



07

Appendices



Appendix A

Public Engagement Summaries

Thornton Protected Bike Facility Study

Phase 1 Outreach Summary

May 14, 2024 DRAFT

During Phase 1, the project team engaged with the public by presenting the purpose and need for the Protected Bike Facility Study, soliciting input to inform the study's overall vision, and discussing potential constraints and opportunities. This feedback will inform the study's vision and guide the concept development for the three corridors.

ENGAGEMENT TOUCHPOINTS

- **Stakeholder Working Group #1** (January); 12 members present
- **Open House** at North Star Elementary (March); 5 attendees
 - Promoted through 4,000+ mailers, T-mail, social media, and website
- **Pop-Up** at Eggcessible Eggstravaganza (March); 100+ touchpoints
- **Pop-Up** at Adams 12 and Allegro Coffee (April); 50+ touchpoints
- **Stakeholder Working Group #2** (April); 9 members present
- **Focus Group Meeting** (April); 6 attendees
- **Existing Conditions Survey** (open from March 11th to April 29th); 265 unique users, 52 pins from respondents, 40 survey responses

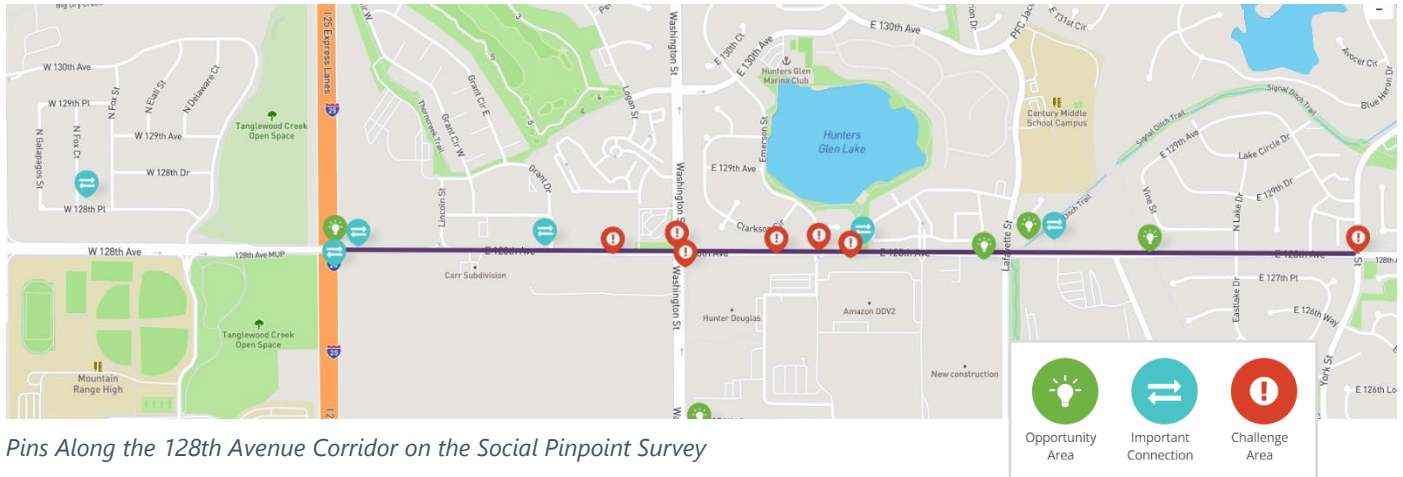
KEY TAKEAWAYS

The following sections provide an overview of feedback from the online survey, in-person events, and stakeholder meetings.

General Feedback

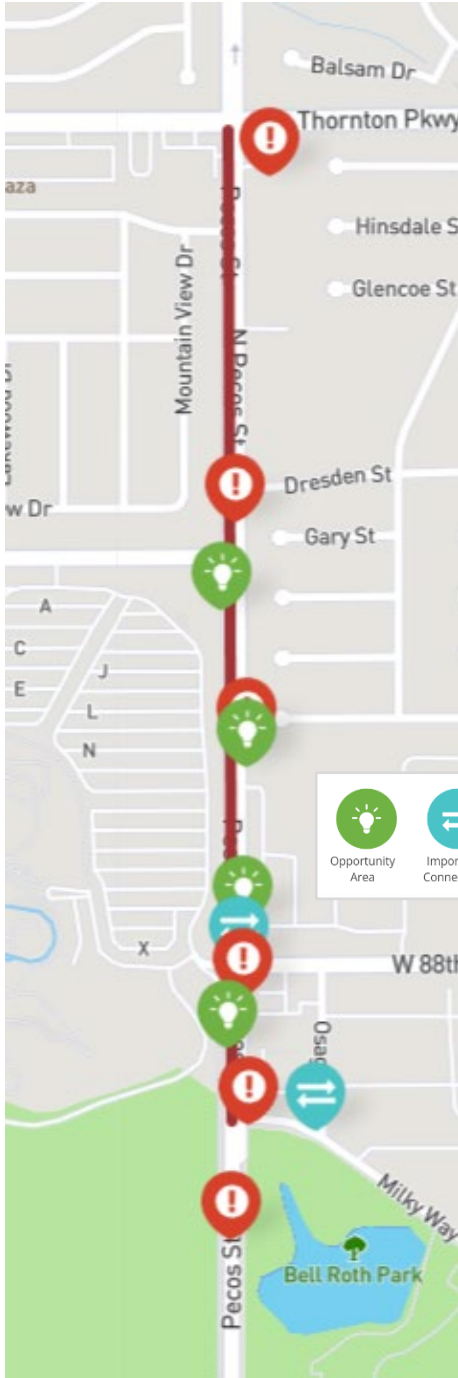
Overall, people are excited about bike improvements and agree that the City of Thornton should implement improvements to increase safety for all road users. Respondents pointed out locations, mostly concentrated at intersections, where it currently feels unsafe to travel on a bike. Many trails along the three corridors, especially 128th Avenue, are essential connections to consider.

128th Avenue



- Important Connections
 - Across I-25 to Big Dry Creek Trail
 - Signal Ditch Trail
 - Hunters Glen Park Trail
 - RTD light rail station at Lafayette Street/Claude Court
 - US 36 trail
 - Destinations west of I-25
 - Eastlake area
 - The residential area and trails around York Street
- Challenging Areas
 - Washington Street intersection, including connection to the schools south of the corridor
 - *There are 11 upvotes on this comment – the highest along the corridor.*
 - York Street intersection
 - Emerson Street and Lafayette Street intersections near the Amazon campus
- Opportunity Areas
 - Protected crossing at Lafayette Street
 - Widen the multi-use path along the corridor

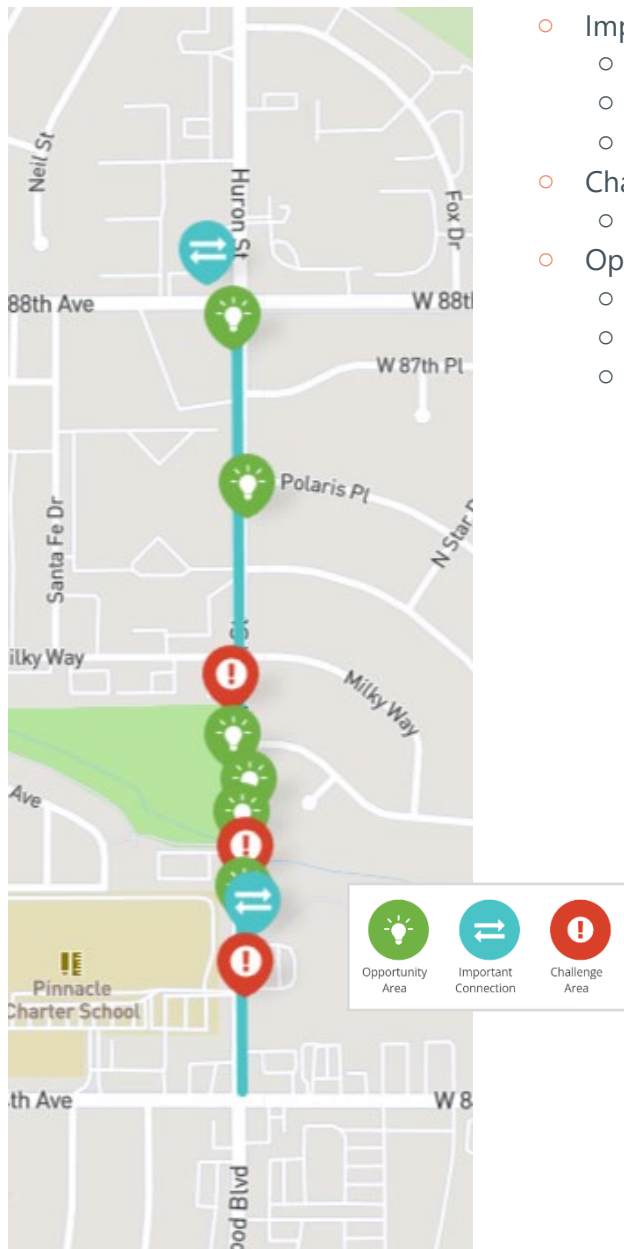
Pecos Street



- Important Connections
 - Existing bike lanes at 88th Avenue
 - Existing bike lanes at Milky Way
 - Water World
- Challenging Areas
 - 88th Avenue intersection
 - Thornton Pkwy intersection
 - Milky Way intersection
 - 90th Avenue intersection
- Opportunity Areas
 - Construct buffered sidewalks
 - Integrate traffic calming and lane narrowing

*Pins Along the Pecos Street Corridor
on the Social Pinpoint Survey*

Huron Street



- Important Connections
 - Niver Creek Tributary Trail near Pinnacle Charter School
 - Existing bike lanes at 88th Avenue
 - Existing bike lanes at Milky Way
- Challenging Areas
 - 88th Avenue intersection
- Opportunity Areas
 - Construct buffered sidewalks
 - Plant trees and incorporate landscaping elements
 - Construct a median to calm traffic

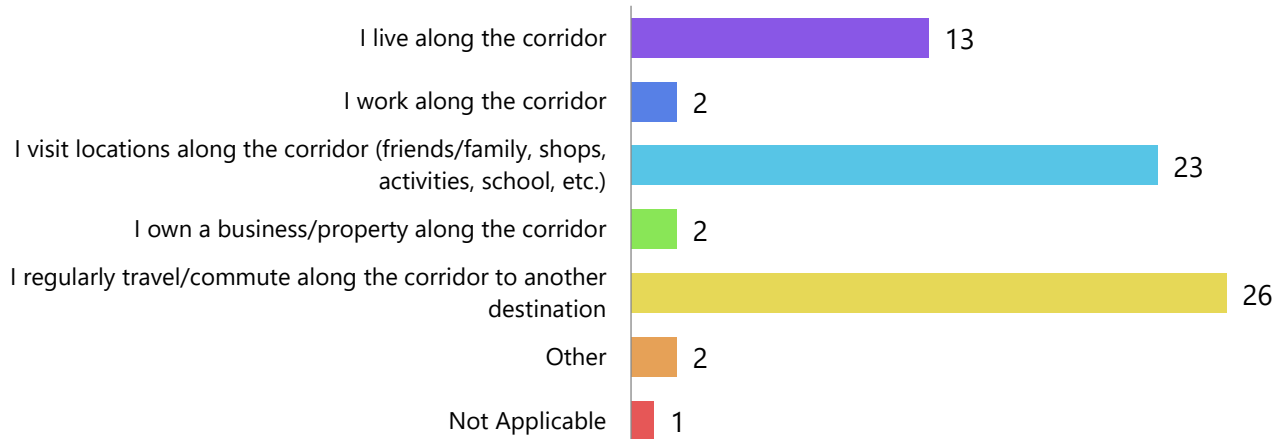
*Pins Along the Huron Street Corridor
on the Social Pinpoint Survey*

DEMOGRAPHIC SURVEY RESULTS

The feedback summarized as bar charts allowed respondents to select all that apply. The feedback summarized as pie charts allowed respondents to select one answer. The count for each category is noted in parenthesis in the pie charts.

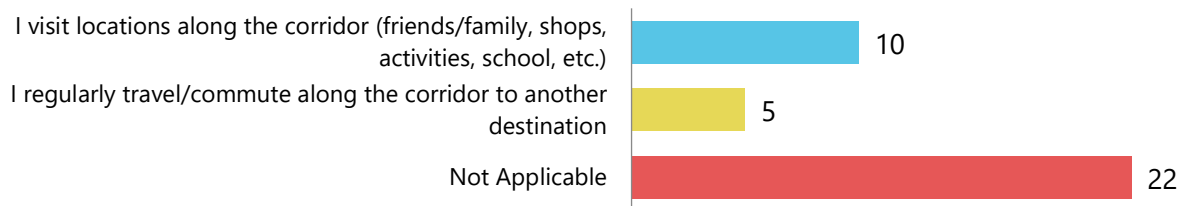
Connection to 128th Avenue Corridor

Respondents were invited to select all that apply.



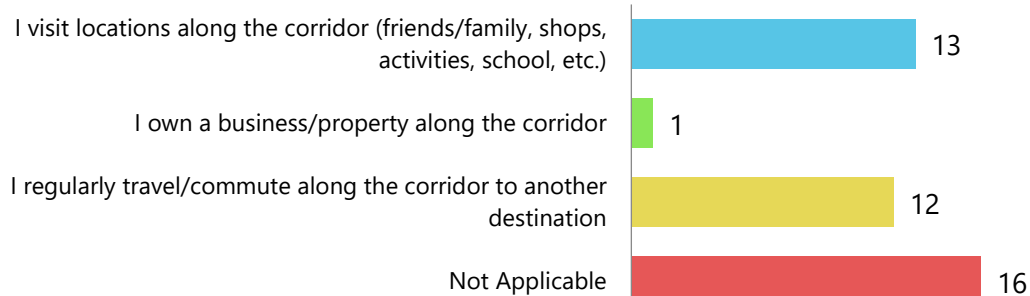
Connection to Pecos Street Corridor

Respondents were invited to select all that apply.

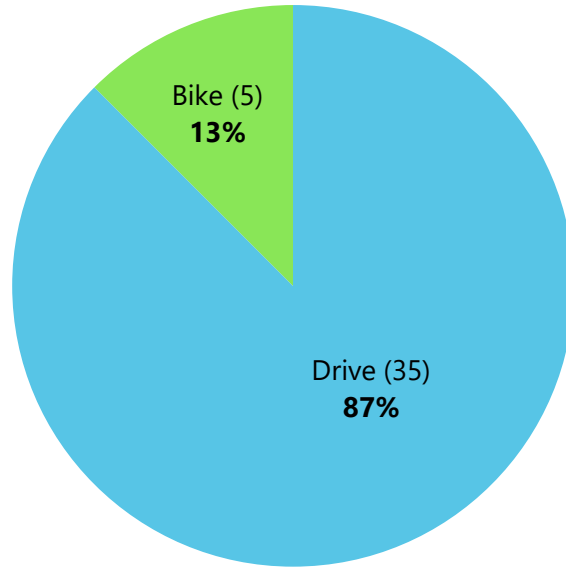


Connection to Huron Street Corridor

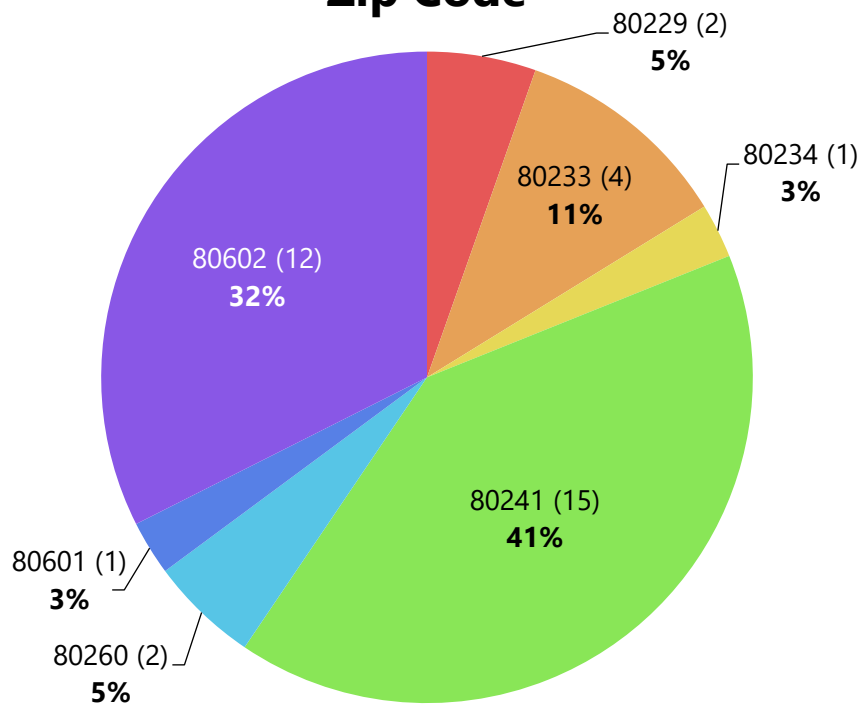
Respondents were invited to select all that apply.



Typical Travel Mode Along the Corridor(s)

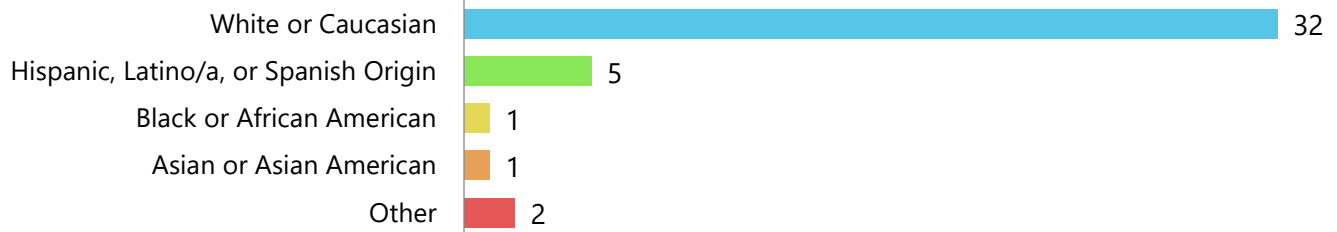


Zip Code

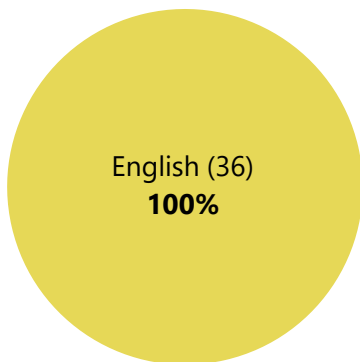


Race and/or Ethnicity

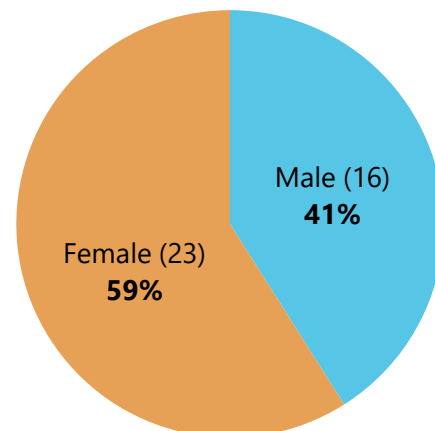
Respondents were invited to select all that apply.



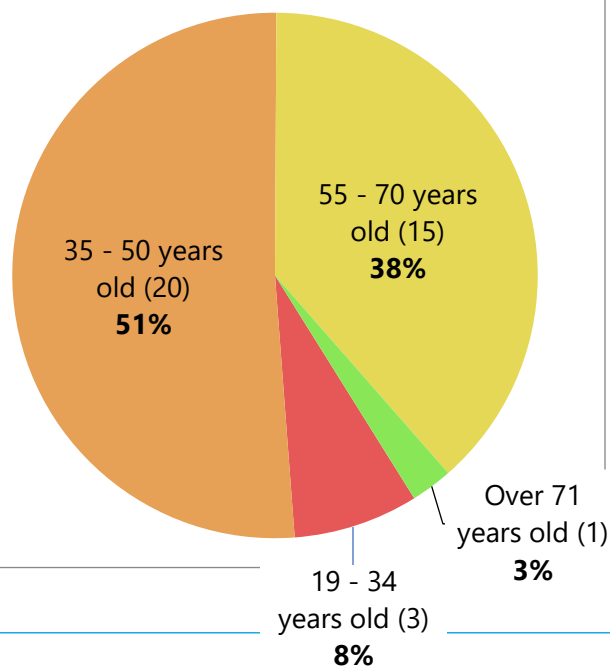
Language Primarily Spoken at Home



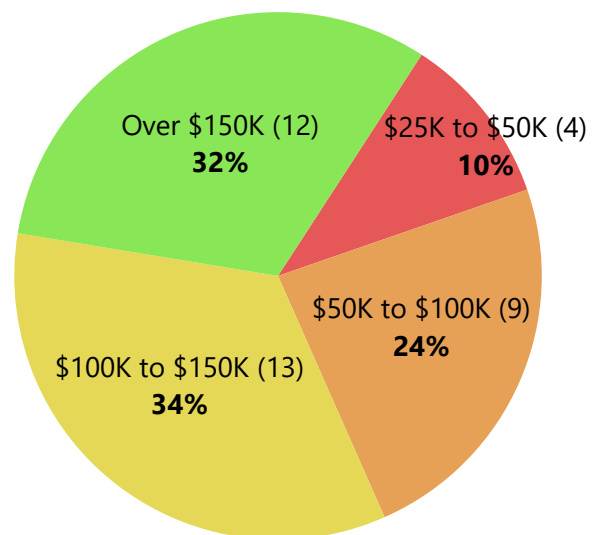
Gender



Age



Annual Household Income



Thornton Protected Bike Facility Study

Phase 2 Outreach Summary

July 30, 2024

During Phase 2, the project team engaged with the public by presenting three alternatives for each corridor and soliciting input on what the public and stakeholders liked and disliked about each alternative. This feedback will inform the preferred alternative for each of the three corridors.

ENGAGEMENT TOUCHPOINTS

- **Pop-Up** at ThorntonFest (June); 150+ touchpoints
- **Pop-Up** at Bike to Work Day (June); 80+ touchpoints
- **Virtual Public Meeting** (July); 5 attendees
 - Promoted through T-mail, social media, website, focus group members, stakeholders, and Cultivando
- **Alternatives Survey** (open from June 26th to July 22nd); 25 responses
- **Stakeholder Working Group #3** (July); 10 members present

KEY TAKEAWAYS

The following sections provide an overview of feedback from the online survey, in-person events, and stakeholder meetings.

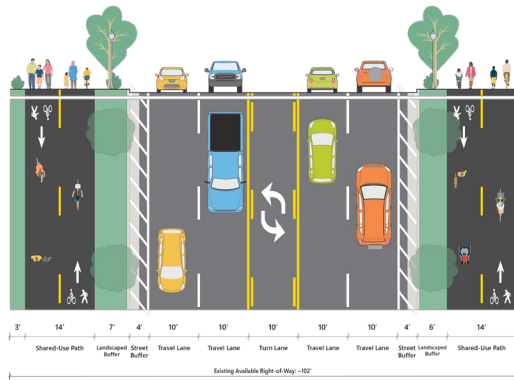
General Feedback

Overall, people are excited about bike and pedestrian improvements and agree that the City of Thornton should implement improvements to increase safety for all road users. The most common feedback heard through the survey and in-person pop-up events was:

- Desire to separate bike and pedestrian paths from each other
- Preference for bike and pedestrian facilities on both sides of the street instead of a two-way facility on one side
- Desire to separate bike lanes from vehicle lanes through vertical elements (planters or bollards) or an amenity zone
- Concern about reducing vehicle lanes along Pecos Street and Huron Street
- Concern about removing the center turn lane for a landscaped median

128th Avenue

Alternative A: Reconstructs the sidepaths to provide shared-use paths on both sides.



Average Score from Survey: 6.7 out of 10

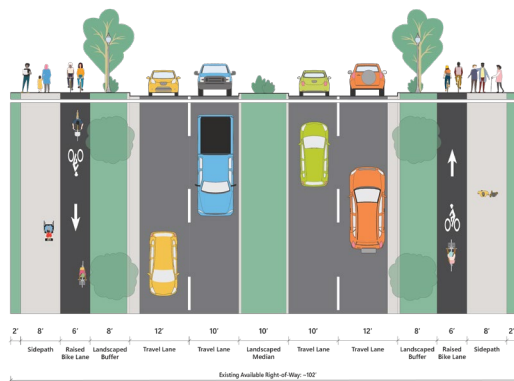
What the Community Liked

- Not touching the roadway or reducing vehicle lanes
- Bike and pedestrian facilities on both sides of the street
- Cheaper option than Alternatives B and C
- Keeps the center turn lane
- Wide multiuse paths and buffers

What the Community Disliked

- Mixing bikes and pedestrians in the same space

Alternative B: Reconstructs the street to provide raised bike lanes on both sides.



Average Score from Survey: 7.2 out of 10
 Highest score of the 128th Avenue alternatives

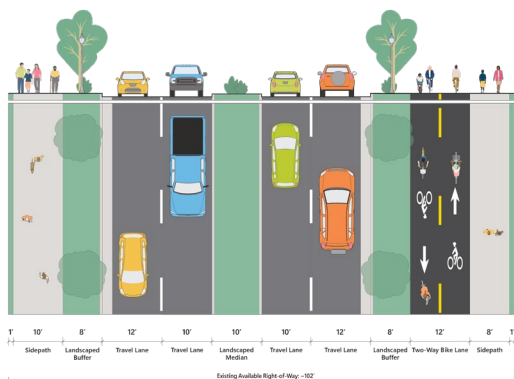
What the Community Liked

- Separated bike and pedestrian facilities (*Most heard comment*)
- Wide facilities on both sides of the street
- Median in place of turn lanes

What the Community Disliked

- More expensive than Alternative A
- Reducing vehicle/turn lanes
- Some concern about bicyclists going the wrong way in the bike lane

Alternative C: Reconstructs the sidepath on the north side to provide a two-way protected bikeway.



Average Score from Survey: 6.4 out of 10

What the Community Liked

- Separated bike and pedestrian facilities
- Wide two-way bike lanes

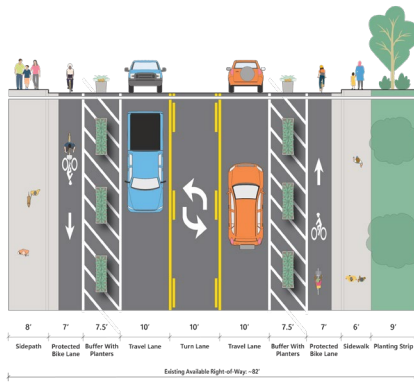
What the Community Disliked

- Bicyclists being forced to only one side of the street (*Most heard comment*)
- Reducing vehicle/turn lanes

Pecos Street

Alternative A: Restripes the street to convert travel lanes to protected bike lanes.

Average Score from Survey: 2.3 out of 10



What the Community Liked

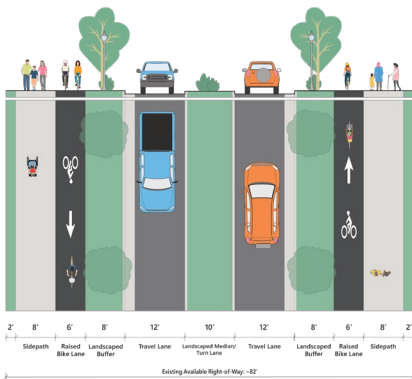
- Cheaper option than Alternatives B and C
- Protected bike lane would be a huge improvement

What the Community Disliked

- Temporary buffer space feels less safe for bicyclists and will be harder to maintain
- Removing travel lanes, especially in front of Water World in the summer, would make this area more congested (*Most heard comment*)

Alternative B: Reconstructs the street to provide raised bike lanes and bus stop pull-outs.

Average Score from Survey: 3.1 out of 10



What the Community Liked

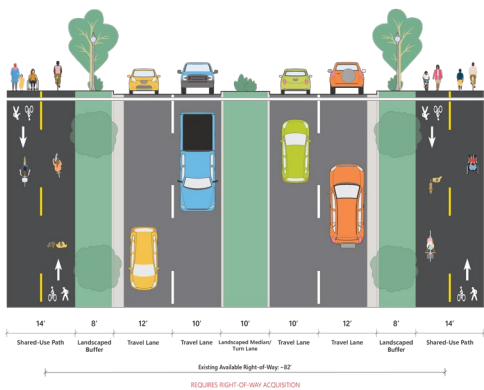
- Median in place of turn lane and opportunity to add landscaping
- Separated bike, pedestrian, and vehicle lanes

What the Community Disliked

- Removing travel lanes, especially in front of Water World in the summer, would make this area more congested (*Most heard comment*)

Alternative C: Reconstructs the street to provide shared-use paths on both sides (requires right-of-way acquisition).

Average Score from Survey: 7.1 out of 10
 Highest score of the 128th Avenue alternatives



What the Community Liked

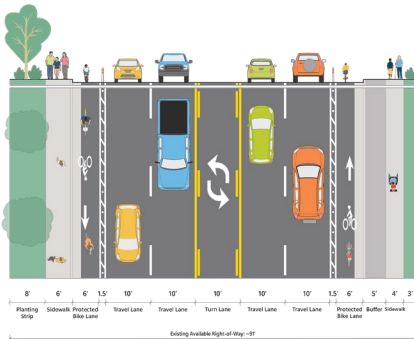
- Best of both worlds – space for bikes and pedestrians while not impacting vehicle movement
- Maintaining two vehicle lanes in each direction

What the Community Disliked

- Median in place of the turn lane
- Too costly with ROW acquisition

Huron Street

Alternative A: Restripes the street to convert bike lanes to protected bike lanes.



Average Score from Survey: 5.8 out of 10
 Highest score of the 128th Avenue alternatives

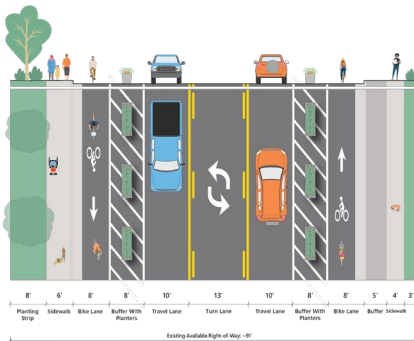
What the Community Liked

- Maintaining two vehicle lanes in each direction
- Cheaper option than Alternatives B and C

What the Community Disliked

- Not enough protection for bicyclists

Alternative B: Restripes the street to convert travel lanes and bike lanes to protected bike lanes.



Average Score from Survey: 4.2 out of 10
 Highest score of the 128th Avenue alternatives

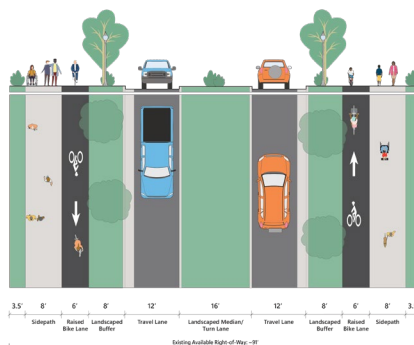
What the Community Liked

- Protected bike lane would be a huge improvement
- Landscaping opportunity in bike lane buffer space

What the Community Disliked

- Removing travel lanes would make this area more congested
 (Most heard comment)

Alternative C: Reconstructs the street to remove travel lanes and add raised bike lanes.



Average Score from Survey: 4.0 out of 10

What the Community Liked

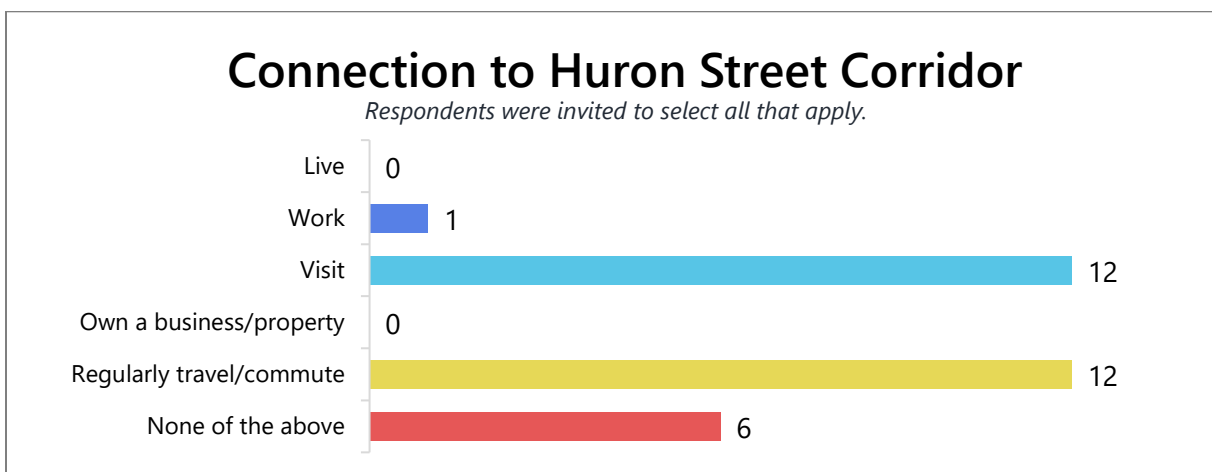
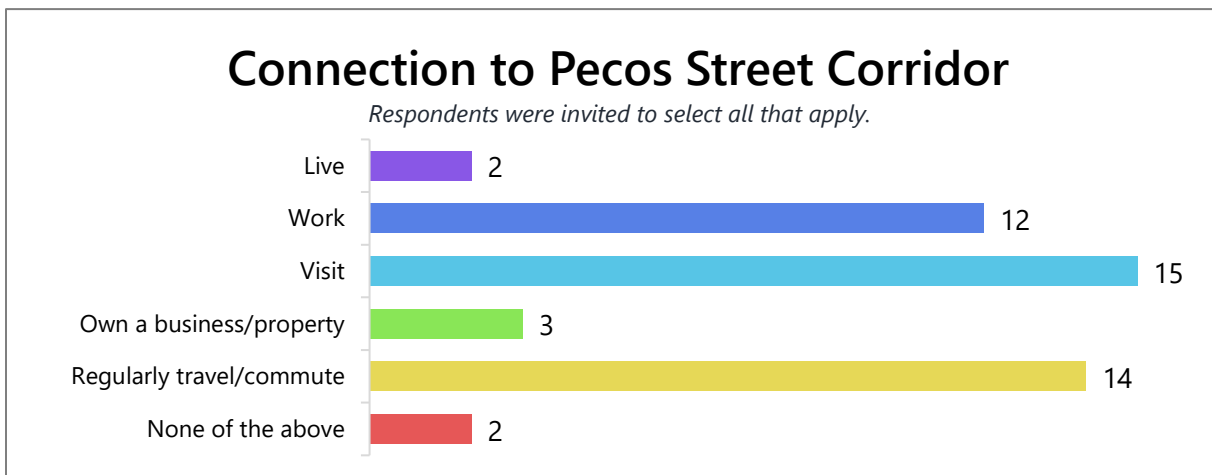
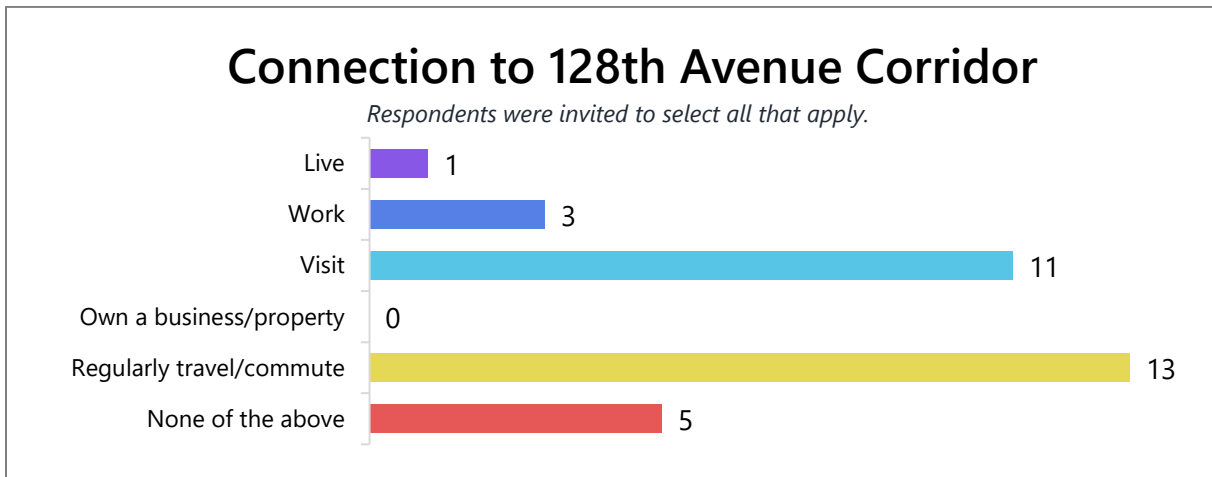
- Separated bike and pedestrian facilities
- Landscaping opportunity in amenity zone

What the Community Disliked

- Removing travel lanes would make this area more congested
 (Most heard comment)

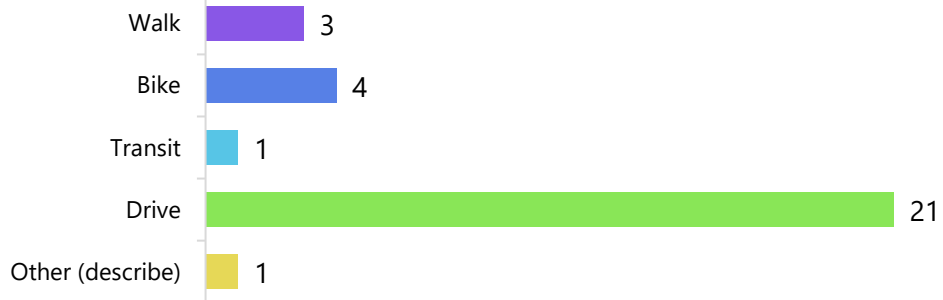
DEMOGRAPHIC SURVEY RESULTS

The feedback summarized as bar charts allowed respondents to select all that apply. The feedback summarized as pie charts allowed respondents to select one answer. The numbers within the parenthesis on the pie chart slices represent the count for each category.

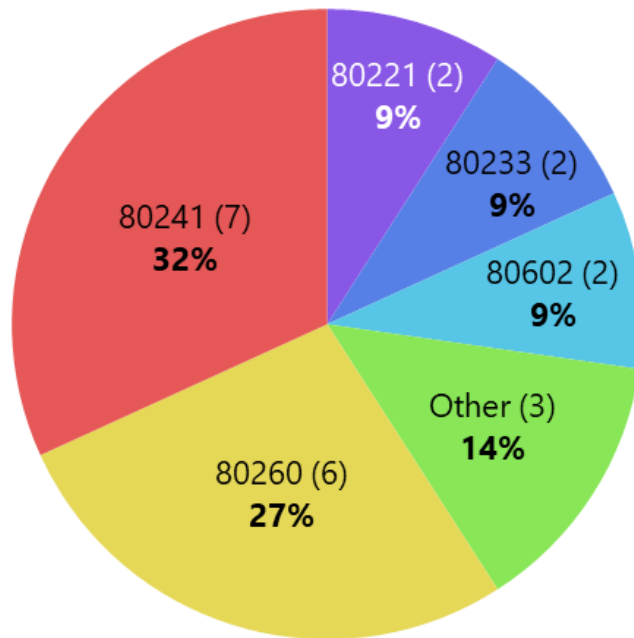


Typical Travel Mode Along the Corridor(s)

Respondents were invited to select all that apply.



Zip Code

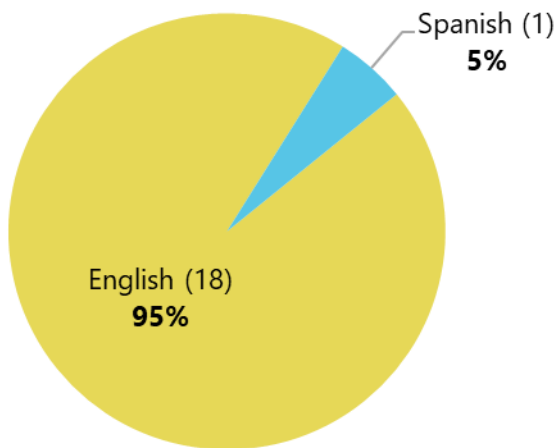


Race and/or Ethnicity

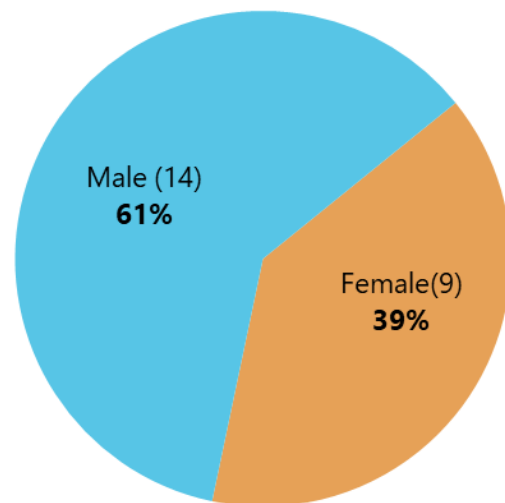
Respondents were invited to select all that apply.



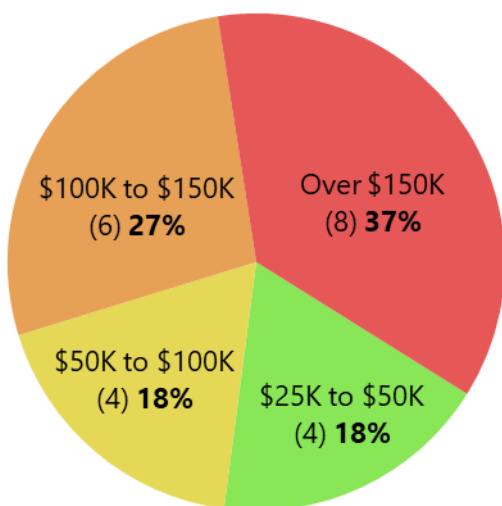
Language Primarily Spoken at Home



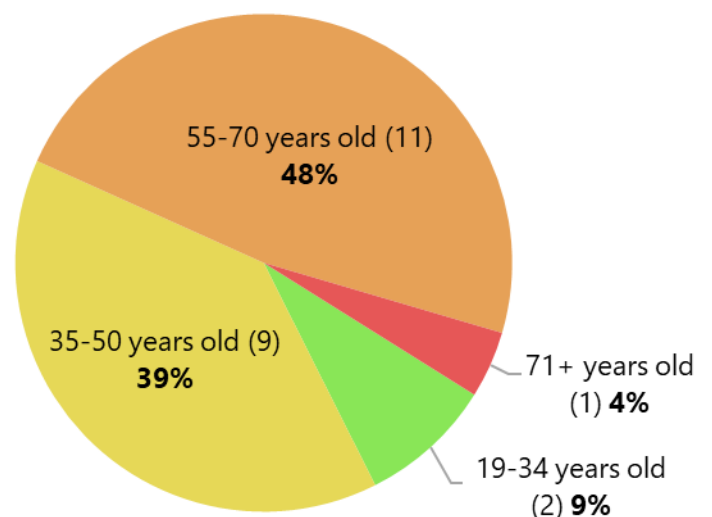
Gender



Annual Household Income



Age



Thornton Protected Bike Facility Study

Phase 3 Outreach Summary

Spring 2025

During Phase 3, the project team discussed the preferred concepts to the stakeholders, then released the draft for public review. The team presented the final plan to City Council in May 2025.

ENGAGEMENT TOUCHPOINTS

- **SWG Meeting #4** (March); 14 members present
- **Stakeholder Interviews** with Adams 12 School District, City of Westminster, Pinnacle Charter School, Hyland Hills Parks and Recreation, Water World, City of Federal Heights, City of Broomfield, and Smart Commute Metro North (March)
- **Public Review of Draft Plan** (April)
- **City Council Presentation** (May)

KEY TAKEAWAYS

The following sections provide an overview of feedback from the stakeholders and public.

General Feedback

Overall, the community is excited about bike and pedestrian improvements and support the City implementing safety measures for all road users. Stakeholders raised concerns about repurposing lanes for bike and pedestrian infrastructure in some locations. In addition, there is a desire for the adjacent municipalities to align their bike and pedestrian infrastructure with this plan, creating a stronger network.

128th Avenue

Preferred Concept: Reconstruct existing side paths to provide a two-way bikeway on the north side and install a hardscaped median.

What the Stakeholders and Community Liked

- Creating a protected bike lane and enhancing pedestrian safety
- Adding medians
- Improving crossings with features like refuge islands and curb extensions
- Emphasis on prioritizing biking and walking over increasing vehicle capacity

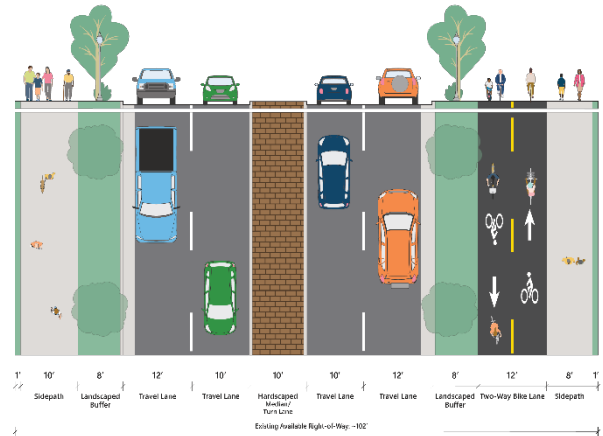
What the Stakeholders and Community Disliked

- Potential obstruction of visibility due to tree placements
- Addressing transition points and potential conflicts at intersections
- Concerns about people trying to cross I-25 at the bridge where the bike lane ends. Suggestion for an enhanced crossing at Grant Street for people who stay on the south side after they cross I-25.

General Feedback:

- Hope that Broomfield and Westminster align their bike lanes to the west of this study area to be equally comfortable as the facility proposed on 128th Avenue.

Cross Section of 128th Avenue



Pecos Street

Preferred Concept: Reconstruct street to provide buffered sidewalks and bike lanes on both sides and install striped median.

What the Stakeholders and Community Liked

- Creating a protected bike lane and enhancing pedestrian safety
- Support for new signal at 90th Avenue to help with Water World ingress/egress
- Support for “No Turn on Red” at 88th Avenue

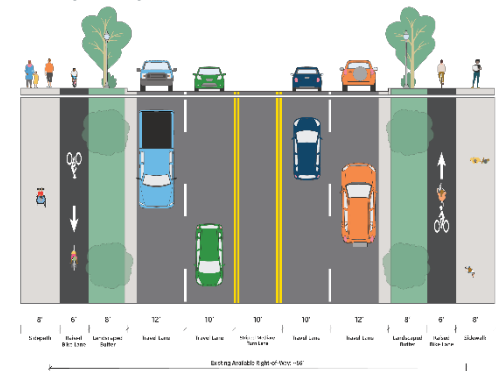
What the Stakeholders and Community Disliked

- Concerns about congestion with lane reduction when Water World is open
- Considerations for conflicts with utilities
- Potential obstruction of visibility due to tree placements.
- Considerations for buses turning onto Pecos Street with a tight turn radius

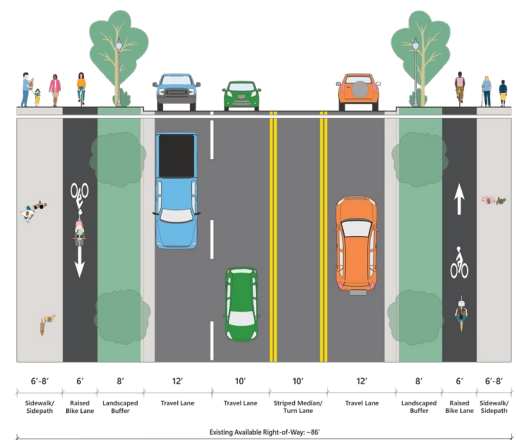
General Feedback:

- Hope that Federal Heights aligns their bike lanes to the north and south of this study area to be equally comfortable as the facility proposed on Pecos Street

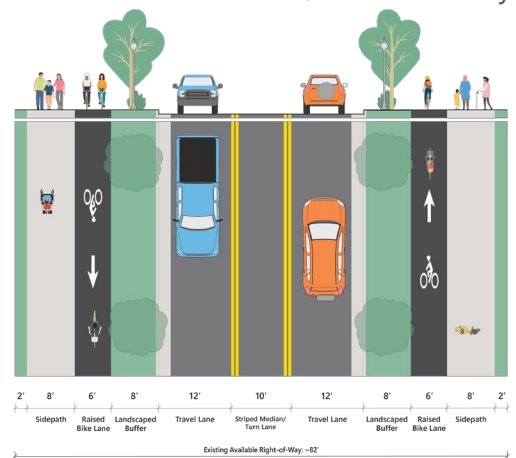
Cross Section of Pecos Street from Milky Way to 88th Ave



Cross Section of Pecos Street from 88th Ave to 90th Ave



Cross Section of Pecos Street from 90th Ave to 92nd Ave/Thornton Pkwy



Huron Street

Preferred Concept: Reconstruct street to provide buffered sidewalks and bike lanes on both sides and install hardscaped median.

What the Stakeholders and Community Liked

- Creating a protected bike lane and enhancing pedestrian safety
- Adding hardscaped medians
- Pinnacle Charter School staff generally liked the recommendations near their campus, with slight modifications

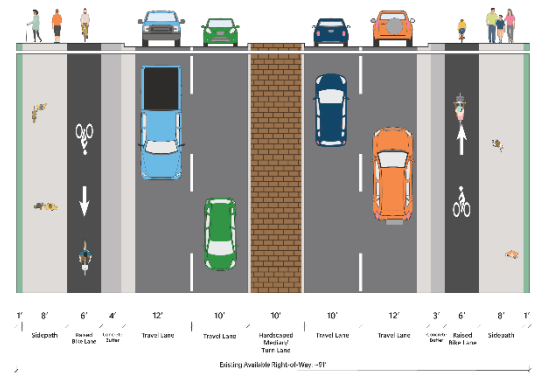
What the Stakeholders and Community Disliked

- Concerns about ingress/egress for Pinnacle Charter School
- Concerns about bike lane transition at 84th Avenue
- Suggestion to add a PHB for better access to Pinnacle Charter School

General Feedback:

- Hope that Federal Heights aligns their bike lanes to the north and south of this study area to be equally comfortable as the facility proposed on Huron Street

Cross Section of Huron Street





Appendix B

Accessibility

MAP DESCRIPTIONS AND TABLES

REPORT FIGURE 5: 128TH AVENUE STREET CONTEXT MAP

Map showing existing conditions and observations along 128th Avenue from I-25 to York Street in Thornton, Colorado. The map marks key destinations including Century Middle School and Hunters, Silver Hills Middle School, and Crossroads Church (north of the corridor west of Washington Street), and the Eastlake & 124th light rail station (south of the corridor at Claude Court). Additional features include bike lanes, trails, signalized intersections, parks, lakes, streams, and potential elements such as a roundabout at York Street, a bikeway connection from 124th Avenue to Signal Ditch Trail, and a future interchange at I-25. Sidewalk conditions vary. East of Washington Street, sidewalks on the north side are narrow and adjacent to the curb, while those on the south side are wide and buffered. West of Washington Street, the pattern reverses. An emergency signal near Fire Station 74 and an inactive rail line crossing the corridor are also labeled. Future developments, including non-residential buildings southwest of the 128th and Washington Street intersection, as well as a light industrial development south of the corridor and Hunters Glen Lake, are noted.

REPORT FIGURE 7: 128TH AVENUE STREET TRAFFIC CONDITIONS

Traffic map showing average daily traffic, speeds, and observed multimodal volumes along 128th Avenue in Thornton, Colorado, from I-25 to York Street. The posted speed limit is 40 mph, with 85th percentile speeds reaching 45 mph westbound and 44 mph eastbound west of Washington Street, and 49 mph westbound and 48 mph eastbound east of Lafayette Street. Average daily vehicle volumes are labeled as 21,111 vpd west of Washington Street and 21,250 vpd east of Lafayette Street.

Multimodal activity is documented at several points along the corridor. Near Grant Street, there are 37 pedestrians and 18 bicyclists on the north side of the corridor and 28 pedestrians and 56 bicyclists on the south side per day. Near Lafayette Street, there are 23 pedestrians and 30 bicyclists on the north side and 11 pedestrians and 54 bicyclists on the south side of the corridor per day. Transit ridership is concentrated at the N Line Eastlake & 124th Station, which records 761 average daily boardings and 742 alightings. Multiple trails and bike lanes are shown, including the Farmers High Line Canal Trail, Signal Ditch Trail, and Hunters Glen Park Trail, which intersect or parallel the corridor.

Signalized intersections are marked at Grant Street, Washington Street, Lafayette Street, Claude Court, and York Street. Turning movement arrows are shown at each intersection and are available in table X. Traffic data was collected on Thursday, February 29, 2024. Transit ridership data was collected on September 23, 2023.

Approach	Peak Hour	Movements		
		Left	Thru	Right
NB	AM	n/a	n/a	n/a
	PM	n/a	n/a	n/a
SB	AM	112	n/a	21
	PM	107	n/a	27
EB	AM	45	932	n/a
	PM	75	1257	n/a
WB	AM	n/a	1586	107
	PM	n/a	811	121

Figure 1: E 128th Avenue and Grant Drive Turning Movement Counts

Approach	Peak Hour	Movements		
		Left	Thru	Right
NB	AM	273	298	177
	PM	222	531	352
SB	AM	118	629	299
	PM	145	632	109
EB	AM	157	468	378
	PM	212	880	240
WB	AM	332	1086	97
	PM	219	562	105

Figure 2: E 128th Avenue and Washington Street Turning Movement Counts

Approach	Peak Hour	Movements		
		Left	Thru	Right
NB	AM	129	89	51
	PM	72	42	55
SB	AM	85	55	73
	PM	47	34	63
EB	AM	93	518	72
	PM	103	1191	98
WB	AM	88	1077	134
	PM	17	764	87

Figure 3: E 128th Avenue and Lafayette Street Turning Movement Counts

Approach	Peak Hour	Movements		
		Left	Thru	Right
NB	AM	43	n/a	17
	PM	74	n/a	71
SB	AM	n/a	n/a	n/a
	PM	n/a	n/a	n/a
EB	AM	n/a	510	65
	PM	n/a	1199	60
WB	AM	86	1250	n/a
	PM	40	796	n/a

Figure 4: E 128th Avenue and Claude Court Turning Movement Counts

Approach	Peak Hour	Movements		
		Left	Thru	Right
NB	AM	50	94	32
	PM	34	92	44
SB	AM	38	125	268
	PM	31	105	126
EB	AM	93	448	26
	PM	219	888	58
WB	AM	41	1112	40
	PM	50	559	35

Figure 5: E 128th Avenue and York Street Turning Movement Counts

REPORT FIGURE 12: HURON STREET CONTEXT MAP

Map showing existing conditions and observations along Huron Street in Thornton, Colorado, between 88th Avenue and 84th Avenue. The map highlights key destinations including Victory Worship Church and Sky Park (west of the corridor), Pinnacle Charter School and Pinnacle High School (west and east of the corridor near 84th Avenue, respectively), and the Thornton Park-n-Ride (off-map, to the east). Infrastructure features include bike lanes on both sides of Huron Street, a pedestrian hybrid beacon at Pinnacle Trail, a mid-block pedestrian signal north of Polaris Place, and signalized intersections at 84th Avenue, Milky Way, and 88th Avenue. A note near Polaris Place marks the crest of a hill, and another south of the creek identifies an apparent social path connecting the trail to residential areas. A segment of Huron Street was repaved in summer 2023, and a townhome development is labeled south of the corridor near Milky Way. A box near Milky Way lists typical lane widths including 10' travel lanes, 2' gutters, 4' bike lanes, and a 13' center turn lane (TWLTL). Trails, bike lanes, and creeks are also illustrated throughout the surrounding area.

REPORT FIGURE 14: HURON STREET TRAFFIC CONDITIONS

Traffic map showing average daily traffic, speeds, and observed multimodal volumes along Huron Street in Thornton, Colorado, from 88th Avenue to 84th Avenue. The posted speed limit is 40 mph, with 85th percentile speeds reaching 43 mph northbound and 41 mph southbound north of Milky Way, and 47 mph northbound and 42 mph southbound south of Milky Way. The speed limit near the Pinnacle Schools campus is 20 mph when flashing. Average daily vehicle volumes are labeled as 12,762 vehicles per day north of Milky Way and 13,877 vehicles per day south of Milky Way.

Multimodal activity is documented at several points along the corridor. North of Milky Way near Victory Worship Church, there are 2 pedestrians and 41 bicyclists on the east side of the corridor, and 5 pedestrians and 57 bicyclists on the west side per day. East of Milky Way, there are 3 pedestrians and 52 bicyclists on the east side of the corridor, and 6 pedestrians and 88 bicyclists on the west side per day. Route 8 serves all three stops shown on the map, with the highest daily boardings and alightings located near Milky Way: 7 boardings and 2 alightings northbound, and 1 boarding and 6 alightings southbound, daily. At the northbound stop near 84th Avenue, 6 daily boardings and 5 daily alightings are shown.

Signalized intersections are marked at W 88th Avenue, Milky Way, and W 84th Avenue. Turning movement arrows are shown at each intersection and are available in table form X. Traffic data was collected on Thursday, February 29, 2024. Transit ridership data was collected on September 23, 2023.

Approach	Peak Hour	Movements		
		Left	Thru	Right
NB	AM	74	273	104
	PM	65	589	131
SB	AM	262	622	98
	PM	251	574	101
EB	AM	94	309	91
	PM	112	345	37
WB	AM	126	361	181
	PM	120	448	310

Figure 6: Huron Street and W 88th Avenue Turning Movement Counts

Approach	Peak Hour	Movements		
		Left	Thru	Right
NB	AM	2	376	29
	PM	4	763	46
SB	AM	26	720	3
	PM	25	677	3
EB	AM	25	1	82
	PM	23	0	50
WB	AM	5	1	6
	PM	3	2	5

Figure 7: Huron Street and Milky Way Turning Movement Counts

Approach	Peak Hour	Movements		
		Left	Thru	Right
NB	AM	64	115	90
	PM	72	265	88
SB	AM	169	227	318
	PM	191	257	280
EB	AM	117	615	66
	PM	209	857	49
WB	AM	28	472	170
	PM	74	622	348

Figure 8: Huron Street and W 84th Avenue Turning Movement Counts

Stop	Action	Route 8
Milky Way, Northbound	Boardings	7
	Alightings	2
Milky Way, Southbound	Boardings	1
	Alightings	6
W 84th Avenue, Northbound	Boardings	6
	Alightings	5

Figure 9: Huron Street Transit Activity

REPORT FIGURE 20: PECOS STREET CONTEXT MAP

Map showing existing conditions and observations along Pecos Street in Thornton, Colorado, between 92nd Avenue and Milky Way. The map identifies key destinations including STEM Launch (east of the corridor, north of Thornton Parkway), Woodland Hills Mobile Home Park (east of the corridor near Dresden Street), and Water World (west of the corridor, south of 90th Avenue). The map notes a narrow sidewalk near the Lamplighter Mobile Home Park where residents have requested widening, constrained pavement width north of the study area, and a vehicle cut-through to the park at Woodland Hills. Further south, labeled observations include sidewalks bending around utility poles, a landscape-separated sidewalk, a steep grade, and the crest of a hill between 90th and 88th Avenues. The segment north of 88th Avenue is labeled as scheduled to be repaved in summer 2024. Curb-to-curb widths are noted as 59 feet north of 90th Avenue and 74 feet south of 90th Avenue. Trails and bike lanes are also illustrated along 88th Avenue and near Milky Way.

REPORT FIGURE 22: PECOS STREET TRAFFIC CONDITIONS

Traffic map showing average daily traffic, speeds, and observed transit activity along Pecos Street in Thornton, Colorado, from 92nd Avenue to Milky Way. The posted speed limit is 35 mph. The 85th percentile speeds are 40 mph northbound and 44 mph southbound near the midpoint of the corridor. Average daily vehicle volume is

labeled as 16,636 vehicles per day between 90th and 88th Avenues. A note on the map states that average daily bicyclists and pedestrians were not counted along this corridor.

Transit ridership data is shown for RTD bus routes 19 and 92. Route 19 serves all seven bus stops visible along the corridor and route 92 serves the four stops north of 88th Avenue. A full list of daily boardings and alightings is available in table X. Signalized intersections are marked at W 92nd Avenue and W 88th Avenue. Turning movement arrows are shown at each intersection and are available in table X. Traffic data was collected on Thursday, February 29, 2024. Transit ridership data was collected on September 23, 2023.

Approach	Peak Hour	Movements		
		Left	Thru	Right
NB	AM	69	661	200
	PM	49	891	257
SB	AM	184	634	166
	PM	175	741	85
EB	AM	178	220	52
	PM	102	120	48
WB	AM	156	140	137
	PM	256	277	246

Figure 10: Pecos Street and W 92nd Avenue Turning Movement Counts

Approach	Peak Hour	Movements		
		Left	Thru	Right
NB	AM	0	0	0
	PM	5	1	4
SB	AM	398	3	165
	PM	293	0	265
EB	AM	194	575	4
	PM	156	447	1
WB	AM	1	318	235
	PM	2	749	361

Figure 11: Pecos Street and W 88th Avenue Turning Movement Counts

Stop	Action	Routes	
		Route 19	Route 92
W 92nd Avenue, Southbound	Boardings	30	12
	Alightings	17	20
Dresden Street, Northbound	Boardings	2	4
	Alightings	10	5
Dresden Street, Southbound	Boardings	8	4
	Alightings	3	3
W 88th Avenue, Northbound	Boardings	11	15
	Alightings	27	12
W 88th Avenue, Southbound	Boardings	26	n/a
	Alightings	8	n/a
Milky Way, Northbound	Boardings	1	n/a
	Alightings	11	n/a
Milky Way, Southbound	Boardings	11	n/a
	Alightings	1	n/a

Figure 12: Pecos Street Transit Activity



Appendix C

Traffic Data



Appendix C.1

128th Turning Movement Counts



Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
Grant Dr and E 128th Ave

File Name : Grant Dr and 128th AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

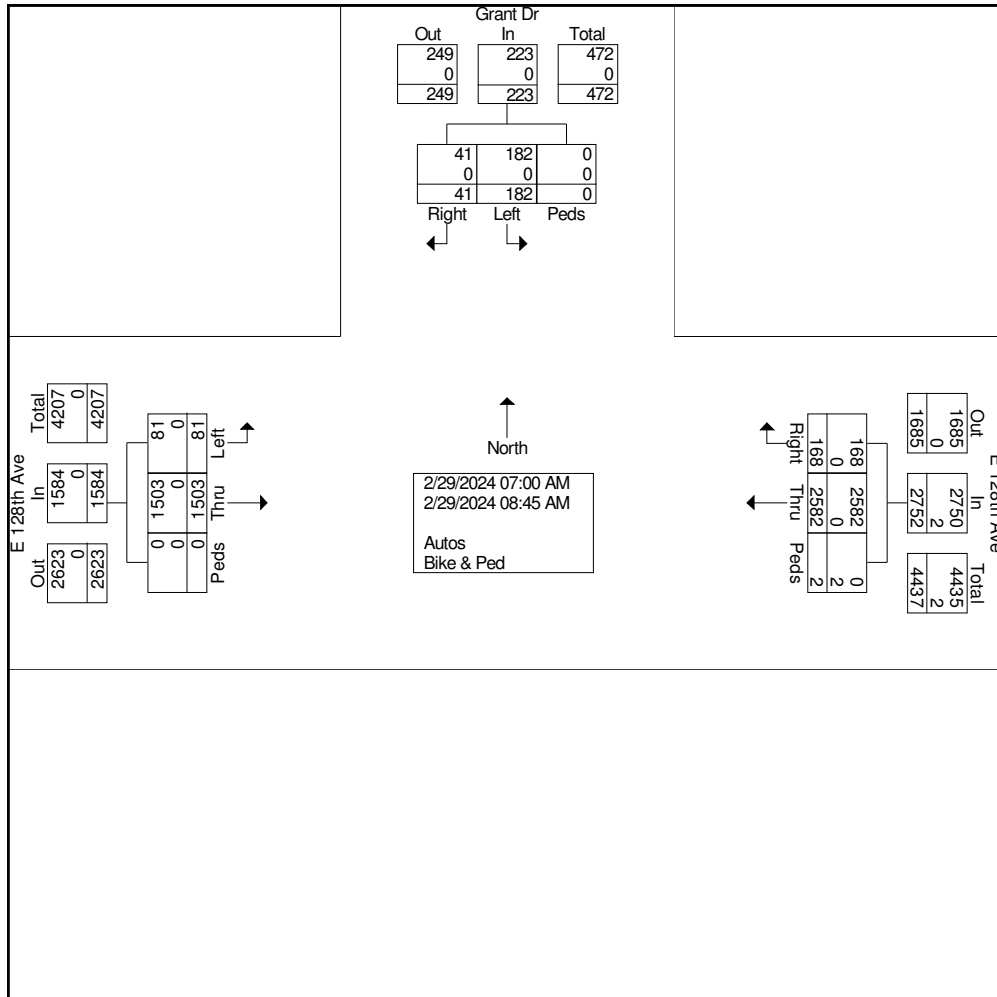
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	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	
07:00 AM	7	101	0	108	286	9	0	295	21	4	0	25	428
07:15 AM	16	188	0	204	454	21	1	476	21	1	0	22	702
07:30 AM	9	325	0	334	417	22	1	440	28	6	0	34	808
07:45 AM	9	239	0	248	383	32	0	415	34	8	0	42	705
Total	41	853	0	894	1540	84	2	1626	104	19	0	123	2643
08:00 AM	11	180	0	191	332	32	0	364	29	6	0	35	590
08:15 AM	11	179	0	190	309	23	0	332	19	7	0	26	548
08:30 AM	11	178	0	189	220	16	0	236	17	6	0	23	448
08:45 AM	7	113	0	120	181	13	0	194	13	3	0	16	330
Total	40	650	0	690	1042	84	0	1126	78	22	0	100	1916
Grand Total	81	1503	0	1584	2582	168	2	2752	182	41	0	223	4559
Apprch %	5.1	94.9	0		93.8	6.1	0.1		81.6	18.4	0		
Total %	1.8	33	0	34.7	56.6	3.7	0	60.4	4	0.9	0	4.9	
Autos	81	1503	0	1584	2582	168	0	2750	182	41	0	223	4557
% Autos	100	100	0	100	100	100	0	99.9	100	100	0	100	100
Bike & Ped	0	0	0	0	0	0	2	2	0	0	0	0	2
% Bike & Ped	0	0	0	0	0	0	100	0.1	0	0	0	0	0



Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
Grant Dr and E 128th Ave

File Name : Grant Dr and 128th AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



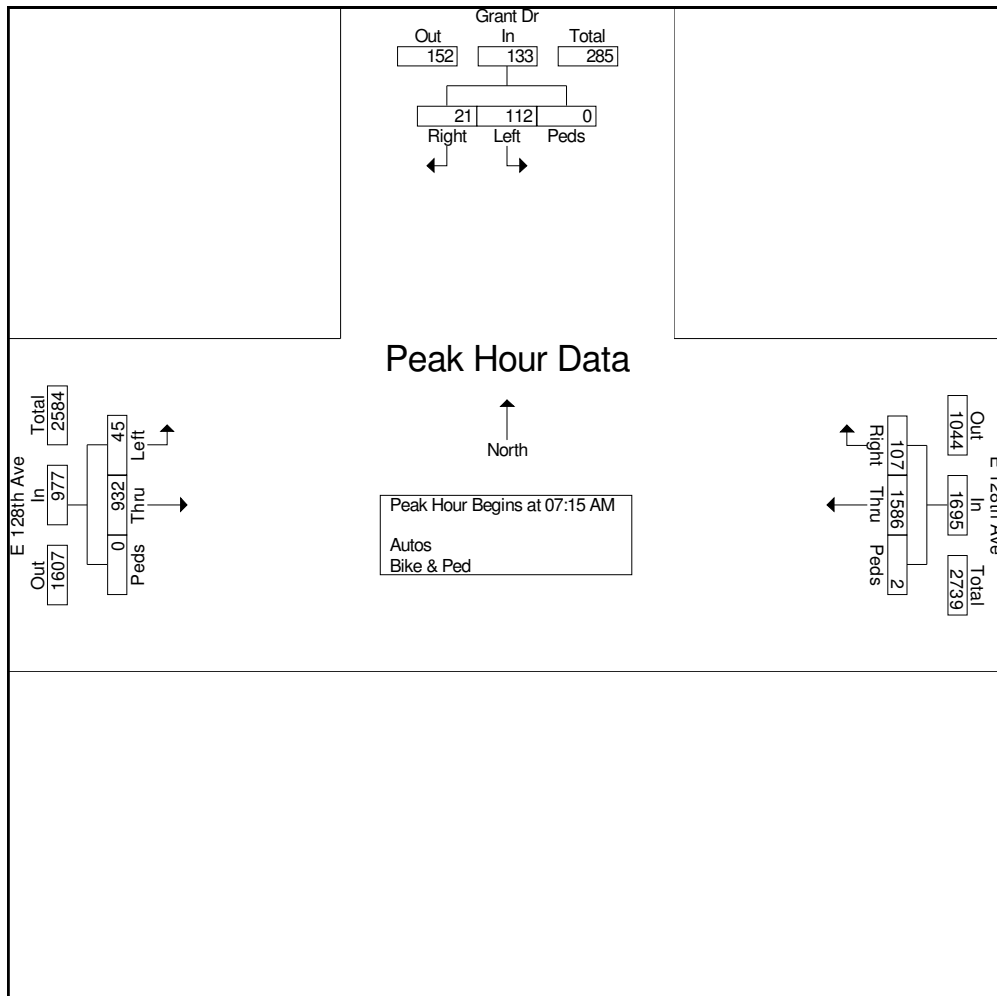


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
Grant Dr and E 128th Ave

File Name : Grant Dr and 128th AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	E 128th Ave Eastbound				E 128th Ave Westbound				Grant Dr Southbound				Int. Total
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	16	188	0	204	454	21	1	476	21	1	0	22	702
07:30 AM	9	325	0	334	417	22	1	440	28	6	0	34	808
07:45 AM	9	239	0	248	383	32	0	415	34	8	0	42	705
08:00 AM	11	180	0	191	332	32	0	364	29	6	0	35	590
Total Volume	45	932	0	977	1586	107	2	1695	112	21	0	133	2805
% App. Total	4.6	95.4	0		93.6	6.3	0.1		84.2	15.8	0		
PHF	.703	.717	.000	.731	.873	.836	.500	.890	.824	.656	.000	.792	.868





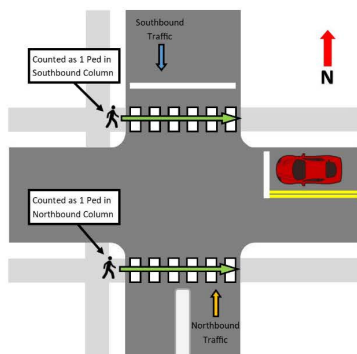
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
Grant Dr and E 128th Ave

File Name : Grant Dr and 128th AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
Grant Dr and E 128th Ave

File Name : Grant Dr and 128th PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

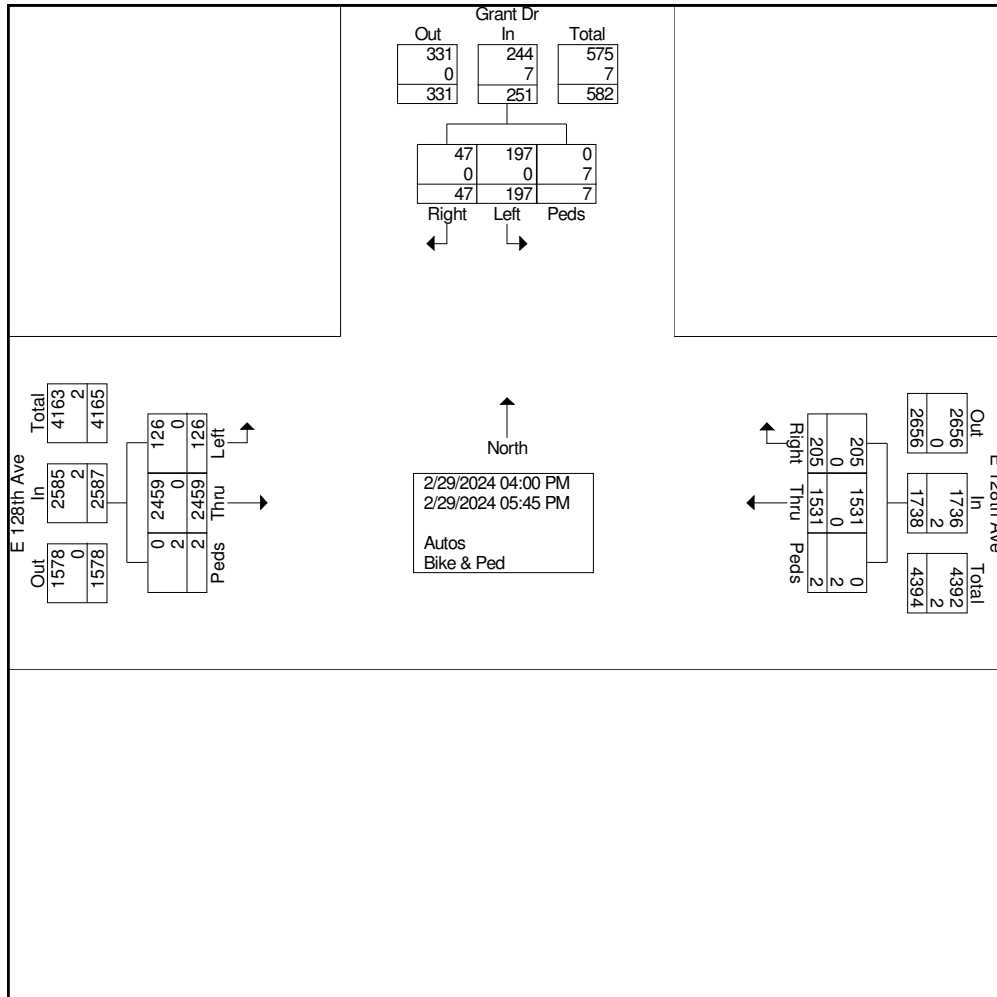
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	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	
04:00 PM	13	335	1	349	191	25	1	217	22	4	3	29	595
04:15 PM	11	307	0	318	175	22	0	197	23	5	2	30	545
04:30 PM	15	312	0	327	182	31	0	213	17	6	0	23	563
04:45 PM	26	286	1	313	204	22	1	227	32	4	0	36	576
Total	65	1240	2	1307	752	100	2	854	94	19	5	118	2279
05:00 PM	13	336	0	349	211	29	0	240	27	10	0	37	626
05:15 PM	21	323	0	344	214	39	0	253	31	7	1	39	636
05:30 PM	18	299	0	317	170	24	0	194	27	7	1	35	546
05:45 PM	9	261	0	270	184	13	0	197	18	4	0	22	489
Total	61	1219	0	1280	779	105	0	884	103	28	2	133	2297
Grand Total	126	2459	2	2587	1531	205	2	1738	197	47	7	251	4576
Apprch %	4.9	95.1	0.1		88.1	11.8	0.1		78.5	18.7	2.8		
Total %	2.8	53.7	0	56.5	33.5	4.5	0	38	4.3	1	0.2	5.5	
Autos	126	2459	0	2585	1531	205	0	1736	197	47	0	244	4565
% Autos	100	100	0	99.9	100	100	0	99.9	100	100	0	97.2	99.8
Bike & Ped	0	0	2	2	0	0	2	2	0	0	7	7	11
% Bike & Ped	0	0	100	0.1	0	0	100	0.1	0	0	100	2.8	0.2



Ridgeview Data Collection

Thornton, CO
Thornton Counts
PM Peak
Grant Dr and E 128th Ave

File Name : Grant Dr and 128th PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



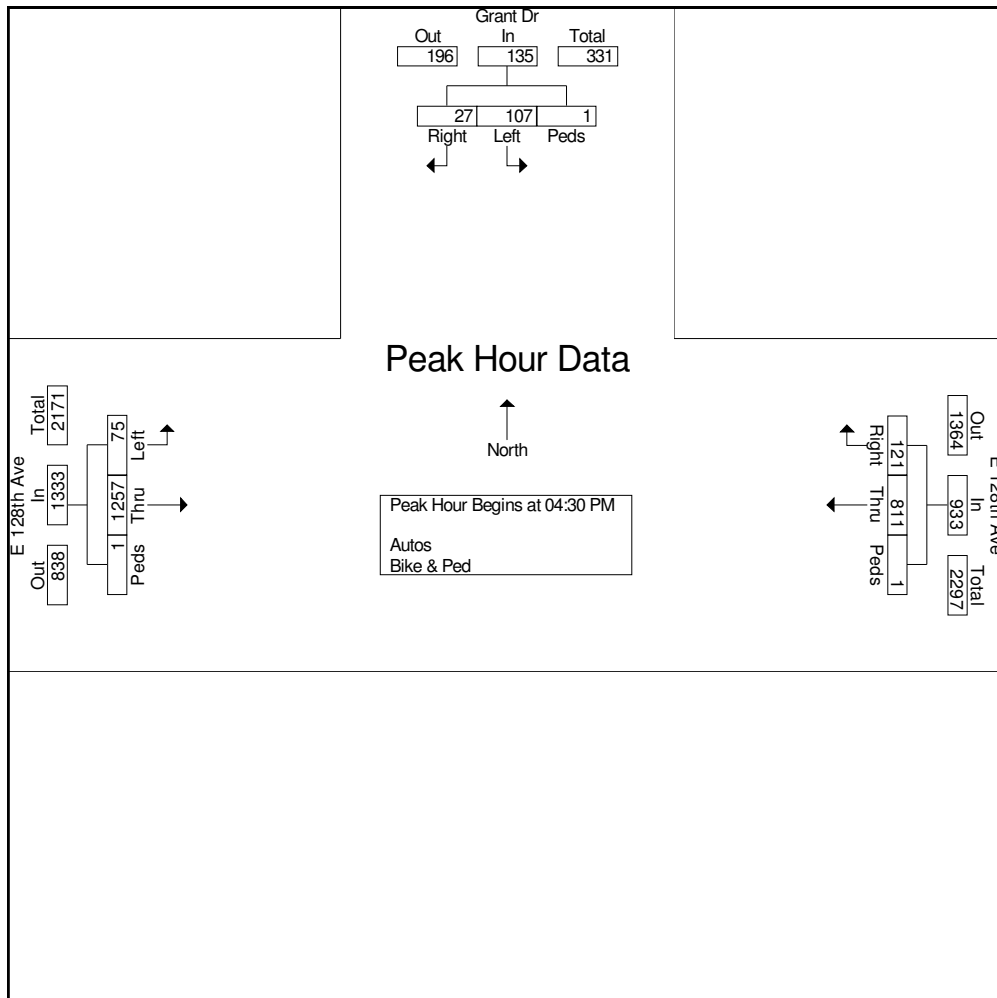


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
Grant Dr and E 128th Ave

File Name : Grant Dr and 128th PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	E 128th Ave Eastbound				E 128th Ave Westbound				Grant Dr Southbound				Int. Total
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	15	312	0	327	182	31	0	213	17	6	0	23	563
04:45 PM	26	286	1	313	204	22	1	227	32	4	0	36	576
05:00 PM	13	336	0	349	211	29	0	240	27	10	0	37	626
05:15 PM	21	323	0	344	214	39	0	253	31	7	1	39	636
Total Volume	75	1257	1	1333	811	121	1	933	107	27	1	135	2401
% App. Total	5.6	94.3	0.1		86.9	13	0.1		79.3	20	0.7		
PHF	.721	.935	.250	.955	.947	.776	.250	.922	.836	.675	.250	.865	.944





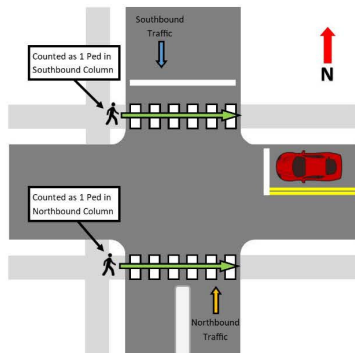
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
Grant Dr and E 128th Ave

File Name : Grant Dr and 128th PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
Washington St and E 128th Ave

File Name : Washington St and 128th AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

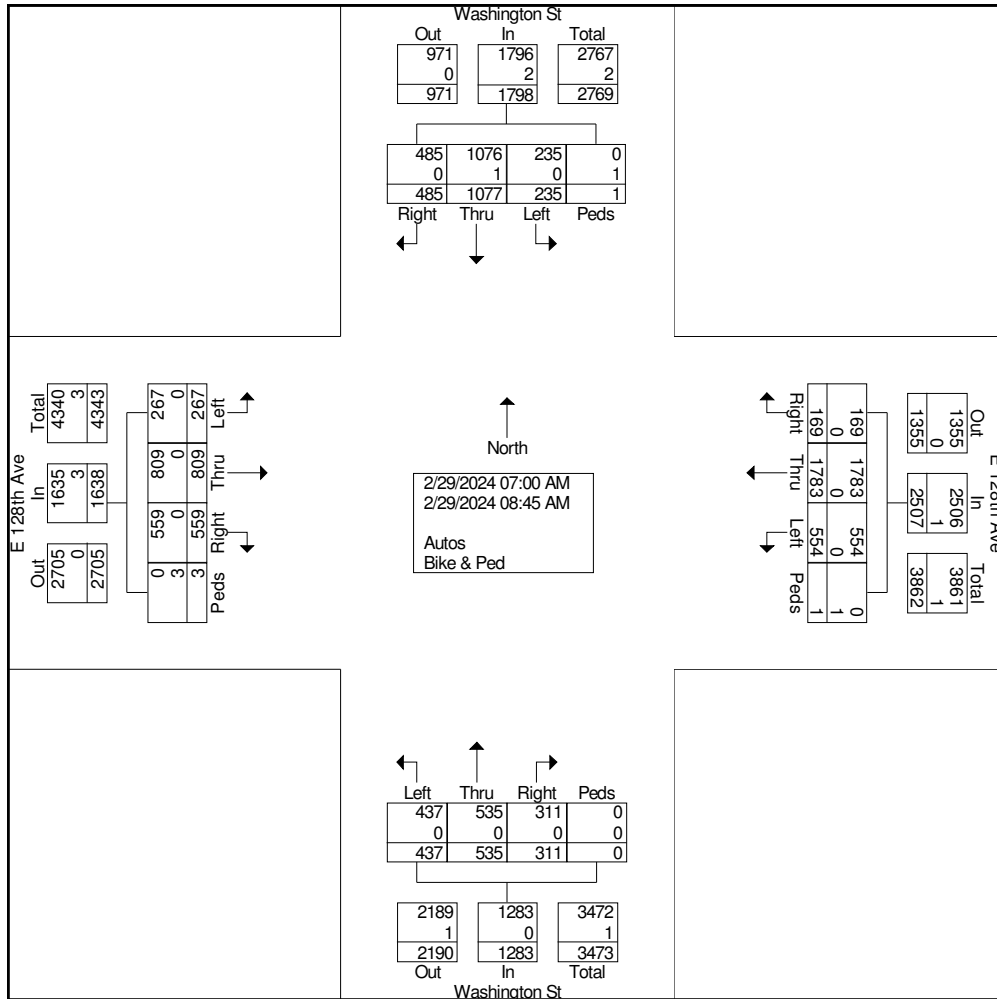
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	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	14	71	34	1	120	48	202	16	0	266	40	45	21	0	106	28	89	53	0	170	662
07:15 AM	28	99	62	0	189	74	326	18	0	418	68	48	26	0	142	23	93	89	0	205	954
07:30 AM	59	162	108	1	330	69	255	19	0	343	68	85	30	0	183	34	176	87	0	297	1153
07:45 AM	47	108	135	0	290	112	283	36	0	431	62	82	58	0	202	25	193	61	0	279	1202
Total	148	440	339	2	929	303	1066	89	0	1458	238	260	135	0	633	110	551	290	0	951	3971
08:00 AM	23	99	73	0	195	77	222	24	0	323	75	83	63	0	221	36	167	62	1	266	1005
08:15 AM	35	105	53	0	193	72	217	19	1	309	57	71	48	0	176	32	127	58	0	217	895
08:30 AM	45	97	62	1	205	51	154	17	0	222	37	69	26	0	132	31	131	41	0	203	762
08:45 AM	16	68	32	0	116	51	124	20	0	195	30	52	39	0	121	26	101	34	0	161	593
Total	119	369	220	1	709	251	717	80	1	1049	199	275	176	0	650	125	526	195	1	847	3255
Grand Total	267	809	559	3	1638	554	1783	169	1	2507	437	535	311	0	1283	235	1077	485	1	1798	7226
Apprch %	16.3	49.4	34.1	0.2		22.1	71.1	6.7	0		34.1	41.7	24.2	0		13.1	59.9	27	0.1		
Total %	3.7	11.2	7.7	0	22.7	7.7	24.7	2.3	0	34.7	6	7.4	4.3	0	17.8	3.3	14.9	6.7	0	24.9	
Autos	267	809	559	0	1635	554	1783	169	0	2506	437	535	311	0	1283	235	1076	485	0	1796	7220
% Autos	100	100	100	0	99.8	100	100	100	0	100	100	100	100	0	100	100	99.9	100	0	99.9	99.9
Bike & Ped	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	1	0	1	2	6
% Bike & Ped	0	0	0	100	0.2	0	0	0	100	0	0	0	0	0	0	0	0.1	0	100	0.1	0.1



Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
Washington St and E 128th Ave

File Name : Washington St and 128th AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



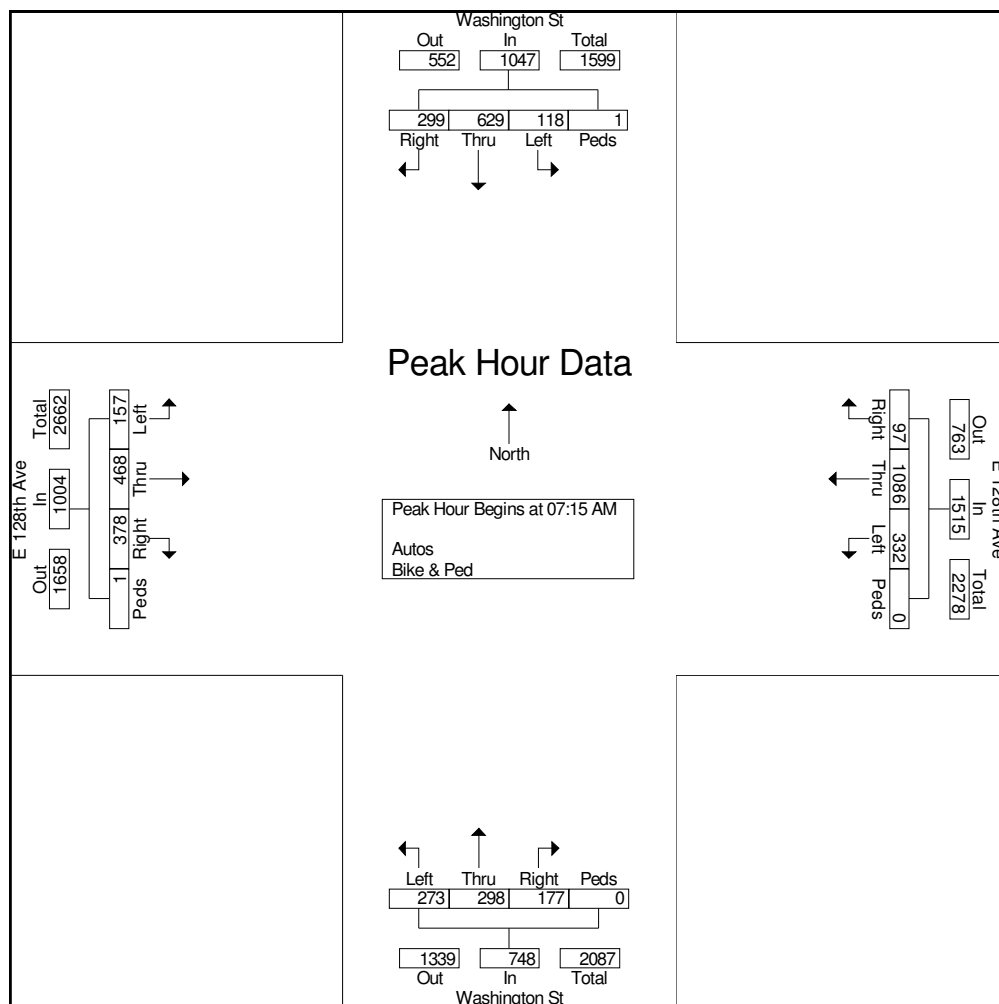


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
Washington St and E 128th Ave

File Name : Washington St and 128th AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	E 128th Ave Eastbound					E 128th Ave Westbound					Washington St Northbound					Washington St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	28	99	62	0	189	74	326	18	0	418	68	48	26	0	142	23	93	89	0	205	954
07:30 AM	59	162	108	1	330	69	255	19	0	343	68	85	30	0	183	34	176	87	0	297	1153
07:45 AM	47	108	135	0	290	112	283	36	0	431	62	82	58	0	202	25	193	61	0	279	1202
08:00 AM	23	99	73	0	195	77	222	24	0	323	75	83	63	0	221	36	167	62	1	266	1005
Total Volume	157	468	378	1	1004	332	1086	97	0	1515	273	298	177	0	748	118	629	299	1	1047	4314
% App. Total	15.6	46.6	37.6	0.1		21.9	71.7	6.4	0		36.5	39.8	23.7	0		11.3	60.1	28.6	0.1		
PHF	.665	.722	.700	.250	.761	.741	.833	.674	.000	.879	.910	.876	.702	.000	.846	.819	.815	.840	.250	.881	.897





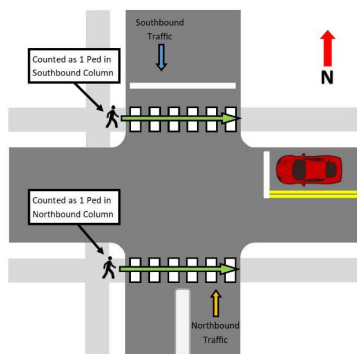
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
Washington St and E 128th Ave

File Name : Washington St and 128th AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
Washington St and E 128th Ave

File Name : Washington St and 128th PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

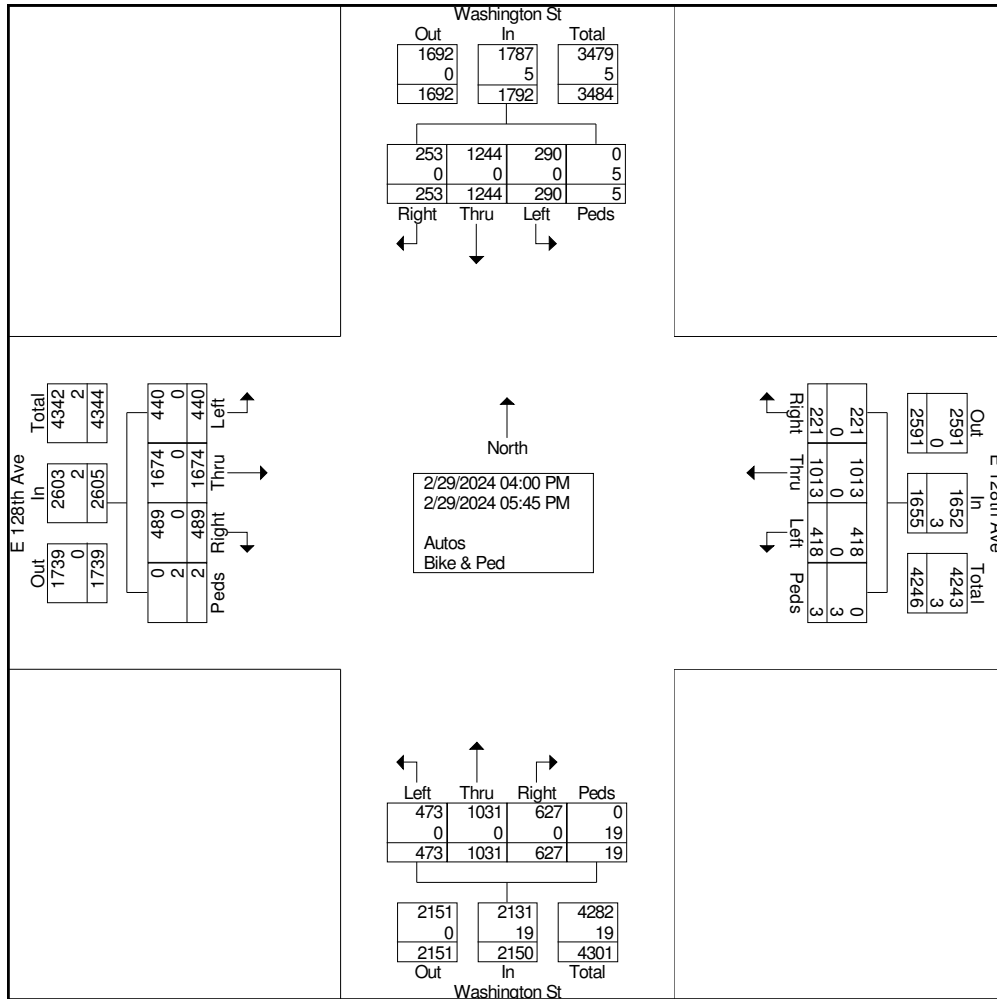
Start Time	E 128th Ave Eastbound					E 128th Ave Westbound					Washington St Northbound					Washington St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	69	220	73	0	362	65	125	42	2	234	51	133	64	15	263	38	162	40	0	240	1099
04:15 PM	50	205	71	1	327	57	115	26	0	198	52	113	89	2	256	26	132	22	5	185	966
04:30 PM	59	202	67	0	328	55	119	30	0	204	60	124	81	0	265	34	138	42	0	214	1011
04:45 PM	44	218	57	0	319	44	126	29	0	199	58	129	77	0	264	32	148	31	0	211	993
Total	222	845	268	1	1336	221	485	127	2	835	221	499	311	17	1048	130	580	135	5	850	4069
05:00 PM	57	223	60	0	340	56	158	21	0	235	64	135	89	1	289	32	153	20	0	205	1069
05:15 PM	53	234	64	0	351	60	147	20	0	227	67	147	87	0	301	42	174	30	0	246	1125
05:30 PM	58	205	59	1	323	59	131	35	1	226	33	120	99	1	253	39	157	28	0	224	1026
05:45 PM	50	167	38	0	255	22	92	18	0	132	88	130	41	0	259	47	180	40	0	267	913
Total	218	829	221	1	1269	197	528	94	1	820	252	532	316	2	1102	160	664	118	0	942	4133
Grand Total	440	1674	489	2	2605	418	1013	221	3	1655	473	1031	627	19	2150	290	1244	253	5	1792	8202
Apprch %	16.9	64.3	18.8	0.1		25.3	61.2	13.4	0.2		22	48	29.2	0.9		16.2	69.4	14.1	0.3		
Total %	5.4	20.4	6	0	31.8	5.1	12.4	2.7	0	20.2	5.8	12.6	7.6	0.2	26.2	3.5	15.2	3.1	0.1	21.8	
Autos	440	1674	489	0	2603	418	1013	221	0	1652	473	1031	627	0	2131	290	1244	253	0	1787	8173
% Autos	100	100	100	0	99.9	100	100	100	0	99.8	100	100	100	0	99.1	100	100	100	0	99.7	99.6
Bike & Ped	0	0	0	2	2	0	0	0	3	3	0	0	0	19	19	0	0	0	5	5	29
% Bike & Ped	0	0	0	100	0.1	0	0	0	100	0.2	0	0	0	100	0.9	0	0	0	100	0.3	0.4



Ridgeview Data Collection

Thornton, CO
Thornton Counts
PM Peak
Washington St and E 128th Ave

File Name : Washington St and 128th PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



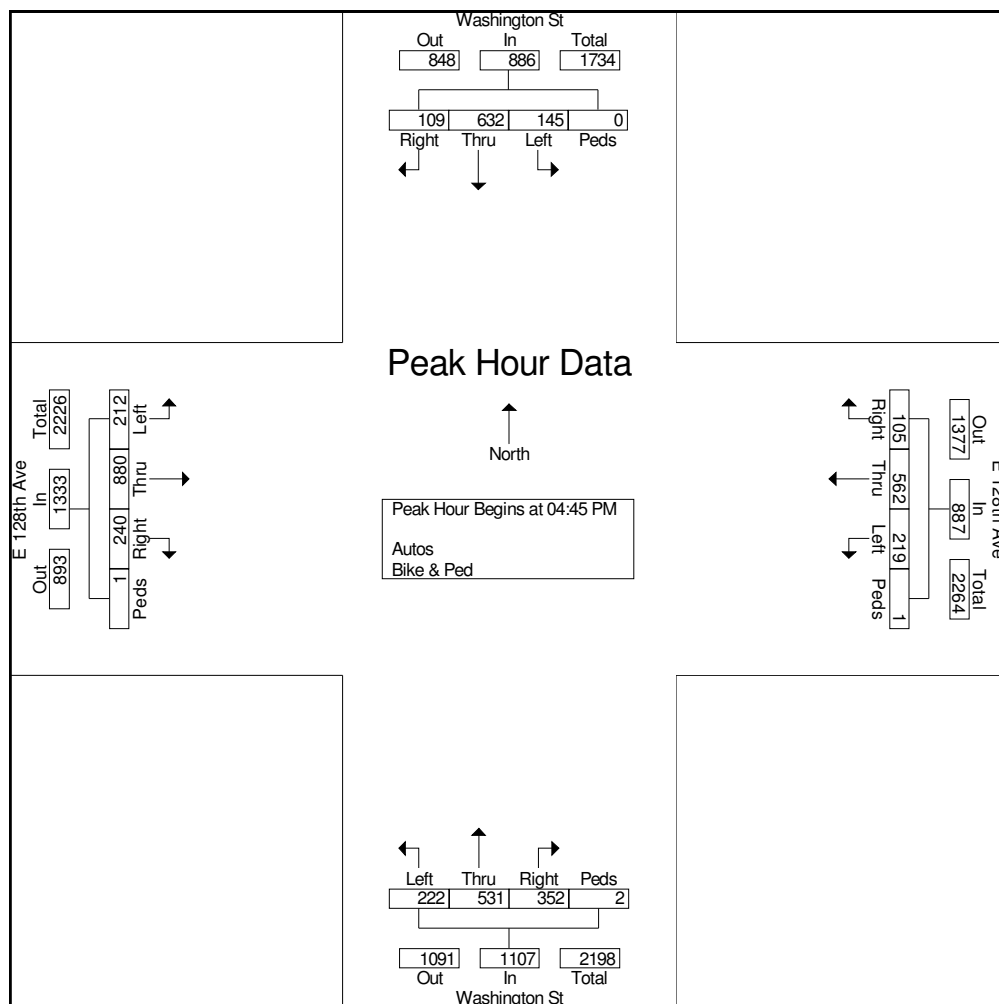


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
Washington St and E 128th Ave

File Name : Washington St and 128th PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	E 128th Ave Eastbound					E 128th Ave Westbound					Washington St Northbound					Washington St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	44	218	57	0	319	44	126	29	0	199	58	129	77	0	264	32	148	31	0	211	993
05:00 PM	57	223	60	0	340	56	158	21	0	235	64	135	89	1	289	32	153	20	0	205	1069
05:15 PM	53	234	64	0	351	60	147	20	0	227	67	147	87	0	301	42	174	30	0	246	1125
05:30 PM	58	205	59	1	323	59	131	35	1	226	33	120	99	1	253	39	157	28	0	224	1026
Total Volume	212	880	240	1	1333	219	562	105	1	887	222	531	352	2	1107	145	632	109	0	886	4213
% App. Total	15.9	66	18	0.1		24.7	63.4	11.8	0.1		20.1	48	31.8	0.2		16.4	71.3	12.3	0		
PHF	.914	.940	.938	.250	.949	.913	.889	.750	.250	.944	.828	.903	.889	.500	.919	.863	.908	.879	.000	.900	.936





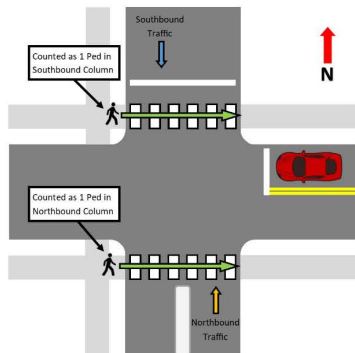
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
Washington St and E 128th Ave

File Name : Washington St and 128th PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
E 128th Ave and Lafayette St

File Name : E 128th and Lafayette AM
Site Code : F & P
Start Date : 3/20/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

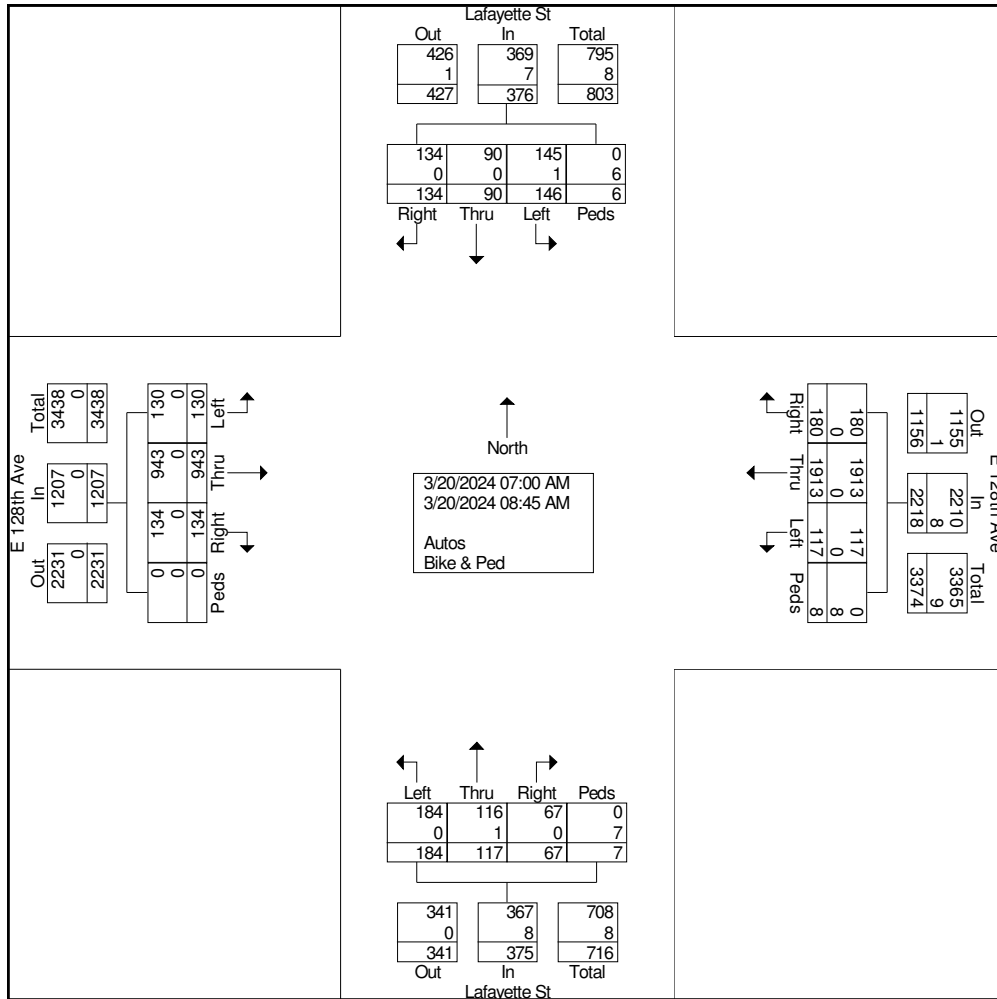
Start Time	E 128th Ave Eastbound					E 128th Ave Westbound					Lafayette St Northbound					Lafayette St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	3	68	12	0	83	4	229	5	0	238	14	7	4	1	26	14	4	20	1	39	386
07:15 AM	11	98	14	0	123	8	226	11	3	248	16	4	3	2	25	17	7	18	0	42	438
07:30 AM	11	119	25	0	155	28	306	24	0	358	26	14	8	1	49	23	13	21	1	58	620
07:45 AM	21	137	16	0	174	43	311	27	1	382	50	16	26	1	93	20	20	15	0	55	704
Total	46	422	67	0	535	83	1072	67	4	1226	106	41	41	5	193	74	44	74	2	194	2148
08:00 AM	29	137	13	0	179	10	223	26	0	259	27	18	10	1	56	19	12	18	0	49	543
08:15 AM	32	125	18	0	175	7	237	57	3	304	26	41	7	1	75	23	10	19	2	54	608
08:30 AM	15	160	30	0	205	13	198	24	1	236	17	14	3	0	34	26	19	17	2	64	539
08:45 AM	8	99	6	0	113	4	183	6	0	193	8	3	6	0	17	4	5	6	0	15	338
Total	84	521	67	0	672	34	841	113	4	992	78	76	26	2	182	72	46	60	4	182	2028
Grand Total	130	943	134	0	1207	117	1913	180	8	2218	184	117	67	7	375	146	90	134	6	376	4176
Apprch %	10.8	78.1	11.1	0		5.3	86.2	8.1	0.4		49.1	31.2	17.9	1.9		38.8	23.9	35.6	1.6		
Total %	3.1	22.6	3.2	0	28.9	2.8	45.8	4.3	0.2	53.1	4.4	2.8	1.6	0.2	9	3.5	2.2	3.2	0.1	9	
Autos	130	943	134	0	1207	117	1913	180	0	2210	184	116	67	0	367	145	90	134	0	369	4153
% Autos	100	100	100	0	100	100	100	100	0	99.6	100	99.1	100	0	97.9	99.3	100	100	0	98.1	99.4
Bike & Ped	0	0	0	0	0	0	0	0	8	8	0	1	0	7	8	1	0	0	6	7	23
% Bike & Ped	0	0	0	0	0	0	0	0	100	0.4	0	0.9	0	100	2.1	0.7	0	0	100	1.9	0.6



Ridgeview Data Collection

Thornton, CO
Thornton Counts
AM Peak
E 128th Ave and Lafayette St

File Name : E 128th and Lafayette AM
Site Code : F & P
Start Date : 3/20/2024
Page No : 2



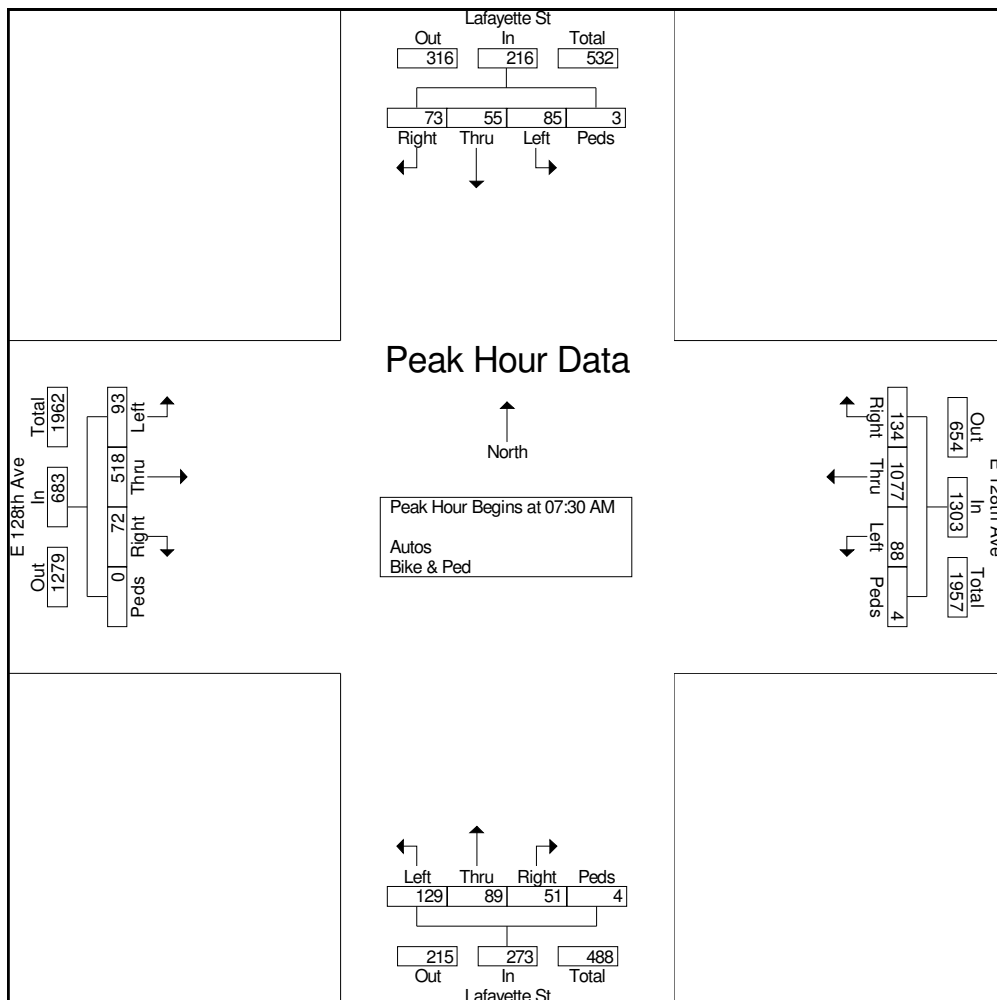


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
E 128th Ave and Lafayette St

File Name : E 128th and Lafayette AM
Site Code : F & P
Start Date : 3/20/2024
Page No : 3

Start Time	E 128th Ave Eastbound					E 128th Ave Westbound					Lafayette St Northbound					Lafayette St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	11	119	25	0	155	28	306	24	0	358	26	14	8	1	49	23	13	21	1	58	620
07:45 AM	21	137	16	0	174	43	311	27	1	382	50	16	26	1	93	20	20	15	0	55	704
08:00 AM	29	137	13	0	179	10	223	26	0	259	27	18	10	1	56	19	12	18	0	49	543
08:15 AM	32	125	18	0	175	7	237	57	3	304	26	41	7	1	75	23	10	19	2	54	608
Total Volume	93	518	72	0	683	88	1077	134	4	1303	129	89	51	4	273	85	55	73	3	216	2475
% App. Total	13.6	75.8	10.5	0		6.8	82.7	10.3	0.3		47.3	32.6	18.7	1.5		39.4	25.5	33.8	1.4		
PHF	.727	.945	.720	.000	.954	.512	.866	.588	.333	.853	.645	.543	.490	1.0 0	.734	.924	.688	.869	.375	.931	.879





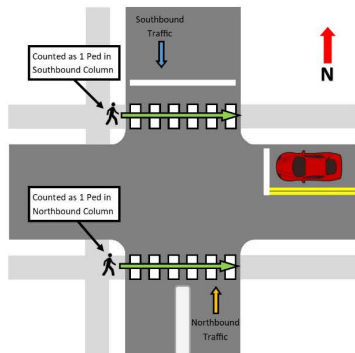
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
E 128th Ave and Lafayette St

File Name : E 128th and Lafayette AM
Site Code : F & P
Start Date : 3/20/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
E 128th Ave and Lafayette St

File Name : E 128th and Lafayette PM
Site Code : F & P
Start Date : 3/20/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

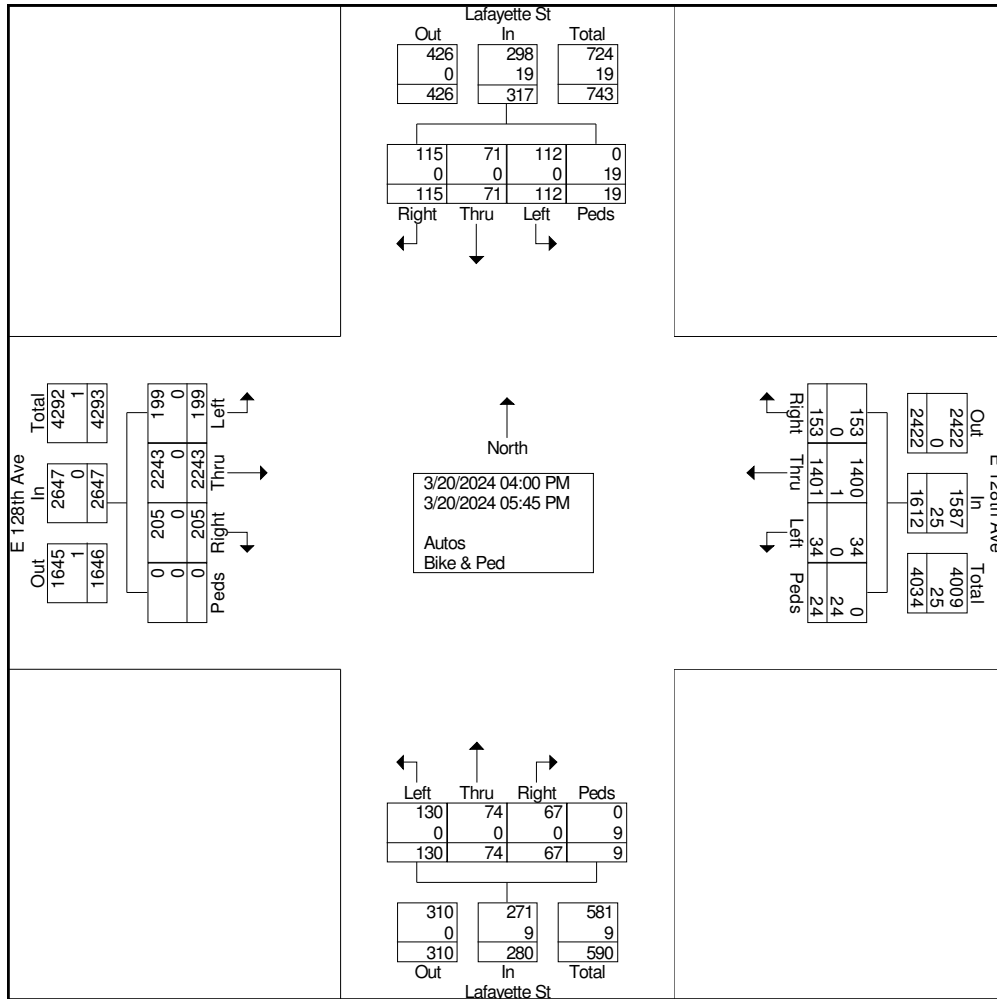
Start Time	E 128th Ave Eastbound					E 128th Ave Westbound					Lafayette St Northbound					Lafayette St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	23	266	33	0	322	1	153	15	8	177	17	11	7	2	37	35	22	19	4	80	616
04:15 PM	21	271	28	0	320	14	172	13	0	199	13	6	1	0	20	11	5	11	4	31	570
04:30 PM	20	275	21	0	316	6	183	22	2	213	23	10	13	3	49	8	8	7	0	23	601
04:45 PM	26	299	20	0	345	3	201	25	1	230	14	14	17	0	45	8	5	17	3	33	653
Total	90	1111	102	0	1303	24	709	75	11	819	67	41	38	5	151	62	40	54	11	167	2440
05:00 PM	31	304	33	0	368	3	196	16	3	218	23	14	14	1	52	11	15	22	0	48	686
05:15 PM	26	313	24	0	363	5	184	24	2	215	12	4	11	1	28	20	6	17	2	45	651
05:30 PM	19	266	26	0	311	1	156	23	4	184	17	10	1	2	30	12	4	11	1	28	553
05:45 PM	33	249	20	0	302	1	156	15	4	176	11	5	3	0	19	7	6	11	5	29	526
Total	109	1132	103	0	1344	10	692	78	13	793	63	33	29	4	129	50	31	61	8	150	2416
Grand Total	199	2243	205	0	2647	34	1401	153	24	1612	130	74	67	9	280	112	71	115	19	317	4856
Apprch %	7.5	84.7	7.7	0		2.1	86.9	9.5	1.5		46.4	26.4	23.9	3.2		35.3	22.4	36.3	6		
Total %	4.1	46.2	4.2	0	54.5	0.7	28.9	3.2	0.5	33.2	2.7	1.5	1.4	0.2	5.8	2.3	1.5	2.4	0.4	6.5	
Autos	199	2243	205	0	2647	34	1400	153	0	1587	130	74	67	0	271	112	71	115	0	298	4803
% Autos	100	100	100	0	100	100	99.9	100	0	98.4	100	100	100	0	96.8	100	100	100	0	94	98.9
Bike & Ped	0	0	0	0	0	0	1	0	24	25	0	0	0	9	9	0	0	0	19	19	53
% Bike & Ped	0	0	0	0	0	0	0.1	0	100	1.6	0	0	0	100	3.2	0	0	0	100	6	1.1



Ridgeview Data Collection

Thornton, CO
Thornton Counts
PM Peak
E 128th Ave and Lafayette St

File Name : E 128th and Lafayette PM
Site Code : F & P
Start Date : 3/20/2024
Page No : 2



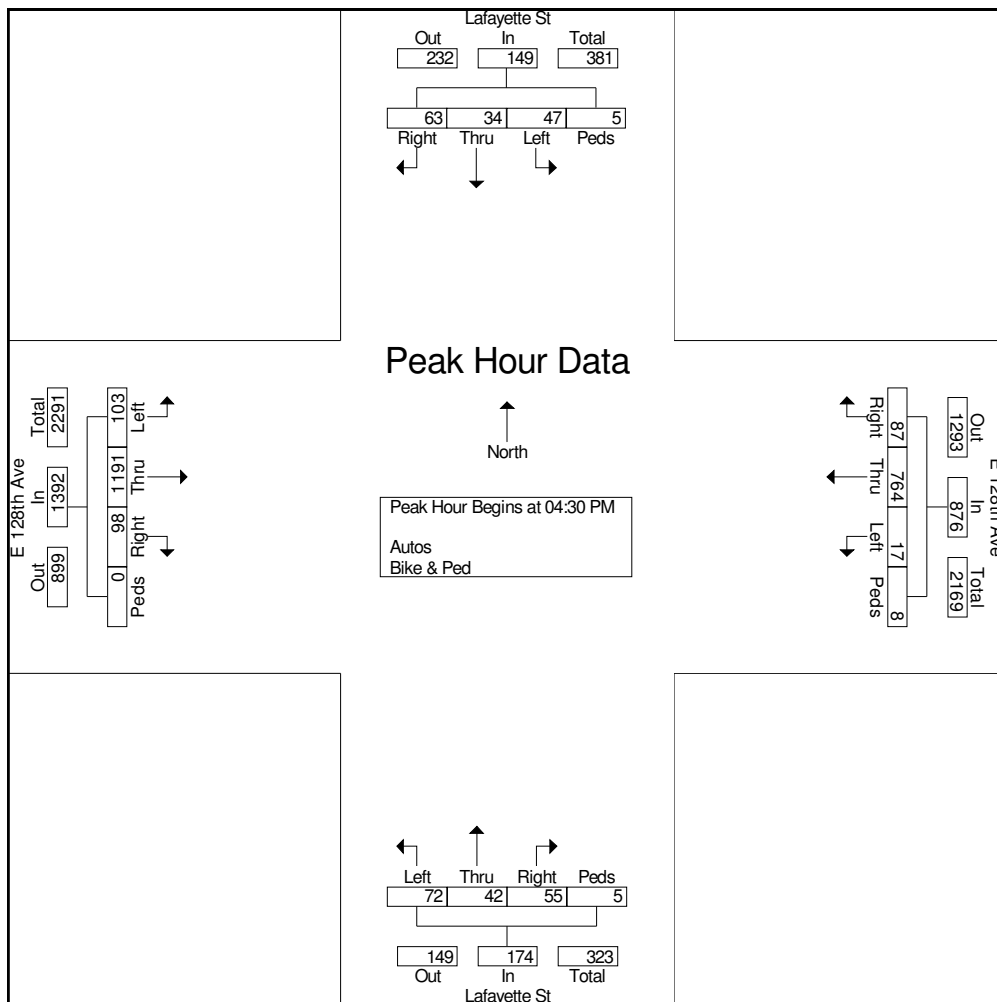


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
E 128th Ave and Lafayette St

File Name : E 128th and Lafayette PM
Site Code : F & P
Start Date : 3/20/2024
Page No : 3

Start Time	E 128th Ave Eastbound					E 128th Ave Westbound					Lafayette St Northbound					Lafayette St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	20	275	21	0	316	6	183	22	2	213	23	10	13	3	49	8	8	7	0	23	601
04:45 PM	26	299	20	0	345	3	201	25	1	230	14	14	17	0	45	8	5	17	3	33	653
05:00 PM	31	304	33	0	368	3	196	16	3	218	23	14	14	1	52	11	15	22	0	48	686
05:15 PM	26	313	24	0	363	5	184	24	2	215	12	4	11	1	28	20	6	17	2	45	651
Total Volume	103	1191	98	0	1392	17	764	87	8	876	72	42	55	5	174	47	34	63	5	149	2591
% App. Total	7.4	85.6	7	0		1.9	87.2	9.9	0.9		41.4	24.1	31.6	2.9		31.5	22.8	42.3	3.4		
PHF	.831	.951	.742	.000	.946	.708	.950	.870	.667	.952	.783	.750	.809	.417	.837	.588	.567	.716	.417	.776	.944





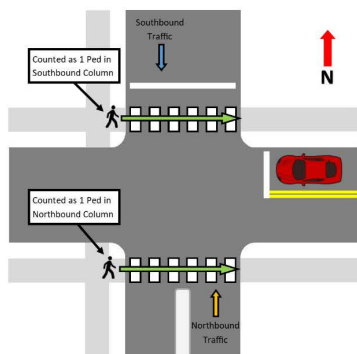
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
E 128th Ave and Lafayette St

File Name : E 128th and Lafayette PM
Site Code : F & P
Start Date : 3/20/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
E 128th Ave and Claude Ct

File Name : E 128th and Claude Ct AM
Site Code : F & P
Start Date : 3/28/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

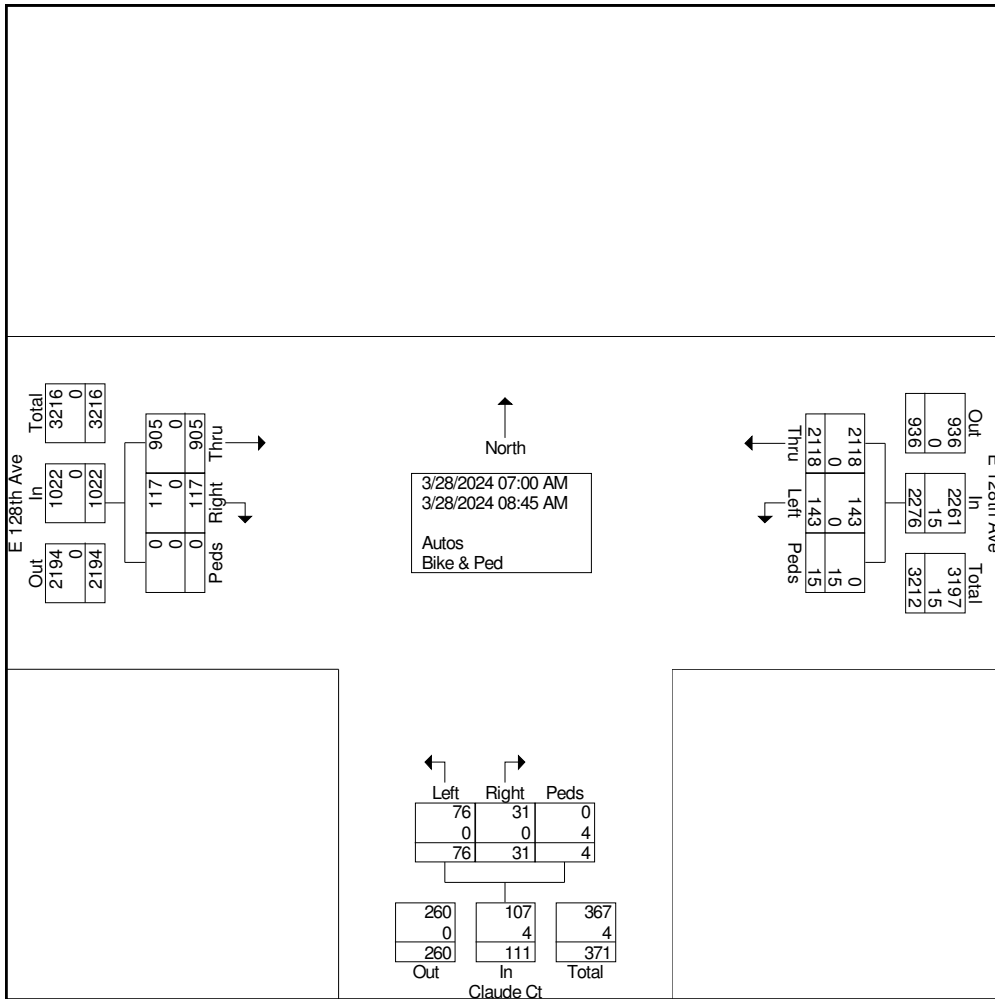
Start Time	E 128th Ave Eastbound				E 128th Ave Westbound				Claude Ct Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
07:00 AM	77	17	0	94	28	251	0	279	7	4	0	11	384
07:15 AM	110	9	0	119	9	298	0	307	15	1	0	16	442
07:30 AM	142	21	0	163	30	316	0	346	9	4	1	14	523
07:45 AM	146	17	0	163	23	372	3	398	5	6	0	11	572
Total	475	64	0	539	90	1237	3	1330	36	15	1	52	1921
08:00 AM	112	18	0	130	24	264	4	292	14	6	2	22	444
08:15 AM	109	11	0	120	11	234	3	248	13	4	1	18	386
08:30 AM	120	14	0	134	15	217	3	235	7	4	0	11	380
08:45 AM	89	10	0	99	3	166	2	171	6	2	0	8	278
Total	430	53	0	483	53	881	12	946	40	16	3	59	1488
Grand Total	905	117	0	1022	143	2118	15	2276	76	31	4	111	3409
Apprch %	88.6	11.4	0		6.3	93.1	0.7		68.5	27.9	3.6		
Total %	26.5	3.4	0	30	4.2	62.1	0.4	66.8	2.2	0.9	0.1	3.3	
Autos	905	117	0	1022	143	2118	0	2261	76	31	0	107	3390
% Autos	100	100	0	100	100	100	0	99.3	100	100	0	96.4	99.4
Bike & Ped	0	0	0	0	0	0	15	15	0	0	4	4	19
% Bike & Ped	0	0	0	0	0	0	100	0.7	0	0	100	3.6	0.6



Ridgeview Data Collection

Thornton, CO
Thornton Counts
AM Peak
E 128th Ave and Claude Ct

File Name : E 128th and Claude Ct AM
Site Code : F & P
Start Date : 3/28/2024
Page No : 2



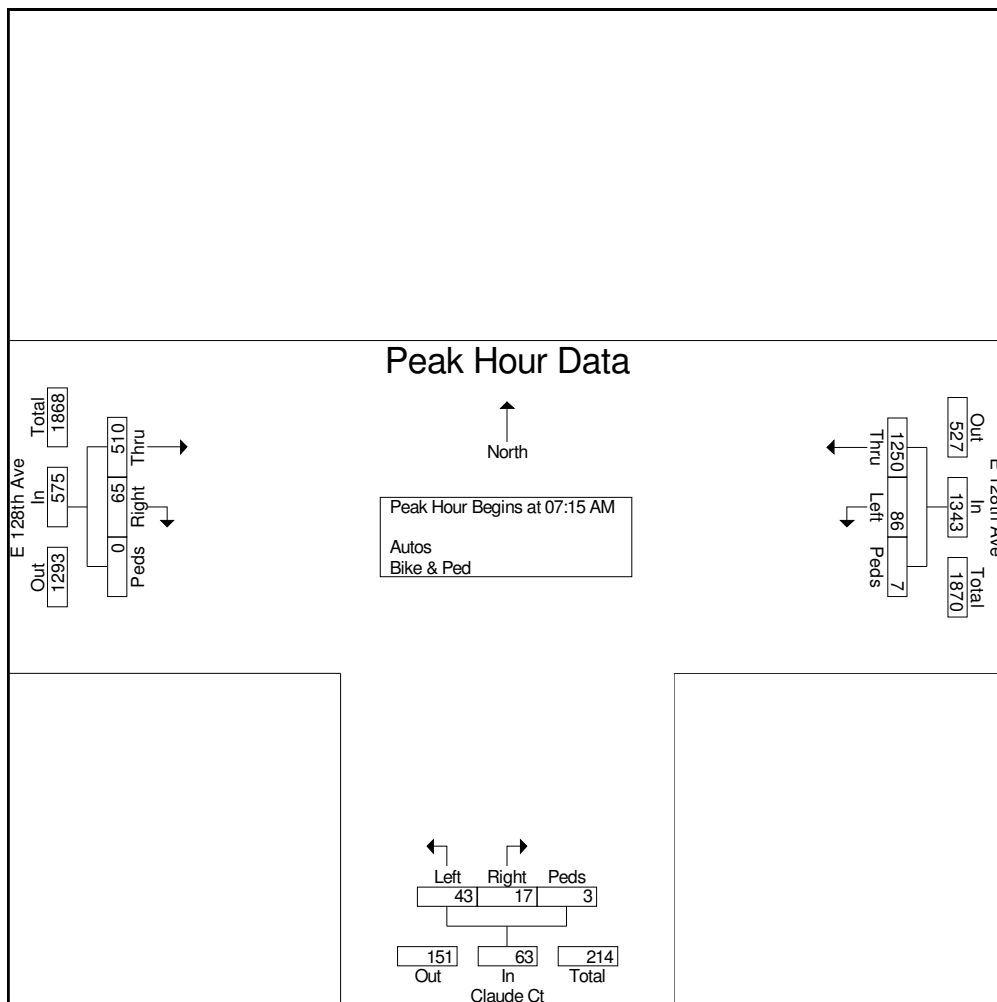


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
E 128th Ave and Claude Ct

File Name : E 128th and Claude Ct AM
Site Code : F & P
Start Date : 3/28/2024
Page No : 3

Start Time	E 128th Ave Eastbound				E 128th Ave Westbound				Claude Ct Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	110	9	0	119	9	298	0	307	15	1	0	16	442
07:30 AM	142	21	0	163	30	316	0	346	9	4	1	14	523
07:45 AM	146	17	0	163	23	372	3	398	5	6	0	11	572
08:00 AM	112	18	0	130	24	264	4	292	14	6	2	22	444
Total Volume	510	65	0	575	86	1250	7	1343	43	17	3	63	1981
% App. Total	88.7	11.3	0		6.4	93.1	0.5		68.3	27	4.8		
PHF	.873	.774	.000	.882	.717	.840	.438	.844	.717	.708	.375	.716	.866





