	0.3		0.1	0.1	
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0		0.0	0.0	
Control Delay ( d ), s/veh	12.4			13.3			9.2	8.1		13.9	6.6	
Level of Service ( LOS )	B			B			A	A		B	A	
Approach Delay, s/veh / LOS	12.4	B		13.3	B		8.2	A		7.3	A	
Intersection Delay, s/veh / LOS	8.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.89	B	1.67	B	1.67	B
Bicycle LOS Score / LOS	2.82	C	2.99	C	3.59	D	3.34	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	AM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	US 50 & 4th St	File Name	2040 Build #1 AM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	12	32	6	34	48	76	5	425	30	60	399	6

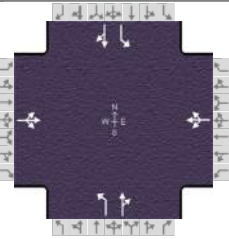
Signal Information															
Cycle, s	39.9	Reference Phase	2	Green	20.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Offset, s	75	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On												

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		14.9		14.9		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.3		1.3		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		3.0		5.4		9.2		11.3
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.45		0.85		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

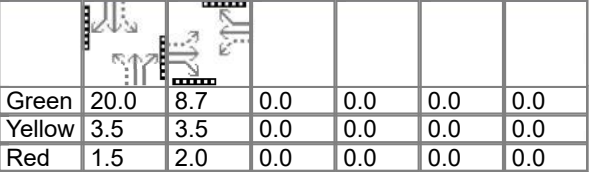
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	54			172			5	484		66	445	
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1661			1647			929	1819		897	1836	
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.0			0.2	7.2		2.1	6.4	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	1.0			3.4			6.5	7.2		9.3	6.4	
Green Ratio ( g/C )	0.24			0.24			0.50	0.50		0.50	0.50	
Capacity ( c ), veh/h	503			497			499	912		468	921	
Volume-to-Capacity Ratio ( X )	0.108			0.345			0.011	0.531		0.141	0.483	
Back of Queue ( Q ), ft/ln ( 50 th percentile)	8.4			27.5			0.6	45.8		8.7	41	
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.3			1.1			0.0	1.8		0.3	1.6	
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.00	0.00		0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh	12.0			13.0			8.7	6.8		9.9	6.5	
Incremental Delay ( d <sub>2</sub> ), s/veh	0.0			0.2			0.0	0.2		0.0	0.1	
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0		0.0	0.0	
Control Delay ( d ), s/veh	12.1			13.1			8.7	6.9		10.0	6.7	
Level of Service ( LOS )	B			B			A	A		A	A	
Approach Delay, s/veh / LOS	12.1	B		13.1	B		6.9	A		7.1	A	
Intersection Delay, s/veh / LOS	8.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.89	B	1.64	B	1.67	B
Bicycle LOS Score / LOS	2.80	C	2.99	C	3.15	C	3.16	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	US 50 & 4th St	File Name	2040 Build #1 PM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	44	49	11	28	57	64	13	584	44	61	494	12

Signal Information														
Cycle, s	39.2	Reference Phase	2	Green	20.0	8.7	0.0	0.0	0.0	0.0	1	2	3	4
Offset, s	29	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	5	6	7	8
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		14.2		14.2		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.3		1.3		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		4.0		5.1		13.4		16.1
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.71		0.83		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	113			162			14	688		61	503	
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1635			1687			894	1846		754	1862	
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.0			0.4	11.4		2.7	7.1	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	2.0			3.1			7.5	11.4		14.1	7.1	
Green Ratio ( g/C )	0.22			0.22			0.51	0.51		0.51	0.51	
Capacity ( c ), veh/h	494			484			477	941		349	950	
Volume-to-Capacity Ratio ( X )	0.229			0.334			0.030	0.730		0.174	0.530	
Back of Queue ( Q ), ft/ln ( 50 th percentile)	17.2			25.5			1.6	70.2		9.6	43.9	
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.7			1.0			0.1	2.8		0.4	1.7	
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.00	0.00		0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh	12.6			13.1			9.0	7.5		13.0	6.5	
Incremental Delay ( d <sub>2</sub> ), s/veh	0.1			0.1			0.0	0.3		0.1	0.1	
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0		0.0	0.0	
Control Delay ( d ), s/veh	12.7			13.2			9.0	7.8		13.1	6.6	
Level of Service ( LOS )	B			B			A	A		B	A	
Approach Delay, s/veh / LOS	12.7	B		13.2	B		7.8	A		7.3	A	
Intersection Delay, s/veh / LOS	8.6						A					

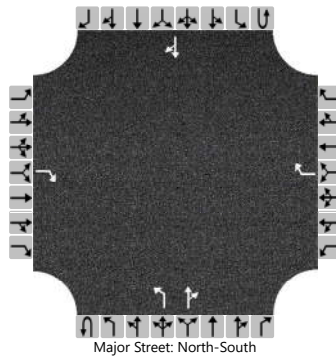
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.89	B	1.63	B	1.67	B
Bicycle LOS Score / LOS	2.89	C	2.97	C	3.47	C	3.34	C



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 5th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	5th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 Build #1 AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	1	0	0	0	1	0
Configuration				R				R		L		TR				TR
Volume (veh/h)				16				6		21	448	8			412	21
Percent Heavy Vehicles (%)				0				3		2						
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.2				6.2		4.1						
Critical Headway (sec)				6.20				6.23		4.12						
Base Follow-Up Headway (sec)				3.3				3.3		2.2						
Follow-Up Headway (sec)				3.30				3.33		2.22						

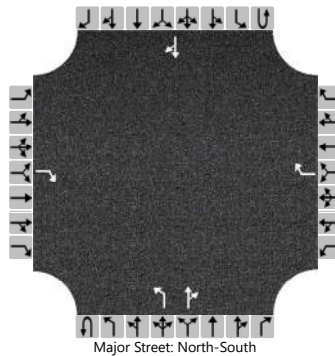
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				17				7		23						
Capacity, c (veh/h)				606				575		1091						
v/c Ratio				0.03				0.01		0.02						
95% Queue Length, Q <sub>95</sub> (veh)				0.1				0.0		0.1						
Control Delay (s/veh)				11.1				11.3		8.4						
Level of Service (LOS)				B				B		A						
Approach Delay (s/veh)	11.1				11.3				0.4							
Approach LOS	B				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 5th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	5th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 Build #1 PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	1	0	0	0	1	0
Configuration				R				R		L		TR				TR
Volume (veh/h)				20				13		21	627	14			496	33
Percent Heavy Vehicles (%)				0				3		2						
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type   Storage	Undivided															

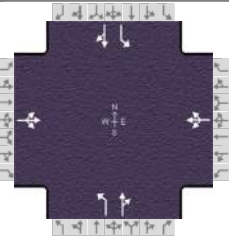
## Critical and Follow-up Headways

Base Critical Headway (sec)				6.2				6.2		4.1						
Critical Headway (sec)				6.20				6.23		4.12						
Base Follow-Up Headway (sec)				3.3				3.3		2.2						
Follow-Up Headway (sec)				3.30				3.33		2.22						

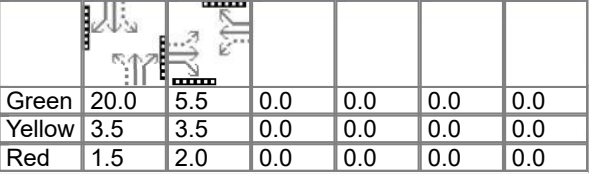
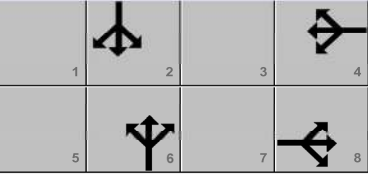
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				22				14		23						
Capacity, c (veh/h)				534				444		998						
v/c Ratio				0.04				0.03		0.02						
95% Queue Length, Q <sub>95</sub> (veh)				0.1				0.1		0.1						
Control Delay (s/veh)				12.0				13.4		8.7						
Level of Service (LOS)				B				B		A						
Approach Delay (s/veh)	12.0				13.4				0.3							
Approach LOS	B				B											

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	AM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	US 50 & 6th St	File Name	2040 Build #1 AM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	7	22	30	20	21	30	60	429	38	8	421	4

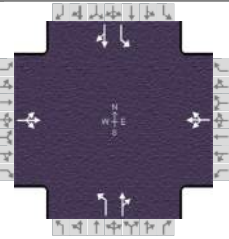
Signal Information															
Cycle, s	36.0	Reference Phase	2	Green	20.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Offset, s	25	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On												

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		11.0		11.0		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.2		1.2		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		3.2		3.4		9.2		8.4
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.47		0.54		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

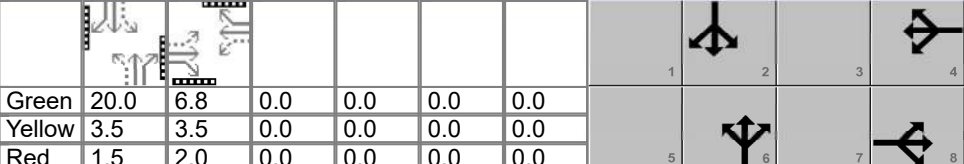
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	64			77			65	508		9	467	
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1664			1659			911	1814		869	1823	
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.0			1.7	6.2		0.2	5.5	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	1.2			1.4			7.2	6.2		6.4	5.5	
Green Ratio ( g/C )	0.15			0.15			0.56	0.56		0.56	0.56	
Capacity ( c ), veh/h	365			381			567	1008		533	1013	
Volume-to-Capacity Ratio ( X )	0.175			0.203			0.115	0.504		0.016	0.461	
Back of Queue ( Q ), ft/ln ( 50 th percentile)	9.4			11.1			5.7	29.1		0.8	26.1	
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.4			0.4			0.2	1.1		0.0	1.0	
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.04	0.00		0.01	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh	13.4			13.5			6.9	4.9		6.9	4.8	
Incremental Delay ( d <sub>2</sub> ), s/veh	0.1			0.1			0.0	0.1		0.0	0.1	
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0		0.0	0.0	
Control Delay ( d ), s/veh	13.5			13.6			6.9	5.1		6.9	4.9	
Level of Service ( LOS )	B			B			A	A		A	A	
Approach Delay, s/veh / LOS	13.5	B		13.6	B		5.3	A		4.9	A	
Intersection Delay, s/veh / LOS	6.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.88	B	1.88	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	2.43	B	2.45	B	3.87	D	3.70	D

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Stolfus			Duration, h	0.250	
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other	
Jurisdiction	Mesa County	Time Period	PM	PHF	0.92	
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00	
Intersection	US 50 & 6th St	File Name	2040 Build #1 PM (Downtown).xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	26	32	44	49	27	10	33	624	22	12	504	11

Signal Information														
Cycle, s	37.3	Reference Phase	2	Green	20.0	6.8	0.0	0.0	0.0	0.0	1	2	3	4
Offset, s	16	Reference Point	End	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	5	6	7	8
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	2.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		12.3		12.3		25.0		25.0
Change Period, ( Y+R <sub>c</sub> ), s		5.5		5.5		5.0		5.0
Max Allow Headway ( MAH ), s		1.2		1.2		1.2		1.2
Queue Clearance Time ( g <sub>s</sub> ), s		4.1		3.7		12.5		13.0
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.1		0.1
Phase Call Probability		0.68		0.62		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

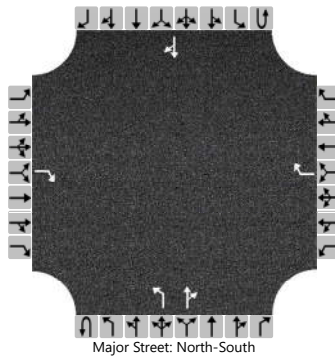
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	111			93			36	702		12	510	
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1647			1581			889	1859		744	1863	
Queue Service Time ( g <sub>s</sub> ), s	0.0			0.0			1.0	10.5		0.5	6.5	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	2.1			1.7			7.5	10.5		11.0	6.5	
Green Ratio ( g/C )	0.18			0.18			0.54	0.54		0.54	0.54	
Capacity ( c ), veh/h	423			441			513	996		381	998	
Volume-to-Capacity Ratio ( X )	0.262			0.212			0.070	0.705		0.031	0.511	
Back of Queue ( Q ), ft/ln ( 50 th percentile)	16.6			13.5			3.6	57.9		1.5	35.5	
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.7			0.5			0.1	2.3		0.1	1.4	
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00			0.00			0.02	0.00		0.01	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh	13.3			13.1			8.0	6.5		10.6	5.5	
Incremental Delay ( d <sub>2</sub> ), s/veh	0.1			0.1			0.0	0.3		0.0	0.1	
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0			0.0	0.0		0.0	0.0	
Control Delay ( d ), s/veh	13.4			13.2			8.0	6.8		10.6	5.7	
Level of Service ( LOS )	B			B			A	A		B	A	
Approach Delay, s/veh / LOS	13.4	B		13.2	B		6.9	A		5.8	A	
Intersection Delay, s/veh / LOS	7.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.89	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	2.51	C	2.48	B	4.14	D	3.87	D

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 7th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	7th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 Build #1 AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	1	0	0	0	1	0
Configuration				R				R		L		TR				TR
Volume (veh/h)				32				2		35	536	4			455	12
Percent Heavy Vehicles (%)				3				0		3						
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.2				6.2		4.1						
Critical Headway (sec)				6.23				6.20		4.13						
Base Follow-Up Headway (sec)				3.3				3.3		2.2						
Follow-Up Headway (sec)				3.33				3.30		2.23						

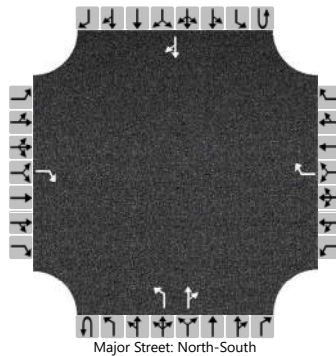
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				35				2		38						
Capacity, c (veh/h)				568				515		1052						
v/c Ratio				0.06				0.00		0.04						
95% Queue Length, Q <sub>95</sub> (veh)				0.2				0.0		0.1						
Control Delay (s/veh)				11.8				12.0		8.5						
Level of Service (LOS)				B				B		A						
Approach Delay (s/veh)	11.8				12.0				0.5							
Approach LOS	B				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 7th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	7th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 Build #1 PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	1	0	0	0	1	0
Configuration				R				R		L		TR				TR
Volume (veh/h)				26				3		34	692	3			563	32
Percent Heavy Vehicles (%)				2				0		2						
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.2				6.2		4.1						
Critical Headway (sec)				6.22				6.20		4.12						
Base Follow-Up Headway (sec)				3.3				3.3		2.2						
Follow-Up Headway (sec)				3.32				3.30		2.22						

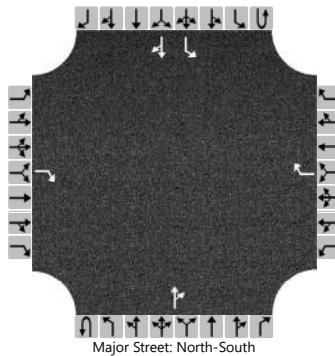
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				28				3		37						
Capacity, c (veh/h)				482				412		939						
v/c Ratio				0.06				0.01		0.04						
95% Queue Length, Q <sub>95</sub> (veh)				0.2				0.0		0.1						
Control Delay (s/veh)				12.9				13.8		9.0						
Level of Service (LOS)				B				B		A						
Approach Delay (s/veh)	12.9				13.8				0.4							
Approach LOS	B				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 9th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	9th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 Build #1 AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	0	1	0	0	1	1	0
Configuration				R				R				TR		L		TR
Volume (veh/h)				5				58			498	12		65	388	2
Percent Heavy Vehicles (%)				0				2						5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.2				6.2						4.1		
Critical Headway (sec)				6.20				6.22						4.15		
Base Follow-Up Headway (sec)				3.3				3.3						2.2		
Follow-Up Headway (sec)				3.30				3.32						2.25		

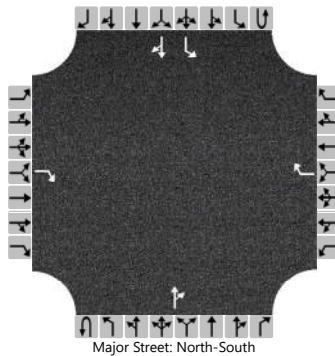
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				5				63						71		
Capacity, c (veh/h)				635				536						1001		
v/c Ratio				0.01				0.12						0.07		
95% Queue Length, Q <sub>95</sub> (veh)				0.0				0.4						0.2		
Control Delay (s/veh)				10.7				12.6						8.9		
Level of Service (LOS)				B				B						A		
Approach Delay (s/veh)	10.7				12.6								1.3			
Approach LOS	B				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 9th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	9th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 Build #1 PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1		0	1	0		0	1	0
Configuration				R				R				TR		L		TR
Volume (veh/h)				9				44			657	2		23	544	9
Percent Heavy Vehicles (%)				0				0						2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.2				6.2								4.1
Critical Headway (sec)				6.20				6.20								4.12
Base Follow-Up Headway (sec)				3.3				3.3								2.2
Follow-Up Headway (sec)				3.30				3.30								2.22

## Delay, Queue Length, and Level of Service

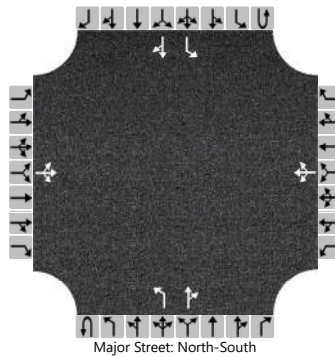
Flow Rate, v (veh/h)				10				48								25
Capacity, c (veh/h)				507				434								884
v/c Ratio				0.02				0.11								0.03
95% Queue Length, Q <sub>95</sub> (veh)				0.1				0.4								0.1
Control Delay (s/veh)				12.2				14.3								9.2
Level of Service (LOS)				B				B								A
Approach Delay (s/veh)	12.2				14.3								0.4			
Approach LOS	B				B											



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 11th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	11th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 Build #1 AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		1	5	5		32	4	40		12	468	6		43	343	20
Percent Heavy Vehicles (%)		9	9	9		3	3	3		4				5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.19	6.59	6.29		7.13	6.53	6.23		4.14				4.15		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.58	4.08	3.38		3.53	4.03	3.33		2.24				2.25		

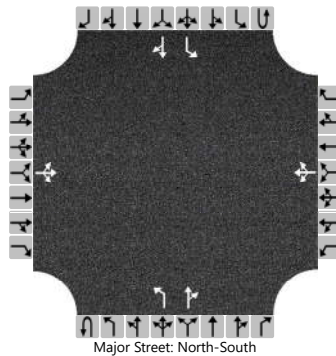
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12				83				13				47	
Capacity, c (veh/h)			301				303				1153				1035	
v/c Ratio			0.04				0.27				0.01				0.05	
95% Queue Length, Q <sub>95</sub> (veh)			0.1				1.1				0.0				0.1	
Control Delay (s/veh)			17.4				21.3				8.2				8.6	
Level of Service (LOS)			C				C				A				A	
Approach Delay (s/veh)	17.4				21.3				0.2				0.9			
Approach LOS	C				C											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 11th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	11th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 Build #1 PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		4	3	9		20	2	13		11	626	6		47	504	5
Percent Heavy Vehicles (%)		0	0	0		0	0	0		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.22				2.22		

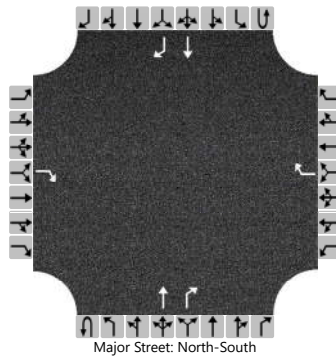
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			17				38							51		
Capacity, c (veh/h)			217				160							907		
v/c Ratio			0.08				0.24							0.06		
95% Queue Length, Q <sub>95</sub> (veh)			0.3				0.9							0.2		
Control Delay (s/veh)			23.1				34.3							9.2		
Level of Service (LOS)			C				D							A		
Approach Delay (s/veh)	23.1				34.3				0.1				0.8			
Approach LOS	C				D											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 12th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	12th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 Build			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	0	1	1	0	0	1	1
Configuration				R				R			T	R			T	R
Volume (veh/h)				3				5			478	2			358	4
Percent Heavy Vehicles (%)				0				0								
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				Yes				Yes			
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.2				6.2								
Critical Headway (sec)				6.20				6.20								
Base Follow-Up Headway (sec)				3.3				3.3								
Follow-Up Headway (sec)				3.30				3.30								

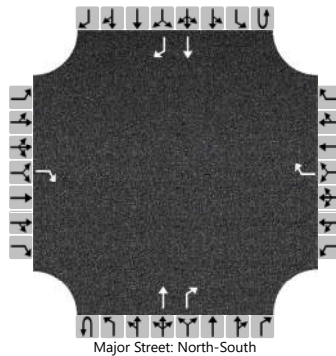
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				3				5								
Capacity, c (veh/h)				664				560								
v/c Ratio				0.00				0.01								
95% Queue Length, Q <sub>95</sub> (veh)				0.0				0.0								
Control Delay (s/veh)				10.5				11.5								
Level of Service (LOS)				B				B								
Approach Delay (s/veh)	10.5				11.5											
Approach LOS	B				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & 12th St		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	12th St		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 Build #1 PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	0	1	1	0	0	1	1
Configuration				R				R			T	R			T	R
Volume (veh/h)				1				8			635	3			513	6
Percent Heavy Vehicles (%)				0				0								
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				Yes				Yes			
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

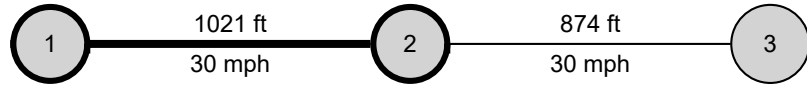
Base Critical Headway (sec)				6.2				6.2								
Critical Headway (sec)				6.20				6.20								
Base Follow-Up Headway (sec)				3.3				3.3								
Follow-Up Headway (sec)				3.30				3.30								

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				1				9								
Capacity, c (veh/h)				533				448								
v/c Ratio				0.00				0.02								
95% Queue Length, Q <sub>95</sub> (veh)				0.0				0.1								
Control Delay (s/veh)				11.8				13.2								
Level of Service (LOS)				B				B								
Approach Delay (s/veh)	11.8				13.2											
Approach LOS	B				B											

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	5
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	4
Jurisdiction	Mesa County	Time Period	AM	Number of Iterations	15
File Name	2040 Build #1 AM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	Confluence Dr (North)	US 50 & 1st St		Analysis Period	1 > 7:00
Project Description					



## Basic Segment Information (Confluence (North) - 1st St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	1	2	1021	1021	20	20	0	0	100	70	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h						
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	37.58			38.55		
1	Running Time, s	22.07			21.28		
1	Running Speed, mph	31.54			32.71		
1	Through Delay, s/veh	16.28			9.40		
1	Travel Time, s	38.35			30.68		
1	Travel Speed, mph	18.15			22.69		
1	Stop Rate, stops/veh	0.66			0.49		
1	Spatial Stop Rate, stops/mi	3.42			2.52		
1	Through vol/cap Ratio	0.43			0.26		
1	Percent of Base FFS	48.30			58.86		
1	Level of Service	D			C		
1	Auto Traveler Perception Score	2.68			2.53		

## Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	3.17	C	3.24	C
1	Bicycle Segment LOS Score / LOS	4.06	D	3.72	D
1	Transit Segment LOS Score / LOS	1.87	A	1.47	A

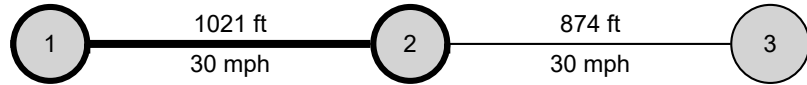
Facility Output Data		Southbound		Northbound	
Facility Travel Time, s		113.74		123.40	
Facility Travel Speed, mph		19.69		18.15	
Facility Base Free Flow Speed, mph		34.80		34.86	
Facility Percent of Base FFS		56.58		52.06	
Facility Level of Service		C		C	
Facility Auto Traveler Perception Score		2.72		2.73	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.87	C	2.88	C
Bicycle Facility LOS Score / LOS	3.19	C	3.06	C
Transit Facility LOS Score / LOS	1.31	A	1.52	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	5
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	4
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	2040 Build #1 PM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	Confluence Dr (North)	US 50 & 1st St		Analysis Period	1 > 7:00
Project Description					



## Basic Segment Information (Confluence (North) - 1st St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	1	2	1021	1021	20	20	0	0	100	70	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h						
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	37.58			38.55		
1	Running Time, s	22.21			21.43		
1	Running Speed, mph	31.34			32.48		
1	Through Delay, s/veh	17.84			10.92		
1	Travel Time, s	40.06			32.35		
1	Travel Speed, mph	17.38			21.52		
1	Stop Rate, stops/veh	0.67			0.52		
1	Spatial Stop Rate, stops/mi	3.48			2.68		
1	Through vol/cap Ratio	0.42			0.35		
1	Percent of Base FFS	46.24			55.82		
1	Level of Service	D			C		
1	Auto Traveler Perception Score	2.69			2.56		

## Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	3.33	C	3.45	C
1	Bicycle Segment LOS Score / LOS	3.60	D	3.41	C
1	Transit Segment LOS Score / LOS	1.98	A	1.61	A

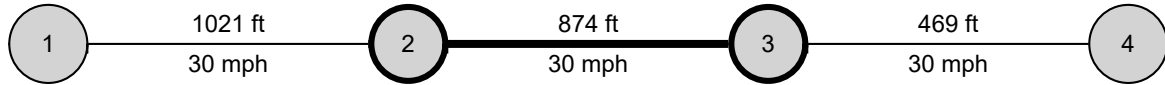
Facility Output Data		Southbound		Northbound	
		Facility Travel Time, s	117.30	131.88	
Facility Travel Speed, mph	19.09	16.98			
Facility Base Free Flow Speed, mph	34.84	34.69			
Facility Percent of Base FFS	54.81	48.95			
Facility Level of Service	C	D			
Facility Auto Traveler Perception Score	2.74	2.75			

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.97	C	3.25	C
Bicycle Facility LOS Score / LOS	3.13	C	2.98	C
Transit Facility LOS Score / LOS	1.36	A	1.65	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	5
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	4
Jurisdiction	Mesa County	Time Period	AM	Number of Iterations	15
File Name	2040 Build #1 AM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	US 50 & 1st St	Us 50 & 3rd St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (1st St - 3rd St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	1	1	874	874	30	50	818	818	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h						
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph		31.66			31.29	
2	Running Time, s		22.40			22.53	
2	Running Speed, mph		26.60			26.45	
2	Through Delay, s/veh		5.64			21.45	
2	Travel Time, s		28.05			43.98	
2	Travel Speed, mph		21.25			13.55	
2	Stop Rate, stops/veh		0.46			0.79	
2	Spatial Stop Rate, stops/mi		2.79			4.79	
2	Through vol/cap Ratio		0.50			0.61	
2	Percent of Base FFS		67.12			43.30	
2	Level of Service		B			D	
2	Auto Traveler Perception Score		2.69			3.05	

## Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	2.77	C	2.87	C
2	Bicycle Segment LOS Score / LOS	3.45	C	2.75	C
2	Transit Segment LOS Score / LOS	1.07	A	2.31	B

## Facility Output Data

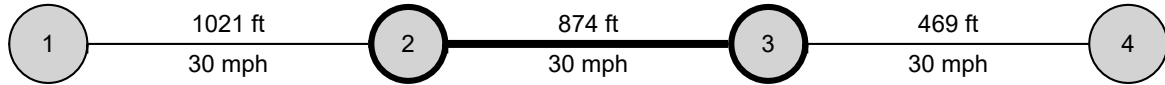
Facility Output Data	Southbound		Northbound	
Facility Travel Time, s	113.74		123.40	
Facility Travel Speed, mph	19.69		18.15	
Facility Base Free Flow Speed, mph	34.80		34.86	
Facility Percent of Base FFS	56.58		52.06	
Facility Level of Service	C		C	
Facility Auto Traveler Perception Score	2.72		2.73	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.87	C	2.88	C
Bicycle Facility LOS Score / LOS	3.19	C	3.06	C
Transit Facility LOS Score / LOS	1.31	A	1.52	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	5
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	4
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	2040 Build #1 PM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	US 50 & 1st St	Us 50 & 3rd St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (1st St - 3rd St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	1	1	874	874	30	50	818	818	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h						
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	31.78			30.78		
2	Running Time, s	22.40			23.02		
2	Running Speed, mph	26.60			25.88		
2	Through Delay, s/veh	6.63			23.94		
2	Travel Time, s	29.03			46.97		
2	Travel Speed, mph	20.53			12.69		
2	Stop Rate, stops/veh	0.49			0.80		
2	Spatial Stop Rate, stops/mi	2.96			4.85		
2	Through vol/cap Ratio	0.53			0.77		
2	Percent of Base FFS	64.60			41.22		
2	Level of Service	C			D		
2	Auto Traveler Perception Score	2.72			3.07		

## Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	3.15	C	3.24	C
2	Bicycle Segment LOS Score / LOS	2.55	B	2.96	C
2	Transit Segment LOS Score / LOS	1.14	A	2.48	B

## Facility Output Data

	Southbound	Northbound
Facility Travel Time, s	117.30	131.88
Facility Travel Speed, mph	19.09	16.98
Facility Base Free Flow Speed, mph	34.84	34.69
Facility Percent of Base FFS	54.81	48.95
Facility Level of Service	C	D
Facility Auto Traveler Perception Score	2.74	2.75

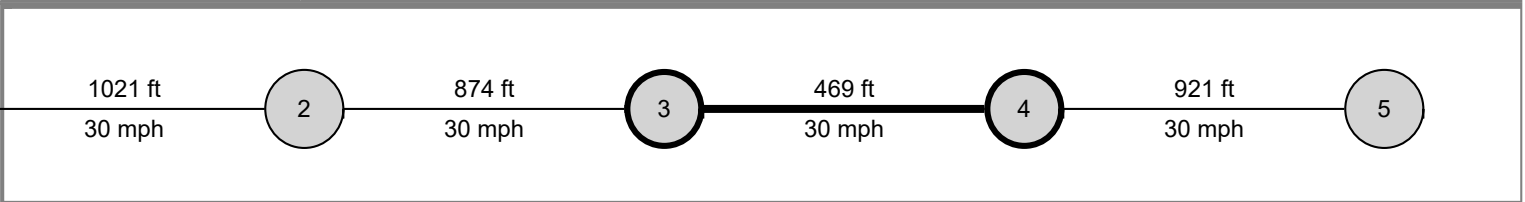
## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.97	C	3.25	C
Bicycle Facility LOS Score / LOS	3.13	C	2.98	C
Transit Facility LOS Score / LOS	1.36	A	1.65	A



# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	5
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	4
Jurisdiction	Mesa County	Time Period	AM	Number of Iterations	15
File Name	2040 Build #1 AM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	Us 50 & 3rd St	US 50 & 4th St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (3rd to 4th)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
3	30	30	1	1	469	469	30	75	470	470	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h						
3	Shared Lane Spillback Time, h						
3	Base Free-Flow Speed, mph	34.47			35.02		
3	Running Time, s	14.51			14.44		
3	Running Speed, mph	22.04			22.14		
3	Through Delay, s/veh	6.68			5.81		
3	Travel Time, s	21.18			20.25		
3	Travel Speed, mph	15.10			15.79		
3	Stop Rate, stops/veh	0.50			0.46		
3	Spatial Stop Rate, stops/mi	5.61			5.19		
3	Through vol/cap Ratio	0.48			0.53		
3	Percent of Base FFS	43.79			45.11		
3	Level of Service	D			D		
3	Auto Traveler Perception Score	3.08			3.00		

## Multimodal Results (Segment)

3	Pedestrian Segment LOS Score / LOS	2.36	B	2.53	B
3	Bicycle Segment LOS Score / LOS	3.18	C	2.91	C
3	Transit Segment LOS Score / LOS	1.37	A	1.39	A

## Facility Output Data

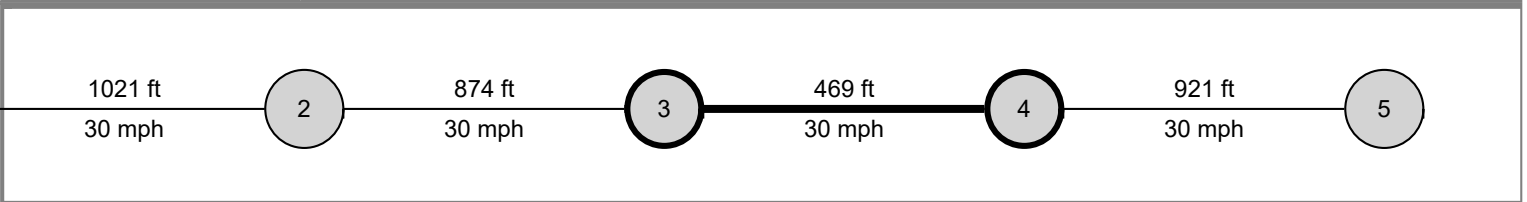
	Southbound		Northbound	
Facility Travel Time, s	113.74		123.40	
Facility Travel Speed, mph	19.69		18.15	
Facility Base Free Flow Speed, mph	34.80		34.86	
Facility Percent of Base FFS	56.58		52.06	
Facility Level of Service	C		C	
Facility Auto Traveler Perception Score	2.72		2.73	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.87	C	2.88	C
Bicycle Facility LOS Score / LOS	3.19	C	3.06	C
Transit Facility LOS Score / LOS	1.31	A	1.52	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	5
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	4
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	2040 Build #1 PM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	Us 50 & 3rd St	US 50 & 4th St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (3rd to 4th)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
3	30	30	1	1	469	469	30	75	470	470	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h						
3	Shared Lane Spillback Time, h						
3	Base Free-Flow Speed, mph	34.47			35.02		
3	Running Time, s	14.56			14.69		
3	Running Speed, mph	21.96			21.77		
3	Through Delay, s/veh	6.60			8.13		
3	Travel Time, s	21.17			22.81		
3	Travel Speed, mph	15.11			14.02		
3	Stop Rate, stops/veh	0.49			0.49		
3	Spatial Stop Rate, stops/mi	5.51			5.53		
3	Through vol/cap Ratio	0.53			0.77		
3	Percent of Base FFS	43.82			40.03		
3	Level of Service	D			D		
3	Auto Traveler Perception Score	3.06			3.07		

## Multimodal Results (Segment)

3	Pedestrian Segment LOS Score / LOS	2.46	B	2.94	C
3	Bicycle Segment LOS Score / LOS	3.23	C	3.03	C
3	Transit Segment LOS Score / LOS	1.39	A	1.49	A

## Facility Output Data

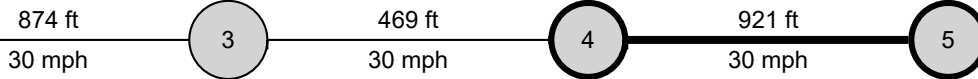
Facility Output Data	Southbound		Northbound	
Facility Travel Time, s	117.30		131.88	
Facility Travel Speed, mph	19.09		16.98	
Facility Base Free Flow Speed, mph	34.84		34.69	
Facility Percent of Base FFS	54.81		48.95	
Facility Level of Service	C		D	
Facility Auto Traveler Perception Score	2.74		2.75	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.97	C	3.25	C
Bicycle Facility LOS Score / LOS	3.13	C	2.98	C
Transit Facility LOS Score / LOS	1.36	A	1.65	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	5
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	4
Jurisdiction	Mesa County	Time Period	AM	Number of Iterations	15
File Name	2040 Build #1 AM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	US 50 & 4th St	US 50 & 6th St		Analysis Period	1> 7:00
Project Description					



## Basic Segment Information (4th St to 6th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
4	30	30	1	1	921	921	30	50	380	380	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h						
4	Shared Lane Spillback Time, h						
4	Base Free-Flow Speed, mph	35.41			34.87		
4	Running Time, s	21.28			21.57		
4	Running Speed, mph	29.51			29.11		
4	Through Delay, s/veh	4.88			6.91		
4	Travel Time, s	26.16			28.49		
4	Travel Speed, mph	24.00			22.04		
4	Stop Rate, stops/veh	0.44			0.50		
4	Spatial Stop Rate, stops/mi	2.51			2.86		
4	Through vol/cap Ratio	0.46			0.53		
4	Percent of Base FFS	67.80			63.21		
4	Level of Service	B			C		
4	Auto Traveler Perception Score	2.64			2.59		

## Multimodal Results (Segment)

4	Pedestrian Segment LOS Score / LOS	2.91	C	2.69	B
4	Bicycle Segment LOS Score / LOS	2.00	B	2.72	B
4	Transit Segment LOS Score / LOS	0.89	A	0.88	A

## Facility Output Data

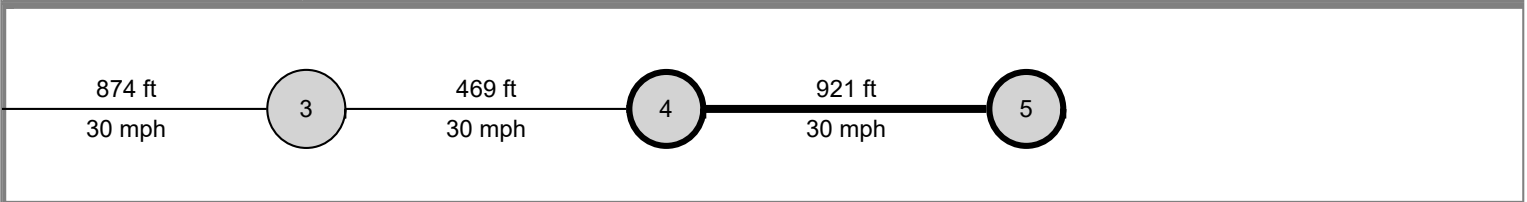
	Southbound	Northbound
Facility Travel Time, s	113.74	123.40
Facility Travel Speed, mph	19.69	18.15
Facility Base Free Flow Speed, mph	34.80	34.86
Facility Percent of Base FFS	56.58	52.06
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.72	2.73

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.87	C	2.88	C
Bicycle Facility LOS Score / LOS	3.19	C	3.06	C
Transit Facility LOS Score / LOS	1.31	A	1.52	A

# HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stofus			Number of Intersections	5
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Number of Segments	4
Jurisdiction	Mesa County	Time Period	PM	Number of Iterations	15
File Name	2040 Build #1 PM (Downtown).x	Analysis Year	2040	System Cycle Length, s	120
Intersections	US 50 & 4th St	US 50 & 6th St		Analysis Period	1 > 7:00
Project Description					



## Basic Segment Information (4th St to 6th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
4	30	30	1	1	921	921	30	50	380	380	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h						
4	Shared Lane Spillback Time, h						
4	Base Free-Flow Speed, mph	35.41			34.87		
4	Running Time, s	21.37			21.96		
4	Running Speed, mph	29.38			28.59		
4	Through Delay, s/veh	5.68			7.78		
4	Travel Time, s	27.05			29.75		
4	Travel Speed, mph	23.22			21.11		
4	Stop Rate, stops/veh	0.46			0.49		
4	Spatial Stop Rate, stops/mi	2.64			2.81		
4	Through vol/cap Ratio	0.51			0.73		
4	Percent of Base FFS	65.57			60.54		
4	Level of Service	C			C		
4	Auto Traveler Perception Score	2.67			2.58		

## Multimodal Results (Segment)

4	Pedestrian Segment LOS Score / LOS	2.68	B	3.19	C
4	Bicycle Segment LOS Score / LOS	3.10	C	2.51	B
4	Transit Segment LOS Score / LOS	0.86	A	1.00	A

## Facility Output Data

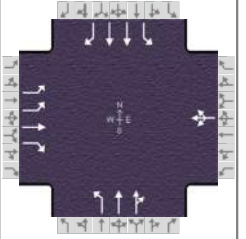
Facility Output Data	Southbound		Northbound	
Facility Travel Time, s	117.30		131.88	
Facility Travel Speed, mph	19.09		16.98	
Facility Base Free Flow Speed, mph	34.84		34.69	
Facility Percent of Base FFS	54.81		48.95	
Facility Level of Service	C		D	
Facility Auto Traveler Perception Score	2.74		2.75	

## Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.97	C	3.25	C
Bicycle Facility LOS Score / LOS	3.13	C	2.98	C
Transit Facility LOS Score / LOS	1.36	A	1.65	A

## HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Stolfus			Duration, h	0.250		
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other		
Jurisdiction	Mesa County	Time Period	AM	PHF	0.92		
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00		
Intersection	Confluence Dr (North)	File Name	US-50 & CO-92 100% Reroute AM.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( $v$ ), veh/h	134	0	75	1	0	0	106	394	8	0	431	152

Signal Information														
Cycle, s	65.4	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.5	20.2	6.5	8.2	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	3.5	3.5	0.0	0.0				
				Red	2.5	2.5	2.5	2.5	0.0	0.0				

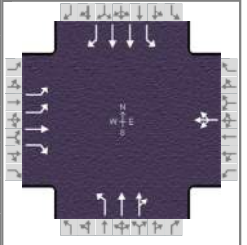
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8		4	1	6	5	2
Case Number	1.0	3.0		8.3	1.1	4.0	1.1	3.0
Phase Duration, s	12.5	26.7		14.2	12.5	38.6	0.0	26.2
Change Period, ( $Y+R_c$ ), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway ( $MAH$ ), s	4.1	4.4		4.4	4.2	4.1	0.0	4.1
Queue Clearance Time ( $g_s$ ), s	4.2	4.5		2.0	5.2	7.5		9.2
Green Extension Time ( $g_e$ ), s	0.6	0.3		0.3	0.5	5.1	0.0	5.1
Phase Call Probability	0.93	0.98		0.78	0.92	1.00		1.00
Max Out Probability	0.00	0.00		0.00	0.00	0.00		0.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12	
Adjusted Flow Rate ( $v$ ), veh/h	146	0	82		1		140	266	264	0	468	165	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1689	1826			1437		1753	1841	1828	1711	1710	1517	
Queue Service Time ( $g_s$ ), s	2.2	0.0			0.0		3.2	5.5	5.5	0.0	7.2	5.5	
Cycle Queue Clearance Time ( $g_c$ ), s	2.2	0.0			0.0		3.2	5.5	5.5	0.0	7.2	5.5	
Green Ratio ( $g/C$ )	0.26	0.32			0.13		0.44	0.50	0.50	0.22	0.31	0.31	
Capacity ( $c$ ), veh/h	909	580			291		465	918	911	371	1055	468	
Volume-to-Capacity Ratio ( $X$ )	0.160	0.000			0.004		0.301	0.290	0.290	0.000	0.444	0.353	
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)	20.7	0			0.4		29.3	50.4	48.6	0	67.3	46.6	
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)	0.8	0.0			0.0		1.1	2.0	1.9	0.0	2.5	1.8	
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)	0.12	0.00			0.00		0.20	0.00	0.00	0.00	0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh	18.9	0.0			25.0		12.0	9.6	9.6	0.0	18.1	17.6	
Incremental Delay ( $d_2$ ), s/veh	0.1	0.0			0.0		0.2	0.1	0.1	0.0	0.3	0.5	
Initial Queue Delay ( $d_3$ ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay ( $d$ ), s/veh	19.0	0.0	0.0		25.0		12.2	9.7	9.7	0.0	18.4	18.0	
Level of Service (LOS)	B		A		C		B	A	A		B	B	
Approach Delay, s/veh / LOS	12.2		B		25.0		10.2		B		18.3		B
Intersection Delay, s/veh / LOS	13.9						B						

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.44	B	1.66	B	2.41	B
Bicycle LOS Score / LOS	3.08	C	2.79	C	3.01	C	3.23	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Stolfus			Duration, h	0.250		
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other		
Jurisdiction	Mesa County	Time Period	PM	PHF	0.92		
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00		
Intersection	Confluence Dr (North)	File Name	US-50 & CO-92 100% Reroute PM.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	208	0	122	9	2	2	152	533	2	0	457	177

Signal Information													
Cycle, s	68.9	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		7.0	20.4	6.9	10.5	0.0	0.0				
		Yellow		3.5	3.5	3.5	3.5	0.0	0.0				
		Red		2.5	2.5	2.5	2.5	0.0	0.0				

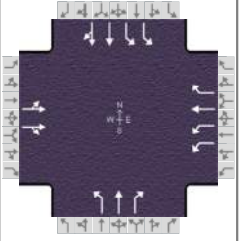
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8		4	1	6	5	2
Case Number	1.0	3.0		8.3	1.1	4.0	1.1	3.0
Phase Duration, s	12.9	29.4		16.5	13.0	39.4	0.0	26.4
Change Period, ( $Y+R_c$ ), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway ( $MAH$ ), s	4.1	4.4		4.4	4.2	4.1	0.0	4.1
Queue Clearance Time ( $g_s$ ), s	5.5	6.2		2.5	6.5	9.4		10.1
Green Extension Time ( $g_e$ ), s	1.0	0.6		0.6	0.7	6.1	0.0	6.1
Phase Call Probability	0.99	1.00		0.94	0.97	1.00		1.00
Max Out Probability	0.00	0.00		0.00	0.00	0.00		0.00

Movement Group Results	EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12	
Adjusted Flow Rate ( $v$ ), veh/h	226	0	133		14		182	321	320	0	497	192	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1702	1841			1544		1781	1870	1868	1739	1738	1534	
Queue Service Time ( $g_s$ ), s	3.5	0.0			0.0		4.5	7.4	7.4	0.0	8.1	7.0	
Cycle Queue Clearance Time ( $g_c$ ), s	3.5	0.0			0.5		4.5	7.4	7.4	0.0	8.1	7.0	
Green Ratio ( $g/C$ )	0.28	0.34			0.15		0.43	0.49	0.49	0.21	0.30	0.30	
Capacity ( $c$ ), veh/h	960	627			324		449	908	907	335	1030	455	
Volume-to-Capacity Ratio ( $X$ )	0.235	0.000			0.044		0.406	0.353	0.353	0.000	0.482	0.423	
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)	33.6	0			4.9		42.5	69.2	68	0	77.9	60	
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)	1.3	0.0			0.2		1.7	2.7	2.7	0.0	3.0	2.3	
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)	0.19	0.00			0.00		0.29	0.00	0.00	0.00	0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh	19.1	0.0			25.0		13.5	11.0	11.0	0.0	19.9	19.5	
Incremental Delay ( $d_2$ ), s/veh	0.1	0.0			0.1		0.3	0.1	0.1	0.0	0.4	0.6	
Initial Queue Delay ( $d_3$ ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay ( $d$ ), s/veh	19.2	0.0	0.0		25.0		13.8	11.2	11.2	0.0	20.3	20.2	
Level of Service (LOS)	B		A		C		B	B	B		C	C	
Approach Delay, s/veh / LOS	12.1		B		25.0		11.7		B		20.2		C
Intersection Delay, s/veh / LOS	15.0						B						

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.44	B	1.66	B	2.38	B
Bicycle LOS Score / LOS	3.30	C	2.81	C	3.17	C	3.28	C

## HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Stolfus			Duration, h	0.250		
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other		
Jurisdiction	Mesa County	Time Period	AM	PHF	0.92		
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00		
Intersection	US 50 & 1st St	File Name	US-50 & CO-92 100% Reroute AM.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( $v$ ), veh/h	20	133	7	109	220	218	15	276	76	215	201	7

Signal Information																
Cycle, s	75.8	Reference Phase	2													
Offset, s	0	Reference Point	End													
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.6	1.6	20.1	14.1	9.9	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	3.5	3.5	3.5	3.5	0.0						
				Red	2.0	2.0	1.0	3.0	2.5	0.0						

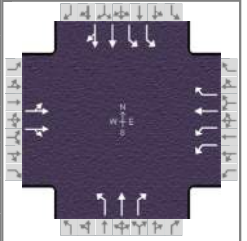
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		12.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		15.9		20.6	7.6	24.6	14.7	31.6
Change Period, ( $Y+R_c$ ), s		6.0		6.5	5.0	4.5	5.5	4.5
Max Allow Headway ( $MAH$ ), s		6.1		6.1	4.2	1.1	4.2	1.1
Queue Clearance Time ( $g_s$ ), s		5.5		11.2	2.7	18.0	8.0	5.9
Green Extension Time ( $g_e$ ), s		0.9		2.8	0.0	0.1	1.2	0.1
Phase Call Probability		0.97		1.00	0.38	1.00	1.00	1.00
Max Out Probability		0.02		0.17	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( $v$ ), veh/h	91		83	118	239	66	22	411	113	280	136	135
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1790		1781	1702	1841	1556	1753	1841	1608	1702	1841	1818
Queue Service Time ( $g_s$ ), s	3.5		3.2	2.2	9.2	2.7	0.7	16.0	4.2	6.0	3.9	3.9
Cycle Queue Clearance Time ( $g_c$ ), s	3.5		3.2	2.2	9.2	2.7	0.7	16.0	4.2	6.0	3.9	3.9
Green Ratio ( $g/C$ )	0.13		0.13	0.19	0.19	0.19	0.30	0.27	0.27	0.12	0.36	0.36
Capacity ( $c$ ), veh/h	234		233	634	343	290	445	488	426	413	659	651
Volume-to-Capacity Ratio ( $X$ )	0.389		0.355	0.187	0.698	0.229	0.050	0.843	0.266	0.679	0.206	0.208
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)	40.1		36.1	22.9	112.6	26.8	7	176.6	38.7	64.2	40.5	39
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)	1.6		1.4	0.9	4.4	1.0	0.3	6.8	1.5	2.5	1.6	1.6
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)	0.00		0.00	0.22	0.00	0.00	0.14	0.00	0.39	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	30.2		30.0	26.0	28.9	26.2	18.8	26.4	22.0	31.9	16.9	16.9
Incremental Delay ( $d_2$ ), s/veh	2.2		2.0	0.3	5.4	0.9	0.0	1.3	0.1	1.8	0.1	0.1
Initial Queue Delay ( $d_3$ ), s/veh	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( $d$ ), s/veh	32.4		32.0	26.3	34.2	27.1	18.9	27.7	22.1	33.7	16.9	16.9
Level of Service ( LOS )	C		C	C	C	C	B	C	C	C	B	B
Approach Delay, s/veh / LOS	32.2		C	30.9		C	26.2		C	25.5		C
Intersection Delay, s/veh / LOS	27.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.35	B	2.67	C	1.93	B
Bicycle LOS Score / LOS	2.93	C	3.48	C	3.59	D	2.70	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Stolfus			Duration, h	0.250		
Analyst	Luke Valerius	Analysis Date	Aug 25, 2020	Area Type	Other		
Jurisdiction	Mesa County	Time Period	PM	PHF	0.92		
Urban Street	US 50	Analysis Year	2040	Analysis Period	1 > 7:00		
Intersection	US 50 & 1st St	File Name	US-50 & CO-92 100% Reroute PM.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	34	274	19	172	223	343	31	282	209	334	275	13

Signal Information																								
Cycle, s	79.9	Reference Phase	2																					
Offset, s	103	Reference Point	End																					
Uncoordinated	Yes	Simult. Gap E/W	On																					
Force Mode	Fixed	Simult. Gap N/S	On																					
				Green	4.5	1.3	20.1	15.3	11.3	0.0	Yellow	3.0	3.5	3.5	3.5	3.5	0.0	Red	2.0	2.0	1.0	3.0	2.5	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		12.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		17.3		21.8	9.5	24.6	16.2	31.4
Change Period, ( Y+R <sub>c</sub> ), s		6.0		6.5	5.0	4.5	5.5	4.5
Max Allow Headway ( MAH ), s		6.1		6.1	4.2	1.2	4.2	1.2
Queue Clearance Time ( g <sub>s</sub> ), s		10.1		11.7	3.5	19.0	9.7	6.7
Green Extension Time ( g <sub>e</sub> ), s		1.1		3.3	0.1	0.1	1.1	0.1
Phase Call Probability		1.00		1.00	0.64	1.00	1.00	1.00
Max Out Probability		1.00		0.25	0.00	0.00	0.04	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( v ), veh/h	187		169	187	242	79	45	414	307	343	149	147
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1779		1757	1716	1856	1564	1781	1870	1608	1716	1856	1823
Queue Service Time ( g <sub>s</sub> ), s	8.1		7.3	3.7	9.7	3.5	1.5	17.0	14.1	7.7	4.6	4.7
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	8.1		7.3	3.7	9.7	3.5	1.5	17.0	14.1	7.7	4.6	4.7
Green Ratio ( g/C )	0.14		0.14	0.19	0.19	0.19	0.31	0.25	0.25	0.13	0.34	0.34
Capacity ( c ), veh/h	252		249	657	355	299	462	470	404	462	624	613
Volume-to-Capacity Ratio ( X )	0.742		0.678	0.285	0.683	0.265	0.099	0.881	0.759	0.743	0.238	0.240
Back of Queue ( Q ), ft/ln ( 50 th percentile)	100.7		86.5	38.7	118.3	33.8	15	189.5	131.9	83.4	49.3	47.7
Back of Queue ( Q ), veh/ln ( 50 th percentile)	4.0		3.5	1.5	4.6	1.3	0.6	7.5	5.3	3.3	1.9	1.9
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.00		0.00	0.37	0.00	0.00	0.29	0.00	1.32	0.00	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	32.9		32.6	27.7	30.1	27.5	19.7	28.8	27.7	33.3	19.2	19.2
Incremental Delay ( d <sub>2</sub> ), s/veh	10.0		6.9	0.5	4.9	1.0	0.1	1.2	0.6	2.2	0.1	0.1
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	42.9		39.5	28.2	35.0	28.5	19.8	30.0	28.3	35.5	19.2	19.2
Level of Service ( LOS )	D		D	C	C	C	B	C	C	D	B	B
Approach Delay, s/veh / LOS	41.3		D	31.5		C	28.7		C	27.9		C
Intersection Delay, s/veh / LOS	31.1						C					

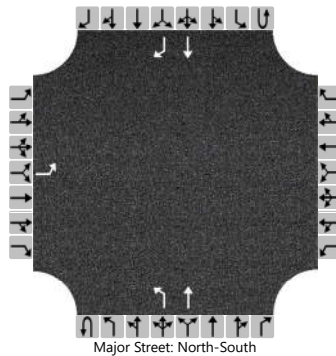
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.30	B	2.83	C	1.93	B
Bicycle LOS Score / LOS	3.08	C	3.62	D	3.87	D	2.88	C



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & Confluence Dr		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	Confluence Dr		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 Build #1 AM 100% Div			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		1	0	0		0	0	0	0	1	1	0	0	0	1	1	
Configuration		L								L	T				T	R	
Volume (veh/h)		4								343	427				180	2	
Percent Heavy Vehicles (%)		7								4							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																Yes	
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1								4.1						
Critical Headway (sec)		6.47								4.14						
Base Follow-Up Headway (sec)		3.5								2.2						
Follow-Up Headway (sec)		3.56								2.24						

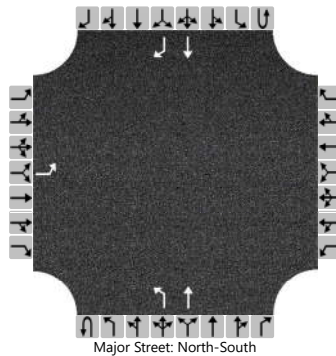
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4								373						
Capacity, c (veh/h)		109								1365						
v/c Ratio		0.04								0.27						
95% Queue Length, Q <sub>95</sub> (veh)		0.1								1.1						
Control Delay (s/veh)		39.5								8.6						
Level of Service (LOS)		E								A						
Approach Delay (s/veh)		39.5								3.8						
Approach LOS		E														

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Max Rusch			Intersection	US-50 & Confluence Dr		
Agency/Co.	Stolfus and Associates			Jurisdiction	City of Delta		
Date Performed	8/24/2020			East/West Street	Confluence Dr		
Analysis Year	2040			North/South Street	US-50		
Time Analyzed	2040 Build #1 PM 100% Div			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Delta Downtown Study						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		1	0	0		0	0	0	0	1	1	0	0	0	1	1	
Configuration		L								L	T				T	R	
Volume (veh/h)		5								496	515				378	3	
Percent Heavy Vehicles (%)		7								4							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized															Yes		
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1								4.1						
Critical Headway (sec)		6.47								4.14						
Base Follow-Up Headway (sec)		3.5								2.2						
Follow-Up Headway (sec)		3.56								2.24						

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5								539							
Capacity, c (veh/h)		31								1137							
v/c Ratio		0.17								0.47							
95% Queue Length, Q <sub>95</sub> (veh)		0.5								2.6							
Control Delay (s/veh)		143.2								11.0							
Level of Service (LOS)		F								B							
Approach Delay (s/veh)		143.2								5.4							
Approach LOS		F															

# MOVEMENT SUMMARY

 Site: 101 [Confluence Dr North AM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: US-50														
3	L2	106	4.0	115	4.0	0.214	8.0	LOS A	1.3	34.4	0.39	0.45	0.39	30.7
8	T1	394	4.0	428	4.0	0.214	2.2	LOS A	1.4	35.2	0.38	0.34	0.38	32.4
18	R2	8	0.0	9	0.0	0.214	2.9	LOS A	1.4	35.2	0.37	0.28	0.37	26.5
Approach		508	3.9	552	3.9	0.214	3.5	LOS A	1.4	35.2	0.38	0.36	0.38	31.9
East: Driveway														
1	L2	1	0.0	1	0.0	0.004	7.6	LOS A	0.0	0.4	0.51	0.47	0.51	26.9
6	T1	1	0.0	1	0.0	0.004	2.4	LOS A	0.0	0.4	0.51	0.47	0.51	28.0
16	R2	1	0.0	1	0.0	0.004	3.3	LOS A	0.0	0.4	0.51	0.47	0.51	28.4
Approach		3	0.0	3	0.0	0.004	4.4	LOS A	0.0	0.4	0.51	0.47	0.51	27.8
North: US-50														
7	L2	1	7.0	1	7.0	0.343	10.5	LOS B	2.4	62.2	0.36	0.43	0.36	30.8
4	T1	431	7.0	468	7.0	0.343	4.5	LOS A	2.4	62.2	0.36	0.43	0.36	32.9
14	R2	152	7.0	165	7.0	0.106	3.6	LOS A	0.0	0.0	0.00	0.44	0.00	37.1
Approach		584	7.0	635	7.0	0.343	4.3	LOS A	2.4	62.2	0.27	0.44	0.27	33.9
West: Confluence Dr														
5	L2	134	5.0	146	5.0	0.137	10.8	LOS B	0.8	21.6	0.60	0.70	0.60	32.0
2	T1	1	5.0	1	5.0	0.137	5.0	LOS A	0.8	21.6	0.60	0.70	0.60	26.9
12	R2	75	4.0	82	4.0	0.051	2.7	LOS A	0.0	0.0	0.00	0.38	0.00	33.6
Approach		210	4.6	228	4.6	0.137	7.9	LOS A	0.8	21.6	0.38	0.58	0.38	32.5
All Vehicles		1305	5.4	1418	5.4	0.343	4.5	LOS A	2.4	62.2	0.33	0.43	0.33	32.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

 Site: 101 [Confluence Dr North PM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: US-50														
3	L2	152	2.0	165	2.0	0.306	8.5	LOS A	2.1	52.4	0.51	0.52	0.51	30.4
8	T1	533	2.0	579	2.0	0.306	2.7	LOS A	2.1	54.2	0.50	0.39	0.50	32.1
18	R2	2	0.0	2	0.0	0.306	3.4	LOS A	2.1	54.2	0.50	0.34	0.50	26.3
Approach		687	2.0	747	2.0	0.306	4.0	LOS A	2.1	54.2	0.50	0.42	0.50	31.7
East: Driveway														
1	L2	9	0.0	10	0.0	0.022	8.5	LOS A	0.1	2.2	0.60	0.67	0.60	26.2
6	T1	2	0.0	2	0.0	0.022	3.3	LOS A	0.1	2.2	0.60	0.67	0.60	27.2
16	R2	2	0.0	2	0.0	0.022	4.2	LOS A	0.1	2.2	0.60	0.67	0.60	27.5
Approach		13	0.0	14	0.0	0.022	7.1	LOS A	0.1	2.2	0.60	0.67	0.60	26.5
North: US-50														
7	L2	1	5.0	1	5.0	0.374	10.8	LOS B	2.7	69.7	0.45	0.47	0.45	30.6
4	T1	457	5.0	497	5.0	0.374	4.8	LOS A	2.7	69.7	0.45	0.47	0.45	32.6
14	R2	177	5.0	192	5.0	0.121	3.6	LOS A	0.0	0.0	0.00	0.44	0.00	37.1
Approach		635	5.0	690	5.0	0.374	4.5	LOS A	2.7	69.7	0.33	0.47	0.33	33.7
West: Confluence Dr														
5	L2	208	4.0	226	4.0	0.218	11.1	LOS B	1.4	36.7	0.65	0.73	0.65	31.9
2	T1	1	4.0	1	4.0	0.218	5.3	LOS A	1.4	36.7	0.65	0.73	0.65	26.8
12	R2	122	3.0	133	3.0	0.082	2.7	LOS A	0.0	0.0	0.00	0.38	0.00	33.6
Approach		331	3.6	360	3.6	0.218	8.0	LOS A	1.4	36.7	0.41	0.60	0.41	32.4
All Vehicles		1666	3.4	1811	3.4	0.374	5.0	LOS A	2.7	69.7	0.42	0.48	0.42	32.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

 Site: 101 [Confluence Dr South AM (Site Folder: General)]

New Site  
Site Category: (None)  
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: US-50														
3	L2	255	6.0	277	6.0	0.220	7.2	LOS A	1.4	37.0	0.06	0.56	0.06	31.1
8	T1	515	6.0	560	6.0	0.367	1.6	LOS A	2.9	75.6	0.06	0.19	0.06	32.2
Approach		770	6.0	837	6.0	0.367	3.4	LOS A	2.9	75.6	0.06	0.31	0.06	31.8
North: US-50														
4	T1	371	5.0	403	5.0	0.320	4.2	LOS A	2.0	50.9	0.49	0.47	0.49	31.1
14	R2	2	5.0	2	5.0	0.001	2.7	LOS A	0.0	0.0	0.00	0.38	0.00	33.6
Approach		373	5.0	405	5.0	0.320	4.2	LOS A	2.0	50.9	0.49	0.47	0.49	31.1
West: Confluence Dr														
5	L2	4	14.0	4	14.0	0.004	11.6	LOS B	0.0	0.7	0.53	0.58	0.53	30.7
12	R2	344	14.0	374	14.0	0.255	3.7	LOS A	0.0	0.0	0.00	0.44	0.00	36.8
Approach		348	14.0	378	14.0	0.255	3.8	LOS A	0.0	0.7	0.01	0.44	0.01	36.7
All Vehicles		1491	7.6	1621	7.6	0.367	3.7	LOS A	2.9	75.6	0.16	0.38	0.16	32.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: P:\1000.008.14 US 50 Delta Downtown Study\Traffic Models\2040 Build #1\Roundabouts.sip9

# MOVEMENT SUMMARY

 Site: 101 [Confluence Dr South PM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: US-50														
3	L2	333	4.0	362	4.0	0.283	7.2	LOS A	2.0	52.2	0.07	0.56	0.07	31.1
8	T1	678	4.0	737	4.0	0.475	1.6	LOS A	4.5	117.1	0.08	0.19	0.08	32.2
Approach		1011	4.0	1099	4.0	0.475	3.4	LOS A	4.5	117.1	0.08	0.31	0.08	31.8
North: US-50														
4	T1	531	2.0	577	2.0	0.465	4.9	LOS A	3.3	83.5	0.61	0.54	0.61	30.8
14	R2	3	2.0	3	2.0	0.002	2.7	LOS A	0.0	0.0	0.00	0.38	0.00	33.6
Approach		534	2.0	580	2.0	0.465	4.9	LOS A	3.3	83.5	0.61	0.54	0.61	30.8
West: Confluence Dr														
5	L2	5	7.0	5	7.0	0.006	12.2	LOS B	0.0	0.9	0.64	0.60	0.64	30.6
12	R2	348	7.0	378	7.0	0.242	3.7	LOS A	0.0	0.0	0.00	0.44	0.00	37.0
Approach		353	7.0	384	7.0	0.242	3.8	LOS A	0.0	0.9	0.01	0.45	0.01	36.9
All Vehicles		1898	4.0	2063	4.0	0.475	3.9	LOS A	4.5	117.1	0.22	0.40	0.22	32.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: P:\1000.008.14 US 50 Delta Downtown Study\Traffic Models\2040 Build #1\Roundabouts.sip9

# MOVEMENT SUMMARY

 Site: 101 [Confluence Dr North AM 100% Reroute (Site Folder: General)]

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: US-50														
3	L2	106	4.0	115	4.0	0.205	8.2	LOS A	1.2	32.0	0.43	0.49	0.43	30.6
8	T1	354	4.0	385	4.0	0.205	2.5	LOS A	1.3	32.9	0.42	0.37	0.42	32.3
18	R2	8	0.0	9	0.0	0.205	3.1	LOS A	1.3	32.9	0.41	0.31	0.41	26.5
Approach		468	3.9	509	3.9	0.205	3.8	LOS A	1.3	32.9	0.42	0.39	0.42	31.8
East: Driveway														
1	L2	1	0.0	1	0.0	0.004	7.6	LOS A	0.0	0.4	0.52	0.47	0.52	26.9
6	T1	1	0.0	1	0.0	0.004	2.4	LOS A	0.0	0.4	0.52	0.47	0.52	28.0
16	R2	1	0.0	1	0.0	0.004	3.3	LOS A	0.0	0.4	0.52	0.47	0.52	28.4
Approach		3	0.0	3	0.0	0.004	4.5	LOS A	0.0	0.4	0.52	0.47	0.52	27.8
North: US-50														
7	L2	1	7.0	1	7.0	0.280	10.4	LOS B	1.8	48.1	0.34	0.43	0.34	30.9
4	T1	352	7.0	383	7.0	0.280	4.5	LOS A	1.8	48.1	0.34	0.43	0.34	32.9
14	R2	231	7.0	251	7.0	0.160	3.6	LOS A	0.0	0.0	0.00	0.44	0.00	37.0
Approach		584	7.0	635	7.0	0.280	4.1	LOS A	1.8	48.1	0.21	0.43	0.21	34.4
West: Confluence Dr														
5	L2	174	5.0	189	5.0	0.166	10.4	LOS B	1.0	25.8	0.55	0.68	0.55	32.1
2	T1	1	5.0	1	5.0	0.166	4.6	LOS A	1.0	25.8	0.55	0.68	0.55	27.0
12	R2	75	4.0	82	4.0	0.051	2.7	LOS A	0.0	0.0	0.00	0.38	0.00	33.6
Approach		250	4.7	272	4.7	0.166	8.1	LOS A	1.0	25.8	0.38	0.59	0.38	32.5
All Vehicles		1305	5.4	1418	5.4	0.280	4.8	LOS A	1.8	48.1	0.32	0.45	0.32	33.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

 Site: 101 [Confluence Dr North PM 100% Reroute (Site Folder: General)]

New Site  
Site Category: (None)  
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: US-50														
3	L2	152	2.0	165	2.0	0.289	9.1	LOS A	1.9	48.3	0.59	0.60	0.59	30.2
8	T1	443	2.0	482	2.0	0.289	3.2	LOS A	2.0	50.6	0.58	0.45	0.58	31.9
18	R2	2	0.0	2	0.0	0.289	3.8	LOS A	2.0	50.6	0.57	0.40	0.57	26.2
Approach		597	2.0	649	2.0	0.289	4.7	LOS A	2.0	50.6	0.58	0.49	0.58	31.4
East: Driveway														
1	L2	9	0.0	10	0.0	0.022	8.7	LOS A	0.1	2.3	0.61	0.67	0.61	26.1
6	T1	2	0.0	2	0.0	0.022	3.5	LOS A	0.1	2.3	0.61	0.67	0.61	27.1
16	R2	2	0.0	2	0.0	0.022	4.4	LOS A	0.1	2.3	0.61	0.67	0.61	27.5
Approach		13	0.0	14	0.0	0.022	7.2	LOS A	0.1	2.3	0.61	0.67	0.61	26.5
North: US-50														
7	L2	1	5.0	1	5.0	0.321	10.7	LOS B	2.2	57.7	0.44	0.47	0.44	30.6
4	T1	391	5.0	425	5.0	0.321	4.7	LOS A	2.2	57.7	0.44	0.47	0.44	32.7
14	R2	243	5.0	264	5.0	0.166	3.6	LOS A	0.0	0.0	0.00	0.44	0.00	37.1
Approach		635	5.0	690	5.0	0.321	4.3	LOS A	2.2	57.7	0.27	0.46	0.27	34.2
West: Confluence Dr														
5	L2	298	4.0	324	4.0	0.294	10.8	LOS B	2.0	50.8	0.63	0.73	0.63	31.9
2	T1	1	4.0	1	4.0	0.294	5.0	LOS A	2.0	50.8	0.63	0.73	0.63	26.8
12	R2	122	3.0	133	3.0	0.082	2.7	LOS A	0.0	0.0	0.00	0.38	0.00	33.6
Approach		421	3.7	458	3.7	0.294	8.5	LOS A	2.0	50.8	0.45	0.63	0.45	32.3
All Vehicles		1666	3.6	1811	3.6	0.321	5.5	LOS A	2.2	57.7	0.43	0.51	0.43	32.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: P:\1000.008.14 US 50 Delta Downtown Study\Traffic Models\2040 Build #1 Reduced Volume\Roundabouts 100% Reroute.sip9