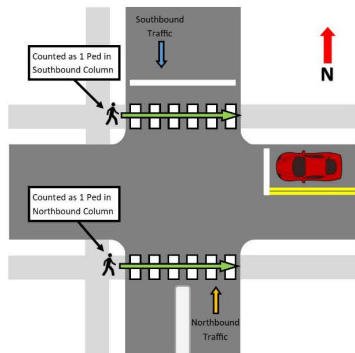
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
E 128th Ave and Claude Ct

File Name : E 128th and Claude Ct AM
Site Code : F & P
Start Date : 3/28/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
E 128th Ave and Claude Ct

File Name : E 128th and Claude Ct PM
Site Code : F & P
Start Date : 3/28/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

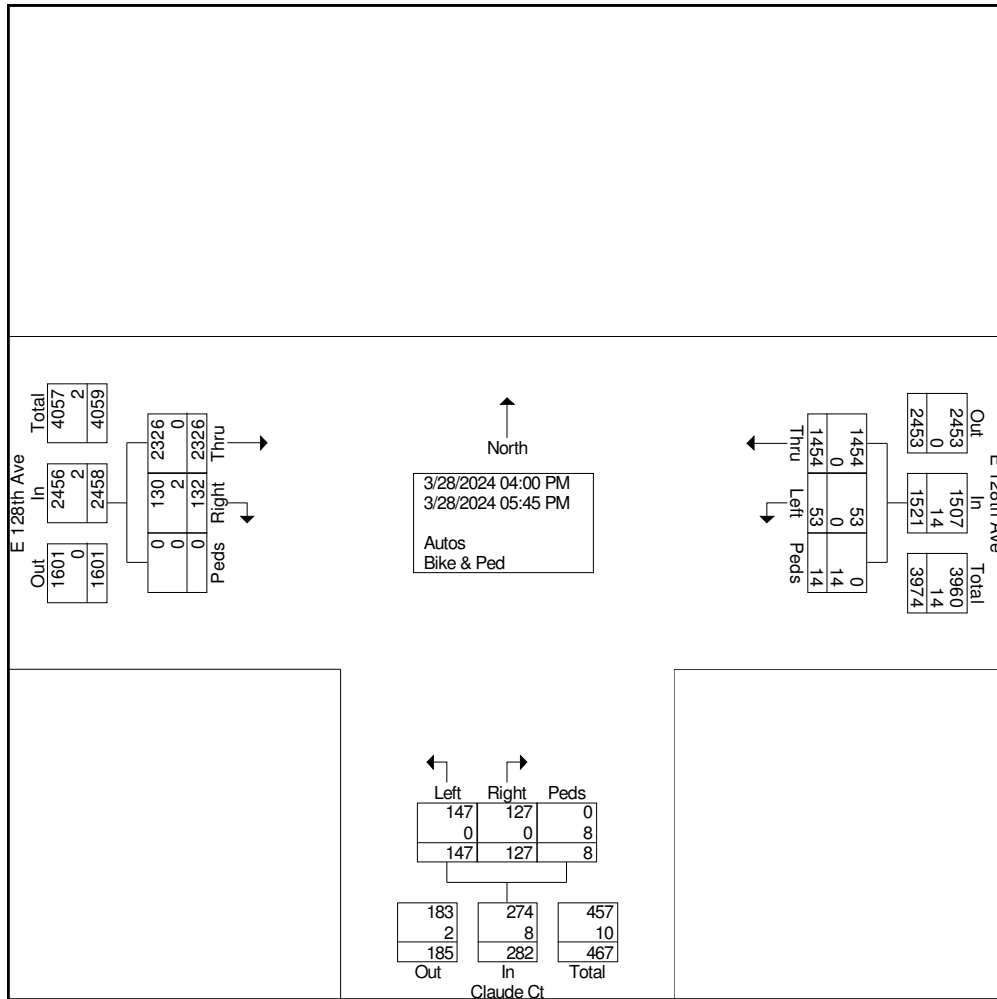
Start Time	E 128th Ave Eastbound				E 128th Ave Westbound				Claude Ct Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
04:00 PM	322	21	0	343	3	175	5	183	20	20	2	42	568
04:15 PM	290	21	0	311	2	163	3	168	9	7	3	19	498
04:30 PM	263	16	0	279	6	167	1	174	35	26	1	62	515
04:45 PM	286	15	0	301	15	214	0	229	12	20	0	32	562
Total	1161	73	0	1234	26	719	9	754	76	73	6	155	2143
05:00 PM	297	19	0	316	11	195	1	207	26	14	0	40	563
05:15 PM	342	13	0	355	8	206	1	215	13	18	0	31	601
05:30 PM	274	13	0	287	6	181	1	188	23	19	1	43	518
05:45 PM	252	14	0	266	2	153	2	157	9	3	1	13	436
Total	1165	59	0	1224	27	735	5	767	71	54	2	127	2118
Grand Total	2326	132	0	2458	53	1454	14	1521	147	127	8	282	4261
Apprch %	94.6	5.4	0		3.5	95.6	0.9		52.1	45	2.8		
Total %	54.6	3.1	0	57.7	1.2	34.1	0.3	35.7	3.4	3	0.2	6.6	
Autos	2326	130	0	2456	53	1454	0	1507	147	127	0	274	4237
% Autos	100	98.5	0	99.9	100	100	0	99.1	100	100	0	97.2	99.4
Bike & Ped	0	2	0	2	0	0	14	14	0	0	8	8	24
% Bike & Ped	0	1.5	0	0.1	0	0	100	0.9	0	0	100	2.8	0.6



Ridgeview Data Collection

Thornton, CO
Thornton Counts
PM Peak
E 128th Ave and Claude Ct

File Name : E 128th and Claude Ct PM
Site Code : F & P
Start Date : 3/28/2024
Page No : 2



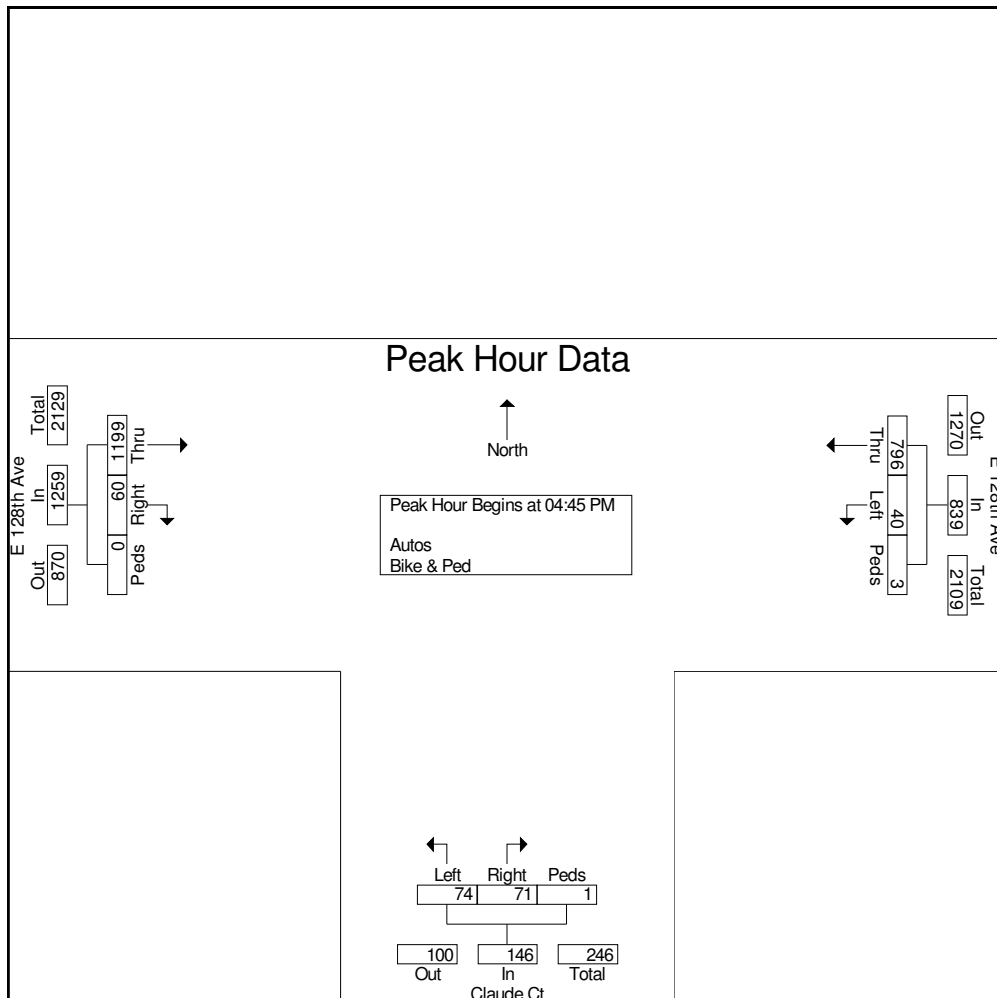


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
E 128th Ave and Claude Ct

File Name : E 128th and Claude Ct PM
Site Code : F & P
Start Date : 3/28/2024
Page No : 3

Start Time	E 128th Ave Eastbound				E 128th Ave Westbound				Claude Ct Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	286	15	0	301	15	214	0	229	12	20	0	32	562
05:00 PM	297	19	0	316	11	195	1	207	26	14	0	40	563
05:15 PM	342	13	0	355	8	206	1	215	13	18	0	31	601
05:30 PM	274	13	0	287	6	181	1	188	23	19	1	43	518
Total Volume	1199	60	0	1259	40	796	3	839	74	71	1	146	2244
% App. Total	95.2	4.8	0		4.8	94.9	0.4		50.7	48.6	0.7		
PHF	.876	.789	.000	.887	.667	.930	.750	.916	.712	.888	.250	.849	.933





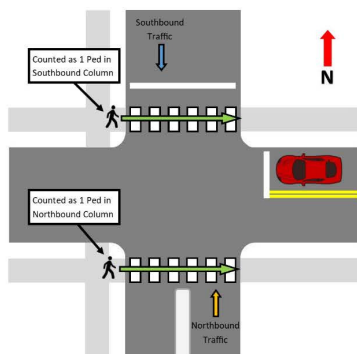
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
E 128th Ave and Claude Ct

File Name : E 128th and Claude Ct PM
Site Code : F & P
Start Date : 3/28/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
York St and E 128th Ave

File Name : York St and 128th AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

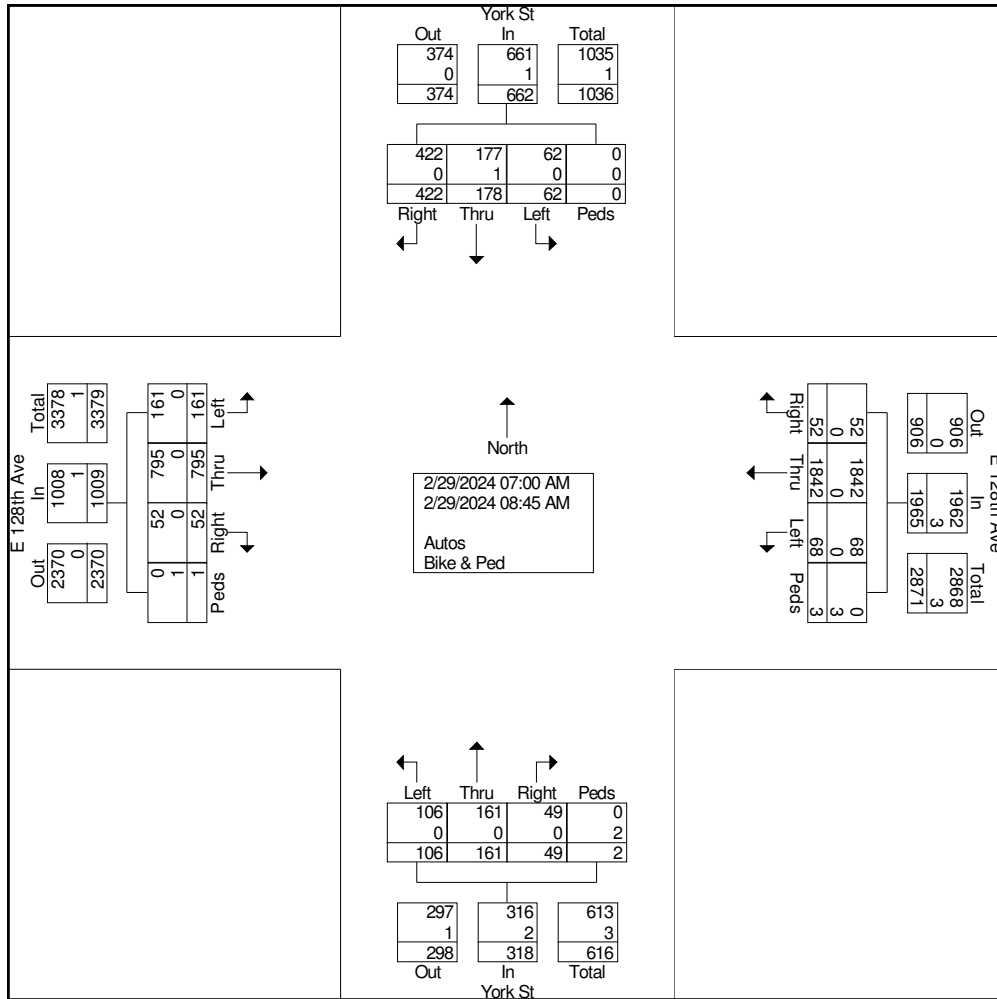
Start Time	E 128th Ave Eastbound					E 128th Ave Westbound					York St Northbound					York St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	24	64	5	0	93	5	208	5	0	218	17	10	3	0	30	6	9	51	0	66	407
07:15 AM	14	92	5	0	111	3	259	5	0	267	15	15	3	0	33	6	12	74	0	92	503
07:30 AM	27	118	4	0	149	13	299	19	0	331	9	26	6	0	41	8	24	63	0	95	616
07:45 AM	27	118	8	0	153	14	342	5	0	361	12	25	6	0	43	18	55	84	0	157	714
Total	92	392	22	0	506	35	1108	34	0	1177	53	76	18	0	147	38	100	272	0	410	2240
08:00 AM	25	120	9	1	155	11	212	11	1	235	14	28	17	2	61	6	34	47	0	87	538
08:15 AM	12	106	7	0	125	5	209	4	2	220	21	33	7	0	61	7	22	45	0	74	480
08:30 AM	15	106	6	0	127	11	178	1	0	190	10	14	4	0	28	10	12	38	0	60	405
08:45 AM	17	71	8	0	96	6	135	2	0	143	8	10	3	0	21	1	10	20	0	31	291
Total	69	403	30	1	503	33	734	18	3	788	53	85	31	2	171	24	78	150	0	252	1714
Grand Total	161	795	52	1	1009	68	1842	52	3	1965	106	161	49	2	318	62	178	422	0	662	3954
Apprch %	16	78.8	5.2	0.1		3.5	93.7	2.6	0.2		33.3	50.6	15.4	0.6		9.4	26.9	63.7	0		
Total %	4.1	20.1	1.3	0	25.5	1.7	46.6	1.3	0.1	49.7	2.7	4.1	1.2	0.1	8	1.6	4.5	10.7	0	16.7	
Autos	161	795	52	0	1008	68	1842	52	0	1962	106	161	49	0	316	62	177	422	0	661	3947
% Autos	100	100	100	0	99.9	100	100	100	0	99.8	100	100	100	0	99.4	100	99.4	100	0	99.8	99.8
Bike & Ped	0	0	0	1	1	0	0	0	3	3	0	0	0	2	2	0	1	0	0	1	7
% Bike & Ped	0	0	0	100	0.1	0	0	0	100	0.2	0	0	0	100	0.6	0	0.6	0	0	0.2	0.2



Ridgeview Data Collection

Thornton, CO
Thornton Counts
AM Peak
York St and E 128th Ave

File Name : York St and 128th AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



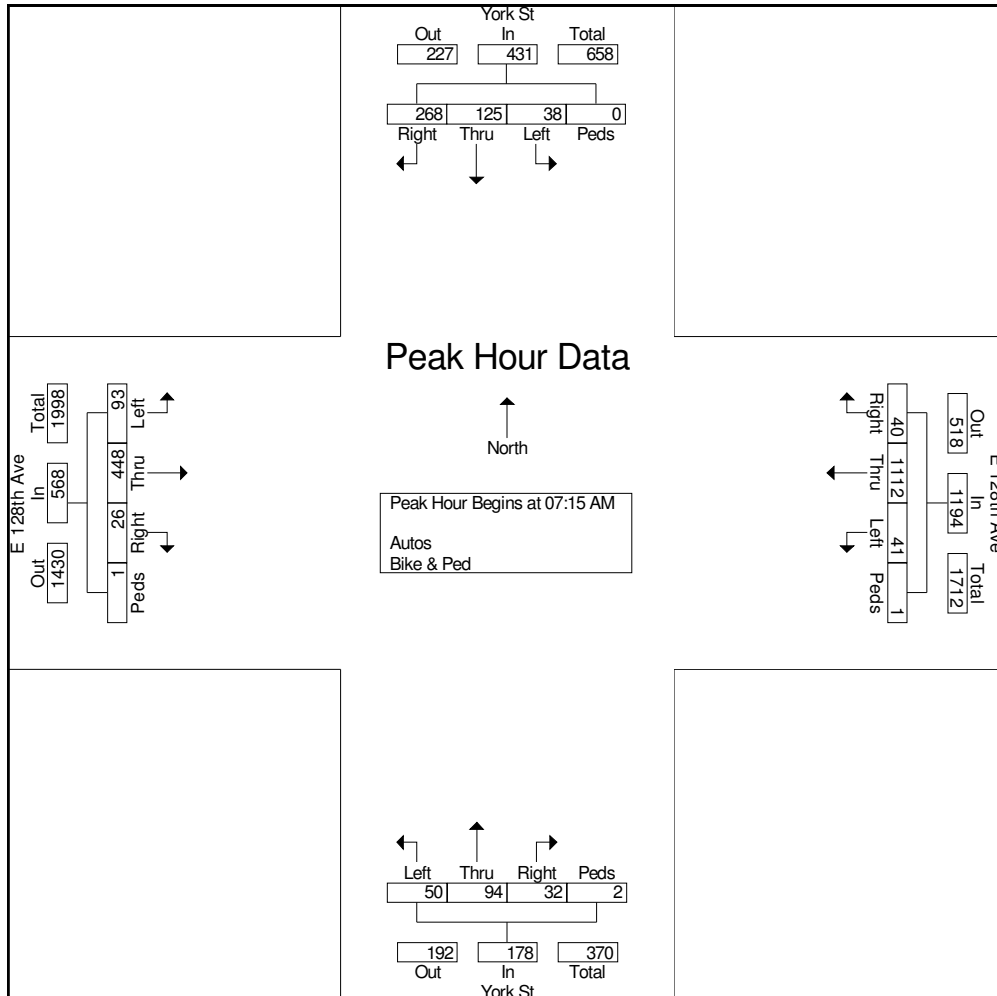


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
York St and E 128th Ave

File Name : York St and 128th AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	E 128th Ave Eastbound					E 128th Ave Westbound					York St Northbound					York St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	14	92	5	0	111	3	259	5	0	267	15	15	3	0	33	6	12	74	0	92	503
07:30 AM	27	118	4	0	149	13	299	19	0	331	9	26	6	0	41	8	24	63	0	95	616
07:45 AM	27	118	8	0	153	14	342	5	0	361	12	25	6	0	43	18	55	84	0	157	714
08:00 AM	25	120	9	1	155	11	212	11	1	235	14	28	17	2	61	6	34	47	0	87	538
Total Volume	93	448	26	1	568	41	1112	40	1	1194	50	94	32	2	178	38	125	268	0	431	2371
% App. Total	16.4	78.9	4.6	0.2		3.4	93.1	3.4	0.1		28.1	52.8	18	1.1		8.8	29	62.2	0		
PHF	.861	.933	.722	.250	.916	.732	.813	.526	.250	.827	.833	.839	.471	.250	.730	.528	.568	.798	.000	.686	.830





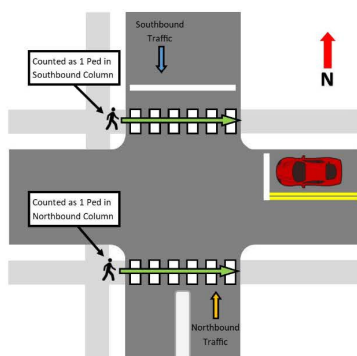
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
York St and E 128th Ave

File Name : York St and 128th AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
York St and E 128th Ave

File Name : York St and 128th PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

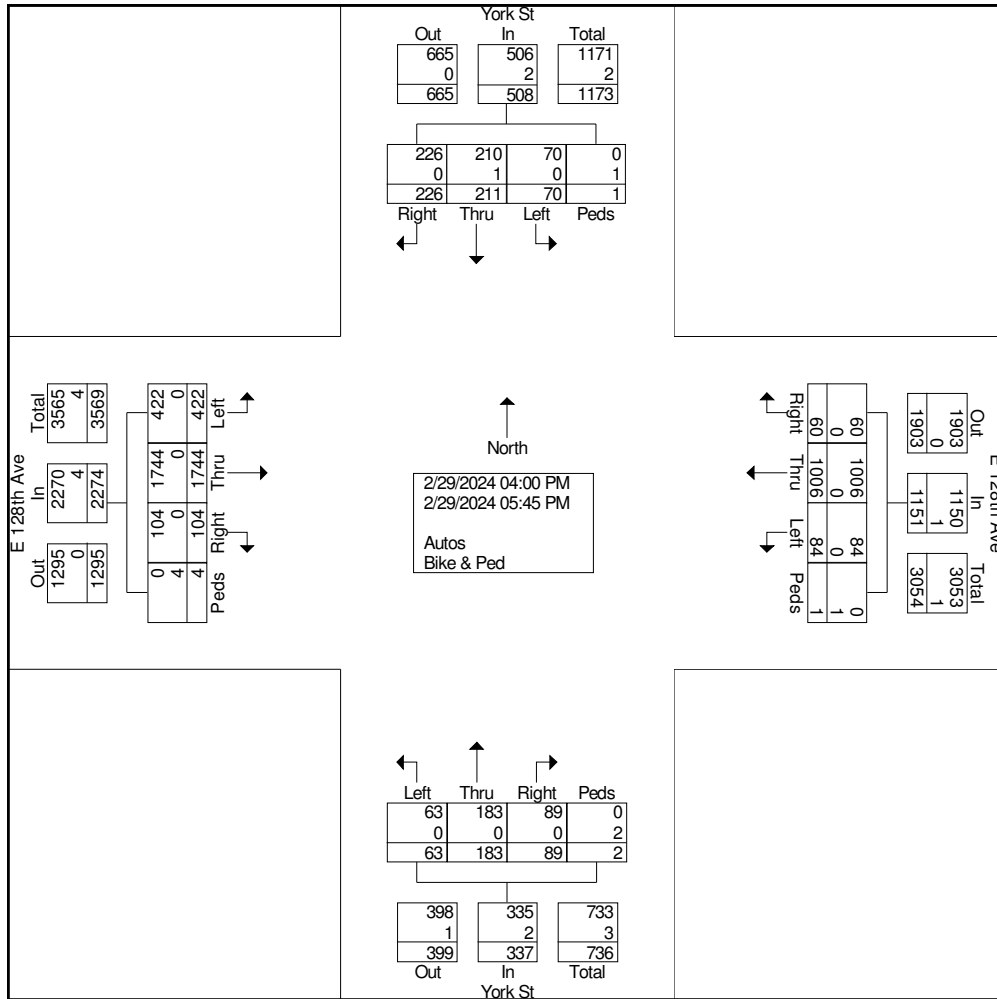
Start Time	E 128th Ave Eastbound					E 128th Ave Westbound					York St Northbound					York St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	55	218	10	0	283	7	125	5	0	137	8	22	12	1	43	9	41	26	0	76	539
04:15 PM	43	233	11	0	287	12	115	5	0	132	10	34	8	0	52	8	24	26	0	58	529
04:30 PM	51	230	19	2	302	10	112	11	0	133	6	23	12	1	42	8	28	37	0	73	550
04:45 PM	49	208	15	1	273	16	158	7	0	181	11	28	13	0	52	9	26	27	0	62	568
Total	198	889	55	3	1145	45	510	28	0	583	35	107	45	2	189	34	119	116	0	269	2186
05:00 PM	63	231	14	0	308	9	149	10	0	168	10	18	8	0	36	4	25	34	0	63	575
05:15 PM	56	219	10	0	285	15	140	7	1	163	7	23	11	0	41	10	26	28	0	64	553
05:30 PM	61	208	14	0	283	7	124	10	0	141	5	15	12	0	32	12	12	24	0	48	504
05:45 PM	44	197	11	1	253	8	83	5	0	96	6	20	13	0	39	10	29	24	1	64	452
Total	224	855	49	1	1129	39	496	32	1	568	28	76	44	0	148	36	92	110	1	239	2084
Grand Total	422	1744	104	4	2274	84	1006	60	1	1151	63	183	89	2	337	70	211	226	1	508	4270
Apprch %	18.6	76.7	4.6	0.2		7.3	87.4	5.2	0.1		18.7	54.3	26.4	0.6		13.8	41.5	44.5	0.2		
Total %	9.9	40.8	2.4	0.1	53.3	2	23.6	1.4	0	27	1.5	4.3	2.1	0	7.9	1.6	4.9	5.3	0	11.9	
Autos	422	1744	104	0	2270	84	1006	60	0	1150	63	183	89	0	335	70	210	226	0	506	4261
% Autos	100	100	100	0	99.8	100	100	100	0	99.9	100	100	100	0	99.4	100	99.5	100	0	99.6	99.8
Bike & Ped	0	0	0	4	4	0	0	0	1	1	0	0	0	2	2	0	1	0	1	2	9
% Bike & Ped	0	0	0	100	0.2	0	0	0	100	0.1	0	0	0	100	0.6	0	0.5	0	100	0.4	0.2



Ridgeview Data Collection

Thornton, CO
Thornton Counts
PM Peak
York St and E 128th Ave

File Name : York St and 128th PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



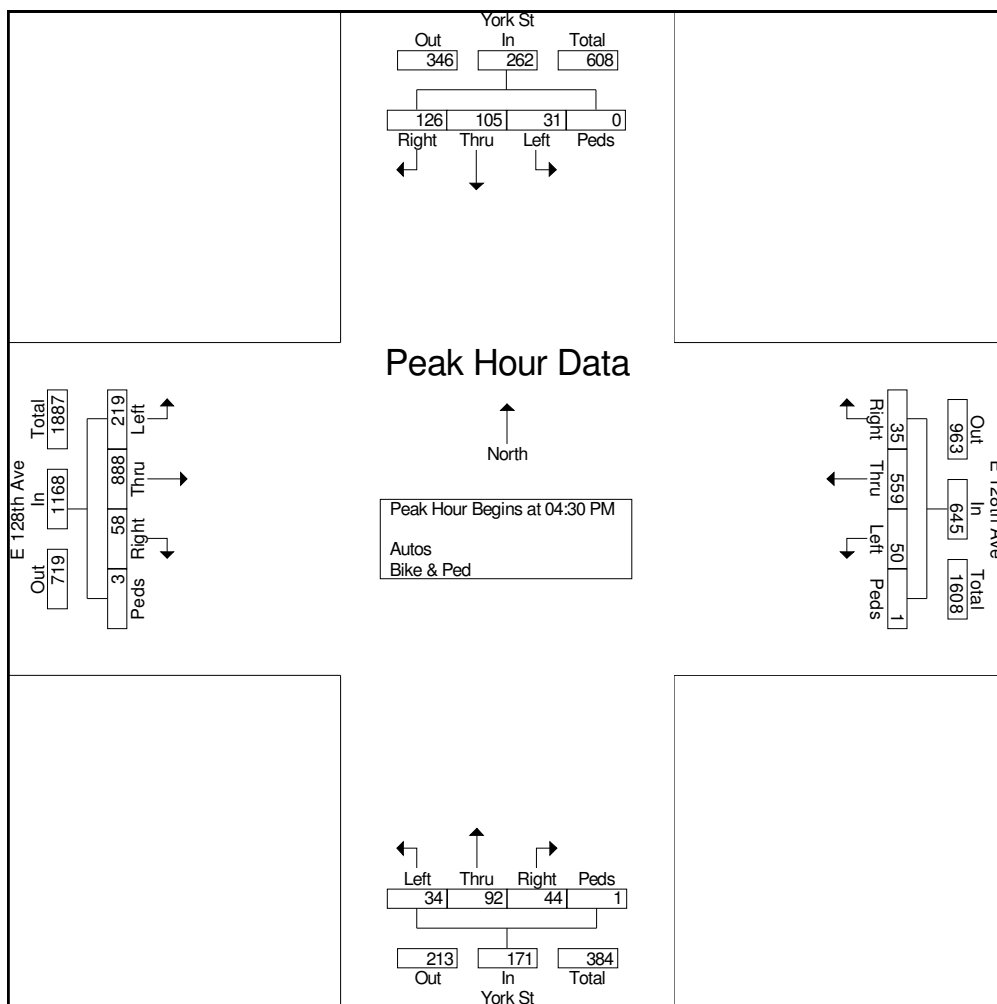


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
York St and E 128th Ave

File Name : York St and 128th PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	E 128th Ave Eastbound					E 128th Ave Westbound					York St Northbound					York St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	51	230	19	2	302	10	112	11	0	133	6	23	12	1	42	8	28	37	0	73	550
04:45 PM	49	208	15	1	273	16	158	7	0	181	11	28	13	0	52	9	26	27	0	62	568
05:00 PM	63	231	14	0	308	9	149	10	0	168	10	18	8	0	36	4	25	34	0	63	575
05:15 PM	56	219	10	0	285	15	140	7	1	163	7	23	11	0	41	10	26	28	0	64	553
Total Volume	219	888	58	3	1168	50	559	35	1	645	34	92	44	1	171	31	105	126	0	262	2246
% App. Total	18.8	76	5	0.3		7.8	86.7	5.4	0.2		19.9	53.8	25.7	0.6		11.8	40.1	48.1	0		
PHF	.869	.961	.763	.375	.948	.781	.884	.795	.250	.891	.773	.821	.846	.250	.822	.775	.938	.851	.000	.897	.977





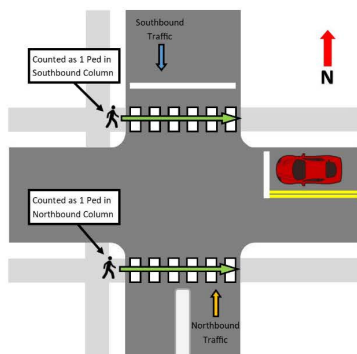
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
York St and E 128th Ave

File Name : York St and 128th PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Appendix C.2

**128th Speed,
Class, Volume**

Daily Vehicle Volume Report

Study Date: Thursday, 02/29/2024

Unit ID: RDC 44

Location: E 128th btwn Grant Dr and Washington St EB

Comments: Denver, CO

	Eastbound Volume
00:00 - 00:59	27
01:00 - 01:59	35
02:00 - 02:59	15
03:00 - 03:59	16
04:00 - 04:59	39
05:00 - 05:59	129
06:00 - 06:59	265
07:00 - 07:59	864
08:00 - 08:59	679
09:00 - 09:59	390
10:00 - 10:59	415
11:00 - 11:59	565
12:00 - 12:59	558
13:00 - 13:59	533
14:00 - 14:59	773
15:00 - 15:59	1151
16:00 - 16:59	1140
17:00 - 17:59	1110
18:00 - 18:59	756
19:00 - 19:59	483
20:00 - 20:59	428
21:00 - 21:59	237
22:00 - 22:59	126
23:00 - 23:59	68
Totals	10802
AM Peak Time	07:16 - 08:15
AM Peak Volume	951
PM Peak Time	15:09 - 16:08
PM Peak Volume	1229

Daily Eastbound Speeds (MPH)

Study Date: Thursday, 02/29/2024

Unit ID: RDC 44

Location: E 128th btwn Grant Dr and Washington St EB

Posted Speed: 40

Comments: Denver, CO

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	1	6	14	5	1	0	0	0	0	0	0	27
01:00 - 01:59	0	0	0	0	2	14	13	4	1	0	1	0	0	0	0	35
02:00 - 02:59	0	0	0	0	1	2	7	2	2	0	1	0	0	0	0	15
03:00 - 03:59	0	0	0	0	3	4	3	2	3	1	0	0	0	0	0	16
04:00 - 04:59	0	0	0	0	3	11	17	7	1	0	0	0	0	0	0	39
05:00 - 05:59	0	0	0	2	13	36	52	20	6	0	0	0	0	0	0	129
06:00 - 06:59	0	0	0	4	27	51	89	72	19	3	0	0	0	0	0	265
07:00 - 07:59	4	3	18	61	142	281	255	84	14	2	0	0	0	0	0	864
08:00 - 08:59	0	0	2	33	137	186	228	74	17	1	1	0	0	0	0	679
09:00 - 09:59	0	0	1	9	48	136	149	42	4	0	1	0	0	0	0	390
10:00 - 10:59	0	0	0	7	65	160	121	50	12	0	0	0	0	0	0	415
11:00 - 11:59	0	0	1	14	74	178	214	69	11	2	1	1	0	0	0	565
12:00 - 12:59	0	0	0	10	64	194	223	59	7	1	0	0	0	0	0	558
13:00 - 13:59	0	1	1	19	75	166	192	71	6	2	0	0	0	0	0	533
14:00 - 14:59	0	0	0	20	149	264	254	73	12	1	0	0	0	0	0	773
15:00 - 15:59	16	57	93	140	280	308	192	55	8	1	1	0	0	0	0	1151
16:00 - 16:59	5	10	22	98	338	419	210	33	4	1	0	0	0	0	0	1140
17:00 - 17:59	16	16	56	122	312	391	155	38	2	2	0	0	0	0	0	1110
18:00 - 18:59	0	1	1	22	129	277	257	62	6	1	0	0	0	0	0	756
19:00 - 19:59	0	0	0	17	87	213	131	28	6	0	1	0	0	0	0	483
20:00 - 20:59	0	0	0	9	75	168	132	42	2	0	0	0	0	0	0	428
21:00 - 21:59	0	0	0	2	22	84	91	34	4	0	0	0	0	0	0	237
22:00 - 22:59	0	0	0	1	9	34	61	18	3	0	0	0	0	0	0	126
23:00 - 23:59	0	0	1	1	8	20	22	13	0	2	1	0	0	0	0	68
Totals	41	88	196	591	2064	3603	3082	957	151	20	8	1	0	0	0	10802
Percent of Total	0.4	0.8	1.8	5.5	19.1	33.4	28.5	8.9	1.4	0.2	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	0.1	0.1	0.6	3.8	15.0	31.0	33.8	12.5	2.6	0.3	0.1	0.0	0.0	0.0	0.0	100
Percent of PM	0.5	1.2	2.4	6.3	21.0	34.5	26.1	7.1	0.8	0.1	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.5 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	44.2 MPH
Mean Speed:	38.0 MPH	Percent in Ten Mile Pace:	61.9%	15th Percentile:	31.7 MPH
Median Speed:	38.4 MPH			90th Percentile:	45.3 MPH
Modal Speed:	37.5 MPH			95th Percentile:	48.1 MPH

Daily Vehicle Volume Report

Study Date: Thursday, 02/29/2024

Unit ID: RDC 1

Location: E 128th Ave btwn Grant Dr and Washington St WB

Comments: Denver, CO

	Westbound Volume
00:00 - 00:59	15
01:00 - 01:59	11
02:00 - 02:59	15
03:00 - 03:59	25
04:00 - 04:59	78
05:00 - 05:59	202
06:00 - 06:59	503
07:00 - 07:59	1405
08:00 - 08:59	1005
09:00 - 09:59	540
10:00 - 10:59	462
11:00 - 11:59	514
12:00 - 12:59	543
13:00 - 13:59	500
14:00 - 14:59	650
15:00 - 15:59	892
16:00 - 16:59	773
17:00 - 17:59	803
18:00 - 18:59	545
19:00 - 19:59	334
20:00 - 20:59	219
21:00 - 21:59	151
22:00 - 22:59	78
23:00 - 23:59	46
Totals	10309
AM Peak Time	07:09 - 08:08
AM Peak Volume	1464
PM Peak Time	15:04 - 16:03
PM Peak Volume	896

Daily Westbound Speeds (MPH)

Study Date: Thursday, 02/29/2024

Unit ID: RDC 1

Location: E 128th Ave btwn Grant Dr and Washington St WB

Posted Speed: 40

Comments: Denver, CO

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	2	6	6	1	0	0	0	0	0	0	0	15
01:00 - 01:59	0	0	0	0	0	4	5	1	0	0	1	0	0	0	0	11
02:00 - 02:59	0	0	0	1	1	4	8	0	0	0	1	0	0	0	0	15
03:00 - 03:59	0	0	0	0	2	5	11	6	0	1	0	0	0	0	0	25
04:00 - 04:59	0	0	0	3	1	25	32	13	3	1	0	0	0	0	0	78
05:00 - 05:59	0	0	0	3	11	28	81	63	13	3	0	0	0	0	0	202
06:00 - 06:59	0	0	4	12	47	72	184	143	34	7	0	0	0	0	0	503
07:00 - 07:59	9	23	72	77	139	412	507	144	20	1	1	0	0	0	0	1405
08:00 - 08:59	7	16	35	69	115	284	336	131	10	0	2	0	0	0	0	1005
09:00 - 09:59	0	6	8	23	89	145	186	67	12	3	1	0	0	0	0	540
10:00 - 10:59	0	5	13	28	57	155	151	46	5	0	2	0	0	0	0	462
11:00 - 11:59	0	1	5	23	54	104	218	98	9	2	0	0	0	0	0	514
12:00 - 12:59	0	6	7	11	47	148	218	90	12	3	1	0	0	0	0	543
13:00 - 13:59	2	8	13	47	72	124	179	45	10	0	0	0	0	0	0	500
14:00 - 14:59	11	12	17	55	93	185	225	47	4	1	0	0	0	0	0	650
15:00 - 15:59	19	21	34	63	131	286	267	59	12	0	0	0	0	0	0	892
16:00 - 16:59	4	8	31	79	144	239	214	47	7	0	0	0	0	0	0	773
17:00 - 17:59	4	12	28	50	177	283	194	50	5	0	0	0	0	0	0	803
18:00 - 18:59	0	0	3	21	61	203	204	44	8	1	0	0	0	0	0	545
19:00 - 19:59	0	0	3	17	50	90	134	31	8	0	1	0	0	0	0	334
20:00 - 20:59	0	0	0	11	33	81	70	21	1	1	1	0	0	0	0	219
21:00 - 21:59	0	0	0	3	14	51	61	20	2	0	0	0	0	0	0	151
22:00 - 22:59	0	0	0	4	11	27	23	11	1	1	0	0	0	0	0	78
23:00 - 23:59	0	0	1	0	10	15	11	6	3	0	0	0	0	0	0	46
Totals	56	118	274	600	1361	2976	3525	1184	179	25	11	0	0	0	0	10309
Percent of Total	0.5	1.1	2.7	5.8	13.2	28.9	34.2	11.5	1.7	0.2	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	0.3	1.1	2.9	5.0	10.8	26.1	36.1	14.9	2.2	0.4	0.2	0.0	0.0	0.0	0.0	100
Percent of PM	0.7	1.2	2.5	6.5	15.2	31.3	32.5	8.5	1.3	0.1	0.1	0.0	0.0	0.0	0.0	100

Standard Deviation:	7.1 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	44.8 MPH
Mean Speed:	38.7 MPH	Percent in Ten Mile Pace:	63.1%	15th Percentile:	31.8 MPH
Median Speed:	39.6 MPH			90th Percentile:	46.6 MPH
Modal Speed:	42.5 MPH			95th Percentile:	48.7 MPH

Daily Vehicle Volume Report

Study Date: Thursday, 02/29/2024

Unit ID: RDC 49

Location: E 128th Ave btwn Washington and York St EB

Comments: Denver, CO

	Eastbound Volume
00:00 - 00:59	26
01:00 - 01:59	31
02:00 - 02:59	24
03:00 - 03:59	18
04:00 - 04:59	39
05:00 - 05:59	110
06:00 - 06:59	223
07:00 - 07:59	623
08:00 - 08:59	624
09:00 - 09:59	374
10:00 - 10:59	380
11:00 - 11:59	552
12:00 - 12:59	565
13:00 - 13:59	601
14:00 - 14:59	770
15:00 - 15:59	1097
16:00 - 16:59	942
17:00 - 17:59	1208
18:00 - 18:59	853
19:00 - 19:59	571
20:00 - 20:59	427
21:00 - 21:59	322
22:00 - 22:59	143
23:00 - 23:59	93
Totals	10616
AM Peak Time	07:31 - 08:30
AM Peak Volume	752
PM Peak Time	16:56 - 17:55
PM Peak Volume	1221

Daily Eastbound Speeds (MPH)

Study Date: Thursday, 02/29/2024

Unit ID: RDC 49

Location: E 128th Ave btwn Washington and York St EB

Posted Speed: 40

Comments: Denver, CO

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	1	2	11	6	4	1	0	0	1	0	0	26
01:00 - 01:59	0	0	0	0	3	10	8	8	2	0	0	0	0	0	0	31
02:00 - 02:59	0	0	0	1	0	4	11	4	3	1	0	0	0	0	0	24
03:00 - 03:59	0	0	0	0	1	5	3	5	2	1	1	0	0	0	0	18
04:00 - 04:59	0	0	0	0	0	5	18	12	4	0	0	0	0	0	0	39
05:00 - 05:59	0	0	0	1	4	19	37	30	18	1	0	0	0	0	0	110
06:00 - 06:59	0	0	0	0	2	23	95	73	22	6	2	0	0	0	0	223
07:00 - 07:59	0	0	0	1	7	90	286	186	48	5	0	0	0	0	0	623
08:00 - 08:59	0	0	1	1	4	84	304	197	26	5	1	0	0	0	0	623
09:00 - 09:59	0	0	0	2	8	46	206	98	11	2	0	1	0	0	0	374
10:00 - 10:59	0	0	0	1	11	71	174	101	22	0	0	0	0	0	0	380
11:00 - 11:59	0	0	1	3	14	78	278	150	21	5	0	1	0	1	0	552
12:00 - 12:59	0	5	13	17	17	75	261	142	31	4	0	0	0	0	0	565
13:00 - 13:59	0	1	9	17	15	102	278	149	26	4	0	0	0	0	0	601
14:00 - 14:59	1	0	1	4	11	97	391	228	34	2	0	0	0	0	0	769
15:00 - 15:59	17	15	14	19	48	233	501	221	26	2	1	0	0	0	0	1097
16:00 - 16:59	33	22	15	4	12	119	444	250	35	6	0	0	0	0	0	940
17:00 - 17:59	0	0	1	1	32	310	611	208	41	4	0	0	0	0	0	1208
18:00 - 18:59	0	0	0	4	25	181	388	214	37	4	0	0	0	0	0	853
19:00 - 19:59	0	0	2	1	17	103	299	117	26	6	0	0	0	0	0	571
20:00 - 20:59	0	0	0	2	21	85	196	103	14	4	1	1	0	0	0	427
21:00 - 21:59	0	0	0	0	5	53	129	116	15	3	0	1	0	0	0	322
22:00 - 22:59	0	0	1	1	1	21	74	36	7	1	1	0	0	0	0	143
23:00 - 23:59	0	0	0	0	9	20	37	17	6	3	1	0	0	0	0	93
Totals	51	43	58	80	268	1836	5040	2671	481	70	8	4	1	1	0	10612
Percent of Total	0.5	0.4	0.5	0.8	2.5	17.3	47.5	25.2	4.5	0.7	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	0.1	0.3	1.8	14.5	47.3	28.8	6.1	0.9	0.1	0.1	0.0	0.0	0.0	100
Percent of PM	0.7	0.6	0.7	0.9	2.8	18.4	47.6	23.7	3.9	0.6	0.1	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.8 MPH	Ten Mile Pace:	40 to 49 MPH	85th Percentile:	48.1 MPH
Mean Speed:	42.7 MPH	Percent in Ten Mile Pace:	72.7%	15th Percentile:	38.0 MPH
Median Speed:	42.9 MPH			90th Percentile:	49.1 MPH
Modal Speed:	42.5 MPH			95th Percentile:	50.4 MPH

Daily Vehicle Volume Report

Study Date: Thursday, 02/29/2024

Unit ID: RDC 48

Location: E 128th Ave btwn Washington and York St WB

Comments: Denver, CO

	Westbound Volume
00:00 - 00:59	25
01:00 - 01:59	25
02:00 - 02:59	18
03:00 - 03:59	39
04:00 - 04:59	113
05:00 - 05:59	298
06:00 - 06:59	633
07:00 - 07:59	1347
08:00 - 08:59	952
09:00 - 09:59	599
10:00 - 10:59	531
11:00 - 11:59	575
12:00 - 12:59	519
13:00 - 13:59	524
14:00 - 14:59	660
15:00 - 15:59	809
16:00 - 16:59	798
17:00 - 17:59	787
18:00 - 18:59	552
19:00 - 19:59	331
20:00 - 20:59	206
21:00 - 21:59	151
22:00 - 22:59	91
23:00 - 23:59	51
Totals	10634
AM Peak Time	07:18 - 08:17
AM Peak Volume	1400
PM Peak Time	16:45 - 17:44
PM Peak Volume	856

Daily Westbound Speeds (MPH)

Study Date: Thursday, 02/29/2024

Unit ID: RDC 48

Location: E 128th Ave btwn Washington and York St WB

Posted Speed: 40

Comments: Denver, CO

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	5	2	8	9	1	0	0	0	0	0	0	25
01:00 - 01:59	0	0	0	1	1	5	4	8	4	2	0	0	0	0	0	25
02:00 - 02:59	0	0	0	1	0	1	5	4	4	1	2	0	0	0	0	18
03:00 - 03:59	0	0	0	1	3	5	12	10	4	0	4	0	0	0	0	39
04:00 - 04:59	0	0	0	0	5	8	30	41	25	2	2	0	0	0	0	113
05:00 - 05:59	0	0	0	0	6	13	65	121	72	17	2	1	0	1	0	298
06:00 - 06:59	0	0	0	1	14	50	173	254	113	23	3	2	0	0	0	633
07:00 - 07:59	0	0	0	0	31	222	551	435	89	15	3	1	0	0	0	1347
08:00 - 08:59	0	0	0	7	17	121	400	321	72	13	1	0	0	0	0	952
09:00 - 09:59	0	0	0	0	8	65	222	235	59	9	1	0	0	0	0	599
10:00 - 10:59	0	0	1	5	15	62	211	171	56	8	0	0	2	0	0	531
11:00 - 11:59	0	0	1	0	4	63	245	204	52	6	0	0	0	0	0	575
12:00 - 12:59	2	8	5	9	12	52	194	189	42	3	2	1	0	0	0	519
13:00 - 13:59	6	10	11	12	15	52	205	166	46	1	0	0	0	0	0	524
14:00 - 14:59	0	0	0	1	15	113	303	198	26	4	0	0	0	0	0	660
15:00 - 15:59	0	0	2	2	32	155	383	190	38	5	2	0	0	0	0	809
16:00 - 16:59	0	1	0	3	36	199	384	149	25	1	0	0	0	0	0	798
17:00 - 17:59	0	0	0	2	34	225	361	138	22	3	2	0	0	0	0	787
18:00 - 18:59	1	0	0	1	16	125	258	127	18	5	0	1	0	0	0	552
19:00 - 19:59	0	0	0	4	15	72	95	110	28	4	1	0	0	1	1	331
20:00 - 20:59	0	0	1	3	12	38	78	56	12	3	2	0	1	0	0	206
21:00 - 21:59	0	0	0	3	7	22	52	52	10	5	0	0	0	0	0	151
22:00 - 22:59	0	0	0	0	1	22	29	25	10	2	1	0	1	0	0	91
23:00 - 23:59	0	0	0	2	2	9	21	9	4	3	1	0	0	0	0	51
Totals	9	19	21	58	306	1701	4289	3222	832	135	29	6	4	2	1	10634
Percent of Total	0.1	0.2	0.2	0.5	2.9	16.0	40.3	30.3	7.8	1.3	0.3	0.1	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	0.0	0.3	2.1	12.0	37.4	35.2	10.7	1.9	0.3	0.1	0.0	0.0	0.0	100
Percent of PM	0.2	0.3	0.3	0.8	3.6	19.8	43.1	25.7	5.1	0.7	0.2	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.6 MPH	Ten Mile Pace:	40 to 49 MPH	85th Percentile:	49.1 MPH
Mean Speed:	43.8 MPH	Percent in Ten Mile Pace:	70.6%	15th Percentile:	38.5 MPH
Median Speed:	43.7 MPH			90th Percentile:	49.9 MPH
Modal Speed:	42.5 MPH			95th Percentile:	52.9 MPH

Daily Vehicle Volume Report

Study Date: Wednesday, 03/20/2024

Unit ID: RDC 114

Location: E 128th Ave btwn Lafayette & York

Comments: Thornton, CO

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	19	24	43
01:00 - 01:59	24	23	47
02:00 - 02:59	18	14	32
03:00 - 03:59	35	25	60
04:00 - 04:59	83	30	113
05:00 - 05:59	294	54	348
06:00 - 06:59	558	159	717
07:00 - 07:59	1218	393	1611
08:00 - 08:59	952	502	1454
09:00 - 09:59	551	307	858
10:00 - 10:59	463	368	831
11:00 - 11:59	446	478	924
12:00 - 12:59	497	510	1007
13:00 - 13:59	492	476	968
14:00 - 14:59	487	653	1140
15:00 - 15:59	643	942	1585
16:00 - 16:59	644	1143	1787
17:00 - 17:59	683	1121	1804
18:00 - 18:59	491	749	1240
19:00 - 19:59	336	584	920
20:00 - 20:59	195	427	622
21:00 - 21:59	114	255	369
22:00 - 22:59	63	132	195
23:00 - 23:59	38	56	94
Totals	9344	9425	18769
AM Peak Time	07:32 - 08:31	07:45 - 08:44	07:32 - 08:31
AM Peak Volume	1288	543	1779
PM Peak Time	16:45 - 17:44	16:33 - 17:32	16:33 - 17:32
PM Peak Volume	720	1206	1910

Daily Vehicle Volume Report

Study Date: Wednesday, 03/20/2024

Unit ID: RDC 114

Location: E 128th Ave btwn Lafayette & York

Comments: Thornton, CO

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	18	24	42
01:00 - 01:59	24	23	47
02:00 - 02:59	18	14	32
03:00 - 03:59	35	24	59
04:00 - 04:59	83	30	113
05:00 - 05:59	289	53	342
06:00 - 06:59	540	154	694
07:00 - 07:59	1101	329	1430
08:00 - 08:59	857	441	1298
09:00 - 09:59	518	296	814
10:00 - 10:59	443	350	793
11:00 - 11:59	424	452	876
12:00 - 12:59	468	487	955
13:00 - 13:59	460	444	904
14:00 - 14:59	454	615	1069
15:00 - 15:59	562	859	1421
16:00 - 16:59	546	999	1545
17:00 - 17:59	541	1001	1542
18:00 - 18:59	435	686	1121
19:00 - 19:59	314	560	874
20:00 - 20:59	192	410	602
21:00 - 21:59	111	247	358
22:00 - 22:59	61	129	190
23:00 - 23:59	38	56	94
Totals	8532	8683	17215
AM Peak Time	07:26 - 08:25	07:46 - 08:45	07:30 - 08:29
AM Peak Volume	1142	467	1549
PM Peak Time	16:21 - 17:20	16:46 - 17:45	16:33 - 17:32
PM Peak Volume	613	1047	1625

Daily Westbound Speeds (MPH)

Study Date: Wednesday, 03/20/2024

Unit ID: RDC 114

Location: E 128th Ave btwn Lafayette & York

Posted Speed: 40

Comments: Thornton, CO

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	7	7	1	2	1	0	0	0	0	0	0	18
01:00 - 01:59	0	0	0	0	6	7	9	1	0	0	0	1	0	0	0	24
02:00 - 02:59	0	0	0	0	4	7	4	3	0	0	0	0	0	0	0	18
03:00 - 03:59	0	0	0	0	2	21	11	1	0	0	0	0	0	0	0	35
04:00 - 04:59	0	0	0	1	8	43	24	5	2	0	0	0	0	0	0	83
05:00 - 05:59	0	0	0	3	34	118	112	18	3	0	1	0	0	0	0	289
06:00 - 06:59	0	0	1	4	54	283	169	26	2	0	0	0	0	0	1	540
07:00 - 07:59	2	5	11	42	181	563	270	23	1	1	0	1	0	0	0	1100
08:00 - 08:59	9	7	14	43	135	419	206	17	1	0	1	2	0	0	0	854
09:00 - 09:59	0	0	3	13	78	276	123	20	3	0	0	0	2	0	0	518
10:00 - 10:59	0	0	2	22	67	228	102	18	2	1	0	0	0	1	0	443
11:00 - 11:59	0	1	0	9	69	216	108	16	4	0	0	0	0	0	1	424
12:00 - 12:59	1	1	6	23	88	226	103	13	4	0	0	0	0	1	1	467
13:00 - 13:59	1	0	1	15	81	231	116	11	2	0	0	0	0	0	0	458
14:00 - 14:59	1	1	4	17	94	214	99	19	2	0	0	1	1	1	0	454
15:00 - 15:59	3	12	32	40	125	222	112	10	0	0	0	2	0	1	2	561
16:00 - 16:59	7	9	20	31	113	245	104	12	2	0	0	0	0	0	0	543
17:00 - 17:59	10	17	22	32	90	221	116	18	0	2	2	0	0	1	1	532
18:00 - 18:59	3	9	4	16	74	193	105	15	7	0	0	2	2	0	0	430
19:00 - 19:59	1	1	1	15	78	147	63	7	0	0	0	0	0	1	0	314
20:00 - 20:59	0	0	1	7	49	91	39	5	0	0	0	0	0	0	0	192
21:00 - 21:59	0	0	0	2	29	57	18	3	1	0	1	0	0	0	0	111
22:00 - 22:59	0	0	0	1	10	39	9	2	0	0	0	0	0	0	0	61
23:00 - 23:59	0	0	0	1	14	15	7	1	0	0	0	0	0	0	0	38
Totals	38	63	122	337	1490	4089	2030	266	37	4	5	9	5	6	6	8507
Percent of Total	0.4	0.7	1.4	4.0	17.5	48.1	23.9	3.1	0.4	0.0	0.1	0.1	0.1	0.1	0.1	100
Percent of AM	0.3	0.3	0.7	3.2	14.8	50.3	26.2	3.5	0.4	0.0	0.0	0.1	0.0	0.0	0.0	100
Percent of PM	0.6	1.2	2.2	4.8	20.3	45.7	21.4	2.8	0.4	0.0	0.1	0.1	0.1	0.1	0.1	100

Standard Deviation:	6.0 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	42.7 MPH
Mean Speed:	37.5 MPH	Percent in Ten Mile Pace:	71.9%	15th Percentile:	32.4 MPH
Median Speed:	37.7 MPH			90th Percentile:	43.7 MPH
Modal Speed:	37.5 MPH			95th Percentile:	44.8 MPH

Daily Eastbound Speeds (MPH)

Study Date: Wednesday, 03/20/2024

Unit ID: RDC 114

Location: E 128th Ave btwn Lafayette & York

Posted Speed: 40

Comments: Thornton, CO

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	6	9	6	3	0	0	0	0	0	0	24
01:00 - 01:59	0	0	0	0	0	2	13	7	1	0	0	0	0	0	0	23
02:00 - 02:59	0	0	0	0	0	2	0	6	3	2	1	0	0	0	0	14
03:00 - 03:59	0	0	0	0	1	1	9	6	4	1	1	1	0	0	0	24
04:00 - 04:59	0	0	0	0	0	2	9	16	2	1	0	0	0	0	0	30
05:00 - 05:59	0	0	0	1	0	3	20	14	12	1	0	1	1	0	0	53
06:00 - 06:59	0	0	0	1	6	15	47	49	24	10	2	0	0	0	0	154
07:00 - 07:59	0	0	1	1	4	49	113	110	36	9	2	1	1	0	2	329
08:00 - 08:59	3	0	1	0	9	83	172	135	29	2	0	1	1	0	0	436
09:00 - 09:59	3	0	0	0	6	42	97	92	45	7	1	0	0	0	1	294
10:00 - 10:59	1	0	0	2	9	48	143	109	32	2	2	0	0	0	0	348
11:00 - 11:59	0	0	1	3	15	74	182	147	22	7	1	0	0	0	0	452
12:00 - 12:59	0	0	0	0	9	48	192	176	55	6	0	0	0	0	1	487
13:00 - 13:59	0	0	0	1	13	50	185	151	41	1	1	0	0	0	0	443
14:00 - 14:59	0	2	2	0	12	56	254	221	55	11	2	0	0	0	0	615
15:00 - 15:59	1	0	1	2	18	101	360	291	69	9	4	1	1	0	1	859
16:00 - 16:59	1	0	1	1	14	166	439	304	57	12	0	0	1	0	2	998
17:00 - 17:59	2	0	1	2	17	134	396	353	76	15	3	1	0	0	0	1000
18:00 - 18:59	1	1	0	1	6	80	237	278	65	13	1	0	0	1	0	684
19:00 - 19:59	0	0	0	1	7	66	216	201	61	7	1	0	0	0	0	560
20:00 - 20:59	0	0	0	2	7	40	170	152	30	6	2	0	1	0	0	410
21:00 - 21:59	0	0	1	0	3	23	85	96	34	5	0	0	0	0	0	247
22:00 - 22:59	0	0	0	0	2	7	48	44	19	6	2	0	0	1	0	129
23:00 - 23:59	0	0	0	0	2	6	21	16	9	2	0	0	0	0	0	56
Totals	12	3	9	18	160	1104	3417	2980	784	135	26	6	6	2	7	8669
Percent of Total	0.1	0.0	0.1	0.2	1.8	12.7	39.4	34.4	9.0	1.6	0.3	0.1	0.1	0.0	0.1	100
Percent of AM	0.3	0.0	0.1	0.4	2.3	15.0	37.3	32.0	9.8	1.9	0.5	0.2	0.1	0.0	0.1	100
Percent of PM	0.1	0.0	0.1	0.2	1.7	12.0	40.1	35.2	8.8	1.4	0.2	0.0	0.0	0.0	0.1	100

Standard Deviation:	5.6 MPH	Ten Mile Pace:	40 to 49 MPH	85th Percentile:	49.4 MPH
Mean Speed:	44.6 MPH	Percent in Ten Mile Pace:	73.8%	15th Percentile:	40.0 MPH
Median Speed:	44.4 MPH			90th Percentile:	50.6 MPH
Modal Speed:	42.5 MPH			95th Percentile:	53.4 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 03/20/2024

Unit ID: RDC 114

Location: E 128th Ave btwn Lafayette & York

Posted Speed: 40

Comments: Thornton, CO

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	7	13	10	8	4	0	0	0	0	0	0	42
01:00 - 01:59	0	0	0	0	6	9	22	8	1	0	0	1	0	0	0	47
02:00 - 02:59	0	0	0	0	4	9	4	9	3	2	1	0	0	0	0	32
03:00 - 03:59	0	0	0	0	3	22	20	7	4	1	1	1	0	0	0	59
04:00 - 04:59	0	0	0	1	8	45	33	21	4	1	0	0	0	0	0	113
05:00 - 05:59	0	0	0	4	34	121	132	32	15	1	1	1	1	0	0	342
06:00 - 06:59	0	0	1	5	60	298	216	75	26	10	2	0	0	0	1	694
07:00 - 07:59	2	5	12	43	185	612	383	133	37	10	2	2	1	0	2	1429
08:00 - 08:59	12	7	15	43	144	502	378	152	30	2	1	3	1	0	0	1290
09:00 - 09:59	3	0	3	13	84	318	220	112	48	7	1	0	2	0	1	812
10:00 - 10:59	1	0	2	24	76	276	245	127	34	3	2	0	0	1	0	791
11:00 - 11:59	0	1	1	12	84	290	290	163	26	7	1	0	0	0	1	876
12:00 - 12:59	1	1	6	23	97	274	295	189	59	6	0	0	0	1	2	954
13:00 - 13:59	1	0	1	16	94	281	301	162	43	1	1	0	0	0	0	901
14:00 - 14:59	1	3	6	17	106	270	353	240	57	11	2	1	1	1	0	1069
15:00 - 15:59	4	12	33	42	143	323	472	301	69	9	4	3	1	1	3	1420
16:00 - 16:59	8	9	21	32	127	411	543	316	59	12	0	0	1	0	2	1541
17:00 - 17:59	12	17	23	34	107	355	512	371	76	17	5	1	0	1	1	1532
18:00 - 18:59	4	10	4	17	80	273	342	293	72	13	1	2	2	1	0	1114
19:00 - 19:59	1	1	1	16	85	213	279	208	61	7	1	0	0	1	0	874
20:00 - 20:59	0	0	1	9	56	131	209	157	30	6	2	0	1	0	0	602
21:00 - 21:59	0	0	1	2	32	80	103	99	35	5	1	0	0	0	0	358
22:00 - 22:59	0	0	0	1	12	46	57	46	19	6	2	0	0	1	0	190
23:00 - 23:59	0	0	0	1	16	21	28	17	9	2	0	0	0	0	0	94
Totals	50	66	131	355	1650	5193	5447	3246	821	139	31	15	11	8	13	17176
Percent of Total	0.3	0.4	0.8	2.1	9.6	30.2	31.7	18.9	4.8	0.8	0.2	0.1	0.1	0.0	0.1	100
Percent of AM	0.3	0.2	0.5	2.2	10.6	38.5	29.9	13.0	3.6	0.7	0.2	0.1	0.1	0.0	0.1	100
Percent of PM	0.3	0.5	0.9	2.0	9.0	25.1	32.8	22.5	5.5	0.9	0.2	0.1	0.1	0.1	0.1	100

Standard Deviation:	6.8 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	47.6 MPH
Mean Speed:	41.0 MPH	Percent in Ten Mile Pace:	61.9%	15th Percentile:	35.3 MPH
Median Speed:	41.0 MPH			90th Percentile:	49.0 MPH
Modal Speed:	42.5 MPH			95th Percentile:	51.1 MPH

For Project: 128th Ave Btwn I-25 and Washington St FWB

Project Notes:
 Location/Name: Incoming EB
 Report Generated: 06/17/2022 14:00
 Speed Intervals: 1 MPH
 Time Intervals: Instant
 Traffic Report From: 06/16/2022 11:00:00 through 06/17/2022 11:00:00
 85th Percentile Speed: 47 MPH
 85th Percentile Vehicles: 6359
 Max Speed: 88 MPH on 06/17/2022 06:15:19
 Total Vehicles: 7482
 AADT: 7482

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	3741	3741
AM Peak	384	384
PM Peak	996	996

Speed

Speed Limit: 40
 85th Percentile Speed: 47
 Average Speed: 41.94

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	N/A	N/A	N/A	3714	1108	N/A	N/A
% over limit	N/A	N/A	N/A	62.2	73.4	N/A	N/A
Avg Speeder	N/A	N/A	N/A	44.6	45.3	N/A	N/A

Class Counts

	Number	%
VEH_SM	2	0
VEH_MED	7480	100
VEH_LG	0	0
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders
06/16/2022 12:00:00 PM	46.0	326	384	52	44.2	65.9%
06/16/2022 01:00:00 PM	46.0	389	458	58	44.3	64.0%
06/16/2022 02:00:00 PM	47.0	313	368	60	44.5	66.6%
06/16/2022 03:00:00 PM	46.0	397	467	59	44.3	64.0%
06/16/2022 04:00:00 PM	46.0	496	583	58	44.5	59.0%
06/16/2022 05:00:00 PM	46.0	675	794	61	44.7	54.7%
06/16/2022 06:00:00 PM	45.0	847	996	60	44.3	55.4%
06/16/2022 07:00:00 PM	48.0	518	610	63	45.4	64.1%
06/16/2022 08:00:00 PM	48.0	381	448	64	45.4	79.0%
06/16/2022 09:00:00 PM	46.0	318	374	56	44.3	63.1%
06/16/2022 10:00:00 PM	45.0	226	266	55	43.9	61.7%
06/16/2022 11:00:00 PM	46.0	119	140	63	44.6	65.7%
06/17/2022 12:00:00 AM	45.0	71	84	51	43.7	67.9%
06/17/2022 01:00:00 AM	44.0	42	49	68	44.6	51.0%
06/17/2022 02:00:00 AM	44.0	36	42	55	44.9	40.5%
06/17/2022 03:00:00 AM	44.0	14	16	49	42.9	75.0%
06/17/2022 04:00:00 AM	46.0	7	8	47	44.0	62.5%
06/17/2022 05:00:00 AM	48.0	20	24	53	45.7	66.7%
06/17/2022 06:00:00 AM	49.0	68	80	54	45.8	80.0%
06/17/2022 07:00:00 AM	50.0	116	137	88	46.7	89.1%
06/17/2022 08:00:00 AM	49.0	200	235	59	46.1	83.0%
06/17/2022 09:00:00 AM	47.0	261	307	58	45.0	70.7%
06/17/2022 10:00:00 AM	47.0	247	291	66	44.9	68.4%
06/17/2022 11:00:00 AM	47.0	273	321	61	44.8	73.5%
06/17/2022 12:00:00 PM	**No Data**					

Hour	2022-06-13 Monday	to Tuesday	2022-06-19 Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	49	*	*	49	0	44
1 - 2	*	*	*	*	42	*	*	42	0	43.7
2 - 3	*	*	*	*	16	*	*	16	0	43.7
3 - 4	*	*	*	*	8	*	*	8	0	46
4 - 5	*	*	*	*	24	*	*	24	0	47.5
5 - 6	*	*	*	*	80	*	*	80	0	48.7
6 - 7	*	*	*	*	137	*	*	137	0	49.5
7 - 8	*	*	*	*	235	*	*	235	0	48.4
8 - 9	*	*	*	*	307	*	*	307	0	46.7
9 - 10	*	*	*	*	291	*	*	291	0	46.2
10 - 11	*	*	*	*	321	*	*	321	0	46.7
11 - 12	*	*	*	384	*	*	*	384	0	45.6
12 - 13	*	*	*	458	*	*	*	458	0	45.7
13 - 14	*	*	*	368	*	*	*	368	0	46.4
14 - 15	*	*	*	467	*	*	*	467	0	45.6
15 - 16	*	*	*	583	*	*	*	583	0	45.5
16 - 17	*	*	*	794	*	*	*	794	0	45.7
17 - 18	*	*	*	996	*	*	*	996	0	45
18 - 19	*	*	*	610	*	*	*	610	0	47.1
19 - 20	*	*	*	448	*	*	*	448	0	47.7
20 - 21	*	*	*	374	*	*	*	374	0	45.5
21 - 22	*	*	*	266	*	*	*	266	0	44.7
22 - 23	*	*	*	140	*	*	*	140	0	45.4
23 - 24	*	*	*	84	*	*	*	84	0	44.7
Totals	0	0	0	5972	1510	0	0			
% of Total	0%	0%	0%	79.82%	20.18%	0%	0%			

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	49	*	*	49	0	44
1 - 2	*	*	*	*	42	*	*	42	0	43.7
2 - 3	*	*	*	*	16	*	*	16	0	43.7
3 - 4	*	*	*	*	8	*	*	8	0	46
4 - 5	*	*	*	*	24	*	*	24	0	47.5
5 - 6	*	*	*	*	80	*	*	80	0	48.7
6 - 7	*	*	*	*	137	*	*	137	0	49.5
7 - 8	*	*	*	*	235	*	*	235	0	48.4
8 - 9	*	*	*	*	307	*	*	307	0	46.7
9 - 10	*	*	*	*	291	*	*	291	0	46.2
10 - 11	*	*	*	*	321	*	*	321	0	46.7
11 - 12	*	*	*	384	*	*	*	384	0	45.6
12 - 13	*	*	*	458	*	*	*	458	0	45.7
13 - 14	*	*	*	368	*	*	*	368	0	46.4
14 - 15	*	*	*	467	*	*	*	467	0	45.6
15 - 16	*	*	*	583	*	*	*	583	0	45.5
16 - 17	*	*	*	794	*	*	*	794	0	45.7
17 - 18	*	*	*	996	*	*	*	996	0	45
18 - 19	*	*	*	610	*	*	*	610	0	47.1
19 - 20	*	*	*	448	*	*	*	448	0	47.7
20 - 21	*	*	*	374	*	*	*	374	0	45.5
21 - 22	*	*	*	266	*	*	*	266	0	44.7
22 - 23	*	*	*	140	*	*	*	140	0	45.4
23 - 24	*	*	*	84	*	*	*	84	0	44.7
Totals	0	0	0	5972	1510	0	0			
% of Total	0%	0%	0%	79.82%	20.18%	0%	0%			

Hour	2022-06-13 Monday 2022-06-13	to Tuesday 2022-06-14	2022-06-19 Wednesday 2022-06-15	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	40.73	*	*	40.73	*	44
1 - 2	*	*	*	*	40.88	*	*	40.88	*	43.7
2 - 3	*	*	*	*	42	*	*	42	*	43.7
3 - 4	*	*	*	*	41	*	*	41	*	46
4 - 5	*	*	*	*	43.12	*	*	43.12	*	47.5
5 - 6	*	*	*	*	44.34	*	*	44.34	*	48.7
6 - 7	*	*	*	*	45.66	*	*	45.66	*	49.5
7 - 8	*	*	*	*	44.73	*	*	44.73	*	48.4
8 - 9	*	*	*	*	42.64	*	*	42.64	*	46.7
9 - 10	*	*	*	*	42.55	*	*	42.55	*	46.2
10 - 11	*	*	*	*	42.94	*	*	42.94	*	46.7
11 - 12	*	*	*	41.88	*	*	*	41.88	*	45.6
12 - 13	*	*	*	41.89	*	*	*	41.89	*	45.7
13 - 14	*	*	*	42.19	*	*	*	42.19	*	46.4
14 - 15	*	*	*	41.82	*	*	*	41.82	*	45.6
15 - 16	*	*	*	41.55	*	*	*	41.55	*	45.5
16 - 17	*	*	*	40.76	*	*	*	40.76	*	45.7
17 - 18	*	*	*	40.24	*	*	*	40.24	*	45
18 - 19	*	*	*	42.21	*	*	*	42.21	*	47.1
19 - 20	*	*	*	43.78	*	*	*	43.78	*	47.7
20 - 21	*	*	*	41.81	*	*	*	41.81	*	45.5
21 - 22	*	*	*	41.74	*	*	*	41.74	*	44.7
22 - 23	*	*	*	42.37	*	*	*	42.37	*	45.4
23 - 24	*	*	*	41.51	*	*	*	41.51	*	44.7

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	40.73	*	*	40.73	*	44
1 - 2	*	*	*	*	40.88	*	*	40.88	*	43.7
2 - 3	*	*	*	*	42	*	*	42	*	43.7
3 - 4	*	*	*	*	41	*	*	41	*	46
4 - 5	*	*	*	*	43.12	*	*	43.12	*	47.5
5 - 6	*	*	*	*	44.34	*	*	44.34	*	48.7
6 - 7	*	*	*	*	45.66	*	*	45.66	*	49.5
7 - 8	*	*	*	*	44.73	*	*	44.73	*	48.4
8 - 9	*	*	*	*	42.64	*	*	42.64	*	46.7
9 - 10	*	*	*	*	42.55	*	*	42.55	*	46.2
10 - 11	*	*	*	*	42.94	*	*	42.94	*	46.7
11 - 12	*	*	*	41.88	*	*	*	41.88	*	45.6
12 - 13	*	*	*	41.89	*	*	*	41.89	*	45.7
13 - 14	*	*	*	42.19	*	*	*	42.19	*	46.4
14 - 15	*	*	*	41.82	*	*	*	41.82	*	45.6
15 - 16	*	*	*	41.55	*	*	*	41.55	*	45.5
16 - 17	*	*	*	40.76	*	*	*	40.76	*	45.7
17 - 18	*	*	*	40.24	*	*	*	40.24	*	45
18 - 19	*	*	*	42.21	*	*	*	42.21	*	47.1
19 - 20	*	*	*	43.78	*	*	*	43.78	*	47.7
20 - 21	*	*	*	41.81	*	*	*	41.81	*	45.5
21 - 22	*	*	*	41.74	*	*	*	41.74	*	44.7
22 - 23	*	*	*	42.37	*	*	*	42.37	*	45.4
23 - 24	*	*	*	41.51	*	*	*	41.51	*	44.7

Hour	2022-06-13 Monday 2022-06-13	to Tuesday 2022-06-14	2022-06-19 Wednesday 2022-06-15	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	44	*	*	44	0	44
1 - 2	*	*	*	*	43.7	*	*	43.7	0	43.7
2 - 3	*	*	*	*	43.7	*	*	43.7	0	43.7
3 - 4	*	*	*	*	46	*	*	46	0	46
4 - 5	*	*	*	*	47.5	*	*	47.5	0	47.5
5 - 6	*	*	*	*	48.7	*	*	48.7	0	48.7
6 - 7	*	*	*	*	49.5	*	*	49.5	0	49.5
7 - 8	*	*	*	*	48.4	*	*	48.4	0	48.4
8 - 9	*	*	*	*	46.7	*	*	46.7	0	46.7
9 - 10	*	*	*	*	46.2	*	*	46.2	0	46.2
10 - 11	*	*	*	*	46.7	*	*	46.7	0	46.7
11 - 12	*	*	*	45.6	*	*	*	45.6	0	45.6
12 - 13	*	*	*	45.7	*	*	*	45.7	0	45.7
13 - 14	*	*	*	46.4	*	*	*	46.4	0	46.4
14 - 15	*	*	*	45.6	*	*	*	45.6	0	45.6
15 - 16	*	*	*	45.5	*	*	*	45.5	0	45.5
16 - 17	*	*	*	45.7	*	*	*	45.7	0	45.7
17 - 18	*	*	*	45	*	*	*	45	0	45
18 - 19	*	*	*	47.1	*	*	*	47.1	0	47.1
19 - 20	*	*	*	47.7	*	*	*	47.7	0	47.7
20 - 21	*	*	*	45.5	*	*	*	45.5	0	45.5
21 - 22	*	*	*	44.7	*	*	*	44.7	0	44.7
22 - 23	*	*	*	45.4	*	*	*	45.4	0	45.4
23 - 24	*	*	*	44.7	*	*	*	44.7	0	44.7

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	44	*	*	44	0	44
1 - 2	*	*	*	*	43.7	*	*	43.7	0	43.7
2 - 3	*	*	*	*	43.7	*	*	43.7	0	43.7
3 - 4	*	*	*	*	46	*	*	46	0	46
4 - 5	*	*	*	*	47.5	*	*	47.5	0	47.5
5 - 6	*	*	*	*	48.7	*	*	48.7	0	48.7
6 - 7	*	*	*	*	49.5	*	*	49.5	0	49.5
7 - 8	*	*	*	*	48.4	*	*	48.4	0	48.4
8 - 9	*	*	*	*	46.7	*	*	46.7	0	46.7
9 - 10	*	*	*	*	46.2	*	*	46.2	0	46.2
10 - 11	*	*	*	*	46.7	*	*	46.7	0	46.7
11 - 12	*	*	*	45.6	*	*	*	45.6	0	45.6
12 - 13	*	*	*	45.7	*	*	*	45.7	0	45.7
13 - 14	*	*	*	46.4	*	*	*	46.4	0	46.4
14 - 15	*	*	*	45.6	*	*	*	45.6	0	45.6
15 - 16	*	*	*	45.5	*	*	*	45.5	0	45.5
16 - 17	*	*	*	45.7	*	*	*	45.7	0	45.7
17 - 18	*	*	*	45	*	*	*	45	0	45
18 - 19	*	*	*	47.1	*	*	*	47.1	0	47.1
19 - 20	*	*	*	47.7	*	*	*	47.7	0	47.7
20 - 21	*	*	*	45.5	*	*	*	45.5	0	45.5
21 - 22	*	*	*	44.7	*	*	*	44.7	0	44.7
22 - 23	*	*	*	45.4	*	*	*	45.4	0	45.4
23 - 24	*	*	*	44.7	*	*	*	44.7	0	44.7

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	49	40.7	25	44.6
01:00:00	42	40.9	17	44.9
02:00:00	16	42.0	12	42.9
03:00:00	8	41.0	5	44.0
04:00:00	24	43.1	16	45.7
05:00:00	80	44.3	64	45.8
06:00:00	137	45.7	122	46.7
07:00:00	235	44.7	195	46.1
08:00:00	307	42.6	217	45.0
09:00:00	291	42.5	199	44.9
10:00:00	321	42.9	236	44.8
11:00:00	384	41.9	253	44.2
12:00:00	458	41.9	293	44.3
13:00:00	368	42.2	245	44.5
14:00:00	467	41.8	299	44.3
15:00:00	583	41.5	344	44.5
16:00:00	794	40.8	434	44.7
17:00:00	996	40.2	552	44.3
18:00:00	610	42.2	391	45.4
19:00:00	448	43.8	354	45.4
20:00:00	374	41.8	236	44.4
21:00:00	266	41.7	164	43.9
22:00:00	140	42.4	92	44.6
23:00:00	84	41.5	57	43.7

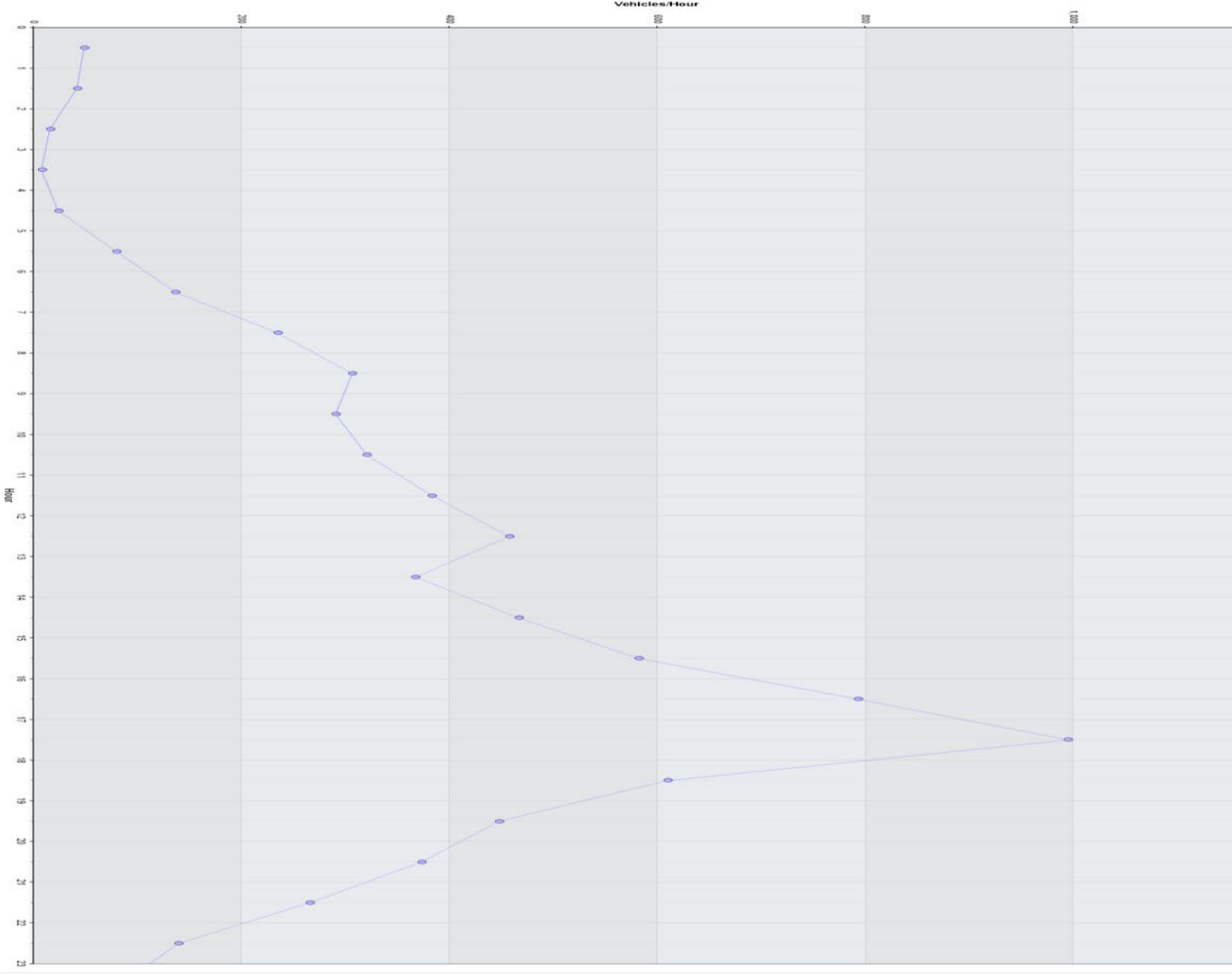
Date	Starting Hrs:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	X-Spec Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG
6/16/2022	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	11:00	0	0	1	4	12	72	201	82	12	0	0	0	0	0	0	0	0	0	384	45.6	37 to 47	83.6	253	65.9	0	384	0
6/16/2022	12:00	0	0	1	2	13	104	228	89	16	5	0	0	0	0	0	0	0	0	438	45.7	38 to 48	81.4	293	64.6	0	438	0
6/16/2022	13:00	0	0	1	3	9	75	178	92	8	1	1	0	0	0	0	0	0	0	368	46.4	38 to 48	82.6	245	66.6	0	368	0
6/16/2022	14:00	0	0	0	4	17	105	235	88	13	5	0	0	0	0	0	0	0	0	467	45.6	37 to 47	81.6	299	64.0	0	467	0
6/16/2022	15:00	1	1	0	1	25	159	259	112	19	6	0	0	0	0	0	0	0	0	583	45.5	37 to 47	79.4	344	59.0	1	582	0
6/16/2022	16:00	0	1	4	19	44	199	444	205	316	145	34	5	1	0	0	0	0	0	794	45.7	36 to 46	79.8	434	54.7	0	794	0
6/16/2022	17:00	0	1	18	44	86	229	413	174	24	5	2	0	0	0	0	0	0	0	996	45	36 to 46	71.4	552	55.4	0	996	0
6/16/2022	18:00	0	1	3	9	38	120	235	158	35	7	4	0	0	0	0	0	0	0	610	47.1	38 to 48	72.5	391	64.1	1	609	0
6/16/2022	19:00	0	1	0	1	8	55	202	136	36	6	3	0	0	0	0	0	0	0	448	47.7	39 to 49	81.9	354	79.0	0	448	0
6/16/2022	20:00	0	0	0	1	17	91	177	74	14	3	0	0	0	0	0	0	0	0	377	45.5	37 to 47	82.5	238	63.1	0	374	0
6/16/2022	21:00	0	0	0	0	6	66	135	49	6	1	0	0	0	0	0	0	0	0	263	44.7	37 to 47	89.4	162	61.6	0	266	0
6/16/2022	22:00	0	0	0	0	2	34	69	27	6	1	1	0	0	0	0	0	0	0	140	45.4	36 to 46	84.3	92	65.7	0	140	0
6/16/2022	23:00	0	0	1	0	2	19	45	15	2	0	0	0	0	0	0	0	0	0	84	44.7	36 to 46	85.7	57	67.9	0	84	0
24 Hr Summary		1	5	29	88	299	1334	2693	1241	225	45	12	0	0	0	0	0	0	0	5972	46	37 to 47	77.0	3714	62.2	2	5970	0

Date	Starting Hrs:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	X-Spec Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG
6/17/2022	00:00	0	0	0	2	2	14	24	6	0	0	1	0	0	0	0	0	0	0	49	44	35 to 45	81.6	25	51.6	0	49	0
6/17/2022	01:00	0	0	0	0	2	12	23	1	3	1	0	0	0	0	0	0	0	0	42	43.7	34 to 44	83.3	17	40.5	0	42	0
6/17/2022	02:00	0	0	0	0	0	2	13	1	0	0	0	0	0	0	0	0	0	0	16	43.7	34 to 44	93.8	12	75.0	0	16	0
6/17/2022	03:00	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	8	46	36 to 46	75.0	5	62.5	0	8	0
6/17/2022	04:00	0	0	0	0	6	10	6	2	0	0	0	0	0	0	0	0	0	0	24	47.5	37 to 47	75.0	16	66.7	0	24	0
6/17/2022	05:00	0	0	0	1	8	33	27	11	0	0	0	0	0	0	0	0	0	0	80	48.7	39 to 49	78.8	64	80.0	0	80	0
6/17/2022	06:00	0	1	0	0	6	55	52	16	5	2	0	0	0	0	0	1	0	0	138	49.5	40 to 50	81.9	123	89.1	0	137	0
6/17/2022	07:00	0	1	0	3	17	91	94	29	8	0	0	0	0	0	0	0	0	0	234	48.4	40 to 50	82.1	194	82.9	0	235	0
6/17/2022	08:00	0	0	0	5	12	50	142	80	13	5	0	0	0	0	0	0	0	0	307	46.7	38 to 48	79.8	217	70.7	0	307	0
6/17/2022	09:00	0	0	0	1	12	56	134	67	14	6	0	1	0	0	0	0	0	0	291	46.2	37 to 47	80.4	199	68.4	0	291	0
6/17/2022	10:00	0	1	1	0	3	52	144	90	15	3	2	0	0	0	0	0	0	0	321	46.7	37 to 47	81.9	236	73.5	0	321	0
6/17/2022	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
24 Hr Summary		0	2	2	8	36	224	693	416	94	28	4	2	0	0	0	1	0	0	1510	47	37 to 47	77.0	1108	73.4	0	1510	0

1200
1295 - Average 125 - and 1240 - 9 - 118

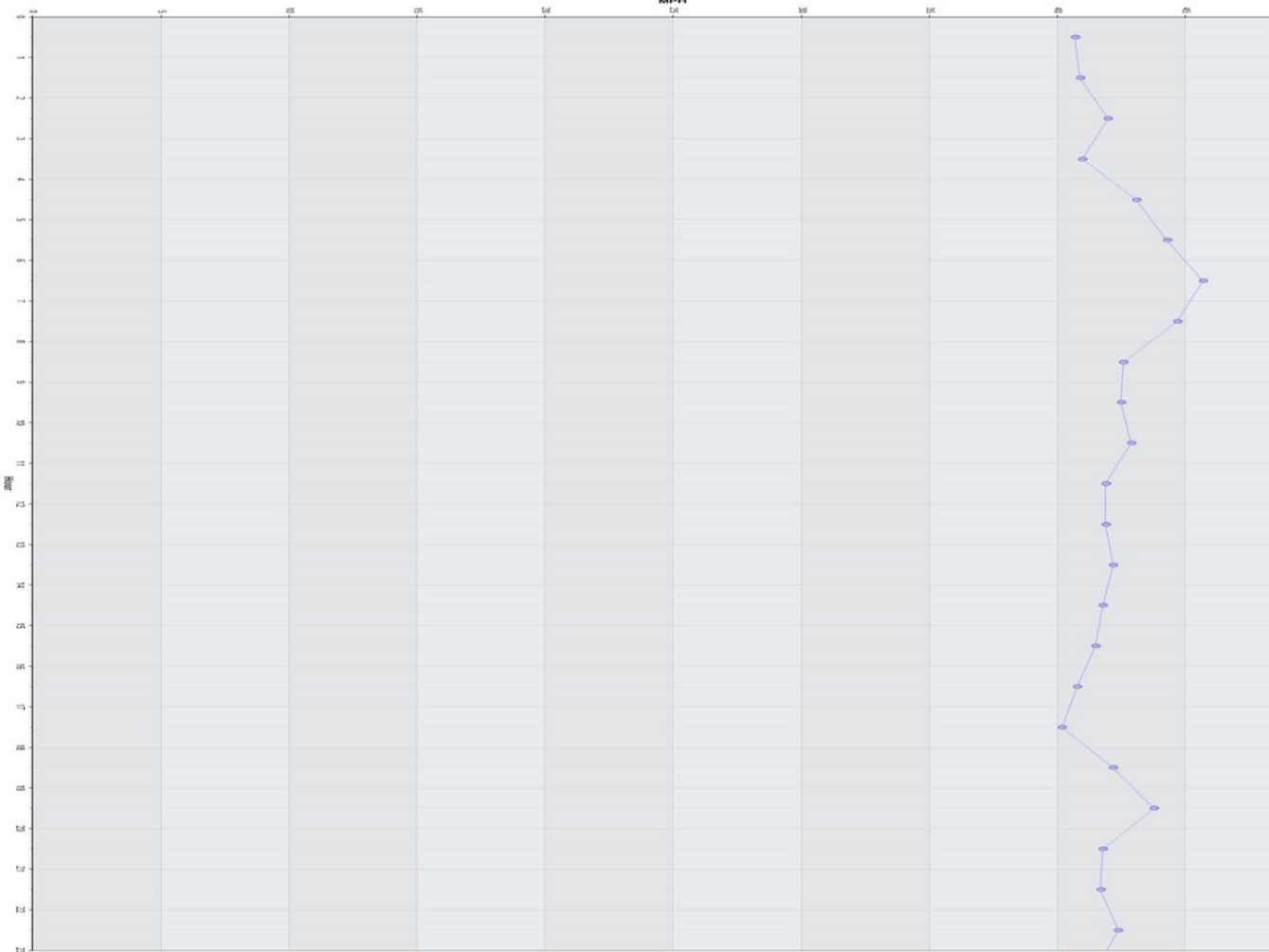
Downing Average Hourly Volume for Week of 11/12/2022
Average Counts by Hour of 11/12/22 - Average Counts by Hour of 11/13/22

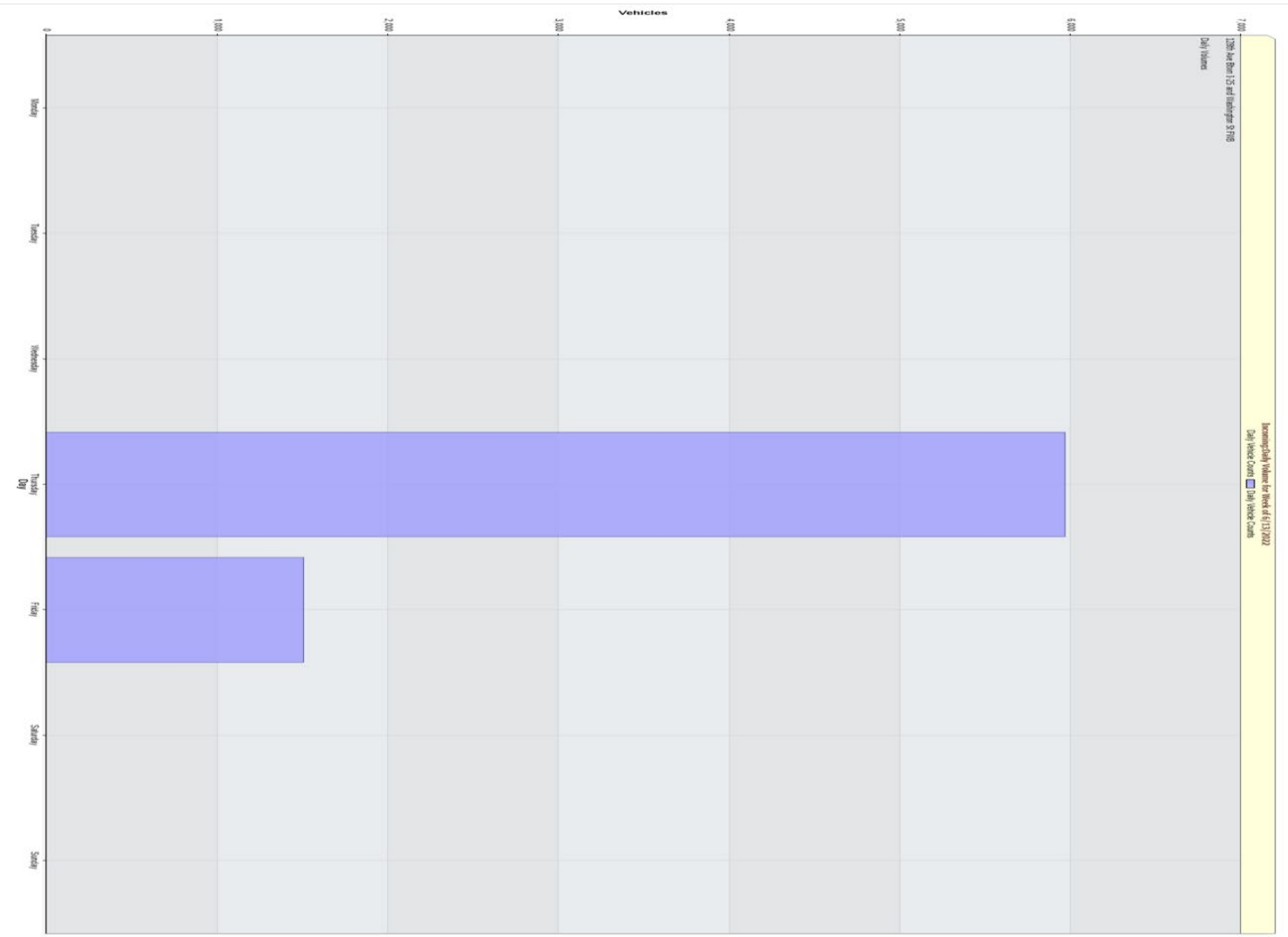
Average Hourly Volume



Example Average Weekly Estimated Speeds for Field #1 (1/1/2021 - 12/31/2021)
Average Speed (ESTIMATED) Speed by Hour (1/1/2021) - Average Speed (ESTIMATED) Speed by Hour (12/31/2021)

1/1/2021 - 12/31/2021
Average Speed (ESTIMATED)





1,250 per hour 125 per hour per 9 PM

Horizontal Vehicle Count for Week of 11/13/2022
 Daily Vehicle Count Daily Vehicle Count

For Project: 128th Ave Btwn I-25 and Washington St FEB

Project Notes:

Location/Name: Incoming WB

Report Generated: 06/17/2022 14:05

Speed Intervals 1 MPH

Time Intervals Instant

Traffic Report From 06/16/2022 11:00:00 through 06/17/2022 11:00:00

85th Percentile Speed 49 MPH

85th Percentile Vehicles 5617

Max Speed 80 MPH on 06/16/2022 11:06:49

Total Vehicles 6610

AAADT: 6610

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	3305	3305
AM Peak	571	571
PM Peak	584	584

Speed

Speed Limit: 40

85th Percentile Speed: 49

Average Speed: 44.48

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	N/A	N/A	N/A	3461	1929	N/A	N/A
% over limit	N/A	N/A	N/A	80.8	83.0	N/A	N/A
Avg Speeder	N/A	N/A	N/A	46.1	46.0	N/A	N/A

Class Counts

	Number	%
VEH_SM	0	0
VEH_MED	6610	100
VEH_LG	0	0
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders
06/16/2022 12:00:00 PM	48.0	352	414	80	46.2	75.4%
06/16/2022 01:00:00 PM	49.0	346	407	61	46.0	81.8%
06/16/2022 02:00:00 PM	48.0	310	365	65	45.9	74.6%
06/16/2022 03:00:00 PM	49.0	295	347	63	46.2	78.1%
06/16/2022 04:00:00 PM	49.0	394	464	68	46.5	86.6%
06/16/2022 05:00:00 PM	48.0	481	566	67	45.8	81.4%
06/16/2022 06:00:00 PM	48.0	496	584	63	46.1	81.2%
06/16/2022 07:00:00 PM	50.0	358	421	66	46.7	83.6%
06/16/2022 08:00:00 PM	50.0	218	257	76	46.9	86.0%
06/16/2022 09:00:00 PM	49.0	151	178	58	45.9	84.3%
06/16/2022 10:00:00 PM	47.0	134	158	66	45.0	74.1%
06/16/2022 11:00:00 PM	47.0	72	85	61	45.1	74.1%
06/17/2022 12:00:00 AM	49.0	34	40	60	46.1	82.5%
06/17/2022 01:00:00 AM	48.0	19	22	50	45.5	86.4%
06/17/2022 02:00:00 AM	47.0	10	12	52	44.6	91.7%
06/17/2022 03:00:00 AM	50.0	8	9	79	52.0	55.6%
06/17/2022 04:00:00 AM	50.0	21	25	55	46.9	80.0%
06/17/2022 05:00:00 AM	48.0	20	24	55	45.6	66.7%
06/17/2022 06:00:00 AM	51.0	95	112	61	47.5	83.9%
06/17/2022 07:00:00 AM	51.0	239	281	65	47.6	93.3%
06/17/2022 08:00:00 AM	49.0	487	573	60	46.2	89.5%
06/17/2022 09:00:00 AM	48.0	432	508	58	45.1	75.8%
06/17/2022 10:00:00 AM	48.0	363	427	59	45.8	80.3%
06/17/2022 11:00:00 AM	48.0	281	331	60	45.3	78.9%
06/17/2022 12:00:00 PM	**No Data**					

Hour	2022-06-13	to	2022-06-19	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
	Monday	Tuesday	Wednesday							
	2022-06-13	2022-06-14	2022-06-15	2022-06-16	2022-06-17	2022-06-18	2022-06-19	Day Avg	Avg	Avg Speed
0 - 1	*	*	*	*	22	*	*	22	0	47.5
1 - 2	*	*	*	*	12	*	*	12	0	47
2 - 3	*	*	*	*	9	*	*	9	0	50
3 - 4	*	*	*	*	25	*	*	25	0	50
4 - 5	*	*	*	*	24	*	*	24	0	48
5 - 6	*	*	*	*	112	*	*	112	0	50.6
6 - 7	*	*	*	*	281	*	*	281	0	50.8
7 - 8	*	*	*	*	573	*	*	573	0	48.6
8 - 9	*	*	*	*	508	*	*	508	0	47
9 - 10	*	*	*	*	427	*	*	427	0	47.6
10 - 11	*	*	*	*	331	*	*	331	0	47.4
11 - 12	*	*	*	414	*	*	*	414	0	48
12 - 13	*	*	*	407	*	*	*	407	0	48.6
13 - 14	*	*	*	365	*	*	*	365	0	47.8
14 - 15	*	*	*	347	*	*	*	347	0	48.2
15 - 16	*	*	*	464	*	*	*	464	0	49
16 - 17	*	*	*	566	*	*	*	566	0	48
17 - 18	*	*	*	584	*	*	*	584	0	47.8
18 - 19	*	*	*	421	*	*	*	421	0	49.1
19 - 20	*	*	*	257	*	*	*	257	0	49.5
20 - 21	*	*	*	178	*	*	*	178	0	49
21 - 22	*	*	*	158	*	*	*	158	0	47
22 - 23	*	*	*	85	*	*	*	85	0	46.4
23 - 24	*	*	*	40	*	*	*	40	0	48.5
Totals	0	0	0	4286	2324	0	0			
% of Total	0%	0%	0%	64.84%	35.16%	0%	0%			

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	22	*	*	22	0	47.5
1 - 2	*	*	*	*	12	*	*	12	0	47
2 - 3	*	*	*	*	9	*	*	9	0	50
3 - 4	*	*	*	*	25	*	*	25	0	50
4 - 5	*	*	*	*	24	*	*	24	0	48
5 - 6	*	*	*	*	112	*	*	112	0	50.6
6 - 7	*	*	*	*	281	*	*	281	0	50.8
7 - 8	*	*	*	*	573	*	*	573	0	48.6
8 - 9	*	*	*	*	508	*	*	508	0	47
9 - 10	*	*	*	*	427	*	*	427	0	47.6
10 - 11	*	*	*	*	331	*	*	331	0	47.4
11 - 12	*	*	*	414	*	*	*	414	0	48
12 - 13	*	*	*	407	*	*	*	407	0	48.6
13 - 14	*	*	*	365	*	*	*	365	0	47.8
14 - 15	*	*	*	347	*	*	*	347	0	48.2
15 - 16	*	*	*	464	*	*	*	464	0	49
16 - 17	*	*	*	566	*	*	*	566	0	48
17 - 18	*	*	*	584	*	*	*	584	0	47.8
18 - 19	*	*	*	421	*	*	*	421	0	49.1
19 - 20	*	*	*	257	*	*	*	257	0	49.5
20 - 21	*	*	*	178	*	*	*	178	0	49
21 - 22	*	*	*	158	*	*	*	158	0	47
22 - 23	*	*	*	85	*	*	*	85	0	46.4
23 - 24	*	*	*	40	*	*	*	40	0	48.5
Totals	0	0	0	4286	2324	0	0			
% of Total	0%	0%	0%	64.84%	35.16%	0%	0%			

Hour	2022-06-13 Monday 2022-06-13	to Tuesday 2022-06-14	2022-06-19 Wednesday 2022-06-15	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	44.55	*	*	44.55	*	47.5
1 - 2	*	*	*	*	43.08	*	*	43.08	*	47
2 - 3	*	*	*	*	46.33	*	*	46.33	*	50
3 - 4	*	*	*	*	45.04	*	*	45.04	*	50
4 - 5	*	*	*	*	43.29	*	*	43.29	*	48
5 - 6	*	*	*	*	45.87	*	*	45.87	*	50.6
6 - 7	*	*	*	*	46.96	*	*	46.96	*	50.8
7 - 8	*	*	*	*	45.22	*	*	45.22	*	48.6
8 - 9	*	*	*	*	43.2	*	*	43.2	*	47
9 - 10	*	*	*	*	44.06	*	*	44.06	*	47.6
10 - 11	*	*	*	*	43.74	*	*	43.74	*	47.4
11 - 12	*	*	*	43.77	*	*	*	43.77	*	48
12 - 13	*	*	*	44.46	*	*	*	44.46	*	48.6
13 - 14	*	*	*	43.78	*	*	*	43.78	*	47.8
14 - 15	*	*	*	44.26	*	*	*	44.26	*	48.2
15 - 16	*	*	*	45.24	*	*	*	45.24	*	49
16 - 17	*	*	*	44.28	*	*	*	44.28	*	48
17 - 18	*	*	*	44.42	*	*	*	44.42	*	47.8
18 - 19	*	*	*	45.25	*	*	*	45.25	*	49.1
19 - 20	*	*	*	45.35	*	*	*	45.35	*	49.5
20 - 21	*	*	*	44.61	*	*	*	44.61	*	49
21 - 22	*	*	*	43.11	*	*	*	43.11	*	47
22 - 23	*	*	*	43.18	*	*	*	43.18	*	46.4
23 - 24	*	*	*	44.75	*	*	*	44.75	*	48.5

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	44.55	*	*	44.55	*	47.5
1 - 2	*	*	*	*	43.08	*	*	43.08	*	47
2 - 3	*	*	*	*	46.33	*	*	46.33	*	50
3 - 4	*	*	*	*	45.04	*	*	45.04	*	50
4 - 5	*	*	*	*	43.29	*	*	43.29	*	48
5 - 6	*	*	*	*	45.87	*	*	45.87	*	50.6
6 - 7	*	*	*	*	46.96	*	*	46.96	*	50.8
7 - 8	*	*	*	*	45.22	*	*	45.22	*	48.6
8 - 9	*	*	*	*	43.2	*	*	43.2	*	47
9 - 10	*	*	*	*	44.06	*	*	44.06	*	47.6
10 - 11	*	*	*	*	43.74	*	*	43.74	*	47.4
11 - 12	*	*	*	43.77	*	*	*	43.77	*	48
12 - 13	*	*	*	44.46	*	*	*	44.46	*	48.6
13 - 14	*	*	*	43.78	*	*	*	43.78	*	47.8
14 - 15	*	*	*	44.26	*	*	*	44.26	*	48.2
15 - 16	*	*	*	45.24	*	*	*	45.24	*	49
16 - 17	*	*	*	44.28	*	*	*	44.28	*	48
17 - 18	*	*	*	44.42	*	*	*	44.42	*	47.8
18 - 19	*	*	*	45.25	*	*	*	45.25	*	49.1
19 - 20	*	*	*	45.35	*	*	*	45.35	*	49.5
20 - 21	*	*	*	44.61	*	*	*	44.61	*	49
21 - 22	*	*	*	43.11	*	*	*	43.11	*	47
22 - 23	*	*	*	43.18	*	*	*	43.18	*	46.4
23 - 24	*	*	*	44.75	*	*	*	44.75	*	48.5

Hour	2022-06-13 Monday 2022-06-13	to Tuesday 2022-06-14	2022-06-19 Wednesday 2022-06-15	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	47.5	*	*	47.5	0	47.5
1 - 2	*	*	*	*	47	*	*	47	0	47
2 - 3	*	*	*	*	50	*	*	50	0	50
3 - 4	*	*	*	*	50	*	*	50	0	50
4 - 5	*	*	*	*	48	*	*	48	0	48
5 - 6	*	*	*	*	50.6	*	*	50.6	0	50.6
6 - 7	*	*	*	*	50.8	*	*	50.8	0	50.8
7 - 8	*	*	*	*	48.6	*	*	48.6	0	48.6
8 - 9	*	*	*	*	47	*	*	47	0	47
9 - 10	*	*	*	*	47.6	*	*	47.6	0	47.6
10 - 11	*	*	*	*	47.4	*	*	47.4	0	47.4
11 - 12	*	*	*	48	*	*	*	48	0	48
12 - 13	*	*	*	48.6	*	*	*	48.6	0	48.6
13 - 14	*	*	*	47.8	*	*	*	47.8	0	47.8
14 - 15	*	*	*	48.2	*	*	*	48.2	0	48.2
15 - 16	*	*	*	49	*	*	*	49	0	49
16 - 17	*	*	*	48	*	*	*	48	0	48
17 - 18	*	*	*	47.8	*	*	*	47.8	0	47.8
18 - 19	*	*	*	49.1	*	*	*	49.1	0	49.1
19 - 20	*	*	*	49.5	*	*	*	49.5	0	49.5
20 - 21	*	*	*	49	*	*	*	49	0	49
21 - 22	*	*	*	47	*	*	*	47	0	47
22 - 23	*	*	*	46.4	*	*	*	46.4	0	46.4
23 - 24	*	*	*	48.5	*	*	*	48.5	0	48.5

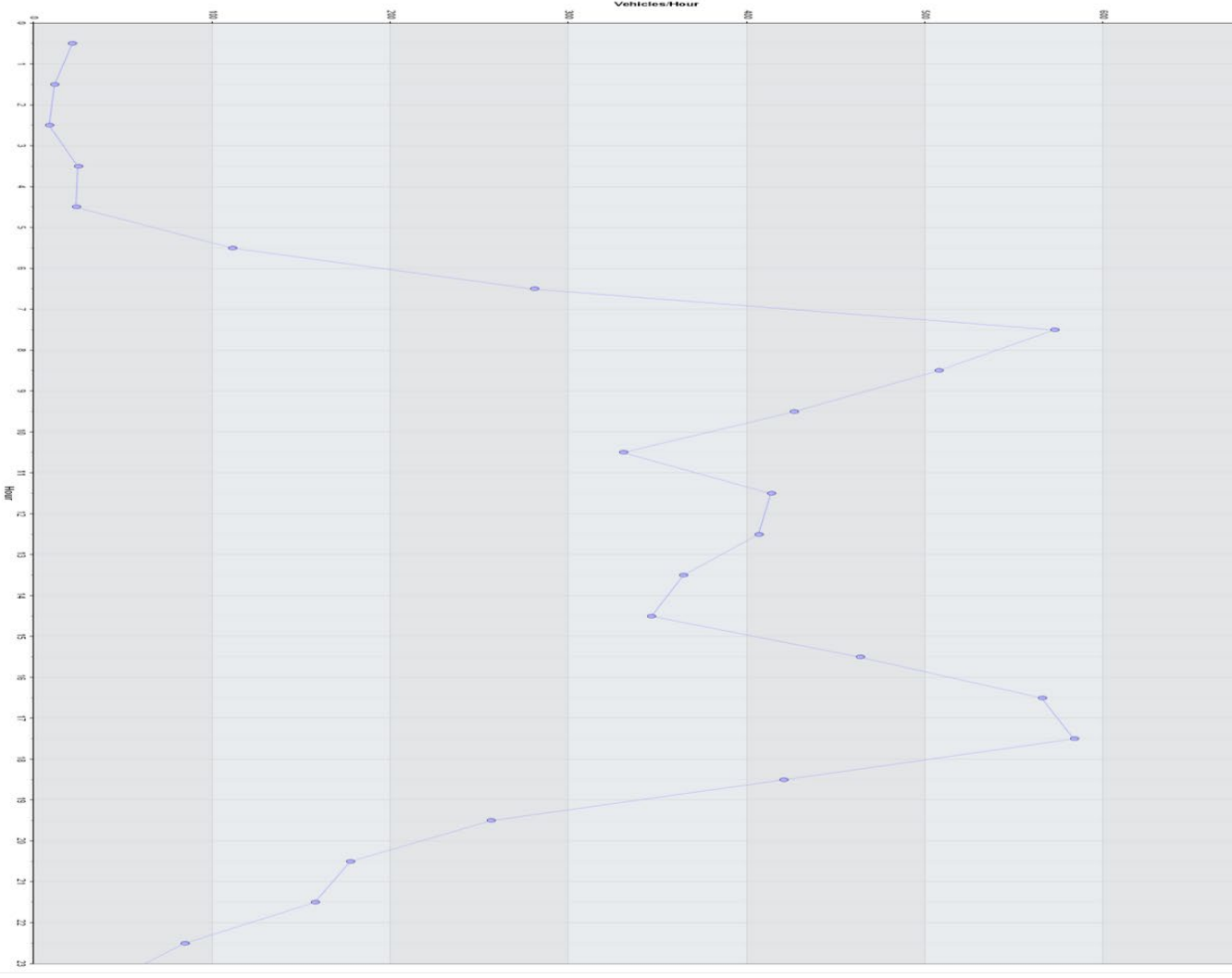
Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	47.5	*	*	47.5	0	47.5
1 - 2	*	*	*	*	47	*	*	47	0	47
2 - 3	*	*	*	*	50	*	*	50	0	50
3 - 4	*	*	*	*	50	*	*	50	0	50
4 - 5	*	*	*	*	48	*	*	48	0	48
5 - 6	*	*	*	*	50.6	*	*	50.6	0	50.6
6 - 7	*	*	*	*	50.8	*	*	50.8	0	50.8
7 - 8	*	*	*	*	48.6	*	*	48.6	0	48.6
8 - 9	*	*	*	*	47	*	*	47	0	47
9 - 10	*	*	*	*	47.6	*	*	47.6	0	47.6
10 - 11	*	*	*	*	47.4	*	*	47.4	0	47.4
11 - 12	*	*	*	48	*	*	*	48	0	48
12 - 13	*	*	*	48.6	*	*	*	48.6	0	48.6
13 - 14	*	*	*	47.8	*	*	*	47.8	0	47.8
14 - 15	*	*	*	48.2	*	*	*	48.2	0	48.2
15 - 16	*	*	*	49	*	*	*	49	0	49
16 - 17	*	*	*	48	*	*	*	48	0	48
17 - 18	*	*	*	47.8	*	*	*	47.8	0	47.8
18 - 19	*	*	*	49.1	*	*	*	49.1	0	49.1
19 - 20	*	*	*	49.5	*	*	*	49.5	0	49.5
20 - 21	*	*	*	49	*	*	*	49	0	49
21 - 22	*	*	*	47	*	*	*	47	0	47
22 - 23	*	*	*	46.4	*	*	*	46.4	0	46.4
23 - 24	*	*	*	48.5	*	*	*	48.5	0	48.5

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	22	44.5	19	45.5
01:00:00	12	43.1	11	44.6
02:00:00	9	46.3	5	52.0
03:00:00	25	45.0	20	46.9
04:00:00	24	43.3	16	45.6
05:00:00	112	45.9	94	47.5
06:00:00	281	47.0	262	47.6
07:00:00	573	45.2	513	46.2
08:00:00	508	43.2	385	45.1
09:00:00	427	44.1	343	45.8
10:00:00	331	43.7	261	45.3
11:00:00	414	43.8	312	46.2
12:00:00	407	44.5	333	46.0
13:00:00	365	43.8	272	45.9
14:00:00	347	44.3	271	46.2
15:00:00	464	45.2	402	46.5
16:00:00	566	44.3	461	45.8
17:00:00	584	44.4	474	46.1
18:00:00	421	45.2	352	46.7
19:00:00	257	45.4	221	46.9
20:00:00	178	44.6	150	45.9
21:00:00	158	43.1	117	45.0
22:00:00	85	43.2	63	45.1
23:00:00	40	44.8	33	46.1

Date	Starting Hour	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	X-Spec Speed	10MPI Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG
6/16/2022	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	11:00	0	0	0	8	14	65	133	143	39	8	1	0	0	0	1	0	0	0	414	48	38 to 48	72.2	312	75.4	0	414	0
6/16/2022	12:00	0	0	0	10	43	143	157	46	7	1	0	0	0	0	0	0	0	0	407	48.6	40 to 50	79.4	333	81.6	0	407	0
6/16/2022	13:00	0	0	1	1	19	48	151	114	32	6	1	2	0	0	0	0	0	0	366	47.8	38 to 48	77.0	273	74.6	0	365	0
6/16/2022	14:00	0	0	0	1	8	51	117	133	29	4	3	0	0	0	0	0	0	0	346	48.2	39 to 49	76.0	270	78.0	0	347	0
6/16/2022	15:00	0	0	0	0	9	37	140	209	61	7	0	1	0	0	0	0	0	0	464	49	41 to 51	80.6	402	86.6	0	464	0
6/16/2022	16:00	0	0	0	0	10	47	221	205	52	7	2	2	0	0	0	0	0	0	566	48	39 to 49	75.8	461	81.4	0	566	0
6/16/2022	17:00	0	0	0	1	13	72	187	248	47	14	2	0	0	0	0	0	0	0	584	47.8	38 to 48	74.3	474	81.2	0	584	0
6/16/2022	18:00	0	0	0	0	8	40	122	186	56	7	0	2	0	0	0	0	0	0	421	49.1	40 to 50	78.6	332	83.6	0	421	0
6/16/2022	19:00	0	0	0	3	7	18	73	109	38	6	2	0	0	1	0	0	0	0	237	49.5	40 to 50	76.7	221	86.0	0	237	0
6/16/2022	20:00	0	0	1	0	1	18	72	59	22	5	0	0	0	0	0	0	0	0	178	49	39 to 49	77.0	150	84.3	0	178	0
6/16/2022	21:00	0	0	0	0	4	28	72	43	10	0	0	1	0	0	0	0	0	0	158	47	38 to 48	80.4	117	74.1	0	158	0
6/16/2022	22:00	0	0	0	0	2	13	49	25	4	0	1	0	0	0	0	0	0	0	85	46.4	37 to 47	82.4	63	78.1	0	85	0
6/16/2022	23:00	0	0	0	2	14	96	148	164	439	72	14	8	0	1	1	0	0	0	40	48.5	38 to 48	80.0	33	82.5	0	40	0
24 Hr Summary		0	0	2	14	96	506	1486	1647	439	72	14	8	0	1	1	0	0	0	4286	49	40 to 50	76.8	3461	80.8	0	4286	0
Page 1																												
Date	Starting Hour	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	X-Spec Speed	10MPI Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG
6/17/2022	00:00	0	0	0	0	0	2	7	12	1	0	0	0	0	0	0	0	0	0	22	47.5	39 to 49	90.9	19	86.4	0	22	0
6/17/2022	01:00	0	0	0	1	0	0	7	3	1	0	0	0	0	0	0	0	0	0	12	47	38 to 48	83.3	11	91.7	0	12	0
6/17/2022	02:00	0	0	0	0	0	2	4	1	1	0	0	0	0	1	0	0	0	0	9	50	37 to 47	77.8	5	55.6	0	9	0
6/17/2022	03:00	0	0	0	0	1	2	11	6	4	1	0	0	0	0	0	0	0	0	25	50	39 to 49	73.0	20	80.0	0	25	0
6/17/2022	04:00	0	0	0	0	0	6	19	4	3	1	0	0	0	0	0	0	0	0	24	48	36 to 46	79.2	16	66.7	0	24	0
6/17/2022	05:00	0	0	0	0	2	12	28	46	19	4	1	0	0	0	0	0	0	0	112	50.6	42 to 52	72.3	94	83.9	0	112	0
6/17/2022	06:00	0	0	0	0	2	13	44	135	57	8	3	1	0	0	0	0	0	0	203	50.8	42 to 52	81.6	204	93.3	0	203	0
6/17/2022	07:00	0	1	0	0	6	38	191	261	62	10	2	0	0	0	0	0	0	0	571	48.4	41 to 51	83.2	511	89.5	0	571	0
6/17/2022	08:00	0	0	0	0	12	87	207	168	29	5	0	0	0	0	0	0	0	0	508	47	38 to 48	74.7	385	75.8	0	508	0
6/17/2022	09:00	0	0	0	2	8	60	135	183	29	8	0	0	0	0	0	0	0	0	427	47.6	39 to 49	78.0	343	80.3	0	427	0
6/17/2022	10:00	0	0	0	3	4	40	149	113	18	3	1	0	0	0	0	0	0	0	331	47.4	39 to 49	84.3	261	78.9	0	331	0
6/17/2022	11:00	0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
24 Hr Summary		0	1	0	6	35	262	813	934	224	40	7	1	0	1	0	0	0	0	2324	49	40 to 50	76.8	1929	83.0	0	2324	0
Page 2																												

12th Ave Blvd - 12th Ave Interchange - 8119
Average Weekly Volume

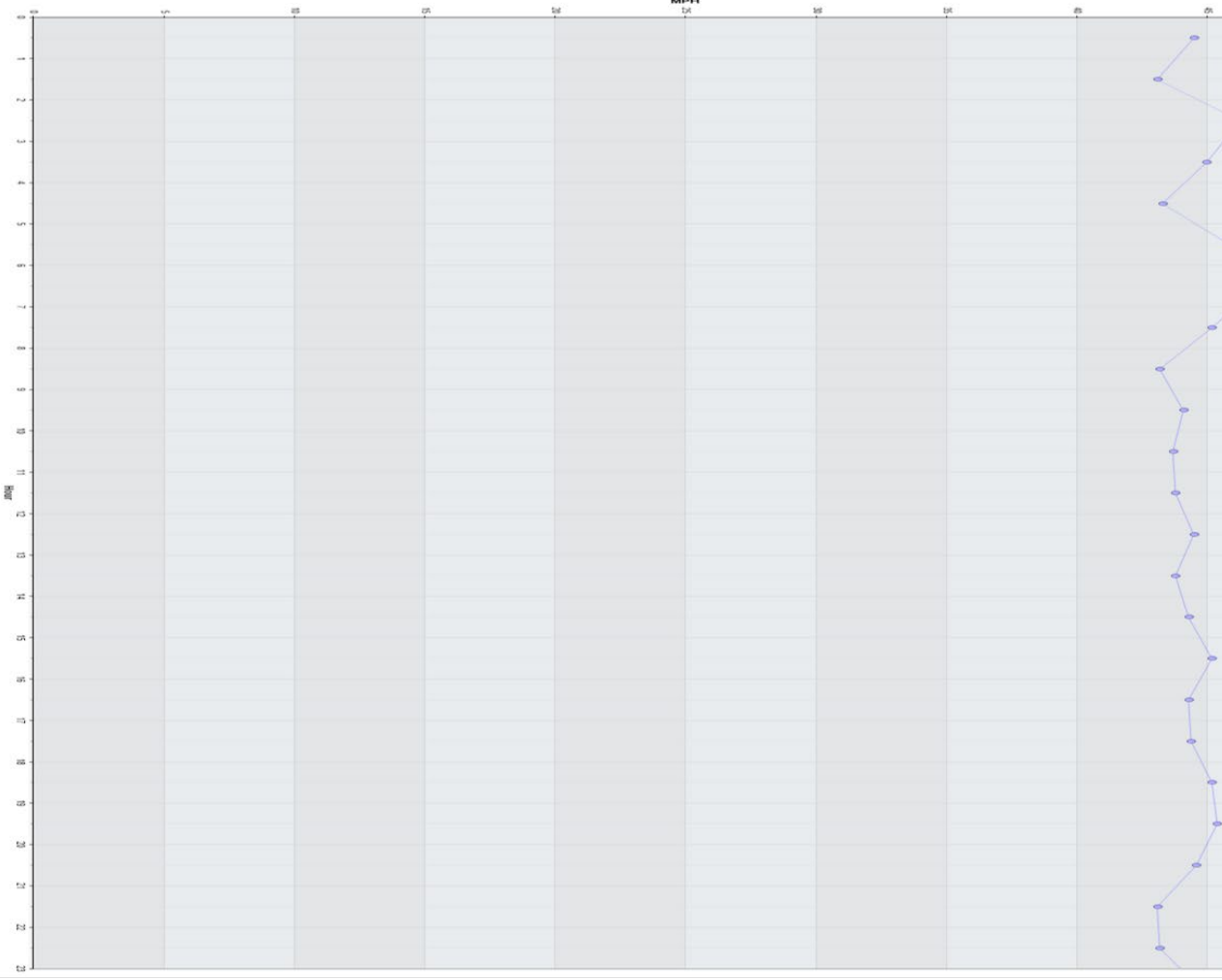
Interagency Average Weekly Volume for Week of 6/11/2022
Average Counts By Hour 6/11/2022 - Average Counts By Hour 6/13/2022

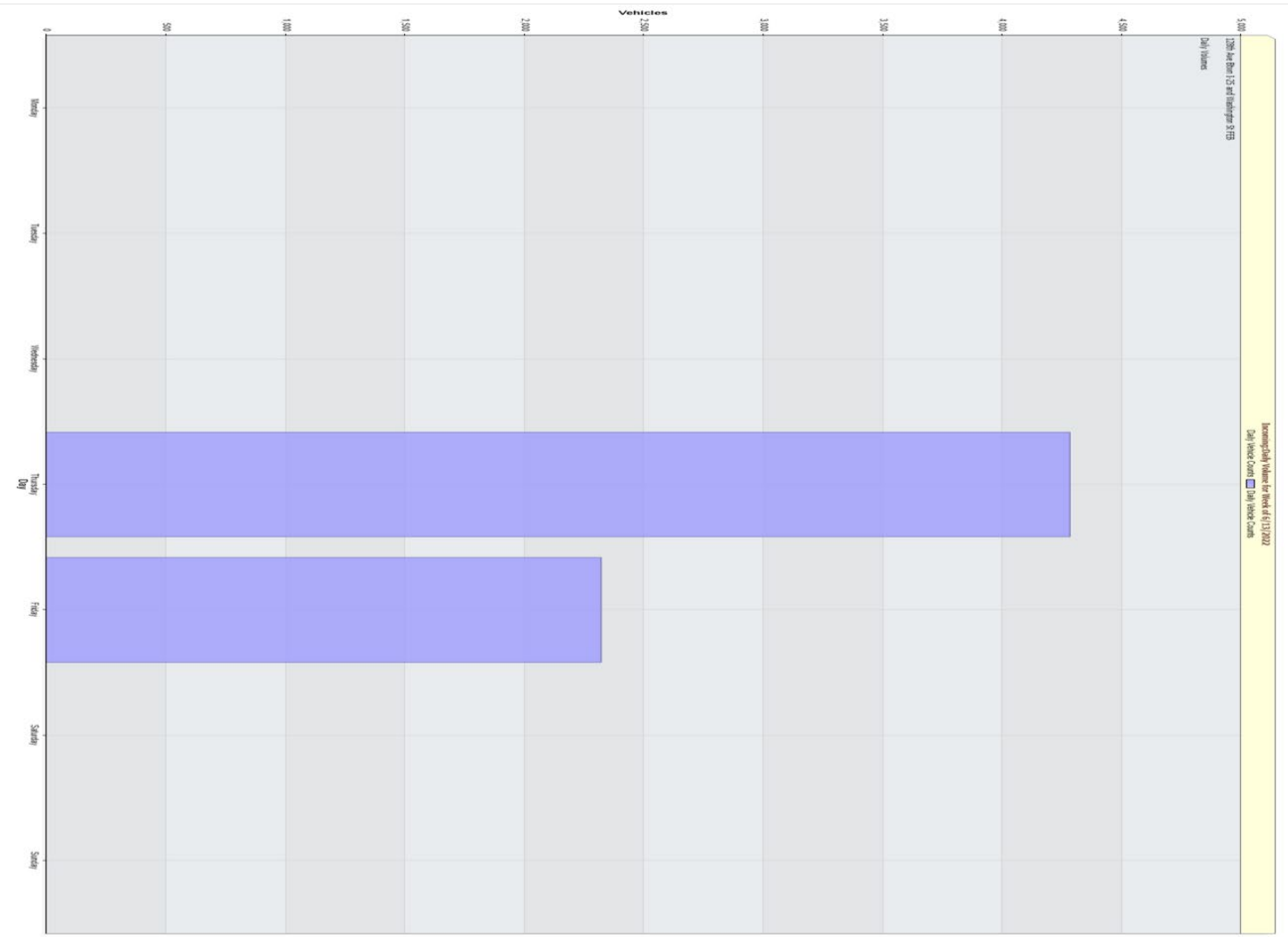


2019 Average 1.5 of 1000000 8.00

Example Average Weekly REFCO's Speed for Field of 10,000

Average Weekly Speed





For Project: 128th Ave Btwn Washington St and Lafayette St FWB

Project Notes:

Location/Name: Incoming EB

Report Generated: 06/17/2022 14:11

Speed Intervals 1 MPH

Time Intervals Instant

Traffic Report From 06/16/2022 11:00:00 through 06/17/2022 11:00:00

85th Percentile Speed 48 MPH

85th Percentile Vehicles 7585

Max Speed 85 MPH on 06/17/2022 01:22:48

Total Vehicles 8925

AADT: 8925

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	4462	4462
AM Peak	489	489
PM Peak	1128	1128

Speed

Speed Limit: 40

85th Percentile Speed: 48

Average Speed: 43.61

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	N/A	N/A	N/A	5879	1314	N/A	N/A
% over limit	N/A	N/A	N/A	80.6	80.4	N/A	N/A
Avg Speeder	N/A	N/A	N/A	45.0	45.4	N/A	N/A

Class Counts

	Number	%
VEH_SM	9	0.1
VEH_MED	8916	99.9
VEH_LG	0	0
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders
06/16/2022 12:00:00 PM	47.0	415	488	62	44.9	79.1%
06/16/2022 01:00:00 PM	47.0	502	590	58	44.9	80.0%
06/16/2022 02:00:00 PM	47.0	432	508	62	45.1	79.1%
06/16/2022 03:00:00 PM	47.0	461	542	64	44.9	80.7%
06/16/2022 04:00:00 PM	47.0	573	674	66	44.9	78.2%
06/16/2022 05:00:00 PM	47.0	826	972	60	44.8	84.4%
06/16/2022 06:00:00 PM	47.0	959	1128	66	44.8	84.6%
06/16/2022 07:00:00 PM	48.0	668	786	64	45.7	85.9%
06/16/2022 08:00:00 PM	48.0	461	542	70	45.3	84.5%
06/16/2022 09:00:00 PM	46.0	390	459	63	44.3	70.9%
06/16/2022 10:00:00 PM	47.0	287	338	60	45.1	72.5%
06/16/2022 11:00:00 PM	47.0	140	165	59	45.3	67.9%
06/17/2022 12:00:00 AM	47.0	84	99	52	44.7	62.6%
06/17/2022 01:00:00 AM	47.0	53	62	57	44.9	61.3%
06/17/2022 02:00:00 AM	45.0	36	42	85	45.9	64.3%
06/17/2022 03:00:00 AM	48.0	18	21	52	44.9	71.4%
06/17/2022 04:00:00 AM	47.0	11	13	51	45.1	53.8%
06/17/2022 05:00:00 AM	48.0	31	36	68	46.5	72.2%
06/17/2022 06:00:00 AM	49.0	52	61	58	45.5	80.3%
06/17/2022 07:00:00 AM	50.0	112	132	61	46.5	88.6%
06/17/2022 08:00:00 AM	49.0	218	256	67	46.2	86.4%
06/17/2022 09:00:00 AM	47.0	246	289	56	44.6	79.9%
06/17/2022 10:00:00 AM	48.0	291	342	58	45.0	79.8%
06/17/2022 11:00:00 AM	48.0	322	379	69	45.3	81.6%
06/17/2022 12:00:00 PM	47.0	1	1	47	47.0	100.0%

Hour	2022-06-13 Monday	to Tuesday	2022-06-19 Wednesday	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	62	*	*	62	0	46.5
1 - 2	*	*	*	*	42	*	*	42	0	45
2 - 3	*	*	*	*	21	*	*	21	0	48
3 - 4	*	*	*	*	13	*	*	13	0	47
4 - 5	*	*	*	*	36	*	*	36	0	47.8
5 - 6	*	*	*	*	61	*	*	61	0	48.5
6 - 7	*	*	*	*	132	*	*	132	0	49.3
7 - 8	*	*	*	*	256	*	*	256	0	48.5
8 - 9	*	*	*	*	289	*	*	289	0	46.6
9 - 10	*	*	*	*	342	*	*	342	0	47.1
10 - 11	*	*	*	*	379	*	*	379	0	47.6
11 - 12	*	*	*	488	1	*	*	244.5	0	46.9
12 - 13	*	*	*	590	*	*	*	590	0	47
13 - 14	*	*	*	508	*	*	*	508	0	46.9
14 - 15	*	*	*	542	*	*	*	542	0	46.7
15 - 16	*	*	*	674	*	*	*	674	0	46.7
16 - 17	*	*	*	972	*	*	*	972	0	47
17 - 18	*	*	*	1128	*	*	*	1128	0	46.5
18 - 19	*	*	*	786	*	*	*	786	0	48
19 - 20	*	*	*	542	*	*	*	542	0	47.2
20 - 21	*	*	*	459	*	*	*	459	0	45.8
21 - 22	*	*	*	338	*	*	*	338	0	46.9
22 - 23	*	*	*	165	*	*	*	165	0	46.8
23 - 24	*	*	*	99	*	*	*	99	0	46.4
Totals	0	0	0	7291	1634	0	0			
% of Total	0%	0%	0%	81.69%	18.31%	0%	0%			