# MOVEMENT SUMMARY

**Site: 101 [Confluence Dr North AM 100% Reroute (Site Folder: General)]**

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: US-50														
3	L2	106	4.0	115	4.0	0.205	8.2	LOS A	1.2	32.0	0.43	0.49	0.43	30.6
8	T1	354	4.0	385	4.0	0.205	2.5	LOS A	1.3	32.9	0.42	0.37	0.42	32.3
18	R2	8	0.0	9	0.0	0.205	3.1	LOS A	1.3	32.9	0.41	0.31	0.41	26.5
Approach		468	3.9	509	3.9	0.205	3.8	LOS A	1.3	32.9	0.42	0.39	0.42	31.8
East: Driveway														
1	L2	1	0.0	1	0.0	0.004	7.6	LOS A	0.0	0.4	0.52	0.47	0.52	26.9
6	T1	1	0.0	1	0.0	0.004	2.4	LOS A	0.0	0.4	0.52	0.47	0.52	28.0
16	R2	1	0.0	1	0.0	0.004	3.3	LOS A	0.0	0.4	0.52	0.47	0.52	28.4
Approach		3	0.0	3	0.0	0.004	4.5	LOS A	0.0	0.4	0.52	0.47	0.52	27.8
North: US-50														
7	L2	1	7.0	1	7.0	0.280	10.4	LOS B	1.8	48.1	0.34	0.43	0.34	30.9
4	T1	352	7.0	383	7.0	0.280	4.5	LOS A	1.8	48.1	0.34	0.43	0.34	32.9
14	R2	231	7.0	251	7.0	0.160	3.6	LOS A	0.0	0.0	0.00	0.44	0.00	37.0
Approach		584	7.0	635	7.0	0.280	4.1	LOS A	1.8	48.1	0.21	0.43	0.21	34.4
West: Confluence Dr														
5	L2	174	5.0	189	5.0	0.166	10.4	LOS B	1.0	25.8	0.55	0.68	0.55	32.1
2	T1	1	5.0	1	5.0	0.166	4.6	LOS A	1.0	25.8	0.55	0.68	0.55	27.0
12	R2	75	4.0	82	4.0	0.051	2.7	LOS A	0.0	0.0	0.00	0.38	0.00	33.6
Approach		250	4.7	272	4.7	0.166	8.1	LOS A	1.0	25.8	0.38	0.59	0.38	32.5
All Vehicles		1305	5.4	1418	5.4	0.280	4.8	LOS A	1.8	48.1	0.32	0.45	0.32	33.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

 Site: 101 [Confluence Dr North AM 100% Reroute (Site Folder: General)]

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: US-50														
3	L2	106	4.0	115	4.0	0.205	8.2	LOS A	1.2	32.0	0.43	0.49	0.43	30.6
8	T1	354	4.0	385	4.0	0.205	2.5	LOS A	1.3	32.9	0.42	0.37	0.42	32.3
18	R2	8	0.0	9	0.0	0.205	3.1	LOS A	1.3	32.9	0.41	0.31	0.41	26.5
Approach		468	3.9	509	3.9	0.205	3.8	LOS A	1.3	32.9	0.42	0.39	0.42	31.8
East: Driveway														
1	L2	1	0.0	1	0.0	0.004	7.6	LOS A	0.0	0.4	0.52	0.47	0.52	26.9
6	T1	1	0.0	1	0.0	0.004	2.4	LOS A	0.0	0.4	0.52	0.47	0.52	28.0
16	R2	1	0.0	1	0.0	0.004	3.3	LOS A	0.0	0.4	0.52	0.47	0.52	28.4
Approach		3	0.0	3	0.0	0.004	4.5	LOS A	0.0	0.4	0.52	0.47	0.52	27.8
North: US-50														
7	L2	1	7.0	1	7.0	0.280	10.4	LOS B	1.8	48.1	0.34	0.43	0.34	30.9
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14	R2	231	7.0	251	7.0	0.160	3.6	LOS A	0.0	0.0	0.00	0.44	0.00	37.0
Approach		584	7.0	635	7.0	0.280	4.1	LOS A	1.8	48.1	0.21	0.43	0.21	34.4
West: Confluence Dr														
5	L2	174	5.0	189	5.0	0.166	10.4	LOS B	1.0	25.8	0.55	0.68	0.55	32.1
2	T1	1	5.0	1	5.0	0.166	4.6	LOS A	1.0	25.8	0.55	0.68	0.55	27.0
12	R2	75	4.0	82	4.0	0.051	2.7	LOS A	0.0	0.0	0.00	0.38	0.00	33.6
Approach		250	4.7	272	4.7	0.166	8.1	LOS A	1.0	25.8	0.38	0.59	0.38	32.5
All Vehicles		1305	5.4	1418	5.4	0.280	4.8	LOS A	1.8	48.1	0.32	0.45	0.32	33.0

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Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

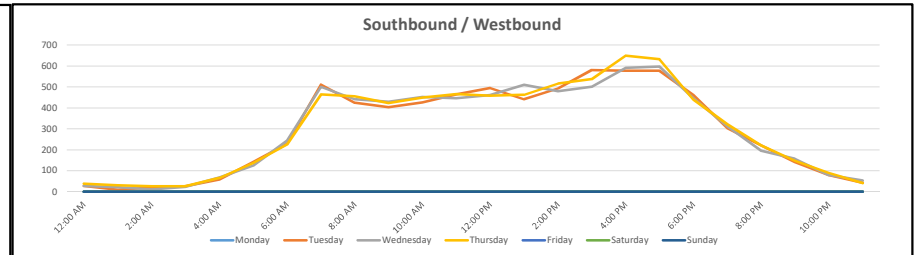
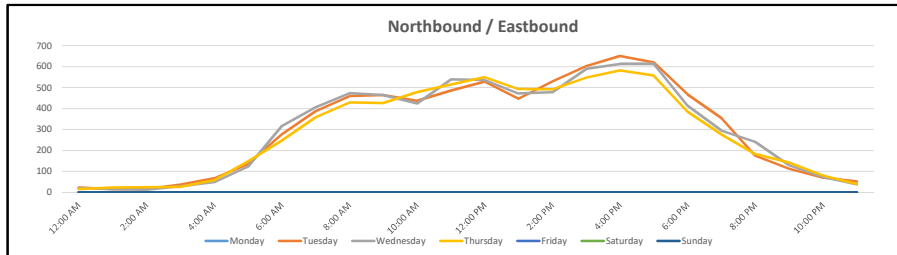
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

## Vehicle Volume Report - Hourly



Site Description: US 50 N/O Confluence Dr North  
 Site Number: ADT1  
 Start Date: 10/8/2019

Time	Monday 10/14/19			Tuesday 10/8/19			Wednesday 10/9/19			Thursday 10/10/19			Friday 10/11/19			Saturday 10/12/19			Sunday 10/13/19			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB	
	12:00 AM	-	-	-	22	27	49	19	27	46	16	38	54	-	-	-	-	-	-	-	-	-	-	19	31	-	-	-
1:00 AM	-	-	-	16	9	25	15	21	36	22	30	52	-	-	-	-	-	-	-	-	-	-	18	20	-	-	-	-
2:00 AM	-	-	-	16	19	35	13	11	24	24	26	50	-	-	-	-	-	-	-	-	-	-	18	19	-	-	-	-
3:00 AM	-	-	-	37	25	62	28	22	50	25	26	51	-	-	-	-	-	-	-	-	-	-	30	24	-	-	-	-
4:00 AM	-	-	-	67	58	125	48	66	114	58	65	123	-	-	-	-	-	-	-	-	-	-	58	63	-	-	-	-
5:00 AM	-	-	-	136	142	278	123	125	248	147	137	284	-	-	-	-	-	-	-	-	-	-	135	135	-	-	-	-
6:00 AM	-	-	-	276	228	504	315	243	558	247	225	472	-	-	-	-	-	-	-	-	-	-	279	232	-	-	-	-
7:00 AM	-	-	-	388	511	899	406	500	906	358	464	822	-	-	-	-	-	-	-	-	-	-	384	492	-	-	-	-
8:00 AM	-	-	-	459	424	883	473	440	913	428	455	883	-	-	-	-	-	-	-	-	-	-	453	440	-	-	-	-
9:00 AM	-	-	-	464	403	867	464	429	893	426	423	849	-	-	-	-	-	-	-	-	-	-	451	418	-	-	-	-
10:00 AM	-	-	-	436	425	861	424	451	875	478	448	926	-	-	-	-	-	-	-	-	-	-	446	441	-	-	-	-
11:00 AM	-	-	-	485	463	948	538	445	983	514	465	979	-	-	-	-	-	-	-	-	-	-	512	458	-	-	-	-
12:00 PM	-	-	-	528	494	1022	535	461	996	549	458	1007	-	-	-	-	-	-	-	-	-	-	537	471	-	-	-	-
1:00 PM	-	-	-	447	440	887	471	509	980	493	462	955	-	-	-	-	-	-	-	-	-	-	470	470	-	-	-	-
2:00 PM	-	-	-	529	493	1022	477	479	956	491	516	1007	-	-	-	-	-	-	-	-	-	-	499	496	-	-	-	-
3:00 PM	-	-	-	602	580	1182	589	500	1089	548	537	1085	-	-	-	-	-	-	-	-	-	-	580	539	-	-	-	-
4:00 PM	-	-	-	650	576	1226	613	590	1203	582	649	1231	-	-	-	-	-	-	-	-	-	-	615	605	-	-	-	-
5:00 PM	-	-	-	619	577	1196	613	597	1210	557	631	1188	-	-	-	-	-	-	-	-	-	-	596	602	-	-	-	-
6:00 PM	-	-	-	466	461	927	413	445	858	385	439	824	-	-	-	-	-	-	-	-	-	-	421	448	-	-	-	-
7:00 PM	-	-	-	354	303	657	294	311	605	276	322	598	-	-	-	-	-	-	-	-	-	-	308	312	-	-	-	-
8:00 PM	-	-	-	175	220	395	241	195	436	183	221	404	-	-	-	-	-	-	-	-	-	-	200	212	-	-	-	-
9:00 PM	-	-	-	113	141	254	130	157	287	141	148	289	-	-	-	-	-	-	-	-	-	-	128	149	-	-	-	-
10:00 PM	-	-	-	70	79	149	73	78	151	81	90	171	-	-	-	-	-	-	-	-	-	-	75	82	-	-	-	-
11:00 PM	-	-	-	52	42	94	38	53	91	39	41	80	-	-	-	-	-	-	-	-	-	-	43	45	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	1123	1163	2286	1194	1183	2377	1033	1144	2177	-	-	-	-	-	-	-	-	-	-	1117	1163	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	1871	1733	3604	1815	1687	3502	1687	1817	3504	-	-	-	-	-	-	-	-	-	-	1791	1746	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	6349	6075	12424	6331	6089	12420	6056	6172	12228	-	-	-	-	-	-	-	-	-	-	6245	6112	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	7407	7140	14547	7353	7155	14508	7068	7316	14384	-	-	-	-	-	-	-	-	-	-	7276	7204	-	-	-	-
Percent	-	-	-	50.9%	49.1%	100.0%	50.7%	49.3%	100.0%	49.1%	50.9%	100.0%	-	-	-	-	-	-	-	-	-	-	50.2%	49.8%	-	-	-	-
AM Peak	-	-	-	11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	4:00 PM	5:00 PM		5:00 PM	6:00 PM		4:00 PM	5:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



## Vehicle Classification Report -Hourly

**Site Description:** US 50 N/O Confluence Dr North  
**Site Number:** ADT1  
**Start Date:** 10/8/2019

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

FHWA Vehicle Classification - Total Study														
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Northbound	21828	69	10532	6080	72	3533	377	0	155	530	242	10	15	213
Percent	100.0%	0.3%	48.2%	27.9%	0.3%	16.2%	1.7%	0.0%	0.7%	2.4%	1.1%	0.0%	0.1%	1.0%
Southbound	21611	100	9649	6340	147	4394	183	0	159	484	76	8	16	55
Percent	100.0%	0.5%	44.6%	29.3%	0.7%	20.3%	0.8%	0.0%	0.7%	2.2%	0.4%	0.0%	0.1%	0.3%
Total	43439	169	20181	12420	219	7927	560	0	314	1014	318	18	31	268
Percent	100.0%	0.4%	46.5%	28.6%	0.5%	18.2%	1.3%	0.0%	0.7%	2.3%	0.7%	0.0%	0.1%	0.6%



Site Description: US 50 N/O Confluence Dr North  
 Site Number: ADT1  
 Start Date: 10/8/2019

Tuesday 10/8/19	Total	Northbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	22	0	14	3	1	1	0	0	0	2	0	0	0	1
1:00 AM	16	0	10	3	0	1	0	0	0	1	0	0	1	0
2:00 AM	16	0	4	6	1	2	0	0	0	1	0	0	1	1
3:00 AM	37	0	17	11	0	6	0	0	1	2	0	0	0	0
4:00 AM	67	0	34	17	0	11	2	0	0	3	0	0	0	0
5:00 AM	136	0	64	32	1	37	1	0	0	1	0	0	0	0
6:00 AM	276	1	153	49	1	55	4	0	3	8	2	0	0	0
7:00 AM	388	1	208	87	1	73	4	0	3	9	0	0	0	2
8:00 AM	459	0	215	142	1	77	2	0	3	12	5	2	0	0
9:00 AM	464	1	222	128	1	85	3	0	4	15	2	1	0	2
10:00 AM	436	0	208	136	1	67	3	0	5	8	2	0	0	6
11:00 AM	485	2	220	151	1	84	4	0	5	8	6	0	0	4
12:00 PM	528	5	251	151	1	98	3	0	1	10	4	0	0	4
1:00 PM	447	3	198	138	3	83	1	0	2	16	2	0	0	1
2:00 PM	529	4	269	132	1	85	5	0	6	12	4	0	0	11
3:00 PM	602	5	252	194	1	113	7	0	4	19	5	0	0	2
4:00 PM	650	0	353	159	0	113	3	0	3	9	3	2	0	5
5:00 PM	619	4	335	158	3	86	7	0	4	11	5	0	0	6
6:00 PM	466	1	249	127	2	66	6	0	3	6	0	0	0	6
7:00 PM	354	1	185	99	1	52	7	0	4	3	1	0	0	1
8:00 PM	175	0	91	48	0	30	2	0	0	2	1	0	0	1
9:00 PM	113	0	53	32	0	19	0	0	1	6	2	0	0	0
10:00 PM	70	0	38	16	1	10	1	0	0	3	0	0	1	0
11:00 PM	52	1	24	12	1	8	1	0	0	4	0	0	0	1
6:00 AM - 9:00 AM	1123	2	576	278	3	205	10	0	9	29	7	2	0	2
3:00 PM - 6:00 PM	1871	9	940	511	4	312	17	0	11	39	13	2	0	13
6:00 AM - 7:00 PM	6349	27	3133	1752	17	1085	52	0	46	143	40	5	0	49
12:00 AM - 12:00 AM	7407	29	3667	2031	23	1262	66	0	52	171	44	5	3	54
Percent	100%	0.4%	49.5%	27.4%	0.3%	17.0%	0.9%	0.0%	0.7%	2.3%	0.6%	0.1%	0.0%	0.7%

Tuesday 10/8/19	Total	Southbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	27	0	16	5	0	3	0	0	0	2	0	0	1	0
1:00 AM	9	0	3	3	0	1	0	0	1	1	0	0	0	0
2:00 AM	19	0	10	2	1	3	0	0	0	2	0	0	1	0
3:00 AM	25	0	12	5	0	3	2	0	0	3	0	0	0	0
4:00 AM	58	0	23	13	0	12	0	0	0	9	0	0	0	1
5:00 AM	142	0	62	40	2	24	2	0	2	8	0	0	1	1
6:00 AM	228	0	111	52	0	52	1	0	3	9	0	0	0	0
7:00 AM	511	0	267	127	2	91	1	0	4	14	2	0	0	3
8:00 AM	424	1	195	118	6	84	4	0	2	11	2	1	0	0
9:00 AM	403	2	196	114	1	66	5	0	2	14	2	0	0	1
10:00 AM	425	4	202	114	2	78	4	0	2	18	1	0	0	0
11:00 AM	463	0	229	124	1	75	3	0	8	18	4	0	0	1
12:00 PM	494	2	236	147	3	78	5	0	3	14	4	0	0	2
1:00 PM	440	4	199	129	1	88	1	0	3	12	1	0	1	1
2:00 PM	493	4	224	123	3	113	2	0	3	16	2	1	1	1
3:00 PM	580	7	270	168	1	119	2	0	3	5	3	1	0	1
4:00 PM	576	3	242	169	0	143	4	0	2	9	1	1	0	2
5:00 PM	577	3	261	177	0	115	5	0	4	8	2	0	0	2
6:00 PM	461	4	235	123	0	79	9	0	1	10	0	0	0	0
7:00 PM	303	2	170	73	0	55	1	0	0	2	0	0	0	0
8:00 PM	220	1	111	59	1	46	0	0	0	2	0	0	0	0
9:00 PM	141	0	71	44	1	22	0	0	0	3	0	0	0	0
10:00 PM	79	1	42	19	0	13	0	0	0	4	0	0	0	0
11:00 PM	42	0	25	9	0	6	0	0	0	1	1	0	0	0
6:00 AM - 9:00 AM	1163	1	573	297	8	227	6	0	9	34	4	1	0	3
3:00 PM - 6:00 PM	1733	13	773	514	1	377	11	0	9	22	6	2	0	5
6:00 AM - 7:00 PM	6075	34	2867	1685	20	1181	46	0	40	158	24	4	2	14
12:00 AM - 12:00 AM	7140	38	3412	1957	25	1369	51	0	43	195	25	4	5	16
Percent	100%	0.5%	47.8%	27.4%	0.4%	19.2%	0.7%	0.0%	0.6%	2.7%	0.4%	0.1%	0.1%	0.2%

Site Description: US 50 N/O Confluence Dr North  
 Site Number: ADT1  
 Start Date: 10/8/2019



Wednesday 10/9/19	Total	Northbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	19	0	9	6	1	2	0	0	0	0	1	0	0	0
1:00 AM	15	0	7	2	0	6	0	0	0	0	0	0	0	0
2:00 AM	13	0	7	3	0	0	0	0	1	1	0	0	1	0
3:00 AM	28	0	11	7	0	7	1	0	0	1	0	0	0	1
4:00 AM	48	0	26	9	0	7	1	0	0	5	0	0	0	0
5:00 AM	123	1	55	22	0	40	2	0	0	1	2	0	0	0
6:00 AM	315	0	157	76	0	59	9	0	1	10	1	0	1	1
7:00 AM	406	2	187	122	1	54	18	0	3	7	6	0	0	6
8:00 AM	473	3	204	144	3	77	14	0	6	8	8	0	0	6
9:00 AM	464	3	234	117	0	74	9	0	4	16	2	0	0	5
10:00 AM	424	2	190	130	1	65	4	0	4	16	5	1	0	6
11:00 AM	538	0	252	159	1	97	4	0	1	8	11	1	1	3
12:00 PM	535	4	253	154	2	93	4	0	1	11	6	0	0	7
1:00 PM	471	1	224	131	2	70	11	0	4	11	9	0	1	7
2:00 PM	477	0	211	123	1	109	5	0	7	12	3	0	0	6
3:00 PM	589	1	257	186	3	106	7	0	5	14	8	0	0	2
4:00 PM	613	1	292	177	2	101	8	0	2	8	11	0	0	11
5:00 PM	613	3	315	178	4	77	12	0	4	13	3	1	0	3
6:00 PM	413	1	209	117	0	57	10	0	3	9	2	0	0	5
7:00 PM	294	2	139	82	0	53	8	0	2	6	1	0	0	1
8:00 PM	241	0	124	70	0	39	2	0	0	3	1	0	0	2
9:00 PM	130	0	67	38	1	14	3	0	1	5	0	0	1	0
10:00 PM	73	0	34	22	1	13	2	0	0	0	0	0	1	0
11:00 PM	38	0	17	11	0	5	2	0	0	2	0	0	0	1
6:00 AM - 9:00 AM	1194	5	548	342	4	190	41	0	10	25	15	0	1	13
3:00 PM - 6:00 PM	1815	5	864	541	9	284	27	0	11	35	22	1	0	16
6:00 AM - 7:00 PM	6331	21	2985	1814	20	1039	115	0	45	143	75	3	3	68
12:00 AM - 12:00 AM	7353	24	3481	2086	23	1225	136	0	49	167	80	3	6	73
Percent	100%	0.3%	47.3%	28.4%	0.3%	16.7%	1.8%	0.0%	0.7%	2.3%	1.1%	0.0%	0.1%	1.0%

Wednesday 10/9/19	Total	Southbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	27	0	15	5	0	3	0	0	0	2	1	0	1	0
1:00 AM	21	0	12	1	0	4	0	0	1	3	0	0	0	0
2:00 AM	11	0	5	0	1	1	0	0	0	4	0	0	0	0
3:00 AM	22	0	6	7	1	4	1	0	0	3	0	0	0	0
4:00 AM	66	0	20	19	2	19	1	0	0	3	1	0	0	1
5:00 AM	125	0	28	39	3	43	2	0	4	5	0	0	1	0
6:00 AM	243	2	56	83	2	88	4	0	2	6	0	0	0	0
7:00 AM	500	2	148	200	4	123	6	0	7	5	1	0	2	2
8:00 AM	440	4	89	187	7	131	3	0	5	11	2	0	0	1
9:00 AM	429	7	80	182	8	121	6	0	10	11	3	0	0	1
10:00 AM	451	2	145	162	3	114	3	0	4	11	0	4	0	3
11:00 AM	445	3	142	155	4	118	3	0	8	8	2	0	0	2
12:00 PM	461	1	202	122	2	108	4	0	3	15	2	0	0	2
1:00 PM	509	5	220	154	4	104	4	0	5	8	2	0	0	3
2:00 PM	479	3	246	142	2	76	1	0	2	5	2	0	0	0
3:00 PM	500	7	227	153	3	95	4	0	1	10	0	0	0	0
4:00 PM	590	5	329	134	1	103	3	0	3	9	2	0	0	1
5:00 PM	597	2	316	147	3	109	1	0	4	10	4	0	0	1
6:00 PM	445	2	221	116	2	93	5	0	1	4	1	0	0	0
7:00 PM	311	0	168	80	2	57	2	0	0	2	0	0	0	0
8:00 PM	195	2	97	50	2	38	1	0	1	4	0	0	0	0
9:00 PM	157	1	91	33	0	26	0	0	1	5	0	0	0	0
10:00 PM	78	0	39	21	0	15	0	0	2	1	0	0	0	0
11:00 PM	53	0	37	8	0	6	0	0	0	1	0	0	1	0
6:00 AM - 9:00 AM	1183	8	293	470	13	342	13	0	14	22	3	0	2	3
3:00 PM - 6:00 PM	1687	14	872	434	7	307	8	0	8	29	6	0	0	2
6:00 AM - 7:00 PM	6089	45	2421	1937	45	1383	47	0	55	113	21	4	2	16
12:00 AM - 12:00 AM	7155	48	2939	2200	56	1599	54	0	64	146	23	4	5	17
Percent	100%	0.7%	41.1%	30.7%	0.8%	22.3%	0.8%	0.0%	0.9%	2.0%	0.3%	0.1%	0.1%	0.2%

Site Description: US 50 N/O Confluence Dr North  
 Site Number: ADT1  
 Start Date: 10/8/2019



Thursday 10/10/19	Total	Northbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	16	1	8	4	0	3	0	0	0	0	0	0	0	0
1:00 AM	22	0	13	4	0	3	0	0	0	1	0	1	0	0
2:00 AM	24	0	14	3	1	2	1	0	0	2	0	0	0	1
3:00 AM	25	0	13	6	0	3	1	0	1	1	0	0	0	0
4:00 AM	58	0	27	19	2	3	3	0	0	2	1	0	0	1
5:00 AM	147	0	58	38	0	43	3	0	0	3	0	0	0	2
6:00 AM	247	0	118	60	1	39	9	0	1	8	10	0	0	1
7:00 AM	358	0	149	106	1	59	14	0	3	12	10	0	1	3
8:00 AM	428	4	169	144	0	61	18	0	2	14	11	0	0	5
9:00 AM	426	0	178	126	1	56	16	0	4	19	14	0	2	10
10:00 AM	478	3	241	128	2	59	14	0	2	14	10	0	0	5
11:00 AM	514	0	240	142	1	82	11	0	3	19	10	0	0	6
12:00 PM	549	2	280	154	3	77	9	0	2	11	6	0	0	5
1:00 PM	493	1	221	135	0	83	15	0	4	17	9	0	0	8
2:00 PM	491	1	242	123	1	79	6	0	11	11	9	0	0	8
3:00 PM	548	2	257	145	3	99	14	0	3	14	5	0	0	6
4:00 PM	582	0	317	142	2	83	8	0	3	11	5	2	0	9
5:00 PM	557	2	300	152	2	69	11	0	3	6	6	0	0	6
6:00 PM	385	0	214	97	3	47	6	0	4	6	5	0	0	3
7:00 PM	276	0	121	81	1	42	9	0	6	11	3	0	0	2
8:00 PM	183	0	82	69	0	23	2	0	1	1	2	0	0	3
9:00 PM	141	0	69	42	2	17	4	0	1	4	0	0	0	2
10:00 PM	81	0	37	29	0	8	1	0	0	3	1	0	2	0
11:00 PM	39	0	16	14	0	6	0	0	0	3	0	0	0	0
6:00 AM - 9:00 AM	1033	4	436	310	2	159	41	0	6	34	31	0	1	9
3:00 PM - 6:00 PM	1687	4	874	439	7	251	33	0	9	31	16	2	0	21
6:00 AM - 7:00 PM	6056	15	2926	1654	20	893	151	0	45	162	110	2	3	75
12:00 AM - 12:00 AM	7068	16	3384	1963	26	1046	175	0	54	192	118	2	6	86
Percent	100%	0.2%	47.9%	27.8%	0.4%	14.8%	2.5%	0.0%	0.8%	2.7%	1.7%	0.0%	0.1%	1.2%

Thursday 10/10/19	Total	Southbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	38	1	23	8	0	5	0	0	0	1	0	0	0	0
1:00 AM	30	0	12	8	0	7	1	0	0	2	0	0	0	0
2:00 AM	26	0	11	5	1	3	0	0	1	4	0	0	1	0
3:00 AM	26	0	11	4	1	5	1	0	1	1	2	0	0	0
4:00 AM	65	0	25	14	2	17	1	0	0	5	1	0	0	0
5:00 AM	137	0	45	42	2	38	2	0	2	3	2	0	1	0
6:00 AM	225	0	91	51	3	65	5	0	4	4	1	0	0	1
7:00 AM	464	1	194	127	3	111	10	0	6	7	1	0	0	4
8:00 AM	455	0	165	137	6	121	9	0	3	11	2	0	0	1
9:00 AM	423	2	119	156	9	106	9	0	3	11	5	0	0	3
10:00 AM	448	2	119	174	7	122	7	0	5	10	0	0	0	2
11:00 AM	465	1	128	171	5	134	8	0	7	7	1	0	0	3
12:00 PM	458	2	126	189	10	114	4	0	4	7	1	0	1	0
1:00 PM	462	2	137	182	7	113	7	0	3	7	2	0	1	1
2:00 PM	516	0	269	152	3	74	2	0	3	8	2	0	1	2
3:00 PM	537	2	310	127	2	80	4	0	2	8	0	0	0	2
4:00 PM	649	1	378	172	1	75	4	0	2	13	2	0	0	1
5:00 PM	631	0	359	177	0	82	1	0	4	3	3	0	1	1
6:00 PM	439	0	284	94	2	48	1	0	0	7	2	0	0	1
7:00 PM	322	0	183	87	0	42	0	0	2	7	1	0	0	0
8:00 PM	221	0	132	45	2	34	2	0	0	6	0	0	0	0
9:00 PM	148	0	99	31	0	14	0	0	0	4	0	0	0	0
10:00 PM	90	0	53	20	0	11	0	0	0	6	0	0	0	0
11:00 PM	41	0	25	10	0	5	0	0	0	1	0	0	0	0
6:00 AM - 9:00 AM	1144	1	450	315	12	297	24	0	13	22	4	0	0	6
3:00 PM - 6:00 PM	1817	3	1047	476	3	237	9	0	8	24	5	0	1	4
6:00 AM - 7:00 PM	6172	13	2679	1909	58	1245	71	0	46	103	22	0	4	22
12:00 AM - 12:00 AM	7316	14	3298	2183	66	1426	78	0	52	143	28	0	6	22
Percent	100%	0.2%	45.1%	29.8%	0.9%	19.5%	1.1%	0.0%	0.7%	2.0%	0.4%	0.0%	0.1%	0.3%

### Vehicle Speed Report - Hourly

Site Description: US 50 N/O Confluence Dr North  
 Site Number: ADT1  
 Start Date: 10/8/2019  
 Posted Speed Limit NB= 40 & SB = 30

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	42.2 mph	38.9 mph
85th Percentile	47.1 mph	43.9 mph
95th Percentile	50.2 mph	47.2 mph

	Total	Speed Range (MPH) - Total Study																	PSL	%	≥ PSL + 10	%	> PSL + 15	%						
		0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90							90-95	95-100	100+			
Northbound	21828	14	0	9	16	192	1268	5097	9142	4890	1038	138	21	3	0	0	0	0	0	0	0	0	0	0	15232	69.8%	1200	5.5%	162	0.7%
Percent	100.0%	0.1%	0.0%	0.0%	0.1%	0.9%	5.8%	23.4%	41.9%	22.4%	4.8%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.2%	69.8%	1200	5.5%	162	0.7%
Southbound	21611	7	6	20	67	578	3760	8472	6343	1962	346	44	4	2	0	0	0	0	0	0	0	0	0	0	20933	96.9%	8701	40.3%	2358	10.9%
Percent	100.0%	0.0%	0.0%	0.1%	0.3%	2.7%	17.4%	39.2%	29.4%	9.1%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	96.9%	96.9%	8701	40.3%	2358	10.9%
Total	43439	21	6	29	83	770	5028	13569	15485	6852	1384	182	25	5	0	0	0	0	0	0	0	0	0	0	36165	83.3%	9901	22.8%	2520	5.8%
Percent	100.0%	0.0%	0.0%	0.1%	0.2%	1.8%	11.6%	31.2%	35.6%	15.8%	3.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	83.3%	83.3%	9901	22.8%	2520	5.8%







Site Description: US 50 N/O Confluence Dr North  
Site Number: ADT1  
Start Date: 10/8/2019  
Posted Speed Limit NB= 40 & SB = 30

Table for Northbound traffic on 10/19/19. Columns include Time, Total, and speed bins (0-10 to 100+). Rows show hourly data from 12:00 AM to 11:00 PM, plus summary rows for 6:00 AM-9:00 AM, 3:00 PM-6:00 PM, 6:00 AM-7:00 PM, and 12:00 AM-12:00 PM. Summary statistics include Average Speed (42.2 mph), 85th Percentile (47.0 mph), and 95th Percentile (50.0 mph).

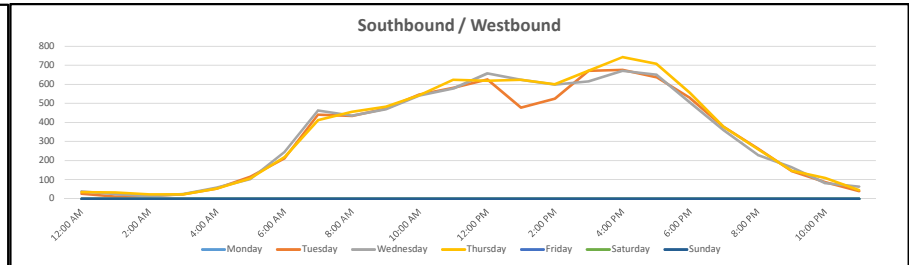
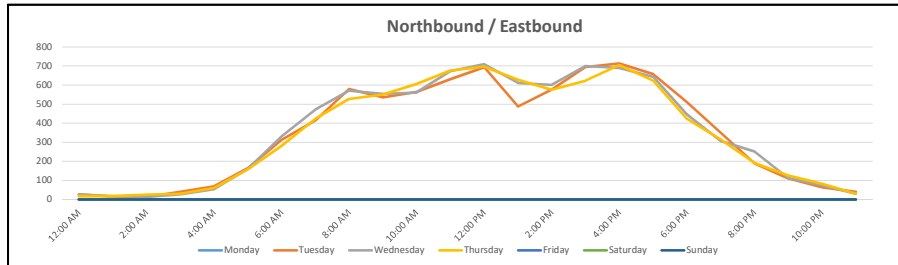
Table for Southbound traffic on 10/19/19. Columns include Time, Total, and speed bins (0-10 to 100+). Rows show hourly data from 12:00 AM to 11:00 PM, plus summary rows for 6:00 AM-9:00 AM, 3:00 PM-6:00 PM, 6:00 AM-7:00 PM, and 12:00 AM-12:00 PM. Summary statistics include Average Speed (39.4 mph), 85th Percentile (44.5 mph), and 95th Percentile (47.6 mph).

# Vehicle Volume Report - Hourly



Site Description: US 50 N/O 1st St  
 Site Number: ADT2  
 Start Date: 10/8/2019

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg			
	10/14/19			10/8/19			10/9/19			10/10/19			10/11/19			10/12/19			10/13/19			Tue-Thu		Mon-Fri		Mon-Sun			
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB
12:00 AM	-	-	-	27	27	54	27	38	65	18	36	54	-	-	-	-	-	-	-	-	-	-	24	34	-	-	-	-	
1:00 AM	-	-	-	15	11	26	18	26	44	18	33	51	-	-	-	-	-	-	-	-	-	-	17	23	-	-	-	-	
2:00 AM	-	-	-	14	15	29	14	14	28	25	23	48	-	-	-	-	-	-	-	-	-	-	18	17	-	-	-	-	
3:00 AM	-	-	-	41	24	65	28	25	53	30	24	54	-	-	-	-	-	-	-	-	-	-	33	24	-	-	-	-	
4:00 AM	-	-	-	69	53	122	55	58	113	61	54	115	-	-	-	-	-	-	-	-	-	-	62	55	-	-	-	-	
5:00 AM	-	-	-	165	116	281	162	105	267	159	108	267	-	-	-	-	-	-	-	-	-	-	162	110	-	-	-	-	
6:00 AM	-	-	-	313	212	525	331	246	577	281	218	499	-	-	-	-	-	-	-	-	-	-	308	225	-	-	-	-	
7:00 AM	-	-	-	416	442	858	473	463	936	424	413	837	-	-	-	-	-	-	-	-	-	-	438	439	-	-	-	-	
8:00 AM	-	-	-	580	435	1015	572	436	1008	527	457	984	-	-	-	-	-	-	-	-	-	-	560	443	-	-	-	-	
9:00 AM	-	-	-	536	473	1009	555	470	1025	552	484	1036	-	-	-	-	-	-	-	-	-	-	548	476	-	-	-	-	
10:00 AM	-	-	-	564	547	1111	562	542	1104	607	544	1151	-	-	-	-	-	-	-	-	-	-	578	544	-	-	-	-	
11:00 AM	-	-	-	632	583	1215	674	579	1253	677	625	1302	-	-	-	-	-	-	-	-	-	-	661	596	-	-	-	-	
12:00 PM	-	-	-	694	626	1320	710	659	1369	698	620	1318	-	-	-	-	-	-	-	-	-	-	701	635	-	-	-	-	
1:00 PM	-	-	-	487	479	966	611	624	1235	628	624	1252	-	-	-	-	-	-	-	-	-	-	575	576	-	-	-	-	
2:00 PM	-	-	-	576	526	1102	602	599	1201	577	602	1179	-	-	-	-	-	-	-	-	-	-	585	576	-	-	-	-	
3:00 PM	-	-	-	695	671	1366	700	616	1316	624	671	1295	-	-	-	-	-	-	-	-	-	-	673	653	-	-	-	-	
4:00 PM	-	-	-	714	676	1390	690	671	1361	705	743	1448	-	-	-	-	-	-	-	-	-	-	703	697	-	-	-	-	
5:00 PM	-	-	-	659	639	1298	643	652	1295	624	709	1333	-	-	-	-	-	-	-	-	-	-	642	667	-	-	-	-	
6:00 PM	-	-	-	513	529	1042	447	505	952	423	556	979	-	-	-	-	-	-	-	-	-	-	461	530	-	-	-	-	
7:00 PM	-	-	-	351	376	727	308	360	668	315	377	692	-	-	-	-	-	-	-	-	-	-	325	371	-	-	-	-	
8:00 PM	-	-	-	190	264	454	252	230	482	192	260	452	-	-	-	-	-	-	-	-	-	-	211	251	-	-	-	-	
9:00 PM	-	-	-	112	146	258	113	166	279	126	148	274	-	-	-	-	-	-	-	-	-	-	117	153	-	-	-	-	
10:00 PM	-	-	-	65	88	153	75	83	158	83	109	192	-	-	-	-	-	-	-	-	-	-	74	93	-	-	-	-	
11:00 PM	-	-	-	41	41	82	31	64	95	31	46	77	-	-	-	-	-	-	-	-	-	-	34	50	-	-	-	-	
6:00 AM - 9:00 AM	-	-	-	1309	1089	2398	1376	1145	2521	1232	1088	2320	-	-	-	-	-	-	-	-	-	-	1306	1107	-	-	-	-	
3:00 PM - 6:00 PM	-	-	-	2068	1986	4054	2033	1939	3972	1953	2123	4076	-	-	-	-	-	-	-	-	-	-	2018	2016	-	-	-	-	
6:00 AM - 7:00 PM	-	-	-	7379	6838	14217	7570	7062	14632	7347	7266	14613	-	-	-	-	-	-	-	-	-	-	7432	7055	-	-	-	-	
12:00 AM - 12:00 AM	-	-	-	8469	7999	16468	8653	8231	16884	8405	8484	16889	-	-	-	-	-	-	-	-	-	-	8509	8238	-	-	-	-	
Percent	-	-	-	51.4%	48.6%	100.0%	51.2%	48.8%	100.0%	49.8%	50.2%	100.0%	-	-	-	-	-	-	-	-	-	-	50.8%	49.2%	-	-	-	-	
AM Peak	-	-	-	11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
PM Peak	-	-	-	4:00 PM	5:00 PM		12:00 PM	1:00 PM		4:00 PM	5:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



## Vehicle Classification Report -Hourly

**Site Description:** US 50 N/O 1st St  
**Site Number:** ADT2  
**Start Date:** 10/8/2019

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

FHWA Vehicle Classification - Total Study														
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Northbound	25527	101	14229	6610	55	3313	670	0	66	272	118	1	3	89
Percent	100.0%	0.4%	55.7%	25.9%	0.2%	13.0%	2.6%	0.0%	0.3%	1.1%	0.5%	0.0%	0.0%	0.3%
Southbound	24714	283	13146	7857	15	2164	426	0	44	163	354	13	7	242
Percent	100.0%	1.1%	53.2%	31.8%	0.1%	8.8%	1.7%	0.0%	0.2%	0.7%	1.4%	0.1%	0.0%	1.0%
<b>Total</b>	<b>50241</b>	<b>384</b>	<b>27375</b>	<b>14467</b>	<b>70</b>	<b>5477</b>	<b>1096</b>	<b>0</b>	<b>110</b>	<b>435</b>	<b>472</b>	<b>14</b>	<b>10</b>	<b>331</b>
<b>Percent</b>	<b>100.0%</b>	<b>0.8%</b>	<b>54.5%</b>	<b>28.8%</b>	<b>0.1%</b>	<b>10.9%</b>	<b>2.2%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.9%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.7%</b>



Site Description: US 50 N/O 1st St  
 Site Number: ADT2  
 Start Date: 10/8/2019

Tuesday 10/8/19	Total	Northbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	27	0	19	4	0	0	1	0	0	2	1	0	0	0
1:00 AM	15	0	9	4	0	0	1	0	0	1	0	0	0	0
2:00 AM	14	0	4	7	0	1	0	0	0	1	0	0	0	1
3:00 AM	41	0	22	13	0	5	0	0	0	1	0	0	0	0
4:00 AM	69	0	39	20	0	9	1	0	0	0	0	0	0	0
5:00 AM	165	0	82	47	0	33	1	0	0	1	0	0	0	1
6:00 AM	313	1	188	72	1	41	5	0	1	2	0	0	0	2
7:00 AM	416	0	232	120	0	46	12	0	0	3	2	0	0	1
8:00 AM	580	2	343	167	1	50	7	0	0	6	1	0	0	3
9:00 AM	536	1	306	150	1	62	8	0	1	7	0	0	0	0
10:00 AM	564	2	328	166	1	54	4	0	1	5	1	0	0	2
11:00 AM	632	4	367	179	1	57	12	0	3	7	1	0	0	1
12:00 PM	694	3	405	168	0	84	15	0	0	12	5	0	0	2
1:00 PM	487	4	277	137	5	49	3	0	3	5	2	0	0	2
2:00 PM	576	6	348	134	1	67	3	0	2	6	4	0	0	5
3:00 PM	695	5	379	190	0	91	14	0	3	7	6	0	0	0
4:00 PM	714	2	422	178	1	88	12	0	1	3	5	0	0	2
5:00 PM	659	5	389	163	3	73	14	0	2	3	0	0	1	6
6:00 PM	513	2	290	139	4	59	11	0	3	4	0	0	0	1
7:00 PM	351	1	195	108	0	36	7	0	1	2	1	0	0	0
8:00 PM	190	0	115	49	0	23	2	0	0	0	1	0	0	0
9:00 PM	112	1	65	27	0	12	2	0	0	4	1	0	0	0
10:00 PM	65	0	39	13	1	10	0	0	0	2	0	0	0	0
11:00 PM	41	1	20	13	0	4	0	0	0	0	2	0	0	1
6:00 AM - 9:00 AM	1309	3	763	359	2	137	24	0	1	11	3	0	0	6
3:00 PM - 6:00 PM	2068	12	1190	531	4	252	40	0	6	13	11	0	1	8
6:00 AM - 7:00 PM	7379	37	4274	1963	19	821	120	0	20	70	27	0	1	27
12:00 AM - 12:00 AM	8469	40	4883	2268	20	954	135	0	21	84	33	0	1	30
Percent	100%	0.5%	57.7%	26.8%	0.2%	11.3%	1.6%	0.0%	0.2%	1.0%	0.4%	0.0%	0.0%	0.4%

Tuesday 10/8/19	Total	Southbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	27	1	6	15	0	1	2	0	0	0	0	0	0	2
1:00 AM	11	0	4	5	0	0	1	0	0	0	0	0	0	1
2:00 AM	15	0	5	7	0	1	1	0	0	0	0	0	0	1
3:00 AM	24	0	9	12	0	1	1	0	0	0	1	0	0	0
4:00 AM	53	1	20	23	0	4	0	0	0	0	1	0	0	4
5:00 AM	116	1	34	56	0	13	1	0	2	1	2	0	0	6
6:00 AM	212	1	64	110	0	26	2	0	0	1	1	0	0	7
7:00 AM	442	5	185	192	0	30	4	0	0	1	18	0	0	7
8:00 AM	435	4	179	168	1	56	9	0	0	3	6	1	0	8
9:00 AM	473	4	212	177	0	46	15	0	2	5	8	0	1	3
10:00 AM	547	9	255	189	1	59	14	0	2	3	10	0	0	5
11:00 AM	583	10	269	181	1	72	24	0	0	9	9	0	2	6
12:00 PM	626	13	351	162	0	74	13	0	0	2	6	0	0	5
1:00 PM	479	3	279	122	0	50	12	0	1	2	4	0	0	6
2:00 PM	526	10	288	134	1	64	13	0	2	2	5	0	0	7
3:00 PM	671	14	374	192	0	68	10	0	3	1	7	0	0	2
4:00 PM	676	6	405	154	0	79	12	0	1	4	8	1	0	6
5:00 PM	639	2	381	170	0	60	10	0	0	3	6	0	0	7
6:00 PM	529	9	279	178	0	41	7	0	0	3	9	0	0	3
7:00 PM	376	4	188	132	0	41	4	0	0	1	4	0	1	1
8:00 PM	264	2	123	110	1	22	1	0	0	2	2	0	0	1
9:00 PM	146	0	65	68	0	8	3	0	0	0	1	0	0	1
10:00 PM	88	1	49	32	0	1	1	0	0	2	2	0	0	0
11:00 PM	41	0	26	14	0	0	0	0	0	0	0	0	0	1
6:00 AM - 9:00 AM	1089	10	428	470	1	112	15	0	0	5	25	1	0	22
3:00 PM - 6:00 PM	1986	22	1160	516	0	207	32	0	4	8	21	1	0	15
6:00 AM - 7:00 PM	6838	90	3521	2129	4	725	145	0	11	39	97	2	3	72
12:00 AM - 12:00 AM	7999	100	4050	2603	5	817	160	0	13	45	110	2	4	90
Percent	100%	1.3%	50.6%	32.5%	0.1%	10.2%	2.0%	0.0%	0.2%	0.6%	1.4%	0.0%	0.1%	1.1%

Site Description: US 50 N/O 1st St  
 Site Number: ADT2  
 Start Date: 10/8/2019



Wednesday 10/9/19	Total	Northbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
		12:00 AM	27	1	17	7	0	1	0	0	0	0	0	0
1:00 AM	18	0	7	7	0	4	0	0	0	0	0	0	0	0
2:00 AM	14	1	8	2	0	1	1	0	0	0	0	0	0	1
3:00 AM	28	0	15	5	0	6	0	0	0	1	0	0	0	1
4:00 AM	55	0	28	11	0	11	2	0	0	3	0	0	0	0
5:00 AM	162	0	72	40	0	43	5	0	1	1	0	0	0	0
6:00 AM	331	0	167	70	1	78	6	0	2	4	1	0	0	2
7:00 AM	473	2	266	112	1	67	17	0	1	2	1	0	0	4
8:00 AM	572	2	279	160	3	93	20	0	1	6	5	0	1	2
9:00 AM	555	2	294	145	0	89	14	0	1	6	3	0	0	1
10:00 AM	562	3	307	152	1	74	11	0	2	5	3	1	0	3
11:00 AM	674	0	355	190	1	96	12	0	3	13	2	0	0	2
12:00 PM	710	5	399	196	4	80	10	0	2	7	5	0	0	2
1:00 PM	611	3	329	160	2	79	20	0	1	8	6	0	0	3
2:00 PM	602	2	316	163	1	90	18	0	3	3	4	0	0	2
3:00 PM	700	6	385	179	2	99	23	0	1	1	3	0	0	1
4:00 PM	690	3	411	172	1	73	18	0	1	5	4	0	0	2
5:00 PM	643	3	375	172	2	70	8	0	3	6	2	0	0	2
6:00 PM	447	1	264	107	2	52	13	0	2	3	1	0	0	2
7:00 PM	308	0	186	75	1	41	1	0	0	2	2	0	0	0
8:00 PM	252	1	149	63	0	31	5	0	1	1	0	0	0	1
9:00 PM	113	0	65	26	0	15	2	0	0	3	1	0	0	1
10:00 PM	75	2	41	19	1	9	2	0	0	1	0	0	0	0
11:00 PM	31	0	18	5	0	5	0	0	0	3	0	0	0	0
6:00 AM - 9:00 AM	1376	4	712	342	5	238	43	0	4	12	7	0	1	8
3:00 PM - 6:00 PM	2033	12	1171	523	5	242	49	0	5	12	9	0	0	5
6:00 AM - 7:00 PM	7570	32	4147	1978	21	1040	190	0	23	69	40	1	1	28
12:00 AM - 12:00 AM	8653	37	4753	2238	23	1207	208	0	25	84	43	1	1	33
Percent	100%	0.4%	54.9%	25.9%	0.3%	13.9%	2.4%	0.0%	0.3%	1.0%	0.5%	0.0%	0.0%	0.4%

Wednesday 10/9/19	Total	Southbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
		12:00 AM	38	0	23	11	0	3	0	0	0	0	1	0
1:00 AM	26	1	10	8	0	3	1	0	1	1	0	0	0	1
2:00 AM	14	0	3	6	0	0	2	0	0	1	1	0	0	1
3:00 AM	25	0	9	12	0	2	0	0	0	1	1	0	0	0
4:00 AM	58	2	27	17	0	7	2	0	0	2	1	0	0	0
5:00 AM	105	1	38	52	0	7	0	0	1	1	1	0	0	4
6:00 AM	246	3	97	112	0	20	3	0	0	3	4	0	0	4
7:00 AM	463	2	228	173	0	23	10	0	1	6	12	1	1	6
8:00 AM	436	8	186	185	0	29	6	0	1	4	9	0	0	8
9:00 AM	470	7	231	166	0	37	9	0	0	2	6	1	0	11
10:00 AM	542	16	294	145	0	60	10	0	2	2	9	0	0	4
11:00 AM	579	7	328	149	1	69	13	0	2	2	4	1	0	3
12:00 PM	659	9	345	192	1	85	11	0	3	1	5	0	0	7
1:00 PM	624	5	338	186	0	72	9	0	0	2	6	3	0	3
2:00 PM	599	8	321	184	0	54	12	0	1	7	12	0	0	0
3:00 PM	616	14	329	182	1	59	7	0	1	6	9	2	0	6
4:00 PM	671	7	392	167	0	79	10	0	1	4	7	0	0	4
5:00 PM	652	6	382	185	0	52	6	0	2	4	10	1	1	3
6:00 PM	505	5	261	169	0	42	8	0	0	3	7	0	0	10
7:00 PM	360	2	190	126	0	30	5	0	0	0	5	0	0	2
8:00 PM	230	2	115	90	0	13	4	0	0	2	3	0	0	1
9:00 PM	166	0	82	65	0	7	6	0	1	1	4	0	0	0
10:00 PM	83	0	43	34	0	3	1	0	1	0	0	0	0	1
11:00 PM	64	1	32	29	0	1	0	0	0	0	1	0	0	0
6:00 AM - 9:00 AM	1145	13	511	470	0	72	19	0	2	13	25	1	1	18
3:00 PM - 6:00 PM	1939	27	1103	534	1	190	23	0	4	14	26	3	1	13
6:00 AM - 7:00 PM	7062	97	3732	2195	3	681	114	0	14	46	100	9	2	69
12:00 AM - 12:00 AM	8231	106	4304	2645	3	757	135	0	18	55	118	9	2	79
Percent	100%	1.3%	52.3%	32.1%	0.0%	9.2%	1.6%	0.0%	0.2%	0.7%	1.4%	0.1%	0.0%	1.0%

Site Description: US 50 N/O 1st St  
 Site Number: ADT2  
 Start Date: 10/8/2019



Thursday 10/10/19	Total	Northbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	18	1	11	3	0	3	0	0	0	0	0	0	0	0
1:00 AM	18	0	9	6	0	1	1	0	0	1	0	0	0	0
2:00 AM	25	0	15	4	0	1	1	0	0	3	0	0	0	1
3:00 AM	30	0	18	7	0	3	2	0	0	0	0	0	0	0
4:00 AM	61	0	38	19	0	3	0	0	0	1	0	0	0	0
5:00 AM	159	0	63	47	0	44	3	0	0	1	1	0	0	0
6:00 AM	281	1	166	57	1	42	10	0	0	2	2	0	0	0
7:00 AM	424	2	218	92	0	77	21	0	0	9	4	0	0	1
8:00 AM	527	0	277	125	1	83	27	0	0	9	4	0	0	1
9:00 AM	552	2	278	133	0	88	33	0	2	8	6	0	0	2
10:00 AM	607	1	349	132	1	83	24	0	2	10	0	0	0	5
11:00 AM	677	4	369	169	1	86	33	0	0	7	6	0	0	2
12:00 PM	698	3	372	183	2	91	36	0	0	5	2	0	0	4
1:00 PM	628	2	333	164	0	83	24	0	3	12	3	0	0	4
2:00 PM	577	3	302	155	1	82	14	0	5	5	6	0	0	4
3:00 PM	624	1	330	179	1	85	15	0	3	7	2	0	1	0
4:00 PM	705	3	397	188	1	78	28	0	1	6	3	0	0	0
5:00 PM	624	0	378	147	1	68	25	0	0	0	3	0	0	2
6:00 PM	423	1	230	122	1	51	10	0	3	5	0	0	0	0
7:00 PM	315	0	188	65	1	43	11	0	1	6	0	0	0	0
8:00 PM	192	0	108	49	0	31	3	0	0	1	0	0	0	0
9:00 PM	126	0	79	33	0	10	2	0	0	2	0	0	0	0
10:00 PM	83	0	46	20	0	11	4	0	0	2	0	0	0	0
11:00 PM	31	0	19	5	0	5	0	0	0	2	0	0	0	0
6:00 AM - 9:00 AM	1232	3	661	274	2	202	58	0	0	20	10	0	0	2
3:00 PM - 6:00 PM	1953	4	1105	514	3	231	68	0	4	13	8	0	1	2
6:00 AM - 7:00 PM	7347	23	3999	1846	11	997	300	0	19	85	41	0	1	25
12:00 AM - 12:00 AM	8405	24	4593	2104	12	1152	327	0	20	104	42	0	1	26
Percent	100%	0.3%	54.6%	25.0%	0.1%	13.7%	3.9%	0.0%	0.2%	1.2%	0.5%	0.0%	0.0%	0.3%

Thursday 10/10/19	Total	Southbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	36	1	14	16	0	3	1	0	0	1	0	0	0	0
1:00 AM	33	0	15	11	0	5	1	0	0	0	0	0	0	1
2:00 AM	23	0	9	9	0	1	2	0	0	0	0	1	0	1
3:00 AM	24	0	13	7	0	0	0	0	0	0	2	0	0	2
4:00 AM	54	0	27	25	0	1	1	0	0	0	0	0	0	0
5:00 AM	108	0	42	50	0	10	1	0	1	1	2	0	0	1
6:00 AM	218	2	114	72	0	18	4	0	0	1	3	0	0	4
7:00 AM	413	5	193	162	0	21	9	0	1	2	12	1	0	7
8:00 AM	457	5	238	165	0	22	9	0	3	4	4	0	0	7
9:00 AM	484	2	258	159	0	33	9	0	0	2	15	0	0	6
10:00 AM	544	2	286	167	0	58	9	0	2	7	7	0	1	5
11:00 AM	625	6	334	197	0	62	15	0	2	3	3	0	0	3
12:00 PM	620	6	359	160	0	66	10	0	1	8	7	0	0	3
1:00 PM	624	8	380	151	1	63	10	0	1	3	6	0	0	1
2:00 PM	602	6	358	175	1	40	7	0	0	2	7	0	0	6
3:00 PM	671	6	403	190	3	45	8	0	1	5	5	0	0	5
4:00 PM	743	10	470	190	0	48	14	0	0	3	6	0	0	2
5:00 PM	709	10	417	202	0	45	6	0	0	5	19	0	0	5
6:00 PM	556	6	337	157	1	26	5	0	1	4	14	0	0	5
7:00 PM	377	1	212	138	0	11	4	0	0	3	5	0	0	3
8:00 PM	260	1	150	89	1	5	1	0	0	3	6	0	0	4
9:00 PM	148	0	76	61	0	3	3	0	0	3	2	0	0	0
10:00 PM	109	0	58	42	0	3	1	0	0	3	0	0	0	2
11:00 PM	46	0	29	14	0	1	1	0	0	0	1	0	0	0
6:00 AM - 9:00 AM	1088	12	545	399	0	61	22	0	4	7	19	1	0	18
3:00 PM - 6:00 PM	2123	26	1290	582	3	138	28	0	1	13	30	0	0	12
6:00 AM - 7:00 PM	7266	74	4147	2147	6	547	115	0	12	49	108	1	1	59
12:00 AM - 12:00 AM	8484	77	4792	2609	7	590	131	0	13	63	126	2	1	73
Percent	100%	0.9%	56.5%	30.8%	0.1%	7.0%	1.5%	0.0%	0.2%	0.7%	1.5%	0.0%	0.0%	0.9%



### Vehicle Speed Report - Hourly

Site Description: US 50 N/O 1st St  
 Site Number: ADT2  
 Start Date: 10/8/2019  
 Posted Speed Limit 30

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	35.0 mph	27.1 mph
85th Percentile	33.6 mph	32.9 mph
95th Percentile	36.3 mph	36.1 mph

	Total	Speed Range (MPH) - Total Study																		PSL	%	≥ PSL + 10	%	> PSL + 15	%					
		0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95							95-100	100+			
Northbound	25527	109	40	537	4022	9920	8639	2025	216	16	2	0	1	0	0	0	0	0	0	0	0	0	0	0	10899	42.7%	235	0.9%	19	0.1%
Percent	100.0%	0.4%	0.2%	2.1%	15.8%	38.9%	33.8%	7.9%	0.8%	0.1%	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%	42.7%	0.9%	0.1%			
Southbound	24714	405	747	1677	4831	8950	6283	1549	241	30	1	0	0	0	0	0	0	0	0	0	0	0	0	8104	32.8%	272	1.1%	31	0.1%	
Percent	100.0%	1.6%	3.0%	6.8%	19.5%	36.2%	25.4%	6.3%	1.0%	0.1%	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%	32.8%	1.1%	0.1%				
Total	50241	514	787	2214	8853	18870	14922	3574	457	46	3	0	1	0	0	0	0	0	0	0	0	0	0	19003	37.8%	507	1.0%	50	0.1%	
Percent	100.0%	1.0%	1.6%	4.4%	17.6%	37.6%	29.7%	7.1%	0.9%	0.1%	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%	37.8%	1.0%	0.1%				





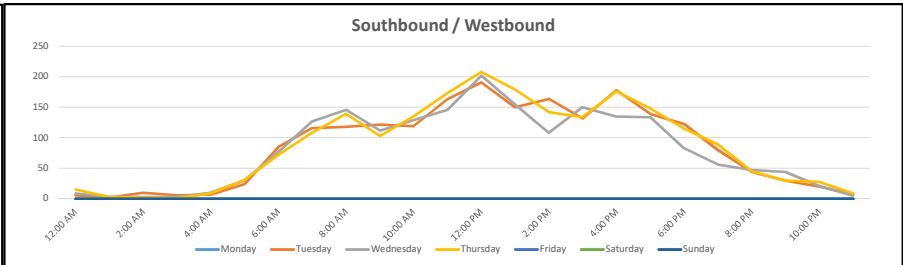
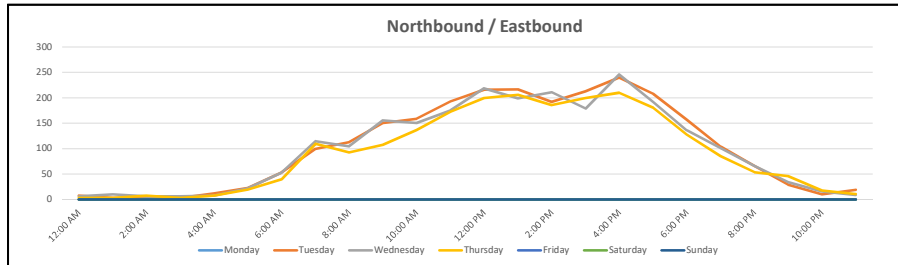


# Vehicle Volume Report - Hourly



Site Description: 1st St W/O US 50  
 Site Number: ADT3  
 Start Date: 10/8/2019

Time	Monday 10/14/19			Tuesday 10/9/19			Wednesday 10/9/19			Thursday 10/10/19			Friday 10/11/19			Saturday 10/12/19			Sunday 10/13/19			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
	12:00 AM	-	-	-	8	6	14	6	9	15	3	15	18	-	-	-	-	-	-	-	-	-	6	10	-	-	-
1:00 AM	-	-	-	3	2	5	10	3	13	3	3	6	-	-	-	-	-	-	-	-	-	5	3	-	-	-	-
2:00 AM	-	-	-	4	10	14	6	3	9	8	2	10	-	-	-	-	-	-	-	-	-	6	5	-	-	-	-
3:00 AM	-	-	-	3	6	9	6	3	9	3	1	4	-	-	-	-	-	-	-	-	-	4	3	-	-	-	-
4:00 AM	-	-	-	12	7	19	8	10	18	8	9	17	-	-	-	-	-	-	-	-	-	9	9	-	-	-	-
5:00 AM	-	-	-	23	24	47	22	30	52	20	31	51	-	-	-	-	-	-	-	-	-	22	28	-	-	-	-
6:00 AM	-	-	-	53	85	138	53	77	130	40	72	112	-	-	-	-	-	-	-	-	-	49	78	-	-	-	-
7:00 AM	-	-	-	100	116	216	115	127	242	110	108	218	-	-	-	-	-	-	-	-	-	108	117	-	-	-	-
8:00 AM	-	-	-	113	118	231	105	146	251	93	139	232	-	-	-	-	-	-	-	-	-	104	134	-	-	-	-
9:00 AM	-	-	-	151	122	273	156	112	268	108	103	211	-	-	-	-	-	-	-	-	-	138	112	-	-	-	-
10:00 AM	-	-	-	159	119	278	151	129	280	137	135	272	-	-	-	-	-	-	-	-	-	149	128	-	-	-	-
11:00 AM	-	-	-	193	163	356	175	146	321	173	173	346	-	-	-	-	-	-	-	-	-	180	161	-	-	-	-
12:00 PM	-	-	-	216	191	407	219	202	421	200	208	408	-	-	-	-	-	-	-	-	-	212	200	-	-	-	-
1:00 PM	-	-	-	217	150	367	199	155	354	206	179	385	-	-	-	-	-	-	-	-	-	207	161	-	-	-	-
2:00 PM	-	-	-	192	164	356	211	108	319	186	142	328	-	-	-	-	-	-	-	-	-	196	138	-	-	-	-
3:00 PM	-	-	-	213	132	345	179	150	329	200	134	334	-	-	-	-	-	-	-	-	-	197	139	-	-	-	-
4:00 PM	-	-	-	240	178	418	246	135	381	210	176	386	-	-	-	-	-	-	-	-	-	232	163	-	-	-	-
5:00 PM	-	-	-	208	139	347	192	134	326	181	148	329	-	-	-	-	-	-	-	-	-	194	140	-	-	-	-
6:00 PM	-	-	-	157	123	280	136	83	219	128	115	243	-	-	-	-	-	-	-	-	-	140	107	-	-	-	-
7:00 PM	-	-	-	104	80	184	101	56	157	85	89	174	-	-	-	-	-	-	-	-	-	97	75	-	-	-	-
8:00 PM	-	-	-	66	44	110	66	47	113	54	45	99	-	-	-	-	-	-	-	-	-	62	45	-	-	-	-
9:00 PM	-	-	-	29	30	59	34	44	78	46	30	76	-	-	-	-	-	-	-	-	-	36	35	-	-	-	-
10:00 PM	-	-	-	10	20	30	16	21	37	18	28	46	-	-	-	-	-	-	-	-	-	15	23	-	-	-	-
11:00 PM	-	-	-	19	8	27	9	5	14	11	9	20	-	-	-	-	-	-	-	-	-	13	7	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	266	319	585	273	350	623	243	319	562	-	-	-	-	-	-	-	-	-	261	329	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	661	449	1110	617	419	1036	591	458	1049	-	-	-	-	-	-	-	-	-	623	442	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	2212	1800	4012	2137	1704	3841	1972	1832	3804	-	-	-	-	-	-	-	-	-	2107	1779	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	2493	2037	4530	2421	1935	4356	2231	2094	4325	-	-	-	-	-	-	-	-	-	2382	2022	-	-	-	-
Percent	-	-	-	55.0%	45.0%	100.0%	55.6%	44.4%	100.0%	51.6%	48.4%	100.0%	-	-	-	-	-	-	-	-	-	54.1%	45.9%	-	-	-	-
AM Peak	-	-	-	11:00 AM	12:00 PM	-	11:00 AM	12:00 PM	-	11:00 AM	12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	4:00 PM	5:00 PM	-	12:00 PM	1:00 PM	-	12:00 PM	1:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



### Vehicle Classification Report -Hourly

Site Description: 1st St W/O US 50  
 Site Number: ADT3  
 Start Date: 10/8/2019

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

FHWA Vehicle Classification - Total Study														
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Eastbound	7145	127	4762	1367	9	733	140	0	0	7	0	0	0	0
Percent	100.0%	1.8%	66.6%	19.1%	0.1%	10.3%	2.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
Westbound	6066	67	3492	1475	25	815	147	0	6	26	10	0	0	3
Percent	100.0%	1.1%	57.6%	24.3%	0.4%	13.4%	2.4%	0.0%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%
Total	13211	194	8254	2842	34	1548	287	0	6	33	10	0	0	3
Percent	100.0%	1.5%	62.5%	21.5%	0.3%	11.7%	2.2%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%

Site Description: 1st St W/O US 50  
 Site Number: ADT3  
 Start Date: 10/8/2019



Tuesday	Total	Eastbound																
		Classes																
		1	2	3	4	5	6	7	8	9	10	11	12	13				
10/8/19																		
12:00 AM	8	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	3	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	12	1	7	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	23	0	12	6	0	3	2	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	53	2	34	8	0	7	2	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	100	3	61	17	1	15	3	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	113	3	56	33	0	19	2	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	151	3	96	30	0	20	2	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	159	3	101	29	1	22	3	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	193	10	123	37	0	17	6	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	216	3	143	41	1	20	8	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	217	3	145	43	0	20	6	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	192	1	142	34	0	11	3	0	0	1	0	0	0	0	0	0	0	0
3:00 PM	213	6	156	29	0	19	3	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	240	4	168	51	0	15	2	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	208	1	146	32	0	23	6	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	157	1	114	27	0	13	2	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	104	1	69	25	0	9	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	66	2	48	11	0	5	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	29	2	18	6	0	2	1	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	10	1	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	19	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	266	8	151	58	1	41	7	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	661	11	470	112	0	57	11	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2212	43	1485	411	3	221	48	0	0	1	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2493	50	1671	469	3	245	54	0	0	1	0	0	0	0	0	0	0	0
Percent	100%	2.0%	67.0%	18.8%	0.1%	9.6%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Tuesday	Total	Westbound																
		Classes																
		1	2	3	4	5	6	7	8	9	10	11	12	13				
10/8/19																		
12:00 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	10	1	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	6	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	7	0	5	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
5:00 AM	24	0	13	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	85	1	43	19	3	17	1	0	0	1	0	0	0	0	0	0	0	0
7:00 AM	116	0	62	30	1	20	2	0	0	1	0	0	0	0	0	0	0	0
8:00 AM	118	1	69	30	1	12	3	0	0	0	2	0	0	0	0	0	0	0
9:00 AM	122	0	63	33	0	21	5	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	119	0	56	36	0	22	5	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	163	5	90	37	1	21	6	0	0	1	1	0	0	0	0	0	0	1
12:00 PM	191	3	115	44	1	23	4	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	150	2	85	36	0	16	10	0	0	1	0	0	0	0	0	0	0	0
2:00 PM	164	0	87	43	1	25	7	0	0	1	0	0	0	0	0	0	0	0
3:00 PM	132	1	68	39	0	14	8	0	0	1	1	0	0	0	0	0	0	0
4:00 PM	178	3	113	33	1	20	8	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	139	2	82	38	0	13	4	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	123	4	85	19	0	14	1	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	80	0	43	24	0	12	1	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	44	0	22	16	0	6	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	30	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	20	0	11	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	319	2	174	79	5	49	6	0	0	2	2	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	449	6	263	110	1	47	20	0	0	1	1	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1800	22	1018	437	9	238	64	0	0	6	4	0	0	0	0	0	0	2
12:00 AM - 12:00 AM	2037	24	1159	498	11	267	65	0	0	7	4	0	0	0	0	0	0	2
Percent	100%	1.2%	56.9%	24.4%	0.5%	13.1%	3.2%	0.0%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%

Site Description: 1st St W/O US 50  
 Site Number: ADT3  
 Start Date: 10/8/2019



Wednesday 10/9/19	Total	Eastbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
3:00 AM	6	0	2	2	0	1	0	0	0	1	0	0	0	0
4:00 AM	8	0	6	1	0	0	1	0	0	0	0	0	0	0
5:00 AM	22	0	12	7	0	3	0	0	0	0	0	0	0	0
6:00 AM	53	0	39	8	0	6	0	0	0	0	0	0	0	0
7:00 AM	115	2	73	29	0	11	0	0	0	0	0	0	0	0
8:00 AM	105	1	59	23	0	16	5	0	0	1	0	0	0	0
9:00 AM	156	2	92	39	0	16	7	0	0	0	0	0	0	0
10:00 AM	151	3	88	40	1	16	3	0	0	0	0	0	0	0
11:00 AM	175	3	117	27	0	22	6	0	0	0	0	0	0	0
12:00 PM	219	1	155	41	0	16	5	0	0	1	0	0	0	0
1:00 PM	199	4	135	32	0	23	5	0	0	0	0	0	0	0
2:00 PM	211	2	146	33	0	27	3	0	0	0	0	0	0	0
3:00 PM	179	4	107	43	0	21	4	0	0	0	0	0	0	0
4:00 PM	246	2	174	41	1	26	1	0	0	1	0	0	0	0
5:00 PM	192	3	140	35	0	13	0	0	0	1	0	0	0	0
6:00 PM	136	2	94	19	0	20	1	0	0	0	0	0	0	0
7:00 PM	101	1	72	18	0	8	2	0	0	0	0	0	0	0
8:00 PM	66	0	51	12	0	3	0	0	0	0	0	0	0	0
9:00 PM	34	2	23	8	0	1	0	0	0	0	0	0	0	0
10:00 PM	16	0	12	3	0	0	1	0	0	0	0	0	0	0
11:00 PM	9	0	5	3	0	1	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	273	3	171	60	0	33	5	0	0	1	0	0	0	0
3:00 PM - 6:00 PM	617	9	421	119	1	60	5	0	0	2	0	0	0	0
6:00 AM - 7:00 PM	2137	29	1419	410	2	233	40	0	0	4	0	0	0	0
12:00 AM - 12:00 AM	2421	32	1620	467	2	251	44	0	0	5	0	0	0	0
Percent	100%	1.3%	66.9%	19.3%	0.1%	10.4%	1.8%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%