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	62	*	*	62	0	46.5
1 - 2	*	*	*	*	42	*	*	42	0	45
2 - 3	*	*	*	*	21	*	*	21	0	48
3 - 4	*	*	*	*	13	*	*	13	0	47
4 - 5	*	*	*	*	36	*	*	36	0	47.8
5 - 6	*	*	*	*	61	*	*	61	0	48.5
6 - 7	*	*	*	*	132	*	*	132	0	49.3
7 - 8	*	*	*	*	256	*	*	256	0	48.5
8 - 9	*	*	*	*	289	*	*	289	0	46.6
9 - 10	*	*	*	*	342	*	*	342	0	47.1
10 - 11	*	*	*	*	379	*	*	379	0	47.6
11 - 12	*	*	*	488	*	*	*	488	0	46.8
12 - 13	*	*	*	590	*	*	*	590	0	47
13 - 14	*	*	*	508	*	*	*	508	0	46.9
14 - 15	*	*	*	542	*	*	*	542	0	46.7
15 - 16	*	*	*	674	*	*	*	674	0	46.7
16 - 17	*	*	*	972	*	*	*	972	0	47
17 - 18	*	*	*	1128	*	*	*	1128	0	46.5
18 - 19	*	*	*	786	*	*	*	786	0	48
19 - 20	*	*	*	542	*	*	*	542	0	47.2
20 - 21	*	*	*	459	*	*	*	459	0	45.8
21 - 22	*	*	*	338	*	*	*	338	0	46.9
22 - 23	*	*	*	165	*	*	*	165	0	46.8
23 - 24	*	*	*	99	*	*	*	99	0	46.4
Totals	0	0	0	7291	1633	0	0			
% of Total	0%	0%	0%	81.7%	18.3%	0%	0%			

Hour	2022-06-13 Monday 2022-06-13	to Tuesday 2022-06-14	2022-06-19 Wednesday 2022-06-15	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	41.11	*	*	41.11	*	46.5
1 - 2	*	*	*	*	43.26	*	*	43.26	*	45
2 - 3	*	*	*	*	42.86	*	*	42.86	*	48
3 - 4	*	*	*	*	40.31	*	*	40.31	*	47
4 - 5	*	*	*	*	44.06	*	*	44.06	*	47.8
5 - 6	*	*	*	*	43.9	*	*	43.9	*	48.5
6 - 7	*	*	*	*	45.18	*	*	45.18	*	49.3
7 - 8	*	*	*	*	44.84	*	*	44.84	*	48.5
8 - 9	*	*	*	*	43.25	*	*	43.25	*	46.6
9 - 10	*	*	*	*	43.42	*	*	43.42	*	47.1
10 - 11	*	*	*	*	43.9	*	*	43.9	*	47.6
11 - 12	*	*	*	43.14	47	*	*	43.15	*	46.9
12 - 13	*	*	*	43.53	*	*	*	43.53	*	47
13 - 14	*	*	*	43.42	*	*	*	43.42	*	46.9
14 - 15	*	*	*	43.61	*	*	*	43.61	*	46.7
15 - 16	*	*	*	43.39	*	*	*	43.39	*	46.7
16 - 17	*	*	*	43.84	*	*	*	43.84	*	47
17 - 18	*	*	*	43.8	*	*	*	43.8	*	46.5
18 - 19	*	*	*	44.48	*	*	*	44.48	*	48
19 - 20	*	*	*	44.08	*	*	*	44.08	*	47.2
20 - 21	*	*	*	42.21	*	*	*	42.21	*	45.8
21 - 22	*	*	*	43.04	*	*	*	43.04	*	46.9
22 - 23	*	*	*	42.91	*	*	*	42.91	*	46.8
23 - 24	*	*	*	41.92	*	*	*	41.92	*	46.4

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	41.11	*	*	41.11	*	46.5
1 - 2	*	*	*	*	43.26	*	*	43.26	*	45
2 - 3	*	*	*	*	42.86	*	*	42.86	*	48
3 - 4	*	*	*	*	40.31	*	*	40.31	*	47
4 - 5	*	*	*	*	44.06	*	*	44.06	*	47.8
5 - 6	*	*	*	*	43.9	*	*	43.9	*	48.5
6 - 7	*	*	*	*	45.18	*	*	45.18	*	49.3
7 - 8	*	*	*	*	44.84	*	*	44.84	*	48.5
8 - 9	*	*	*	*	43.25	*	*	43.25	*	46.6
9 - 10	*	*	*	*	43.42	*	*	43.42	*	47.1
10 - 11	*	*	*	*	43.9	*	*	43.9	*	47.6
11 - 12	*	*	*	43.14	*	*	*	43.14	*	46.8
12 - 13	*	*	*	43.53	*	*	*	43.53	*	47
13 - 14	*	*	*	43.42	*	*	*	43.42	*	46.9
14 - 15	*	*	*	43.61	*	*	*	43.61	*	46.7
15 - 16	*	*	*	43.39	*	*	*	43.39	*	46.7
16 - 17	*	*	*	43.84	*	*	*	43.84	*	47
17 - 18	*	*	*	43.8	*	*	*	43.8	*	46.5
18 - 19	*	*	*	44.48	*	*	*	44.48	*	48
19 - 20	*	*	*	44.08	*	*	*	44.08	*	47.2
20 - 21	*	*	*	42.21	*	*	*	42.21	*	45.8
21 - 22	*	*	*	43.04	*	*	*	43.04	*	46.9
22 - 23	*	*	*	42.91	*	*	*	42.91	*	46.8
23 - 24	*	*	*	41.92	*	*	*	41.92	*	46.4

Hour	2022-06-13 Monday 2022-06-13	to Tuesday 2022-06-14	2022-06-19 Wednesday 2022-06-15	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	46.5	*	*	46.5	0	46.5
1 - 2	*	*	*	*	45	*	*	45	0	45
2 - 3	*	*	*	*	48	*	*	48	0	48
3 - 4	*	*	*	*	47	*	*	47	0	47
4 - 5	*	*	*	*	47.8	*	*	47.8	0	47.8
5 - 6	*	*	*	*	48.5	*	*	48.5	0	48.5
6 - 7	*	*	*	*	49.3	*	*	49.3	0	49.3
7 - 8	*	*	*	*	48.5	*	*	48.5	0	48.5
8 - 9	*	*	*	*	46.6	*	*	46.6	0	46.6
9 - 10	*	*	*	*	47.1	*	*	47.1	0	47.1
10 - 11	*	*	*	*	47.6	*	*	47.6	0	47.6
11 - 12	*	*	*	46.8	47	*	*	46.9	0	46.9
12 - 13	*	*	*	47	*	*	*	47	0	47
13 - 14	*	*	*	46.9	*	*	*	46.9	0	46.9
14 - 15	*	*	*	46.7	*	*	*	46.7	0	46.7
15 - 16	*	*	*	46.7	*	*	*	46.7	0	46.7
16 - 17	*	*	*	47	*	*	*	47	0	47
17 - 18	*	*	*	46.5	*	*	*	46.5	0	46.5
18 - 19	*	*	*	48	*	*	*	48	0	48
19 - 20	*	*	*	47.2	*	*	*	47.2	0	47.2
20 - 21	*	*	*	45.8	*	*	*	45.8	0	45.8
21 - 22	*	*	*	46.9	*	*	*	46.9	0	46.9
22 - 23	*	*	*	46.8	*	*	*	46.8	0	46.8
23 - 24	*	*	*	46.4	*	*	*	46.4	0	46.4

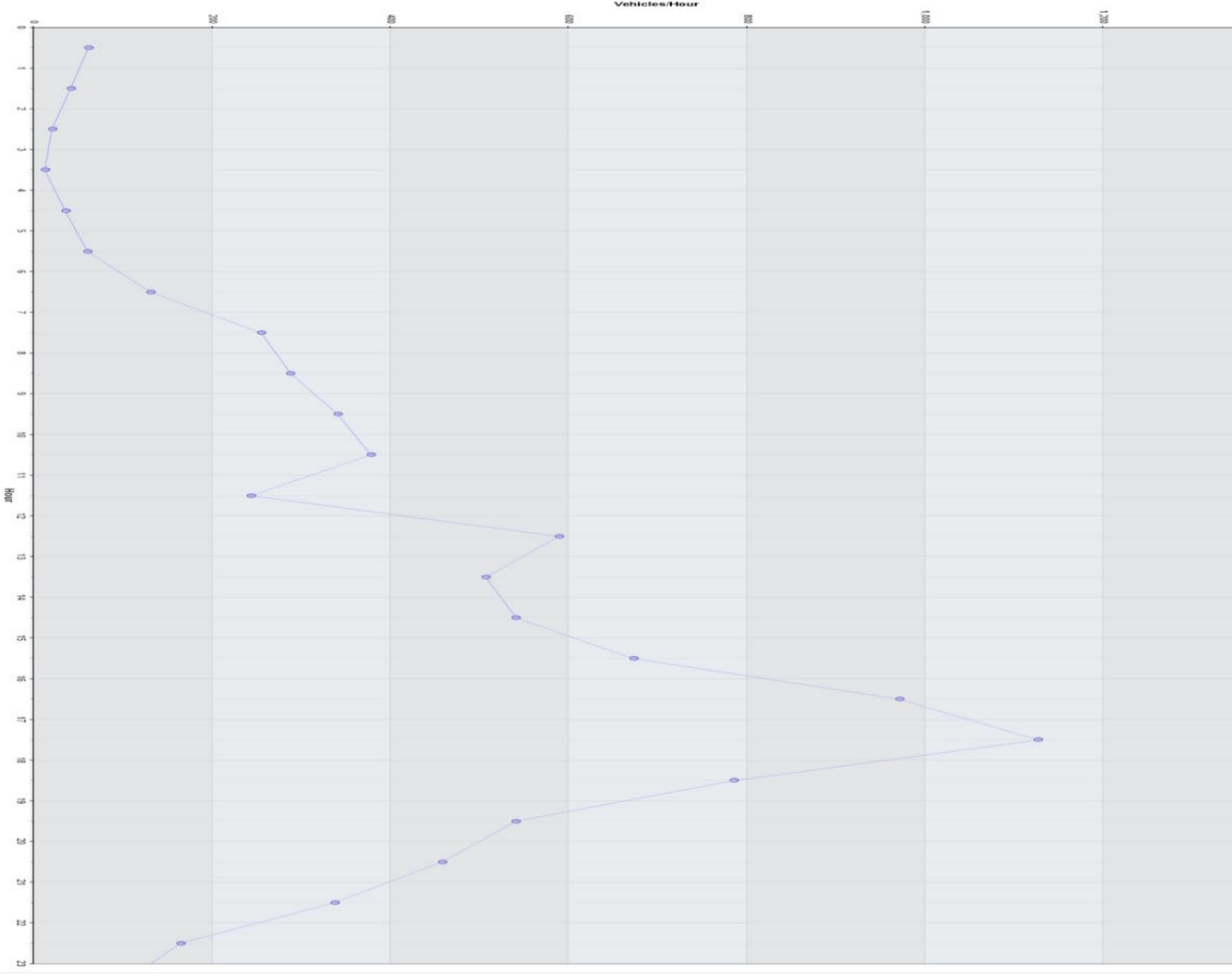
Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	46.5	*	*	46.5	0	46.5
1 - 2	*	*	*	*	45	*	*	45	0	45
2 - 3	*	*	*	*	48	*	*	48	0	48
3 - 4	*	*	*	*	47	*	*	47	0	47
4 - 5	*	*	*	*	47.8	*	*	47.8	0	47.8
5 - 6	*	*	*	*	48.5	*	*	48.5	0	48.5
6 - 7	*	*	*	*	49.3	*	*	49.3	0	49.3
7 - 8	*	*	*	*	48.5	*	*	48.5	0	48.5
8 - 9	*	*	*	*	46.6	*	*	46.6	0	46.6
9 - 10	*	*	*	*	47.1	*	*	47.1	0	47.1
10 - 11	*	*	*	*	47.6	*	*	47.6	0	47.6
11 - 12	*	*	*	46.8	*	*	*	46.8	0	46.8
12 - 13	*	*	*	47	*	*	*	47	0	47
13 - 14	*	*	*	46.9	*	*	*	46.9	0	46.9
14 - 15	*	*	*	46.7	*	*	*	46.7	0	46.7
15 - 16	*	*	*	46.7	*	*	*	46.7	0	46.7
16 - 17	*	*	*	47	*	*	*	47	0	47
17 - 18	*	*	*	46.5	*	*	*	46.5	0	46.5
18 - 19	*	*	*	48	*	*	*	48	0	48
19 - 20	*	*	*	47.2	*	*	*	47.2	0	47.2
20 - 21	*	*	*	45.8	*	*	*	45.8	0	45.8
21 - 22	*	*	*	46.9	*	*	*	46.9	0	46.9
22 - 23	*	*	*	46.8	*	*	*	46.8	0	46.8
23 - 24	*	*	*	46.4	*	*	*	46.4	0	46.4

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	62	41.1	38	44.9
01:00:00	42	43.3	27	45.9
02:00:00	21	42.9	15	44.9
03:00:00	13	40.3	7	45.1
04:00:00	36	44.1	26	46.5
05:00:00	61	43.9	49	45.5
06:00:00	132	45.2	117	46.5
07:00:00	256	44.8	221	46.2
08:00:00	289	43.2	231	44.6
09:00:00	342	43.4	273	45.0
10:00:00	379	43.9	309	45.3
11:00:00	489	43.1	387	44.9
12:00:00	590	43.5	472	44.9
13:00:00	508	43.4	402	45.1
14:00:00	542	43.6	437	44.9
15:00:00	674	43.4	528	44.9
16:00:00	972	43.8	820	44.8
17:00:00	1128	43.8	954	44.8
18:00:00	786	44.5	675	45.7
19:00:00	542	44.1	459	45.3
20:00:00	459	42.2	327	44.3
21:00:00	338	43.0	245	45.1
22:00:00	165	42.9	112	45.3
23:00:00	99	41.9	62	44.7

1480
1296 San Bern Washington 3rd and Airport S 1916

Downing Average Hourly Volume for Week of 11/12/2022
Average Counts by Hour 11/12/2022 - Average Counts by Hour 11/13/2022

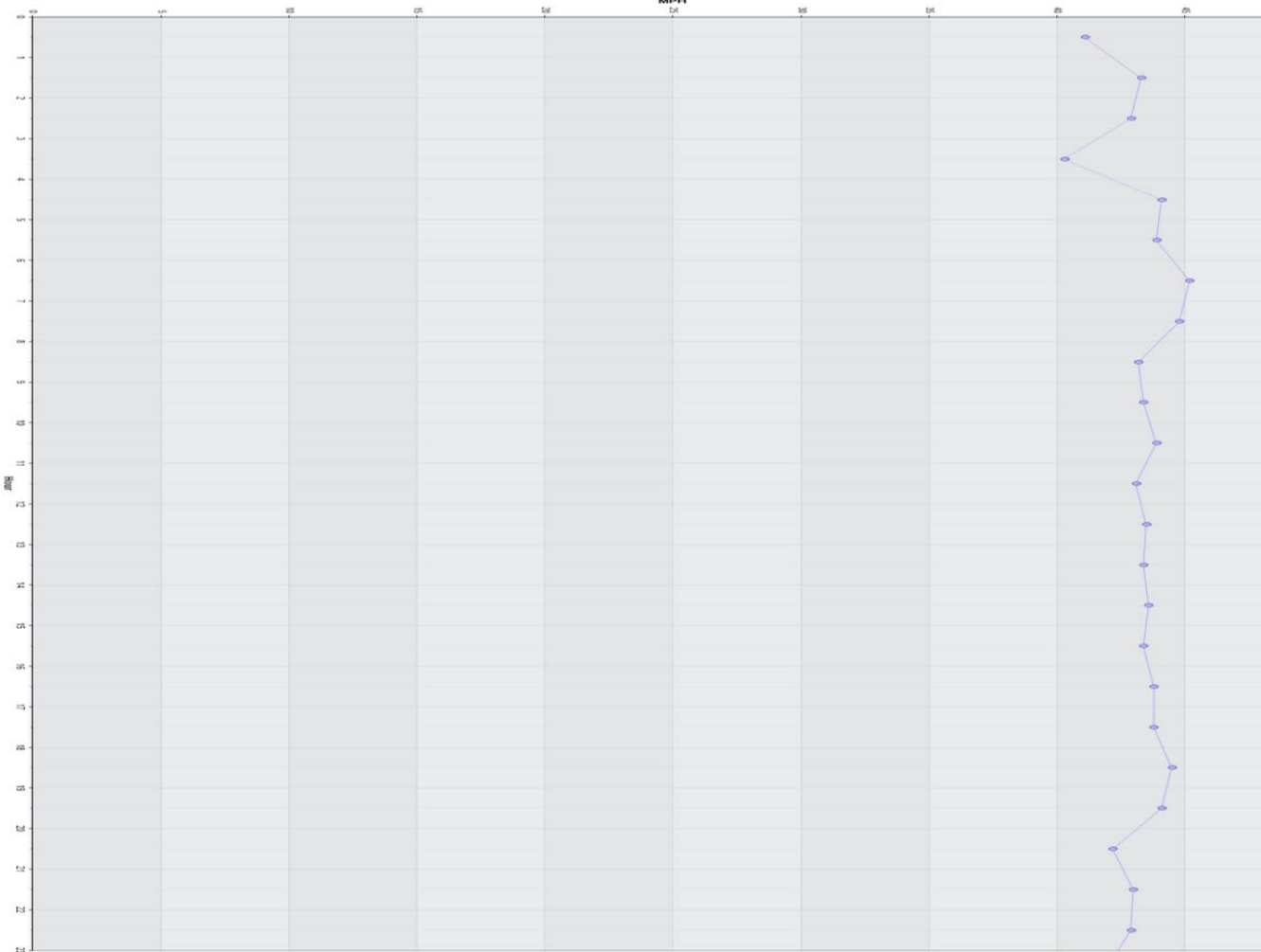
Average Hourly Volume

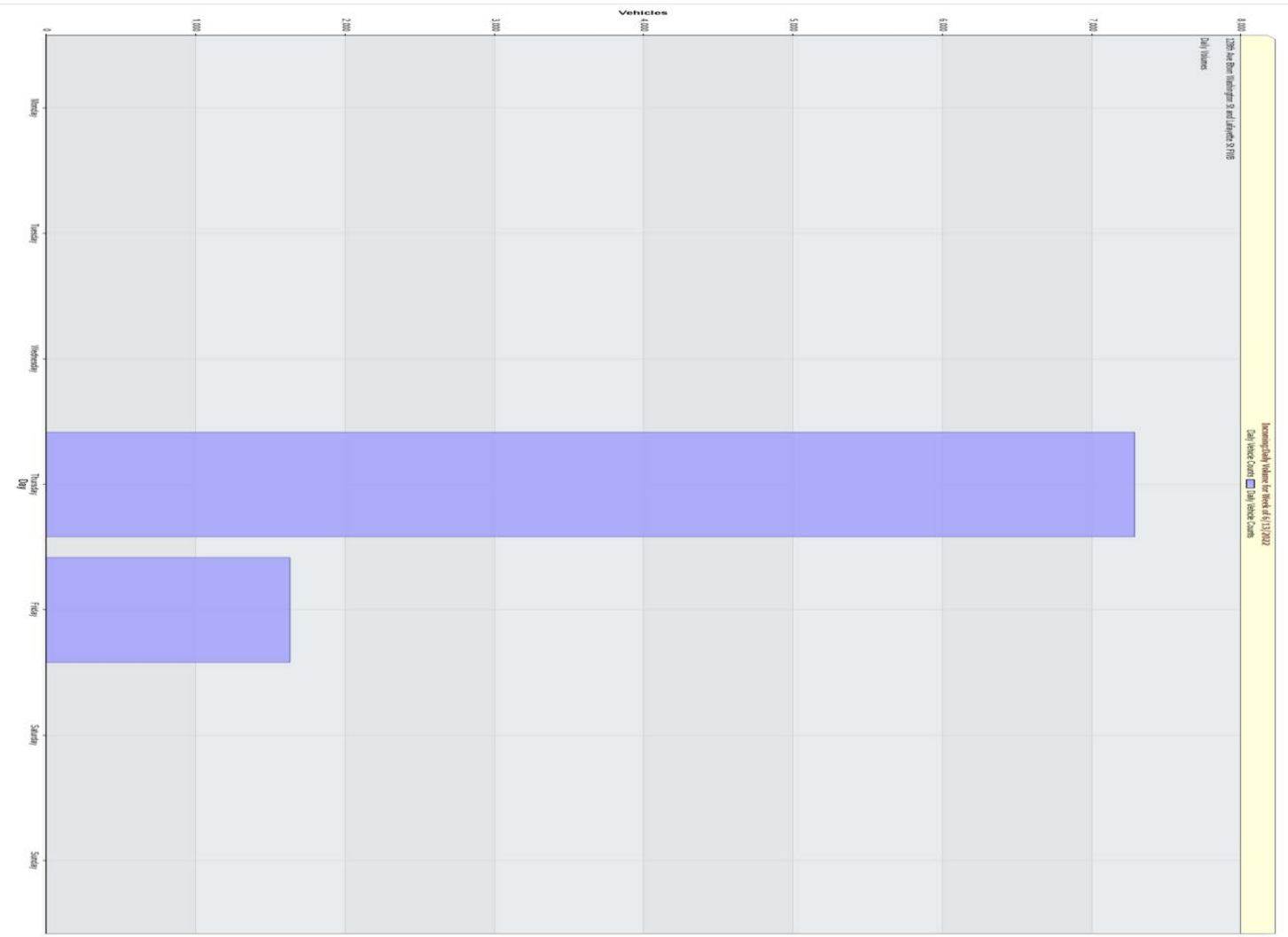


2018 Air Sea Interceptors in and around 2018

Example Average Weekly Interceptor Speeds for Field #1 (1/1/2012 - 12/31/2012)

Average Speed (KTS) Speed 1 (KTS) Speed 2 (KTS) Speed 3 (KTS)





For Project: 128th Ave Btwn Washington St and Lafayette St FEB

Project Notes:

Location/Name: Incoming WB

Report Generated: 06/17/2022 14:17

Speed Intervals 1 MPH

Time Intervals Instant

Traffic Report From 06/16/2022 11:00:00 through 06/17/2022 11:00:00

85th Percentile Speed 48 MPH

85th Percentile Vehicles 7314

Max Speed 78 MPH on 06/16/2022 14:28:29

Total Vehicles 8606

AADT: 8606

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	4303	4303
AM Peak	728	728
PM Peak	682	682

Speed

Speed Limit: 40
 85th Percentile Speed: 48
 Average Speed: 43.12

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	N/A	N/A	N/A	3969	2581	N/A	N/A
% over limit	N/A	N/A	N/A	75.1	77.7	N/A	N/A
Avg Speeder	N/A	N/A	N/A	45.1	45.5	N/A	N/A

Class Counts

	Number	%
VEH_SM	1	0
VEH_MED	8605	100
VEH_LG	0	0
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders
06/16/2022 12:00:00 PM	48.0	455	535	56	45.1	73.3%
06/16/2022 01:00:00 PM	47.0	429	505	59	44.9	78.0%
06/16/2022 02:00:00 PM	47.0	404	475	63	45.0	73.9%
06/16/2022 03:00:00 PM	47.0	415	488	78	45.1	76.6%
06/16/2022 04:00:00 PM	48.0	422	497	59	45.2	78.3%
06/16/2022 05:00:00 PM	47.0	580	682	64	45.0	77.7%
06/16/2022 06:00:00 PM	48.0	570	671	60	45.3	78.4%
06/16/2022 07:00:00 PM	48.0	446	525	60	45.2	76.4%
06/16/2022 08:00:00 PM	47.0	310	365	60	45.2	69.3%
06/16/2022 09:00:00 PM	47.0	178	209	58	45.0	65.1%
06/16/2022 10:00:00 PM	47.0	156	183	57	44.8	65.6%
06/16/2022 11:00:00 PM	47.0	76	89	58	45.3	68.5%
06/17/2022 12:00:00 AM	47.0	50	59	60	45.3	71.2%
06/17/2022 01:00:00 AM	49.0	32	38	61	47.3	52.6%
06/17/2022 02:00:00 AM	45.0	20	24	52	45.5	50.0%
06/17/2022 03:00:00 AM	51.0	14	17	57	47.5	70.6%
06/17/2022 04:00:00 AM	53.0	26	31	59	46.8	83.9%
06/17/2022 05:00:00 AM	48.0	57	67	60	45.8	70.1%
06/17/2022 06:00:00 AM	49.0	192	226	56	46.1	78.8%
06/17/2022 07:00:00 AM	49.0	343	404	72	46.3	84.9%
06/17/2022 08:00:00 AM	49.0	619	728	63	45.7	83.0%
06/17/2022 09:00:00 AM	47.0	580	682	56	45.0	75.2%
06/17/2022 10:00:00 AM	47.0	489	575	69	45.1	73.2%
06/17/2022 11:00:00 AM	47.0	451	531	69	44.7	76.3%
06/17/2022 12:00:00 PM	**No Data**					

Hour	2022-06-13	to	2022-06-19	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday 2022-06-13	Tuesday 2022-06-14	Wednesday 2022-06-15							
0 - 1	*	*	*	*	38	*	*	38	0	48.5
1 - 2	*	*	*	*	24	*	*	24	0	45
2 - 3	*	*	*	*	17	*	*	17	0	51
3 - 4	*	*	*	*	31	*	*	31	0	52.3
4 - 5	*	*	*	*	67	*	*	67	0	47.8
5 - 6	*	*	*	*	226	*	*	226	0	48.3
6 - 7	*	*	*	*	404	*	*	404	0	48.8
7 - 8	*	*	*	*	728	*	*	728	0	48.1
8 - 9	*	*	*	*	682	*	*	682	0	46.9
9 - 10	*	*	*	*	575	*	*	575	0	46.9
10 - 11	*	*	*	*	531	*	*	531	0	46.5
11 - 12	*	*	*	535	*	*	*	535	0	47.3
12 - 13	*	*	*	505	*	*	*	505	0	46.9
13 - 14	*	*	*	475	*	*	*	475	0	47
14 - 15	*	*	*	488	*	*	*	488	0	46.7
15 - 16	*	*	*	497	*	*	*	497	0	47.4
16 - 17	*	*	*	682	*	*	*	682	0	46.9
17 - 18	*	*	*	671	*	*	*	671	0	47.4
18 - 19	*	*	*	525	*	*	*	525	0	47.3
19 - 20	*	*	*	365	*	*	*	365	0	46.9
20 - 21	*	*	*	209	*	*	*	209	0	46.4
21 - 22	*	*	*	183	*	*	*	183	0	46.2
22 - 23	*	*	*	89	*	*	*	89	0	46.8
23 - 24	*	*	*	59	*	*	*	59	0	46.5
Totals	0	0	0	5283	3323	0	0			
% of Total	0%	0%	0%	61.39%	38.61%	0%	0%			

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	38	*	*	38	0	48.5
1 - 2	*	*	*	*	24	*	*	24	0	45
2 - 3	*	*	*	*	17	*	*	17	0	51
3 - 4	*	*	*	*	31	*	*	31	0	52.3
4 - 5	*	*	*	*	67	*	*	67	0	47.8
5 - 6	*	*	*	*	226	*	*	226	0	48.3
6 - 7	*	*	*	*	404	*	*	404	0	48.8
7 - 8	*	*	*	*	728	*	*	728	0	48.1
8 - 9	*	*	*	*	682	*	*	682	0	46.9
9 - 10	*	*	*	*	575	*	*	575	0	46.9
10 - 11	*	*	*	*	531	*	*	531	0	46.5
11 - 12	*	*	*	535	*	*	*	535	0	47.3
12 - 13	*	*	*	505	*	*	*	505	0	46.9
13 - 14	*	*	*	475	*	*	*	475	0	47
14 - 15	*	*	*	488	*	*	*	488	0	46.7
15 - 16	*	*	*	497	*	*	*	497	0	47.4
16 - 17	*	*	*	682	*	*	*	682	0	46.9
17 - 18	*	*	*	671	*	*	*	671	0	47.4
18 - 19	*	*	*	525	*	*	*	525	0	47.3
19 - 20	*	*	*	365	*	*	*	365	0	46.9
20 - 21	*	*	*	209	*	*	*	209	0	46.4
21 - 22	*	*	*	183	*	*	*	183	0	46.2
22 - 23	*	*	*	89	*	*	*	89	0	46.8
23 - 24	*	*	*	59	*	*	*	59	0	46.5
Totals	0	0	0	5283	3323	0	0			
% of Total	0%	0%	0%	61.39%	38.61%	0%	0%			

Hour	2022-06-13 Monday 2022-06-13	to Tuesday 2022-06-14	2022-06-19 Wednesday 2022-06-15	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	41.55	*	*	41.55	*	48.5
1 - 2	*	*	*	*	39.79	*	*	39.79	*	45
2 - 3	*	*	*	*	43.82	*	*	43.82	*	51
3 - 4	*	*	*	*	45.39	*	*	45.39	*	52.3
4 - 5	*	*	*	*	42.91	*	*	42.91	*	47.8
5 - 6	*	*	*	*	43.38	*	*	43.38	*	48.3
6 - 7	*	*	*	*	44.56	*	*	44.56	*	48.8
7 - 8	*	*	*	*	44.02	*	*	44.02	*	48.1
8 - 9	*	*	*	*	42.93	*	*	42.93	*	46.9
9 - 10	*	*	*	*	42.73	*	*	42.73	*	46.9
10 - 11	*	*	*	*	42.84	*	*	42.84	*	46.5
11 - 12	*	*	*	42.9	*	*	*	42.9	*	47.3
12 - 13	*	*	*	43.08	*	*	*	43.08	*	46.9
13 - 14	*	*	*	42.85	*	*	*	42.85	*	47
14 - 15	*	*	*	43.14	*	*	*	43.14	*	46.7
15 - 16	*	*	*	43.27	*	*	*	43.27	*	47.4
16 - 17	*	*	*	43.26	*	*	*	43.26	*	46.9
17 - 18	*	*	*	43.4	*	*	*	43.4	*	47.4
18 - 19	*	*	*	43.2	*	*	*	43.2	*	47.3
19 - 20	*	*	*	42.65	*	*	*	42.65	*	46.9
20 - 21	*	*	*	41.49	*	*	*	41.49	*	46.4
21 - 22	*	*	*	41.75	*	*	*	41.75	*	46.2
22 - 23	*	*	*	42.11	*	*	*	42.11	*	46.8
23 - 24	*	*	*	43.12	*	*	*	43.12	*	46.5

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	41.55	*	*	41.55	*	48.5
1 - 2	*	*	*	*	39.79	*	*	39.79	*	45
2 - 3	*	*	*	*	43.82	*	*	43.82	*	51
3 - 4	*	*	*	*	45.39	*	*	45.39	*	52.3
4 - 5	*	*	*	*	42.91	*	*	42.91	*	47.8
5 - 6	*	*	*	*	43.38	*	*	43.38	*	48.3
6 - 7	*	*	*	*	44.56	*	*	44.56	*	48.8
7 - 8	*	*	*	*	44.02	*	*	44.02	*	48.1
8 - 9	*	*	*	*	42.93	*	*	42.93	*	46.9
9 - 10	*	*	*	*	42.73	*	*	42.73	*	46.9
10 - 11	*	*	*	*	42.84	*	*	42.84	*	46.5
11 - 12	*	*	*	42.9	*	*	*	42.9	*	47.3
12 - 13	*	*	*	43.08	*	*	*	43.08	*	46.9
13 - 14	*	*	*	42.85	*	*	*	42.85	*	47
14 - 15	*	*	*	43.14	*	*	*	43.14	*	46.7
15 - 16	*	*	*	43.27	*	*	*	43.27	*	47.4
16 - 17	*	*	*	43.26	*	*	*	43.26	*	46.9
17 - 18	*	*	*	43.4	*	*	*	43.4	*	47.4
18 - 19	*	*	*	43.2	*	*	*	43.2	*	47.3
19 - 20	*	*	*	42.65	*	*	*	42.65	*	46.9
20 - 21	*	*	*	41.49	*	*	*	41.49	*	46.4
21 - 22	*	*	*	41.75	*	*	*	41.75	*	46.2
22 - 23	*	*	*	42.11	*	*	*	42.11	*	46.8
23 - 24	*	*	*	43.12	*	*	*	43.12	*	46.5

Hour	2022-06-13 Monday 2022-06-13	to Tuesday 2022-06-14	2022-06-19 Wednesday 2022-06-15	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	48.5	*	*	48.5	0	48.5
1 - 2	*	*	*	*	45	*	*	45	0	45
2 - 3	*	*	*	*	51	*	*	51	0	51
3 - 4	*	*	*	*	52.3	*	*	52.3	0	52.3
4 - 5	*	*	*	*	47.8	*	*	47.8	0	47.8
5 - 6	*	*	*	*	48.3	*	*	48.3	0	48.3
6 - 7	*	*	*	*	48.8	*	*	48.8	0	48.8
7 - 8	*	*	*	*	48.1	*	*	48.1	0	48.1
8 - 9	*	*	*	*	46.9	*	*	46.9	0	46.9
9 - 10	*	*	*	*	46.9	*	*	46.9	0	46.9
10 - 11	*	*	*	*	46.5	*	*	46.5	0	46.5
11 - 12	*	*	*	47.3	*	*	*	47.3	0	47.3
12 - 13	*	*	*	46.9	*	*	*	46.9	0	46.9
13 - 14	*	*	*	47	*	*	*	47	0	47
14 - 15	*	*	*	46.7	*	*	*	46.7	0	46.7
15 - 16	*	*	*	47.4	*	*	*	47.4	0	47.4
16 - 17	*	*	*	46.9	*	*	*	46.9	0	46.9
17 - 18	*	*	*	47.4	*	*	*	47.4	0	47.4
18 - 19	*	*	*	47.3	*	*	*	47.3	0	47.3
19 - 20	*	*	*	46.9	*	*	*	46.9	0	46.9
20 - 21	*	*	*	46.4	*	*	*	46.4	0	46.4
21 - 22	*	*	*	46.2	*	*	*	46.2	0	46.2
22 - 23	*	*	*	46.8	*	*	*	46.8	0	46.8
23 - 24	*	*	*	46.5	*	*	*	46.5	0	46.5

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	48.5	*	*	48.5	0	48.5
1 - 2	*	*	*	*	45	*	*	45	0	45
2 - 3	*	*	*	*	51	*	*	51	0	51
3 - 4	*	*	*	*	52.3	*	*	52.3	0	52.3
4 - 5	*	*	*	*	47.8	*	*	47.8	0	47.8
5 - 6	*	*	*	*	48.3	*	*	48.3	0	48.3
6 - 7	*	*	*	*	48.8	*	*	48.8	0	48.8
7 - 8	*	*	*	*	48.1	*	*	48.1	0	48.1
8 - 9	*	*	*	*	46.9	*	*	46.9	0	46.9
9 - 10	*	*	*	*	46.9	*	*	46.9	0	46.9
10 - 11	*	*	*	*	46.5	*	*	46.5	0	46.5
11 - 12	*	*	*	47.3	*	*	*	47.3	0	47.3
12 - 13	*	*	*	46.9	*	*	*	46.9	0	46.9
13 - 14	*	*	*	47	*	*	*	47	0	47
14 - 15	*	*	*	46.7	*	*	*	46.7	0	46.7
15 - 16	*	*	*	47.4	*	*	*	47.4	0	47.4
16 - 17	*	*	*	46.9	*	*	*	46.9	0	46.9
17 - 18	*	*	*	47.4	*	*	*	47.4	0	47.4
18 - 19	*	*	*	47.3	*	*	*	47.3	0	47.3
19 - 20	*	*	*	46.9	*	*	*	46.9	0	46.9
20 - 21	*	*	*	46.4	*	*	*	46.4	0	46.4
21 - 22	*	*	*	46.2	*	*	*	46.2	0	46.2
22 - 23	*	*	*	46.8	*	*	*	46.8	0	46.8
23 - 24	*	*	*	46.5	*	*	*	46.5	0	46.5

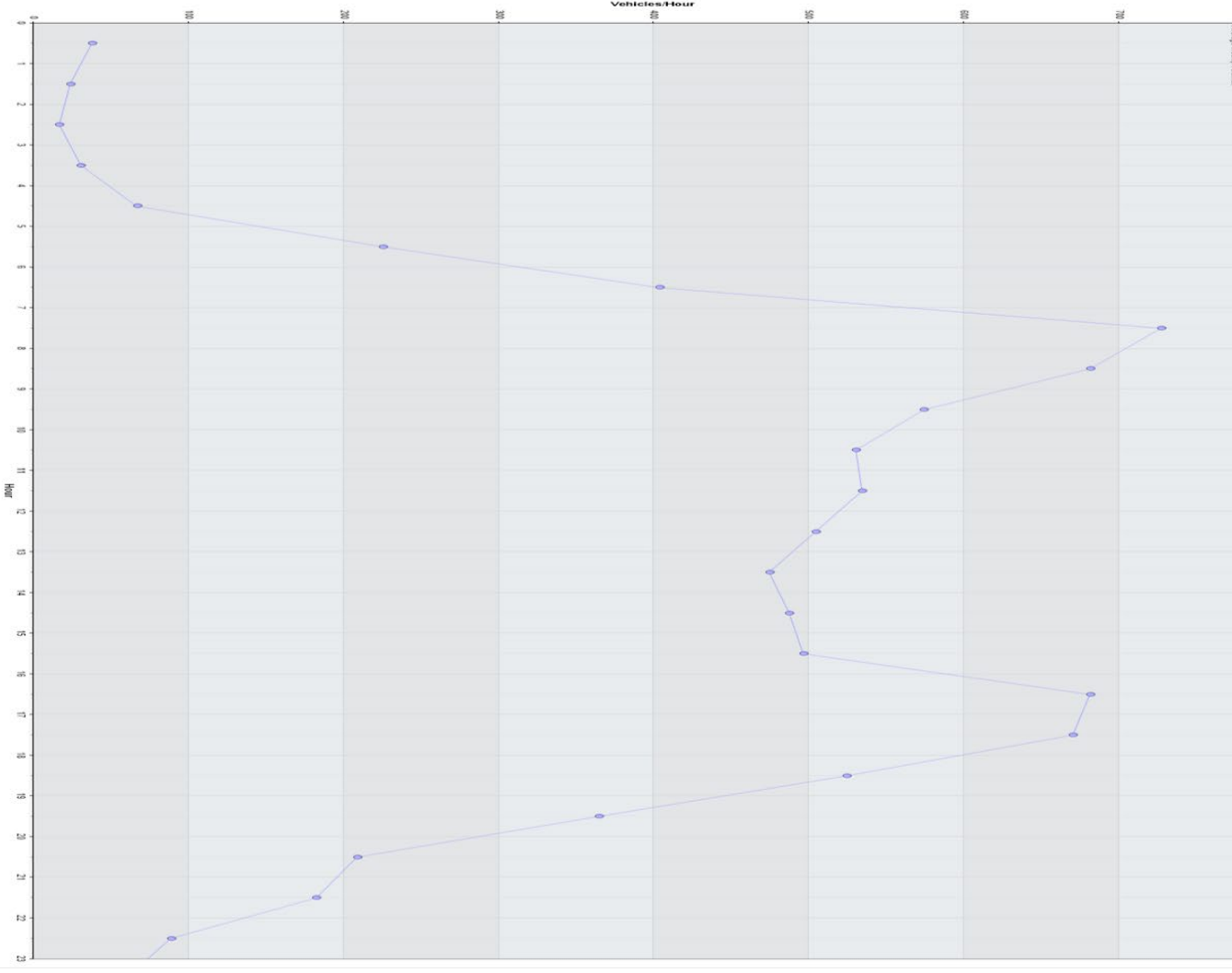
Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	38	41.6	20	47.3
01:00:00	24	39.8	12	45.5
02:00:00	17	43.8	12	47.5
03:00:00	31	45.4	26	46.8
04:00:00	67	42.9	47	45.8
05:00:00	226	43.4	178	46.1
06:00:00	404	44.6	343	46.3
07:00:00	728	44.0	604	45.7
08:00:00	682	42.9	513	45.0
09:00:00	575	42.7	421	45.1
10:00:00	531	42.8	405	44.7
11:00:00	535	42.9	392	45.1
12:00:00	505	43.1	394	44.9
13:00:00	475	42.9	351	45.0
14:00:00	488	43.1	374	45.1
15:00:00	497	43.3	389	45.2
16:00:00	682	43.3	530	45.0
17:00:00	671	43.4	526	45.3
18:00:00	525	43.2	401	45.2
19:00:00	365	42.6	253	45.2
20:00:00	209	41.5	136	45.0
21:00:00	183	41.8	120	44.8
22:00:00	89	42.1	61	45.3
23:00:00	59	43.1	42	45.3

Date	Starting Hour	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	X-Spec Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG
6/16/2022	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	11:00	0	0	2	11	15	76	240	149	36	6	0	0	0	0	0	0	0	0	535	47.3	38 to 48	79.3	392	73.3	0	535	0
6/16/2022	12:00	0	0	2	8	15	48	241	159	28	4	0	0	0	0	0	0	0	0	505	46.9	39 to 49	82.4	394	78.0	0	505	0
6/16/2022	13:00	0	0	1	7	19	62	219	137	24	5	1	0	0	0	0	0	0	0	475	47	39 to 49	80.4	351	73.9	0	475	0
6/16/2022	14:00	0	0	1	7	13	63	241	131	20	9	2	0	0	0	0	0	0	0	488	46.7	38 to 48	80.9	374	76.6	1	487	0
6/16/2022	15:00	0	0	0	13	17	86	223	150	37	7	0	0	0	0	0	0	0	0	497	47.4	39 to 49	78.5	389	78.3	0	497	0
6/16/2022	16:00	0	0	0	8	20	85	311	207	42	7	2	0	0	0	0	0	0	0	682	46.9	38 to 48	81.5	530	77.7	0	682	0
6/16/2022	17:00	2	0	0	7	24	74	274	237	49	3	1	0	0	0	0	0	0	0	671	47.4	39 to 49	79.9	526	78.4	0	671	0
6/16/2022	18:00	0	0	0	15	13	69	226	178	28	4	1	0	0	0	0	0	0	0	525	47.3	39 to 49	81.9	401	76.4	0	525	0
6/16/2022	19:00	0	0	2	4	21	53	155	191	23	5	1	0	0	0	0	0	0	0	365	46.9	38 to 48	78.4	253	69.3	0	365	0
6/16/2022	20:00	0	0	3	11	12	31	90	45	14	3	0	0	0	0	0	0	0	0	209	46.4	37 to 47	70.3	136	65.1	0	209	0
6/16/2022	21:00	0	0	1	8	8	33	78	41	13	1	0	0	0	0	0	0	0	0	183	46.2	38 to 48	74.9	120	65.6	0	183	0
6/16/2022	22:00	0	0	1	3	6	11	38	22	7	1	0	0	0	0	0	0	0	0	89	46.8	38 to 48	75.3	61	68.5	0	89	0
6/16/2022	23:00	2	0	0	2	9	25	19	3	0	1	0	0	0	0	0	0	0	0	59	46.5	36 to 46	79.7	42	71.2	0	59	0
24 Hr Summary		2	0	13	102	185	655	2361	1576	324	55	9	0	0	0	0	0	0	0	5283	48	39 to 49	79.1	3969	75.1	1	5282	0
Page 1																												
Date	Starting Hour	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	X-Spec Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG
6/17/2022	00:00	0	0	1	2	3	7	13	7	3	1	1	0	0	0	0	0	0	0	38	46.5	37 to 47	66.5	20	52.6	0	38	0
6/17/2022	01:00	0	0	1	1	3	5	6	7	1	0	0	0	0	0	0	0	0	0	24	45	36 to 46	66.7	12	50.0	0	24	0
6/17/2022	02:00	0	0	0	1	1	2	7	2	2	0	0	0	0	0	0	0	0	0	17	51	38 to 48	64.7	12	70.6	0	17	0
6/17/2022	03:00	0	0	0	0	4	13	5	7	2	0	0	0	0	0	0	0	0	0	31	52.3	36 to 46	67.7	26	83.9	0	31	0
6/17/2022	04:00	0	0	0	4	1	9	27	19	5	1	1	0	0	0	0	0	0	0	67	47.8	38 to 48	74.4	47	70.1	0	67	0
6/17/2022	05:00	0	0	3	12	13	11	70	93	19	5	0	0	0	0	0	0	0	0	226	48.3	39 to 49	74.3	178	78.8	0	226	0
6/17/2022	06:00	0	0	2	11	15	18	132	169	48	5	3	0	1	0	0	0	0	0	404	48.8	40 to 50	79.2	343	84.9	0	404	0
6/17/2022	07:00	0	1	2	11	22	58	225	281	67	10	1	0	0	0	0	0	0	0	728	48.1	40 to 50	79.4	604	83.0	0	728	0
6/17/2022	08:00	1	0	0	10	23	87	321	195	37	8	0	0	0	0	0	0	0	0	682	46.9	38 to 48	81.1	513	75.0	0	682	0
6/17/2022	09:00	1	3	0	11	22	70	256	179	31	0	1	1	0	0	0	0	0	0	575	46.9	39 to 49	79.8	421	73.2	0	575	0
6/17/2022	10:00	1	1	1	12	9	55	244	159	26	1	1	1	0	0	0	0	0	0	531	46.5	39 to 49	84.4	405	76.3	0	531	0
6/17/2022	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
24 Hr Summary		3	5	10	75	112	326	1404	1096	246	35	8	2	1	0	0	0	0	0	3323	48	39 to 49	79.1	2581	77.7	0	3323	0
Page 2																												

1200
Average Monthly Volume

1200
Average Monthly Volume for Week of 6/13/2022
Average Counts By Hour 6/13/2022 - Average Counts By Hour 6/13/2022

Vehicles/Hour



Example Average Weekly Estimated Speeds for Field #1 (1/1/2021)

1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

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1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

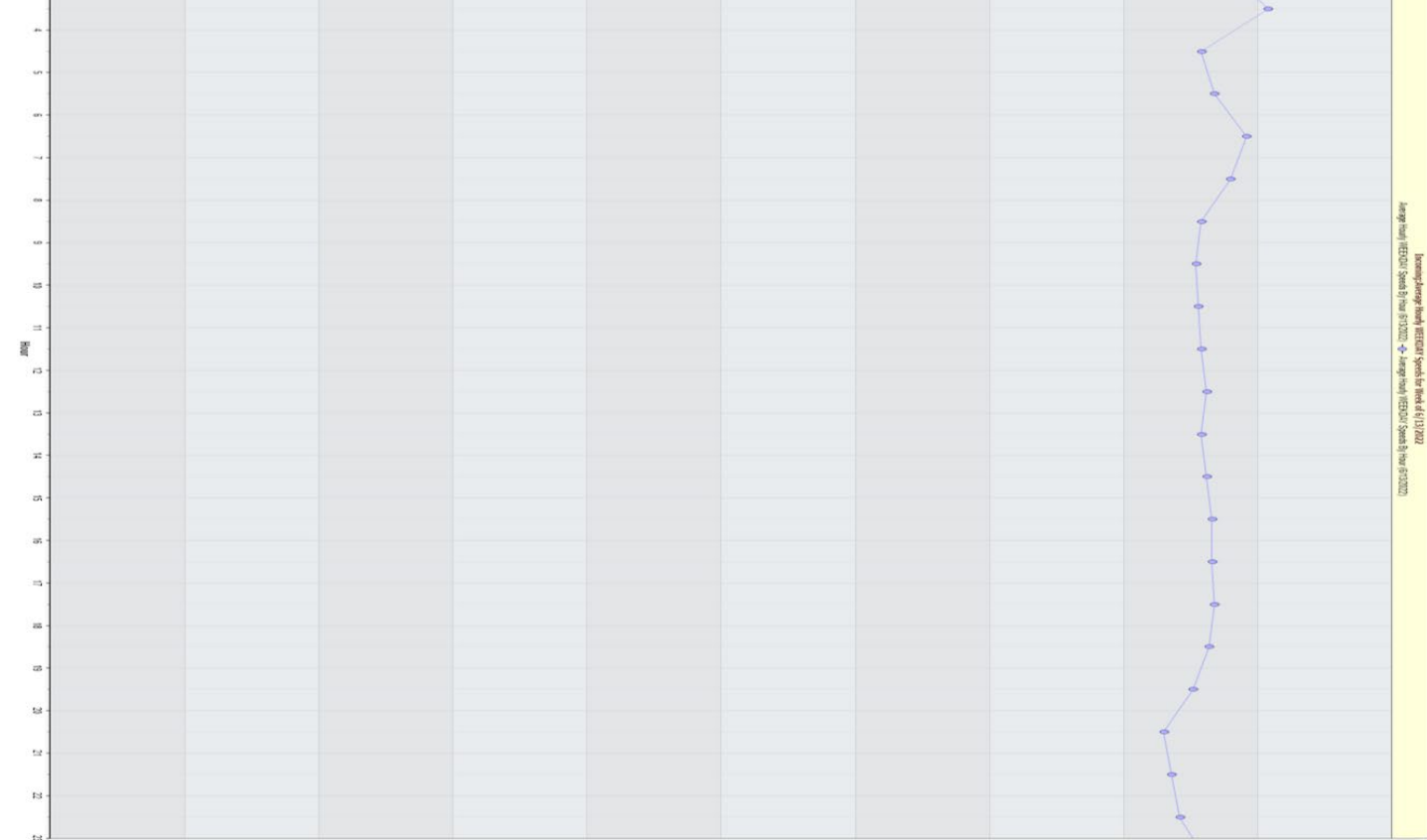
1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed

1/1/2021 Average Weekly Speed



5,000
4,000
3,000
2,000
1,000
0

1256 New from Manufacturer 3 and 4 units 3113

Domestic Daily Volume for Month of 11/2022

Daily Volume

Daily Vehicle Count

Daily Vehicle Count

Tuesday

Tuesday

Wednesday

Thursday

Friday

Saturday

Sunday

0

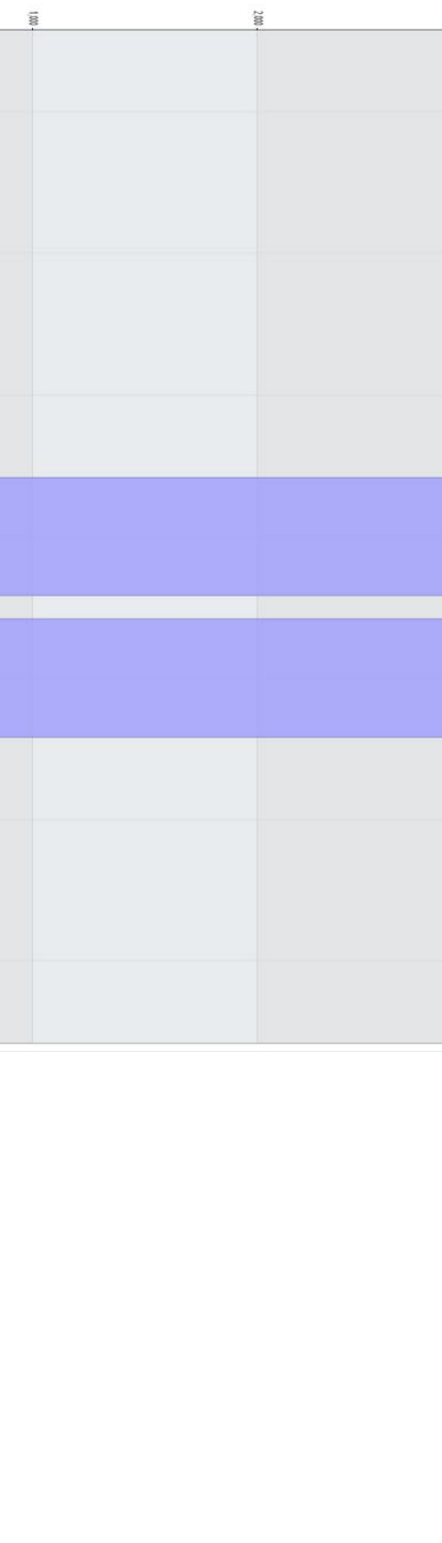
1000

2000

3000

4000

5000



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
621	4/22/2019	08:45 AM	4	2	4	14	15	30	18	2	1	0	0	0	0	0	90						
622	4/22/2019	09:00 AM	9	1	2	8	9	35	26	4	0	0	0	0	0	0	94						
623	4/22/2019	09:15 AM	3	0	2	4	6	15	30	4	1	0	0	0	0	0	65						
624	4/22/2019	09:30 AM	1	0	5	3	11	35	15	4	0	0	0	0	0	0	74						
625	4/22/2019	09:45 AM	4	0	1	5	10	30	27	2	1	0	0	0	0	0	80						
626	4/22/2019	10:00 AM	3	0	1	7	15	33	30	11	0	1	0	0	0	0	101						
627	4/22/2019	10:15 AM	2	0	2	3	10	34	31	2	0	0	0	0	0	0	84						
628	4/22/2019	10:30 AM	3	0	0	14	7	38	16	1	0	0	0	0	0	0	79						
629	4/22/2019	10:45 AM	1	0	0	0	11	40	24	4	0	0	0	0	0	0	80						
630	4/22/2019	11:00 AM	2	0	0	3	23	77	43	10	1	0	0	0	0	0	159						
631	4/22/2019	11:15 AM	8	2	2	3	9	44	35	11	1	0	1	0	1	0	117						
632	4/22/2019	11:30 AM	7	0	2	6	17	43	38	6	0	0	0	0	0	0	119						
633	4/22/2019	11:45 AM	4	0	0	5	12	42	39	5	0	0	0	0	0	0	107						
634	4/22/2019	12:00 PM	4	3	1	5	14	79	41	6	1	0	0	0	0	0	154						
635	4/22/2019	12:15 PM	2	2	1	5	13	51	30	5	0	0	0	0	0	0	109						
636	4/22/2019	12:30 PM	4	0	4	6	17	37	26	6	1	0	0	0	0	0	101						
637	4/22/2019	12:45 PM	4	0	3	0	13	40	18	4	0	0	0	0	0	0	82						
638	4/22/2019	01:00 PM	3	2	3	12	19	65	16	5	0	0	0	0	0	0	125						
639	4/22/2019	01:15 PM	7	3	3	4	4	53	33	2	1	0	0	0	0	0	110						
640	4/22/2019	01:30 PM	0	0	0	2	7	59	48	12	1	0	0	0	0	0	129						
641	4/22/2019	01:45 PM	1	0	0	0	20	52	37	6	0	0	0	0	0	0	116						
642	4/22/2019	02:00 PM	5	0	2	7	33	86	49	10	1	0	0	0	0	0	193						
643	4/22/2019	02:15 PM	9	1	3	4	18	64	41	6	1	0	0	0	0	0	147						
644	4/22/2019	02:30 PM	14	3	8	13	26	96	27	1	3	0	0	0	0	0	151						
645	4/22/2019	02:45 PM	14	3	5	16	29	61	41	5	2	0	0	0	0	0	176						
646	4/22/2019	03:00 PM	32	11	20	13	66	101	32	4	1	0	0	0	0	0	300						
647	4/22/2019	03:15 PM	26	8	14	20	77	98	24	2	0	0	0	0	0	0	269						
648	4/22/2019	03:30 PM	22	12	22	28	39	50	40	6	1	0	0	0	0	0	220						
649	4/22/2019	03:45 PM	23	3	12	31	50	85	59	5	0	0	1	0	0	0	269						
650	4/22/2019	04:00 PM	22	8	23	24	61	104	47	6	1	0	0	0	0	0	296						
651	4/22/2019	04:15 PM	17	12	12	21	18	105	61	13	3	0	0	0	0	0	262						
652	4/22/2019	04:30 PM	16	2	8	21	33	102	71	9	3	0	0	0	0	0	265						
653	4/22/2019	04:45 PM	19	4	17	23	60	127	71	6	0	0	0	0	0	0	327						
654	4/22/2019	05:00 PM	14	0	5	12	40	114	81	9	0	0	0	0	0	0	275						
655	4/22/2019	05:15 PM	12	13	20	31	61	126	31	8	0	0	0	0	0	0	302						
656	4/22/2019	05:30 PM	16	3	13	31	45	124	52	8	2	0	0	0	0	0	294						
657	4/22/2019	05:45 PM	11	7	12	20	52	94	73	11	0	0	0	0	0	0	280						
658	4/22/2019	06:00 PM	16	6	17	14	34	90	42	8	0	0	0	0	0	0	227						
659	4/22/2019	06:15 PM	9	4	12	13	13	74	63	7	0	0	0	0	0	1	196						
660	4/22/2019	06:30 PM	1	0	2	16	40	61	38	10	0	0	0	0	0	0	168						
661	4/22/2019	06:45 PM	1	0	2	5	23	49	45	8	0	0	0	0	0	0	133						
662	4/22/2019	07:00 PM	0	0	0	1	15	53	52	4	0	0	0	0	0	0	125						
663	4/22/2019	07:15 PM	9	1	1	1	10	72	46	8	1	0	0	0	0	0	149						
664	4/22/2019	07:30 PM	8	8	5	6	11	53	37	7	1	0	0	0	0	0	136						
665	4/22/2019	07:45 PM	2	4	10	3	15	60	41	3	2	0	0	0	0	0	140						
666	4/22/2019	08:00 PM	5	1	2	12	28	61	23	1	1	0	0	1	0	0	135						
667	4/22/2019	08:15 PM	3	0	6	7	16	51	31	1	1	0	0	0	0	0	116						
668	4/22/2019	08:30 PM	2	0	3	4	14	59	20	8	0	0	0	0	0	0	110						
669	4/22/2019	08:45 PM	1	0	0	2	9	26	28	2	0	1	0	0	0	0	69						
670	4/22/2019	09:00 PM	1	0	0	3	16	34	12	1	1	0	0	0	0	0	68						
671	4/22/2019	09:15 PM	0	0	0	1	4	28	14	2	0	1	0	0	0	0	50						
672	4/22/2019	09:30 PM	2	0	0	1	4	30	18	0	0	0	0	0	0	0	55						
673	4/22/2019	09:45 PM	0	0	0	1	0	22	16	2	2	0	0	0	0	0	43						
674	4/22/2019	10:00 PM	0	0	0	0	1	15	12	2	0	0	0	0	0	0	30						
675	4/22/2019	10:15 PM	0	0	0	1	2	22	7	4	1	0	0	0	0	0	37						
676	4/22/2019	10:30 PM	1	0	0	1	0	8	14	2	1	0	0	0	0	0	27						
677	4/22/2019	10:45 PM	0	0	0	0	2	3	10	2	0	0	0	0	0	0	17						
678	4/22/2019	11:00 PM	0	0	0	0	2	9	10	1	0	0	0	0	0	0	22						
679	4/22/2019	11:15 PM	0	0	0	0	2	7	6	0	0	0	0	0	0	0	15						
680	4/22/2019	11:30 PM	0	0	0	0	1	7	3	0	0	0	0	0	0	0	11						
681	4/22/2019	11:45 PM	0	0	0	0	3	5	3	1	0	0	0	0	0	0	12	4/22/2019 9901					



Appendix C.3

Huron Turning Movement Counts



Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
Milky Way and Huron St

File Name : Milky Way and Huron AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

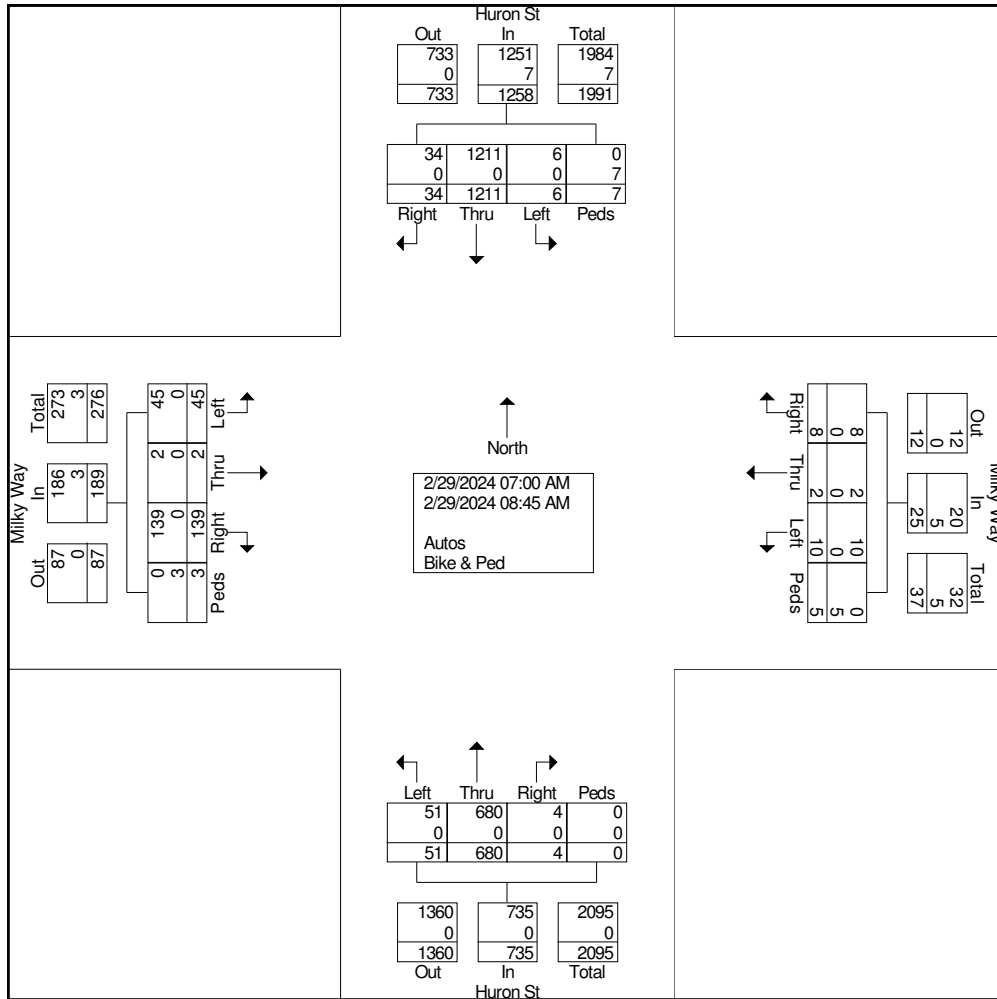
Start Time	Milky Way Eastbound					Milky Way Westbound					Huron St Northbound					Huron St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	7	0	18	0	25	0	0	0	1	1	11	69	1	0	81	1	140	4	5	150	257
07:15 AM	8	0	14	0	22	1	0	0	0	1	3	82	0	0	85	0	143	0	2	145	253
07:30 AM	8	0	17	0	25	2	0	3	0	5	9	82	0	0	91	0	200	9	0	209	330
07:45 AM	9	1	35	0	45	2	0	1	0	3	9	98	1	0	108	1	222	5	0	228	384
Total	32	1	84	0	117	5	0	4	1	10	32	331	2	0	365	2	705	18	7	732	1224
08:00 AM	1	0	20	3	24	0	1	1	1	3	6	85	0	0	91	1	185	8	0	194	312
08:15 AM	7	0	10	0	17	1	0	1	2	4	5	111	1	0	117	1	113	4	0	118	256
08:30 AM	3	0	12	0	15	0	1	2	0	3	6	85	0	0	91	2	109	2	0	113	222
08:45 AM	2	1	13	0	16	4	0	0	1	5	2	68	1	0	71	0	99	2	0	101	193
Total	13	1	55	3	72	5	2	4	4	15	19	349	2	0	370	4	506	16	0	526	983
Grand Total	45	2	139	3	189	10	2	8	5	25	51	680	4	0	735	6	1211	34	7	1258	2207
Apprch %	23.8	1.1	73.5	1.6		40	8	32	20		6.9	92.5	0.5	0		0.5	96.3	2.7	0.6		
Total %	2	0.1	6.3	0.1	8.6	0.5	0.1	0.4	0.2	1.1	2.3	30.8	0.2	0	33.3	0.3	54.9	1.5	0.3	57	
Autos	45	2	139	0	186	10	2	8	0	20	51	680	4	0	735	6	1211	34	0	1251	2192
% Autos	100	100	100	0	98.4	100	100	100	0	80	100	100	100	0	100	100	100	100	0	99.4	99.3
Bike & Ped	0	0	0	3	3	0	0	0	5	5	0	0	0	0	0	0	0	0	7	7	15
% Bike & Ped	0	0	0	100	1.6	0	0	0	100	20	0	0	0	0	0	0	0	0	100	0.6	0.7



Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
Milky Way and Huron St

File Name : Milky Way and Huron AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



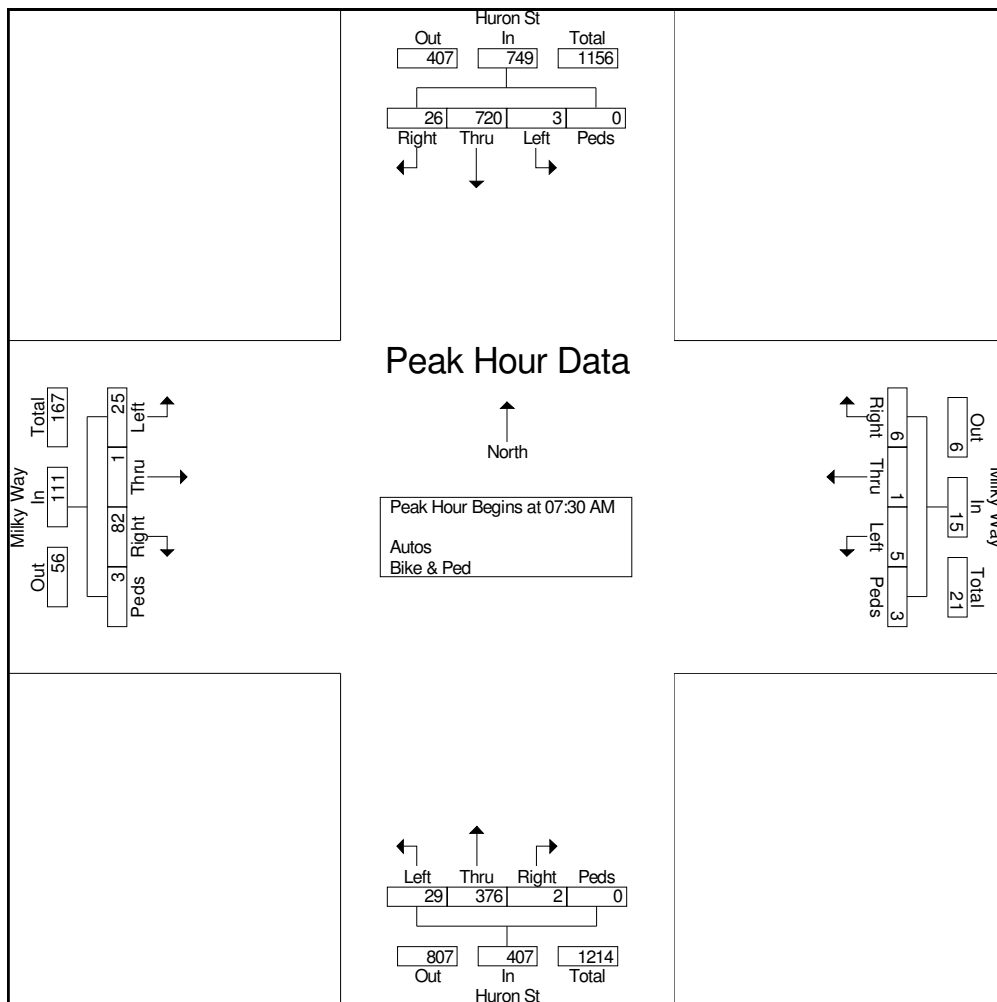


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
Milky Way and Huron St

File Name : Milky Way and Huron AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	Milky Way Eastbound					Milky Way Westbound					Huron St Northbound					Huron St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	8	0	17	0	25	2	0	3	0	5	9	82	0	0	91	0	200	9	0	209	330
07:45 AM	9	1	35	0	45	2	0	1	0	3	9	98	1	0	108	1	222	5	0	228	384
08:00 AM	1	0	20	3	24	0	1	1	1	3	6	85	0	0	91	1	185	8	0	194	312
08:15 AM	7	0	10	0	17	1	0	1	2	4	5	111	1	0	117	1	113	4	0	118	256
Total Volume	25	1	82	3	111	5	1	6	3	15	29	376	2	0	407	3	720	26	0	749	1282
% App. Total	22.5	0.9	73.9	2.7		33.3	6.7	40	20		7.1	92.4	0.5	0		0.4	96.1	3.5	0		
PHF	.694	.250	.586	.250	.617	.625	.250	.500	.375	.750	.806	.847	.500	.000	.870	.750	.811	.722	.000	.821	.835





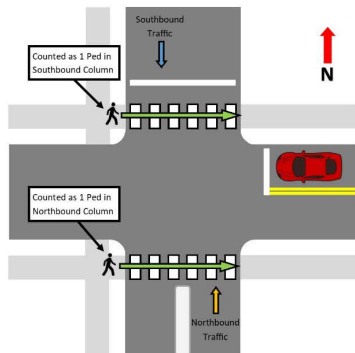
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
Milky Way and Huron St

File Name : Milky Way and Huron AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
Milky Way and Huron St

File Name : Milky Way and Huron PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

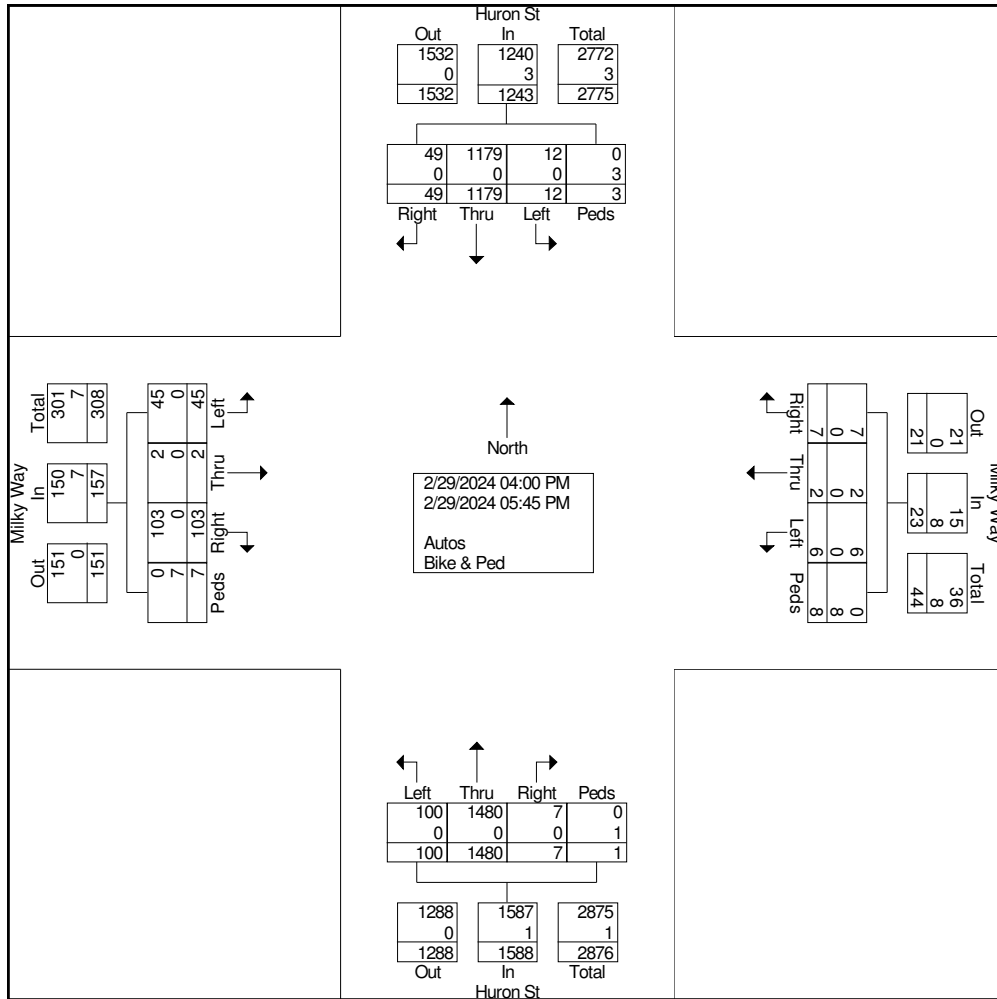
Start Time	Milky Way Eastbound					Milky Way Westbound					Huron St Northbound					Huron St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	7	1	8	1	17	0	0	1	0	1	12	171	1	0	184	3	135	5	0	143	345
04:15 PM	3	0	17	2	22	1	0	1	0	2	11	165	0	0	176	4	122	4	2	132	332
04:30 PM	3	1	12	0	16	0	0	0	1	1	14	175	1	0	190	2	116	8	0	126	333
04:45 PM	9	0	16	2	27	2	0	0	3	5	17	206	1	0	224	0	129	7	0	136	392
Total	22	2	53	5	82	3	0	2	4	9	54	717	3	0	774	9	502	24	2	537	1402
05:00 PM	5	0	12	0	17	2	1	0	1	4	8	184	1	0	193	0	132	6	0	138	352
05:15 PM	4	0	4	1	9	0	0	1	1	2	10	199	2	0	211	0	138	6	0	144	366
05:30 PM	4	0	17	0	21	1	0	0	0	1	12	195	0	1	208	1	204	7	1	213	443
05:45 PM	10	0	17	1	28	0	1	4	2	7	16	185	1	0	202	2	203	6	0	211	448
Total	23	0	50	2	75	3	2	5	4	14	46	763	4	1	814	3	677	25	1	706	1609
Grand Total	45	2	103	7	157	6	2	7	8	23	100	1480	7	1	1588	12	1179	49	3	1243	3011
Apprch %	28.7	1.3	65.6	4.5		26.1	8.7	30.4	34.8		6.3	93.2	0.4	0.1		1	94.9	3.9	0.2		
Total %	1.5	0.1	3.4	0.2	5.2	0.2	0.1	0.2	0.3	0.8	3.3	49.2	0.2	0	52.7	0.4	39.2	1.6	0.1	41.3	
Autos	45	2	103	0	150	6	2	7	0	15	100	1480	7	0	1587	12	1179	49	0	1240	2992
% Autos	100	100	100	0	95.5	100	100	100	0	65.2	100	100	100	0	99.9	100	100	100	0	99.8	99.4
Bike & Ped	0	0	0	7	7	0	0	0	8	8	0	0	0	1	1	0	0	0	3	3	19
% Bike & Ped	0	0	0	100	4.5	0	0	0	100	34.8	0	0	0	100	0.1	0	0	0	100	0.2	0.6



Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
Milky Way and Huron St

File Name : Milky Way and Huron PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



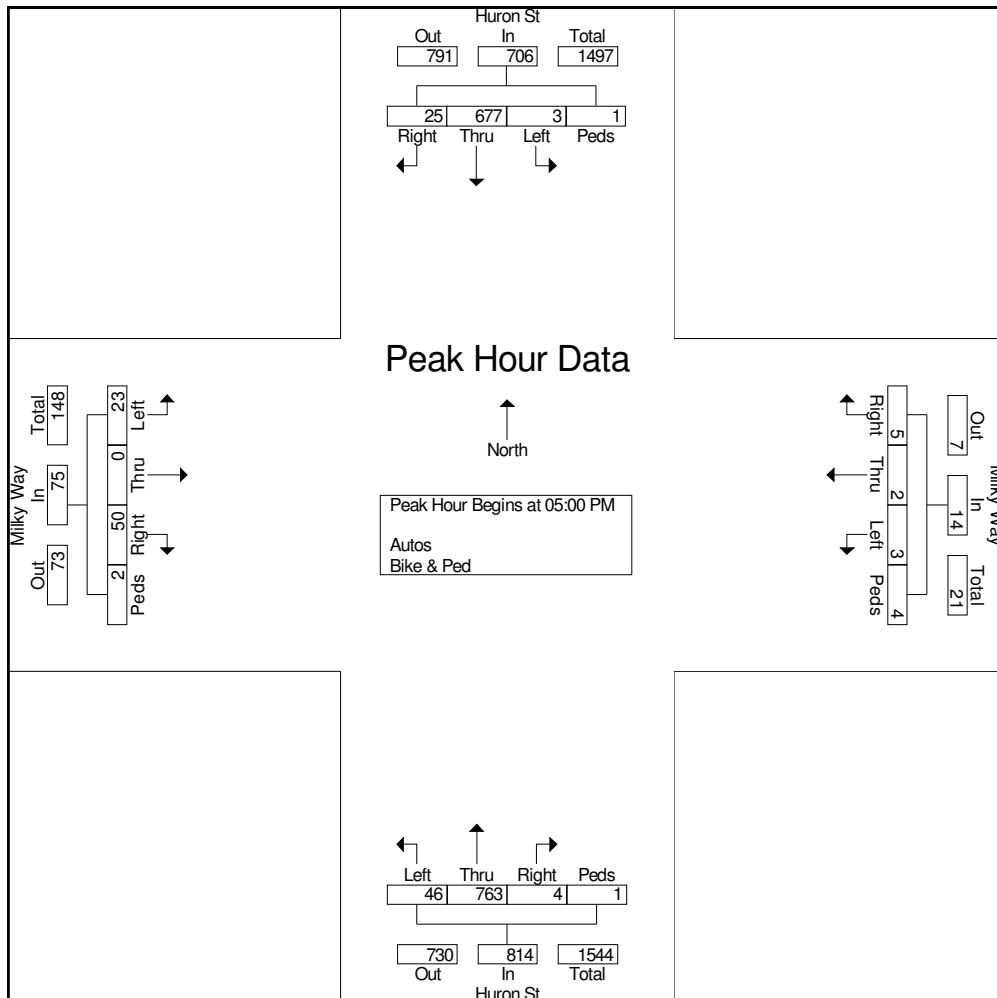


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
Milky Way and Huron St

File Name : Milky Way and Huron PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	Milky Way Eastbound					Milky Way Westbound					Huron St Northbound					Huron St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	5	0	12	0	17	2	1	0	1	4	8	184	1	0	193	0	132	6	0	138	352
05:15 PM	4	0	4	1	9	0	0	1	1	2	10	199	2	0	211	0	138	6	0	144	366
05:30 PM	4	0	17	0	21	1	0	0	0	1	12	195	0	1	208	1	204	7	1	213	443
05:45 PM	10	0	17	1	28	0	1	4	2	7	16	185	1	0	202	2	203	6	0	211	448
Total Volume	23	0	50	2	75	3	2	5	4	14	46	763	4	1	814	3	677	25	1	706	1609
% App. Total	30.7	0	66.7	2.7		21.4	14.3	35.7	28.6		5.7	93.7	0.5	0.1		0.4	95.9	3.5	0.1		
PHF	.575	.000	.735	.500	.670	.375	.500	.313	.500	.500	.719	.959	.500	.250	.964	.375	.830	.893	.250	.829	.898





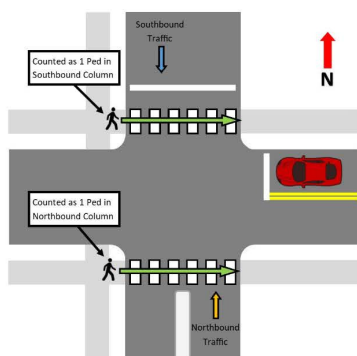
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
Milky Way and Huron St

File Name : Milky Way and Huron PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
W 88th Ave and Huron St

File Name : 88th Ave and Huron AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

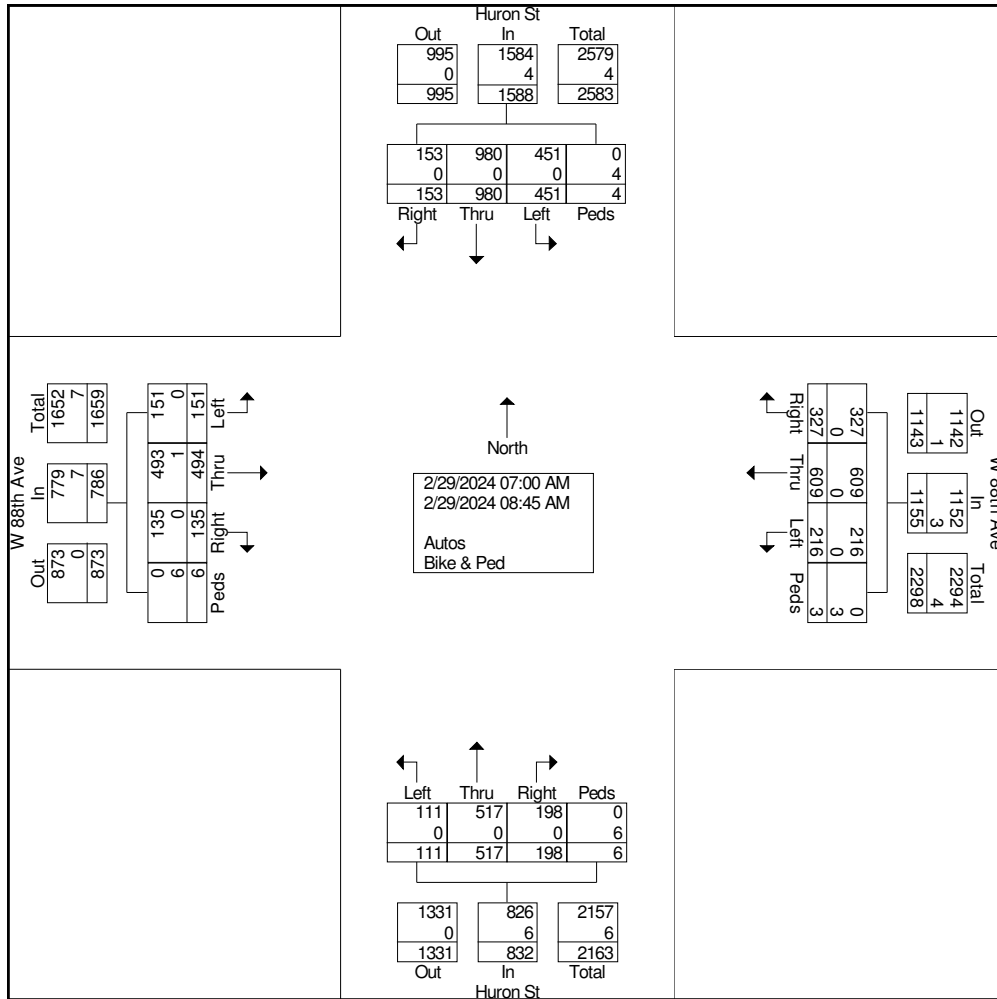
Start Time	W 88th Ave Eastbound					W 88th Ave Westbound					Huron St Northbound					Huron St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	14	54	13	0	81	25	58	35	0	118	14	40	26	0	80	56	106	10	0	172	451
07:15 AM	28	50	10	0	88	17	69	51	1	138	12	61	17	1	91	58	126	18	0	202	519
07:30 AM	28	73	37	0	138	49	104	52	0	205	14	63	28	1	106	60	163	29	0	252	701
07:45 AM	21	89	25	2	137	30	108	38	0	176	36	84	36	1	157	80	191	35	2	308	778
Total	91	266	85	2	444	121	339	176	1	637	76	248	107	3	434	254	586	92	2	934	2449
08:00 AM	17	97	19	0	133	30	80	40	0	150	12	65	23	1	101	64	142	16	0	222	606
08:15 AM	14	58	11	0	83	25	64	40	1	130	14	86	27	1	128	42	94	19	0	155	496
08:30 AM	16	48	12	4	80	19	76	35	1	131	8	61	23	1	93	50	83	16	1	150	454
08:45 AM	13	25	8	0	46	21	50	36	0	107	1	57	18	0	76	41	75	10	1	127	356
Total	60	228	50	4	342	95	270	151	2	518	35	269	91	3	398	197	394	61	2	654	1912
Grand Total	151	494	135	6	786	216	609	327	3	1155	111	517	198	6	832	451	980	153	4	1588	4361
Apprch %	19.2	62.8	17.2	0.8		18.7	52.7	28.3	0.3		13.3	62.1	23.8	0.7		28.4	61.7	9.6	0.3		
Total %	3.5	11.3	3.1	0.1	18	5	14	7.5	0.1	26.5	2.5	11.9	4.5	0.1	19.1	10.3	22.5	3.5	0.1	36.4	
Autos	151	493	135	0	779	216	609	327	0	1152	111	517	198	0	826	451	980	153	0	1584	4341
% Autos	100	99.8	100	0	99.1	100	100	100	0	99.7	100	100	100	0	99.3	100	100	100	0	99.7	99.5
Bike & Ped	0	1	0	6	7	0	0	0	3	3	0	0	0	6	6	0	0	0	4	4	20
% Bike & Ped	0	0.2	0	100	0.9	0	0	0	100	0.3	0	0	0	100	0.7	0	0	0	100	0.3	0.5



Ridgeview Data Collection

Thornton, CO
Thornton Counts
AM Peak
W 88th Ave and Huron St

File Name : 88th Ave and Huron AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



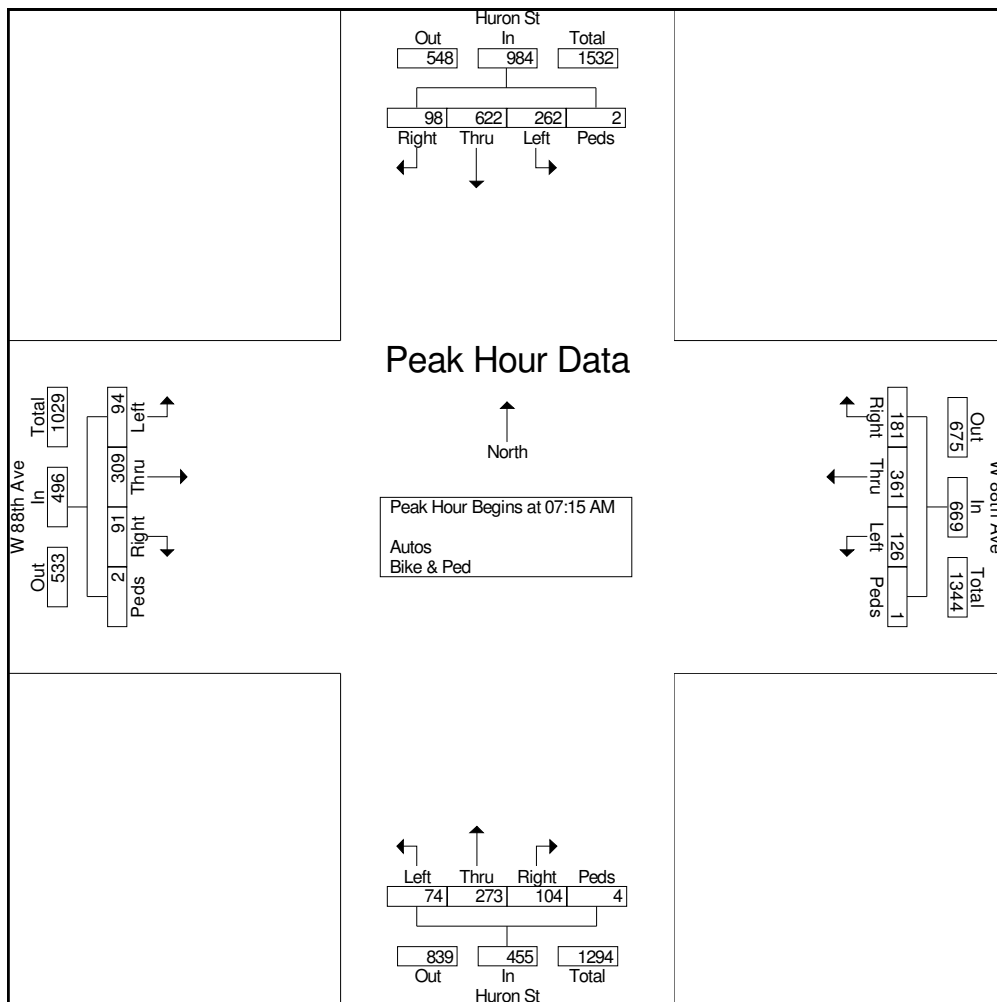


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
W 88th Ave and Huron St

File Name : 88th Ave and Huron AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	W 88th Ave Eastbound					W 88th Ave Westbound					Huron St Northbound					Huron St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	28	50	10	0	88	17	69	51	1	138	12	61	17	1	91	58	126	18	0	202	519
07:30 AM	28	73	37	0	138	49	104	52	0	205	14	63	28	1	106	60	163	29	0	252	701
07:45 AM	21	89	25	2	137	30	108	38	0	176	36	84	36	1	157	80	191	35	2	308	778
08:00 AM	17	97	19	0	133	30	80	40	0	150	12	65	23	1	101	64	142	16	0	222	606
Total Volume	94	309	91	2	496	126	361	181	1	669	74	273	104	4	455	262	622	98	2	984	2604
% App. Total	19	62.3	18.3	0.4		18.8	54	27.1	0.1		16.3	60	22.9	0.9		26.6	63.2	10	0.2		
PHF	.839	.796	.615	.250	.899	.643	.836	.870	.250	.816	.514	.813	.722	1.0 0	.725	.819	.814	.700	.250	.799	.837





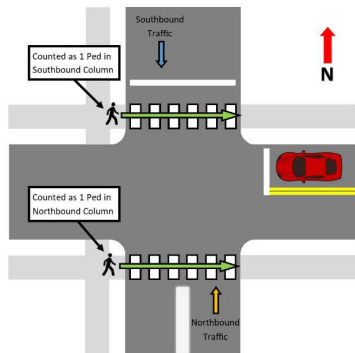
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
W 88th Ave and Huron St

File Name : 88th Ave and Huron AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 88th Ave and Huron St

File Name : 88th Ave and Huron PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

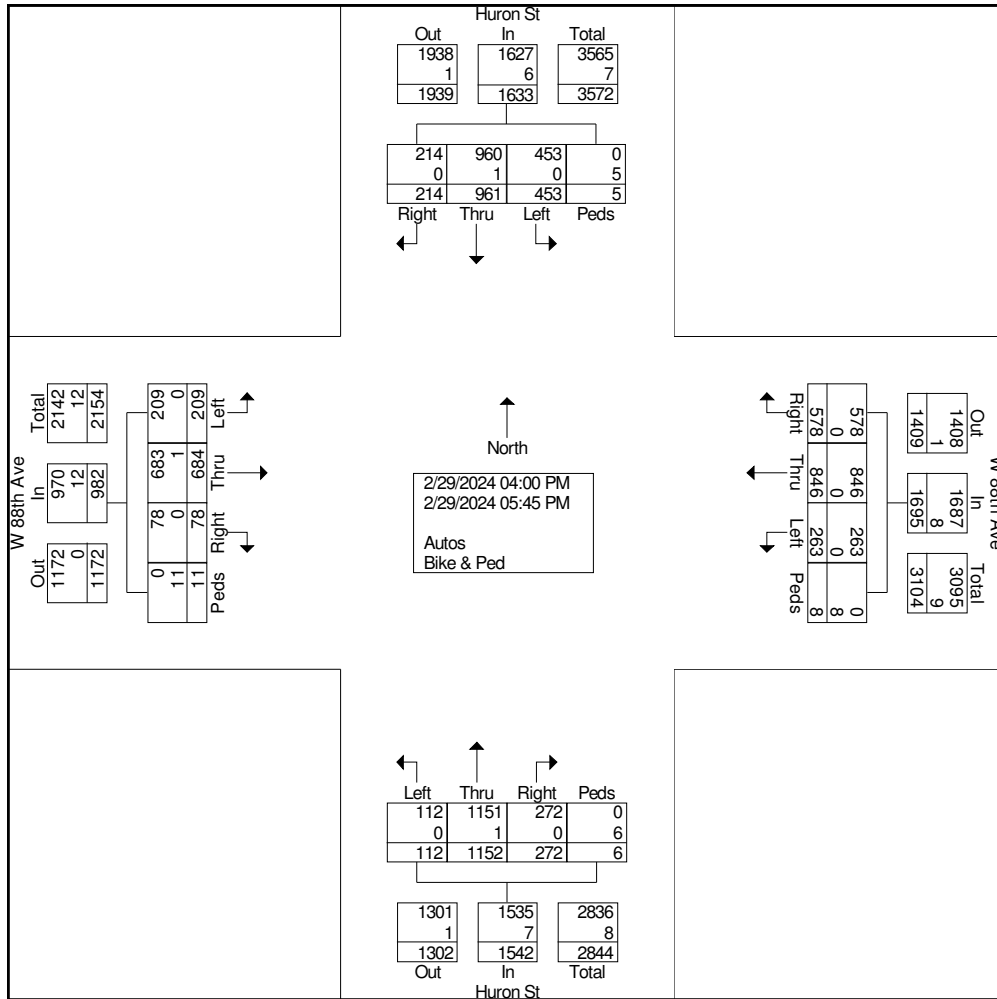
Start Time	W 88th Ave Eastbound					W 88th Ave Westbound					Huron St Northbound					Huron St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	18	96	15	0	129	39	87	63	0	189	8	153	23	1	185	51	99	25	1	176	679
04:15 PM	25	92	8	2	127	34	93	67	0	194	14	129	34	0	177	56	101	22	1	180	678
04:30 PM	21	68	9	4	102	33	101	54	0	188	9	138	36	1	184	46	92	30	0	168	642
04:45 PM	33	83	9	2	127	37	117	84	3	241	16	143	48	0	207	49	95	36	0	180	755
Total	97	339	41	8	485	143	398	268	3	812	47	563	141	2	753	202	387	113	2	704	2754
05:00 PM	25	83	12	1	121	27	118	73	0	218	20	149	30	1	200	50	110	25	0	185	724
05:15 PM	30	90	10	1	131	30	96	74	2	202	20	144	44	2	210	74	118	24	0	216	759
05:30 PM	27	93	6	1	127	32	117	87	1	237	12	154	28	1	195	70	178	30	2	280	839
05:45 PM	30	79	9	0	118	31	117	76	2	226	13	142	29	0	184	57	168	22	1	248	776
Total	112	345	37	3	497	120	448	310	5	883	65	589	131	4	789	251	574	101	3	929	3098
Grand Total	209	684	78	11	982	263	846	578	8	1695	112	1152	272	6	1542	453	961	214	5	1633	5852
Apprch %	21.3	69.7	7.9	1.1		15.5	49.9	34.1	0.5		7.3	74.7	17.6	0.4		27.7	58.8	13.1	0.3		
Total %	3.6	11.7	1.3	0.2	16.8	4.5	14.5	9.9	0.1	29	1.9	19.7	4.6	0.1	26.3	7.7	16.4	3.7	0.1	27.9	
Autos	209	683	78	0	970	263	846	578	0	1687	112	1151	272	0	1535	453	960	214	0	1627	5819
% Autos	100	99.9	100	0	98.8	100	100	100	0	99.5	100	99.9	100	0	99.5	100	99.9	100	0	99.6	99.4
Bike & Ped	0	1	0	11	12	0	0	0	8	8	0	1	0	6	7	0	1	0	5	6	33
% Bike & Ped	0	0.1	0	100	1.2	0	0	0	100	0.5	0	0.1	0	100	0.5	0	0.1	0	100	0.4	0.6



Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 88th Ave and Huron St

File Name : 88th Ave and Huron PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



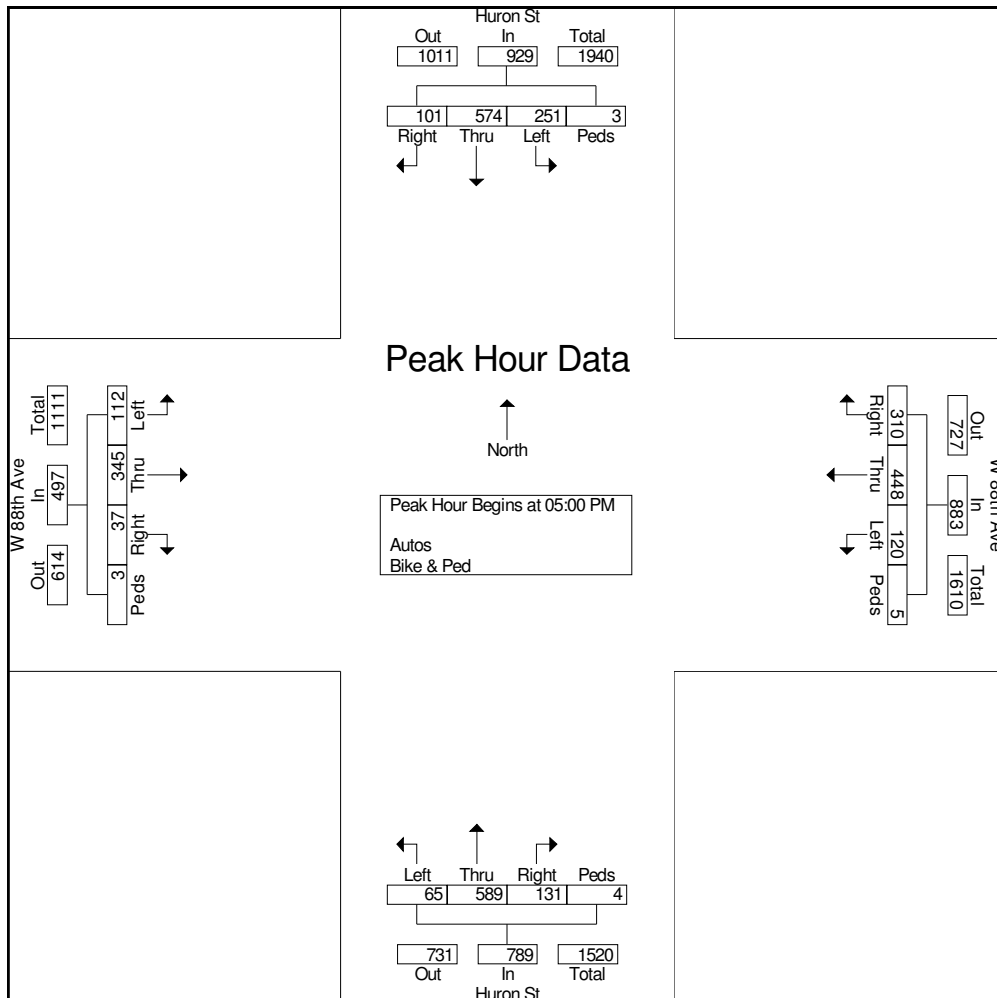


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 88th Ave and Huron St

File Name : 88th Ave and Huron PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	W 88th Ave Eastbound					W 88th Ave Westbound					Huron St Northbound					Huron St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	25	83	12	1	121	27	118	73	0	218	20	149	30	1	200	50	110	25	0	185	724
05:15 PM	30	90	10	1	131	30	96	74	2	202	20	144	44	2	210	74	118	24	0	216	759
05:30 PM	27	93	6	1	127	32	117	87	1	237	12	154	28	1	195	70	178	30	2	280	839
05:45 PM	30	79	9	0	118	31	117	76	2	226	13	142	29	0	184	57	168	22	1	248	776
Total Volume	112	345	37	3	497	120	448	310	5	883	65	589	131	4	789	251	574	101	3	929	3098
% App. Total	22.5	69.4	7.4	0.6		13.6	50.7	35.1	0.6		8.2	74.7	16.6	0.5		27	61.8	10.9	0.3		
PHF	.933	.927	.771	.750	.948	.938	.949	.891	.625	.931	.813	.956	.744	.500	.939	.848	.806	.842	.375	.829	.923





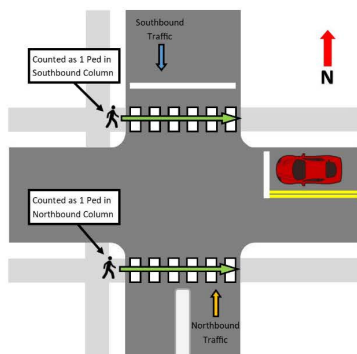
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 88th Ave and Huron St

File Name : 88th Ave and Huron PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
W 84th Ave and Huron St

File Name : 84th Ave and Huron AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

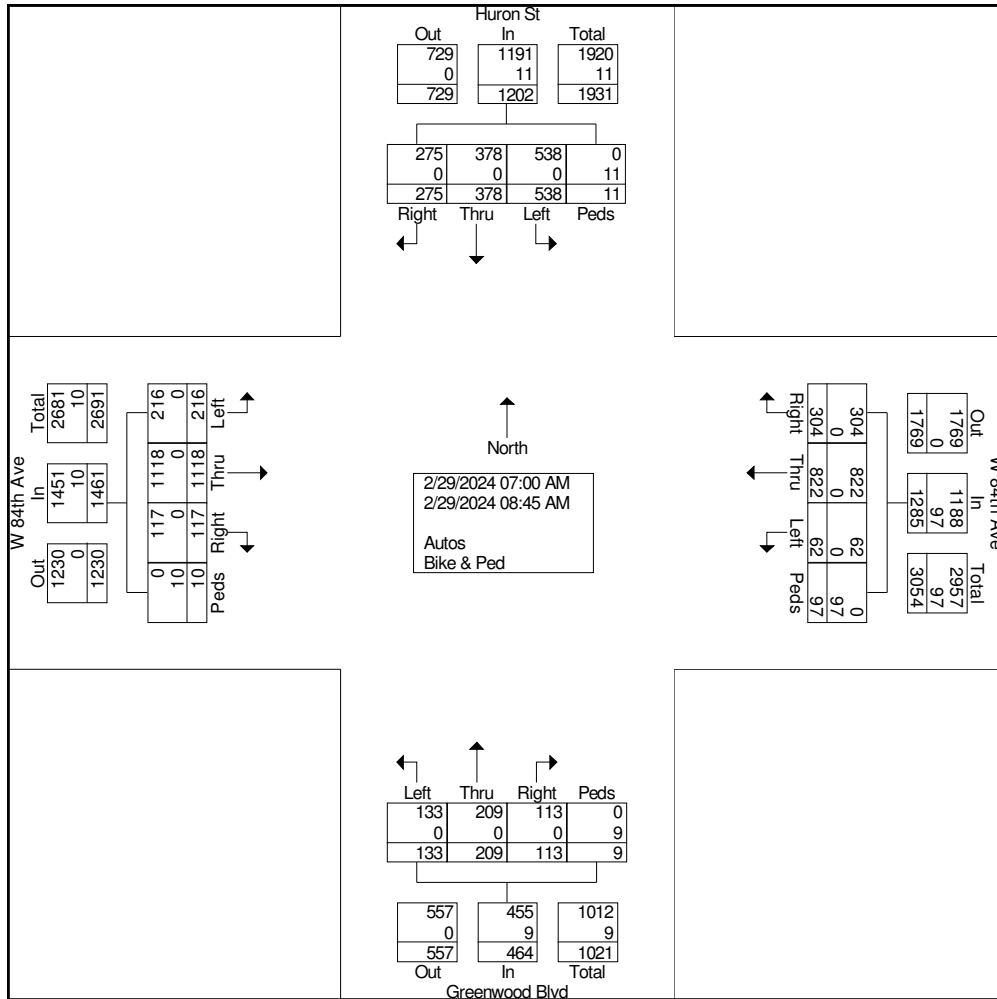
Start Time	W 84th Ave Eastbound					W 84th Ave Westbound					Greenwood Blvd Northbound					Huron St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	34	128	10	1	173	4	64	35	29	132	6	16	17	2	41	72	49	23	3	147	493
07:15 AM	25	140	8	0	173	5	103	38	12	158	10	24	12	0	46	64	47	22	0	133	510
07:30 AM	19	148	12	2	181	6	133	43	12	194	20	33	19	1	73	79	60	31	3	173	621
07:45 AM	39	168	21	1	229	10	124	48	7	189	37	24	12	1	74	96	64	64	3	227	719
Total	117	584	51	4	756	25	424	164	60	673	73	97	60	4	234	311	220	140	9	680	2343
08:00 AM	34	159	25	6	224	7	112	41	4	164	23	34	21	1	79	79	56	52	1	188	655
08:15 AM	20	133	13	0	166	14	99	45	8	166	16	28	13	1	58	56	38	25	1	120	510
08:30 AM	26	120	8	0	154	12	83	29	20	144	9	31	13	3	56	49	29	29	0	107	461
08:45 AM	19	122	20	0	161	4	104	25	5	138	12	19	6	0	37	43	35	29	0	107	443
Total	99	534	66	6	705	37	398	140	37	612	60	112	53	5	230	227	158	135	2	522	2069
Grand Total	216	1118	117	10	1461	62	822	304	97	1285	133	209	113	9	464	538	378	275	11	1202	4412
Apprch %	14.8	76.5	8	0.7		4.8	64	23.7	7.5		28.7	45	24.4	1.9		44.8	31.4	22.9	0.9		
Total %	4.9	25.3	2.7	0.2	33.1	1.4	18.6	6.9	2.2	29.1	3	4.7	2.6	0.2	10.5	12.2	8.6	6.2	0.2	27.2	
Autos	216	1118	117	0	1451	62	822	304	0	1188	133	209	113	0	455	538	378	275	0	1191	4285
% Autos	100	100	100	0	99.3	100	100	100	0	92.5	100	100	100	0	98.1	100	100	100	0	99.1	97.1
Bike & Ped	0	0	0	10	10	0	0	0	97	97	0	0	0	9	9	0	0	0	11	11	127
% Bike & Ped	0	0	0	100	0.7	0	0	0	100	7.5	0	0	0	100	1.9	0	0	0	100	0.9	2.9



Ridgeview Data Collection

Thornton, CO
Thornton Counts
AM Peak
W 84th Ave and Huron St

File Name : 84th Ave and Huron AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



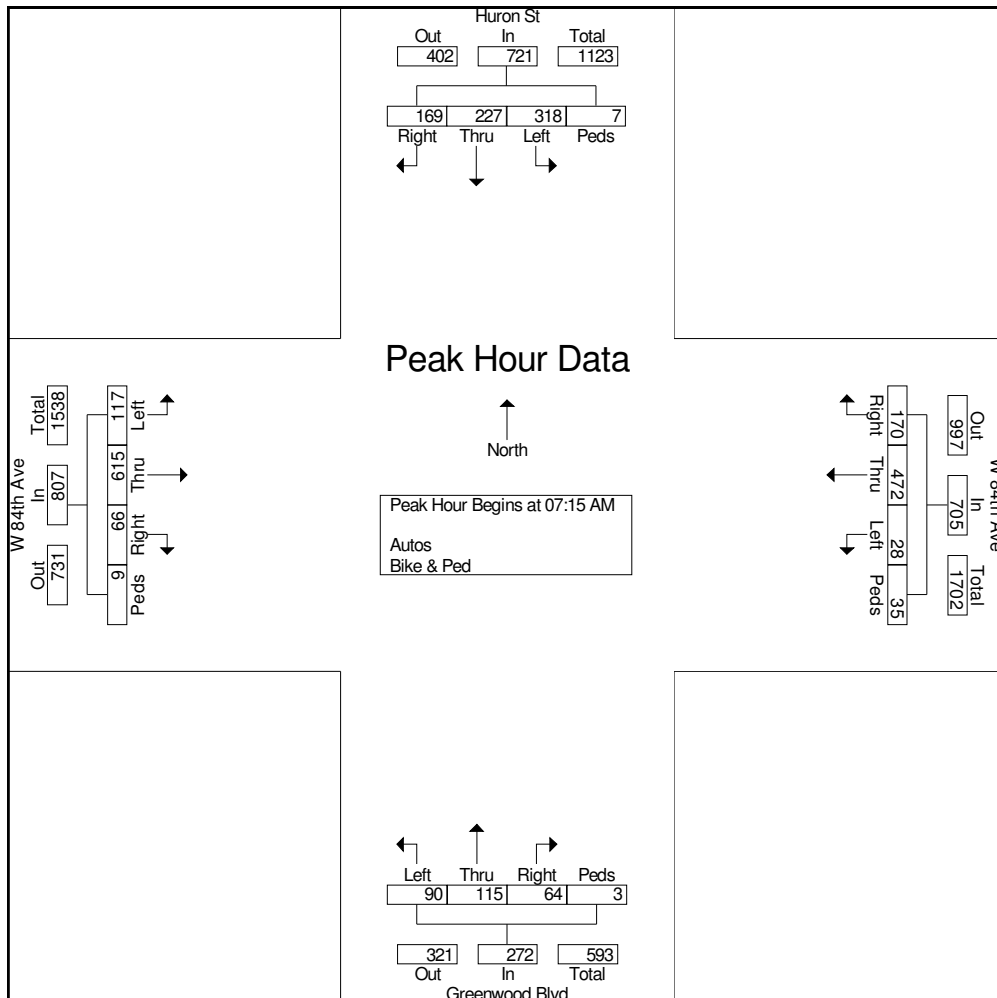


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
W 84th Ave and Huron St

File Name : 84th Ave and Huron AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	W 84th Ave Eastbound					W 84th Ave Westbound					Greenwood Blvd Northbound					Huron St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	25	140	8	0	173	5	103	38	12	158	10	24	12	0	46	64	47	22	0	133	510
07:30 AM	19	148	12	2	181	6	133	43	12	194	20	33	19	1	73	79	60	31	3	173	621
07:45 AM	39	168	21	1	229	10	124	48	7	189	37	24	12	1	74	96	64	64	3	227	719
08:00 AM	34	159	25	6	224	7	112	41	4	164	23	34	21	1	79	79	56	52	1	188	655
Total Volume	117	615	66	9	807	28	472	170	35	705	90	115	64	3	272	318	227	169	7	721	2505
% App. Total	14.5	76.2	8.2	1.1		4	67	24.1	5		33.1	42.3	23.5	1.1		44.1	31.5	23.4	1		
PHF	.750	.915	.660	.375	.881	.700	.887	.885	.729	.909	.608	.846	.762	.750	.861	.828	.887	.660	.583	.794	.871





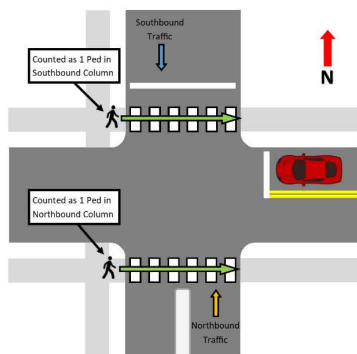
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
W 84th Ave and Huron St

File Name : 84th Ave and Huron AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 84th Ave and Huron St

File Name : 84th Ave and Huron PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

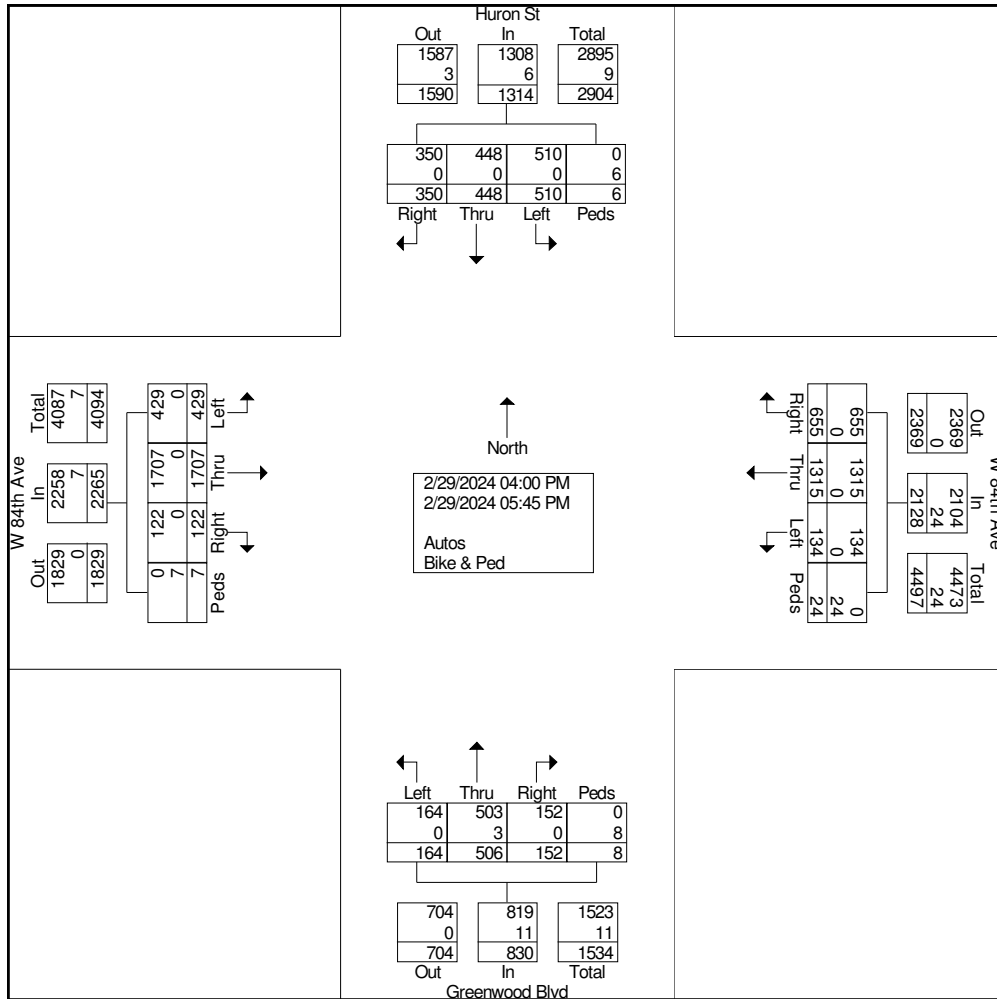
Start Time	W 84th Ave Eastbound					W 84th Ave Westbound					Greenwood Blvd Northbound					Huron St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	48	180	15	3	246	12	189	71	3	275	27	67	12	0	106	67	55	37	0	159	786
04:15 PM	50	200	22	1	273	13	173	72	7	265	12	58	28	0	98	56	45	37	2	140	776
04:30 PM	65	256	17	2	340	13	180	68	5	266	13	46	20	1	80	48	43	44	3	138	824
04:45 PM	57	214	19	1	291	22	151	96	2	271	24	70	20	1	115	59	48	41	0	148	825
Total	220	850	73	7	1150	60	693	307	17	1077	76	241	80	2	399	230	191	159	5	585	3211
05:00 PM	59	229	15	0	303	24	177	75	1	277	25	65	16	3	109	47	45	47	1	140	829
05:15 PM	52	207	15	0	274	13	160	90	2	265	19	70	23	1	113	70	42	44	0	156	808
05:30 PM	46	217	11	0	274	22	152	95	3	272	24	68	15	0	107	69	78	49	0	196	849
05:45 PM	52	204	8	0	264	15	133	88	1	237	20	62	18	2	102	94	92	51	0	237	840
Total	209	857	49	0	1115	74	622	348	7	1051	88	265	72	6	431	280	257	191	1	729	3326
Grand Total	429	1707	122	7	2265	134	1315	655	24	2128	164	506	152	8	830	510	448	350	6	1314	6537
Apprch %	18.9	75.4	5.4	0.3		6.3	61.8	30.8	1.1		19.8	61	18.3	1		38.8	34.1	26.6	0.5		
Total %	6.6	26.1	1.9	0.1	34.6	2	20.1	10	0.4	32.6	2.5	7.7	2.3	0.1	12.7	7.8	6.9	5.4	0.1	20.1	
Autos	429	1707	122	0	2258	134	1315	655	0	2104	164	503	152	0	819	510	448	350	0	1308	6489
% Autos	100	100	100	0	99.7	100	100	100	0	98.9	100	99.4	100	0	98.7	100	100	100	0	99.5	99.3
Bike & Ped	0	0	0	7	7	0	0	0	24	24	0	3	0	8	11	0	0	0	6	6	48
% Bike & Ped	0	0	0	100	0.3	0	0	0	100	1.1	0	0.6	0	100	1.3	0	0	0	100	0.5	0.7



Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 84th Ave and Huron St

File Name : 84th Ave and Huron PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



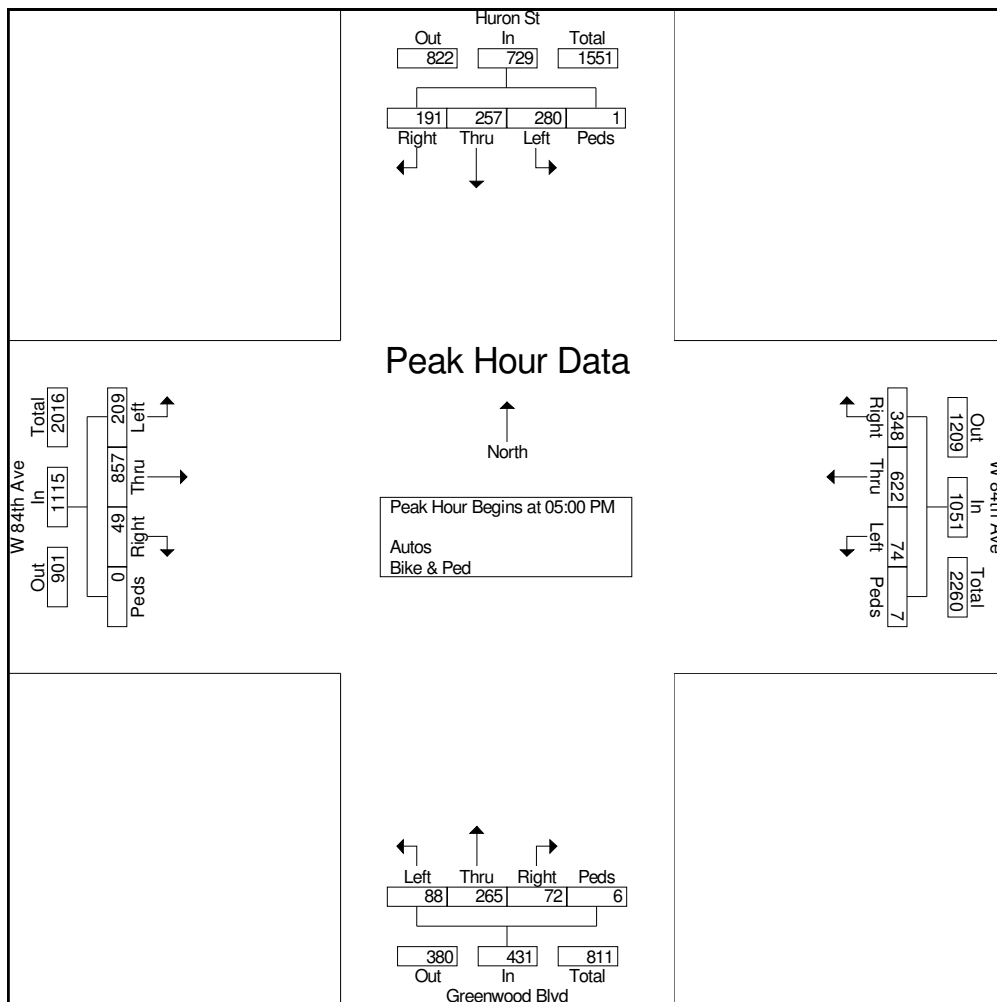


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 84th Ave and Huron St

File Name : 84th Ave and Huron PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	W 84th Ave Eastbound					W 84th Ave Westbound					Greenwood Blvd Northbound					Huron St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	59	229	15	0	303	24	177	75	1	277	25	65	16	3	109	47	45	47	1	140	829
05:15 PM	52	207	15	0	274	13	160	90	2	265	19	70	23	1	113	70	42	44	0	156	808
05:30 PM	46	217	11	0	274	22	152	95	3	272	24	68	15	0	107	69	78	49	0	196	849
05:45 PM	52	204	8	0	264	15	133	88	1	237	20	62	18	2	102	94	92	51	0	237	840
Total Volume	209	857	49	0	1115	74	622	348	7	1051	88	265	72	6	431	280	257	191	1	729	3326
% App. Total	18.7	76.9	4.4	0		7	59.2	33.1	0.7		20.4	61.5	16.7	1.4		38.4	35.3	26.2	0.1		
PHF	.886	.936	.817	.000	.920	.771	.879	.916	.583	.949	.880	.946	.783	.500	.954	.745	.698	.936	.250	.769	.979





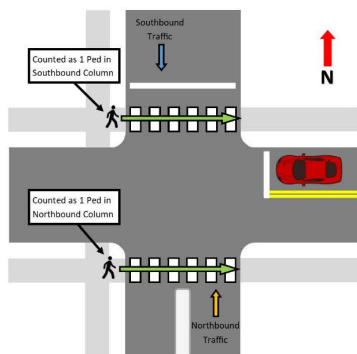
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 84th Ave and Huron St

File Name : 84th Ave and Huron PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Appendix C.4

Huron Speed, Class, Volume

Daily Vehicle Volume Report

Study Date: Thursday, 02/29/2024

Unit ID: RDC 118

Location: N Huron Ave btwn 88th Ave and Milky Way NB

Comments: Thornton, CO

	Northbound Volume
00:00 - 00:59	33
01:00 - 01:59	23
02:00 - 02:59	17
03:00 - 03:59	7
04:00 - 04:59	22
05:00 - 05:59	68
06:00 - 06:59	173
07:00 - 07:59	331
08:00 - 08:59	362
09:00 - 09:59	256
10:00 - 10:59	227
11:00 - 11:59	257
12:00 - 12:59	302
13:00 - 13:59	360
14:00 - 14:59	433
15:00 - 15:59	623
16:00 - 16:59	708
17:00 - 17:59	726
18:00 - 18:59	488
19:00 - 19:59	286
20:00 - 20:59	183
21:00 - 21:59	149
22:00 - 22:59	111
23:00 - 23:59	64
Totals	6209
AM Peak Time	07:28 - 08:27
AM Peak Volume	382
PM Peak Time	16:48 - 17:47
PM Peak Volume	767

Daily Northbound Speeds (MPH)

Study Date: Thursday, 02/29/2024

Unit ID: RDC 118

Location: N Huron Ave btwn 88th Ave and Milky Way NB

Posted Speed: 40

Comments: Thornton, CO

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	1	1	6	9	12	4	0	0	0	0	0	0	0	33
01:00 - 01:59	0	0	2	1	5	8	6	1	0	0	0	0	0	0	0	23
02:00 - 02:59	0	0	0	0	4	9	4	0	0	0	0	0	0	0	0	17
03:00 - 03:59	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	7
04:00 - 04:59	0	0	1	1	6	6	4	4	0	0	0	0	0	0	0	22
05:00 - 05:59	3	0	1	7	20	21	8	7	0	0	1	0	0	0	0	68
06:00 - 06:59	2	0	2	23	40	53	37	13	2	1	0	0	0	0	0	173
07:00 - 07:59	3	0	6	41	101	117	45	15	3	0	0	0	0	0	0	331
08:00 - 08:59	1	0	5	29	115	136	61	12	3	0	0	0	0	0	0	362
09:00 - 09:59	0	0	3	16	78	89	58	11	1	0	0	0	0	0	0	256
10:00 - 10:59	2	0	2	11	66	90	47	6	3	0	0	0	0	0	0	227
11:00 - 11:59	1	0	0	26	69	95	47	12	5	2	0	0	0	0	0	257
12:00 - 12:59	1	0	2	18	71	128	62	15	4	1	0	0	0	0	0	302
13:00 - 13:59	0	1	8	28	104	137	64	15	3	0	0	0	0	0	0	360
14:00 - 14:59	13	0	14	82	139	125	47	12	0	1	0	0	0	0	0	433
15:00 - 15:59	5	2	27	99	220	192	61	13	2	2	0	0	0	0	0	623
16:00 - 16:59	3	2	3	39	186	260	170	33	11	1	0	0	0	0	0	708
17:00 - 17:59	4	3	23	61	183	257	150	37	5	3	0	0	0	0	0	726
18:00 - 18:59	2	1	4	41	141	159	107	22	8	3	0	0	0	0	0	488
19:00 - 19:59	1	0	2	16	71	130	51	8	5	2	0	0	0	0	0	286
20:00 - 20:59	1	0	1	17	50	64	42	4	3	1	0	0	0	0	0	183
21:00 - 21:59	0	0	2	3	33	65	31	8	5	2	0	0	0	0	0	149
22:00 - 22:59	1	0	1	11	31	32	23	9	3	0	0	0	0	0	0	111
23:00 - 23:59	1	0	0	0	22	19	17	5	0	0	0	0	0	0	0	64
Totals	44	9	110	571	1763	2203	1157	266	66	19	1	0	0	0	0	6209
Percent of Total	0.7	0.1	1.8	9.2	28.4	35.5	18.6	4.3	1.1	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.7	0.0	1.3	8.8	28.8	35.8	18.7	4.8	1.0	0.2	0.1	0.0	0.0	0.0	0.0	100
Percent of PM	0.7	0.2	2.0	9.4	28.2	35.4	18.6	4.1	1.1	0.4	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.3 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	42.5 MPH
Mean Speed:	36.3 MPH	Percent in Ten Mile Pace:	63.9%	15th Percentile:	30.6 MPH
Median Speed:	36.4 MPH			90th Percentile:	43.8 MPH
Modal Speed:	37.5 MPH			95th Percentile:	45.8 MPH

Daily Vehicle Volume Report

Study Date: Thursday, 02/29/2024

Unit ID: RDC 116

Location: N Huron St btwn 88th Ave and Milky Way SB

Comments: Thornton, CO

	Southbound Volume
00:00 - 00:59	19
01:00 - 01:59	19
02:00 - 02:59	15
03:00 - 03:59	11
04:00 - 04:59	41
05:00 - 05:59	152
06:00 - 06:59	394
07:00 - 07:59	648
08:00 - 08:59	484
09:00 - 09:59	275
10:00 - 10:59	292
11:00 - 11:59	278
12:00 - 12:59	343
13:00 - 13:59	340
14:00 - 14:59	405
15:00 - 15:59	439
16:00 - 16:59	527
17:00 - 17:59	648
18:00 - 18:59	484
19:00 - 19:59	285
20:00 - 20:59	174
21:00 - 21:59	131
22:00 - 22:59	90
23:00 - 23:59	59
Totals	6553
AM Peak Time	07:20 - 08:19
AM Peak Volume	692
PM Peak Time	17:15 - 18:14
PM Peak Volume	707

Daily Southbound Speeds (MPH)

Study Date: Thursday, 02/29/2024

Unit ID: RDC 116

Location: N Huron St btwn 88th Ave and Milky Way SB

Posted Speed: 40

Comments: Thornton, CO

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	2	5	5	4	3	0	0	0	0	0	0	0	19
01:00 - 01:59	0	0	1	3	6	7	2	0	0	0	0	0	0	0	0	19
02:00 - 02:59	0	0	0	2	4	5	3	0	1	0	0	0	0	0	0	15
03:00 - 03:59	0	0	0	2	3	4	2	0	0	0	0	0	0	0	0	11
04:00 - 04:59	0	0	0	4	10	16	8	2	1	0	0	0	0	0	0	41
05:00 - 05:59	0	0	0	9	43	63	24	13	0	0	0	0	0	0	0	152
06:00 - 06:59	0	0	4	22	88	160	97	20	3	0	0	0	0	0	0	394
07:00 - 07:59	0	1	8	85	251	219	73	8	0	2	0	0	0	0	0	647
08:00 - 08:59	0	0	2	31	165	193	75	17	0	1	0	0	0	0	0	484
09:00 - 09:59	0	0	2	26	72	111	52	8	4	0	0	0	0	0	0	275
10:00 - 10:59	0	1	4	29	90	123	34	11	0	0	0	0	0	0	0	292
11:00 - 11:59	0	0	2	21	85	127	35	7	1	0	0	0	0	0	0	278
12:00 - 12:59	0	0	2	19	133	153	29	7	0	0	0	0	0	0	0	343
13:00 - 13:59	0	0	2	24	122	145	37	9	1	0	0	0	0	0	0	340
14:00 - 14:59	0	3	21	40	160	131	41	7	2	0	0	0	0	0	0	405
15:00 - 15:59	0	0	4	61	183	148	35	6	1	1	0	0	0	0	0	439
16:00 - 16:59	1	0	1	43	197	210	66	7	1	1	0	0	0	0	0	527
17:00 - 17:59	1	2	3	30	213	246	125	19	9	0	0	0	0	0	0	648
18:00 - 18:59	0	2	7	36	167	210	50	9	3	0	0	0	0	0	0	484
19:00 - 19:59	1	0	2	27	78	116	47	8	5	1	0	0	0	0	0	285
20:00 - 20:59	0	0	1	17	61	67	25	3	0	0	0	0	0	0	0	174
21:00 - 21:59	0	0	2	12	44	55	16	2	0	0	0	0	0	0	0	131
22:00 - 22:59	0	0	2	9	33	27	12	3	2	1	1	0	0	0	0	90
23:00 - 23:59	0	0	0	8	28	16	5	2	0	0	0	0	0	0	0	59
Totals	3	9	70	562	2241	2557	897	171	34	7	1	0	0	0	0	6552
Percent of Total	0.0	0.1	1.1	8.6	34.2	39.0	13.7	2.6	0.5	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.1	0.9	9.0	31.3	39.3	15.6	3.4	0.4	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.1	0.2	1.2	8.3	36.2	38.8	12.4	2.1	0.6	0.1	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.2 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	40.7 MPH
Mean Speed:	35.8 MPH	Percent in Ten Mile Pace:	73.2%	15th Percentile:	30.8 MPH
Median Speed:	35.8 MPH			90th Percentile:	42.5 MPH
Modal Speed:	37.5 MPH			95th Percentile:	44.4 MPH

Daily Vehicle Volume Report

Study Date: Tuesday, 03/05/2024

Unit ID: RDC 2

Location: Huron St btwn 84th and Milky Way NB

Comments: Denver, CO

	Northbound Volume
00:00 - 00:59	29
01:00 - 01:59	26
02:00 - 02:59	13
03:00 - 03:59	18
04:00 - 04:59	26
05:00 - 05:59	61
06:00 - 06:59	170
07:00 - 07:59	321
08:00 - 08:59	352
09:00 - 09:59	274
10:00 - 10:59	264
11:00 - 11:59	290
12:00 - 12:59	355
13:00 - 13:59	369
14:00 - 14:59	416
15:00 - 15:59	676
16:00 - 16:59	813
17:00 - 17:59	830
18:00 - 18:59	570
19:00 - 19:59	296
20:00 - 20:59	243
21:00 - 21:59	157
22:00 - 22:59	109
23:00 - 23:59	76
Totals	6754
AM Peak Time	07:47 - 08:46
AM Peak Volume	368
PM Peak Time	16:34 - 17:33
PM Peak Volume	928

Daily Northbound Speeds (MPH)

Study Date: Tuesday, 03/05/2024

Unit ID: RDC 2

Location: Huron St btwn 84th and Milky Way NB

Posted Speed: 40

Comments: Denver, CO

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	3	12	11	2	1	0	0	0	0	0	0	29
01:00 - 01:59	0	0	0	1	0	8	8	2	6	1	0	0	0	0	0	26
02:00 - 02:59	0	0	0	0	0	2	8	2	1	0	0	0	0	0	0	13
03:00 - 03:59	0	0	0	1	1	6	6	2	1	0	0	1	0	0	0	18
04:00 - 04:59	0	0	0	0	2	6	14	3	0	1	0	0	0	0	0	26
05:00 - 05:59	0	0	0	0	2	15	20	15	7	2	0	0	0	0	0	61
06:00 - 06:59	0	6	18	23	29	33	38	20	1	2	0	0	0	0	0	170
07:00 - 07:59	3	50	95	86	55	24	7	0	1	0	0	0	0	0	0	321
08:00 - 08:59	1	22	91	67	57	49	43	19	1	0	1	1	0	0	0	352
09:00 - 09:59	1	0	1	2	33	83	94	52	6	2	0	0	0	0	0	274
10:00 - 10:59	0	0	3	4	28	83	79	56	10	0	1	0	0	0	0	264
11:00 - 11:59	0	0	1	3	32	76	107	60	10	0	1	0	0	0	0	290
12:00 - 12:59	0	0	3	8	42	116	105	59	18	2	2	0	0	0	0	355
13:00 - 13:59	3	3	11	18	61	112	109	47	2	2	1	0	0	0	0	369
14:00 - 14:59	3	41	112	123	77	43	14	2	1	0	0	0	0	0	0	416
15:00 - 15:59	4	71	174	136	116	107	47	17	3	0	1	0	0	0	0	676
16:00 - 16:59	0	1	3	4	49	217	310	173	45	9	2	0	0	0	0	813
17:00 - 17:59	0	1	11	29	55	199	315	174	38	5	3	0	0	0	0	830
18:00 - 18:59	0	0	4	3	41	158	220	100	33	6	1	0	3	0	1	570
19:00 - 19:59	0	1	1	0	22	68	114	65	21	3	1	0	0	0	0	296
20:00 - 20:59	0	0	2	3	15	60	96	37	22	3	4	1	0	0	0	243
21:00 - 21:59	0	1	2	2	9	40	58	33	10	1	0	0	0	1	0	157
22:00 - 22:59	0	0	0	0	2	27	43	28	7	2	0	0	0	0	0	109
23:00 - 23:59	0	0	1	0	3	13	27	21	9	1	0	0	1	0	0	76
Totals	15	197	533	513	734	1557	1893	989	254	42	18	3	4	1	1	6754
Percent of Total	0.2	2.9	7.9	7.6	10.9	23.1	28.0	14.6	3.8	0.6	0.3	0.0	0.1	0.0	0.0	100
Percent of AM	0.3	4.2	11.3	10.1	13.1	21.5	23.6	12.6	2.4	0.4	0.2	0.1	0.0	0.0	0.0	100
Percent of PM	0.2	2.4	6.6	6.6	10.0	23.6	29.7	15.4	4.3	0.7	0.3	0.0	0.1	0.0	0.0	100

Standard Deviation:	8.9 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	46.5 MPH
Mean Speed:	38.0 MPH	Percent in Ten Mile Pace:	51.1%	15th Percentile:	27.6 MPH
Median Speed:	39.4 MPH			90th Percentile:	48.2 MPH
Modal Speed:	42.5 MPH			95th Percentile:	49.9 MPH

Daily Vehicle Volume Report

Study Date: Thursday, 02/29/2024

Unit ID: RDC 110

Location: Huron St btwn 84th and Milky Way SB

Comments: Denver, CO

	Southbound Volume
00:00 - 00:59	20
01:00 - 01:59	18
02:00 - 02:59	18
03:00 - 03:59	18
04:00 - 04:59	65
05:00 - 05:59	215
06:00 - 06:59	473
07:00 - 07:59	676
08:00 - 08:59	531
09:00 - 09:59	311
10:00 - 10:59	306
11:00 - 11:59	305
12:00 - 12:59	342
13:00 - 13:59	369
14:00 - 14:59	436
15:00 - 15:59	449
16:00 - 16:59	550
17:00 - 17:59	695
18:00 - 18:59	508
19:00 - 19:59	311
20:00 - 20:59	204
21:00 - 21:59	142
22:00 - 22:59	96
23:00 - 23:59	65
Totals	7123
AM Peak Time	07:09 - 08:08
AM Peak Volume	717
PM Peak Time	17:25 - 18:24
PM Peak Volume	745

Daily Southbound Speeds (MPH)

Study Date: Thursday, 02/29/2024

Unit ID: RDC 110

Location: Huron St btwn 84th and Milky Way SB

Posted Speed: 40

Comments: Denver, CO

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	1	0	2	8	6	2	1	0	0	0	0	0	0	20
01:00 - 01:59	0	0	0	0	2	6	10	0	0	0	0	0	0	0	0	18
02:00 - 02:59	0	0	0	0	4	7	4	2	1	0	0	0	0	0	0	18
03:00 - 03:59	0	0	0	2	3	7	6	0	0	0	0	0	0	0	0	18
04:00 - 04:59	0	0	0	1	10	15	29	5	4	0	0	1	0	0	0	65
05:00 - 05:59	0	0	1	9	30	65	75	28	4	3	0	0	0	0	0	215
06:00 - 06:59	1	61	58	44	72	100	100	32	5	0	0	0	0	0	0	473
07:00 - 07:59	47	182	283	103	43	14	2	1	1	0	0	0	0	0	0	676
08:00 - 08:59	6	77	141	104	82	73	39	8	1	0	0	0	0	0	0	531
09:00 - 09:59	0	1	8	15	50	134	81	19	3	0	0	0	0	0	0	311
10:00 - 10:59	0	0	8	13	65	121	78	19	2	0	0	0	0	0	0	306
11:00 - 11:59	0	1	12	30	54	112	76	16	3	0	1	0	0	0	0	305
12:00 - 12:59	0	1	9	22	90	138	65	13	4	0	0	0	0	0	0	342
13:00 - 13:59	0	3	29	30	73	135	85	13	0	1	0	0	0	0	0	369
14:00 - 14:59	16	100	178	84	33	18	5	2	0	0	0	0	0	0	0	436
15:00 - 15:59	13	74	163	64	51	57	23	2	2	0	0	0	0	0	0	449
16:00 - 16:59	0	1	6	16	82	253	160	28	4	0	0	0	0	0	0	550
17:00 - 17:59	4	10	21	60	145	279	147	23	5	0	1	0	0	0	0	695
18:00 - 18:59	0	0	16	25	95	210	131	27	2	0	2	0	0	0	0	508
19:00 - 19:59	0	3	1	3	54	124	95	21	5	3	2	0	0	0	0	311
20:00 - 20:59	0	0	0	6	36	92	54	12	2	1	1	0	0	0	0	204
21:00 - 21:59	0	1	2	1	28	61	40	8	1	0	0	0	0	0	0	142
22:00 - 22:59	0	0	1	1	19	40	22	5	3	3	0	0	0	0	2	96
23:00 - 23:59	0	0	1	5	11	27	15	4	1	0	0	1	0	0	0	65
Totals	87	515	939	638	1134	2096	1348	290	54	11	7	2	0	0	2	7123
Percent of Total	1.2	7.2	13.2	9.0	15.9	29.4	18.9	4.1	0.8	0.2	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	1.8	10.9	17.3	10.9	14.1	22.4	17.1	4.5	0.8	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.8	4.6	10.2	7.6	17.2	34.4	20.2	3.8	0.7	0.2	0.1	0.0	0.0	0.0	0.0	100

Standard Deviation:	9.0 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	42.4 MPH
Mean Speed:	33.6 MPH	Percent in Ten Mile Pace:	48.4%	15th Percentile:	22.5 MPH
Median Speed:	35.6 MPH			90th Percentile:	43.7 MPH
Modal Speed:	37.5 MPH			95th Percentile:	45.2 MPH

For Project: Huron St Btwn 88th Ave and Milky Way FSB

Project Notes:

Location/Name: Incoming NB
 Report Generated: 06/17/2022 13:48
 Speed Intervals: 1 MPH
 Time Intervals: Instant
 Traffic Report From: 06/16/2022 11:00:00 through 06/17/2022 11:00:00
 85th Percentile Speed: 43 MPH
 85th Percentile Vehicles: 4419
 Max Speed: 71 MPH on 06/16/2022 18:44:18
 Total Vehicles: 5200
 AADT: 5200

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	2600	2600
AM Peak	234	234
PM Peak	582	582

Speed

Speed Limit: 40
 85th Percentile Speed: 43
 Average Speed: 37.77

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	N/A	N/A	N/A	1325	277	N/A	N/A
% over limit	N/A	N/A	N/A	32.2	25.4	N/A	N/A
Avg Speeder	N/A	N/A	N/A	44.1	43.7	N/A	N/A

Class Counts

	Number	%
VEH_SM	2	0
VEH_MED	5198	100
VEH_LG	0	0
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders
06/16/2022 12:00:00 PM	43.0	194	228	56	43.7	28.5%
06/16/2022 01:00:00 PM	44.0	230	270	52	44.0	29.5%
06/16/2022 02:00:00 PM	43.0	258	304	54	43.6	26.0%
06/16/2022 03:00:00 PM	43.0	287	338	62	43.5	30.4%
06/16/2022 04:00:00 PM	42.0	381	448	64	43.9	22.5%
06/16/2022 05:00:00 PM	44.0	473	556	62	43.9	44.2%
06/16/2022 06:00:00 PM	44.0	495	582	61	44.2	41.4%
06/16/2022 07:00:00 PM	44.0	374	440	71	44.4	34.1%
06/16/2022 08:00:00 PM	45.0	250	294	57	44.3	38.8%
06/16/2022 09:00:00 PM	43.0	224	264	56	44.8	23.5%
06/16/2022 10:00:00 PM	42.0	159	187	54	44.2	19.3%
06/16/2022 11:00:00 PM	43.0	110	130	63	46.1	23.1%
06/17/2022 12:00:00 AM	42.0	58	68	57	44.9	26.5%
06/17/2022 01:00:00 AM	41.0	33	39	45	42.5	20.5%
06/17/2022 02:00:00 AM	41.0	21	25	61	45.6	20.0%
06/17/2022 03:00:00 AM	42.0	19	22	47	43.0	27.3%
06/17/2022 04:00:00 AM	43.0	14	16	44	43.0	25.0%
06/17/2022 05:00:00 AM	40.0	20	23	53	45.7	13.0%
06/17/2022 06:00:00 AM	43.0	48	56	51	44.6	26.8%
06/17/2022 07:00:00 AM	44.0	88	103	51	44.3	28.2%
06/17/2022 08:00:00 AM	42.0	133	156	61	43.5	26.3%
06/17/2022 09:00:00 AM	42.0	173	203	51	43.2	24.1%
06/17/2022 10:00:00 AM	42.0	182	214	58	43.7	25.7%
06/17/2022 11:00:00 AM	43.0	199	234	53	43.8	26.5%
06/17/2022 12:00:00 PM	**No Data**					

Hour	2022-06-13 Monday	to Tuesday	2022-06-19 Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	39	*	*	39	0	40.7
1 - 2	*	*	*	*	25	*	*	25	0	41
2 - 3	*	*	*	*	22	*	*	22	0	42
3 - 4	*	*	*	*	16	*	*	16	0	43
4 - 5	*	*	*	*	23	*	*	23	0	40
5 - 6	*	*	*	*	56	*	*	56	0	43
6 - 7	*	*	*	*	103	*	*	103	0	43.2
7 - 8	*	*	*	*	156	*	*	156	0	42
8 - 9	*	*	*	*	203	*	*	203	0	41.1
9 - 10	*	*	*	*	214	*	*	214	0	41.9
10 - 11	*	*	*	*	234	*	*	234	0	42.4
11 - 12	*	*	*	228	*	*	*	228	0	42.6
12 - 13	*	*	*	270	*	*	*	270	0	43.1
13 - 14	*	*	*	304	*	*	*	304	0	42.3
14 - 15	*	*	*	338	*	*	*	338	0	42.3
15 - 16	*	*	*	448	*	*	*	448	0	41.5
16 - 17	*	*	*	556	*	*	*	556	0	43.7
17 - 18	*	*	*	582	*	*	*	582	0	44
18 - 19	*	*	*	440	*	*	*	440	0	43.4
19 - 20	*	*	*	294	*	*	*	294	0	44.3
20 - 21	*	*	*	264	*	*	*	264	0	42.1
21 - 22	*	*	*	187	*	*	*	187	0	41.4
22 - 23	*	*	*	130	*	*	*	130	0	42.5
23 - 24	*	*	*	68	*	*	*	68	0	41.8
Totals	0	0	0	4109	1091	0	0			
% of Total	0%	0%	0%	79.02%	20.98%	0%	0%			

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	39	*	*	39	0	40.7
1 - 2	*	*	*	*	25	*	*	25	0	41
2 - 3	*	*	*	*	22	*	*	22	0	42
3 - 4	*	*	*	*	16	*	*	16	0	43
4 - 5	*	*	*	*	23	*	*	23	0	40
5 - 6	*	*	*	*	56	*	*	56	0	43
6 - 7	*	*	*	*	103	*	*	103	0	43.2
7 - 8	*	*	*	*	156	*	*	156	0	42
8 - 9	*	*	*	*	203	*	*	203	0	41.1
9 - 10	*	*	*	*	214	*	*	214	0	41.9
10 - 11	*	*	*	*	234	*	*	234	0	42.4
11 - 12	*	*	*	228	*	*	*	228	0	42.6
12 - 13	*	*	*	270	*	*	*	270	0	43.1
13 - 14	*	*	*	304	*	*	*	304	0	42.3
14 - 15	*	*	*	338	*	*	*	338	0	42.3
15 - 16	*	*	*	448	*	*	*	448	0	41.5
16 - 17	*	*	*	556	*	*	*	556	0	43.7
17 - 18	*	*	*	582	*	*	*	582	0	44
18 - 19	*	*	*	440	*	*	*	440	0	43.4
19 - 20	*	*	*	294	*	*	*	294	0	44.3
20 - 21	*	*	*	264	*	*	*	264	0	42.1
21 - 22	*	*	*	187	*	*	*	187	0	41.4
22 - 23	*	*	*	130	*	*	*	130	0	42.5
23 - 24	*	*	*	68	*	*	*	68	0	41.8
Totals	0	0	0	4109	1091	0	0			
% of Total	0%	0%	0%	79.02%	20.98%	0%	0%			

Hour	2022-06-13 Monday 2022-06-13	to Tuesday 2022-06-14	2022-06-19 Wednesday 2022-06-15	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	35.56	*	*	35.56	*	40.7
1 - 2	*	*	*	*	37.44	*	*	37.44	*	41
2 - 3	*	*	*	*	35.59	*	*	35.59	*	42
3 - 4	*	*	*	*	34.06	*	*	34.06	*	43
4 - 5	*	*	*	*	34.52	*	*	34.52	*	40
5 - 6	*	*	*	*	36.96	*	*	36.96	*	43
6 - 7	*	*	*	*	37.28	*	*	37.28	*	43.2
7 - 8	*	*	*	*	36.68	*	*	36.68	*	42
8 - 9	*	*	*	*	36.62	*	*	36.62	*	41.1
9 - 10	*	*	*	*	37.1	*	*	37.1	*	41.9
10 - 11	*	*	*	*	37.37	*	*	37.37	*	42.4
11 - 12	*	*	*	37.47	*	*	*	37.47	*	42.6
12 - 13	*	*	*	37.71	*	*	*	37.71	*	43.1
13 - 14	*	*	*	37.3	*	*	*	37.3	*	42.3
14 - 15	*	*	*	37.64	*	*	*	37.64	*	42.3
15 - 16	*	*	*	36.58	*	*	*	36.58	*	41.5
16 - 17	*	*	*	39.48	*	*	*	39.48	*	43.7
17 - 18	*	*	*	39.53	*	*	*	39.53	*	44
18 - 19	*	*	*	38.03	*	*	*	38.03	*	43.4
19 - 20	*	*	*	38.67	*	*	*	38.67	*	44.3
20 - 21	*	*	*	36.87	*	*	*	36.87	*	42.1
21 - 22	*	*	*	36.45	*	*	*	36.45	*	41.4
22 - 23	*	*	*	37.61	*	*	*	37.61	*	42.5
23 - 24	*	*	*	37.44	*	*	*	37.44	*	41.8

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	35.56	*	*	35.56	*	40.7
1 - 2	*	*	*	*	37.44	*	*	37.44	*	41
2 - 3	*	*	*	*	35.59	*	*	35.59	*	42
3 - 4	*	*	*	*	34.06	*	*	34.06	*	43
4 - 5	*	*	*	*	34.52	*	*	34.52	*	40
5 - 6	*	*	*	*	36.96	*	*	36.96	*	43
6 - 7	*	*	*	*	37.28	*	*	37.28	*	43.2
7 - 8	*	*	*	*	36.68	*	*	36.68	*	42
8 - 9	*	*	*	*	36.62	*	*	36.62	*	41.1
9 - 10	*	*	*	*	37.1	*	*	37.1	*	41.9
10 - 11	*	*	*	*	37.37	*	*	37.37	*	42.4
11 - 12	*	*	*	37.47	*	*	*	37.47	*	42.6
12 - 13	*	*	*	37.71	*	*	*	37.71	*	43.1
13 - 14	*	*	*	37.3	*	*	*	37.3	*	42.3
14 - 15	*	*	*	37.64	*	*	*	37.64	*	42.3
15 - 16	*	*	*	36.58	*	*	*	36.58	*	41.5
16 - 17	*	*	*	39.48	*	*	*	39.48	*	43.7
17 - 18	*	*	*	39.53	*	*	*	39.53	*	44
18 - 19	*	*	*	38.03	*	*	*	38.03	*	43.4
19 - 20	*	*	*	38.67	*	*	*	38.67	*	44.3
20 - 21	*	*	*	36.87	*	*	*	36.87	*	42.1
21 - 22	*	*	*	36.45	*	*	*	36.45	*	41.4
22 - 23	*	*	*	37.61	*	*	*	37.61	*	42.5
23 - 24	*	*	*	37.44	*	*	*	37.44	*	41.8

Hour	2022-06-13 Monday 2022-06-13	to Tuesday 2022-06-14	2022-06-19 Wednesday 2022-06-15	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	40.7	*	*	40.7	0	40.7
1 - 2	*	*	*	*	41	*	*	41	0	41
2 - 3	*	*	*	*	42	*	*	42	0	42
3 - 4	*	*	*	*	43	*	*	43	0	43
4 - 5	*	*	*	*	40	*	*	40	0	40
5 - 6	*	*	*	*	43	*	*	43	0	43
6 - 7	*	*	*	*	43.2	*	*	43.2	0	43.2
7 - 8	*	*	*	*	42	*	*	42	0	42
8 - 9	*	*	*	*	41.1	*	*	41.1	0	41.1
9 - 10	*	*	*	*	41.9	*	*	41.9	0	41.9
10 - 11	*	*	*	*	42.4	*	*	42.4	0	42.4
11 - 12	*	*	*	42.6	*	*	*	42.6	0	42.6
12 - 13	*	*	*	43.1	*	*	*	43.1	0	43.1
13 - 14	*	*	*	42.3	*	*	*	42.3	0	42.3
14 - 15	*	*	*	42.3	*	*	*	42.3	0	42.3
15 - 16	*	*	*	41.5	*	*	*	41.5	0	41.5
16 - 17	*	*	*	43.7	*	*	*	43.7	0	43.7
17 - 18	*	*	*	44	*	*	*	44	0	44
18 - 19	*	*	*	43.4	*	*	*	43.4	0	43.4
19 - 20	*	*	*	44.3	*	*	*	44.3	0	44.3
20 - 21	*	*	*	42.1	*	*	*	42.1	0	42.1
21 - 22	*	*	*	41.4	*	*	*	41.4	0	41.4
22 - 23	*	*	*	42.5	*	*	*	42.5	0	42.5
23 - 24	*	*	*	41.8	*	*	*	41.8	0	41.8

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	40.7	*	*	40.7	0	40.7
1 - 2	*	*	*	*	41	*	*	41	0	41
2 - 3	*	*	*	*	42	*	*	42	0	42
3 - 4	*	*	*	*	43	*	*	43	0	43
4 - 5	*	*	*	*	40	*	*	40	0	40
5 - 6	*	*	*	*	43	*	*	43	0	43
6 - 7	*	*	*	*	43.2	*	*	43.2	0	43.2
7 - 8	*	*	*	*	42	*	*	42	0	42
8 - 9	*	*	*	*	41.1	*	*	41.1	0	41.1
9 - 10	*	*	*	*	41.9	*	*	41.9	0	41.9
10 - 11	*	*	*	*	42.4	*	*	42.4	0	42.4
11 - 12	*	*	*	42.6	*	*	*	42.6	0	42.6
12 - 13	*	*	*	43.1	*	*	*	43.1	0	43.1
13 - 14	*	*	*	42.3	*	*	*	42.3	0	42.3
14 - 15	*	*	*	42.3	*	*	*	42.3	0	42.3
15 - 16	*	*	*	41.5	*	*	*	41.5	0	41.5
16 - 17	*	*	*	43.7	*	*	*	43.7	0	43.7
17 - 18	*	*	*	44	*	*	*	44	0	44
18 - 19	*	*	*	43.4	*	*	*	43.4	0	43.4
19 - 20	*	*	*	44.3	*	*	*	44.3	0	44.3
20 - 21	*	*	*	42.1	*	*	*	42.1	0	42.1
21 - 22	*	*	*	41.4	*	*	*	41.4	0	41.4
22 - 23	*	*	*	42.5	*	*	*	42.5	0	42.5
23 - 24	*	*	*	41.8	*	*	*	41.8	0	41.8

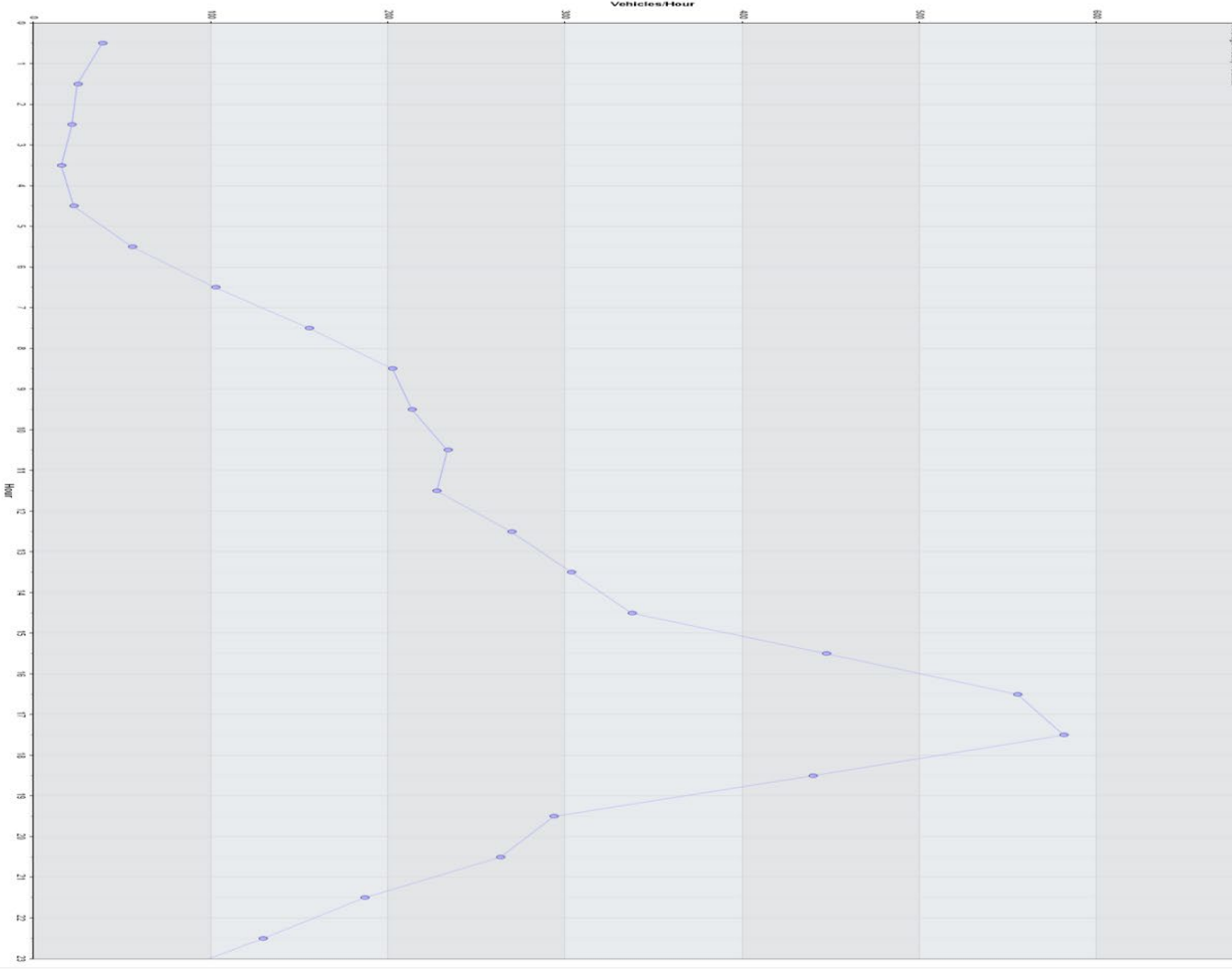
Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	39	35.6	8	42.5
01:00:00	25	37.4	5	45.6
02:00:00	22	35.6	6	43.0
03:00:00	16	34.1	4	43.0
04:00:00	23	34.5	3	45.7
05:00:00	56	37.0	15	44.6
06:00:00	103	37.3	29	44.3
07:00:00	156	36.7	41	43.5
08:00:00	203	36.6	49	43.2
09:00:00	214	37.1	55	43.7
10:00:00	234	37.4	62	43.8
11:00:00	228	37.5	65	43.7
12:00:00	270	37.7	80	44.0
13:00:00	304	37.3	79	43.6
14:00:00	338	37.6	103	43.5
15:00:00	448	36.6	101	43.9
16:00:00	556	39.5	246	43.9
17:00:00	582	39.5	241	44.2
18:00:00	440	38.0	150	44.4
19:00:00	294	38.7	114	44.3
20:00:00	264	36.9	62	44.8
21:00:00	187	36.5	36	44.2
22:00:00	130	37.6	30	46.1
23:00:00	68	37.4	18	44.9

Date	Starting Hour	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	X-Spec Speed	10MPhi Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG
6/16/2022	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/16/2022	11:00	1	1	2	15	38	87	66	16	1	1	0	0	0	0	0	0	0	0	228	42.6	34 to 44	72.4	65	28.5	1	227	0
6/16/2022	12:00	0	0	0	16	54	109	66	23	3	0	0	0	0	0	0	0	0	0	271	43.1	31 to 41	68.6	80	29.5	0	270	0
6/16/2022	13:00	0	0	3	19	57	126	76	21	1	0	0	0	0	0	0	0	0	0	303	42.3	31 to 41	71.9	79	26.1	0	304	0
6/16/2022	14:00	0	0	4	18	71	119	99	25	1	1	0	0	0	0	0	0	0	0	339	42.3	32 to 42	70.5	103	30.4	1	337	0
6/16/2022	15:00	0	1	5	36	111	163	103	22	4	2	1	0	0	0	0	0	0	0	448	41.5	32 to 42	70.1	101	22.5	0	448	0
6/16/2022	16:00	0	0	2	13	78	159	228	61	11	2	1	0	0	0	0	0	0	0	555	43.7	35 to 45	72.8	246	44.3	0	556	0
6/16/2022	17:00	0	0	1	20	71	184	220	70	13	2	1	0	0	0	0	0	0	0	582	44	35 to 45	72.9	241	41.4	0	582	0
6/16/2022	18:00	2	1	1	28	89	140	126	40	10	2	0	0	1	0	0	0	0	0	440	43.4	33 to 43	66.6	130	34.1	0	440	0
6/16/2022	19:00	0	1	0	20	47	84	94	43	4	1	0	0	0	0	0	0	0	0	294	44.3	33 to 43	66.0	114	38.8	0	294	0
6/16/2022	20:00	0	0	3	21	68	92	53	21	4	2	0	0	0	0	0	0	0	0	264	42.1	31 to 41	69.3	62	23.5	0	264	0
6/16/2022	21:00	1	0	3	14	46	70	42	9	2	0	0	0	0	0	0	0	0	0	187	41.4	31 to 41	73.3	36	19.3	0	187	0
6/16/2022	22:00	0	0	0	9	29	53	25	9	2	1	2	0	0	0	0	0	0	0	130	42.5	32 to 42	73.8	30	23.1	0	130	0
6/16/2022	23:00	0	0	1	2	20	22	15	5	2	1	6	0	1	0	0	0	0	0	68	41.8	32 to 42	73.5	18	26.5	0	68	0
24 Hr Summary		4	4	25	231	779	1408	1213	365	58	15	6	0	1	0	0	0	0	0	4109	43	33 to 43	69.2	1325	32.2	2	4107	0
Page 1																												
Date	Starting Hour	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	X-Spec Speed	10MPhi Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG
6/17/2022	00:00	0	0	2	6	7	11	11	2	0	0	0	0	0	0	0	0	0	0	39	40.7	32 to 42	66.7	8	20.5	0	39	0
6/17/2022	01:00	0	0	0	2	5	10	7	0	0	0	1	0	0	0	0	0	0	0	25	41	32 to 42	80.0	5	20.0	0	25	0
6/17/2022	02:00	0	1	1	2	2	9	6	1	0	0	0	0	0	0	0	0	0	0	22	42	34 to 44	68.2	6	27.3	0	22	0
6/17/2022	03:00	0	0	2	3	3	4	4	0	0	0	0	0	0	0	0	0	0	0	16	43	23 to 33	50.0	4	23.0	0	16	0
6/17/2022	04:00	1	1	1	2	4	9	4	0	1	0	0	0	0	0	0	0	0	0	23	40	32 to 42	69.6	3	13.0	0	23	0
6/17/2022	05:00	0	0	0	5	14	18	12	6	1	0	0	0	0	0	0	0	0	0	56	43	31 to 41	69.6	15	26.8	0	56	0
6/17/2022	06:00	0	0	2	13	16	33	29	8	2	0	0	0	0	0	0	0	0	0	103	43.2	34 to 44	65.0	29	28.2	0	103	0
6/17/2022	07:00	0	1	1	12	42	52	38	8	1	0	1	0	0	0	0	0	0	0	156	42	31 to 41	69.9	41	26.3	0	156	0
6/17/2022	08:00	1	3	4	10	43	71	57	12	2	0	0	0	0	0	0	0	0	0	203	41.1	31 to 41	71.9	49	24.1	0	203	0
6/17/2022	09:00	0	0	1	18	52	65	65	10	2	1	0	0	0	0	0	0	0	0	214	43.9	31 to 41	68.2	55	25.7	0	214	0
6/17/2022	10:00	0	2	5	15	36	95	58	21	2	0	0	0	0	0	0	0	0	0	234	42.4	34 to 44	71.4	62	26.5	0	234	0
6/17/2022	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
24 Hr Summary		2	8	19	88	224	377	291	68	11	1	2	0	0	0	0	0	0	0	1691	43	33 to 43	69.2	277	25.4	0	1691	0
Page 2																												

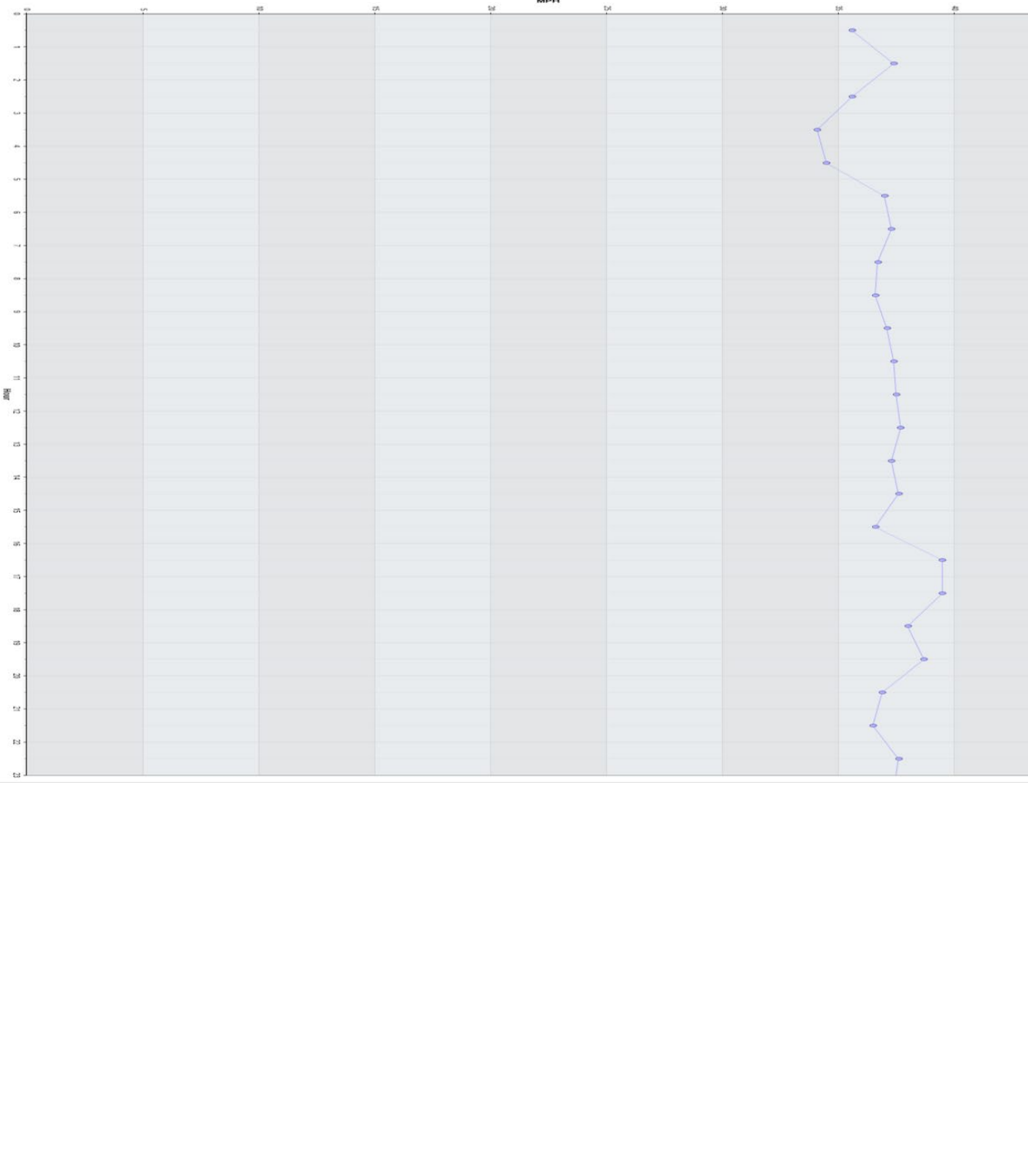
Hour 23:00:00 to 00:00:00 (1h)

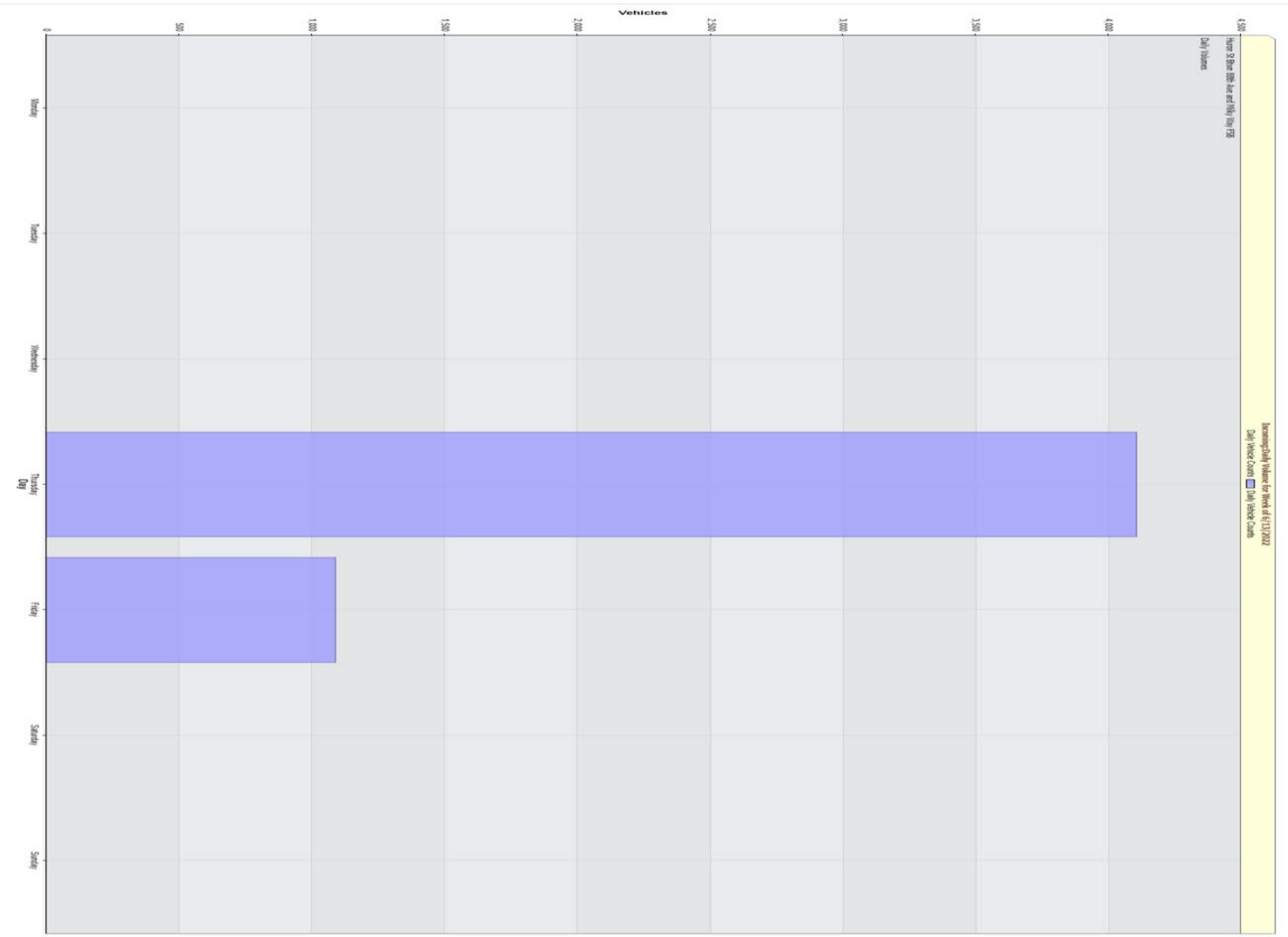
Hourly Average Vehicle Volume for Week of 6/13/2022

Average Counts By Hour (6/13/2022) - Average Counts By Hour (6/13/2022)



5. How many more active days are there in the field in 2022?
 Average number of active days per field in 2022
 Average number of active days per field in 2021





Horizontal Values for Week of 1/13/2022

Items 3 Best Seller and 111 of 121

Daily Values

Daily Vehicle Counts All Vehicle Counts

For Project: Huron St Btwn 88th Ave and Milky Way FNB

Project Notes:

Location/Name: Incoming SB

Report Generated: 06/17/2022 13:54

Speed Intervals 1 MPH

Time Intervals Instant

Traffic Report From 06/16/2022 11:00:00 through 06/17/2022 11:00:00

85th Percentile Speed 40 MPH

85th Percentile Vehicles 4461

Max Speed 65 MPH on 06/16/2022 14:07:14

Total Vehicles 5249

AAADT: 5249

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	2624	2624
AM Peak	333	333
PM Peak	423	423

Speed

Speed Limit: 40

85th Percentile Speed: 40

Average Speed: 35.45

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	N/A	N/A	N/A	419	287	N/A	N/A
% over limit	N/A	N/A	N/A	11.7	17.3	N/A	N/A
Avg Speeder	N/A	N/A	N/A	43.7	43.8	N/A	N/A

Class Counts

	Number	%
VEH_SM	1	0
VEH_MED	5248	100
VEH_LG	0	0
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders
06/16/2022 12:00:00 PM	39.0	246	290	52	44.0	11.0%
06/16/2022 01:00:00 PM	40.0	266	313	50	43.1	12.1%
06/16/2022 02:00:00 PM	39.0	229	269	48	43.3	8.9%
06/16/2022 03:00:00 PM	40.0	258	304	65	44.8	12.8%
06/16/2022 04:00:00 PM	40.0	289	340	51	43.5	12.6%
06/16/2022 05:00:00 PM	41.0	326	384	54	43.7	15.4%
06/16/2022 06:00:00 PM	40.0	360	423	58	43.4	13.0%
06/16/2022 07:00:00 PM	40.0	308	362	49	42.9	11.6%
06/16/2022 08:00:00 PM	40.0	258	303	58	44.1	11.8%
06/16/2022 09:00:00 PM	38.0	196	230	55	43.1	7.4%
06/16/2022 10:00:00 PM	40.0	167	197	55	44.9	9.1%
06/16/2022 11:00:00 PM	38.0	81	95	45	43.0	7.4%
06/17/2022 12:00:00 AM	40.0	70	82	51	45.3	13.4%
06/17/2022 01:00:00 AM	39.0	23	27	45	43.0	11.1%
06/17/2022 02:00:00 AM	38.0	27	32	40	0.0	0.0%
06/17/2022 03:00:00 AM	42.0	14	17	60	45.8	29.4%
06/17/2022 04:00:00 AM	36.0	14	17	38	0.0	0.0%
06/17/2022 05:00:00 AM	41.0	43	51	48	43.4	17.6%
06/17/2022 06:00:00 AM	41.0	94	110	49	43.6	20.0%
06/17/2022 07:00:00 AM	42.0	252	297	63	43.9	24.6%
06/17/2022 08:00:00 AM	41.0	246	289	65	44.4	19.0%
06/17/2022 09:00:00 AM	41.0	206	242	49	43.2	16.9%
06/17/2022 10:00:00 AM	40.0	206	242	49	42.9	14.0%
06/17/2022 11:00:00 AM	40.0	283	333	58	44.2	13.5%
06/17/2022 12:00:00 PM	**No Data**					

Hour	2022-06-13	to	2022-06-19	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday 2022-06-13	Tuesday 2022-06-14	Wednesday 2022-06-15							
0 - 1	*	*	*	*	27	*	*	27	0	39
1 - 2	*	*	*	*	32	*	*	32	0	37.8
2 - 3	*	*	*	*	17	*	*	17	0	41.5
3 - 4	*	*	*	*	17	*	*	17	0	35.5
4 - 5	*	*	*	*	51	*	*	51	0	40.5
5 - 6	*	*	*	*	110	*	*	110	0	40.8
6 - 7	*	*	*	*	297	*	*	297	0	41.8
7 - 8	*	*	*	*	289	*	*	289	0	40.9
8 - 9	*	*	*	*	242	*	*	242	0	40.4
9 - 10	*	*	*	*	242	*	*	242	0	39.8
10 - 11	*	*	*	*	333	*	*	333	0	39.7
11 - 12	*	*	*	290	*	*	*	290	0	39
12 - 13	*	*	*	313	*	*	*	313	0	39.4
13 - 14	*	*	*	269	*	*	*	269	0	38.7
14 - 15	*	*	*	304	*	*	*	304	0	39.5
15 - 16	*	*	*	340	*	*	*	340	0	39.6
16 - 17	*	*	*	384	*	*	*	384	0	40.1
17 - 18	*	*	*	423	*	*	*	423	0	39.7
18 - 19	*	*	*	362	*	*	*	362	0	39.5
19 - 20	*	*	*	303	*	*	*	303	0	39.4
20 - 21	*	*	*	230	*	*	*	230	0	37.8
21 - 22	*	*	*	197	*	*	*	197	0	39.1
22 - 23	*	*	*	95	*	*	*	95	0	37.3
23 - 24	*	*	*	82	*	*	*	82	0	39.7
Totals	0	0	0	3592	1657	0	0			
% of Total	0%	0%	0%	68.43%	31.57%	0%	0%			

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	27	*	*	27	0	39
1 - 2	*	*	*	*	32	*	*	32	0	37.8
2 - 3	*	*	*	*	17	*	*	17	0	41.5
3 - 4	*	*	*	*	17	*	*	17	0	35.5
4 - 5	*	*	*	*	51	*	*	51	0	40.5
5 - 6	*	*	*	*	110	*	*	110	0	40.8
6 - 7	*	*	*	*	297	*	*	297	0	41.8
7 - 8	*	*	*	*	289	*	*	289	0	40.9
8 - 9	*	*	*	*	242	*	*	242	0	40.4
9 - 10	*	*	*	*	242	*	*	242	0	39.8
10 - 11	*	*	*	*	333	*	*	333	0	39.7
11 - 12	*	*	*	290	*	*	*	290	0	39
12 - 13	*	*	*	313	*	*	*	313	0	39.4
13 - 14	*	*	*	269	*	*	*	269	0	38.7
14 - 15	*	*	*	304	*	*	*	304	0	39.5
15 - 16	*	*	*	340	*	*	*	340	0	39.6
16 - 17	*	*	*	384	*	*	*	384	0	40.1
17 - 18	*	*	*	423	*	*	*	423	0	39.7
18 - 19	*	*	*	362	*	*	*	362	0	39.5
19 - 20	*	*	*	303	*	*	*	303	0	39.4
20 - 21	*	*	*	230	*	*	*	230	0	37.8
21 - 22	*	*	*	197	*	*	*	197	0	39.1
22 - 23	*	*	*	95	*	*	*	95	0	37.3
23 - 24	*	*	*	82	*	*	*	82	0	39.7
Totals	0	0	0	3592	1657	0	0			
% of Total	0%	0%	0%	68.43%	31.57%	0%	0%			

Hour	2022-06-13 Monday 2022-06-13	to Tuesday 2022-06-14	2022-06-19 Wednesday 2022-06-15	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	35.22	*	*	35.22	*	39
1 - 2	*	*	*	*	33.97	*	*	33.97	*	37.8
2 - 3	*	*	*	*	38.47	*	*	38.47	*	41.5
3 - 4	*	*	*	*	32.12	*	*	32.12	*	35.5
4 - 5	*	*	*	*	34.71	*	*	34.71	*	40.5
5 - 6	*	*	*	*	34.35	*	*	34.35	*	40.8
6 - 7	*	*	*	*	36.64	*	*	36.64	*	41.8
7 - 8	*	*	*	*	36.69	*	*	36.69	*	40.9
8 - 9	*	*	*	*	35.6	*	*	35.6	*	40.4
9 - 10	*	*	*	*	35.35	*	*	35.35	*	39.8
10 - 11	*	*	*	*	35.8	*	*	35.8	*	39.7
11 - 12	*	*	*	35.39	*	*	*	35.39	*	39
12 - 13	*	*	*	34.87	*	*	*	34.87	*	39.4
13 - 14	*	*	*	34.99	*	*	*	34.99	*	38.7
14 - 15	*	*	*	35.65	*	*	*	35.65	*	39.5
15 - 16	*	*	*	35.37	*	*	*	35.37	*	39.6
16 - 17	*	*	*	36.08	*	*	*	36.08	*	40.1
17 - 18	*	*	*	36.05	*	*	*	36.05	*	39.7
18 - 19	*	*	*	35.78	*	*	*	35.78	*	39.5
19 - 20	*	*	*	35.1	*	*	*	35.1	*	39.4
20 - 21	*	*	*	33.45	*	*	*	33.45	*	37.8
21 - 22	*	*	*	34.85	*	*	*	34.85	*	39.1
22 - 23	*	*	*	33.55	*	*	*	33.55	*	37.3
23 - 24	*	*	*	34.39	*	*	*	34.39	*	39.7

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	35.22	*	*	35.22	*	39
1 - 2	*	*	*	*	33.97	*	*	33.97	*	37.8
2 - 3	*	*	*	*	38.47	*	*	38.47	*	41.5
3 - 4	*	*	*	*	32.12	*	*	32.12	*	35.5
4 - 5	*	*	*	*	34.71	*	*	34.71	*	40.5
5 - 6	*	*	*	*	34.35	*	*	34.35	*	40.8
6 - 7	*	*	*	*	36.64	*	*	36.64	*	41.8
7 - 8	*	*	*	*	36.69	*	*	36.69	*	40.9
8 - 9	*	*	*	*	35.6	*	*	35.6	*	40.4
9 - 10	*	*	*	*	35.35	*	*	35.35	*	39.8
10 - 11	*	*	*	*	35.8	*	*	35.8	*	39.7
11 - 12	*	*	*	35.39	*	*	*	35.39	*	39
12 - 13	*	*	*	34.87	*	*	*	34.87	*	39.4
13 - 14	*	*	*	34.99	*	*	*	34.99	*	38.7
14 - 15	*	*	*	35.65	*	*	*	35.65	*	39.5
15 - 16	*	*	*	35.37	*	*	*	35.37	*	39.6
16 - 17	*	*	*	36.08	*	*	*	36.08	*	40.1
17 - 18	*	*	*	36.05	*	*	*	36.05	*	39.7
18 - 19	*	*	*	35.78	*	*	*	35.78	*	39.5
19 - 20	*	*	*	35.1	*	*	*	35.1	*	39.4
20 - 21	*	*	*	33.45	*	*	*	33.45	*	37.8
21 - 22	*	*	*	34.85	*	*	*	34.85	*	39.1
22 - 23	*	*	*	33.55	*	*	*	33.55	*	37.3
23 - 24	*	*	*	34.39	*	*	*	34.39	*	39.7

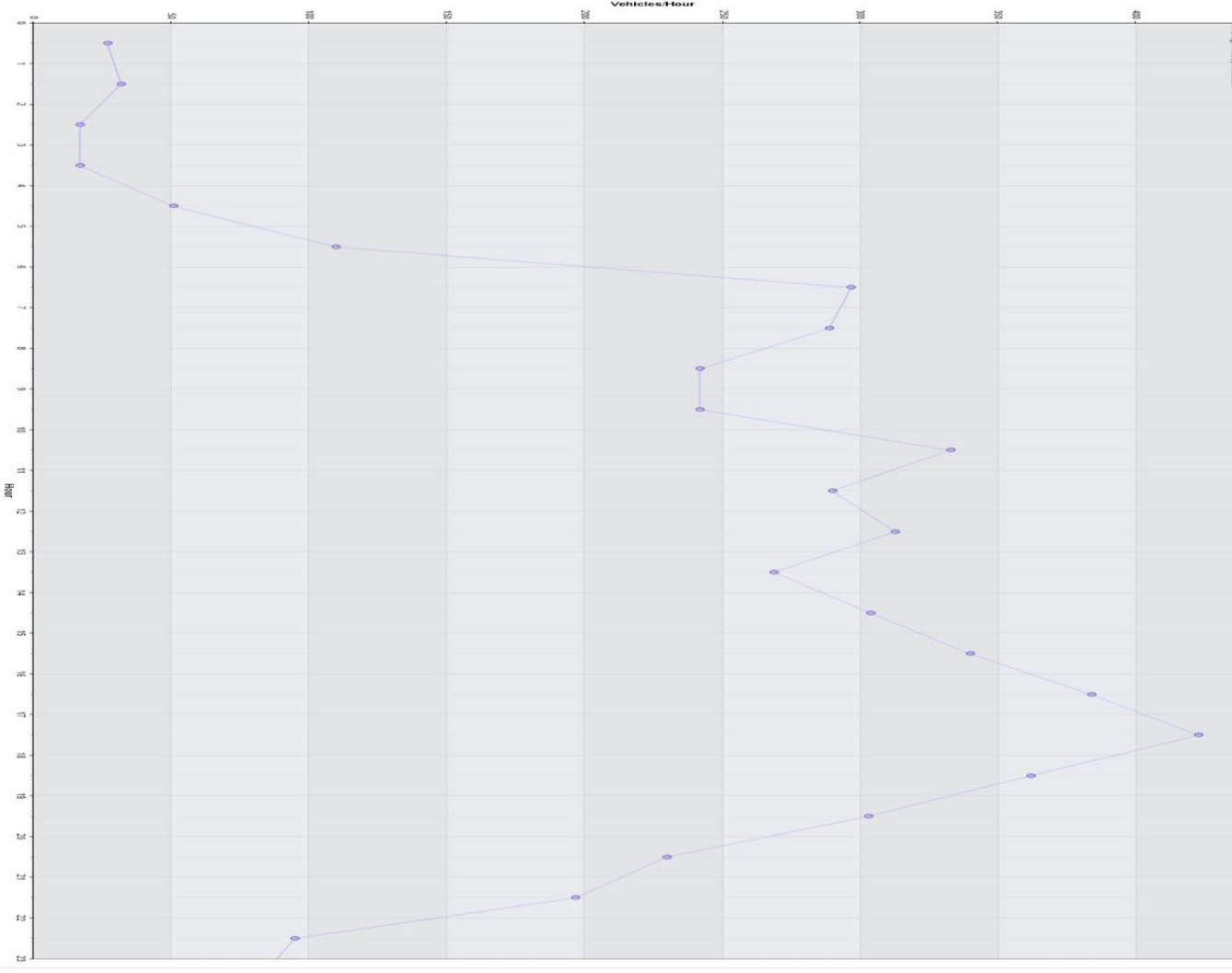
Hour	2022-06-13 Monday 2022-06-13	to Tuesday 2022-06-14	2022-06-19 Wednesday 2022-06-15	Thursday 2022-06-16	Friday 2022-06-17	Saturday 2022-06-18	Sunday 2022-06-19	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	*	39	*	*	39	0	39
1 - 2	*	*	*	*	37.8	*	*	37.8	0	37.8
2 - 3	*	*	*	*	41.5	*	*	41.5	0	41.5
3 - 4	*	*	*	*	35.5	*	*	35.5	0	35.5
4 - 5	*	*	*	*	40.5	*	*	40.5	0	40.5
5 - 6	*	*	*	*	40.8	*	*	40.8	0	40.8
6 - 7	*	*	*	*	41.8	*	*	41.8	0	41.8
7 - 8	*	*	*	*	40.9	*	*	40.9	0	40.9
8 - 9	*	*	*	*	40.4	*	*	40.4	0	40.4
9 - 10	*	*	*	*	39.8	*	*	39.8	0	39.8
10 - 11	*	*	*	*	39.7	*	*	39.7	0	39.7
11 - 12	*	*	*	39	*	*	*	39	0	39
12 - 13	*	*	*	39.4	*	*	*	39.4	0	39.4
13 - 14	*	*	*	38.7	*	*	*	38.7	0	38.7
14 - 15	*	*	*	39.5	*	*	*	39.5	0	39.5
15 - 16	*	*	*	39.6	*	*	*	39.6	0	39.6
16 - 17	*	*	*	40.1	*	*	*	40.1	0	40.1
17 - 18	*	*	*	39.7	*	*	*	39.7	0	39.7
18 - 19	*	*	*	39.5	*	*	*	39.5	0	39.5
19 - 20	*	*	*	39.4	*	*	*	39.4	0	39.4
20 - 21	*	*	*	37.8	*	*	*	37.8	0	37.8
21 - 22	*	*	*	39.1	*	*	*	39.1	0	39.1
22 - 23	*	*	*	37.3	*	*	*	37.3	0	37.3
23 - 24	*	*	*	39.7	*	*	*	39.7	0	39.7

Hour	Jun 2022							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	*	39	*	*	39	0	39
1 - 2	*	*	*	*	37.8	*	*	37.8	0	37.8
2 - 3	*	*	*	*	41.5	*	*	41.5	0	41.5
3 - 4	*	*	*	*	35.5	*	*	35.5	0	35.5
4 - 5	*	*	*	*	40.5	*	*	40.5	0	40.5
5 - 6	*	*	*	*	40.8	*	*	40.8	0	40.8
6 - 7	*	*	*	*	41.8	*	*	41.8	0	41.8
7 - 8	*	*	*	*	40.9	*	*	40.9	0	40.9
8 - 9	*	*	*	*	40.4	*	*	40.4	0	40.4
9 - 10	*	*	*	*	39.8	*	*	39.8	0	39.8
10 - 11	*	*	*	*	39.7	*	*	39.7	0	39.7
11 - 12	*	*	*	39	*	*	*	39	0	39
12 - 13	*	*	*	39.4	*	*	*	39.4	0	39.4
13 - 14	*	*	*	38.7	*	*	*	38.7	0	38.7
14 - 15	*	*	*	39.5	*	*	*	39.5	0	39.5
15 - 16	*	*	*	39.6	*	*	*	39.6	0	39.6
16 - 17	*	*	*	40.1	*	*	*	40.1	0	40.1
17 - 18	*	*	*	39.7	*	*	*	39.7	0	39.7
18 - 19	*	*	*	39.5	*	*	*	39.5	0	39.5
19 - 20	*	*	*	39.4	*	*	*	39.4	0	39.4
20 - 21	*	*	*	37.8	*	*	*	37.8	0	37.8
21 - 22	*	*	*	39.1	*	*	*	39.1	0	39.1
22 - 23	*	*	*	37.3	*	*	*	37.3	0	37.3
23 - 24	*	*	*	39.7	*	*	*	39.7	0	39.7

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	27	35.2	3	43.0
01:00:00	32	34.0	0	NaN
02:00:00	17	38.5	5	45.8
03:00:00	17	32.1	0	NaN
04:00:00	51	34.7	9	43.4
05:00:00	110	34.4	22	43.6
06:00:00	297	36.6	73	43.9
07:00:00	289	36.7	55	44.4
08:00:00	242	35.6	41	43.2
09:00:00	242	35.4	34	42.9
10:00:00	333	35.8	45	44.2
11:00:00	290	35.4	31	44.0
12:00:00	313	34.9	37	43.0
13:00:00	269	35.0	24	43.3
14:00:00	304	35.7	39	44.8
15:00:00	340	35.4	43	43.5
16:00:00	384	36.1	59	43.7
17:00:00	423	36.0	55	43.4
18:00:00	362	35.8	42	42.9
19:00:00	303	35.1	36	44.1
20:00:00	230	33.5	17	43.1
21:00:00	197	34.8	18	44.9
22:00:00	95	33.5	7	43.0
23:00:00	82	34.4	11	45.3

Hour 23 Jan 2025 Jan 24 Jan 25 Jan 26 Jan 27 Jan 28 Jan 29 Jan 30 Jan 31

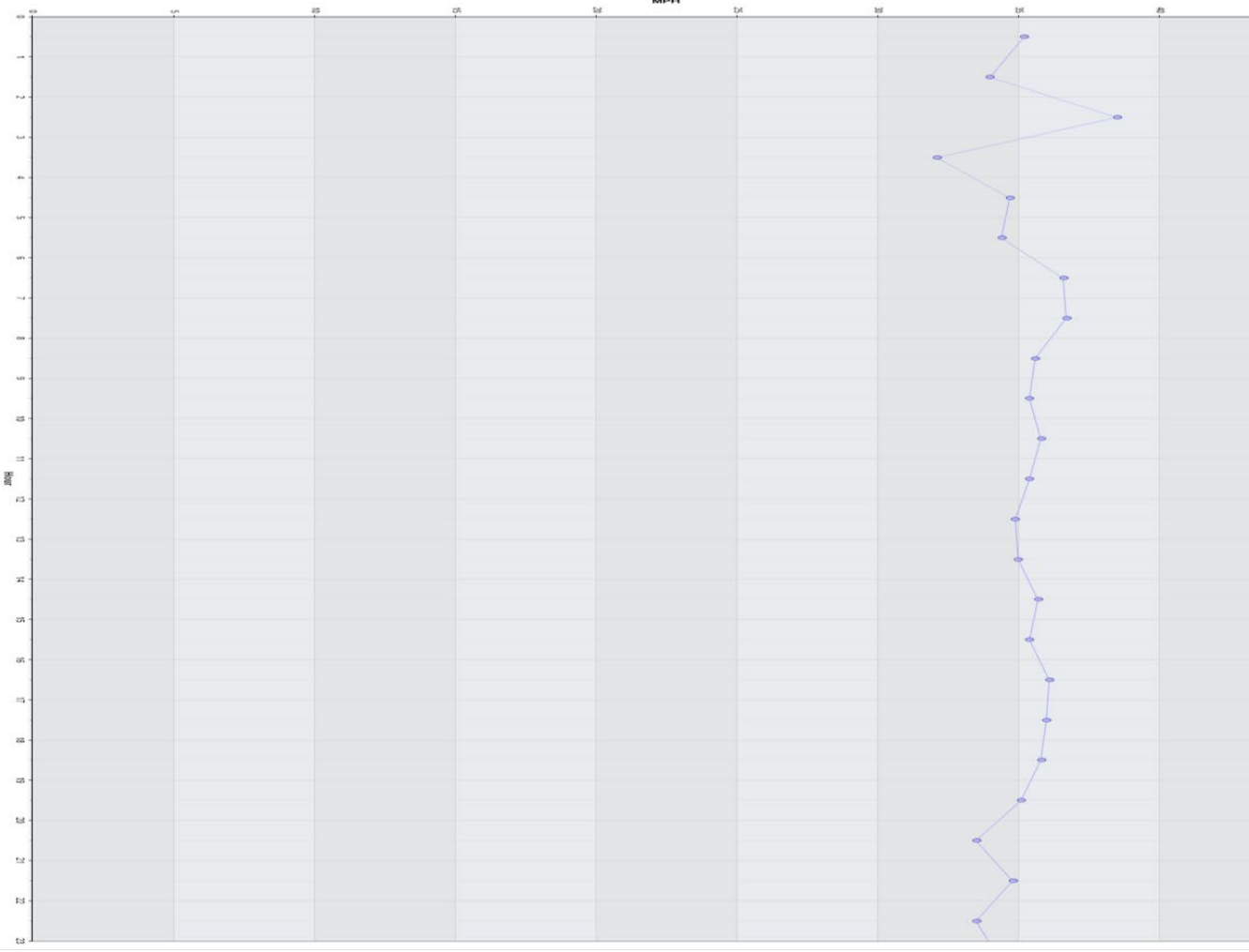
Hourly Average Vehicle Volume for Week of 1/13/2022
Average Counts By Hour 8/13/2021 - Average Counts By Hour 8/13/2021



5. How many hours of activity did you have? **Example: Average Weekly Hours of Activity for Field #1 (1/1/2021)**

Average Weekly Speed

Average Speed (MPH) Speed 1 (m/s) Speed 2 (m/s) Speed 3 (m/s)



100
Hours 3 Best Sites per 1000 sq ft

Domestic Value for Week of 11/13/2022
Daily Vehicle Counts Daily Vehicle Counts

Vehicles

500

1000

1500

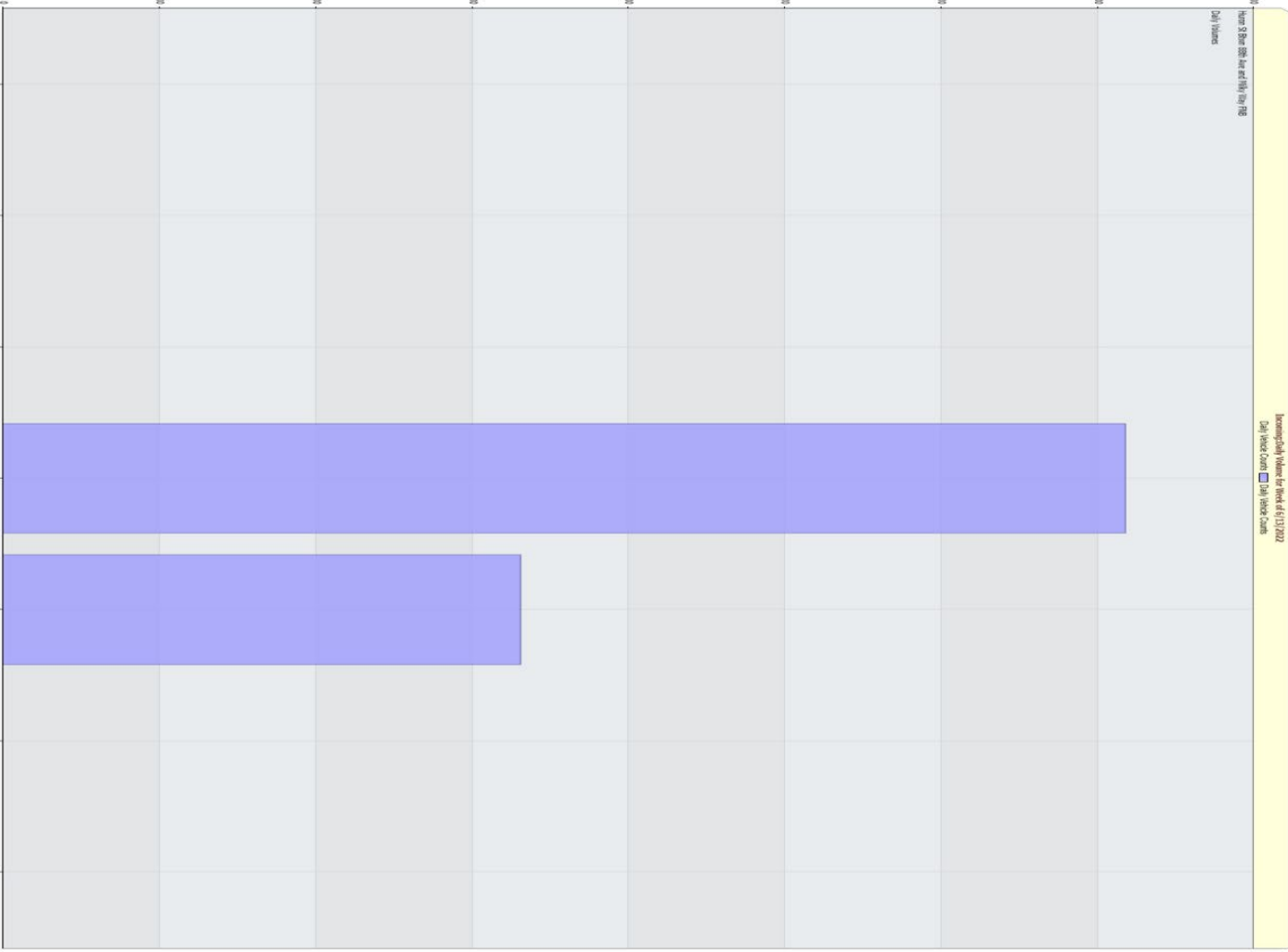
2000

2500

3000

3500

Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
126	4/19/2019	04:45 AM	3	0	3	0	4	4	1	0	0	0	0	0	0	0	15						
126	4/19/2019	05:00 AM	1	2	1	4	3	8	2	0	0	0	0	0	0	0	21						
127	4/19/2019	05:15 AM	1	2	1	2	6	10	5	0	0	0	0	0	0	0	27						
128	4/19/2019	05:30 AM	10	3	6	5	10	14	6	0	0	0	0	0	0	0	54						
128	4/19/2019	05:45 AM	8	2	4	4	8	16	6	2	0	0	0	0	0	0	50						
130	4/19/2019	06:00 AM	7	5	6	5	6	17	9	0	0	0	0	0	0	0	55						
131	4/19/2019	06:15 AM	15	3	14	1	12	19	4	4	0	0	0	0	0	0	72						
132	4/19/2019	06:30 AM	6	4	10	9	11	28	10	2	0	0	0	0	0	0	80						
133	4/19/2019	06:45 AM	23	2	12	6	25	44	20	2	0	0	0	0	0	0	134						
134	4/19/2019	07:00 AM	26	6	14	5	36	46	30	2	0	0	0	0	0	0	165						
135	4/19/2019	07:15 AM	27	13	17	14	42	60	10	1	0	0	0	0	0	0	184						
135	4/19/2019	07:30 AM	33	6	18	6	34	45	24	0	0	0	0	0	0	0	166						
137	4/19/2019	07:45 AM	25	3	11	5	19	44	22	2	2	0	0	0	0	0	133						
138	4/19/2019	08:00 AM	26	3	8	10	25	50	37	3	0	0	0	0	0	0	162						
139	4/19/2019	08:15 AM	27	1	4	9	22	50	19	3	0	1	0	0	0	0	136						
140	4/19/2019	08:30 AM	18	0	4	6	29	52	14	1	1	0	0	0	0	0	125						
141	4/19/2019	08:45 AM	17	2	8	5	14	44	22	6	3	0	0	0	0	0	121						
142	4/19/2019	09:00 AM	13	3	8	3	19	41	10	2	0	0	0	0	0	0	99						
143	4/19/2019	09:15 AM	8	1	12	2	27	51	12	1	0	0	0	0	0	0	114						
144	4/19/2019	09:30 AM	12	3	8	11	30	54	18	2	1	0	0	0	0	0	139						
145	4/19/2019	09:45 AM	10	2	7	8	20	38	12	6	2	0	1	0	0	0	106						
146	4/19/2019	10:00 AM	11	2	5	7	19	54	19	0	0	0	0	0	0	0	117						
147	4/19/2019	10:15 AM	10	2	5	2	30	44	19	4	0	0	0	0	0	0	116						
148	4/19/2019	10:30 AM	6	3	4	5	21	55	19	1	1	0	0	0	0	0	115						
148	4/19/2019	10:45 AM	4	2	7	6	39	55	23	1	0	0	0	0	0	0	137						
149	4/19/2019	11:00 AM	7	6	11	7	27	44	13	1	1	0	0	0	0	0	117						
150	4/19/2019	11:15 AM	7	2	11	15	33	28	17	2	0	0	0	0	0	0	115						
152	4/19/2019	11:30 AM	8	2	4	1	30	50	26	3	0	0	0	0	0	0	124						
153	4/19/2019	11:45 AM	9	2	6	8	53	48	18	1	0	1	0	0	0	0	146						
154	4/19/2019	12:00 PM	5	2	9	7	49	51	23	1	0	0	0	0	0	0	147						
155	4/19/2019	12:15 PM	5	1	6	3	40	64	25	5	0	0	0	0	0	0	149						
156	4/19/2019	12:30 PM	4	4	7	11	44	68	21	1	0	0	0	0	0	0	160						
157	4/19/2019	12:45 PM	10	1	8	16	39	66	17	1	1	0	0	0	0	0	159						
158	4/19/2019	01:00 PM	6	2	6	10	35	59	20	1	1	0	0	0	0	0	140						
159	4/19/2019	01:15 PM	6	2	6	10	32	66	20	1	0	0	0	0	0	0	143						
160	4/19/2019	01:30 PM	3	1	14	16	30	77	28	1	0	0	0	0	0	0	170						
161	4/19/2019	01:45 PM	3	2	5	14	48	63	20	1	0	0	0	0	0	0	156						
162	4/19/2019	02:00 PM	5	1	7	6	44	69	29	5	0	0	0	0	0	0	166						
163	4/19/2019	02:15 PM	6	2	9	16	28	72	26	1	0	0	0	0	0	0	160						
164	4/19/2019	02:30 PM	15	2	13	39	78	67	15	0	0	0	0	0	0	0	229						
165	4/19/2019	02:45 PM	14	4	8	17	81	71	22	1	0	0	0	0	0	0	218						
166	4/19/2019	03:00 PM	12	4	6	28	58	81	15	3	0	0	0	0	0	0	217						
167	4/19/2019	03:15 PM	12	3	9	22	84	81	21	0	0	0	0	0	0	0	232						
168	4/19/2019	03:30 PM	23	6	24	40	77	54	9	3	0	0	0	0	0	0	236						
169	4/19/2019	03:45 PM	18	5	19	55	73	86	12	0	1	0	0	0	0	0	262						
170	4/19/2019	04:00 PM	28	6	15	55	87	60	15	3	0	0	0	0	0	0	269						
171	4/19/2019	04:15 PM	18	2	17	47	97	69	16	5	0	1	0	0	0	0	272						
172	4/19/2019	04:30 PM	26	9	12	32	91	92	17	1	0	0	0	0	0	0	280						
173	4/19/2019	04:45 PM	26	5	21	38	94	98	22	2	0	0	0	0	0	0	306						
174	4/19/2019	05:00 PM	14	3	24	31	87	99	21	4	2	1	0	0	0	0	286						
175	4/19/2019	05:15 PM	17	3	14	34	70	85	22	3	0	0	0	0	0	0	248						
176	4/19/2019	05:30 PM	29	10	21	22	53	89	17	7	1	0	0	0	0	0	249						
177	4/19/2019	05:45 PM	15	6	17	28	80	87	23	2	0	0	0	0	0	0	258						
178	4/19/2019	06:00 PM	12	4	17	27	69	72	24	0	0	0	0	0	0	0	225						
179	4/19/2019	06:15 PM	15	1	10	13	34	64	34	7	1	0	0	0	0	0	179						
180	4/19/2019	06:30 PM	26	2	6	15	39	82	26	5	1	0	0	0	0	0	202						
181	4/19/2019	06:45 PM	19	5	6	6	31	61	43	9	0	0	0	0	0	0	180						
182	4/19/2019	07:00 PM	16	4	11	8	31	51	23	6	1	0	0	0	0	0	151						
183	4/19/2019	07:15 PM	9	1	6	10	42	47	24	2	0	0	0	0	0	0	141						
184	4/19/2019	07:30 PM	16	4	11	16	49	58	19	2	1	0	0	0	0	0	177						
185	4/19/2019	07:45 PM	18	1	14	23	38	58	17	3	0	0	0	0	0	0	172						
186	4/19/2019	08:00 PM	13	3	11	17	35	56	12	1	0	0	0	0	0	0	148						
187	4/19/2019	08:15 PM	10	7	10	10	33	30	15	0	1	0	0	0	0	0	116						
188	4/19/2019	08:30 PM	13	2	6	16	24	30	6	0	0	0	0	0	0	0	97						
189	4/19/2019	08:45 PM	13	1	12	8	33	25	8	0	0	0	0	0	0	0	100						
190	4/19/2019	09:00 PM	13	4	7	8	25	22	8	0	2	0	0	0	0	0	89						
191	4/19/2019	09:15 PM	10	4	4	11	36	17	8	2	0	0	0	0	0	0	92						
192	4/19/2019	09:30 PM	17	2	5	7	36	31	8	0	0	0	0	0	0	0	106						
193	4/19/2019	09:45 PM	11	2	8	4	27	25	6	0	0	0	0	0	0	0	83						
194	4/19/2019	10:00 PM	10	1	4	8	29	32	10	1	0	0	0	0	0	0	95						
195	4/19/2019	10:15 PM	14	2	4	5	10	12	6	1	0	0	0	2	0	0	56						
196	4/19/2019	10:30 PM	13	2	7	4	15	16	10	2	3	0	0	0	0	0	72						
197	4/19/2019	10:45 PM	3	0	5	4	17	12	4	2	0	0	0	0	0	0	47						
198	4/19/2019	11:00 PM	4	1	3	6	11	17	2	3	0	0	0	0	0	0	47						
199	4/19/2019	11:15 PM	4	3	2	6	11	12	1	0	0	0	0	0	0	0	39						
200	4/19/2019	11:30 PM	4	4	3	4	13	4	13	4	0	0	0	0	0	0	31						
201	4/19/2019	11:45 PM	7	1	1	2	3	11	4	0	1	0	0	0	0	0	30		4/19/2019	11115			
202	4/20/2019	12:00 AM	3</																				

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
248	4/20/2019	11:45 AM	8	2	11	13	55	43	15	4	0	0	0	0	0	0	151						
249	4/20/2019	12:00 PM	8	1	5	5	42	52	14	0	0	0	0	0	0	0	127						
250	4/20/2019	12:15 PM	13	2	4	25	42	61	27	0	1	0	0	0	0	0	175						
251	4/20/2019	12:30 PM	7	1	15	15	37	71	12	2	0	0	0	0	0	0	160						
252	4/20/2019	12:45 PM	9	6	7	13	41	66	17	3	0	0	0	0	0	0	162						
253	4/20/2019	01:00 PM	12	2	11	19	50	49	22	1	1	0	0	0	0	0	167						
254	4/20/2019	01:15 PM	4	2	16	31	53	60	18	2	1	0	0	0	0	0	187						
255	4/20/2019	01:30 PM	13	4	11	18	48	59	25	6	1	0	0	0	0	0	185						
256	4/20/2019	01:45 PM	12	1	8	24	69	51	18	1	8	0	0	0	0	0	184						
257	4/20/2019	02:00 PM	9	5	5	14	71	63	17	6	1	0	0	0	0	0	191						
258	4/20/2019	02:15 PM	6	2	15	16	44	60	24	2	0	0	0	0	0	0	159						
259	4/20/2019	02:30 PM	12	3	6	12	48	74	23	1	1	0	0	0	0	0	180						
260	4/20/2019	02:45 PM	5	4	15	13	33	60	16	2	1	0	0	0	0	0	149						
261	4/20/2019	03:00 PM	9	5	7	9	49	51	16	1	0	0	0	0	0	0	147						
262	4/20/2019	03:15 PM	17	5	9	19	31	68	23	1	0	0	0	0	0	0	173						
263	4/20/2019	03:30 PM	13	3	5	12	61	54	14	1	0	0	0	0	0	0	163						
264	4/20/2019	03:45 PM	6	3	8	9	59	61	11	6	0	0	0	0	0	0	163						
265	4/20/2019	04:00 PM	12	2	15	14	46	47	13	3	0	0	0	0	0	0	152						
266	4/20/2019	04:15 PM	20	4	6	6	29	51	21	2	2	0	0	0	0	0	141						
267	4/20/2019	04:30 PM	10	1	5	9	32	55	19	2	0	0	1	0	0	0	134						
268	4/20/2019	04:45 PM	18	3	9	13	43	59	19	0	0	0	0	0	0	0	164						
269	4/20/2019	05:00 PM	11	1	11	13	45	51	18	4	1	0	0	0	0	0	155						
270	4/20/2019	05:15 PM	9	6	26	21	58	44	9	0	0	0	0	0	0	0	173						
271	4/20/2019	05:30 PM	12	6	3	18	38	34	20	3	0	0	0	0	0	0	134						
272	4/20/2019	05:45 PM	14	0	6	9	31	51	11	0	0	0	0	0	0	0	122						
273	4/20/2019	06:00 PM	10	4	6	14	36	48	22	1	0	0	0	0	0	0	139						
274	4/20/2019	06:15 PM	17	5	13	22	35	52	17	1	0	0	0	0	0	0	162						
275	4/20/2019	06:30 PM	12	2	11	8	42	52	12	1	0	0	0	0	0	0	140						
276	4/20/2019	06:45 PM	9	0	5	6	38	43	18	4	0	0	0	0	0	0	123						
277	4/20/2019	07:00 PM	9	7	11	22	47	28	2	0	0	0	0	0	0	0	126						
278	4/20/2019	07:15 PM	5	3	6	5	38	41	12	0	0	0	0	0	0	0	110						
279	4/20/2019	07:30 PM	12	2	11	10	41	26	8	1	0	0	0	0	0	0	111						
280	4/20/2019	07:45 PM	5	2	10	22	34	18	4	0	0	0	0	0	0	0	95						
281	4/20/2019	08:00 PM	10	1	4	5	40	20	5	1	0	0	0	0	0	0	86						
282	4/20/2019	08:15 PM	5	1	10	11	36	27	7	2	0	0	0	0	0	0	99						
283	4/20/2019	08:30 PM	8	2	9	8	16	33	6	2	0	0	0	0	0	0	84						
284	4/20/2019	08:45 PM	10	1	9	11	20	22	7	1	0	0	0	0	0	0	81						
285	4/20/2019	09:00 PM	8	4	13	8	22	18	2	1	0	0	0	0	0	0	76						
286	4/20/2019	09:15 PM	9	1	4	5	28	23	5	0	0	0	0	0	0	0	75						
287	4/20/2019	09:30 PM	6	4	5	6	17	19	4	0	0	0	0	0	0	0	61						
288	4/20/2019	09:45 PM	13	1	9	8	11	27	10	5	0	0	0	0	0	0	75						
289	4/20/2019	10:00 PM	8	1	9	6	6	20	25	4	0	0	0	0	0	0	73						
290	4/20/2019	10:15 PM	9	2	6	6	19	17	7	0	0	0	0	0	0	0	66						
291	4/20/2019	10:30 PM	6	3	10	3	12	19	2	0	0	0	0	0	0	0	57						
292	4/20/2019	10:45 PM	1	3	7	5	11	19	2	0	1	0	0	0	0	0	49						
293	4/20/2019	11:00 PM	7	1	5	5	10	13	1	0	1	0	0	0	0	0	42						
294	4/20/2019	11:15 PM	4	2	2	8	8	11	5	0	0	0	0	0	0	0	40						
295	4/20/2019	11:30 PM	9	1	3	6	7	8	4	0	0	0	0	0	0	0	38						
296	4/20/2019	11:45 PM	4	0	7	4	6	9	0	0	0	0	0	0	0	0	30	4/20/2019	8639				
297	4/21/2019	12:00 AM	2	2	1	2	11	6	3	0	0	0	0	0	0	0	27						
298	4/21/2019	12:15 AM	0	0	1	4	15	6	0	0	0	1	0	0	0	0	27						
299	4/21/2019	12:30 AM	4	1	3	5	6	3	1	0	0	0	0	0	0	0	23						
300	4/21/2019	12:45 AM	4	0	2	5	6	6	1	0	0	0	0	0	0	0	24						
301	4/21/2019	01:00 AM	0	0	2	2	5	1	1	0	0	0	0	0	0	0	11						
302	4/21/2019	01:15 AM	2	1	1	1	1	3	3	0	0	0	0	0	0	0	12						
303	4/21/2019	01:30 AM	4	1	2	3	2	7	2	0	0	0	0	0	0	0	21						
304	4/21/2019	01:45 AM	1	1	2	3	7	3	1	0	0	0	0	0	0	0	18						
305	4/21/2019	02:00 AM	0	1	0	0	3	2	0	0	0	0	0	1	0	0	7						
306	4/21/2019	02:15 AM	2	0	0	1	4	7	1	0	0	0	0	0	0	0	15						
307	4/21/2019	02:30 AM	3	2	1	4	7	5	3	0	0	0	0	0	0	0	25						
308	4/21/2019	02:45 AM	1	0	2	3	1	6	1	1	0	0	0	0	0	0	15						
309	4/21/2019	03:00 AM	2	0	0	0	2	3	2	0	2	0	0	0	0	0	11						
310	4/21/2019	03:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1						
311	4/21/2019	03:30 AM	1	1	2	1	1	1	0	0	0	0	0	0	0	0	7						
312	4/21/2019	03:45 AM	0	1	0	0	1	4	1	0	0	0	0	0	0	0	7						
313	4/21/2019	04:00 AM	2	0	1	0	2	1	0	1	0	0	0	0	0	0	7						
314	4/21/2019	04:15 AM	0	1	1	1	4	4	1	0	0	0	0	0	0	0	12						
315	4/21/2019	04:30 AM	1	2	0	1	2	3	0	0	0	0	0	0	0	0	9						
316	4/21/2019	04:45 AM	0	0	2	0	3	3	0	0	0	0	0	0	0	0	8						
317	4/21/2019	05:00 AM	2	0	0	1	1	5	0	1	0	0	0	0	0	0	10						
318	4/21/2019	05:15 AM	0	1	1	4	2	4	3	0	0	0	0	0	0	0	15						
319	4/21/2019	05:30 AM	0	0	1	1	3	6	2	0	0	0	0	0	0	0	13						
320	4/21/2019	05:45 AM	2	1	4	2	5	2	0	1	0	0	0	0	0	0	17						
321	4/21/2019	06:00 AM	0	1	3	1	2	0	0	0	0	0	0	0	0	0	7						
322	4/21/2019	06:15 AM	0	0	3	0	4	3	1	0	0	0	0	0	0	0	11						
323	4/21/2019	06:30 AM	1	0	5	3	2	8	0	1	0	0	0	0	0	0	20						
324	4/21/2019	06:45 AM	0	0	0	0	5	0	6	0	0	0	0	0	0	0	20						
325	4/21/2019	07:00 AM	1	1	2	1	3	10	0	0	0	0	0	0	0	0	18						
326	4/21/2019	07:15 AM	3	1	2	2	6	13	5	0	0	0	0	0	0	0	32		</				

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
373	4/21/2019	06:45 PM	6	0	5	6	19	39	14	4	1	0	0	0	0	0	94						
374	4/21/2019	07:00 PM	10	2	9	4	18	24	8	0	1	0	0	0	0	0	76						
375	4/21/2019	07:15 PM	6	1	5	7	15	27	11	0	0	1	0	0	0	0	73						
376	4/21/2019	07:30 PM	7	1	1	6	23	27	9	0	0	0	0	0	0	0	74						
377	4/21/2019	07:45 PM	7	0	4	7	22	29	6	1	1	0	0	0	0	0	77						
378	4/21/2019	08:00 PM	13	4	10	1	24	19	6	1	0	0	0	0	0	0	78						
379	4/21/2019	08:15 PM	12	4	12	8	21	17	5	1	0	0	0	0	0	0	80						
380	4/21/2019	08:30 PM	7	2	2	5	22	18	3	0	0	0	0	0	0	0	59						
381	4/21/2019	08:45 PM	10	3	3	3	18	25	6	0	0	0	0	0	0	0	68						
382	4/21/2019	09:00 PM	7	1	6	7	11	14	14	11	1	0	0	0	0	0	65						
383	4/21/2019	09:15 PM	5	2	6	1	10	20	7	0	1	0	0	0	0	0	58						
384	4/21/2019	09:30 PM	6	1	5	4	11	23	12	0	0	0	0	0	0	0	52						
385	4/21/2019	09:45 PM	4	4	2	3	8	12	3	0	0	0	0	0	0	0	36						
386	4/21/2019	10:00 PM	9	1	4	1	12	13	2	1	0	0	0	0	0	0	43						
387	4/21/2019	10:15 PM	4	0	5	7	3	7	2	1	0	0	0	0	0	0	29						
388	4/21/2019	10:30 PM	5	2	3	2	11	11	1	0	0	0	0	0	0	0	35						
389	4/21/2019	10:45 PM	4	0	5	7	7	8	5	0	0	0	0	0	0	0	36						
390	4/21/2019	11:00 PM	1	0	0	1	6	2	3	0	0	0	0	0	0	0	13						
391	4/21/2019	11:15 PM	1	0	0	0	5	6	2	0	0	0	0	0	0	0	14						
392	4/21/2019	11:30 PM	2	0	0	2	5	8	2	0	0	0	0	0	0	0	19						
393	4/21/2019	11:45 PM	2	1	2	2	3	1	3	0	0	0	0	0	0	0	14	4/21/2019	6370				
394	4/22/2019	12:00 AM	2	1	1	0	2	6	1	0	0	0	0	0	0	0	13						
395	4/22/2019	12:15 AM	0	0	1	3	5	1	0	0	0	0	0	0	0	0	10						
396	4/22/2019	12:30 AM	0	0	1	0	2	1	1	1	0	0	0	0	0	0	6						
397	4/22/2019	12:45 AM	0	0	2	1	3	2	0	0	0	0	0	0	0	0	8						
398	4/22/2019	01:00 AM	0	0	1	1	1	2	0	0	1	0	0	0	0	0	5						
399	4/22/2019	01:15 AM	2	0	3	1	1	3	1	1	0	0	0	0	0	0	11						
400	4/22/2019	01:30 AM	1	0	1	0	0	4	2	0	0	0	0	0	0	0	8						
401	4/22/2019	01:45 AM	1	0	1	0	1	2	0	0	0	0	0	0	0	0	5						
402	4/22/2019	02:00 AM	2	0	1	0	1	4	0	0	0	0	0	0	0	0	8						
403	4/22/2019	02:15 AM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3						
404	4/22/2019	02:30 AM	1	0	0	1	3	0	0	0	0	0	0	0	0	0	5						
405	4/22/2019	02:45 AM	1	0	0	1	0	1	1	0	0	0	0	0	0	0	4						
406	4/22/2019	03:00 AM	1	1	0	2	0	1	0	0	0	0	0	0	0	0	5						
407	4/22/2019	03:15 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4						
408	4/22/2019	03:30 AM	2	2	1	2	2	4	2	0	0	0	0	0	0	0	15						
409	4/22/2019	03:45 AM	1	2	2	0	0	4	1	0	0	0	0	0	0	0	10						
410	4/22/2019	04:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4						
411	4/22/2019	04:15 AM	0	1	0	0	2	6	1	0	0	0	0	0	0	0	10						
412	4/22/2019	04:30 AM	0	1	2	0	3	5	4	0	0	0	0	0	0	0	15						
413	4/22/2019	04:45 AM	1	1	3	0	4	8	2	0	0	0	0	0	0	0	19						
414	4/22/2019	05:00 AM	1	2	1	0	6	7	2	1	0	0	0	0	0	0	20						
415	4/22/2019	05:15 AM	2	0	2	0	6	14	2	1	0	0	0	0	0	0	27						
416	4/22/2019	05:30 AM	5	1	5	4	3	16	7	1	0	0	0	0	0	0	42						
417	4/22/2019	05:45 AM	3	3	2	3	6	30	11	1	0	0	0	0	0	0	59						
418	4/22/2019	06:00 AM	2	7	7	8	8	20	3	0	0	0	0	0	0	0	55						
419	4/22/2019	06:15 AM	5	3	12	0	12	19	5	1	0	0	0	0	0	0	57						
420	4/22/2019	06:30 AM	12	5	15	2	16	33	21	2	0	0	0	0	0	0	106						
421	4/22/2019	06:45 AM	22	3	8	3	15	48	15	4	2	0	0	0	0	0	120						
422	4/22/2019	07:00 AM	13	4	11	10	32	26	17	1	1	0	0	0	0	0	115						
423	4/22/2019	07:15 AM	20	7	10	14	35	48	15	0	0	0	0	0	0	0	149						
424	4/22/2019	07:30 AM	18	4	14	7	30	45	23	4	0	0	0	0	0	0	145						
425	4/22/2019	07:45 AM	22	8	19	9	34	42	32	4	0	0	0	0	0	0	170						
426	4/22/2019	08:00 AM	27	1	5	12	24	46	28	4	0	0	0	0	0	0	145						
427	4/22/2019	08:15 AM	21	2	11	9	24	35	16	3	1	0	1	0	0	0	123						
428	4/22/2019	08:30 AM	15	2	8	5	24	50	11	2	0	0	0	0	0	0	117						
429	4/22/2019	08:45 AM	8	5	7	3	32	32	10	2	0	0	0	0	0	0	99						
430	4/22/2019	09:00 AM	11	2	3	9	25	36	6	0	1	0	0	0	0	0	93						
431	4/22/2019	09:15 AM	14	2	9	3	18	28	13	1	0	0	0	0	0	0	86						
432	4/22/2019	09:30 AM	10	2	2	8	35	37	7	0	0	0	0	0	0	0	96						
433	4/22/2019	09:45 AM	11	3	11	9	3	24	38	14	3	0	0	0	0	0	103						
434	4/22/2019	10:00 AM	14	1	4	6	24	40	19	2	1	0	0	0	0	0	111						
435	4/22/2019	10:15 AM	15	3	5	5	23	33	17	2	0	0	0	0	0	0	103						
436	4/22/2019	10:30 AM	16	1	8	12	20	39	11	2	0	0	0	0	0	0	109						
437	4/22/2019	10:45 AM	13	3	2	2	32	37	22	2	2	0	0	0	0	0	115						
438	4/22/2019	11:00 AM	23	4	3	14	24	30	12	1	1	0	0	0	0	0	112						
439	4/22/2019	11:15 AM	16	3	7	6	25	37	17	1	0	0	0	0	0	0	112						
440	4/22/2019	11:30 AM	19	2	4	3	24	51	14	4	0	0	0	0	0	0	121						
441	4/22/2019	11:45 AM	18	4	7	8	22	44	17	0	0	0	0	0	0	0	120						
442	4/22/2019	12:00 PM	16	4	8	6	38	40	21	7	0	1	0	0	0	0	141						
443	4/22/2019	12:15 PM	10	1	8	8	27	53	15	2	0	0	0	0	0	0	124						
444	4/22/2019	12:30 PM	22	1	7	7	37	48	22	2	0	0	0	0	0	0	146						
445	4/22/2019	12:45 PM	19	2	5	5	27	38	24	3	0	0	0	0	0	0	123						
446	4/22/2019	01:00 PM	24	0	4	4	30	39	20	3	1	0	0	0	0	0	125						
447	4/22/2019	01:15 PM	24	2	8	7	41	47	18	1	0	0	0	0	0	0	148						
448	4/22/2019	01:30 PM	24	1	5	7	24	46	13	2	0	0	0	0	0	0	122						
449	4/22/2019	01:45 PM	16	2	3	6	33	56	35	2	1	0	0	0	0	0	154						
450	4/22/2019	02:00 PM	30	0	11	9	34	65	15	1	0	0	0	0	0	0	165						
451	4/22/2019	02:15 PM	29	2	6	5	40	54	25	0	0	0	0	0	0	0	161						

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
497	4/23/2019	01:45 AM	0	0	0	0	1	0	0	3	0	0	0	0	0	0	4						
498	4/23/2019	02:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2						
499	4/23/2019	02:15 AM	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3						
500	4/23/2019	02:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2						
501	4/23/2019	02:45 AM	2	0	1	0	1	1	0	0	0	0	0	0	0	0	5						
502	4/23/2019	03:00 AM	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3						
503	4/23/2019	03:15 AM	1	0	1	0	0	1	0	0	0	0	0	0	0	0	3						
504	4/23/2019	03:30 AM	1	1	1	2	1	3	0	1	0	0	0	0	0	0	10						
505	4/23/2019	03:45 AM	1	0	0	1	5	1	1	1	0	0	0	0	0	0	9						
506	4/23/2019	04:00 AM	1	0	0	1	0	1	0	0	0	0	0	0	0	0	5						
507	4/23/2019	04:15 AM	3	0	1	1	3	5	0	0	0	0	0	0	0	0	13						
508	4/23/2019	04:30 AM	3	1	1	0	4	6	4	1	0	0	0	0	0	0	20						
509	4/23/2019	04:45 AM	3	0	5	0	3	7	3	0	0	0	0	0	0	0	21						
510	4/23/2019	05:00 AM	5	5	4	4	6	10	1	0	0	0	0	0	0	0	35						
511	4/23/2019	05:15 AM	5	0	4	2	6	10	4	0	0	0	0	0	0	0	31						
512	4/23/2019	05:30 AM	13	0	6	0	2	6	10	0	3	0	1	0	0	0	47						
513	4/23/2019	05:45 AM	20	1	3	3	4	15	7	1	3	0	0	0	0	0	57						
514	4/23/2019	06:00 AM	12	1	6	8	7	17	8	2	1	0	0	0	0	0	62						
515	4/23/2019	06:15 AM	19	5	11	4	12	12	9	3	0	0	0	0	0	0	75						
516	4/23/2019	06:30 AM	14	2	8	10	13	29	20	2	0	2	0	0	0	0	100						
517	4/23/2019	06:45 AM	22	3	11	6	15	53	27	4	1	0	0	0	0	0	142						
518	4/23/2019	07:00 AM	29	6	13	16	41	54	18	6	1	0	0	0	0	0	184						
519	4/23/2019	07:15 AM	26	8	17	10	53	50	17	5	1	0	0	0	0	0	187						
520	4/23/2019	07:30 AM	12	3	9	13	33	56	19	0	0	0	0	0	0	0	145						
521	4/23/2019	07:45 AM	26	5	12	15	46	70	23	2	0	0	0	0	0	0	199						
522	4/23/2019	08:00 AM	33	2	26	15	60	66	21	1	0	0	0	0	0	0	224						
523	4/23/2019	08:15 AM	16	2	4	2	26	50	17	4	1	0	0	0	0	0	122						
524	4/23/2019	08:30 AM	18	4	12	6	22	45	17	0	0	0	0	0	0	0	124						
525	4/23/2019	08:45 AM	23	1	7	6	25	47	15	5	2	0	0	0	0	0	131						
526	4/23/2019	09:00 AM	20	1	4	4	18	33	18	0	1	0	0	0	0	0	99						
527	4/23/2019	09:15 AM	15	2	7	4	28	45	17	0	0	0	0	0	0	0	118						
528	4/23/2019	09:30 AM	10	1	3	7	27	37	7	2	0	0	0	0	0	0	94						
529	4/23/2019	09:45 AM	24	5	7	4	21	43	17	4	0	0	0	0	0	0	125						
530	4/23/2019	10:00 AM	10	2	4	7	18	42	14	2	0	0	0	0	0	0	99						
531	4/23/2019	10:15 AM	14	3	5	10	28	43	18	0	0	0	0	0	0	0	121						
532	4/23/2019	10:30 AM	8	3	10	8	34	42	18	5	0	0	0	0	0	0	128						
533	4/23/2019	10:45 AM	15	0	5	3	21	38	14	2	0	0	0	0	0	0	98						
534	4/23/2019	11:00 AM	8	2	8	8	32	37	15	1	0	0	0	0	0	0	111						
535	4/23/2019	11:15 AM	18	2	6	6	20	44	28	3	1	0	0	0	0	0	128						
536	4/23/2019	11:30 AM	14	2	7	9	26	51	21	5	0	0	0	0	0	0	135						
537	4/23/2019	11:45 AM	17	4	6	9	34	46	23	2	3	0	0	0	0	0	144						
538	4/23/2019	12:00 PM	12	0	11	4	21	45	28	2	0	0	0	0	0	0	123						
539	4/23/2019	12:15 PM	13	3	5	8	24	47	12	3	0	0	0	0	0	0	115						
540	4/23/2019	12:30 PM	6	3	2	8	22	42	26	1	1	0	0	0	0	0	111						
541	4/23/2019	12:45 PM	6	2	3	3	25	47	26	3	1	0	0	0	0	0	109						
542	4/23/2019	01:00 PM	12	4	9	5	26	41	10	3	0	0	0	0	0	0	110						
543	4/23/2019	01:15 PM	5	1	6	10	34	44	18	3	0	0	0	0	0	0	121						
544	4/23/2019	01:30 PM	10	4	5	15	36	56	15	0	2	0	0	0	0	0	143						
545	4/23/2019	01:45 PM	14	0	9	21	35	48	12	4	1	1	0	0	0	0	145						
546	4/23/2019	02:00 PM	6	2	3	6	35	63	9	3	0	0	0	0	0	0	127						
547	4/23/2019	02:15 PM	9	2	12	11	49	60	16	2	0	0	0	0	0	0	161						
548	4/23/2019	02:30 PM	8	2	5	16	76	57	24	0	0	0	0	0	0	0	188						
549	4/23/2019	02:45 PM	12	6	17	20	48	86	23	1	0	0	0	0	0	0	213						
550	4/23/2019	03:00 PM	13	3	6	16	53	72	29	2	0	0	0	0	0	0	194						
551	4/23/2019	03:15 PM	13	9	7	19	47	63	19	4	1	0	0	0	0	0	182						
552	4/23/2019	03:30 PM	20	0	9	27	103	66	16	1	0	0	0	0	0	0	242						
553	4/23/2019	03:45 PM	17	4	15	30	65	79	17	2	0	0	0	0	0	0	229						
554	4/23/2019	04:00 PM	17	3	15	49	67	73	19	1	0	0	0	0	0	0	263						
555	4/23/2019	04:15 PM	15	4	16	24	55	96	37	9	0	1	0	0	0	0	259						
556	4/23/2019	04:30 PM	34	5	24	36	81	68	24	1	0	0	0	0	0	0	273						
557	4/23/2019	04:45 PM	23	6	9	30	83	86	32	2	0	0	0	0	0	0	271						
558	4/23/2019	05:00 PM	39	7	21	31	69	79	24	4	0	0	0	0	0	0	274						
559	4/23/2019	05:15 PM	23	5	16	32	96	103	22	0	0	0	0	0	0	0	297						
560	4/23/2019	05:30 PM	26	3	18	28	62	78	34	6	1	0	0	0	0	0	256						
561	4/23/2019	05:45 PM	31	2	6	9	49	74	34	6	0	0	0	0	0	0	211						
562	4/23/2019	06:00 PM	33	1	7	9	39	61	49	17	4	0	1	0	0	0	221						
563	4/23/2019	06:15 PM	30	3	7	10	25	63	27	13	1	1	0	0	0	0	180						
564	4/23/2019	06:30 PM	30	2	6	11	48	46	22	3	0	0	0	0	0	0	168						
565	4/23/2019	06:45 PM	25	2	7	6	19	57	29	7	1	0	0	0	0	0	153						
566	4/23/2019	07:00 PM	14	2	5	7	27	40	13	3	0	0	0	0	0	0	111						
567	4/23/2019	07:15 PM	8	0	9	2	25	39	20	3	0	2	0	0	0	0	108						
568	4/23/2019	07:30 PM	7	1	6	16	32	40	13	4	0	0	0	0	0	0	119						
569	4/23/2019	07:45 PM	15	4	15	9	20	28	12	2	0	1	0	0	0	0	106						
570	4/23/2019	08:00 PM	18	2	11	9	25	32	12	2	0	0	0	0	0	0	111						
571	4/23/2019	08:15 PM	13	1	9	7	17	23	13	1	0	0	0	0	0	0	84						
572	4/23/2019	08:30 PM	13	1	10	9	17	23	13	1	0	0	0	0	0	0	94						
573	4/23/2019	08:45 PM	7	1	9	12	26	21	2	0	0	0	0	0	0	0	78						
574	4/23/2019	09:00 PM	8	0	6	7	14	24	14														

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
621	4/24/2019	08:45 AM	17	3	11	2	19	28	16	5	1	0	0	0	0	0	102						
622	4/24/2019	09:00 AM	13	3	6	2	11	36	23	6	2	0	0	0	0	0	102						
623	4/24/2019	09:15 AM	10	3	4	2	18	45	17	0	0	0	0	0	0	0	99						
624	4/24/2019	09:30 AM	8	0	7	7	23	46	13	1	0	0	0	0	0	0	105						
625	4/24/2019	09:45 AM	10	4	9	8	21	40	20	3	0	0	0	0	0	0	115						
626	4/24/2019	10:00 AM	8	4	4	3	21	34	9	2	1	0	0	0	0	0	86						
627	4/24/2019	10:15 AM	8	2	3	7	10	39	11	5	0	0	0	0	0	0	85						
628	4/24/2019	10:30 AM	2	1	6	9	30	46	15	1	2	0	0	0	0	0	112						
629	4/24/2019	10:45 AM	5	3	7	9	19	29	14	3	1	0	0	0	0	0	90						
630	4/24/2019	11:00 AM	9	2	4	11	29	37	18	2	0	0	0	0	0	0	112						
631	4/24/2019	11:15 AM	7	2	4	13	40	40	8	0	0	0	0	0	0	0	114						
632	4/24/2019	11:30 AM	4	1	2	8	23	34	19	4	1	0	0	0	0	0	96						
633	4/24/2019	11:45 AM	6	1	8	7	32	49	11	3	0	1	0	0	0	0	118						
634	4/24/2019	12:00 PM	5	5	7	15	48	63	14	4	0	0	0	0	0	0	161						
635	4/24/2019	12:15 PM	11	2	6	4	31	39	25	4	0	0	1	1	0	0	124						
636	4/24/2019	12:30 PM	3	5	15	8	35	44	14	0	1	0	0	0	0	0	125						
637	4/24/2019	12:45 PM	8	1	11	18	49	55	16	0	0	0	0	0	0	0	158						
638	4/24/2019	01:00 PM	10	4	9	12	39	40	6	1	0	0	0	0	0	0	121						
639	4/24/2019	01:15 PM	8	3	7	7	62	71	13	3	0	0	0	0	0	0	174						
640	4/24/2019	01:30 PM	4	1	7	11	53	58	10	1	0	0	0	0	0	0	145						
641	4/24/2019	01:45 PM	12	1	16	8	41	58	26	1	0	0	0	0	0	0	163						
642	4/24/2019	02:00 PM	10	2	10	12	33	52	16	3	0	0	0	0	0	0	138						
643	4/24/2019	02:15 PM	4	3	6	17	36	47	16	1	1	1	0	0	0	0	132						
644	4/24/2019	02:30 PM	10	2	10	19	49	68	16	4	1	0	0	0	0	0	179						
645	4/24/2019	02:45 PM	14	0	4	8	47	70	24	2	0	0	0	0	0	0	169						
646	4/24/2019	03:00 PM	13	1	11	19	54	55	14	2	0	0	0	0	0	0	169						
647	4/24/2019	03:15 PM	10	1	9	16	55	82	26	1	1	0	0	0	0	0	201						
648	4/24/2019	03:30 PM	20	5	22	56	60	59	12	2	0	0	0	0	0	0	236						
649	4/24/2019	03:45 PM	24	3	9	43	77	72	12	7	0	0	0	0	0	0	247						
650	4/24/2019	04:00 PM	22	3	6	11	86	69	25	2	0	0	0	0	0	0	224						
651	4/24/2019	04:15 PM	20	1	10	18	116	58	17	2	0	0	0	0	0	0	242						
652	4/24/2019	04:30 PM	26	1	4	13	49	84	21	4	0	0	0	0	0	0	202						
653	4/24/2019	04:45 PM	26	2	10	15	73	101	24	5	0	0	0	0	0	0	256						
654	4/24/2019	05:00 PM	23	4	24	59	83	74	20	4	1	0	0	0	0	0	292						
655	4/24/2019	05:15 PM	41	15	20	33	57	66	13	5	0	0	0	0	0	0	250						
656	4/24/2019	05:30 PM	26	12	18	60	82	77	19	5	0	0	0	0	0	0	299						
657	4/24/2019	05:45 PM	21	3	16	38	99	70	27	2	0	0	0	0	0	0	276						
658	4/24/2019	06:00 PM	33	3	11	25	82	61	27	5	0	0	0	0	0	0	247						
659	4/24/2019	06:15 PM	31	3	11	9	32	70	27	9	1	1	0	0	0	0	194						
660	4/24/2019	06:30 PM	24	1	7	15	46	60	30	3	1	0	0	0	0	0	187						
661	4/24/2019	06:45 PM	17	0	9	14	50	47	17	3	0	0	1	0	0	0	158						
662	4/24/2019	07:00 PM	9	3	12	10	35	58	25	3	0	0	0	0	0	0	155						
663	4/24/2019	07:15 PM	18	3	3	6	20	30	26	2	1	0	1	0	0	0	110						
664	4/24/2019	07:30 PM	16	1	9	4	29	32	10	2	1	0	0	0	0	0	104						
665	4/24/2019	07:45 PM	11	1	4	10	34	39	9	0	2	0	0	0	0	0	110						
666	4/24/2019	08:00 PM	16	2	15	10	25	28	17	2	0	0	0	0	0	0	115						
667	4/24/2019	08:15 PM	13	2	5	5	31	34	8	2	0	0	0	0	0	0	100						
668	4/24/2019	08:30 PM	4	1	3	6	33	26	6	0	0	0	0	0	0	0	79						
669	4/24/2019	08:45 PM	13	0	4	9	24	22	7	2	3	1	0	0	0	0	85						
670	4/24/2019	09:00 PM	10	2	6	3	19	24	6	0	1	0	0	0	0	0	71						
671	4/24/2019	09:15 PM	10	2	7	4	24	24	5	0	1	0	0	0	0	0	77						
672	4/24/2019	09:30 PM	5	1	4	5	16	27	6	0	1	0	0	0	0	0	65						
673	4/24/2019	09:45 PM	15	1	3	5	10	22	3	0	1	0	1	0	0	0	61						
674	4/24/2019	10:00 PM	8	2	4	3	7	8	3	2	0	0	0	0	0	0	37						
675	4/24/2019	10:15 PM	6	4	1	3	6	11	6	0	1	0	0	0	0	0	38						
676	4/24/2019	10:30 PM	2	3	6	7	6	8	1	0	0	0	0	0	0	0	33						
677	4/24/2019	10:45 PM	2	1	2	2	8	4	1	0	0	0	0	0	0	0	20						
678	4/24/2019	11:00 PM	1	3	4	1	6	5	2	0	0	0	0	0	0	0	22						
679	4/24/2019	11:15 PM	0	0	0	2	3	12	1	1	0	0	0	0	0	0	19						
680	4/24/2019	11:30 PM	2	0	1	3	1	4	2	0	0	0	0	0	0	0	13						
681	4/24/2019	11:45 PM	5	0	1	5	5	3	0	1	0	0	0	0	0	0	20	4/24/2019	9946				
682																	0						
683																	0	1/0/1900	9918				

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	
1																			5	Thursday	4/18/2019	10.032		Tue-Wed-Thu A 10.049
2																			6	Friday	4/19/2019	11.083		
3	SB																		7	Saturday	4/20/2019	8.587		
4	Start Date: 4/18/2019																		1	Sunday	4/21/2019	6.260		
5	Start Time: 12:00:00 AM																		2	Monday	4/22/2019	9.053		
6	Site Code: 4																		3	Tuesday	4/23/2019	10.139		
7	Location 1: HURON ST S.O. THORNTON PKWY																		4	Wednesday	4/24/2019	9.977		
8																								
9	Date	Time	1-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999	TOTAL							
10	4/18/2019	12:00 AM	0	0	0	4	12	3	1	1	0	0	0	0	0	0	21							
11	4/18/2019	12:15 AM	1	0	1	2	9	4	1	0	1	0	0	0	0	0	19							
12	4/18/2019	12:30 AM	0	0	0	2	3	4	2	0	0	0	0	0	0	0	11							
13	4/18/2019	12:45 AM	0	0	0	1	5	2	1	0	0	0	0	0	0	0	9							
14	4/18/2019	01:00 AM	0	0	0	0	3	3	1	0	0	0	0	0	0	0	7							
15	4/18/2019	01:15 AM	0	0	0	2	4	2	0	0	0	0	0	0	0	0	8							
16	4/18/2019	01:30 AM	0	0	0	2	3	1	1	0	0	0	0	0	0	0	7							
17	4/18/2019	01:45 AM	0	0	0	1	5	2	0	0	0	0	0	0	0	0	8							
18	4/18/2019	02:00 AM	0	0	1	1	2	1	0	0	0	0	0	0	0	0	5							
19	4/18/2019	02:15 AM	0	0	0	6	2	0	0	0	0	0	0	0	0	0	8							
20	4/18/2019	02:30 AM	0	0	0	2	2	3	2	0	0	0	0	0	0	0	9							
21	4/18/2019	02:45 AM	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5							
22	4/18/2019	03:00 AM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6							
23	4/18/2019	03:15 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3							
24	4/18/2019	03:30 AM	1	0	1	0	1	1	1	1	1	0	0	0	0	0	3							
25	4/18/2019	03:45 AM	0	0	0	0	1	5	0	0	0	0	0	0	0	0	6							
26	4/18/2019	04:00 AM	0	0	0	1	0	3	0	0	0	0	0	0	0	0	4							
27	4/18/2019	04:15 AM	0	0	0	2	3	5	2	0	1	0	0	0	0	0	13							
28	4/18/2019	04:30 AM	0	0	0	1	6	7	0	0	0	0	0	0	0	0	14							
29	4/18/2019	04:45 AM	0	0	0	2	6	14	1	0	0	0	0	0	0	0	23							
30	4/18/2019	05:00 AM	0	0	0	1	7	5	5	0	0	0	0	0	0	0	18							
31	4/18/2019	05:15 AM	0	0	0	2	7	18	4	2	0	0	0	0	0	0	33							
32	4/18/2019	05:30 AM	0	0	1	3	22	17	8	0	0	0	0	0	0	0	51							
33	4/18/2019	05:45 AM	0	0	0	1	15	50	11	0	3	0	0	0	0	0	80							
34	4/18/2019	06:00 AM	2	0	1	0	36	59	25	4	0	0	0	0	0	0	127							
35	4/18/2019	06:15 AM	0	0	0	2	35	103	30	3	1	0	0	0	0	0	174							
36	4/18/2019	06:30 AM	7	0	0	6	56	97	21	5	0	0	0	0	0	0	192							
37	4/18/2019	06:45 AM	0	0	0	2	79	128	17	0	0	1	0	0	0	0	227							
38	4/18/2019	07:00 AM	4	0	2	5	69	93	23	3	0	0	0	0	0	0	236							
39	4/18/2019	07:15 AM	2	0	1	11	97	114	8	2	0	0	0	0	0	0	199							
40	4/18/2019	07:30 AM	1	0	0	14	110	106	16	0	0	0	0	0	0	0	247							
41	4/18/2019	07:45 AM	2	0	0	23	135	113	9	0	0	0	0	0	0	0	282							
42	4/18/2019	08:00 AM	2	0	0	12	89	110	20	0	0	0	0	0	0	0	233							
43	4/18/2019	08:15 AM	2	0	2	6	86	81	11	1	0	0	0	0	0	0	189							
44	4/18/2019	08:30 AM	2	0	1	5	74	73	8	1	0	0	0	0	0	0	164							
45	4/18/2019	08:45 AM	1	0	1	6	51	61	11	0	0	0	0	0	0	0	131							
46	4/18/2019	09:00 AM	2	0	3	3	33	56	6	3	0	0	0	0	0	0	106							
47	4/18/2019	09:15 AM	0	0	1	10	39	29	3	0	0	0	0	0	0	0	82							
48	4/18/2019	09:30 AM	0	0	0	3	39	37	9	0	0	0	0	0	0	0	88							
49	4/18/2019	09:45 AM	2	0	0	5	52	50	11	1	0	0	0	0	0	0	121							
50	4/18/2019	10:00 AM	0	0	0	6	35	46	12	1	0	0	0	0	0	0	100							
51	4/18/2019	10:15 AM	0	0	0	10	42	39	4	1	0	0	0	0	0	0	96							
52	4/18/2019	10:30 AM	1	0	0	9	57	35	3	0	0	0	0	0	0	0	105							
53	4/18/2019	10:45 AM	2	0	0	5	27	30	7	0	0	0	0	1	0	0	72							
54	4/18/2019	11:00 AM	0	0	0	18	53	41	6	1	0	0	0	0	0	0	119							
55	4/18/2019	11:15 AM	0	0	0	11	65	39	10	0	0	0	0	0	0	0	125							
56	4/18/2019	11:30 AM	1	0	3	10	49	49	10	0	0	0	0	0	0	0	122							
57	4/18/2019	11:45 AM	0	0	2	8	67	48	6	0	0	0	0	0	0	0	131							
58	4/18/2019	12:00 PM	2	0	0	12	37	41	6	0	0	0	0	0	0	0	98							
59	4/18/2019	12:15 PM	1	0	2	6	33	43	13	1	0	0	0	0	0	0	99							
60	4/18/2019	12:30 PM	0	0	0	12	71	41	4	1	0	1	0	0	0	0	130							
61	4/18/2019	12:45 PM	0	0	1	8	53	46	7	3	0	0	0	0	0	0	118							
62	4/18/2019	01:00 PM	0	0	0	7	64	49	8	0	0	0	0	0	0	0	128							
63	4/18/2019	01:15 PM	3	2	0	5	44	50	11	1	1	0	0	0	0	0	117							
64	4/18/2019	01:30 PM	1	0	0	13	49	50	11	0	0	0	0	0	0	0	124							
65	4/18/2019	01:45 PM	1	0	0	18	61	58	10	1	0	0	0	0	0	0	149							
66	4/18/2019	02:00 PM	2	0	1	6	58	74	13	1	1	0	0	0	0	0	156							
67	4/18/2019	02:15 PM	0	0	0	7	65	66	9	0	0	0	0	0	0	0	147							
68	4/18/2019	02:30 PM	2	1	2	5	96	59	15	0	0	0	0	0	0	0	182							
69	4/18/2019	02:45 PM	3	0	3	8	77	61	5	2	0	0	0	0	0	0	159							
70	4/18/2019	03:00 PM	1	0	0	12	80	77	8	0	0	0	0	0	0	0	178							
71	4/18/2019	03:15 PM	3	0	1	9	108	85	15	0	0	0	0	0	0	0	221							
72	4/18/2019	03:30 PM	1	0	1	20	77	84	13	3	0	0	0	0	0	0	199							
73	4/18/2019	03:45 PM	1	0	1	11	84	95	12	3	0	0	0	0	0	0	207							
74	4/18/2019	04:00 PM	4	0	0	20	57	82	11	1	0	0	0	0	0	0	175							
75	4/18/2019	04:15 PM	2	0	0	4	77	105	8	0	0	0	0	0	0	0	196							
76	4/18/2019	04:30 PM	1	0	0	13	81	82	12	2	1	0	0	0	0	0	192							
77	4/18/2019	04:45 PM	5	0	0	10	89	106	13	3	0	0	0	0	0	0	226							
78	4/18/2019	05:00 PM	8	0	3	6	69	92	18	0	0	0	0	0	0	0	196							

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
126	4/19/2019	05:00 AM	0	0	1	0	7	8	2	0	0	0	0	0	0	0	18						
127	4/19/2019	05:15 AM	0	0	1	3	14	10	2	0	0	0	0	0	0	0	30						
128	4/19/2019	05:30 AM	0	0	1	6	9	29	5	1	0	0	0	0	0	0	51						
129	4/19/2019	05:45 AM	1	0	0	0	18	42	10	0	0	0	0	0	0	0	71						
130	4/19/2019	06:00 AM	2	0	0	2	38	38	7	0	0	0	0	0	0	0	87						
131	4/19/2019	06:15 AM	1	0	1	2	29	73	19	4	1	0	0	0	0	0	130						
132	4/19/2019	06:30 AM	2	0	1	4	33	90	13	4	0	0	0	0	0	0	147						
133	4/19/2019	06:45 AM	8	0	1	6	71	101	34	4	0	0	0	0	0	0	225						
134	4/19/2019	07:00 AM	8	0	0	3	66	95	22	0	1	0	0	0	0	0	195						
135	4/19/2019	07:15 AM	6	0	2	9	66	126	25	1	0	0	0	0	0	0	235						
136	4/19/2019	07:30 AM	0	0	2	8	74	146	24	0	0	0	0	0	0	0	254						
137	4/19/2019	07:45 AM	5	0	3	11	110	103	23	2	1	0	0	0	0	0	258						
138	4/19/2019	08:00 AM	1	0	0	3	71	105	17	2	0	0	0	0	0	0	199						
139	4/19/2019	08:15 AM	1	0	1	6	48	94	13	1	0	0	0	0	0	0	164						
140	4/19/2019	08:30 AM	4	0	0	7	58	64	11	0	0	0	0	0	0	0	144						
141	4/19/2019	08:45 AM	2	0	0	6	51	53	11	0	0	1	0	0	0	0	124						
142	4/19/2019	09:00 AM	1	0	2	4	30	48	9	1	0	1	0	0	0	0	96						
143	4/19/2019	09:15 AM	0	0	0	2	31	55	11	1	0	0	0	0	0	0	100						
144	4/19/2019	09:30 AM	0	0	1	9	33	38	6	0	0	0	0	0	0	0	87						
145	4/19/2019	09:45 AM	0	0	0	3	30	57	11	0	0	0	0	0	0	0	101						
146	4/19/2019	10:00 AM	1	0	0	8	41	61	5	2	0	0	0	1	0	0	119						
147	4/19/2019	10:15 AM	0	0	0	7	36	51	6	3	0	0	0	0	0	0	103						
148	4/19/2019	10:30 AM	0	0	0	15	47	51	4	0	1	0	0	0	0	0	118						
149	4/19/2019	10:45 AM	0	0	1	3	54	38	9	0	0	0	0	0	0	0	105						
150	4/19/2019	11:00 AM	0	0	1	4	33	52	10	1	0	0	0	0	0	0	101						
151	4/19/2019	11:15 AM	1	0	0	6	45	59	16	0	0	0	0	0	0	0	127						
152	4/19/2019	11:30 AM	5	1	0	7	92	86	23	4	0	0	0	0	0	0	218						
153	4/19/2019	11:45 AM	4	0	1	15	107	120	22	2	0	0	0	0	0	0	271						
154	4/19/2019	12:00 PM	4	1	1	19	116	66	10	0	0	0	0	0	0	0	217						
155	4/19/2019	12:15 PM	6	0	0	3	56	52	14	2	0	0	0	0	0	0	133						
156	4/19/2019	12:30 PM	0	0	1	5	42	76	8	0	0	0	0	0	0	0	132						
157	4/19/2019	12:45 PM	1	0	1	7	76	54	12	1	0	1	0	0	0	0	153						
158	4/19/2019	01:00 PM	2	1	1	14	60	39	6	0	0	0	0	0	0	0	123						
159	4/19/2019	01:15 PM	2	0	0	7	59	47	6	4	1	1	0	0	0	0	127						
160	4/19/2019	01:30 PM	1	0	0	5	47	48	6	0	0	0	0	0	0	0	107						
161	4/19/2019	01:45 PM	3	0	0	2	62	74	16	0	0	0	0	0	0	0	157						
162	4/19/2019	02:00 PM	3	0	0	4	64	78	13	1	0	0	0	0	0	0	163						
163	4/19/2019	02:15 PM	1	0	1	13	69	100	12	2	0	0	0	0	0	0	198						
164	4/19/2019	02:30 PM	4	0	7	18	86	63	15	2	0	0	0	0	0	0	195						
165	4/19/2019	02:45 PM	1	0	2	11	102	71	9	1	0	0	0	0	0	0	197						
166	4/19/2019	03:00 PM	5	0	0	18	123	73	9	0	0	0	0	0	0	0	228						
167	4/19/2019	03:15 PM	2	0	1	20	105	80	10	2	0	0	0	0	0	0	220						
168	4/19/2019	03:30 PM	1	0	2	22	97	77	10	1	0	0	0	0	0	0	210						
169	4/19/2019	03:45 PM	3	0	4	13	88	90	21	1	0	0	0	0	0	0	200						
170	4/19/2019	04:00 PM	1	1	7	18	94	69	11	0	0	0	0	0	0	0	201						
171	4/19/2019	04:15 PM	3	0	0	26	82	89	10	1	0	0	0	0	0	0	211						
172	4/19/2019	04:30 PM	2	0	0	12	72	105	21	1	2	0	0	0	0	0	215						
173	4/19/2019	04:45 PM	4	0	2	8	77	101	20	1	0	0	0	0	0	0	213						
174	4/19/2019	05:00 PM	3	2	1	4	57	110	20	2	1	2	0	0	0	0	202						
175	4/19/2019	05:15 PM	3	0	1	9	88	100	27	1	0	0	0	0	0	0	229						
176	4/19/2019	05:30 PM	4	0	0	6	79	88	27	2	0	0	0	0	0	0	206						
177	4/19/2019	05:45 PM	2	0	0	8	77	115	19	1	0	0	0	0	0	0	222						
178	4/19/2019	06:00 PM	0	0	1	12	60	74	8	3	0	0	0	0	0	0	158						
179	4/19/2019	06:15 PM	1	0	1	16	60	89	13	1	0	0	0	0	0	0	181						
180	4/19/2019	06:30 PM	2	0	0	8	67	82	27	6	0	0	0	0	0	0	192						
181	4/19/2019	06:45 PM	2	0	3	11	63	65	12	2	0	0	0	0	0	0	158						
182	4/19/2019	07:00 PM	0	0	1	16	82	45	10	0	0	0	0	0	0	0	154						
183	4/19/2019	07:15 PM	1	0	1	14	69	71	6	1	0	0	0	0	0	0	163						
184	4/19/2019	07:30 PM	5	0	1	8	68	47	9	5	0	0	0	0	0	0	143						
185	4/19/2019	07:45 PM	2	0	2	18	62	38	3	1	0	0	0	0	0	0	126						
186	4/19/2019	08:00 PM	2	0	2	20	69	47	6	0	1	0	0	0	0	0	147						
187	4/19/2019	08:15 PM	0	0	2	11	74	35	2	0	0	0	0	0	0	0	124						
188	4/19/2019	08:30 PM	1	0	0	10	69	25	6	0	0	0	0	0	0	0	111						
189	4/19/2019	08:45 PM	2	1	2	14	50	32	7	1	2	0	0	0	0	0	111						
190	4/19/2019	09:00 PM	1	1	0	12	68	22	4	1	0	0	0	0	0	0	109						
191	4/19/2019	09:15 PM	2	0	2	8	48	39	4	0	0	0	0	0	0	0	103						
192	4/19/2019	09:30 PM	7	0	0	12	30	30	3	1	0	0	0	0	0	0	83						
193	4/19/2019	09:45 PM	0	0	1	19	47	24	1	0	0	0	0	0	0	0	92						
194	4/19/2019	10:00 PM	0	0	1	11	29	28	0	0	0	0	0	0	0	0	69						
195	4/19/2019	10:15 PM	1	1	2	8	35	21	2	1	0	0	0	0	0	0	71						
196	4/19/2019	10:30 PM	1	0	1	6	28	20	3	0	0	0	0	0	0	0	59						
197	4/19/2019	10:45 PM	0	1	1	3	13	10	3	0	0	0	0	0	0	0	31						
198	4/19/2019	11:00 PM	0	0	1	7	25	20	0	0	0	0	0	0	0	0	53						
199	4/19/2019	11:15 PM	0	0	1	9	13	21	4	1	0	0	0	0	0	0	49						
200	4/19/2019	11:30 PM	0	0	1	6	12	13	0	0	0	0	0	0	0	0	32						
201	4/19/2019	11:45 PM	0	0	1	5	14	8	0	1	1	0	0	0	0	0	31						
202	4/20/2019	12:00 AM	1	0	1	10	10	0	0	0	0	0	0	0	0	0	30	4/19/2019	11083				
203	4/20/2019	12:15 AM	0	0	0	5	15	2	0	0	0	0											

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
250	4/20/2019	12:00 PM	1	0	1	6	88	74	9	0	0	0	0	0	0	0	159						
251	4/20/2019	12:15 PM	2	0	0	20	66	54	11	2	0	0	0	0	0	0	155						
252	4/20/2019	12:30 PM	1	0	0	4	76	83	10	3	0	0	0	0	0	0	177						
253	4/20/2019	12:45 PM	1	0	0	11	67	73	28	1	0	0	0	0	0	0	181						
254	4/20/2019	01:00 PM	5	0	4	9	67	70	14	8	3	2	0	0	0	0	182						
255	4/20/2019	01:15 PM	3	0	1	12	84	83	17	1	0	0	0	0	0	0	201						
256	4/20/2019	01:30 PM	1	0	1	13	96	65	16	0	1	0	0	0	0	0	193						
257	4/20/2019	01:45 PM	1	0	0	12	63	84	14	1	0	0	0	0	0	0	175						
258	4/20/2019	02:00 PM	4	0	0	8	71	94	19	0	2	0	0	0	0	0	198						
259	4/20/2019	02:15 PM	0	0	0	6	59	90	16	2	1	0	0	0	0	0	174						
260	4/20/2019	02:30 PM	2	0	0	6	82	87	10	1	0	1	0	0	0	0	169						
261	4/20/2019	02:45 PM	5	0	1	7	59	92	12	3	0	0	0	0	0	0	179						
262	4/20/2019	03:00 PM	0	0	1	8	64	61	13	3	0	0	0	0	0	0	150						
263	4/20/2019	03:15 PM	3	0	0	4	56	92	15	2	0	0	0	0	0	0	172						
264	4/20/2019	03:30 PM	1	0	0	16	57	81	19	2	0	0	0	0	0	0	176						
265	4/20/2019	03:45 PM	7	1	1	4	52	76	10	0	0	0	0	0	0	0	151						
266	4/20/2019	04:00 PM	1	0	1	9	71	65	5	2	0	0	0	0	0	0	154						
267	4/20/2019	04:15 PM	3	0	0	12	48	69	5	3	1	1	0	0	0	0	142						
268	4/20/2019	04:30 PM	0	0	0	8	59	66	16	0	0	0	0	0	0	0	149						
269	4/20/2019	04:45 PM	1	1	3	10	58	80	23	1	0	0	0	0	0	0	177						
270	4/20/2019	05:00 PM	1	0	0	9	70	77	13	3	1	0	0	0	0	0	174						
271	4/20/2019	05:15 PM	0	0	4	14	68	62	12	1	0	0	0	0	0	0	161						
272	4/20/2019	05:30 PM	2	0	0	17	66	71	9	2	0	0	0	0	0	0	167						
273	4/20/2019	05:45 PM	1	0	2	8	53	67	5	3	0	0	0	0	0	0	137						
274	4/20/2019	06:00 PM	3	0	3	14	62	61	9	1	0	0	0	0	0	0	153						
275	4/20/2019	06:15 PM	2	0	1	8	58	60	21	3	0	0	0	0	0	0	153						
276	4/20/2019	06:30 PM	2	0	6	3	59	58	12	1	0	0	0	0	0	0	141						
277	4/20/2019	06:45 PM	1	0	1	6	45	48	4	0	0	0	0	0	0	0	105						
278	4/20/2019	07:00 PM	0	0	5	12	71	30	2	0	0	0	0	0	0	0	120						
279	4/20/2019	07:15 PM	2	0	1	9	51	39	4	0	0	0	0	0	0	0	106						
280	4/20/2019	07:30 PM	0	0	1	10	60	54	6	0	0	0	0	0	0	0	131						
281	4/20/2019	07:45 PM	3	0	3	14	52	25	4	1	0	0	0	0	0	0	102						
282	4/20/2019	08:00 PM	0	0	3	11	40	40	4	0	0	0	0	0	0	0	98						
283	4/20/2019	08:15 PM	2	0	1	9	39	38	2	2	1	0	0	0	0	0	94						
284	4/20/2019	08:30 PM	2	0	0	13	35	22	2	0	0	0	0	0	0	0	74						
285	4/20/2019	08:45 PM	0	0	1	9	48	21	7	1	1	0	0	0	0	0	88						
286	4/20/2019	09:00 PM	2	0	1	12	36	26	3	1	0	0	0	0	0	0	81						
287	4/20/2019	09:15 PM	0	0	1	18	39	26	4	0	0	0	0	0	0	0	88						
288	4/20/2019	09:30 PM	0	0	3	6	30	24	3	0	0	0	0	0	0	0	66						
289	4/20/2019	09:45 PM	0	0	2	15	30	23	4	0	0	0	0	0	0	0	74						
290	4/20/2019	10:00 PM	0	0	1	12	31	26	5	0	0	0	0	0	0	0	75						
291	4/20/2019	10:15 PM	2	0	1	8	30	17	2	0	0	0	0	0	0	0	60						
292	4/20/2019	10:30 PM	0	0	0	5	22	19	4	0	0	0	0	0	0	0	50						
293	4/20/2019	10:45 PM	0	0	2	9	20	9	0	0	0	0	0	0	0	0	35						
294	4/20/2019	11:00 PM	1	0	1	8	24	20	3	1	1	0	0	0	0	0	59						
295	4/20/2019	11:15 PM	0	0	0	4	19	18	2	0	0	0	0	0	0	0	43						
296	4/20/2019	11:30 PM	1	0	0	6	19	12	2	0	0	0	0	0	0	0	40						
297	4/20/2019	11:45 PM	1	0	1	14	27	3	1	0	0	0	0	0	0	0	47	4/20/2019	8587				
298	4/21/2019	12:00 AM	0	0	2	6	23	8	1	0	0	0	0	0	0	0	40						
299	4/21/2019	12:15 AM	1	0	1	5	13	9	1	1	0	0	0	0	0	0	31						
300	4/21/2019	12:30 AM	0	0	0	2	17	10	0	0	0	0	0	0	0	0	29						
301	4/21/2019	12:45 AM	0	0	1	1	9	4	4	0	0	0	0	0	0	0	19						
302	4/21/2019	01:00 AM	0	0	0	5	9	6	1	0	0	0	0	0	0	0	21						
303	4/21/2019	01:15 AM	0	0	0	1	8	4	1	0	1	0	0	0	0	0	15						
304	4/21/2019	01:30 AM	0	0	0	4	7	4	0	0	1	0	0	0	0	0	16						
305	4/21/2019	01:45 AM	1	0	2	2	5	4	0	0	0	0	0	0	0	0	14						
306	4/21/2019	02:00 AM	0	0	0	2	2	3	1	1	0	0	0	0	0	0	9						
307	4/21/2019	02:15 AM	0	0	0	3	7	6	1	0	0	0	0	0	0	0	17						
308	4/21/2019	02:30 AM	0	0	0	3	7	3	0	0	0	0	0	0	0	0	17						
309	4/21/2019	02:45 AM	0	0	0	4	6	0	0	0	0	0	0	0	0	0	18						
310	4/21/2019	03:00 AM	0	0	1	1	2	0	1	0	0	0	0	0	0	0	5						
311	4/21/2019	03:15 AM	0	0	0	2	6	0	1	0	0	1	0	0	0	0	10						
312	4/21/2019	03:30 AM	0	0	0	2	5	1	0	0	0	0	0	0	0	0	8						
313	4/21/2019	03:45 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3						
314	4/21/2019	04:00 AM	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5						
315	4/21/2019	04:15 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4						
316	4/21/2019	04:30 AM	2	0	0	0	1	2	2	0	0	0	0	0	0	0	7						
317	4/21/2019	04:45 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3						
318	4/21/2019	05:00 AM	0	0	0	0	1	6	1	0	0	0	0	0	0	0	8						
319	4/21/2019	05:15 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3						
320	4/21/2019	05:30 AM	1	0	0	1	5	1	0	0	0	0	0	0	0	0	8						
321	4/21/2019	05:45 AM	0	0	0	2	7	1	0	0	0	0	0	0	0	0	10						
322	4/21/2019	06:00 AM	0	0	1	2	5	3	0	0	0	0	0	0	0	0	11						
323	4/21/2019	06:15 AM	0	0	0	2	3	2	1	0	0	0	0	0	0	0	8						
324	4/21/2019	06:30 AM	0	0	0	1	3	6	3	0	1	0	0	0	0	0	14						
325	4/21/2019	06:45 AM	0	0	0	0	4	6	0	0	0	0	0	0	0	0	16						
326	4/21/2019	07:00 AM	0	0	0	0	4	10	6	0	0	0	0	0	0	0	20						
327	4/21/2019	07:15 AM	1	0	1	2	5	8	2	0	0	0	0	0	0	0	17						
328	4/21/2019	07:30 AM	0	0	1	1	11	10	5														