Wednesday 10/9/19	Total	Westbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	2	0	0	1	0	0	0	0	0	0	0	0
2:00 AM	3	1	0	0	1	1	0	0	0	0	0	0	0	0
3:00 AM	3	1	1	0	0	1	0	0	0	0	0	0	0	0
4:00 AM	10	0	7	1	1	0	0	0	0	1	0	0	0	0
5:00 AM	30	0	20	6	0	3	1	0	0	0	0	0	0	0
6:00 AM	77	0	36	22	0	17	0	0	0	1	1	0	0	0
7:00 AM	127	1	77	29	1	17	2	0	0	0	0	0	0	0
8:00 AM	146	1	78	33	1	26	6	0	0	0	1	0	0	0
9:00 AM	112	1	51	33	1	18	6	0	0	2	0	0	0	0
10:00 AM	129	1	69	32	0	18	6	0	1	2	0	0	0	0
11:00 AM	146	4	87	32	1	14	8	0	0	0	0	0	0	0
12:00 PM	202	5	112	46	1	30	7	0	1	0	0	0	0	0
1:00 PM	155	2	87	45	1	15	5	0	0	0	0	0	0	0
2:00 PM	108	3	62	30	0	10	2	0	0	0	1	0	0	0
3:00 PM	150	0	82	44	0	21	3	0	0	0	0	0	0	0
4:00 PM	135	3	83	33	0	13	3	0	0	0	0	0	0	0
5:00 PM	134	2	83	28	0	17	2	0	0	2	0	0	0	0
6:00 PM	83	1	46	29	0	6	1	0	0	0	0	0	0	0
7:00 PM	56	0	39	12	0	5	0	0	0	0	0	0	0	0
8:00 PM	47	0	33	12	0	2	0	0	0	0	0	0	0	0
9:00 PM	44	0	29	10	0	5	0	0	0	0	0	0	0	0
10:00 PM	21	0	19	1	0	1	0	0	0	0	0	0	0	0
11:00 PM	5	0	1	4	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	350	2	191	84	2	60	8	0	0	1	2	0	0	0
3:00 PM - 6:00 PM	419	5	248	105	0	51	8	0	0	2	0	0	0	0
6:00 AM - 7:00 PM	1704	24	953	436	6	222	51	0	2	7	3	0	0	0
12:00 AM - 12:00 AM	1935	26	1111	484	8	241	52	0	2	8	3	0	0	0
Percent	100%	1.3%	57.4%	25.0%	0.4%	12.5%	2.7%	0.0%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%



Site Description: 1st St W/O US 50  
 Site Number: ADT3  
 Start Date: 10/8/2019



Thursday	Total	Eastbound																
		Classes																
		1	2	3	4	5	6	7	8	9	10	11	12	13				
10/10/19																		
12:00 AM	3	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	8	0	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	3	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	20	0	14	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	40	2	26	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	110	2	60	28	0	17	3	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	93	3	56	19	1	12	2	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	108	5	64	22	0	15	2	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	137	3	88	31	0	12	3	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	173	0	114	41	0	14	3	0	0	1	0	0	0	0	0	0	0	0
12:00 PM	200	5	140	33	1	18	3	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	206	8	128	38	1	27	4	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	186	4	133	31	1	15	2	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	200	1	134	42	0	16	7	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	210	6	144	38	0	22	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	181	3	130	22	0	23	3	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	128	2	73	31	0	21	1	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	85	1	61	16	0	6	1	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	54	0	38	13	0	2	1	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	46	0	36	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	18	0	10	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	11	0	6	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	243	7	142	53	1	33	7	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	591	10	408	102	0	61	10	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1972	44	1290	382	4	216	35	0	0	1	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2231	45	1471	431	4	237	42	0	0	1	0	0	0	0	0	0	0	0
Percent	100%	2.0%	65.9%	19.3%	0.2%	10.6%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Thursday	Total	Westbound																	
		Classes																	
		1	2	3	4	5	6	7	8	9	10	11	12	13					
10/10/19																			
12:00 AM	15	1	8	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	9	0	3	0	1	4	0	0	0	1	0	0	0	0	0	0	0	0	0
5:00 AM	31	1	19	6	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	72	0	40	15	0	16	0	0	0	1	0	0	0	0	0	0	0	0	0
7:00 AM	108	1	66	18	0	21	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	139	0	75	32	1	28	1	0	0	2	0	0	0	0	0	0	0	0	0
9:00 AM	103	0	52	34	0	16	0	0	0	1	0	0	0	0	0	0	0	0	0
10:00 AM	135	2	62	38	1	23	6	0	0	3	0	0	0	0	0	0	0	0	0
11:00 AM	173	3	104	34	1	25	4	0	1	0	1	0	0	0	0	0	0	0	0
12:00 PM	208	3	116	51	0	30	4	0	0	2	2	0	0	0	0	0	0	0	0
1:00 PM	179	0	109	48	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	142	2	87	27	0	21	4	0	0	1	0	0	0	0	0	0	0	0	0
3:00 PM	134	1	83	33	1	13	3	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	176	0	105	35	0	33	3	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	148	0	75	46	0	26	0	0	1	0	0	0	0	0	0	0	0	0	0
6:00 PM	115	1	72	32	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0
7:00 PM	89	2	59	16	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	45	0	34	8	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	30	0	21	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	28	0	17	8	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	319	1	181	65	1	65	2	0	0	3	0	0	0	0	0	0	0	0	1
3:00 PM - 6:00 PM	458	1	263	114	1	72	6	0	0	1	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1832	13	1046	443	4	281	28	0	3	10	3	0	0	0	0	0	0	0	1
12:00 AM - 12:00 AM	2094	17	1222	493	6	307	30	0	4	11	3	0	0	0	0	0	0	0	1
Percent	100%	0.8%	58.4%	23.5%	0.3%	14.7%	1.4%	0.0%	0.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

### Vehicle Speed Report - Hourly

Site Description: 1st S1 W/O US 50  
 Site Number: ADT3  
 Start Date: 10/8/2019  
 Posted Speed Limit 25\* No posted speed limit

Total Study Speed Summary		
	Eastbound	Westbound
Average Speed	16.4 mph	20.2 mph
85th Percentile	20.7 mph	24.5 mph
95th Percentile	24.7 mph	27.0 mph

	Total	Speed Range (MPH) - Total Study																	PSL	%	> PSL + 10	%	> PSL + 15	%								
		0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90							90-95	95-100	100+					
Eastbound	7145	451	2303	3050	1013	266	50	10	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	328	4.6%	12	0.2%	2	0.0%
Percent	100.0%	6.3%	32.2%	42.7%	14.2%	3.7%	0.7%	0.1%	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%	0.0%	0.0%	0.0%	0.0%	4.6%	12	0.2%	2	0.0%	
Westbound	6066	161	641	1697	2818	684	62	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	749	12.3%	3	0.0%	1	0.0%
Percent	100.0%	2.7%	10.6%	28.0%	46.5%	11.3%	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%	0.0%	0.0%	0.0%	0.0%	0.0%	12.3%	3	0.0%	1	0.0%	
Total	13211	612	2944	4747	3831	950	112	12	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1077	8.2%	15	0.1%	3	0.0%	
Percent	100.0%	4.6%	22.3%	35.9%	29.0%	7.2%	0.8%	0.1%	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%	0.0%	0.0%	0.0%	8.2%	15	0.1%	3	0.0%		





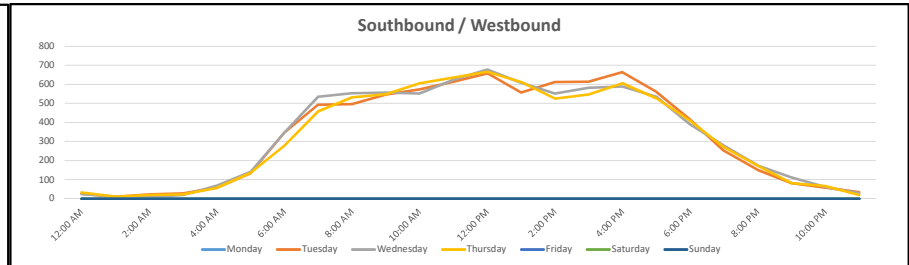
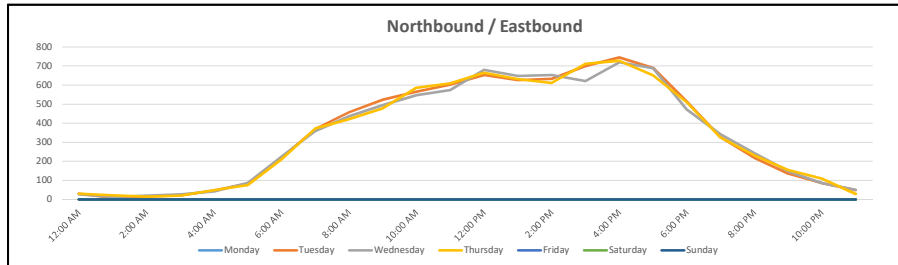


# Vehicle Volume Report - Hourly



Site Description: 1st St E/O US 50  
 Site Number: ADT4  
 Start Date: 10/8/2019

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg			
	10/14/19			10/9/19			10/9/19			10/10/19			10/11/19			10/12/19			10/13/19			Tue-Thu		Mon-Fri		Mon-Sun			
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB
12:00 AM	-	-	-	31	27	58	28	25	53	31	33	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1:00 AM	-	-	-	9	10	19	14	12	26	23	12	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2:00 AM	-	-	-	15	23	38	21	9	30	15	20	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 AM	-	-	-	22	29	51	28	21	49	20	24	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 AM	-	-	-	48	58	106	42	69	111	49	57	106	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5:00 AM	-	-	-	85	134	219	88	141	229	76	136	212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM	-	-	-	219	347	566	225	347	572	210	279	489	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7:00 AM	-	-	-	370	493	863	360	536	896	373	459	832	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8:00 AM	-	-	-	458	497	955	437	555	992	422	533	955	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9:00 AM	-	-	-	524	547	1071	496	558	1054	479	550	1029	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10:00 AM	-	-	-	566	575	1141	548	552	1100	587	607	1194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11:00 AM	-	-	-	604	615	1219	574	625	1199	610	636	1246	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12:00 PM	-	-	-	654	659	1313	681	678	1359	665	667	1332	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1:00 PM	-	-	-	627	557	1184	649	609	1258	632	613	1245	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2:00 PM	-	-	-	634	613	1247	654	553	1207	611	526	1137	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 PM	-	-	-	701	615	1316	622	583	1205	713	547	1260	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	-	-	-	746	664	1410	720	589	1309	728	607	1335	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5:00 PM	-	-	-	691	561	1252	689	536	1225	652	528	1180	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 PM	-	-	-	515	416	931	472	391	863	511	409	920	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7:00 PM	-	-	-	326	252	578	342	279	621	325	271	596	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8:00 PM	-	-	-	218	152	370	242	175	417	230	173	403	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9:00 PM	-	-	-	137	83	220	149	113	262	155	82	237	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10:00 PM	-	-	-	87	58	145	87	63	150	109	68	177	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11:00 PM	-	-	-	49	36	85	51	30	81	29	21	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM - 9:00 AM	-	-	-	1047	1337	2384	1022	1438	2460	1005	1271	2276	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 PM - 6:00 PM	-	-	-	2138	1840	3978	2031	1708	3739	2093	1682	3775	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM - 7:00 PM	-	-	-	7309	7159	14468	7127	7112	14239	7193	6961	14154	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12:00 AM - 12:00 AM	-	-	-	8336	8021	16357	8219	8049	16268	8255	7858	16113	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Percent	-	-	-	51.0%	49.0%	100.0%	50.5%	49.5%	100.0%	51.2%	48.8%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
AM Peak	-	-	-	11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
PM Peak	-	-	-	4:00 PM	5:00 PM		12:00 PM	1:00 PM		4:00 PM	5:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



### Vehicle Classification Report -Hourly

Site Description: 1st St E/O US 50  
 Site Number: ADT4  
 Start Date: 10/8/2019

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

FHWA Vehicle Classification - Total Study														
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Eastbound	24810	165	13174	6170	77	4730	259	0	41	143	29	3	1	18
Percent	100.0%	0.7%	53.1%	24.9%	0.3%	19.1%	1.0%	0.0%	0.2%	0.6%	0.1%	0.0%	0.0%	0.1%
Westbound	23928	350	12204	6028	90	4723	342	0	49	90	35	1	1	15
Percent	100.0%	1.5%	51.0%	25.2%	0.4%	19.7%	1.4%	0.0%	0.2%	0.4%	0.1%	0.0%	0.0%	0.1%
Total	48738	515	25378	12198	167	9453	601	0	90	233	64	4	2	33
Percent	100.0%	1.1%	52.1%	25.0%	0.3%	19.4%	1.2%	0.0%	0.2%	0.5%	0.1%	0.0%	0.0%	0.1%

Tuesday	Total	Eastbound															
		Classes															
		1	2	3	4	5	6	7	8	9	10	11	12	13			
10/8/19																	
12:00 AM	31	0	20	6	0	3	0	0	0	2	0	0	0	0	0	0	0
1:00 AM	9	0	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	15	0	4	6	0	5	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	22	0	13	4	0	4	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	48	0	23	11	0	11	0	0	0	2	1	0	0	0	0	0	0
5:00 AM	85	1	34	17	0	29	2	0	0	2	0	0	0	0	0	0	0
6:00 AM	219	1	118	47	0	48	1	0	1	3	0	0	0	0	0	0	0
7:00 AM	370	1	187	94	0	80	2	0	1	5	0	0	0	0	0	0	0
8:00 AM	458	1	200	136	2	103	7	0	0	6	1	0	0	0	0	2	0
9:00 AM	524	1	261	127	1	120	8	0	2	4	0	0	0	0	0	0	0
10:00 AM	566	5	284	143	2	121	6	0	0	4	1	0	0	0	0	0	0
11:00 AM	604	6	331	154	2	96	8	0	2	3	1	0	0	0	1	0	1
12:00 PM	654	4	353	158	2	121	10	0	0	5	0	0	0	0	1	0	1
1:00 PM	627	4	368	144	1	90	13	0	3	2	2	0	0	0	0	0	0
2:00 PM	634	4	342	174	2	101	4	0	1	5	1	0	0	0	0	0	0
3:00 PM	701	9	389	164	2	123	11	0	0	2	1	0	0	0	0	0	0
4:00 PM	746	5	407	185	1	134	12	0	1	1	0	0	0	0	0	0	0
5:00 PM	691	4	401	165	0	106	8	0	3	1	2	0	0	0	1	0	1
6:00 PM	515	5	300	125	1	70	7	0	2	3	2	0	0	0	0	0	0
7:00 PM	326	2	183	88	0	52	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	218	2	136	45	1	34	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	137	0	80	35	0	20	0	0	1	1	0	0	0	0	0	0	0
10:00 PM	87	2	61	15	0	9	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	49	0	30	11	1	7	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1047	3	505	277	2	231	10	0	2	14	1	0	0	0	2	0	2
3:00 PM - 6:00 PM	2138	18	1197	514	3	363	31	0	4	4	3	0	0	0	1	0	1
6:00 AM - 7:00 PM	7309	50	3941	1816	16	1313	97	0	16	44	11	0	0	0	5	0	5
12:00 AM - 12:00 AM	8336	57	4529	2058	18	1488	101	0	17	51	12	0	0	0	5	0	5
Percent	100%	0.7%	54.3%	24.7%	0.2%	17.9%	1.2%	0.0%	0.2%	0.6%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%

Tuesday	Total	Westbound															
		Classes															
		1	2	3	4	5	6	7	8	9	10	11	12	13			
10/8/19																	
12:00 AM	27	0	17	8	0	2	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	10	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	23	1	11	5	1	5	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	29	0	16	9	0	3	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	58	0	35	15	0	4	3	0	0	0	1	0	0	0	0	0	0
5:00 AM	134	1	73	25	0	31	2	0	1	0	1	0	0	0	0	0	0
6:00 AM	347	7	178	68	10	74	6	0	2	2	0	0	0	0	0	0	0
7:00 AM	493	5	270	122	1	85	6	0	4	0	0	0	0	0	0	0	0
8:00 AM	497	6	252	119	6	104	8	0	1	1	0	0	0	0	0	0	0
9:00 AM	547	8	271	126	1	128	7	0	2	1	0	0	1	2	0	1	2
10:00 AM	575	6	285	150	2	118	7	0	2	3	2	0	0	0	0	0	0
11:00 AM	615	11	323	165	2	98	13	0	0	2	0	0	0	0	1	0	1
12:00 PM	659	8	341	154	1	137	12	0	4	0	2	0	0	0	0	0	0
1:00 PM	557	12	291	141	2	97	9	0	0	3	1	0	0	0	1	0	1
2:00 PM	613	13	319	150	0	111	14	0	1	1	4	0	0	0	0	0	0
3:00 PM	615	14	300	163	1	121	8	0	1	4	2	0	0	0	1	0	1
4:00 PM	664	11	367	147	1	122	13	0	1	2	0	0	0	0	0	0	0
5:00 PM	561	14	304	136	1	94	12	0	0	0	0	0	0	0	0	0	0
6:00 PM	416	9	204	119	2	70	8	0	0	4	0	0	0	0	0	0	0
7:00 PM	252	3	106	84	0	56	3	0	0	0	0	0	0	0	0	0	0
8:00 PM	152	2	82	35	0	32	0	0	0	1	0	0	0	0	0	0	0
9:00 PM	83	0	50	23	0	10	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	58	1	30	16	1	8	0	0	1	1	0	0	0	0	0	0	0
11:00 PM	36	1	23	7	0	5	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1337	18	700	309	17	263	20	0	7	3	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1840	39	971	446	3	337	33	0	2	6	2	0	0	0	1	0	1
6:00 AM - 7:00 PM	7159	124	3705	1760	30	1359	123	0	18	23	11	0	1	5	0	1	5
12:00 AM - 12:00 AM	8021	133	4155	1990	32	1515	132	0	20	25	13	0	1	5	0	1	5
Percent	100%	1.7%	51.8%	24.8%	0.4%	18.9%	1.6%	0.0%	0.2%	0.3%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%



Wednesday 10/9/19	Total	Eastbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	28	0	20	6	0	2	0	0	0	0	0	0	0	0
1:00 AM	14	1	9	0	0	3	1	0	0	0	0	0	0	0
2:00 AM	21	1	10	3	2	5	0	0	0	0	0	0	0	0
3:00 AM	28	0	11	7	1	8	0	0	0	1	0	0	0	0
4:00 AM	42	0	21	6	0	11	2	0	0	1	0	0	0	1
5:00 AM	88	0	39	25	0	22	0	0	1	1	0	0	0	0
6:00 AM	225	4	120	36	1	61	0	0	1	2	0	0	0	0
7:00 AM	360	2	174	96	0	78	5	0	1	4	0	0	0	0
8:00 AM	437	5	217	110	0	94	7	0	1	3	0	0	0	0
9:00 AM	496	1	236	136	3	101	10	0	1	5	3	0	0	0
10:00 AM	548	4	257	162	2	102	15	0	2	3	0	0	0	1
11:00 AM	574	7	275	144	2	133	7	0	2	4	0	0	0	0
12:00 PM	681	6	354	182	0	123	10	0	1	4	1	0	0	0
1:00 PM	649	11	329	168	1	125	10	0	1	2	1	1	0	0
2:00 PM	654	9	353	170	2	113	6	0	0	0	0	0	0	1
3:00 PM	622	2	314	172	1	120	5	0	2	2	1	0	1	2
4:00 PM	720	7	389	168	0	145	5	0	1	3	1	0	0	1
5:00 PM	689	3	393	171	5	110	3	0	1	2	1	0	0	0
6:00 PM	472	5	269	117	1	76	1	0	0	3	0	0	0	0
7:00 PM	342	0	192	85	0	62	2	0	0	1	0	0	0	0
8:00 PM	242	1	158	45	0	36	1	0	0	1	0	0	0	0
9:00 PM	149	1	89	32	0	22	2	0	0	3	0	0	0	0
10:00 PM	87	0	59	20	1	6	0	0	1	0	0	0	0	0
11:00 PM	51	0	33	12	0	6	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1022	11	511	242	1	233	12	0	3	9	0	0	0	0
3:00 PM - 6:00 PM	2031	12	1096	511	6	375	13	0	4	7	3	0	1	3
6:00 AM - 7:00 PM	7127	66	3680	1832	18	1381	84	0	14	37	8	1	1	5
12:00 AM - 12:00 AM	8219	70	4321	2073	22	1564	92	0	16	45	8	1	1	6
Percent	100%	0.9%	52.6%	25.2%	0.3%	19.0%	1.1%	0.0%	0.2%	0.5%	0.1%	0.0%	0.0%	0.1%

Wednesday 10/9/19	Total	Westbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	25	0	16	7	0	2	0	0	0	0	0	0	0	0
1:00 AM	12	0	5	4	0	3	0	0	0	0	0	0	0	0
2:00 AM	9	1	4	1	0	1	0	0	0	1	1	0	0	0
3:00 AM	21	3	11	5	0	1	0	0	0	0	0	0	0	1
4:00 AM	69	1	45	7	0	14	1	0	0	1	0	0	0	0
5:00 AM	141	1	65	32	2	38	2	0	1	0	0	0	0	0
6:00 AM	347	3	178	68	2	89	7	0	0	0	0	0	0	0
7:00 AM	536	8	303	125	4	89	3	0	1	1	2	0	0	0
8:00 AM	555	6	284	126	2	124	6	0	4	2	1	0	0	0
9:00 AM	558	9	259	153	5	118	11	0	3	0	0	0	0	0
10:00 AM	552	9	269	149	1	114	5	0	3	1	0	1	0	0
11:00 AM	625	6	316	161	2	126	6	0	1	6	1	0	0	0
12:00 PM	678	10	377	157	2	119	9	0	1	2	1	0	0	0
1:00 PM	609	14	306	156	2	119	7	0	1	2	0	0	0	2
2:00 PM	553	10	272	144	2	114	9	0	1	1	0	0	0	0
3:00 PM	583	8	300	158	2	104	9	0	0	0	1	0	0	1
4:00 PM	589	7	314	149	1	102	15	0	0	0	1	0	0	0
5:00 PM	536	9	294	132	1	95	3	0	1	1	0	0	0	0
6:00 PM	391	6	208	92	2	74	8	0	0	1	0	0	0	0
7:00 PM	279	3	160	69	0	45	1	0	1	0	0	0	0	0
8:00 PM	175	1	105	39	0	30	0	0	0	0	0	0	0	0
9:00 PM	113	1	61	31	0	17	2	0	0	1	0	0	0	0
10:00 PM	63	0	35	16	1	9	2	0	0	0	0	0	0	0
11:00 PM	30	0	13	11	0	5	1	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1438	17	765	319	8	302	16	0	5	3	3	0	0	0
3:00 PM - 6:00 PM	1708	24	908	439	4	301	27	0	1	1	2	0	0	1
6:00 AM - 7:00 PM	7112	105	3680	1770	28	1387	98	0	16	17	7	1	0	3
12:00 AM - 12:00 AM	8049	116	4200	1992	31	1552	107	0	18	20	8	1	0	4
Percent	100%	1.4%	52.2%	24.7%	0.4%	19.3%	1.3%	0.0%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%

Thursday	Total	Eastbound																
		Classes																
		1	2	3	4	5	6	7	8	9	10	11	12	13				
10/10/19																		
12:00 AM	31	1	18	5	0	7	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	23	1	15	3	0	3	0	0	0	1	0	0	0	0	0	0	0	0
2:00 AM	15	1	5	4	0	4	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	20	0	9	5	1	4	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	49	2	23	10	0	14	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	76	1	32	19	1	21	0	0	1	1	0	0	0	0	0	0	0	0
6:00 AM	210	1	97	50	2	54	2	0	0	4	0	0	0	0	0	0	0	0
7:00 AM	373	5	190	80	0	89	2	0	1	5	1	0	0	0	0	0	0	0
8:00 AM	422	2	177	125	3	107	1	0	0	6	1	0	0	0	0	0	0	0
9:00 AM	479	3	245	117	5	97	5	0	0	4	2	0	0	0	0	0	0	1
10:00 AM	587	3	265	183	3	117	9	0	0	5	0	0	0	0	0	0	0	2
11:00 AM	610	1	306	138	2	148	6	0	2	6	0	1	0	0	0	0	0	0
12:00 PM	665	0	357	160	6	128	10	0	0	2	1	0	0	0	0	0	0	1
1:00 PM	632	3	334	155	3	123	9	0	2	2	1	0	0	0	0	0	0	0
2:00 PM	611	3	338	142	3	113	6	0	2	2	0	0	0	0	0	0	0	2
3:00 PM	713	3	382	175	4	141	5	0	0	1	0	1	0	1	0	0	0	1
4:00 PM	728	3	383	185	2	148	4	0	0	3	0	0	0	0	0	0	0	0
5:00 PM	652	4	351	167	0	126	2	0	0	1	1	0	0	0	0	0	0	0
6:00 PM	511	0	289	114	1	102	1	0	0	3	1	0	0	0	0	0	0	0
7:00 PM	325	0	189	88	0	46	1	0	0	0	1	0	0	0	0	0	0	0
8:00 PM	230	1	137	53	0	37	1	0	0	1	0	0	0	0	0	0	0	0
9:00 PM	155	0	101	34	1	19	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	109	0	68	22	0	19	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	29	0	13	5	0	11	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1005	8	464	255	5	250	5	0	1	15	2	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	2093	10	1116	527	6	415	11	0	0	5	1	1	0	0	0	0	0	1
6:00 AM - 7:00 PM	7193	31	3714	1791	34	1493	62	0	7	44	8	2	0	0	0	0	0	7
12:00 AM - 12:00 AM	8255	38	4324	2039	37	1678	66	0	8	47	9	2	0	0	0	0	0	7
Percent	100%	0.5%	52.4%	24.7%	0.4%	20.3%	0.8%	0.0%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%

Thursday	Total	Westbound																
		Classes																
		1	2	3	4	5	6	7	8	9	10	11	12	13				
10/10/19																		
12:00 AM	33	0	18	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	12	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	20	0	10	4	1	2	0	0	0	2	0	0	0	0	0	0	0	1
3:00 AM	24	0	14	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	57	1	31	12	4	9	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	136	1	66	26	2	38	2	0	0	1	0	0	0	0	0	0	0	0
6:00 AM	279	2	153	52	1	61	8	0	1	1	0	0	0	0	0	0	0	0
7:00 AM	459	4	245	103	2	89	11	0	1	3	1	0	0	0	0	0	0	0
8:00 AM	533	4	282	126	2	107	5	0	2	5	0	0	0	0	0	0	0	0
9:00 AM	550	6	291	134	1	101	10	0	0	6	0	0	0	0	0	0	0	1
10:00 AM	607	10	292	164	2	121	11	0	0	4	2	0	0	0	0	0	0	1
11:00 AM	636	8	293	174	0	148	7	0	0	4	1	0	0	0	0	0	0	1
12:00 PM	667	8	329	165	3	145	7	0	0	4	6	0	0	0	0	0	0	0
1:00 PM	613	10	265	182	2	135	10	0	2	5	1	0	0	0	0	0	0	1
2:00 PM	526	14	220	145	2	133	8	0	1	2	1	0	0	0	0	0	0	0
3:00 PM	547	6	275	136	3	118	5	0	0	3	1	0	0	0	0	0	0	0
4:00 PM	607	7	302	160	1	127	4	0	2	4	0	0	0	0	0	0	0	0
5:00 PM	528	8	249	155	0	109	4	0	1	0	1	0	0	0	0	0	0	1
6:00 PM	409	6	198	111	0	89	4	0	1	0	0	0	0	0	0	0	0	0
7:00 PM	271	4	127	79	0	57	3	0	0	1	0	0	0	0	0	0	0	0
8:00 PM	173	0	92	44	0	35	2	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	82	1	41	26	1	12	1	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	68	0	33	21	0	13	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	21	0	15	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1271	10	680	281	5	257	24	0	4	9	1	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1682	21	826	451	4	354	13	0	3	7	2	0	0	0	0	0	0	1
6:00 AM - 7:00 PM	6961	93	3394	1807	19	1483	94	0	11	41	14	0	0	0	0	0	0	5
12:00 AM - 12:00 AM	7858	101	3849	2046	27	1656	103	0	11	45	14	0	0	0	0	0	0	6
Percent	100%	1.3%	49.0%	26.0%	0.3%	21.1%	1.3%	0.0%	0.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%

**Vehicle Speed Report - Hourly**

Site Description: 1st St E/O US 50  
 Site Number: ADT4  
 Start Date: 10/8/2019  
 Posted Speed Limit 35

Total Study Speed Summary		
	Eastbound	Westbound
Average Speed	35.1 mph	25.8 mph
85th Percentile	33.8 mph	30.9 mph
95th Percentile	36.3 mph	33.8 mph

	Total	Speed Range (MPH) - Total Study																	≥PSL	%	≥ PSL + 10	%	> PSL + 15	%							
		0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90							90-95	95-100	100+				
Eastbound	24810	43	390	1434	2509	8113	10034	2085	180	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2287	9.2%	22	0.1%	3	0.0%
Percent	100.0%	0.2%	1.6%	5.8%	10.1%	32.7%	40.4%	8.4%	0.7%	0.1%	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%	0.0%	9.2%	22	0.1%	3	0.0%	
Westbound	23928	151	660	2381	6308	9559	4092	675	94	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	777	3.2%	8	0.0%	2	0.0%	
Percent	100.0%	0.6%	2.8%	10.0%	26.4%	39.9%	17.1%	2.8%	0.4%	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%	0.0%	3.2%	8	0.0%	2	0.0%		
Total	48738	194	1050	3815	8817	17672	14126	2760	274	25	4	1	0	0	0	0	0	0	0	0	0	0	0	0	3064	6.3%	30	0.1%	5	0.0%	
Percent	100.0%	0.4%	2.2%	7.8%	18.1%	36.3%	29.0%	5.7%	0.6%	0.1%	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%	6.3%	30	0.1%	5	0.0%		





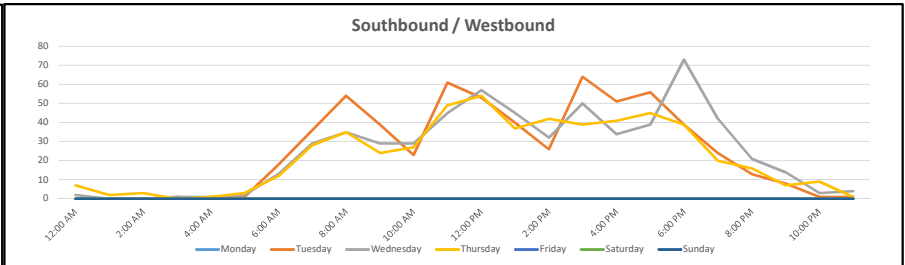
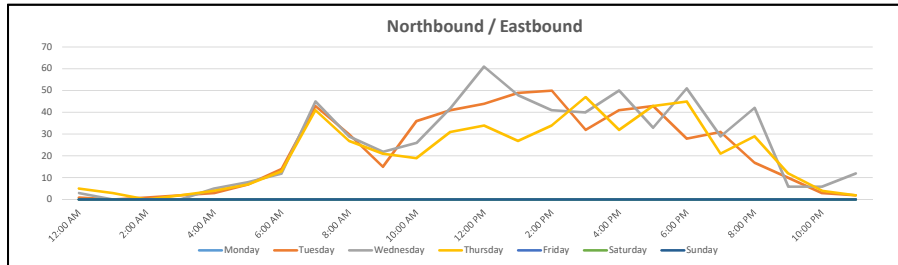


# Vehicle Volume Report - Hourly



Site Description: Eaton Ave W/O US 50  
 Site Number: ADT5  
 Start Date: 10/8/2019

Time	Monday 10/14/19			Tuesday 10/8/19			Wednesday 10/9/19			Thursday 10/10/19			Friday 10/11/19			Saturday 10/12/19			Sunday 10/13/19			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
	12:00 AM	-	-	-	1	0	1	3	2	5	5	7	12	-	-	-	-	-	-	-	-	3	3	-	-	-	-
1:00 AM	-	-	-	0	0	0	0	0	0	3	2	5	-	-	-	-	-	-	-	-	1	1	-	-	-	-	
2:00 AM	-	-	-	1	0	1	0	0	0	0	3	3	-	-	-	-	-	-	-	-	0	1	-	-	-	-	
3:00 AM	-	-	-	2	1	3	0	1	1	2	0	2	-	-	-	-	-	-	-	-	1	1	-	-	-	-	
4:00 AM	-	-	-	3	0	3	5	1	6	4	1	5	-	-	-	-	-	-	-	-	4	1	-	-	-	-	
5:00 AM	-	-	-	7	1	8	8	2	10	7	3	10	-	-	-	-	-	-	-	-	7	2	-	-	-	-	
6:00 AM	-	-	-	14	18	32	12	13	25	13	12	25	-	-	-	-	-	-	-	-	13	14	-	-	-	-	
7:00 AM	-	-	-	43	36	79	45	29	74	41	28	69	-	-	-	-	-	-	-	-	43	31	-	-	-	-	
8:00 AM	-	-	-	30	54	84	29	35	64	27	35	62	-	-	-	-	-	-	-	-	29	41	-	-	-	-	
9:00 AM	-	-	-	15	39	54	22	29	51	21	24	45	-	-	-	-	-	-	-	-	19	31	-	-	-	-	
10:00 AM	-	-	-	36	23	59	26	29	55	19	27	46	-	-	-	-	-	-	-	-	27	26	-	-	-	-	
11:00 AM	-	-	-	41	61	102	42	45	87	31	49	80	-	-	-	-	-	-	-	-	38	52	-	-	-	-	
12:00 PM	-	-	-	44	53	97	61	57	118	34	54	88	-	-	-	-	-	-	-	-	46	55	-	-	-	-	
1:00 PM	-	-	-	49	40	89	48	45	93	27	37	64	-	-	-	-	-	-	-	-	41	41	-	-	-	-	
2:00 PM	-	-	-	50	26	76	41	32	73	34	42	76	-	-	-	-	-	-	-	-	42	33	-	-	-	-	
3:00 PM	-	-	-	32	64	96	40	50	90	47	39	86	-	-	-	-	-	-	-	-	40	51	-	-	-	-	
4:00 PM	-	-	-	41	51	92	50	34	84	32	41	73	-	-	-	-	-	-	-	-	41	42	-	-	-	-	
5:00 PM	-	-	-	43	56	99	33	39	72	43	45	88	-	-	-	-	-	-	-	-	40	47	-	-	-	-	
6:00 PM	-	-	-	28	39	67	51	73	124	45	39	84	-	-	-	-	-	-	-	-	41	50	-	-	-	-	
7:00 PM	-	-	-	31	24	55	29	42	71	21	20	41	-	-	-	-	-	-	-	-	27	29	-	-	-	-	
8:00 PM	-	-	-	17	13	30	42	21	63	29	16	45	-	-	-	-	-	-	-	-	29	17	-	-	-	-	
9:00 PM	-	-	-	10	8	18	6	14	20	12	7	19	-	-	-	-	-	-	-	-	9	10	-	-	-	-	
10:00 PM	-	-	-	3	1	4	6	3	9	4	9	13	-	-	-	-	-	-	-	-	4	4	-	-	-	-	
11:00 PM	-	-	-	2	1	3	12	4	16	2	1	3	-	-	-	-	-	-	-	-	5	2	-	-	-	-	
6:00 AM - 9:00 AM	-	-	-	87	108	195	86	77	163	81	75	156	-	-	-	-	-	-	-	-	85	87	-	-	-	-	
3:00 PM - 6:00 PM	-	-	-	116	171	287	123	123	246	122	125	247	-	-	-	-	-	-	-	-	120	140	-	-	-	-	
6:00 AM - 7:00 PM	-	-	-	466	560	1026	500	510	1010	414	472	886	-	-	-	-	-	-	-	-	460	514	-	-	-	-	
12:00 AM - 12:00 AM	-	-	-	543	609	1152	611	600	1211	503	541	1044	-	-	-	-	-	-	-	-	552	583	-	-	-	-	
Percent	-	-	-	47.1%	52.9%	100.0%	50.5%	49.5%	100.0%	48.2%	51.8%	100.0%	-	-	-	-	-	-	-	-	48.6%	51.4%	-	-	-	-	
AM Peak	-	-	-	11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	
PM Peak	-	-	-	5:00 PM	6:00 PM		6:00 PM	7:00 PM		12:00 PM	1:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	



## Vehicle Classification Report -Hourly

**Site Description:** Eaton Ave W/O US 50  
**Site Number:** ADT5  
**Start Date:** 10/8/2019

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

FHWA Vehicle Classification - Total Study														
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Eastbound	1657	25	855	416	1	318	31	0	3	1	3	0	0	4
<i>Percent</i>	<i>100.0%</i>	<i>1.5%</i>	<i>51.6%</i>	<i>25.1%</i>	<i>0.1%</i>	<i>19.2%</i>	<i>1.9%</i>	<i>0.0%</i>	<i>0.2%</i>	<i>0.1%</i>	<i>0.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.2%</i>
Westbound	1750	35	730	708	1	219	48	0	2	4	2	0	0	1
<i>Percent</i>	<i>100.0%</i>	<i>2.0%</i>	<i>41.7%</i>	<i>40.5%</i>	<i>0.1%</i>	<i>12.5%</i>	<i>2.7%</i>	<i>0.0%</i>	<i>0.1%</i>	<i>0.2%</i>	<i>0.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.1%</i>
<b>Total</b>	<b>3407</b>	<b>60</b>	<b>1585</b>	<b>1124</b>	<b>2</b>	<b>537</b>	<b>79</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>
<i>Percent</i>	<i>100.0%</i>	<i>1.8%</i>	<i>46.5%</i>	<i>33.0%</i>	<i>0.1%</i>	<i>15.8%</i>	<i>2.3%</i>	<i>0.0%</i>	<i>0.1%</i>	<i>0.1%</i>	<i>0.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.1%</i>





Site Description: Eaton Ave W/O US 50  
 Site Number: ADT5  
 Start Date: 10/8/2019

Tuesday 10/8/19	Total	Eastbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
3:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
5:00 AM	7	0	2	1	0	4	0	0	0	0	0	0	0	0
6:00 AM	14	0	9	4	0	1	0	0	0	0	0	0	0	0
7:00 AM	43	0	16	20	1	6	0	0	0	0	0	0	0	0
8:00 AM	30	2	11	7	0	10	0	0	0	0	0	0	0	0
9:00 AM	15	0	8	4	0	3	0	0	0	0	0	0	0	0
10:00 AM	36	1	19	9	0	7	0	0	0	0	0	0	0	0
11:00 AM	41	0	28	8	0	3	2	0	0	0	0	0	0	0
12:00 PM	44	3	23	8	0	9	1	0	0	0	0	0	0	0
1:00 PM	49	1	24	14	0	8	2	0	0	0	0	0	0	0
2:00 PM	50	0	25	13	0	11	1	0	0	0	0	0	0	0
3:00 PM	32	1	15	9	0	5	1	0	0	0	0	0	0	1
4:00 PM	41	1	24	8	0	7	1	0	0	0	0	0	0	0
5:00 PM	43	2	28	8	0	4	1	0	0	0	0	0	0	0
6:00 PM	28	0	13	8	0	6	1	0	0	0	0	0	0	0
7:00 PM	31	0	18	6	0	6	1	0	0	0	0	0	0	0
8:00 PM	17	0	11	5	0	1	0	0	0	0	0	0	0	0
9:00 PM	10	1	7	0	0	2	0	0	0	0	0	0	0	0
10:00 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	87	2	36	31	1	17	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	116	4	67	25	0	16	3	0	0	0	0	0	0	1
6:00 AM - 7:00 PM	466	11	243	120	1	80	10	0	0	0	0	0	0	1
12:00 AM - 12:00 AM	543	12	285	137	1	96	11	0	0	0	0	0	0	1
Percent	100%	2.2%	52.5%	25.2%	0.2%	17.7%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%

Tuesday 10/8/19	Total	Westbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	18	1	5	7	0	5	0	0	0	0	0	0	0	0
7:00 AM	36	0	17	14	0	4	1	0	0	0	0	0	0	0
8:00 AM	54	1	20	26	0	5	1	0	0	1	0	0	0	0
9:00 AM	39	2	16	13	0	5	2	0	0	1	0	0	0	0
10:00 AM	23	0	8	13	0	2	0	0	0	0	0	0	0	0
11:00 AM	61	2	34	22	0	0	3	0	0	0	0	0	0	0
12:00 PM	53	1	24	20	0	7	1	0	0	0	0	0	0	0
1:00 PM	40	1	20	15	0	4	0	0	0	0	0	0	0	0
2:00 PM	26	1	12	6	0	6	1	0	0	0	0	0	0	0
3:00 PM	64	1	17	31	0	11	4	0	0	0	0	0	0	0
4:00 PM	51	2	27	15	0	3	3	0	0	0	0	0	0	1
5:00 PM	56	1	27	21	0	3	4	0	0	0	0	0	0	0
6:00 PM	39	0	22	13	0	3	1	0	0	0	0	0	0	0
7:00 PM	24	0	10	12	0	2	0	0	0	0	0	0	0	0
8:00 PM	13	0	5	7	0	1	0	0	0	0	0	0	0	0
9:00 PM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	108	2	42	47	0	14	2	0	0	1	0	0	0	0
3:00 PM - 6:00 PM	171	4	71	67	0	17	11	0	0	0	0	0	0	1
6:00 AM - 7:00 PM	560	13	249	216	0	58	21	0	0	2	0	0	0	1
12:00 AM - 12:00 AM	609	13	271	240	0	61	21	0	0	2	0	0	0	1
Percent	100%	2.1%	44.5%	39.4%	0.0%	10.0%	3.4%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.2%

Site Description: Eaton Ave W/O US 50  
 Site Number: ADT5  
 Start Date: 10/8/2019



Wednesday 10/9/19	Total	Eastbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	3	0	2	0	0	1	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	8	0	3	1	0	4	0	0	0	0	0	0	0	0
6:00 AM	12	0	4	4	0	4	0	0	0	0	0	0	0	0
7:00 AM	45	0	20	17	0	8	0	0	0	0	0	0	0	0
8:00 AM	29	1	6	11	0	10	1	0	0	0	0	0	0	0
9:00 AM	22	0	9	7	0	6	0	0	0	0	0	0	0	0
10:00 AM	26	0	10	11	0	5	0	0	0	0	0	0	0	0
11:00 AM	42	0	26	6	0	9	0	0	0	0	0	0	0	1
12:00 PM	61	2	34	11	0	11	3	0	0	0	0	0	0	0
1:00 PM	48	1	24	13	0	10	0	0	0	0	0	0	0	0
2:00 PM	41	0	23	8	0	7	3	0	0	0	0	0	0	0
3:00 PM	40	0	23	9	0	7	1	0	0	0	0	0	0	0
4:00 PM	50	0	27	15	0	6	2	0	0	0	0	0	0	0
5:00 PM	33	0	23	6	0	4	0	0	0	0	0	0	0	0
6:00 PM	51	2	29	9	0	8	2	0	0	0	0	0	0	1
7:00 PM	29	1	20	5	0	3	0	0	0	0	0	0	0	0
8:00 PM	42	0	29	9	0	2	1	0	0	0	1	0	0	0
9:00 PM	6	0	5	0	0	1	0	0	0	0	0	0	0	0
10:00 PM	6	0	1	0	0	4	0	0	0	0	0	0	0	1
11:00 PM	12	0	4	4	0	4	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	86	1	30	32	0	22	1	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	123	0	73	30	0	17	3	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	500	6	258	127	0	95	12	0	0	0	0	0	0	2
12:00 AM - 12:00 AM	611	7	327	146	0	114	13	0	0	0	1	0	0	3
Percent	100%	1.1%	53.5%	23.9%	0.0%	18.7%	2.1%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.5%

Wednesday 10/9/19	Total	Westbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0
5:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6:00 AM	13	1	2	6	0	4	0	0	0	0	0	0	0	0
7:00 AM	29	1	11	13	0	4	0	0	0	0	0	0	0	0
8:00 AM	35	0	13	16	0	4	2	0	0	0	0	0	0	0
9:00 AM	29	0	11	13	0	3	2	0	0	0	0	0	0	0
10:00 AM	29	0	15	9	0	5	0	0	0	0	0	0	0	0
11:00 AM	45	1	25	17	0	1	1	0	0	0	0	0	0	0
12:00 PM	57	0	30	18	0	7	2	0	0	0	0	0	0	0
1:00 PM	45	3	13	14	0	14	1	0	0	0	0	0	0	0
2:00 PM	32	0	11	15	0	5	0	0	0	1	0	0	0	0
3:00 PM	50	2	21	17	0	9	1	0	0	0	0	0	0	0
4:00 PM	34	0	12	16	0	6	0	0	0	0	0	0	0	0
5:00 PM	39	0	16	17	0	3	1	0	2	0	0	0	0	0
6:00 PM	73	0	38	23	0	12	0	0	0	0	0	0	0	0
7:00 PM	42	0	19	18	0	3	2	0	0	0	0	0	0	0
8:00 PM	21	0	6	10	0	3	1	0	0	1	0	0	0	0
9:00 PM	14	1	6	5	0	1	1	0	0	0	0	0	0	0
10:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0
11:00 PM	4	0	1	2	0	0	0	0	0	0	1	0	0	0
6:00 AM - 9:00 AM	77	2	26	35	0	12	2	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	123	2	49	50	0	18	2	0	2	0	0	0	0	0
6:00 AM - 7:00 PM	510	8	218	194	0	77	10	0	2	1	0	0	0	0
12:00 AM - 12:00 AM	600	9	251	236	0	84	14	0	2	2	2	0	0	0
Percent	100%	1.5%	41.8%	39.3%	0.0%	14.0%	2.3%	0.0%	0.3%	0.3%	0.3%	0.0%	0.0%	0.0%

Site Description: Eaton Ave W/O US 50  
 Site Number: ADT5  
 Start Date: 10/8/2019



Thursday 10/10/19	Total	Eastbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	5	0	0	3	0	1	0	0	1	0	0	0	0	0
1:00 AM	3	0	1	0	0	0	0	0	0	1	1	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	0	1	0	0	1	0	0	0	0	0
4:00 AM	4	1	2	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	7	0	1	2	0	4	0	0	0	0	0	0	0	0
6:00 AM	13	0	7	4	0	2	0	0	0	0	0	0	0	0
7:00 AM	41	1	18	16	0	6	0	0	0	0	0	0	0	0
8:00 AM	27	0	11	9	0	5	2	0	0	0	0	0	0	0
9:00 AM	21	0	6	7	0	7	1	0	0	0	0	0	0	0
10:00 AM	19	0	8	5	0	6	0	0	0	0	0	0	0	0
11:00 AM	31	1	8	10	0	10	1	0	0	0	1	0	0	0
12:00 PM	34	1	20	5	0	7	1	0	0	0	0	0	0	0
1:00 PM	27	0	12	7	0	8	0	0	0	0	0	0	0	0
2:00 PM	34	1	19	6	0	6	1	0	1	0	0	0	0	0
3:00 PM	47	0	28	9	0	10	0	0	0	0	0	0	0	0
4:00 PM	32	0	17	7	0	8	0	0	0	0	0	0	0	0
5:00 PM	43	1	24	11	0	7	0	0	0	0	0	0	0	0
6:00 PM	45	0	26	10	0	9	0	0	0	0	0	0	0	0
7:00 PM	21	0	10	6	0	5	0	0	0	0	0	0	0	0
8:00 PM	29	0	16	8	0	4	1	0	0	0	0	0	0	0
9:00 PM	12	0	7	3	0	2	0	0	0	0	0	0	0	0
10:00 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	81	1	36	29	0	13	2	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	122	1	69	27	0	25	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	414	5	204	106	0	91	6	0	1	0	1	0	0	0
12:00 AM - 12:00 AM	503	6	243	133	0	108	7	0	3	1	2	0	0	0
Percent	100%	1.2%	48.3%	26.4%	0.0%	21.5%	1.4%	0.0%	0.6%	0.2%	0.4%	0.0%	0.0%	0.0%

Thursday 10/10/19	Total	Westbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	7	0	2	4	0	1	0	0	0	0	0	0	0	0
1:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	0	2	0	1	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	0	2	0	1	0	0	0	0	0	0	0	0
6:00 AM	12	1	2	6	0	3	0	0	0	0	0	0	0	0
7:00 AM	28	0	15	11	0	1	1	0	0	0	0	0	0	0
8:00 AM	35	0	11	15	0	6	3	0	0	0	0	0	0	0
9:00 AM	24	0	11	10	0	3	0	0	0	0	0	0	0	0
10:00 AM	27	1	5	16	0	5	0	0	0	0	0	0	0	0
11:00 AM	49	0	20	17	0	11	1	0	0	0	0	0	0	0
12:00 PM	54	7	25	12	0	10	0	0	0	0	0	0	0	0
1:00 PM	37	0	16	15	0	5	1	0	0	0	0	0	0	0
2:00 PM	42	2	16	18	1	4	1	0	0	0	0	0	0	0
3:00 PM	39	0	18	17	0	4	0	0	0	0	0	0	0	0
4:00 PM	41	0	12	23	0	5	1	0	0	0	0	0	0	0
5:00 PM	45	0	24	14	0	5	2	0	0	0	0	0	0	0
6:00 PM	39	2	12	15	0	8	2	0	0	0	0	0	0	0
7:00 PM	20	0	8	11	0	1	0	0	0	0	0	0	0	0
8:00 PM	16	0	4	11	0	0	1	0	0	0	0	0	0	0
9:00 PM	7	0	3	4	0	0	0	0	0	0	0	0	0	0
10:00 PM	9	0	4	5	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	75	1	28	32	0	10	4	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	125	0	54	54	0	14	3	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	472	13	187	189	1	70	12	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	541	13	208	232	1	74	13	0	0	0	0	0	0	0
Percent	100%	2.4%	38.4%	42.9%	0.2%	13.7%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

**Vehicle Speed Report - Hourly**

Site Description: Eaton Ave W/O US 50  
 Site Number: ADTS  
 Start Date: 10/8/2019  
 Posted Speed Limit 25

Total Study Period Summary		
	Eastbound	Westbound
Average Speed	19.4 mph	20.9 mph
85th Percentile	23.8 mph	25.5 mph
95th Percentile	26.1 mph	27.5 mph

	Total	Speed Range (MPH) - Total Study																		+PSL	%	> PSL + 10	%	> PSL + 15	%							
		0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95							95-100	100+					
Eastbound	1657	38	229	621	614	143	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155	9.4%	1	0.1%	0	0.0%
Percent	100.0%	2.3%	13.8%	37.5%	37.1%	8.6%	0.7%	0.1%	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%	0.0%	0.0%	0.0%	0.0%	9.4%	0.1%	0.0%	0.0%	0.0%	
Westbound	1750	48	123	500	760	289	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	319	18.2%	2	0.1%	0	0.0%	
Percent	100.0%	2.7%	7.0%	28.6%	43.4%	16.5%	1.6%	0.1%	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%	0.0%	0.0%	0.0%	18.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
Total	3407	86	352	1121	1374	432	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	474	13.9%	3	0.1%	0	0.0%	
Percent	100.0%	2.5%	10.3%	32.9%	40.3%	12.7%	1.1%	0.2%	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%	0.0%	0.0%	0.0%	13.9%	0.1%	0.0%	0.0%	0.0%	0.0%	





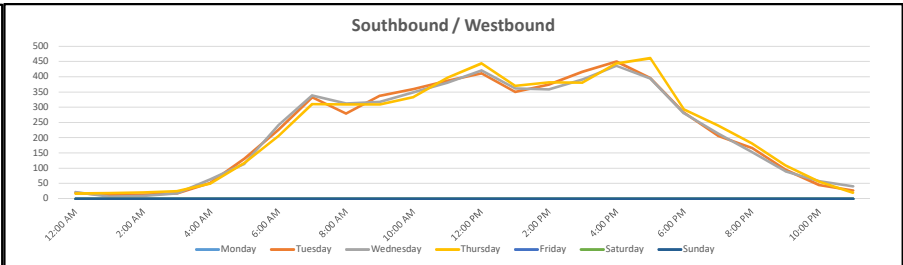
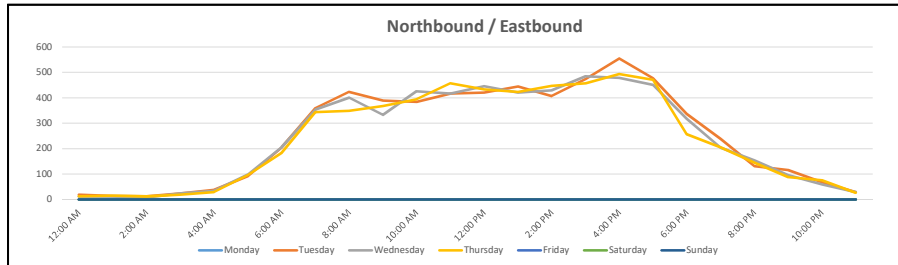


# Vehicle Volume Report - Hourly



Site Description: US 50 S/O 12th St  
 Site Number: ADT6  
 Start Date: 10/8/2019

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg			
	10/14/19			10/8/19			10/9/19			10/10/19			10/11/19			10/12/19			10/13/19			Tue-Thu		Mon-Fri		Mon-Sun			
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB
12:00 AM	-	-	-	19	20	39	12	22	34	13	17	30	-	-	-	-	-	-	-	-	-	-	15	20	-	-	-	-	
1:00 AM	-	-	-	14	11	25	12	7	19	15	19	34	-	-	-	-	-	-	-	-	-	-	14	12	-	-	-	-	
2:00 AM	-	-	-	13	14	27	8	9	17	12	21	33	-	-	-	-	-	-	-	-	-	-	11	15	-	-	-	-	
3:00 AM	-	-	-	24	18	42	24	18	42	19	25	44	-	-	-	-	-	-	-	-	-	-	22	20	-	-	-	-	
4:00 AM	-	-	-	38	53	91	35	64	99	30	50	80	-	-	-	-	-	-	-	-	-	-	34	56	-	-	-	-	
5:00 AM	-	-	-	92	131	223	99	116	215	96	118	214	-	-	-	-	-	-	-	-	-	-	96	122	-	-	-	-	
6:00 AM	-	-	-	205	227	432	206	241	447	183	206	389	-	-	-	-	-	-	-	-	-	-	198	225	-	-	-	-	
7:00 AM	-	-	-	359	333	692	354	339	693	344	311	655	-	-	-	-	-	-	-	-	-	-	352	328	-	-	-	-	
8:00 AM	-	-	-	423	279	702	401	313	714	349	310	659	-	-	-	-	-	-	-	-	-	-	391	301	-	-	-	-	
9:00 AM	-	-	-	390	338	728	333	318	651	368	310	678	-	-	-	-	-	-	-	-	-	-	364	322	-	-	-	-	
10:00 AM	-	-	-	384	360	744	426	350	776	394	334	728	-	-	-	-	-	-	-	-	-	-	401	348	-	-	-	-	
11:00 AM	-	-	-	417	387	804	417	381	798	458	397	855	-	-	-	-	-	-	-	-	-	-	431	388	-	-	-	-	
12:00 PM	-	-	-	421	412	833	446	421	867	434	444	878	-	-	-	-	-	-	-	-	-	-	434	426	-	-	-	-	
1:00 PM	-	-	-	445	351	796	421	362	783	423	371	794	-	-	-	-	-	-	-	-	-	-	430	361	-	-	-	-	
2:00 PM	-	-	-	407	375	782	430	359	789	447	382	829	-	-	-	-	-	-	-	-	-	-	428	372	-	-	-	-	
3:00 PM	-	-	-	474	417	891	485	392	877	458	381	839	-	-	-	-	-	-	-	-	-	-	472	397	-	-	-	-	
4:00 PM	-	-	-	555	450	1005	479	436	915	494	444	938	-	-	-	-	-	-	-	-	-	-	509	443	-	-	-	-	
5:00 PM	-	-	-	477	396	873	451	395	846	471	461	932	-	-	-	-	-	-	-	-	-	-	466	417	-	-	-	-	
6:00 PM	-	-	-	337	282	619	318	280	598	257	293	550	-	-	-	-	-	-	-	-	-	-	304	285	-	-	-	-	
7:00 PM	-	-	-	239	207	446	204	214	418	206	240	446	-	-	-	-	-	-	-	-	-	-	216	220	-	-	-	-	
8:00 PM	-	-	-	131	167	298	154	153	307	145	182	327	-	-	-	-	-	-	-	-	-	-	143	167	-	-	-	-	
9:00 PM	-	-	-	116	96	212	96	90	186	89	109	198	-	-	-	-	-	-	-	-	-	-	100	98	-	-	-	-	
10:00 PM	-	-	-	68	45	113	60	58	118	76	56	132	-	-	-	-	-	-	-	-	-	-	68	53	-	-	-	-	
11:00 PM	-	-	-	30	27	57	30	41	71	27	20	47	-	-	-	-	-	-	-	-	-	-	29	29	-	-	-	-	
6:00 AM - 9:00 AM	-	-	-	987	839	1826	961	893	1854	876	827	1703	-	-	-	-	-	-	-	-	-	-	941	853	-	-	-	-	
3:00 PM - 6:00 PM	-	-	-	1506	1263	2769	1415	1223	2638	1423	1286	2709	-	-	-	-	-	-	-	-	-	-	1448	1257	-	-	-	-	
6:00 AM - 7:00 PM	-	-	-	5294	4607	9901	5167	4587	9754	5080	4644	9724	-	-	-	-	-	-	-	-	-	-	5180	4613	-	-	-	-	
12:00 AM - 12:00 AM	-	-	-	6078	5396	11474	5901	5379	11280	5808	5501	11309	-	-	-	-	-	-	-	-	-	-	5929	5425	-	-	-	-	
Percent	-	-	-	53.0%	47.0%	100.0%	52.3%	47.7%	100.0%	51.4%	48.6%	100.0%	-	-	-	-	-	-	-	-	-	-	52.2%	47.8%	-	-	-	-	
AM Peak	-	-	-	11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
PM Peak	-	-	-	4:00 PM	5:00 PM		4:00 PM	5:00 PM		4:00 PM	5:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	





## Vehicle Classification Report -Hourly

**Site Description:** US 50 S/O 12th St  
**Site Number:** ADT6  
**Start Date:** 10/8/2019

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

FHWA Vehicle Classification - Total Study														
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Northbound	17787	81	10118	4744	44	2287	138	0	68	237	39	6	5	20
<i>Percent</i>	<i>100.0%</i>	<i>0.5%</i>	<i>56.9%</i>	<i>26.7%</i>	<i>0.2%</i>	<i>12.9%</i>	<i>0.8%</i>	<i>0.0%</i>	<i>0.4%</i>	<i>1.3%</i>	<i>0.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.1%</i>
Southbound	16276	96	9316	4325	30	2025	102	0	79	235	35	6	4	23
<i>Percent</i>	<i>100.0%</i>	<i>0.6%</i>	<i>57.2%</i>	<i>26.6%</i>	<i>0.2%</i>	<i>12.4%</i>	<i>0.6%</i>	<i>0.0%</i>	<i>0.5%</i>	<i>1.4%</i>	<i>0.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.1%</i>
<b>Total</b>	<b>34063</b>	<b>177</b>	<b>19434</b>	<b>9069</b>	<b>74</b>	<b>4312</b>	<b>240</b>	<b>0</b>	<b>147</b>	<b>472</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>43</b>
<i>Percent</i>	<i>100.0%</i>	<i>0.5%</i>	<i>57.1%</i>	<i>26.6%</i>	<i>0.2%</i>	<i>12.7%</i>	<i>0.7%</i>	<i>0.0%</i>	<i>0.4%</i>	<i>1.4%</i>	<i>0.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.1%</i>



Site Description: US 50 S/O 12th St  
 Site Number: ADT6  
 Start Date: 10/8/2019

Tuesday 10/8/19	Total	Northbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	19	0	10	6	0	0	0	0	0	3	0	0	0	0
1:00 AM	14	0	7	3	0	2	0	0	0	1	0	0	1	0
2:00 AM	13	0	7	4	0	1	0	0	0	1	0	0	0	0
3:00 AM	24	1	12	6	0	4	0	0	0	1	0	0	0	0
4:00 AM	38	0	21	6	0	8	0	0	0	2	1	0	0	0
5:00 AM	92	0	51	25	0	15	0	0	0	1	0	0	0	0
6:00 AM	205	1	121	44	0	29	6	0	1	3	0	0	0	0
7:00 AM	359	3	233	79	0	36	3	0	1	3	1	0	0	0
8:00 AM	423	3	225	127	2	46	9	0	3	6	1	0	0	1
9:00 AM	390	0	226	118	0	41	1	0	0	3	1	0	0	0
10:00 AM	384	3	235	91	1	48	2	0	0	4	0	0	0	0
11:00 AM	417	3	251	103	2	47	3	0	3	3	2	0	0	0
12:00 PM	421	1	229	107	1	59	7	0	0	15	1	0	0	1
1:00 PM	445	3	239	118	2	71	3	0	1	6	0	0	0	2
2:00 PM	407	1	226	110	1	55	0	0	2	12	0	0	0	0
3:00 PM	474	3	240	135	1	78	3	0	3	7	1	1	0	2
4:00 PM	555	5	301	144	1	89	2	0	4	6	1	2	0	0
5:00 PM	477	2	218	141	3	105	1	0	2	3	0	0	1	1
6:00 PM	337	2	167	96	3	59	3	0	2	3	1	0	0	1
7:00 PM	239	0	120	72	0	43	1	0	0	3	0	0	0	0
8:00 PM	131	0	70	29	0	30	0	0	0	1	1	0	0	0
9:00 PM	116	0	56	34	0	20	2	0	0	3	1	0	0	0
10:00 PM	68	1	46	15	0	5	0	0	0	1	0	0	0	0
11:00 PM	30	0	17	10	0	1	0	0	0	2	0	0	0	0
6:00 AM - 9:00 AM	987	7	579	250	2	111	18	0	5	12	2	0	0	1
3:00 PM - 6:00 PM	1506	10	759	420	5	272	6	0	9	16	2	3	1	3
6:00 AM - 7:00 PM	5294	30	2911	1413	17	763	43	0	22	74	9	3	1	8
12:00 AM - 12:00 AM	6078	32	3328	1623	17	892	46	0	22	93	12	3	2	8
Percent	100%	0.5%	54.8%	26.7%	0.3%	14.7%	0.8%	0.0%	0.4%	1.5%	0.2%	0.0%	0.0%	0.1%

Tuesday 10/8/19	Total	Southbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	20	0	5	10	0	5	0	0	0	0	0	0	0	0
1:00 AM	11	0	7	2	0	0	0	0	1	1	0	0	0	0
2:00 AM	14	0	9	0	0	3	1	0	0	1	0	0	0	0
3:00 AM	18	0	9	3	0	3	2	0	0	1	0	0	0	0
4:00 AM	53	0	29	12	0	6	1	0	0	5	0	0	0	0
5:00 AM	131	0	61	43	2	19	1	0	0	5	0	0	0	0
6:00 AM	227	1	112	58	1	46	1	0	3	5	0	0	0	0
7:00 AM	333	2	199	92	0	33	3	0	1	2	0	0	0	1
8:00 AM	279	1	132	81	0	58	2	0	2	3	0	0	0	0
9:00 AM	338	1	166	101	0	58	3	0	2	5	1	0	0	1
10:00 AM	360	0	187	105	2	51	6	0	2	6	0	0	0	1
11:00 AM	387	2	210	95	1	65	2	0	2	8	1	0	0	1
12:00 PM	412	3	243	106	0	47	3	0	2	5	2	0	0	1
1:00 PM	351	3	186	111	0	43	1	0	2	4	1	0	0	0
2:00 PM	375	1	225	100	0	36	1	0	3	7	0	0	0	2
3:00 PM	417	6	255	110	0	40	0	0	3	3	0	0	0	0
4:00 PM	450	4	269	127	0	38	1	0	2	7	1	0	0	1
5:00 PM	396	3	251	99	0	37	1	0	1	3	0	0	0	1
6:00 PM	282	5	159	79	0	32	1	0	0	4	2	0	0	0
7:00 PM	207	1	127	51	0	24	0	0	2	2	0	0	0	0
8:00 PM	167	1	90	49	0	25	0	0	1	1	0	0	0	0
9:00 PM	96	0	59	19	0	16	0	0	1	1	0	0	0	0
10:00 PM	45	0	26	15	0	1	0	0	1	2	0	0	0	0
11:00 PM	27	0	17	7	0	1	0	0	1	1	0	0	0	0
6:00 AM - 9:00 AM	839	4	443	231	1	137	6	0	6	10	0	0	0	1
3:00 PM - 6:00 PM	1263	13	775	336	0	115	2	0	6	13	1	0	0	2
6:00 AM - 7:00 PM	4607	32	2594	1264	4	584	25	0	25	62	8	0	0	9
12:00 AM - 12:00 AM	5396	34	3033	1475	6	687	30	0	32	82	8	0	0	9
Percent	100%	0.6%	56.2%	27.3%	0.1%	12.7%	0.6%	0.0%	0.6%	1.5%	0.1%	0.0%	0.0%	0.2%

Site Description: US 50 S/O 12th St  
 Site Number: ADT6  
 Start Date: 10/8/2019



Wednesday 10/9/19	Total	Northbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	12	0	2	9	0	1	0	0	0	0	0	0	0	0
1:00 AM	12	0	6	3	0	3	0	0	0	0	0	0	0	0
2:00 AM	8	0	2	3	0	1	0	0	1	0	0	0	1	0
3:00 AM	24	2	14	2	0	5	1	0	0	0	0	0	0	0
4:00 AM	35	1	17	9	2	3	1	0	0	2	0	0	0	0
5:00 AM	99	0	45	18	0	32	2	0	1	0	1	0	0	0
6:00 AM	206	2	86	56	4	54	2	0	0	2	0	0	0	0
7:00 AM	354	1	175	93	1	71	7	0	1	2	2	0	0	1
8:00 AM	401	0	151	122	1	106	3	0	3	8	5	0	0	2
9:00 AM	333	0	140	106	1	77	3	0	2	2	1	1	0	0
10:00 AM	426	2	196	120	3	86	4	0	4	7	2	0	0	2
11:00 AM	417	4	205	107	0	86	0	0	3	11	0	0	0	1
12:00 PM	446	3	202	123	1	102	5	0	2	6	1	0	0	1
1:00 PM	421	4	257	113	1	31	6	0	3	5	0	0	0	1
2:00 PM	430	5	254	111	2	48	4	0	2	3	1	0	0	0
3:00 PM	485	2	294	142	1	37	3	0	1	1	4	0	0	0
4:00 PM	479	4	303	119	1	41	4	0	2	3	2	0	0	0
5:00 PM	451	6	282	127	1	25	4	0	1	2	2	0	0	1
6:00 PM	318	0	201	77	0	29	3	0	2	6	0	0	0	0
7:00 PM	204	2	123	59	0	16	2	0	1	1	0	0	0	0
8:00 PM	154	0	104	39	0	9	1	0	0	1	0	0	0	0
9:00 PM	96	0	59	27	0	5	2	0	0	3	0	0	0	0
10:00 PM	60	0	36	12	0	10	0	0	0	2	0	0	0	0
11:00 PM	30	0	21	6	0	1	0	0	0	2	0	0	0	0
6:00 AM - 9:00 AM	961	3	412	271	6	231	12	0	4	12	7	0	0	3
3:00 PM - 6:00 PM	1415	12	879	388	3	103	11	0	4	6	8	0	0	1
6:00 AM - 7:00 PM	5167	33	2746	1416	17	793	48	0	26	58	20	1	0	9
12:00 AM - 12:00 AM	5901	38	3175	1603	19	879	57	0	29	69	21	1	1	9
Percent	100%	0.6%	53.8%	27.2%	0.3%	14.9%	1.0%	0.0%	0.5%	1.2%	0.4%	0.0%	0.0%	0.2%

Wednesday 10/9/19	Total	Southbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	22	0	12	4	0	3	0	0	0	3	0	0	0	0
1:00 AM	7	0	2	0	0	1	0	0	1	3	0	0	0	0
2:00 AM	9	0	5	0	1	2	0	0	0	1	0	0	0	0
3:00 AM	18	0	7	5	0	2	1	0	0	3	0	0	0	0
4:00 AM	64	0	32	18	1	8	0	0	1	4	0	0	0	0
5:00 AM	116	0	50	36	2	23	1	0	0	4	0	0	0	0
6:00 AM	241	2	115	63	1	50	2	0	3	3	1	0	1	0
7:00 AM	339	4	193	88	0	50	1	0	0	2	1	0	0	0
8:00 AM	313	2	142	90	0	73	1	0	1	3	0	0	0	1
9:00 AM	318	1	145	87	4	69	0	0	5	5	1	0	0	1
10:00 AM	350	1	188	90	0	57	4	0	0	9	1	0	0	0
11:00 AM	381	0	204	112	0	58	2	0	3	2	0	0	0	0
12:00 PM	421	3	239	105	1	62	3	0	1	6	1	0	0	0
1:00 PM	362	2	205	100	0	45	3	0	2	2	1	1	0	1
2:00 PM	359	7	215	83	0	43	1	0	3	5	1	0	0	1
3:00 PM	392	1	204	124	1	50	1	0	1	5	2	1	1	1
4:00 PM	436	7	259	127	0	33	1	0	2	5	1	1	0	0
5:00 PM	395	5	253	91	0	39	2	0	0	5	0	0	0	0
6:00 PM	280	3	158	80	0	31	1	0	0	6	1	0	0	0
7:00 PM	214	1	129	53	1	28	2	0	0	0	0	0	0	0
8:00 PM	153	1	88	40	0	19	1	0	1	1	1	0	0	1
9:00 PM	90	0	51	22	0	14	0	0	1	2	0	0	0	0
10:00 PM	58	0	33	12	0	10	1	0	1	1	0	0	0	0
11:00 PM	41	0	25	10	0	3	1	0	1	1	0	0	0	0
6:00 AM - 9:00 AM	893	8	450	241	1	173	4	0	4	8	2	0	1	1
3:00 PM - 6:00 PM	1223	13	716	342	1	122	4	0	3	15	3	2	1	1
6:00 AM - 7:00 PM	4587	38	2520	1240	7	660	22	0	21	58	11	3	2	5
12:00 AM - 12:00 AM	5379	40	2954	1440	12	773	29	0	27	81	12	3	2	6
Percent	100%	0.7%	54.9%	26.8%	0.2%	14.4%	0.5%	0.0%	0.5%	1.5%	0.2%	0.1%	0.0%	0.1%

Site Description: US 50 S/O 12th St  
 Site Number: ADT6  
 Start Date: 10/8/2019