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
374	4/21/2019	07:00 PM	7	1	0	13	46	41	3	0	0	0	0	0	0	0	111						
375	4/21/2019	07:15 PM	2	0	2	8	31	27	2	0	0	0	0	0	0	0	72						
376	4/21/2019	07:30 PM	0	0	1	6	38	30	3	1	0	0	0	0	0	0	79						
377	4/21/2019	07:45 PM	0	0	0	13	23	45	3	1	0	0	0	0	0	0	85						
378	4/21/2019	08:00 PM	2	0	0	5	33	23	3	0	0	1	0	0	0	0	67						
379	4/21/2019	08:15 PM	2	0	1	10	25	34	7	0	0	0	0	0	0	0	79						
380	4/21/2019	08:30 PM	3	0	1	14	39	20	4	0	0	0	0	0	0	0	81						
381	4/21/2019	08:45 PM	2	0	0	9	38	18	4	0	0	0	0	0	0	0	71						
382	4/21/2019	09:00 PM	1	0	1	10	24	16	1	0	0	0	0	0	0	0	53						
383	4/21/2019	09:15 PM	0	0	2	11	26	22	1	0	0	0	0	0	0	0	62						
384	4/21/2019	09:30 PM	3	0	0	7	23	20	0	0	0	2	0	0	0	0	55						
385	4/21/2019	09:45 PM	1	0	1	7	11	9	1	1	1	0	0	0	0	0	32						
386	4/21/2019	10:00 PM	0	0	1	6	15	14	1	1	1	0	0	0	0	0	39						
387	4/21/2019	10:15 PM	0	0	0	6	20	8	0	0	0	0	0	0	0	0	34						
388	4/21/2019	10:30 PM	2	0	0	3	17	13	3	0	0	0	0	0	0	0	38						
389	4/21/2019	10:45 PM	0	0	1	4	8	9	0	0	0	0	0	0	0	0	22						
390	4/21/2019	11:00 PM	1	0	0	4	14	10	1	0	0	0	0	0	0	0	30						
391	4/21/2019	11:15 PM	1	0	0	6	9	5	0	1	0	0	0	0	0	0	22						
392	4/21/2019	11:30 PM	0	0	1	1	8	4	1	0	0	0	0	0	0	0	15						
393	4/21/2019	11:45 PM	0	0	0	3	9	4	0	0	0	0	0	0	0	0	16	4/21/2019	6260				
394	4/22/2019	12:00 AM	0	0	0	1	7	4	1	0	0	0	0	0	0	0	13						
395	4/22/2019	12:15 AM	0	0	0	1	4	0	1	0	0	0	0	0	0	0	6						
396	4/22/2019	12:30 AM	0	0	0	1	4	6	1	0	0	0	0	0	0	0	12						
397	4/22/2019	12:45 AM	0	0	0	1	1	1	0	1	0	0	0	0	0	0	4						
398	4/22/2019	01:00 AM	1	0	0	2	3	2	2	0	0	0	0	0	0	0	10						
399	4/22/2019	01:15 AM	1	0	0	2	3	0	1	0	0	0	0	0	0	0	6						
400	4/22/2019	01:30 AM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	6						
401	4/22/2019	01:45 AM	0	0	1	2	2	2	1	0	0	0	0	0	0	0	8						
402	4/22/2019	02:00 AM	0	0	0	2	1	4	0	0	0	0	0	0	0	0	7						
403	4/22/2019	02:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1						
404	4/22/2019	02:30 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3						
405	4/22/2019	02:45 AM	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4						
406	4/22/2019	03:00 AM	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5						
407	4/22/2019	03:15 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	4						
408	4/22/2019	03:30 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3						
409	4/22/2019	03:45 AM	0	0	0	0	1	2	0	1	0	0	0	0	0	0	4						
410	4/22/2019	04:00 AM	0	0	0	2	3	2	0	0	0	0	0	0	0	0	7						
411	4/22/2019	04:15 AM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	8						
412	4/22/2019	04:30 AM	0	0	0	0	4	8	0	0	0	0	0	0	0	0	12						
413	4/22/2019	04:45 AM	0	0	0	2	9	10	2	0	0	0	0	0	0	0	23						
414	4/22/2019	05:00 AM	2	0	0	1	7	10	4	0	0	0	0	0	0	0	24						
415	4/22/2019	05:15 AM	3	0	1	1	12	10	5	0	0	0	0	0	0	0	32						
416	4/22/2019	05:30 AM	5	0	0	2	13	37	8	0	1	0	0	0	0	0	67						
417	4/22/2019	05:45 AM	0	0	0	1	18	37	7	3	0	0	0	0	0	0	66						
418	4/22/2019	06:00 AM	5	1	0	3	30	53	14	2	0	0	0	0	0	0	108						
419	4/22/2019	06:15 AM	10	0	0	1	31	74	15	2	0	0	0	0	0	0	133						
420	4/22/2019	06:30 AM	20	0	0	2	44	67	20	1	1	0	0	0	0	0	155						
421	4/22/2019	06:45 AM	16	0	0	5	39	88	11	1	0	0	0	0	0	0	160						
422	4/22/2019	07:00 AM	11	0	0	10	72	65	14	0	0	0	0	0	0	0	172						
423	4/22/2019	07:15 AM	12	0	0	7	86	81	11	1	0	0	0	0	0	0	198						
424	4/22/2019	07:30 AM	17	0	1	10	117	91	15	3	0	0	0	0	0	0	254						
425	4/22/2019	07:45 AM	11	0	3	14	120	83	13	0	0	0	0	0	0	0	244						
426	4/22/2019	08:00 AM	8	0	2	5	72	71	7	1	0	0	0	0	0	0	166						
427	4/22/2019	08:15 AM	7	0	3	19	86	60	9	0	0	0	0	0	0	0	184						
428	4/22/2019	08:30 AM	20	0	0	5	58	79	12	1	0	0	0	0	0	0	175						
429	4/22/2019	08:45 AM	11	0	0	9	55	47	10	0	1	0	0	0	0	0	133						
430	4/22/2019	09:00 AM	6	0	1	7	40	45	3	0	0	0	0	0	0	0	102						
431	4/22/2019	09:15 AM	4	0	0	6	28	34	8	1	1	0	0	0	0	0	87						
432	4/22/2019	09:30 AM	6	0	1	20	31	27	5	0	0	0	0	0	0	0	90						
433	4/22/2019	09:45 AM	3	0	0	6	40	44	6	2	0	0	0	0	0	0	101						
434	4/22/2019	10:00 AM	3	0	1	12	48	36	4	0	0	0	0	0	0	0	104						
435	4/22/2019	10:15 AM	6	0	1	3	43	40	6	1	0	0	0	0	0	0	100						
436	4/22/2019	10:30 AM	3	0	2	6	39	51	9	0	0	0	0	0	0	0	110						
437	4/22/2019	10:45 AM	4	0	2	12	53	34	6	0	1	0	0	0	0	0	112						
438	4/22/2019	11:00 AM	10	0	2	12	44	33	3	0	0	0	0	0	0	0	104						
439	4/22/2019	11:15 AM	2	0	0	5	56	37	14	2	0	0	0	0	0	0	116						
440	4/22/2019	11:30 AM	5	0	0	12	58	36	6	1	1	0	0	0	0	0	119						
441	4/22/2019	11:45 AM	6	0	1	16	41	37	4	0	0	0	0	0	0	0	105						
442	4/22/2019	12:00 PM	0	0	0	14	56	40	4	2	0	0	0	0	0	0	116						
443	4/22/2019	12:15 PM	7	0	7	6	58	38	6	1	0	0	0	0	0	0	123						
444	4/22/2019	12:30 PM	4	0	0	12	63	42	2	0	0	0	0	0	0	0	123						
445	4/22/2019	12:45 PM	4	0	0	5	45	44	8	0	0	0	0	0	0	0	106						
446	4/22/2019	01:00 PM	4	0	0	9	61	37	7	0	1	0	0	0	0	0	119						
447	4/22/2019	01:15 PM	4	0	2	7	59	52	4	0	1	0	0	0	0	0	129						
448	4/22/2019	01:30 PM	8	0	1	6	63	39	4	1	0	0	0	0	0	0	122						
449	4/22/2019	01:45 PM	4	0	0	12	53	56	5	0	0	0	0	0	0	0	130						
450	4/22/2019	02:00 PM	8	0	1	21	66	51	8	0	0	0	0	0	0	0	155						
451	4/22/2019	02:15 PM	4	1	1	9	65	45	4	0	0	0	0	0	0	0	129						
452	4/22/2019	02:30 PM	2	0	0	19	67	54	11	2	0	0	0	0	0	0	155						
453	4/22/2019																						

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
468	4/23/2019	02:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1						
469	4/23/2019	02:15 AM	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6						
500	4/23/2019	02:30 AM	0	0	1	0	3	0	1	0	0	0	0	0	0	5							
501	4/23/2019	02:45 AM	0	0	0	2	3	0	1	0	0	0	0	0	0	6							
502	4/23/2019	03:00 AM	0	0	0	0	2	1	0	0	1	0	0	0	0	4							
503	4/23/2019	03:15 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	4							
504	4/23/2019	03:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	2							
505	4/23/2019	03:45 AM	0	0	0	0	6	0	0	0	0	0	0	0	0	6							
506	4/23/2019	04:00 AM	0	0	0	2	3	4	0	0	0	0	0	0	0	9							
507	4/23/2019	04:15 AM	0	0	0	0	7	3	0	0	0	0	0	0	0	11							
508	4/23/2019	04:30 AM	0	0	0	0	8	6	1	0	0	0	0	0	0	15							
509	4/23/2019	04:45 AM	1	0	0	2	7	9	2	0	0	0	0	0	0	21							
510	4/23/2019	05:00 AM	2	0	0	1	8	18	2	0	0	0	0	0	0	31							
511	4/23/2019	05:15 AM	0	0	0	3	8	8	4	0	0	0	0	0	0	23							
512	4/23/2019	05:30 AM	2	0	1	1	11	34	10	0	0	0	0	0	0	59							
513	4/23/2019	05:45 AM	2	0	0	3	21	59	10	0	1	0	0	0	0	96							
514	4/23/2019	06:00 AM	8	1	2	1	33	54	14	0	0	0	0	0	0	113							
515	4/23/2019	06:15 AM	13	0	1	1	34	97	22	5	1	0	0	0	0	174							
516	4/23/2019	06:30 AM	12	0	0	6	41	118	24	2	0	1	0	0	0	204							
517	4/23/2019	06:45 AM	19	0	0	7	63	90	16	0	0	0	0	0	0	195							
518	4/23/2019	07:00 AM	11	0	0	3	105	106	15	1	0	0	0	0	0	241							
519	4/23/2019	07:15 AM	22	0	1	16	109	91	17	1	0	0	0	0	0	257							
520	4/23/2019	07:30 AM	32	1	8	16	73	85	10	1	0	0	0	0	0	276							
521	4/23/2019	07:45 AM	21	0	0	13	138	103	13	0	0	1	0	0	0	289							
522	4/23/2019	08:00 AM	17	0	0	26	108	87	14	3	0	0	0	0	0	255							
523	4/23/2019	08:15 AM	7	0	1	10	69	97	19	0	0	0	0	0	0	193							
524	4/23/2019	08:30 AM	7	1	4	8	92	68	13	2	0	0	0	0	0	195							
525	4/23/2019	08:45 AM	4	0	1	1	27	80	11	1	0	0	0	0	0	125							
526	4/23/2019	09:00 AM	2	0	0	7	47	49	4	1	0	0	0	0	0	110							
527	4/23/2019	09:15 AM	2	0	1	5	42	28	3	0	0	0	0	0	0	79							
528	4/23/2019	09:30 AM	2	0	3	1	40	42	7	0	0	0	0	0	0	95							
529	4/23/2019	09:45 AM	2	0	1	2	38	52	4	0	0	0	0	0	0	99							
530	4/23/2019	10:00 AM	5	0	2	2	39	52	8	1	0	0	0	0	0	109							
531	4/23/2019	10:15 AM	3	0	0	4	46	46	8	0	0	0	0	0	0	107							
532	4/23/2019	10:30 AM	0	0	0	7	38	40	9	0	0	0	0	0	0	94							
533	4/23/2019	10:45 AM	1	0	0	7	44	53	3	1	0	0	0	0	0	109							
534	4/23/2019	11:00 AM	0	0	0	8	55	52	9	0	0	0	0	0	0	124							
535	4/23/2019	11:15 AM	1	0	4	7	53	37	12	0	1	0	0	0	0	115							
536	4/23/2019	11:30 AM	0	0	0	13	49	50	7	1	0	0	0	0	0	120							
537	4/23/2019	11:45 AM	0	0	2	7	40	48	6	0	0	0	0	0	0	104							
538	4/23/2019	12:00 PM	2	0	1	17	61	47	6	2	0	0	0	0	0	136							
539	4/23/2019	12:15 PM	1	0	2	16	53	45	4	0	0	0	0	0	0	121							
540	4/23/2019	12:30 PM	2	0	0	11	49	46	8	1	0	0	2	0	0	119							
541	4/23/2019	12:45 PM	0	0	1	7	56	45	4	1	0	0	0	0	0	114							
542	4/23/2019	01:00 PM	1	0	1	11	47	49	10	2	0	1	0	0	0	122							
543	4/23/2019	01:15 PM	2	0	1	8	21	45	7	2	0	0	0	0	0	86							
544	4/23/2019	01:30 PM	1	0	0	6	49	64	12	0	0	0	0	0	0	132							
545	4/23/2019	01:45 PM	4	1	2	17	79	67	7	0	0	0	0	0	0	177							
546	4/23/2019	02:00 PM	3	0	0	18	66	67	5	1	1	0	0	0	0	161							
547	4/23/2019	02:15 PM	3	0	0	5	86	56	12	0	1	0	0	0	0	163							
548	4/23/2019	02:30 PM	0	0	0	7	86	55	8	1	0	0	0	0	0	157							
549	4/23/2019	02:45 PM	1	0	2	10	79	64	8	1	0	0	0	0	0	165							
550	4/23/2019	03:00 PM	4	0	0	14	94	81	6	3	0	0	0	0	0	202							
551	4/23/2019	03:15 PM	4	1	1	11	108	88	22	1	0	0	0	0	0	236							
552	4/23/2019	03:30 PM	4	0	3	27	70	79	18	2	0	0	0	0	0	203							
553	4/23/2019	03:45 PM	2	0	3	18	103	60	19	3	1	0	0	0	0	209							
554	4/23/2019	04:00 PM	3	0	1	17	75	87	13	1	0	0	0	0	0	197							
555	4/23/2019	04:15 PM	4	1	1	5	67	82	15	3	0	0	0	0	0	178							
556	4/23/2019	04:30 PM	4	0	1	6	73	81	20	0	0	0	0	0	0	185							
557	4/23/2019	04:45 PM	5	0	0	1	9	76	99	12	0	1	0	0	0	202							
558	4/23/2019	05:00 PM	1	0	0	3	109	66	20	0	0	0	0	0	0	199							
559	4/23/2019	05:15 PM	2	0	4	14	55	103	27	1	0	0	0	0	0	206							
560	4/23/2019	05:30 PM	2	0	2	9	74	79	19	1	0	0	0	0	0	186							
561	4/23/2019	05:45 PM	0	0	0	9	58	99	15	5	1	0	0	0	0	187							
562	4/23/2019	06:00 PM	1	0	1	19	51	61	12	3	1	0	0	0	0	149							
563	4/23/2019	06:15 PM	2	0	0	7	90	69	9	1	0	0	0	0	0	178							
564	4/23/2019	06:30 PM	0	0	1	15	38	82	9	0	1	0	0	0	0	146							
565	4/23/2019	06:45 PM	2	0	0	10	68	54	6	1	0	1	0	0	0	142							
566	4/23/2019	07:00 PM	3	0	0	14	54	46	10	1	0	0	0	0	0	128							
567	4/23/2019	07:15 PM	2	0	0	10	51	39	1	0	0	0	0	0	0	103							
568	4/23/2019	07:30 PM	2	0	2	6	43	37	14	3	0	0	0	0	0	107							
569	4/23/2019	07:45 PM	0	0	0	13	41	38	5	1	0	0	0	0	0	98							
570	4/23/2019	08:00 PM	1	0	1	9	40	39	11	0	0	0	0	0	0	101							
571	4/23/2019	08:15 PM	1	0	1	9	60	27	4	0	0	0	0	0	0	102							
572	4/23/2019	08:30 PM	2	0	1	20	49	33	6	0	0	0	0	0	0	111							
573	4/23/2019	08:45 PM	1	0	0	1	6	73	81	20	0	0	0	0	0	88							
574	4/23/2019	09:00 PM	1	0	0	14	31	28	6	0	0	0	0	0	0	80							
575	4/23/2019	09:15 PM	0	0	1	14	19	21	8	0	0	0	0	0	0	63							
576	4/23/2019	09:30 PM	1	0	0	14	23	25	8	2	0	0	0	0	0	73							
577	4/23/2019	09:45 PM	1	0	0	14	26	11	0	0	1	0	0	0</									

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	
622	4/24/2019	09:00 AM	0	0	1	8	44	50	6	0	0	0	0	0	0	0	109							
623	4/24/2019	09:15 AM	2	0	0	3	42	36	10	0	0	0	0	0	0	0	93							
624	4/24/2019	09:30 AM	0	0	0	3	27	50	7	2	0	0	0	0	0	0	89							
625	4/24/2019	09:45 AM	0	0	2	6	50	47	4	1	0	0	0	0	0	0	110							
626	4/24/2019	10:00 AM	1	0	0	4	30	36	7	4	1	0	0	0	0	0	83							
627	4/24/2019	10:15 AM	0	0	0	6	55	39	7	0	0	0	0	0	0	0	107							
628	4/24/2019	10:30 AM	4	0	0	5	29	35	9	0	0	0	0	0	0	0	82							
629	4/24/2019	10:45 AM	1	0	0	12	61	37	4	0	0	0	0	0	0	0	115							
630	4/24/2019	11:00 AM	1	0	0	6	45	46	5	1	0	0	0	0	0	0	104							
631	4/24/2019	11:15 AM	0	1	0	19	53	45	4	1	0	0	0	0	0	0	123							
632	4/24/2019	11:30 AM	1	0	0	4	39	35	6	0	0	0	0	0	0	0	85							
633	4/24/2019	11:45 AM	1	0	0	12	39	49	7	0	0	0	0	0	0	0	108							
634	4/24/2019	12:00 PM	0	0	3	17	98	33	8	1	0	0	0	0	0	0	160							
635	4/24/2019	12:15 PM	1	0	4	15	50	49	12	1	0	0	0	0	0	0	132							
636	4/24/2019	12:30 PM	0	0	0	10	51	58	6	0	0	0	0	0	0	0	125							
637	4/24/2019	12:45 PM	3	0	0	13	52	46	5	1	0	2	0	0	0	0	122							
638	4/24/2019	01:00 PM	1	0	2	7	76	52	8	2	0	0	0	0	0	0	148							
639	4/24/2019	01:15 PM	2	0	0	7	67	57	11	2	1	0	0	0	0	0	147							
640	4/24/2019	01:30 PM	0	0	1	13	40	82	4	0	0	0	0	0	0	0	140							
641	4/24/2019	01:45 PM	3	0	0	5	63	58	12	1	0	0	0	0	0	0	142							
642	4/24/2019	02:00 PM	4	0	2	7	73	56	4	0	0	0	0	0	0	0	146							
643	4/24/2019	02:15 PM	2	0	1	8	80	62	9	0	1	0	0	0	0	0	163							
644	4/24/2019	02:30 PM	0	0	2	21	68	56	5	1	0	0	0	0	0	0	153							
645	4/24/2019	02:45 PM	2	0	0	14	74	65	7	0	0	0	0	0	0	0	162							
646	4/24/2019	03:00 PM	2	0	0	9	80	72	4	2	0	0	0	0	0	0	169							
647	4/24/2019	03:15 PM	3	0	3	15	68	53	15	2	0	0	0	0	0	0	159							
648	4/24/2019	03:30 PM	1	0	3	20	73	62	9	1	0	0	0	0	0	0	169							
649	4/24/2019	03:45 PM	0	8	0	18	58	64	9	0	0	0	0	0	0	0	157							
650	4/24/2019	04:00 PM	3	0	0	13	61	57	16	3	2	0	0	0	0	0	155							
651	4/24/2019	04:15 PM	6	0	0	4	86	80	11	0	0	0	0	0	0	0	187							
652	4/24/2019	04:30 PM	0	0	2	23	80	84	17	2	0	0	0	0	0	0	208							
653	4/24/2019	04:45 PM	5	0	1	11	78	81	20	2	1	0	0	0	0	0	199							
654	4/24/2019	05:00 PM	2	0	3	18	67	71	8	2	0	0	0	0	0	0	171							
655	4/24/2019	05:15 PM	2	0	1	9	71	97	18	3	2	0	0	0	0	0	203							
656	4/24/2019	05:30 PM	4	0	2	5	64	78	22	7	1	0	0	0	0	0	183							
657	4/24/2019	05:45 PM	2	0	1	10	62	105	13	1	0	0	0	0	0	0	194							
658	4/24/2019	06:00 PM	3	0	1	26	50	55	11	0	0	0	0	0	0	0	146							
659	4/24/2019	06:15 PM	1	0	1	22	68	81	5	0	0	0	0	0	0	0	178							
660	4/24/2019	06:30 PM	1	0	0	11	56	61	14	1	0	1	0	0	0	0	145							
661	4/24/2019	06:45 PM	1	0	0	8	74	52	8	0	0	0	0	0	0	0	143							
662	4/24/2019	07:00 PM	0	0	2	5	43	59	7	0	0	0	0	0	0	0	116							
663	4/24/2019	07:15 PM	0	0	1	16	53	48	7	1	1	0	0	0	0	0	127							
664	4/24/2019	07:30 PM	3	0	1	16	62	42	8	1	0	0	0	0	0	0	133							
665	4/24/2019	07:45 PM	1	0	0	12	50	41	9	0	0	0	0	0	0	0	113							
666	4/24/2019	08:00 PM	0	0	1	16	70	28	7	1	0	0	0	0	0	0	123							
667	4/24/2019	08:15 PM	0	0	1	17	47	28	5	0	0	0	0	0	0	0	98							
668	4/24/2019	08:30 PM	1	1	0	7	50	31	3	0	0	0	0	0	0	0	93							
669	4/24/2019	08:45 PM	1	0	2	6	35	42	3	0	0	0	0	0	0	0	89							
670	4/24/2019	09:00 PM	1	0	0	5	46	20	5	0	0	0	0	0	0	0	77							
671	4/24/2019	09:15 PM	0	0	0	15	31	23	4	0	0	0	0	0	0	0	73							
672	4/24/2019	09:30 PM	0	0	1	11	23	23	5	0	1	0	0	0	0	0	64							
673	4/24/2019	09:45 PM	0	0	1	9	24	15	0	0	0	0	0	0	0	0	49							
674	4/24/2019	10:00 PM	0	0	2	8	26	16	3	0	0	0	0	0	0	0	55							
675	4/24/2019	10:15 PM	1	0	1	7	22	10	2	0	1	0	0	0	0	0	44							
676	4/24/2019	10:30 PM	0	0	0	6	21	18	1	0	0	0	0	0	0	0	46							
677	4/24/2019	10:45 PM	0	0	2	6	14	7	2	0	0	0	0	0	0	0	31							
678	4/24/2019	11:00 PM	0	0	2	7	8	9	7	1	0	0	0	0	0	0	34							
679	4/24/2019	11:15 PM	0	0	1	3	7	4	1	0	0	0	0	0	0	0	16							
680	4/24/2019	11:30 PM	0	0	0	3	5	6	4	0	0	0	0	0	0	0	18							
681	4/24/2019	11:45 PM	0	0	0	5	7	7	2	0	0	0	0	0	0	0	21	4/24/2019	9977					
682																	0	1/0/1900	9954					
688																	0							



Appendix C.5

Pecos Turning Movement Counts



Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
W 92nd Ave and N Pecos St

File Name : 92nd Ave and Pecos AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

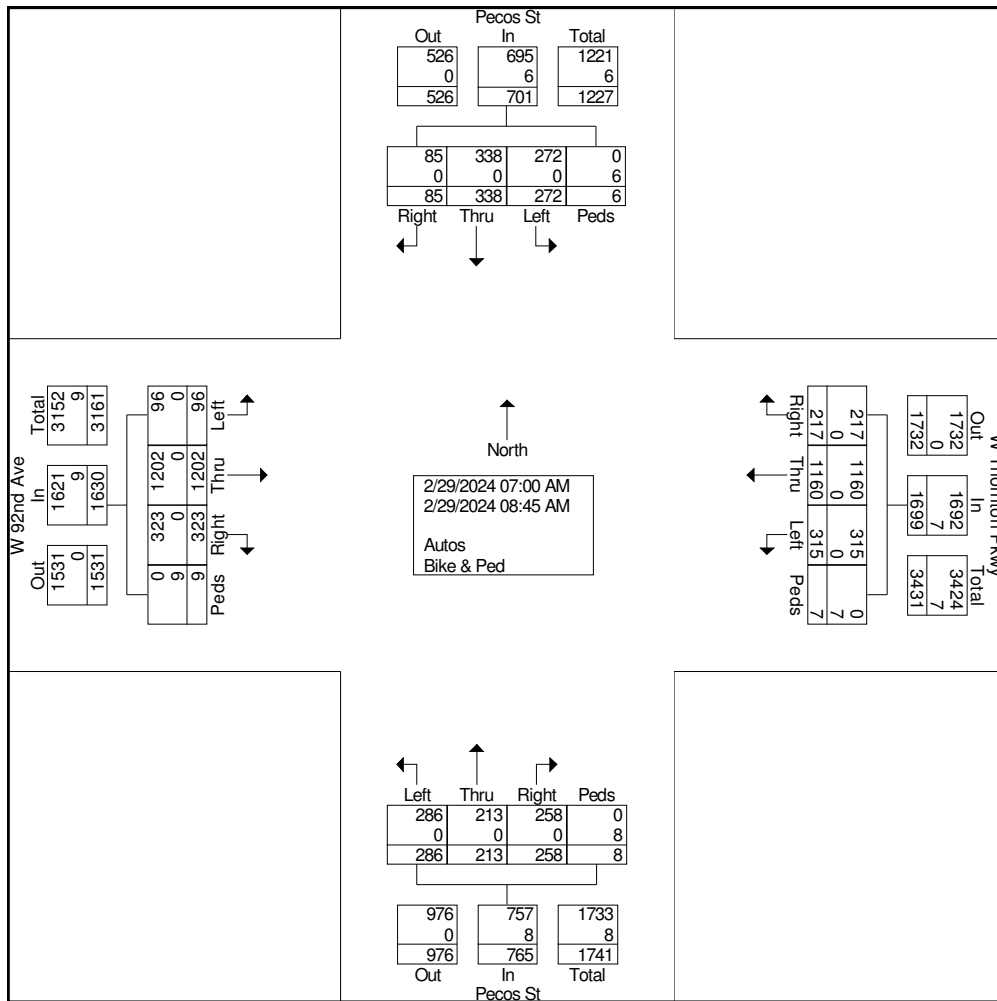
Start Time	W 92nd Ave Eastbound					W Thornton Pkwy Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	4	131	43	1	179	34	117	14	0	165	31	19	25	0	75	37	44	5	0	86	505
07:15 AM	11	176	35	1	223	25	140	21	0	186	28	29	39	1	97	39	34	9	0	82	588
07:30 AM	25	150	50	2	227	65	169	76	1	311	39	48	41	2	130	34	66	14	2	116	784
07:45 AM	26	184	67	2	279	43	164	55	4	266	46	39	25	0	110	51	60	15	3	129	784
Total	66	641	195	6	908	167	590	166	5	928	144	135	130	3	412	161	204	43	5	413	2661
08:00 AM	7	151	48	0	206	51	161	14	1	227	43	24	32	1	100	54	60	14	0	128	661
08:15 AM	10	159	26	1	196	34	112	17	0	163	35	23	41	3	102	23	28	11	1	63	524
08:30 AM	6	127	23	1	157	34	151	13	1	199	36	20	30	0	86	24	30	8	0	62	504
08:45 AM	7	124	31	1	163	29	146	7	0	182	28	11	25	1	65	10	16	9	0	35	445
Total	30	561	128	3	722	148	570	51	2	771	142	78	128	5	353	111	134	42	1	288	2134
Grand Total	96	1202	323	9	1630	315	1160	217	7	1699	286	213	258	8	765	272	338	85	6	701	4795
Apprch %	5.9	73.7	19.8	0.6		18.5	68.3	12.8	0.4		37.4	27.8	33.7	1		38.8	48.2	12.1	0.9		
Total %	2	25.1	6.7	0.2	34	6.6	24.2	4.5	0.1	35.4	6	4.4	5.4	0.2	16	5.7	7	1.8	0.1	14.6	
Autos	96	1202	323	0	1621	315	1160	217	0	1692	286	213	258	0	757	272	338	85	0	695	4765
% Autos	100	100	100	0	99.4	100	100	100	0	99.6	100	100	100	0	99	100	100	100	0	99.1	99.4
Bike & Ped	0	0	0	9	9	0	0	0	7	7	0	0	0	8	8	0	0	0	6	6	30
% Bike & Ped	0	0	0	100	0.6	0	0	0	100	0.4	0	0	0	100	1	0	0	0	100	0.9	0.6



Ridgeview Data Collection

Thornton, CO
Thornton Counts
AM Peak
W 92nd Ave and N Pecos St

File Name : 92nd Ave and Pecos AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



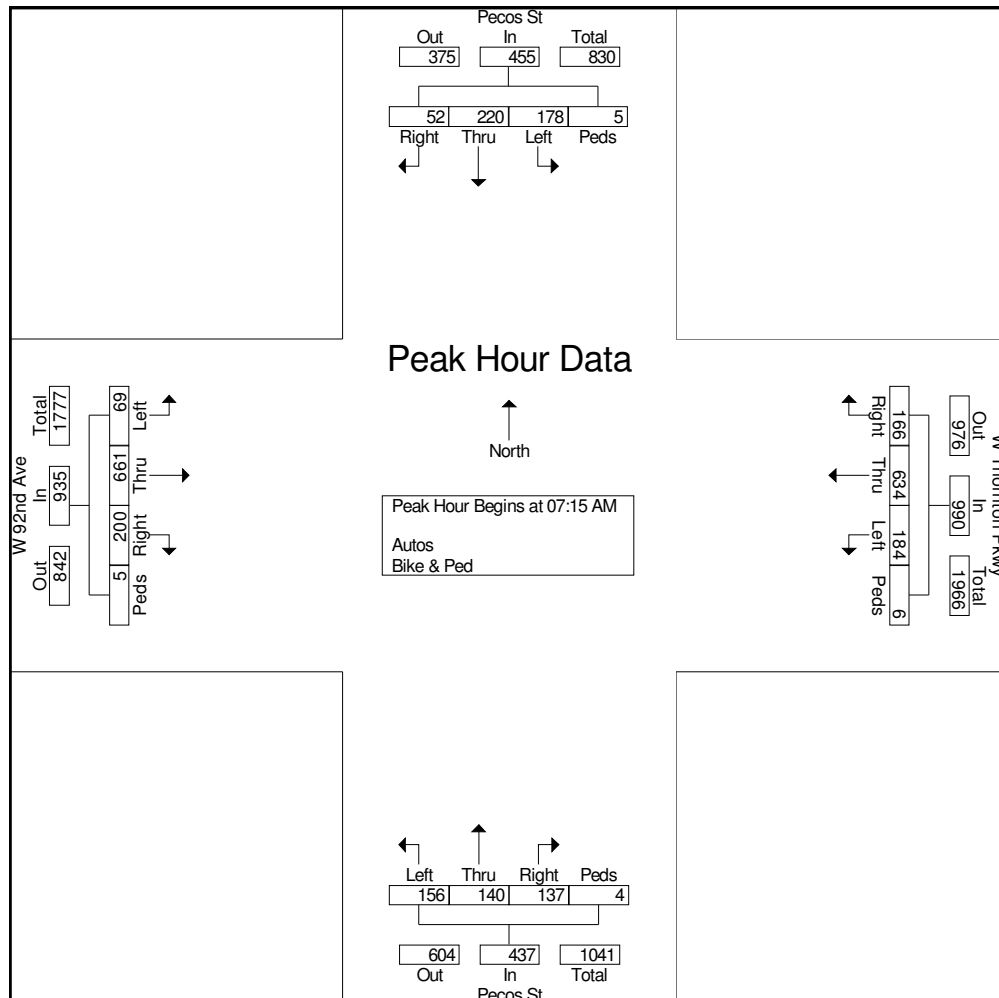


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
W 92nd Ave and N Pecos St

File Name : 92nd Ave and Pecos AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	W 92nd Ave Eastbound					W Thornton Pkwy Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	11	176	35	1	223	25	140	21	0	186	28	29	39	1	97	39	34	9	0	82	588
07:30 AM	25	150	50	2	227	65	169	76	1	311	39	48	41	2	130	34	66	14	2	116	784
07:45 AM	26	184	67	2	279	43	164	55	4	266	46	39	25	0	110	51	60	15	3	129	784
08:00 AM	7	151	48	0	206	51	161	14	1	227	43	24	32	1	100	54	60	14	0	128	661
Total Volume	69	661	200	5	935	184	634	166	6	990	156	140	137	4	437	178	220	52	5	455	2817
% App. Total	7.4	70.7	21.4	0.5		18.6	64	16.8	0.6		35.7	32	31.4	0.9		39.1	48.4	11.4	1.1		
PHF	.663	.898	.746	.625	.838	.708	.938	.546	.375	.796	.848	.729	.835	.500	.840	.824	.833	.867	.417	.882	.898





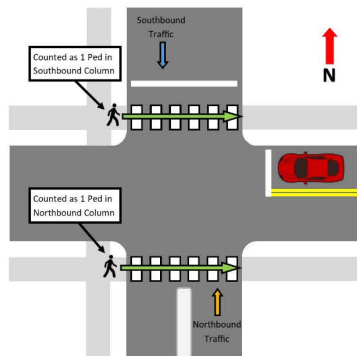
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
W 92nd Ave and N Pecos St

File Name : 92nd Ave and Pecos AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 92nd Ave and N Pecos St

File Name : 92nd Ave and Pecos PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

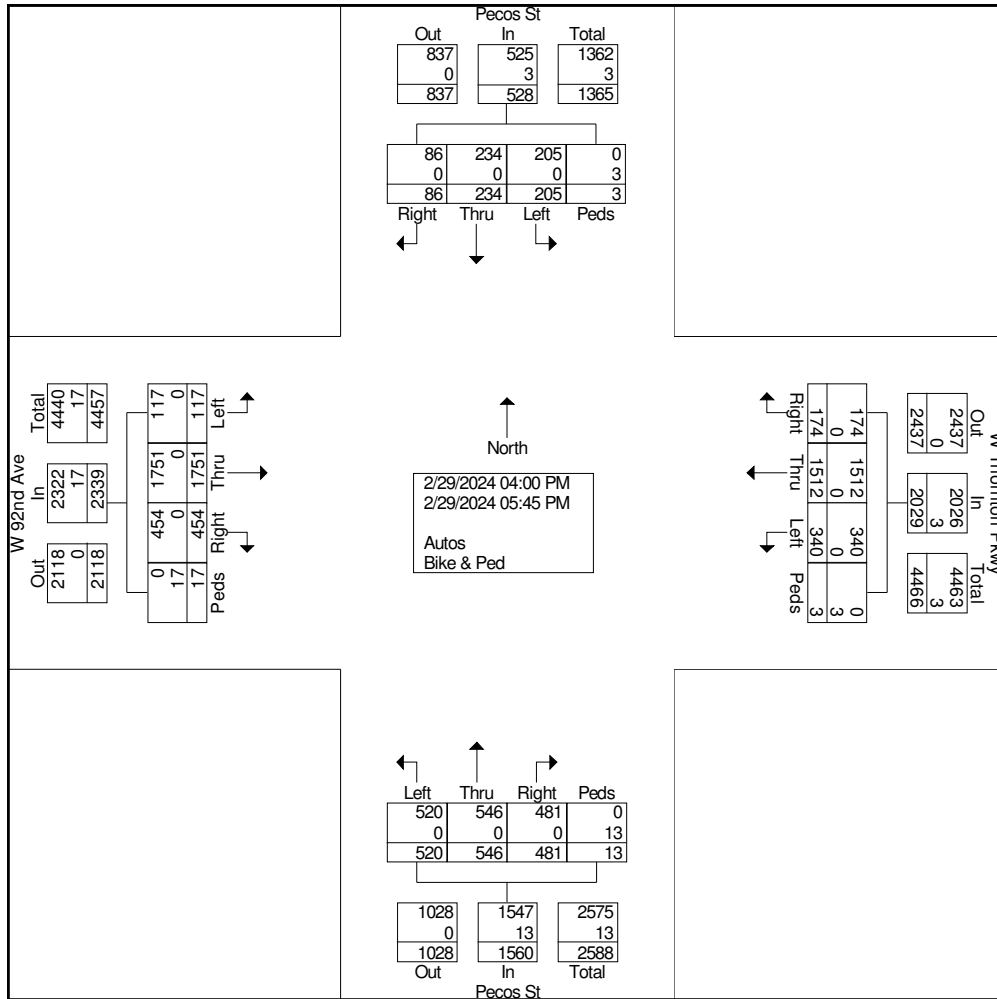
Start Time	W 92nd Ave Eastbound					W Thornton Pkwy Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	16	210	53	2	281	42	196	25	0	263	68	78	53	2	201	27	27	5	0	59	804
04:15 PM	13	223	64	5	305	36	206	23	0	265	68	56	63	0	187	31	25	6	0	62	819
04:30 PM	13	215	35	0	263	35	190	20	0	245	60	74	58	3	195	21	39	14	0	74	777
04:45 PM	9	229	75	3	316	30	191	14	0	235	65	66	70	4	205	30	25	10	1	66	822
Total	51	877	227	10	1165	143	783	82	0	1008	261	274	244	9	788	109	116	35	1	261	3222
05:00 PM	18	193	74	2	287	48	191	30	0	269	70	86	67	0	223	22	30	8	0	60	839
05:15 PM	10	246	60	0	316	41	171	23	0	235	57	56	50	1	164	24	36	13	0	73	788
05:30 PM	12	223	48	5	288	56	188	18	3	265	64	69	59	3	195	26	29	17	2	74	822
05:45 PM	26	212	45	0	283	52	179	21	0	252	68	61	61	0	190	24	23	13	0	60	785
Total	66	874	227	7	1174	197	729	92	3	1021	259	272	237	4	772	96	118	51	2	267	3234
Grand Total	117	1751	454	17	2339	340	1512	174	3	2029	520	546	481	13	1560	205	234	86	3	528	6456
Apprch %	5	74.9	19.4	0.7		16.8	74.5	8.6	0.1		33.3	35	30.8	0.8		38.8	44.3	16.3	0.6		
Total %	1.8	27.1	7	0.3	36.2	5.3	23.4	2.7	0	31.4	8.1	8.5	7.5	0.2	24.2	3.2	3.6	1.3	0	8.2	
Autos	117	1751	454	0	2322	340	1512	174	0	2026	520	546	481	0	1547	205	234	86	0	525	6420
% Autos	100	100	100	0	99.3	100	100	100	0	99.9	100	100	100	0	99.2	100	100	100	0	99.4	99.4
Bike & Ped	0	0	0	17	17	0	0	0	3	3	0	0	0	13	13	0	0	0	3	3	36
% Bike & Ped	0	0	0	100	0.7	0	0	0	100	0.1	0	0	0	100	0.8	0	0	0	100	0.6	0.6



Ridgeview Data Collection

Thornton, CO
Thornton Counts
PM Peak
W 92nd Ave and N Pecos St

File Name : 92nd Ave and Pecos PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



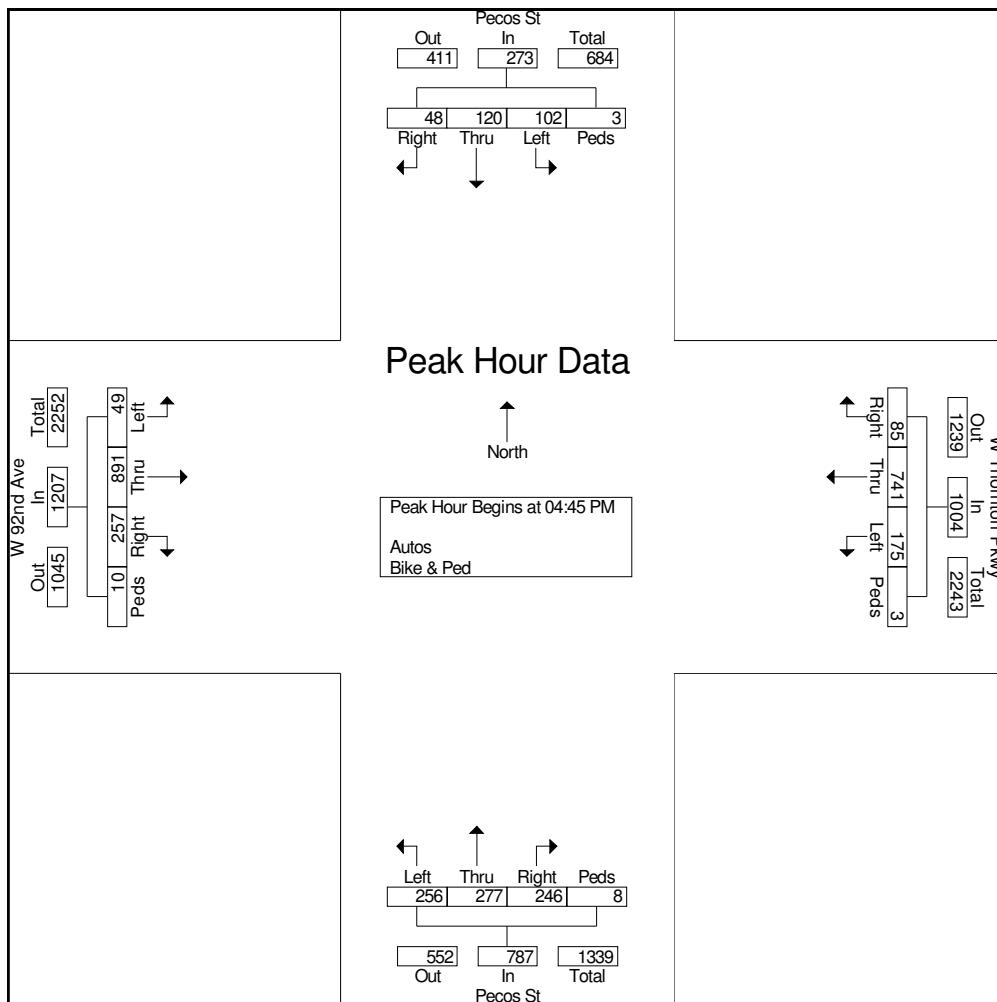


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 92nd Ave and N Pecos St

File Name : 92nd Ave and Pecos PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	W 92nd Ave Eastbound					W Thornton Pkwy Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	9	229	75	3	316	30	191	14	0	235	65	66	70	4	205	30	25	10	1	66	822
05:00 PM	18	193	74	2	287	48	191	30	0	269	70	86	67	0	223	22	30	8	0	60	839
05:15 PM	10	246	60	0	316	41	171	23	0	235	57	56	50	1	164	24	36	13	0	73	788
05:30 PM	12	223	48	5	288	56	188	18	3	265	64	69	59	3	195	26	29	17	2	74	822
Total Volume	49	891	257	10	1207	175	741	85	3	1004	256	277	246	8	787	102	120	48	3	273	3271
% App. Total	4.1	73.8	21.3	0.8		17.4	73.8	8.5	0.3		32.5	35.2	31.3	1		37.4	44	17.6	1.1		
PHF	.681	.905	.857	.500	.955	.781	.970	.708	.250	.933	.914	.805	.879	.500	.882	.850	.833	.706	.375	.922	.975





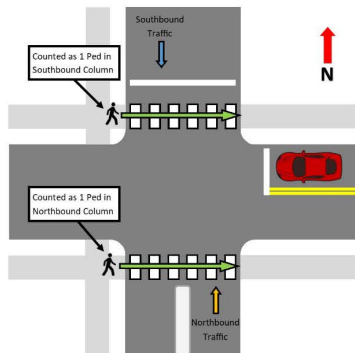
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 92nd Ave and N Pecos St

File Name : 92nd Ave and Pecos PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 92nd Ave Thornton Pkwy

File Name : 3 Pecos and 92nd AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

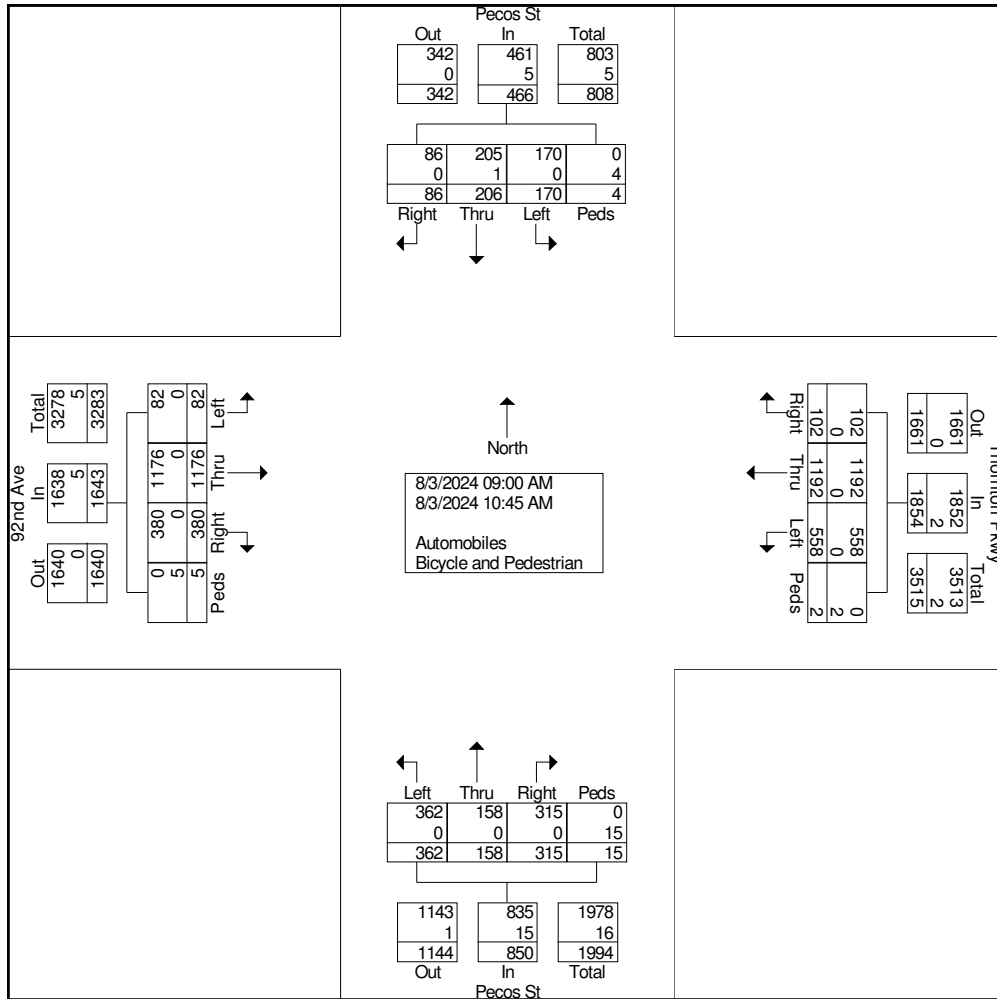
Start Time	92nd Ave Eastbound					Thornton Pkwy Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
09:00 AM	3	132	36	1	172	82	145	10	1	238	34	23	30	4	91	21	22	6	0	49	550
09:15 AM	8	130	58	0	196	69	131	13	1	214	43	9	40	0	92	31	26	8	1	66	568
09:30 AM	9	158	43	0	210	76	154	14	0	244	33	13	48	2	96	16	24	15	0	55	605
09:45 AM	12	131	41	1	185	87	159	10	0	256	51	16	32	3	102	26	24	11	2	63	606
Total	32	551	178	2	763	314	589	47	2	952	161	61	150	9	381	94	96	40	3	233	2329
10:00 AM	9	139	70	0	218	70	146	9	0	225	46	23	40	1	110	13	28	10	0	51	604
10:15 AM	12	143	46	1	202	78	148	14	0	240	45	30	45	4	124	24	27	13	0	64	630
10:30 AM	17	173	49	0	239	47	153	13	0	213	45	22	43	0	110	20	29	14	0	63	625
10:45 AM	12	170	37	2	221	49	156	19	0	224	65	22	37	1	125	19	26	9	1	55	625
Total	50	625	202	3	880	244	603	55	0	902	201	97	165	6	469	76	110	46	1	233	2484
Grand Total	82	1176	380	5	1643	558	1192	102	2	1854	362	158	315	15	850	170	206	86	4	466	4813
Apprch %	5	71.6	23.1	0.3		30.1	64.3	5.5	0.1		42.6	18.6	37.1	1.8		36.5	44.2	18.5	0.9		
Total %	1.7	24.4	7.9	0.1	34.1	11.6	24.8	2.1	0	38.5	7.5	3.3	6.5	0.3	17.7	3.5	4.3	1.8	0.1	9.7	
Automobiles	82	1176	380	0	1638	558	1192	102	0	1852	362	158	315	0	835	170	205	86	0	461	4786
% Automobiles	100	100	100	0	99.7	100	100	100	0	99.9	100	100	100	0	98.2	100	99.5	100	0	98.9	99.4
Bicycle and Pedestrian	0	0	0	5	5	0	0	0	2	2	0	0	0	15	15	0	1	0	4	5	27
% Bicycle and Pedestrian	0	0	0	100	0.3	0	0	0	100	0.1	0	0	0	100	1.8	0	0.5	0	100	1.1	0.6



Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 92nd Ave Thornton Pkwy

File Name : 3 Pecos and 92nd AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 2



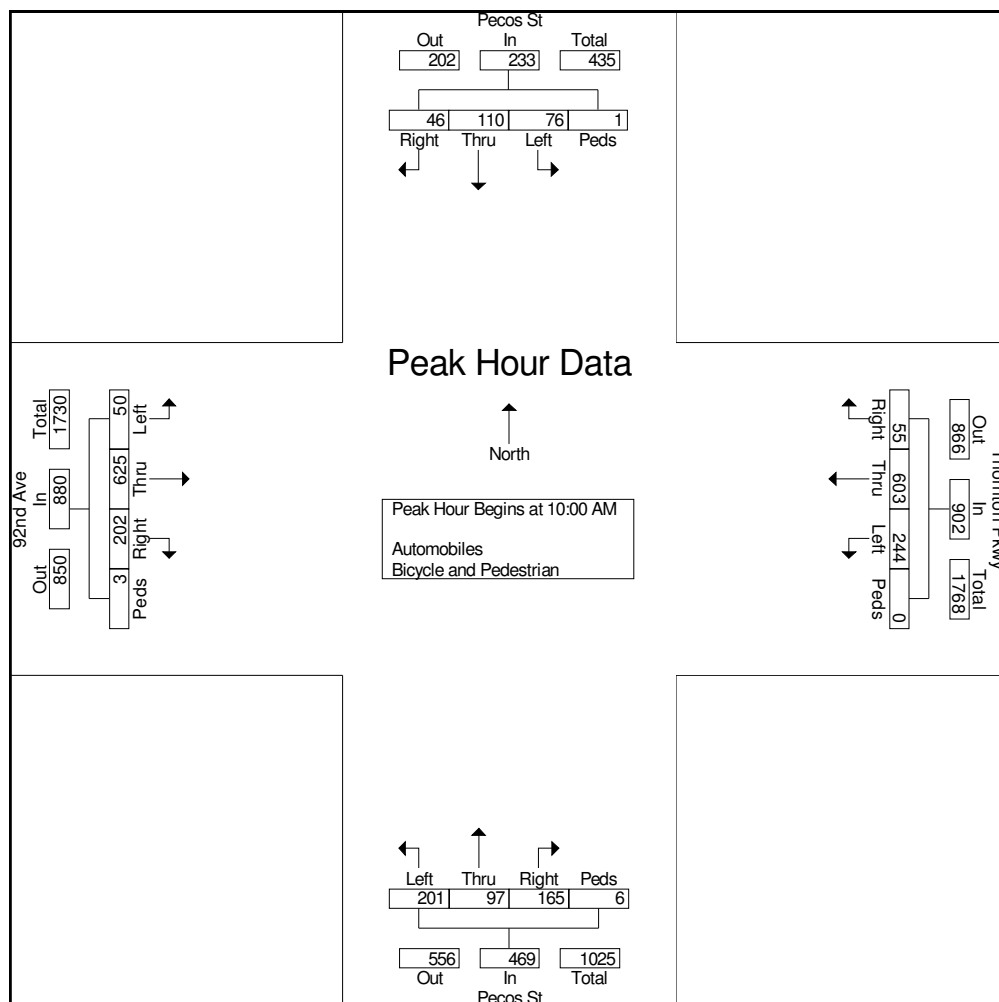


Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 92nd Ave Thornton Pkwy

File Name : 3 Pecos and 92nd AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 3

Start Time	92nd Ave Eastbound					Thornton Pkwy Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 09:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	9	139	70	0	218	70	146	9	0	225	46	23	40	1	110	13	28	10	0	51	604
10:15 AM	12	143	46	1	202	78	148	14	0	240	45	30	45	4	124	24	27	13	0	64	630
10:30 AM	17	173	49	0	239	47	153	13	0	213	45	22	43	0	110	20	29	14	0	63	625
10:45 AM	12	170	37	2	221	49	156	19	0	224	65	22	37	1	125	19	26	9	1	55	625
Total Volume	50	625	202	3	880	244	603	55	0	902	201	97	165	6	469	76	110	46	1	233	2484
% App. Total	5.7	71	23	0.3		27.1	66.9	6.1	0		42.9	20.7	35.2	1.3		32.6	47.2	19.7	0.4		
PHF	.735	.903	.721	.375	.921	.782	.966	.724	.000	.940	.773	.808	.917	.375	.938	.792	.948	.821	.250	.910	.986





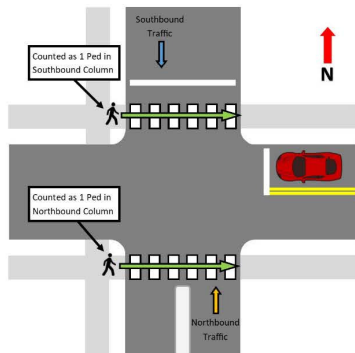
Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 92nd Ave Thornton Pkwy

File Name : 3 Pecos and 92nd AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 92nd Ave Thornton Pkwy

File Name : 3 Pecos and 92nd PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

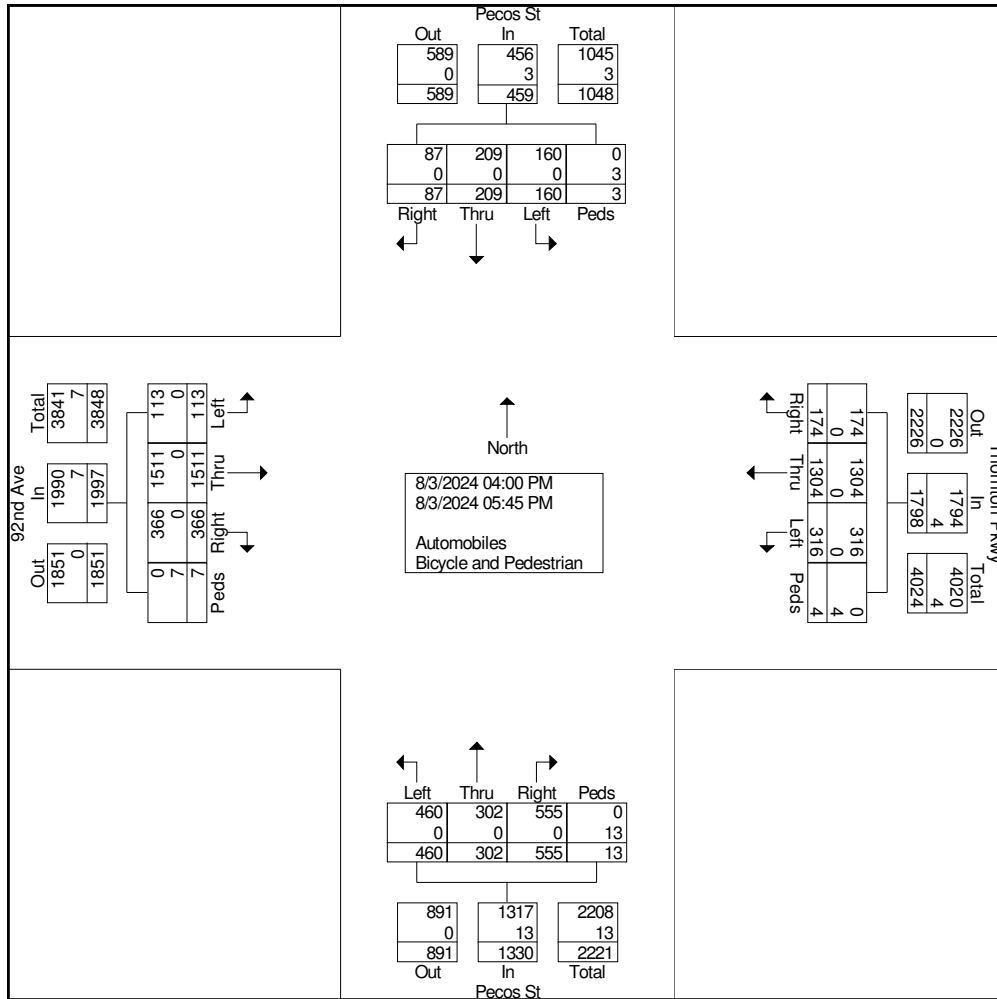
Start Time	92nd Ave Eastbound					Thornton Pkwy Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	11	190	50	1	252	41	149	23	1	214	57	35	51	0	143	19	32	9	0	60	669
04:15 PM	16	197	38	1	252	44	171	22	1	238	60	50	77	8	195	23	21	13	1	58	743
04:30 PM	8	164	44	1	217	46	168	28	1	243	61	35	63	0	159	19	26	10	0	55	674
04:45 PM	17	185	42	0	244	42	171	23	0	236	57	32	74	1	164	18	24	12	0	54	698
Total	52	736	174	3	965	173	659	96	3	931	235	152	265	9	661	79	103	44	1	227	2784
05:00 PM	15	163	50	0	228	37	144	22	0	203	64	40	63	2	169	21	22	15	0	58	658
05:15 PM	17	206	49	0	272	31	173	19	1	224	56	36	61	0	153	17	31	9	0	57	706
05:30 PM	12	203	47	3	265	39	177	15	0	231	46	41	80	1	168	21	28	7	2	58	722
05:45 PM	17	203	46	1	267	36	151	22	0	209	59	33	86	1	179	22	25	12	0	59	714
Total	61	775	192	4	1032	143	645	78	1	867	225	150	290	4	669	81	106	43	2	232	2800
Grand Total	113	1511	366	7	1997	316	1304	174	4	1798	460	302	555	13	1330	160	209	87	3	459	5584
Apprch %	5.7	75.7	18.3	0.4		17.6	72.5	9.7	0.2		34.6	22.7	41.7	1		34.9	45.5	19	0.7		
Total %	2	27.1	6.6	0.1	35.8	5.7	23.4	3.1	0.1	32.2	8.2	5.4	9.9	0.2	23.8	2.9	3.7	1.6	0.1	8.2	
Automobiles	113	1511	366	0	1990	316	1304	174	0	1794	460	302	555	0	1317	160	209	87	0	456	5557
% Automobiles	100	100	100	0	99.6	100	100	100	0	99.8	100	100	100	0	99	100	100	100	0	99.3	99.5
Bicycle and Pedestrian	0	0	0	7	7	0	0	0	4	4	0	0	0	13	13	0	0	0	3	3	27
% Bicycle and Pedestrian	0	0	0	100	0.4	0	0	0	100	0.2	0	0	0	100	1	0	0	0	100	0.7	0.5



Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 92nd Ave Thornton Pkwy

File Name : 3 Pecos and 92nd PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 2



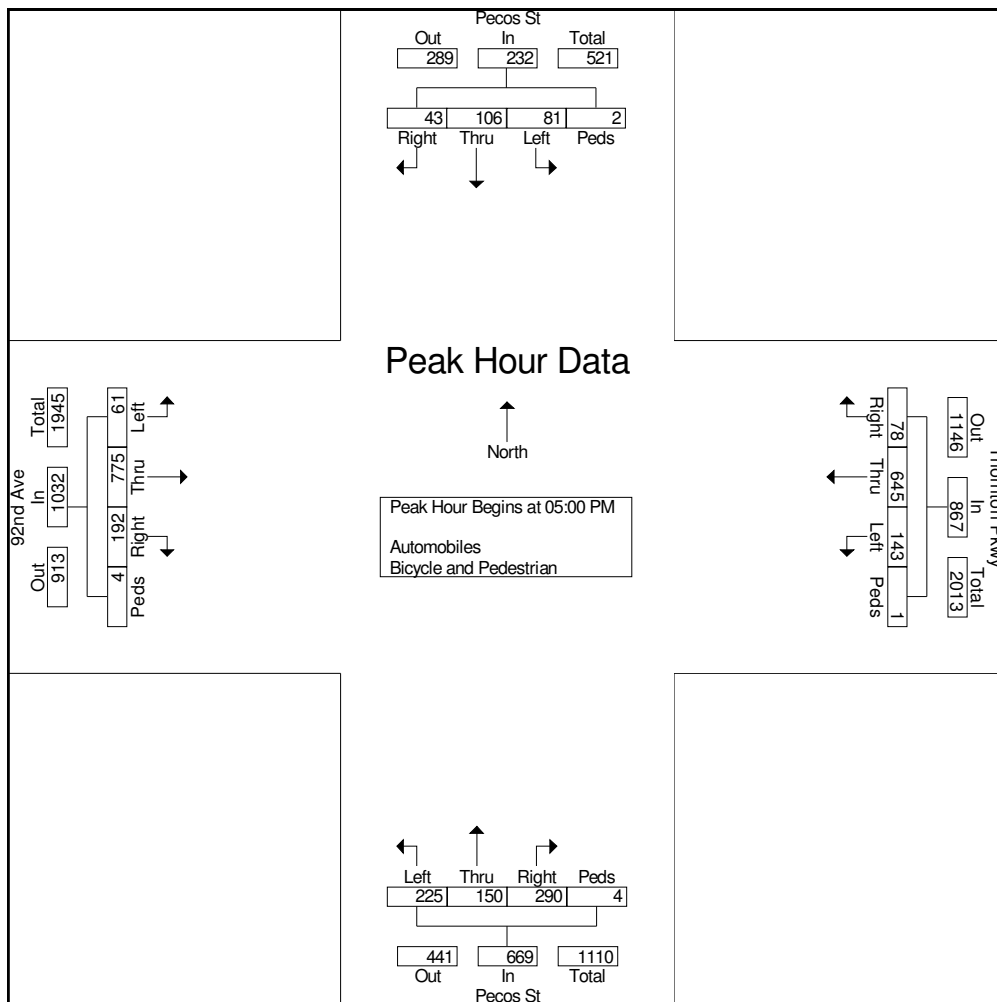


Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 92nd Ave Thornton Pkwy

File Name : 3 Pecos and 92nd PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 3

Start Time	92nd Ave Eastbound					Thornton Pkwy Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	15	163	50	0	228	37	144	22	0	203	64	40	63	2	169	21	22	15	0	58	658
05:15 PM	17	206	49	0	272	31	173	19	1	224	56	36	61	0	153	17	31	9	0	57	706
05:30 PM	12	203	47	3	265	39	177	15	0	231	46	41	80	1	168	21	28	7	2	58	722
05:45 PM	17	203	46	1	267	36	151	22	0	209	59	33	86	1	179	22	25	12	0	59	714
Total Volume	61	775	192	4	1032	143	645	78	1	867	225	150	290	4	669	81	106	43	2	232	2800
% App. Total	5.9	75.1	18.6	0.4		16.5	74.4	9	0.1		33.6	22.4	43.3	0.6		34.9	45.7	18.5	0.9		
PHF	.897	.941	.960	.333	.949	.917	.911	.886	.250	.938	.879	.915	.843	.500	.934	.920	.855	.717	.250	.983	.970





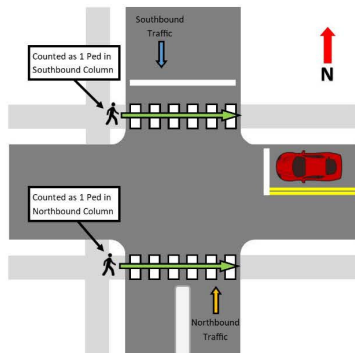
Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 92nd Ave Thornton Pkwy

File Name : 3 Pecos and 92nd PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 90th Ave

File Name : 2 Pecos and 90th AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

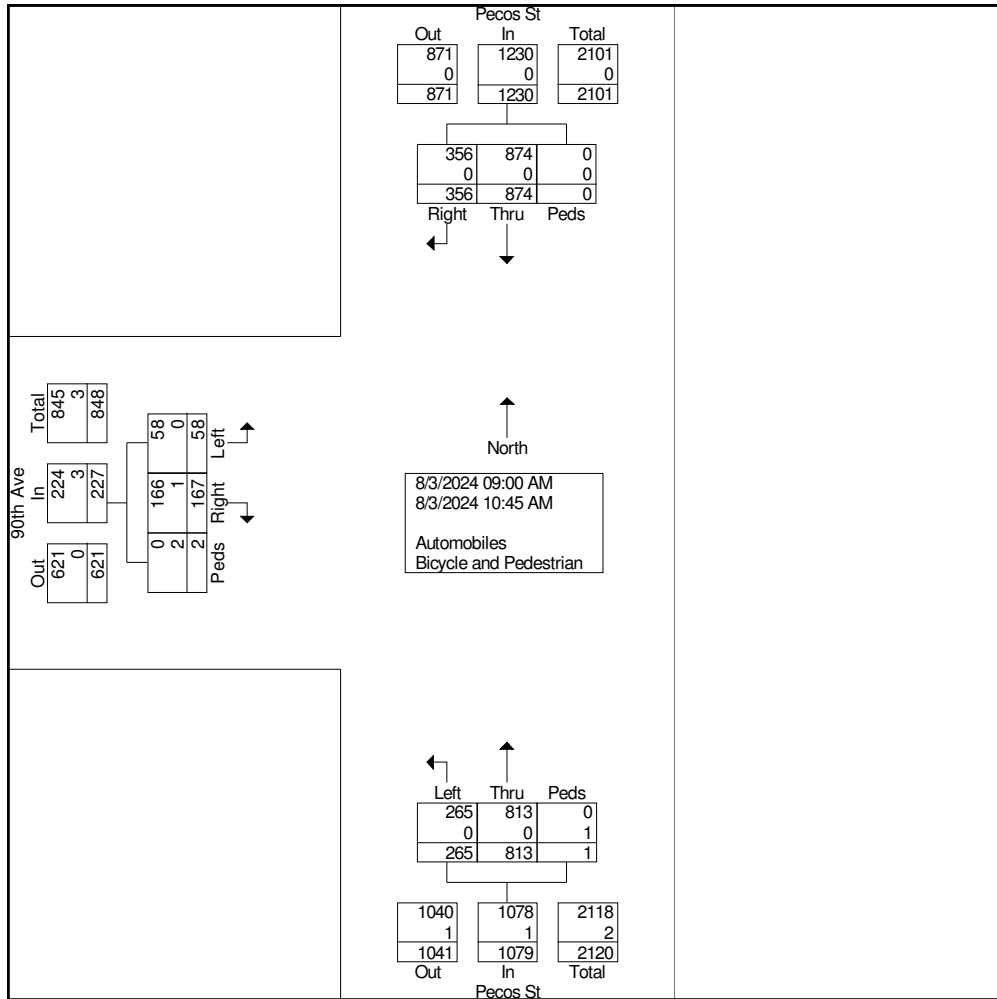
Start Time	90th Ave Eastbound				Pecos St Northbound				Pecos St Southbound				Int. Total
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	
09:00 AM	7	12	1	20	25	78	0	103	100	50	0	150	273
09:15 AM	7	19	0	26	27	77	0	104	111	53	0	164	294
09:30 AM	8	24	0	32	40	97	0	137	111	50	0	161	330
09:45 AM	4	22	0	26	34	107	0	141	99	60	0	159	326
Total	26	77	1	104	126	359	0	485	421	213	0	634	1223
10:00 AM	11	21	0	32	40	101	1	142	126	60	0	186	360
10:15 AM	13	24	0	37	38	106	0	144	114	38	0	152	333
10:30 AM	5	26	0	31	32	121	0	153	118	20	0	138	322
10:45 AM	3	19	1	23	29	126	0	155	95	25	0	120	298
Total	32	90	1	123	139	454	1	594	453	143	0	596	1313
Grand Total	58	167	2	227	265	813	1	1079	874	356	0	1230	2536
Apprch %	25.6	73.6	0.9		24.6	75.3	0.1		71.1	28.9	0		
Total %	2.3	6.6	0.1	9	10.4	32.1	0	42.5	34.5	14	0	48.5	
Automobiles	58	166	0	224	265	813	0	1078	874	356	0	1230	2532
% Automobiles	100	99.4	0	98.7	100	100	0	99.9	100	100	0	100	99.8
Bicycle and Pedestrian	0	1	2	3	0	0	1	1	0	0	0	0	4
% Bicycle and Pedestrian	0	0.6	100	1.3	0	0	100	0.1	0	0	0	0	0.2



Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 90th Ave

File Name : 2 Pecos and 90th AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 2



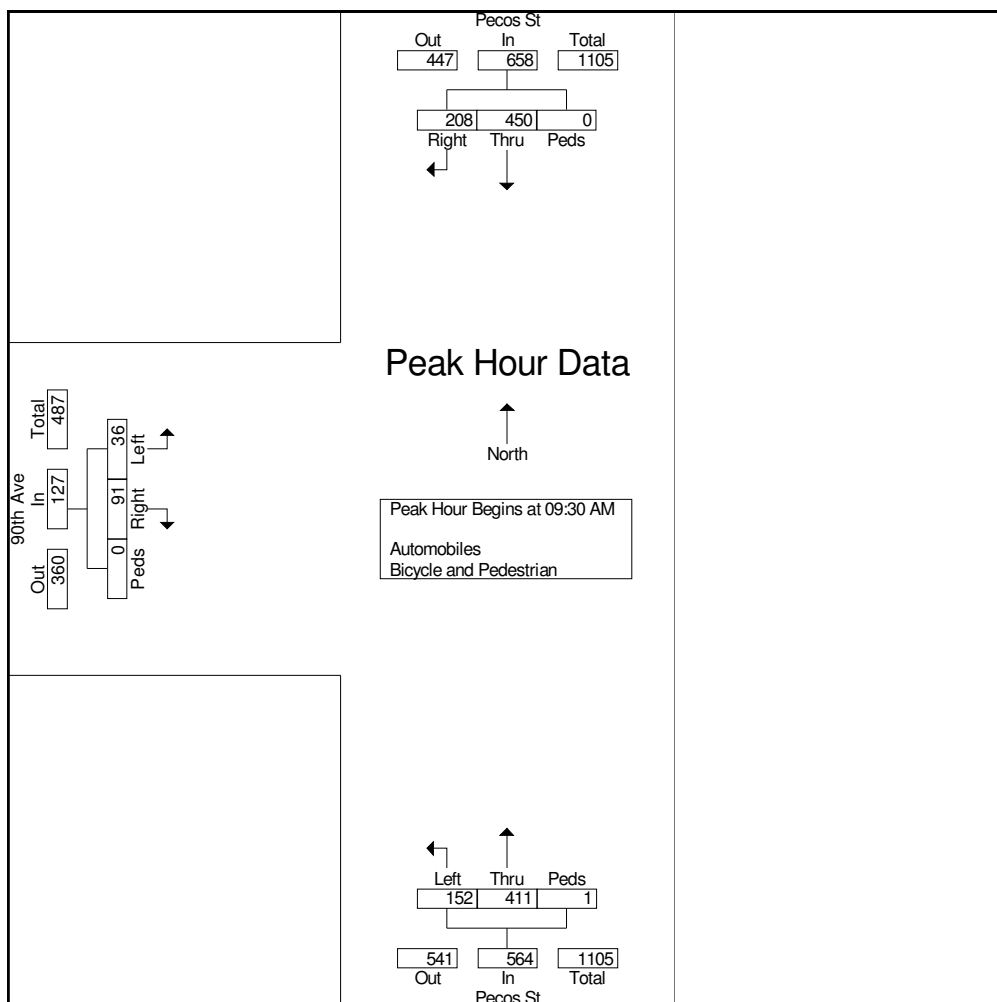


Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 90th Ave

File Name : 2 Pecos and 90th AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 3

Start Time	90th Ave Eastbound				Pecos St Northbound				Pecos St Southbound				Int. Total
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 09:00 AM to 10:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 09:30 AM													
09:30 AM	8	24	0	32	40	97	0	137	111	50	0	161	330
09:45 AM	4	22	0	26	34	107	0	141	99	60	0	159	326
10:00 AM	11	21	0	32	40	101	1	142	126	60	0	186	360
10:15 AM	13	24	0	37	38	106	0	144	114	38	0	152	333
Total Volume	36	91	0	127	152	411	1	564	450	208	0	658	1349
% App. Total	28.3	71.7	0		27	72.9	0.2		68.4	31.6	0		
PHF	.692	.948	.000	.858	.950	.960	.250	.979	.893	.867	.000	.884	.937





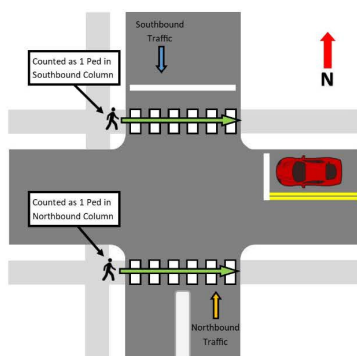
Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 90th Ave

File Name : 2 Pecos and 90th AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 4

Image 1

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

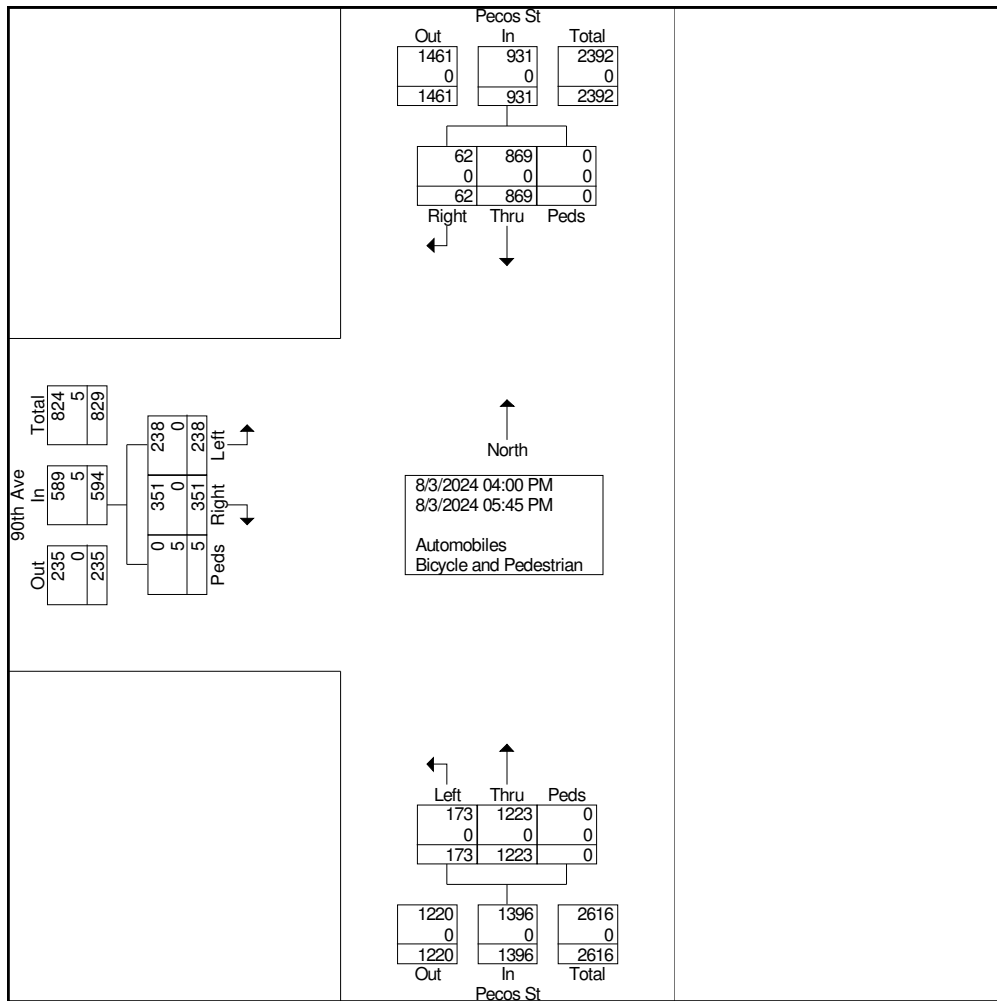




Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
Pecos St and 90th Ave

File Name : 2 Pecos and 90th PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 2



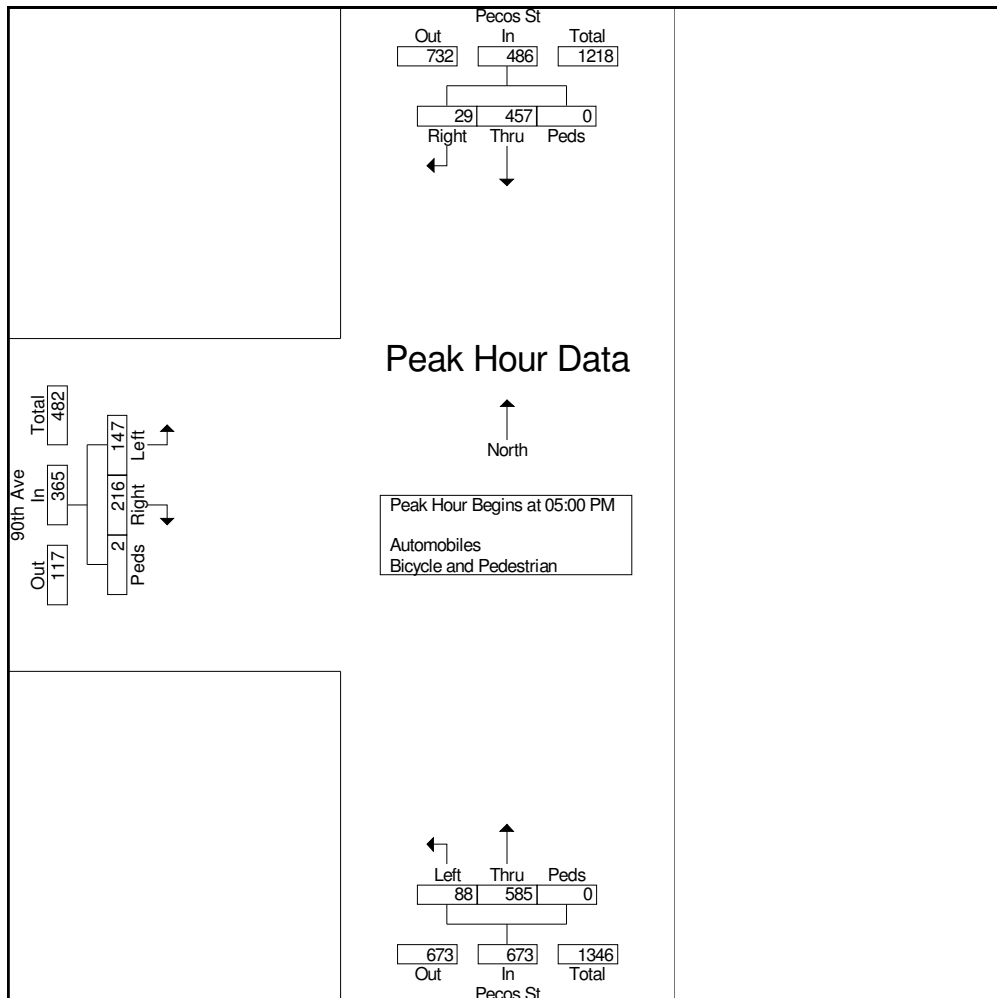


Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
Pecos St and 90th Ave

File Name : 2 Pecos and 90th PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 3

Start Time	90th Ave Eastbound				Pecos St Northbound				Pecos St Southbound				Int. Total
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	30	44	1	75	26	140	0	166	113	6	0	119	360
05:15 PM	37	47	1	85	16	145	0	161	117	7	0	124	370
05:30 PM	37	54	0	91	23	151	0	174	109	9	0	118	383
05:45 PM	43	71	0	114	23	149	0	172	118	7	0	125	411
Total Volume	147	216	2	365	88	585	0	673	457	29	0	486	1524
% App. Total	40.3	59.2	0.5		13.1	86.9	0		94	6	0		
PHF	.855	.761	.500	.800	.846	.969	.000	.967	.968	.806	.000	.972	.927





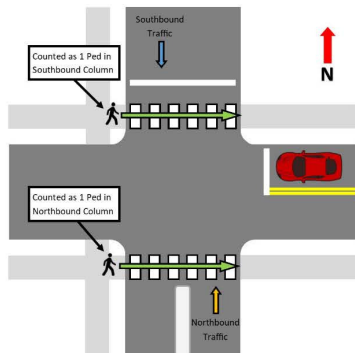
Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
Pecos St and 90th Ave

File Name : 2 Pecos and 90th PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 4

Image 1

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Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
90th Ave and East Driveway Water World

File Name : 4 90th and East Driveway AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

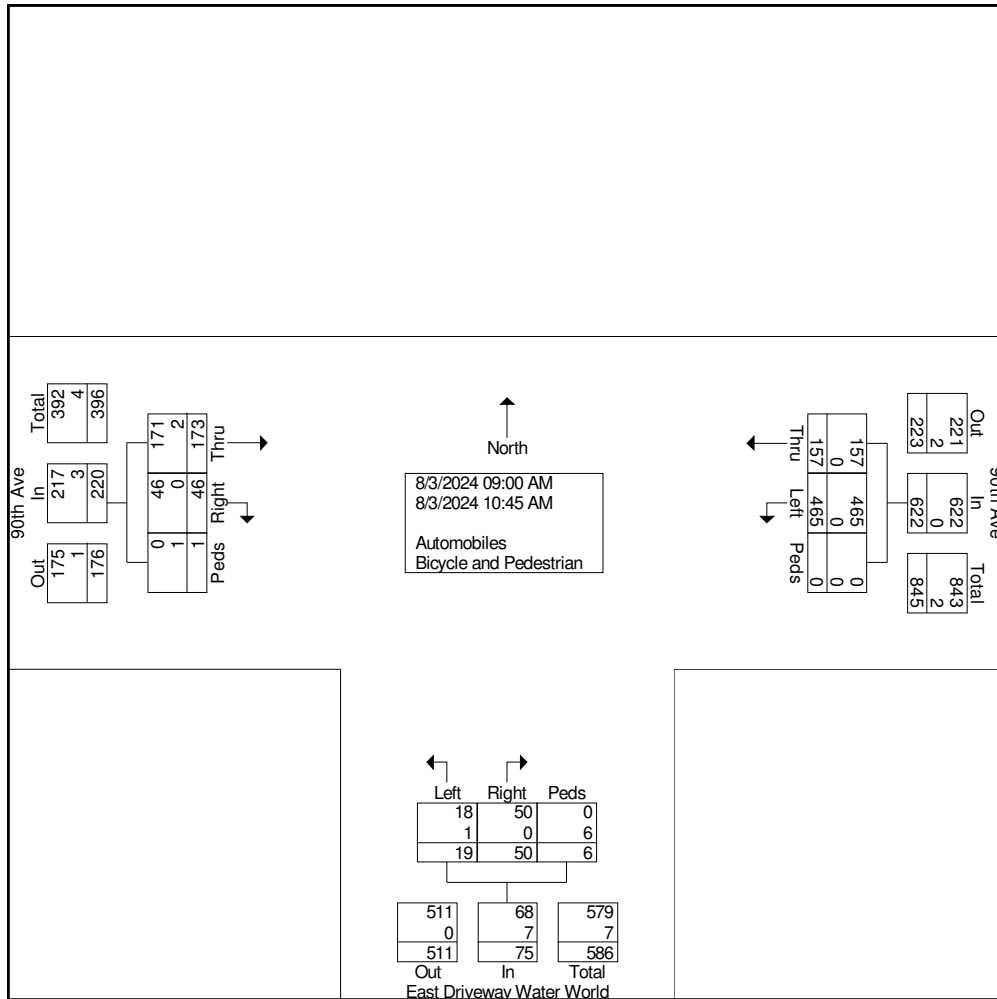
Start Time	90th Ave Eastbound				90th Ave Westbound				East Driveway Water World Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
09:00 AM	16	13	0	29	52	20	0	72	3	3	1	7	108
09:15 AM	18	14	0	32	68	13	0	81	7	7	1	15	128
09:30 AM	25	5	1	31	72	20	0	92	5	6	0	11	134
09:45 AM	23	5	0	28	75	19	0	94	0	4	1	5	127
Total	82	37	1	120	267	72	0	339	15	20	3	38	497
10:00 AM	22	3	0	25	79	18	0	97	2	8	1	11	133
10:15 AM	27	4	0	31	61	18	0	79	1	11	1	13	123
10:30 AM	23	2	0	25	23	29	0	52	1	8	1	10	87
10:45 AM	19	0	0	19	35	20	0	55	0	3	0	3	77
Total	91	9	0	100	198	85	0	283	4	30	3	37	420
Grand Total	173	46	1	220	465	157	0	622	19	50	6	75	917
Apprch %	78.6	20.9	0.5		74.8	25.2	0		25.3	66.7	8		
Total %	18.9	5	0.1	24	50.7	17.1	0	67.8	2.1	5.5	0.7	8.2	
Automobiles	171	46	0	217	465	157	0	622	18	50	0	68	907
% Automobiles	98.8	100	0	98.6	100	100	0	100	94.7	100	0	90.7	98.9
Bicycle and Pedestrian	2	0	1	3	0	0	0	0	1	0	6	7	10
% Bicycle and Pedestrian	1.2	0	100	1.4	0	0	0	0	5.3	0	100	9.3	1.1



Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
90th Ave and East Driveway Water World

File Name : 4 90th and East Driveway AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 2



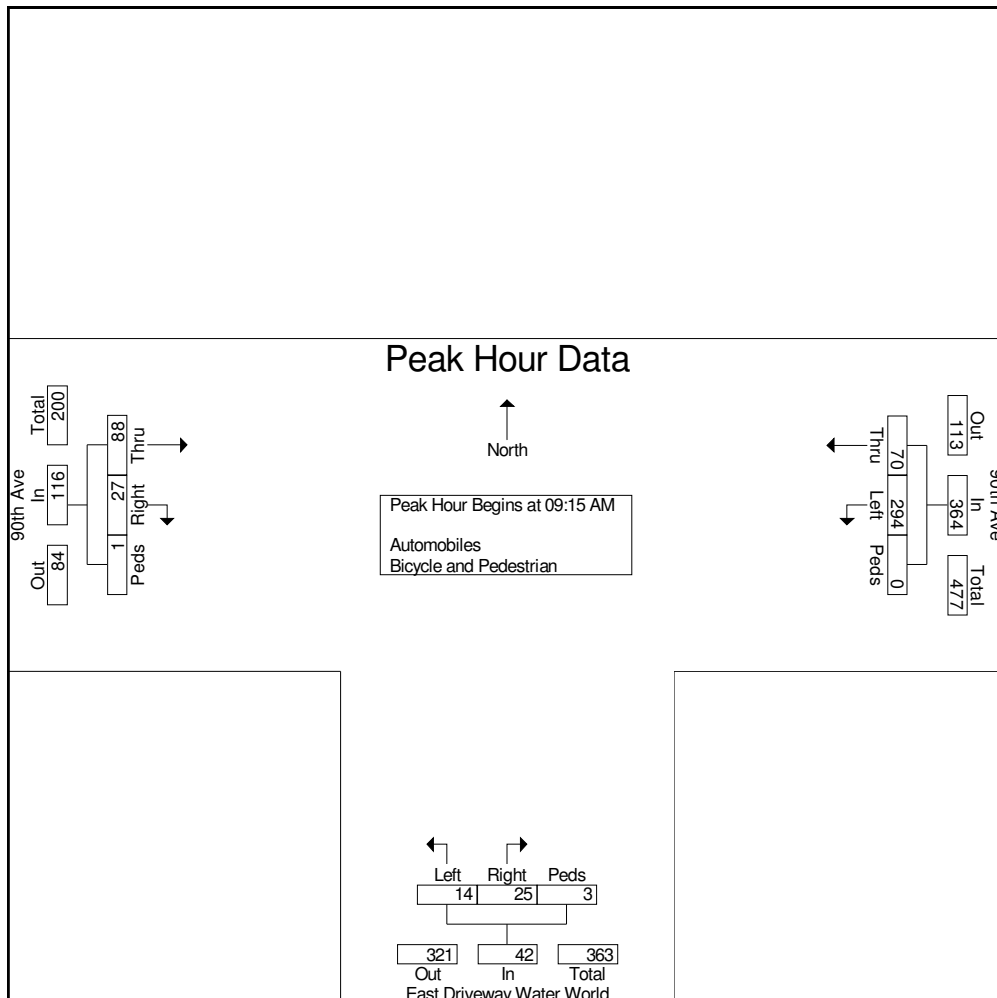


Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
90th Ave and East Driveway Water World

File Name : 4 90th and East Driveway AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 3

Start Time	90th Ave Eastbound				90th Ave Westbound				East Driveway Water World Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 09:00 AM to 10:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 09:15 AM													
09:15 AM	18	14	0	32	68	13	0	81	7	7	1	15	128
09:30 AM	25	5	1	31	72	20	0	92	5	6	0	11	134
09:45 AM	23	5	0	28	75	19	0	94	0	4	1	5	127
10:00 AM	22	3	0	25	79	18	0	97	2	8	1	11	133
Total Volume	88	27	1	116	294	70	0	364	14	25	3	42	522
% App. Total	75.9	23.3	0.9		80.8	19.2	0		33.3	59.5	7.1		
PHF	.880	.482	.250	.906	.930	.875	.000	.938	.500	.781	.750	.700	.974





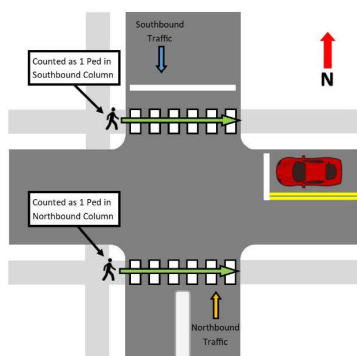
Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
90th Ave and East Driveway Water World

File Name : 4 90th and East Driveway AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
90th Ave and East Driveway Water World

File Name : 4 90th and East Driveway PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

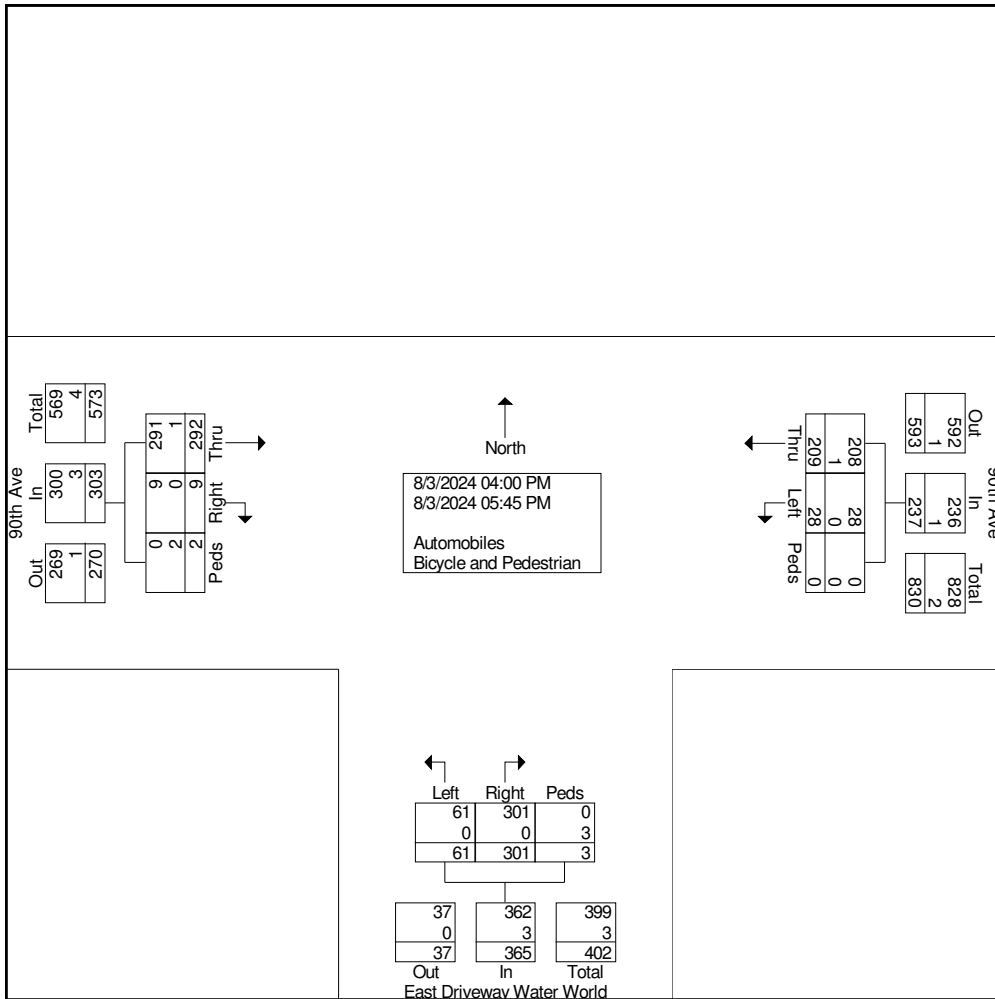
Start Time	90th Ave Eastbound				90th Ave Westbound				East Driveway Water World Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
04:00 PM	33	0	0	33	9	29	0	38	7	22	0	29	100
04:15 PM	24	1	0	25	1	24	0	25	7	27	2	36	86
04:30 PM	26	1	0	27	4	30	0	34	10	28	0	38	99
04:45 PM	39	0	0	39	1	22	0	23	9	29	0	38	100
Total	122	2	0	124	15	105	0	120	33	106	2	141	385
05:00 PM	37	3	0	40	3	30	0	33	5	34	1	40	113
05:15 PM	36	3	0	39	2	20	0	22	7	50	0	57	118
05:30 PM	48	0	0	48	2	31	0	33	9	41	0	50	131
05:45 PM	49	1	2	52	6	23	0	29	7	70	0	77	158
Total	170	7	2	179	13	104	0	117	28	195	1	224	520
Grand Total	292	9	2	303	28	209	0	237	61	301	3	365	905
Apprch %	96.4	3	0.7		11.8	88.2	0		16.7	82.5	0.8		
Total %	32.3	1	0.2	33.5	3.1	23.1	0	26.2	6.7	33.3	0.3	40.3	
Automobiles	291	9	0	300	28	208	0	236	61	301	0	362	898
% Automobiles	99.7	100	0	99	100	99.5	0	99.6	100	100	0	99.2	99.2
Bicycle and Pedestrian	1	0	2	3	0	1	0	1	0	0	3	3	7
% Bicycle and Pedestrian	0.3	0	100	1	0	0.5	0	0.4	0	0	100	0.8	0.8



Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
90th Ave and East Driveway Water World

File Name : 4 90th and East Driveway PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 2



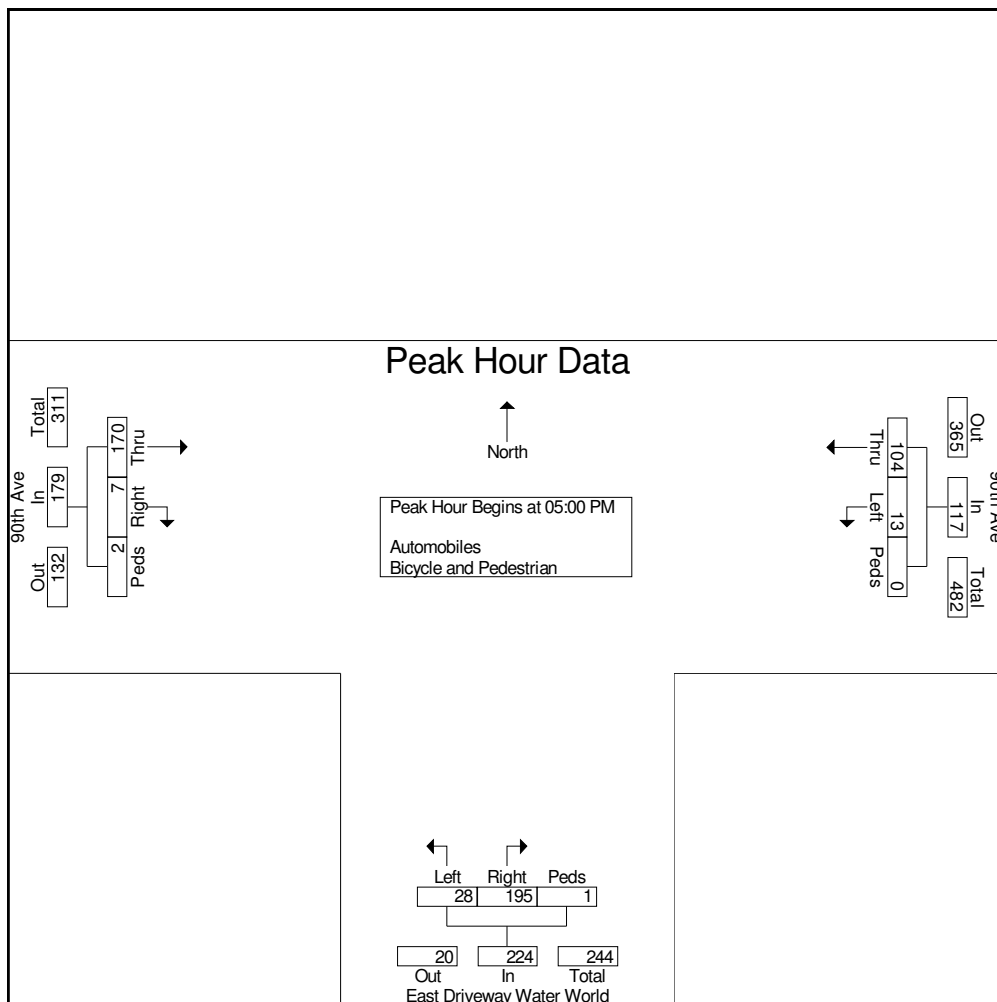


Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
90th Ave and East Driveway Water World

File Name : 4 90th and East Driveway PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 3

Start Time	90th Ave Eastbound				90th Ave Westbound				East Driveway Water World Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	37	3	0	40	3	30	0	33	5	34	1	40	113
05:15 PM	36	3	0	39	2	20	0	22	7	50	0	57	118
05:30 PM	48	0	0	48	2	31	0	33	9	41	0	50	131
05:45 PM	49	1	2	52	6	23	0	29	7	70	0	77	158
Total Volume	170	7	2	179	13	104	0	117	28	195	1	224	520
% App. Total	95	3.9	1.1		11.1	88.9	0		12.5	87.1	0.4		
PHF	.867	.583	.250	.861	.542	.839	.000	.886	.778	.696	.250	.727	.823





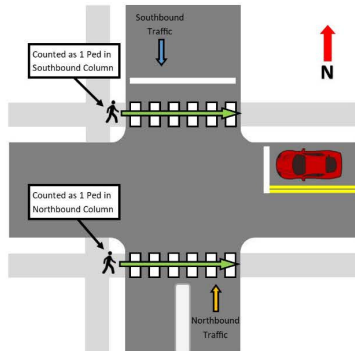
Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
90th Ave and East Driveway Water World

File Name : 4 90th and East Driveway PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
90th Ave and West Driveway Water World

File Name : 5 90th and West Driveway AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

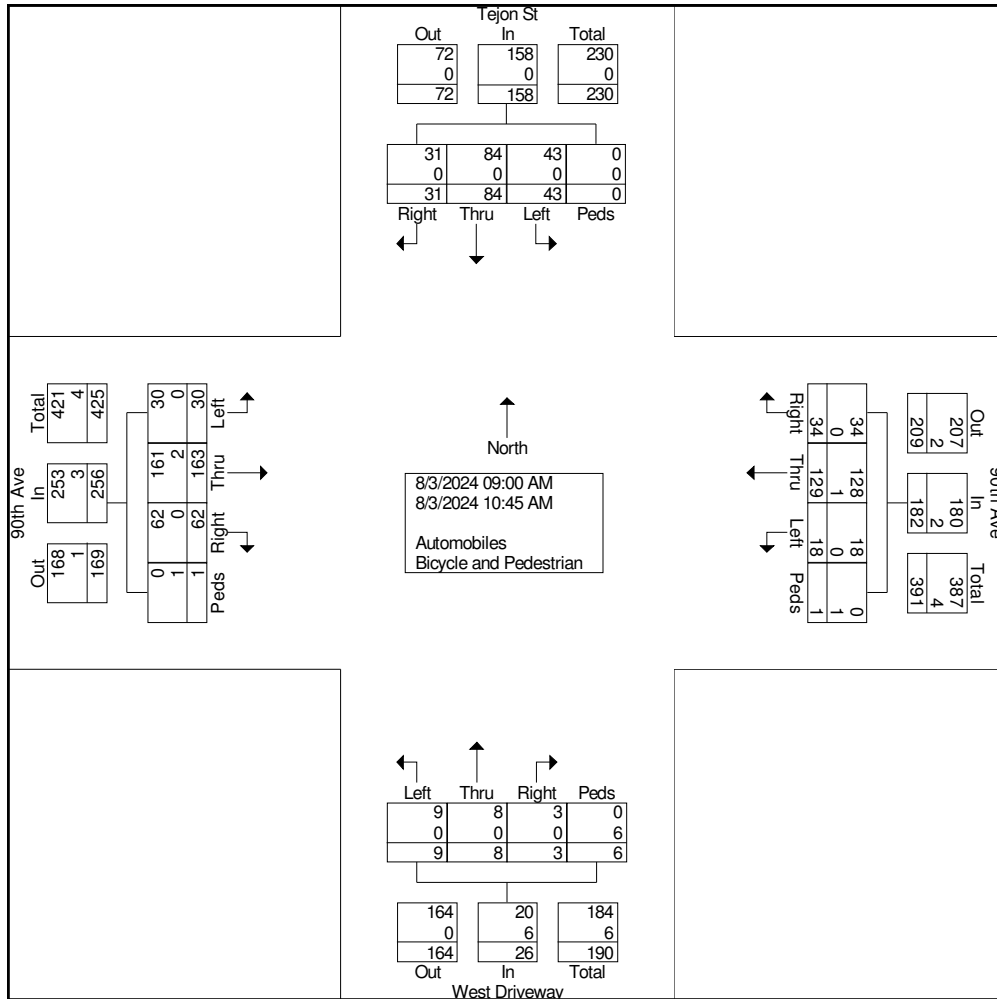
Start Time	90th Ave Eastbound					90th Ave Westbound					West Driveway Northbound					Tejon St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
09:00 AM	2	19	5	0	26	2	16	4	0	22	0	0	0	0	0	11	2	7	0	20	68
09:15 AM	3	21	6	0	30	2	16	2	0	20	0	0	0	0	0	8	15	4	0	27	77
09:30 AM	3	24	13	0	40	4	15	5	0	24	0	1	0	0	1	4	12	3	0	19	84
09:45 AM	6	28	15	0	49	2	19	1	0	22	3	1	0	0	4	1	23	3	0	27	102
Total	14	92	39	0	145	10	66	12	0	88	3	2	0	0	5	24	52	17	0	93	331
10:00 AM	4	14	4	1	23	1	14	6	0	21	0	1	2	2	5	7	12	1	0	20	69
10:15 AM	2	27	6	0	35	2	14	4	0	20	4	2	0	2	8	2	10	2	0	14	77
10:30 AM	4	16	9	0	29	3	20	8	1	32	0	0	0	1	1	6	4	4	0	14	76
10:45 AM	6	14	4	0	24	2	15	4	0	21	2	3	1	1	7	4	6	7	0	17	69
Total	16	71	23	1	111	8	63	22	1	94	6	6	3	6	21	19	32	14	0	65	291
Grand Total	30	163	62	1	256	18	129	34	1	182	9	8	3	6	26	43	84	31	0	158	622
Apprch %	11.7	63.7	24.2	0.4		9.9	70.9	18.7	0.5		34.6	30.8	11.5	23.1		27.2	53.2	19.6	0		
Total %	4.8	26.2	10	0.2	41.2	2.9	20.7	5.5	0.2	29.3	1.4	1.3	0.5	1	4.2	6.9	13.5	5	0	25.4	
Automobiles	30	161	62	0	253	18	128	34	0	180	9	8	3	0	20	43	84	31	0	158	611
% Automobiles	100	98.8	100	0	98.8	100	99.2	100	0	98.9	100	100	100	0	76.9	100	100	100	0	100	98.2
Bicycle and Pedestrian	0	2	0	1	3	0	1	0	1	2	0	0	0	6	6	0	0	0	0	0	11
% Bicycle and Pedestrian	0	1.2	0	100	1.2	0	0.8	0	100	1.1	0	0	0	100	23.1	0	0	0	0	0	1.8



Ridgeview Data Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
90th Ave and West Driveway Water World

File Name : 5 90th and West Driveway AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 2



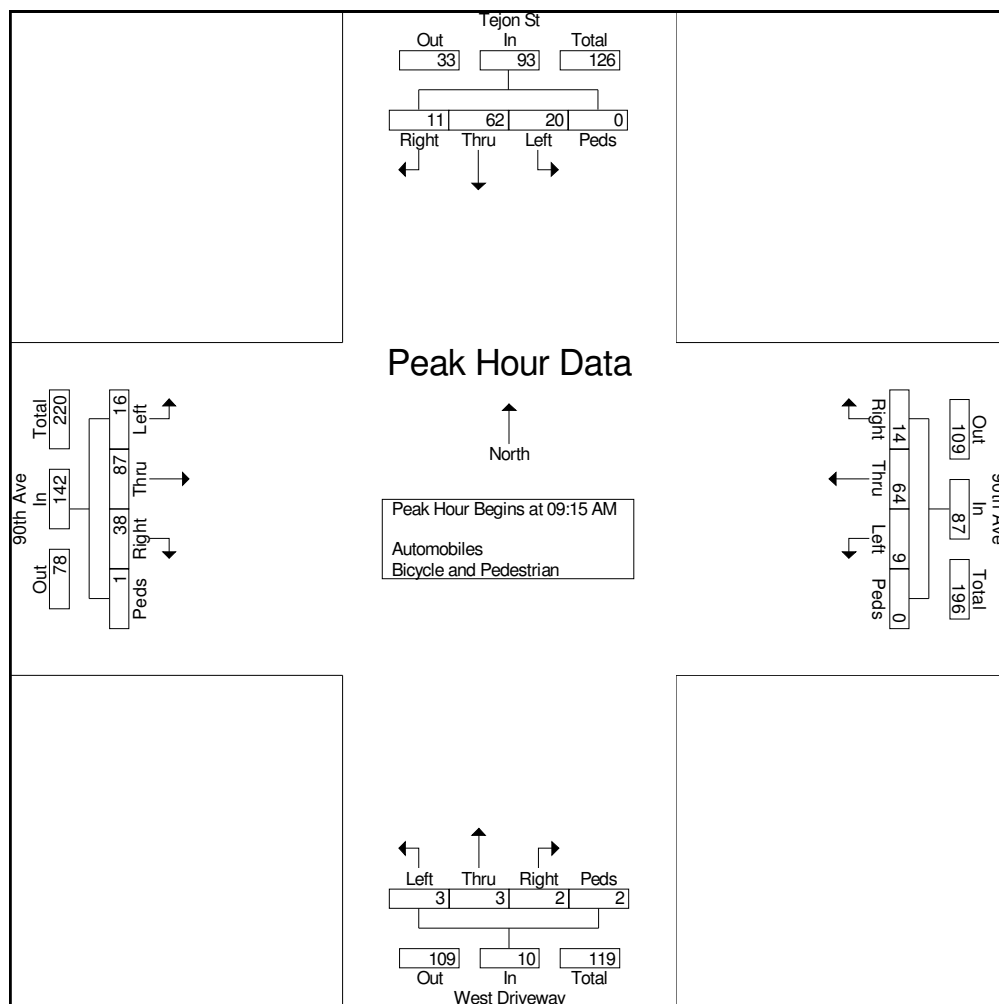


Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
90th Ave and West Driveway Water World

File Name : 5 90th and West Driveway AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 3

Start Time	90th Ave Eastbound					90th Ave Westbound					West Driveway Northbound					Tejon St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 09:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:15 AM																					
09:15 AM	3	21	6	0	30	2	16	2	0	20	0	0	0	0	0	8	15	4	0	27	77
09:30 AM	3	24	13	0	40	4	15	5	0	24	0	1	0	0	1	4	12	3	0	19	84
09:45 AM	6	28	15	0	49	2	19	1	0	22	3	1	0	0	4	1	23	3	0	27	102
10:00 AM	4	14	4	1	23	1	14	6	0	21	0	1	2	2	5	7	12	1	0	20	69
Total Volume	16	87	38	1	142	9	64	14	0	87	3	3	2	2	10	20	62	11	0	93	332
% App. Total	11.3	61.3	26.8	0.7		10.3	73.6	16.1	0		30	30	20	20		21.5	66.7	11.8	0		
PHF	.667	.777	.633	.250	.724	.563	.842	.583	.000	.906	.250	.750	.250	.250	.500	.625	.674	.688	.000	.861	.814





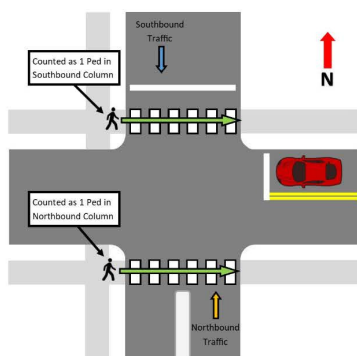
Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
90th Ave and West Driveway Water World

File Name : 5 90th and West Driveway AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
90th Ave and West Driveway Water World

File Name : 5 90th and West Driveway PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

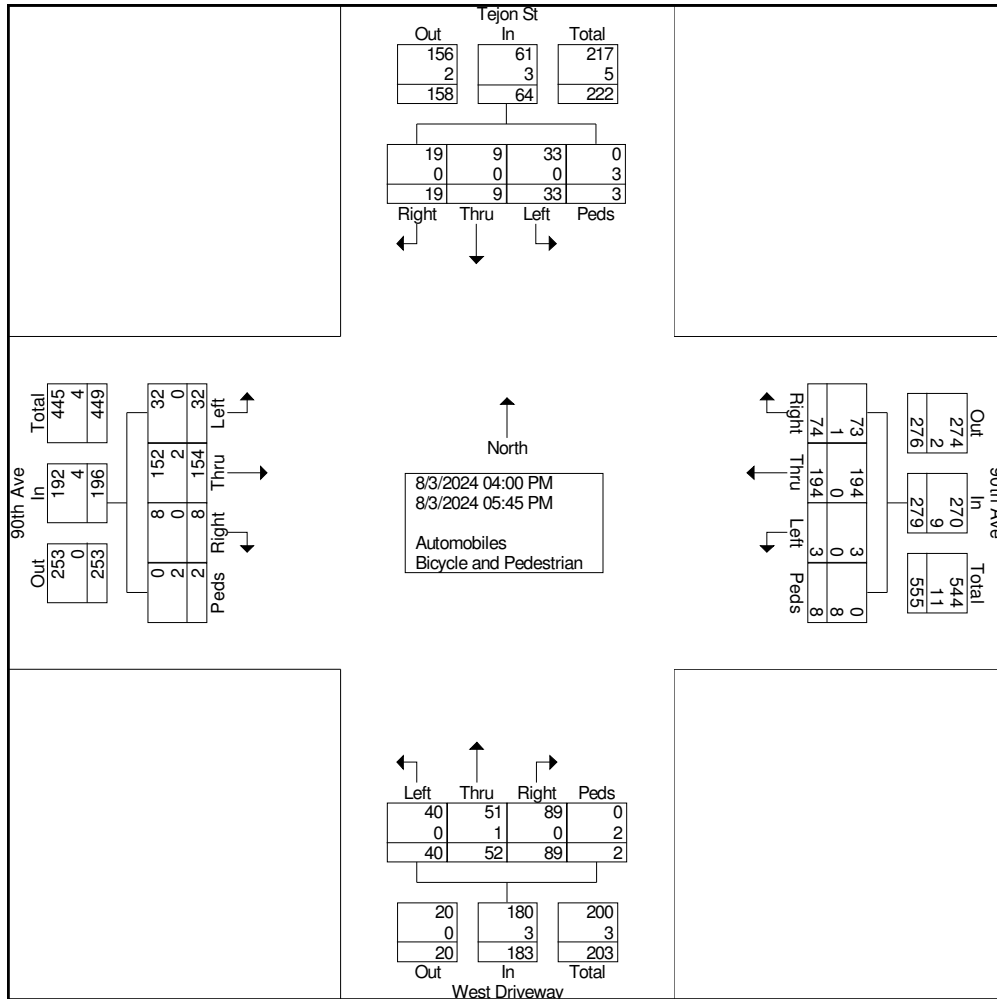
Start Time	90th Ave Eastbound					90th Ave Westbound					West Driveway Northbound					Tejon St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	2	19	0	0	21	1	25	11	0	37	8	5	6	1	20	2	2	2	0	6	84
04:15 PM	5	16	1	0	22	0	19	13	0	32	5	1	7	0	13	2	1	5	0	8	75
04:30 PM	1	15	1	1	18	1	31	10	1	43	3	4	6	0	13	4	1	3	1	9	83
04:45 PM	5	27	3	0	35	0	24	5	2	31	2	6	7	0	15	3	1	0	0	4	85
Total	13	77	5	1	96	2	99	39	3	143	18	16	26	1	61	11	5	10	1	27	327
05:00 PM	6	16	0	1	23	0	23	12	1	36	5	7	13	1	26	6	1	3	0	10	95
05:15 PM	1	16	1	0	18	0	18	8	2	28	7	8	17	0	32	5	0	5	0	10	88
05:30 PM	7	22	1	0	30	0	29	9	0	38	4	9	14	0	27	8	1	1	0	10	105
05:45 PM	5	23	1	0	29	1	25	6	2	34	6	12	19	0	37	3	2	0	2	7	107
Total	19	77	3	1	100	1	95	35	5	136	22	36	63	1	122	22	4	9	2	37	395
Grand Total	32	154	8	2	196	3	194	74	8	279	40	52	89	2	183	33	9	19	3	64	722
Apprch %	16.3	78.6	4.1	1		1.1	69.5	26.5	2.9		21.9	28.4	48.6	1.1		51.6	14.1	29.7	4.7		
Total %	4.4	21.3	1.1	0.3	27.1	0.4	26.9	10.2	1.1	38.6	5.5	7.2	12.3	0.3	25.3	4.6	1.2	2.6	0.4	8.9	
Automobiles	32	152	8	0	192	3	194	73	0	270	40	51	89	0	180	33	9	19	0	61	703
% Automobiles	100	98.7	100	0	98	100	100	98.6	0	96.8	100	98.1	100	0	98.4	100	100	100	0	95.3	97.4
Bicycle and Pedestrian	0	2	0	2	4	0	0	1	8	9	0	1	0	2	3	0	0	0	3	3	19
% Bicycle and Pedestrian	0	1.3	0	100	2	0	0	1.4	100	3.2	0	1.9	0	100	1.6	0	0	0	100	4.7	2.6



Ridgeview Data Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
90th Ave and West Driveway Water World

File Name : 5 90th and West Driveway PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 2



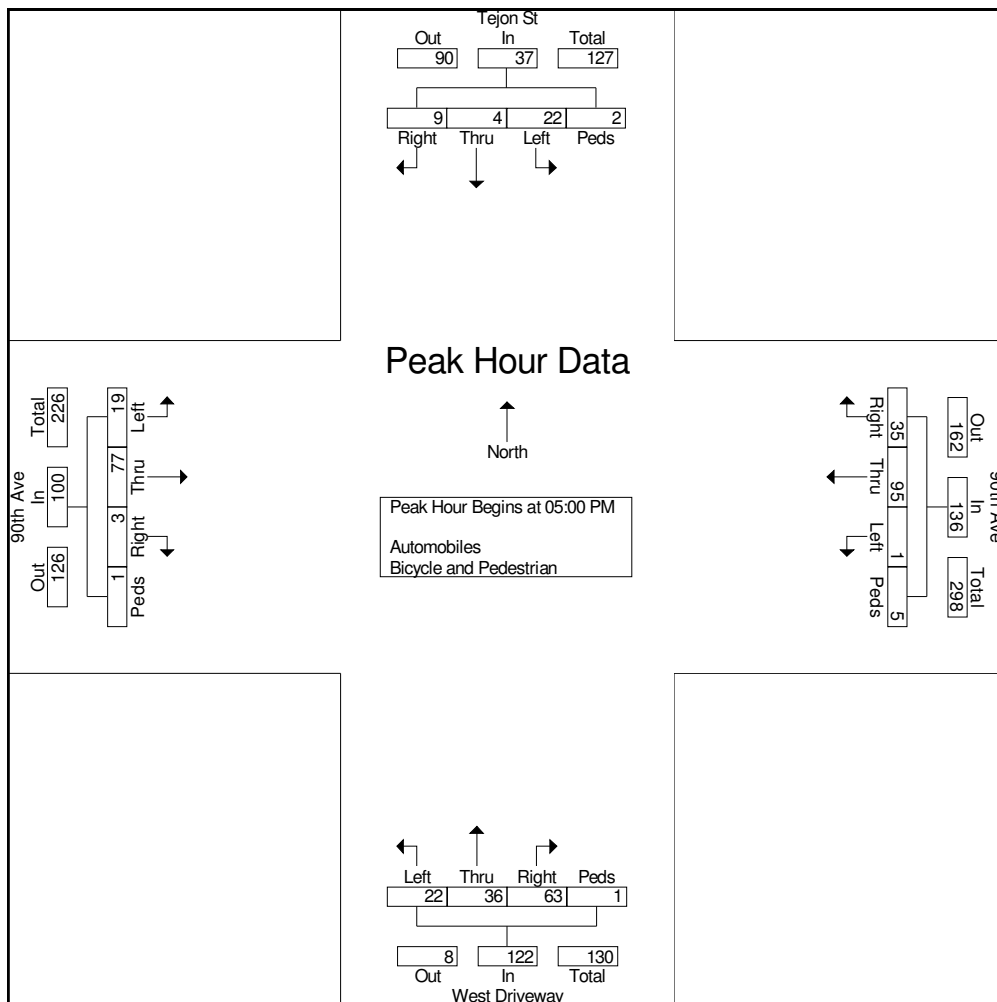


Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
90th Ave and West Driveway Water World

File Name : 5 90th and West Driveway PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 3

Start Time	90th Ave Eastbound					90th Ave Westbound					West Driveway Northbound					Tejon St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	6	16	0	1	23	0	23	12	1	36	5	7	13	1	26	6	1	3	0	10	95
05:15 PM	1	16	1	0	18	0	18	8	2	28	7	8	17	0	32	5	0	5	0	10	88
05:30 PM	7	22	1	0	30	0	29	9	0	38	4	9	14	0	27	8	1	1	0	10	105
05:45 PM	5	23	1	0	29	1	25	6	2	34	6	12	19	0	37	3	2	0	2	7	107
Total Volume	19	77	3	1	100	1	95	35	5	136	22	36	63	1	122	22	4	9	2	37	395
% App. Total	19	77	3	1		0.7	69.9	25.7	3.7		18	29.5	51.6	0.8		59.5	10.8	24.3	5.4		
PHF	.679	.837	.750	.250	.833	.250	.819	.729	.625	.895	.786	.750	.829	.250	.824	.688	.500	.450	.250	.925	.923





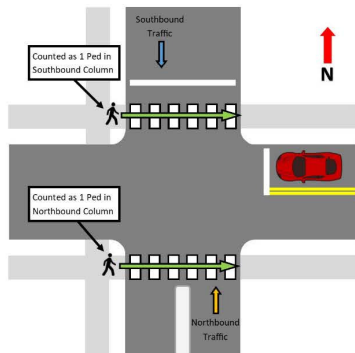
Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
90th Ave and West Driveway Water World

File Name : 5 90th and West Driveway PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
W 88th Ave and N Pecos St

File Name : 88th Ave and Pecos AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

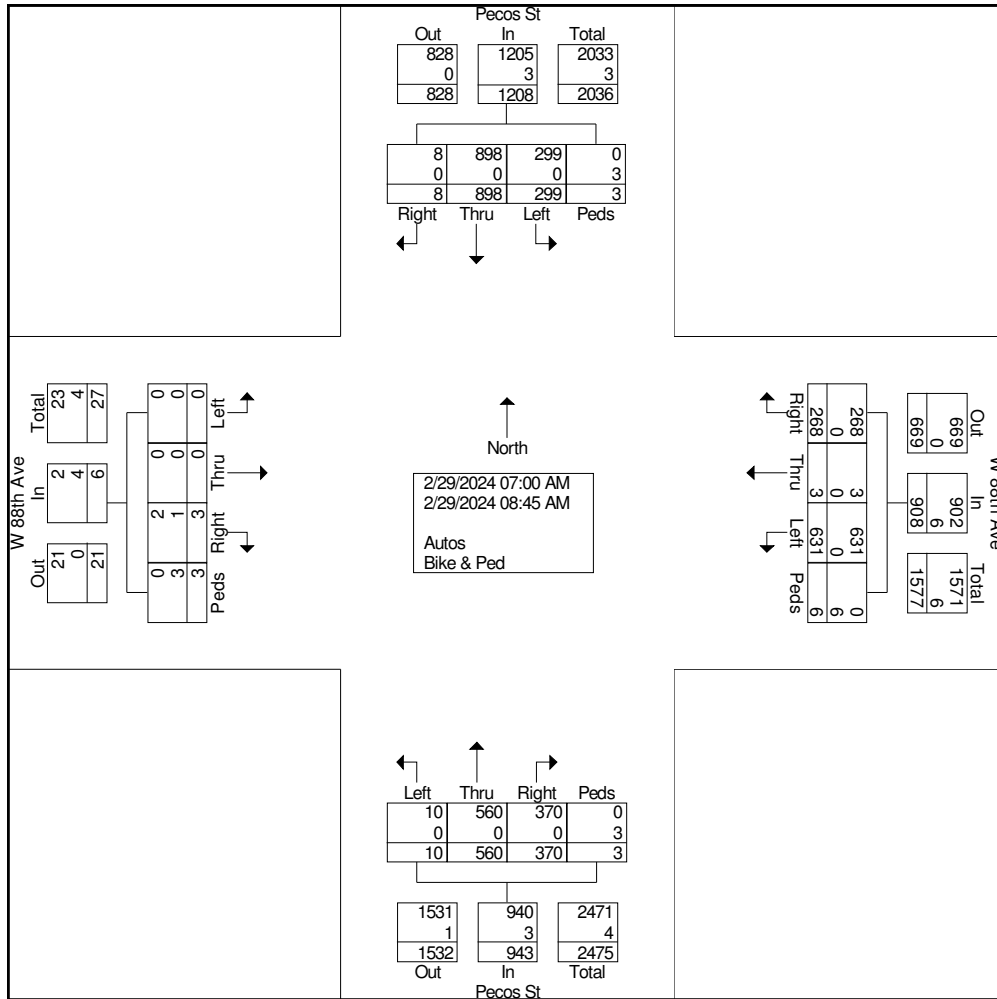
Start Time	W 88th Ave Eastbound					W 88th Ave Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	1	1	2	56	0	24	0	80	4	53	31	2	90	38	105	0	1	144	316
07:15 AM	0	0	0	1	1	77	0	33	0	110	0	69	51	0	120	25	115	0	1	141	372
07:30 AM	0	0	0	0	0	117	1	38	0	156	0	79	46	0	125	66	160	0	0	226	507
07:45 AM	0	0	0	1	1	126	1	73	1	201	1	77	69	0	147	61	156	1	0	218	567
Total	0	0	1	3	4	376	2	168	1	547	5	278	197	2	482	190	536	1	2	729	1762
08:00 AM	0	0	0	0	0	78	1	21	4	104	0	93	69	0	162	42	144	3	1	190	456
08:15 AM	0	0	1	0	1	61	0	27	0	88	2	80	41	1	124	30	74	2	0	106	319
08:30 AM	0	0	0	0	0	69	0	34	1	104	1	71	46	0	118	17	72	0	0	89	311
08:45 AM	0	0	1	0	1	47	0	18	0	65	2	38	17	0	57	20	72	2	0	94	217
Total	0	0	2	0	2	255	1	100	5	361	5	282	173	1	461	109	362	7	1	479	1303
Grand Total	0	0	3	3	6	631	3	268	6	908	10	560	370	3	943	299	898	8	3	1208	3065
Apprch %	0	0	50	50		69.5	0.3	29.5	0.7		1.1	59.4	39.2	0.3		24.8	74.3	0.7	0.2		
Total %	0	0	0.1	0.1	0.2	20.6	0.1	8.7	0.2	29.6	0.3	18.3	12.1	0.1	30.8	9.8	29.3	0.3	0.1	39.4	
Autos	0	0	2	0	2	631	3	268	0	902	10	560	370	0	940	299	898	8	0	1205	3049
% Autos	0	0	66.7	0	33.3	100	100	100	0	99.3	100	100	100	0	99.7	100	100	100	0	99.8	99.5
Bike & Ped	0	0	1	3	4	0	0	0	6	6	0	0	0	3	3	0	0	0	3	3	16
% Bike & Ped	0	0	33.3	100	66.7	0	0	0	100	0.7	0	0	0	100	0.3	0	0	0	100	0.2	0.5



Ridgeview Data Collection

Thornton, CO
Thornton Counts
AM Peak
W 88th Ave and N Pecos St

File Name : 88th Ave and Pecos AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