Thursday 10/10/19	Total	Northbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	13	0	9	3	0	1	0	0	0	0	0	0	0	0
1:00 AM	15	0	7	5	0	2	0	0	0	0	0	0	1	0
2:00 AM	12	0	5	3	0	3	0	0	0	1	0	0	0	0
3:00 AM	19	0	12	4	0	1	0	0	1	1	0	0	0	0
4:00 AM	30	0	16	7	0	5	0	0	0	2	0	0	0	0
5:00 AM	96	0	48	26	0	19	1	0	0	2	0	0	0	0
6:00 AM	183	1	111	49	1	20	0	0	0	1	0	0	0	0
7:00 AM	344	0	229	77	0	30	2	0	0	4	2	0	0	0
8:00 AM	349	0	220	85	0	38	1	0	0	4	0	1	0	0
9:00 AM	368	1	225	93	0	32	5	0	1	10	0	1	0	0
10:00 AM	394	2	230	116	0	35	5	0	1	5	0	0	0	0
11:00 AM	458	1	282	119	1	44	3	0	0	5	1	0	0	2
12:00 PM	434	1	271	114	0	37	4	0	1	5	1	0	0	0
1:00 PM	423	2	257	118	1	35	2	0	3	5	0	0	0	0
2:00 PM	447	0	287	111	0	32	5	0	4	7	0	0	1	0
3:00 PM	458	1	271	142	0	37	3	0	0	3	1	0	0	0
4:00 PM	494	1	327	116	1	43	1	0	1	3	0	0	0	1
5:00 PM	471	1	317	113	1	33	2	0	0	4	0	0	0	0
6:00 PM	257	0	152	76	3	18	0	0	3	4	1	0	0	0
7:00 PM	206	0	126	50	0	24	1	0	2	3	0	0	0	0
8:00 PM	145	0	91	38	0	15	0	0	0	1	0	0	0	0
9:00 PM	89	0	58	23	0	7	0	0	0	1	0	0	0	0
10:00 PM	76	0	47	23	0	4	0	0	0	2	0	0	0	0
11:00 PM	27	0	17	7	0	1	0	0	0	2	0	0	0	0
6:00 AM - 9:00 AM	876	1	560	211	1	88	3	0	0	9	2	1	0	0
3:00 PM - 6:00 PM	1423	3	915	371	2	113	6	0	1	10	1	0	0	1
6:00 AM - 7:00 PM	5080	11	3179	1329	8	434	33	0	14	60	6	2	1	3
12:00 AM - 12:00 AM	5808	11	3615	1518	8	516	35	0	17	75	6	2	2	3
Percent	100%	0.2%	62.2%	26.1%	0.1%	8.9%	0.6%	0.0%	0.3%	1.3%	0.1%	0.0%	0.0%	0.1%

Thursday 10/10/19	Total	Southbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	17	0	8	5	0	3	0	0	0	1	0	0	0	0
1:00 AM	19	1	11	3	0	3	0	0	1	0	0	0	0	0
2:00 AM	21	0	10	2	0	5	1	0	1	2	0	0	0	0
3:00 AM	25	0	12	6	0	2	1	0	1	3	0	0	0	0
4:00 AM	50	0	33	10	0	5	1	0	0	1	0	0	0	0
5:00 AM	118	0	58	36	1	14	1	0	1	5	2	0	0	0
6:00 AM	206	1	109	55	0	36	4	0	0	1	0	0	0	0
7:00 AM	311	2	195	79	0	26	3	0	1	2	1	0	1	1
8:00 AM	310	0	175	88	0	38	4	0	0	2	2	0	0	1
9:00 AM	310	0	179	76	0	43	2	0	1	5	1	0	0	3
10:00 AM	334	0	188	100	0	38	3	0	2	3	0	0	0	0
11:00 AM	397	1	226	107	1	48	5	0	3	5	0	0	0	1
12:00 PM	444	1	275	116	1	41	1	0	0	8	0	1	0	0
1:00 PM	371	5	229	91	0	36	2	0	2	3	2	1	0	0
2:00 PM	382	1	237	92	1	42	1	0	1	5	2	0	0	0
3:00 PM	381	3	229	102	2	36	2	0	2	4	0	0	0	1
4:00 PM	444	4	275	117	1	34	6	0	1	2	2	0	1	1
5:00 PM	461	2	312	102	0	38	4	0	1	1	0	1	0	0
6:00 PM	293	1	184	68	3	31	0	0	2	2	2	0	0	0
7:00 PM	240	0	147	70	0	16	0	0	0	6	1	0	0	0
8:00 PM	182	0	116	45	2	15	1	0	0	3	0	0	0	0
9:00 PM	109	0	76	23	0	8	0	0	0	2	0	0	0	0
10:00 PM	56	0	33	11	0	5	1	0	0	6	0	0	0	0
11:00 PM	20	0	12	6	0	2	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	827	3	479	222	0	100	11	0	1	5	3	0	1	2
3:00 PM - 6:00 PM	1286	9	816	321	3	108	12	0	4	7	2	1	1	2
6:00 AM - 7:00 PM	4644	21	2813	1193	9	487	37	0	16	43	12	3	2	8
12:00 AM - 12:00 AM	5501	22	3329	1410	12	565	43	0	20	72	15	3	2	8
Percent	100%	0.4%	60.5%	25.6%	0.2%	10.3%	0.8%	0.0%	0.4%	1.3%	0.3%	0.1%	0.0%	0.1%

**Vehicle Speed Report - Hourly**

Site Description: US 50 S/O 12th St  
 Site Number: ADT6  
 Start Date: 10/8/2019  
 Posted Speed Limit: 30

Total Study Speed Summary			
	Northbound	Southbound	
Average Speed	34.8 mph	37.2 mph	
85th Percentile	39.4 mph	41.3 mph	
95th Percentile	42.5 mph	43.9 mph	

	Total	Speed Range (MPH) - Total Study																	95th	%	95th - 10	%	95th + 10	%								
		0-10	10-11	11-20	20-24	25-30	30-31	31-40	40-45	45-50	50-51	51-60	60-61	61-70	70-74	75-80	80-81	81-90							90-95	95-100	100+					
Northbound	17787	6	37	54	167	1928	7163	6181	1911	304	34	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15595	87.7%	2251	12.7%	340	1.9%
Percent	100.0%	0.0%	0.2%	0.3%	0.9%	10.8%	40.3%	34.8%	10.7%	1.7%	0.2%	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%	0.0%	87.7%	12.7%	1.9%			
Southbound	16276	329	43	12	91	430	3281	8174	3629	440	38	4	3	0	2	0	0	0	0	0	0	0	0	0	0	15571	95.7%	4116	25.3%	487	3.0%	
Percent	100.0%	0.8%	0.3%	0.1%	0.6%	2.6%	20.2%	50.2%	22.3%	2.7%	0.2%	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%	95.7%	25.3%	3.0%				
Total	34063	335	80	66	258	2358	10444	14355	5540	744	72	6	3	0	2	0	0	0	0	0	0	0	0	0	0	31166	91.5%	6367	18.7%	827	2.4%	
Percent	100.0%	0.4%	0.2%	0.2%	0.8%	6.9%	30.7%	42.1%	16.3%	2.2%	0.2%	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%	91.5%	18.7%	2.4%				







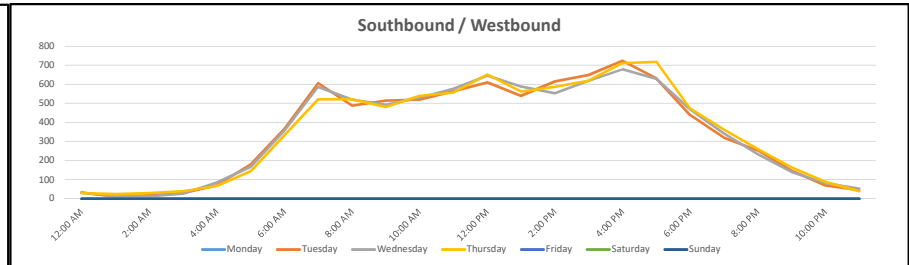
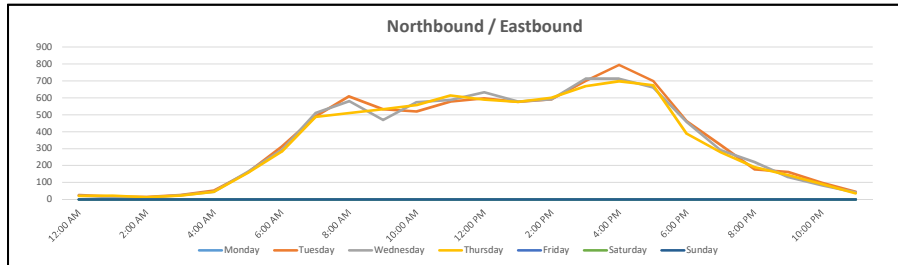


# Vehicle Volume Report - Hourly



Site Description: US 50 S/O Meeker St  
 Site Number: ADT7  
 Start Date: 10/8/2019

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	10/14/19			10/8/19			10/9/19			10/10/19			10/11/19			10/12/19			10/13/19			Tue-Thu		Mon-Fri		Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	27	33	60	23	32	55	21	31	52	-	-	-	-	-	-	-	-	-	24	32	-	-	-	-
1:00 AM	-	-	-	18	12	30	13	14	27	24	24	48	-	-	-	-	-	-	-	-	-	18	17	-	-	-	-
2:00 AM	-	-	-	15	19	34	12	13	25	13	30	43	-	-	-	-	-	-	-	-	-	13	21	-	-	-	-
3:00 AM	-	-	-	28	30	58	25	27	52	24	40	64	-	-	-	-	-	-	-	-	-	26	32	-	-	-	-
4:00 AM	-	-	-	54	71	125	46	85	131	46	67	113	-	-	-	-	-	-	-	-	-	49	74	-	-	-	-
5:00 AM	-	-	-	160	180	340	164	168	332	157	144	301	-	-	-	-	-	-	-	-	-	160	164	-	-	-	-
6:00 AM	-	-	-	310	367	677	291	360	651	282	335	617	-	-	-	-	-	-	-	-	-	294	354	-	-	-	-
7:00 AM	-	-	-	490	606	1096	511	587	1098	488	522	1010	-	-	-	-	-	-	-	-	-	496	572	-	-	-	-
8:00 AM	-	-	-	609	489	1098	581	521	1102	511	522	1033	-	-	-	-	-	-	-	-	-	567	511	-	-	-	-
9:00 AM	-	-	-	534	516	1050	470	493	963	534	482	1016	-	-	-	-	-	-	-	-	-	513	497	-	-	-	-
10:00 AM	-	-	-	520	521	1041	574	530	1104	558	541	1099	-	-	-	-	-	-	-	-	-	551	531	-	-	-	-
11:00 AM	-	-	-	578	565	1143	589	577	1166	614	557	1171	-	-	-	-	-	-	-	-	-	594	566	-	-	-	-
12:00 PM	-	-	-	597	612	1209	633	647	1280	590	651	1241	-	-	-	-	-	-	-	-	-	607	637	-	-	-	-
1:00 PM	-	-	-	576	540	1116	579	590	1169	576	563	1139	-	-	-	-	-	-	-	-	-	577	564	-	-	-	-
2:00 PM	-	-	-	592	616	1208	592	554	1146	602	588	1190	-	-	-	-	-	-	-	-	-	595	586	-	-	-	-
3:00 PM	-	-	-	699	650	1349	713	619	1332	670	619	1289	-	-	-	-	-	-	-	-	-	694	629	-	-	-	-
4:00 PM	-	-	-	794	724	1518	713	679	1392	698	712	1410	-	-	-	-	-	-	-	-	-	735	705	-	-	-	-
5:00 PM	-	-	-	700	631	1331	661	630	1291	675	719	1394	-	-	-	-	-	-	-	-	-	679	660	-	-	-	-
6:00 PM	-	-	-	461	440	901	457	471	928	387	474	861	-	-	-	-	-	-	-	-	-	435	462	-	-	-	-
7:00 PM	-	-	-	322	321	643	291	342	633	278	363	641	-	-	-	-	-	-	-	-	-	297	342	-	-	-	-
8:00 PM	-	-	-	179	254	433	221	233	454	191	261	452	-	-	-	-	-	-	-	-	-	197	249	-	-	-	-
9:00 PM	-	-	-	163	147	310	132	141	273	145	165	310	-	-	-	-	-	-	-	-	-	147	151	-	-	-	-
10:00 PM	-	-	-	98	70	168	84	83	167	92	89	181	-	-	-	-	-	-	-	-	-	91	81	-	-	-	-
11:00 PM	-	-	-	46	45	91	43	54	97	37	40	77	-	-	-	-	-	-	-	-	-	42	46	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	1409	1462	2871	1383	1468	2851	1281	1379	2660	-	-	-	-	-	-	-	-	-	1358	1436	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	2193	2005	4198	2087	1928	4015	2043	2050	4093	-	-	-	-	-	-	-	-	-	2108	1994	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	7460	7277	14737	7364	7258	14622	7185	7285	14470	-	-	-	-	-	-	-	-	-	7336	7273	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	8570	8459	17029	8418	8450	16868	8213	8539	16752	-	-	-	-	-	-	-	-	-	8400	8483	-	-	-	-
Percent	-	-	-	50.3%	49.7%	100.0%	49.9%	50.1%	100.0%	49.0%	51.0%	100.0%	-	-	-	-	-	-	-	-	-	49.8%	50.2%	-	-	-	-
AM Peak	-	-	-	11:00 AM	12:00 PM	-	11:00 AM	12:00 PM	-	11:00 AM	12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	4:00 PM	5:00 PM	-	4:00 PM	5:00 PM	-	4:00 PM	5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



## Vehicle Classification Report -Hourly

**Site Description:** US 50 S/O Meeker St  
**Site Number:** ADT7  
**Start Date:** 10/8/2019

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

FHWA Vehicle Classification - Total Study														
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Northbound	25201	95	11937	6698	132	5253	145	0	229	495	110	8	16	83
<i>Percent</i>	<i>100.0%</i>	<i>0.4%</i>	<i>47.4%</i>	<i>26.6%</i>	<i>0.5%</i>	<i>20.8%</i>	<i>0.6%</i>	<i>0.0%</i>	<i>0.9%</i>	<i>2.0%</i>	<i>0.4%</i>	<i>0.0%</i>	<i>0.1%</i>	<i>0.3%</i>
Southbound	25448	84	13242	6860	63	4103	151	0	165	514	160	6	10	90
<i>Percent</i>	<i>100.0%</i>	<i>0.3%</i>	<i>52.0%</i>	<i>27.0%</i>	<i>0.2%</i>	<i>16.1%</i>	<i>0.6%</i>	<i>0.0%</i>	<i>0.6%</i>	<i>2.0%</i>	<i>0.6%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.4%</i>
<b>Total</b>	<b>50649</b>	<b>179</b>	<b>25179</b>	<b>13558</b>	<b>195</b>	<b>9356</b>	<b>296</b>	<b>0</b>	<b>394</b>	<b>1009</b>	<b>270</b>	<b>14</b>	<b>26</b>	<b>173</b>
<i>Percent</i>	<i>100.0%</i>	<i>0.4%</i>	<i>49.7%</i>	<i>26.8%</i>	<i>0.4%</i>	<i>18.5%</i>	<i>0.6%</i>	<i>0.0%</i>	<i>0.8%</i>	<i>2.0%</i>	<i>0.5%</i>	<i>0.0%</i>	<i>0.1%</i>	<i>0.3%</i>



Site Description: US 50 S/O Meeker St  
 Site Number: ADT7  
 Start Date: 10/8/2019

Tuesday 10/8/19	Total	Northbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	27	0	10	10	1	4	0	0	0	2	0	0	0	0
1:00 AM	18	0	8	3	0	5	0	0	0	1	0	0	1	0
2:00 AM	15	0	7	3	0	3	0	0	0	1	0	0	1	0
3:00 AM	28	1	12	8	0	5	0	0	1	1	0	0	0	0
4:00 AM	54	0	24	13	1	12	0	0	0	3	1	0	0	0
5:00 AM	160	0	87	33	0	39	0	0	0	1	0	0	0	0
6:00 AM	310	2	159	65	0	67	4	0	3	8	0	1	0	1
7:00 AM	490	0	251	126	3	93	3	0	3	7	2	0	0	2
8:00 AM	609	4	287	155	3	122	5	0	8	19	1	0	0	5
9:00 AM	534	1	247	149	3	118	4	0	2	8	1	0	0	1
10:00 AM	520	1	240	139	7	106	4	0	9	7	3	0	0	4
11:00 AM	578	3	280	153	4	114	4	0	4	10	1	1	0	4
12:00 PM	597	5	274	149	4	131	1	0	8	19	3	0	0	3
1:00 PM	576	3	273	148	3	126	3	0	2	15	2	0	0	1
2:00 PM	592	3	285	161	3	96	6	0	5	22	9	0	0	2
3:00 PM	699	8	309	204	2	138	5	0	8	16	5	0	0	4
4:00 PM	794	5	408	198	2	153	4	0	3	13	4	0	0	4
5:00 PM	700	2	337	189	3	140	2	0	10	8	4	0	1	4
6:00 PM	461	2	243	110	2	89	1	0	4	7	3	0	0	0
7:00 PM	322	2	163	89	0	60	1	0	1	5	0	0	0	1
8:00 PM	179	0	94	44	0	34	1	0	2	3	1	0	0	0
9:00 PM	163	1	81	48	0	25	0	0	1	6	0	0	1	0
10:00 PM	98	1	59	24	1	10	0	0	0	2	0	0	1	0
11:00 PM	46	0	25	10	1	5	0	0	0	5	0	0	0	0
6:00 AM - 9:00 AM	1409	6	697	346	6	282	12	0	14	34	3	1	0	8
3:00 PM - 6:00 PM	2193	15	1054	591	7	431	11	0	21	37	13	0	1	12
6:00 AM - 7:00 PM	7460	39	3593	1946	39	1493	46	0	69	159	38	2	1	35
12:00 AM - 12:00 AM	8570	44	4163	2231	43	1695	48	0	74	189	40	2	5	36
Percent	100%	0.5%	48.6%	26.0%	0.5%	19.8%	0.6%	0.0%	0.9%	2.2%	0.5%	0.0%	0.1%	0.4%

Tuesday 10/8/19	Total	Southbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	33	0	14	12	0	6	0	0	0	0	0	0	1	0
1:00 AM	12	0	6	4	0	0	0	0	1	1	0	0	0	0
2:00 AM	19	0	11	2	1	3	0	0	0	1	0	0	1	0
3:00 AM	30	0	16	4	0	5	3	0	0	1	1	0	0	0
4:00 AM	71	0	37	14	0	10	1	0	0	8	1	0	0	0
5:00 AM	180	0	88	50	3	30	3	0	0	6	0	0	0	0
6:00 AM	367	1	179	87	1	76	6	0	5	8	4	0	0	0
7:00 AM	606	4	332	150	1	90	7	0	4	10	4	0	0	4
8:00 AM	489	0	239	135	4	93	2	0	1	9	4	0	0	2
9:00 AM	516	1	235	157	0	94	8	0	3	10	4	1	0	3
10:00 AM	521	1	248	159	6	67	12	0	4	17	4	1	0	2
11:00 AM	565	2	286	149	2	90	4	0	3	18	8	0	0	3
12:00 PM	612	2	331	167	2	80	4	0	4	13	5	0	0	4
1:00 PM	540	2	284	148	1	82	2	0	3	13	2	0	0	3
2:00 PM	616	2	325	161	1	88	3	0	6	17	7	1	1	4
3:00 PM	650	13	353	189	1	74	3	0	4	6	4	0	0	3
4:00 PM	724	4	402	194	0	102	1	0	5	12	2	0	0	2
5:00 PM	631	4	369	174	0	71	1	0	3	3	3	0	0	3
6:00 PM	440	5	248	119	0	57	3	0	1	5	1	0	0	1
7:00 PM	321	1	202	76	0	36	1	0	3	2	0	0	0	0
8:00 PM	254	1	140	63	0	46	0	0	0	3	1	0	0	0
9:00 PM	147	0	90	32	1	19	0	0	1	3	1	0	0	0
10:00 PM	70	0	36	22	0	8	0	0	1	3	0	0	0	0
11:00 PM	45	0	33	9	0	2	0	0	0	1	0	0	0	0
6:00 AM - 9:00 AM	1462	5	750	372	6	259	15	0	10	27	12	0	0	6
3:00 PM - 6:00 PM	2005	21	1124	557	1	247	5	0	12	21	9	0	0	8
6:00 AM - 7:00 PM	7277	41	3831	1989	19	1064	56	0	46	141	52	3	1	34
12:00 AM - 12:00 AM	8459	43	4504	2277	24	1229	64	0	52	170	56	3	3	34
Percent	100%	0.5%	53.2%	26.9%	0.3%	14.5%	0.8%	0.0%	0.6%	2.0%	0.7%	0.0%	0.0%	0.4%

Site Description: US 50 S/O Meeker St  
 Site Number: ADT7  
 Start Date: 10/8/2019



Wednesday 10/9/19	Total	Northbound Classes															
		1	2	3	4	5	6	7	8	9	10	11	12	13			
		12:00 AM	23	0	8	9	1	5	0	0	0	0	0	0	0	0	0
1:00 AM	13	0	7	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	12	0	5	2	0	2	0	0	1	1	0	0	1	0	0	1	0
3:00 AM	25	1	15	4	0	5	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	46	0	27	8	0	6	1	0	0	4	0	0	0	0	0	0	0
5:00 AM	164	0	85	38	0	39	0	0	1	1	0	0	0	0	0	0	0
6:00 AM	291	1	118	76	3	83	0	0	2	8	0	0	0	0	0	0	0
7:00 AM	511	2	259	125	3	102	4	0	5	10	1	0	0	0	0	0	0
8:00 AM	581	2	250	157	6	138	2	0	7	10	4	0	1	4	0	1	4
9:00 AM	470	0	217	133	0	103	2	0	1	9	4	0	0	0	0	1	1
10:00 AM	574	2	288	147	3	100	7	0	4	13	7	0	0	0	0	3	3
11:00 AM	589	4	264	159	1	133	2	0	6	15	3	1	0	0	1	0	1
12:00 PM	633	7	269	180	4	143	4	0	7	15	3	0	0	0	1	0	1
1:00 PM	579	0	263	149	5	124	4	0	14	14	3	0	0	0	3	0	3
2:00 PM	592	6	258	156	5	142	4	0	6	7	7	0	0	0	1	0	1
3:00 PM	713	3	342	189	3	150	5	0	6	8	3	2	0	0	2	0	2
4:00 PM	713	4	362	169	3	150	1	0	9	11	3	0	0	0	1	0	1
5:00 PM	661	4	324	169	4	142	1	0	4	9	2	1	0	0	1	0	1
6:00 PM	457	1	227	122	2	88	0	0	2	10	2	0	0	0	3	0	3
7:00 PM	291	0	126	98	0	57	4	0	1	5	0	0	0	0	0	0	0
8:00 PM	221	0	117	63	0	36	0	0	1	4	0	0	0	0	0	0	0
9:00 PM	132	1	58	39	2	23	2	0	3	3	0	0	1	0	1	0	0
10:00 PM	84	0	44	14	1	21	1	0	0	2	0	0	1	0	1	0	0
11:00 PM	43	0	21	13	0	6	1	0	0	2	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1383	5	627	358	12	323	6	0	14	28	5	0	1	4	0	0	4
3:00 PM - 6:00 PM	2087	11	1028	527	10	442	7	0	19	28	8	3	0	4	0	0	4
6:00 AM - 7:00 PM	7364	36	3441	1931	42	1598	36	0	73	139	42	4	1	21	0	0	21
12:00 AM - 12:00 AM	8418	38	3954	2222	46	1801	45	0	80	161	42	4	4	21	0	0	21
Percent	100%	0.5%	47.0%	26.4%	0.5%	21.4%	0.5%	0.0%	1.0%	1.9%	0.5%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%

Wednesday 10/9/19	Total	Southbound Classes															
		1	2	3	4	5	6	7	8	9	10	11	12	13			
		12:00 AM	32	0	18	6	0	4	0	0	0	3	0	0	1	0	0
1:00 AM	14	0	6	3	0	1	0	0	1	3	0	0	0	0	0	0	0
2:00 AM	13	0	8	1	0	1	1	0	0	1	0	0	1	0	0	1	0
3:00 AM	27	0	13	4	0	4	1	0	0	5	0	0	0	0	0	0	0
4:00 AM	85	0	41	21	1	14	0	0	0	7	1	0	0	0	0	0	0
5:00 AM	168	0	74	53	2	27	1	0	2	6	1	0	1	1	1	1	1
6:00 AM	360	2	172	92	1	67	3	0	5	11	4	1	1	1	1	1	1
7:00 AM	587	0	318	154	2	94	0	0	3	12	3	0	0	0	1	0	1
8:00 AM	521	2	234	161	1	92	4	0	4	17	3	1	0	0	2	0	2
9:00 AM	493	1	206	154	4	93	4	0	6	15	5	0	0	0	5	0	5
10:00 AM	530	2	270	142	0	83	6	0	4	17	3	0	0	0	3	0	3
11:00 AM	577	1	284	177	4	89	6	0	2	8	4	0	0	0	2	0	2
12:00 PM	647	0	325	186	2	107	1	0	4	14	5	0	0	0	3	0	3
1:00 PM	590	2	298	169	2	93	7	0	3	11	4	0	0	0	1	0	1
2:00 PM	554	9	300	145	2	78	3	0	3	7	6	0	0	0	1	0	1
3:00 PM	619	0	324	176	1	96	2	0	2	12	4	0	1	1	1	0	1
4:00 PM	679	7	371	185	0	89	5	0	6	10	5	0	0	0	1	0	1
5:00 PM	630	3	387	152	1	72	1	0	3	6	2	1	0	0	2	0	2
6:00 PM	471	3	256	122	1	77	1	0	1	9	1	0	0	0	0	0	0
7:00 PM	342	0	196	93	0	45	2	0	0	6	0	0	0	0	0	0	0
8:00 PM	233	0	126	72	0	32	0	0	1	2	0	0	0	0	0	0	0
9:00 PM	141	1	79	27	0	26	0	0	2	5	1	0	0	0	0	0	0
10:00 PM	83	0	46	18	0	17	0	0	1	1	0	0	0	0	0	0	0
11:00 PM	54	0	30	11	0	10	0	0	1	2	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1468	4	724	407	4	253	7	0	12	40	10	2	1	4	0	0	4
3:00 PM - 6:00 PM	1928	10	1082	513	2	257	8	0	11	28	11	1	1	4	0	0	4
6:00 AM - 7:00 PM	7258	32	3745	2015	21	1130	43	0	46	149	49	3	2	23	0	0	23
12:00 AM - 12:00 AM	8450	33	4382	2324	24	1311	48	0	54	190	52	3	5	24	0	0	24
Percent	100%	0.4%	51.9%	27.5%	0.3%	15.5%	0.6%	0.0%	0.6%	2.2%	0.6%	0.0%	0.1%	0.3%	0.0%	0.0%	0.3%

Site Description: US 50 S/O Meeker St  
 Site Number: ADT7  
 Start Date: 10/8/2019



Thursday 10/10/19	Total	Northbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	21	0	10	6	0	3	1	0	1	0	0	0	0	0
1:00 AM	24	0	8	8	1	5	0	0	1	0	0	0	1	0
2:00 AM	13	0	4	2	1	4	0	0	1	1	0	0	0	0
3:00 AM	24	0	14	5	0	4	0	0	1	0	0	0	0	0
4:00 AM	46	0	22	11	1	9	0	0	0	3	0	0	0	0
5:00 AM	157	0	70	38	0	43	2	0	0	3	1	0	0	0
6:00 AM	282	1	138	75	1	61	0	0	0	4	1	0	0	1
7:00 AM	488	0	232	128	3	106	4	0	4	8	0	0	0	3
8:00 AM	511	0	236	145	0	109	3	0	4	12	0	0	1	1
9:00 AM	534	1	236	152	3	114	3	0	6	14	2	0	0	3
10:00 AM	558	3	237	151	2	139	6	0	3	13	1	0	0	3
11:00 AM	614	2	274	160	5	148	4	0	5	12	1	0	0	3
12:00 PM	590	0	285	161	2	118	7	0	3	10	3	0	0	1
1:00 PM	576	3	263	151	2	132	3	0	4	13	2	0	1	2
2:00 PM	602	1	279	173	3	116	4	0	6	13	3	0	1	3
3:00 PM	670	1	296	201	6	143	3	0	7	7	4	1	0	1
4:00 PM	698	0	353	184	3	135	3	0	6	7	5	0	0	2
5:00 PM	675	1	317	192	4	134	5	0	9	7	2	1	1	2
6:00 PM	387	0	169	115	4	88	1	0	5	4	0	0	0	1
7:00 PM	278	0	132	65	0	66	2	0	7	4	2	0	0	0
8:00 PM	191	0	103	54	0	31	1	0	0	1	1	0	0	0
9:00 PM	145	0	80	34	1	25	0	0	1	4	0	0	0	0
10:00 PM	92	0	48	23	0	17	0	0	0	2	0	0	2	0
11:00 PM	37	0	14	11	1	7	0	0	1	3	0	0	0	0
6:00 AM - 9:00 AM	1281	1	606	348	4	276	7	0	8	24	1	0	1	5
3:00 PM - 6:00 PM	2043	2	966	577	13	412	11	0	22	21	11	2	1	5
6:00 AM - 7:00 PM	7185	13	3315	1988	38	1543	46	0	62	124	24	2	4	26
12:00 AM - 12:00 AM	8213	13	3820	2245	43	1757	52	0	75	145	28	2	7	26
Percent	100%	0.2%	46.5%	27.3%	0.5%	21.4%	0.6%	0.0%	0.9%	1.8%	0.3%	0.0%	0.1%	0.3%

Thursday 10/10/19	Total	Southbound Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	31	0	14	7	0	7	1	0	1	1	0	0	0	0
1:00 AM	24	1	11	6	0	5	0	0	1	0	0	0	0	0
2:00 AM	30	0	12	4	1	5	0	0	2	3	1	0	0	2
3:00 AM	40	0	20	4	0	9	2	0	2	3	0	0	0	0
4:00 AM	67	0	34	14	2	12	0	0	0	5	0	0	0	0
5:00 AM	144	0	58	41	1	29	1	0	1	9	3	0	0	1
6:00 AM	335	0	166	86	0	70	2	0	3	4	2	0	0	2
7:00 AM	522	0	285	130	0	83	1	0	6	9	5	0	0	3
8:00 AM	522	0	257	136	2	102	4	0	4	9	6	0	0	2
9:00 AM	482	0	214	138	1	103	4	0	3	15	1	0	0	3
10:00 AM	541	0	231	158	0	126	5	0	6	8	4	0	0	3
11:00 AM	557	1	270	152	0	108	3	0	5	11	2	0	0	5
12:00 PM	651	1	343	183	1	103	3	0	1	12	2	0	0	2
1:00 PM	563	0	287	158	2	92	4	0	2	12	2	0	0	4
2:00 PM	588	1	311	145	0	111	1	0	3	9	6	0	0	1
3:00 PM	619	2	325	152	1	125	1	0	2	7	4	0	0	0
4:00 PM	712	0	368	185	1	137	0	0	7	6	5	0	1	2
5:00 PM	719	1	391	195	0	117	6	0	4	5	0	0	0	0
6:00 PM	474	1	262	120	2	73	1	0	2	5	5	0	1	2
7:00 PM	363	0	178	108	0	67	0	0	1	8	1	0	0	0
8:00 PM	261	0	137	73	1	42	0	0	2	4	2	0	0	0
9:00 PM	165	0	105	34	0	22	0	0	1	3	0	0	0	0
10:00 PM	89	0	50	21	0	12	0	0	0	5	1	0	0	0
11:00 PM	40	0	27	9	0	3	0	0	0	1	0	0	0	0
6:00 AM - 9:00 AM	1379	0	708	352	2	255	7	0	13	22	13	0	0	7
3:00 PM - 6:00 PM	2050	3	1084	532	2	379	7	0	13	18	9	0	1	2
6:00 AM - 7:00 PM	7285	7	3710	1938	10	1350	35	0	48	112	44	0	2	29
12:00 AM - 12:00 AM	8539	8	4356	2259	15	1563	39	0	59	154	52	0	2	32
Percent	100%	0.1%	51.0%	26.5%	0.2%	18.3%	0.5%	0.0%	0.7%	1.8%	0.6%	0.0%	0.0%	0.4%

**Vehicle Speed Report - Hourly**

Site Description: US 50 S/O Meeker St  
 Site Number: AD77  
 Start Date: 10/8/2019  
 Posted Speed Limit NB = 30 SB = 45

Total Study Speed Summary			
	Northbound	Southbound	
Average Speed	43.5 mph	45.8 mph	
85th Percentile	48.6 mph	50.7 mph	
95th Percentile	51.6 mph	53.5 mph	

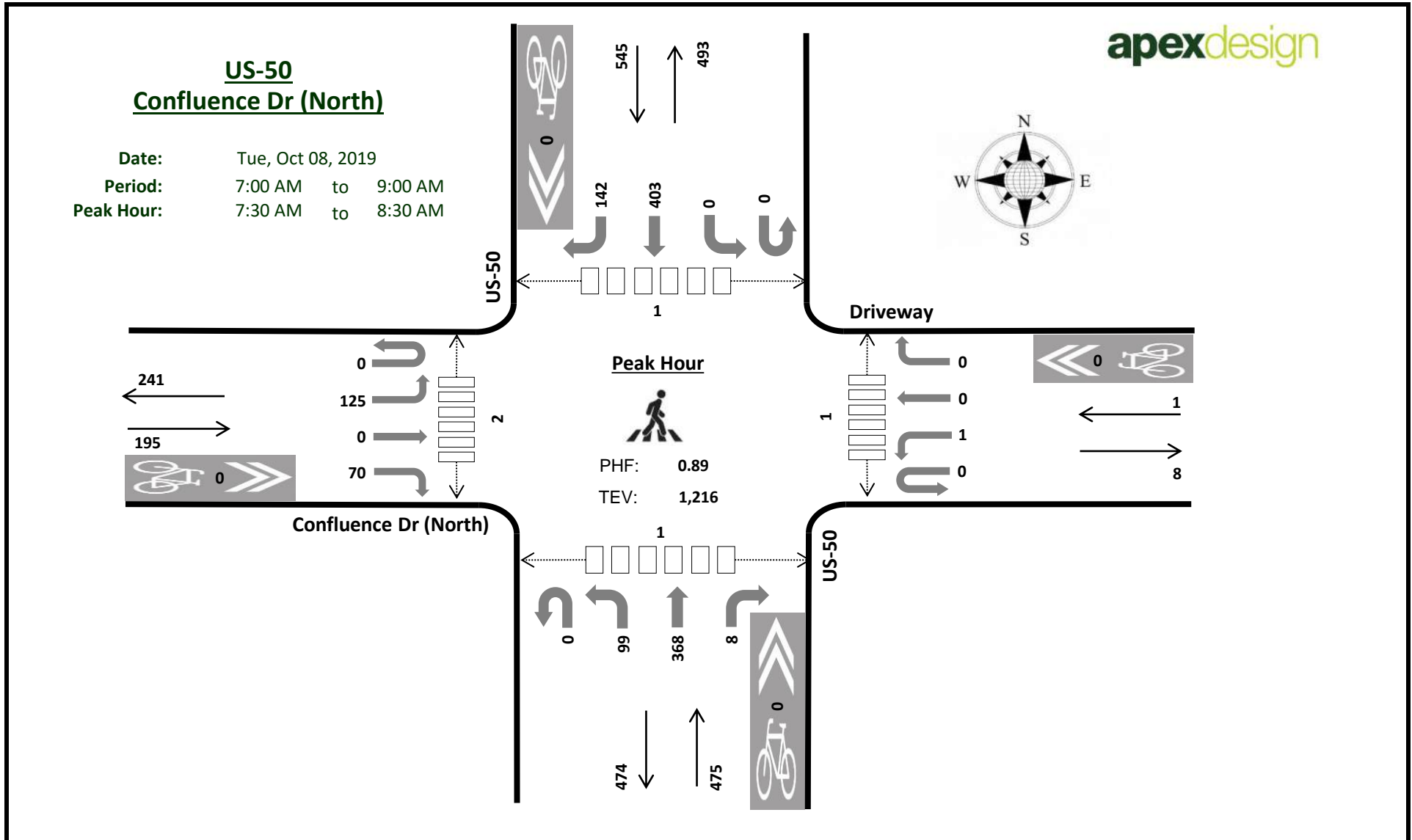
	Total	Speed Range (MPH) - Total Study																	95th	%	95th + 10	%	95th + 15	%						
		0-10	10-11	11-20	20-24	25-30	30-31	31-40	40-45	45-50	50-51	51-60	60-62	62-70	70-74	75-80	80-81	81-90							90-95	95-100				
Northbound	25201	8	16	13	26	183	1017	4444	9729	7379	2016	304	58	7	1	0	0	0	0	0	0	0	0	0	24955	99.0%	19494	77.4%	9765	38.7%
Percent	100.0%	0.0%	0.1%	0.1%	0.1%	0.7%	4.0%	17.6%	38.6%	29.3%	8.0%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	99.0%	77.4%	38.7%			
Southbound	25448	10	13	39	77	139	350	1998	7595	10405	4092	643	72	7	3	2	2	1	0	0	0	0	0	15227	59.8%	4822	18.9%	87	0.3%	
Percent	100.0%	0.0%	0.1%	0.2%	0.3%	0.5%	1.4%	7.9%	29.8%	40.9%	16.1%	2.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	18.9%	0.3%				
Total	50649	18	29	52	103	322	1367	6442	17324	17784	6108	947	130	14	4	2	2	1	0	0	0	0	0	40182	79.3%	24316	48.0%	9852	19.5%	
Percent	100.0%	0.0%	0.1%	0.1%	0.2%	0.6%	2.7%	12.7%	34.2%	35.1%	12.1%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	79.3%	48.0%	19.5%				







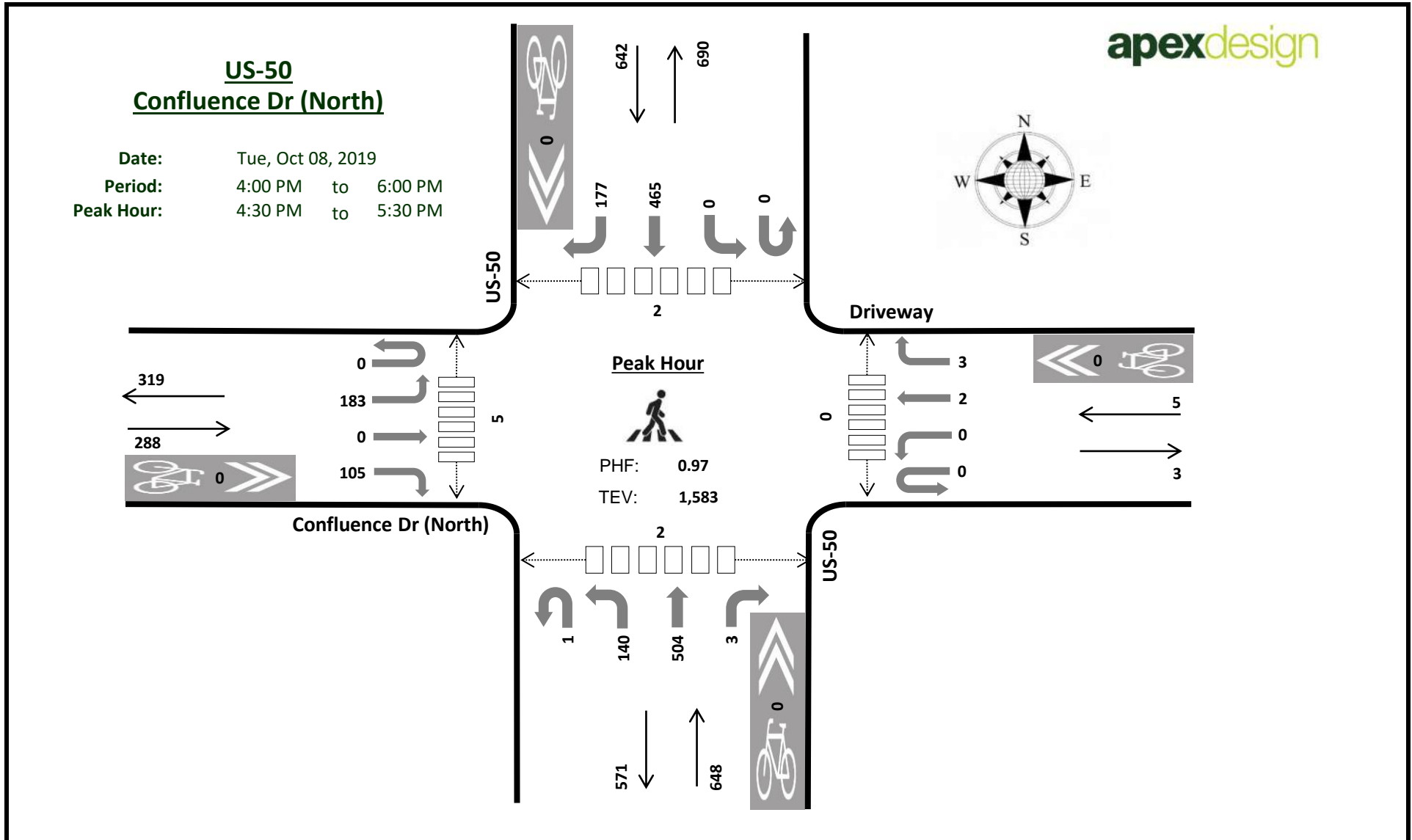




**Summary**

Time	Confluence Dr (North)				Driveway				US-50				US-50				Total	Rolling Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	26	0	11	0	0	0	0	0	17	74	2	0	0	61	29	220	0
7:15 AM	0	18	0	17	0	0	0	0	0	16	58	5	0	0	97	27	238	0
7:30 AM	0	28	0	10	0	1	0	0	0	17	75	3	0	0	98	36	268	0
7:45 AM	0	25	0	18	0	0	0	0	0	18	96	5	0	0	132	46	340	1,066
8:00 AM	0	32	0	12	0	0	0	0	0	27	103	0	0	0	84	28	286	1,132
8:15 AM	0	40	0	30	0	0	0	0	0	37	94	0	0	0	89	32	322	1,216
8:30 AM	0	24	0	24	0	0	0	0	0	27	78	1	0	0	73	33	260	1,208
8:45 AM	0	30	0	27	0	0	0	0	0	40	81	2	0	0	69	34	283	1,151
Count Total	0	223	0	149	0	1	0	0	0	199	659	18	0	0	703	265	2,217	0
Peak Hour	0	125	0	70	0	1	0	0	0	99	368	8	0	0	403	142	1,216	0
PH HV %	5.13%				0.00%				3.58%				6.79%					

Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	0	5	5	13	0	0	0	0	0	0	0	0	1	1
7:15 AM	5	0	2	11	18	0	0	0	0	0	0	1	1	1	3
7:30 AM	2	0	4	8	14	0	0	0	0	0	0	1	0	0	1
7:45 AM	3	0	5	10	18	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	4	10	15	0	0	0	0	0	1	1	1	1	4
8:15 AM	4	0	4	9	17	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	9	10	20	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	4	8	12	0	0	0	0	0	0	0	0	0	0
Count Total	19	0	37	71	127	0	0	0	0	0	1	3	2	3	9
Peak Hour	10	0	17	37	64	0	0	0	0	0	1	2	1	1	5

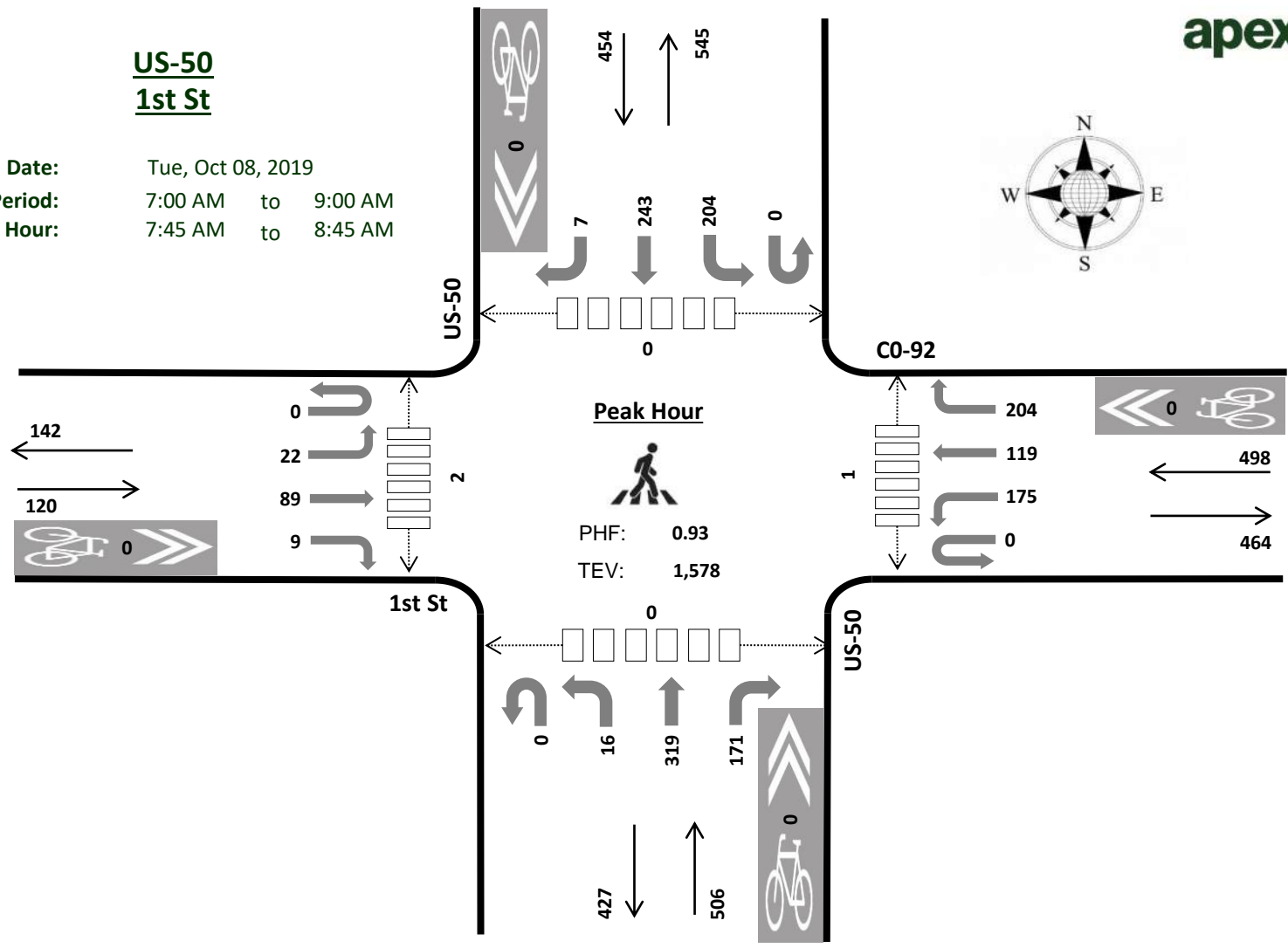


**Summary**

Time	Confluence Dr (North)				Driveway				US-50				US-50				Total	Rolling Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	69	0	32	0	8	2	2	0	32	118	0	0	0	94	29	386	0
4:15 PM	0	43	0	35	0	1	0	0	0	37	109	0	0	0	106	42	373	0
<b>4:30 PM</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>50</b>	<b>409</b>	<b>0</b>
4:45 PM	0	43	0	23	0	0	0	0	0	39	124	2	0	0	113	45	389	1,557
5:00 PM	0	48	0	31	0	0	1	2	1	39	115	0	0	0	116	47	400	1,571
5:15 PM	0	52	0	27	0	0	1	1	0	28	118	1	0	0	122	35	385	1,583
5:30 PM	0	46	0	26	0	0	0	0	0	27	108	0	0	0	110	35	352	1,526
5:45 PM	0	36	0	23	0	0	1	1	0	22	109	1	0	0	98	27	318	1,455
Count Total	0	377	0	221	0	9	5	6	1	258	948	4	0	0	873	310	3,012	0
Peak Hour	0	183	0	105	0	0	2	3	1	140	504	3	0	0	465	177	1,583	0
PH HV %	3.82%				0.00%				4.17%				4.67%					

Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	0	2	6	14	0	0	0	0	0	0	1	1	1	3
4:15 PM	2	0	3	11	16	0	0	0	0	0	0	1	1	0	2
<b>4:30 PM</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>5</b>
4:45 PM	3	0	7	9	19	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	0	8	7	17	0	0	0	0	0	0	2	1	0	3
5:15 PM	4	0	8	8	20	0	0	0	0	0	0	0	0	1	1
5:30 PM	2	0	3	3	8	0	0	0	0	0	0	3	1	1	5
5:45 PM	4	0	3	1	8	0	0	0	0	0	0	0	0	0	0
Count Total	25	0	38	51	114	0	0	0	0	0	0	10	5	4	19
Peak Hour	11	0	27	30	68	0	0	0	0	0	0	5	2	2	9

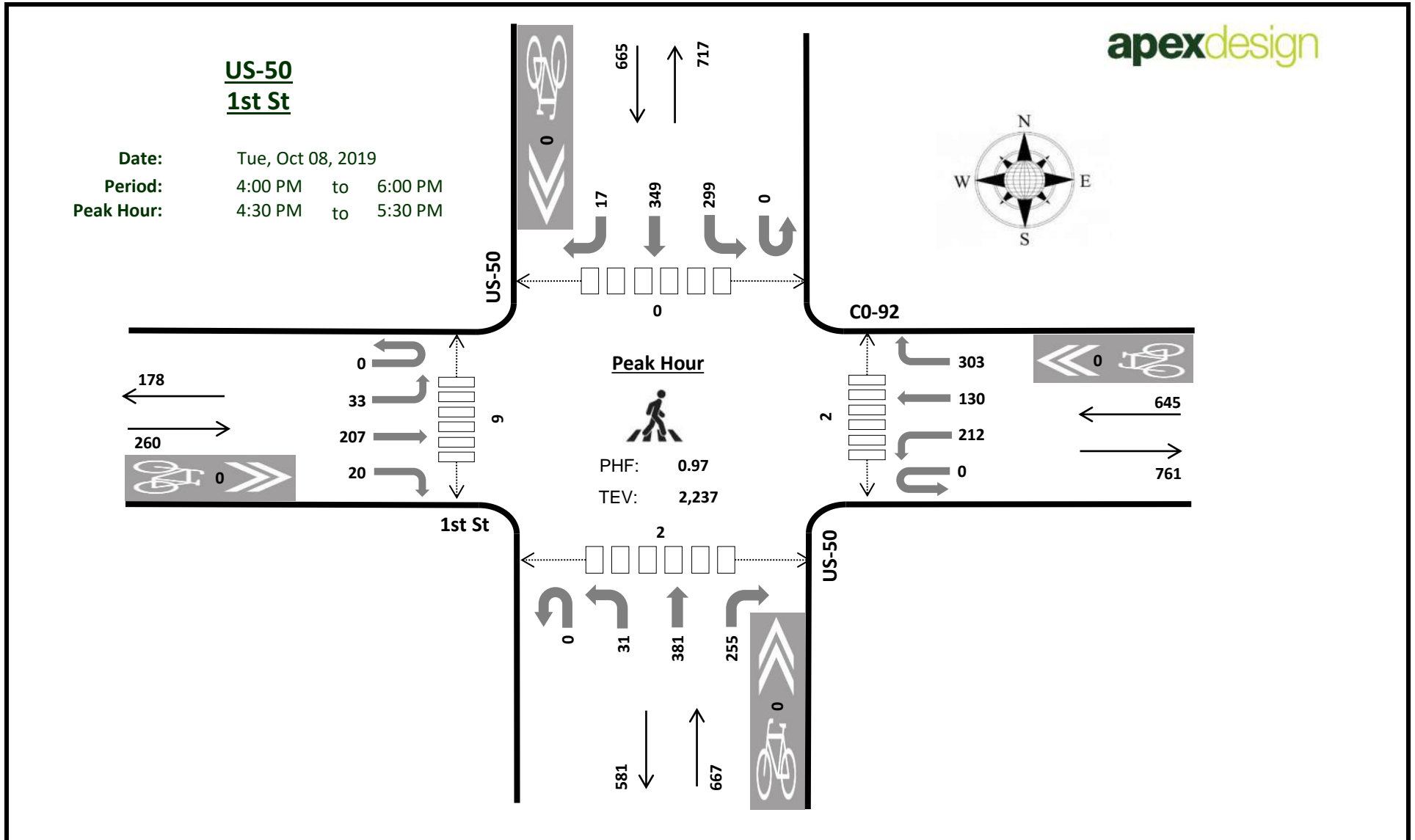
**US-50  
1st St**  
Date: Tue, Oct 08, 2019  
Period: 7:00 AM to 9:00 AM  
Peak Hour: 7:45 AM to 8:45 AM



**Summary**

Time	1st St				CO-92				US-50				US-50				Total	Rolling Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	20	6	0	31	15	50	0	0	43	21	0	35	36	3	262	0
7:15 AM	0	3	14	2	0	61	36	41	0	1	31	27	0	49	58	2	325	0
7:30 AM	0	3	17	1	0	45	14	38	0	4	63	35	0	42	82	2	346	0
<b>7:45 AM</b>	<b>0</b>	<b>5</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>36</b>	<b>54</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>37</b>	<b>0</b>	<b>48</b>	<b>76</b>	<b>1</b>	<b>426</b>	1,359
8:00 AM	0	7	21	2	0	44	31	50	0	5	95	49	0	47	54	2	407	1,504
8:15 AM	0	5	22	2	0	39	27	43	0	2	85	46	0	47	68	2	388	1,567
8:30 AM	0	5	22	3	0	23	25	57	0	5	69	39	0	62	45	2	357	1,578
8:45 AM	0	2	30	4	0	46	24	77	0	2	59	38	0	40	57	6	385	1,537
Count Total	0	32	170	22	0	358	208	410	0	23	515	292	0	370	476	20	2,896	0
Peak Hour	0	22	89	9	0	175	119	204	0	16	319	171	0	204	243	7	1,578	0
PH HV %	10.00%				4.42%				4.74%				5.29%					

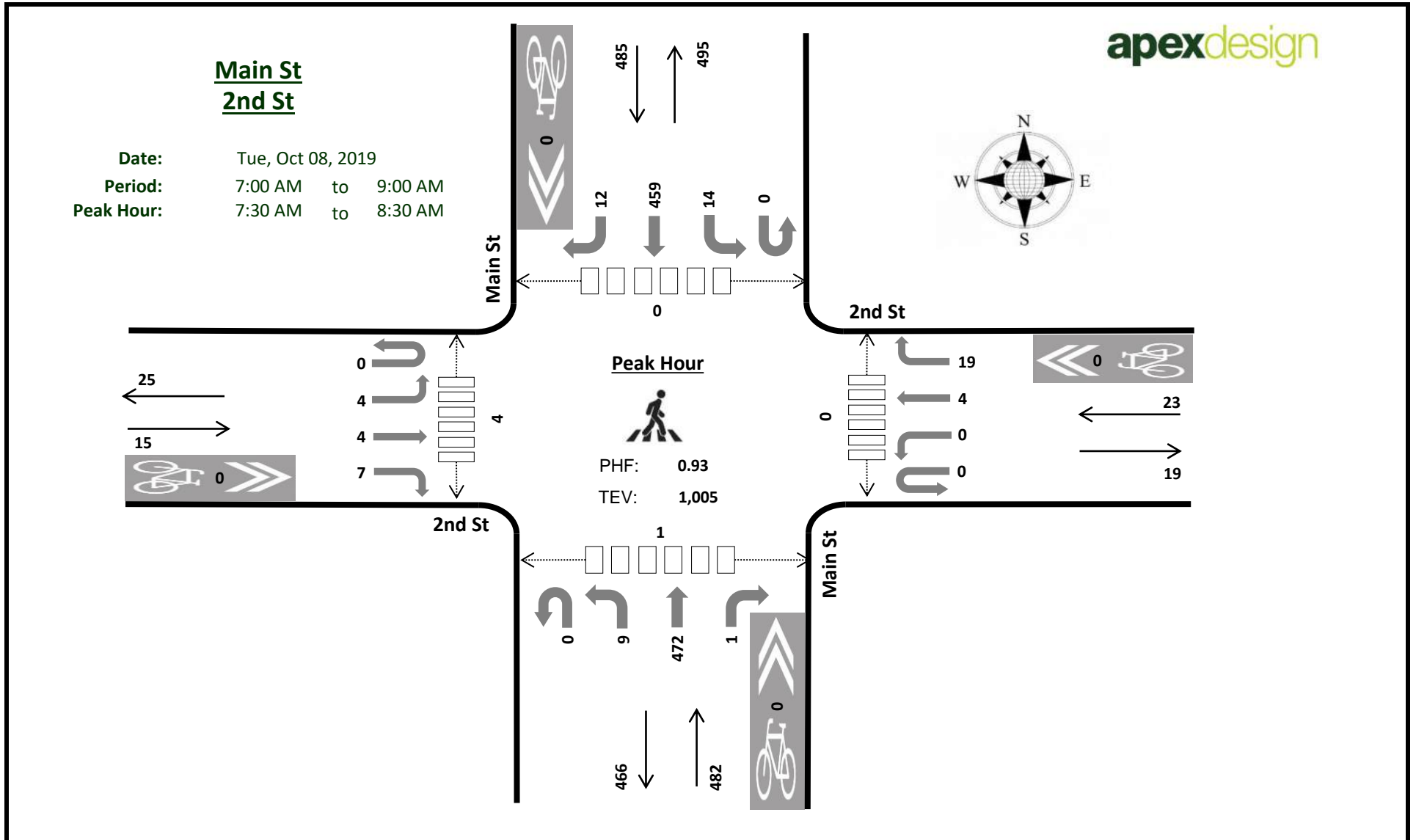
Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	5	1	2	9	0	0	0	0	0	0	1	0	0	1
7:15 AM	1	3	1	11	16	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	5	3	10	0	0	0	0	0	0	1	1	1	3
<b>7:45 AM</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
8:00 AM	1	5	4	7	17	0	0	0	0	0	0	0	0	0	0
8:15 AM	5	8	6	6	25	0	0	0	0	0	1	1	0	0	2
8:30 AM	5	5	10	7	27	0	0	0	0	0	0	1	0	0	1
8:45 AM	3	2	4	3	12	0	0	0	0	0	1	1	0	0	2
Count Total	17	34	35	43	129	0	0	0	0	0	2	5	1	1	9
Peak Hour	12	22	24	24	82	0	0	0	0	0	1	2	0	0	3



**Summary**

Time	1st St				CO-92				US-50				US-50				Total	Rolling Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	10	44	5	0	46	35	71	0	12	103	66	0	75	78	4	549	0
4:15 PM	0	3	55	3	0	68	34	63	0	5	79	70	0	64	82	2	528	0
<b>4:30 PM</b>	<b>0</b>	<b>13</b>	<b>46</b>	<b>6</b>	<b>0</b>	<b>49</b>	<b>32</b>	<b>87</b>	<b>0</b>	<b>6</b>	<b>99</b>	<b>63</b>	<b>0</b>	<b>76</b>	<b>99</b>	<b>2</b>	<b>578</b>	<b>0</b>
4:45 PM	0	8	55	5	0	65	36	74	0	9	91	60	0	70	84	6	563	2,218
5:00 PM	0	6	67	4	0	39	29	69	0	4	98	78	0	77	87	7	565	2,234
5:15 PM	0	6	39	5	0	59	33	73	0	12	93	54	0	76	79	2	531	2,237
5:30 PM	0	4	38	4	0	40	25	59	0	6	93	44	0	57	92	3	465	2,124
5:45 PM	0	6	46	1	0	41	31	55	0	6	79	59	0	76	75	1	476	2,037
Count Total	0	56	390	33	0	407	255	551	0	60	735	494	0	571	676	27	4,255	0
Peak Hour	0	33	207	20	0	212	130	303	0	31	381	255	0	299	349	17	2,237	0
PH HV %	5.77%				3.41%				2.55%				2.56%					

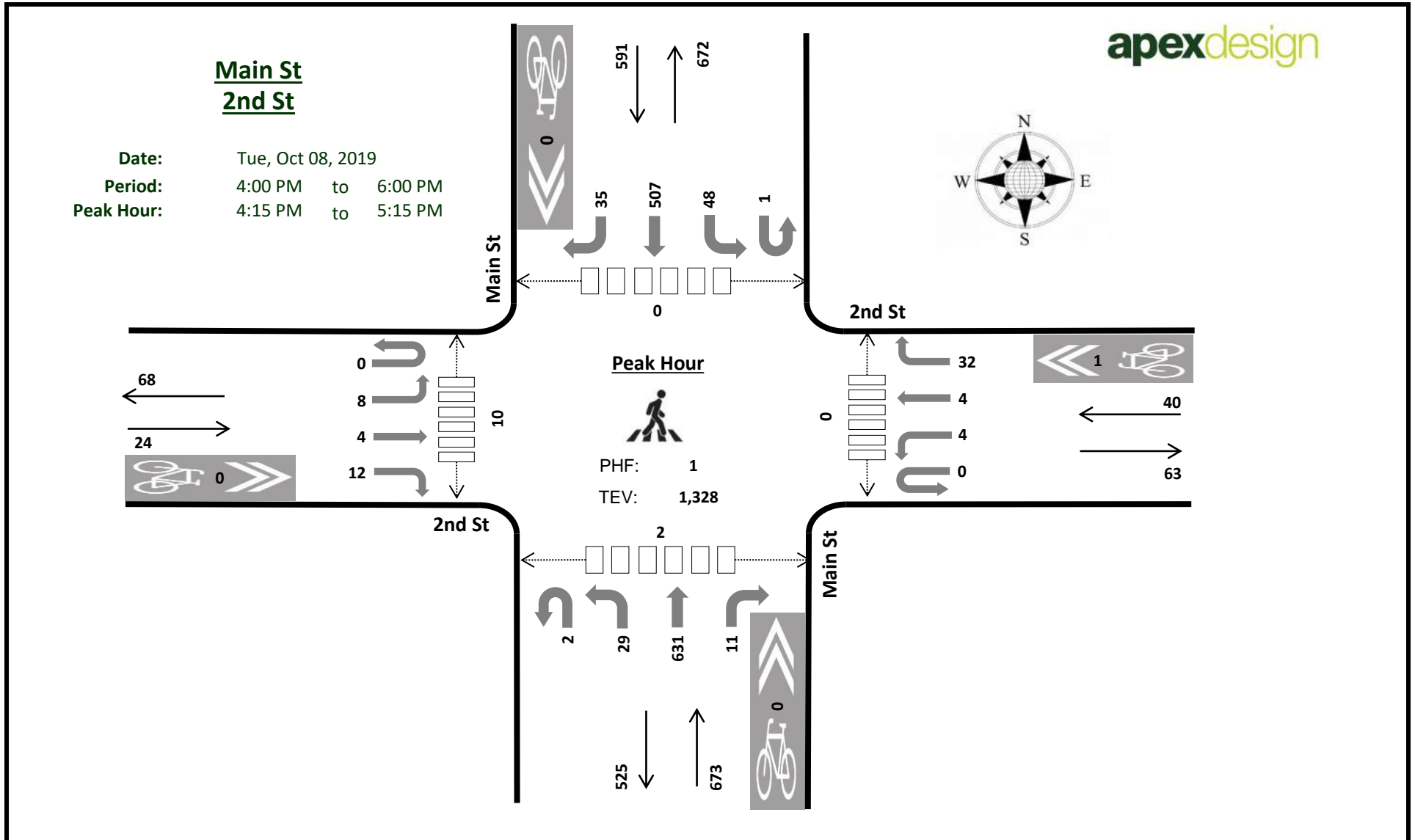
Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	5	2	5	17	0	0	0	0	0	0	0	1	0	1
4:15 PM	3	3	5	4	15	0	0	0	0	0	0	0	1	0	1
<b>4:30 PM</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>
4:45 PM	1	7	7	5	20	0	0	0	0	0	0	4	0	1	5
5:00 PM	3	5	3	3	14	0	0	0	0	0	1	1	0	0	2
5:15 PM	2	3	5	5	15	0	0	0	0	0	0	0	0	1	1
5:30 PM	1	5	5	2	13	0	0	0	0	0	0	3	0	0	3
5:45 PM	0	3	3	0	6	0	0	0	0	0	2	4	0	0	6
Count Total	24	38	32	28	122	0	0	0	0	0	4	16	2	2	24
Peak Hour	15	22	17	17	71	0	0	0	0	0	2	9	0	2	13



**Summary**

Time	2nd St Eastbound				2nd St Westbound				Main St Northbound				Main St Southbound				Total	Rolling Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	2	0	3	0	1	0	2	0	0	60	1	0	1	71		
7:15 AM	0	1	0	3	0	2	2	0	0	1	59	2	0	0	119	1	190	0
7:30 AM	0	0	0	2	0	0	1	3	0	2	97	1	0	4	121	2	233	0
7:45 AM	0	1	2	3	0	0	0	4	0	1	112	0	0	4	141	2	270	834
8:00 AM	0	0	0	1	0	0	2	8	0	4	140	0	0	3	93	5	256	949
8:15 AM	0	3	2	1	0	0	1	4	0	2	123	0	0	3	104	3	246	1,005
8:30 AM	0	0	0	1	0	1	0	1	0	1	111	0	0	0	70	1	186	958
8:45 AM	0	0	1	1	0	1	2	2	0	1	98	0	0	3	102	3	214	902
Count Total	0	7	5	15	0	5	8	24	0	12	800	4	0	18	821	17	1,736	0
Peak Hour	0	4	4	7	0	0	4	19	0	9	472	1	0	14	459	12	1,005	0
PH HV %	0.00%				0.00%				3.94%				3.30%					

Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	2	3	0	0	0	0	0	0	3	0	0	3
7:15 AM	1	0	1	6	8	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	5	4	9	0	0	0	0	0	0	1	0	1	
7:45 AM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	4	3	7	0	0	0	0	0	0	0	1	1	
8:15 AM	0	0	6	6	12	0	0	0	0	0	0	3	0	3	
8:30 AM	0	0	10	4	14	0	0	0	0	0	0	2	0	2	
8:45 AM	0	0	4	3	7	0	0	0	0	0	0	0	0	1	
Count Total	1	0	35	31	67	0	0	0	0	0	0	9	0	2	
Peak Hour	0	0	19	16	35	0	0	0	0	0	0	4	0	1	

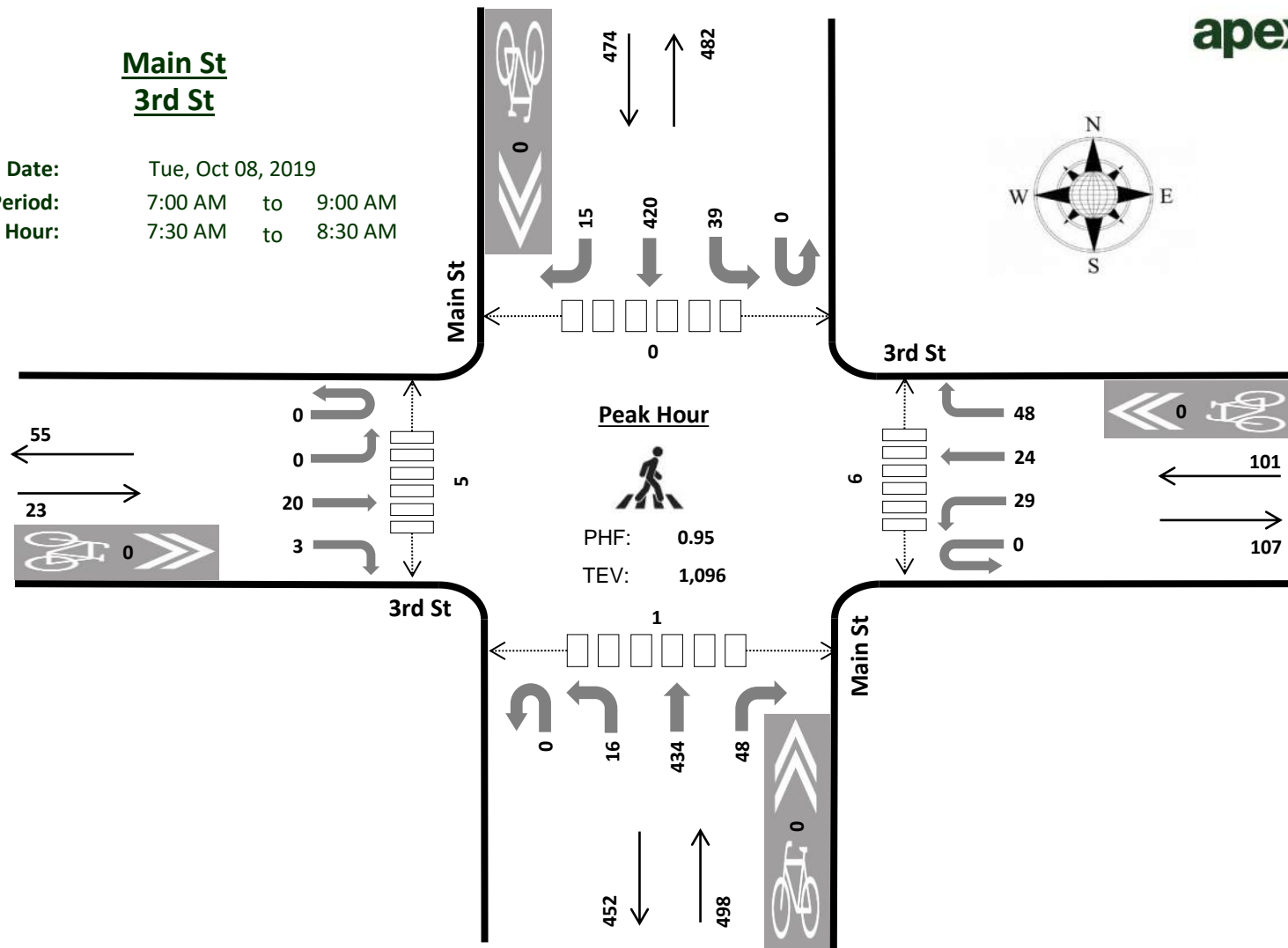


**Summary**

Time	2nd St Eastbound				2nd St Westbound				Main St Northbound				Main St Southbound				Total	Rolling Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	1	6	0	0	1	5	0	6	171	1	0	7	119	4	322	0
4:15 PM	0	1	2	4	0	0	1	7	0	7	154	3	0	11	131	11	332	0
4:30 PM	0	2	0	2	0	0	1	6	2	4	160	2	1	13	134	6	333	0
4:45 PM	0	1	0	3	0	2	1	7	0	8	153	3	0	18	127	10	333	1,320
5:00 PM	0	4	2	3	0	2	1	12	0	10	164	3	0	6	115	8	330	1,328
5:15 PM	0	3	1	6	0	0	1	6	0	5	148	2	0	9	126	8	315	1,311
5:30 PM	0	0	0	3	0	0	4	7	0	8	144	5	0	10	122	4	307	1,285
5:45 PM	0	3	1	3	0	0	1	2	1	7	135	4	0	8	110	1	276	1,228
Count Total	0	15	7	30	0	4	11	52	3	55	1,229	23	1	82	984	52	2,548	0
Peak Hour	0	8	4	12	0	4	4	32	2	29	631	11	1	48	507	35	1,328	0
PH HV %	0.00%				2.50%				2.53%				1.18%					

Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	7	9	0	0	0	0	0	0	0	0	2	2
4:15 PM	0	0	6	1	7	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	3	2	5	0	0	0	0	0	0	3	0	0	3
4:45 PM	0	1	5	3	9	0	0	0	0	0	0	4	0	1	5
5:00 PM	0	0	3	1	4	0	1	0	0	1	0	2	0	1	3
5:15 PM	0	0	5	6	11	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	5	1	6	0	0	0	0	0	0	2	0	1	3
5:45 PM	0	0	3	2	5	0	0	0	0	0	0	1	2	4	7
Count Total	0	1	32	23	56	0	1	0	0	1	0	14	2	9	25
Peak Hour	0	1	17	7	25	0	1	0	0	1	0	10	0	2	12

**Date:** Tue, Oct 08, 2019  
**Period:** 7:00 AM to 9:00 AM  
**Peak Hour:** 7:30 AM to 8:30 AM

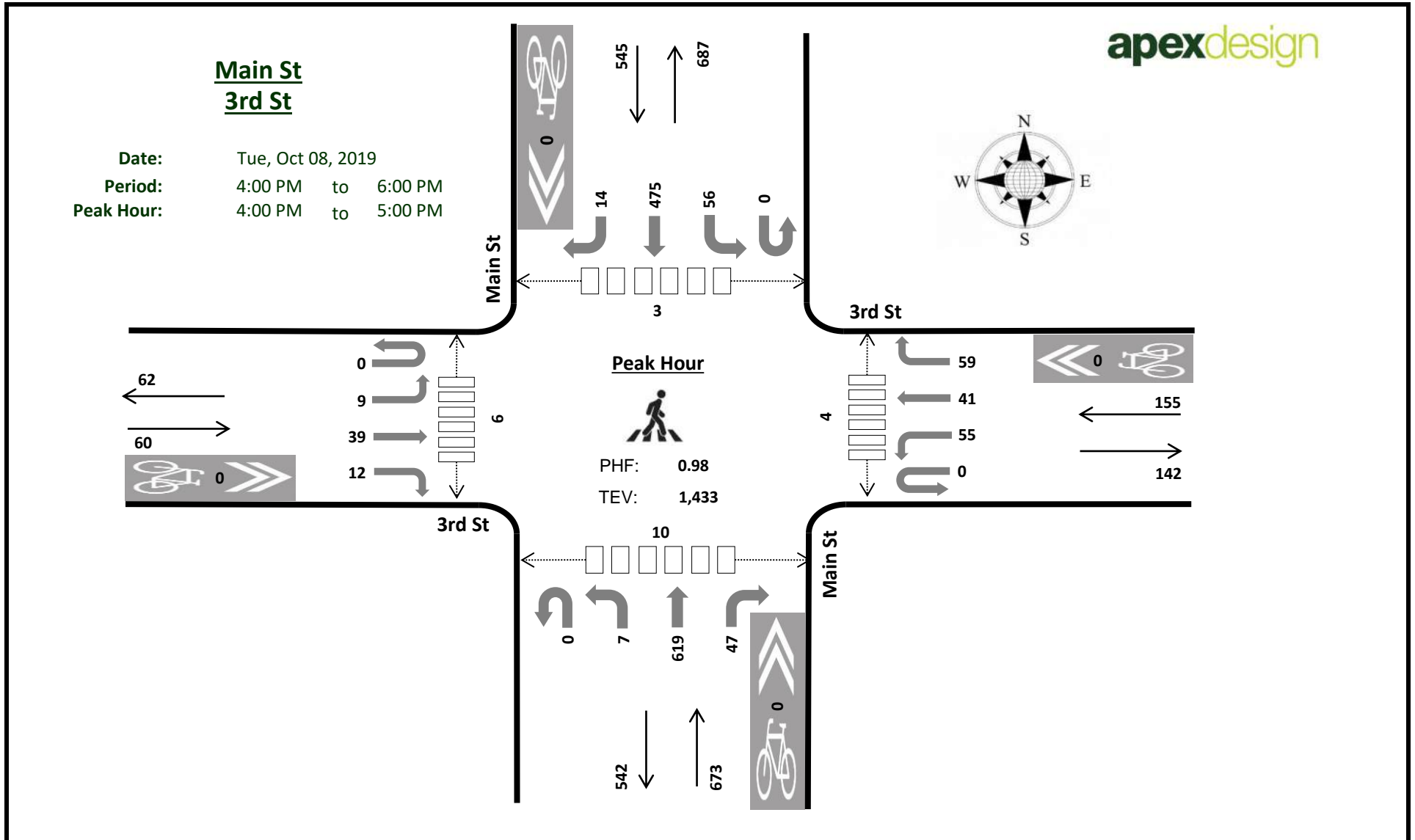


**Summary**

Time	3rd St Eastbound				3rd St Westbound				Main St Northbound				Main St Southbound				Total	Rolling Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	3	2	4	0	1	57	8	0	5	70	0	155	0
7:15 AM	0	0	2	0	0	3	8	2	0	1	61	12	0	4	106	3	202	0
7:30 AM	0	0	4	0	0	8	4	6	0	6	94	10	0	9	125	4	270	0
7:45 AM	0	0	5	1	0	10	6	13	0	2	99	17	0	9	120	7	289	916
8:00 AM	0	0	4	0	0	2	2	15	0	6	130	12	0	11	88	2	272	1,033
8:15 AM	0	0	7	2	0	9	12	14	0	2	111	9	0	10	87	2	265	1,096
8:30 AM	0	0	4	0	0	6	7	12	0	1	101	6	0	3	72	1	213	1,039
8:45 AM	0	2	7	3	0	7	14	13	0	5	87	10	0	4	89	5	246	996
Count Total	0	2	38	6	0	48	55	79	0	24	740	84	0	55	757	24	1,912	0
Peak Hour	0	0	20	3	0	29	24	48	0	16	434	48	0	39	420	15	1,096	0
PH HV %	0.00%				2.97%				3.41%				3.38%					

Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	2	3	0	0	0	0	0	0	1	0	1	2
7:15 AM	0	2	0	7	9	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	1	5	5	11	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	4	3	7	0	0	0	0	0	3	2	0	0	5
8:00 AM	0	1	3	3	7	0	0	0	0	0	3	1	0	1	5
8:15 AM	0	1	5	5	11	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	1	9	4	14	0	0	0	0	0	0	2	0	0	2
8:45 AM	0	1	4	3	8	0	1	0	0	1	1	0	2	1	4
Count Total	0	7	31	32	70	0	1	0	0	1	7	9	2	3	21
Peak Hour	0	3	17	16	36	0	0	0	0	0	6	5	0	1	12





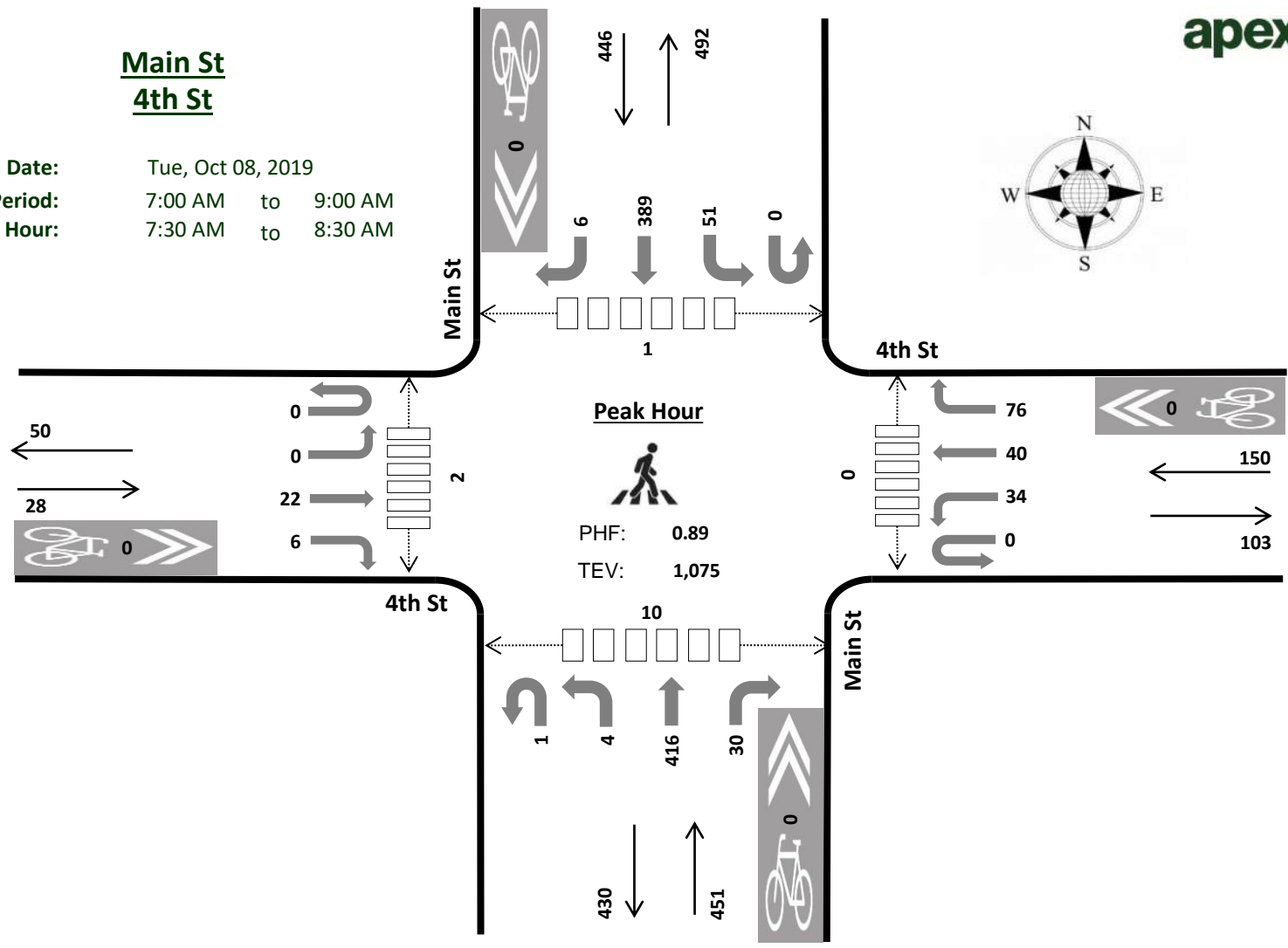
**Summary**

Time	3rd St Eastbound				3rd St Westbound				Main St Northbound				Main St Southbound				Total	Rolling Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	4:00 PM	0	2	13	2	0	18	8	22	0	0	160	13	0	14	114		
4:15 PM	0	5	10	2	0	13	13	16	0	4	143	12	0	12	116	5	351	0
4:30 PM	0	0	9	6	0	13	6	8	0	2	161	10	0	16	129	5	365	0
4:45 PM	0	2	7	2	0	11	14	13	0	1	155	12	0	14	116	3	350	1,433
5:00 PM	0	5	7	4	0	13	10	9	0	1	164	8	0	10	119	1	351	1,417
5:15 PM	0	1	12	2	0	11	9	14	0	2	135	3	0	19	115	3	326	1,392
5:30 PM	0	1	9	2	0	11	11	19	0	5	138	10	0	16	105	5	332	1,359
5:45 PM	0	1	8	3	0	7	9	18	0	2	124	4	0	14	103	2	295	1,304
Count Total	0	17	75	23	0	97	80	119	0	17	1,180	72	0	115	917	25	2,737	0
Peak Hour	0	9	39	12	0	55	41	59	0	7	619	47	0	56	475	14	1,433	0
PH HV %	1.67%				1.29%				1.93%				2.39%					

Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	6	8	0	0	0	0	0	2	0	0	2	4
4:15 PM	1	2	3	2	8	0	0	0	0	0	0	0	3	1	4
4:30 PM	0	0	3	2	5	0	0	0	0	0	0	5	0	1	6
4:45 PM	0	0	5	3	8	0	0	0	0	0	2	1	0	6	9
5:00 PM	0	0	3	0	3	1	0	0	0	1	0	2	3	4	9
5:15 PM	0	0	5	6	11	0	0	0	0	0	2	2	1	1	6
5:30 PM	0	1	5	1	7	0	0	0	0	0	0	4	0	0	4
5:45 PM	0	1	1	2	4	0	0	0	0	0	1	2	0	4	7
Count Total	1	4	27	22	54	1	0	0	0	1	7	16	7	19	49
Peak Hour	1	2	13	13	29	0	0	0	0	0	4	6	3	10	23

**Main St  
4th St**

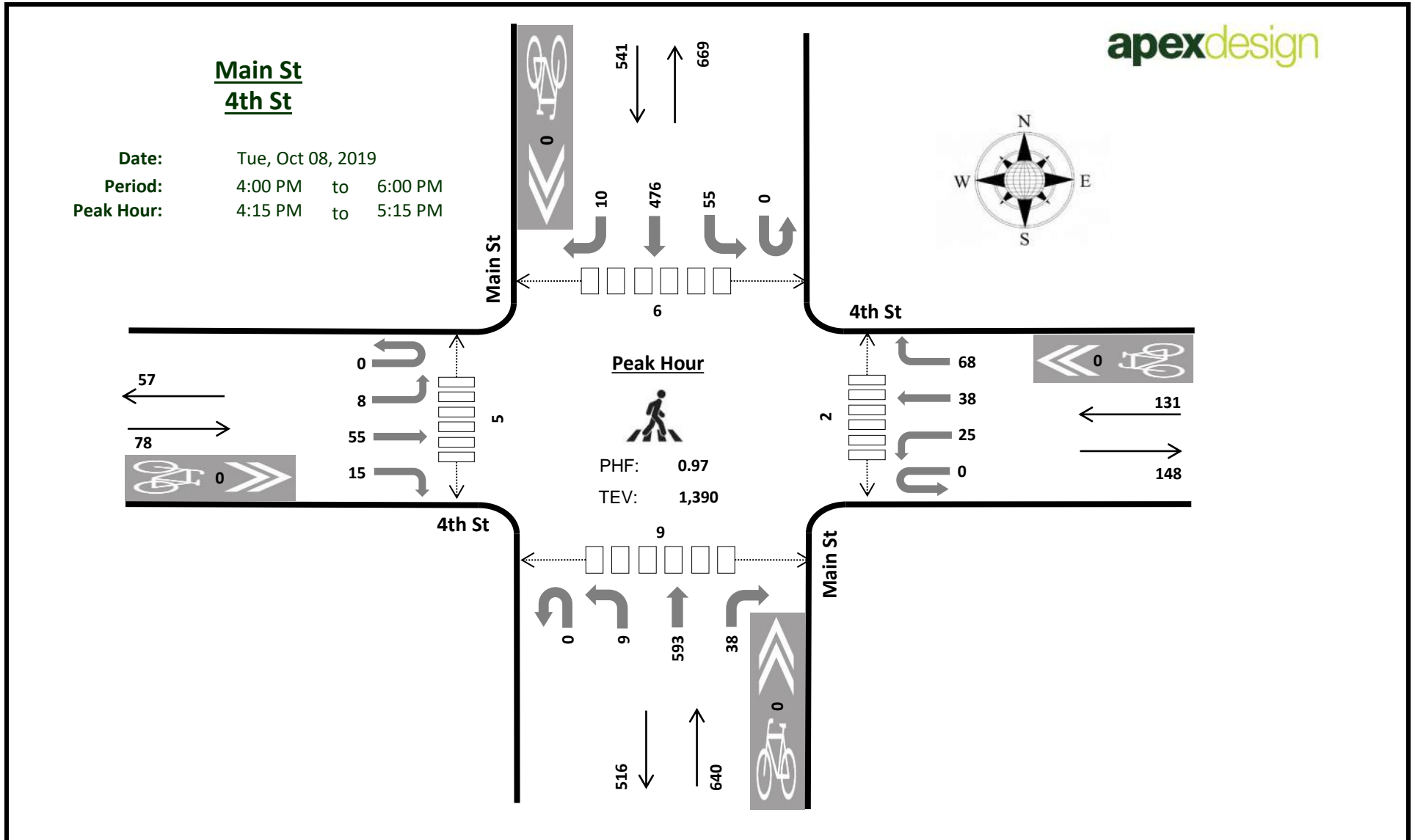
Date: Tue, Oct 08, 2019  
 Period: 7:00 AM to 9:00 AM  
 Peak Hour: 7:30 AM to 8:30 AM



**Summary**

Time	4th St Eastbound				4th St Westbound				Main St Northbound				Main St Southbound				Total	Rolling Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	2	5	2	0	4	0	6	0	0	61	2	0	4	68		
7:15 AM	0	0	4	2	0	4	7	8	1	2	66	5	0	14	91	3	207	0
7:30 AM	0	0	6	1	0	5	4	11	0	1	97	5	0	13	111	2	256	0
7:45 AM	0	0	10	3	0	10	13	17	0	2	105	5	0	19	116	1	301	920
8:00 AM	0	0	4	0	0	10	13	27	1	1	117	14	0	12	75	2	276	1,040
8:15 AM	0	0	2	2	0	9	10	21	0	0	97	6	0	7	87	1	242	1,075
8:30 AM	0	0	0	3	0	8	5	9	0	2	106	3	0	6	75	1	218	1,037
8:45 AM	0	1	4	0	0	6	8	11	0	3	93	9	0	7	92	0	234	970
Count Total	0	3	35	13	0	56	60	110	2	11	742	49	0	82	715	12	1,890	0
Peak Hour	0	0	22	6	0	34	40	76	1	4	416	30	0	51	389	6	1,075	0
PH HV %	7.14%				0.67%				3.77%				4.04%					

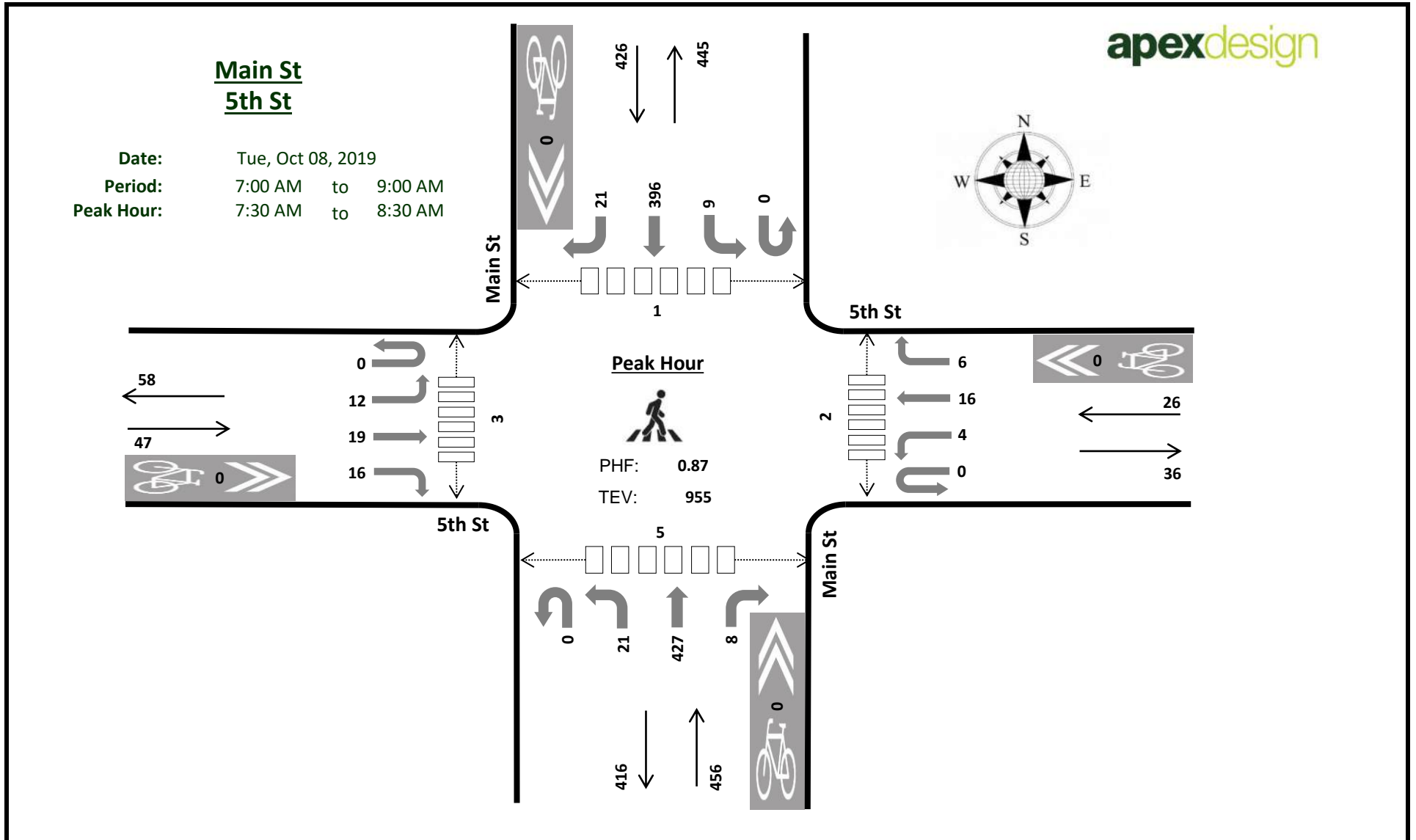
Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	1	1	0	0	0	0	0	0	1	0	2	3
7:15 AM	0	0	0	5	5	0	0	0	0	0	0	0	0	7	7
7:30 AM	1	1	5	7	14	0	0	0	0	0	0	1	0	3	4
7:45 AM	1	0	4	3	8	0	0	0	0	0	0	1	0	4	5
8:00 AM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	4	5	9	0	0	0	0	0	0	0	1	3	4
8:30 AM	0	0	11	3	14	0	0	0	0	0	0	1	0	3	4
8:45 AM	0	1	3	3	7	0	0	0	0	0	0	0	1	3	4
Count Total	2	2	31	30	65	0	0	0	0	0	0	4	2	25	31
Peak Hour	2	1	17	18	38	0	0	0	0	0	0	2	1	10	13



**Summary**

Time	4th St Eastbound				4th St Westbound				Main St Northbound				Main St Southbound				Total	Rolling Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	5	1	0	7	16	10	2	3	155	13	1	6	129	4	354	0
4:15 PM	0	2	11	2	0	11	13	21	0	5	138	8	0	12	112	5	340	0
4:30 PM	0	3	8	4	0	2	3	19	0	1	147	10	0	20	128	0	345	0
4:45 PM	0	3	12	4	0	8	16	14	0	2	149	13	0	9	114	3	347	1,386
<b>5:00 PM</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>159</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>122</b>	<b>2</b>	<b>358</b>	<b>1,390</b>
5:15 PM	0	1	12	3	0	3	7	13	0	2	133	7	1	16	109	2	309	1,359
5:30 PM	0	0	7	2	0	5	3	14	0	0	137	4	0	17	95	6	290	1,304
5:45 PM	0	1	10	3	0	12	8	13	0	1	118	4	0	12	101	0	283	1,240
Count Total	0	12	89	24	0	52	72	118	2	15	1,136	66	2	106	910	22	2,626	0
Peak Hour	0	8	55	15	0	25	38	68	0	9	593	38	0	55	476	10	1,390	0
PH HV %	0.00%				0.00%				2.19%				1.29%					

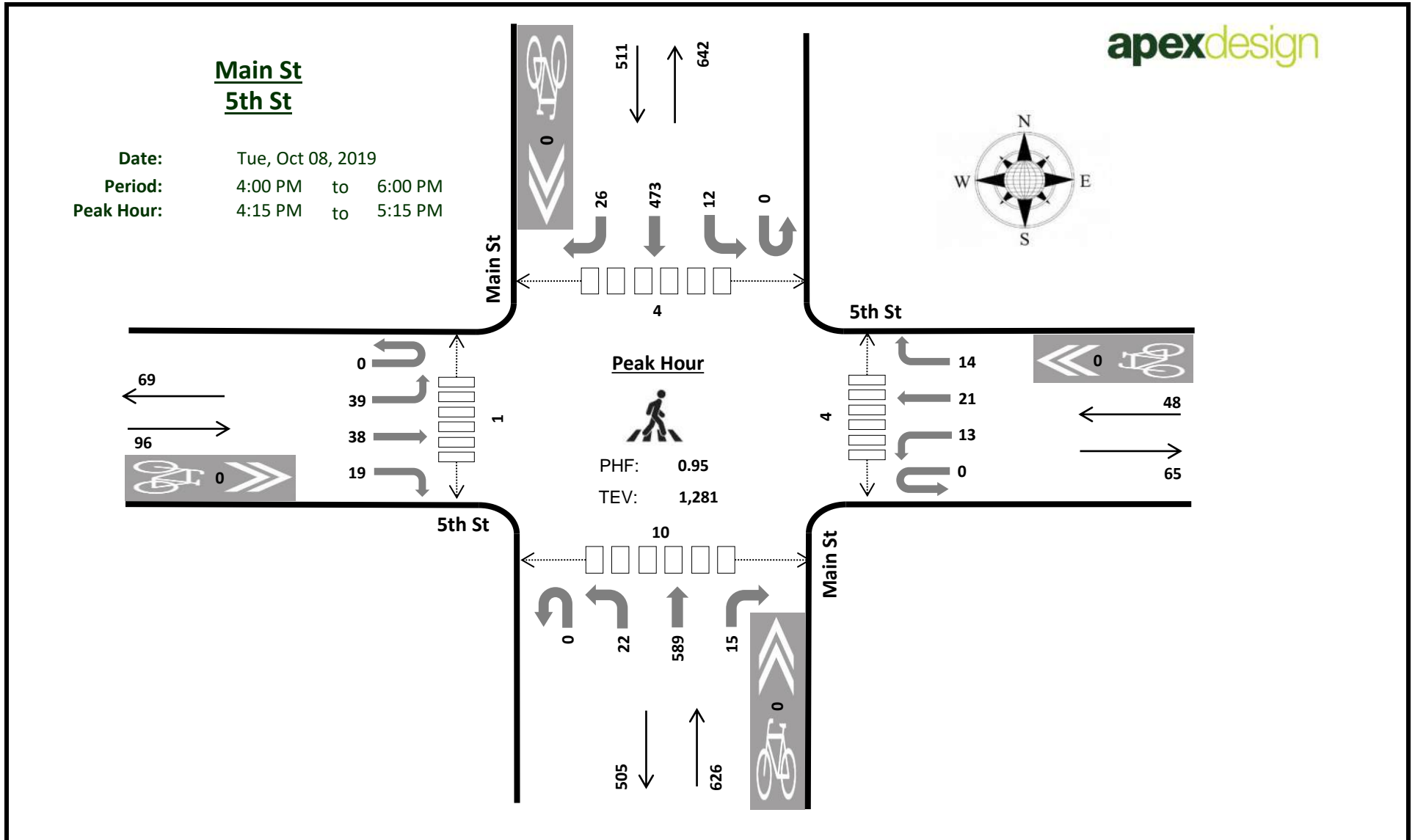
Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	5	7	1	0	0	0	1	3	1	0	0	4
4:15 PM	0	0	3	2	5	0	0	0	0	0	0	1	5	3	9
4:30 PM	0	0	3	2	5	0	0	0	0	0	0	2	0	1	3
4:45 PM	0	0	5	3	8	0	0	0	0	0	2	2	0	3	7
<b>5:00 PM</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>
5:15 PM	1	0	5	6	12	0	0	0	0	0	1	2	0	3	6
5:30 PM	0	1	4	1	6	0	0	0	0	0	2	5	0	0	7
5:45 PM	0	0	1	2	3	0	0	0	0	0	0	7	0	4	11
Count Total	1	1	26	21	49	1	0	0	0	1	8	20	6	16	50
Peak Hour	0	0	14	7	21	0	0	0	0	0	2	5	6	9	22



**Summary**

Time	5th St Eastbound				5th St Westbound				Main St Northbound				Main St Southbound				Total	Rolling Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	0	1	1	0	0	1	1	0	2	62	0	1	1	70		
7:15 AM	0	5	8	2	0	1	1	1	0	2	76	4	0	0	92	4	196	0
7:30 AM	0	0	2	7	0	0	4	1	0	2	95	0	0	1	117	2	231	0
7:45 AM	0	4	7	4	0	2	9	1	0	7	106	6	0	1	119	8	274	843
8:00 AM	0	3	6	2	0	1	3	2	0	8	131	1	0	5	76	5	243	944
8:15 AM	0	5	4	3	0	1	0	2	0	4	95	1	0	2	84	6	207	955
8:30 AM	0	3	4	0	0	0	3	1	0	1	110	0	0	1	82	7	212	936
8:45 AM	0	2	11	3	0	2	6	0	0	4	104	5	0	3	84	10	234	896
Count Total	0	22	43	22	0	7	27	9	0	30	779	17	1	14	724	44	1,739	0
Peak Hour	0	12	19	16	0	4	16	6	0	21	427	8	0	9	396	21	955	0
PH HV %	0.00%				3.85%				3.73%				4.69%					

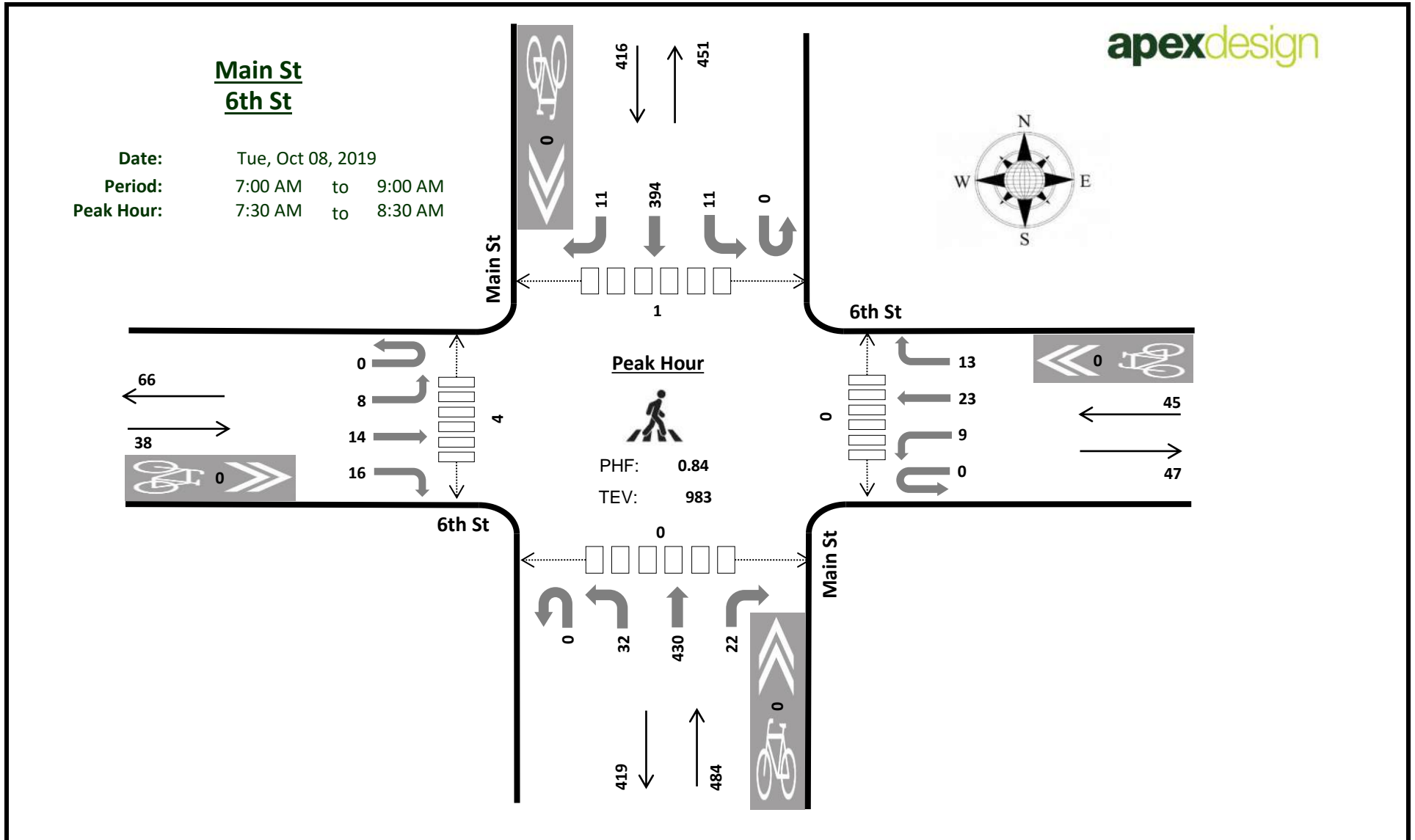
Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	1	1	3	0	0	0	0	0	0	1	0	1	2
7:15 AM	0	0	0	4	4	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	5	8	13	0	0	0	0	0	1	1	0	1	3
7:45 AM	0	0	4	4	8	0	0	0	0	0	1	2	0	1	4
8:00 AM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	4	5	10	0	0	0	0	0	0	0	1	3	4
8:30 AM	0	0	10	4	14	0	0	0	0	0	0	2	1	0	3
8:45 AM	0	0	4	3	7	0	0	0	0	0	0	0	3	3	6
Count Total	1	1	32	32	66	0	0	0	0	0	2	6	6	9	23
Peak Hour	0	1	17	20	38	0	0	0	0	0	2	3	1	5	11



**Summary**

Time	5th St Eastbound				5th St Westbound				Main St Northbound				Main St Southbound				Total	Rolling Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	9	4	6	0	3	2	5	1	4	155	2	0	5	125	11	332	0
4:15 PM	0	7	9	6	0	4	5	5	0	5	142	6	0	4	109	8	310	0
4:30 PM	0	11	4	6	0	3	2	0	0	6	149	1	0	2	126	6	316	0
4:45 PM	0	7	9	2	0	1	8	3	0	5	151	5	0	2	118	8	319	1,277
5:00 PM	0	14	16	5	0	5	6	6	0	6	147	3	0	4	120	4	336	1,281
5:15 PM	0	7	13	3	0	3	6	5	0	2	127	2	0	4	112	4	288	1,259
5:30 PM	0	4	4	3	0	2	1	3	0	2	131	6	0	2	98	4	260	1,203
5:45 PM	0	2	5	1	0	2	3	3	0	1	117	4	0	3	106	5	252	1,136
Count Total	0	61	64	32	0	23	33	30	1	31	1,119	29	0	26	914	50	2,413	0
Peak Hour	0	39	38	19	0	13	21	14	0	22	589	15	0	12	473	26	1,281	0
PH HV %	1.04%				0.00%				2.56%				1.37%					

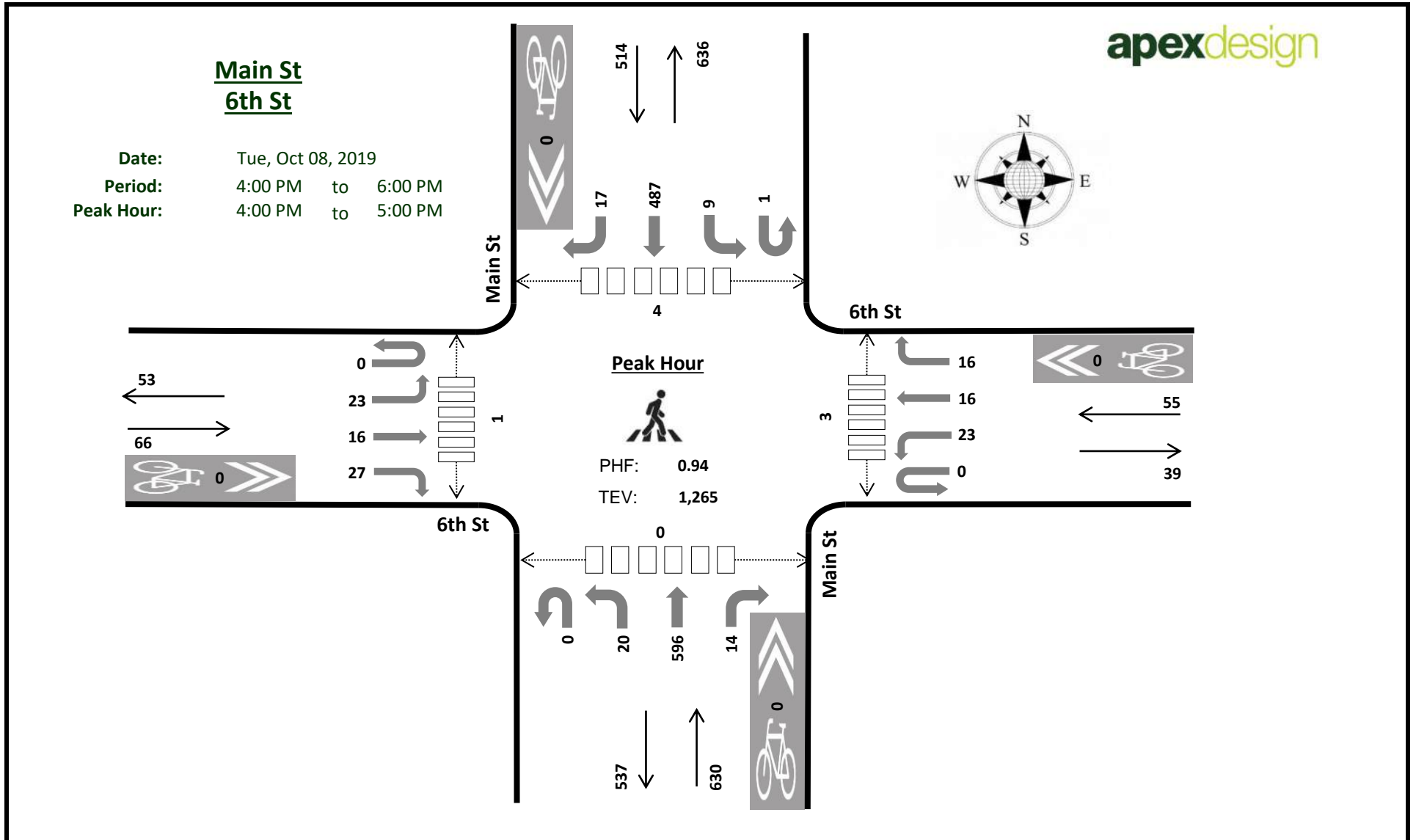
Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	5	7	0	0	0	0	0	3	6	0	3	12
4:15 PM	0	0	4	2	6	0	0	0	0	0	0	0	1	3	4
4:30 PM	0	0	3	2	5	0	0	0	0	0	0	1	0	1	
4:45 PM	0	0	5	3	8	0	0	0	0	0	0	0	3	5	8
5:00 PM	1	0	4	0	5	0	0	0	0	0	4	0	0	2	6
5:15 PM	0	0	5	6	11	0	0	0	0	0	0	2	0	2	4
5:30 PM	0	1	4	1	6	0	0	0	0	0	2	2	1	5	10
5:45 PM	0	0	1	2	3	0	0	0	0	0	6	0	1	5	12
Count Total	1	1	28	21	51	0	0	0	0	0	15	11	6	25	57
Peak Hour	1	0	16	7	24	0	0	0	0	0	4	1	4	10	19



**Summary**

Time	6th St Eastbound				6th St Westbound				Main St Northbound				Main St Southbound				Total	Rolling Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	1	1	4	0	1	1	0	0	1	62	1	0	0	69		
7:15 AM	0	4	3	2	0	3	1	0	0	1	81	0	0	0	92	1	188	0
7:30 AM	0	2	3	6	0	1	2	2	0	3	91	4	0	3	119	2	238	0
7:45 AM	0	2	7	4	0	4	9	1	0	18	115	7	0	2	119	5	293	862
8:00 AM	0	2	1	2	0	2	6	6	0	8	132	7	0	1	76	3	246	965
8:15 AM	0	2	3	4	0	2	6	4	0	3	92	4	0	5	80	1	206	983
8:30 AM	0	2	2	1	0	2	1	2	0	5	104	3	0	1	81	3	207	952
8:45 AM	0	4	1	1	0	5	4	5	0	3	103	6	2	3	82	1	220	879
Count Total	0	19	21	24	0	20	30	20	0	42	780	32	2	15	718	18	1,741	0
Peak Hour	0	8	14	16	0	9	23	13	0	32	430	22	0	11	394	11	983	0
PH HV %	2.63%				0.00%				3.72%				4.81%					

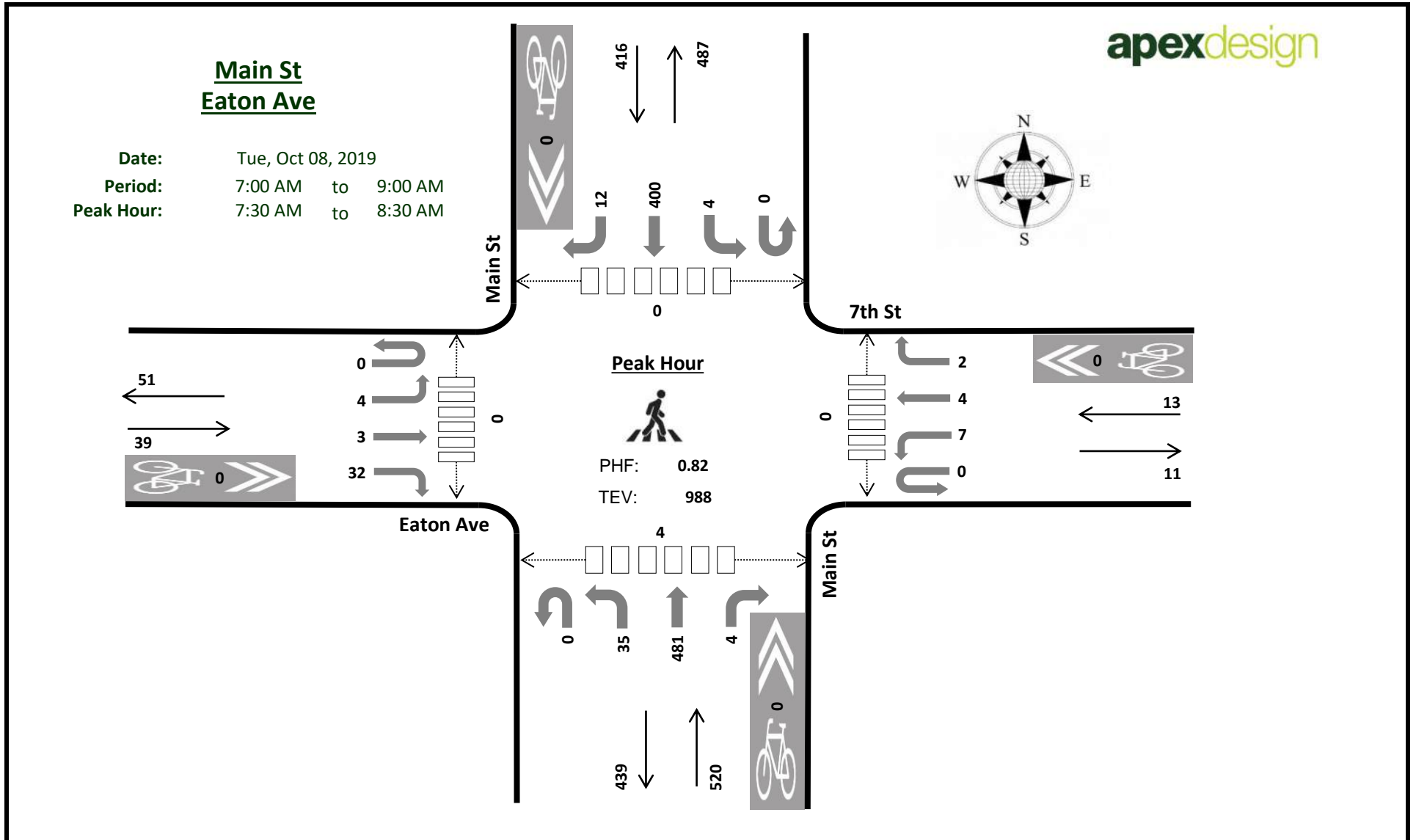
Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	1	2	0	0	0	0	0	1	1	0	0	2
7:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	5	8	13	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	5	4	9	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	4	3	7	0	0	0	0	0	0	4	0	0	4
8:15 AM	1	0	4	5	10	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	10	5	15	0	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	4	3	7	0	0	0	0	0	2	1	0	1	4
Count Total	1	0	33	31	65	0	0	0	0	0	4	6	1	1	12
Peak Hour	1	0	18	20	39	0	0	0	0	0	0	4	1	0	5



**Summary**

Time	6th St Eastbound				6th St Westbound				Main St Northbound				Main St Southbound				Total	Rolling Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	5	3	7	0	5	7	4	0	11	150	6	0	3	130	5	336	0
4:15 PM	0	4	9	13	0	7	4	6	0	1	142	1	0	2	114	3	306	0
4:30 PM	0	9	2	4	0	5	3	3	0	4	148	2	1	3	128	4	316	0
4:45 PM	0	5	2	3	0	6	2	3	0	4	156	5	0	1	115	5	307	1,265
5:00 PM	0	8	7	18	0	9	6	10	0	4	134	2	1	7	124	1	331	1,260
5:15 PM	0	2	8	9	0	4	7	2	0	3	134	5	0	5	106	3	288	1,242
5:30 PM	0	2	10	2	0	2	3	5	0	3	131	8	0	6	99	2	273	1,199
5:45 PM	0	6	2	7	0	3	5	3	0	2	109	6	1	5	100	1	250	1,142
Count Total	0	41	43	63	0	41	37	36	0	32	1,104	35	3	32	916	24	2,407	0
Peak Hour	0	23	16	27	0	23	16	16	0	20	596	14	1	9	487	17	1,265	0
PH HV %	1.52%				0.00%				2.22%				2.14%					

Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	5	7	0	0	0	0	0	2	0	0	0	2
4:15 PM	0	0	4	2	6	0	0	0	0	0	1	0	3	0	4
4:30 PM	1	0	2	1	4	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	6	3	9	0	0	0	0	0	0	1	0	0	1
5:00 PM	1	0	4	0	5	0	0	0	0	0	0	0	2	0	2
5:15 PM	0	0	5	6	11	0	0	0	0	0	0	1	1	0	2
5:30 PM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	2	3	0	0	0	0	0	0	0	1	0	1
Count Total	2	0	28	21	51	0	0	0	0	0	3	2	8	0	13
Peak Hour	1	0	14	11	26	0	0	0	0	0	3	1	4	0	8

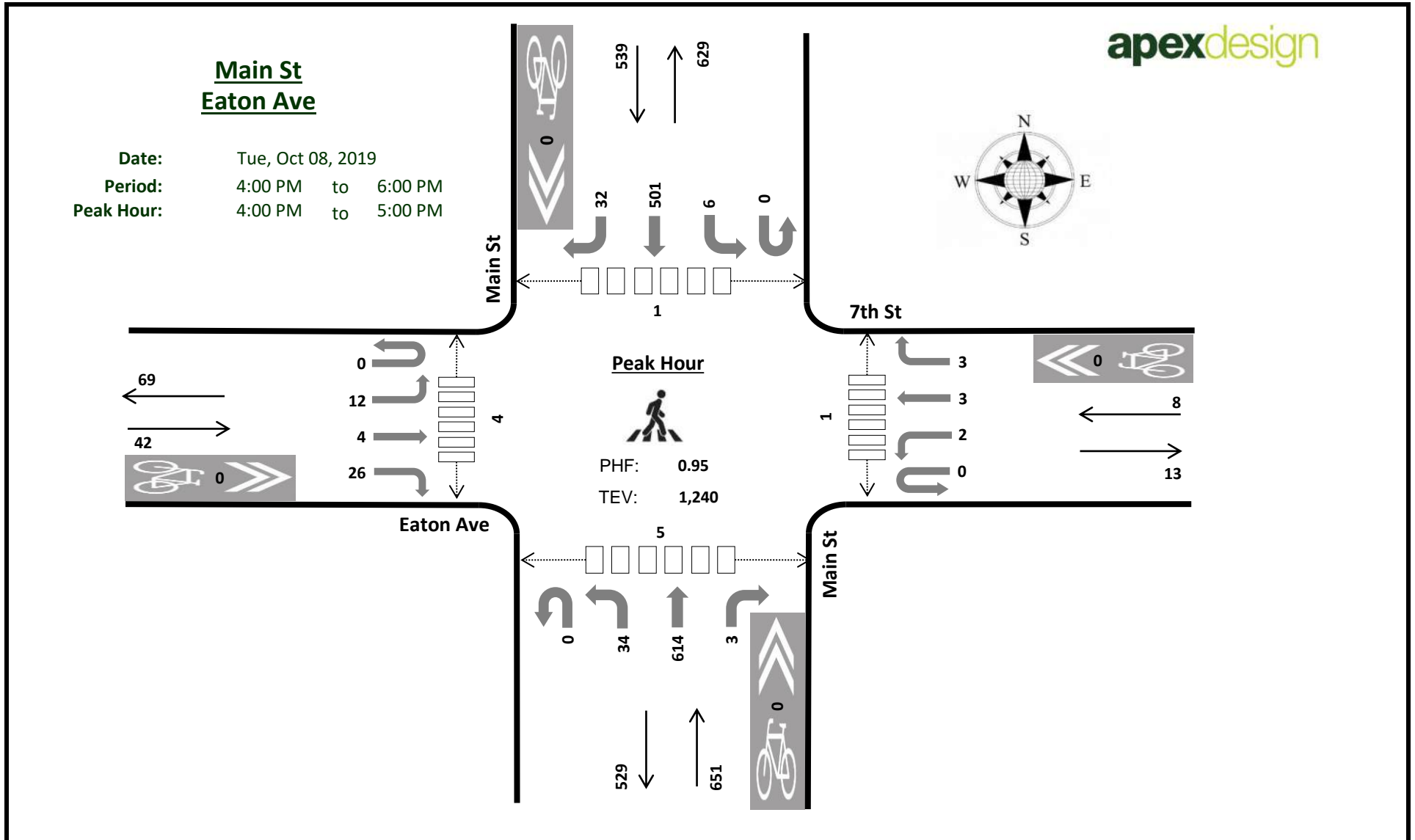


**Summary**

Time	Eaton Ave				7th St				Main St				Main St				Total	Rolling Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	1	2	0	0	1	1	0	1	62	1	0	0	73	2	145	0
7:15 AM	0	1	1	8	0	2	0	1	0	4	79	0	0	0	97	0	193	0
7:30 AM	0	0	2	9	0	4	2	0	0	4	98	2	0	1	122	2	246	0
7:45 AM	0	1	0	15	0	3	1	2	0	15	141	1	0	1	121	2	303	887
8:00 AM	0	3	1	4	0	0	1	0	0	8	141	1	0	1	77	4	241	983
8:15 AM	0	0	0	4	0	0	0	0	0	8	101	0	0	1	80	4	198	988
8:30 AM	0	2	0	2	0	1	2	1	0	4	112	1	0	0	74	9	208	950
8:45 AM	0	3	0	3	0	0	0	0	0	5	112	0	0	0	82	4	209	856
Count Total	0	11	5	47	0	10	7	5	0	49	846	6	0	4	726	27	1,743	0
Peak Hour	0	4	3	32	0	7	4	2	0	35	481	4	0	4	400	12	988	0
PH HV %	2.56%				0.00%				3.46%				5.05%					

Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	4	10	15	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	6	2	8	0	0	0	0	0	0	0	0	2	2
8:00 AM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	4	6	10	0	0	0	0	0	0	0	0	2	2
8:30 AM	2	0	9	3	14	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0
Count Total	3	0	32	30	65	0	0	0	0	0	0	0	0	4	4
Peak Hour	1	0	18	21	40	0	0	0	0	0	0	0	0	4	4

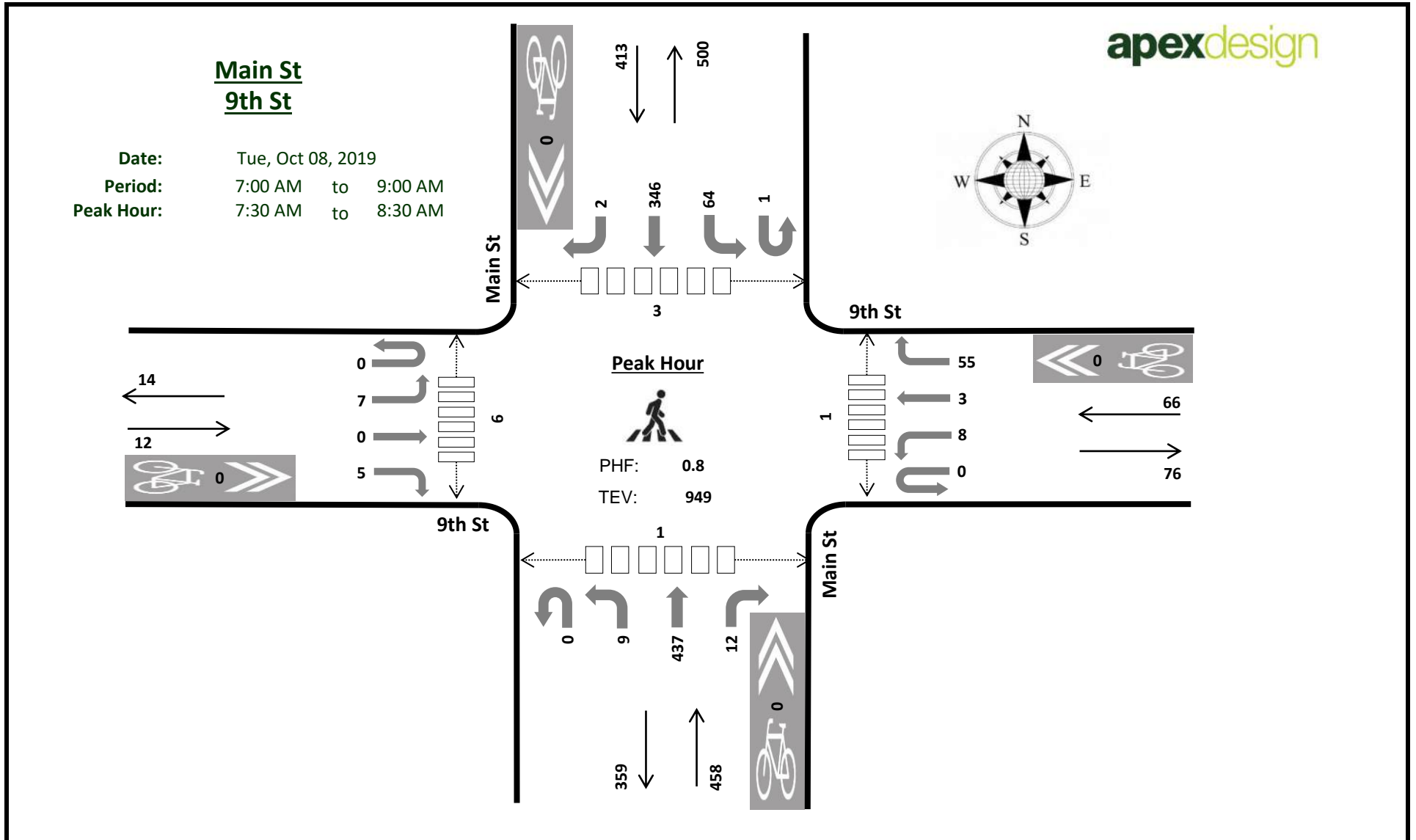




**Summary**

Time	Eaton Ave				7th St				Main St				Main St				Total	Rolling Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	0	9	0	1	0	1	0	8	161	1	0	0	137	6	327	0
4:15 PM	0	1	1	7	0	1	2	0	0	15	143	1	0	3	122	10	306	0
4:30 PM	0	2	1	2	0	0	1	1	0	6	151	0	0	2	132	5	303	0
4:45 PM	0	6	2	8	0	0	0	1	0	5	159	1	0	1	110	11	304	1,240
5:00 PM	0	3	1	7	0	1	0	3	0	4	131	0	0	1	142	9	302	1,215
5:15 PM	0	3	0	9	0	1	1	1	0	9	137	1	0	1	114	6	283	1,192
5:30 PM	0	2	0	3	0	0	0	0	0	11	140	1	0	2	95	7	261	1,150
5:45 PM	0	2	0	5	0	0	0	0	0	5	116	1	0	3	97	8	237	1,083
Count Total	0	22	5	50	0	4	4	7	0	63	1,138	6	0	13	949	62	2,323	0
Peak Hour	0	12	4	26	0	2	3	3	0	34	614	3	0	6	501	32	1,240	0
PH HV %	2.38%				0.00%				2.15%				2.04%					

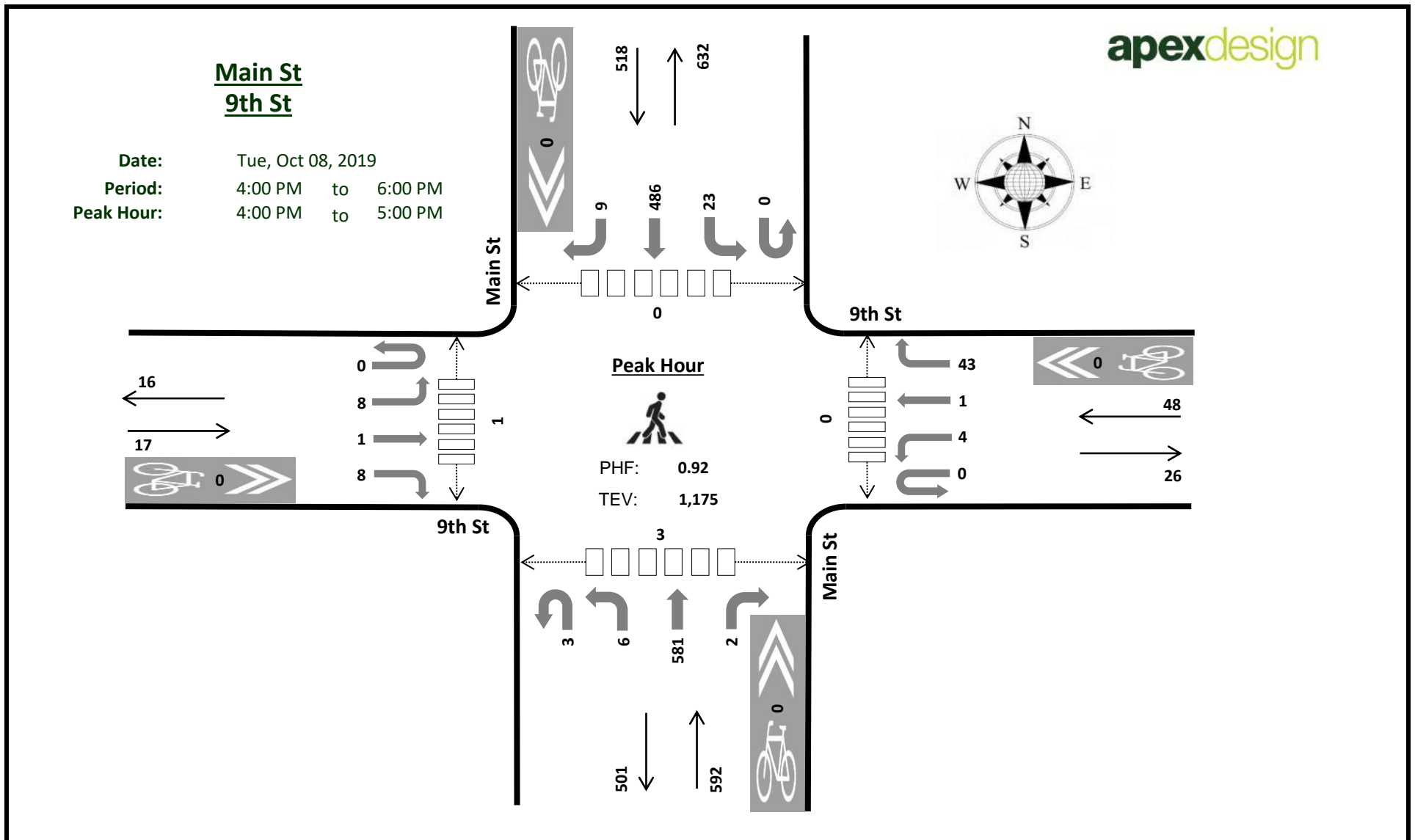
Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
	4:00 PM	1	0	2	5	8	0	0	0	0	0	1	2	0	0
4:15 PM	0	0	4	2	6	0	0	0	0	0	0	2	1	0	3
4:30 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	6	3	9	0	0	0	0	0	0	0	0	4	4
5:00 PM	0	0	4	1	5	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	5	6	11	0	0	0	0	0	1	0	0	1	2
5:30 PM	0	0	4	2	6	0	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	1	2	3	0	0	0	0	0	0	1	0	1	2
Count Total	1	0	28	22	51	0	0	0	0	0	2	5	1	9	17
Peak Hour	1	0	14	11	26	0	0	0	0	0	1	4	1	5	11



**Summary**

Time	9th St Eastbound				9th St Westbound				Main St Northbound				Main St Southbound				Total	Rolling Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	2	0	0	0	0	0	2	0	1	58	0	0	3	64		
7:15 AM	0	2	0	2	0	2	1	2	1	0	75	0	0	6	99	1	191	0
7:30 AM	0	0	0	0	0	0	0	9	0	5	96	2	1	25	105	0	243	0
7:45 AM	0	3	0	4	0	5	0	28	0	2	121	7	0	29	97	1	297	862
8:00 AM	0	3	0	1	0	1	1	13	0	2	119	1	0	5	68	1	215	946
8:15 AM	0	1	0	0	0	2	2	5	0	0	101	2	0	5	76	0	194	949
8:30 AM	0	1	0	1	0	0	1	4	0	1	109	0	0	4	76	1	198	904
8:45 AM	0	0	0	2	0	0	0	3	0	2	113	1	0	6	72	1	200	807
Count Total	0	12	0	10	0	10	5	66	1	13	792	13	1	83	657	6	1,669	0
Peak Hour	0	7	0	5	0	8	3	55	0	9	437	12	1	64	346	2	949	0
PH HV %	0.00%				1.52%				3.93%				5.08%					

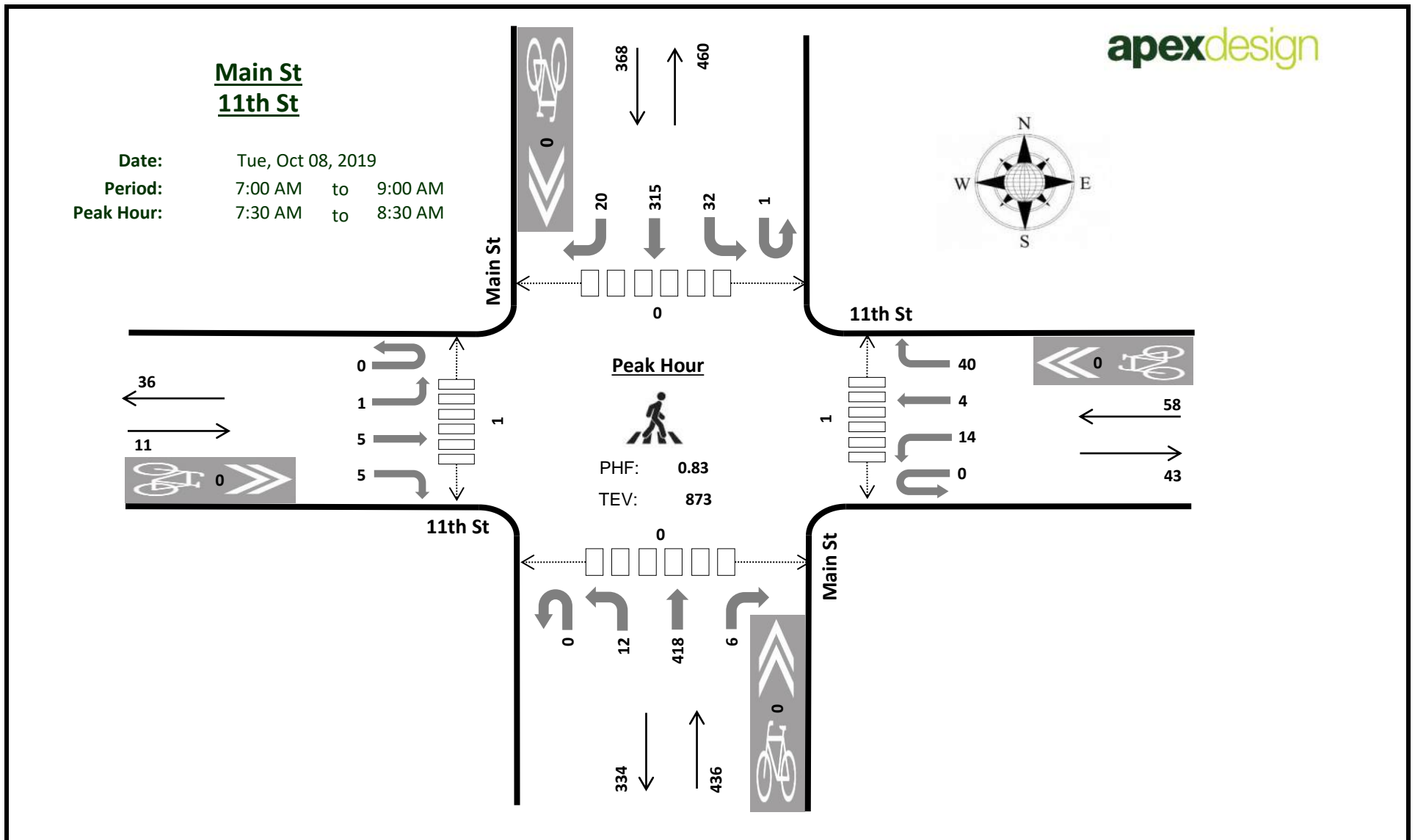
Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	4	9	13	0	0	0	0	0	0	2	1	0	3
7:45 AM	0	1	6	3	10	0	0	0	0	0	0	2	0	1	3
8:00 AM	0	0	4	4	8	0	0	0	0	0	1	0	2	0	3
8:15 AM	0	0	4	5	9	0	0	0	0	0	0	2	0	0	2
8:30 AM	0	0	9	2	11	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	32	29	62	0	0	0	0	0	1	6	3	2	12
Peak Hour	0	1	18	21	40	0	0	0	0	0	1	6	3	1	11



**Summary**

Time	9th St Eastbound				9th St Westbound				Main St Northbound				Main St Southbound				Total	Rolling Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	2	0	4	0	18	0	1	146	0	0	7	137	2	318	0
4:15 PM	0	3	0	2	0	0	1	9	1	2	142	1	0	5	121	1	288	0
4:30 PM	0	3	0	2	0	0	0	10	1	1	139	1	0	8	120	5	290	0
4:45 PM	0	2	0	2	0	0	0	6	1	2	154	0	0	3	108	1	279	1,175
5:00 PM	0	0	1	2	0	0	1	4	0	2	127	0	0	8	138	1	284	1,141
5:15 PM	0	5	1	1	0	1	1	9	0	0	126	4	0	5	118	3	274	1,127
5:30 PM	0	1	0	0	0	0	0	14	0	0	131	2	0	0	88	3	239	1,076
5:45 PM	0	1	0	3	0	1	1	6	0	1	118	0	0	3	93	2	229	1,026
Count Total	0	15	3	14	0	6	4	76	3	9	1,083	8	0	39	923	18	2,201	0
Peak Hour	0	8	1	8	0	4	1	43	3	6	581	2	0	23	486	9	1,175	0
PH HV %	0.00%				0.00%				2.36%				2.12%					