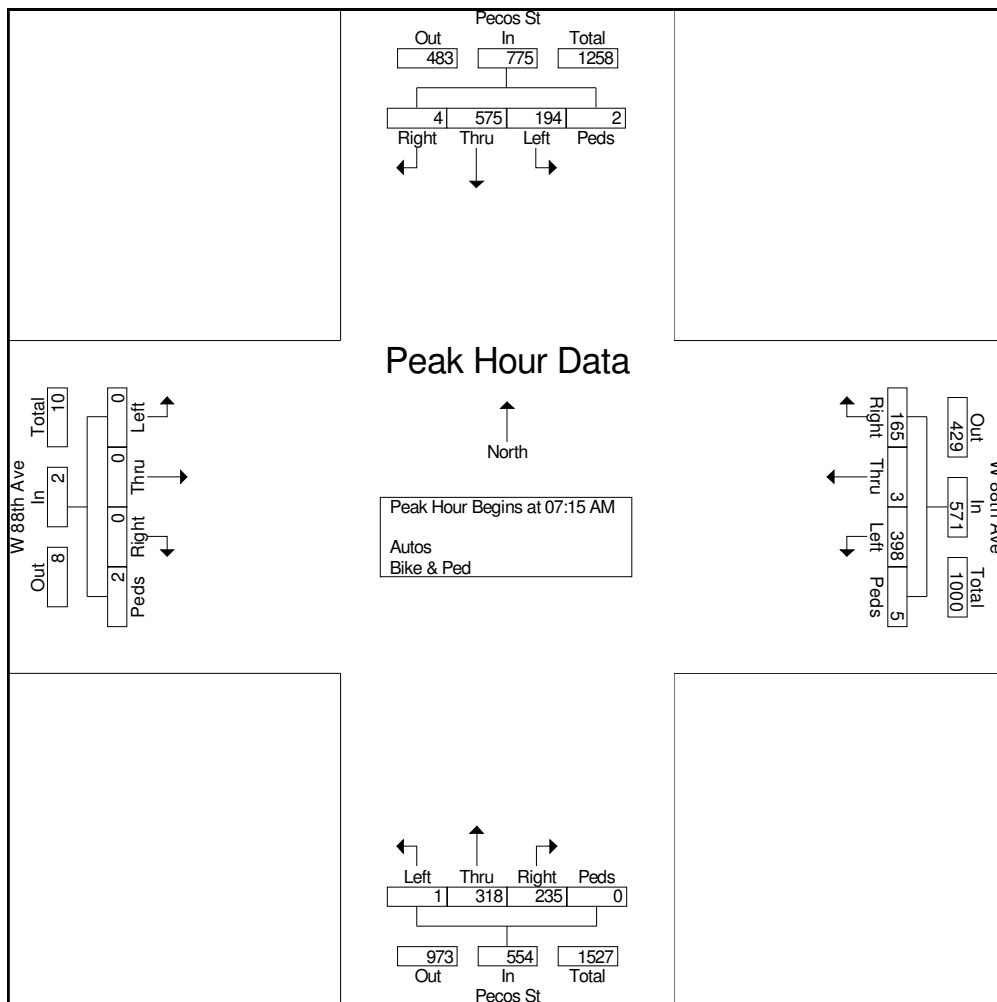


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
W 88th Ave and N Pecos St

File Name : 88th Ave and Pecos AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	W 88th Ave Eastbound					W 88th Ave Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	1	1	77	0	33	0	110	0	69	51	0	120	25	115	0	1	141	372
07:30 AM	0	0	0	0	0	117	1	38	0	156	0	79	46	0	125	66	160	0	0	226	507
07:45 AM	0	0	0	1	1	126	1	73	1	201	1	77	69	0	147	61	156	1	0	218	567
08:00 AM	0	0	0	0	0	78	1	21	4	104	0	93	69	0	162	42	144	3	1	190	456
Total Volume	0	0	0	2	2	398	3	165	5	571	1	318	235	0	554	194	575	4	2	775	1902
% App. Total	0	0	0	100		69.7	0.5	28.9	0.9		0.2	57.4	42.4	0		25	74.2	0.5	0.3		
PHF	.000	.000	.000	.500	.500	.790	.750	.565	.313	.710	.250	.855	.851	.000	.855	.735	.898	.333	.500	.857	.839





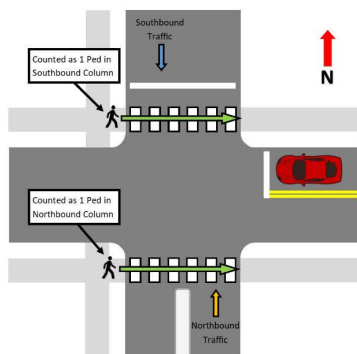
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
AM Peak
W 88th Ave and N Pecos St

File Name : 88th Ave and Pecos AM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 88th Ave and N Pecos St

File Name : 88th Ave and Pecos PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 1

Groups Printed- Autos - Bike & Ped

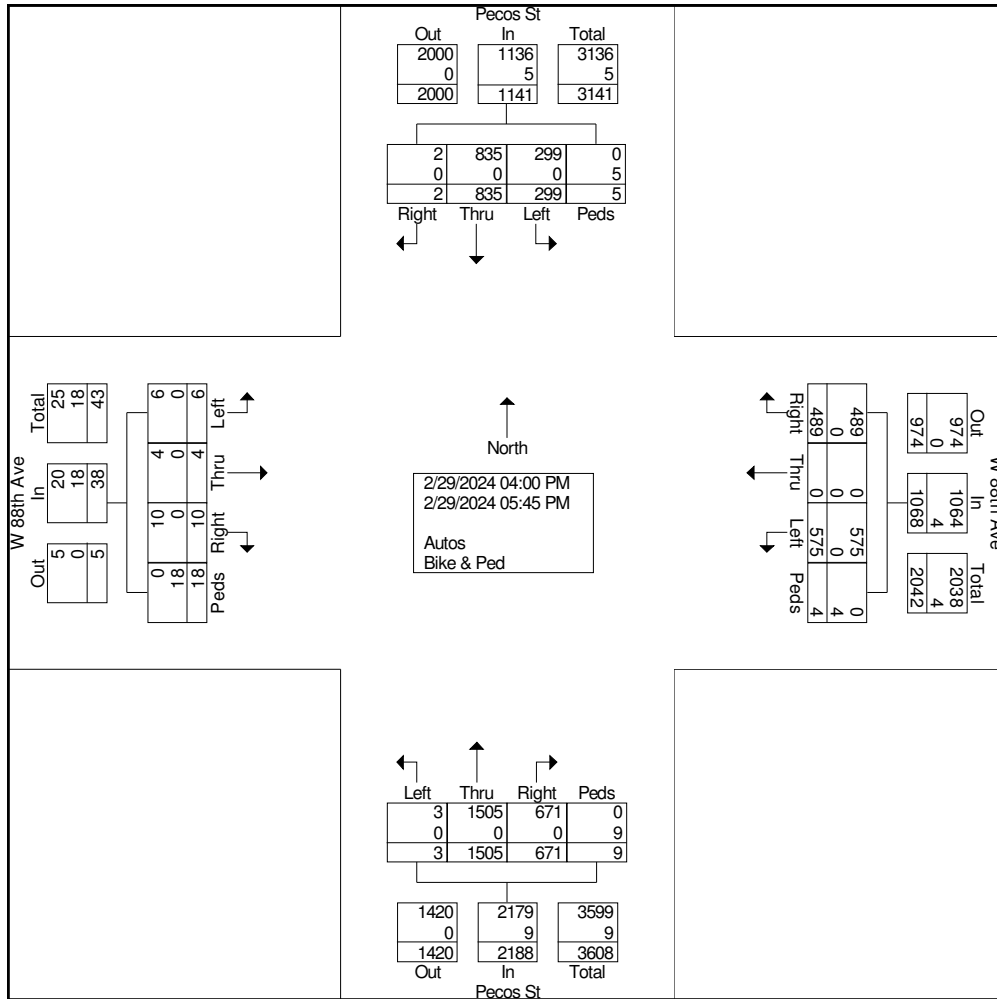
Start Time	W 88th Ave Eastbound					W 88th Ave Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	1	1	2	3	7	76	0	57	0	133	0	203	75	4	282	44	95	0	1	140	562
04:15 PM	0	1	1	3	5	59	0	48	0	107	0	191	89	1	281	28	108	0	2	138	531
04:30 PM	0	1	1	3	5	76	0	55	0	131	1	173	72	2	248	38	88	0	1	127	511
04:45 PM	0	0	1	3	4	57	0	67	1	125	2	206	105	1	314	34	96	0	1	131	574
Total	1	3	5	12	21	268	0	227	1	496	3	773	341	8	1125	144	387	0	5	536	2178
05:00 PM	4	0	3	1	8	85	0	79	1	165	0	184	75	0	259	47	106	1	0	154	586
05:15 PM	1	1	0	4	6	60	0	59	1	120	0	182	91	1	274	35	128	0	0	163	563
05:30 PM	0	0	0	1	1	91	0	60	0	151	0	177	90	0	267	40	117	0	0	157	576
05:45 PM	0	0	2	0	2	71	0	64	1	136	0	189	74	0	263	33	97	1	0	131	532
Total	5	1	5	6	17	307	0	262	3	572	0	732	330	1	1063	155	448	2	0	605	2257
Grand Total	6	4	10	18	38	575	0	489	4	1068	3	1505	671	9	2188	299	835	2	5	1141	4435
Apprch %	15.8	10.5	26.3	47.4		53.8	0	45.8	0.4		0.1	68.8	30.7	0.4		26.2	73.2	0.2	0.4		
Total %	0.1	0.1	0.2	0.4	0.9	13	0	11	0.1	24.1	0.1	33.9	15.1	0.2	49.3	6.7	18.8	0	0.1	25.7	
Autos	6	4	10	0	20	575	0	489	0	1064	3	1505	671	0	2179	299	835	2	0	1136	4399
% Autos	100	100	100	0	52.6	100	0	100	0	99.6	100	100	100	0	99.6	100	100	100	0	99.6	99.2
Bike & Ped	0	0	0	18	18	0	0	0	4	4	0	0	0	9	9	0	0	0	5	5	36
% Bike & Ped	0	0	0	100	47.4	0	0	0	100	0.4	0	0	0	100	0.4	0	0	0	100	0.4	0.8



Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 88th Ave and N Pecos St

File Name : 88th Ave and Pecos PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 2



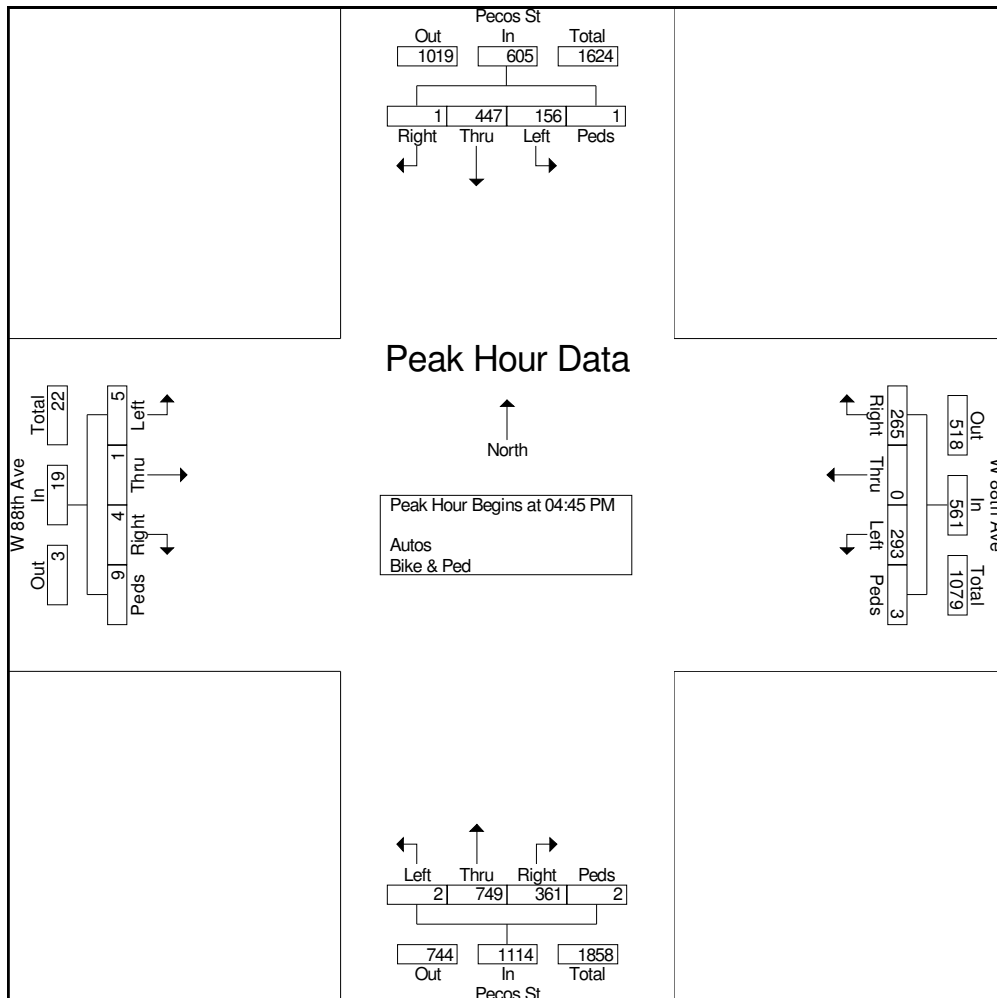


Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 88th Ave and N Pecos St

File Name : 88th Ave and Pecos PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 3

Start Time	W 88th Ave Eastbound					W 88th Ave Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	1	3	4	57	0	67	1	125	2	206	105	1	314	34	96	0	1	131	574
05:00 PM	4	0	3	1	8	85	0	79	1	165	0	184	75	0	259	47	106	1	0	154	586
05:15 PM	1	1	0	4	6	60	0	59	1	120	0	182	91	1	274	35	128	0	0	163	563
05:30 PM	0	0	0	1	1	91	0	60	0	151	0	177	90	0	267	40	117	0	0	157	576
Total Volume	5	1	4	9	19	293	0	265	3	561	2	749	361	2	1114	156	447	1	1	605	2299
% App. Total	26.3	5.3	21.1	47.4		52.2	0	47.2	0.5		0.2	67.2	32.4	0.2		25.8	73.9	0.2	0.2		
PHF	.313	.250	.333	.563	.594	.805	.000	.839	.750	.850	.250	.909	.860	.500	.887	.830	.873	.250	.250	.928	.981





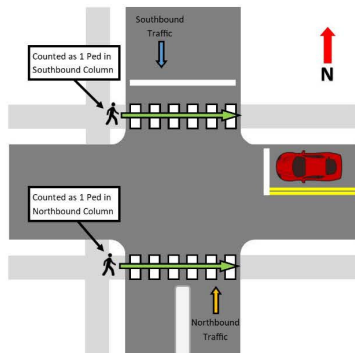
Ridgeview Data
Collection

Thornton, CO
Thornton Counts
PM Peak
W 88th Ave and N Pecos St

File Name : 88th Ave and Pecos PM
Site Code : F & P
Start Date : 2/29/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 88th Ave

File Name : 1 Pecos and 88th AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

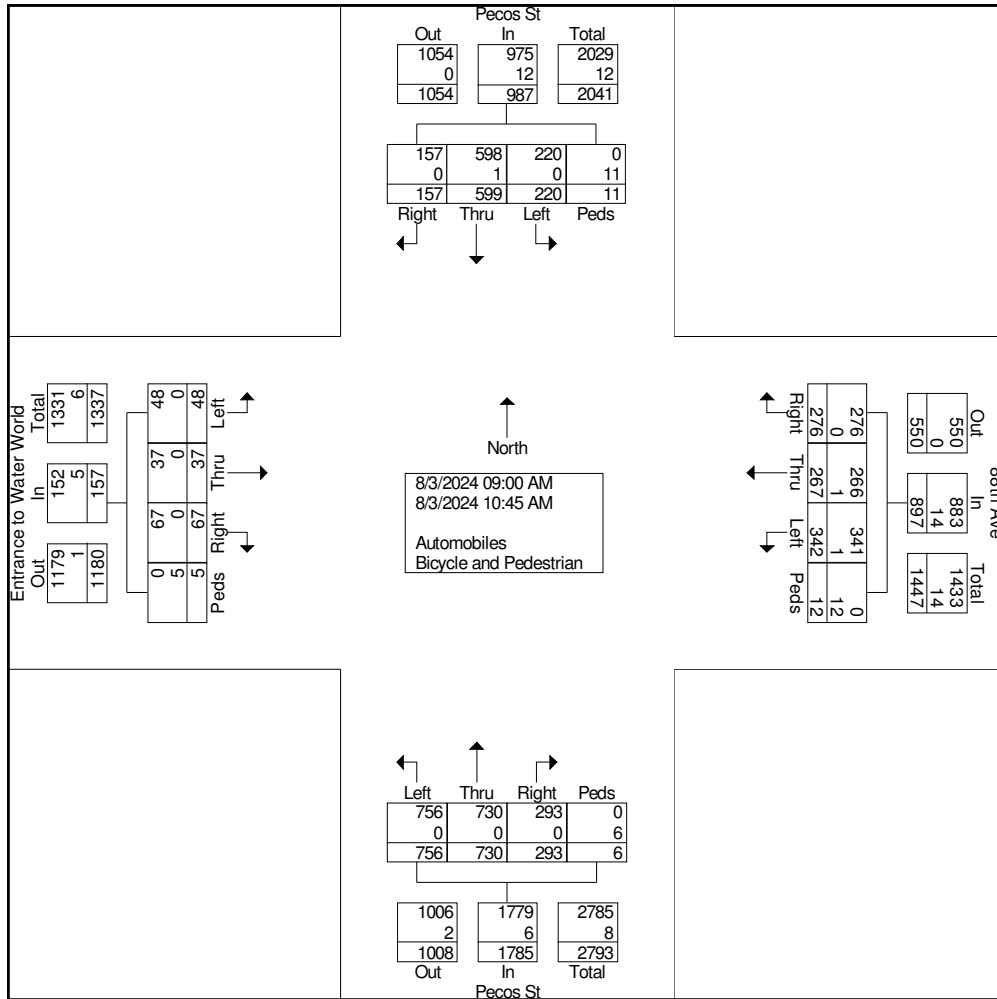
Start Time	Entrance to Water World Eastbound					88th Ave Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
09:00 AM	7	1	3	1	12	34	18	24	1	77	69	73	24	2	168	19	53	33	0	105	362
09:15 AM	7	9	4	0	20	37	26	27	5	95	105	69	29	3	206	20	72	27	6	125	446
09:30 AM	8	3	14	0	25	26	46	28	1	101	130	92	32	0	254	32	70	32	1	135	515
09:45 AM	8	8	9	2	27	50	47	44	0	141	125	90	43	0	258	17	81	22	2	122	548
Total	30	21	30	3	84	147	137	123	7	414	429	324	128	5	886	88	276	114	9	487	1871
10:00 AM	1	0	12	1	14	51	53	41	3	148	103	100	43	0	246	44	79	15	0	138	546
10:15 AM	6	8	13	0	27	41	25	34	0	100	96	108	35	0	239	29	81	15	0	125	491
10:30 AM	7	7	4	1	19	55	22	33	1	111	62	104	40	1	207	32	90	9	0	131	468
10:45 AM	4	1	8	0	13	48	30	45	1	124	66	94	47	0	207	27	73	4	2	106	450
Total	18	16	37	2	73	195	130	153	5	483	327	406	165	1	899	132	323	43	2	500	1955
Grand Total	48	37	67	5	157	342	267	276	12	897	756	730	293	6	1785	220	599	157	11	987	3826
Apprch %	30.6	23.6	42.7	3.2		38.1	29.8	30.8	1.3		42.4	40.9	16.4	0.3		22.3	60.7	15.9	1.1		
Total %	1.3	1	1.8	0.1	4.1	8.9	7	7.2	0.3	23.4	19.8	19.1	7.7	0.2	46.7	5.8	15.7	4.1	0.3	25.8	
Automobiles	48	37	67	0	152	341	266	276	0	883	756	730	293	0	1779	220	598	157	0	975	3789
% Automobiles	100	100	100	0	96.8	99.7	99.6	100	0	98.4	100	100	100	0	99.7	100	99.8	100	0	98.8	99
Bicycle and Pedestrian	0	0	0	5	5	1	1	0	12	14	0	0	0	6	6	0	1	0	11	12	37
% Bicycle and Pedestrian	0	0	0	100	3.2	0.3	0.4	0	100	1.6	0	0	0	100	0.3	0	0.2	0	100	1.2	1



Ridgeview Data Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 88th Ave

File Name : 1 Pecos and 88th AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 2



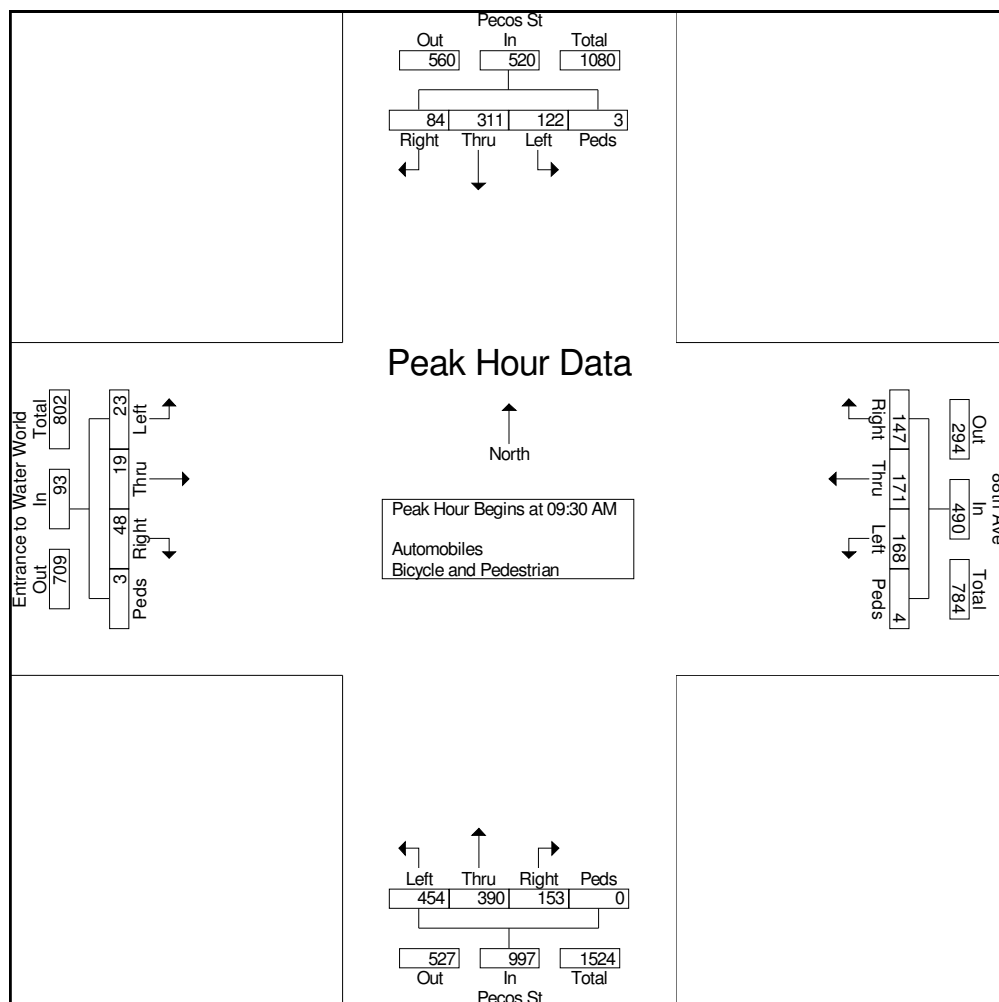


Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 88th Ave

File Name : 1 Pecos and 88th AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 3

Start Time	Entrance to Water World Eastbound					88th Ave Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 09:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:30 AM																					
09:30 AM	8	3	14	0	25	26	46	28	1	101	130	92	32	0	254	32	70	32	1	135	515
09:45 AM	8	8	9	2	27	50	47	44	0	141	125	90	43	0	258	17	81	22	2	122	548
10:00 AM	1	0	12	1	14	51	53	41	3	148	103	100	43	0	246	44	79	15	0	138	546
10:15 AM	6	8	13	0	27	41	25	34	0	100	96	108	35	0	239	29	81	15	0	125	491
Total Volume	23	19	48	3	93	168	171	147	4	490	454	390	153	0	997	122	311	84	3	520	2100
% App. Total	24.7	20.4	51.6	3.2		34.3	34.9	30	0.8		45.5	39.1	15.3	0		23.5	59.8	16.2	0.6		
PHF	.719	.594	.857	.375	.861	.824	.807	.835	.333	.828	.873	.903	.890	.000	.966	.693	.960	.656	.375	.942	.958





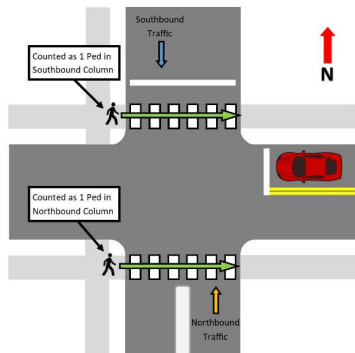
Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
AM Peak
Pecos St and 88th Ave

File Name : 1 Pecos and 88th AM
Site Code : Toole
Start Date : 8/3/2024
Page No : 4

Image 1

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





Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
Pecos St and 88th Ave

File Name : 1 Pecos and 88th PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

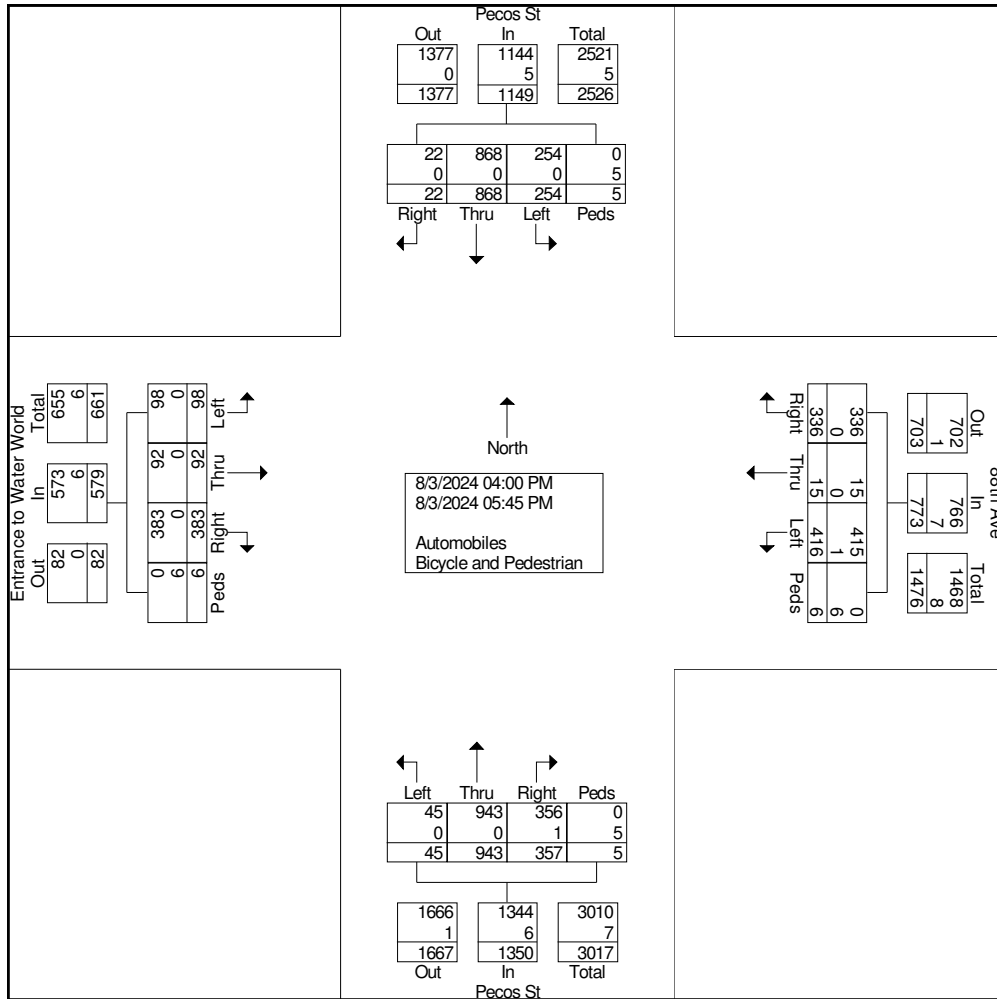
Start Time	Entrance to Water World Eastbound					88th Ave Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	10	12	36	0	58	60	4	46	1	111	7	109	52	0	168	28	98	4	0	130	467
04:15 PM	11	7	38	1	57	51	1	50	0	102	6	137	49	4	196	20	92	4	0	116	471
04:30 PM	10	11	38	0	59	45	0	47	2	94	7	122	46	0	175	24	114	2	0	140	468
04:45 PM	13	11	47	1	72	58	3	29	0	90	6	135	52	0	193	33	98	1	0	132	487
Total	44	41	159	2	246	214	8	172	3	397	26	503	199	4	732	105	402	11	0	518	1893
05:00 PM	10	9	55	3	77	49	0	46	1	96	2	111	41	0	154	38	108	2	2	150	477
05:15 PM	7	10	59	0	76	60	0	42	0	102	5	103	48	0	156	34	125	0	0	159	493
05:30 PM	22	18	45	1	86	53	4	39	1	97	2	112	38	0	152	29	116	6	3	154	489
05:45 PM	15	14	65	0	94	40	3	37	1	81	10	114	31	1	156	48	117	3	0	168	499
Total	54	51	224	4	333	202	7	164	3	376	19	440	158	1	618	149	466	11	5	631	1958
Grand Total	98	92	383	6	579	416	15	336	6	773	45	943	357	5	1350	254	868	22	5	1149	3851
Apprch %	16.9	15.9	66.1	1		53.8	1.9	43.5	0.8		3.3	69.9	26.4	0.4		22.1	75.5	1.9	0.4		
Total %	2.5	2.4	9.9	0.2	15	10.8	0.4	8.7	0.2	20.1	1.2	24.5	9.3	0.1	35.1	6.6	22.5	0.6	0.1	29.8	
Automobiles	98	92	383	0	573	415	15	336	0	766	45	943	356	0	1344	254	868	22	0	1144	3827
% Automobiles	100	100	100	0	99	99.8	100	100	0	99.1	100	100	99.7	0	99.6	100	100	100	0	99.6	99.4
Bicycle and Pedestrian	0	0	0	6	6	1	0	0	6	7	0	0	1	5	6	0	0	0	5	5	24
% Bicycle and Pedestrian	0	0	0	100	1	0.2	0	0	100	0.9	0	0	0.3	100	0.4	0	0	0	100	0.4	0.6



Ridgeview Data Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
Pecos St and 88th Ave

File Name : 1 Pecos and 88th PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 2



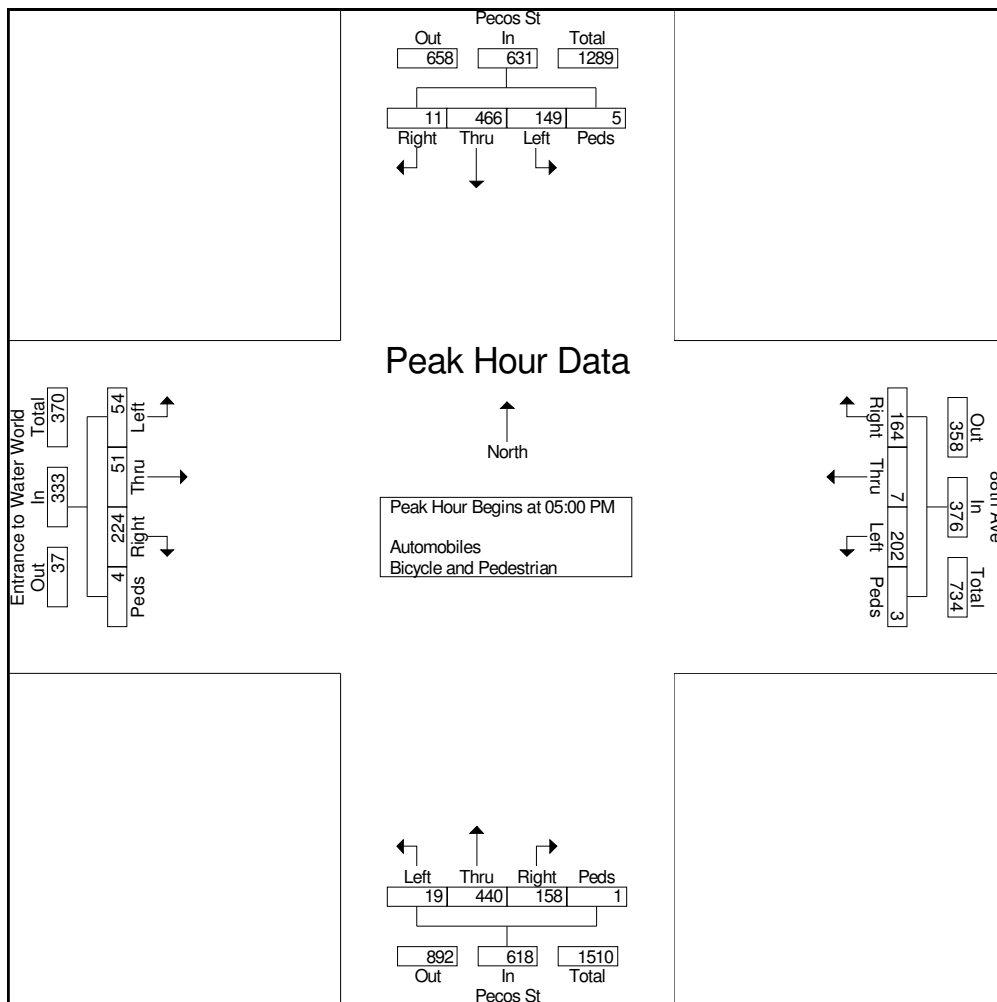


Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
Pecos St and 88th Ave

File Name : 1 Pecos and 88th PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 3

Start Time	Entrance to Water World Eastbound					88th Ave Westbound					Pecos St Northbound					Pecos St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	10	9	55	3	77	49	0	46	1	96	2	111	41	0	154	38	108	2	2	150	477
05:15 PM	7	10	59	0	76	60	0	42	0	102	5	103	48	0	156	34	125	0	0	159	493
05:30 PM	22	18	45	1	86	53	4	39	1	97	2	112	38	0	152	29	116	6	3	154	489
05:45 PM	15	14	65	0	94	40	3	37	1	81	10	114	31	1	156	48	117	3	0	168	499
Total Volume	54	51	224	4	333	202	7	164	3	376	19	440	158	1	618	149	466	11	5	631	1958
% App. Total	16.2	15.3	67.3	1.2		53.7	1.9	43.6	0.8		3.1	71.2	25.6	0.2		23.6	73.9	1.7	0.8		
PHF	.614	.708	.862	.333	.886	.842	.438	.891	.750	.922	.475	.965	.823	.250	.990	.776	.932	.458	.417	.939	.981





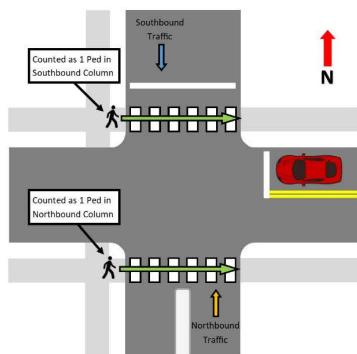
Ridgeview Data
Collection

Thornton, CO
Thornton Protected Bike Study
PM Peak
Pecos St and 88th Ave

File Name : 1 Pecos and 88th PM
Site Code : Toole
Start Date : 8/3/2024
Page No : 4

Image 1

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Appendix C.6

**Pecos Speed,
Class, Volume**

For Project: Pecos-90th to 88th NB
 Project Notes:
 Location/Name: Incoming NB
 Report Generated: 5/2/2024 12:52:19 PM
 Speed Intervals: 1 MPH
 Time Intervals: Instant
 Traffic Report From: 5/1/2024 10:00:00 AM through 5/2/2024 9:59:59 AM
 85th Percentile Speed: 40 MPH
 85th Percentile Vehicles: 7296
 Max Speed: 74 MPH on 5/1/2024 7:31:47 PM
 Total Vehicles: 8583
 AADT: 8583

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	4291	4291
AM Peak	434	434
PM Peak	931	931

Speed

Speed Limit: 35
 85th Percentile Speed: 40
 50th Percentile Speed: 36
 10 MPH Pace Interval: 31.0 MPH to 41.0 MPH
 Average Speed: 35.44

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	N/A	N/A	3561	823	N/A	N/A	N/A
% over limit	N/A	N/A	50.5	53.8	N/A	N/A	N/A
Avg Speeder	N/A	N/A	39.0	39.5	N/A	N/A	N/A
Avg Speed	N/A	N/A	35.4	35.5	N/A	N/A	N/A

Class Counts

Number	%
VEH_SM	83
VEH_MED	8238
VEH_LG	262
[VEH_SM=motorcycle,	VEH_MED = sedan,
	VEH_LG = truck]

Incoming NB Summary from Wed-May-01-2024-10:00-AM to Thu-May-02-2024-09:59-AM

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders	Avg Speed
5/1/2024 11:00:00 AM	40.0	326	384	55	39.0	55.7%	35.6
5/1/2024 12:00:00 PM	41.0	330	388	66	39.9	55.9%	36.0
5/1/2024 1:00:00 PM	41.0	347	408	52	39.5	54.4%	36.0
5/1/2024 2:00:00 PM	40.0	383	451	49	39.2	53.7%	35.6
5/1/2024 3:00:00 PM	40.0	539	634	52	39.0	49.9%	35.4
5/1/2024 4:00:00 PM	39.0	720	847	50	38.5	47.3%	35.3
5/1/2024 5:00:00 PM	39.0	713	839	57	38.9	45.3%	35.2
5/1/2024 6:00:00 PM	40.0	791	931	53	38.6	57.1%	35.8
5/1/2024 7:00:00 PM	40.0	614	722	56	39.1	48.3%	35.5
5/1/2024 8:00:00 PM	40.0	435	512	74	39.2	53.3%	35.7
5/1/2024 9:00:00 PM	39.0	327	385	52	38.7	43.1%	34.6
5/1/2024 10:00:00 PM	39.0	250	294	51	38.6	47.3%	34.7
5/1/2024 11:00:00 PM	39.0	146	172	72	40.3	39.0%	34.3
5/2/2024 12:00:00 AM	39.0	74	87	60	39.5	48.3%	35.1
5/2/2024 1:00:00 AM	39.0	38	45	48	39.4	37.8%	33.3
5/2/2024 2:00:00 AM	37.0	23	27	47	38.1	40.7%	33.0
5/2/2024 3:00:00 AM	39.0	14	16	47	40.0	31.3%	33.1
5/2/2024 4:00:00 AM	39.0	20	24	43	38.6	50.0%	30.6
5/2/2024 5:00:00 AM	38.0	15	18	44	38.4	61.1%	35.3
5/2/2024 6:00:00 AM	41.0	71	83	56	40.5	50.6%	35.6
5/2/2024 7:00:00 AM	42.0	178	210	52	39.8	59.5%	36.2
5/2/2024 8:00:00 AM	40.0	369	434	51	39.2	55.3%	35.6
5/2/2024 9:00:00 AM	40.0	321	378	51	39.4	54.2%	35.8
5/2/2024 10:00:00 AM	41.0	250	294	54	39.6	52.7%	35.4

Hour	4/29/2024 Monday 4/29/2024	to Tuesday 4/30/2024	5/5/2024 Wednesday 5/1/2024	Thursday 5/2/2024	Friday 5/3/2024	Saturday 5/4/2024	Sunday 5/5/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	45	*	*	*	45	0	38.3
1 - 2	*	*	*	27	*	*	*	27	0	37
2 - 3	*	*	*	16	*	*	*	16	0	39
3 - 4	*	*	*	24	*	*	*	24	0	39
4 - 5	*	*	*	18	*	*	*	18	0	38
5 - 6	*	*	*	83	*	*	*	83	0	41
6 - 7	*	*	*	210	*	*	*	210	0	41.4
7 - 8	*	*	*	434	*	*	*	434	0	40
8 - 9	*	*	*	378	*	*	*	378	0	40
9 - 10	*	*	*	294	*	*	*	294	0	40.4
10 - 11	*	*	384	*	*	*	*	384	0	39.6
11 - 12	*	*	388	*	*	*	*	388	0	40.7
12 - 13	*	*	408	*	*	*	*	408	0	40.3
13 - 14	*	*	451	*	*	*	*	451	0	39.7
14 - 15	*	*	634	*	*	*	*	634	0	39.3
15 - 16	*	*	847	*	*	*	*	847	0	38.7
16 - 17	*	*	839	*	*	*	*	839	0	38.8
17 - 18	*	*	931	*	*	*	*	931	0	39.2
18 - 19	*	*	722	*	*	*	*	722	0	39.4
19 - 20	*	*	512	*	*	*	*	512	0	39.7
20 - 21	*	*	385	*	*	*	*	385	0	38.5
21 - 22	*	*	294	*	*	*	*	294	0	38.7
22 - 23	*	*	172	*	*	*	*	172	0	38.9
23 - 24	*	*	87	*	*	*	*	87	0	39
Totals	0	0	7054	1529	0	0	0			
% of Total	0%	0%	82.19%	17.81%	0%	0%	0%			

Hour	May 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	45	*	*	*	45	0	38.3
1 - 2	*	*	*	27	*	*	*	27	0	37
2 - 3	*	*	*	16	*	*	*	16	0	39
3 - 4	*	*	*	24	*	*	*	24	0	39
4 - 5	*	*	*	18	*	*	*	18	0	38
5 - 6	*	*	*	83	*	*	*	83	0	41
6 - 7	*	*	*	210	*	*	*	210	0	41.4
7 - 8	*	*	*	434	*	*	*	434	0	40
8 - 9	*	*	*	378	*	*	*	378	0	40
9 - 10	*	*	*	294	*	*	*	294	0	40.4
10 - 11	*	*	384	*	*	*	*	384	0	39.6
11 - 12	*	*	388	*	*	*	*	388	0	40.7
12 - 13	*	*	408	*	*	*	*	408	0	40.3
13 - 14	*	*	451	*	*	*	*	451	0	39.7
14 - 15	*	*	634	*	*	*	*	634	0	39.3
15 - 16	*	*	847	*	*	*	*	847	0	38.7
16 - 17	*	*	839	*	*	*	*	839	0	38.8
17 - 18	*	*	931	*	*	*	*	931	0	39.2
18 - 19	*	*	722	*	*	*	*	722	0	39.4
19 - 20	*	*	512	*	*	*	*	512	0	39.7
20 - 21	*	*	385	*	*	*	*	385	0	38.5
21 - 22	*	*	294	*	*	*	*	294	0	38.7
22 - 23	*	*	172	*	*	*	*	172	0	38.9
23 - 24	*	*	87	*	*	*	*	87	0	39
Totals	0	0	7054	1529	0	0	0			
% of Total	0%	0%	82.19%	17.81%	0%	0%	0%			

Hour	4/29/2024 Monday 4/29/2024	to Tuesday 4/30/2024	5/5/2024 Wednesday 5/1/2024	Thursday 5/2/2024	Friday 5/3/2024	Saturday 5/4/2024	Sunday 5/5/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	33.29	*	*	*	33.29	*	38.3
1 - 2	*	*	*	33.04	*	*	*	33.04	*	37
2 - 3	*	*	*	33.12	*	*	*	33.12	*	39
3 - 4	*	*	*	30.62	*	*	*	30.62	*	39
4 - 5	*	*	*	35.28	*	*	*	35.28	*	38
5 - 6	*	*	*	35.63	*	*	*	35.63	*	41
6 - 7	*	*	*	36.18	*	*	*	36.18	*	41.4
7 - 8	*	*	*	35.63	*	*	*	35.63	*	40
8 - 9	*	*	*	35.76	*	*	*	35.76	*	40
9 - 10	*	*	*	35.44	*	*	*	35.44	*	40.4
10 - 11	*	*	35.64	*	*	*	*	35.64	*	39.6
11 - 12	*	*	35.99	*	*	*	*	35.99	*	40.7
12 - 13	*	*	36.01	*	*	*	*	36.01	*	40.3
13 - 14	*	*	35.65	*	*	*	*	35.65	*	39.7
14 - 15	*	*	35.41	*	*	*	*	35.41	*	39.3
15 - 16	*	*	35.25	*	*	*	*	35.25	*	38.7
16 - 17	*	*	35.16	*	*	*	*	35.16	*	38.8
17 - 18	*	*	35.83	*	*	*	*	35.83	*	39.2
18 - 19	*	*	35.46	*	*	*	*	35.46	*	39.4
19 - 20	*	*	35.75	*	*	*	*	35.75	*	39.7
20 - 21	*	*	34.58	*	*	*	*	34.58	*	38.5
21 - 22	*	*	34.72	*	*	*	*	34.72	*	38.7
22 - 23	*	*	34.26	*	*	*	*	34.26	*	38.9
23 - 24	*	*	35.08	*	*	*	*	35.08	*	39
Totals	0	0	35.4	35.5	0	0	0			
% of Total	0%	0%	49.93%	50.07%	0%	0%	0%			

Hour	May 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	33.29	*	*	*	33.29	*	38.3
1 - 2	*	*	*	33.04	*	*	*	33.04	*	37
2 - 3	*	*	*	33.12	*	*	*	33.12	*	39
3 - 4	*	*	*	30.62	*	*	*	30.62	*	39
4 - 5	*	*	*	35.28	*	*	*	35.28	*	38
5 - 6	*	*	*	35.63	*	*	*	35.63	*	41
6 - 7	*	*	*	36.18	*	*	*	36.18	*	41.4
7 - 8	*	*	*	35.63	*	*	*	35.63	*	40
8 - 9	*	*	*	35.76	*	*	*	35.76	*	40
9 - 10	*	*	*	35.44	*	*	*	35.44	*	40.4
10 - 11	*	*	35.64	*	*	*	*	35.64	*	39.6
11 - 12	*	*	35.99	*	*	*	*	35.99	*	40.7
12 - 13	*	*	36.01	*	*	*	*	36.01	*	40.3
13 - 14	*	*	35.65	*	*	*	*	35.65	*	39.7
14 - 15	*	*	35.41	*	*	*	*	35.41	*	39.3
15 - 16	*	*	35.25	*	*	*	*	35.25	*	38.7
16 - 17	*	*	35.16	*	*	*	*	35.16	*	38.8
17 - 18	*	*	35.83	*	*	*	*	35.83	*	39.2
18 - 19	*	*	35.46	*	*	*	*	35.46	*	39.4
19 - 20	*	*	35.75	*	*	*	*	35.75	*	39.7
20 - 21	*	*	34.58	*	*	*	*	34.58	*	38.5
21 - 22	*	*	34.72	*	*	*	*	34.72	*	38.7
22 - 23	*	*	34.26	*	*	*	*	34.26	*	38.9
23 - 24	*	*	35.08	*	*	*	*	35.08	*	39
Totals	0	0	35.4	35.5	0	0	0			
% of Total	0%	0%	49.93%	50.07%	0%	0%	0%			

Hour	4/29/2024 Monday 4/29/2024	to Tuesday 4/30/2024	5/5/2024 Wednesday 5/1/2024	Thursday 5/2/2024	Friday 5/3/2024	Saturday 5/4/2024	Sunday 5/5/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	38.3	*	*	*	38.3	0	38.3
1 - 2	*	*	*	37	*	*	*	37	0	37
2 - 3	*	*	*	39	*	*	*	39	0	39
3 - 4	*	*	*	39	*	*	*	39	0	39
4 - 5	*	*	*	38	*	*	*	38	0	38
5 - 6	*	*	*	41	*	*	*	41	0	41
6 - 7	*	*	*	41.4	*	*	*	41.4	0	41.4
7 - 8	*	*	*	40	*	*	*	40	0	40
8 - 9	*	*	*	40	*	*	*	40	0	40
9 - 10	*	*	*	40.4	*	*	*	40.4	0	40.4
10 - 11	*	*	39.6	*	*	*	*	39.6	0	39.6
11 - 12	*	*	40.7	*	*	*	*	40.7	0	40.7
12 - 13	*	*	40.3	*	*	*	*	40.3	0	40.3
13 - 14	*	*	39.7	*	*	*	*	39.7	0	39.7
14 - 15	*	*	39.3	*	*	*	*	39.3	0	39.3
15 - 16	*	*	38.7	*	*	*	*	38.7	0	38.7
16 - 17	*	*	38.8	*	*	*	*	38.8	0	38.8
17 - 18	*	*	39.2	*	*	*	*	39.2	0	39.2
18 - 19	*	*	39.4	*	*	*	*	39.4	0	39.4
19 - 20	*	*	39.7	*	*	*	*	39.7	0	39.7
20 - 21	*	*	38.5	*	*	*	*	38.5	0	38.5
21 - 22	*	*	38.7	*	*	*	*	38.7	0	38.7
22 - 23	*	*	38.9	*	*	*	*	38.9	0	38.9
23 - 24	*	*	39	*	*	*	*	39	0	39
Totals	0	0	550.5	394.1	0	0	0			
% of Total	0%	0%	58.28%	41.72%	0%	0%	0%			

Hour	May 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	38.3	*	*	*	38.3	0	38.3
1 - 2	*	*	*	37	*	*	*	37	0	37
2 - 3	*	*	*	39	*	*	*	39	0	39
3 - 4	*	*	*	39	*	*	*	39	0	39
4 - 5	*	*	*	38	*	*	*	38	0	38
5 - 6	*	*	*	41	*	*	*	41	0	41
6 - 7	*	*	*	41.4	*	*	*	41.4	0	41.4
7 - 8	*	*	*	40	*	*	*	40	0	40
8 - 9	*	*	*	40	*	*	*	40	0	40
9 - 10	*	*	*	40.4	*	*	*	40.4	0	40.4
10 - 11	*	*	39.6	*	*	*	*	39.6	0	39.6
11 - 12	*	*	40.7	*	*	*	*	40.7	0	40.7
12 - 13	*	*	40.3	*	*	*	*	40.3	0	40.3
13 - 14	*	*	39.7	*	*	*	*	39.7	0	39.7
14 - 15	*	*	39.3	*	*	*	*	39.3	0	39.3
15 - 16	*	*	38.7	*	*	*	*	38.7	0	38.7
16 - 17	*	*	38.8	*	*	*	*	38.8	0	38.8
17 - 18	*	*	39.2	*	*	*	*	39.2	0	39.2
18 - 19	*	*	39.4	*	*	*	*	39.4	0	39.4
19 - 20	*	*	39.7	*	*	*	*	39.7	0	39.7
20 - 21	*	*	38.5	*	*	*	*	38.5	0	38.5
21 - 22	*	*	38.7	*	*	*	*	38.7	0	38.7
22 - 23	*	*	38.9	*	*	*	*	38.9	0	38.9
23 - 24	*	*	39	*	*	*	*	39	0	39

Summary of Violators
Pecos-90th to 88th NB

from Wed-May-01-2024-10-00-AM to Thu-May-02-2024-09-59-AM

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	45	33.3	17	39.4
01:00:00	27	33.0	11	38.1
02:00:00	16	33.1	5	40.0
03:00:00	24	30.6	12	38.6
04:00:00	18	35.3	11	38.4
05:00:00	83	35.6	42	40.5
06:00:00	210	36.2	125	39.8
07:00:00	434	35.6	240	39.2
08:00:00	378	35.8	205	39.4
09:00:00	294	35.4	155	39.6
10:00:00	384	35.6	214	39.0
11:00:00	388	36.0	217	39.9
12:00:00	408	36.0	222	39.5
13:00:00	451	35.6	242	39.2
14:00:00	634	35.4	317	39.0
15:00:00	847	35.3	401	38.5
16:00:00	839	35.2	380	38.9
17:00:00	931	35.8	532	38.6
18:00:00	722	35.5	349	39.1
19:00:00	512	35.7	273	39.2
20:00:00	385	34.6	166	38.7
21:00:00	294	34.7	139	38.6
22:00:00	172	34.3	67	40.3
23:00:00	87	35.1	42	39.5

Date	Starting 15 min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to <100	Total Counts	Avg Speed (MPH)	K/Spd Speed	10MPH Pace	% in pace	# of Speders	% Speders	VEH_SM	VEH_MED	VEH_LG	
5/1/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	10:00	0	6	12	18	97	176	64	9	1	1	0	0	0	0	0	0	0	0	384	35.6	39.6	31 to 41	79.4	214	55.7	3	368	13	
5/1/2024	11:00	0	6	13	20	97	156	79	11	5	0	0	1	0	0	0	0	0	0	388	36	40.7	32 to 42	75.3	217	55.9	4	367	17	
5/1/2024	12:00	1	4	6	23	165	181	75	10	3	0	0	0	0	0	0	0	0	0	406	36	40.3	31 to 41	79.4	222	54.4	6	392	10	
5/1/2024	13:00	0	8	9	28	116	202	76	12	0	0	0	0	0	0	0	0	0	0	451	35.6	39.7	31 to 41	79.4	242	53.7	4	434	13	
5/1/2024	14:00	2	4	8	43	186	288	88	12	3	0	0	0	0	0	0	0	0	0	634	35.4	39.3	30 to 40	79.5	317	50.0	5	610	19	
5/1/2024	15:00	0	5	5	48	275	462	96	15	1	0	0	0	0	0	0	0	0	0	847	35.3	38.7	30 to 40	84.4	401	47.3	5	818	24	
5/1/2024	16:00	0	6	9	54	298	357	95	17	2	1	0	0	0	0	0	0	0	0	839	35.2	38.8	30 to 40	81.9	380	45.3	5	803	31	
5/1/2024	17:00	1	7	11	39	247	475	127	22	2	0	0	0	0	0	0	0	0	0	931	35.8	39.2	30 to 40	82.8	532	57.1	6	907	18	
5/1/2024	18:00	1	7	3	47	225	317	97	19	5	1	0	0	0	0	0	0	0	0	722	35.5	39.4	30 to 40	80.6	349	48.3	3	704	15	
5/1/2024	19:00	1	5	5	36	133	237	83	8	2	0	1	0	1	0	0	0	0	0	512	35.7	39.7	31 to 41	79.7	273	53.3	5	501	6	
5/1/2024	20:00	0	8	5	22	151	151	42	5	1	0	0	0	0	0	0	0	0	0	365	34.6	38.5	29 to 39	81.3	166	43.1	4	372	9	
5/1/2024	21:00	0	3	8	23	94	129	30	5	2	0	0	0	0	0	0	0	0	0	294	34.7	38.7	30 to 40	80.3	139	47.3	2	288	4	
5/1/2024	22:00	0	3	8	18	60	56	16	7	0	1	0	0	1	0	0	0	0	0	172	34.3	38.9	29 to 39	70.9	67	39.0	6	163	3	
5/1/2024	23:00	0	2	2	5	30	35	10	1	1	0	1	0	0	0	0	0	0	0	67	35.5	39 to 39	75.9	42	48.3	4	62	1		
24 Hr Summary		8	74	104	424	2114	3162	978	153	28	4	2	1	2	0	0	0	0	0	7054	35.4	40	31 to 41	79.9	3561	50.5	62	6809	183	

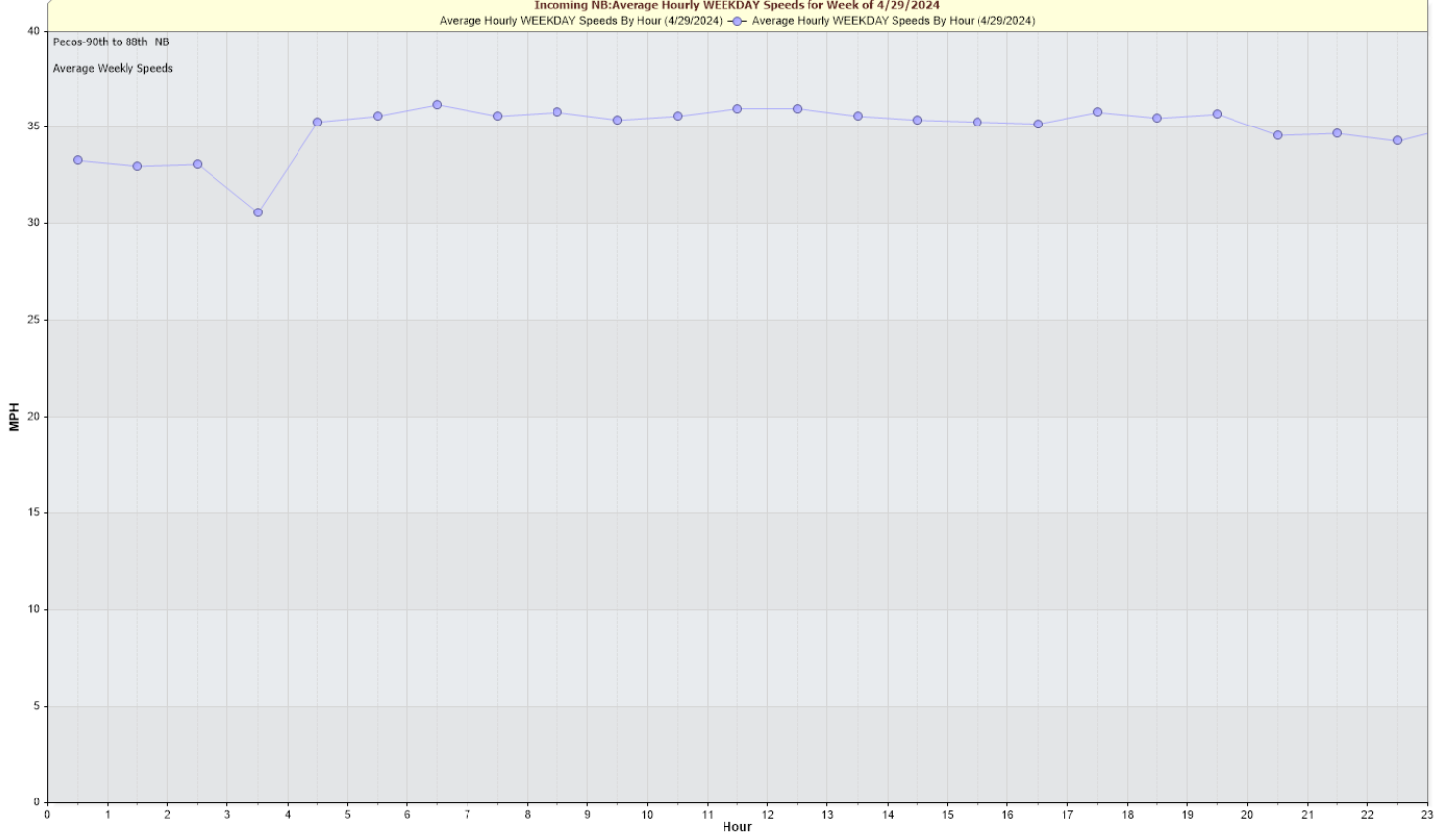
Incoming NB: Average Hourly Volume for Week of 4/29/2024
Average Counts By Hour (4/29/2024)



Incoming NB: Average Hourly WEEKDAY Speeds for Week of 4/29/2024

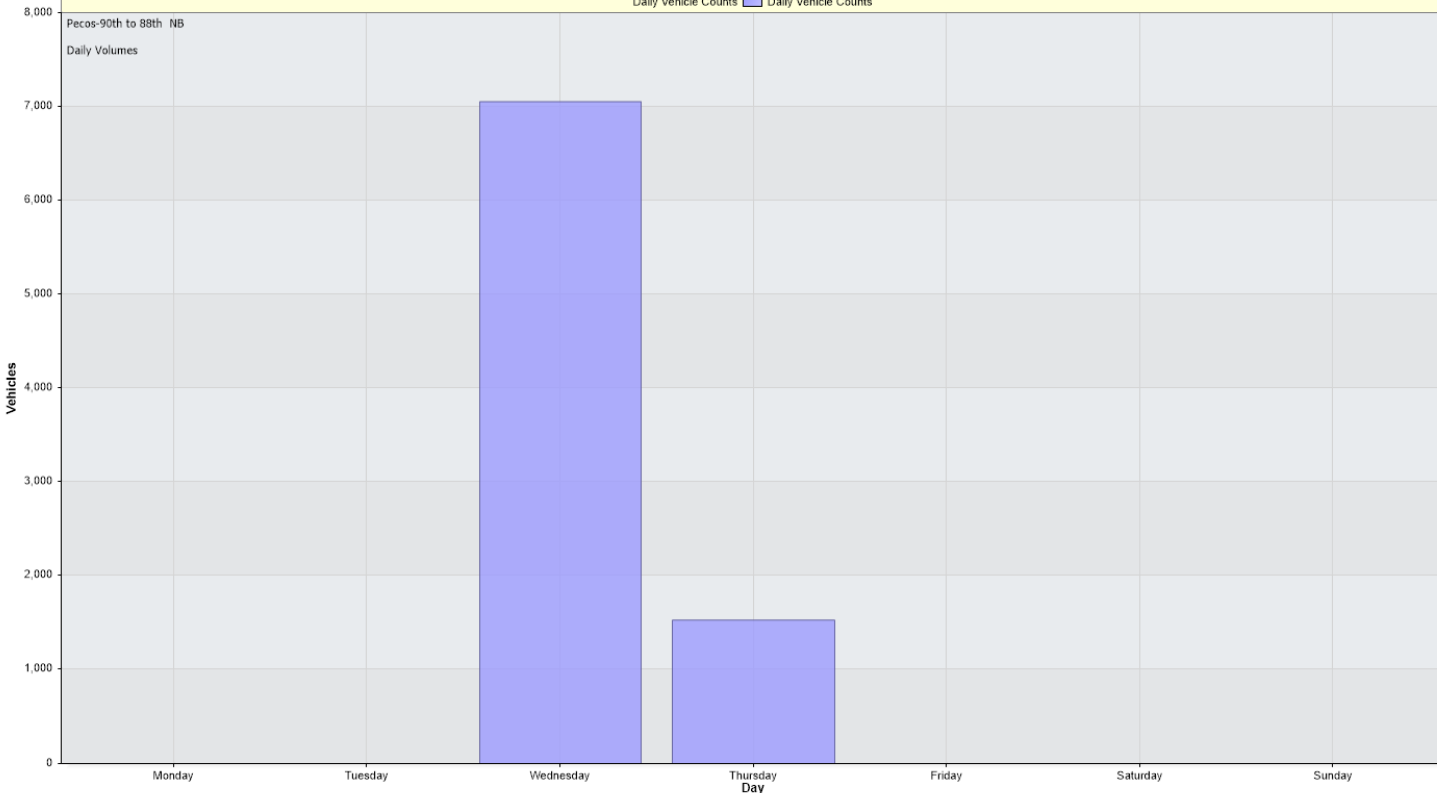
Average Hourly WEEKDAY Speeds By Hour (4/29/2024) - Average Hourly WEEKDAY Speeds By Hour (4/29/2024)

Pecos-90th to 88th NB
Average Weekly Speeds



Incoming NB: Daily Volume for Week of 4/29/2024

Daily Vehicle Counts



For Project: Pecos St-90th Ave to 88th Ave SB

Project Notes:

Location/Name: Incoming SB

Report Generated: 5/2/2024 12:49:15 PM

Speed Intervals 1 MPH

Time Intervals Instant

Traffic Report From 5/1/2024 10:00:00 AM through 5/2/2024 9:59:59 AM

85th Percentile Speed 44 MPH

85th Percentile Vehicles 6845

Max Speed 79 MPH on 5/1/2024 7:39:12 PM

Total Vehicles 8053

AADT: 8053

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	4026	4026
AM Peak	811	811
PM Peak	615	615

Speed

Speed Limit: 35
 85th Percentile Speed: 44
 50th Percentile Speed: 39
 10 MPH Pace Interval: 34.0 MPH to 44.0 MPH
 Average Speed: 38.96

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	N/A	N/A	4121	2106	N/A	N/A	N/A
% over limit	N/A	N/A	76.1	79.9	N/A	N/A	N/A
Avg Speeder	N/A	N/A	40.8	41.2	N/A	N/A	N/A
Avg Speed	N/A	N/A	38.7	39.4	N/A	N/A	N/A

Class Counts

Number	%
VEH_SM	7
VEH_MED	7607
VEH_LG	439
[VEH_SM=motorcycle,	VEH_MED = sedan,
	VEH_LG = truck]

Incoming SB Summary
 Pecos St-90th Ave to 88th Ave SB

from Wed-May-01-2024-10:00-AM to Thu-May-02-2024-09:59-AM

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders	Avg Speed
5/1/2024 11:00:00 AM	45.0	302	355	58	41.5	75.8%	39.4
5/1/2024 12:00:00 PM	44.0	303	357	57	40.9	79.0%	38.9
5/1/2024 1:00:00 PM	45.0	319	375	60	41.3	78.4%	39.5
5/1/2024 2:00:00 PM	44.0	314	370	60	41.3	77.3%	39.3
5/1/2024 3:00:00 PM	43.0	420	494	57	40.4	79.1%	38.6
5/1/2024 4:00:00 PM	44.0	523	615	57	40.8	77.4%	38.9
5/1/2024 5:00:00 PM	44.0	474	558	54	40.9	81.2%	39.3
5/1/2024 6:00:00 PM	43.0	505	594	54	40.6	76.4%	38.7
5/1/2024 7:00:00 PM	43.0	405	477	59	40.6	77.6%	38.8
5/1/2024 8:00:00 PM	43.0	367	432	79	40.8	74.4%	38.8
5/1/2024 9:00:00 PM	42.0	293	345	51	40.1	66.4%	37.6
5/1/2024 10:00:00 PM	42.0	203	239	61	40.0	68.6%	37.4
5/1/2024 11:00:00 PM	41.0	120	141	70	39.9	67.6%	37.2
5/2/2024 12:00:00 AM	42.0	54	64	50	40.4	54.7%	36.6
5/2/2024 1:00:00 AM	43.0	38	45	48	40.4	60.0%	36.9
5/2/2024 2:00:00 AM	39.0	19	22	54	40.2	59.1%	37.0
5/2/2024 3:00:00 AM	42.0	14	16	50	40.6	62.5%	38.0
5/2/2024 4:00:00 AM	43.0	24	28	50	41.4	57.1%	37.7
5/2/2024 5:00:00 AM	43.0	60	70	52	41.3	58.6%	37.0
5/2/2024 6:00:00 AM	44.0	207	244	65	41.4	73.0%	38.8
5/2/2024 7:00:00 AM	45.0	484	569	58	41.4	80.1%	39.5
5/2/2024 8:00:00 AM	45.0	689	811	54	41.3	84.3%	40.0
5/2/2024 9:00:00 AM	44.0	439	517	60	40.9	82.2%	39.5
5/2/2024 10:00:00 AM	44.0	268	315	57	40.9	81.3%	39.4

Hour	4/29/2024 Monday 4/29/2024	to Tuesday 4/30/2024	5/5/2024 Wednesday 5/1/2024	Thursday 5/2/2024	Friday 5/3/2024	Saturday 5/4/2024	Sunday 5/5/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	45	*	*	*	45	0	42.3
1 - 2	*	*	*	22	*	*	*	22	0	39
2 - 3	*	*	*	16	*	*	*	16	0	42
3 - 4	*	*	*	28	*	*	*	28	0	42.5
4 - 5	*	*	*	70	*	*	*	70	0	42.8
5 - 6	*	*	*	244	*	*	*	244	0	43.8
6 - 7	*	*	*	569	*	*	*	569	0	44
7 - 8	*	*	*	811	*	*	*	811	0	44.1
8 - 9	*	*	*	517	*	*	*	517	0	43.2
9 - 10	*	*	*	315	*	*	*	315	0	43.8
10 - 11	*	*	355	*	*	*	*	355	0	44.2
11 - 12	*	*	357	*	*	*	*	357	0	43
12 - 13	*	*	375	*	*	*	*	375	0	44.2
13 - 14	*	*	370	*	*	*	*	370	0	44
14 - 15	*	*	494	*	*	*	*	494	0	42.8
15 - 16	*	*	615	*	*	*	*	615	0	43.7
16 - 17	*	*	558	*	*	*	*	558	0	43.8
17 - 18	*	*	594	*	*	*	*	594	0	42.8
18 - 19	*	*	477	*	*	*	*	477	0	42.9
19 - 20	*	*	432	*	*	*	*	432	0	43
20 - 21	*	*	345	*	*	*	*	345	0	41.9
21 - 22	*	*	239	*	*	*	*	239	0	41.7
22 - 23	*	*	141	*	*	*	*	141	0	40.6
23 - 24	*	*	64	*	*	*	*	64	0	42
Totals	0	0	5416	2637	0	0	0			
% of Total	0%	0%	67.25%	32.75%	0%	0%	0%			

Hour	May 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	45	*	*	*	45	0	42.3
1 - 2	*	*	*	22	*	*	*	22	0	39
2 - 3	*	*	*	16	*	*	*	16	0	42
3 - 4	*	*	*	28	*	*	*	28	0	42.5
4 - 5	*	*	*	70	*	*	*	70	0	42.8
5 - 6	*	*	*	244	*	*	*	244	0	43.8
6 - 7	*	*	*	569	*	*	*	569	0	44
7 - 8	*	*	*	811	*	*	*	811	0	44.1
8 - 9	*	*	*	517	*	*	*	517	0	43.2
9 - 10	*	*	*	315	*	*	*	315	0	43.8
10 - 11	*	*	355	*	*	*	*	355	0	44.2
11 - 12	*	*	357	*	*	*	*	357	0	43
12 - 13	*	*	375	*	*	*	*	375	0	44.2
13 - 14	*	*	370	*	*	*	*	370	0	44
14 - 15	*	*	494	*	*	*	*	494	0	42.8
15 - 16	*	*	615	*	*	*	*	615	0	43.7
16 - 17	*	*	558	*	*	*	*	558	0	43.8
17 - 18	*	*	594	*	*	*	*	594	0	42.8
18 - 19	*	*	477	*	*	*	*	477	0	42.9
19 - 20	*	*	432	*	*	*	*	432	0	43
20 - 21	*	*	345	*	*	*	*	345	0	41.9
21 - 22	*	*	239	*	*	*	*	239	0	41.7
22 - 23	*	*	141	*	*	*	*	141	0	40.6
23 - 24	*	*	64	*	*	*	*	64	0	42
Totals	0	0	5416	2637	0	0	0			
% of Total	0%	0%	67.25%	32.75%	0%	0%	0%			

Hour	4/29/2024 Monday 4/29/2024	to Tuesday 4/30/2024	5/5/2024 Wednesday 5/1/2024	Thursday 5/2/2024	Friday 5/3/2024	Saturday 5/4/2024	Sunday 5/5/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	36.91	*	*	*	36.91	*	42.3
1 - 2	*	*	*	37.05	*	*	*	37.05	*	39
2 - 3	*	*	*	38	*	*	*	38	*	42
3 - 4	*	*	*	37.68	*	*	*	37.68	*	42.5
4 - 5	*	*	*	36.97	*	*	*	36.97	*	42.8
5 - 6	*	*	*	38.77	*	*	*	38.77	*	43.8
6 - 7	*	*	*	39.5	*	*	*	39.5	*	44
7 - 8	*	*	*	39.99	*	*	*	39.99	*	44.1
8 - 9	*	*	*	39.52	*	*	*	39.52	*	43.2
9 - 10	*	*	*	39.38	*	*	*	39.38	*	43.8
10 - 11	*	*	39.32	*	*	*	*	39.32	*	44.2
11 - 12	*	*	38.91	*	*	*	*	38.91	*	43
12 - 13	*	*	39.5	*	*	*	*	39.5	*	44.2
13 - 14	*	*	39.32	*	*	*	*	39.32	*	44
14 - 15	*	*	38.6	*	*	*	*	38.6	*	42.8
15 - 16	*	*	38.91	*	*	*	*	38.91	*	43.7
16 - 17	*	*	39.26	*	*	*	*	39.26	*	43.8
17 - 18	*	*	38.66	*	*	*	*	38.66	*	42.8
18 - 19	*	*	38.79	*	*	*	*	38.79	*	42.9
19 - 20	*	*	38.78	*	*	*	*	38.78	*	43
20 - 21	*	*	37.61	*	*	*	*	37.61	*	41.9
21 - 22	*	*	37.36	*	*	*	*	37.36	*	41.7
22 - 23	*	*	37.16	*	*	*	*	37.16	*	40.6
23 - 24	*	*	36.58	*	*	*	*	36.58	*	42
Totals	0	0	38.7	39.4	0	0	0			
% of Total	0%	0%	49.55%	50.45%	0%	0%	0%			

Hour	May 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	36.91	*	*	*	36.91	*	42.3
1 - 2	*	*	*	37.05	*	*	*	37.05	*	39
2 - 3	*	*	*	38	*	*	*	38	*	42
3 - 4	*	*	*	37.68	*	*	*	37.68	*	42.5
4 - 5	*	*	*	36.97	*	*	*	36.97	*	42.8
5 - 6	*	*	*	38.77	*	*	*	38.77	*	43.8
6 - 7	*	*	*	39.5	*	*	*	39.5	*	44
7 - 8	*	*	*	39.99	*	*	*	39.99	*	44.1
8 - 9	*	*	*	39.52	*	*	*	39.52	*	43.2
9 - 10	*	*	*	39.38	*	*	*	39.38	*	43.8
10 - 11	*	*	39.32	*	*	*	*	39.32	*	44.2
11 - 12	*	*	38.91	*	*	*	*	38.91	*	43
12 - 13	*	*	39.5	*	*	*	*	39.5	*	44.2
13 - 14	*	*	39.32	*	*	*	*	39.32	*	44
14 - 15	*	*	38.6	*	*	*	*	38.6	*	42.8
15 - 16	*	*	38.91	*	*	*	*	38.91	*	43.7
16 - 17	*	*	39.26	*	*	*	*	39.26	*	43.8
17 - 18	*	*	38.66	*	*	*	*	38.66	*	42.8
18 - 19	*	*	38.79	*	*	*	*	38.79	*	42.9
19 - 20	*	*	38.78	*	*	*	*	38.78	*	43
20 - 21	*	*	37.61	*	*	*	*	37.61	*	41.9
21 - 22	*	*	37.36	*	*	*	*	37.36	*	41.7
22 - 23	*	*	37.16	*	*	*	*	37.16	*	40.6
23 - 24	*	*	36.58	*	*	*	*	36.58	*	42
Totals	0	0	38.7	39.4	0	0	0			
% of Total	0%	0%	49.55%	50.45%	0%	0%	0%			

Hour	4/29/2024 Monday 4/29/2024	to Tuesday 4/30/2024	5/5/2024 Wednesday 5/1/2024	Thursday 5/2/2024	Friday 5/3/2024	Saturday 5/4/2024	Sunday 5/5/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	42.3	*	*	*	42.3	0	42.3
1 - 2	*	*	*	39	*	*	*	39	0	39
2 - 3	*	*	*	42	*	*	*	42	0	42
3 - 4	*	*	*	42.5	*	*	*	42.5	0	42.5
4 - 5	*	*	*	42.8	*	*	*	42.8	0	42.8
5 - 6	*	*	*	43.8	*	*	*	43.8	0	43.8
6 - 7	*	*	*	44	*	*	*	44	0	44
7 - 8	*	*	*	44.1	*	*	*	44.1	0	44.1
8 - 9	*	*	*	43.2	*	*	*	43.2	0	43.2
9 - 10	*	*	*	43.8	*	*	*	43.8	0	43.8
10 - 11	*	*	44.2	*	*	*	*	44.2	0	44.2
11 - 12	*	*	43	*	*	*	*	43	0	43
12 - 13	*	*	44.2	*	*	*	*	44.2	0	44.2
13 - 14	*	*	44	*	*	*	*	44	0	44
14 - 15	*	*	42.8	*	*	*	*	42.8	0	42.8
15 - 16	*	*	43.7	*	*	*	*	43.7	0	43.7
16 - 17	*	*	43.8	*	*	*	*	43.8	0	43.8
17 - 18	*	*	42.8	*	*	*	*	42.8	0	42.8
18 - 19	*	*	42.9	*	*	*	*	42.9	0	42.9
19 - 20	*	*	43	*	*	*	*	43	0	43
20 - 21	*	*	41.9	*	*	*	*	41.9	0	41.9
21 - 22	*	*	41.7	*	*	*	*	41.7	0	41.7
22 - 23	*	*	40.6	*	*	*	*	40.6	0	40.6
23 - 24	*	*	42	*	*	*	*	42	0	42
Totals	0	0	600.6	427.5	0	0	0			
% of Total	0%	0%	58.42%	41.58%	0%	0%	0%			

Hour	May 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	42.3	*	*	*	42.3	0	42.3
1 - 2	*	*	*	39	*	*	*	39	0	39
2 - 3	*	*	*	42	*	*	*	42	0	42
3 - 4	*	*	*	42.5	*	*	*	42.5	0	42.5
4 - 5	*	*	*	42.8	*	*	*	42.8	0	42.8
5 - 6	*	*	*	43.8	*	*	*	43.8	0	43.8
6 - 7	*	*	*	44	*	*	*	44	0	44
7 - 8	*	*	*	44.1	*	*	*	44.1	0	44.1
8 - 9	*	*	*	43.2	*	*	*	43.2	0	43.2
9 - 10	*	*	*	43.8	*	*	*	43.8	0	43.8
10 - 11	*	*	44.2	*	*	*	*	44.2	0	44.2
11 - 12	*	*	43	*	*	*	*	43	0	43
12 - 13	*	*	44.2	*	*	*	*	44.2	0	44.2
13 - 14	*	*	44	*	*	*	*	44	0	44
14 - 15	*	*	42.8	*	*	*	*	42.8	0	42.8
15 - 16	*	*	43.7	*	*	*	*	43.7	0	43.7
16 - 17	*	*	43.8	*	*	*	*	43.8	0	43.8
17 - 18	*	*	42.8	*	*	*	*	42.8	0	42.8
18 - 19	*	*	42.9	*	*	*	*	42.9	0	42.9
19 - 20	*	*	43	*	*	*	*	43	0	43
20 - 21	*	*	41.9	*	*	*	*	41.9	0	41.9
21 - 22	*	*	41.7	*	*	*	*	41.7	0	41.7
22 - 23	*	*	40.6	*	*	*	*	40.6	0	40.6
23 - 24	*	*	42	*	*	*	*	42	0	42

Summary of Violators

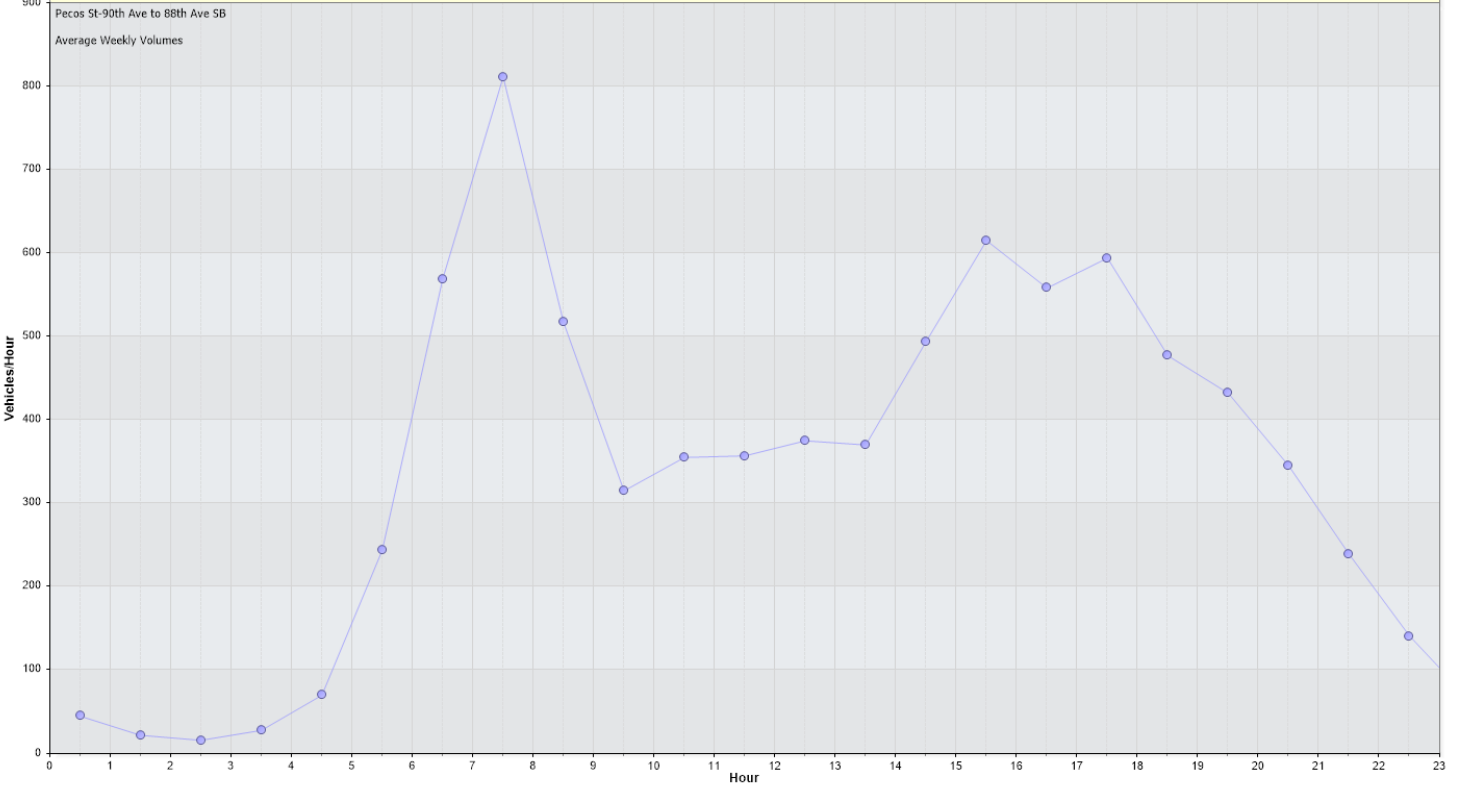
Pecos St-90th Ave to 88th Ave SB

from Wed-May-01-2024-10-00-AM to Thu-May-02-2024-09-59-AM

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	45	36.9	27	40.4
01:00:00	22	37.0	13	40.2
02:00:00	16	38.0	10	40.6
03:00:00	28	37.7	16	41.4
04:00:00	70	37.0	41	41.3
05:00:00	244	38.8	178	41.4
06:00:00	569	39.5	456	41.4
07:00:00	811	40.0	684	41.3
08:00:00	517	39.5	425	40.9
09:00:00	315	39.4	256	40.9
10:00:00	355	39.3	269	41.5
11:00:00	357	38.9	282	40.9
12:00:00	375	39.5	294	41.3
13:00:00	370	39.3	286	41.3
14:00:00	494	38.6	391	40.4
15:00:00	615	38.9	476	40.8
16:00:00	558	39.3	453	40.9
17:00:00	594	38.7	454	40.6
18:00:00	477	38.8	370	40.6
19:00:00	432	38.8	322	40.8
20:00:00	345	37.6	229	40.1
21:00:00	239	37.4	164	40.0
22:00:00	141	37.2	96	39.9
23:00:00	64	36.6	35	40.4

Date	Starting 10 mins	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to <100	Total Counts	Avg Speed (MPH)	K/Spd	10MPH Pace	% in pace	# of Spenders	% Spenders	VEH_SM	VEH_MED	VEH_LG
5/1/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5/1/2024	10:00	0	0	0	11	49	120	119	46	7	3	0	0	0	0	0	0	0	0	355	39.3	44.2	35 to 45	73.0	269	75.8	0	331	24
5/1/2024	11:00	2	1	2	8	49	132	128	27	6	2	0	0	0	0	0	0	0	0	337	38.9	43	34 to 44	77.6	282	79.9	1	334	22
5/1/2024	12:00	0	0	0	4	53	134	124	48	10	1	1	0	0	0	0	0	0	0	335	39.5	44.2	33 to 45	73.9	294	78.4	0	335	20
5/1/2024	13:00	0	0	1	7	53	135	118	46	7	2	1	0	0	0	0	0	0	0	370	39.3	44	33 to 43	73.2	286	77.3	1	349	20
5/1/2024	14:00	0	1	4	21	51	207	164	37	3	2	0	0	0	0	0	0	0	0	494	38.6	42.8	34 to 44	79.6	391	79.1	1	463	30
5/1/2024	15:00	0	0	5	11	88	246	185	66	11	1	0	0	0	0	0	0	0	0	615	39.9	43.7	34 to 44	76.1	476	77.4	0	584	31
5/1/2024	16:00	0	1	4	12	58	218	186	67	12	0	0	0	0	0	0	0	0	0	538	39.3	43.8	34 to 44	76.3	453	81.2	1	525	32
5/1/2024	17:00	0	1	2	17	82	246	187	49	10	0	0	0	0	0	0	0	0	0	594	38.7	42.8	34 to 44	77.0	454	76.4	0	566	28
5/1/2024	18:00	0	1	0	10	65	210	142	37	9	3	0	0	0	0	0	0	0	0	427	38.8	42.9	33 to 43	77.4	370	77.6	0	452	25
5/1/2024	19:00	0	1	0	11	62	180	130	39	6	2	0	0	0	1	0	0	0	0	432	38.8	43	33 to 43	77.3	322	74.5	0	408	24
5/1/2024	20:00	0	0	1	12	73	152	79	24	4	0	0	0	0	0	0	0	0	0	345	37.6	41.9	33 to 43	77.4	229	66.4	0	334	11
5/1/2024	21:00	1	0	2	14	46	99	60	15	0	1	1	0	0	0	0	0	0	0	239	41.7	32 to 42	74.1	164	68.6	0	227	12	
5/1/2024	22:00	0	1	0	9	25	70	28	5	1	0	0	1	1	0	0	0	0	0	141	37.2	40.6	31 to 41	77.3	96	68.1	0	137	4
5/1/2024	23:00	0	0	1	4	15	26	14	3	1	0	0	0	0	0	0	0	0	0	64	36.6	42	31 to 41	78.3	35	54.7	0	61	3
24 Hr Summary		3	7	22	151	769	2175	1664	589	93	17	3	1	1	1	0	0	0	0	5416	38.7	44	34 to 44	75.5	4121	76.1	4	5126	286

Incoming SB: Average Hourly Volume for Week of 4/29/2024
Average Counts By Hour (4/29/2024)

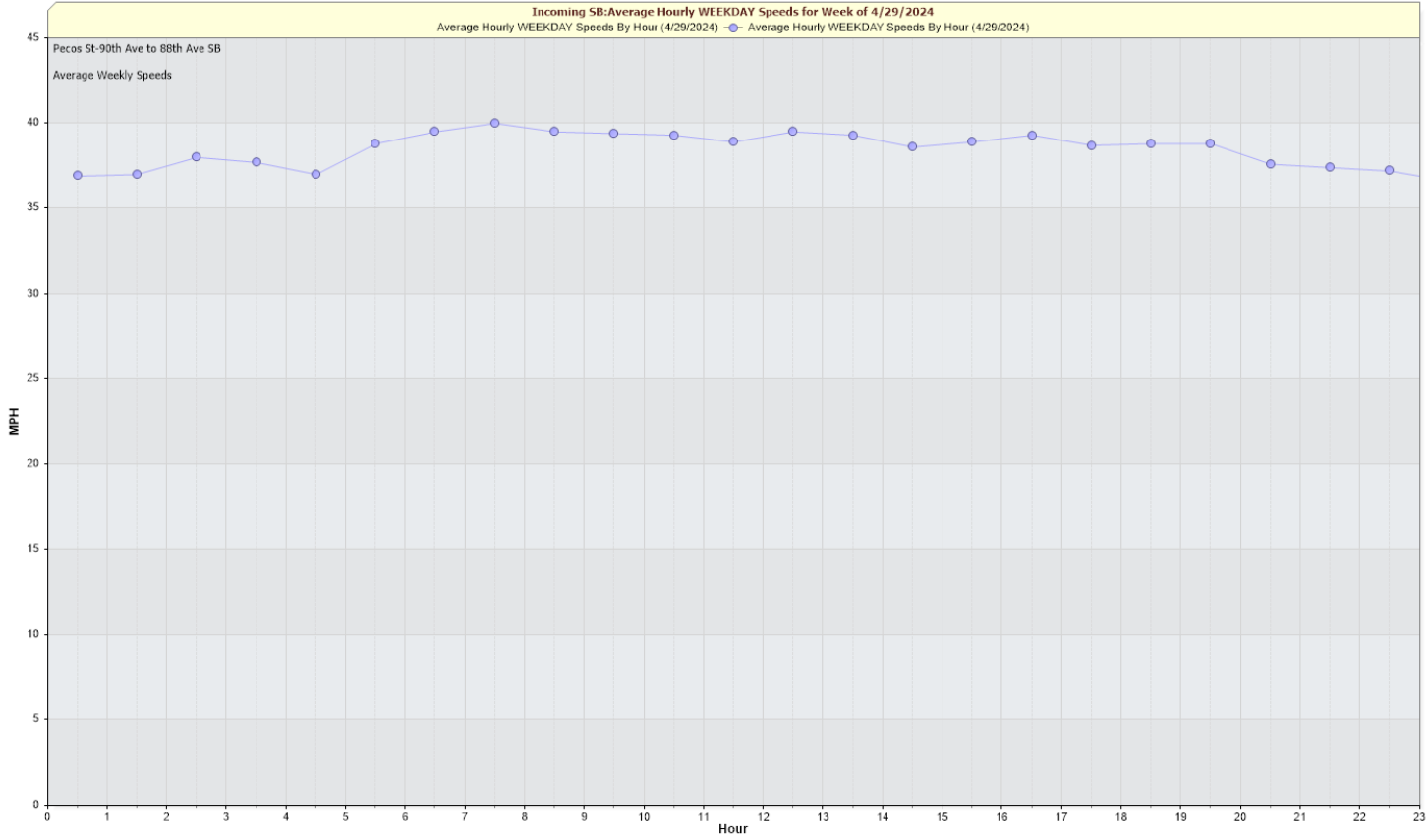


Incoming SB: Average Hourly WEEKDAY Speeds for Week of 4/29/2024

Average Hourly WEEKDAY Speeds By Hour (4/29/2024) — Average Hourly WEEKDAY Speeds By Hour (4/29/2024)

Pecos St-90th Ave to 88th Ave SB

Average Weekly Speeds



Incoming SB: Daily Volume for Week of 4/29/2024

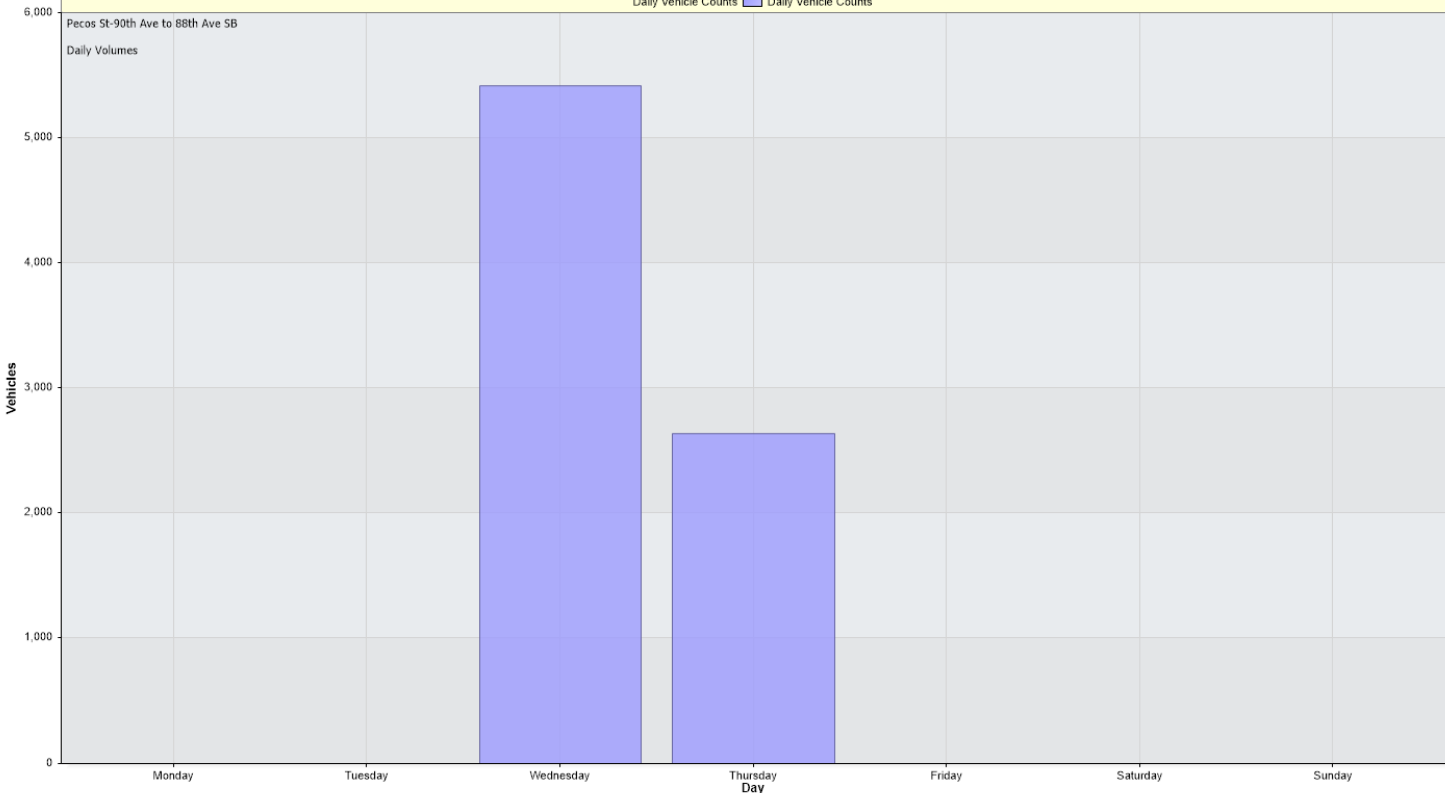
Daily Vehicle Counts



Daily Vehicle Counts

Pecos St-90th Ave to 88th Ave SB

Daily Volumes



For Project: Pecos-Milky Way to 85th Ave NB

Project Notes:

Location/Name: Incoming NB

Report Generated: 5/2/2024 12:58:56 PM

Speed Intervals 1 MPH

Time Intervals Instant

Traffic Report From 5/1/2024 10:00:00 AM through 5/2/2024 9:59:59 AM

85th Percentile Speed 44 MPH

85th Percentile Vehicles 8991

Max Speed 75 MPH on 5/2/2024 8:42:59 AM

Total Vehicles 10578

AADT: 10578

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	5289	5289
AM Peak	7:00 AM 501	501
PM Peak	3:00 PM 1205	1205

Speed

Speed Limit: 35
 85th Percentile Speed: 44
 50th Percentile Speed: 40
 10 MPH Pace Interval: 35.0 MPH to 45.0 MPH
 Average Speed: 40.23

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	N/A	N/A	7673	1583	N/A	N/A	N/A
% over limit	N/A	N/A	87.4	87.9	N/A	N/A	N/A
Avg Speeder	N/A	N/A	41.1	42.0	N/A	N/A	N/A
Avg Speed	N/A	N/A	40.1	40.8	N/A	N/A	N/A

Class Counts

Number	%
VEH_SM 9	0.1
VEH_MED 10325	97.6
VEH_LG 244	2.3
[VEH_SM=motorcycle, VEH_MED = sedan, VEH_LG = truck]	

Incoming NB Summary
 Pecos-Milky Way to 85th Ave NB

from Wed-May-01-2024-10:00-AM to Thu-May-02-2024-09:59-AM

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders	Avg Speed
5/1/2024 11:00:00 AM	44.0	387	455	57	41.2	87.5%	40.1
5/1/2024 12:00:00 PM	45.0	394	464	73	41.7	86.7%	40.5
5/1/2024 1:00:00 PM	45.0	412	485	59	41.8	89.1%	40.8
5/1/2024 2:00:00 PM	44.0	461	542	57	41.1	86.5%	39.9
5/1/2024 3:00:00 PM	44.0	677	797	53	40.9	90.1%	40.1
5/1/2024 4:00:00 PM	43.0	1024	1205	56	40.3	84.2%	39.2
5/1/2024 5:00:00 PM	44.0	944	1111	60	41.3	89.6%	40.4
5/1/2024 6:00:00 PM	44.0	1012	1190	64	41.1	90.2%	40.3
5/1/2024 7:00:00 PM	45.0	740	871	67	41.5	88.9%	40.5
5/1/2024 8:00:00 PM	45.0	493	580	64	41.7	89.5%	40.8
5/1/2024 9:00:00 PM	43.0	377	444	58	40.7	80.6%	39.2
5/1/2024 10:00:00 PM	44.0	282	332	55	41.1	84.3%	39.9
5/1/2024 11:00:00 PM	44.0	169	199	66	41.0	75.9%	39.0
5/2/2024 12:00:00 AM	44.0	87	102	68	40.8	86.3%	39.8
5/2/2024 1:00:00 AM	43.0	42	50	47	41.1	70.0%	38.0
5/2/2024 2:00:00 AM	41.0	25	29	49	39.7	86.2%	39.0
5/2/2024 3:00:00 AM	46.0	19	22	53	42.0	90.9%	41.2
5/2/2024 4:00:00 AM	43.0	18	21	45	41.4	66.7%	37.6
5/2/2024 5:00:00 AM	48.0	24	28	52	43.0	75.0%	40.4
5/2/2024 6:00:00 AM	47.0	88	103	54	42.7	86.4%	41.5
5/2/2024 7:00:00 AM	47.0	190	223	60	43.3	93.7%	42.6
5/2/2024 8:00:00 AM	45.0	425	500	57	42.0	89.6%	41.0
5/2/2024 9:00:00 AM	45.0	393	462	75	41.6	85.9%	40.4
5/2/2024 10:00:00 AM	45.0	309	363	66	41.6	89.5%	40.7

Hour	4/29/2024 Monday 4/29/2024	to Tuesday 4/30/2024	5/5/2024 Wednesday 5/1/2024	Thursday 5/2/2024	Friday 5/3/2024	Saturday 5/4/2024	Sunday 5/5/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	50	*	*	*	50	0	42.8
1 - 2	*	*	*	29	*	*	*	29	0	41
2 - 3	*	*	*	22	*	*	*	22	0	46
3 - 4	*	*	*	21	*	*	*	21	0	43
4 - 5	*	*	*	28	*	*	*	28	0	47.5
5 - 6	*	*	*	103	*	*	*	103	0	47
6 - 7	*	*	*	223	*	*	*	223	0	46.7
7 - 8	*	*	*	500	*	*	*	500	0	44.8
8 - 9	*	*	*	462	*	*	*	462	0	44.8
9 - 10	*	*	*	363	*	*	*	363	0	44.6
10 - 11	*	*	455	*	*	*	*	455	0	43.7
11 - 12	*	*	464	*	*	*	*	464	0	44.2
12 - 13	*	*	485	*	*	*	*	485	0	44.5
13 - 14	*	*	542	*	*	*	*	542	0	43.5
14 - 15	*	*	797	*	*	*	*	797	0	43.2
15 - 16	*	*	1205	*	*	*	*	1205	0	42.6
16 - 17	*	*	1111	*	*	*	*	1111	0	43.8
17 - 18	*	*	1190	*	*	*	*	1190	0	43.5
18 - 19	*	*	871	*	*	*	*	871	0	44.5
19 - 20	*	*	580	*	*	*	*	580	0	44.4
20 - 21	*	*	444	*	*	*	*	444	0	43
21 - 22	*	*	332	*	*	*	*	332	0	43.6
22 - 23	*	*	199	*	*	*	*	199	0	43.4
23 - 24	*	*	102	*	*	*	*	102	0	43.3
Totals	0	0	8777	1801	0	0	0			
% of Total	0%	0%	82.97%	17.03%	0%	0%	0%			

Hour	May 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	50	*	*	*	50	0	42.8
1 - 2	*	*	*	29	*	*	*	29	0	41
2 - 3	*	*	*	22	*	*	*	22	0	46
3 - 4	*	*	*	21	*	*	*	21	0	43
4 - 5	*	*	*	28	*	*	*	28	0	47.5
5 - 6	*	*	*	103	*	*	*	103	0	47
6 - 7	*	*	*	223	*	*	*	223	0	46.7
7 - 8	*	*	*	500	*	*	*	500	0	44.8
8 - 9	*	*	*	462	*	*	*	462	0	44.8
9 - 10	*	*	*	363	*	*	*	363	0	44.6
10 - 11	*	*	455	*	*	*	*	455	0	43.7
11 - 12	*	*	464	*	*	*	*	464	0	44.2
12 - 13	*	*	485	*	*	*	*	485	0	44.5
13 - 14	*	*	542	*	*	*	*	542	0	43.5
14 - 15	*	*	797	*	*	*	*	797	0	43.2
15 - 16	*	*	1205	*	*	*	*	1205	0	42.6
16 - 17	*	*	1111	*	*	*	*	1111	0	43.8
17 - 18	*	*	1190	*	*	*	*	1190	0	43.5
18 - 19	*	*	871	*	*	*	*	871	0	44.5
19 - 20	*	*	580	*	*	*	*	580	0	44.4
20 - 21	*	*	444	*	*	*	*	444	0	43
21 - 22	*	*	332	*	*	*	*	332	0	43.6
22 - 23	*	*	199	*	*	*	*	199	0	43.4
23 - 24	*	*	102	*	*	*	*	102	0	43.3
Totals	0	0	8777	1801	0	0	0			
% of Total	0%	0%	82.97%	17.03%	0%	0%	0%			

Hour	4/29/2024 Monday 4/29/2024	to Tuesday 4/30/2024	5/5/2024 Wednesday 5/1/2024	Thursday 5/2/2024	Friday 5/3/2024	Saturday 5/4/2024	Sunday 5/5/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	37.98	*	*	*	37.98	*	42.8
1 - 2	*	*	*	38.97	*	*	*	38.97	*	41
2 - 3	*	*	*	41.18	*	*	*	41.18	*	46
3 - 4	*	*	*	37.62	*	*	*	37.62	*	43
4 - 5	*	*	*	40.39	*	*	*	40.39	*	47.5
5 - 6	*	*	*	41.5	*	*	*	41.5	*	47
6 - 7	*	*	*	42.59	*	*	*	42.59	*	46.7
7 - 8	*	*	*	41.02	*	*	*	41.02	*	44.8
8 - 9	*	*	*	40.38	*	*	*	40.38	*	44.8
9 - 10	*	*	*	40.68	*	*	*	40.68	*	44.6
10 - 11	*	*	40.15	*	*	*	*	40.15	*	43.7
11 - 12	*	*	40.55	*	*	*	*	40.55	*	44.2
12 - 13	*	*	40.8	*	*	*	*	40.8	*	44.5
13 - 14	*	*	39.94	*	*	*	*	39.94	*	43.5
14 - 15	*	*	40.08	*	*	*	*	40.08	*	43.2
15 - 16	*	*	39.21	*	*	*	*	39.21	*	42.6
16 - 17	*	*	40.39	*	*	*	*	40.39	*	43.8
17 - 18	*	*	40.34	*	*	*	*	40.34	*	43.5
18 - 19	*	*	40.55	*	*	*	*	40.55	*	44.5
19 - 20	*	*	40.77	*	*	*	*	40.77	*	44.4
20 - 21	*	*	39.25	*	*	*	*	39.25	*	43
21 - 22	*	*	39.87	*	*	*	*	39.87	*	43.6
22 - 23	*	*	38.96	*	*	*	*	38.96	*	43.4
23 - 24	*	*	39.78	*	*	*	*	39.78	*	43.3
Totals	0	0	40.1	40.9	0	0	0			
% of Total	0%	0%	49.51%	50.49%	0%	0%	0%			

Hour	May 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	37.98	*	*	*	37.98	*	42.8
1 - 2	*	*	*	38.97	*	*	*	38.97	*	41
2 - 3	*	*	*	41.18	*	*	*	41.18	*	46
3 - 4	*	*	*	37.62	*	*	*	37.62	*	43
4 - 5	*	*	*	40.39	*	*	*	40.39	*	47.5
5 - 6	*	*	*	41.5	*	*	*	41.5	*	47
6 - 7	*	*	*	42.59	*	*	*	42.59	*	46.7
7 - 8	*	*	*	41.02	*	*	*	41.02	*	44.8
8 - 9	*	*	*	40.38	*	*	*	40.38	*	44.8
9 - 10	*	*	*	40.68	*	*	*	40.68	*	44.6
10 - 11	*	*	40.15	*	*	*	*	40.15	*	43.7
11 - 12	*	*	40.55	*	*	*	*	40.55	*	44.2
12 - 13	*	*	40.8	*	*	*	*	40.8	*	44.5
13 - 14	*	*	39.94	*	*	*	*	39.94	*	43.5
14 - 15	*	*	40.08	*	*	*	*	40.08	*	43.2
15 - 16	*	*	39.21	*	*	*	*	39.21	*	42.6
16 - 17	*	*	40.39	*	*	*	*	40.39	*	43.8
17 - 18	*	*	40.34	*	*	*	*	40.34	*	43.5
18 - 19	*	*	40.55	*	*	*	*	40.55	*	44.5
19 - 20	*	*	40.77	*	*	*	*	40.77	*	44.4
20 - 21	*	*	39.25	*	*	*	*	39.25	*	43
21 - 22	*	*	39.87	*	*	*	*	39.87	*	43.6
22 - 23	*	*	38.96	*	*	*	*	38.96	*	43.4
23 - 24	*	*	39.78	*	*	*	*	39.78	*	43.3
Totals	0	0	40.1	40.9	0	0	0			
% of Total	0%	0%	49.51%	50.49%	0%	0%	0%			

Hour	4/29/2024 Monday 4/29/2024	to Tuesday 4/30/2024	5/5/2024 Wednesday 5/1/2024	Thursday 5/2/2024	Friday 5/3/2024	Saturday 5/4/2024	Sunday 5/5/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	42.8	*	*	*	42.8	0	42.8
1 - 2	*	*	*	41	*	*	*	41	0	41
2 - 3	*	*	*	46	*	*	*	46	0	46
3 - 4	*	*	*	43	*	*	*	43	0	43
4 - 5	*	*	*	47.5	*	*	*	47.5	0	47.5
5 - 6	*	*	*	47	*	*	*	47	0	47
6 - 7	*	*	*	46.7	*	*	*	46.7	0	46.7
7 - 8	*	*	*	44.8	*	*	*	44.8	0	44.8
8 - 9	*	*	*	44.8	*	*	*	44.8	0	44.8
9 - 10	*	*	*	44.6	*	*	*	44.6	0	44.6
10 - 11	*	*	43.7	*	*	*	*	43.7	0	43.7
11 - 12	*	*	44.2	*	*	*	*	44.2	0	44.2
12 - 13	*	*	44.5	*	*	*	*	44.5	0	44.5
13 - 14	*	*	43.5	*	*	*	*	43.5	0	43.5
14 - 15	*	*	43.2	*	*	*	*	43.2	0	43.2
15 - 16	*	*	42.6	*	*	*	*	42.6	0	42.6
16 - 17	*	*	43.8	*	*	*	*	43.8	0	43.8
17 - 18	*	*	43.5	*	*	*	*	43.5	0	43.5
18 - 19	*	*	44.5	*	*	*	*	44.5	0	44.5
19 - 20	*	*	44.4	*	*	*	*	44.4	0	44.4
20 - 21	*	*	43	*	*	*	*	43	0	43
21 - 22	*	*	43.6	*	*	*	*	43.6	0	43.6
22 - 23	*	*	43.4	*	*	*	*	43.4	0	43.4
23 - 24	*	*	43.3	*	*	*	*	43.3	0	43.3
Totals	0	0	611.2	448.2	0	0	0			
% of Total	0%	0%	57.69%	42.31%	0%	0%	0%			

Hour	May 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	42.8	*	*	*	42.8	0	42.8
1 - 2	*	*	*	41	*	*	*	41	0	41
2 - 3	*	*	*	46	*	*	*	46	0	46
3 - 4	*	*	*	43	*	*	*	43	0	43
4 - 5	*	*	*	47.5	*	*	*	47.5	0	47.5
5 - 6	*	*	*	47	*	*	*	47	0	47
6 - 7	*	*	*	46.7	*	*	*	46.7	0	46.7
7 - 8	*	*	*	44.8	*	*	*	44.8	0	44.8
8 - 9	*	*	*	44.8	*	*	*	44.8	0	44.8
9 - 10	*	*	*	44.6	*	*	*	44.6	0	44.6
10 - 11	*	*	43.7	*	*	*	*	43.7	0	43.7
11 - 12	*	*	44.2	*	*	*	*	44.2	0	44.2
12 - 13	*	*	44.5	*	*	*	*	44.5	0	44.5
13 - 14	*	*	43.5	*	*	*	*	43.5	0	43.5
14 - 15	*	*	43.2	*	*	*	*	43.2	0	43.2
15 - 16	*	*	42.6	*	*	*	*	42.6	0	42.6
16 - 17	*	*	43.8	*	*	*	*	43.8	0	43.8
17 - 18	*	*	43.5	*	*	*	*	43.5	0	43.5
18 - 19	*	*	44.5	*	*	*	*	44.5	0	44.5
19 - 20	*	*	44.4	*	*	*	*	44.4	0	44.4
20 - 21	*	*	43	*	*	*	*	43	0	43
21 - 22	*	*	43.6	*	*	*	*	43.6	0	43.6
22 - 23	*	*	43.4	*	*	*	*	43.4	0	43.4
23 - 24	*	*	43.3	*	*	*	*	43.3	0	43.3

Summary of Violators

Pecos-Milky Way to 85th Ave NB

from Wed-May-01-2024-10-00-AM to Thu-May-02-2024-09-59-AM

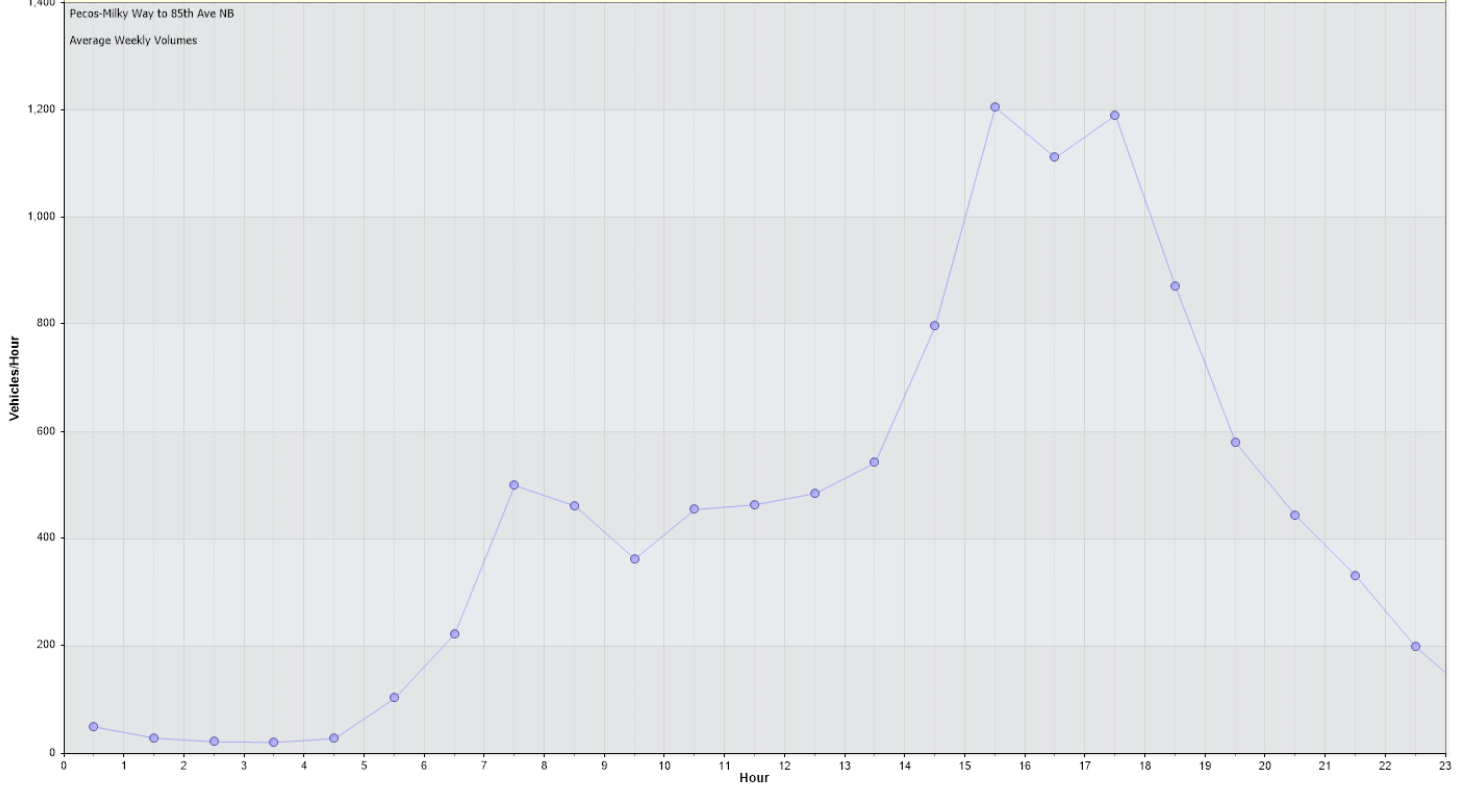
Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	50	38.0	35	41.1
01:00:00	29	39.0	25	39.7
02:00:00	22	41.2	20	42.0
03:00:00	21	37.6	14	41.4
04:00:00	28	40.4	21	43.0
05:00:00	103	41.5	89	42.7
06:00:00	223	42.6	209	43.3
07:00:00	500	41.0	448	42.0
08:00:00	462	40.4	397	41.6
09:00:00	363	40.7	325	41.6
10:00:00	455	40.1	398	41.2
11:00:00	464	40.5	402	41.6
12:00:00	485	40.8	432	41.8
13:00:00	542	39.9	469	41.1
14:00:00	797	40.1	718	40.9
15:00:00	1205	39.2	1015	40.3
16:00:00	1111	40.4	996	41.3
17:00:00	1190	40.3	1073	41.1
18:00:00	871	40.5	774	41.5
19:00:00	580	40.8	519	41.7
20:00:00	444	39.2	358	40.7
21:00:00	332	39.9	280	41.1
22:00:00	199	39.0	151	41.0
23:00:00	102	39.8	88	40.8

Income NBI Histograms
 From Mid-May to Mid-June

From Wed May 01 2024 10:00 AM to Thu May 02 2024 09:59 AM

Date	Starting 15 min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to <100	Total Counts	Avg Speed (MPH)	K/Spd	10MPH Pace	% in pace	# of Speders	% Speders	VEH_SM	VEH_MED	VEH_LG			
5/1/2024	00:00	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
5/1/2024	01:00	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
5/1/2024	02:00	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
5/1/2024	03:00	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
5/1/2024	04:00	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
5/1/2024	05:00	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
5/1/2024	06:00	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
5/1/2024	07:00	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
5/1/2024	08:00	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
5/1/2024	09:00	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
5/1/2024	10:00	1	0	0	2	38	158	197	40	15	4	0	0	0	0	0	0	0	0	455	40.1	43.7	35 to 45	81.8	398	87.5	1	440	14			
5/1/2024	11:00	0	0	0	1	44	162	185	56	11	5	1	0	1	0	0	0	0	0	464	40.5	44.2	34 to 44	76.4	402	86.6	0	449	15			
5/1/2024	12:00	0	1	0	5	28	146	222	58	20	3	0	0	0	0	0	0	0	0	485	40.8	44.5	35 to 45	79.4	432	89.1	1	472	12			
5/1/2024	13:00	0	1	1	5	46	185	237	57	8	2	0	0	0	0	0	0	0	0	542	39.9	43.5	35 to 45	81.9	469	86.5	0	529	13			
5/1/2024	14:00	0	0	0	6	56	287	356	80	12	0	0	0	0	0	0	0	0	0	797	40.1	43.2	36 to 46	84.9	718	90.1	0	782	15			
5/1/2024	15:00	0	0	1	3	117	559	625	86	13	1	0	0	0	0	0	0	0	0	1205	39.2	42.6	34 to 44	85.7	1015	84.2	1	1184	20			
5/1/2024	16:00	0	0	0	8	81	368	505	119	20	9	1	0	0	0	0	0	0	0	1111	40.4	43.8	35 to 45	83.1	996	89.6	0	1086	25			
5/1/2024	17:00	0	1	1	4	40	416	566	119	16	4	1	0	0	0	0	0	0	0	1190	40.3	43.5	35 to 45	86.6	1073	92.2	1	1168	21			
5/1/2024	18:00	0	0	0	1	70	284	368	121	23	3	0	1	0	0	0	0	0	0	871	40.5	44.5	36 to 46	79.7	774	88.9	0	854	17			
5/1/2024	19:00	0	0	1	1	39	192	250	76	10	7	2	0	0	0	0	0	0	0	580	40.8	44.4	36 to 46	80.9	519	89.5	3	572	5			
5/1/2024	20:00	0	0	0	4	51	181	157	41	4	4	0	0	0	0	0	0	0	0	444	39.2	43	34 to 44	80.9	358	80.6	0	442	2			
5/1/2024	21:00	0	0	0	4	32	114	138	33	9	2	0	0	0	0	0	0	0	0	332	39.9	43.6	34 to 44	80.4	280	84.3	0	321	11			
5/1/2024	22:00	0	0	1	5	28	85	55	18	4	2	0	1	0	0	0	0	0	0	199	39	43.4	34 to 44	76.4	151	75.9	0	197	2			
5/1/2024	23:00	0	0	0	0	7	52	32	8	0	1	1	1	0	0	0	0	0	0	102	39.8	43.3	35 to 45	86.3	98	86.3	0	101	1			
24 Hr Summary		1	3	5	49	699	3193	3691	914	165	47	6	3	1	0	0	0	0	0	8777	40.1	44	35 to 45	81.9	7673	87.4	7	8597	173			

Incoming NB: Average Hourly Volume for Week of 4/29/2024
Average Counts By Hour (4/29/2024)



Incoming NB: Average Hourly WEEKDAY Speeds for Week of 4/29/2024

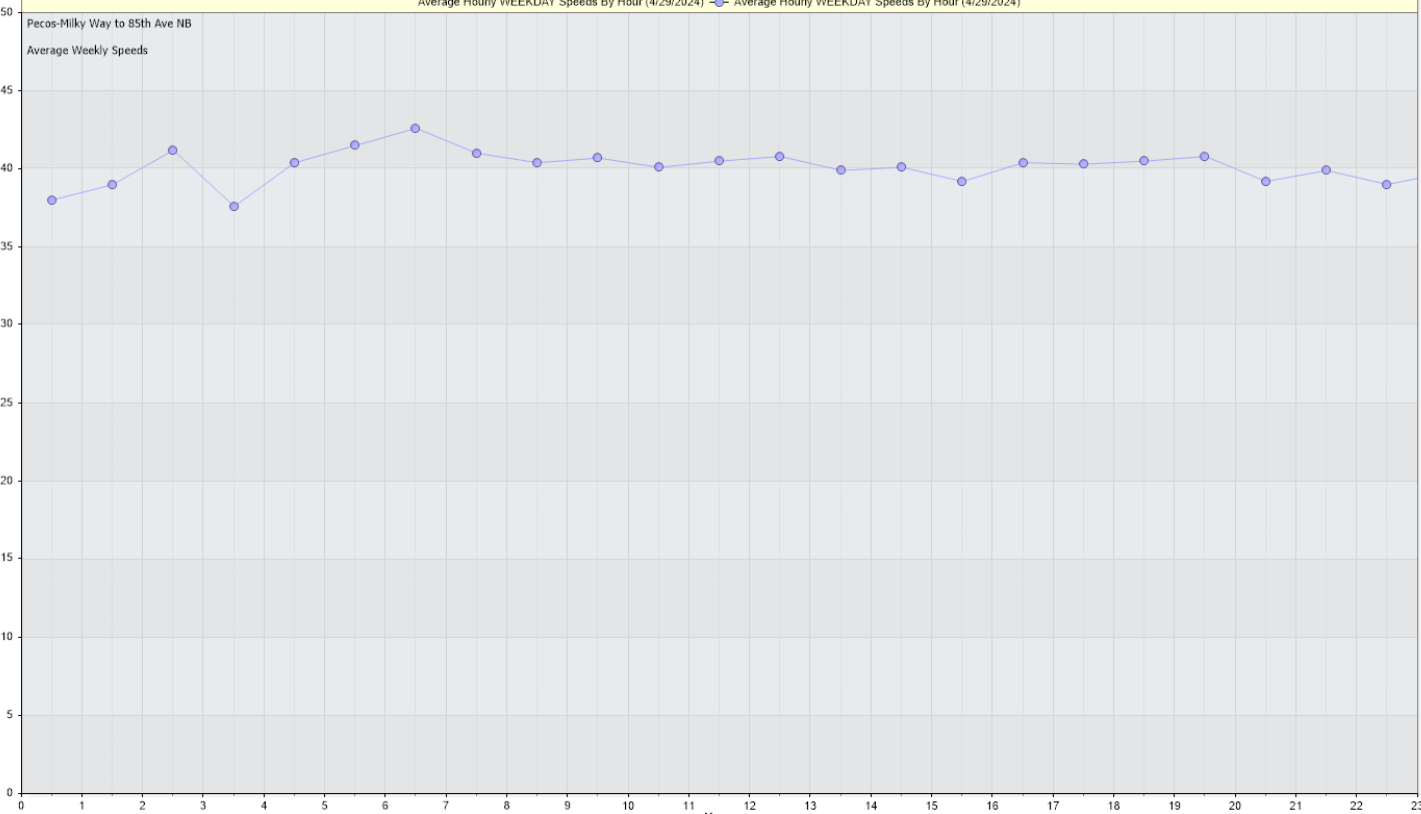
Average Hourly WEEKDAY Speeds By Hour (4/29/2024) — Average Hourly WEEKDAY Speeds By Hour (4/29/2024)

Pecos-Milky Way to 85th Ave NB

Average Weekly Speeds

MPH

Hour



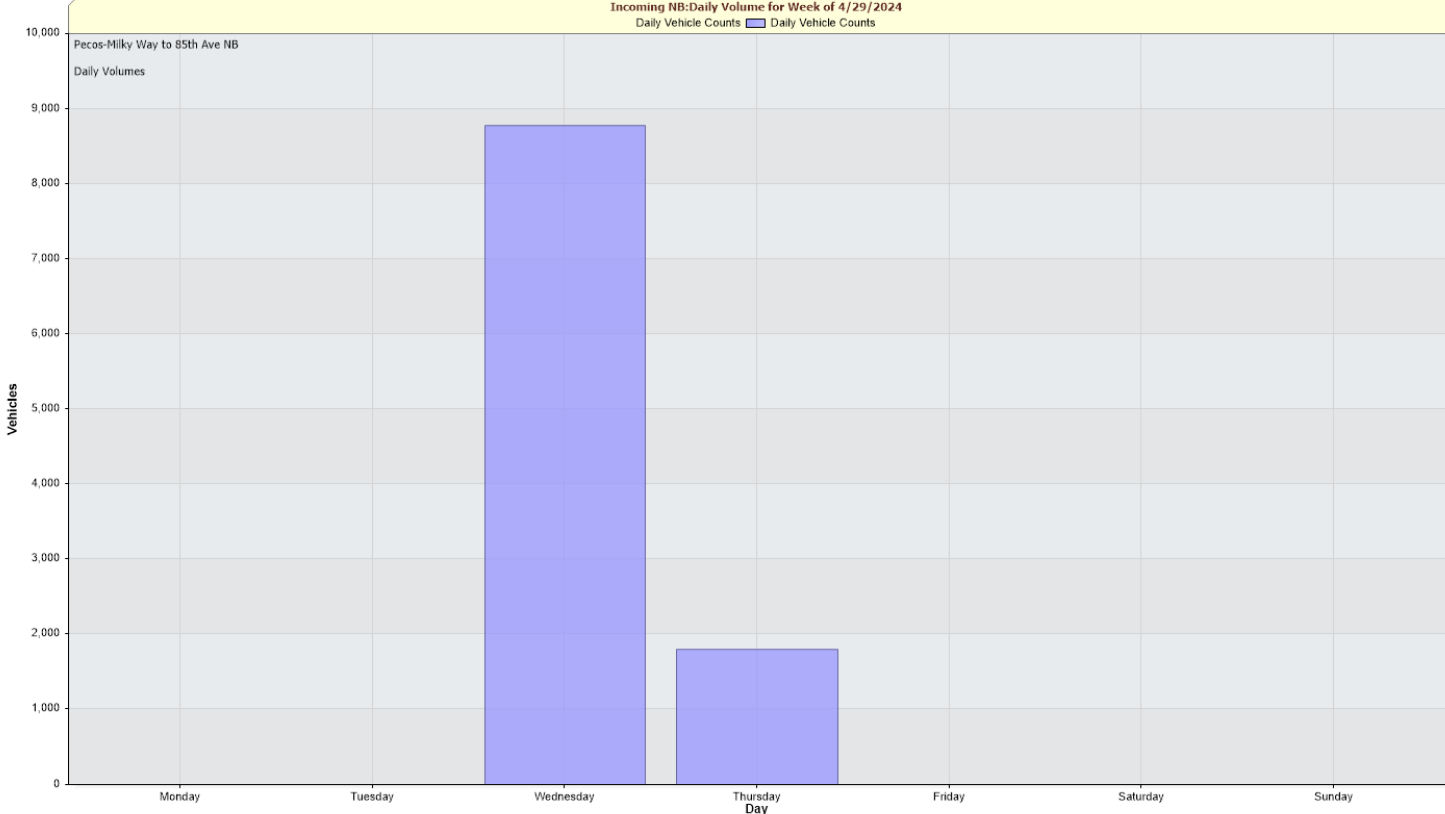
Incoming NB: Daily Volume for Week of 4/29/2024

Daily Vehicle Counts

Daily Vehicle Counts

Pecos-Milky Way to 85th Ave NB

Daily Volumes



For Project: Pecos St-Milky way to 85th Ave SB

Project Notes:

Location/Name: Incoming SB

Report Generated: 5/2/2024 12:55:15 PM

Speed Intervals 1 MPH

Time Intervals Instant

Traffic Report From 5/1/2024 10:00:00 AM through 5/2/2024 9:59:59 AM

85th Percentile Speed 47 MPH

85th Percentile Vehicles 8775

Max Speed 91 MPH on 5/1/2024 7:39:33 PM

Total Vehicles 10323

AADT: 10323

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	5161	5161
AM Peak	1080	1080
PM Peak	755	755

Speed

Speed Limit: 35
 85th Percentile Speed: 47
 50th Percentile Speed: 42
 10 MPH Pace Interval: 37.0 MPH to 47.0 MPH
 Average Speed: 41.46

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	N/A	N/A	6084	2981	N/A	N/A	N/A
% over limit	N/A	N/A	87.3	88.9	N/A	N/A	N/A
Avg Speeder	N/A	N/A	42.9	43.0	N/A	N/A	N/A
Avg Speed	N/A	N/A	41.4	41.6	N/A	N/A	N/A

Class Counts

	Number	%
VEH_SM	34	0.3
VEH_MED	9896	95.9
VEH_LG	393	3.8
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Incoming SB Summary
 Pecos St-Milky way to 85th Ave SB

from Wed-May-01-2024-10:00-AM to Thu-May-02-2024-09:59-AM

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders	Avg Speed
5/1/2024 11:00:00 AM	46.0	433	509	70	42.8	85.1%	41.0
5/1/2024 12:00:00 PM	47.0	405	477	64	43.0	87.4%	41.4
5/1/2024 1:00:00 PM	47.0	441	519	60	42.8	90.4%	41.5
5/1/2024 2:00:00 PM	47.0	462	544	61	43.1	89.9%	41.8
5/1/2024 3:00:00 PM	47.0	541	637	60	42.8	87.3%	41.2
5/1/2024 4:00:00 PM	47.0	640	753	61	43.0	88.7%	41.6
5/1/2024 5:00:00 PM	47.0	642	755	70	43.4	89.8%	42.1
5/1/2024 6:00:00 PM	47.0	581	684	66	43.1	90.2%	42.0
5/1/2024 7:00:00 PM	47.0	540	635	68	42.9	89.1%	41.7
5/1/2024 8:00:00 PM	47.0	423	498	91	43.3	83.9%	41.2
5/1/2024 9:00:00 PM	45.0	372	438	62	41.8	80.8%	39.7
5/1/2024 10:00:00 PM	46.0	226	266	64	42.4	80.5%	40.1
5/1/2024 11:00:00 PM	48.0	142	167	67	43.6	83.2%	41.3
5/2/2024 12:00:00 AM	45.0	74	87	68	42.7	75.9%	39.7
5/2/2024 1:00:00 AM	44.0	44	52	51	42.2	88.5%	40.8
5/2/2024 2:00:00 AM	45.0	23	27	46	41.1	81.5%	39.2
5/2/2024 3:00:00 AM	47.0	17	20	53	43.5	75.0%	39.7
5/2/2024 4:00:00 AM	47.0	22	26	49	41.8	84.6%	39.8
5/2/2024 5:00:00 AM	47.0	57	67	55	42.4	89.6%	40.7
5/2/2024 6:00:00 AM	49.0	229	269	60	44.3	87.8%	42.5
5/2/2024 7:00:00 AM	48.0	574	675	67	44.0	92.0%	42.8
5/2/2024 8:00:00 AM	47.0	918	1080	65	42.9	88.1%	41.4
5/2/2024 9:00:00 AM	46.0	604	710	65	42.4	89.4%	41.2
5/2/2024 10:00:00 AM	47.0	363	427	59	42.8	86.9%	41.1

Hour	4/29/2024 Monday 4/29/2024	to Tuesday 4/30/2024	5/5/2024 Wednesday 5/1/2024	Thursday 5/2/2024	Friday 5/3/2024	Saturday 5/4/2024	Sunday 5/5/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	52	*	*	*	52	0	43.9
1 - 2	*	*	*	27	*	*	*	27	0	45
2 - 3	*	*	*	20	*	*	*	20	0	46.7
3 - 4	*	*	*	26	*	*	*	26	0	46.5
4 - 5	*	*	*	67	*	*	*	67	0	47
5 - 6	*	*	*	269	*	*	*	269	0	48.1
6 - 7	*	*	*	675	*	*	*	675	0	47.8
7 - 8	*	*	*	1080	*	*	*	1080	0	46.5
8 - 9	*	*	*	710	*	*	*	710	0	45.5
9 - 10	*	*	*	427	*	*	*	427	0	46.2
10 - 11	*	*	509	1	*	*	*	255	0	36.9
11 - 12	*	*	477	*	*	*	*	477	0	46.4
12 - 13	*	*	519	*	*	*	*	519	0	46.7
13 - 14	*	*	544	*	*	*	*	544	0	46.8
14 - 15	*	*	637	*	*	*	*	637	0	46.1
15 - 16	*	*	753	*	*	*	*	753	0	46.4
16 - 17	*	*	755	*	*	*	*	755	0	46.8
17 - 18	*	*	684	*	*	*	*	684	0	46.5
18 - 19	*	*	635	*	*	*	*	635	0	46.8
19 - 20	*	*	498	*	*	*	*	498	0	46.6
20 - 21	*	*	438	*	*	*	*	438	0	44.1
21 - 22	*	*	266	*	*	*	*	266	0	45.4
22 - 23	*	*	167	*	*	*	*	167	0	47.3
23 - 24	*	*	87	*	*	*	*	87	0	45
Totals	0	0	6969	3354	0	0	0			
% of Total	0%	0%	67.51%	32.49%	0%	0%	0%			

Hour	May 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	52	*	*	*	52	0	43.9
1 - 2	*	*	*	27	*	*	*	27	0	45
2 - 3	*	*	*	20	*	*	*	20	0	46.7
3 - 4	*	*	*	26	*	*	*	26	0	46.5
4 - 5	*	*	*	67	*	*	*	67	0	47
5 - 6	*	*	*	269	*	*	*	269	0	48.1
6 - 7	*	*	*	675	*	*	*	675	0	47.8
7 - 8	*	*	*	1080	*	*	*	1080	0	46.5
8 - 9	*	*	*	710	*	*	*	710	0	45.5
9 - 10	*	*	*	427	*	*	*	427	0	46.2
10 - 11	*	*	509	*	*	*	*	509	0	45.8
11 - 12	*	*	477	*	*	*	*	477	0	46.4
12 - 13	*	*	519	*	*	*	*	519	0	46.7
13 - 14	*	*	544	*	*	*	*	544	0	46.8
14 - 15	*	*	637	*	*	*	*	637	0	46.1
15 - 16	*	*	753	*	*	*	*	753	0	46.4
16 - 17	*	*	755	*	*	*	*	755	0	46.8
17 - 18	*	*	684	*	*	*	*	684	0	46.5
18 - 19	*	*	635	*	*	*	*	635	0	46.8
19 - 20	*	*	498	*	*	*	*	498	0	46.6
20 - 21	*	*	438	*	*	*	*	438	0	44.1
21 - 22	*	*	266	*	*	*	*	266	0	45.4
22 - 23	*	*	167	*	*	*	*	167	0	47.3
23 - 24	*	*	87	*	*	*	*	87	0	45
Totals	0	0	6969	3353	0	0	0			
% of Total	0%	0%	67.52%	32.48%	0%	0%	0%			

Hour	4/29/2024 Monday 4/29/2024	to Tuesday 4/30/2024	5/5/2024 Wednesday 5/1/2024	Thursday 5/2/2024	Friday 5/3/2024	Saturday 5/4/2024	Sunday 5/5/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	40.83	*	*	*	40.83	*	43.9
1 - 2	*	*	*	39.19	*	*	*	39.19	*	45
2 - 3	*	*	*	39.7	*	*	*	39.7	*	46.7
3 - 4	*	*	*	39.77	*	*	*	39.77	*	46.5
4 - 5	*	*	*	40.73	*	*	*	40.73	*	47
5 - 6	*	*	*	42.48	*	*	*	42.48	*	48.1
6 - 7	*	*	*	42.77	*	*	*	42.77	*	47.8
7 - 8	*	*	*	41.43	*	*	*	41.43	*	46.5
8 - 9	*	*	*	41.18	*	*	*	41.18	*	45.5
9 - 10	*	*	*	41.14	*	*	*	41.14	*	46.2
10 - 11	*	*	40.97	28	*	*	*	40.95	*	36.9
11 - 12	*	*	41.39	*	*	*	*	41.39	*	46.4
12 - 13	*	*	41.55	*	*	*	*	41.55	*	46.7
13 - 14	*	*	41.76	*	*	*	*	41.76	*	46.8
14 - 15	*	*	41.25	*	*	*	*	41.25	*	46.1
15 - 16	*	*	41.62	*	*	*	*	41.62	*	46.4
16 - 17	*	*	42.14	*	*	*	*	42.14	*	46.8
17 - 18	*	*	41.96	*	*	*	*	41.96	*	46.5
18 - 19	*	*	41.67	*	*	*	*	41.67	*	46.8
19 - 20	*	*	41.19	*	*	*	*	41.19	*	46.6
20 - 21	*	*	39.75	*	*	*	*	39.75	*	44.1
21 - 22	*	*	40.07	*	*	*	*	40.07	*	45.4
22 - 23	*	*	41.34	*	*	*	*	41.34	*	47.3
23 - 24	*	*	39.69	*	*	*	*	39.69	*	45
Totals	0	0	41.4	41.6	0	0	0			
% of Total	0%	0%	49.88%	50.12%	0%	0%	0%			

Hour	May 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	40.83	*	*	*	40.83	*	43.9
1 - 2	*	*	*	39.19	*	*	*	39.19	*	45
2 - 3	*	*	*	39.7	*	*	*	39.7	*	46.7
3 - 4	*	*	*	39.77	*	*	*	39.77	*	46.5
4 - 5	*	*	*	40.73	*	*	*	40.73	*	47
5 - 6	*	*	*	42.48	*	*	*	42.48	*	48.1
6 - 7	*	*	*	42.77	*	*	*	42.77	*	47.8
7 - 8	*	*	*	41.43	*	*	*	41.43	*	46.5
8 - 9	*	*	*	41.18	*	*	*	41.18	*	45.5
9 - 10	*	*	*	41.14	*	*	*	41.14	*	46.2
10 - 11	*	*	40.97	*	*	*	*	40.97	*	45.8
11 - 12	*	*	41.39	*	*	*	*	41.39	*	46.4
12 - 13	*	*	41.55	*	*	*	*	41.55	*	46.7
13 - 14	*	*	41.76	*	*	*	*	41.76	*	46.8
14 - 15	*	*	41.25	*	*	*	*	41.25	*	46.1
15 - 16	*	*	41.62	*	*	*	*	41.62	*	46.4
16 - 17	*	*	42.14	*	*	*	*	42.14	*	46.8
17 - 18	*	*	41.96	*	*	*	*	41.96	*	46.5
18 - 19	*	*	41.67	*	*	*	*	41.67	*	46.8
19 - 20	*	*	41.19	*	*	*	*	41.19	*	46.6
20 - 21	*	*	39.75	*	*	*	*	39.75	*	44.1
21 - 22	*	*	40.07	*	*	*	*	40.07	*	45.4
22 - 23	*	*	41.34	*	*	*	*	41.34	*	47.3
23 - 24	*	*	39.69	*	*	*	*	39.69	*	45
Totals	0	0	41.4	41.6	0	0	0			
% of Total	0%	0%	49.88%	50.12%	0%	0%	0%			

Hour	4/29/2024 Monday 4/29/2024	to Tuesday 4/30/2024	5/5/2024 Wednesday 5/1/2024	Thursday 5/2/2024	Friday 5/3/2024	Saturday 5/4/2024	Sunday 5/5/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	*	43.9	*	*	*	43.9	0	43.9
1 - 2	*	*	*	45	*	*	*	45	0	45
2 - 3	*	*	*	46.7	*	*	*	46.7	0	46.7
3 - 4	*	*	*	46.5	*	*	*	46.5	0	46.5
4 - 5	*	*	*	47	*	*	*	47	0	47
5 - 6	*	*	*	48.1	*	*	*	48.1	0	48.1
6 - 7	*	*	*	47.8	*	*	*	47.8	0	47.8
7 - 8	*	*	*	46.5	*	*	*	46.5	0	46.5
8 - 9	*	*	*	45.5	*	*	*	45.5	0	45.5
9 - 10	*	*	*	46.2	*	*	*	46.2	0	46.2
10 - 11	*	*	45.8	28	*	*	*	36.9	0	36.9
11 - 12	*	*	46.4	*	*	*	*	46.4	0	46.4
12 - 13	*	*	46.7	*	*	*	*	46.7	0	46.7
13 - 14	*	*	46.8	*	*	*	*	46.8	0	46.8
14 - 15	*	*	46.1	*	*	*	*	46.1	0	46.1
15 - 16	*	*	46.4	*	*	*	*	46.4	0	46.4
16 - 17	*	*	46.8	*	*	*	*	46.8	0	46.8
17 - 18	*	*	46.5	*	*	*	*	46.5	0	46.5
18 - 19	*	*	46.8	*	*	*	*	46.8	0	46.8
19 - 20	*	*	46.6	*	*	*	*	46.6	0	46.6
20 - 21	*	*	44.1	*	*	*	*	44.1	0	44.1
21 - 22	*	*	45.4	*	*	*	*	45.4	0	45.4
22 - 23	*	*	47.3	*	*	*	*	47.3	0	47.3
23 - 24	*	*	45	*	*	*	*	45	0	45
Totals	0	0	646.7	491.2	0	0	0			
% of Total	0%	0%	56.83%	43.17%	0%	0%	0%			

Hour	May 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	*	43.9	*	*	*	43.9	0	43.9
1 - 2	*	*	*	45	*	*	*	45	0	45
2 - 3	*	*	*	46.7	*	*	*	46.7	0	46.7
3 - 4	*	*	*	46.5	*	*	*	46.5	0	46.5
4 - 5	*	*	*	47	*	*	*	47	0	47
5 - 6	*	*	*	48.1	*	*	*	48.1	0	48.1
6 - 7	*	*	*	47.8	*	*	*	47.8	0	47.8
7 - 8	*	*	*	46.5	*	*	*	46.5	0	46.5
8 - 9	*	*	*	45.5	*	*	*	45.5	0	45.5
9 - 10	*	*	*	46.2	*	*	*	46.2	0	46.2
10 - 11	*	*	45.8	*	*	*	*	45.8	0	45.8
11 - 12	*	*	46.4	*	*	*	*	46.4	0	46.4
12 - 13	*	*	46.7	*	*	*	*	46.7	0	46.7
13 - 14	*	*	46.8	*	*	*	*	46.8	0	46.8
14 - 15	*	*	46.1	*	*	*	*	46.1	0	46.1
15 - 16	*	*	46.4	*	*	*	*	46.4	0	46.4
16 - 17	*	*	46.8	*	*	*	*	46.8	0	46.8
17 - 18	*	*	46.5	*	*	*	*	46.5	0	46.5
18 - 19	*	*	46.8	*	*	*	*	46.8	0	46.8
19 - 20	*	*	46.6	*	*	*	*	46.6	0	46.6
20 - 21	*	*	44.1	*	*	*	*	44.1	0	44.1
21 - 22	*	*	45.4	*	*	*	*	45.4	0	45.4
22 - 23	*	*	47.3	*	*	*	*	47.3	0	47.3
23 - 24	*	*	45	*	*	*	*	45	0	45

Summary of Violators

Pecos St-Milky way to 85th Ave SB

from Wed-May-01-2024-10-00-AM to Thu-May-02-2024-09-59-AM

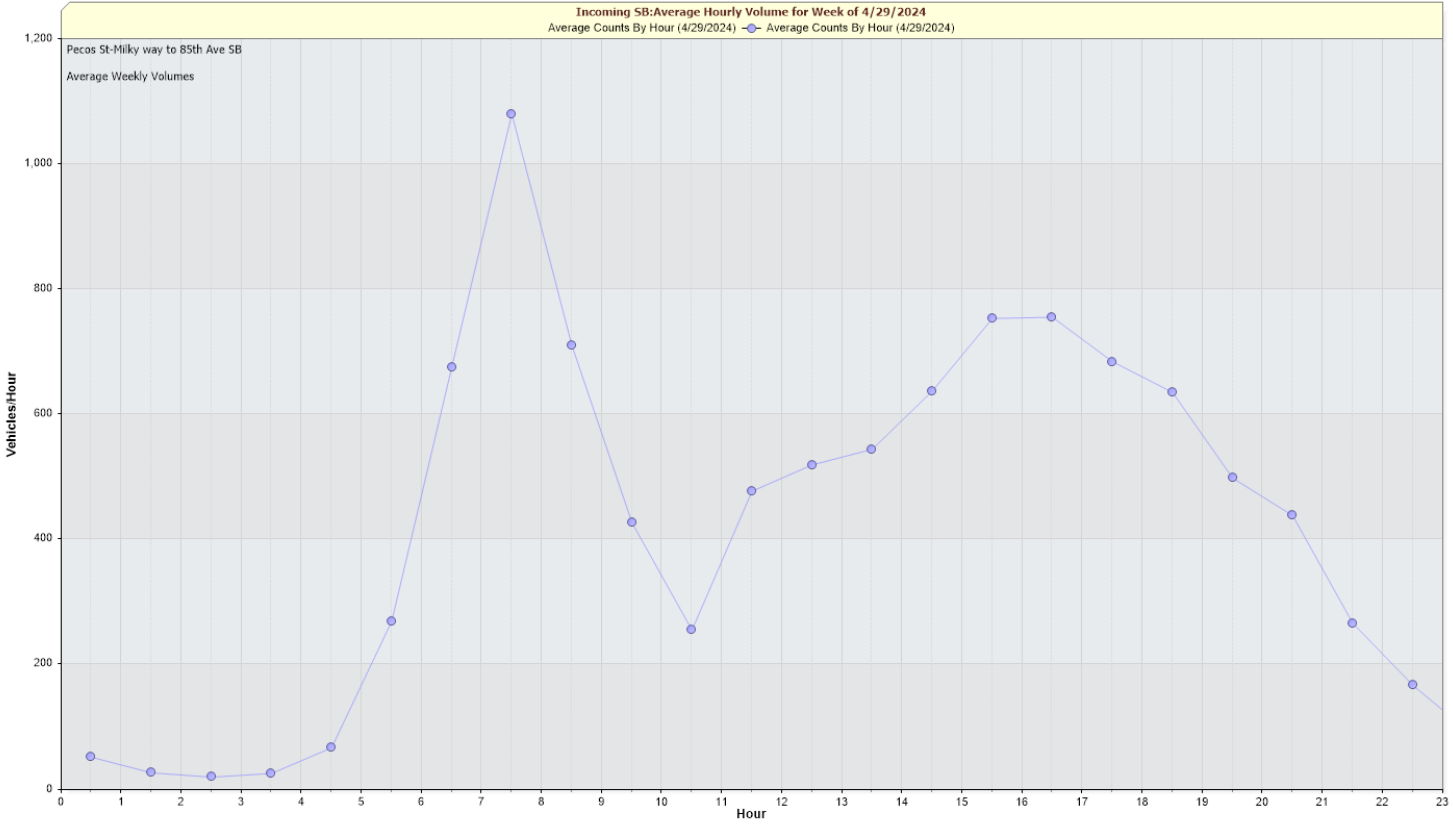
Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	52	40.8	46	42.2
01:00:00	27	39.2	22	41.1
02:00:00	20	39.7	15	43.5
03:00:00	26	39.8	22	41.8
04:00:00	67	40.7	60	42.4
05:00:00	269	42.5	236	44.3
06:00:00	675	42.8	621	44.0
07:00:00	1080	41.4	952	42.9
08:00:00	710	41.2	635	42.4
09:00:00	427	41.1	372	42.8
10:00:00	510	40.9	433	42.8
11:00:00	477	41.4	417	43.0
12:00:00	519	41.5	469	42.8
13:00:00	544	41.8	489	43.1
14:00:00	637	41.2	556	42.8
15:00:00	753	41.6	668	43.0
16:00:00	755	42.1	678	43.4
17:00:00	684	42.0	617	43.1
18:00:00	635	41.7	566	42.9
19:00:00	498	41.2	418	43.3
20:00:00	438	39.7	354	41.8
21:00:00	266	40.1	214	42.4
22:00:00	167	41.3	139	43.6
23:00:00	87	39.7	66	42.7

Table with 21 columns: Date, Starting 15 min, and 18 bins (-15 to >100). Rows include summary for 5/1/2024 and 24h Summary.