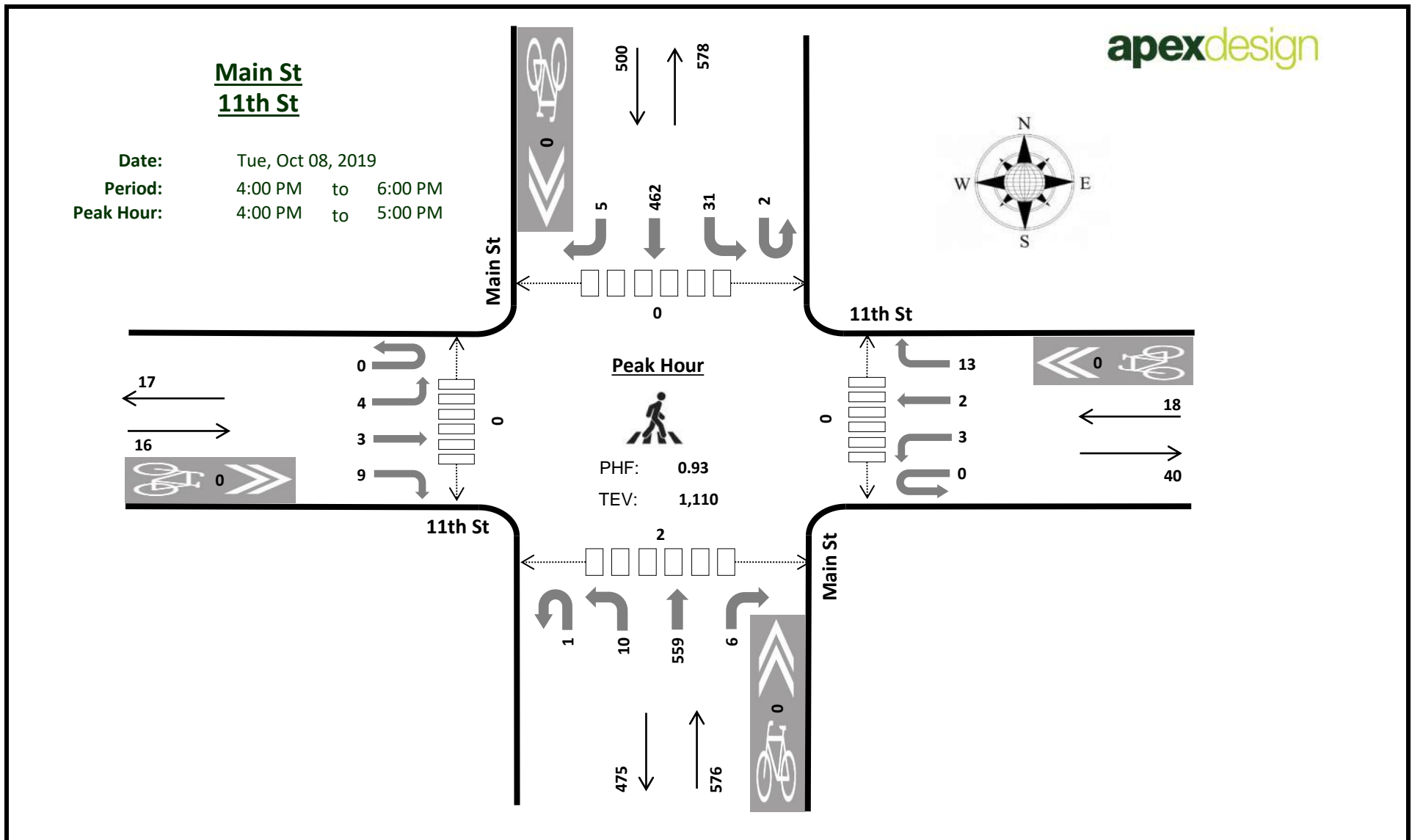
Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	6	8	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	5	3	8	0	0	0	0	0	0	1	0	2	3
5:00 PM	0	0	4	1	5	0	0	0	0	0	0	2	0	0	2
5:15 PM	0	0	5	5	10	0	0	0	0	0	0	2	0	2	4
5:30 PM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	28	21	49	0	0	0	0	0	0	5	0	5	10
Peak Hour	0	0	14	11	25	0	0	0	0	0	0	1	0	3	4



**Summary**

Time	11th St Eastbound				11th St Westbound				Main St Northbound				Main St Southbound				Total	Rolling Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	2	0	2	0	2	0	5	0	3	56	1	0	2	60		
7:15 AM	0	0	0	0	0	4	0	4	0	2	71	1	1	6	96	3	188	0
7:30 AM	0	1	1	1	0	1	0	6	0	1	97	1	0	12	92	6	219	0
7:45 AM	0	0	2	2	0	5	1	13	0	8	123	1	0	10	87	10	262	804
8:00 AM	0	0	1	1	0	5	1	13	0	2	103	1	1	7	62	4	201	870
8:15 AM	0	0	1	1	0	3	2	8	0	1	95	3	0	3	74	0	191	873
8:30 AM	0	0	0	2	0	3	1	4	0	4	110	1	0	3	71	2	201	855
8:45 AM	0	1	1	4	0	2	0	5	0	6	110	0	0	4	68	2	203	796
Count Total	0	4	6	13	0	25	5	58	0	27	765	9	2	47	610	29	1,600	0
Peak Hour	0	1	5	5	0	14	4	40	0	12	418	6	1	32	315	20	873	0
PH HV %	9.09%				3.45%				4.13%				5.43%					

Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	1	1
7:30 AM	1	0	4	9	14	0	0	0	0	0	0	0	0	0	
7:45 AM	0	1	5	4	10	0	0	0	0	0	1	1	0	0	
8:00 AM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	
8:15 AM	0	1	5	4	10	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	8	2	10	0	0	0	0	0	0	1	0	1	
8:45 AM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	
Count Total	1	2	31	26	60	0	0	0	0	0	1	2	0	1	4
Peak Hour	1	2	18	20	41	0	0	0	0	0	1	1	0	0	2



**Summary**

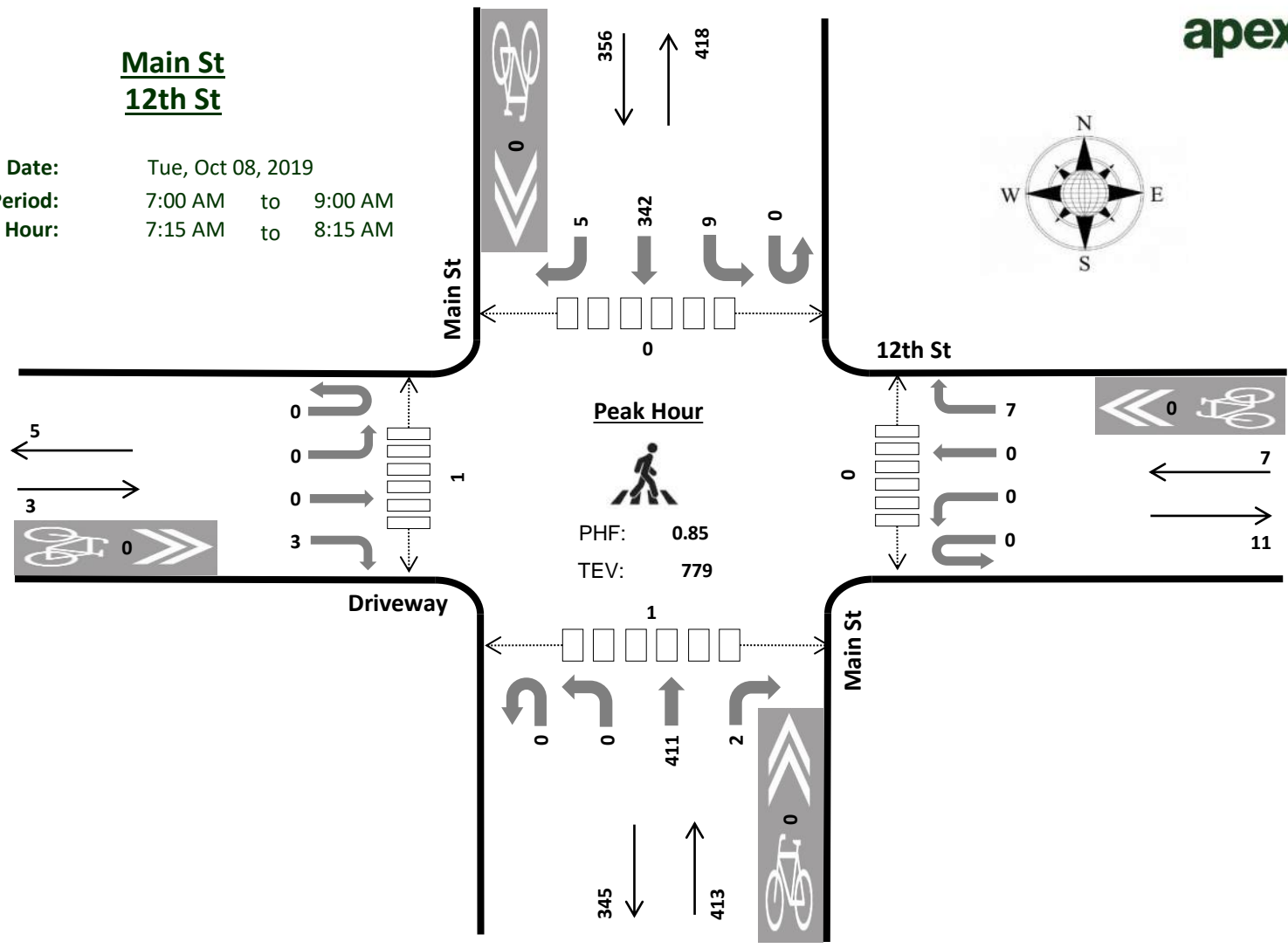
Time	11th St Eastbound				11th St Westbound				Main St Northbound				Main St Southbound				Total	Rolling Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	2	3	1	2	144	2	0	7	135	2	299	0
4:15 PM	0	2	1	1	0	0	0	3	0	1	136	0	1	3	119	0	267	0
4:30 PM	0	0	1	3	0	1	0	4	0	2	133	0	0	8	114	0	266	0
4:45 PM	0	2	1	4	0	2	0	3	0	5	146	4	1	13	94	3	278	1,110
5:00 PM	0	3	2	6	0	0	2	1	0	3	127	0	0	9	126	3	282	1,093
5:15 PM	0	0	0	1	0	0	2	3	0	4	121	2	0	7	110	1	251	1,077
5:30 PM	0	2	0	4	0	0	1	4	0	3	125	1	0	8	77	0	225	1,036
5:45 PM	0	1	1	1	0	0	0	4	0	0	113	3	0	6	86	4	219	977
Count Total	0	10	6	21	0	3	7	25	1	20	1,045	12	2	61	861	13	2,087	0
Peak Hour	0	4	3	9	0	3	2	13	1	10	559	6	2	31	462	5	1,110	0
PH HV %	0.00%				0.00%				2.43%				2.20%					

Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	5	3	8	0	0	0	0	0	0	0	0	2	2
5:00 PM	0	0	4	1	5	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	5	5	10	0	0	0	0	0	0	0	0	2	2
5:30 PM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	2	3	0	0	0	0	0	0	0	0	1	1
Count Total	0	0	28	21	49	0	0	0	0	0	1	0	0	5	6
Peak Hour	0	0	14	11	25	0	0	0	0	0	0	0	0	2	2



**Main St  
12th St**

Date: Tue, Oct 08, 2019  
 Period: 7:00 AM to 9:00 AM  
 Peak Hour: 7:15 AM to 8:15 AM



**Summary**

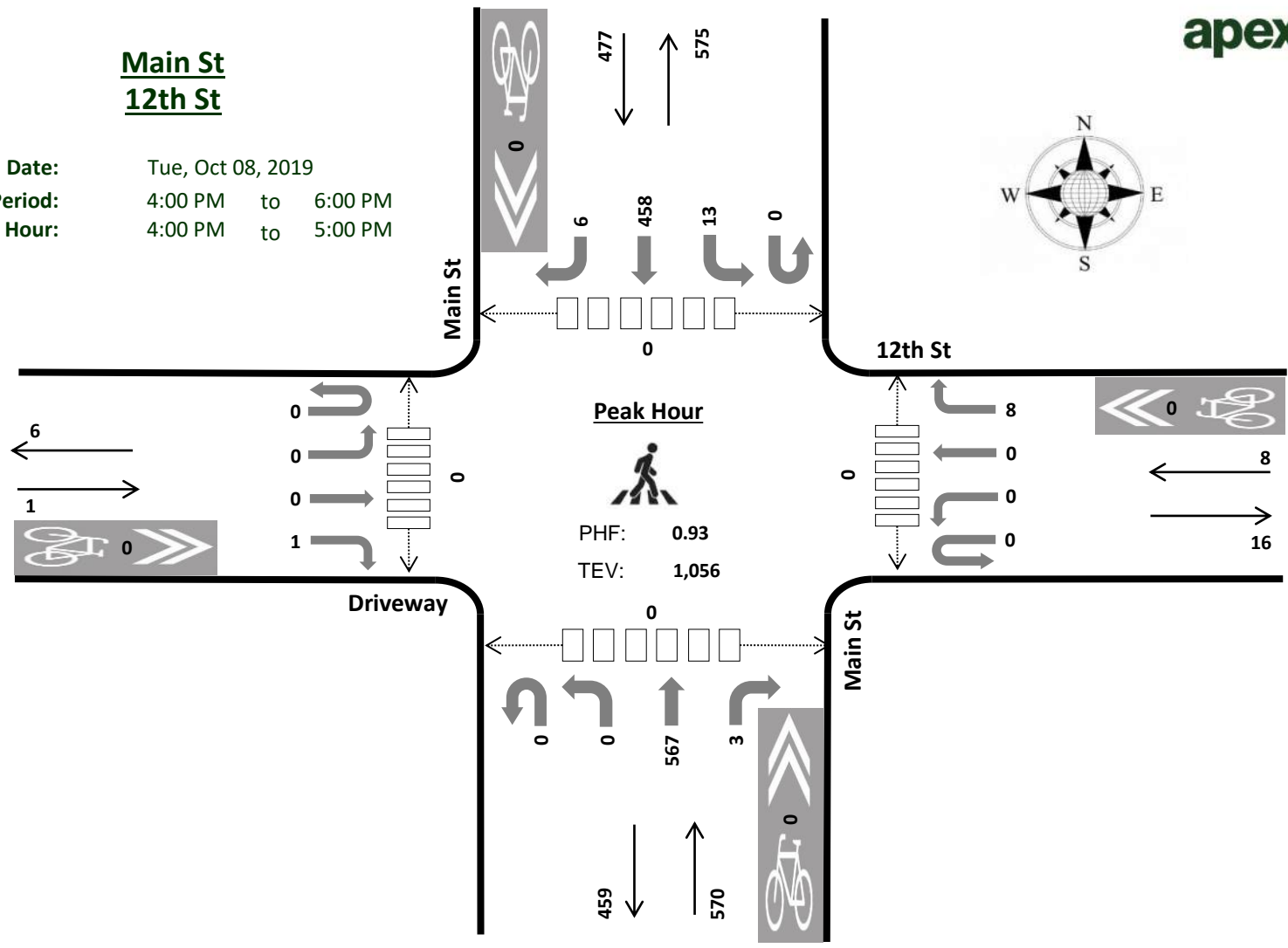
Time	Driveway				12th St				Main St				Main St				Total	Rolling Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	2	0	0	0	0	0	0	60	0	0	0	62	1	125	0
7:15 AM	0	0	0	2	0	0	0	3	0	0	75	2	0	1	98	1	182	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	100	0	0	5	89	0	194	0
7:45 AM	0	0	0	1	0	0	0	1	0	0	133	0	0	2	90	1	228	729
8:00 AM	0	0	0	0	0	0	0	3	0	0	103	0	0	1	65	3	175	779
8:15 AM	0	0	0	2	0	0	0	1	0	0	91	2	0	2	76	0	174	771
8:30 AM	0	0	0	0	0	0	0	2	0	0	118	0	0	2	73	1	196	773
8:45 AM	0	0	0	0	0	0	0	2	0	0	109	0	1	0	74	0	186	731
Count Total	0	0	0	7	0	0	0	12	0	0	789	4	1	13	627	7	1,460	0
Peak Hour	0	0	0	3	0	0	0	7	0	0	411	2	0	9	342	5	779	0
PH HV %	0.00%				0.00%				3.39%				3.65%					

Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	4	5	9	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	5	5	10	0	0	0	0	0	0	1	1	0	2
8:30 AM	0	0	8	2	10	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	4	2	6	0	0	0	0	0	0	1	1	0	2
Count Total	0	0	31	23	54	0	0	0	0	0	0	3	2	1	6
Peak Hour	0	0	14	13	27	0	0	0	0	0	0	1	0	1	2



**Main St  
12th St**

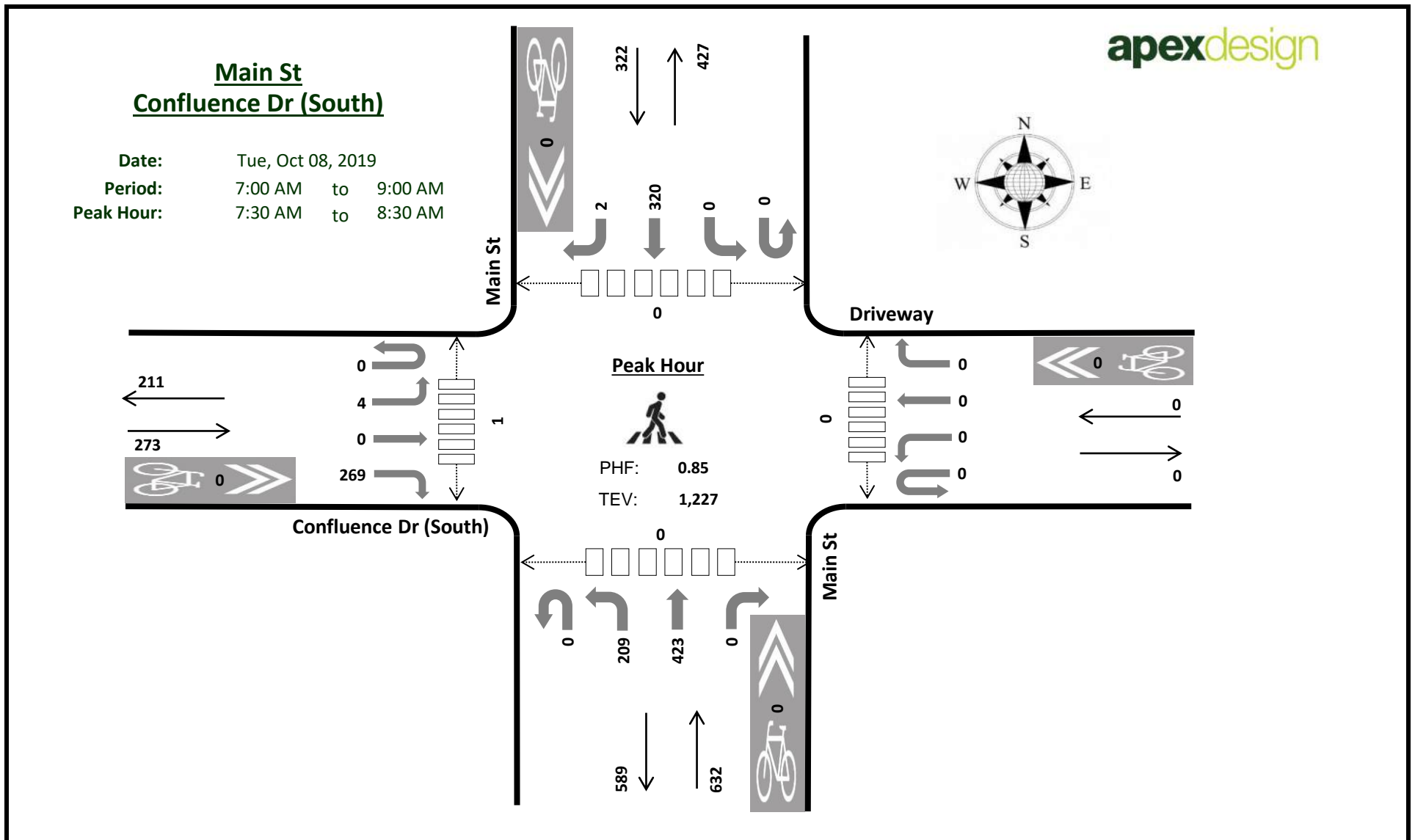
**Date:** Tue, Oct 08, 2019  
**Period:** 4:00 PM to 6:00 PM  
**Peak Hour:** 4:00 PM to 5:00 PM



**Summary**

Time	Driveway				12th St				Main St				Main St				Total	Rolling Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	5	0	0	143	1	0	7	128	0	284	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	137	1	0	3	118	0	259	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	132	1	0	2	114	1	250	0
4:45 PM	0	0	0	1	0	0	0	3	0	0	155	0	0	1	98	5	263	1,056
5:00 PM	0	0	0	2	0	0	0	1	0	0	127	0	0	4	130	0	264	1,036
5:15 PM	0	0	0	1	0	0	0	2	0	0	123	1	0	7	106	0	240	1,017
5:30 PM	0	0	0	0	0	0	0	2	0	0	126	0	0	1	81	0	210	977
5:45 PM	0	0	0	1	0	0	0	3	0	0	112	0	0	2	86	0	204	918
Count Total	0	0	0	5	0	0	0	16	0	0	1,055	4	0	27	861	6	1,974	0
Peak Hour	0	0	0	1	0	0	0	8	0	0	567	3	0	13	458	6	1,056	0
PH HV %	0.00%				0.00%				2.46%				2.31%					

Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	5	3	8	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	5	5	11	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	28	21	50	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	14	11	25	0	0	0	0	0	0	0	0	0	0



**Summary**

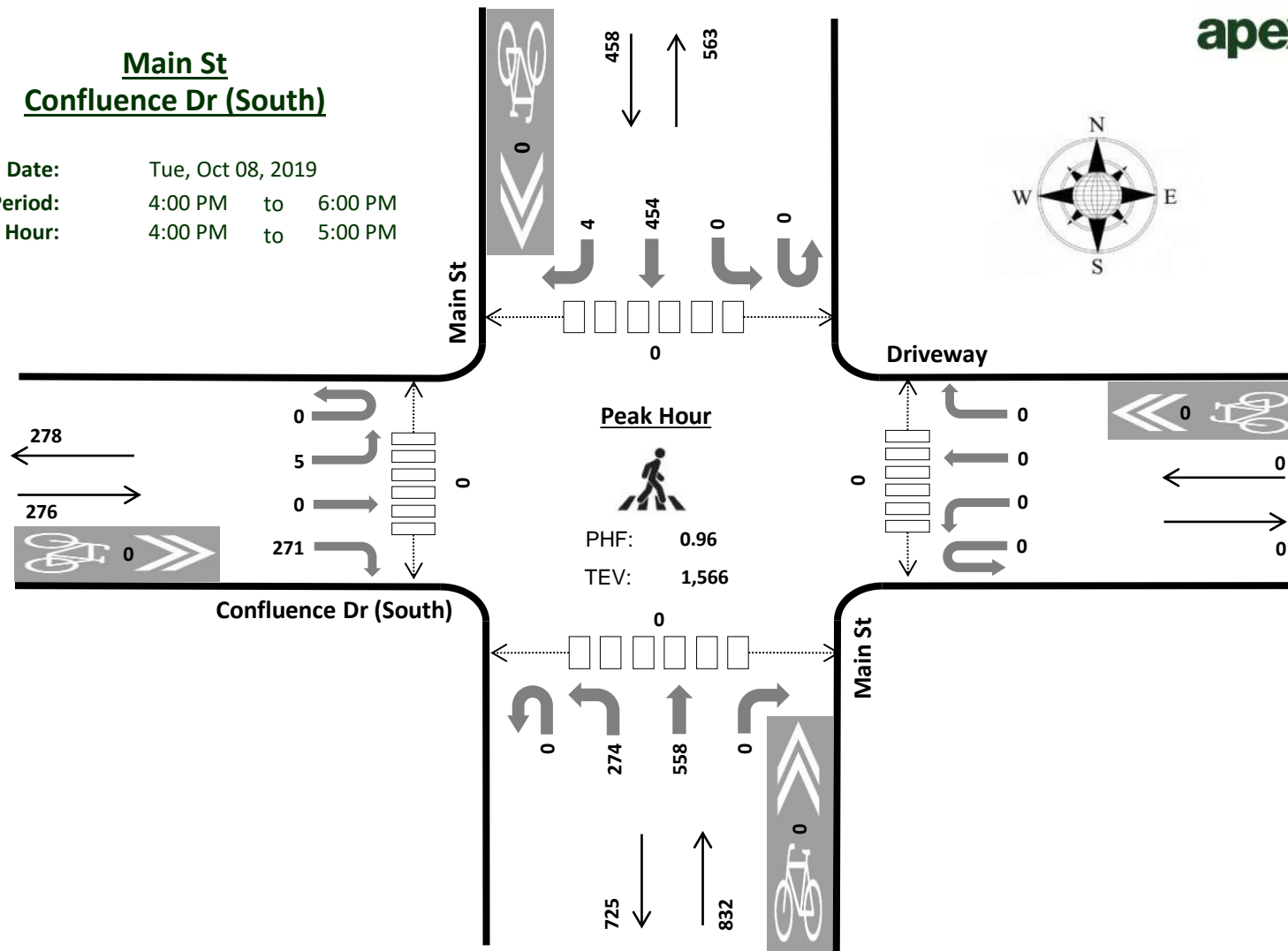
Time	Confluence Dr (South)				Driveway				Main St				Main St				Total	Rolling Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	0	52	0	0	0	0	0	19	58	0	0	0	63	0	194	0
7:15 AM	0	0	0	67	0	0	0	0	0	38	77	0	0	0	99	0	281	0
7:30 AM	0	1	0	68	0	0	0	0	0	44	101	0	0	0	90	0	304	0
7:45 AM	0	1	0	92	0	0	0	0	0	46	131	0	0	0	90	1	361	1,140
8:00 AM	0	1	0	48	0	0	0	0	0	58	101	0	0	0	64	1	273	1,219
8:15 AM	0	1	0	61	0	0	0	0	0	61	90	0	0	0	76	0	289	1,227
8:30 AM	0	1	0	54	0	0	0	0	0	39	116	0	0	0	71	1	282	1,205
8:45 AM	0	1	0	41	0	0	0	0	0	58	105	0	0	0	75	0	280	1,124
Count Total	0	8	0	483	0	0	0	0	0	363	779	0	0	0	628	3	2,264	0
Peak Hour	0	4	0	269	0	0	0	0	0	209	423	0	0	0	320	2	1,227	0
PH HV %	13.92%				-				5.54%				4.97%					

Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	0	3	1	8	0	0	0	0	0	0	0	0	0	0
7:15 AM	7	0	5	1	13	0	0	0	0	0	0	0	0	0	0
7:30 AM	6	0	9	5	20	0	0	0	0	0	0	1	0	0	1
7:45 AM	16	0	9	4	29	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	0	6	3	12	0	0	0	0	0	0	0	0	0	0
8:15 AM	13	0	11	4	28	0	0	0	0	0	0	0	0	0	0
8:30 AM	5	0	12	2	19	0	0	0	0	0	0	0	0	0	0
8:45 AM	4	0	10	3	17	0	0	0	0	0	0	0	0	0	0
Count Total	58	0	65	23	146	0	0	0	0	0	0	1	0	0	1
Peak Hour	38	0	35	16	89	0	0	0	0	0	0	1	0	0	1



**Main St  
Confluence Dr (South)**

Date: Tue, Oct 08, 2019  
 Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



**Summary**

Time	Confluence Dr (South)				Driveway				Main St				Main St				Total	Rolling Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	65	0	0	0	0	0	77	141	0	0	0	124	1	409	0
4:15 PM	0	1	0	60	0	0	0	0	0	65	136	0	0	0	121	0	383	0
4:30 PM	0	1	0	72	0	0	0	0	0	54	130	0	0	0	110	2	369	0
4:45 PM	0	2	0	74	0	0	0	0	0	78	151	0	0	0	99	1	405	1,566
5:00 PM	0	1	0	66	0	0	0	0	0	75	124	0	0	0	132	0	398	1,555
5:15 PM	0	3	0	67	0	0	0	0	0	71	121	0	0	0	106	1	369	1,541
5:30 PM	0	0	0	45	0	0	0	0	0	58	122	0	0	0	77	1	303	1,475
5:45 PM	0	2	0	66	0	0	0	0	0	55	105	0	0	0	87	0	315	1,385
Count Total	0	11	0	515	0	0	0	0	0	533	1,030	0	0	0	856	6	2,951	0
Peak Hour	0	5	0	271	0	0	0	0	0	274	558	0	0	0	454	4	1,566	0
PH HV %	6.52%				-				4.21%				2.40%					

Time	Heavy Vehicles					Bicycles					Pedestrians				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	0	6	5	15	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	0	10	3	16	0	0	0	0	0	0	0	0	0	0
4:30 PM	6	0	11	0	17	0	0	0	0	0	0	0	0	0	0
4:45 PM	5	0	8	3	16	0	0	0	0	0	0	0	0	0	0
5:00 PM	4	0	8	1	13	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	9	6	17	0	0	0	0	0	0	0	0	0	0
5:30 PM	3	0	8	2	13	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	3	2	6	0	0	0	0	0	0	0	0	0	0
Count Total	28	0	63	22	113	0	0	0	0	0	0	0	0	0	0
Peak Hour	18	0	35	11	64	0	0	0	0	0	0	0	0	0	0

**Delta On-Street Parking**

Collection Date: 10/8/2019

Weather: 75° - Sunny

Block No.	Description	Capacity	On-Street Parking Demand																																
			10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	
Block1	Between 2nd & 3rd West	12	1	2	2	1	4	5	3	2	3	7	6	7	4	2	2	3	3	3	4	3	3	3	2	2	3	1	1	1	1	2	1	3	
Block2	Between 2nd & 3rd East	15	1	1	3	3	5	4	8	6	6	7	7	6	5	6	7	7	7	5	2	1	2	2	2	1	1	2	2	5	5	5	5		
Block3	Between 3rd & 4th West	15	4	2	3	2	4	3	7	8	7	10	10	9	9	11	9	8	9	7	2	4	1	1	2	2	4	5	3	4	7	8	6	5	
Block4	Between 3rd & 4th East	14	6	8	8	4	4	5	5	9	11	11	5	8	10	10	8	7	6	3	6	8	3	9	9	9	5	6	6	5	3	5	6		
Block5	Between 4th & 5th West	14	12	8	11	11	10	11	10	11	11	9	8	8	8	10	11	9	10	11	9	10	8	7	5	6	5	7	6	5	7	7	9	6	5
Block6	Between 4th & 5th East	12	3	4	2	4	2	5	3	1	2	3	5	3	4	3	5	4	4	6	5	5	3	4	4	1	6	4	2	1	1	0	4	3	
Block7	Between 5th & 6th West	14	0	0	0	0	0	0	0	3	4	2	2	2	3	1	2	3	2	3	2	1	2	2	2	2	2	2	2	2	1	1	1	1	
Block8	Between 5th & 6th East	13	0	2	3	6	11	12	13	12	12	8	11	12	11	8	11	10	12	8	10	8	8	7	3	6	5	5	4	4	5	6	10	11	
Block9	Between 6th & 7th West	8	0	1	0	0	0	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Block10	Between 6th & 7th East	9	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	1	0	0	
Block11	Between 7th & 8th West	9	0	0	1	0	1	1	1	1	3	5	2	2	3	3	3	1	1	2	4	2	0	0	0	1	0	1	0	1	1	0	0	0	
Block12	Between 7th & 8th East	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	0	0	0	
Block13	Between 8th & 9th West	10	0	0	0	0	0	1	1	1	1	1	1	1	1	1	2	1	2	2	2	2	1	1	1	1	1	0	0	0	0	0	0	0	
Block14	Between 8th & 9th East	10	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	0	0	0	
Block15	Between 9th & 10th West	12	1	2	2	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	
Block16	Between 9th & 10th East	14	1	0	0	1	2	1	1	1	0	0	0	0	0	1	0	1	2	3	1	1	2	2	0	0	1	0	0	0	0	0	0	0	
Block17	Between 10th & 11th West	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0		
Block18	Between 10th & 11th East	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	0	0	0	0	
Total	North of 6th	109	27	27	32	31	40	44	53	52	54	59	55	56	52	50	53	52	54	44	41	38	29	33	30	28	33	31	25	29	30	34	38	39	
Total	South of 6th	93	3	4	4	3	5	6	5	4	7	8	5	6	7	8	6	9	11	12	10	4	4	3	4	5	2	1	2	4	3	2	1		
Total		202	30	31	36	34	45	50	58	56	61	67	60	62	59	58	61	58	63	55	53	48	33	37	33	32	38	33	26	31	34	37	40	40	

Block No.	Description	Peak	Average	Utilization Rates																															
				10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM
Block1	Between 2nd & 3rd West	58%	23%	8%	17%	17%	8%	33%	42%	25%	17%	25%	58%	50%	58%	33%	17%	17%	25%	25%	33%	25%	25%	17%	17%	17%	8%	8%	8%	8%	17%	8%	25%		
Block2	Between 2nd & 3rd East	53%	28%	7%	7%	20%	20%	33%	27%	53%	40%	40%	47%	47%	40%	33%	40%	47%	47%	47%	33%	13%	7%	13%	13%	7%	7%	13%	13%	33%	33%	33%	33%		
Block3	Between 3rd & 4th West	73%	36%	27%	13%	20%	13%	20%	20%	47%	53%	47%	67%	67%	60%	60%	73%	60%	53%	60%	47%	13%	27%	7%	7%	13%	13%	27%	20%	27%	47%	53%	40%	33%	
Block4	Between 3rd & 4th East	79%	47%	43%	57%	57%	29%	29%	36%	64%	79%	79%	79%	36%	57%	71%	71%	57%	50%	43%	21%	43%	57%	21%	64%	64%	64%	36%	43%	36%	21%	21%	43%	43%	
Block5	Between 4th & 5th West	86%	60%	86%	57%	79%	79%	79%	79%	71%	79%	71%	79%	79%	64%	57%	57%	57%	71%	79%	64%	71%	57%	50%	36%	43%	36%	50%	43%	36%	50%	64%	43%	36%	
Block6	Between 4th & 5th East	50%	28%	25%	33%	17%	33%	17%	42%	25%	8%	17%	25%	42%	25%	33%	25%	42%	33%	33%	50%	42%	42%	25%	33%	33%	8%	50%	33%	17%	8%	8%	0%	33%	25%
Block7	Between 5th & 6th West	29%	12%	0%	0%	0%	0%	0%	0%	21%	29%	14%	14%	14%	21%	7%	14%	21%	14%	21%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	7%	7%	7%	7%	
Block8	Between 5th & 6th East	100%	61%	0%	15%	23%	46%	85%	92%	100%	92%	92%	85%	92%	85%	92%	85%	77%	92%	62%	77%	62%	62%	54%	23%	46%	38%	38%	31%	31%	38%	46%	77%	85%	
Block9	Between 6th & 7th West	25%	11%	0%	13%	0%	0%	0%	13%	13%	13%	25%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	
Block10	Between 6th & 7th East	22%	5%	11%	11%	11%	11%	11%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	11%	22%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%
Block11	Between 7th & 8th West	56%	14%	0%	0%	11%	0%	11%	11%	11%	11%	33%	56%	22%	22%	33%	33%	33%	11%	11%	22%	44%	22%	0%	0%	0%	11%	0%	11%	0%	11%	11%	0%	0%	0%
Block12	Between 7th & 8th East	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%	0%	0%	0%	0%	0%
Block13	Between 8th & 9th West	20%	8%	0%	0%	0%	0%	0%	10%	10%	10%	10%	10%	10%	10%	10%	20%	10%	20%	20%	20%	10%	10%	10%	10%	10%	10%	10%	0%	0%	0%	0%	0%	0%	0%
Block14	Between 8th & 9th East	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%
Block15	Between 9th & 10th West	17%	9%	8%	17%	17%	8%	8%	8%	8%	8%	8%	8%	8%	8%	17%	17%	17%	17%	17%	17%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	8%	0%
Block16	Between 9th & 10th East	21%	4%	7%	0%	0%	7%	14%	7%	7%	0%	0%	0%	0%	0%	0%	7%	0%	7%	0%	7%	14%	21%	7%	7%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%
Block17	Between 10th & 11th West	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	8%	0%	0%	0%	8%	0%	0%	
Block18	Between 10th & 11th East	0%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	North of 6th	54%	37%	25%	25%	29%	28%	37%	40%	49%	48%	50%	54%	50%	51%	48%	46%	49%	48%	50%	40%	38%	35%	27%	30%	28%	26%	30%	28%	23%	27%	28%	31%	35%	36%
Total	South of 6th	13%	6%	3%	4%	4%	3%	5%	6%	5%	4%	8%	9%	5%	6%	8%	9%	9%	6%	10%	12%	13%	11%	4%	4%	3%	4%	5%	2%	1%	2%	4%	3%	2%	1%
Total		33%	23%	15%	15%	18%	17%	22%	25%	29%	28%	30%	33%	30%	31%	29%	29%	30%	29%	31%	27%	26%	24%	16%	16%	16%	16%	19%	16%	13%	15%	17%	18%	20%	20%

**Delta On-Street Parking**

Collection Date: 10/8/2019  
 Weather: 75° - Sunny

Description	Capacity	On-Street Parking Occupancy																															
		10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM
Between 2nd & 3rd	27	2	3	5	4	9	9	11	8	9	14	13	13	9	8	9	10	10	8	6	4	5	5	4	3	4	3	3	6	6	7	6	8
Between 3rd & 4th	29	10	10	11	6	7	8	12	17	18	21	15	17	19	21	17	15	15	10	8	12	4	10	11	11	9	11	9	9	10	11	11	
Between 4th & 5th	26	15	12	13	15	13	15	14	11	13	14	14	11	12	11	13	14	15	15	15	13	10	9	10	6	13	10	7	8	8	9	10	8
Between 5th & 6th	27	0	2	3	6	11	12	16	16	14	10	13	15	12	10	14	13	14	11	12	9	10	9	5	8	7	7	6	6	6	7	11	12
Between 6th & 7th	17	1	2	1	1	1	2	1	1	1	1	1	1	1	1	1	1	2	2	3	3	1	1	1	1	1	1	1	1	2	1	1	
Between 7th & 8th	17	0	0	1	0	1	1	1	1	3	5	2	2	3	3	1	1	2	4	2	0	0	0	1	0	1	0	1	1	0	0	0	
Between 8th & 9th	20	0	0	0	0	0	1	1	1	1	1	1	1	1	1	2	1	2	2	2	1	1	1	1	2	0	0	0	0	0	0	0	
Between 9th & 10th	26	2	2	2	2	3	2	2	1	1	1	1	1	1	2	2	3	4	5	3	3	2	2	0	0	1	0	0	0	1	1	1	0
Between 10th & 11th	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	1	0	0	0
Total North of 6th	109	27	27	32	31	40	44	53	52	54	59	55	56	52	50	53	52	54	44	41	38	29	33	30	28	33	31	25	29	30	34	38	39
Total South of 6th	93	3	4	4	3	5	6	5	4	7	8	5	6	7	8	6	9	11	12	10	4	4	3	4	5	2	1	2	4	3	2	1	
Total	202	30	31	36	34	45	50	58	56	61	67	60	62	59	58	61	58	63	55	53	48	33	37	33	32	38	33	26	31	34	37	40	40

Description	Peak	Average	Utilization Rates																															
			10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM
Between 2nd & 3rd	52%	26%	7%	11%	19%	15%	33%	33%	41%	30%	33%	52%	48%	48%	33%	30%	33%	37%	37%	30%	22%	15%	19%	19%	15%	11%	15%	11%	11%	22%	22%	26%	22%	30%
Between 3rd & 4th	72%	42%	34%	34%	38%	21%	24%	28%	41%	59%	62%	72%	52%	59%	66%	72%	59%	52%	52%	34%	28%	41%	14%	34%	38%	38%	31%	38%	31%	31%	34%	38%	38%	31%
Between 4th & 5th	58%	45%	58%	46%	50%	58%	50%	58%	54%	42%	50%	54%	54%	42%	46%	42%	50%	54%	58%	58%	58%	50%	38%	35%	38%	23%	50%	38%	27%	31%	31%	35%	38%	31%
Between 5th & 6th	59%	36%	0%	7%	11%	22%	41%	44%	59%	59%	52%	37%	48%	56%	44%	37%	52%	48%	52%	41%	44%	33%	37%	33%	19%	30%	26%	22%	22%	22%	26%	41%	44%	
Between 6th & 7th	18%	8%	6%	12%	6%	6%	12%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	12%	12%	18%	18%	6%	6%	6%	6%	6%	6%	6%	6%	6%	12%	6%	6%	
Between 7th & 8th	29%	7%	0%	0%	6%	0%	6%	6%	6%	6%	18%	29%	12%	12%	18%	18%	18%	6%	6%	12%	24%	12%	0%	0%	6%	6%	6%	6%	6%	6%	0%	0%	0%	
Between 8th & 9th	10%	4%	0%	0%	0%	0%	5%	5%	5%	5%	5%	5%	5%	5%	5%	10%	5%	10%	10%	10%	10%	5%	5%	5%	5%	10%	0%	0%	0%	0%	0%	0%	0%	
Between 9th & 10th	19%	6%	8%	8%	8%	8%	12%	8%	8%	4%	4%	4%	4%	8%	8%	12%	8%	12%	15%	19%	12%	12%	8%	8%	0%	0%	4%	0%	0%	4%	4%	4%	4%	0%
Between 10th & 11th	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	8%	8%	0%	0%	0%	8%	0%	0%	0%
Total North of 6th	54%	37%	25%	25%	29%	28%	37%	40%	49%	48%	50%	54%	50%	51%	48%	46%	49%	48%	50%	38%	35%	27%	30%	28%	26%	30%	28%	23%	27%	28%	31%	35%	36%	
Total South of 6th	13%	6%	3%	4%	4%	3%	5%	6%	5%	4%	8%	9%	5%	6%	8%	9%	9%	6%	10%	12%	13%	11%	4%	4%	3%	4%	5%	2%	1%	2%	4%	3%	2%	1%
Total	33%	23%	15%	15%	18%	17%	22%	25%	29%	28%	30%	33%	30%	31%	29%	29%	30%	29%	31%	27%	26%	24%	16%	18%	16%	19%	16%	13%	15%	17%	18%	20%	20%	

**Summary by Hour**

Description	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Between 2nd & 3rd	7%	33%	33%	33%	37%	19%	15%	22%
Between 3rd & 4th	34%	24%	62%	66%	52%	14%	31%	34%
Between 4th & 5th	58%	50%	50%	46%	58%	38%	50%	31%
Between 5th & 6th	0%	41%	52%	44%	52%	37%	26%	22%
Between 6th & 7th	6%	6%	12%	6%	12%	6%	6%	6%
Between 7th & 8th	0%	6%	18%	6%	6%	0%	6%	6%
Between 8th & 9th	0%	0%	5%	5%	10%	5%	10%	0%
Between 9th & 10th	8%	12%	4%	8%	15%	8%	4%	4%

**Delta Off-Street Parking**

Collection 10/8/2019

Weather: 75° - Sunny

Lot No.	Description	Capacity	Off-Street Parking Occupancy																																
			10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	
Lot1	E/O Palmer St Between 2nd St & 3rd St	71	12	13	13	14	14	15	16	15	13	14	14	12	11	12	12	14	14	14	16	14	14	11	11	11	11	11	11	10	5	3	3	3	
Lot2	E/O Main St Between 2nd St & 3rd St	24	5	5	5	5	5	4	3	3	5	4	6	6	6	6	6	9	7	6	6	7	6	6	6	6	7	8	9	8	5	4	4		
Lot3	W/O Meeker St Between 2nd & 3rd St	30	6	7	9	10	11	14	16	23	24	25	23	16	15	17	15	13	11	7	3	2	2	3	3	4	3	3	3	5	3	3	4	4	
Lot4	E/O Palmer St Between 3rd St & 4th St	41	27	27	28	29	24	21	23	21	23	28	28	30	32	30	32	29	25	22	22	23	20	19	18	15	17	20	22	25	21	20	19		
Lot5	W/O Meeker St Between 3rd St & 4th St (North)	20	15	16	17	16	16	16	15	17	17	16	14	18	18	18	16	15	14	14	13	13	12	6	5	5	4	4	2	1	1	1	3	4	
Lot6	W/O Meeker St Between 3rd St & 4th St (South)	21	12	12	11	10	13	14	13	14	14	15	12	12	13	11	13	13	12	12	13	14	16	14	14	14	14	14	14	11	9	9	6	4	4
Lot7	E/O Meeker St Between 4th St & 5th St	114	31	32	32	31	32	31	31	28	29	29	29	27	29	30	29	30	29	29	29	29	29	29	29	28	26	22	23	23	23	15	11	10	8
Lot8a	W/O Meeker St Between 5th St & 6th St (North Section)	20	20	20	20	20	20	20	18	19	18	19	20	20	18	17	16	14	16	16	17	19	14	13	13	13	11	12	14	13	7	5	4	6	
Lot8b	W/O Meeker St Between 5th St & 6th St (South Section)	20	20	20	20	19	20	19	17	19	17	19	19	20	19	15	15	17	18	18	18	17	14	15	16	16	11	9	11	10	8	8	7	9	

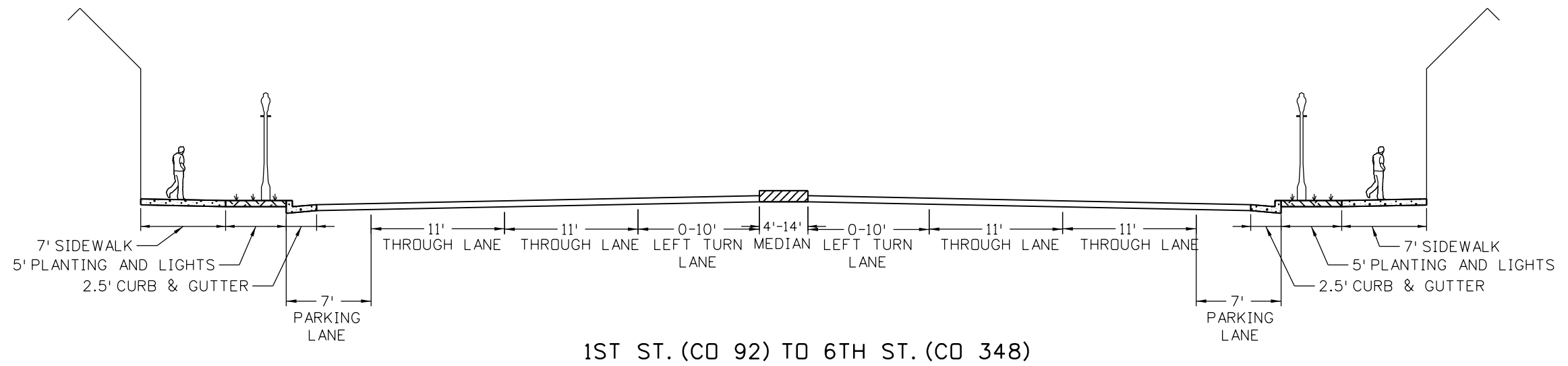
Notes:

\*Lot 4 was collected in full due to construction. There were 14 spots gated off but parking was still possible at 9 of the spots. The total lot capacity was 46.

\*\*Lot 8 was identified as half of the total lot. Both sections were observed and split out.

Lot No.	Description	Peak	Average	Off-Street Parking Demand																																	
				10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM		
Lot1	E/O Palmer St Between 2nd St & 3rd St	23%	17%	17%	18%	18%	18%	20%	20%	21%	23%	21%	18%	20%	20%	17%	15%	17%	20%	20%	20%	23%	20%	20%	15%	15%	15%	15%	15%	15%	15%	15%	14%	7%	4%	4%	4%
Lot2	E/O Main St Between 2nd St & 3rd St	38%	24%	21%	21%	21%	21%	21%	17%	13%	13%	21%	17%	25%	25%	25%	25%	25%	38%	29%	25%	25%	29%	25%	25%	25%	25%	29%	33%	38%	33%	21%	17%				
Lot3	W/O Meeker St Between 2nd & 3rd St	83%	32%	20%	23%	30%	33%	37%	47%	53%	77%	80%	83%	77%	53%	50%	57%	50%	43%	37%	23%	10%	7%	7%	10%	10%	13%	10%	10%	10%	17%	10%	10%	13%	13%		
Lot4	E/O Palmer St Between 3rd St & 4th St	78%	59%	66%	66%	68%	71%	59%	51%	56%	51%	56%	68%	68%	68%	73%	78%	73%	78%	71%	61%	54%	54%	56%	49%	46%	44%	37%	41%	49%	54%	61%	51%	49%	46%		
Lot5	W/O Meeker St Between 3rd St & 4th St (North)	90%	57%	75%	80%	85%	80%	80%	80%	75%	85%	85%	80%	70%	90%	90%	80%	75%	70%	70%	65%	60%	30%	25%	25%	20%	20%	20%	10%	5%	5%	5%	15%	20%			
Lot6	W/O Meeker St Between 3rd St & 4th St (South)	76%	58%	57%	57%	52%	48%	62%	67%	62%	67%	67%	71%	57%	57%	62%	62%	62%	57%	57%	62%	67%	76%	67%	67%	67%	67%	67%	67%	67%	52%	43%	43%	29%	19%		
Lot7	E/O Meeker St Between 4th St & 5th St	28%	23%	27%	28%	28%	27%	28%	27%	27%	27%	25%	25%	24%	25%	26%	25%	26%	25%	25%	25%	23%	19%	20%	20%	20%	20%	20%	20%	20%	20%	13%	10%	9%	7%		
Lot8a	W/O Meeker St Between 5th St & 6th St (North Section)	100%	77%	100%	100%	100%	100%	100%	100%	90%	95%	90%	95%	100%	100%	90%	85%	80%	70%	80%	80%	85%	95%	70%	65%	65%	55%	60%	70%	65%	35%	25%	20%	30%			
Lot8b	W/O Meeker St Between 5th St & 6th St (South Section)	100%	78%	100%	100%	100%	95%	100%	95%	85%	95%	95%	85%	95%	95%	100%	95%	75%	75%	85%	90%	90%	90%	85%	70%	75%	80%	80%	55%	45%	55%	50%	40%	40%	35%	45%	

## **Appendix E - Typical Section Concepts**



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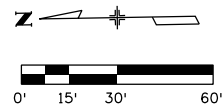
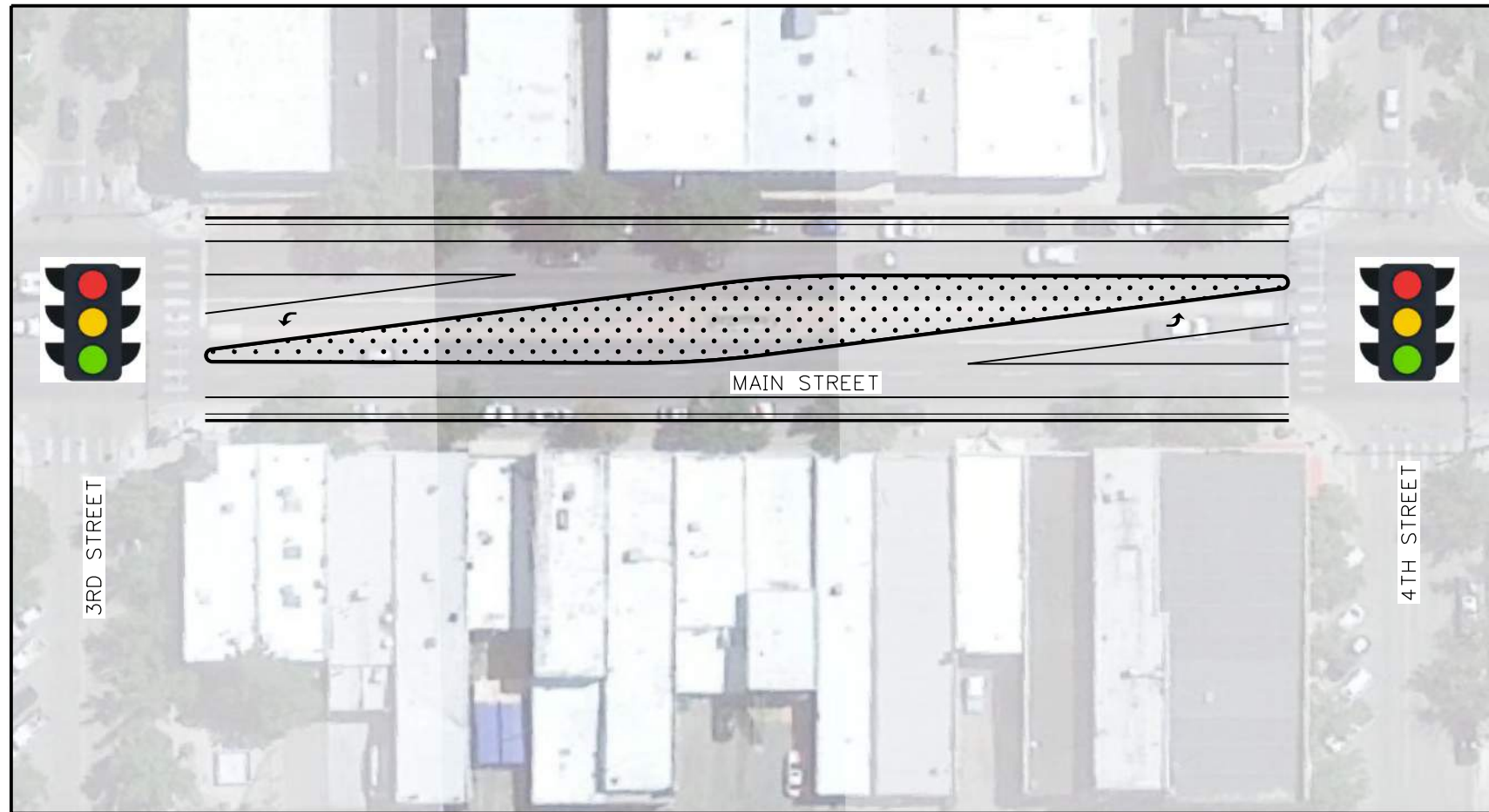
Print Date: 2/1/2021



Designer: NG  
Detailer: NG

EXISTING TYPICAL SECTIONS

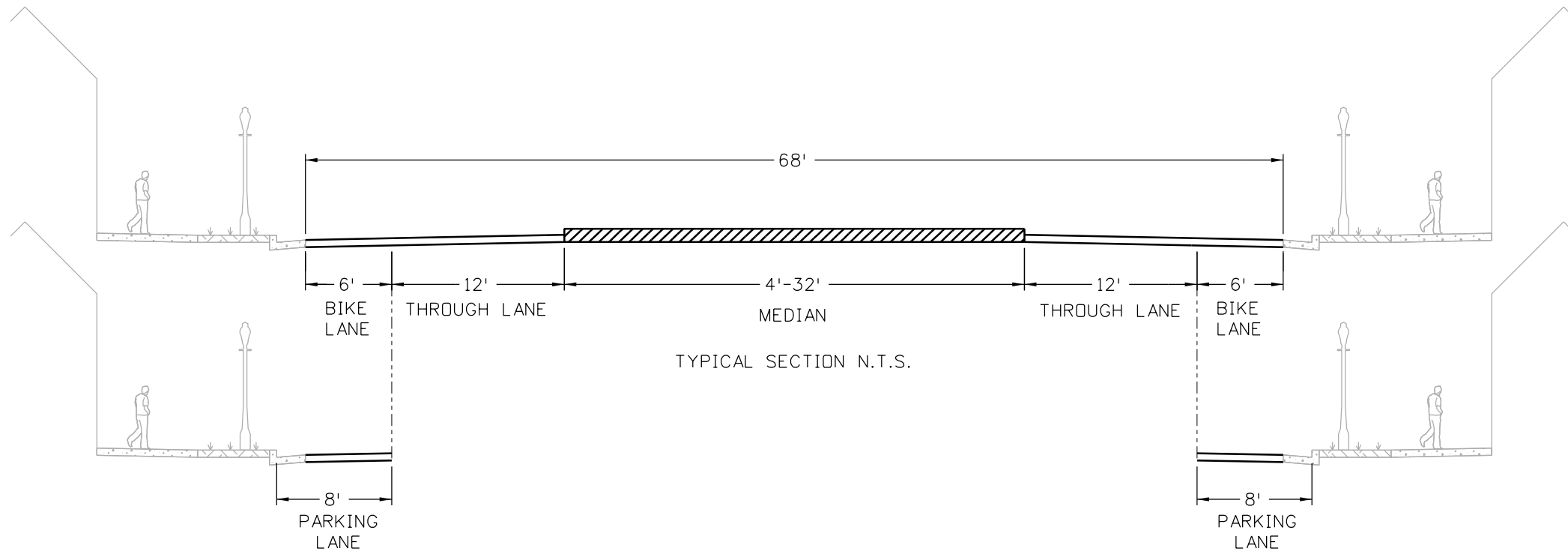
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LEGEND:

PROPOSED

MEDIAN AREA

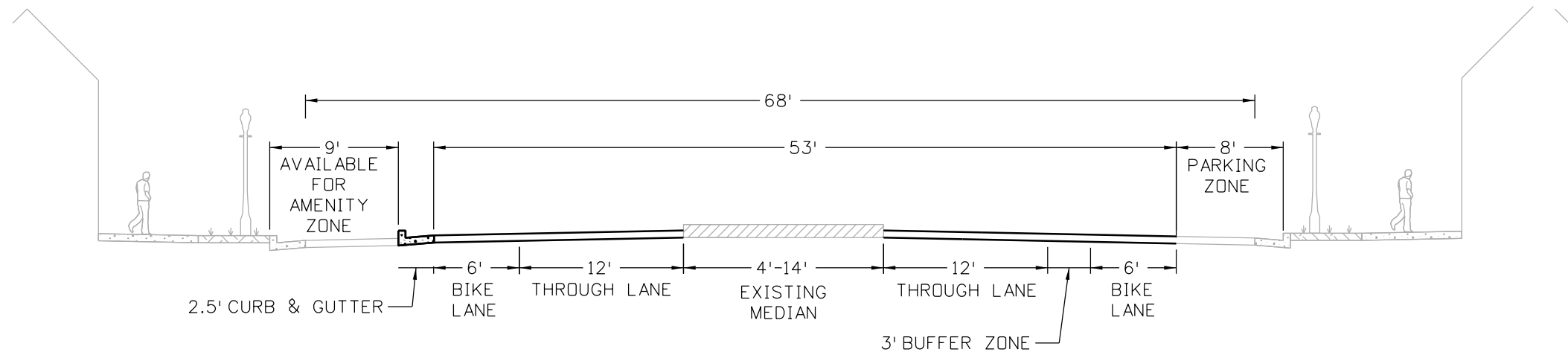


Print Date: 02/01/21

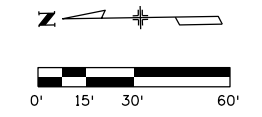


Designer: NG  
Detailer: NG

DELTA MAIN STREET (US-50)  
CONCEPT 1



TYPICAL SECTION N.T.S.  
ALTERNATES BETWEEN EAST AND WEST SIDE OF US-50

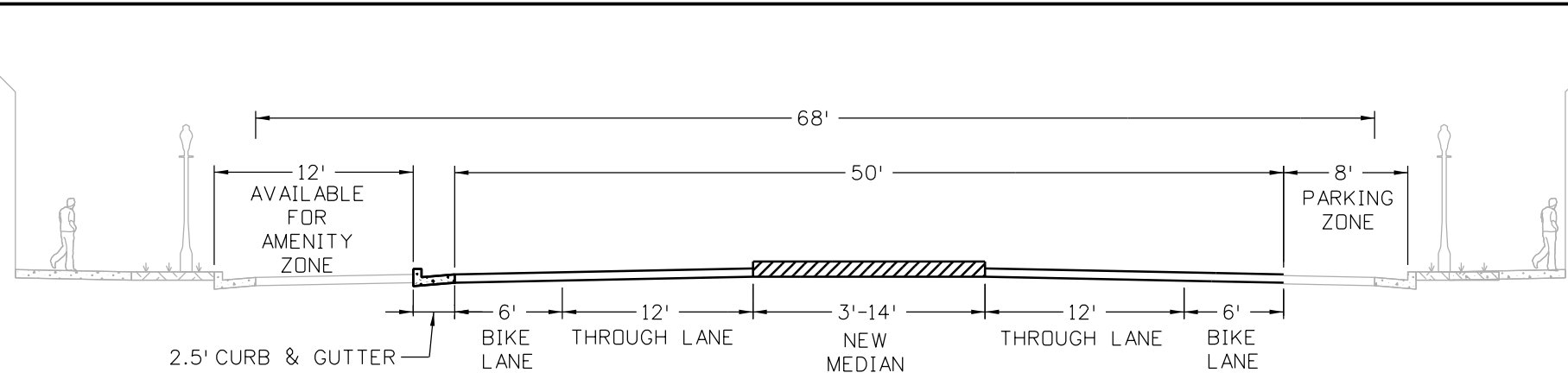


LEGEND:

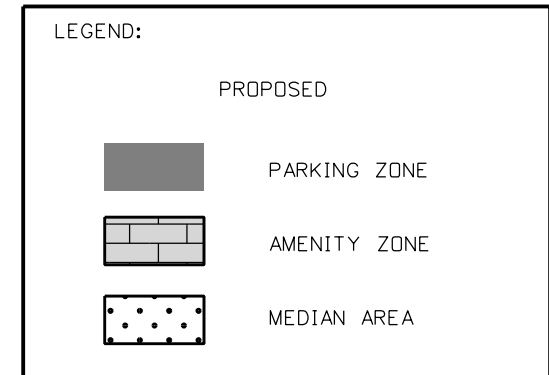
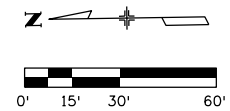
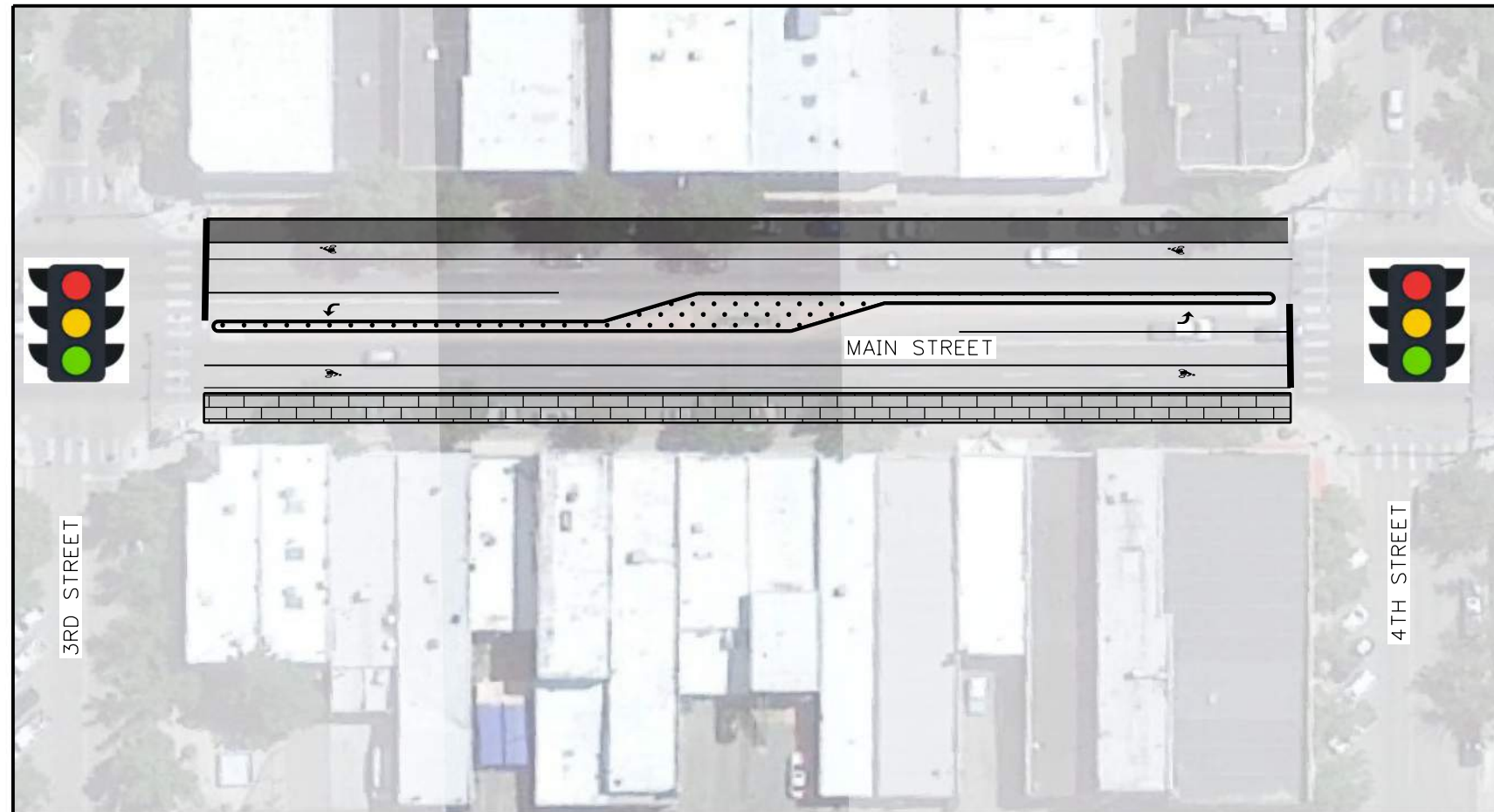
PROPOSED		EXISTING	
	PARKING ZONE		MEDIAN AREA
	AMENITY ZONE		

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TYPICAL SECTION N.T.S.  
ALTERNATES BETWEEN EAST AND WEST SIDE OF US-50



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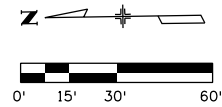
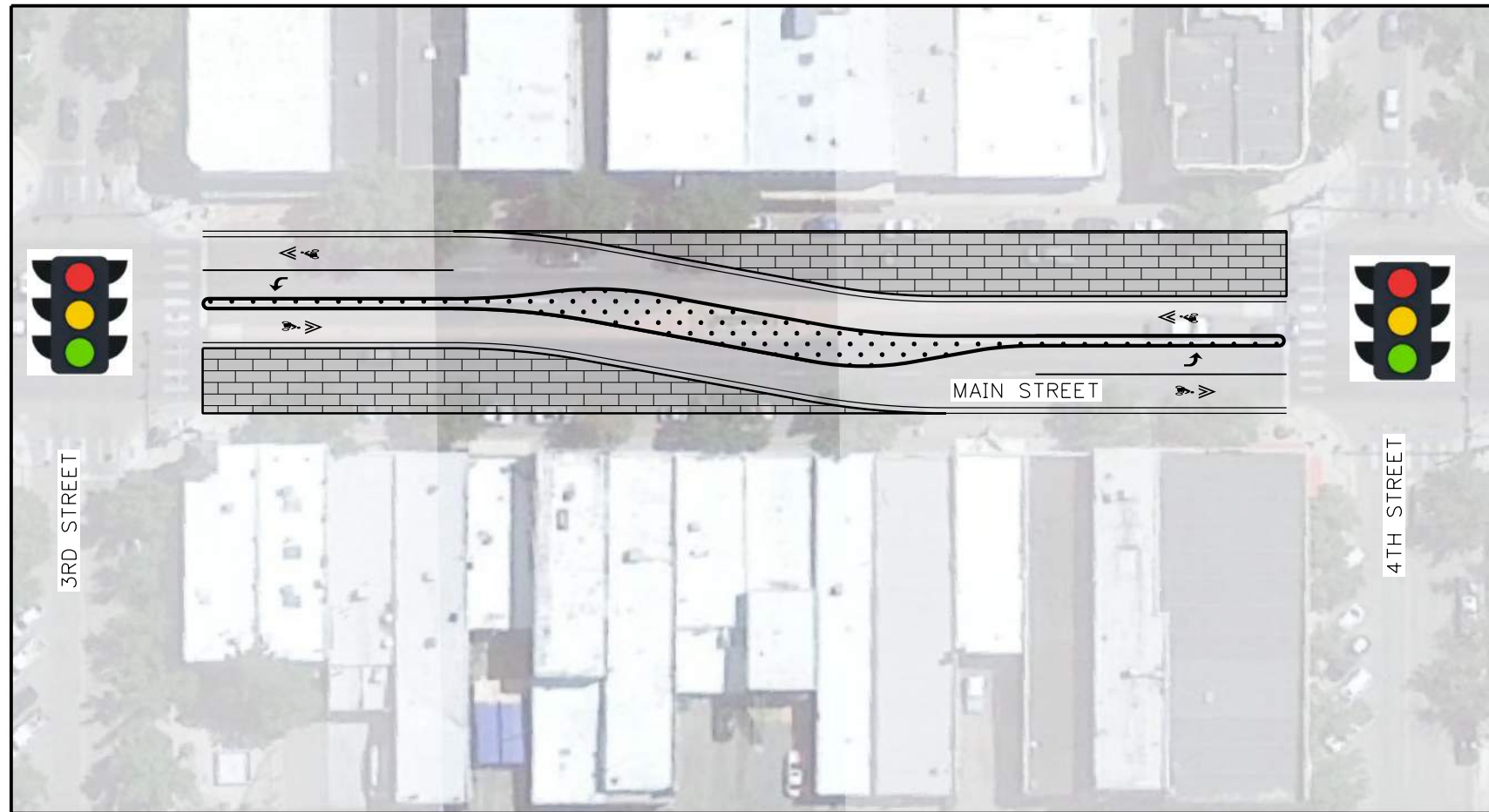
Print Date: 2/1/2021



Designer: NG  
Detailer: NG

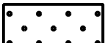
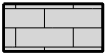
DELTA MAIN STREET (US-50)  
CONCEPT 3

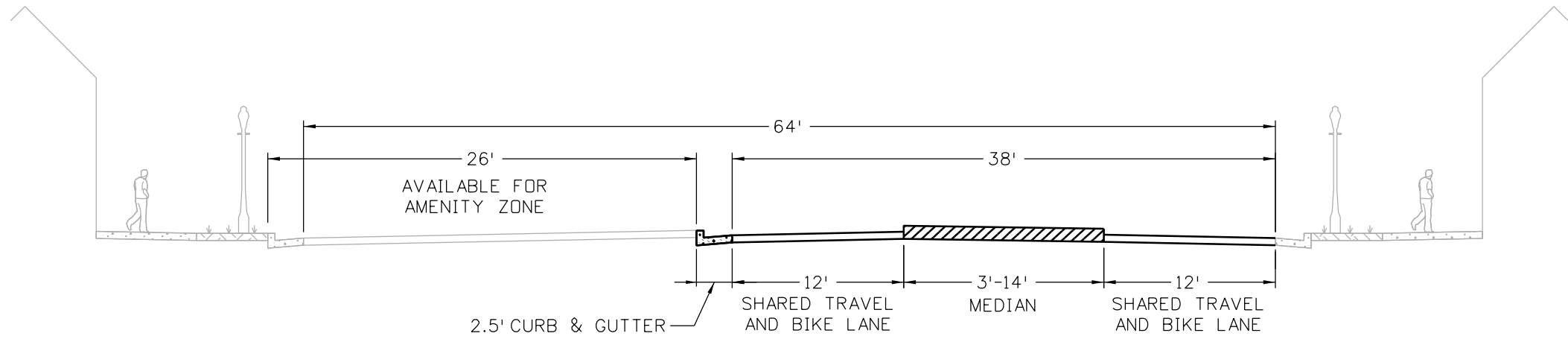
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LEGEND:

PROPOSED

-  MEDIAN AREA
-  AMENITY ZONE

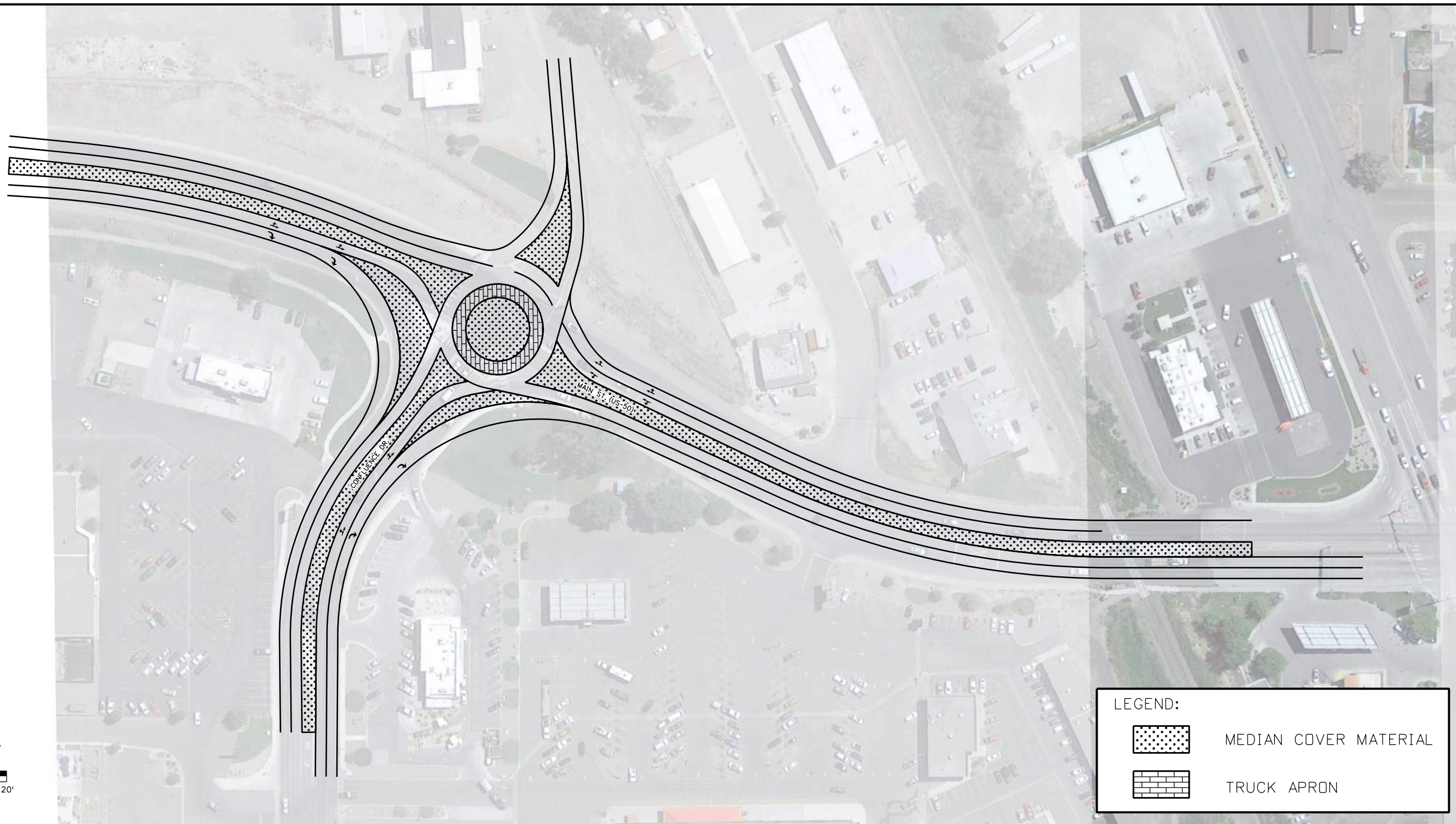


TYPICAL SECTION N.T.S.  
ALTERNATES BETWEEN EAST AND WEST SIDE OF US-50

## **Appendix F - Gateway Concepts**



Know what's below.  
Call before you dig.



LEGEND:

	MEDIAN COVER MATERIAL
	TRUCK APRON

edevostidd 8:58:42 P:\1000.008.14 US 50 Delta Downtown Study\Design\Drawings\Sheets\Sheet\_Northern\_Roundabout.dgn

Print Date: 2/9/2021



Designer: NG  
Detailer: NG

DELTA MAIN ST (US-50)  
NORTHERN ROUNDABOUT

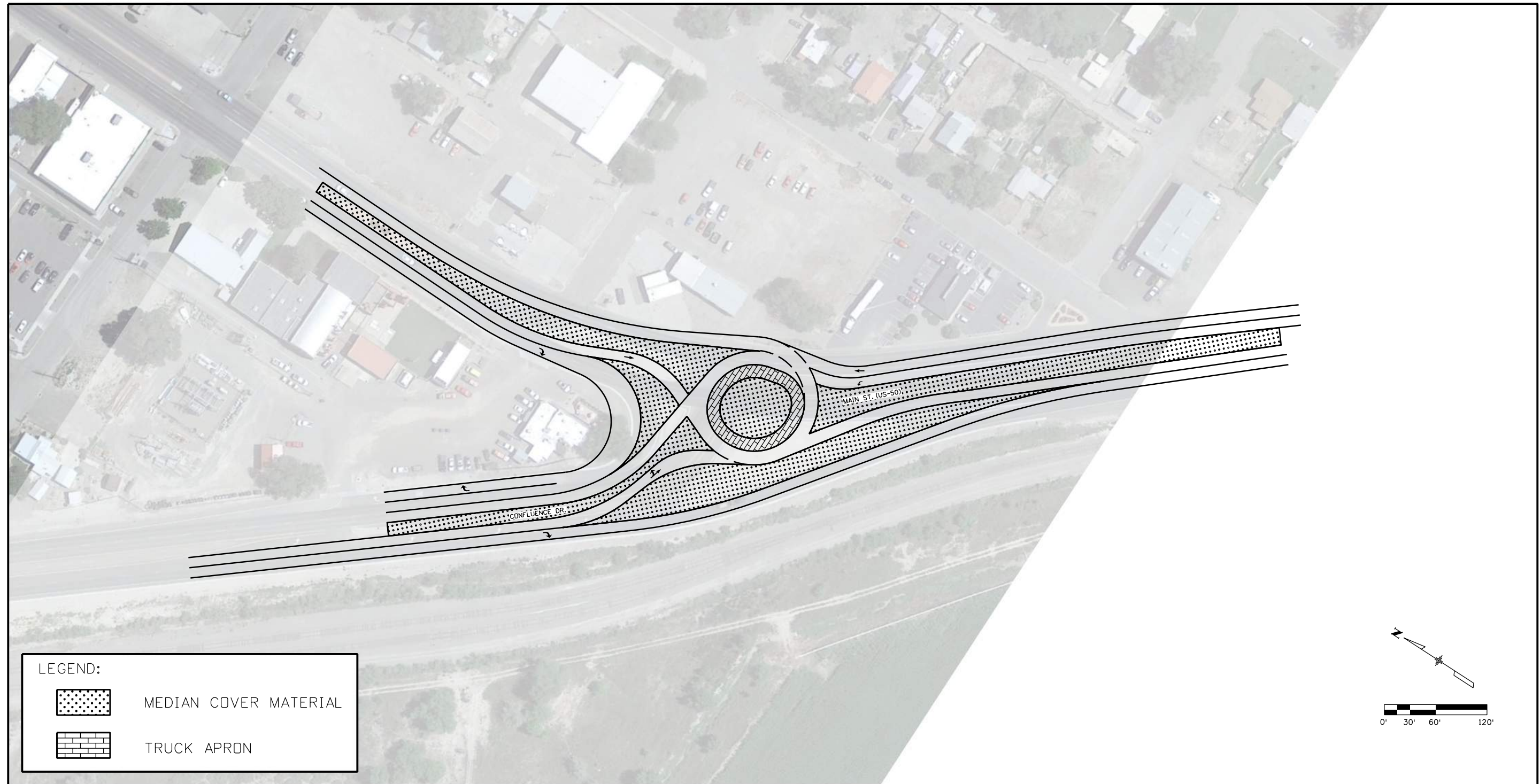
**Confluence Dr**

**Main St**

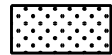
**Ute St**



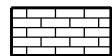
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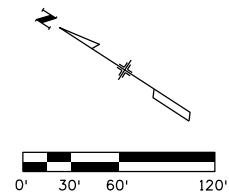
LEGEND:



MEDIAN COVER MATERIAL



TRUCK APRON



Print Date: 2/9/2021



Designer: NG  
 Detailer: NG

DELTA MAIN STREET (US-50)  
 SOUTHERN ROUNDABOUT



Confluence Dr

Main St

12th St

Meeker St

## **Appendix G - Traffic Operations and Section Meeting**





## Meeting Minutes

**Purpose:** US 50 Delta Downtown – Traffic Operations and Concept Section Meeting

**Location:** Zoom Meeting

**Date:** 1/22/2021

---

### 1) Traffic Analysis Overview

The group confirmed the findings from the traffic memo. This memo will be integrated into a final report at the end of the project, but Stolfus will address comments provided by CDOT and provide technical documentation for further review. The traffic operations, parking, and safety analyses (by CDOT) will be summarized on flyers that can be handed out during the public involvement phase. The flyers need to communicate in plain language for public consumption.

### 2) Design Concept Typical Section Overview

#### a) Concept 1 – Median widening

This option is the most cost-efficient way to reduce travel lanes on US 50. This concept could be combined with mid-block crossings to access median amenity space. Bike lanes and on-street parking are both compatible with this option.

#### b) Concept 2 – Preserve existing median

This option preserves the existing median while offering parking or increased amenity space on both sides of the highway. Bike lanes and on-street parking are both compatible with this option.

A new concept similar to this one will be developed which will eliminate the 3' buffers on both sides so that additional space will be available for amenity zone widening on one side of US 50.

#### c) Concept 3 – Meandering highway

This option, which meanders the highway, would be the most expensive to implement. The meander provides a traffic calming benefit and engineering guidelines recommend that bicycle traffic be combined with motorized traffic in this type of configuration, so no separate bike facilities can be provided with this option. While a few spaces could be provided at the end of each block, the meander is generally not compatible with on-street parking.

There is a safety concern for workers maintaining median landscaping with this option

Stolfus will create an exhibit showing other traffic calming techniques, such as mid-block bulb-outs, that might be compatible with the above concepts.

### 3) Next Steps

We will hold a "stakeholder workshop" on 2/10 or 2/11. City council members (no more than two) will be invited to attend and help further develop the alternatives on a block-by-block

approach. The stakeholder workshop will include the landscape architect (Ciavonne) and CDOT Resident Engineer, if available. The landscape architect may bring examples, but site-specific renderings should not be provided.

## **Appendix H - Stakeholder Workshop Notes**

## Workshop Notes

**Purpose:** US 50 - Delta Downtown Alternatives Development  
**Location:** Zoom Meeting  
**Date:** 2/11/2021, 1:30 – 3:30

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### 1) Introductions

#### a) Information Pamphlet

The pamphlet (attached) summarizes project objectives along with findings from the traffic operations analysis and parking study.

The project team confirmed that making the corridor more appealing for bikes and calming traffic are priorities.

Where parking along US 50 is removed, wayfinding signs to off-street public lots will be considered. It may be necessary to leave some on-street ADA parking spaces.

#### b) Microsoft Whiteboard

Whiteboard will be used to display exhibits and take notes for this workshop. Note that a (free) Microsoft account to manipulate the Whiteboard, so we will mostly rely on screen sharing.

#### c) Decision making discussion

Public input will be needed before any decisions can be made, but those in attendance agreed that the priorities for the corridor are improving bike mobility and increasing amenity space outside the roadway.

### 2) Review traffic calming techniques

Techniques that were agreed to be inappropriate for this corridor were removed from the Whiteboard. Those remaining were applied in locations during the block-by-block alternatives development.

### 3) Review/develop cross sections (select up to 3)

CDOT confirmed that 11-foot lanes are acceptable for the proposed cross sections

The alternative with a widened median will not be developed further since it doesn't provide any new amenity space. However, since it is a lower cost alternative, it could come into play as an interim solution on some corridor segments.

### 4) Block-by-Block Alternatives Development

Starting from 1<sup>st</sup> Street and moving south along the highway, notes for the improvements are shown in the Whiteboard. Due to limited time, development of the plan ended at 4<sup>th</sup> Street. The following are major takeaways:

With the availability of nearby public parking lots, parking was eliminated between 1<sup>st</sup> and 4<sup>th</sup> street in the concept. More limited loading zone or ADA parking may be considered in select areas where the public involvement process indicates that it is desirable.

The block between 1<sup>st</sup> and 2<sup>nd</sup> Street must accommodate the two left turn lanes coming from Highway 92. A design concept will be developed to determine how those two lanes can be reduced to one, with CDOT preference for merging the two lanes together in a manner similar to a 'zipper lane.'

With the reduction in highway width from two lanes in each direction to one lane, more pedestrian crossings with a median protected refuge space are desirable through the corridor. To accommodate this refuge space, intersections may be restricted from full-movement access to  $\frac{3}{4}$  access with a crosswalks opposite the left turn lanes. Further traffic operations analysis will be conducted to determine if this approach has adverse effects.

Removal of up to two of the downtown traffic signals will be considered. These signals have low traffic demands and their removal may be better for pedestrians using the approach described above without having a significant impact on vehicular mobility.

## 5) Next Steps

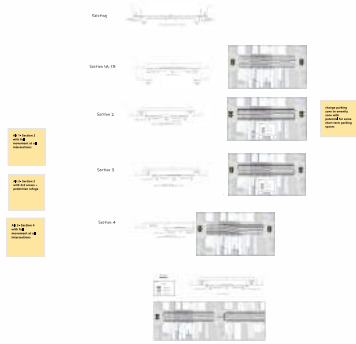
A follow-up workshop to further develop the concepts will be scheduled for March 2021. Prior to that workshop, Stolfus will perform traffic operations analysis and will develop the pedestrian/access concept.

## **Appendix I - Stakeholder Alternatives Development**

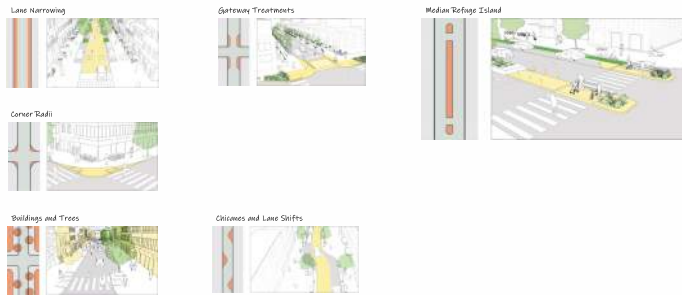
# Delta Downtown Whiteboard

## Toolbox

### Templates

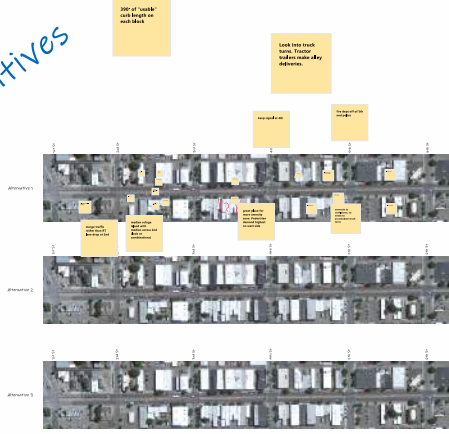


### Traffic Calming Techniques



<https://www.transportation.gov/sites/dotgov/files/2014/04/04/20140404-transportation-research-board-report-traffic-calming-techniques-for-urban-streets.pdf>

## Alternatives



## For Reference



## **Appendix J - Business and Property Owners Survey Results**



As a **business owner**, we want to know what you think is most important in front of your business. Go to: <https://arcg.is/1abnri1> to fill out a very brief survey.

We value your input!

Please also attend the **Workshop just for business owners** 6/22, 9am, at the Rec Center RSVP at the link above

## Question? Need help filling out the survey?

Reach out to us:

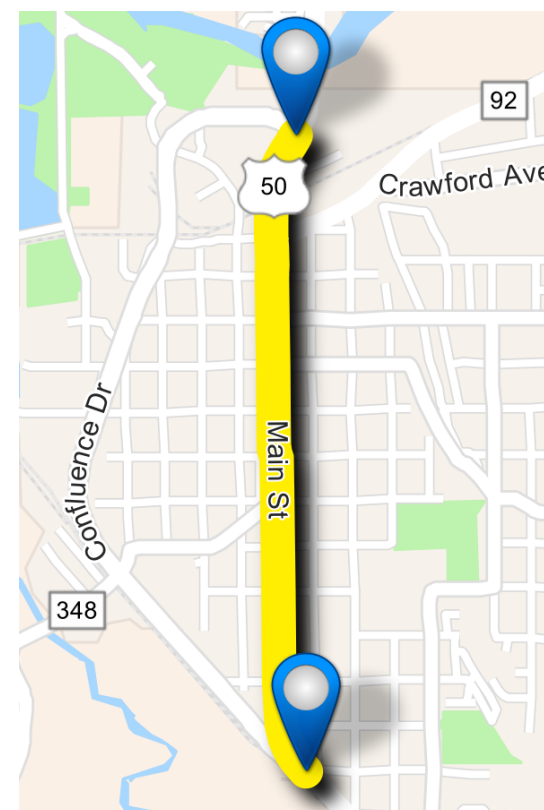
Delta City Hall  
360 Main St.  
970.874.7566

-OR-

Delta Area Chamber  
of Commerce  
301 Main St  
970-874-8616

## US 50 Delta Downtown Study

City of Delta & Colorado Department of Transportation



# FREQUENTLY ASKED QUESTIONS

## WHAT'S GOING ON?

### Main Street Improvements Plan

We're **planning** for the future look and feel of Main Street in Delta from **1st St. to Confluence Dr.**

We believe the roadway space can be **better utilized**. Here's what we're proposing:



#### Traffic calming

1 travel lane each way, encourage trucks to use Confluence Dr.



#### Ped/bike friendly

Reduced highway crossing distance, add bicycle facilities



#### Room for amenities

Outdoor dining/retail space, landscaping, etc.

## Could THIS ACTUALLY WORK?

### Yes

A traffic engineering analysis approved by CDOT shows that one lane each way on Main St. with turn lanes will work for years to come with **minimal delay to traffic**.

Our analysis included at the following:



Pre COVID traffic counts



Recently improved US 50/Hwy 92 intersection



20-year traffic growth, as projected by CDOT



Truck traffic patterns



## WHAT ABOUT PARKING?

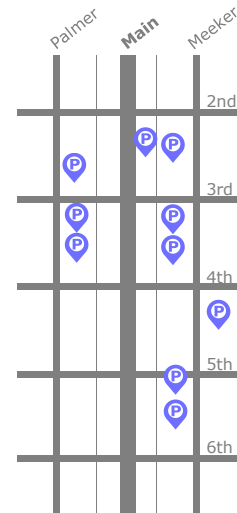
### There's enough

**59** spaces used on Main St

**195** spaces open in public lots

Counted in 2019, several public parking lots have open spaces during the midday peak demand. Most lots are within one block of Main St.

Reducing parking on Main St. means **fewer crashes** and **more room for amenities**.



# Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: May 28, 2021 7:24 PM

## What is your name?

Lisa Hill

## What is the name of your business?

Drost's Chocolates

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Parking, 2. Short term parking/loading (15 minutes max), 3. Landscaping and public amenities (seating, artwork, etc.), 4. Outdoor commercial space (dining, retail display, etc.)

## What are your thoughts behind the rankings in the previous question?

Our business is mainly takeout. A lot of our customers are elderly and need close parking. We are not looking for seating in front of our building because we can not have people smoking or loitering by our door. We hope to put our benches out front during the summertime to see how it goes. We also have not had a lot of success with planters because people stole our flowers (this was in Eckert). I would love some color and beauty out front.

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

Yes

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

drostschocolates@gmail.com

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

If someone buys a building in Delta, do they have to pay for a new water tap? Are there rules for parking in the alley? How can we make these changes and have the least impact on businesses? (i.e. long street and sidewalk closures). Can businesses withstand the loss of business right after COVID? How can we attract more restaurants/breweries? Can you help businesses with curb appeal? I heard that one of the buildings on main street was haunted; there could be historical tours that make this ia destination. Wouldn't it be great to have a stagecoach ride on Friday nights and Saturdays. Put some gaslamaps on the route that would go by some historical sites and houses. Exploit the rich history of Delta, (the old west bank robbery), maybe a bank robbery reenactment on main street. Some kind of festival - Bluegrass/Native American Arts We know that there is a lot already going on in Delta, and hope to help make Delta a destination!!

# Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: June 11, 2021 4:57 PM

## What is your name?

Moises Espinoza

## What is the name of your business?

El Tpatio Family Mexican Restaurante

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Parking, 2. Landscaping and public amenities (seating, artwork, etc.), 3. Outdoor commercial space (dining, retail display, etc.), 4. Short term parking/loading (15 minutes max)

## What are your thoughts behind the rankings in the previous question?

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

No

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

# Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: June 3, 2021 11:13 AM

## What is your name?

Timothy Hellman

## What is the name of your business?

Hellman Chevrolet Buick

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Outdoor commercial space (dining, retail display, etc.), 2. Short term parking/loading (15 minutes max), 3. Parking, 4. Landscaping and public amenities (seating, artwork, etc.)

## What are your thoughts behind the rankings in the previous question?

Our needs our to provide clear vehicle display and maximize vehicle drive by count.

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

Yes

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

timothyhellman@aol.com

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

How you will handle cross traffic on the truck route with increased traffic flow? Projection when one lane on Main Street will no longer accommodate traffic flow. Montrose Main Street business owners impression of their Main Street. Possibility that majority of travelers will bypass Main Street to avoid potential congestion. Cost associated with this project versus needs outlined in the strategic plan. Alternates to re-routing truck traffic. Do all businesses on Main Street require "room for amenities"? What were the impacts of the Cedaredge Main Street improvement and did it improve their businesses?



# Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: May 27, 2021 10:59 AM

## What is your name?

Gary Schwartz

## What is the name of your business?

Bank of the West

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Landscaping and public amenities (seating, artwork, etc.), 2. Parking, 3. Outdoor commercial space (dining, retail display, etc.), 4. Short term parking/loading (15 minutes max)

## What are your thoughts behind the rankings in the previous question?

As a bank Outdoor commercial space is low on my priorities unless someone wants to put a hot dog stand there. But to pretty up the outside of the building would be nice.

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

Yes

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

gary.schwartz@bankofthewest.com

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

Not at this moment

## Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: May 26, 2021 7:18 PM

### What is your name?

AlliceMarie Slaven-Emond, APRN, MSN, FNP-C

### What is the name of your business?

Delta Health and Wellness Center - Family Clinic

### Where is your business?



### Which of the following is most important to have in front of your business?

### What are your thoughts behind the rankings in the previous question?

Want a save walking area for people who park their cars on Main St.

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

Yes

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

amslavenemond@gmail.com

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

How many roundabouts can we have??????????

# Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: May 26, 2021 9:44 AM

## What is your name?

Laura Morris

## What is the name of your business?

Taras

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Outdoor commercial space (dining, retail display, etc.), 2. Landscaping and public amenities (seating, artwork, etc.), 3. Short term parking/loading (15 minutes max), 4. Parking

## What are your thoughts behind the rankings in the previous question?

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

Yes

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

Lauratarr63@yahoo.com

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

# Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: June 8, 2021 12:21 PM

## What is your name?

Ben Norton

## What is the name of your business?

Integrated Insight Therapy

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Parking, 2. Landscaping and public amenities (seating, artwork, etc.), 3. Outdoor commercial space (dining, retail display, etc.), 4. Short term parking/loading (15 minutes max)

## What are your thoughts behind the rankings in the previous question?

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

No

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**



# Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: June 23, 2021 9:22 AM

## What is your name?

Kiersten

## What is the name of your business?

Partners Mentoring Youth

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Parking, 2. Outdoor commercial space (dining, retail display, etc.), 3. Landscaping and public amenities (seating, artwork, etc.), 4. Short term parking/loading (15 minutes max)

## What are your thoughts behind the rankings in the previous question?

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

No

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

**Do you have any other questions or comments at this time?**

Will you be providing angled, pull-in parking, or parallel parking?

**Do you have any other questions or comments that you'd like us to address at the workshop?**

# Delta Downtown - Business Feedback

Submitted By: SenderJ\_stolfus

Submitted Time: June 22, 2021 12:33 PM

## What is your name?

Laura Blair

## What is the name of your business?

Integrated Insight Therapy

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Parking, 2. Landscaping and public amenities (seating, artwork, etc.), 3. Outdoor commercial space (dining, retail display, etc.), 4. Short term parking/loading (15 minutes max)

## What are your thoughts behind the rankings in the previous question?

Parking is at a premium and with 500+ clients we serve a lot of people per day.

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

Yes

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

[laura@integratedmh.com](mailto:laura@integratedmh.com)

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

Paper survey manually entered. How do we de-privatize parking? i.e. The Elks own a parking lot that is empty during the day and will not allow anyone but their members to use it during non-Elk event hours. If this could happen, it would help alleviate the need for on-street parking.

# Delta Downtown - Business Feedback

Submitted By: SenderJ\_stolfus

Submitted Time: June 22, 2021 12:29 PM

## What is your name?

Mariah Emond

## What is the name of your business?

Delta Health and Wellness Center

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Parking, 2. Short term parking/loading (15 minutes max), 3. Landscaping and public amenities (seating, artwork, etc.), 4. Outdoor commercial space (dining, retail display, etc.)

## What are your thoughts behind the rankings in the previous question?

South Main needs on-street parking as we have no off street lots.

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

Yes

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

mariah.emond@gmail.com

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

Paper survey manually entered.

# Delta Downtown - Business Feedback

Submitted By: SenderJ\_stolfus

Submitted Time: June 22, 2021 12:26 PM

## What is your name?

Charlie Mason

## What is the name of your business?

N/A

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Landscaping and public amenities (seating, artwork, etc.), 2. Outdoor commercial space (dining, retail display, etc.), 3. Short term parking/loading (15 minutes max), 4. Parking

## What are your thoughts behind the rankings in the previous question?

Will share via email

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

Yes

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

charlie@deltabuildersco.com

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

Paper survey manually entered. Business address listed as 320 and 322 Main St. Only provided a check mark next to landscaping and commercial space (no ranking)



# Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: June 19, 2021 1:49 PM

## What is your name?

Margaret Stlacup

## What is the name of your business?

The Egyptian Theatre

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Short term parking/loading (15 minutes max), 2. Parking, 3. Outdoor commercial space (dining, retail display, etc.), 4. Landscaping and public amenities (seating, artwork, etc.)

## What are your thoughts behind the rankings in the previous question?

Being a movie theatre it's important to have a loading/unloading zone or short term parking. Parking is also important, not just for my business but surrounding businesses. If we have outdoor commercial space, and landscaping and public amenities, it will invite people to walk and patronize local businesses.

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

Yes

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

mstalcup@hebercitytheatre.com

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

# Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: June 8, 2021 12:33 PM

## What is your name?

Gip Gafford

## What is the name of your business?

1440 Promotions and Apparel

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Parking, 2. Outdoor commercial space (dining, retail display, etc.), 3. Landscaping and public amenities (seating, artwork, etc.), 4. Short term parking/loading (15 minutes max)

## What are your thoughts behind the rankings in the previous question?

I ranked short-term parking last, because although convenient I would prefer people to park for longer periods of time and actually walk and shop downtown.

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

Yes

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

Gip@1440image.com

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

# Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: June 8, 2021 11:09 AM

## What is your name?

Chanda Jones

## What is the name of your business?

Morris Optical

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Parking, 2. Short term parking/loading (15 minutes max), 3. Outdoor commercial space (dining, retail display, etc.), 4. Landscaping and public amenities (seating, artwork, etc.)

## What are your thoughts behind the rankings in the previous question?

We have older people coming to our business for eye exams and some are elderly or disabled and may need to get a walker out of the back seat or trunk of their car. Many have stated they don't feel safe parking on Main St., therefore, they park in Wells Fargo Bank parking lot then have to walk farther to our business.

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

Yes

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

morrisoptical@gmail.com

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

# Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: June 2, 2021 2:18 PM

## What is your name?

Hartland Clubb Jr

## What is the name of your business?

Clubb's

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Parking, 2. Short term parking/loading (15 minutes max), 3. Outdoor commercial space (dining, retail display, etc.), 4. Landscaping and public amenities (seating, artwork, etc.)

## What are your thoughts behind the rankings in the previous question?

Our shoppers come from Delta and increasingly, from out of town. Convenient access by car is very important. To that point, when we have an event downtown or close Main Street, we get feedback from our customers. While many enjoy the event as much as we do, many choose to shop on another day or not at all. The type of item we sell and our total sales during those events show the feedback to be accurate. The events are important and we want to continue them. We believe our customer's behavior during the events give us insight into any changes that create the perception of access to Main Street shopping. I believe our Main Street must remain accessible by car and perceived as accessible by car easily with open and available parking. Please note a parking lot actually filled to only 60% is perceived as 'full'. Please preserve lines of sight to the shopper's destinations when possible.

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

Yes

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

mail@clubbstore.com

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

Parking is available and accessible now. Could it be made for visible with clear and consistent signage (same size, color, and format sign, etc.)? May diagonal parking be increased without blocking thoroughfares? Can alleyways be improved by paving and signed as one way - no thoroughfare? Can tractors with 53 foot trailers have clear entry and exit to those alleys?



## Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: June 2, 2021 12:22 PM

### What is your name?

Jill Young

### What is the name of your business?

Delta County Board of REALTORS

### Where is your business?



### Which of the following is most important to have in front of your business?

### What are your thoughts behind the rankings in the previous question?

I feel our business is 'out of the loop'. It will be nice to feel more a part of Main Street.

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

No

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

# Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: June 2, 2021 12:19 PM

## What is your name?

John & Sherri Wood

## What is the name of your business?

Colorado Sign Studio

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Parking, 2. Short term parking/loading (15 minutes max), 3. Landscaping and public amenities (seating, artwork, etc.), 4. Outdoor commercial space (dining, retail display, etc.)

## What are your thoughts behind the rankings in the previous question?

Street parking in front of businesses is very important so don't get rid of it. Not everyone is able or wants to walk from a parking area off main street to go to a business. This would deter customers from wanting to shop Downtown. Also people might use dedicated customer lots like Clubs, or Sissons, or Wells Fargo. You can make it look pretty, but if you can't park they will go by. There used to be a facade improvement program for businesses to do storefront improvements, would that be something to revisit?

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

Yes

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

colosigns@msn.com

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**

## **Delta Downtown - Business Feedback**

**Submitted By: Anonymous user**

**Submitted Time: May 26, 2021 2:54 PM**

### **What is your name?**

Collenette Vervloet

### **What is the name of your business?**

Previous President of the Crawford Area Chamber of Commerce and Crawford Pioneer Days Coordinator

### **Where is your business?**



### **Which of the following is most important to have in front of your business?**

1. Outdoor commercial space (dining, retail display, etc.), 2. Landscaping and public amenities (seating, artwork, etc.), 3. Short term parking/loading (15 minutes max), 4. Parking

### **What are your thoughts behind the rankings in the previous question?**

Pretty much covers the areas we've thought about over the past few years

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

No

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

**Do you have any other questions or comments at this time?**

Thanks for the invitation to the above meeting, but you'll likely only want business owners in Delta in attendance. Thanks for doing this for that community!

**Do you have any other questions or comments that you'd like us to address at the workshop?**

# Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: May 26, 2021 10:39 AM

## What is your name?

Bobbie Carmichael

## What is the name of your business?

Jerry Reiher State Farm

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Short term parking/loading (15 minutes max), 2. Landscaping and public amenities (seating, artwork, etc.), 3. Outdoor commercial space (dining, retail display, etc.), 4. Parking

## What are your thoughts behind the rankings in the previous question?

Available parking is valuable to our business

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

Yes

**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

bobbie@jreiher.com

**Do you have any other questions or comments at this time?**

**Do you have any other questions or comments that you'd like us to address at the workshop?**



# Delta Downtown - Business Feedback

Submitted By: Anonymous user

Submitted Time: May 26, 2021 9:44 AM

## What is your name?

Darin Grimsley

## What is the name of your business?

More Than Books

## Where is your business?



## Which of the following is most important to have in front of your business?

1. Parking, 2. Short term parking/loading (15 minutes max), 3. Landscaping and public amenities (seating, artwork, etc.), 4. Outdoor commercial space (dining, retail display, etc.)

## What are your thoughts behind the rankings in the previous question?

Seniors and handicapped people need to be safe while parking and exiting their vehicles while parking on Main Street. Most seniors and handicapped people use the public parking to the east and west of Main, then mobility becomes an issue since they have to walk farther to get to their destination.

**Would you like to attend the Main Street Improvements Stakeholder Workshop (time, date and location TBD)?**

No

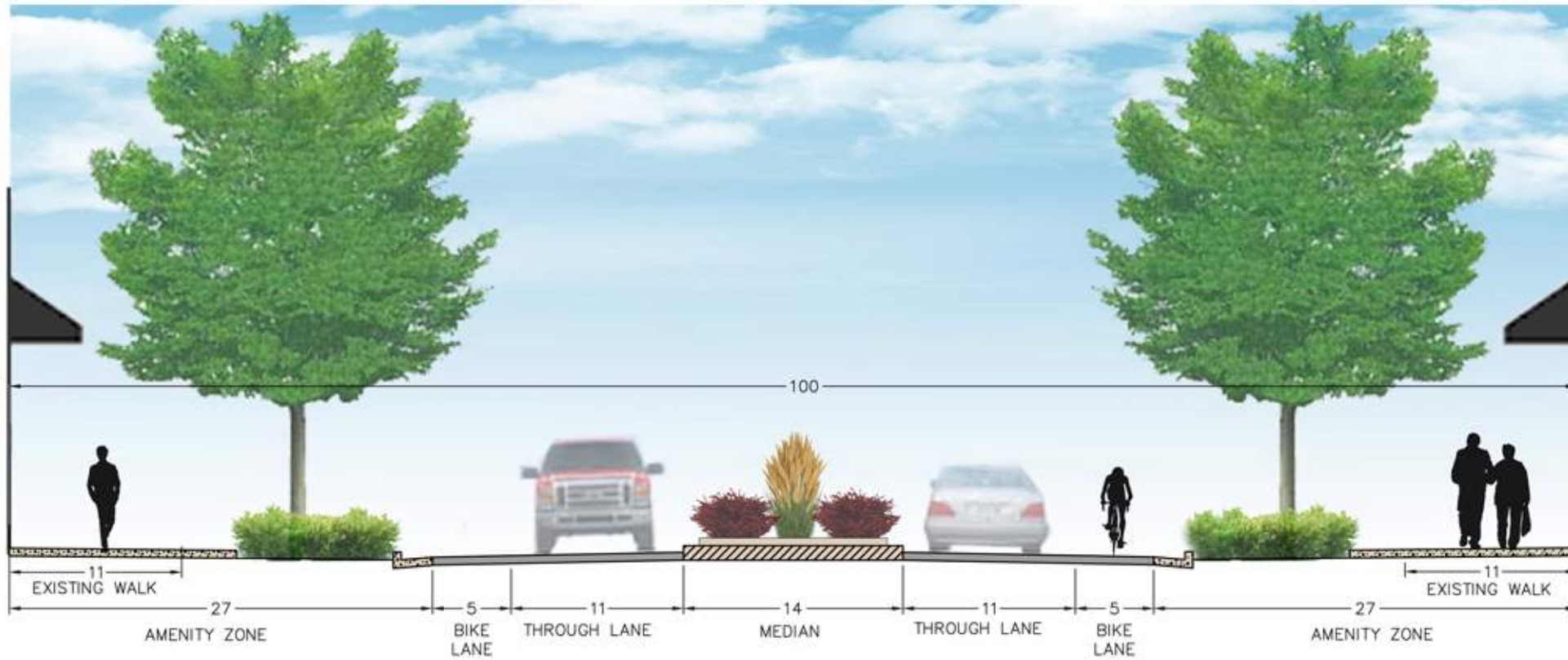
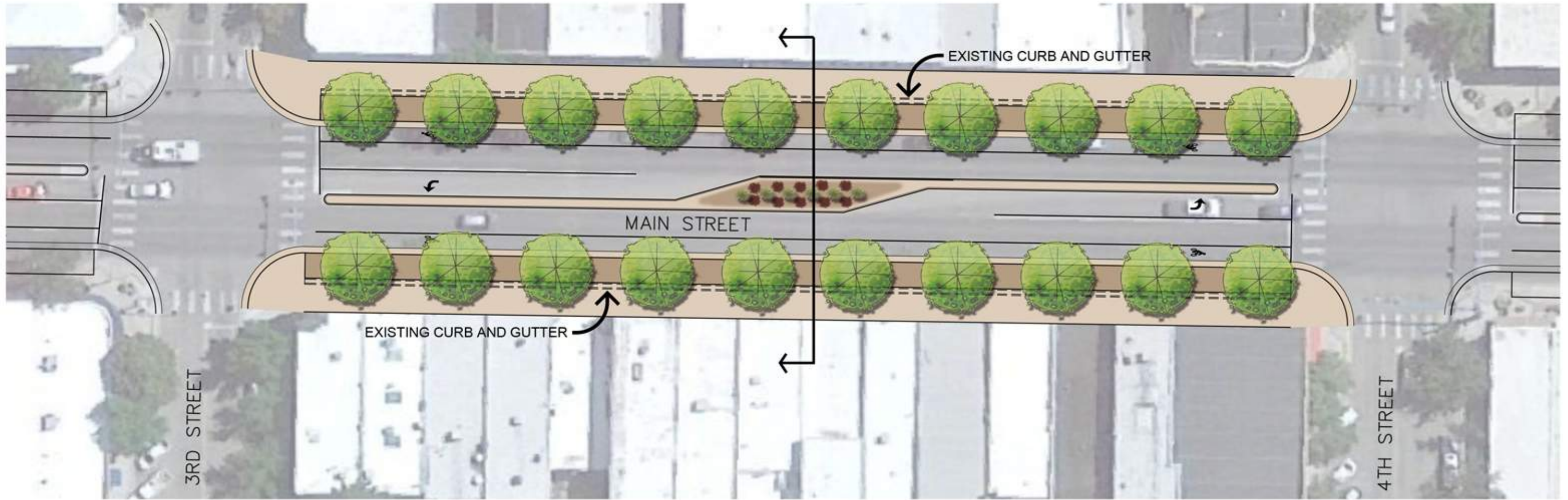
**Great! Please enter your email address to receive an electronic invitation once the meeting schedule details are known.**

**Do you have any other questions or comments at this time?**

The parking lots for the 300 block east side do not have ANY handicap parking slots. You know you could calm traffic on Main by putting a weight limit for multi-axle vehicles and ENFORCING THE SPEED LIMIT. Seems to me the city could make money instead of spending it! Or does that make too much common sense?

**Do you have any other questions or comments that you'd like us to address at the workshop?**

## **Appendix K - Parking Concepts**

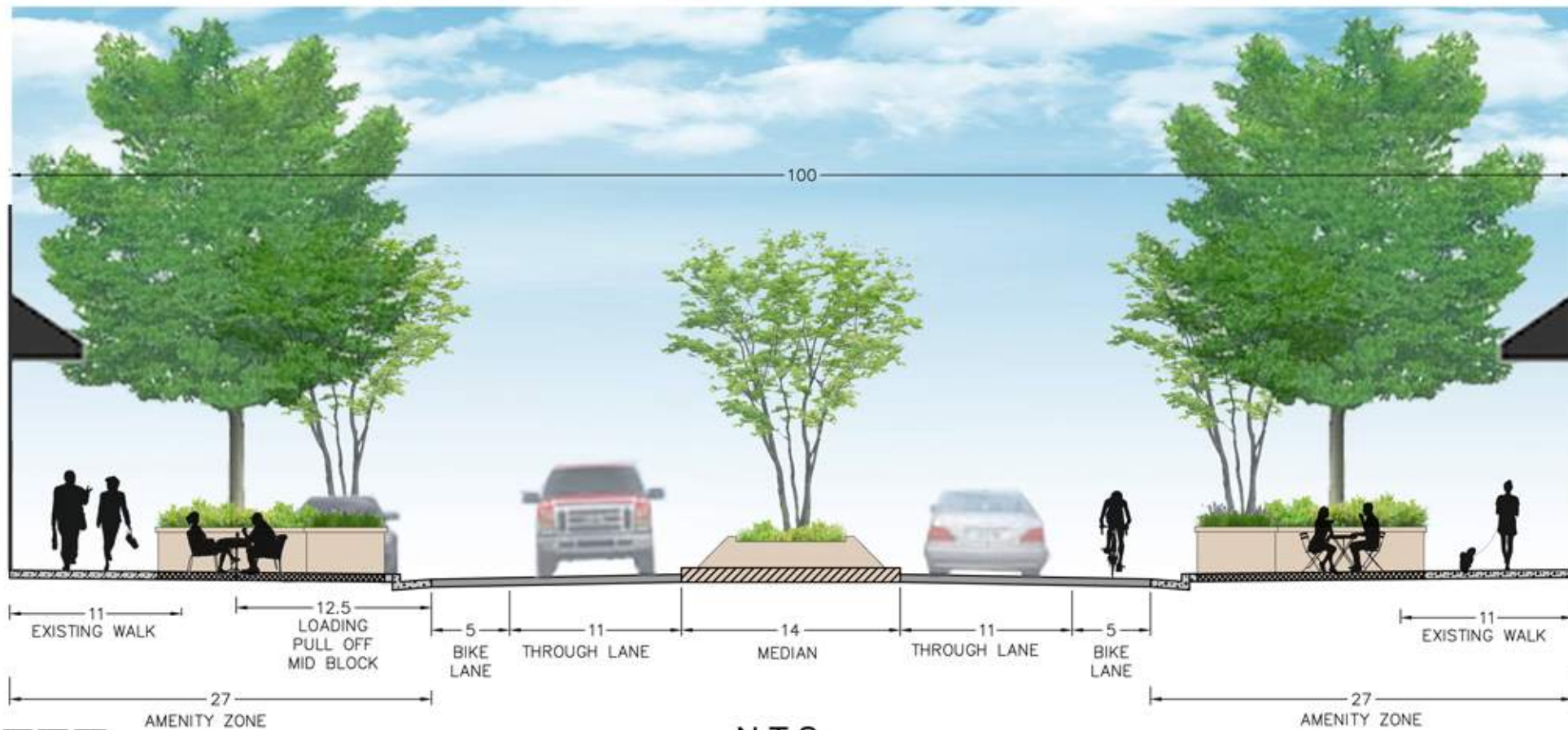
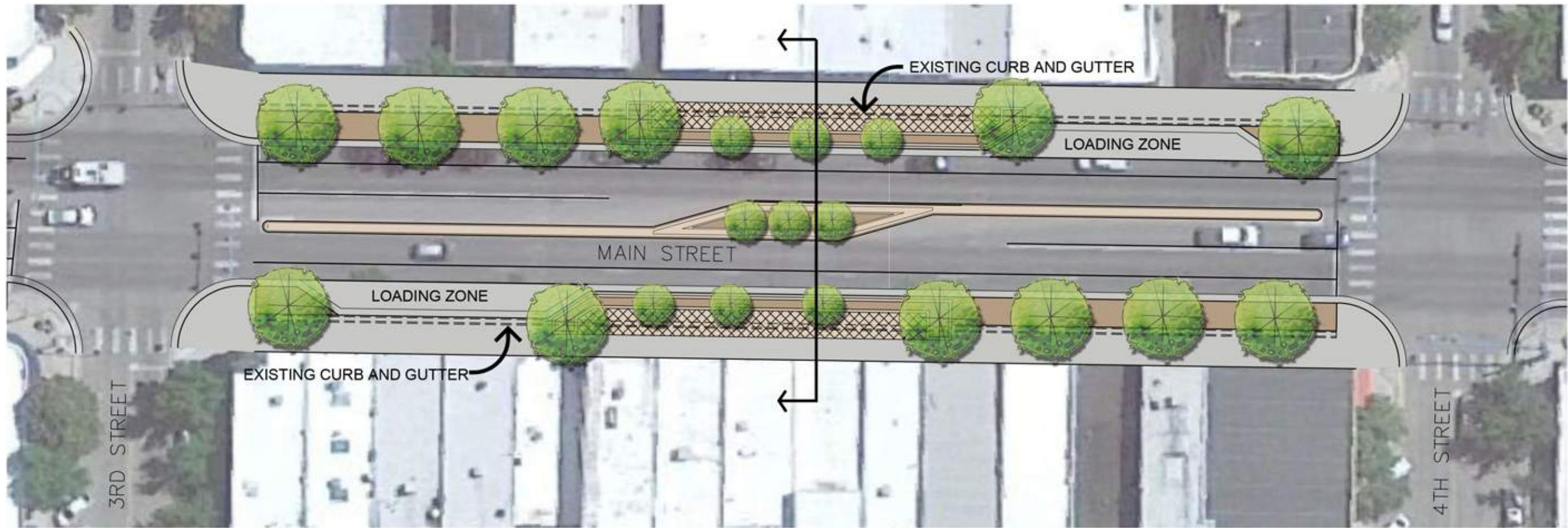


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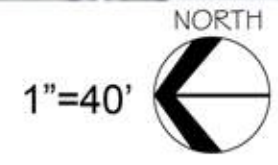
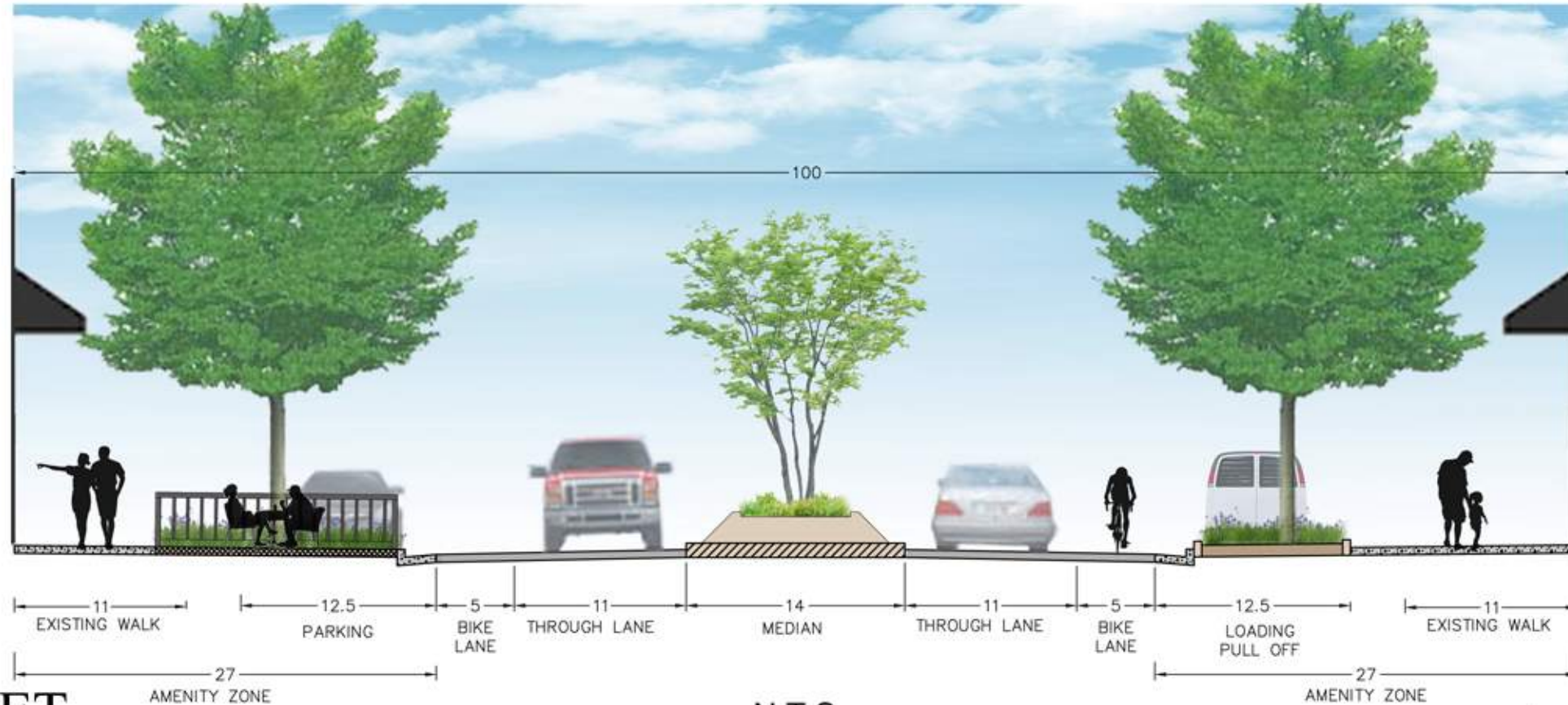
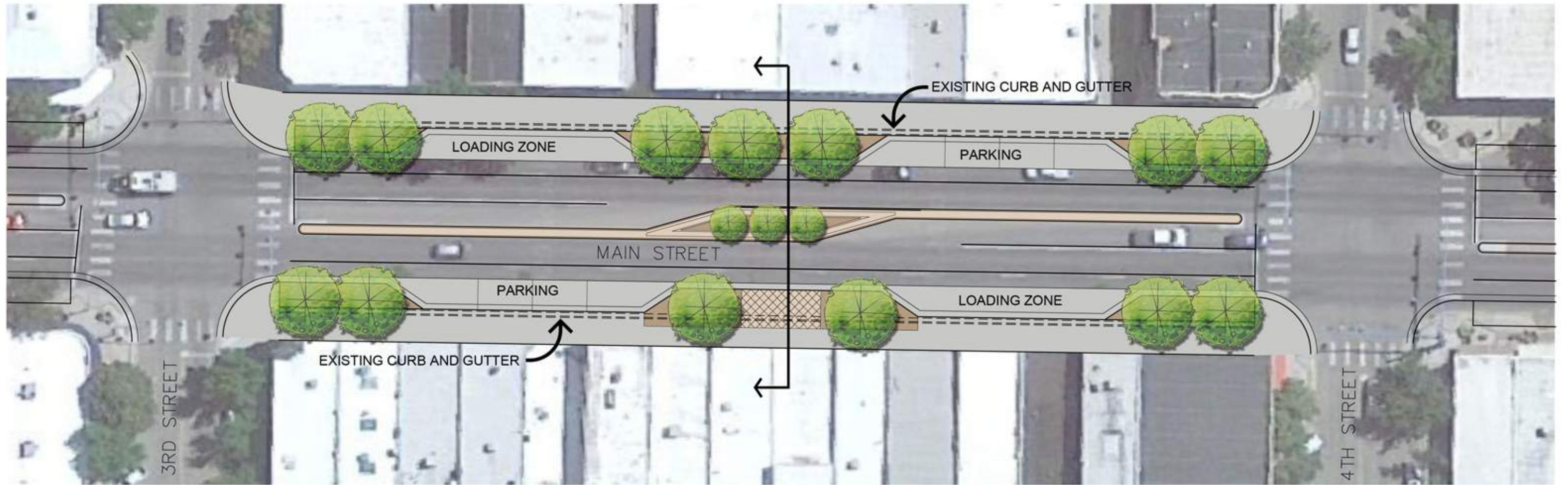
NORTH

# DELTA MAIN STREET CONCEPT 1

N.T.S



# DELTA MAIN STREET CONCEPT 2



# DELTA MAIN STREET CONCEPT 3

## **Appendix L - Business Owner Meeting Sign-In**

# Downtown Stakeholder Meeting

June 22, 2021

Name	Business Name
@TAWAA JONES	MORRIS OPTICAL
TOM JONES	CIVIL AIR PATROL
Margaret Stalcup	Egyptian Theatre - DeltaTheatres@gmail.com
ANNIE BARKER	Second Saturday Stroll / TADA art gallery
Mariah Emord	Delta Health & Wellness
Luke Fedler	Delta Police Dept.
Lupita Ballestar	DPD
Sam Ellison	DPD
Lisa Hill	Drost's Chocolates
Laura Blair	Integrated Insight Therapy
Ben Norton	Integrated Insight Therapy
Kelvin Jahse	DITS Inc 201 Main
Patrick Hellman	Hellman Chevrolet Buick
Tim Hellman	Hellman Chevrolet Buick
PORTIA VIGIL	Guild mortgage
Cory Schwartz	Bank of the West
Kendra Novick	1440 Apparel & Promotions
GIP GAFFORD	1440 APPAREL & PROMOTIONS
Mary Cooper	
Gerald Roberts	
Chris Miller	TAWA Fort Uncompahgre







To: City Council  
From: Shay Coburn, Community Development Manager  
Date: May 11, 2021  
Subject: US 50 Delta Downtown Study - Conceptual Design Review

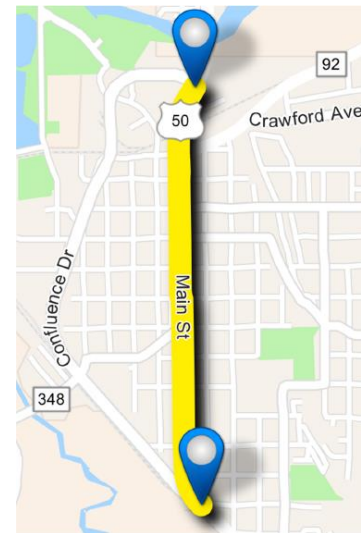
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### Background

The City has partnered with CDOT to hire Stolfus & Associates to complete a study of US 50 from 1<sup>st</sup> Street to Confluence Drive (see map to right). The cost of this project is split between CDOT and the City with about half of the City's portion to be covered by a grant from DOLA.

The goal of this project is to better utilize roadway space by incorporating traffic calming, improving pedestrian/bike friendliness, and making more room for amenities. As part of this project, the team has completed a traffic engineering analysis that has been approved by CDOT. This analysis shows that one lane of traffic each way on Main Street with turn lanes will work for years to come.

In addition, parking was analyzed to determine if it could be removed from Main Street. This would result in fewer crashes and more room for amenities like seating areas, landscaping, and room for businesses to have outdoor dining or shopping. The findings showed ample available parking just one block from Main Street.



### Work Session Purpose

Mark Bunnell and Rebecca Atkins from CDOT will be joining us in person and Andrew Amend from Stolfus & Associates will be joining us virtually to share a few conceptual designs for the highway study area and gateways. We hope to get input on the various concepts so they can be refined for further public input.

### Next Steps

The project team will refine the concepts presented during this work session based on the discussion. Those refined concepts will be presented to stakeholders (i.e., downtown business and property owners) to gather feedback and refine the plans again. Then the plans will be presented to the larger community where additional feedback will be gathered from the general public. All input will be taken into consideration and the plan will be finalized accordingly.

The City is currently working on a grant application to test these concepts with temporary installations throughout downtown. These temporary installations should help the community understand and experience the potential changes so the plan can be refined once more before investing further in permanent changes.



## **Appendix M - Demonstration Project Plans**



# MAIN STREET TRAFFIC CALMING CROSSING AND PARKLET IMPROVEMENT PROJECT

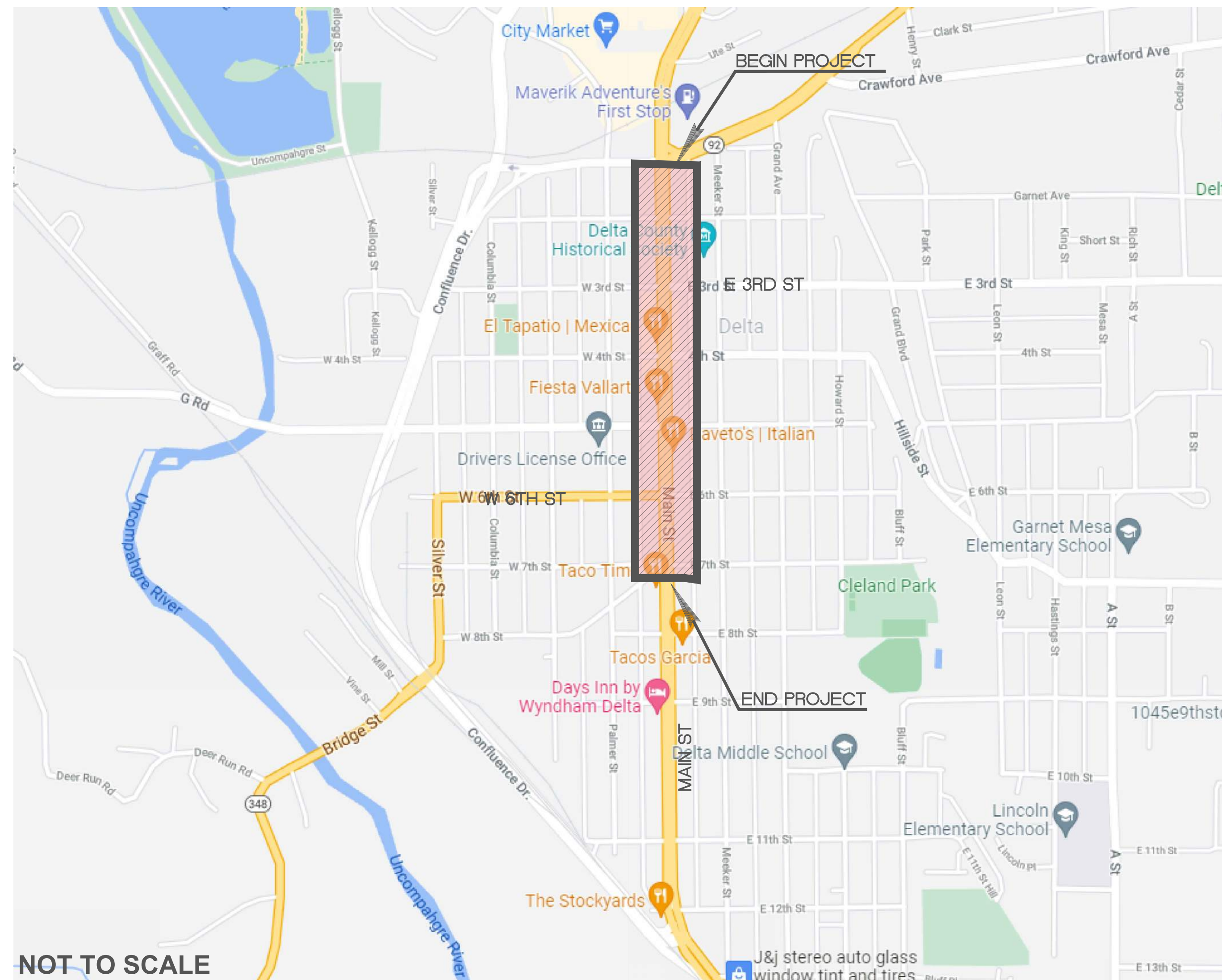
DESIGN CONSULTANT  
5690 DTC Boulevard, Suite 330W  
Greenwood Village, CO 80111  
Phone: 303-221-2330  
Fax: 303-221-2331  
www.stolfusandassociates.com



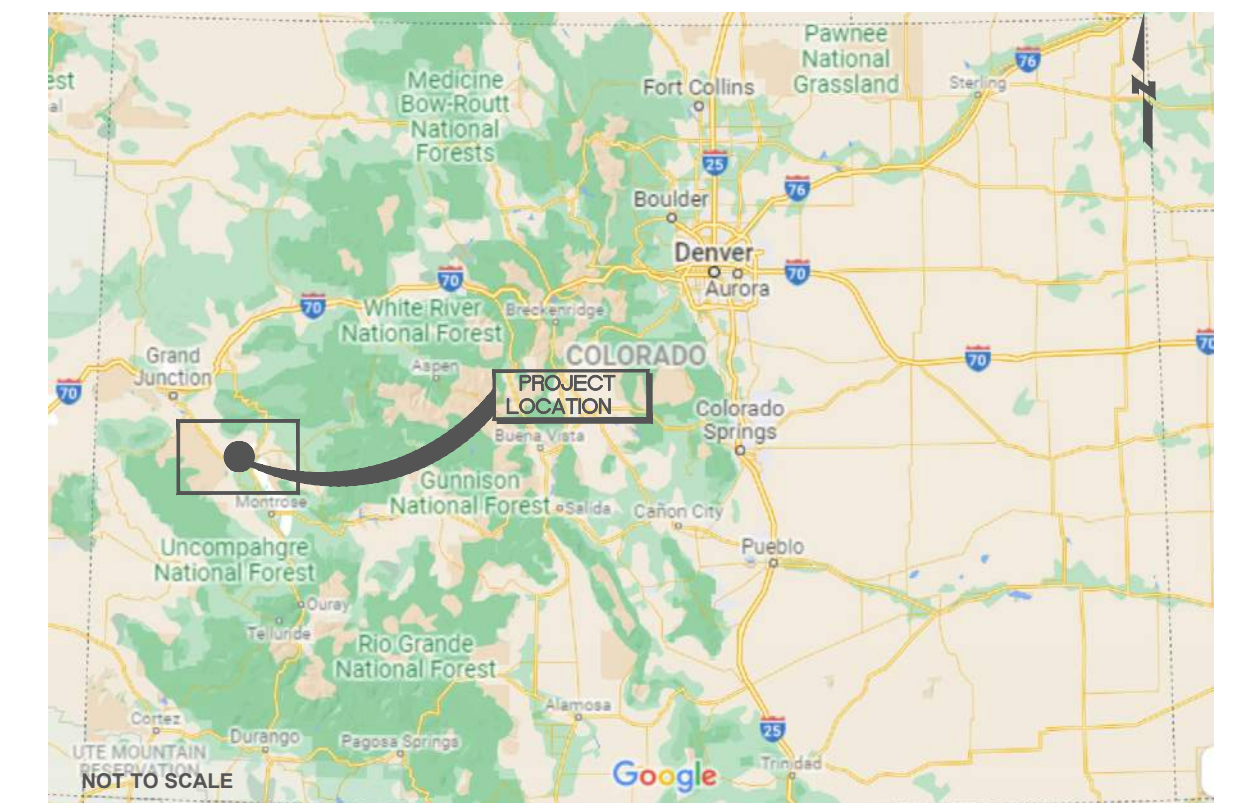
**GENERAL NOTES :**

1. LOCATION OF EXISTING FACILITIES WERE TAKEN PARTIALLY FROM RECORDS AND MAY BE INCOMPLETE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL UTILITIES PRIOR TO ANY EXCAVATION OR TRENCHING IN THEIR LOCALITY.
2. AT LEAST TWO WORKING DAYS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CALL THE UNDERGROUND SERVICE ALERT FOR UTILITY LOCATIONS.
3. THE CONTRACTOR SHALL PROVIDE FOR INGRESS AND EGRESS FOR PRIVATE PROPERTY ADJACENT TO THE WORK THROUGHOUT THE PERIOD OF CONSTRUCTION.
4. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAG-MEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY.
5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ALL NECESSARY UTILITY RELOCATIONS WITH THE APPROPRIATE UTILITY COMPANY.
6. ALL EXISTING SIGNING SHOWN IS TO REMAIN, UNLESS OTHERWISE NOTED. LOCATION OF EXISTING SIGNS, STRIPING AND PAVEMENT MARKINGS ARE APPROXIMATE ONLY.
7. ALL NEW SIGNING, STRIPING AND PAVEMENT LEGENDS SHALL CONFORM TO THE LATEST PROVISIONS OF THE MUTCD, COLORADO SUPPLEMENT TO THE MUTCD, CDOT STANDARD PLANS, AND THE CITY OF DELTA, IF AVAILABLE.
8. ANY EXISTING STRIPING CONFLICTING WITH THE FINAL STRIPING SHALL BE REMOVED BY PRESSURE WASHING OR PAINTING OVER.
9. ALL SIGNS AND POSTS TO BE REMOVED SHALL BE SALVAGED AND DELIVERED TO THE CITY OF DELTA, COLORADO.
10. THE CONTRACTOR SHALL SUPPLY ALL MATERIALS, AND INSTALL NEW SIGNS AND POSTS. SIGN POSTS SHALL BE APPROVED BY THE CITY OF DELTA.
11. ALL TRAFFIC STRIPES, LINES AND SIGN POSITIONS SHALL BE APPROVED BY THE ENGINEER IN CHARGE PRIOR TO INSTALLATION.
12. DIRECTIONAL ARROWS SHALL BE INSTALLED 20' PRECEDING THE LIMIT LINES.
13. THIS SHEET IS ACCURATE FOR NEW SIGNING AND STRIPING LAYOUT ONLY.
14. ALL NEW STRIPING AND PAVEMENT MARKINGS SHALL BE SHERMAN WILLIAMS WATERBORNE TRAFFIC PAINT UNLESS OTHERWISE NOTED.
15. CONTRACTOR SHALL NOTIFY RELATING TRANSIT AGENCIES BEFORE REMOVING ANY TRANSIT RELATED SIGNS.
16. THE QUANTITIES OF THE NEW STRIPING SHOWN ARE APPROXIMATE.
17. FOR SIGNS IN THE PEDESTRIAN AREA, THE BOTTOM OF THE SIGN(S) SHALL BE AT A MINIMUM OF 7' FROM THE FINISHED SURFACE.
18. VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO INSTALLATION OF SIGN POSTS

## LOCATION MAP



## VICINITY MAP



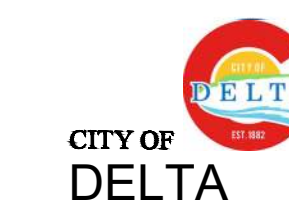
## SCHEDULE OF DRAWINGS

SHEET	DRAWING	DRAWING DESCRIPTION
1	T-01	COVER SHEET
2	L-01	STRIPING AND SIGNAGE LAYOUT
3	L-02	STRIPING AND SIGNAGE LAYOUT
4	L-03	STRIPING AND SIGNAGE LAYOUT
5	L-04	TRAFFIC SIGNAL MODIFICATION PLAN
6	L-05	TRAFFIC SIGNAL MODIFICATION PLAN



COVER SHEET | T - 01

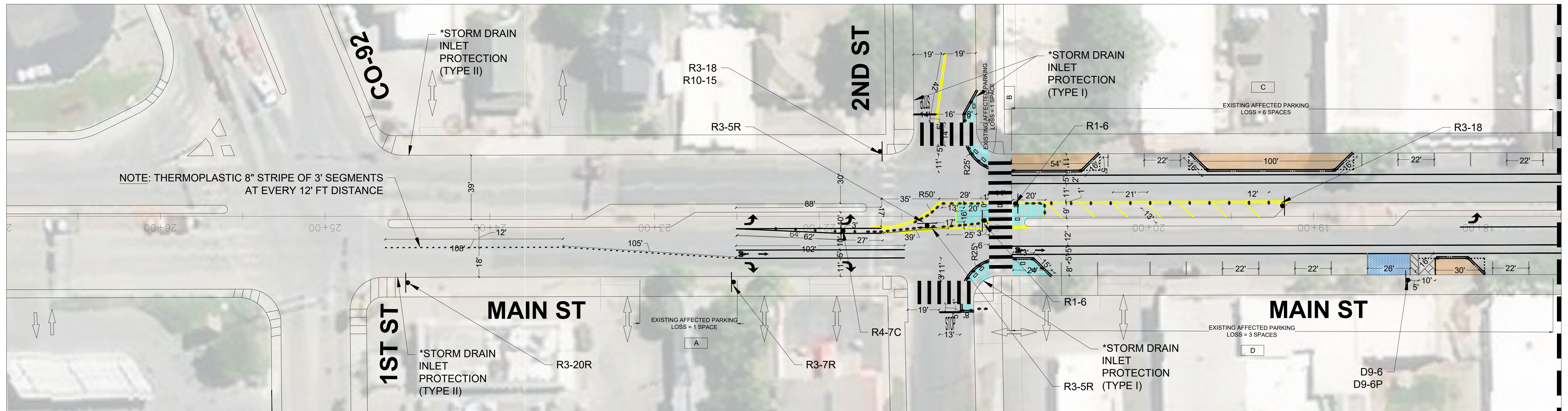
PROJECT - MAIN ST. TRAFFIC CALMING



DEPARTMENT OF PUBLIC WORKS & UTILITIES  
DELTA, COLORADO

DRAWN BY: _____	DIRECTOR: _____
CHECKED BY: _____	T-01
PROJ MGR: _____	FILE NO: _____
DATE: _____	
SCALE: _____	
SHEET NO. 01 OF 06	


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5			
4			
3			
2			
1			
	REVISIONS		DATE



MATCHLINE SEE SHEET NO. 02

**LEGEND:**

- INSTALL FLEXIBLE POSTS IN SAME COLOR AS ADJACENT STRIPE
- ▣ INSTALL PLANTERS
- INSTALL BIKE WITH ARROW SYMBOL
- ↶ ↷ INSTALL LEFT / RIGHT TURN ARROW MARKING
- ⊥ INSTALL ROADSIDE SIGN
- || INSTALL PED. CROSSWALK
- INSTALL STOP BAR
- INSTALL SINGLE 4" YELLOW LINE
- INSTALL SINGLE 4" WHITE LINE
- INSTALL DOUBLE 4" YELLOW LINE
- INSTALL DOUBLE 4" WHITE LINE
- INSTALL ACCESSIBLE PARKING WITH BLUE CURB PAINT
- INSTALL ROAD ART (MEDIAN AREA)
- INSTALL ROAD ART (CROSSWALK AREA)
- INSTALL WHEEL STOP

**TYPES OF PARKLETS (LENGTH VARIES - AS PER PLAN)**

- INSTALL INTERSECTION PARKLETS
- INSTALL MID-BLOCK PARKLETS
- INSTALL CURB EXTNSIONS PARKLETS
- INSTALL ADA RAMP PARKLETS



R1-1  
L-01: 0



R3-20R  
L-01: 1



R3-7R  
L-01: 1



R3-5R  
L-01: 1



R4-7c  
L-01: 1



R1-6  
L-01: 2



R3-18  
L-01: 1



R10-15  
L-01: 1

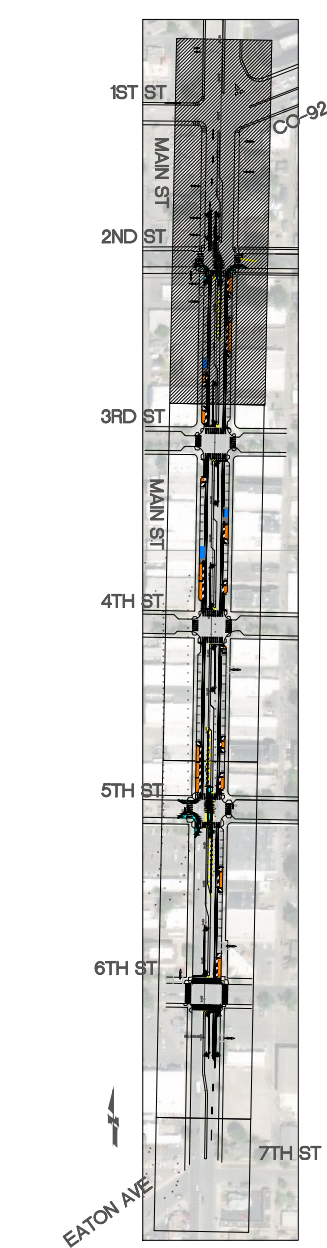
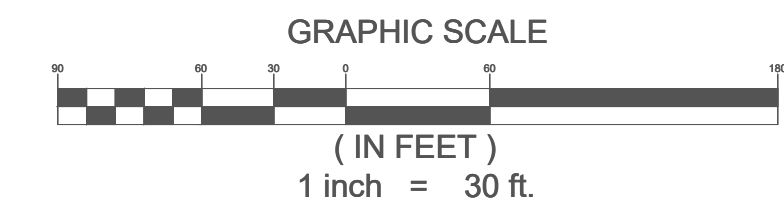


D9-6  
L-01: 1



D9-6P  
L-01: 1

PARKING LOSS (THIS SHEET)	
LOCATION	LOSS OF PARKING SPACES
L-01 A	01
L-01 B	01
L-01 C	06
L-01 D	03
<b>TOTAL</b>	<b>11(LOSS)</b>



KEY PLAN

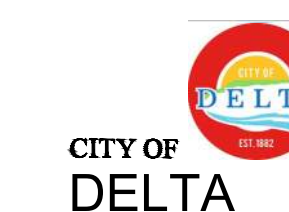
\*REFER TO THE CDOT STANDARD M-208-1 FOR THE STORM DRAIN INLET PROTECTION REQUIREMENTS DURING CONSTRUCTION.