Table with 21 columns: Date, Starting 15 min, and 18 bins (-15 to >100). Rows include summary for 5/2/2024 and 24h Summary.

Incoming SB: Average Hourly Volume for Week of 4/29/2024
Average Counts By Hour (4/29/2024)

Pecos St-Milky way to 85th Ave SB
Average Weekly Volumes



Incoming SB: Average Hourly WEEKDAY Speeds for Week of 4/29/2024

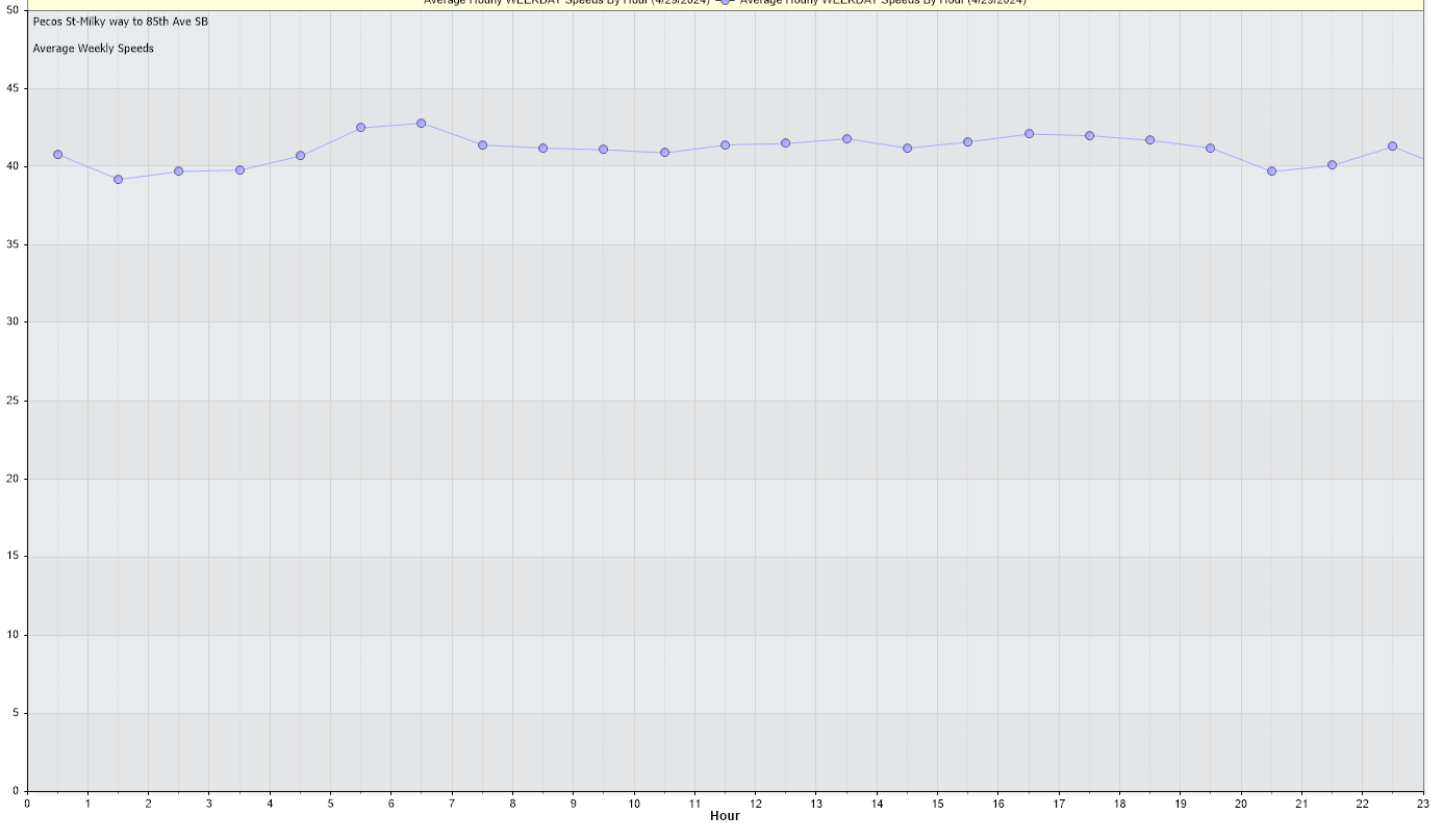
Average Hourly WEEKDAY Speeds By Hour (4/29/2024) — Average Hourly WEEKDAY Speeds By Hour (4/29/2024)

Pecos St-Milky way to 85th Ave SB

Average Weekly Speeds

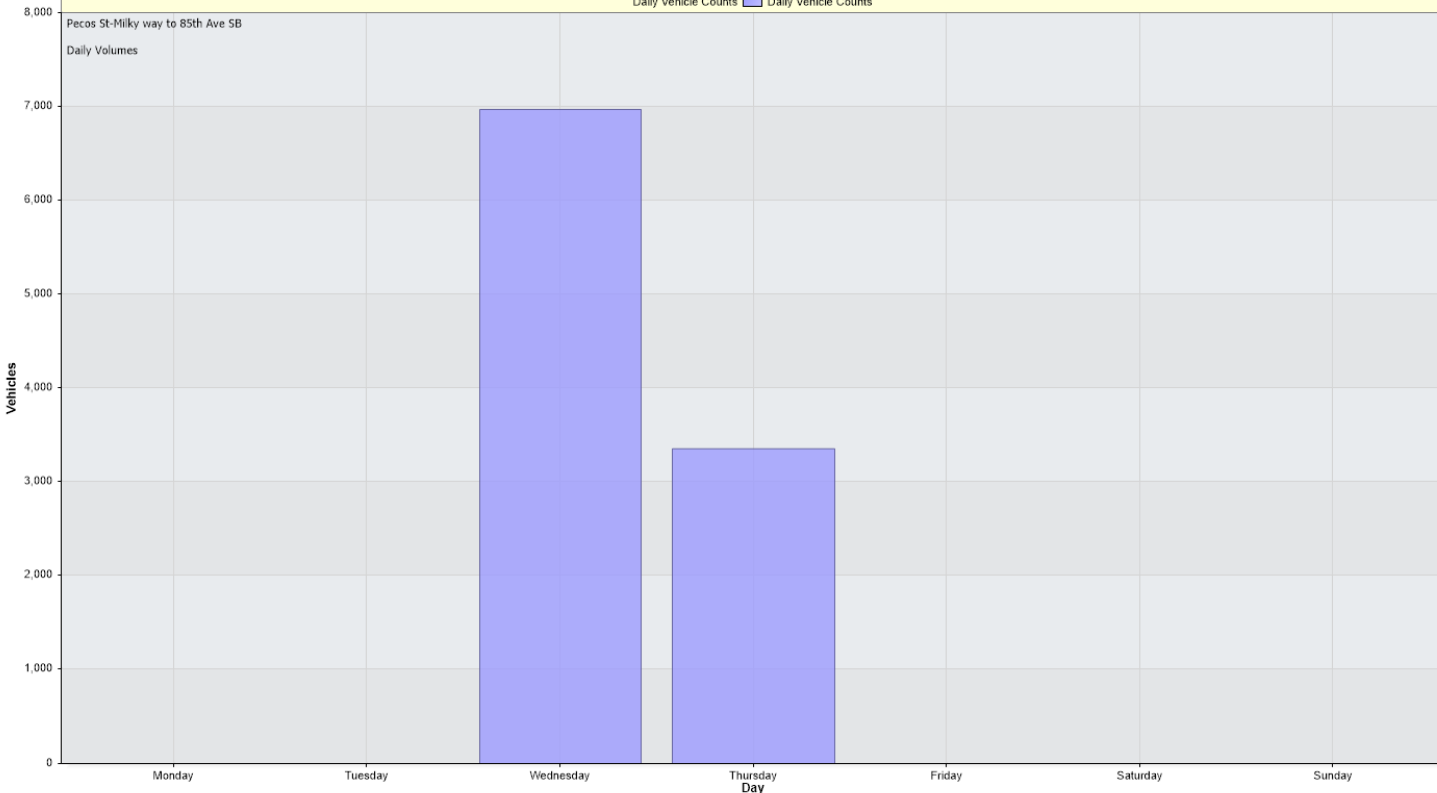
MPH

Hour



Incoming SB: Daily Volume for Week of 4/29/2024

Daily Vehicle Counts



For Project: Pecos St-90th to 88th Nb
 Project Notes:
 Location/Name: Incoming NB
 Report Generated: 6/11/2024 11:34:52 AM
 Speed Intervals: 1 MPH
 Time Intervals: Instant
 Traffic Report From: 6/10/2024 10:00:00 AM through 6/11/2024 9:59:59 AM
 85th Percentile Speed: 40 MPH
 85th Percentile Vehicles: 6717
 Max Speed: 67 MPH on 6/10/2024 8:25:36 PM
 Total Vehicles: 7902
 AADT: 7902

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	3951	3951
AM Peak	11:00 AM 348	348
PM Peak	5:00 PM 949	949

Speed

Speed Limit: 35
 85th Percentile Speed: 40
 50th Percentile Speed: 36
 10 MPH Pace Interval: 31.0 MPH to 41.0 MPH
 Average Speed: 35.14

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	3393	737	N/A	N/A	N/A	N/A	N/A
% over limit	51.3	57.3	N/A	N/A	N/A	N/A	N/A
Avg Speeder	39.1	40.0	N/A	N/A	N/A	N/A	N/A
Avg Speed	34.9	36.2	N/A	N/A	N/A	N/A	N/A

Class Counts

Number	%
VEH_SM	70 0.9
VEH_MED	7595 96.1
VEH_LG	237 3
[VEH_SM=motorcycle,	VEH_MED = sedan,
	VEH_LG = truck]

Incoming NB Summary from Mon-Jun-10-2024-10:00-AM to Tue-Jun-11-2024-09:59-AM
 Pecos St-90th to 88th Nb

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders	Avg Speed
6/10/2024 11:00:00 AM	31.0	266	313	42	39.1	2.2%	26.2
6/10/2024 12:00:00 PM	31.0	296	348	38	36.6	3.2%	26.4
6/10/2024 1:00:00 PM	39.0	339	399	48	39.1	37.1%	32.3
6/10/2024 2:00:00 PM	41.0	350	412	57	39.4	62.6%	36.3
6/10/2024 3:00:00 PM	40.0	447	526	56	38.8	60.8%	36.1
6/10/2024 4:00:00 PM	41.0	595	700	51	39.4	64.4%	36.8
6/10/2024 5:00:00 PM	40.0	672	790	55	38.8	51.6%	35.6
6/10/2024 6:00:00 PM	40.0	807	949	57	38.9	52.1%	35.7
6/10/2024 7:00:00 PM	41.0	589	693	51	39.3	64.9%	36.7
6/10/2024 8:00:00 PM	41.0	422	496	52	39.1	62.9%	36.5
6/10/2024 9:00:00 PM	41.0	351	413	67	39.5	56.7%	36.0
6/10/2024 10:00:00 PM	41.0	255	300	61	39.5	52.3%	35.8
6/10/2024 11:00:00 PM	40.0	163	192	51	38.9	49.0%	35.2
6/11/2024 12:00:00 AM	41.0	71	84	49	39.6	57.1%	35.8
6/11/2024 1:00:00 AM	42.0	37	43	50	39.9	60.5%	36.4
6/11/2024 2:00:00 AM	41.0	20	24	55	42.8	54.2%	38.4
6/11/2024 3:00:00 AM	40.0	23	27	51	40.9	37.0%	33.9
6/11/2024 4:00:00 AM	41.0	22	26	50	39.8	69.2%	37.3
6/11/2024 5:00:00 AM	44.0	28	33	51	42.0	48.5%	35.9
6/11/2024 6:00:00 AM	42.0	79	93	50	40.3	59.1%	36.2
6/11/2024 7:00:00 AM	42.0	153	180	61	40.3	57.2%	36.0
6/11/2024 8:00:00 AM	41.0	230	270	55	39.6	60.0%	36.3
6/11/2024 9:00:00 AM	41.0	221	260	55	39.8	55.4%	36.2
6/11/2024 10:00:00 AM	41.0	281	331	56	39.9	57.4%	36.3

Hour	6/10/2024 Monday 6/10/2024	to Tuesday 6/11/2024	6/16/2024 Wednesday 6/12/2024	Thursday 6/13/2024	Friday 6/14/2024	Saturday 6/15/2024	Sunday 6/16/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	43	*	*	*	*	*	43	0	41.3
1 - 2	*	24	*	*	*	*	*	24	0	41
2 - 3	*	27	*	*	*	*	*	27	0	39.5
3 - 4	*	26	*	*	*	*	*	26	0	40.7
4 - 5	*	33	*	*	*	*	*	33	0	44
5 - 6	*	93	*	*	*	*	*	93	0	41.8
6 - 7	*	180	*	*	*	*	*	180	0	42
7 - 8	*	270	*	*	*	*	*	270	0	40.8
8 - 9	*	260	*	*	*	*	*	260	0	40.9
9 - 10	*	331	*	*	*	*	*	331	0	40.9
10 - 11	313	*	*	*	*	*	*	313	0	30.6
11 - 12	348	*	*	*	*	*	*	348	0	31
12 - 13	399	*	*	*	*	*	*	399	0	38.7
13 - 14	412	*	*	*	*	*	*	412	0	40.6
14 - 15	526	*	*	*	*	*	*	526	0	39.9
15 - 16	700	*	*	*	*	*	*	700	0	40.6
16 - 17	790	*	*	*	*	*	*	790	0	39.2
17 - 18	949	*	*	*	*	*	*	949	0	39.2
18 - 19	693	*	*	*	*	*	*	693	0	40.5
19 - 20	496	*	*	*	*	*	*	496	0	40.3
20 - 21	413	*	*	*	*	*	*	413	0	40.3
21 - 22	300	*	*	*	*	*	*	300	0	40.1
22 - 23	192	*	*	*	*	*	*	192	0	39.7
23 - 24	84	*	*	*	*	*	*	84	0	40.5
Totals	6615	1287	0	0	0	0	0			
% of Total	83.71%	16.29%	0%	0%	0%	0%	0%			

Hour	Jun 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	43	*	*	*	*	*	43	0	41.3
1 - 2	*	24	*	*	*	*	*	24	0	41
2 - 3	*	27	*	*	*	*	*	27	0	39.5
3 - 4	*	26	*	*	*	*	*	26	0	40.7
4 - 5	*	33	*	*	*	*	*	33	0	44
5 - 6	*	93	*	*	*	*	*	93	0	41.8
6 - 7	*	180	*	*	*	*	*	180	0	42
7 - 8	*	270	*	*	*	*	*	270	0	40.8
8 - 9	*	260	*	*	*	*	*	260	0	40.9
9 - 10	*	331	*	*	*	*	*	331	0	40.9
10 - 11	313	*	*	*	*	*	*	313	0	30.6
11 - 12	348	*	*	*	*	*	*	348	0	31
12 - 13	399	*	*	*	*	*	*	399	0	38.7
13 - 14	412	*	*	*	*	*	*	412	0	40.6
14 - 15	526	*	*	*	*	*	*	526	0	39.9
15 - 16	700	*	*	*	*	*	*	700	0	40.6
16 - 17	790	*	*	*	*	*	*	790	0	39.2
17 - 18	949	*	*	*	*	*	*	949	0	39.2
18 - 19	693	*	*	*	*	*	*	693	0	40.5
19 - 20	496	*	*	*	*	*	*	496	0	40.3
20 - 21	413	*	*	*	*	*	*	413	0	40.3
21 - 22	300	*	*	*	*	*	*	300	0	40.1
22 - 23	192	*	*	*	*	*	*	192	0	39.7
23 - 24	84	*	*	*	*	*	*	84	0	40.5
Totals	6615	1287	0	0	0	0	0			
% of Total	83.71%	16.29%	0%	0%	0%	0%	0%			

Hour	6/10/2024 Monday	to Tuesday	6/16/2024 Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	36.37	*	*	*	*	*	36.37	*	41.3
1 - 2	*	38.42	*	*	*	*	*	38.42	*	41
2 - 3	*	33.93	*	*	*	*	*	33.93	*	39.5
3 - 4	*	37.35	*	*	*	*	*	37.35	*	40.7
4 - 5	*	35.91	*	*	*	*	*	35.91	*	44
5 - 6	*	36.23	*	*	*	*	*	36.23	*	41.8
6 - 7	*	36.01	*	*	*	*	*	36.01	*	42
7 - 8	*	36.26	*	*	*	*	*	36.26	*	40.8
8 - 9	*	36.21	*	*	*	*	*	36.21	*	40.9
9 - 10	*	36.34	*	*	*	*	*	36.34	*	40.9
10 - 11	26.29	*	*	*	*	*	*	26.29	*	30.6
11 - 12	26.42	*	*	*	*	*	*	26.42	*	31
12 - 13	32.26	*	*	*	*	*	*	32.26	*	38.7
13 - 14	36.32	*	*	*	*	*	*	36.32	*	40.6
14 - 15	36.14	*	*	*	*	*	*	36.14	*	39.9
15 - 16	36.79	*	*	*	*	*	*	36.79	*	40.6
16 - 17	35.64	*	*	*	*	*	*	35.64	*	39.2
17 - 18	35.73	*	*	*	*	*	*	35.73	*	39.2
18 - 19	36.72	*	*	*	*	*	*	36.72	*	40.5
19 - 20	36.5	*	*	*	*	*	*	36.5	*	40.3
20 - 21	36.02	*	*	*	*	*	*	36.02	*	40.3
21 - 22	35.79	*	*	*	*	*	*	35.79	*	40.1
22 - 23	35.2	*	*	*	*	*	*	35.2	*	39.7
23 - 24	35.77	*	*	*	*	*	*	35.77	*	40.5
Totals	34.9	36.2	0	0	0	0	0			
% of Total	49.09%	50.91%	0%	0%	0%	0%	0%			

Hour	Jun 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	36.37	*	*	*	*	*	36.37	*	41.3
1 - 2	*	38.42	*	*	*	*	*	38.42	*	41
2 - 3	*	33.93	*	*	*	*	*	33.93	*	39.5
3 - 4	*	37.35	*	*	*	*	*	37.35	*	40.7
4 - 5	*	35.91	*	*	*	*	*	35.91	*	44
5 - 6	*	36.23	*	*	*	*	*	36.23	*	41.8
6 - 7	*	36.01	*	*	*	*	*	36.01	*	42
7 - 8	*	36.26	*	*	*	*	*	36.26	*	40.8
8 - 9	*	36.21	*	*	*	*	*	36.21	*	40.9
9 - 10	*	36.34	*	*	*	*	*	36.34	*	40.9
10 - 11	26.29	*	*	*	*	*	*	26.29	*	30.6
11 - 12	26.42	*	*	*	*	*	*	26.42	*	31
12 - 13	32.26	*	*	*	*	*	*	32.26	*	38.7
13 - 14	36.32	*	*	*	*	*	*	36.32	*	40.6
14 - 15	36.14	*	*	*	*	*	*	36.14	*	39.9
15 - 16	36.79	*	*	*	*	*	*	36.79	*	40.6
16 - 17	35.64	*	*	*	*	*	*	35.64	*	39.2
17 - 18	35.73	*	*	*	*	*	*	35.73	*	39.2
18 - 19	36.72	*	*	*	*	*	*	36.72	*	40.5
19 - 20	36.5	*	*	*	*	*	*	36.5	*	40.3
20 - 21	36.02	*	*	*	*	*	*	36.02	*	40.3
21 - 22	35.79	*	*	*	*	*	*	35.79	*	40.1
22 - 23	35.2	*	*	*	*	*	*	35.2	*	39.7
23 - 24	35.77	*	*	*	*	*	*	35.77	*	40.5
Totals	34.9	36.2	0	0	0	0	0			
% of Total	49.09%	50.91%	0%	0%	0%	0%	0%			

Hour	6/10/2024 Monday	to Tuesday	6/16/2024 Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	41.3	*	*	*	*	*	41.3	0	41.3
1 - 2	*	41	*	*	*	*	*	41	0	41
2 - 3	*	39.5	*	*	*	*	*	39.5	0	39.5
3 - 4	*	40.7	*	*	*	*	*	40.7	0	40.7
4 - 5	*	44	*	*	*	*	*	44	0	44
5 - 6	*	41.8	*	*	*	*	*	41.8	0	41.8
6 - 7	*	42	*	*	*	*	*	42	0	42
7 - 8	*	40.8	*	*	*	*	*	40.8	0	40.8
8 - 9	*	40.9	*	*	*	*	*	40.9	0	40.9
9 - 10	*	40.9	*	*	*	*	*	40.9	0	40.9
10 - 11	30.6	*	*	*	*	*	*	30.6	0	30.6
11 - 12	31	*	*	*	*	*	*	31	0	31
12 - 13	38.7	*	*	*	*	*	*	38.7	0	38.7
13 - 14	40.6	*	*	*	*	*	*	40.6	0	40.6
14 - 15	39.9	*	*	*	*	*	*	39.9	0	39.9
15 - 16	40.6	*	*	*	*	*	*	40.6	0	40.6
16 - 17	39.2	*	*	*	*	*	*	39.2	0	39.2
17 - 18	39.2	*	*	*	*	*	*	39.2	0	39.2
18 - 19	40.5	*	*	*	*	*	*	40.5	0	40.5
19 - 20	40.3	*	*	*	*	*	*	40.3	0	40.3
20 - 21	40.3	*	*	*	*	*	*	40.3	0	40.3
21 - 22	40.1	*	*	*	*	*	*	40.1	0	40.1
22 - 23	39.7	*	*	*	*	*	*	39.7	0	39.7
23 - 24	40.5	*	*	*	*	*	*	40.5	0	40.5
Totals	541.2	412.9	0	0	0	0	0			
% of Total	56.72%	43.28%	0%	0%	0%	0%	0%			

Hour	Jun 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	41.3	*	*	*	*	*	41.3	0	41.3
1 - 2	*	41	*	*	*	*	*	41	0	41
2 - 3	*	39.5	*	*	*	*	*	39.5	0	39.5
3 - 4	*	40.7	*	*	*	*	*	40.7	0	40.7
4 - 5	*	44	*	*	*	*	*	44	0	44
5 - 6	*	41.8	*	*	*	*	*	41.8	0	41.8
6 - 7	*	42	*	*	*	*	*	42	0	42
7 - 8	*	40.8	*	*	*	*	*	40.8	0	40.8
8 - 9	*	40.9	*	*	*	*	*	40.9	0	40.9
9 - 10	*	40.9	*	*	*	*	*	40.9	0	40.9
10 - 11	30.6	*	*	*	*	*	*	30.6	0	30.6
11 - 12	31	*	*	*	*	*	*	31	0	31
12 - 13	38.7	*	*	*	*	*	*	38.7	0	38.7
13 - 14	40.6	*	*	*	*	*	*	40.6	0	40.6
14 - 15	39.9	*	*	*	*	*	*	39.9	0	39.9
15 - 16	40.6	*	*	*	*	*	*	40.6	0	40.6
16 - 17	39.2	*	*	*	*	*	*	39.2	0	39.2
17 - 18	39.2	*	*	*	*	*	*	39.2	0	39.2
18 - 19	40.5	*	*	*	*	*	*	40.5	0	40.5
19 - 20	40.3	*	*	*	*	*	*	40.3	0	40.3
20 - 21	40.3	*	*	*	*	*	*	40.3	0	40.3
21 - 22	40.1	*	*	*	*	*	*	40.1	0	40.1
22 - 23	39.7	*	*	*	*	*	*	39.7	0	39.7
23 - 24	40.5	*	*	*	*	*	*	40.5	0	40.5

Summary of Violators
Pecos St-90th to 88th Nb

from Mon-Jun-10-2024-10-00-AM to Tue-Jun-11-2024-09-59-AM

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	43	36.4	26	39.9
01:00:00	24	38.4	13	42.8
02:00:00	27	33.9	10	40.9
03:00:00	26	37.3	18	39.8
04:00:00	33	35.9	16	42.0
05:00:00	93	36.2	55	40.3
06:00:00	180	36.0	103	40.3
07:00:00	270	36.3	162	39.6
08:00:00	260	36.2	144	39.8
09:00:00	331	36.3	190	39.9
10:00:00	313	26.3	7	39.1
11:00:00	348	26.4	11	36.6
12:00:00	399	32.3	148	39.1
13:00:00	412	36.3	258	39.4
14:00:00	526	36.1	320	38.8
15:00:00	700	36.8	451	39.4
16:00:00	790	35.6	408	38.8
17:00:00	949	35.7	494	38.9
18:00:00	693	36.7	451	39.3
19:00:00	496	36.5	312	39.1
20:00:00	413	36.0	234	39.5
21:00:00	300	35.8	157	39.5
22:00:00	192	35.2	94	38.9
23:00:00	84	35.8	48	39.6

Table with columns: Date, Starting 15 min, and 18 speed bins (-15 to >=95). Includes summary rows for 24 Hr Summary and 24 Hr Summary.

Table with columns: Date, Starting 15 min, and 18 speed bins (-15 to >=95). Includes summary rows for 24 Hr Summary and 24 Hr Summary.

Incoming NB: Average Hourly Volume for Week of 6/10/2024
Average Counts By Hour (6/10/2024)



Incoming NB: Average Hourly WEEKDAY Speeds for Week of 6/10/2024

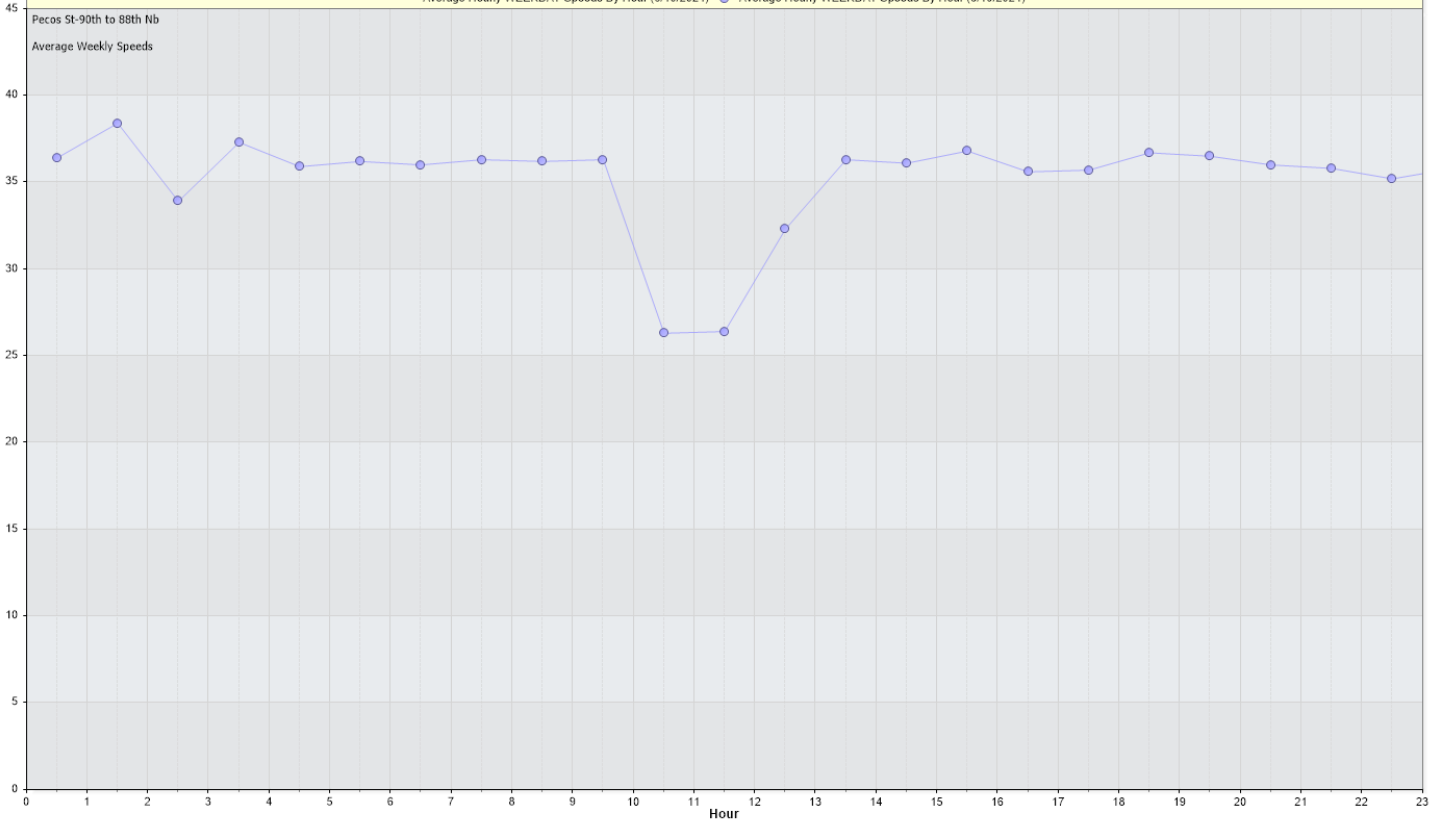
Average Hourly WEEKDAY Speeds By Hour (6/10/2024) — Average Hourly WEEKDAY Speeds By Hour (6/10/2024)

Pecos St-90th to 88th Nb

Average Weekly Speeds

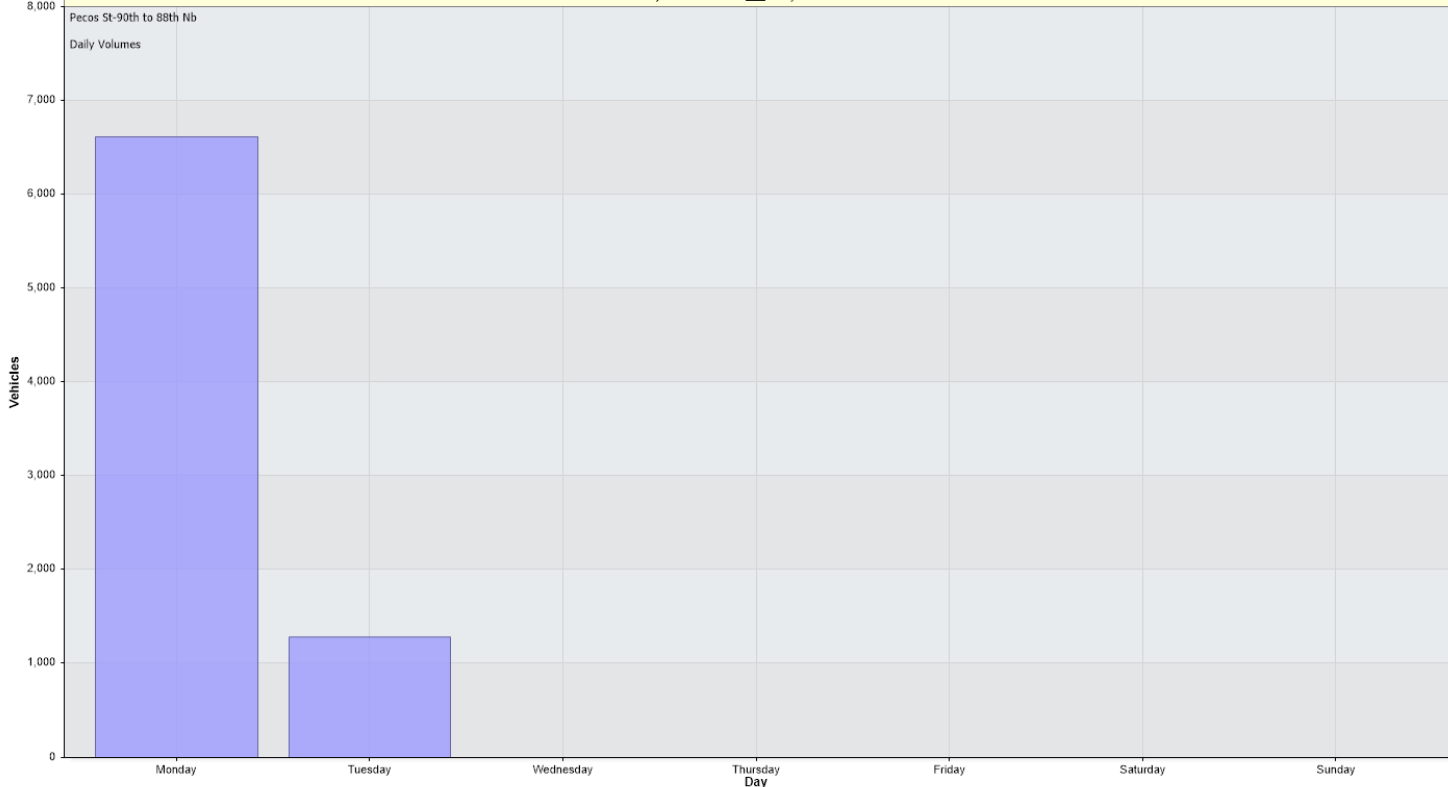
MPH

Hour



Incoming NB: Daily Volume for Week of 6/10/2024

Daily Vehicle Counts



For Project: Pecos St- 90th to 88th SB
 Project Notes:
 Location/Name: Incoming SB
 Report Generated: 6/11/2024 11:30:37 AM
 Speed Intervals: 1 MPH
 Time Intervals: Instant
 Traffic Report From: 6/10/2024 10:00:00 AM through 6/11/2024 9:59:59 AM
 85th Percentile Speed: 42 MPH
 85th Percentile Vehicles: 6471
 Max Speed: 71 MPH on 6/11/2024 7:14:46 AM
 Total Vehicles: 7613
 AADT: 7613

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	3806	3806
AM Peak	600	600
PM Peak	622	622

Speed

Speed Limit: 35
 85th Percentile Speed: 42
 50th Percentile Speed: 38
 10 MPH Pace Interval: 33.0 MPH to 43.0 MPH
 Average Speed: 37.58

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	3482	1775	N/A	N/A	N/A	N/A	N/A
% over limit	65.7	76.8	N/A	N/A	N/A	N/A	N/A
Avg Speeder	39.7	40.3	N/A	N/A	N/A	N/A	N/A
Avg Speed	37.2	38.5	N/A	N/A	N/A	N/A	N/A

Class Counts

Number	%	
VEH_SM	33	0.4
VEH_MED	7264	95.4
VEH_LG	316	4.2
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Incoming SB Summary
 Pecos St- 90th to 88th SB from Mon-Jun-10-2024-10:00-AM to Tue-Jun-11-2024-09:59-AM

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders	Avg Speed
6/10/2024 11:00:00 AM	40.0	282	332	50	39.1	59.6%	36.3
6/10/2024 12:00:00 PM	40.0	281	331	59	39.4	48.9%	35.7
6/10/2024 1:00:00 PM	41.0	343	403	56	39.3	64.0%	36.5
6/10/2024 2:00:00 PM	42.0	343	404	60	39.8	68.4%	37.5
6/10/2024 3:00:00 PM	41.0	366	430	53	39.7	64.0%	37.1
6/10/2024 4:00:00 PM	41.0	442	520	58	39.2	66.8%	37.1
6/10/2024 5:00:00 PM	42.0	446	525	54	39.7	67.8%	37.4
6/10/2024 6:00:00 PM	42.0	529	622	63	39.7	75.1%	38.0
6/10/2024 7:00:00 PM	42.0	409	481	56	40.2	72.6%	38.2
6/10/2024 8:00:00 PM	43.0	350	412	56	40.2	69.2%	37.7
6/10/2024 9:00:00 PM	42.0	289	340	53	40.0	64.1%	37.3
6/10/2024 10:00:00 PM	41.0	258	304	65	39.8	56.3%	36.6
6/10/2024 11:00:00 PM	42.0	113	133	53	39.9	60.2%	36.6
6/11/2024 12:00:00 AM	41.0	55	65	66	39.8	60.0%	36.9
6/11/2024 1:00:00 AM	39.0	37	43	44	38.5	46.5%	35.0
6/11/2024 2:00:00 AM	39.0	32	38	45	38.6	60.5%	35.4
6/11/2024 3:00:00 AM	42.0	16	19	47	40.5	68.4%	37.8
6/11/2024 4:00:00 AM	40.0	14	16	42	38.5	68.8%	36.5
6/11/2024 5:00:00 AM	43.0	55	65	67	40.9	70.8%	37.7
6/11/2024 6:00:00 AM	42.0	246	289	52	40.2	62.6%	37.4
6/11/2024 7:00:00 AM	43.0	509	599	53	40.5	81.5%	39.0
6/11/2024 8:00:00 AM	44.0	409	481	71	41.0	84.6%	39.7
6/11/2024 9:00:00 AM	43.0	314	370	53	39.8	77.6%	38.2
6/11/2024 10:00:00 AM	42.0	332	391	56	39.7	76.2%	38.0

Hour	6/10/2024 Monday 6/10/2024	to Tuesday 6/11/2024	6/16/2024 Wednesday 6/12/2024	Thursday 6/13/2024	Friday 6/14/2024	Saturday 6/15/2024	Sunday 6/16/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	43	*	*	*	*	*	43	0	38.8
1 - 2	*	38	*	*	*	*	*	38	0	38.8
2 - 3	*	19	*	*	*	*	*	19	0	42
3 - 4	*	16	*	*	*	*	*	16	0	40
4 - 5	*	65	*	*	*	*	*	65	0	42.7
5 - 6	*	289	*	*	*	*	*	289	0	41.5
6 - 7	*	599	*	*	*	*	*	599	0	42.8
7 - 8	*	481	*	*	*	*	*	481	0	43.5
8 - 9	*	370	*	*	*	*	*	370	0	42.1
9 - 10	*	391	*	*	*	*	*	391	0	41.2
10 - 11	332	*	*	*	*	*	*	332	0	39.8
11 - 12	331	*	*	*	*	*	*	331	0	39.5
12 - 13	403	*	*	*	*	*	*	403	0	40.6
13 - 14	404	*	*	*	*	*	*	404	0	41.2
14 - 15	430	*	*	*	*	*	*	430	0	40.9
15 - 16	520	*	*	*	*	*	*	520	0	40.4
16 - 17	525	*	*	*	*	*	*	525	0	41.2
17 - 18	622	*	*	*	*	*	*	622	0	41.5
18 - 19	481	*	*	*	*	*	*	481	0	42
19 - 20	412	*	*	*	*	*	*	412	0	42.1
20 - 21	340	*	*	*	*	*	*	340	0	41.4
21 - 22	304	*	*	*	*	*	*	304	0	40.9
22 - 23	133	*	*	*	*	*	*	133	0	42
23 - 24	65	*	*	*	*	*	*	65	0	40.5
Totals	5302	2311	0	0	0	0	0			
% of Total	69.64%	30.36%	0%	0%	0%	0%	0%			

Hour	Jun 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	43	*	*	*	*	*	43	0	38.8
1 - 2	*	38	*	*	*	*	*	38	0	38.8
2 - 3	*	19	*	*	*	*	*	19	0	42
3 - 4	*	16	*	*	*	*	*	16	0	40
4 - 5	*	65	*	*	*	*	*	65	0	42.7
5 - 6	*	289	*	*	*	*	*	289	0	41.5
6 - 7	*	599	*	*	*	*	*	599	0	42.8
7 - 8	*	481	*	*	*	*	*	481	0	43.5
8 - 9	*	370	*	*	*	*	*	370	0	42.1
9 - 10	*	391	*	*	*	*	*	391	0	41.2
10 - 11	332	*	*	*	*	*	*	332	0	39.8
11 - 12	331	*	*	*	*	*	*	331	0	39.5
12 - 13	403	*	*	*	*	*	*	403	0	40.6
13 - 14	404	*	*	*	*	*	*	404	0	41.2
14 - 15	430	*	*	*	*	*	*	430	0	40.9
15 - 16	520	*	*	*	*	*	*	520	0	40.4
16 - 17	525	*	*	*	*	*	*	525	0	41.2
17 - 18	622	*	*	*	*	*	*	622	0	41.5
18 - 19	481	*	*	*	*	*	*	481	0	42
19 - 20	412	*	*	*	*	*	*	412	0	42.1
20 - 21	340	*	*	*	*	*	*	340	0	41.4
21 - 22	304	*	*	*	*	*	*	304	0	40.9
22 - 23	133	*	*	*	*	*	*	133	0	42
23 - 24	65	*	*	*	*	*	*	65	0	40.5
Totals	5302	2311	0	0	0	0	0			
% of Total	69.64%	30.36%	0%	0%	0%	0%	0%			

Hour	6/10/2024 Monday	to Tuesday 6/11/2024	6/16/2024 Wednesday 6/12/2024	Thursday 6/13/2024	Friday 6/14/2024	Saturday 6/15/2024	Sunday 6/16/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	35.02	*	*	*	*	*	35.02	*	38.8
1 - 2	*	35.39	*	*	*	*	*	35.39	*	38.8
2 - 3	*	37.84	*	*	*	*	*	37.84	*	42
3 - 4	*	36.5	*	*	*	*	*	36.5	*	40
4 - 5	*	37.71	*	*	*	*	*	37.71	*	42.7
5 - 6	*	37.36	*	*	*	*	*	37.36	*	41.5
6 - 7	*	39.04	*	*	*	*	*	39.04	*	42.8
7 - 8	*	39.73	*	*	*	*	*	39.73	*	43.5
8 - 9	*	38.23	*	*	*	*	*	38.23	*	42.1
9 - 10	*	37.95	*	*	*	*	*	37.95	*	41.2
10 - 11	36.27	*	*	*	*	*	*	36.27	*	39.8
11 - 12	35.68	*	*	*	*	*	*	35.68	*	39.5
12 - 13	36.51	*	*	*	*	*	*	36.51	*	40.6
13 - 14	37.52	*	*	*	*	*	*	37.52	*	41.2
14 - 15	37.1	*	*	*	*	*	*	37.1	*	40.9
15 - 16	37.1	*	*	*	*	*	*	37.1	*	40.4
16 - 17	37.42	*	*	*	*	*	*	37.42	*	41.2
17 - 18	37.98	*	*	*	*	*	*	37.98	*	41.5
18 - 19	38.21	*	*	*	*	*	*	38.21	*	42
19 - 20	37.68	*	*	*	*	*	*	37.68	*	42.1
20 - 21	37.34	*	*	*	*	*	*	37.34	*	41.4
21 - 22	36.62	*	*	*	*	*	*	36.62	*	40.9
22 - 23	36.64	*	*	*	*	*	*	36.64	*	42
23 - 24	36.91	*	*	*	*	*	*	36.91	*	40.5
Totals	37.2	38.5	0	0	0	0	0			
% of Total	49.14%	50.86%	0%	0%	0%	0%	0%			

Hour	Jun 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	35.02	*	*	*	*	*	35.02	*	38.8
1 - 2	*	35.39	*	*	*	*	*	35.39	*	38.8
2 - 3	*	37.84	*	*	*	*	*	37.84	*	42
3 - 4	*	36.5	*	*	*	*	*	36.5	*	40
4 - 5	*	37.71	*	*	*	*	*	37.71	*	42.7
5 - 6	*	37.36	*	*	*	*	*	37.36	*	41.5
6 - 7	*	39.04	*	*	*	*	*	39.04	*	42.8
7 - 8	*	39.73	*	*	*	*	*	39.73	*	43.5
8 - 9	*	38.23	*	*	*	*	*	38.23	*	42.1
9 - 10	*	37.95	*	*	*	*	*	37.95	*	41.2
10 - 11	36.27	*	*	*	*	*	*	36.27	*	39.8
11 - 12	35.68	*	*	*	*	*	*	35.68	*	39.5
12 - 13	36.51	*	*	*	*	*	*	36.51	*	40.6
13 - 14	37.52	*	*	*	*	*	*	37.52	*	41.2
14 - 15	37.1	*	*	*	*	*	*	37.1	*	40.9
15 - 16	37.1	*	*	*	*	*	*	37.1	*	40.4
16 - 17	37.42	*	*	*	*	*	*	37.42	*	41.2
17 - 18	37.98	*	*	*	*	*	*	37.98	*	41.5
18 - 19	38.21	*	*	*	*	*	*	38.21	*	42
19 - 20	37.68	*	*	*	*	*	*	37.68	*	42.1
20 - 21	37.34	*	*	*	*	*	*	37.34	*	41.4
21 - 22	36.62	*	*	*	*	*	*	36.62	*	40.9
22 - 23	36.64	*	*	*	*	*	*	36.64	*	42
23 - 24	36.91	*	*	*	*	*	*	36.91	*	40.5
Totals	37.2	38.5	0	0	0	0	0			
% of Total	49.14%	50.86%	0%	0%	0%	0%	0%			

Hour	6/10/2024 Monday	to Tuesday 6/11/2024	6/16/2024 Wednesday 6/12/2024	Thursday 6/13/2024	Friday 6/14/2024	Saturday 6/15/2024	Sunday 6/16/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	38.8	*	*	*	*	*	38.8	0	38.8
1 - 2	*	38.8	*	*	*	*	*	38.8	0	38.8
2 - 3	*	42	*	*	*	*	*	42	0	42
3 - 4	*	40	*	*	*	*	*	40	0	40
4 - 5	*	42.7	*	*	*	*	*	42.7	0	42.7
5 - 6	*	41.5	*	*	*	*	*	41.5	0	41.5
6 - 7	*	42.8	*	*	*	*	*	42.8	0	42.8
7 - 8	*	43.5	*	*	*	*	*	43.5	0	43.5
8 - 9	*	42.1	*	*	*	*	*	42.1	0	42.1
9 - 10	*	41.2	*	*	*	*	*	41.2	0	41.2
10 - 11	39.8	*	*	*	*	*	*	39.8	0	39.8
11 - 12	39.5	*	*	*	*	*	*	39.5	0	39.5
12 - 13	40.6	*	*	*	*	*	*	40.6	0	40.6
13 - 14	41.2	*	*	*	*	*	*	41.2	0	41.2
14 - 15	40.9	*	*	*	*	*	*	40.9	0	40.9
15 - 16	40.4	*	*	*	*	*	*	40.4	0	40.4
16 - 17	41.2	*	*	*	*	*	*	41.2	0	41.2
17 - 18	41.5	*	*	*	*	*	*	41.5	0	41.5
18 - 19	42	*	*	*	*	*	*	42	0	42
19 - 20	42.1	*	*	*	*	*	*	42.1	0	42.1
20 - 21	41.4	*	*	*	*	*	*	41.4	0	41.4
21 - 22	40.9	*	*	*	*	*	*	40.9	0	40.9
22 - 23	42	*	*	*	*	*	*	42	0	42
23 - 24	40.5	*	*	*	*	*	*	40.5	0	40.5
Totals	574	413.4	0	0	0	0	0			
% of Total	58.13%	41.87%	0%	0%	0%	0%	0%			

Hour	Jun 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	38.8	*	*	*	*	*	38.8	0	38.8
1 - 2	*	38.8	*	*	*	*	*	38.8	0	38.8
2 - 3	*	42	*	*	*	*	*	42	0	42
3 - 4	*	40	*	*	*	*	*	40	0	40
4 - 5	*	42.7	*	*	*	*	*	42.7	0	42.7
5 - 6	*	41.5	*	*	*	*	*	41.5	0	41.5
6 - 7	*	42.8	*	*	*	*	*	42.8	0	42.8
7 - 8	*	43.5	*	*	*	*	*	43.5	0	43.5
8 - 9	*	42.1	*	*	*	*	*	42.1	0	42.1
9 - 10	*	41.2	*	*	*	*	*	41.2	0	41.2
10 - 11	39.8	*	*	*	*	*	*	39.8	0	39.8
11 - 12	39.5	*	*	*	*	*	*	39.5	0	39.5
12 - 13	40.6	*	*	*	*	*	*	40.6	0	40.6
13 - 14	41.2	*	*	*	*	*	*	41.2	0	41.2
14 - 15	40.9	*	*	*	*	*	*	40.9	0	40.9
15 - 16	40.4	*	*	*	*	*	*	40.4	0	40.4
16 - 17	41.2	*	*	*	*	*	*	41.2	0	41.2
17 - 18	41.5	*	*	*	*	*	*	41.5	0	41.5
18 - 19	42	*	*	*	*	*	*	42	0	42
19 - 20	42.1	*	*	*	*	*	*	42.1	0	42.1
20 - 21	41.4	*	*	*	*	*	*	41.4	0	41.4
21 - 22	40.9	*	*	*	*	*	*	40.9	0	40.9
22 - 23	42	*	*	*	*	*	*	42	0	42
23 - 24	40.5	*	*	*	*	*	*	40.5	0	40.5

Summary of Violators
Pecos St- 90th to 88th SB

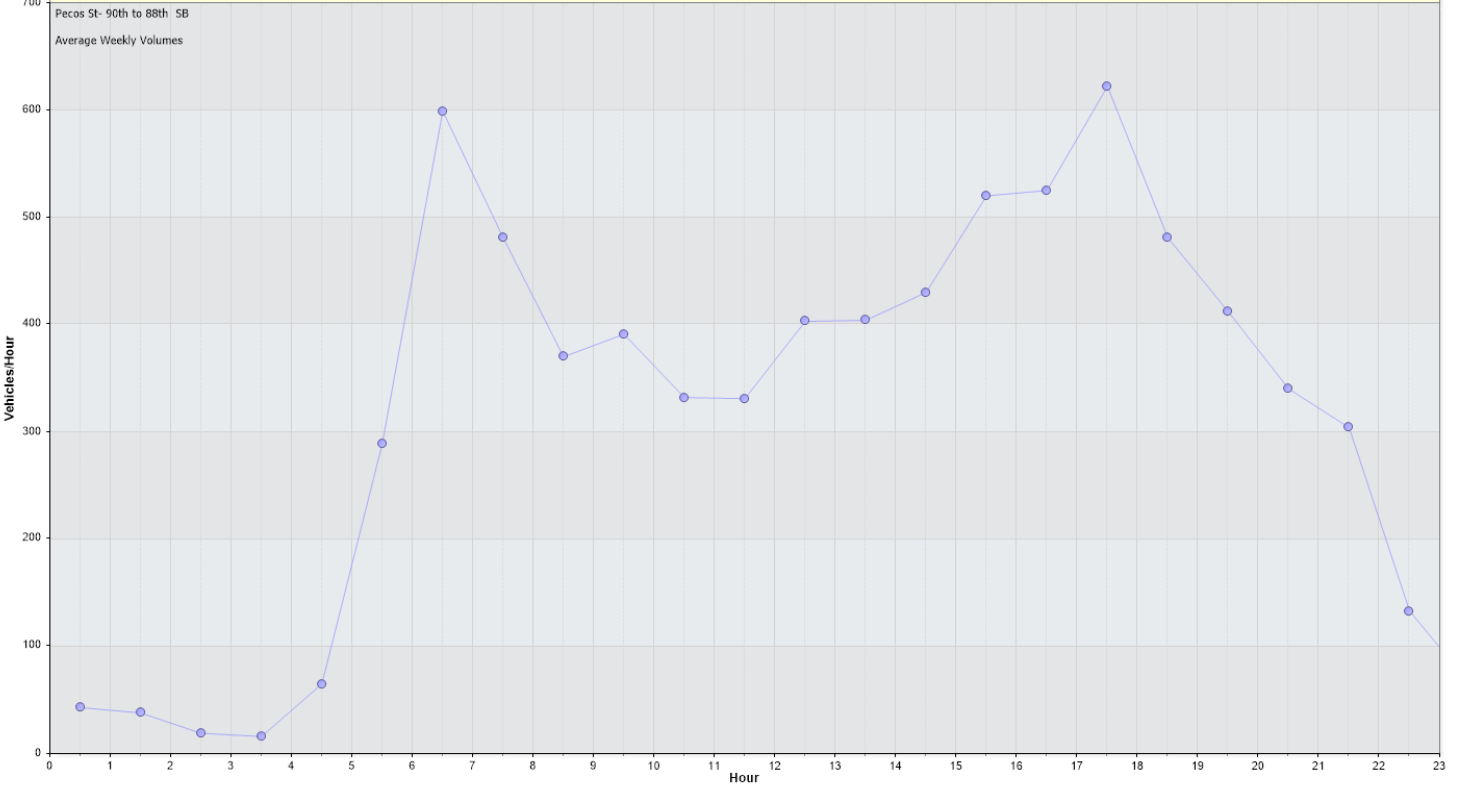
from Mon-Jun-10-2024-10-00-AM to Tue-Jun-11-2024-09-59-AM

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	43	35.0	20	38.5
01:00:00	38	35.4	23	38.6
02:00:00	19	37.8	13	40.5
03:00:00	16	36.5	11	38.5
04:00:00	65	37.7	46	40.9
05:00:00	289	37.4	181	40.2
06:00:00	599	39.0	489	40.5
07:00:00	481	39.7	407	41.0
08:00:00	370	38.2	287	39.8
09:00:00	391	38.0	298	39.7
10:00:00	332	36.3	198	39.1
11:00:00	331	35.7	162	39.4
12:00:00	403	36.5	258	39.3
13:00:00	404	37.5	276	39.8
14:00:00	430	37.1	275	39.7
15:00:00	520	37.1	348	39.2
16:00:00	525	37.4	356	39.7
17:00:00	622	38.0	467	39.7
18:00:00	481	38.2	349	40.2
19:00:00	412	37.7	285	40.2
20:00:00	340	37.3	218	40.0
21:00:00	304	36.6	171	39.8
22:00:00	133	36.6	80	39.9
23:00:00	65	36.9	39	39.8

Date	Starting 10 min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to <100	Total Counts	Avg Speed (MPH)	K/Spd	10MPH Pace	% in pace	# of Speakers	% Speakers	VEH_SM	VEH_MED	VEH_LG	
6/10/2024	00:00	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
6/10/2024	01:00	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
6/10/2024	02:00	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
6/10/2024	03:00	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
6/10/2024	04:00	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
6/10/2024	05:00	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
6/10/2024	06:00	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
6/10/2024	07:00	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
6/10/2024	08:00	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
6/10/2024	09:00	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
6/10/2024	10:00	0	1	4	14	88	154	62	7	2	0	0	0	0	0	0	0	0	0	332	36.3	39.8	31 to 41	83.7	198	59.6	1	320	11	
6/10/2024	11:00	0	1	4	17	109	139	55	3	1	2	0	0	0	0	0	0	0	0	331	35.7	39.5	30 to 40	81.3	162	48.9	1	316	14	
6/10/2024	12:00	3	2	6	11	82	204	80	11	1	3	0	0	0	0	0	0	0	0	403	36.5	40.6	32 to 42	80.4	258	64.0	4	381	18	
6/10/2024	13:00	0	2	9	14	72	188	114	12	1	0	1	0	0	0	0	0	0	0	404	37.5	41.2	33 to 43	84.2	276	68.3	4	376	24	
6/10/2024	14:00	0	0	3	19	86	207	92	18	5	0	0	0	0	0	0	0	0	0	430	37.1	40.9	33 to 43	78.8	275	64.0	2	411	17	
6/10/2024	15:00	0	0	1	13	107	278	106	18	2	1	0	0	0	0	0	0	0	0	520	37.1	40.4	32 to 42	83.1	348	86.9	1	499	20	
6/10/2024	16:00	0	0	1	24	92	254	124	26	4	0	0	0	0	0	0	0	0	0	525	37.4	41.2	33 to 43	81.1	356	87.4	4	496	25	
6/10/2024	17:00	0	0	2	19	85	306	168	35	3	0	1	0	0	0	0	0	0	0	622	38	43.5	33 to 43	82.3	407	75.1	4	502	26	
6/10/2024	18:00	0	0	0	8	82	219	137	26	8	1	0	0	0	0	0	0	0	0	481	38.2	42	33 to 43	81.3	349	72.6	2	457	22	
6/10/2024	19:00	0	2	4	15	75	181	103	27	6	1	0	0	0	0	0	0	0	0	412	37.7	42.1	33 to 43	76.5	285	69.2	0	397	15	
6/10/2024	20:00	1	0	0	10	77	151	82	12	7	0	0	0	0	0	0	0	0	0	340	37.5	41.4	32 to 42	79.4	218	64.1	0	330	10	
6/10/2024	21:00	1	0	0	17	81	129	63	9	2	1	0	1	0	0	0	0	0	0	304	36.6	40.9	32 to 42	77.6	171	56.3	1	289	14	
6/10/2024	22:00	0	1	1	9	32	52	28	8	2	0	0	0	0	0	0	0	0	0	133	36.6	42	30 to 40	72.9	80	60.2	0	131	2	
6/10/2024	23:00	0	0	0	2	15	28	16	0	0	0	0	1	0	0	0	0	0	0	65	36.9	40.5	32 to 42	83.1	39	60.0	0	65	0	
24 Hr Summary		5	9	26	192	1086	2492	1223	212	44	9	2	2	0	0	0	0	0	0	5302	37.2	42	32 to 42	79.7	3482	65.7	24	5860	218	

Date	Starting 10 min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to <100	Total Counts	Avg Speed (MPH)	K/Spd	10MPH Pace	% in pace	# of Speakers	% Speakers	VEH_SM	VEH_MED	VEH_LG	
6/11/2024	00:00	0	0	0	6	10	22	5	0	0	0	0	0	0	0	0	0	0	0	43	35	38.8	31 to 41	83.7	20	46.5	0	43	0	
6/11/2024	01:00	0	0	2	2	10	19	3	2	0	0	0	0	0	0	0	0	0	0	18	35.4	39.8	30 to 40	78.9	23	60.5	0	16	2	
6/11/2024	02:00	0	0	0	2	1	16	3	3	0	0	0	0	0	0	0	0	0	0	19	37.8	42	35 to 45	78.9	13	68.4	0	19	0	
6/11/2024	03:00	0	0	1	0	2	9	4	0	0	0	0	0	0	0	0	0	0	0	16	36.5	40	32 to 42	93.4	11	68.8	0	16	0	
6/11/2024	04:00	0	0	1	8	8	22	20	4	1	0	0	1	0	0	0	0	0	0	65	37.7	42.7	33 to 43	66.2	46	70.8	0	63	2	
6/11/2024	05:00	0	0	2	9	76	112	71	16	3	0	0	0	0	0	0	0	0	0	289	37.4	41.5	33 to 43	77.5	181	62.6	1	274	14	
6/11/2024	06:00	2	2	9	7	72	239	223	43	11	0	0	0	0	0	0	0	0	0	599	39	42.8	34 to 44	81.1	409	81.6	3	571	25	
6/11/2024	07:00	1	0	1	5	43	179	195	46	7	0	1	0	1	0	0	0	0	0	441	39.7	43.5	34 to 44	81.5	407	84.6	0	462	19	
6/11/2024	08:00	0	0	1	7	53	182	104	22	1	0	0	0	0	0	0	0	0	0	370	38.2	42.1	34 to 44	83.2	287	77.6	1	350	19	
6/11/2024	09:00	0	0	2	14	52	188	117	15	2	1	0	0	0	0	0	0	0	0	391	38	41.2	33 to 43	83.1	298	76.2	4	370	17	
6/11/2024	10:00	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	
6/11/2024	11:00	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
6/11/2024	12:00	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
6/11/2024	13:00	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
6/11/2024	14:00	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
6/11/2024	15:00	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
6/11/2024	16:00	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
6/11/2024	17:00	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
6/11/2024	18:00	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
6/11/2024	19:00	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
6/11/2024	20:00	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
6/11/2024	21:00	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
6/11/2024	22:00	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
6/11/2024	23:00	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
24 Hr Summary		3	2	10	60	327	942	745	153	25	1	1	1	1	0	0	0	0	0	2111	38.5	43	34 to 44	79.9	1775	76.8	9	2204	98	

Incoming SB: Average Hourly Volume for Week of 6/10/2024
Average Counts By Hour (6/10/2024)



Incoming SB: Average Hourly WEEKDAY Speeds for Week of 6/10/2024

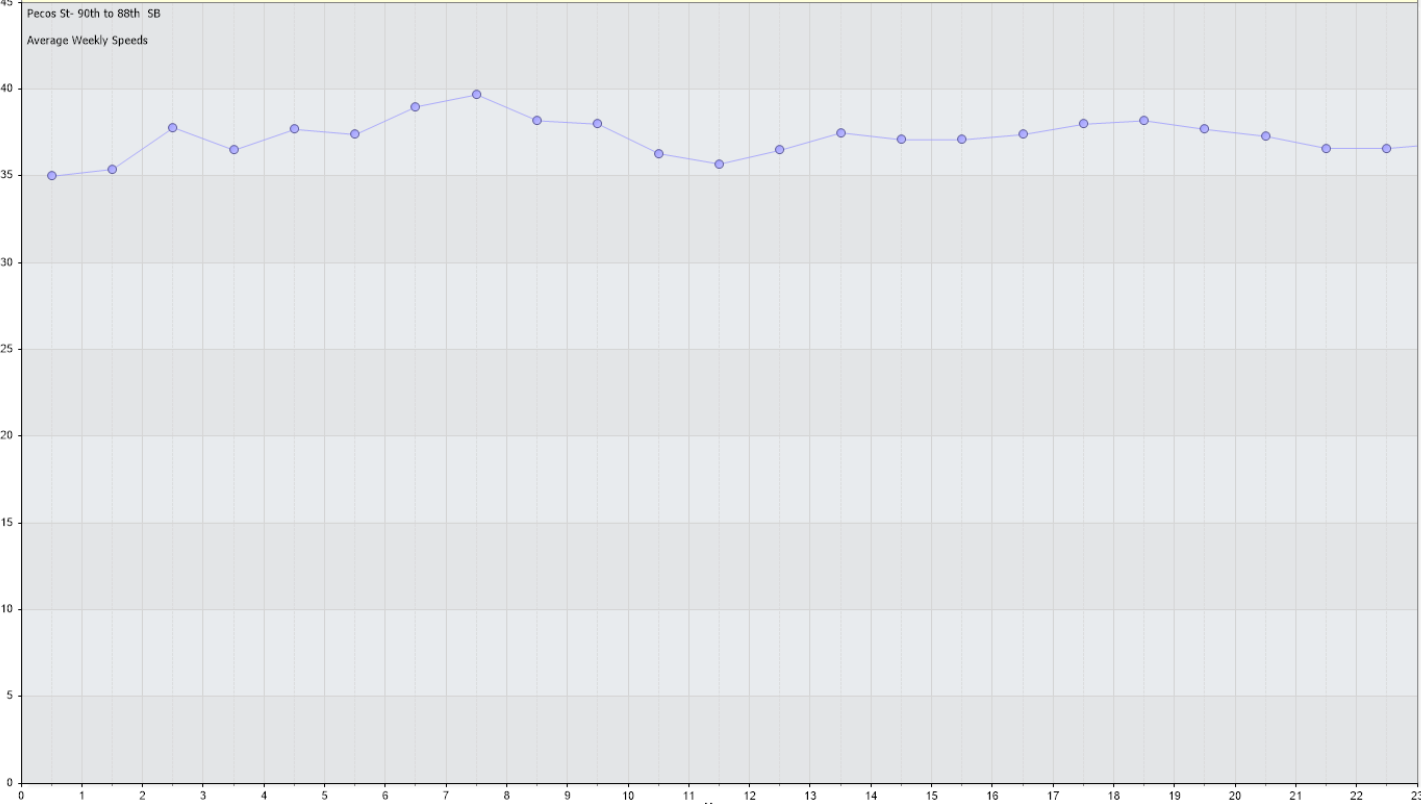
Average Hourly WEEKDAY Speeds By Hour (6/10/2024) — Average Hourly WEEKDAY Speeds By Hour (6/10/2024)

Pecos St- 90th to 88th SB

Average Weekly Speeds

MPH

Hour



Incoming SB: Daily Volume for Week of 6/10/2024

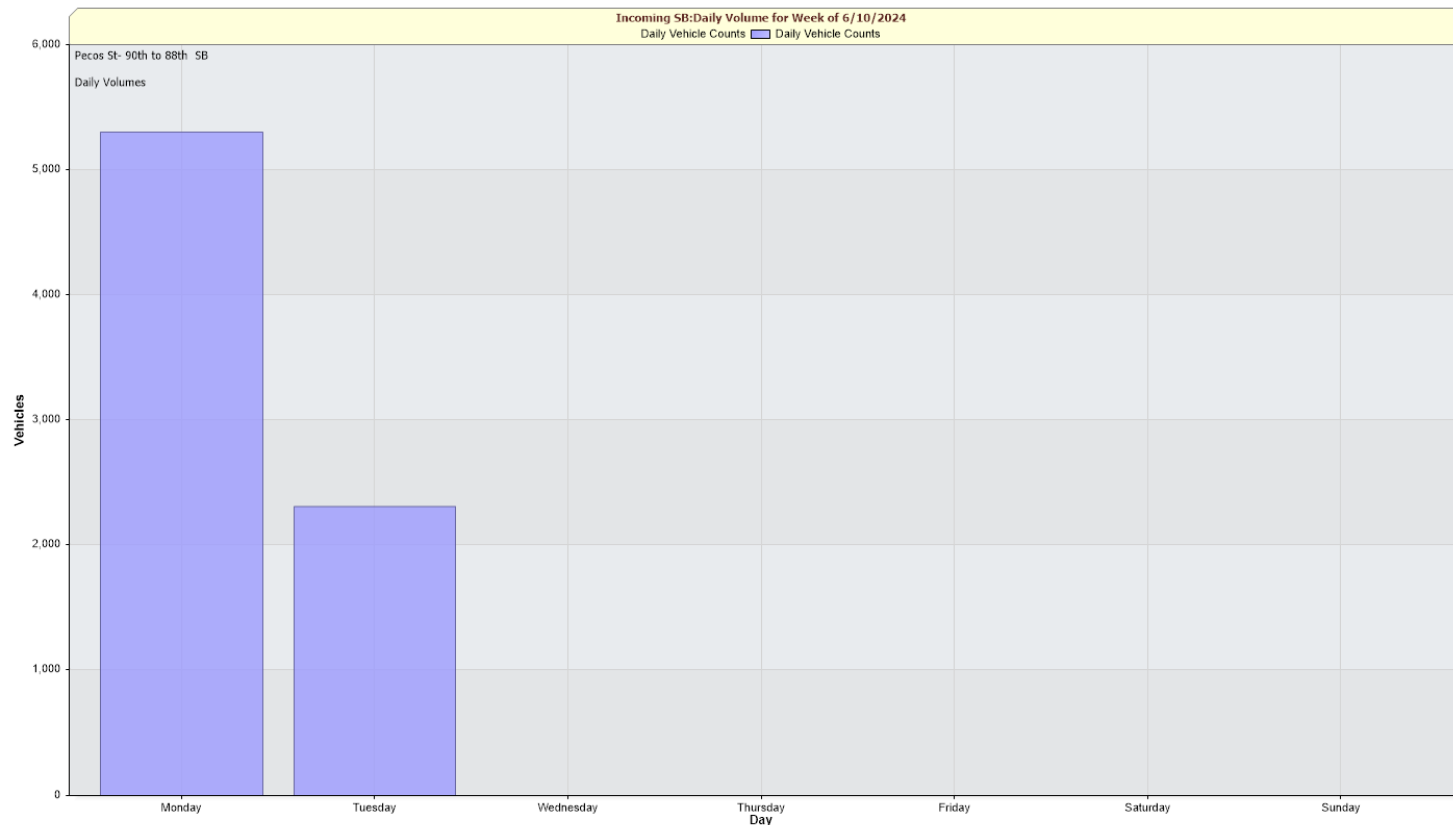
Daily Vehicle Counts



Daily Vehicle Counts

Pecos St- 90th to 88th SB

Daily Volumes



For Project: Pecos St-85th Ave to Milky Way NB
 Project Notes:
 Location/Name: Incoming NB
 Report Generated: 6/12/2024 1:27:48 PM
 Speed Intervals: 1 MPH
 Time Intervals: Instant
 Traffic Report From: 6/11/2024 1:00:00 PM through 6/12/2024 12:59:59 PM
 85th Percentile Speed: 45 MPH
 85th Percentile Vehicles: 8855
 Max Speed: 70 MPH on 6/12/2024 9:45:33 AM
 Total Vehicles: 10418
 AADT: 10418

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	5209	5209
AM Peak	629	629
PM Peak	1057	1057

Speed

Speed Limit: 35
 85th Percentile Speed: 45
 50th Percentile Speed: 41
 10 MPH Pace Interval: 35.0 MPH to 45.0 MPH
 Average Speed: 40.67

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	N/A	5930	3153	N/A	N/A	N/A	N/A
% over limit	N/A	86.3	88.9	N/A	N/A	N/A	N/A
Avg Speeder	N/A	41.7	42.0	N/A	N/A	N/A	N/A
Avg Speed	N/A	40.5	41.0	N/A	N/A	N/A	N/A

Class Counts

	Number	%
VEH_SM	3	0
VEH_MED	10199	97.9
VEH_LG	216	2.1
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Incoming NB Summary
 Pecos St-85th Ave to Milky Way NB

from Tue-Jun-11-2024-01:00-PM to Wed-Jun-12-2024-12:59-PM

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders	Avg Speed
6/11/2024 2:00:00 PM	45.0	481	566	58	42.0	87.1%	40.8
6/11/2024 3:00:00 PM	46.0	538	633	66	42.4	90.0%	41.5
6/11/2024 4:00:00 PM	45.0	688	810	59	42.0	92.9%	41.4
6/11/2024 5:00:00 PM	44.0	900	1059	59	41.3	86.8%	40.2
6/11/2024 6:00:00 PM	44.0	885	1041	64	41.4	81.5%	39.8
6/11/2024 7:00:00 PM	45.0	773	909	62	41.4	82.2%	39.8
6/11/2024 8:00:00 PM	46.0	496	583	68	42.8	91.3%	42.0
6/11/2024 9:00:00 PM	44.0	421	495	63	41.3	87.1%	40.2
6/11/2024 10:00:00 PM	45.0	347	408	69	41.1	83.8%	39.8
6/11/2024 11:00:00 PM	45.0	207	243	65	41.6	79.9%	39.9
6/12/2024 12:00:00 AM	44.0	106	125	56	41.4	81.6%	39.7
6/12/2024 1:00:00 AM	44.0	54	63	58	41.4	76.2%	39.3
6/12/2024 2:00:00 AM	44.0	32	38	63	41.3	57.9%	37.8
6/12/2024 3:00:00 AM	44.0	20	24	60	42.4	70.8%	39.7
6/12/2024 4:00:00 AM	42.0	26	30	48	40.0	70.0%	37.9
6/12/2024 5:00:00 AM	49.0	37	43	59	43.1	83.7%	41.5
6/12/2024 6:00:00 AM	47.0	82	97	61	42.8	93.8%	42.2
6/12/2024 7:00:00 AM	47.0	189	222	57	42.7	95.9%	42.3
6/12/2024 8:00:00 AM	46.0	242	285	56	42.4	90.5%	41.4
6/12/2024 9:00:00 AM	46.0	321	378	60	42.5	91.0%	41.7
6/12/2024 10:00:00 AM	45.0	534	628	70	41.5	88.1%	40.5
6/12/2024 11:00:00 AM	44.0	535	629	60	41.1	84.6%	39.9
6/12/2024 12:00:00 PM	46.0	483	568	61	42.3	92.1%	41.5
6/12/2024 1:00:00 PM	45.0	460	541	60	42.1	91.5%	41.3

Hour	6/10/2024 Monday 6/10/2024	to Tuesday 6/11/2024	6/16/2024 Wednesday 6/12/2024	Thursday 6/13/2024	Friday 6/14/2024	Saturday 6/15/2024	Sunday 6/16/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	63	*	*	*	*	63	0	43.7
1 - 2	*	*	38	*	*	*	*	38	0	43.3
2 - 3	*	*	24	*	*	*	*	24	0	44
3 - 4	*	*	30	*	*	*	*	30	0	42
4 - 5	*	*	43	*	*	*	*	43	0	49
5 - 6	*	*	97	*	*	*	*	97	0	46.3
6 - 7	*	*	222	*	*	*	*	222	0	46.3
7 - 8	*	*	285	*	*	*	*	285	0	45.2
8 - 9	*	*	378	*	*	*	*	378	0	45.4
9 - 10	*	*	628	*	*	*	*	628	0	44.3
10 - 11	*	*	629	*	*	*	*	629	0	43.5
11 - 12	*	*	568	*	*	*	*	568	0	45.7
12 - 13	*	*	541	*	*	*	*	541	0	45
13 - 14	*	566	*	*	*	*	*	566	0	44.9
14 - 15	*	633	*	*	*	*	*	633	0	45.8
15 - 16	*	810	*	*	*	*	*	810	0	44.9
16 - 17	*	1059	*	*	*	*	*	1059	0	43.8
17 - 18	*	1041	*	*	*	*	*	1041	0	43.9
18 - 19	*	909	*	*	*	*	*	909	0	44.1
19 - 20	*	583	*	*	*	*	*	583	0	46
20 - 21	*	495	*	*	*	*	*	495	0	43.9
21 - 22	*	408	*	*	*	*	*	408	0	44.1
22 - 23	*	243	*	*	*	*	*	243	0	44.8
23 - 24	*	125	*	*	*	*	*	125	0	43.9
Totals	0	6872	3546	0	0	0	0			
% of Total	0%	65.96%	34.04%	0%	0%	0%	0%			

Hour	Jun 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	63	*	*	*	*	63	0	43.7
1 - 2	*	*	38	*	*	*	*	38	0	43.3
2 - 3	*	*	24	*	*	*	*	24	0	44
3 - 4	*	*	30	*	*	*	*	30	0	42
4 - 5	*	*	43	*	*	*	*	43	0	49
5 - 6	*	*	97	*	*	*	*	97	0	46.3
6 - 7	*	*	222	*	*	*	*	222	0	46.3
7 - 8	*	*	285	*	*	*	*	285	0	45.2
8 - 9	*	*	378	*	*	*	*	378	0	45.4
9 - 10	*	*	628	*	*	*	*	628	0	44.3
10 - 11	*	*	629	*	*	*	*	629	0	43.5
11 - 12	*	*	568	*	*	*	*	568	0	45.7
12 - 13	*	*	541	*	*	*	*	541	0	45
13 - 14	*	566	*	*	*	*	*	566	0	44.9
14 - 15	*	633	*	*	*	*	*	633	0	45.8
15 - 16	*	810	*	*	*	*	*	810	0	44.9
16 - 17	*	1059	*	*	*	*	*	1059	0	43.8
17 - 18	*	1041	*	*	*	*	*	1041	0	43.9
18 - 19	*	909	*	*	*	*	*	909	0	44.1
19 - 20	*	583	*	*	*	*	*	583	0	46
20 - 21	*	495	*	*	*	*	*	495	0	43.9
21 - 22	*	408	*	*	*	*	*	408	0	44.1
22 - 23	*	243	*	*	*	*	*	243	0	44.8
23 - 24	*	125	*	*	*	*	*	125	0	43.9
Totals	0	6872	3546	0	0	0	0			
% of Total	0%	35.24%	18.18%	0%	0%	0%	0%			

Hour	6/10/2024 Monday 6/10/2024	to Tuesday 6/11/2024	6/16/2024 Wednesday 6/12/2024	Thursday 6/13/2024	Friday 6/14/2024	Saturday 6/15/2024	Sunday 6/16/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	39.33	*	*	*	*	39.33	*	43.7
1 - 2	*	*	37.79	*	*	*	*	37.79	*	43.3
2 - 3	*	*	39.71	*	*	*	*	39.71	*	44
3 - 4	*	*	37.87	*	*	*	*	37.87	*	42
4 - 5	*	*	41.53	*	*	*	*	41.53	*	49
5 - 6	*	*	42.2	*	*	*	*	42.2	*	46.3
6 - 7	*	*	42.28	*	*	*	*	42.28	*	46.3
7 - 8	*	*	41.42	*	*	*	*	41.42	*	45.2
8 - 9	*	*	41.66	*	*	*	*	41.66	*	45.4
9 - 10	*	*	40.49	*	*	*	*	40.49	*	44.3
10 - 11	*	*	39.87	*	*	*	*	39.87	*	43.5
11 - 12	*	*	41.47	*	*	*	*	41.47	*	45.7
12 - 13	*	*	41.35	*	*	*	*	41.35	*	45
13 - 14	*	40.88	*	*	*	*	*	40.88	*	44.9
14 - 15	*	41.51	*	*	*	*	*	41.51	*	45.8
15 - 16	*	41.37	*	*	*	*	*	41.37	*	44.9
16 - 17	*	40.21	*	*	*	*	*	40.21	*	43.8
17 - 18	*	39.79	*	*	*	*	*	39.79	*	43.9
18 - 19	*	39.84	*	*	*	*	*	39.84	*	44.1
19 - 20	*	41.95	*	*	*	*	*	41.95	*	46
20 - 21	*	40.23	*	*	*	*	*	40.23	*	43.9
21 - 22	*	39.85	*	*	*	*	*	39.85	*	44.1
22 - 23	*	39.85	*	*	*	*	*	39.85	*	44.8
23 - 24	*	39.73	*	*	*	*	*	39.73	*	43.9
Totals	0	40.5	41	0	0	0	0			
% of Total	0%	49.69%	50.31%	0%	0%	0%	0%			

Hour	Jun 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	39.33	*	*	*	*	39.33	*	43.7
1 - 2	*	*	37.79	*	*	*	*	37.79	*	43.3
2 - 3	*	*	39.71	*	*	*	*	39.71	*	44
3 - 4	*	*	37.87	*	*	*	*	37.87	*	42
4 - 5	*	*	41.53	*	*	*	*	41.53	*	49
5 - 6	*	*	42.2	*	*	*	*	42.2	*	46.3
6 - 7	*	*	42.28	*	*	*	*	42.28	*	46.3
7 - 8	*	*	41.42	*	*	*	*	41.42	*	45.2
8 - 9	*	*	41.66	*	*	*	*	41.66	*	45.4
9 - 10	*	*	40.49	*	*	*	*	40.49	*	44.3
10 - 11	*	*	39.87	*	*	*	*	39.87	*	43.5
11 - 12	*	*	41.47	*	*	*	*	41.47	*	45.7
12 - 13	*	*	41.35	*	*	*	*	41.35	*	45
13 - 14	*	40.88	*	*	*	*	*	40.88	*	44.9
14 - 15	*	41.51	*	*	*	*	*	41.51	*	45.8
15 - 16	*	41.37	*	*	*	*	*	41.37	*	44.9
16 - 17	*	40.21	*	*	*	*	*	40.21	*	43.8
17 - 18	*	39.79	*	*	*	*	*	39.79	*	43.9
18 - 19	*	39.84	*	*	*	*	*	39.84	*	44.1
19 - 20	*	41.95	*	*	*	*	*	41.95	*	46
20 - 21	*	40.23	*	*	*	*	*	40.23	*	43.9
21 - 22	*	39.85	*	*	*	*	*	39.85	*	44.1
22 - 23	*	39.85	*	*	*	*	*	39.85	*	44.8
23 - 24	*	39.73	*	*	*	*	*	39.73	*	43.9
Totals	0	40.5	41	0	0	0	0			
% of Total	0%	49.69%	50.31%	0%	0%	0%	0%			

Hour	6/10/2024 Monday 6/10/2024	to Tuesday 6/11/2024	6/16/2024 Wednesday 6/12/2024	Thursday 6/13/2024	Friday 6/14/2024	Saturday 6/15/2024	Sunday 6/16/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	*	43.7	*	*	*	*	43.7	0	43.7
1 - 2	*	*	43.3	*	*	*	*	43.3	0	43.3
2 - 3	*	*	44	*	*	*	*	44	0	44
3 - 4	*	*	42	*	*	*	*	42	0	42
4 - 5	*	*	49	*	*	*	*	49	0	49
5 - 6	*	*	46.3	*	*	*	*	46.3	0	46.3
6 - 7	*	*	46.3	*	*	*	*	46.3	0	46.3
7 - 8	*	*	45.2	*	*	*	*	45.2	0	45.2
8 - 9	*	*	45.4	*	*	*	*	45.4	0	45.4
9 - 10	*	*	44.3	*	*	*	*	44.3	0	44.3
10 - 11	*	*	43.5	*	*	*	*	43.5	0	43.5
11 - 12	*	*	45.7	*	*	*	*	45.7	0	45.7
12 - 13	*	*	45	*	*	*	*	45	0	45
13 - 14	*	44.9	*	*	*	*	*	44.9	0	44.9
14 - 15	*	45.8	*	*	*	*	*	45.8	0	45.8
15 - 16	*	44.9	*	*	*	*	*	44.9	0	44.9
16 - 17	*	43.8	*	*	*	*	*	43.8	0	43.8
17 - 18	*	43.9	*	*	*	*	*	43.9	0	43.9
18 - 19	*	44.1	*	*	*	*	*	44.1	0	44.1
19 - 20	*	46	*	*	*	*	*	46	0	46
20 - 21	*	43.9	*	*	*	*	*	43.9	0	43.9
21 - 22	*	44.1	*	*	*	*	*	44.1	0	44.1
22 - 23	*	44.8	*	*	*	*	*	44.8	0	44.8
23 - 24	*	43.9	*	*	*	*	*	43.9	0	43.9
Totals	0	490.1	583.7	0	0	0	0			
% of Total	0%	45.64%	54.36%	0%	0%	0%	0%			

Hour	Jun 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	*	43.7	*	*	*	*	43.7	0	43.7
1 - 2	*	*	43.3	*	*	*	*	43.3	0	43.3
2 - 3	*	*	44	*	*	*	*	44	0	44
3 - 4	*	*	42	*	*	*	*	42	0	42
4 - 5	*	*	49	*	*	*	*	49	0	49
5 - 6	*	*	46.3	*	*	*	*	46.3	0	46.3
6 - 7	*	*	46.3	*	*	*	*	46.3	0	46.3
7 - 8	*	*	45.2	*	*	*	*	45.2	0	45.2
8 - 9	*	*	45.4	*	*	*	*	45.4	0	45.4
9 - 10	*	*	44.3	*	*	*	*	44.3	0	44.3
10 - 11	*	*	43.5	*	*	*	*	43.5	0	43.5
11 - 12	*	*	45.7	*	*	*	*	45.7	0	45.7
12 - 13	*	*	45	*	*	*	*	45	0	45
13 - 14	*	44.9	*	*	*	*	*	44.9	0	44.9
14 - 15	*	45.8	*	*	*	*	*	45.8	0	45.8
15 - 16	*	44.9	*	*	*	*	*	44.9	0	44.9
16 - 17	*	43.8	*	*	*	*	*	43.8	0	43.8
17 - 18	*	43.9	*	*	*	*	*	43.9	0	43.9
18 - 19	*	44.1	*	*	*	*	*	44.1	0	44.1
19 - 20	*	46	*	*	*	*	*	46	0	46
20 - 21	*	43.9	*	*	*	*	*	43.9	0	43.9
21 - 22	*	44.1	*	*	*	*	*	44.1	0	44.1
22 - 23	*	44.8	*	*	*	*	*	44.8	0	44.8
23 - 24	*	43.9	*	*	*	*	*	43.9	0	43.9

Summary of Violators

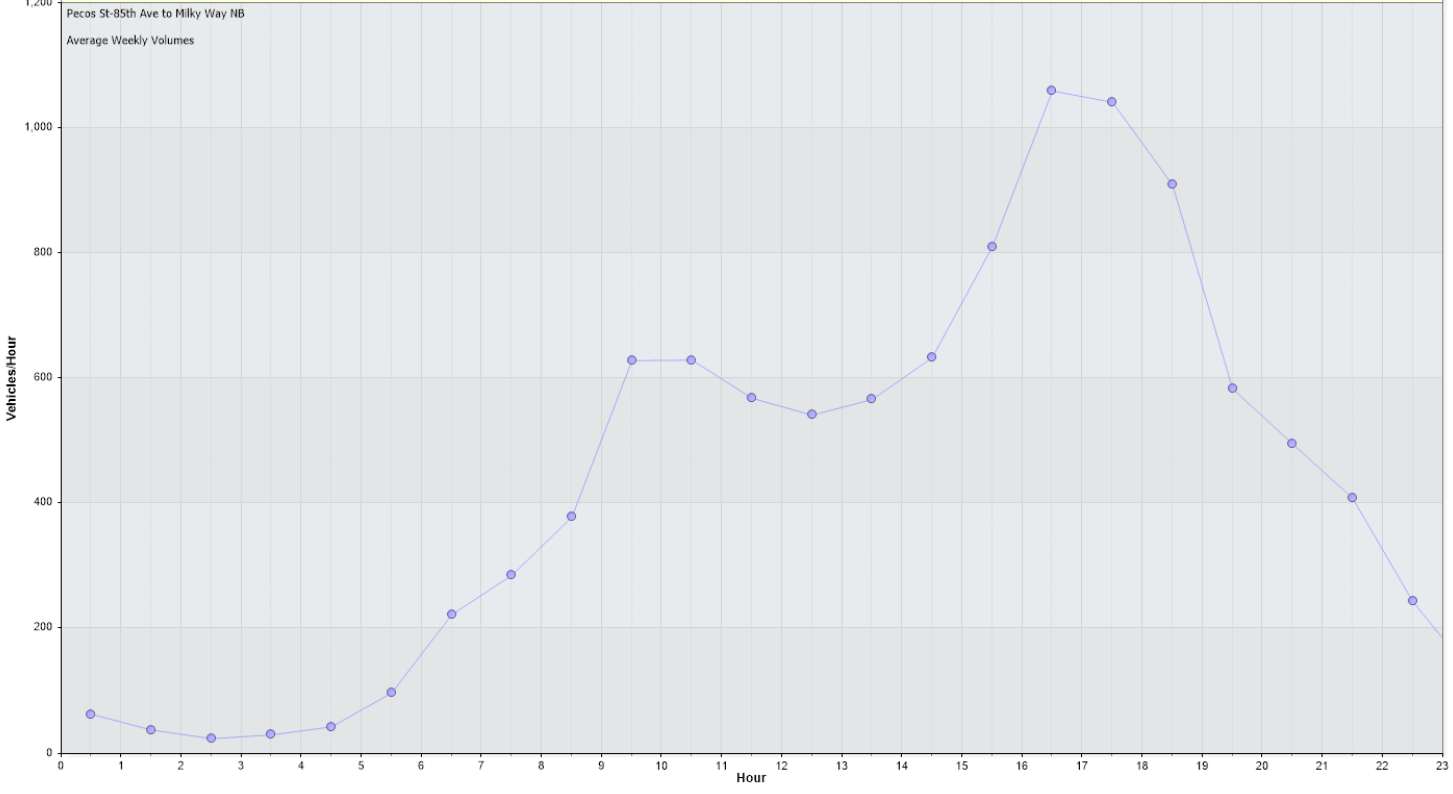
Pecos St-85th Ave to Milky Way NB

from Tue-Jun-11-2024-01-00-PM to Wed-Jun-12-2024-12-59-PM

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	63	39.3	48	41.4
01:00:00	38	37.8	22	41.3
02:00:00	24	39.7	17	42.4
03:00:00	30	37.9	21	40.0
04:00:00	43	41.5	36	43.1
05:00:00	97	42.2	91	42.8
06:00:00	222	42.3	213	42.7
07:00:00	285	41.4	258	42.4
08:00:00	378	41.7	344	42.5
09:00:00	628	40.5	553	41.5
10:00:00	629	39.9	532	41.1
11:00:00	568	41.5	523	42.3
12:00:00	541	41.3	495	42.1
13:00:00	566	40.9	493	42.0
14:00:00	633	41.5	570	42.4
15:00:00	810	41.4	752	42.1
16:00:00	1059	40.2	919	41.3
17:00:00	1041	39.8	848	41.4
18:00:00	909	39.8	747	41.4
19:00:00	583	42.0	532	42.8
20:00:00	495	40.2	431	41.3
21:00:00	408	39.8	342	41.1
22:00:00	243	39.9	194	41.6
23:00:00	125	39.7	102	41.4

Date	Starting 15 min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to <100	Total Counts	Avg Speed (MPH)	K/Spd	10MPH Pace	% in pace	# of Speders	% Speders	VEH_SM	VEH_MED	VEH_LG						
6/12/2024	00:00	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			
6/12/2024	01:00	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			
6/12/2024	02:00	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		
6/12/2024	03:00	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	
6/12/2024	04:00	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	
6/12/2024	05:00	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	
6/12/2024	06:00	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	
6/12/2024	07:00	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
6/12/2024	08:00	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
6/12/2024	09:00	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
6/12/2024	10:00	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
6/12/2024	11:00	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
6/12/2024	12:00	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
6/12/2024	13:00	1	0	0	1	49	155	256	77	23	4	0	0	0	0	0	0	0	0	566	40.9	44.9	34 to 44	76.5	493	87.1	0	549	17						
6/12/2024	14:00	1	0	0	3	38	166	268	127	24	4	0	2	0	0	0	0	0	0	613	41.5	43.8	37 to 47	77.6	570	90.0	0	622	11						
6/12/2024	15:00	1	2	0	1	29	205	407	144	20	1	0	0	0	0	0	0	0	0	810	41.4	44.9	36 to 46	82.6	752	92.8	0	797	13						
6/12/2024	16:00	1	0	0	6	91	357	466	118	20	6	0	0	0	0	0	0	0	0	1059	40.2	43.6	35 to 45	80.7	919	86.8	0	1051	8						
6/12/2024	17:00	0	0	1	19	129	341	399	123	22	5	2	0	0	0	0	0	0	0	1041	39.8	43.9	35 to 45	75.4	848	81.5	0	1028	13						
6/12/2024	18:00	0	0	2	13	103	320	333	114	16	6	2	0	0	0	0	0	0	0	909	39.8	44.1	34 to 44	75.5	747	82.2	1	903	5						
6/12/2024	19:00	0	0	0	0	29	149	257	109	32	5	1	1	0	0	0	0	0	0	583	42	46	37 to 47	77.0	532	91.3	0	578	8						
6/12/2024	20:00	0	0	1	4	36	177	208	53	12	3	1	0	0	0	0	0	0	0	495	40.2	43.9	34 to 44	81.0	411	87.1	0	488	7						
6/12/2024	21:00	0	0	0	4	38	163	140	49	10	2	1	1	0	0	0	0	0	0	408	39.8	44.1	35 to 45	78.7	342	83.8	0	401	7						
6/12/2024	22:00	0	0	0	3	32	83	85	30	6	1	2	1	0	0	0	0	0	0	243	39.9	44.8	34 to 44	72.0	194	79.8	0	241	2						
6/12/2024	23:00	1	0	0	3	9	45	49	14	3	1	0	0	0	0	0	0	0	0	125	39.7	43.9	35 to 45	80.0	102	81.6	0	122	3						
24 Hr Summary		5	2	4	57	583	2161	2662	958	188	38	9	5	0	0	0	0	0	0	6872	40.5	45	35 to 45	77.4	9930	86.3	1	6777	94						

Incoming NB: Average Hourly Volume for Week of 6/10/2024
Average Counts By Hour (6/10/2024)



Incoming NB: Average Hourly WEEKDAY Speeds for Week of 6/10/2024

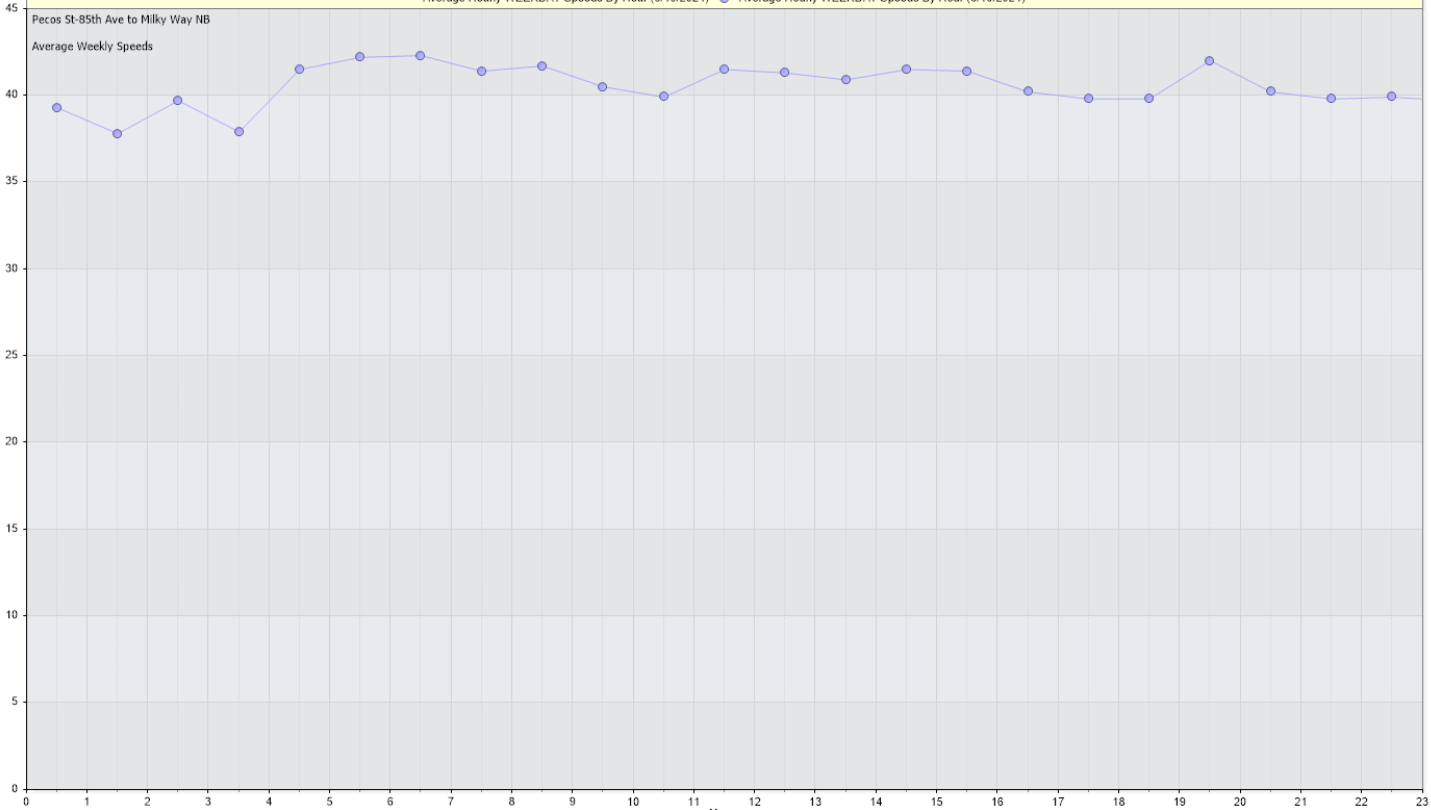
Average Hourly WEEKDAY Speeds By Hour (6/10/2024) — Average Hourly WEEKDAY Speeds By Hour (6/10/2024)

Pecos St-85th Ave to Milky Way NB

Average Weekly Speeds

MPH

Hour

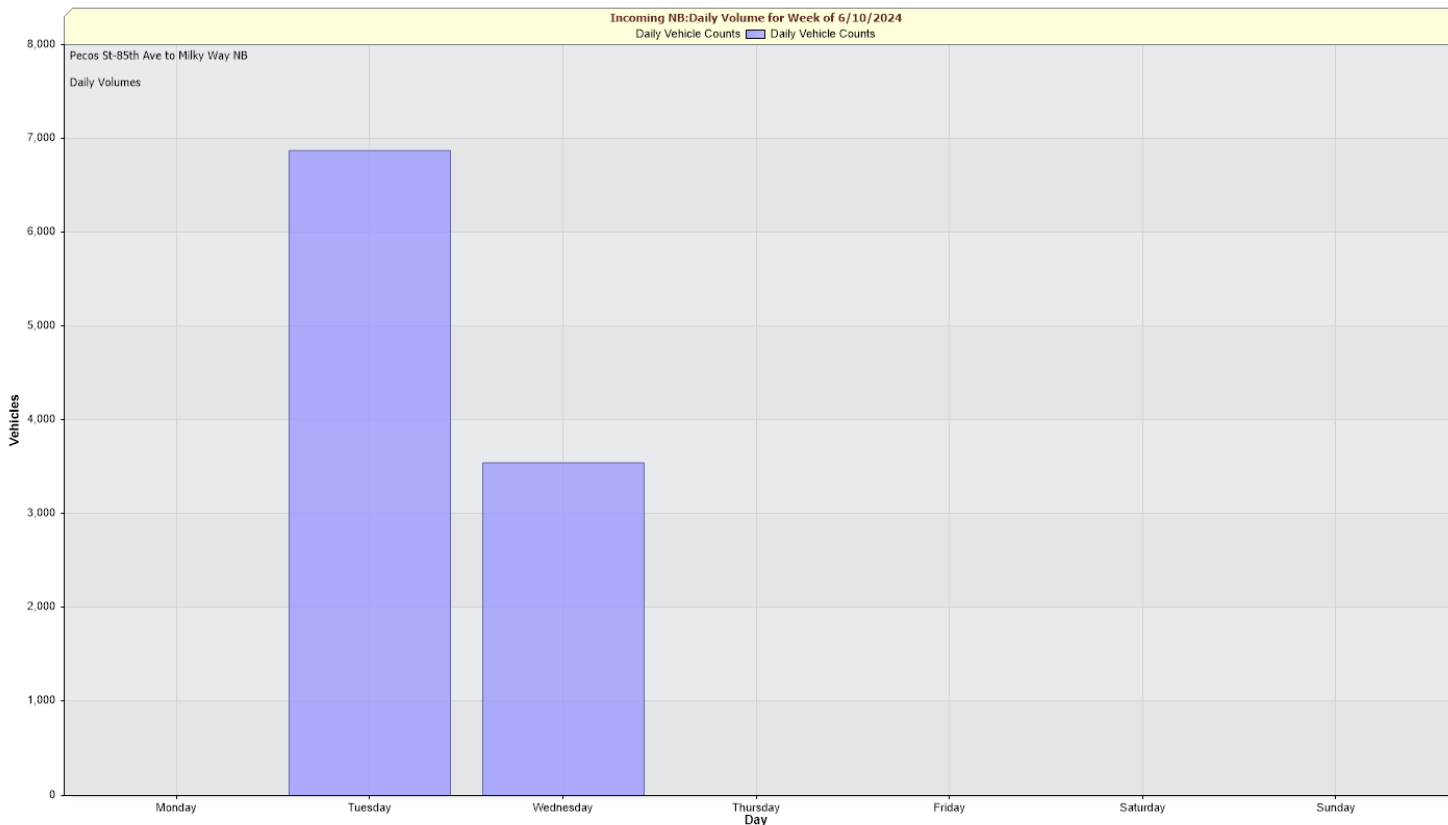


Incoming NB: Daily Volume for Week of 6/10/2024

Daily Vehicle Counts

Pecos St-85th Ave to Milky Way NB

Daily Volumes



For Project: Pecos St 85th Ave to Milky way
 Project Notes:
 Location/Name: Incoming SB
 Report Generated: 6/11/2024 11:22:54 AM
 Speed Intervals: 1 MPH
 Time Intervals: Instant
 Traffic Report From: 6/10/2024 10:00:00 AM through 6/11/2024 9:59:59 AM
 85th Percentile Speed: 46 MPH
 85th Percentile Vehicles: 8480
 Max Speed: 76 MPH on 6/10/2024 6:17:12 PM
 Total Vehicles: 9977
 AADT: 9977

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	4988	4988
AM Peak	676	676
PM Peak	888	888

Speed

Speed Limit: 35
 85th Percentile Speed: 46
 50th Percentile Speed: 41
 10 MPH Pace Interval: 37.0 MPH to 47.0 MPH
 Average Speed: 40.84

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	6025	2509	N/A	N/A	N/A	N/A	N/A
% over limit	84.3	88.5	N/A	N/A	N/A	N/A	N/A
Avg Speeder	42.2	43.3	N/A	N/A	N/A	N/A	N/A
Avg Speed	40.4	41.8	N/A	N/A	N/A	N/A	N/A

Class Counts

Number	%
VEH_SM	8
VEH_MED	9585
VEH_LG	384
[VEH_SM=motorcycle,	VEH_MED = sedan,
	VEH_LG = truck]

Incoming SB Summary
 Pecos St 85th Ave to Milky way

from Mon-Jun-10-2024-10:00-AM to Tue-Jun-11-2024-09:59-AM

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders	Avg Speed
6/10/2024 11:00:00 AM	45.0	408	480	60	41.7	80.8%	39.7
6/10/2024 12:00:00 PM	45.0	415	488	66	41.4	82.2%	39.7
6/10/2024 1:00:00 PM	45.0	435	512	71	41.8	80.9%	39.7
6/10/2024 2:00:00 PM	45.0	428	504	62	41.7	86.9%	40.1
6/10/2024 3:00:00 PM	46.0	532	626	60	42.6	86.3%	41.0
6/10/2024 4:00:00 PM	46.0	615	724	60	42.5	90.2%	41.3
6/10/2024 5:00:00 PM	46.0	615	724	64	42.7	89.6%	41.4
6/10/2024 6:00:00 PM	46.0	754	887	57	42.3	89.3%	41.1
6/10/2024 7:00:00 PM	46.0	521	613	76	42.7	80.5%	40.2
6/10/2024 8:00:00 PM	45.0	456	537	72	41.9	69.3%	38.6
6/10/2024 9:00:00 PM	46.0	359	422	68	42.4	83.9%	40.6
6/10/2024 10:00:00 PM	47.0	303	356	61	42.5	85.7%	40.9
6/10/2024 11:00:00 PM	46.0	160	188	56	42.3	82.4%	40.2
6/11/2024 12:00:00 AM	46.0	70	82	51	42.5	86.6%	40.9
6/11/2024 1:00:00 AM	44.0	46	54	53	41.1	74.5%	38.5
6/11/2024 2:00:00 AM	47.0	31	36	52	43.0	88.9%	41.4
6/11/2024 3:00:00 AM	50.0	20	23	65	44.3	87.0%	43.0
6/11/2024 4:00:00 AM	46.0	15	18	49	42.8	88.9%	40.8
6/11/2024 5:00:00 AM	49.0	57	67	62	43.6	91.0%	42.2
6/11/2024 6:00:00 AM	47.0	262	308	68	43.6	87.7%	42.0
6/11/2024 7:00:00 AM	48.0	575	676	66	43.9	89.1%	42.3
6/11/2024 8:00:00 AM	47.0	571	672	66	43.7	90.6%	42.5
6/11/2024 9:00:00 AM	47.0	417	491	59	43.0	89.2%	41.7
6/11/2024 10:00:00 AM	45.0	416	489	63	42.2	85.9%	40.6

Hour	6/10/2024 Monday 6/10/2024	to Tuesday 6/11/2024	6/16/2024 Wednesday 6/12/2024	Thursday 6/13/2024	Friday 6/14/2024	Saturday 6/15/2024	Sunday 6/16/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	54	*	*	*	*	*	54	0	43
1 - 2	*	36	*	*	*	*	*	36	0	46.5
2 - 3	*	23	*	*	*	*	*	23	0	50
3 - 4	*	18	*	*	*	*	*	18	0	45.6
4 - 5	*	67	*	*	*	*	*	67	0	48.3
5 - 6	*	308	*	*	*	*	*	308	0	46.9
6 - 7	*	676	*	*	*	*	*	676	0	47.4
7 - 8	*	672	*	*	*	*	*	672	0	46.9
8 - 9	*	491	*	*	*	*	*	491	0	46.4
9 - 10	*	489	*	*	*	*	*	489	0	44.9
10 - 11	480	*	*	*	*	*	*	480	0	44.6
11 - 12	488	*	*	*	*	*	*	488	0	44.9
12 - 13	512	*	*	*	*	*	*	512	0	44.4
13 - 14	504	*	*	*	*	*	*	504	0	44.4
14 - 15	626	*	*	*	*	*	*	626	0	45.5
15 - 16	724	*	*	*	*	*	*	724	0	45.6
16 - 17	724	*	*	*	*	*	*	724	0	45.2
17 - 18	887	*	*	*	*	*	*	887	0	45.2
18 - 19	613	*	*	*	*	*	*	613	0	45.6
19 - 20	537	*	*	*	*	*	*	537	0	44
20 - 21	422	*	*	*	*	*	*	422	0	45.4
21 - 22	356	*	*	*	*	*	*	356	0	46.3
22 - 23	188	*	*	*	*	*	*	188	0	45.6
23 - 24	82	*	*	*	*	*	*	82	0	45.7
Totals	7143	2834	0	0	0	0	0			
% of Total	71.59%	28.41%	0%	0%	0%	0%	0%			

Hour	Jun 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	54	*	*	*	*	*	54	0	43
1 - 2	*	36	*	*	*	*	*	36	0	46.5
2 - 3	*	23	*	*	*	*	*	23	0	50
3 - 4	*	18	*	*	*	*	*	18	0	45.6
4 - 5	*	67	*	*	*	*	*	67	0	48.3
5 - 6	*	308	*	*	*	*	*	308	0	46.9
6 - 7	*	676	*	*	*	*	*	676	0	47.4
7 - 8	*	672	*	*	*	*	*	672	0	46.9
8 - 9	*	491	*	*	*	*	*	491	0	46.4
9 - 10	*	489	*	*	*	*	*	489	0	44.9
10 - 11	480	*	*	*	*	*	*	480	0	44.6
11 - 12	488	*	*	*	*	*	*	488	0	44.9
12 - 13	512	*	*	*	*	*	*	512	0	44.4
13 - 14	504	*	*	*	*	*	*	504	0	44.4
14 - 15	626	*	*	*	*	*	*	626	0	45.5
15 - 16	724	*	*	*	*	*	*	724	0	45.6
16 - 17	724	*	*	*	*	*	*	724	0	45.2
17 - 18	887	*	*	*	*	*	*	887	0	45.2
18 - 19	613	*	*	*	*	*	*	613	0	45.6
19 - 20	537	*	*	*	*	*	*	537	0	44
20 - 21	422	*	*	*	*	*	*	422	0	45.4
21 - 22	356	*	*	*	*	*	*	356	0	46.3
22 - 23	188	*	*	*	*	*	*	188	0	45.6
23 - 24	82	*	*	*	*	*	*	82	0	45.7
Totals	7143	2834	0	0	0	0	0			
% of Total	71.59%	28.41%	0%	0%	0%	0%	0%			

Hour	6/10/2024 Monday	to Tuesday	6/16/2024 Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	38.46	*	*	*	*	*	38.46	*	43
1 - 2	*	41.39	*	*	*	*	*	41.39	*	46.5
2 - 3	*	42.96	*	*	*	*	*	42.96	*	50
3 - 4	*	40.83	*	*	*	*	*	40.83	*	45.6
4 - 5	*	42.16	*	*	*	*	*	42.16	*	48.3
5 - 6	*	41.99	*	*	*	*	*	41.99	*	46.9
6 - 7	*	42.32	*	*	*	*	*	42.32	*	47.4
7 - 8	*	42.47	*	*	*	*	*	42.47	*	46.9
8 - 9	*	41.69	*	*	*	*	*	41.69	*	46.4
9 - 10	*	40.56	*	*	*	*	*	40.56	*	44.9
10 - 11	39.69	*	*	*	*	*	*	39.69	*	44.6
11 - 12	39.69	*	*	*	*	*	*	39.69	*	44.9
12 - 13	39.72	*	*	*	*	*	*	39.72	*	44.4
13 - 14	40.11	*	*	*	*	*	*	40.11	*	44.4
14 - 15	41.02	*	*	*	*	*	*	41.02	*	45.5
15 - 16	41.25	*	*	*	*	*	*	41.25	*	45.6
16 - 17	41.39	*	*	*	*	*	*	41.39	*	45.2
17 - 18	41.14	*	*	*	*	*	*	41.14	*	45.2
18 - 19	40.18	*	*	*	*	*	*	40.18	*	45.6
19 - 20	38.57	*	*	*	*	*	*	38.57	*	44
20 - 21	40.59	*	*	*	*	*	*	40.59	*	45.4
21 - 22	40.9	*	*	*	*	*	*	40.9	*	46.3
22 - 23	40.19	*	*	*	*	*	*	40.19	*	45.6
23 - 24	40.87	*	*	*	*	*	*	40.87	*	45.7
Totals	40.5	41.8	0	0	0	0	0			
% of Total	49.21%	50.79%	0%	0%	0%	0%	0%			

Hour	Jun 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	38.46	*	*	*	*	*	38.46	*	43
1 - 2	*	41.39	*	*	*	*	*	41.39	*	46.5
2 - 3	*	42.96	*	*	*	*	*	42.96	*	50
3 - 4	*	40.83	*	*	*	*	*	40.83	*	45.6
4 - 5	*	42.16	*	*	*	*	*	42.16	*	48.3
5 - 6	*	41.99	*	*	*	*	*	41.99	*	46.9
6 - 7	*	42.32	*	*	*	*	*	42.32	*	47.4
7 - 8	*	42.47	*	*	*	*	*	42.47	*	46.9
8 - 9	*	41.69	*	*	*	*	*	41.69	*	46.4
9 - 10	*	40.56	*	*	*	*	*	40.56	*	44.9
10 - 11	39.69	*	*	*	*	*	*	39.69	*	44.6
11 - 12	39.69	*	*	*	*	*	*	39.69	*	44.9
12 - 13	39.72	*	*	*	*	*	*	39.72	*	44.4
13 - 14	40.11	*	*	*	*	*	*	40.11	*	44.4
14 - 15	41.02	*	*	*	*	*	*	41.02	*	45.5
15 - 16	41.25	*	*	*	*	*	*	41.25	*	45.6
16 - 17	41.39	*	*	*	*	*	*	41.39	*	45.2
17 - 18	41.14	*	*	*	*	*	*	41.14	*	45.2
18 - 19	40.18	*	*	*	*	*	*	40.18	*	45.6
19 - 20	38.57	*	*	*	*	*	*	38.57	*	44
20 - 21	40.59	*	*	*	*	*	*	40.59	*	45.4
21 - 22	40.9	*	*	*	*	*	*	40.9	*	46.3
22 - 23	40.19	*	*	*	*	*	*	40.19	*	45.6
23 - 24	40.87	*	*	*	*	*	*	40.87	*	45.7
Totals	40.5	41.8	0	0	0	0	0			
% of Total	49.21%	50.79%	0%	0%	0%	0%	0%			

Hour	6/10/2024 Monday	to Tuesday 6/11/2024	6/16/2024 Wednesday 6/12/2024	Thursday 6/13/2024	Friday 6/14/2024	Saturday 6/15/2024	Sunday 6/16/2024	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	*	43	*	*	*	*	*	43	0	43
1 - 2	*	46.5	*	*	*	*	*	46.5	0	46.5
2 - 3	*	50	*	*	*	*	*	50	0	50
3 - 4	*	45.6	*	*	*	*	*	45.6	0	45.6
4 - 5	*	48.3	*	*	*	*	*	48.3	0	48.3
5 - 6	*	46.9	*	*	*	*	*	46.9	0	46.9
6 - 7	*	47.4	*	*	*	*	*	47.4	0	47.4
7 - 8	*	46.9	*	*	*	*	*	46.9	0	46.9
8 - 9	*	46.4	*	*	*	*	*	46.4	0	46.4
9 - 10	*	44.9	*	*	*	*	*	44.9	0	44.9
10 - 11	44.6	*	*	*	*	*	*	44.6	0	44.6
11 - 12	44.9	*	*	*	*	*	*	44.9	0	44.9
12 - 13	44.4	*	*	*	*	*	*	44.4	0	44.4
13 - 14	44.4	*	*	*	*	*	*	44.4	0	44.4
14 - 15	45.5	*	*	*	*	*	*	45.5	0	45.5
15 - 16	45.6	*	*	*	*	*	*	45.6	0	45.6
16 - 17	45.2	*	*	*	*	*	*	45.2	0	45.2
17 - 18	45.2	*	*	*	*	*	*	45.2	0	45.2
18 - 19	45.6	*	*	*	*	*	*	45.6	0	45.6
19 - 20	44	*	*	*	*	*	*	44	0	44
20 - 21	45.4	*	*	*	*	*	*	45.4	0	45.4
21 - 22	46.3	*	*	*	*	*	*	46.3	0	46.3
22 - 23	45.6	*	*	*	*	*	*	45.6	0	45.6
23 - 24	45.7	*	*	*	*	*	*	45.7	0	45.7
Totals	632.4	465.9	0	0	0	0	0			
% of Total	57.58%	42.42%	0%	0%	0%	0%	0%			

Hour	Jun 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	*	43	*	*	*	*	*	43	0	43
1 - 2	*	46.5	*	*	*	*	*	46.5	0	46.5
2 - 3	*	50	*	*	*	*	*	50	0	50
3 - 4	*	45.6	*	*	*	*	*	45.6	0	45.6
4 - 5	*	48.3	*	*	*	*	*	48.3	0	48.3
5 - 6	*	46.9	*	*	*	*	*	46.9	0	46.9
6 - 7	*	47.4	*	*	*	*	*	47.4	0	47.4
7 - 8	*	46.9	*	*	*	*	*	46.9	0	46.9
8 - 9	*	46.4	*	*	*	*	*	46.4	0	46.4
9 - 10	*	44.9	*	*	*	*	*	44.9	0	44.9
10 - 11	44.6	*	*	*	*	*	*	44.6	0	44.6
11 - 12	44.9	*	*	*	*	*	*	44.9	0	44.9
12 - 13	44.4	*	*	*	*	*	*	44.4	0	44.4
13 - 14	44.4	*	*	*	*	*	*	44.4	0	44.4
14 - 15	45.5	*	*	*	*	*	*	45.5	0	45.5
15 - 16	45.6	*	*	*	*	*	*	45.6	0	45.6
16 - 17	45.2	*	*	*	*	*	*	45.2	0	45.2
17 - 18	45.2	*	*	*	*	*	*	45.2	0	45.2
18 - 19	45.6	*	*	*	*	*	*	45.6	0	45.6
19 - 20	44	*	*	*	*	*	*	44	0	44
20 - 21	45.4	*	*	*	*	*	*	45.4	0	45.4
21 - 22	46.3	*	*	*	*	*	*	46.3	0	46.3
22 - 23	45.6	*	*	*	*	*	*	45.6	0	45.6
23 - 24	45.7	*	*	*	*	*	*	45.7	0	45.7

Summary of Violators

Pecos St 85th Ave to Milky way

from Mon-Jun-10-2024-10-00-AM to Tue-Jun-11-2024-09-59-AM

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	54	38.5	40	41.0
01:00:00	36	41.4	32	43.0
02:00:00	23	43.0	20	44.3
03:00:00	18	40.8	16	42.8
04:00:00	67	42.2	61	43.6
05:00:00	308	42.0	270	43.6
06:00:00	676	42.3	602	43.9
07:00:00	672	42.5	609	43.7
08:00:00	491	41.7	439	43.0
09:00:00	489	40.6	420	42.2
10:00:00	480	39.7	388	41.7
11:00:00	488	39.7	401	41.4
12:00:00	512	39.7	414	41.8
13:00:00	504	40.1	438	41.7
14:00:00	626	41.0	540	42.6
15:00:00	724	41.3	653	42.5
16:00:00	724	41.4	649	42.7
17:00:00	887	41.1	792	42.3
18:00:00	613	40.2	493	42.7
19:00:00	537	38.6	372	41.9
20:00:00	422	40.6	354	42.4
21:00:00	356	40.9	305	42.5
22:00:00	188	40.2	155	42.3
23:00:00	82	40.9	71	42.5