- FOR STORM DRAIN INLET TYPES I AND II, IF THERE IS A MINIMUM CLEARANCE OF 3 FEET FROM THE EDGE OF THE TRAVELED WAY TO THE FACE OF THE CURB, USE THE AGGREGATE BAGS AT STORM DRAIN INLET (TYPE I) INSTEAD.



STRIPING AND SIGNAGE LAYOUT | L - 01

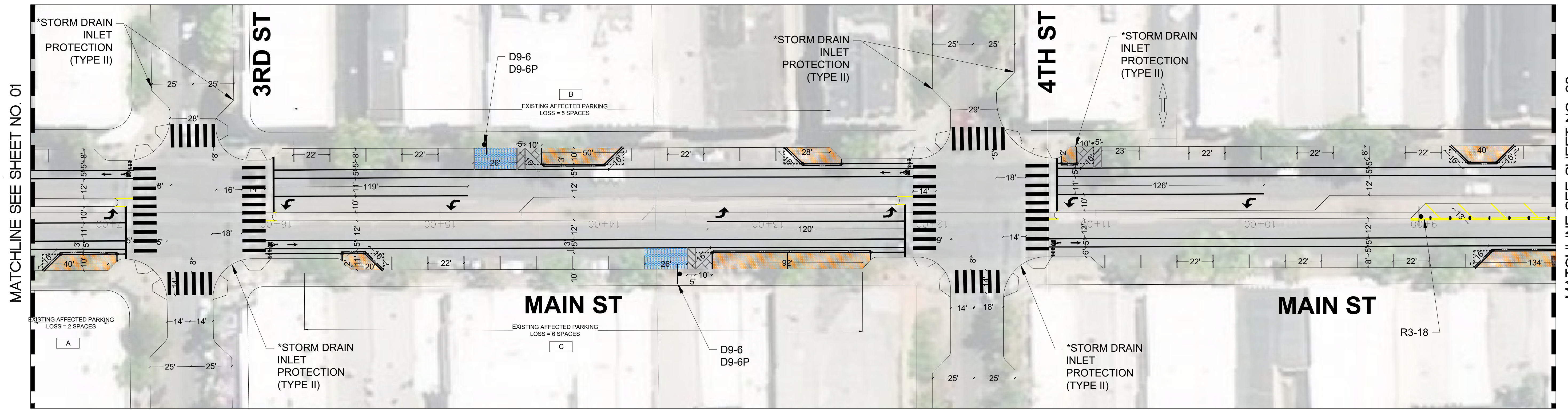
PROJECT - MAIN ST. TRAFFIC CALMING



DEPARTMENT OF PUBLIC WORKS & UTILITIES  
DELTA, COLORADO

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CHECKED BY: _____	PROJ MGR: _____
DATE: _____	SCALE: _____
SHEET NO. 02 OF 06	FILE NO. _____

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1		
	REVISIONS	DATE



MATCHLINE SEE SHEET NO. 01

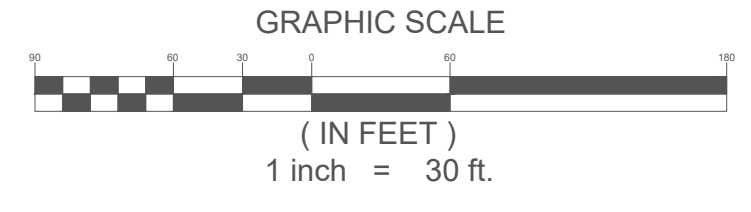
MATCHLINE SEE SHEET NO. 03

**LEGEND:**

- INSTALL FLEXIBLE POSTS IN SAME COLOR AS ADJACENT STRIPE
- ◻ INSTALL PLANTERS
- ↔ INSTALL BIKE WITH ARROW SYMBOL
- ↔ INSTALL LEFT / RIGHT TURN ARROW MARKING
- INSTALL ROADSIDE SIGN
- INSTALL PED. CROSSWALK
- INSTALL STOP BAR
- INSTALL SINGLE 4" YELLOW LINE
- INSTALL SINGLE 4" WHITE LINE
- INSTALL DOUBLE 4" YELLOW LINE
- INSTALL DOUBLE 4" WHITE LINE
- INSTALL ACCESSIBLE PARKING WITH BLUE CURB PAINT
- INSTALL ROAD ART (MEDIAN AREA)
- INSTALL ROAD ART (CROSSWALK AREA)
- ... INSTALL WHEEL STOP

**PARKING LOSS (THIS SHEET)**

LOCATION	LOSS OF PARKING SPACES
L-02 [A]	02
L-02 [B]	05
L-02 [C]	06
<b>TOTAL</b>	<b>13(LOSS)</b>



R1-1  
L-02: 0

R3-20R  
L-02: 0

R3-7R  
L-02: 0

R3-5R  
L-02: 0

R4-7c  
L-02: 0

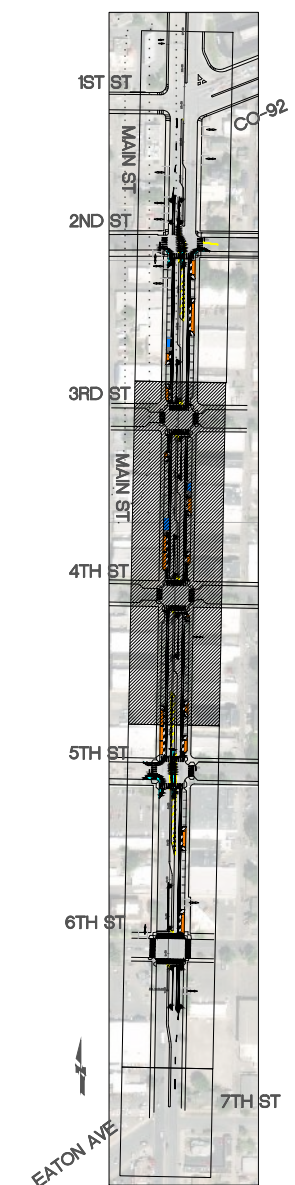
R1-6  
L-02: 0

R3-18  
L-02: 1

R10-15  
L-02: 0

D9-6  
L-02: 1

VAN ACCESSIBLE  
D9-6P  
L-02: 1

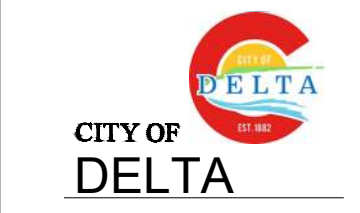


\*REFER TO THE CDOT STANDARD M-208-1 FOR THE STORM DRAIN INLET PROTECTION REQUIREMENTS DURING CONSTRUCTION.  
 - FOR STORM DRAIN INLET TYPES I AND II, IF THERE IS A MINIMUM CLEARANCE OF 3 FEET FROM THE EDGE OF THE TRAVELED WAY TO THE FACE OF THE CURB, USE THE AGGREGATE BAGS AT STORM DRAIN INLET (TYPE I) INSTEAD.



**STRIPING AND SIGNAGE LAYOUT | L - 02**

**PROJECT - MAIN ST. TRAFFIC CALMING**

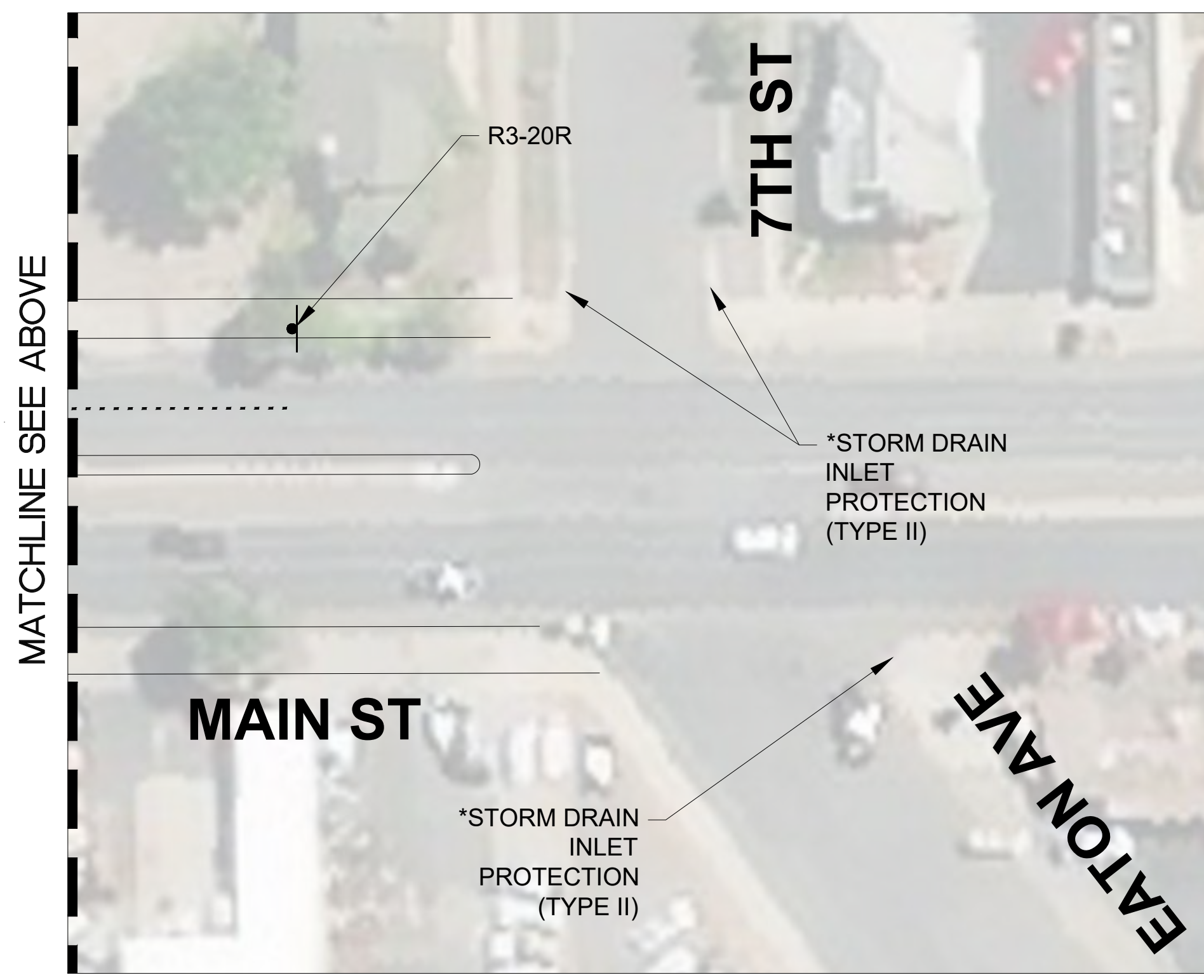
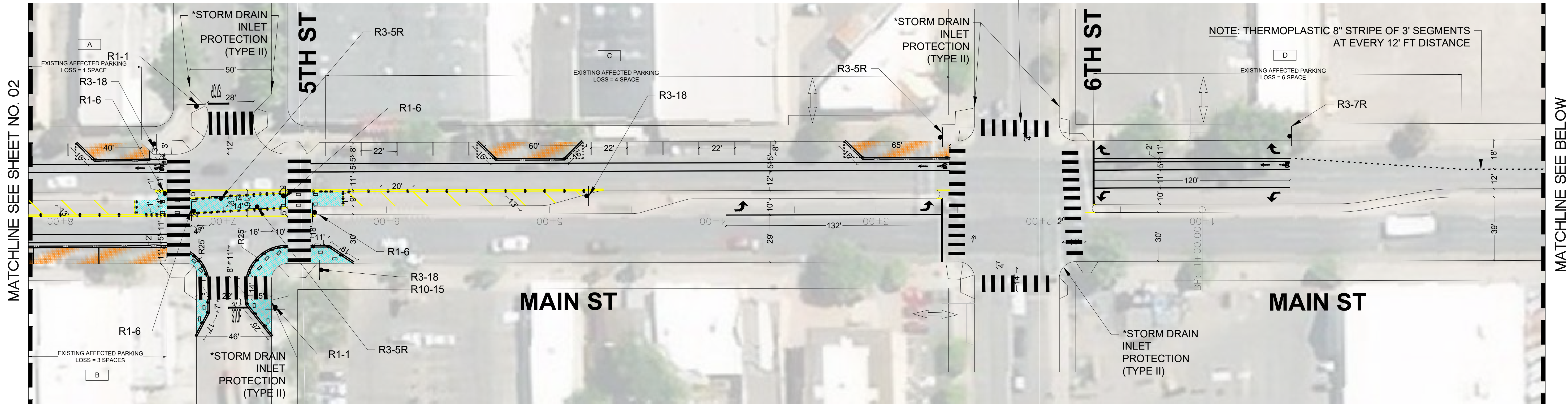


**DEPARTMENT OF PUBLIC WORKS & UTILITIES  
DELTA, COLORADO**

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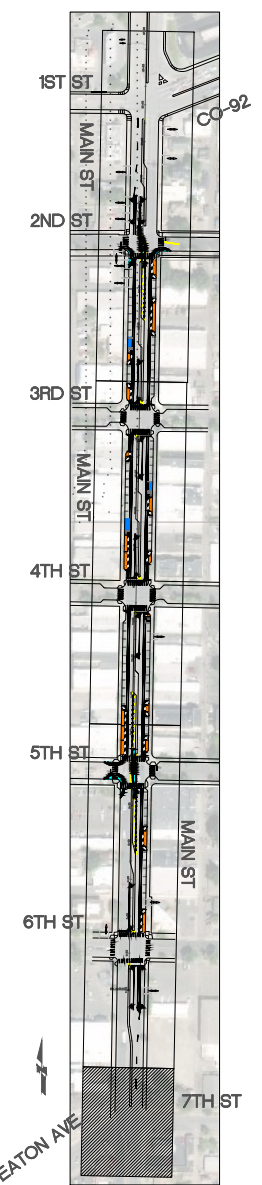
6						
5						
4						
3						
2						
1						
REVISIONS		DATE				

NOTE: EXISTING CROSSWALKS TO REMAIN OR BE REFRESHED AS PER DIRECTION FROM CITY



**LEGEND:**

- INSTALL FLEXIBLE POSTS IN SAME COLOR AS ADJACENT STRIPE
- INSTALL PLANTERS
- ↔ INSTALL BIKE WITH ARROW SYMBOL
- ↔ INSTALL LEFT / RIGHT TURN ARROW MARKING
- INSTALL ROADSIDE SIGN
- ||| INSTALL PED. CROSSWALK
- INSTALL STOP BAR
- INSTALL SINGLE 4" YELLOW LINE
- INSTALL SINGLE 4" WHITE LINE
- INSTALL DOUBLE 4" YELLOW LINE
- INSTALL DOUBLE 4" WHITE LINE
- INSTALL ACCESSIBLE PARKING WITH BLUE CURB PAINT
- INSTALL ROAD ART (MEDIAN AREA)
- INSTALL ROAD ART (CROSSWALK AREA)
- INSTALL WHEEL STOP



KEY PLAN



R1-1  
L-03: 2



R3-20R  
L-03: 1



R3-7R  
L-03: 1



R3-5R  
L-03: 1



R4-7c  
L-03: 0



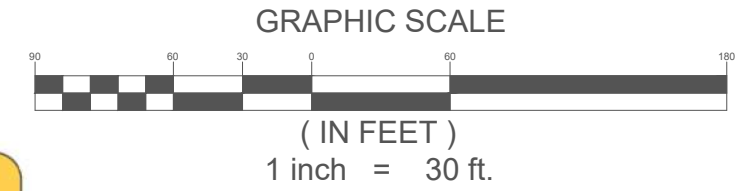
R10-15  
L-03: 2



D9-6  
L-03: 0



D9-6P  
L-03: 0

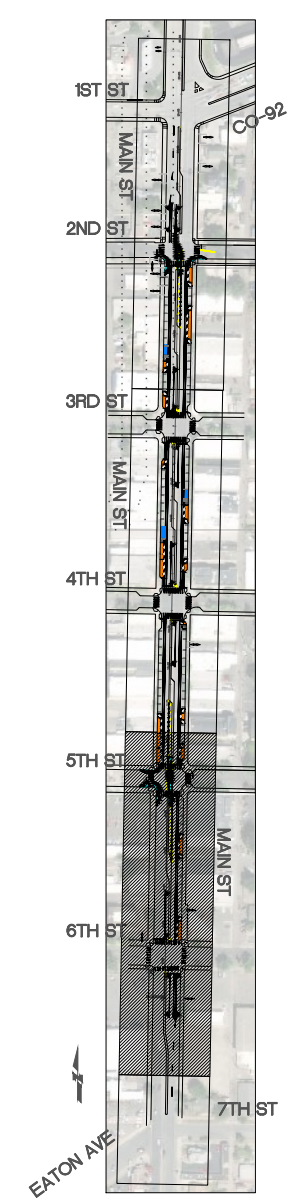


R1-6  
L-03: 4



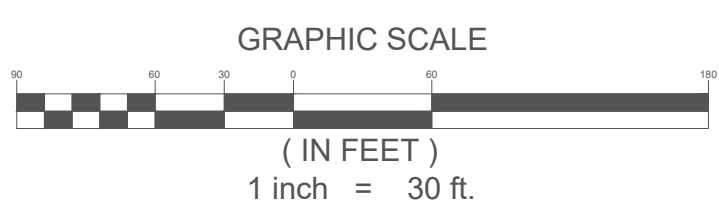
R3-18  
L-03: 2

PARKING LOSS (THIS SHEET)		
LOCATION	LOSS OF PARKING SPACES	
L-03 A	01	
L-03 B	03	
L-03 C	04	
L-03 D	06	
TOTAL	14(LOSS)	



KEY PLAN

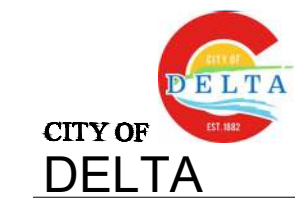
**Crossroad Lab**  
2328 Walsh Ave, Suite A  
Santa Clara, CA 95051  
(408) 930-3061  
www.CrossroadLab.com



NO.	REVISIONS	DATE
6		
5		
4		
3		
2		
1		

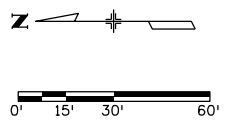
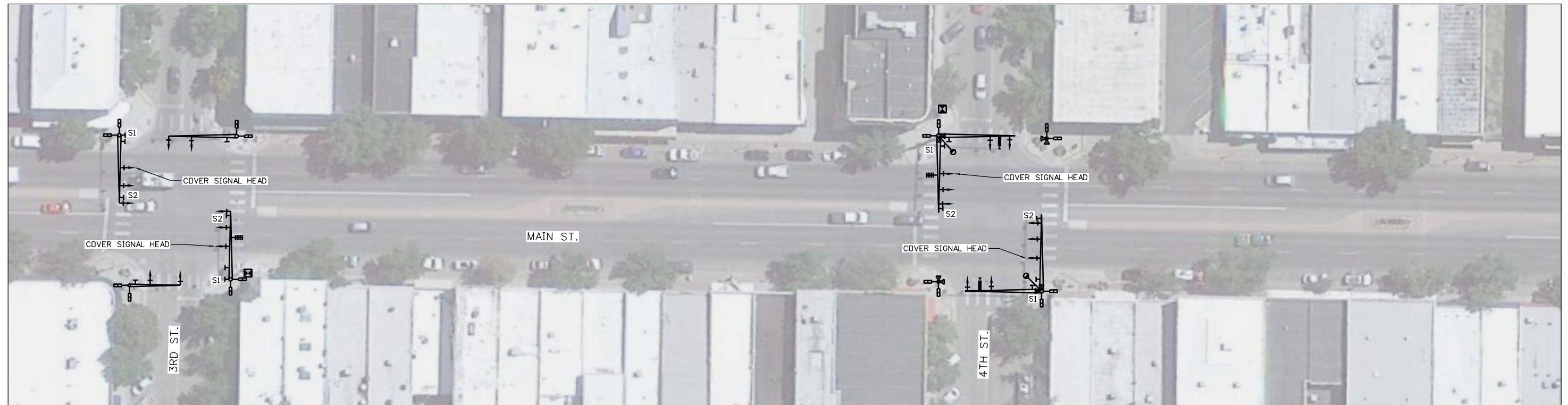
STRIPING AND SIGNAGE LAYOUT | L - 03

PROJECT - MAIN ST. TRAFFIC CALMING



DEPARTMENT OF PUBLIC WORKS & UTILITIES  
DELTA, COLORADO

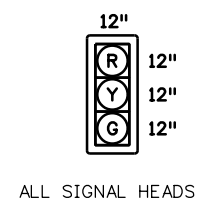
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 CHECKED BY: \_\_\_\_\_  
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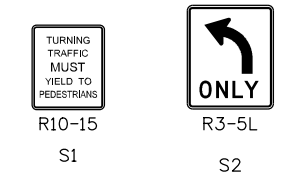
**LEGEND**

- EXISTING SIGNAL POLE AND MAST ARM
- EXISTING SIGNAL FACE WITH BACKPLATE
- EXISTING PEDESTRIAN SIGNAL HEAD
- EXISTING PEDESTAL POLE
- EXISTING PEDESTRIAN PUSH BUTTON POST
- EXISTING PEDESTRIAN PUSH BUTTON
- EXISTING CABINET
- EXISTING SIGN
- EXISTING LUMINAIRE
- EXISTING VIDEO DETECTION CAMERA
- EXISTING ANTENNA

**EXISTING SIGNAL HEAD DETAIL**



**MAST ARM SIGNS**



jeff 4:56:52 PM P:\4000.04.5.02 Delta Demonstration Permit\Traffic\ITS\Traffic\Sheets\TRAF\_SignalModified 3rd-4th.dgn

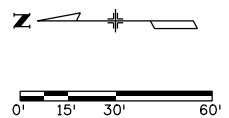
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Horiz. Scale: 1:60

5690 DTC Boulevard, Suite 330W  
Greenwood Village, CO 80111  
Phone: 303-221-2330  
Fax: 303-221-2331  
www.stolfusandassociates.com

Sheet Revisions		
Date:	Comments	Init.

As Constructed	DELTA MAIN ST DEMONSTRATION TRAFFIC SIGNAL MODIFICATION PLAN			
	No Revisions:	Designer:	JV	Structure Numbers:
	Revised:	Detailer:	JV	
	Void:	Subset:		Subset Sheets: 5 of 6

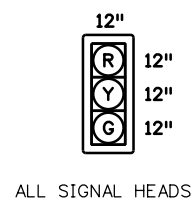




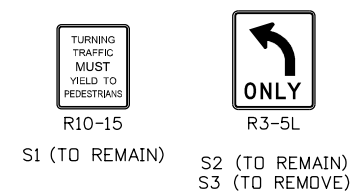
**LEGEND**

- EXISTING SIGNAL POLE AND MAST ARM
- EXISTING SIGNAL FACE WITH BACKPLATE
- EXISTING PEDESTRIAN SIGNAL HEAD
- EXISTING PEDESTAL POLE
- EXISTING PEDESTRIAN PUSH BUTTON POST
- EXISTING PEDESTRIAN PUSH BUTTON
- EXISTING CABINET
- EXISTING SIGN
- EXISTING LUMINAIRE
- EXISTING VIDEO DETECTION CAMERA
- EXISTING ANTENNA

**EXISTING SIGNAL HEAD DETAIL**



**MAST ARM SIGNS**



jeff 4:57:00 PM P:\4000.04.5.02 Delta Demonstration Permit\Traffic\ITS\Traffic\Sheets\TRAF\_SignalModified 5th-6th.dgn

Print Date: 11/5/2021  
 File Name: TRAF\_SignalModified 5th-6th.dgn  
 Horiz. Scale: 1:60

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 Greenwood Village, CO 80111  
 Phone: 303-221-2330  
 Fax: 303-221-2331  
 www.stolfusandassociates.com

Sheet Revisions		
Date:	Comments	Init.

As Constructed	DELTA MAIN ST DEMONSTRATION TRAFFIC SIGNAL MODIFICATION PLAN			
	No Revisions:	Designer:	JV	Structure Numbers
	Revised:	Detailer:	JV	
	Void:	Subset:		Subset Sheets: 6 of 6

## **Appendix N - Truck Wayfinding Sign Memo**

## Memorandum

**To:** City of Delta

**From:** Max Rusch, PE

**Date:** 10/21/2021

**Re:** **Downtown Delta Truck Wayfinding Plan**

---

The intent of this memo is to review the existing wayfinding signage in the vicinity of downtown Delta, and propose additional signage to help encourage trucks to bypass downtown via Confluence Dr. US 50 through downtown Delta (Main St) remains a CDOT owned highway. Therefore, trucks are permitted to use this route. However, this additional signage along with other traffic calming measures can help suggest an alternate truck route. This memo proposes the addition of four wayfinding signs to complement the existing wayfinding signage. The following four intersections are the primary decision points where trucks will have the option to either pass through downtown, or divert via Confluence Dr.

- US-50 & Confluence Dr (north)
- US-50 & Confluence Dr (south)
- US-50 & CO-92
- CO-348 & Confluence Dr

The existing signage at each of these four intersections was analyzed to determine what additional signage could be added to encourage trucks to bypass downtown. In total, four additional guide signs have been proposed for the study area. Each one of these signs has been designed in SignCAD, and the designs are attached to the back of this memo.

Figure 1 shows the existing and proposed sign layout for the southern intersection of US-50 & Confluence Dr. There is currently an alternate truck route sign assembly (sign #3) at the decision point of US-50 & Confluence Dr, however, there is no advanced warning of the route. Information sign #1 in Figure 1 is proposed approximately 1,300 feet in advance of the intersection to provide advanced notice to truck drivers. The existing alternate truck route sign assembly (sign #3) will remain at the decision point.



Figure 1: Southern Intersection of US-50 & Confluence Dr

Figure 2 on the next page shows the existing and proposed sign layout for the northern intersection of US-50 & Confluence Dr, the intersection of US-50 & CO-92, and the diverge of Confluence Dr and 1st Ave. There are currently alternate truck route signs at the decision point

of US-50 & Confluence Dr (sign #8), and at the decision point of US-50 & CO-92 (sign #14). Additional wayfinding signage is proposed for each one of those approaches. Sign #6 in Figure 2 is intended for southbound trucks approaching US-50 & Confluence Dr, will be set approximately 1,030 feet north of the intersection, and will encourage trucks to use Confluence Dr as a bypass. Sign #13 will be set approximately 1,300 feet east of US-50 & CO-92, and will encourage westbound traveling trucks to pass straight through the intersection onto 1st St. Further to the west, 1st St turns into a southbound on-ramp for Confluence Dr. Sign #16 is located approximately 1,300 feet south of the gore between Confluence Dr and the northbound off-ramp onto 1st St. This sign will direct trucks to exit Confluence Dr if they desire to continue east on CO-92, and to continue along Confluence Dr to access US-50. In addition to this proposed sign, there is an existing route sign for CO-92 at the 1<sup>st</sup> St exit ramp gore point (sign #17).



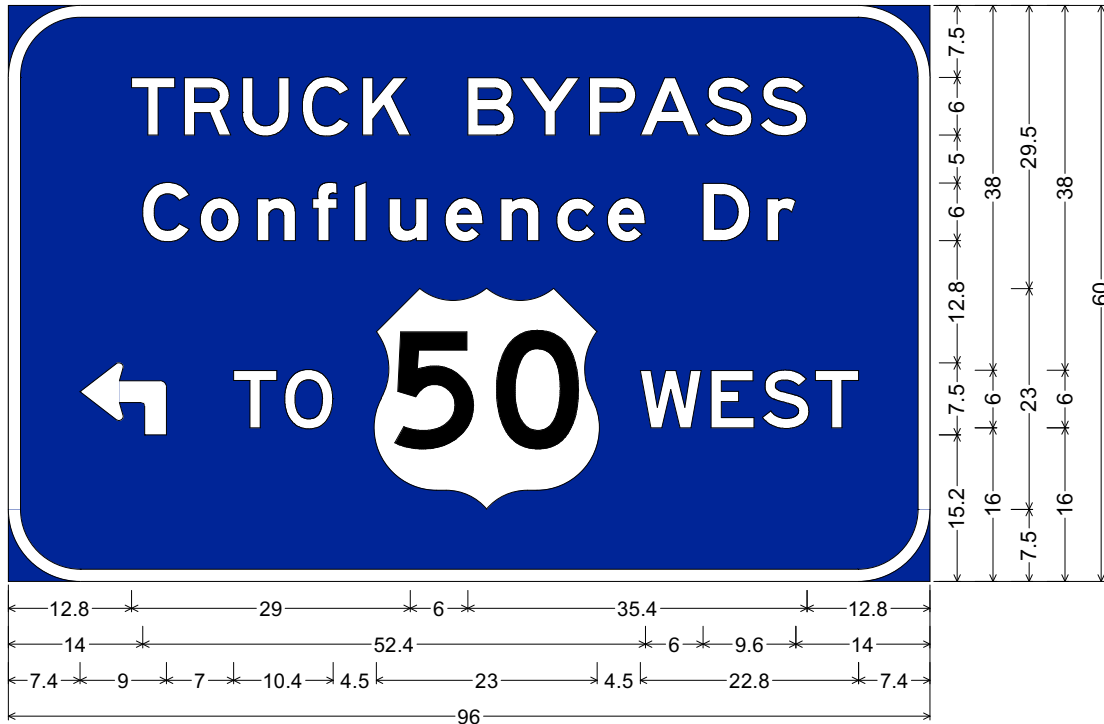
Figure 2: Northern Intersection of US-50 & Confluence Dr, and US-50 & CO-92

Figure 3 shows the existing signage at the intersection of CO-348 & Confluence Dr, as well as the existing signage on US-50, directing vehicles to CO-348. Existing signage is sufficient to encourage trucks traveling eastbound along CO-348 to bypass downtown Delta. It is unlikely that eastbound thru trucks will travel through downtown Delta. As a result, no additional signage is proposed for this location.



Figure 3: CO-348 & Confluence Dr

# Sign #1

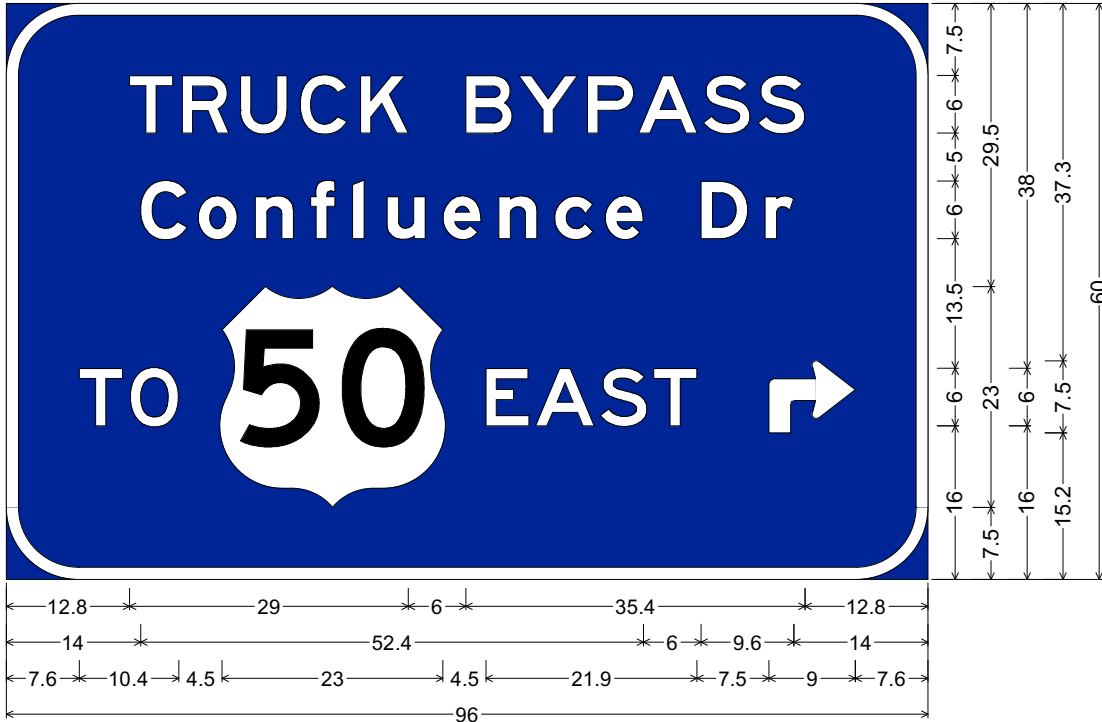


7.5" Radius, 1.3" Border, White on Blue;  
 "TRUCK BYPASS", E 2K; "Confluence Dr", E Mod 2K;  
 90 Deg Advance Turn Arrow Custom 9.0" X 7.5"; "TO", E 2K; "WEST", E 2K;  
 Table of letter and object lefts

T	R	U	C	K	B	Y	P	A	S	S	
12.8	18.3	24.4	30.6	36.9	47.8	53.4	60.5	65.8	72.6	78.3	
C	o	n	f	l	u	e	n	c	e	D	r
14.0	20.0	25.9	31.7	36.1	39.7	45.5	51.3	57.1	62.4	72.4	79.0
←	T	O	50	W	E	S	T				
7.4	23.4	28.8	38.3	65.8	73.2	78.5	84.1				

**SIGN TO BE MOUNTED AT 7 FEET ABOVE THE HIGHWAY  
 ON TWO P1 POSTS. SEE CDOT STD PLAN NO. S-614-8**

# Sign #6



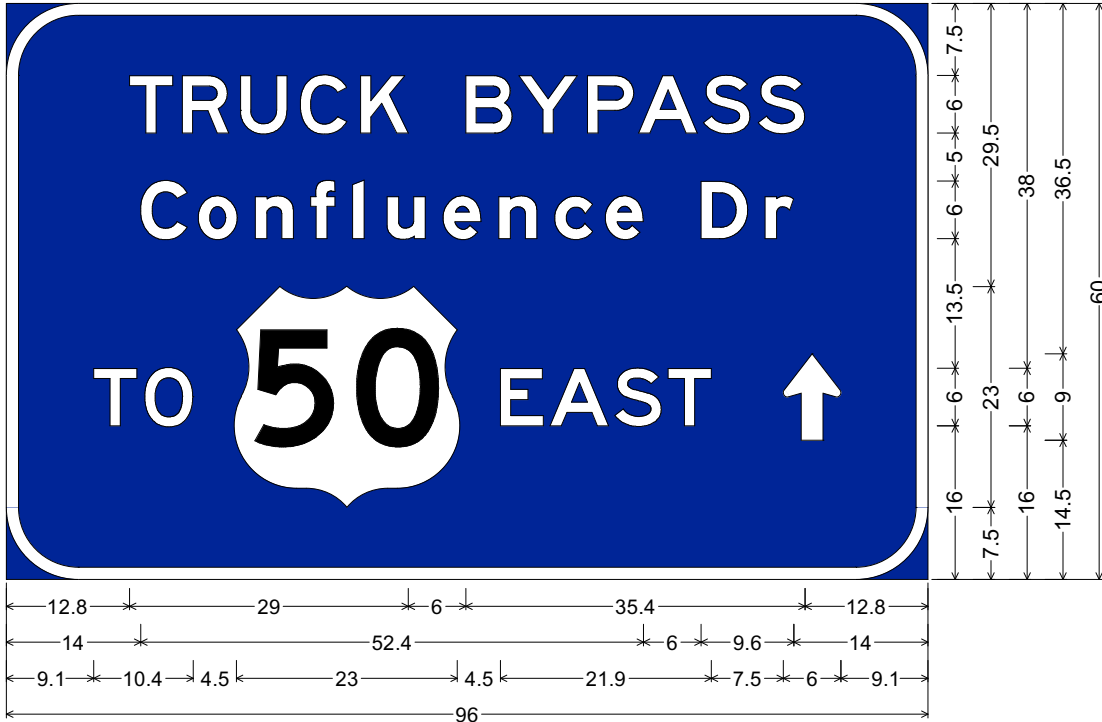
7.5" Radius, 1.3" Border, White on Blue;  
 "TRUCK BYPASS", E 2K; "Confluence Dr", E Mod 2K; "TO", E 2K; "EAST", E 2K;  
 90 Deg Advance Turn Arrow Custom 9.0" X 7.5";  
 Table of letter and object lefts

<b>T</b>	<b>R</b>	<b>U</b>	<b>C</b>	<b>K</b>	<b>B</b>	<b>Y</b>	<b>P</b>	<b>A</b>	<b>S</b>	<b>S</b>	
12.8	18.3	24.4	30.6	36.9	47.8	53.4	60.5	65.8	72.6	78.3	
<b>C</b>	<b>o</b>	<b>n</b>	<b>f</b>	<b>i</b>	<b>u</b>	<b>e</b>	<b>n</b>	<b>c</b>	<b>e</b>	<b>D</b>	<b>r</b>
14.0	20.0	25.9	31.7	36.1	39.7	45.5	51.3	57.1	62.4	72.4	79.0
<b>T</b>	<b>O</b>	<b>50</b>	<b>E</b>	<b>A</b>	<b>S</b>	<b>T</b>	<b>▶</b>				
7.6	12.9	22.5	50.0	55.1	61.9	67.4	79.4				

**SIGN TO BE MOUNTED AT 7 FEET ABOVE THE HIGHWAY  
 ON TWO P1 POSTS. SEE CDOT STD PLAN NO. S-614-8**



# Sign #11

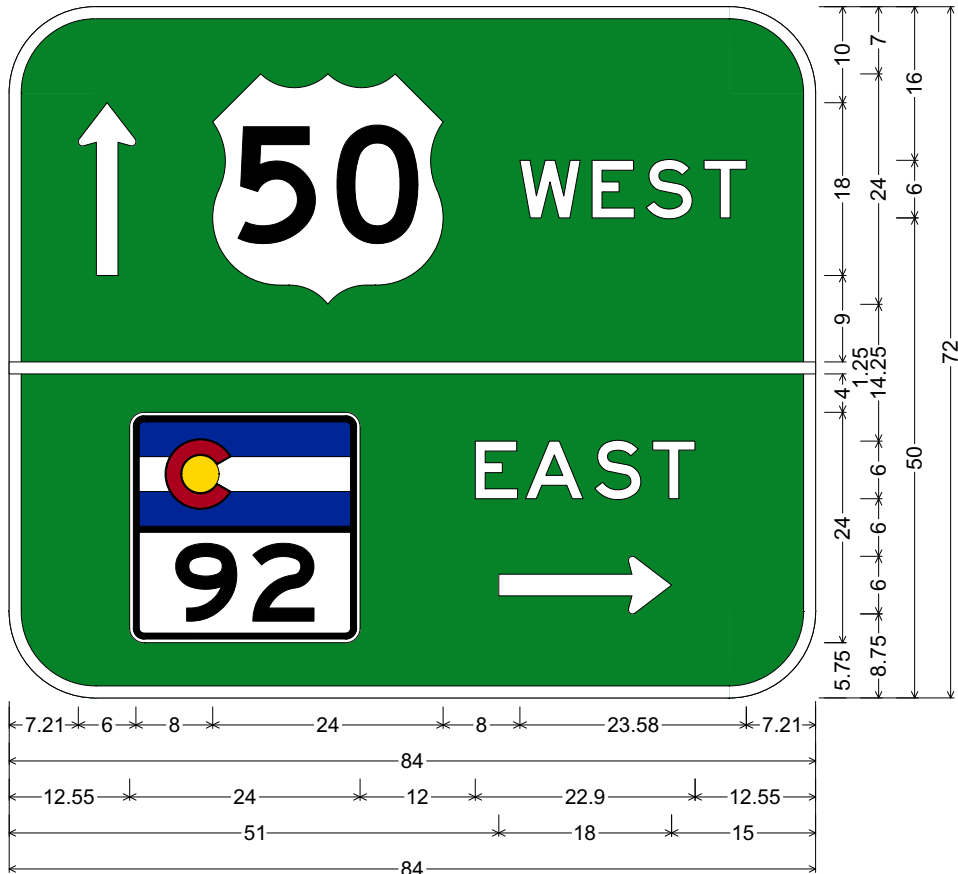


7.5" Radius, 1.3" Border, White on Blue;  
 "TRUCK BYPASS", E 2K; "Confluence Dr", E Mod 2K; "TO", E 2K; "EAST", E 2K;  
 Standard Arrow Custom 9.0" X 6.0" 90°;  
 Table of letter and object lefts

T	R	U	C	K	B	Y	P	A	S	S	
12.8	18.3	24.4	30.6	36.9	47.8	53.4	60.5	65.8	72.6	78.3	
C	o	n	f	i	u	e	n	c	e	D	r
14.0	20.0	25.9	31.7	36.1	39.7	45.5	51.3	57.1	62.4	72.4	79.0
T	O	50	E	A	S	T	↑				
9.1	14.4	24.0	51.5	56.6	63.4	68.9	80.9				

**SIGN TO BE MOUNTED AT 7 FEET ABOVE THE HIGHWAY  
 ON TWO P1 POSTS. SEE CDOT STD PLAN NO. S-614-8**

# Sign #14



9.00" Radius, 1.25" Border, White on, Green;  
 Standard Arrow Custom 18.00" X 6.00" 90°; "WEST", E; "EAST", E;  
 Standard Arrow Custom 18.00" X 6.00" 0°;  
 Table of letter and object lefts

↑	50	W	E	S	T
7.21	21.21	53.21	60.73	66.37	72.39

—
0.00

→	E	A	S	T
12.55	48.55	53.78	61.02	67.04

→
51.00

**SIGN TO BE MOUNTED AT 7 FEET ABOVE THE HIGHWAY  
 ON TWO P1 POSTS. SEE CDOT STD PLAN NO. S-614-8**

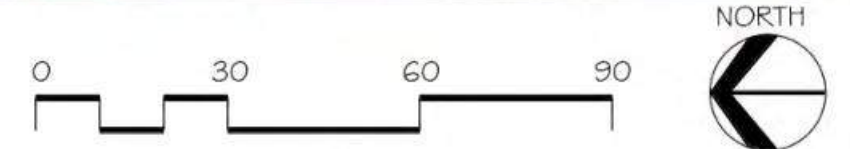
## **Appendix O - Recommended Streetscape Concept**



1ST ST

2ND ST

**DELTA MAIN STREET  
MID-BLOCK 1ST-2ND**

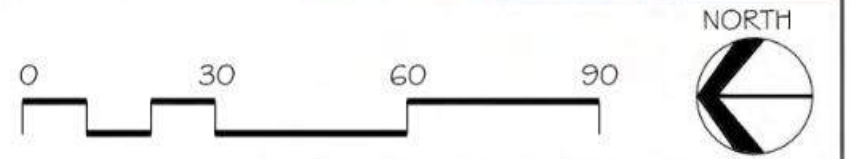


**Clavonne, Roberts & Associates, Inc.**  
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LANDSCAPE ARCHITECTURE  
222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.clavonne.com  
970-241-0745 (P) 970-241-0765 (FX)



3RD ST

# DELTA MAIN STREET MID-BLOCK 2ND-3RD



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970-241-0745 (P) 970-241-0765 (FX)



3RD ST

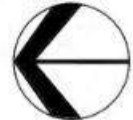
4TH ST

MAIN STREET

**DELTA MAIN STREET  
MID-BLOCK 3RD-4TH**



NORTH



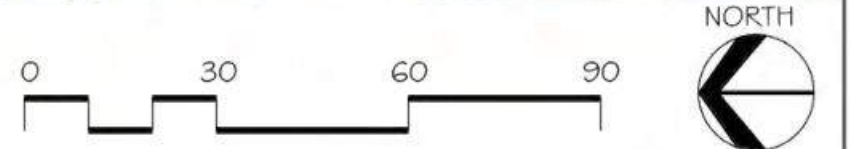
**Clavonne, Roberts & Associates, Inc.**  
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LANDSCAPE ARCHITECTURE  
222 N. 7TH STREET GRAND JUNCTION, CO 81501 [www.clavonne.com](http://www.clavonne.com)  
970-241-0745 (P) 970-241-0765 (FX)



4TH ST

5TH ST

# DELTA MAIN STREET MID-BLOCK 4TH-5TH



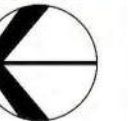
**CIAVONNE, ROBERTS & ASSOCIATES, INC.**  
LAND PLANNING AND  
LANDSCAPE ARCHITECTURE  
222 N. 7TH STREET GRAND JUNCTION, CO 81501 [www.ciavonne.com](http://www.ciavonne.com)  
970-241-0745 (P) 970-241-0765 (FX)

5TH ST

6TH ST



NORTH



**DELTA MAIN STREET  
MID-BLOCK 5TH-6TH**

**Clavonne, Roberts & Associates, Inc.**

LAND PLANNING AND  
LANDSCAPE ARCHITECTURE

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970-241-0745 (P) 970-241-0765 (FX)





6TH ST

7TH ST

# DELTA MAIN STREET MID-BLOCK 6TH-7TH



NORTH



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LANDSCAPE ARCHITECTURE  
222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.clavonne.com  
970-241-0745 (P) 970-241-0765 (FX)



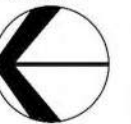
7TH ST

8TH ST

# DELTA MAIN STREET MID-BLOCK 7TH-8TH



NORTH



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LANDSCAPE ARCHITECTURE  
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8TH ST

9TH ST

# DELTA MAIN STREET MID-BLOCK 8TH-9TH



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970-241-0745 (P) 970-241-0765 (FX)

CRUISIN  
CLEAN CAR  
WASH

OPTION: RETAIN  
SOUTHBOUND LEFT  
TURN POCKET

PEDESTRIAN  
CROSSING  
REDUCED BY 12'

PEDESTRIAN  
REFUGE

FLOORING AND REMODELING  
BY RDC

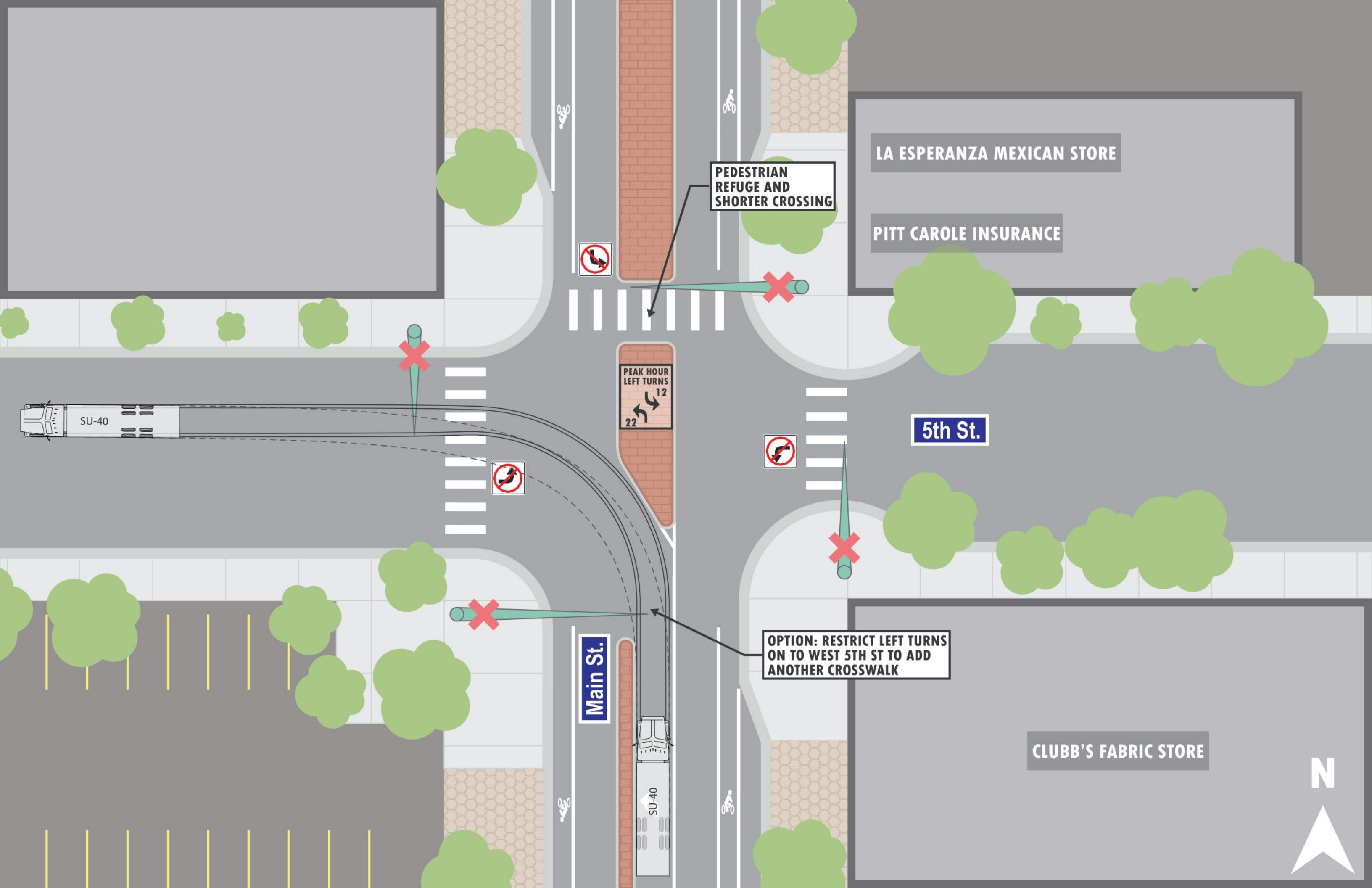
D & B LIQUORS



Main St.

2nd St.





LA ESPERANZA MEXICAN STORE

PITT CAROLE INSURANCE

PEDESTRIAN REFUGE AND SHORTER CROSSING

5th St.

OPTION: RESTRICT LEFT TURNS ON TO WEST 5TH ST TO ADD ANOTHER CROSSWALK

Main St.

CLUBB'S FABRIC STORE



PEAK HOUR LEFT TURNS  
12  
22

SU-40

SU-40

ORVAL'S USED CARS

IRON PONY ANTIQUES & ART

EL-D-RADO MOTEL

PEDESTRIAN REFUGE AND SHORTER CROSSING

OPTION: RETAIN NORTHBOUND LEFT TURN POCKET

PEAK HOUR LEFT TURNS  
35 6

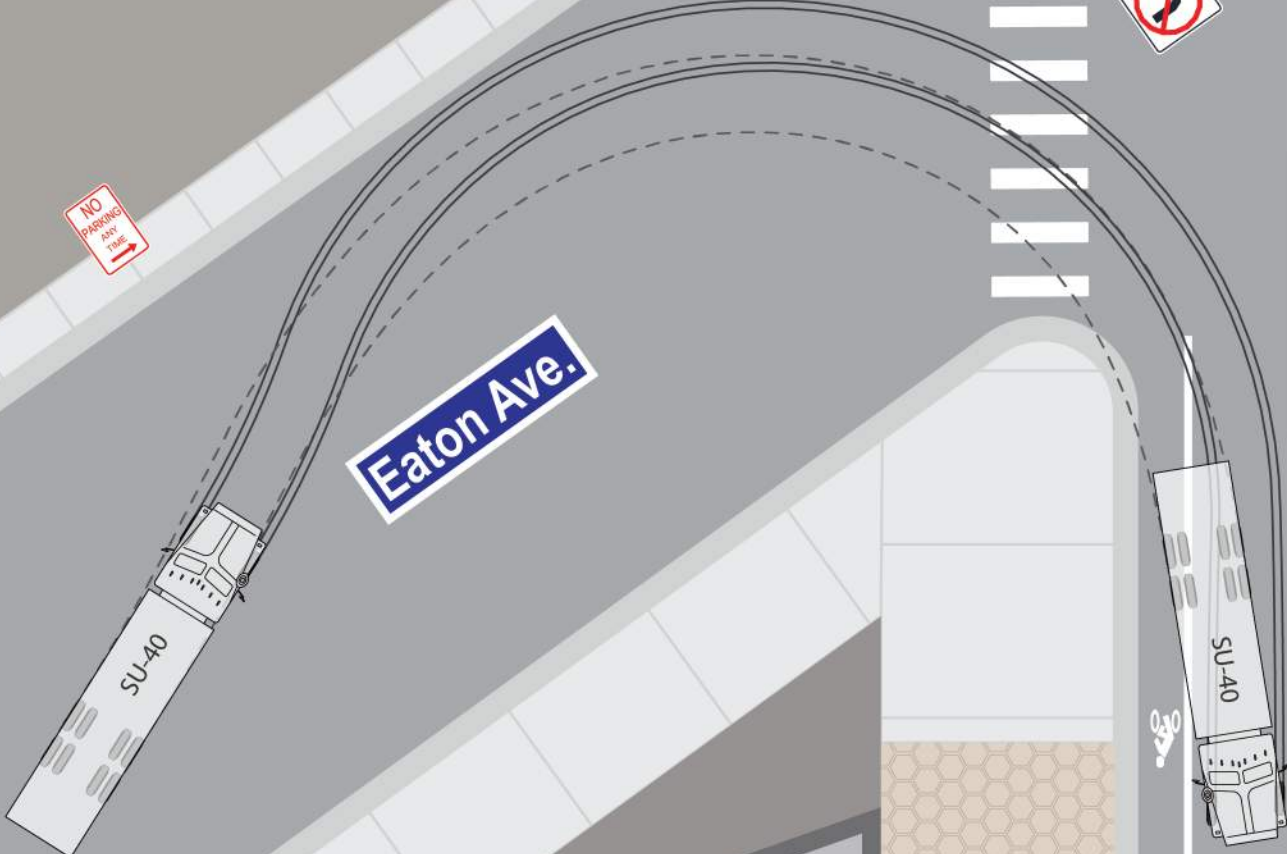
Main St.

7th St.

Eaton Ave.

N

NO PARKING ANY TIME



BIKE

BIKE

BIKE

BIKE

RUBY'S FLORAL

PEDESTRIAN REFUGE AND SHORTER CROSSING

SUN MART CONVENIENCE

SHELL

SU-40

SU-30

8th St.

Main St.

THUNDER MOUNTAIN CHURCH

TACOS GARCIA

N

SU-40

SU-30



NAPA AUTO PARTS

HELLMAN CHEVROLET

9th St.

PEAK HOUR  
LEFT TURNS  
9<sup>AM</sup> 6<sup>PM</sup>

S-BUS-40

PEDESTRIAN  
REFUGE AND  
SHORTER CROSSING

DAYS INN

Main St.

HELLMAN CHEVROLET BUICK

N







4th Street Looking North



4th Street Looking North



Looking North toward West Legacy Park



Looking North from 4th Street



Looking North along 4th Street



Looking South from 8th Street



Looking South from 8th Street



Looking South from 8th Street



Looking North from 9th Street



Looking North from 9th Street



Looking North from 9th Street

## **Appendix P - Opinions of Probable Cost**

<b>COLORADO DEPARTMENT OF TRANSPORTATION R[X]</b> <b>ENGINEER'S OPINION OF PROBABLE COST</b> <b>[Project Name]</b>	Project # 
--	---------------

Project Name	Delta Downtown	Date:	P.E. Project code (SA#)
County of	Delta		Length In Feet      Length In Miles
Type	"Typical" block between 1st and 6th (3rd to 4th shown)	Roadway Pavement	
Prepared by	Stolfus & Associates, Inc.	Thickness in inches	Pavement:      Base:

**In providing opinions of probable construction cost, the Client understands that Stolfus & Associates Inc. has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made on the basis of our qualifications and experience. These costs do not reflect escalation for future costs. Stolfus & Associates, Inc. makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.**

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
202-00200	REMOVAL OF SIDEWALK	SY	204	\$30	\$6,140.00
202-00203	REMOVAL OF CURB AND GUTTER	LF	810	\$20	\$16,200.00
202-00220	REMOVAL OF ASPHALT MAT	SY	684	\$15	\$10,260.00
304-06004	AGGREGATE BASE COURSE (CLASS 6)	SY	216	\$65	\$14,070.00
403-00721	HOT MIX ASPHALT (PATCHING) (ASPHALT)	SY	84	\$125	\$10,450.00
403	HOT MIX ASPHALT	SY	216	\$150	\$32,450.00
608-00000	CONCRETE SIDEWALK	SY	684	\$85	\$58,140.00
608-00010	CONCRETE CURB RAMP	SY	204	\$150	\$30,670.00
609-21020	CURB AND GUTTER TYPE 2 (SECTION II-B)	LF	800	\$50	\$40,000.00
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	6	\$100	\$600.00
627-30411	PREFORMED THERMOPLASTIC PAVEMENT MARKING (XWALK-STOP LINE) (SPECIAL)	SF	80	\$30	\$2,400.00

<b>Total Major Items</b>	<b>\$222,000</b>
--------------------------	------------------

Item	Percent Range	Percent Selected	Costs \$
<b>Major Items</b>			<b>\$222,000</b>
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$12,000
Construction Surveying	1 to 5% of (A)	5%	\$12,000
Construction Phasing & Traffic Control	10 to 25% of (A+B+C)	20%	\$50,000
Drainage & Utilities	1 to 10% of (A)	10%	\$23,000
Mobilization	10% of (A+B+C+D+E+F+G)	10%	\$32,000
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A+B+C+D+E+F)</b>		<b>\$351,000</b>
Force Account - Miscellaneous	1 to 10% of (G)	5%	\$18,000
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(G+H)</b>		<b>\$369,000</b>
Construction Engineering, CE & Indirects	26.00% of (I)	26.00%	\$96,000
<b>CONTINGENCY</b>	<b>(I+J)</b>		<b>\$465,000</b>
Contingency	30% of (K)	15%	\$70,000
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(K+L)</b>		<b>\$540,000</b>



<b>COLORADO DEPARTMENT OF TRANSPORTATION R[X]</b> <b>ENGINEER'S OPINION OF PROBABLE COST</b> <b>[Project Name]</b>	Project # 
--	---------------

Project Name	Delta Downtown	Date:	P.E. Project code (SA#)
County of	Delta		Length In Feet      Length In Miles
Type	"Typical" block between 6th and 13th (8th to 9th shown)	Roadway Pavement	
Prepared by	Stolfus & Associates, Inc.	Thickness in inches	Pavement:      Base:

**In providing opinions of probable construction cost, the Client understands that Stolfus & Associates Inc. has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made on the basis of our qualifications and experience. These costs do not reflect escalation for future costs. Stolfus & Associates, Inc. makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.**

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
202-00200	REMOVAL OF SIDEWALK	SY	89	\$30	\$2,660.00
202-00203	REMOVAL OF CURB AND GUTTER	LF	727	\$20	\$14,540.00
202-00220	REMOVAL OF ASPHALT MAT	SY	706	\$15	\$10,600.00
304-06004	AGGREGATE BASE COURSE (CLASS 6)	SY	60	\$65	\$3,930.00
403	HOT MIX ASPHALT	SY	60	\$150	\$9,070.00
403-00721	HOT MIX ASPHALT (PATCHING) (ASPHALT)	SY	192	\$50	\$9,620.00
608-00000	CONCRETE SIDEWALK	SY	706	\$125	\$88,270.00
608-00010	CONCRETE CURB RAMP	SY	63	\$85	\$5,390.00
609-21010	CURB AND GUTTER TYPE 2 (SECTION I-B)	LF	145	\$25	\$3,630.00
609-21020	CURB AND GUTTER TYPE 2 (SECTION II-B)	LF	1,022	\$30	\$30,660.00
610-00020	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	730	\$30	\$21,900.00
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	6	\$125	\$720.00
627-30411	PREFORMED THERMOPLASTIC PAVEMENT MARKING (XWALK-STOP LINE) (SPECIAL)	SF	80	\$150	\$11,970.00

<b>Total Major Items</b>	<b>\$213,000</b>
--------------------------	------------------

Item	Percent Range	Percent Selected	Costs \$	
<b>Major Items</b>			<b>\$213,000</b>	<b>(A)</b>
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$11,000	<b>(B)</b>
Construction Surveying	1 to 5% of (A)	5%	\$11,000	<b>(C)</b>
Construction Phasing & Traffic Control	10 to 25% of (A+B+C)	20%	\$47,000	<b>(D)</b>
Drainage & Utilities	1 to 10% of (A)	10%	\$22,000	<b>(E)</b>
Mobilization	10% of (A+B+C+D+E+F+G)	10%	\$31,000	<b>(F)</b>
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A+B+C+D+E+F)</b>		<b>\$335,000</b>	<b>(G)</b>
Force Account - Miscellaneous	1 to 10% of (G)	5%	\$17,000	<b>(H)</b>
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(G+H)</b>		<b>\$352,000</b>	<b>(I)</b>
Construction Engineering, CE & Indirects	26.00% of (I)	26.00%	\$92,000	<b>(J)</b>
<b>CONTINGENCY</b>	<b>(I+J)</b>		<b>\$444,000</b>	<b>(K)</b>
Contingency	30% of (K)	15%	\$67,000	<b>(L)</b>
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(K+L)</b>		<b>\$510,000</b>	<b>(M)</b>

<b>COLORADO DEPARTMENT OF TRANSPORTATION R[X]</b> <b>ENGINEER'S OPINION OF PROBABLE COST</b> <b>[Project Name]</b>	Project # 
--	---------------

Project Name	Delta Downtown	Date:	P.E. Project code (SA#)
County of	Delta		Length In Feet      Length In Miles
Type	"Typical" paved median - per foot of 13 foot wide	Roadway Pavement	
Prepared by	Stolfus & Associates, Inc.	Thickness in inches	Pavement:      Base:

**In providing opinions of probable construction cost, the Client understands that Stolfus & Associates Inc. has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made on the basis of our qualifications and experience. These costs do not reflect escalation for future costs. Stolfus & Associates, Inc. makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.**

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
202-00220	REMOVAL OF ASPHALT MAT	SY	1.4	\$15	<b>\$30.00</b>
403-00721	HOT MIX ASPHALT (PATCHING) (ASPHALT)	SY	0.4	\$50	<b>\$30.00</b>
609-21010	CURB AND GUTTER TYPE 2 (SECTION I-B)	LF	2	\$25	<b>\$50.00</b>
610-00020	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	13	\$30	<b>\$390.00</b>

<b>Total Major Items</b>	<b>\$500</b>
--------------------------	--------------

Item	Percent Range	Percent Selected	Costs \$
<b>Major Items</b>			<b>\$500 (A)</b>
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$25 (B)
Construction Surveying	1 to 5% of (A)	5%	\$2 (C)
Construction Phasing & Traffic Control	10 to 25% of (A+B+C)	20%	\$1 (D)
Drainage & Utilites	1 to 10% of (A)	10%	\$1 (E)
Mobilization	10% of (A+B+C+D+E+F+G)	10%	\$1 (F)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A+B+C+D+E+F)</b>		<b>\$530 (G)</b>
Force Account - Miscellaneous	1 to 10% of (G)	5%	\$27 (H)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(G+H)</b>		<b>\$557 (I)</b>
Construction Engineering, CE & Indirects	26.00% of (I)	26.00%	\$145 (J)
<b>CONTINGENCY</b>	<b>(I+J)</b>		<b>\$702 (K)</b>
Contingency	30% of (K)	0%	\$0 (L)
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(K+L)</b>		<b>\$702 (M)</b>

## **Appendix Q - Frequently Asked Questions**

## Downtown Delta Main Street Study Frequently Asked Questions

### **How will this affect parking along Main Street?**

A study of parking conducted in 2019 showed that during the midday peak, only 59 of the 109 spaces available on Main St. north of 6th St were used. Meanwhile, 195 spaces were available in public parking lots typically located within a block of Main St. In general, downtown was found to have more than enough parking off of Main to accommodate existing demands. However, we heard that parking is important to local business so some parking on each block is planned to be retained with the potential for loading or short-term parking to be added. An overall reduction of parking spaces means more room for amenities and a bike lane will serve as a buffer between the traffic and parking lanes, improving safety for those spaces that remain. Diagonal parking is not allowed by CDOT on a State Highway.

### **Will trucks passing through be prohibited from downtown?**

No, Main St. remains a CDOT owned State Highway and will continue to follow their rules for use. However, things like reduced roadway width, pedestrian crossings, and other traffic calming measures can naturally discourage trucks from passing through downtown. Truck traffic will be encouraged to bypass downtown via Confluence Dr. through the use of signage.

### **Why can't Confluence Drive become the State Highway?**

When Confluence Drive was built, the procedures for environmental clearance required by CDOT were not met. Thus, Confluence Drive will never be able to become the official State Highway route replacing Main Street.

### **Will the speed limit be lowered?**

Traffic will naturally calm with reduced road width, which could allow for a reduced speed limit in the future. This plan does not include a reduced speed limit.

### **Will this plan make the highway safer?**

Yes. Reducing the number of lanes will reduce the number of potential conflict points on Main St. Other traffic calming improvements that are part of this plan are designed to improve highway safety for all users (vehicles, pedestrians, and bicycles) and mitigate the severity of potential crashes.

### **When is construction going to happen?**

This study is just the first step in a process and no construction is planned at this time. Funding for permanent improvements will be identified in the future, likely as a series of separate projects. The City has secured a demonstration project grant that will include the installation of temporary improvements as early as late summer or fall 2021. This demonstration project will allow this plan to be tested before investments in permanent improvements are made.

### **What is the plan likely to look like?**

To better utilize the roadway space, Main St. from 1st St to 13th St. will have 1 travel lane in each direction. The roadway space gained from this lane reduction will be used for either bicycle facilities, on-street parking, outdoor dining/retail space, landscaping, or a combination of these options. Different blocks on Main St. have varying overall needs related to this space and will have different designs for the amenity space. The plan also includes roundabouts at either end of Confluence Dr. but it should be

## Downtown Delta Main Street Study Frequently Asked Questions

noted that they are not needed for traffic flow at this point and will likely not be worth the large investment in the near future.

This study has surveyed business owners in downtown Delta and plans to involve the larger community to create an informed, community supported, and cohesive approach, balancing functional and aesthetic needs. The plan is not yet finalized.

### **What are some advantages of this plan?**

Reducing Main St. to one travel lane in each direction will naturally calm traffic by encouraging slower speeds and encouraging trucks to use Confluence Dr. rather than Main St. Additionally, this lane reduction will create safer pedestrian crossings by reducing the highway crossing distance and creating space for pedestrian refuge islands at unsignalized locations. On-street bicycle lanes will provide a safe bicycle connection through downtown Delta as well as a buffer between parking and travel lanes. The added amenity zones will provide ample opportunity for community gathering, business use, and overall improved pedestrian experience.

According to Colorado Downtown Streets, A Tool for Communities, Planners, and Engineers Glenwood Springs saw a 10% increase in revenues at bars and restaurants due to the installation of outdoor dining and a widened pedestrian walkway despite removing some on-street parking. In addition, the book mentions that people who arrive by foot spend more money at the businesses, increasing business revenues and sales tax. User-friendly streets also increase property values. There are many other benefits of great streets like safety, accessibility, and supporting a healthy environment and community. For more information, see the full Colorado Downtown Streets book, infographics and videos: <https://cdola.colorado.gov/colorado-downtown-streets>.