Incoming SB Histograms
From N 35th Ave to Midway

From Mon-Jun-10-2024 10:00-AM to Tue-Jun-11-2024 09:59-AM

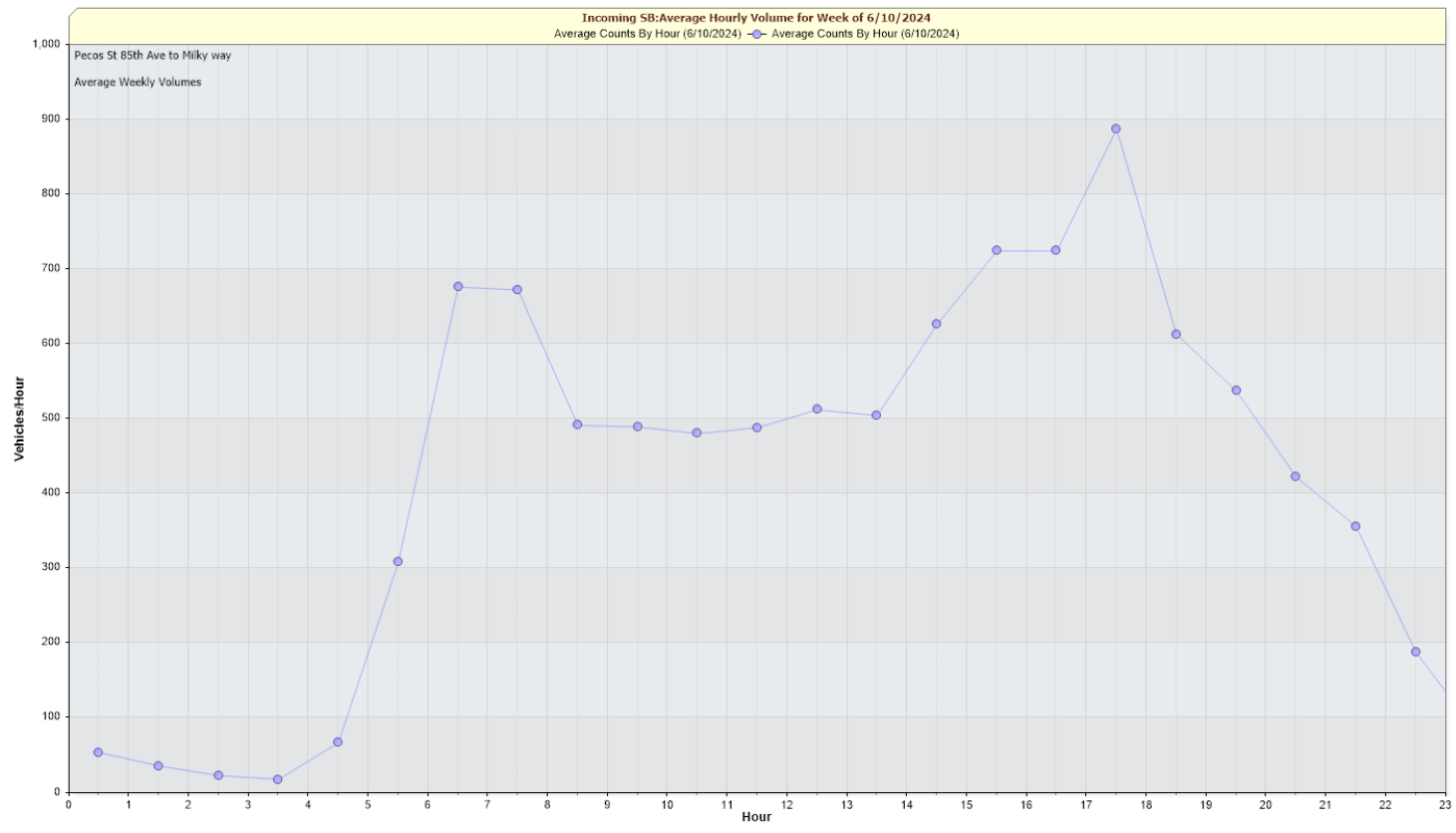
Date	Starting 15 min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to <100	Total Counts	Avg Speed (MPH)	85th Speed	10MPH Pace	% in pace	# of Spikes	% Spikes	VEH_SM	VEH_MED	VEH_LG		
6/10/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/10/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/10/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/10/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/10/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/10/2024	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/10/2024	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/10/2024	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/10/2024	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/10/2024	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/10/2024	10:00	0	0	5	24	48	136	184	74	8	0	1	0	0	0	0	0	0	0	480	39.7	44.6	36 to 46	71.5	388	80.8	0	462	18		
6/10/2024	11:00	1	1	1	18	40	184	157	67	17	1	0	1	0	0	0	0	0	0	449	39.7	44.9	35 to 45	73.0	401	82.2	3	463	22		
6/10/2024	12:00	1	2	5	22	46	152	199	68	14	1	0	1	1	0	0	0	0	0	512	39.7	44.4	35 to 45	72.9	414	80.9	0	490	22		
6/10/2024	13:00	2	2	7	13	27	153	214	71	13	1	1	0	0	0	0	0	0	0	504	40.1	44.4	36 to 46	78.6	438	86.9	0	487	17		
6/10/2024	14:00	0	0	3	27	45	135	273	109	21	11	1	0	0	0	0	0	0	0	626	41	45.5	37 to 47	75.6	540	86.3	0	607	19		
6/10/2024	15:00	0	1	7	18	33	171	315	150	17	6	2	0	0	0	0	0	0	0	724	41.8	45.6	37 to 47	78.9	653	90.2	1	699	24		
6/10/2024	16:00	0	0	6	22	34	146	349	135	22	6	4	0	0	0	0	0	0	0	724	41.4	45.2	37 to 47	80.0	649	89.6	2	700	22		
6/10/2024	17:00	1	0	5	16	47	200	447	128	37	4	0	0	0	0	0	0	0	0	887	41.3	45.2	37 to 47	78.3	792	89.3	0	867	20		
6/10/2024	18:00	1	1	13	37	49	137	239	110	15	8	0	1	1	1	0	0	0	0	613	40.2	45.6	37 to 47	68.4	493	80.4	0	586	27		
6/10/2024	19:00	1	0	5	43	88	137	181	65	12	1	1	1	1	2	0	0	0	0	537	38.6	44	35 to 45	63.7	372	69.3	0	514	23		
6/10/2024	20:00	0	1	6	12	35	109	162	77	10	7	1	2	0	0	0	0	0	0	422	40.6	45.4	36 to 46	71.3	354	83.9	0	410	12		
6/10/2024	21:00	0	0	4	9	27	105	127	61	20	1	2	0	0	0	0	0	0	0	356	40.9	46.3	35 to 45	69.4	305	85.7	0	341	15		
6/10/2024	22:00	0	2	1	6	18	56	63	30	10	2	0	0	0	0	0	0	0	0	188	40.2	45.6	35 to 45	69.1	155	78.7	0	181	7		
6/10/2024	23:00	0	0	1	3	5	18	35	16	4	0	0	0	0	0	0	0	0	0	62	40.9	45.7	36 to 46	74.4	71	86.6	0	79	3		
24 Hr Summary		7	10	69	270	542	1839	2949	1162	220	51	13	6	4	1	0	0	0	0	7143	40.4	46	36 to 46	72.9	6025	84.3	6	6886	251		

Date	Starting 15 min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to <100	Total Counts	Avg Speed (MPH)	85th Speed	10MPH Pace	% in pace	# of Spikes	% Spikes	VEH_SM	VEH_MED	VEH_LG		
6/11/2024	00:00	0	0	0	4	8	17	19	5	1	0	0	0	0	0	0	0	0	0	54	38.5	43	32 to 42	72.2	40	74.1	0	51	3		
6/11/2024	01:00	0	0	0	3	1	7	16	5	4	0	0	0	0	0	0	0	0	0	36	41.4	46.5	37 to 47	77.8	32	88.9	0	33	3		
6/11/2024	02:00	0	0	0	0	2	9	5	3	2	0	1	1	0	0	0	0	0	0	23	45	50	36 to 46	65.2	20	87.9	0	22	1		
6/11/2024	03:00	0	0	0	0	3	6	7	0	0	0	0	0	0	0	0	0	0	0	18	40.8	45.6	36 to 46	83.3	16	88.9	0	17	1		
6/11/2024	04:00	0	0	0	2	2	1	17	26	11	4	3	1	0	0	0	0	0	0	67	42.2	46.3	36 to 46	68.7	61	91.0	0	61	6		
6/11/2024	05:00	0	1	1	14	16	51	120	77	26	0	0	2	0	0	0	0	0	0	308	42	46.9	38 to 48	71.1	270	87.7	0	291	17		
6/11/2024	06:00	0	2	4	26	35	106	265	174	45	17	1	1	0	0	0	0	0	0	676	42.3	47.4	38 to 48	70.1	602	89.1	0	640	36		
6/11/2024	07:00	0	2	3	18	32	94	209	174	39	9	1	1	0	0	0	0	0	0	672	42.5	46.9	38 to 48	76.9	609	90.6	0	630	22		
6/11/2024	08:00	0	1	2	15	26	97	210	111	25	4	0	0	0	0	0	0	0	0	691	41.7	46.4	37 to 47	75.2	439	89.4	2	471	18		
6/11/2024	09:00	2	1	5	11	36	122	219	72	17	2	2	0	0	0	0	0	0	0	489	40.6	44.9	36 to 46	75.9	420	85.9	0	463	26		
6/11/2024	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/11/2024	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/11/2024	12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/11/2024	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/11/2024	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/11/2024	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/11/2024	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/11/2024	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/11/2024	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/11/2024	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/11/2024	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/11/2024	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/11/2024	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6/11/2024	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
24 Hr Summary		2	7	17	95	157	523	1163	639	163	55	6	5	0	0	0	0	0	0	2644	41.8	47	37 to 47	72.8	2509	88.5	2	2699	133		

Incoming SB: Average Hourly Volume for Week of 6/10/2024

Average Counts By Hour (6/10/2024)

Pecos St 85th Ave to Milky way
Average Weekly Volumes



Incoming SB: Average Hourly WEEKDAY Speeds for Week of 6/10/2024

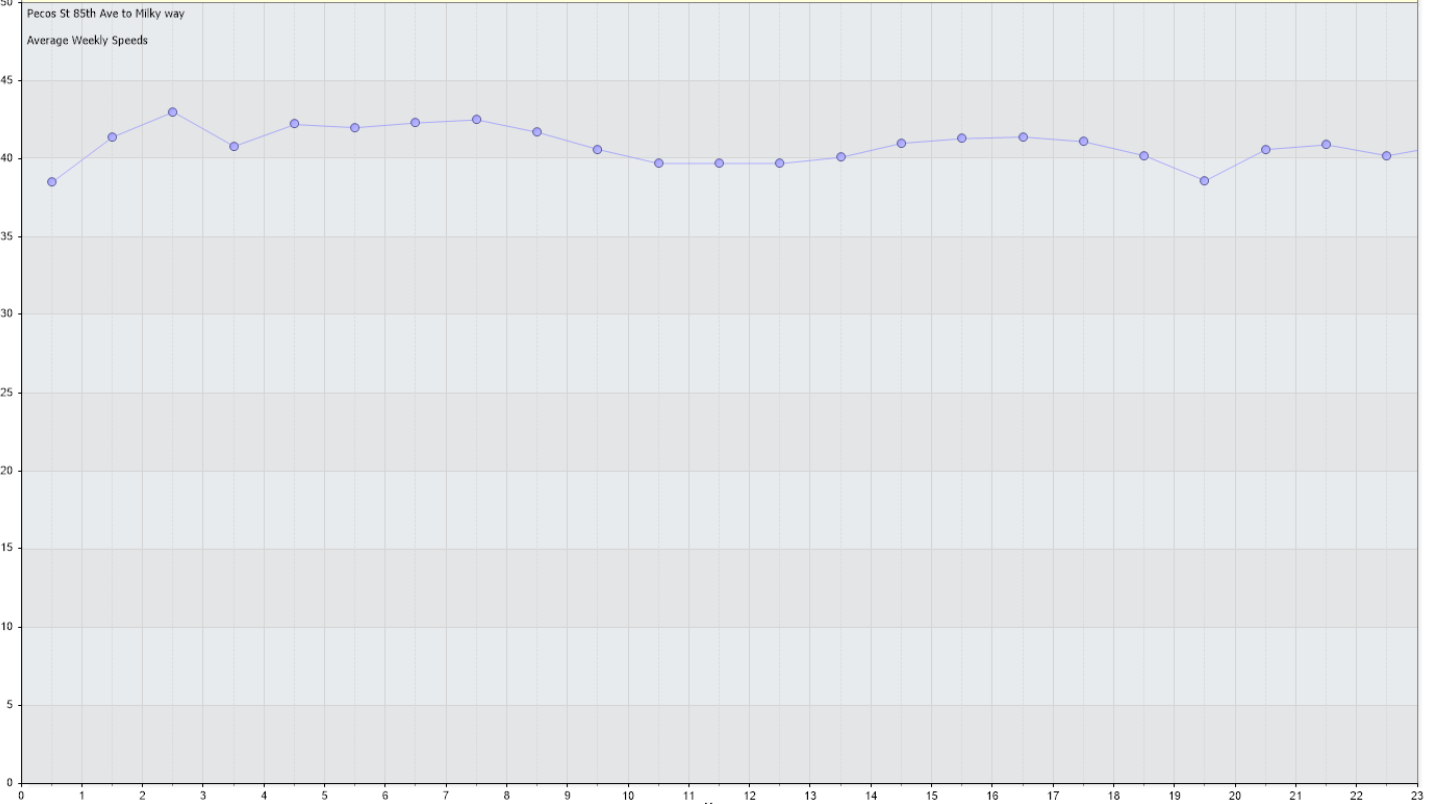
Average Hourly WEEKDAY Speeds By Hour (6/10/2024) — Average Hourly WEEKDAY Speeds By Hour (6/10/2024)

Pecos St 85th Ave to Milky way

Average Weekly Speeds

MPH

Hour



Incoming SB: Daily Volume for Week of 6/10/2024

Daily Vehicle Counts



Pecos St 85th Ave to Milky way

Daily Volumes

Vehicles

8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0

Monday

Tuesday

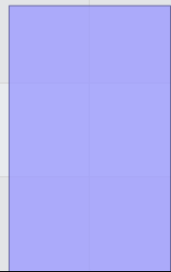
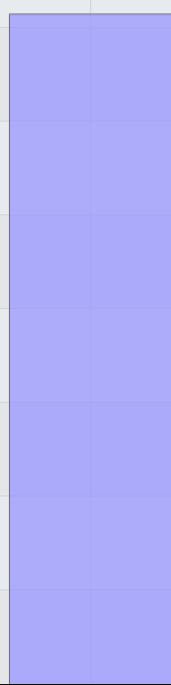
Wednesday

Thursday
Day

Friday

Saturday

Sunday



0

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
169	4/19/2019	04:15 PM	3	4	11	20	15	6	0	0	0	0	0	0	0	0
170	4/19/2019	04:30 PM	3	5	21	16	14	22	0	0	0	0	0	0	0	0
171	4/19/2019	04:45 PM	2	3	16	21	14	5	0	0	0	0	0	0	0	0
172	4/19/2019	05:00 PM	4	12	13	25	22	8	0	0	0	0	0	0	0	0
173	4/19/2019	05:15 PM	2	5	7	22	13	15	0	0	0	0	0	0	0	0
174	4/19/2019	05:30 PM	2	11	14	23	11	25	0	0	0	0	0	0	0	0
175	4/19/2019	05:45 PM	1	11	16	19	8	23	0	0	0	0	0	0	0	0
176	4/19/2019	06:00 PM	4	7	11	15	12	29	0	0	0	0	0	0	0	0
177	4/19/2019	06:15 PM	2	11	15	6	16	32	0	1	0	0	0	0	0	0
178	4/19/2019	06:30 PM	2	10	5	16	12	20	0	0	0	0	0	0	0	0
179	4/19/2019	06:45 PM	1	2	3	21	13	18	0	0	0	0	0	0	0	0
180	4/19/2019	07:00 PM	1	11	15	17	8	29	2	0	0	0	0	0	0	0
181	4/19/2019	07:15 PM	2	6	10	12	6	19	1	0	0	0	0	0	0	0
182	4/19/2019	07:30 PM	1	4	11	12	8	16	0	0	0	0	0	0	0	0
183	4/19/2019	07:45 PM	3	2	3	9	11	21	0	0	0	0	0	0	0	0
184	4/19/2019	08:00 PM	2	2	11	10	4	16	0	0	0	0	0	0	0	0
185	4/19/2019	08:15 PM	3	4	5	10	10	24	0	0	0	0	0	0	0	0
186	4/19/2019	08:30 PM	2	3	9	10	11	20	0	0	0	0	0	0	0	0
187	4/19/2019	08:45 PM	1	0	8	7	6	14	0	0	1	0	0	0	0	0
188	4/19/2019	09:00 PM	2	3	8	14	2	30	0	0	0	0	0	0	0	0
189	4/19/2019	09:15 PM	1	2	1	4	3	13	0	0	0	0	0	0	0	0
190	4/19/2019	09:30 PM	1	3	3	4	10	12	0	0	0	0	0	0	0	0
191	4/19/2019	09:45 PM	1	4	4	1	4	16	2	0	0	0	0	0	0	0
192	4/19/2019	10:00 PM	2	2	4	4	8	17	1	0	0	0	0	0	0	0
193	4/19/2019	10:15 PM	4	2	2	2	5	20	0	0	0	0	0	0	0	0
194	4/19/2019	10:30 PM	4	0	2	1	6	14	0	0	0	0	0	0	0	0
195	4/19/2019	10:45 PM	2	1	5	2	3	6	0	0	0	0	0	0	0	0
196	4/19/2019	11:00 PM	1	0	2	3	3	8	1	0	0	0	0	0	0	0
197	4/19/2019	11:15 PM	2	1	3	2	3	13	0	0	0	0	0	0	0	0
198	4/19/2019	11:30 PM	2	1	3	0	0	10	0	0	0	0	0	0	0	0
199	4/19/2019	11:45 PM	1	6	0	1	4	9	0	0	0	0	0	0	0	0
200	4/20/2019	12:00 AM	1	0	1	2	3	2	0	0	0	0	0	0	0	0
201	4/20/2019	12:15 AM	1	1	0	3	2	6	0	1	0	0	0	0	0	0
202	4/20/2019	12:30 AM	0	1	0	0	1	5	0	0	0	0	0	0	0	0
203	4/20/2019	12:45 AM	0	3	0	1	1	3	1	0	0	0	0	0	0	0
204	4/20/2019	01:00 AM	2	2	0	0	1	2	1	0	0	0	0	0	0	0
205	4/20/2019	01:15 AM	0	0	0	3	3	2	0	0	0	0	0	0	0	0
206	4/20/2019	01:30 AM	0	1	0	0	4	0	0	0	0	0	0	0	0	0
207	4/20/2019	01:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0
208	4/20/2019	02:00 AM	0	1	1	0	2	3	0	0	0	0	0	0	0	0
209	4/20/2019	02:15 AM	1	1	0	1	5	4	0	0	0	0	0	0	0	0
210	4/20/2019	02:30 AM	0	1	1	1	1	5	0	0	0	0	0	0	0	0
211	4/20/2019	02:45 AM	0	1	2	0	0	3	0	0	0	0	0	0	0	0
212	4/20/2019	03:00 AM	0	2	2	1	0	3	0	0	0	0	0	0	0	0
213	4/20/2019	03:15 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	0
214	4/20/2019	03:30 AM	0	1	1	1	3	2	0	0	0	0	0	0	0	0
215	4/20/2019	03:45 AM	0	0	0	1	2	3	0	0	0	0	0	0	0	0
216	4/20/2019	04:00 AM	0	1	1	1	2	0	0	0	0	0	0	0	0	0
217	4/20/2019	04:15 AM	0	1	1	2	2	0	0	0	0	0	0	0	0	0
218	4/20/2019	04:30 AM	0	0	0	2	2	4	0	0	0	0	0	0	0	0
219	4/20/2019	04:45 AM	0	0	1	0	3	4	1	0	0	0	0	0	0	0
220	4/20/2019	05:00 AM	1	1	3	4	2	6	0	0	0	0	0	0	0	0
221	4/20/2019	05:15 AM	4	2	2	2	4	3	0	0	0	0	0	0	0	0
222	4/20/2019	05:30 AM	2	0	1	3	4	14	1	0	0	0	0	0	0	0
223	4/20/2019	05:45 AM	5	1	0	3	5	5	2	0	0	0	0	0	0	0
224	4/20/2019	06:00 AM	2	0	1	7	11	12	0	2	0	0	0	0	0	0
225	4/20/2019	06:15 AM	3	1	4	1	7	12	2	0	0	0	0	0	0	0
226	4/20/2019	06:30 AM	2	3	2	6	7	8	2	0	0	0	0	0	0	0
227	4/20/2019	06:45 AM	3	1	1	7	10	6	0	0	0	0	0	0	0	0
228	4/20/2019	07:00 AM	10	2	1	7	12	14	1	0	0	0	0	0	0	0
229	4/20/2019	07:15 AM	2	0	4	4	12	17	2	0	0	0	0	0	0	0
230	4/20/2019	07:30 AM	2	1	1	4	12	13	3	1	0	0	0	0	0	0
231	4/20/2019	07:45 AM	5	3	0	4	18	15	1	0	0	0	0	0	0	0
232	4/20/2019	08:00 AM	5	2	5	5	10	12	1	0	0	0	0	0	0	0
233	4/20/2019	08:15 AM	5	3	6	16	18	6	0	0	1	0	0	0	0	0
234	4/20/2019	08:30 AM	10	6	3	10	20	1	1	0	0	0	0	0	0	0
235	4/20/2019	08:45 AM	5	1	6	5	11	10	2	0	0	0	0	0	0	0
236	4/20/2019	09:00 AM	11	3	6	18	13	14	1	0	0	0	0	0	0	0
237	4/20/2019	09:15 AM	4	4	7	18	14	15	0	0	0	0	0	0	0	0
238	4/20/2019	09:30 AM	1	2	7	13	23	2	0	0	0	0	0	0	0	0
239	4/20/2019	09:45 AM	6	5	6	13	21	14	5	1	0	0	0	0	0	0
240	4/20/2019	10:00 AM	17	0	7	16	36	0	2	0	0	0	0	0	0	0
241	4/20/2019	10:15 AM	7	1	8	16	26	10	0	0	0	0	0	0	0	0
242	4/20/2019	10:30 AM	5	3	8	19	19	4	0	1	0	0	0	0	0	0
243	4/20/2019	10:45 AM	10	4	9	25	26	2	4	0	0	0	0	0	0	0
244	4/20/2019	11:00 AM	7	3	7	26	37	2	3	0	0	0	0	0	0	0
245	4/20/2019	11:15 AM	9	5	6	16	19	10	0	0	1	0	0	0	0	0
246	4/20/2019	11:30 AM	3	3	13	22	31	4	3	1	0	0	0	0	0	0
247	4/20/2019	11:45 AM	5	1	6	15	36	0	2	0	0	0	0	0	0	0
248	4/20/2019	12:00 PM	9	6	14	33	27	7	0	0	0	0	0	0	0	0
249	4/20/2019	12:15 PM	9	3	6	21	30	4	0	0	0	0	0	0	0	0
250	4/20/2019	12:30 PM	11	4	10	18	27	6	1	0	0	0	0	0	0	0
251	4/20/2019	12:45 PM	6	3	2	26	24	6	0	0	0	0	0	0	0	0
252	4/20/2019	01:00 PM	5	7	5	22	17	6	1	0	0	0	0	0	0	0

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
253	4/20/2019	01:15 PM	6	5	10	20	22	4	0	0	0	0	0	0	0	0
254	4/20/2019	01:30 PM	4	1	4	17	24	3	1	0	1	0	0	0	0	0
255	4/20/2019	01:45 PM	7	2	5	23	23	1	1	1	0	0	0	0	0	0
256	4/20/2019	02:00 PM	7	6	14	21	36	5	0	0	0	0	0	0	0	0
257	4/20/2019	02:15 PM	11	2	0	15	34	6	2	0	0	0	0	0	0	0
258	4/20/2019	02:30 PM	6	2	11	20	30	5	0	0	0	0	0	0	0	0
259	4/20/2019	02:45 PM	10	0	10	17	24	3	2	1	0	0	1	0	0	0
260	4/20/2019	03:00 PM	8	3	8	32	42	3	1	0	0	0	0	0	0	0
261	4/20/2019	03:15 PM	6	4	10	22	28	4	1	1	0	0	0	0	0	0
262	4/20/2019	03:30 PM	9	5	6	22	19	3	2	0	0	0	0	0	0	0
263	4/20/2019	03:45 PM	12	2	6	26	31	9	4	0	0	0	0	0	0	0
264	4/20/2019	04:00 PM	13	3	8	38	25	8	1	1	0	0	0	0	0	0
265	4/20/2019	04:15 PM	9	6	16	26	20	7	1	0	0	0	0	0	0	0
266	4/20/2019	04:30 PM	7	4	11	23	20	7	0	0	0	0	0	0	0	0
267	4/20/2019	04:45 PM	11	7	10	16	28	6	1	0	0	0	0	0	0	0
268	4/20/2019	05:00 PM	5	1	5	15	24	3	1	1	0	0	0	0	0	0
269	4/20/2019	05:15 PM	0	4	5	27	21	4	0	0	0	0	0	0	0	0
270	4/20/2019	05:30 PM	9	3	2	24	29	4	0	0	0	0	0	0	0	0
271	4/20/2019	05:45 PM	2	4	9	27	18	2	0	0	0	0	0	0	0	0
272	4/20/2019	06:00 PM	3	2	11	30	26	3	0	0	0	0	0	0	0	0
273	4/20/2019	06:15 PM	6	6	7	16	22	13	1	0	0	0	0	0	0	0
274	4/20/2019	06:30 PM	6	1	5	8	16	18	2	0	0	0	0	0	0	0
275	4/20/2019	06:45 PM	6	0	2	11	18	15	1	0	0	0	0	0	0	0
276	4/20/2019	07:00 PM	12	4	5	9	7	34	1	0	0	0	0	0	0	0
277	4/20/2019	07:15 PM	10	2	2	8	16	24	2	1	1	0	0	0	0	0
278	4/20/2019	07:30 PM	6	2	8	11	11	32	0	0	0	0	0	0	0	0
279	4/20/2019	07:45 PM	1	1	5	5	9	29	0	0	0	0	0	0	0	0
280	4/20/2019	08:00 PM	5	1	6	4	10	17	1	0	1	0	0	0	0	0
281	4/20/2019	08:15 PM	2	2	3	7	9	22	0	0	0	0	0	0	0	0
282	4/20/2019	08:30 PM	3	0	3	6	5	20	0	0	0	0	0	0	0	0
283	4/20/2019	08:45 PM	6	6	5	2	12	22	1	0	0	0	0	0	0	0
284	4/20/2019	09:00 PM	3	4	6	7	2	17	0	0	0	0	0	0	0	0
285	4/20/2019	09:15 PM	1	1	2	12	3	23	0	0	0	0	0	0	0	0
286	4/20/2019	09:30 PM	4	3	0	6	7	21	0	0	0	0	0	0	0	0
287	4/20/2019	09:45 PM	6	4	4	2	5	24	1	0	0	0	0	0	0	0
288	4/20/2019	10:00 PM	5	3	2	6	7	15	0	0	0	0	0	0	0	0
289	4/20/2019	10:15 PM	4	1	3	4	8	17	0	1	0	0	0	0	0	0
290	4/20/2019	10:30 PM	2	1	2	2	2	17	3	0	0	0	0	0	0	0
291	4/20/2019	10:45 PM	5	0	2	3	5	21	2	0	0	0	0	0	0	0
292	4/20/2019	11:00 PM	5	0	2	3	3	14	0	0	0	0	0	0	0	0
293	4/20/2019	11:15 PM	3	2	0	5	4	18	2	0	0	0	0	0	0	0
294	4/20/2019	11:30 PM	0	1	0	3	6	9	0	0	0	0	0	0	0	0
295	4/20/2019	11:45 PM	2	1	1	1	2	12	1	0	0	0	0	0	0	0
296	4/21/2019	12:00 AM	0	2	1	1	0	5	0	0	1	0	0	0	0	0
297	4/21/2019	12:15 AM	2	1	0	3	1	9	2	0	0	0	0	0	0	0
298	4/21/2019	12:30 AM	2	0	1	1	0	3	0	0	0	0	0	0	0	0
299	4/21/2019	12:45 AM	1	0	0	0	0	4	0	0	0	0	0	0	0	0
300	4/21/2019	01:00 AM	2	0	1	0	1	6	0	0	0	0	0	0	0	0
301	4/21/2019	01:15 AM	0	0	2	2	1	9	0	0	0	0	0	0	0	0
302	4/21/2019	01:30 AM	0	0	0	0	0	8	0	0	1	0	0	0	0	0
303	4/21/2019	01:45 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0
304	4/21/2019	02:00 AM	0	0	1	1	1	2	0	0	0	0	0	0	0	0
305	4/21/2019	02:15 AM	2	0	1	0	1	2	0	0	0	0	0	0	0	0
306	4/21/2019	02:30 AM	1	1	0	2	1	5	0	0	0	0	0	0	0	0
307	4/21/2019	02:45 AM	0	0	1	0	2	3	0	0	0	0	0	0	0	0
308	4/21/2019	03:00 AM	0	1	0	1	1	5	1	0	1	0	0	0	0	0
309	4/21/2019	03:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0
310	4/21/2019	03:30 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0
311	4/21/2019	03:45 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	0
312	4/21/2019	04:00 AM	2	0	0	0	0	1	0	0	0	0	0	0	0	0
313	4/21/2019	04:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0
314	4/21/2019	04:30 AM	0	0	1	2	1	0	0	0	0	0	0	0	0	0
315	4/21/2019	04:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0
316	4/21/2019	05:00 AM	0	1	0	1	0	1	0	0	0	0	0	0	0	0
317	4/21/2019	05:15 AM	0	1	0	2	1	4	0	0	0	0	0	0	0	0
318	4/21/2019	05:30 AM	2	0	0	0	4	2	1	2	0	0	0	0	0	0
319	4/21/2019	05:45 AM	0	1	0	0	2	7	0	0	0	0	0	0	0	0
320	4/21/2019	06:00 AM	2	0	1	0	3	3	0	0	0	0	0	0	0	0
321	4/21/2019	06:15 AM	0	1	0	0	6	5	2	0	0	0	0	0	0	0
322	4/21/2019	06:30 AM	1	1	0	0	3	1	0	0	0	0	0	0	0	0
323	4/21/2019	06:45 AM	2	3	1	2	4	9	1	0	0	0	0	0	0	0
324	4/21/2019	07:00 AM	3	1	1	0	6	4	1	0	0	0	0	0	0	0
325	4/21/2019	07:15 AM	8	0	0	1	3	7	2	0	0	0	0	0	0	0
326	4/21/2019	07:30 AM	9	0	1	4	5	5	2	0	0	0	0	0	0	0
327	4/21/2019	07:45 AM	7	2	5	3	7	2	1	1	0	0	0	0	0	0
328	4/21/2019	08:00 AM	4	0	5	2	9	1	0	1	0	0	0	0	0	0
329	4/21/2019	08:15 AM	11	2	2	8	14	4	2	0	0	0	0	0	0	0
330	4/21/2019	08:30 AM	11	0	5	5	14	0	1	0	0	0	0	0	0	0
331	4/21/2019	08:45 AM	6	1	5	15	17	0	2	0	0	0	0	0	0	0
332	4/21/2019	09:00 AM	11	6	1	6	21	1	1	0	0	0	0	0	0	0
333	4/21/2019	09:15 AM	9	0	1	12	16	5	1	0	0	0	0	0	0	0
334	4/21/2019	09:30 AM	6	2	11	15	17	0	0	0	0	0	0	0	0	0
335	4/21/2019	09:45 AM	7	4	6	14	31	2	4	0	0	0	0	0	0	0
336	4/21/2019	10:00 AM	13	5	9	12	17	0	1	0	0	0	0	0	0	0

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
421	4/22/2019	07:15 AM	4	3	8	9	7	38	1	1	0	0	0	0	0	0
422	4/22/2019	07:30 AM	0	14	8	8	3	47	0	0	0	0	0	0	0	0
423	4/22/2019	07:45 AM	0	3	7	9	3	53	0	0	0	0	0	0	0	0
424	4/22/2019	08:00 AM	3	4	6	7	3	36	1	0	0	0	0	0	0	0
425	4/22/2019	08:15 AM	3	4	4	5	11	15	0	0	0	0	0	0	0	0
426	4/22/2019	08:30 AM	3	3	4	8	11	16	1	0	0	0	0	0	0	0
427	4/22/2019	08:45 AM	2	4	0	6	5	32	0	0	0	0	0	0	0	0
428	4/22/2019	09:00 AM	5	1	4	6	18	16	0	0	0	0	0	0	0	0
429	4/22/2019	09:15 AM	4	1	6	3	8	22	4	0	0	0	0	0	0	0
430	4/22/2019	09:30 AM	4	1	5	7	6	12	1	0	0	0	0	0	0	0
431	4/22/2019	09:45 AM	5	2	4	7	11	11	0	0	0	0	0	0	0	0
432	4/22/2019	10:00 AM	2	0	6	7	6	15	1	0	0	0	0	0	0	0
433	4/22/2019	10:15 AM	4	3	2	7	11	7	0	1	0	0	0	0	0	0
434	4/22/2019	10:30 AM	2	0	4	2	12	20	1	0	0	0	0	0	0	0
435	4/22/2019	10:45 AM	2	1	4	4	11	23	1	0	0	0	0	0	0	0
436	4/22/2019	11:00 AM	4	2	3	6	12	16	0	0	0	0	0	0	0	0
437	4/22/2019	11:15 AM	3	6	6	5	4	24	0	0	0	0	0	0	0	0
438	4/22/2019	11:30 AM	5	3	2	6	13	21	2	0	0	0	0	0	0	0
439	4/22/2019	11:45 AM	2	2	4	4	8	17	0	0	0	0	0	0	0	0
440	4/22/2019	12:00 PM	5	1	5	5	10	15	0	0	0	0	0	0	0	0
441	4/22/2019	12:15 PM	3	3	5	2	10	19	0	0	0	0	0	0	0	0
442	4/22/2019	12:30 PM	2	4	3	3	8	16	1	0	0	0	0	0	0	0
443	4/22/2019	12:45 PM	6	0	2	5	12	11	1	0	0	0	0	0	0	0
444	4/22/2019	01:00 PM	1	0	4	5	8	17	2	0	0	0	0	0	0	0
445	4/22/2019	01:15 PM	0	5	4	11	9	24	0	0	0	0	0	0	0	0
446	4/22/2019	01:30 PM	3	2	3	5	10	23	2	0	1	0	0	0	0	0
447	4/22/2019	01:45 PM	0	2	6	8	7	16	0	0	0	0	0	0	0	0
448	4/22/2019	02:00 PM	6	4	3	9	9	14	0	0	0	0	0	0	0	0
449	4/22/2019	02:15 PM	3	10	6	7	10	30	0	0	0	0	0	0	0	0
450	4/22/2019	02:30 PM	1	6	9	16	15	33	0	0	0	0	0	0	0	0
451	4/22/2019	02:45 PM	3	4	5	12	11	19	0	0	0	0	0	0	0	0
452	4/22/2019	03:00 PM	1	1	1	5	4	13	0	0	0	0	0	0	0	0
453	4/22/2019	03:15 PM	1	1	4	6	7	13	0	0	0	0	0	0	0	0
454	4/22/2019	03:30 PM	0	7	7	4	2	39	0	0	0	0	0	0	0	0
455	4/22/2019	03:45 PM	3	2	4	10	10	26	0	0	0	0	0	0	0	0
456	4/22/2019	04:00 PM	4	8	4	4	11	18	1	0	0	0	0	0	0	0
457	4/22/2019	04:15 PM	1	5	9	3	11	28	0	0	0	0	0	0	0	0
458	4/22/2019	04:30 PM	7	0	1	3	14	27	0	0	0	0	0	0	0	0
459	4/22/2019	04:45 PM	5	1	3	10	13	26	1	0	0	0	0	0	0	0
460	4/22/2019	05:00 PM	5	3	1	9	10	20	1	0	0	0	0	0	0	0
461	4/22/2019	05:15 PM	2	6	4	7	15	17	0	0	0	0	0	0	0	0
462	4/22/2019	05:30 PM	3	2	5	12	16	22	0	0	0	0	0	0	0	0
463	4/22/2019	05:45 PM	8	2	3	3	8	20	1	0	0	0	0	0	0	0
464	4/22/2019	06:00 PM	4	3	3	7	18	26	0	0	0	0	0	0	0	0
465	4/22/2019	06:15 PM	5	2	1	12	7	18	0	0	0	0	0	0	0	0
466	4/22/2019	06:30 PM	2	10	4	6	6	23	1	0	0	0	0	0	0	0
467	4/22/2019	06:45 PM	6	2	4	7	13	15	0	0	0	0	0	0	0	0
468	4/22/2019	07:00 PM	10	1	5	4	12	20	2	0	0	0	0	0	0	0
469	4/22/2019	07:15 PM	4	1	5	6	14	13	0	0	0	0	0	0	0	0
470	4/22/2019	07:30 PM	7	4	5	6	9	20	1	0	0	0	0	0	0	0
471	4/22/2019	07:45 PM	3	3	2	9	9	11	1	0	0	0	0	0	0	0
472	4/22/2019	08:00 PM	2	5	5	5	8	22	0	0	0	0	0	0	0	0
473	4/22/2019	08:15 PM	3	0	0	4	10	16	0	0	0	0	0	0	0	0
474	4/22/2019	08:30 PM	1	2	0	1	7	13	0	0	0	0	0	0	0	0
475	4/22/2019	08:45 PM	0	0	4	3	1	15	0	0	0	0	0	0	0	0
476	4/22/2019	09:00 PM	3	1	2	2	7	10	0	0	0	0	0	0	0	0
477	4/22/2019	09:15 PM	1	3	3	4	5	12	0	0	0	0	0	0	0	0
478	4/22/2019	09:30 PM	2	2	1	4	2	14	2	0	0	0	0	0	0	0
479	4/22/2019	09:45 PM	2	1	2	2	3	11	0	0	0	0	0	0	0	0
480	4/22/2019	10:00 PM	2	1	0	3	6	11	0	0	0	0	0	0	0	0
481	4/22/2019	10:15 PM	4	1	2	5	3	9	0	0	0	0	0	0	0	0
482	4/22/2019	10:30 PM	1	1	1	1	3	3	0	0	0	0	0	0	0	0
483	4/22/2019	10:45 PM	1	1	1	0	2	9	0	0	0	0	0	0	0	0
484	4/22/2019	11:00 PM	1	1	0	2	4	3	0	0	0	0	0	0	0	0
485	4/22/2019	11:15 PM	1	1	1	1	1	4	0	0	0	0	0	0	0	0
486	4/22/2019	11:30 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0
487	4/22/2019	11:45 PM	0	0	0	0	1	4	0	0	0	0	0	0	0	0
488	4/23/2019	12:00 AM	0	0	1	2	4	0	0	0	0	0	0	0	0	0
489	4/23/2019	12:15 AM	0	0	1	1	2	2	0	0	0	0	0	0	0	0
490	4/23/2019	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
491	4/23/2019	12:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0
492	4/23/2019	01:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0
493	4/23/2019	01:15 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	0
494	4/23/2019	01:30 AM	0	2	2	0	0	4	0	0	0	0	0	0	0	0
495	4/23/2019	01:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0
496	4/23/2019	02:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0
497	4/23/2019	02:15 AM	0	2	0	2	2	2	0	0	0	0	0	0	0	0
498	4/23/2019	02:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
499	4/23/2019	02:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
500	4/23/2019	03:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0
501	4/23/2019	03:15 AM	0	0	2	0	1	1	0	0	0	0	0	0	0	0
502	4/23/2019	03:30 AM	2	0	0	2	0	1	1	0	0	0	0	0	0	0
503	4/23/2019	03:45 AM	0	1	0	0	4	0	0	0	0	0	0	0	0	0
504	4/23/2019	04:00 AM	2	0	0	2	1	3	0	1	0	0	0	0	0	0

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
589	4/24/2019	01:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0
590	4/24/2019	01:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0
591	4/24/2019	01:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0
592	4/24/2019	02:00 AM	1	0	0	0	1	2	0	0	0	0	0	0	0	0
593	4/24/2019	02:15 AM	0	1	1	0	1	4	0	0	0	0	0	0	0	0
594	4/24/2019	02:30 AM	0	0	1	0	0	3	0	0	0	0	0	0	0	0
595	4/24/2019	02:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0
596	4/24/2019	03:00 AM	1	0	0	0	2	1	0	0	0	0	0	0	0	0
597	4/24/2019	03:15 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	0
598	4/24/2019	03:30 AM	0	0	0	2	1	4	0	0	0	0	0	0	0	0
599	4/24/2019	03:45 AM	0	1	1	1	1	0	7	0	0	0	0	0	0	0
600	4/24/2019	04:00 AM	1	0	0	1	0	5	0	1	0	0	0	0	0	0
601	4/24/2019	04:15 AM	2	1	0	0	1	6	0	0	0	0	0	0	0	0
602	4/24/2019	04:30 AM	1	1	0	1	2	17	0	0	0	0	0	0	0	0
603	4/24/2019	04:45 AM	4	2	0	0	2	19	0	0	0	0	0	0	0	0
604	4/24/2019	05:00 AM	4	3	0	0	3	24	1	1	0	0	0	0	0	0
605	4/24/2019	05:15 AM	5	1	1	2	6	22	0	1	0	0	0	0	0	0
606	4/24/2019	05:30 AM	9	3	3	4	7	42	1	0	0	0	0	0	0	0
607	4/24/2019	05:45 AM	13	1	2	2	10	41	2	0	0	0	0	0	0	0
608	4/24/2019	06:00 AM	4	2	1	3	8	48	1	0	1	0	0	0	0	0
609	4/24/2019	06:15 AM	8	6	6	1	16	52	1	0	0	0	0	0	0	0
610	4/24/2019	06:30 AM	2	11	10	4	21	52	0	0	0	0	0	0	0	0
611	4/24/2019	06:45 AM	6	2	4	5	12	32	0	0	0	0	0	0	0	0
612	4/24/2019	07:00 AM	12	2	6	9	16	35	1	0	0	0	0	0	0	0
613	4/24/2019	07:15 AM	3	1	6	3	5	23	0	0	0	0	0	0	0	0
614	4/24/2019	07:30 AM	0	7	4	5	5	49	0	0	0	0	0	0	0	0
615	4/24/2019	07:45 AM	2	6	8	7	3	48	0	0	0	0	0	0	0	0
616	4/24/2019	08:00 AM	2	6	3	4	4	34	0	0	0	0	0	0	0	0
617	4/24/2019	08:15 AM	2	2	0	3	7	25	0	0	0	0	0	0	0	0
618	4/24/2019	08:30 AM	5	4	4	6	12	27	1	0	0	0	0	0	0	0
619	4/24/2019	08:45 AM	1	2	5	2	6	25	0	0	0	0	0	0	0	0
620	4/24/2019	09:00 AM	1	4	1	8	5	27	0	0	0	0	0	0	0	0
621	4/24/2019	09:15 AM	5	4	5	9	9	7	0	1	0	0	0	0	0	0
622	4/24/2019	09:30 AM	5	1	1	13	13	1	1	0	0	0	0	0	0	0
623	4/24/2019	09:45 AM	3	2	5	8	20	5	0	0	0	0	0	0	0	0
624	4/24/2019	10:00 AM	4	1	1	9	11	4	1	0	0	0	0	0	0	0
625	4/24/2019	10:15 AM	8	0	3	11	22	1	1	0	0	0	0	0	0	0
626	4/24/2019	10:30 AM	7	2	3	5	12	1	2	0	0	0	0	0	0	0
627	4/24/2019	10:45 AM	6	3	3	3	10	4	3	0	0	0	0	0	0	0
628	4/24/2019	11:00 AM	4	1	5	12	11	0	2	0	0	0	0	0	0	0
629	4/24/2019	11:15 AM	6	2	3	6	13	10	2	2	0	0	0	0	0	0
630	4/24/2019	11:30 AM	9	1	2	1	15	3	2	0	0	0	0	0	0	0
631	4/24/2019	11:45 AM	12	2	4	10	16	6	2	0	0	0	0	0	0	0
632	4/24/2019	12:00 PM	11	1	6	17	24	5	1	0	0	0	0	0	0	0
633	4/24/2019	12:15 PM	9	2	6	15	12	4	2	0	0	0	0	0	0	0
634	4/24/2019	12:30 PM	6	0	4	7	12	0	0	0	0	0	0	0	0	0
635	4/24/2019	12:45 PM	5	3	7	17	12	2	0	0	0	0	0	0	0	0
636	4/24/2019	01:00 PM	4	1	6	19	13	3	0	1	0	0	0	0	0	0
637	4/24/2019	01:15 PM	16	1	5	12	19	2	0	0	0	0	0	0	0	0
638	4/24/2019	01:30 PM	9	0	6	8	13	6	2	0	0	0	0	0	0	0
639	4/24/2019	01:45 PM	6	1	6	16	19	11	2	0	0	0	0	0	0	0
640	4/24/2019	02:00 PM	2	9	8	22	19	38	0	0	0	0	0	0	0	0
641	4/24/2019	02:15 PM	5	5	9	21	22	3	0	0	0	0	0	0	0	0
642	4/24/2019	02:30 PM	4	2	6	20	24	5	1	0	0	0	0	0	0	0
643	4/24/2019	02:45 PM	5	4	7	19	13	10	1	0	0	0	0	0	0	0
644	4/24/2019	03:00 PM	5	4	11	14	12	11	0	0	0	0	0	0	0	0
645	4/24/2019	03:15 PM	3	6	6	14	14	10	0	0	0	0	0	0	0	0
646	4/24/2019	03:30 PM	6	4	5	16	25	5	1	1	0	0	0	0	0	0
647	4/24/2019	03:45 PM	11	3	10	18	19	10	1	1	0	0	0	0	0	0
648	4/24/2019	04:00 PM	4	4	14	14	11	3	0	0	0	0	0	0	0	0
649	4/24/2019	04:15 PM	1	8	14	8	4	15	0	0	0	0	0	0	0	0
650	4/24/2019	04:30 PM	5	4	7	6	11	9	0	0	0	0	0	0	0	0
651	4/24/2019	04:45 PM	2	1	2	9	6	18	1	0	0	0	0	0	0	0
652	4/24/2019	05:00 PM	3	0	2	1	3	24	2	0	0	0	0	0	0	0
653	4/24/2019	05:15 PM	7	1	1	9	11	25	0	0	0	0	0	0	0	0
654	4/24/2019	05:30 PM	3	5	11	8	6	30	1	0	0	0	0	0	0	0
655	4/24/2019	05:45 PM	9	3	3	7	10	33	0	1	0	0	0	0	0	0
656	4/24/2019	06:00 PM	6	1	3	11	8	17	0	1	0	0	0	0	0	0
657	4/24/2019	06:15 PM	6	5	5	5	15	32	1	0	0	0	0	0	0	0
658	4/24/2019	06:30 PM	4	6	6	11	11	38	1	0	0	0	0	0	0	0
659	4/24/2019	06:45 PM	2	4	6	7	4	37	0	1	0	0	0	0	0	0
660	4/24/2019	07:00 PM	4	1	1	1	2	16	2	0	0	0	0	0	0	0
661	4/24/2019	07:15 PM	1	2	3	7	2	29	0	0	0	0	0	0	0	0
662	4/24/2019	07:30 PM	1	1	0	0	0	36	1	0	0	0	0	0	0	0
663	4/24/2019	07:45 PM	1	0	0	0	1	46	0	0	0	0	0	0	0	0
664	4/24/2019	08:00 PM	0	2	0	1	1	34	0	0	0	0	0	0	0	0
665	4/24/2019	08:15 PM	2	0	1	0	2	32	1	0	0	0	0	0	0	0
666	4/24/2019	08:30 PM	2	0	3	0	3	24	0	0	0	0	0	0	0	0
667	4/24/2019	08:45 PM	1	2	2	0	4	17	0	0	0	0	0	0	0	0
668	4/24/2019	09:00 PM	2	1	2	5	5	22	0	0	0	0	0	0	0	0
669	4/24/2019	09:15 PM	3	0	1	4	1	20	0	0	0	0	0	0	0	0
670	4/24/2019	09:30 PM	2	2	1	0	0	22	0	0	0	0	0	0	0	0
671	4/24/2019	09:45 PM	1	2	0	0	1	24	1	0	0	0	0	0	0	0
672	4/24/2019	10:00 PM	0	1	1	0	1	17	1	0	0	0	0	0	0	0

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
673	4/24/2019	10:15 PM	1	1	2	0	1	17	0	0	0	0	0	0	0	0
674	4/24/2019	10:30 PM	2	2	0	1	2	14	0	2	0	0	0	0	0	0
675	4/24/2019	10:45 PM	2	1	0	0	0	9	0	1	0	0	0	0	0	0
676	4/24/2019	11:00 PM	1	2	0	0	1	8	0	0	0	0	0	0	0	0
677	4/24/2019	11:15 PM	1	2	0	1	0	6	0	0	0	0	0	0	0	0
678	4/24/2019	11:30 PM	3	0	3	0	1	13	0	0	0	0	0	0	0	0
679	4/24/2019	11:45 PM	2	0	0	0	1	4	0	1	0	0	0	0	0	0



Appendix D

Traffic Analysis Assumptions

MEMORANDUM

Date: January 17, 2025
To: Trung Vo, Zoe Turner-Yovanovitch, Toole Design Group
From: Charlie Alexander, Alex Graese-Harmann, Fehr & Peers
Subject: Thornton Protected Bike Facilities - Traffic Analysis Assumptions

DN24-0805

Traffic Analysis Assumptions

Traffic analysis was conducted for three study corridors, each with three alternatives. The intersection geometry and bicycle facility type were provided in roll plots from Toole Design Group for Options A, B, and C for Pecos Street, Huron Street, and 128th Avenue. An Option D was also provided for Pecos Street and Huron Street. In some cases, a right turn only lane was assumed where the right turn was to be protected, but the lane was not included in the roll plot.

Turning movement counts or estimates were produced for the 2024, 2028, and 2048 study years. 2024 turning movement counts for the AM and PM peak hours were collected in February and March 2024. Additional counts on Pecos Street during the AM and PM Saturday peak hours of Water World were collected in August 2024. A 1.5% average annual growth rate was applied to the 2024 volumes to forecast 2028 and 2048 volumes. The alternatives were analyzed for 2028 and 2048 study years.

Signal timings for the alternatives were modified from the existing timings. Existing minimum green time, yellow time, and red time were maintained. Maximum splits were optimized in Synchro using 120 second cycle lengths for all intersections and alternatives, except Huron Street and Milky Way which used 60 second cycle lengths in all alternatives.

Exclusive Movements

Exclusive bicycle movements were analyzed by protecting conflicting left and right turning vehicle movements. Protected left and right turn movements were evaluated at locations where a protected bike lane crosses through an intersection. If there was no protected bike lane through an intersection, left and right turn protection was unchanged from the existing condition.

AASHTO Guidance

Where a protected bike lane crosses through an intersection, the conflicting left or right turn was protected as recommended per AASHTO guidelines based on the highest peak hour. Toole Design Group provided the table from AASHTO as the applicable standard. **Table 1** shows the hourly vehicle volume thresholds used based on one or two vehicle lanes with a one-way or two-way bicycle facility. If the vehicle volume of any peak hour exceeded the threshold, the movement was protected for all peak hours.

Table 1: Hourly Turning Traffic Thresholds for Time-Separated Bicycle Movements

	Left Turn Crossing One Oncoming Lane	Left Turn Crossing Two Oncoming Lanes
One-Way Separated Bike Lane	≥ 150 right-turning vehicles ≥ opposing 100 left-turning vehicles	≥ 150 right-turning vehicles ≥ opposing 50 left-turning vehicles
Two-Way Separated Bike Lane or Sidepath	≥ 100 right-turning vehicles ≥ opposing 50 left-turning vehicles	≥ 100 right-turning vehicles Any num left-turning vehicles

Shared-use paths and two-way protected bicycle lanes are both two-way bicycle facilities and were treated the same for determining bicycle phase separation based on the table. Left turn and right turn protection were evaluated separately for each approach at each intersection. The minimum green time for new protected signal phases was set at 5 seconds, while the yellow time and red time were set as the same as the existing approach protected left turn. Exclusive bicycle movements were run at the same time as any pedestrian phase on the same approach.

Three-Legged Intersections

Three-legged intersections were evaluated with an exclusive pedestrian phase across the major street. Left and right turns were protected at intersections where necessary for exclusive pedestrian phases crossing major streets at three-leg intersections. This applies for the southbound approach at 128th Avenue & Grant Street and the northbound approach at 128th Avenue & Claude Street. Both crosswalks for crossing the major street operated exclusively on phase 5. There was also an exclusive vehicle phase for the side street approach, operated exclusively on phase 6.

Existing Protection and Right Turn Overlap

Existing protected left turns were maintained as protected for all analysis scenarios. There were no protected right turns in the existing condition to maintain for the analysis scenarios. Right turn overlaps were also added where protected right turns were added.

Leading Intervals

Leading intervals were applied to all approaches without protected right turn phasing. They were analyzed as an additional three seconds applied to the red time of the preceding signal phase. Leading intervals were not applied to the side street approach (across the major street) of three-legged intersections due to the exclusive pedestrian phase. WALK and FLASH DON'T WALK times were recalculated for all intersections under all alternatives.

Right Turn on Red

By vehicle code, Right turn on red (RTOR) was prohibited due to red arrow at all locations where protected right turns are proposed. RTOR was prohibited at locations where the street approach is crossing a two-way bicycle facility or shared use path. RTOR was prohibited on approaches where two-stage left turn queue boxes were applied at the intersection. RTOR was permitted for all other approaches.

Assumption Decision Matrix

The attached file shows the assumption decisions and reasoning for each intersection, approach, and alternative. Protected left turns and right turns are listed with a 'yes' or 'no' for each approach with the corresponding volume threshold, the

existing protected movement, or the absence of a bicycle facility. Leading intervals are listed with a 'yes' or 'no' for each crossing with the reasoning if a leading interval was not to be included. Right turn on red is listed as 'permit' or 'prohibit' for each approach with reasoning if a right turn on red was to be prohibited. A notes column is also included for any additional information such as locations of a right turn/left turn overlap.

Signal Timing Assumptions and Documentation

Pecos St

A: 1 way PBL (1 veh lane), E & W sides, protected intersection @ 88th						
Intersection	Approach	Protected Left Turn (Yes/No)	Protected Right Turn (Yes/No)	Leading Interval (Yes/No)	Right Turn on Red (Permit/Prohibit)	Notes
Pecos St & 88th Ave	Eastbound	Yes, existing split phase	Yes, >= 150 veh in WW PM peak	No, prot RT	Prohibit, red arrow	Assume WBRT lane even though not shown in concept, Overlap WBL w/ NBR Overlap NBL w/ EBR Overlap SBL w/ WBR
Pecos St & 88th Ave	Westbound	Yes, existing split phase	Yes, >= 150 veh in AM peak	No, prot RT	Prohibit, red arrow	
Pecos St & 88th Ave	Northbound	Yes, >= 100 veh in WW AM peak	Yes, >= 150 veh in AM peak	No, prot RT	Prohibit, red arrow	
Pecos St & 88th Ave	Southbound	Yes, >= 100 veh in AM peak	No, < 150 veh in any peak	Yes	Permit	
Pecos St & 92nd Ave / Thornton Pkwy	Eastbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Pecos St & 92nd Ave / Thornton Pkwy	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Pecos St & 92nd Ave / Thornton Pkwy	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Pecos St & 92nd Ave / Thornton Pkwy	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
B: 1 way PBL (1 veh lane), E & W sides, protected intersection @ 88th						
Intersection	Approach	Protected Left Turn (Yes/No)	Protected Right Turn (Yes/No)	Leading Interval (Yes/No)	Right Turn on Red (Permit/Prohibit)	Notes
Pecos St & 88th Ave	Eastbound	Yes, existing split phase	Yes, >= 150 veh in WW PM peak	No, prot RT	Prohibit, red arrow	Assume WBRT lane even though not shown in concept, Overlap WBL w/ NBR Overlap NBL w/ EBR Overlap SBL w/ WBR
Pecos St & 88th Ave	Westbound	Yes, existing split phase	Yes, >= 150 veh in AM peak	No, prot RT	Prohibit, red arrow	
Pecos St & 88th Ave	Northbound	Yes, >100 veh in WW AM peak	Yes, >= 150 veh in AM peak	No, prot RT	Prohibit, red arrow	
Pecos St & 88th Ave	Southbound	Yes, >= 100 veh in AM peak	No, < 150 veh in any peak	Yes	Permit	
Pecos St & 92nd Ave / Thornton Pkwy	Eastbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	Assume NB CT/PBL to be merged into SW south of the intersection
Pecos St & 92nd Ave / Thornton Pkwy	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Pecos St & 92nd Ave / Thornton Pkwy	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Pecos St & 92nd Ave / Thornton Pkwy	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	

Pecos St

C: 2 way SUP (2 veh lane), E & W sides						
Intersection	Approach	Protected Left Turn (Yes/No)	Protected Right Turn (Yes/No)	Leading Interval (Yes/No)	Right Turn on Red (Permit/Prohibit)	Notes
Pecos St & 88th Ave	Eastbound	Yes, existing split phase	No, no PBL thru intersection	Yes	Prohibit, 2-way bikeway	
Pecos St & 88th Ave	Westbound	Yes, existing split phase	No, no PBL thru intersection	Yes	Prohibit, 2-way bikeway	Overlap WBL w/ NBR
Pecos St & 88th Ave	Northbound	Yes, > 0 veh in AM peak	Yes, >= 100 veh in AM peak	No, prot RT	Prohibit, red arrow	Overlap NBL w/ EBR
Pecos St & 88th Ave	Southbound	Yes, > 0 veh in AM peak	No, < 100 veh in any peak	Yes	Permit	Overlap SBL w/ WBR
Pecos St & 92nd Ave / Thornton Pkwy	Eastbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Pecos St & 92nd Ave / Thornton Pkwy	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Pecos St & 92nd Ave / Thornton Pkwy	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Pecos St & 92nd Ave / Thornton Pkwy	Southbound	No, no PBL thru intersection	No, < 100 veh in any peak	Yes	Permit	
D: 1 way PBL (1 NB veh lane, 2 SB veh lanes S/o 90th, 1 SB veh lane N/o 90th), E & W sides, protected intersection @ 88th						
Intersection	Approach	Protected Left Turn (Yes/No)	Protected Right Turn (Yes/No)	Leading Interval (Yes/No)	Right Turn on Red (Permit/Prohibit)	Notes
Pecos St & 88th Ave	Eastbound	Yes, existing split phase	Yes, >= 150 veh in WW PM peak	No, prot RT	Prohibit, red arrow	
Pecos St & 88th Ave	Westbound	Yes, existing split phase	Yes, >= 150 veh in AM peak	No, prot RT	Prohibit, red arrow	Overlap WBL w/ NBR
Pecos St & 88th Ave	Northbound	Yes, >= 50 veh in WW AM peak	Yes, >= 150 veh in AM peak	No, prot RT	Prohibit, red arrow	Overlap NBL w/ EBR
Pecos St & 88th Ave	Southbound	Yes, >= 100 veh in AM peak	No, < 150 veh in any peak	Yes	Permit	Overlap SBL w/ WBR
Pecos St & 90th Ave	Eastbound	Yes, exclusive veh phase	Yes, exclusive veh phase	No (see note)	Permit	Operate concurrent with WB (north) protected crosswalk, Overlap EBL w/ SBR
Pecos St & 90th Ave	Northbound	Yes, >= 100 veh in WW AM peak	n/a	n/a	n/a	Overlap NBL w/ EBR
Pecos St & 90th Ave	Southbound	n/a	Yes, >= 150 veh in WW AM peak	No, prot RT	Prohibit, red arrow	
Pecos St & 92nd Ave / Thornton Pkwy	Eastbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Pecos St & 92nd Ave / Thornton Pkwy	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Pecos St & 92nd Ave / Thornton Pkwy	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Pecos St & 92nd Ave / Thornton Pkwy	Southbound	No, no PBL thru intersection	No, < 100 veh in any peak	Yes	Permit	

Signal Timing Assumptions and Documentation

Huron St

A: 1 way PBL (2 veh lane), E & W sides						
Intersection	Approach	Protected Left Turn (Yes/No)	Protected Right Turn (Yes/No)	Leading Interval (Yes/No)	Right Turn on Red (Permit/Prohibit)	Notes
Huron St / Greenwood Blvd & 84th Ave	Eastbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	Assume SB CT/PBL to be merged into SW north of the intersection
Huron St / Greenwood Blvd & 84th Ave	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St / Greenwood Blvd & 84th Ave	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St / Greenwood Blvd & 84th Ave	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & Milky Way	Eastbound	No, < 100 veh in any peak	No, < 150 veh in any peak	Yes	Prohibit, TSLTQB	Assume TSTQBs all approaches
Huron St & Milky Way	Westbound	No, < 100 veh in any peak	No, < 150 veh in any peak	Yes	Prohibit, TSLTQB	
Huron St & Milky Way	Northbound	No, < 50 veh in any peak	No, < 150 veh in any peak	Yes	Prohibit, TSLTQB	
Huron St & Milky Way	Southbound	No, < 50 veh in any peak	No, < 150 veh in any peak	Yes	Prohibit, TSLTQB	
Huron St & 88th Ave	Eastbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & 88th Ave	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & 88th Ave	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & 88th Ave	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
B: 1 way PBL (1 veh lane), E & W sides, 2 stage lefts @ Milky Way						
Intersection	Approach	Protected Left Turn (Yes/No)	Protected Right Turn (Yes/No)	Leading Interval (Yes/No)	Right Turn on Red (Permit/Prohibit)	Notes
Huron St / Greenwood Blvd & 84th Ave	Eastbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	Assume SB CT/PBL to be merged into SW north of the intersection
Huron St / Greenwood Blvd & 84th Ave	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St / Greenwood Blvd & 84th Ave	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St / Greenwood Blvd & 84th Ave	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & Milky Way	Eastbound	No, < 100 veh in any peak	No, < 150 veh in any peak	Yes	Prohibit, TSLTQB	
Huron St & Milky Way	Westbound	No, < 100 veh in any peak	No, < 150 veh in any peak	Yes	Prohibit, TSLTQB	
Huron St & Milky Way	Northbound	No, < 100 veh in any peak	No, < 150 veh in any peak	Yes	Prohibit, TSLTQB	
Huron St & Milky Way	Southbound	No, < 100 veh in any peak	No, < 150 veh in any peak	Yes	Prohibit, TSLTQB	
Huron St & 88th Ave	Eastbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & 88th Ave	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & 88th Ave	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & 88th Ave	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	

Huron St

C: 1 way PBL (1 veh lane), E & W sides						
Intersection	Approach	Protected Left Turn (Yes/No)	Protected Right Turn (Yes/No)	Leading Interval (Yes/No)	Right Turn on Red (Permit/Prohibit)	Notes
Huron St / Greenwood Blvd & 84th Ave	Eastbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	Assume SB CT/PBL to be merged into SW north of the intersection
Huron St / Greenwood Blvd & 84th Ave	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St / Greenwood Blvd & 84th Ave	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St / Greenwood Blvd & 84th Ave	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & Milky Way	Eastbound	No, < 100 veh in any peak	No, < 150 veh in any peak	Yes	Prohibit, TSLTQB	Assume TSTQBs all approaches
Huron St & Milky Way	Westbound	No, < 100 veh in any peak	No, < 150 veh in any peak	Yes	Prohibit, TSLTQB	
Huron St & Milky Way	Northbound	No, < 100 veh in any peak	No, < 150 veh in any peak	Yes	Prohibit, TSLTQB	
Huron St & Milky Way	Southbound	No, < 100 veh in any peak	No, < 150 veh in any peak	Yes	Prohibit, TSLTQB	
Huron St & 88th Ave	Eastbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	Assume NB CT/PBL to be merged into SW south of the intersection
Huron St & 88th Ave	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & 88th Ave	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & 88th Ave	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
D: 1 way PBL (2 veh lane), E & W sides						
Intersection	Approach	Protected Left Turn (Yes/No)	Protected Right Turn (Yes/No)	Leading Interval (Yes/No)	Right Turn on Red (Permit/Prohibit)	Notes
Huron St / Greenwood Blvd & 84th Ave	Eastbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St / Greenwood Blvd & 84th Ave	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St / Greenwood Blvd & 84th Ave	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St / Greenwood Blvd & 84th Ave	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & Milky Way	Eastbound	No, < 100 veh in any peak	No, < 150 veh in any peak	Yes	Permit	
Huron St & Milky Way	Westbound	No, < 100 veh in any peak	No, < 150 veh in any peak	Yes	Permit	
Huron St & Milky Way	Northbound	No, < 50 veh in any peak	No, < 150 veh in any peak	Yes	Permit	
Huron St & Milky Way	Southbound	No, < 50 veh in any peak	No, < 150 veh in any peak	Yes	Permit	
Huron St & 88th Ave	Eastbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & 88th Ave	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & 88th Ave	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
Huron St & 88th Ave	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	

Signal Timing Assumptions and Documentation

128th Ave

A: 2 way SUP (2 veh lanes), N & S sides						
Intersection	Approach	Protected Left Turn (Yes/No)	Protected Right Turn (Yes/No)	Leading Interval (Yes/No)	Right Turn on Red (Permit/Prohibit)	Notes
128th Ave & Grant Dr	Eastbound	Yes, > 0 veh in AM peak	n/a	n/a	n/a	Overlap EBL w/ SBR
128th Ave & Grant Dr	Westbound	n/a	Yes, > 100 veh in AM peak	No, prot RT	Prohibit, red arrow	Operate concurrent with NB (east) protected crosswalk, Overlap SBL w/ WBR
128th Ave & Grant Dr	Southbound	Yes, exclusive veh phase	Yes, exclusive veh phase	No (see note)	Prohibit, 2-way bikeway	
128th Ave & Washington St	Eastbound	Yes, existing prot phase	Yes, >= 100 veh in AM peak	No, prot RT	Prohibit, red arrow	
128th Ave & Washington St	Westbound	Yes, existing prot phase	Yes, >= 100 veh in PM peak	No, prot RT	Prohibit, red arrow	Overlap WBL w/ NBR
128th Ave & Washington St	Northbound	Yes, existing prot phase	Yes, >= 150 veh in AM peak	No, prot RT	Prohibit, red arrow	Overlap NBL w/ EBR
128th Ave & Washington St	Southbound	Yes, existing prot phase	Yes, >= 150 veh in AM peak	No, prot RT	Prohibit, red arrow	Overlap SBL w/ WBR
128th Ave & Lafayette St	Eastbound	Yes, > 0 veh in AM peak	No, < 100 veh in any peak	Yes	Permit	Overlap NBL w/ EBR Overlap SBL w/ WBR
128th Ave & Lafayette St	Westbound	Yes, > 0 veh in AM peak	Yes, > 100 veh in AM peak	No	Prohibit, red arrow	
128th Ave & Lafayette St	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Prohibit, 2-way bikeway	
128th Ave & Lafayette St	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Prohibit, 2-way bikeway	
128th Ave & Claude Ct	Eastbound	n/a	No, < 100 veh in any peak	Yes	Permit	Overlap WBL w/ NBR Operate concurrent with SB (west) protected crosswalk, Overlap NBL w/ EBR
128th Ave & Claude Ct	Westbound	Yes, > 0 veh in AM peak	n/a	n/a	n/a	
128th Ave & Claude Ct	Northbound	Yes, exclusive veh phase	Yes, exclusive veh phase	No (see note)	Prohibit, 2-way bikeway	
128th Ave & York St	Eastbound	No, no PBL thru intersection	No, < 100 veh in any peak	Yes	Permit	
128th Ave & York St	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
128th Ave & York St	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
128th Ave & York St	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	

128th Ave

B: 1 way PBL (2 veh lane), N & S sides, protected intersections @ all but York

Intersection	Approach	Protected Left Turn (Yes/No)	Protected Right Turn (Yes/No)	Leading Interval (Yes/No)	Right Turn on Red (Permit/Prohibit)	Notes
128th Ave & Grant Dr	Eastbound	Yes, >= 50 veh in PM peak	n/a	n/a	n/a	Overlap EBL w/ SBR
128th Ave & Grant Dr	Westbound	n/a	No, < 150 veh in any peak	Yes	Permit	
128th Ave & Grant Dr	Southbound	Yes, >= 100 veh in AM peak	Yes, exclusive veh phase	No (see note)	Permit	
128th Ave & Washington St	Eastbound	Yes, existing prot phase	No (see note)	Yes	Permit	Against FHWA guidance, Test of LBI vs prot RT on all approaches
128th Ave & Washington St	Westbound	Yes, existing prot phase	No, < 150 veh in any peak	Yes	Permit	
128th Ave & Washington St	Northbound	Yes, existing prot phase	No (see note)	Yes	Permit	
128th Ave & Washington St	Southbound	Yes, existing prot phase	No (see note)	Yes	Permit	
128th Ave & Lafayette St	Eastbound	Yes, >= 50 veh in AM peak	No, < 150 veh in any peak	Yes	Permit	Overlap NBL w/ EBR Overlap SBL w/ WBR
128th Ave & Lafayette St	Westbound	Yes, >= 50 veh in AM peak	No, < 150 veh in any peak	Yes	Permit	
128th Ave & Lafayette St	Northbound	Yes, >= 100 veh in AM peak	No, < 150 veh in any peak	Yes	Permit	
128th Ave & Lafayette St	Southbound	No, < 100 veh in any peak	No, < 150 veh in any peak	Yes	Permit	
128th Ave & Claude Ct	Eastbound	n/a	No, < 150 veh in any peak	Yes	Permit	Overlap WBL w/ NBR Operate concurrent with SB (west) protected crosswalk, Overlap NBL w/ EBR
128th Ave & Claude Ct	Westbound	Yes, >= 50 veh in AM peak	n/a	n/a	n/a	
128th Ave & Claude Ct	Northbound	Yes, exclusive veh phase	Yes, exclusive veh phase	No (see note)	Permit	
128th Ave & York St	Eastbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
128th Ave & York St	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
128th Ave & York St	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
128th Ave & York St	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	

128th Ave

C: 2 way PBL (2 veh lanes), N side only, bikes cross 128th w/ peds

Intersection	Approach	Protected Left Turn (Yes/No)	Protected Right Turn (Yes/No)	Leading Interval (Yes/No)	Right Turn on Red (Permit/Prohibit)	Notes
128th Ave & Grant Dr	Eastbound	Yes, > 0 veh in AM peak	n/a	n/a	n/a	Overlap EBL w/ SBR
128th Ave & Grant Dr	Westbound	n/a	Yes, >= 100 veh in AM peak	No, prot RT	Prohibit, red arrow	Operate concurrent with NB (east) crosswalk, Overlap SBL w/ WBR
128th Ave & Grant Dr	Southbound	Yes, exclusive veh phase	Yes, exclusive veh phase	No (see note)	Prohibit, 2-way bikeway	
128th Ave & Washington St	Eastbound	Yes, existing prot phase	No, no PBL thru intersection	Yes	Permit	Overlap EBL w/ SBR
128th Ave & Washington St	Westbound	Yes, existing prot phase	Yes, >= 100 veh in PM peak	No, prot RT	Prohibit, red arrow	Overlap WBL w/ NBR
128th Ave & Washington St	Northbound	Yes, existing prot phase	Yes, >= 150 veh in AM peak	No, prot RT	Prohibit, red arrow	Overlap SBL w/ WBR
128th Ave & Washington St	Southbound	Yes, existing prot phase	Yes, >= 150 veh in AM peak	No, prot RT	Prohibit, red arrow	
128th Ave & Lafayette St	Eastbound	Yes, > 0 veh in AM peak	No, no PBL thru intersection	Yes	Permit	Overlap NBL w/ EBR Overlap SBL w/ WBR
128th Ave & Lafayette St	Westbound	No, no PBL thru intersection	Yes, >= 100 veh in AM peak	No, prot RT	Prohibit, red arrow	
128th Ave & Lafayette St	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
128th Ave & Lafayette St	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Prohibit, 2-way bikeway	
128th Ave & Claude Ct	Eastbound	n/a	No, no PBL thru intersection	Yes	Permit	Overlap WBL w/ NBR Operate concurrent with SB (west) protected crosswalk, Overlap NBL w/ EBR
128th Ave & Claude Ct	Westbound	No, no PBL thru intersection	n/a	n/a	n/a	
128th Ave & Claude Ct	Northbound	Yes, exclusive veh phase	Yes, exclusive veh phase	No (see note)	Permit	
128th Ave & York St	Eastbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
128th Ave & York St	Westbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
128th Ave & York St	Northbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	
128th Ave & York St	Southbound	No, no PBL thru intersection	No, no PBL thru intersection	Yes	Permit	

Appendix E

Pecos St & 90th Ave - Traffic Signal Need Study

MEMORANDUM

Date: January 29, 2025
To: Trung Vo, Toole Design
From: Charles Alexander and Alex Harmann, Fehr & Peers
Subject: Thornton Protected Bike Lanes – Pecos St & 90th Ave – Traffic Signal Need Study

DN24-0805

Executive Summary

An engineering study to determine if a traffic control signal is justified was conducted at the intersection of Pecos Street and 90th Avenue. This memorandum summarizes the data collection, assumptions, analysis, and results. A summary of the analysis results is shown in Table 1. Four hours of turning movement count data were collected during Saturday AM and PM peak periods to capture Water World activity. Warrant 1 was not analyzed due to collection of only AM and PM peak period volumes. Warrant 3 is met and Warrants 2, 4, and 5 are not met. Warrants 5, 6, 8, and 9 were determined as not applicable to this intersection.

Table 1: Warrant Summary for Pecos St & 90th Ave

	Not Analyzed	Met	Not Met
Warrant 1, 8-Hour Volume	X		
Warrant 2, 4-Hour Volume			X
Warrant 3, Peak Hour		X	
Warrant 4, Pedestrian Volume			X
Warrant 5, School Crossing	X		
Warrant 6, Coordinated Signal System	X		
Warrant 7, Crash Experience			X
Warrant 8, Roadway Network	X		
Warrant 9, Intersection Near a Grade Crossing	X		

Data and Assumptions

Turning movement count data was collected at Pecos Street and 90th Avenue on Saturday August 3rd, 2024. The AM peak period of 9:00 AM – 11:00 AM was collected with 9:30 AM – 10:30 AM determined as the peak hour. The PM peak period of 4:00 PM – 6:00 PM was collected with 5:00 PM – 6:00 PM determined as the peak hour. This data included vehicular and pedestrian volumes. The existing three-leg intersection has 2 lanes in each direction for the major street approaches and 2 lanes for the minor street approach. The recommendation for this section of Pecos Street includes a reduction to one lane on at least one of the major street approaches. This build condition assumes the 2 lanes on of the minor street approach will be maintained.

MUTCD Warrant Analysis

As described in the *MUTCD*, the satisfaction of a traffic signal warrant should not in itself require the installation of a traffic signal. The decision to install a traffic signal should be determined based on the recommendations of a traffic signal analysis, engineering judgement, as well as local jurisdiction needs and priorities.

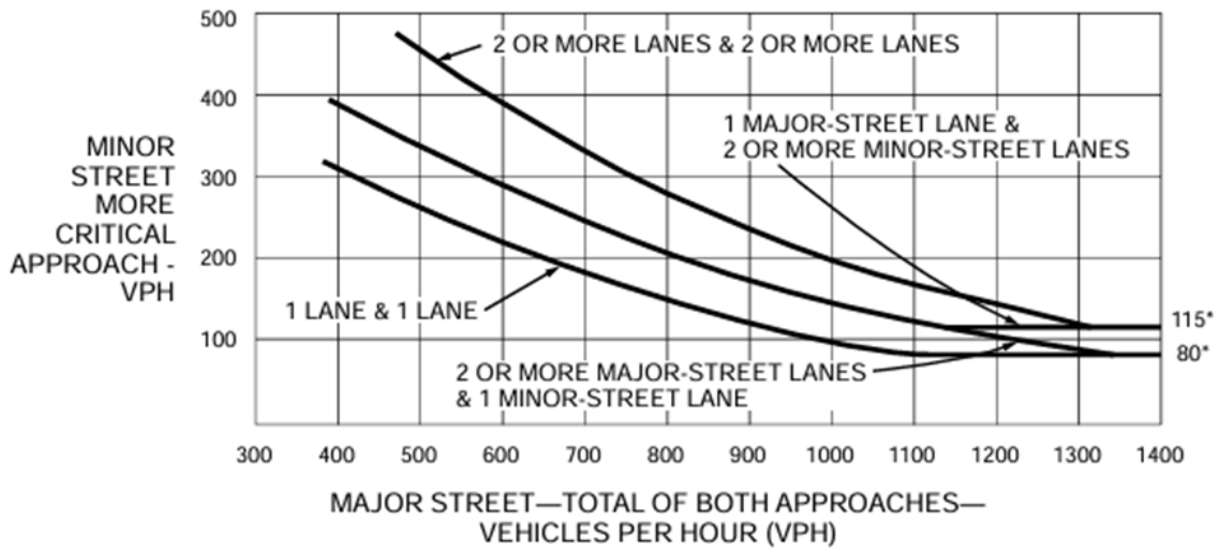
Warrant 1, Eight-Hour Vehicular Volume

This warrant is applied at intersections that experience a large volume of intersecting traffic over an eight-hour period. The thresholds established in the *MUTCD* must be met for eight hours of an average day. Only four hours of volume data were collected for an average day, so Warrant 1 was not analyzed.

Warrant 2, Four-Hour Vehicular Volume

This warrant is generally applied where the volume of intersecting traffic is the principal reason for considering a traffic control signal. The thresholds established in the *MUTCD* must be met for four hours of an average day. The traffic volumes for the major street (sum of both the approaches) and the corresponding higher-volume minor approach are plotted in **Figure 1** (*MUTCD* Figure 4C-1) to determine if the intersection satisfies Warrant 2. If all points fall above the applicable curve, then the warrant is met. This analysis utilized the “2 lane & 2 lane” curve for the existing condition and the “1 major-street lane & 2 minor-street lanes” curve for the build condition.

Figure 1: Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

Four hours of vehicular volume were analyzed: 9:00-10:00 AM, 10:00-11:00 AM, 4:00-5:00 PM, and 5:00-6:00 PM. The major street – total of both approaches volume and minor street approach volume were plotted as points in **Figure 1** (MUTCD Figure 4C-1). Table 2 lists the approach volumes for each hour that were plotted as points and each threshold that was met. The “2 lane & 2 lane” threshold was met for two of the four hours and the “1 major-street lane & 2 minor-street lanes” threshold was met for three of the four hours.

Table 2: Peak Period Vehicular Volume for Warrant 4 Plotted Points

	Major Street – Total of Both Approaches – Vehicles per Hour (VPH)	Minor Street Approach – VPH	Is the 2 Lane & 2 Lane Threshold Met?	Is the 1 Major-Street Lane & 2 Minor-Street Lane Threshold Met?
9-10 AM	1119	103	Not Met	Not Met
10-11 AM	1189	122	Not Met	Met
4-5 PM	1168	226	Met	Met
5-6 PM	1159	363	Met	Met

MUTCD Section 4C.01 includes a guideline on the inclusion of minor street right turning vehicles. The warrant is not met when 100% of minor street right turning vehicles are included, therefore further analysis limiting the inclusion of right turn volume is not needed. Since four or more hours did not meet the thresholds, Warrant 2 is not met.

Warrant 3, Peak Hour Vehicular Volume

The *MUTCD* recommends that this warrant be used primarily for “unusual” cases such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that experience large number of vehicles over a short period of time. The Pecos Street and 90th Avenue intersection is an unusual case, as it is one of the primary accesses for the Water World Amusement Park. The peak hour warrant can be met in one of two ways.

Option A

The first option requires the following conditions to be met for the same one hour of an average day.

1. The total stopped time delay experienced by the traffic on one minor street approach controlled by a STOP sign equals or exceeds 5 vehicle hours for a two-lane approach.
2. The volume on the same minor street approach equals or exceeds 150 vehicles per hour for two moving lanes.
3. The total entering volume served during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches.

Average vehicular delay was determined for the AM and PM peak hours under the existing four lane and proposed two lane major street cross-sections. *The Highway Capacity Manual, 6th edition* was applied using the Synchro 11 software. The left and right turn delay on the minor street was multiplied by the number of vehicles for than movement, converted to hours of delay, and added together to determine the total stopped time delay for each scenario. **Table 3** lists these values and shows which scenarios equal or exceed 5 vehicle hours of delay.

Table 3: Peak Hour Delay for Warrant 3 Option A Condition 1

Cross-section	Peak Hour	Movement	Average Delay (sec/veh)	Vehicles	Movement Delay (hr)	Total Delay (hr)	≥ 5 Hours?
4 Major Street Lanes	AM	Left	34.2	36	0.34		
4 Major Street Lanes	AM	Right	11.6	91	0.29	0.64	NOT MET
4 Major Street Lanes	PM	Left	57.5	147	2.35		
4 Major Street Lanes	PM	Right	12.1	216	0.73	3.07	NOT MET
2 Major Street Lanes	AM	Left	41.5	36	0.42		
2 Major Street Lanes	AM	Right	13.7	91	0.35	0.76	NOT MET
2 Major Street Lanes	PM	Left	133.7	147	5.46		
2 Major Street Lanes	PM	Right	15.7	216	0.94	6.40	MET

The PM peak hour under the proposed two lane major street cross-section is the only scenario to exceed 5 hours of total stopped time delay experienced by the traffic on one minor street approach controlled by a Stop sign.

The total volume for the minor street approach is 363 vehicles during the PM peak hour on two moving lanes, which exceeds 150 vehicles per hour.

The total entering volumes served is 1,524 vehicles during the PM peak hour for a three-approach intersection, which exceeds 650 vehicles per hour.

All three conditions for Option A of Warrant 3 are met for the PM peak hour under proposed condition of a two lane major street cross-section, therefore Warrant 3 is met.

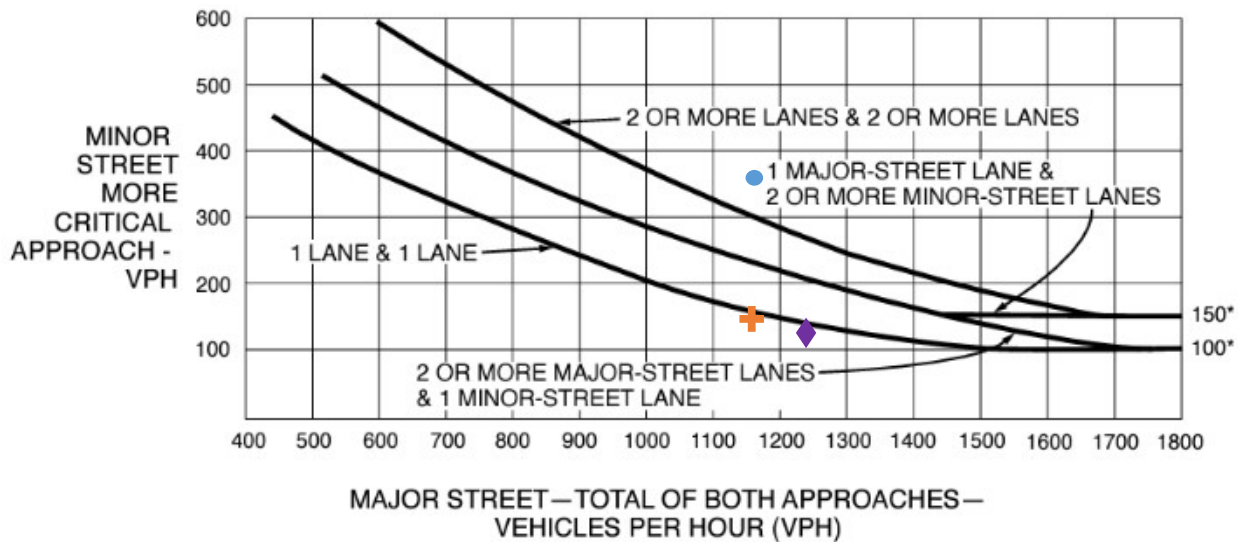
Option B

The second option requires a graphical threshold to be met for the peak hour of an average day. **Table 4** lists the approach volumes for each hour that were plotted as points and each threshold that was met. The traffic volumes for the major street (sum of both the approaches) and the corresponding higher-volume minor approach are plotted in **Figure 2 (MUTCD Figure 4C-3)** to determine if the intersection satisfies Warrant 3. For any points that fall above the applicable curve, the warrant is met for that situation. The AM and PM peak hours of vehicular volume were analyzed: 9:30-10:30 AM and 5:00-6:00 PM. This analysis utilized the “2 major-street lanes & 2 minor-street lanes” curve for the existing condition and the “1 major-street lane & 2 minor-street lanes” curve for the build condition.

Table 4: Peak Period Vehicular Volume for Warrant 4 Plotted Points

Peak Hour	Plotted Symbol in Figure 2	Major Street – Total of Both Approaches – Vehicles per Hour (VPH)	Minor Street Approach – VPH	Is the 2 Major-Street Lane & 2 Minor-Street Lane Threshold Met?	Is the 1 Major-Street Lane & 2 Minor-Street Lane Threshold Met?
AM	Purple Diamond	1221	127 (Includes Right Turns)	Not Met	Not Met
PM	Blue Circle	1159	363 (Includes Right Turns)	Met	Met
PM	Orange Plus	1159	147 (Left Turn Only)	Not Met	Not Met

Figure 2: Warrant 3: Peak Hour Vehicular Volume



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

MUTCD Section 4C.01 includes a guideline on the inclusion of minor street right turning vehicles. The AM peak hour did not meet any of the thresholds with 100% of right turn volume included. Further analysis limiting the inclusion of right turn volume is not needed and Option B is not met for the AM peak hour.

The PM peak hour meets all thresholds when 100% of the minor street right turn volume are included, but it does not meet any thresholds when 0% of right turn volume are included. Option B of Warrant 3 is neither strictly satisfied nor strictly not satisfied for the PM peak hour, placing it in a grey area where engineering judgement is required.

Keeping the major street volume constant, approximately 300 vehicles is the minimum minor street volume required to meet the “2 major-street lanes & 2 minor-street lanes” curve for the existing condition. This would require the inclusion of approximately 70% of right turn volume. Keeping the major street volume constant, approximately 250 vehicles is the

minimum minor street volume required to meet the “1 major-street lane & 2 minor-street lanes” curve for the build condition. This would require the inclusion of approximately 50% of right turn volume.

Table 9-8 of AASHTO’s *A Policy on Geometric Design of Highways and Streets, 7th edition*, also known as *The Green Book*, provides a minimum time gap at the design speed of the major road for vehicles turning right from stopped. This minimum is 6.5 seconds for passenger vehicles. The southbound through movement is the major street movement that conflicts with the eastbound right minor street movement. There are 457 vehicles making the southbound through movement during the PM peak hour. Under the existing configuration with two southbound lanes, this is 229 vehicles per lane per hour, or approximately 4 vehicles per lane per minute. This equates to approximately one vehicle every 15-16 seconds, much higher than the 6.5 second minimum gap from *The Green Book*. Under the proposed configuration with one southbound lane, there are 457 vehicles per lane per hour, or approximately 8 vehicles per lane per minute. This equates to approximately one vehicle every 7-8 seconds, also higher than the 6.5 second minimum. There appears to be sufficient gaps in southbound traffic for right turns to join, so it does not seem reasonable to include 50% or more of the right turning traffic in Warrant 3 option B. Therefore, Option B is not met for the PM peak hour.

Warrant 4, Pedestrian Volume

The Pedestrian Volume warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. The minimum pedestrian volume for this warrant is greater than 100 per hour, and there were only 2 pedestrians counted during the peak hour at the intersection of Pecos Street and 90th Avenue, so Warrant 4 is not met.

Warrant 5, School Crossing

The School Crossing signal warrant is intended for application where the fact that schoolchildren cross the major street is the principal reason to consider installing a traffic control signal. School related pedestrian traffic is not present at the Pecos Street and 90th Avenue intersection, therefore Warrant 5 is not applicable and was not analyzed.

Warrant 6, Coordinated Signal System

Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed. The intersection of Pecos Street and 90th Avenue is not a location where a traffic signal is needed for coordination along the corridor. Warrant 6 is not applicable and was not analyzed.

Warrant 7, Crash Experience

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. This warrant requires meeting a minimum number of crashes of types susceptible to correction by a traffic signal. This minimum is 3 crashes in a one-year period or 4 crashes in a three-year period. A summary of crash data was collected for the Pecos Street and 90th Avenue intersection. 5 total crashes were reported between 2018 and 2022 at this intersection with a maximum of 2 crashes in a one-year period or 3 crashes in a three-year period. Since the minimum threshold is not met with the total number of crashes, Warrant 7 is not met.

Warrant 8, Roadway Network

Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network. This warrant is intended for intersections of major routes in a network. 90th Avenue is not a major route in the roadway network, therefore Warrant 8 is not applicable and was not analyzed.

Warrant 9, Intersection Near a Grade Crossing

The Intersection Near a Grade Crossing signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity of a grade crossing on an approach controlled by a STOP or YIELD sign at a highway-highway intersection is the principal reason to consider installing a traffic control signal. The Pecos Street and 90th Avenue intersection does not fit this situation. Warrant 9 is not applicable and was not analyzed.

Appendix F

Traffic Analysis Report

MEMORANDUM

Date: January 16, 2023
To: Trung Vo, Zoe Turner-Yovanovitch, Toole Design Group
From: Alex Graese-Harmann, Fehr & Peers
Subject: Thornton Protected Bike Facilities - Vissim Modeling

DN24-0805

Alternatives Analysis

Toole Design Group produced three options for each study corridor. Options A, B, and C for each of Pecos Street, Huron Street, and 128th Avenue had a different combination of bike facility, travel lane configuration, and bike-friendly intersection design. Fehr & Peers authored the Traffic Analysis Assumptions memo to explain the methodology for determining where to apply protected left- and right-turns, leading intervals, and right-turn on red prohibition. Fehr & Peers evaluated each option for each corridor in Synchro for the AM and PM peak hours in 2024, 2028, and 2048. All three options for each corridor were shown to operate with greater delay than existing, but each showed potential benefits over the others. The alternatives analysis Synchro results summary for the AM and PM peak hours are included as **Table 1** and **Table 2**, respectively. The Synchro results were incorporated into the alternatives analysis conducted by Toole Design Group, and a preferred option for each corridor was determined.

On Pecos Street and Huron Street, Toole Design Group and the City of Thornton created a new option based on the alternatives analysis. On Pecos Street, this was a result of concerns about Water World traffic and its impact on operations of the corridor and bike and pedestrian crossing facilities. Fehr & Peers conducted a signal warrant analysis at the intersection of Pecos Street and 90th Avenue, in the middle of the study corridor (**Appendix E**). The result was that the peak hour warrant was met during the PM Saturday Water World peak hour. The preferred options for Pecos Street and Huron Street were Option D, while Option C was selected as the preferred option for 128th Avenue. The preferred options were finalized and evaluated in Synchro for the AM and PM peak hours in 2024, 2028, and 2048. Pecos Street and 90th Avenue was included in the preferred option Synchro analysis. The preferred option Synchro results summary for the AM and PM peak hours are included as **Table 3**.

The results of the preferred option Synchro analysis indicated more detailed analysis was needed at three intersections to answer specific questions and greater understand the vehicle operations. These intersections were Pecos Street and 88th Avenue, 128th Avenue and Grant Street, and 128th Avenue and Washington Street. These three intersections were entered into two Vissim models. This memo describes the Vissim analysis, assumptions, and results.

Table 1. Alternatives Analysis Results Summary AM

		2024				2028						2048						2024 AM		2028 AM		2048 AM		
		Existing		Existing		A		B		C		Existing		A		B		C		WaterWorld Peak	WaterWorld Peak	WaterWorld Peak	WaterWorld Peak	
Intersection	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	
Pecos St & 88th Ave	Eastbound		A		A		A		A		A		A		A		A		A				D	D
	Westbound	D	F	D	F	D	F	D	E	D	D	F	F	F	F	F	F	E	F	E	D	E	F	C
	Northbound		B		B		C		C		C		B		C		C		C				E	F
	Southbound		B		B		D		D		D		B		F		F		F				E	F
Pecos St & 92nd Ave / Thornton Pkwy	Eastbound		C		D		D		D		D		F		F		F		F				C	D
	Westbound	C	C	D	C	D	C	D	C	D	C	E	D	E	E	E	E	E	E	C	B	C	C	D
	Northbound		D		D		D		D		D		D		E		E		E				D	D
	Southbound		D		D		E		D		D		F		F		F		F				D	E
Huron St / Greenwood Blvd & 84th Ave	Eastbound		B		B		C		C		C		C		C		C		C				C	C
	Westbound	C	C	C	C	C	C	C	C	D	C	C	C	D	C	D	D	D	D	D			D	C
	Northbound		D		D		D		D		D		D		D		D		D				D	D
	Southbound		D		D		D		D		D		D		D		D		D				D	D
Huron St & Milky Way	Eastbound		D		D		C		C		C		D		C		C		C				C	C
	Westbound	A	A	A	A	A	A	C	B	C	B	A	A	B	A	D	B	D	B	D			D	B
	Northbound		A		A		A		A		A		A		B		B		B				D	C
	Southbound		A		A		A		A		A		A		B		B		B				D	C
Huron St & 88th Ave	Eastbound		D		D		D		E		E		D		D		D		D				E	E
	Westbound	C	D	C	D	C	D	D	D	D	D	C	D	D	D	D	E	E	D	D			D	D
	Northbound		B		B		C		C		C		C		F		F		F				E	E
	Southbound		B		B		C		C		C		C		C		C		C				D	C
128th Ave & Grant Dr	Eastbound		A		A		A		B		B		A		B		B		B				D	C
	Westbound	A	A	A	A	C	B	B	B	D	D	B	B	D	D	D	E	F	F	F			F	F
	Northbound		D		D		F		F		F		F		F		F		F				F	F
	Southbound		D		D		F		F		F		F		F		F		F				F	F
128th Ave & Washington St	Eastbound		D		D		F		F		F		E		E		E		E				F	F
	Westbound	E	F	E	F	F	F	E	E	E	E	F	F	F	F	F	F	F	F	F			F	F
	Northbound		D		D		F		F		F		F		F		F		F				F	F
	Southbound		D		D		F		F		F		F		F		F		F				F	F
128th Ave & Lafayette St	Eastbound		A		A		C		C		C		D		C		C		C				D	D
	Westbound	B	B	B	B	C	C	C	C	D	C	C	C	D	D	D	D	D	D	D			D	D
	Northbound		D		D		D		E		E		E		F		F		F				F	F
	Southbound		D		D		D		D		D		D		E		E		E				D	E
128th Ave & Claude Ct	Eastbound		A		A		A		A		B		A		A		A		A				C	C
	Westbound	A	A	A	A	A	A	A	A	A	A	A	A	B	A	B	B	B	B	B			B	A
	Northbound		E		E		E		E		E		E		D		D		D				D	D
	Southbound		E		E		E		E		E		E		D		D		D				D	D
128th Ave & York St	Eastbound		A		B		C		C		C		D		C		E		E				E	E
	Westbound	C	B	C	B	D	C	C	C	D	C	E	D	E	F	E	F	E	F	E			F	F
	Northbound		D		D		D		D		D		D		D		D		D				D	D
	Southbound		E		E		E		E		E		F		F		F		F				F	F

Table 2. Alternatives Analysis Results Summary PM

		2024		2028						2048						2024 PM		2028 PM		2048 PM					
Intersection	Approach	Existing		Existing		A		B		C		Existing		A		B		C		WaterWorld Peak	WaterWorld Peak	WaterWorld Peak			
		Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach						
Pecos St & 88th Ave	Eastbound		D		D		E		E		E		D		E		F		F		D		D		F
	Westbound	B	C	C	C	E	F	D	E	C	D	C	E	F	F	F	F	D	E	D	D	D	D	E	E
	Northbound		B		B		D		D		C		C		F		F		D		D		D		E
	Southbound		B		B		D		C		C		B		F		F		D		D		D		E
Pecos St & 92nd Ave / Thornton Pkwy	Eastbound		C		C		D		D		D		F		F		F		F		C		C		D
	Westbound		C		C		C		C		C		D		E		E		E		C		C		D
	Northbound	C	D	D	D	D	E	D	E	D	E	D	E	F	F	F	F	F	F	C	D	C	D	D	D
	Southbound		D		D		D		D		D		E		E		E		E		D		D		D
Huron St / Greenwood Blvd & 84th Ave	Eastbound		B		B		C		C		C		C		C		D		D						D
	Westbound	C	B	C	B	C	C	D	C	D	D	D	C	C	D	D	D	D	D						D
	Northbound		D		D		D		D		D		D		D		E		E						E
	Southbound		E		E		D		D		D		F		D		D		D						E
Huron St & Milky Way	Eastbound		D		D		C		C		C		D		C		C		C						C
	Westbound	A	D	A	D	B	C	C	C	C	C	A	D	B	C	D	C	C	C						C
	Northbound		A		A		B		B		C		A		B		D		D						D
	Southbound		A		A		A		C		C		A		B		D		D						C
Huron St & 88th Ave	Eastbound		D		D		D		D		D		D		D		D		D						E
	Westbound	C	D	C	D	D	D	D	D	D	D	C	D	D	D	E	D	E	E						E
	Northbound		C		C		D		E		D		C		D		E		E						E
	Southbound		B		B		B		C		C		C		C		E		E						D
128th Ave & Grant Dr	Eastbound		A		A		B		B		C		A		B		B		B						C
	Westbound	A	A	A	A	B	B	B	B	C	B	A	A	B	B	B	A	A	C						E
	Southbound		D		D		E		E		D		D		E		E		E						E
128th Ave & Washington St	Eastbound		D		D		D		D		D		F		F		F		F						F
	Westbound	D	E	D	E	E	E	D	D	D	E	E	E	F	F	E	E	F	F						F
	Northbound		D		D		E		D		D		E		F		F		F						F
	Southbound		D		D		E		D		D		D		F		F		F						F
128th Ave & Lafayette St	Eastbound		A		A		A		B		D		B		A		A		B						D
	Westbound	B	A	B	A	B	B	C	C	C	B	B	B	C	C	C	C	D	C						C
	Northbound		D		D		D		D		D		D		D		D		D						D
	Southbound		D		D		D		D		D		D		D		D		D						D
128th Ave & Claude Ct	Eastbound		A		A		B		A		B		A		B		B		A						B
	Westbound	A	A	A	A	B	A	A	A	B	A	A	B	B	B	B	B	B	B						A
128th Ave & York St	Eastbound		A		A		B		B		C		B		C		C		C						C
	Westbound	B	B	B	B	C	B	C	B	C	B	B	C	C	C	C	C	C	C						C
	Northbound		D		D		D		D		D		D		D		D		D						D
	Southbound		D		D		D		D		D		D		D		D		D						D

Table 3. Preferred Alternative Analysis Results Summary

		AM						PM					
		2024		2028		2048		2024		2028		2048	
Intersection	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach	Overall	Approach
Pecos St & 88th Ave	Eastbound		C		D		D		D		D		F
	Westbound	D	D	E	E	F	C	D	D	D	D	E	E
	Northbound		D		E		F		D		D		E
	Southbound		D		D		F		C		D		D
Pecos St & 90th Ave	Eastbound		D		D		D		D		D		D
	Northbound	C	B	B	B	B	B	B	B	B	B	C	B
	Southbound		C		B		B		A		A		A
Pecos St & 92nd Ave / Thornton Pkwy	Eastbound		C		C		D		C		C		D
	Westbound	C	B	C	C	E	D	C	C	D	C	D	D
	Northbound		D		E		F		E		D		E
	Southbound		D		D		E		D		D		D
Huron St / Greenwood Blvd & 84th Ave	Eastbound		C		C		C		C		C		C
	Westbound	C	C	C	C	D	C	C	C	C	C	D	C
	Northbound		D		D		D		D		D		D
	Southbound		D		D		D		D		D		D
Huron St & Milky Way	Eastbound		C		C		C		C		C		C
	Westbound	A	C	A	C	B	C	B	C	B	C	B	C
	Northbound		A		A		A		B		B		B
	Southbound		A		A		B		A		A		A
Huron St & 88th Ave	Eastbound		D		D		D		D		D		D
	Westbound	C	D	C	D	D	D	D	D	D	D	D	D
	Northbound		C		C		F		D		D		D
	Southbound		C		C		C		B		B		C
128th Ave & Grant Dr	Eastbound		B		C		C		B		C		D
	Westbound	B	A	D	D	F	F	B	B	C	B	C	C
	Southbound		F		F		F		D		D		E
128th Ave & Washington St	Eastbound		E		E		F		E		D		F
	Westbound	E	E	E	F	F	F	E	D	D	D	F	F
	Northbound		E		E		F		E		E		F
	Southbound		E		E		F		D		D		F
128th Ave & Lafayette St	Eastbound		B		D		D		A		D		D
	Westbound	C	B	D	C	D	D	B	B	C	B	D	C
	Northbound		D		D		F		D		D		D
	Southbound		D		D		E		D		D		D
128th Ave & Claude Ct	Eastbound		A		B		C		A		B		B
	Westbound	A	A	A	A	B	A	A	A	B	A	B	A
	Northbound		D		D		D		D		D		F
128th Ave & York St	Eastbound		B		D		E		B		C		C
	Westbound	C	C	D	C	E	F	C	B	C	B	C	C
	Northbound		D		D		D		D		D		D
	Southbound		E		E		F		D		D		D

Analysis Objectives

Microsimulation analysis for the Thornton Protected Bike Facility Study corridors was conducted for the intersections of Pecos Street and 88th Avenue, 128th Avenue and Grant Street, and 128th Avenue and Washington Street using Vissim. The Vissim modeling effort targeted the following key questions from Toole Design Group and the City of Thornton:

- Pecos Street and 88th Avenue:
 - The preferred bike facility calls for protected right-turn phases. Is the delay created by this signal phasing/timing acceptable?
 - Should the northbound bus stop on the north side of the intersection be in-lane or a pull-out?
- 128th Avenue and Grant Street: What is the impact of the proposed signal phasing/timing on the southbound approach?
- 128th Avenue and Washington Street: The preferred bike facility calls for protected right-turn phases. Is the delay created by this signal phasing/timing acceptable?

Data Collection

For the Vissim analysis, Fehr & Peers collected and used data at the following analysis intersections:

- Pecos Street and 88th Avenue
- 128th Avenue and Grant Street
- 128th Avenue and Washington Street

Fehr & Peers collected turning movement counts for the weekday AM and PM peak periods along the study corridors in February 2024. Fehr & Peers collected additional turning movement counts in September 2024 for typical Saturday AM and PM peak periods at Pecos Street and 88th Avenue to evaluate intersection operations with heavy traffic from Water World. Fehr & Peers also collected 24-hour volume and speed data for the corridors. The City of Thornton provided existing signal timing plans for these intersections for all periods. Fehr & Peers completed field observations of the study intersections to visually approximate queue length and estimate corridor travel time and speed.

Existing Conditions

Street Network

Study Area

Fehr & Peers developed a Vissim model for both corridors (Pecos Street and 128th Avenue). The Pecos Street model included the intersection with 88th Avenue with the approaches extending back to 90th Avenue to the north, 85th Avenue to the south, Huron Street to the east, and 500 feet into the Water World parking lot to the west. The 128th Avenue model included the intersections with Grant Street and Washington Street with the approaches extending back to 130th Avenue to the north, 126th Avenue to the south, Lafayette Street to the east, and the I-25 overpass to the west.

Vehicle Speed

Pecos Street and 88th Avenue each assumed the posted speed of 35 mph, and 25 mph for the Water World entrance. Fehr & Peers assumed posted speeds of 40 mph for 128th Avenue, 45 mph for Washington Street, and 25 mph for Grant Street. Fehr & Peers observed during field observations that vehicles generally traveled at or around the posted speed (± 5 mph).

Vehicle Volumes

Fehr & Peers based vehicle volumes on the 2024 counts, balancing volumes on 128th Avenue at Grant Street and at Washington Street as needed.

Model Validation

Model Confidence & Number of Simulation Runs

Traffic engineers must have statistical confidence in models to ensure that the reported results are representative of changes in model’s assumptions and not a result in random variation between model runs. Based on the standard deviation of delay and demand served, Fehr & Peers determined the minimum number of runs needed to achieve a 95% confidence level. For the Pecos Street model, a total of seven simulation runs are necessary for the AM and PM peak hour simulations. For the 128th Avenue model, a total of five simulation runs are necessary for the AM peak hour simulation and a total of nine simulation runs are necessary for the PM peak hour simulation.

Calibration Metrics

Fehr & Peers used CDOT’s *Traffic Analysis and Forecasting Guidelines* for Vissim microsimulation protocols. Table 11 in the document lists four key calibration/validation metrics: traffic volume served, travel time, travel speed, and queue length.

Table 4 lists the calibration target for each simulation metric.

Table 4. Microsimulation Model Calibration Targets

Simulated Measure	Calibration Target
<p>Simulated Traffic Volume Served (vehicle per hour) 85% of network links, or additional critical links or movements as determined by CDOT, must meet the calibration target.</p>	<ul style="list-style-type: none"> ▪ For < 100 vph, within ± 20% of observed traffic volumes ▪ For 100 to 1,000 vph, within ± 15% of observed traffic volumes ▪ For 1,000 to 5,000 vph, within ± 10% of observed traffic volumes ▪ For > 5,000 vph, within 5% of observed traffic volumes
<p>Simulated Travel Time (seconds) 85% of travel time routes, or additional critical links or movements as determined by CDOT, must meet the calibration target.</p>	<ul style="list-style-type: none"> ▪ Within ± 1 minute for routes with observed travel times less than seven (7) minutes ▪ Within ± 15% for routes with observed travel times greater than seven (7) minutes
<p>Simulated Travel Speed (miles per hour) 85% of network links where speed data is available, or additional critical links or movements as determined by CDOT, must meet the calibration target.</p>	<ul style="list-style-type: none"> ▪ Within ±10% of average observed speeds. (Note -speed should be calibrated in 15-minute intervals.)
<p>Simulated Queue Length (feet) A selected number of critical locations or movements as determined by CDOT, must meet the calibration target.</p>	<ul style="list-style-type: none"> ▪ Visually acceptable maximum queue lengths are represented at critical locations

Source: CDOT *Traffic Analysis and Forecasting Guidelines*, 2023. https://www.codot.gov/safety/traffic-safety/assets/traffic_analysis_forecasting_guidelines/traffic_analysis_forecasting_guidelines

Fehr & Peers primarily used volume served as the primary metric for calibration/validation. Due to the small size of the two models, Fehr & Peers did not statistically measure travel time and speed using the model. Fehr & Peers qualitatively observed simulated travel speed to be within approximately 5 mph or less of the posted speed, matching field conditions. Fehr & Peers observed simulated queue lengths in the model to be within a visually acceptable maximum at critical locations.

Simulated Traffic Volume Served

The AM peak hour model for Pecos Street meets the calibration target in **Table 4** with 9 of 9 movements meeting the volume served target. The PM peak hour model for Pecos Street has 9 of 11 movements meeting the volume served target. The two movements that do not meet the target have less than five vehicles per hour each with a difference of one vehicle from observed. Although only 81% of movements the PM model meet the volume served target, the model meets the calibration target. **Appendix F.1** includes the existing conditions model results.

The AM peak hour model for 128th Avenue meets the calibration target in **Table 4** with 17 of 18 movements meeting the volume served target. The PM peak hour model for 128th Avenue meets the calibration target with all movements meeting the volume served target. **Appendix F.2** includes the existing conditions model results.

Level of Service

Fehr & Peers also compared Level of Service (LOS) by movement to Synchro analysis of the study intersections. For nearly all movements in the AM and PM peak hours, Vissim reported LOS was the same or better than the corresponding Synchro reported LOS. Vissim is a stochastic method; it can take broader surroundings into account and model greater vehicle throughput by simulating behaviors and inputs. Synchro, however, is a deterministic method that calculates delay from the calculated capacity. **Table 5** compares Synchro and Vissim Level of Service results by intersection approach for the AM and PM peak hours. **Appendix F.3** includes existing conditions Synchro results.

Table 5. Synchro-Vissim Existing Condition Level of Service Comparison

Intersection	Approach	AM Peak	AM Peak	PM Peak	PM Peak
		Hour Synchro LOS	Hour Vissim LOS	Hour Synchro LOS	Hour Vissim LOS
Pecos & 88th	Eastbound	n/a	n/a	D	D
Pecos & 88th	Westbound	F	B	C	B
Pecos & 88th	Northbound	B	A	B	A
Pecos & 88th	Southbound	B	A	B	A
128th & Grant	Eastbound	A	A	A	A
128th & Grant	Westbound	A	A	A	A
128th & Grant	Southbound	D	D	D	D
128th & Washington	Eastbound	D	C	D	D
128th & Washington	Westbound	F	E	E	D
128th & Washington	Northbound	D	C	D	C
128th & Washington	Southbound	D	C	D	C

Future Conditions

Build Condition Assumptions

Vehicle Volumes

2028 Horizon Year

Fehr & Peers used the DRCOG regional travel demand model (Focus) to develop traffic forecasts for 2028. On Pecos Street, the model showed a 1.6% annual growth rate. On 128th Avenue, the model showed a 1.5% annual growth rate. Fehr & Peers applied these growth rates to all movements.

Peak Hour

The Pecos Street build condition model did not use the weekday AM and PM peak hours that were used in the existing conditions model. Instead, Fehr & Peers used the Water World Saturday AM and PM peak hours grown from 2024 to 2028. The eastbound approach had very low volumes during the weekday peak periods. To evaluate the proposed right-turn signal operations, the vehicle volumes on all approaches needed to be high enough to conflict with the assumed bike volumes.

The 128th Avenue build condition model used the weekday AM and PM peak hours from the existing conditions model grown from 2024 to 2028.

Bicyclists, Pedestrians, and Buses

While the existing conditions have bicyclist and pedestrian volumes, the collected counts were very low at less than two bicyclists per hour in most cases. Fehr & Peers assumed higher bicyclist and pedestrian volumes in the build condition due to the induced demand of an improved bike facility on the corridors. Fehr & Peers set bicyclist volumes at 20 bikes per hour for all bike movements and pedestrians at 10 per hour for each crosswalk direction. Fehr & Peers selected these volumes to be high enough for the bike and pedestrian phases to be called at the signals for 50-75% of cycles in an hour, emphasizing the new right-turn signal operations.

Fehr & Peers did not enter bus traffic into the existing conditions models but did add bus traffic to the build condition model for Pecos Street to answer questions about the northbound bus stop on the north side of the 88th Avenue intersection. Fehr & Peers evaluated both an in-lane stop and a pull-out stop. Two existing routes use the stop located on the northeast corner of the 88th Avenue intersection. Each line runs approximately every 30 minutes for four total buses per hour utilizing this stop. Fehr & Peers assumed an average dwell time of 15 seconds.

Roadway Geometry

The existing condition does not have a bike facility on Pecos Street. The build condition plans for a one-way, raised, separated bike lane on both sides of the street with a protected intersection design at 88th Avenue. The northbound direction also plans for a reduction to one vehicle lane north of 88th Avenue, with the transition occurring as a trap right-turn lane on the northbound approach. The future year also expects a reduction to one eastbound vehicle lane exiting the intersection.

The existing condition does not have a bike facility on 128th Avenue. The build condition plans for a two-way, raised, separated cycle track on the north side of the street with protected crossings at Grant Street and Washington Street. The Washington Street protected crossings will tie into the existing north-south bike lane, but it will not have protected bike crossing on the south side of the intersection.

Signal Timing and Bike Protection

With the addition of bike facilities to the modeled intersections, Fehr & Peers evaluated bicycle protection in the form of protected left-turn phasing, protected right-turn phasing, leading intervals, and right-turn on red prohibition for each intersection approach. **Appendix D** describes these assumptions and methodology that Fehr & Peers used to derive them. **Table 6** includes resulting assumptions for the Vissim study intersections.

Table 6. Traffic Analysis Assumption Decision Matrix

Intersection	Approach	Protected Left-Turn (Yes/No)	Protected Right-Turn (Yes/No)	Leading Interval (Yes/No)	Right-Turn on Red (Permit/Prohibit)	Notes
Pecos & 88th	Eastbound	Yes, existing split phase	Yes, ≥150 vehicles in WW PM peak	No, protected RT	Prohibit, red arrow	
Pecos & 88th	Westbound	Yes, existing split phase	Yes, ≥150 vehicles in AM peak	No, protected RT	Prohibit, red arrow	Overlap WBL w/ NBR
Pecos & 88th	Northbound	Yes, ≥50 vehicles in Water World AM peak	Yes, ≥150 vehicles in AM peak	No, protected RT	Prohibit, red arrow	Overlap NBL w/ EBR
Pecos & 88th	Southbound	Yes, ≥100 vehicles in AM peak	No, <150 vehicles in any peak	Yes	Permit	Overlap SBL w/ WBR
128th & Grant	Eastbound	Yes, >0 vehicles in AM peak	n/a	n/a	n/a	Overlap EBL w/ SBR
128th & Grant	Westbound	n/a	Yes, ≥100 vehicles in AM peak	No, protected RT	Prohibit, red arrow	
128th & Grant	Southbound	Yes, exclusive vehicle phase	Yes, exclusive vehicle phase	No (see notes)	Prohibit, 2-way bikeway	Operate concurrent with NB (east) crosswalk, overlap SBL w/ WBR
128th & Washington	Eastbound	Yes, existing protected phase	No, no PBL thru intersection	Yes	Permit	Overlap EBL w/ SBR
128th & Washington	Westbound	Yes, existing protected phase	Yes, ≥100 vehicles in PM peak	No, protected RT	Prohibit, red arrow	Overlap WBL w/ NBR
128th & Washington	Northbound	Yes, existing protected phase	Yes, ≥150 vehicles in AM peak	No, protected RT	Prohibit, red arrow	
128th & Washington	Southbound	Yes, existing protected phase	Yes, ≥150 vehicles in AM peak	No, protected RT	Prohibit, red arrow	Overlap SBL w/ WBR

Modeling Results

Pecos Street

Level of Service and Queuing

In the AM peak hour model, all but one movement at Pecos Street and 88th Avenue operate at LOS C or D. The northbound left-turn operates at LOS E due to high volume entering Water World. The northbound left-turn exceeds the storage length, but the queue regularly clears and does not significantly inhibit northbound through vehicles.

In the PM peak hour model, the northbound, southbound, and westbound movements operate at LOS C or D. The eastbound movements operate at LOS F, due to high volume and congestion exiting Water World, especially making the eastbound right-turn movement. The eastbound right-turn queue exceeds the storage length, denying through and left-turning vehicles access to the intersection. **Table 7** summarizes Level of Service and delay in seconds by intersection movement at the Pecos Street and 88th Avenue intersection. **Table 8** summarizes queue length rounded to the nearest 10 feet by intersection movement at the Pecos Street and 88th Avenue intersection. **Table 13** compares Synchro and Vissim Level of Service results by intersection approach for the AM and PM peak hours. **Appendix F.4 and F.5** includes the build conditions Vissim results, and **Appendix F.6** includes the build condition Synchro results.

Table 7. Pecos Street and 88th Avenue Level of Service (Seconds of Delay)

Movement	2028 Build AM	2028 Build PM	2028 Build AM	2028 Build PM
	In-Lane Bus Stop LOS (Delay)	In-Lane Bus Stop LOS (Delay)	Pull-Out Bus Stop LOS (Delay)	Pull-Out Bus Stop LOS (Delay)
Northbound Left	E (65s)	D (52s)	E (63s)	D (52)
Northbound Through	D (37s)	D (36s)	D (36s)	D (36s)
Northbound Right	C (28s)	C (24s)	C (29s)	C (24s)
Southbound Left	D (49s)	D (54s)	D (50s)	D (54s)
Southbound Through	D (43s)	C (23s)	D (42s)	C (23s)
Southbound Right	C (31s)	C (24s)	C (32s)	C (24s)
Eastbound Left	D (49s)	F (104s)	D (53s)	F (104s)
Eastbound Through	D (39s)	F (137s)	D (42s)	F (137s)
Eastbound Right	C (20s)	F (110s)	C (22s)	F (110s)
Westbound Left	D (51s)	D (48s)	D (52s)	D (48s)
Westbound Through	C (31s)	C (29s)	C (31s)	C (29s)
Westbound Right	D (39s)	C (32s)	D (39s)	C (32s)
Overall Intersection	D (44s)	D (48s)	D (44s)	D (48s)

Table 8. Pecos Street and 88th Avenue Queue Length

Movement	Storage Length	AM Peak Hour Average Queue	AM Peak Hour Max Queue	PM Peak Hour Average Queue	PM Peak Hour Max Queue
Northbound Left	300 ft	300 ft	830 ft	10 ft	50 ft
Southbound Left	200 ft	40 ft	190 ft	60 ft	220 ft
Eastbound Left	100 ft	10 ft	60 ft	30 ft	260 ft
Eastbound Right	100 ft	10 ft	60 ft	190 ft	420 ft
Westbound Left	250 ft	60 ft	260 ft	70 ft	290 ft
Westbound Right	250 ft	30 ft	180 ft	30 ft	180 ft

The preferred bike facility calls for protected right-turn phases. Is the delay created by this signal phasing/timing acceptable?

Overall, LOS for the AM and PM peak hours is LOS D. Many suburban cities consider LOS D during the peak hour to be acceptable. While there is significant delay for the eastbound right-turn movement, the delay is due to Water World egress compounded with protected right-turn phasing and only presents for this hour of the week. In reality, eastbound traffic may form two separate queues (a right-turning queue and a through/left-turning queue) or redistribute to 90th Avenue to better balance delay.

Should the northbound bus stop on the north side of the intersection be in-lane or a pull-out?

The northbound bus stop on the north side of Pecos Street and 88th Avenue has a negligible impact on vehicle delay, which is to be expected as both routes using the stop operate at 30-minute frequency. Therefore, the stop should be an in-lane stop. The model was run with the bus stop as in-lane and pull-out. The difference between the model runs was minimal for vehicle and bus delay and is within the range of model noise.

128th Avenue

Level of Service and Queuing

In the AM and PM peak hour models, the Grant Street intersection overall operates well and has low delay eastbound and westbound. The southbound left-turn has limited green time indicated by LOS F in the AM peak hour and LOS E in the PM peak hour. The Vissim analysis indicates that there are no queuing concerns at Grant Street. The Washington Street intersection operates at LOS E during the AM peak hour and LOS D during the PM peak hour. With movements operating between LOS C and LOS F, the intersection overall appears to be at or near capacity. In the AM peak hour, the southbound right-turn is at LOS F and exceeds the queue storage. The westbound approach has high volume and has notable delay with all three movements at LOS E. The PM peak hour has no movements at LOS F, no major queuing concerns, and less directional volumes than the AM peak hour. **Table 9** summarizes Level of Service and delay in seconds by intersection movement at the 128th Avenue and Grant Street intersection. **Table 10** summarizes queue length rounded to the nearest 10 feet by intersection movement at the 128th Avenue and Grant Street intersection. **Table 11** summarizes Level of Service and delay in seconds by intersection movement at the 128th Avenue and Washington Street intersection. **Table 12** summarizes queue length rounded to the nearest 10 feet by intersection movement at the 128th Avenue and Washington Street intersection. **Table 13** compares Synchro and Vissim Level of Service results by intersection approach for

the AM and PM peak hours. **Appendix F.4 and F.5** includes the build conditions model results, and **Appendix F.6** includes the build condition Synchro results.

Fehr & Peers evaluated 120 and 180 second cycle lengths at the Washington Street intersection during the AM and PM peak hours. Delay for all movements in the AM and PM peak hours, except for the southbound through and southbound right in the AM peak hour, have greater delay with the longer cycle length. Longer than 120 second cycle length at 128th Avenue and Washington Street is not recommended.

Table 9. 128th Avenue and Grant Street Level of Service (Seconds of Delay)

Movement	2028 Build AM LOS (Delay)	2028 Build PM LOS (Delay)
Southbound Left	F (92)	E (56)
Southbound Right	D (41)	C (25)
Eastbound Left	E (60)	E (71)
Eastbound Through	A (9)	B (12)
Westbound Through	A (7)	B (10)
Westbound Right	A (7)	B (12)
Overall Intersection	B (12)	B (15)

Table 10. 128th Avenue and Grant Street Queue Length at 120 second Cycle Length

Movement	Storage Length	AM Peak Hour Average Queue	AM Peak Hour Max Queue	PM Peak Hour Average Queue	PM Peak Hour Max Queue
Eastbound Left	140 ft	20 ft	80 ft	30 ft	130 ft
Westbound Right	100 ft	10 ft	60 ft	10 ft	120 ft

Table 11. 128th Avenue and Washington Street Level of Service (Seconds of Delay)

Movement	AM Peak Hour 120 second Cycle Length LOS (Delay)	PM Peak Hour 120 second Cycle Length LOS (Delay)	AM Peak Hour 180 second Cycle Length LOS (Delay)	PM Peak Hour 180 second Cycle Length LOS (Delay)
Northbound Left	F (98)	D (52)	F (113)	F (88)
Northbound Through	C (28)	C (30)	D (36)	D (44)
Northbound Right	D (40)	E (56)	D (50)	E (59)
Southbound Left	E (66)	E (74)	F (81)	F (100)
Southbound Through	D (50)	D (37)	D (39)	D (49)
Southbound Right	F (158)	D (38)	E (59)	D (46)
Eastbound Left	F (94)	E (62)	F (111)	F (115)
Eastbound Through	D (40)	D (45)	E (70)	F (93)
Eastbound Right	C (25)	C (28)	D (40)	E (70)
Westbound Left	E (66)	E (62)	F (148)	F (85)
Westbound Through	E (79)	C (34)	F (128)	D (48)
Westbound Right	E (77)	D (48)	F (110)	D (53)
Overall Intersection	E (66)	D (44)	F (84)	E (68)

Table 12. 128th Avenue and Washington Street Queue Length at 120 second Cycle Length

Movement	Storage Length	AM Peak Hour Average Queue	AM Peak Hour Max Queue	PM Peak Hour Average Queue	PM Peak Hour Max Queue
Northbound Left	200 ft	110 ft	280 ft	60 ft	180 ft
Northbound Right	200 ft	40 ft	220 ft	120 ft	430 ft
Southbound Left	200 ft	30 ft	100 ft	40 ft	120 ft
Southbound Right	225 ft	400 ft	660 ft	30 ft	170 ft
Eastbound Left	325 ft	70 ft	160 ft	50 ft	160 ft
Eastbound Right	150 ft	50 ft	300 ft	20 ft	160 ft
Westbound Left	200 ft	240 ft	920 ft	50 ft	160 ft
Westbound Right	130 ft	10 ft	130 ft	30 ft	150 ft

What is the impact of the proposed signal timing on the southbound approach at Grant Street?

The southbound approach at Grant Street, primarily the left-turn, suffers with the addition of an exclusive northbound/southbound pedestrian phase. The green time for this movement is limited, and it operates at LOS F in the AM peak hour. The eastbound and westbound through movements operate at LOS A in the AM peak hour, indicating that the split times could be adjusted to mitigate the southbound left-turn phase failure. The PM peak hour shows this is successful as the southbound left-turn operates at LOS E, while the eastbound and westbound through movements operate at LOS B.

The preferred bike facility calls for protected right-turn phases. Is the delay created by this signal phasing/timing at Washington Street acceptable?

Overall, LOS for the AM peak hour is LOS E and for the PM peak hours is LOS D. Many suburban cities consider LOS D during the peak hour to be acceptable. In the AM peak hour, the southbound approach operates at LOS F, the northbound and westbound approaches operate at LOS E, and the eastbound approach operates at LOS D. There are multiple movements that operate at LOS F. While many suburban cities may consider these LOS results to be unacceptable, the intersection's demand served during the peak hour remains 100%, indicating that all the demand is able to get through the intersection during the peak hour. In implementing new protected bikeways in built-out areas, many cities are willing to accept LOS E and LOS F conditions provided that traffic is not significantly diverted outside of the study area or spread outside of the peak hour. In the PM peak hour, all approaches operate at LOS D or better and all movements operate at LOS E or better.

Table 13. Synchro-Vissim Build Condition Level of Service Comparison

Intersection	Approach	AM Peak	AM Peak	PM Peak	PM Peak
		Hour Synchro LOS	Hour Vissim LOS	Hour Synchro LOS	Hour Vissim LOS
Pecos & 88th	Eastbound	C	C	D	F
Pecos & 88th	Westbound	D	D	D	D
Pecos & 88th	Northbound	D	D	C	C
Pecos & 88th	Southbound	D	D	C	C
128th & Grant	Eastbound	C	B	C	B
128th & Grant	Westbound	D	A	B	B
128th & Grant	Southbound	F	F	D	D
128th & Washington	Eastbound	E	D	E	D
128th & Washington	Westbound	F	E	D	D
128th & Washington	Northbound	E	E	D	D
128th & Washington	Southbound	E	F	D	D

Appendix F.1

Pecos Street Existing Conditions Vissim Results

Vissim Post-Processor
Average Results from 7 Runs
Volume and Delay by Movement

Thornton PBF
2024 No Build
AM Peak Hour

Intersection 11

Pecos St/88th Ave

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	1	1	100.0%	4.0	10.4	A
	Through	318	316	99.4%	9.7	1.8	A
	Right Turn	235	234	99.8%	3.6	0.1	A
	Subtotal	554	551	99.5%	6.9	0.9	A
SB	Left Turn	194	197	101.5%	6.3	1.0	A
	Through	575	571	99.4%	5.9	1.0	A
	Right Turn	4	4	100.0%	4.3	6.5	A
	Subtotal	773	772	99.9%	6.0	0.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	398	402	101.1%	21.4	2.3	C
	Through	3	3	85.7%	19.0	17.1	B
	Right Turn	165	161	97.3%	5.0	0.9	A
	Subtotal	566	565	99.9%	17.2	2.1	B
Total		1,893	1,889	99.8%	9.7	0.9	A

Intersection 11 Pecos St/88th Ave Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?										
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum											
NB	U Turn	170	0	0	0	0	2	4	0	10	NO										
	Second Left																				
	Left Turn																				
	Through																				
	Right Turn	150	4	1	3	5	86	15	65	112	NO										
	Second Right																				
	<hr/>																				
	SB											U Turn	170	5	1	3	6	81	12	63	102
Second Left																					
Left Turn																					
Through																					
	Right Turn	50	0	0	0	0	0	0	0	0	NO										
	Second Right																				
	<hr/>																				
	EB											U Turn	50	0	0	0	0	0	0	0	0
Second Left																					
Left Turn																					
Through																					
	Right Turn	50	0	0	0	0	0	0	0	0	NO										
	Second Right																				
	<hr/>																				
	WB											U Turn	180	34	2	30	36	151	17	124	167
Second Left																					
Left Turn																					
Through																					
	Right Turn	450	4	1	3	5	72	8	58	81	NO										
	Second Right																				

Vissim Post-Processor
Average Results from 7 Runs
Volume and Delay by Movement

Thornton PBF
2024 No Build
PM Peak Hour

Intersection 11

Pecos St/88th Ave

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	2	2	114.3%	3.4	4.9	A
	Through	749	751	100.2%	10.2	1.5	B
	Right Turn	361	358	99.1%	5.2	0.7	A
	Subtotal	1,112	1,111	99.9%	8.6	1.0	A
SB	Left Turn	156	156	99.8%	7.4	1.1	A
	Through	447	447	99.9%	5.6	0.9	A
	Right Turn	1	2	200.0%	2.1	2.9	A
	Subtotal	604	604	100.0%	6.0	0.8	A
EB	Left Turn	5	4	80.0%	29.1	21.0	C
	Through	1	1	85.7%	13.3	23.5	B
	Right Turn	4	3	78.6%	0.4	1.0	A
	Subtotal	10	8	80.0%	36.8	14.2	D
WB	Left Turn	293	288	98.4%	20.9	2.4	C
	Through						
	Right Turn	265	270	101.8%	8.4	1.8	A
	Subtotal	558	558	100.0%	14.9	1.7	B
Total		2,284	2,281	99.9%	9.6	0.9	A

Intersection 11		Pecos St/88th Ave				Signal					
Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	170	0	0	0	0	6	4	0	9	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn	150	7	1	7	8	116	32	91	184	NO
	Second Right										
	U Turn										
	Second Left										
SB	Left Turn	170	4	1	2	5	70	11	53	87	NO
	Through										
	Right Turn										
	Second Right										
EB	U Turn	50	1	0	0	1	15	4	7	17	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn	50	0	0	0	0	0	0	0	0	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	180	25	2	23	29	116	10	98	124	NO
	Through										
	Right Turn										
	Second Right										
	Second Right	450	11	2	8	15	116	31	85	174	NO

Appendix F.2

128th Avenue Existing Conditions Vissim Results

Vissim Post-Processor
Average Results from 5 Runs
Volume and Delay by Movement

Thornton PBF
2024 No Build
AM Peak Hour

Intersection 31 **Grant St/128th Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	112	111	98.9%	59.2	6.0	E
	Through						
	Right Turn	21	27	130.5%	10.3	3.4	B
	Subtotal	133	138	103.9%	49.9	2.1	D
EB	Left Turn	45	45	100.9%	13.1	5.6	B
	Through	932	930	99.8%	2.7	0.5	A
	Right Turn						
	Subtotal	977	975	99.8%	3.4	0.8	A
WB	Left Turn						
	Through	1,586	1,558	98.2%	1.5	0.5	A
	Right Turn	107	111	103.4%	2.0	0.9	A
	Subtotal	1,693	1,668	98.5%	1.5	0.5	A
Total		2,803	2,782	99.3%	4.7	0.5	A

Intersection 32 **Washington St/128th Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	273	275	100.7%	53.0	3.2	D
	Through	298	289	96.8%	26.7	2.4	C
	Right Turn	177	180	101.8%	6.6	1.0	A
	Subtotal	748	744	99.4%	32.2	1.8	C
SB	Left Turn	118	112	94.6%	55.9	3.3	E
	Through	629	632	100.4%	33.9	3.4	C
	Right Turn	299	303	101.3%	11.9	1.9	B
	Subtotal	1,046	1,046	100.0%	30.2	2.4	C
EB	Left Turn	157	162	103.4%	67.9	11.5	E
	Through	468	492	105.1%	37.6	3.9	D
	Right Turn	378	389	102.9%	14.8	3.1	B
	Subtotal	1,003	1,043	104.0%	33.0	3.4	C
WB	Left Turn	332	333	100.2%	64.8	6.2	E
	Through	1,086	1,091	100.5%	68.6	18.9	E
	Right Turn	97	95	98.4%	48.9	20.2	D
	Subtotal	1,515	1,519	100.3%	66.7	15.9	E
Total		4,312	4,352	100.9%	43.8	5.4	D

Intersection 31 Grant St/128th Ave Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn	140	1	0	0	1	32	19	8	59	NO
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right	100	0	0	0	0	15	6	6	21	NO
	U Turn										
	Second Left										

Intersection 32 Washington St/128th Ave Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	55	4	50	60	190	27	162	228	NO
	Through										
	Right Turn	200	2	1	2	3	71	2	68	73	NO
SB	Second Right										
	U Turn										
	Second Left	200	26	3	24	31	97	12	80	111	NO
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn	325	37	3	34	41	125	10	114	138	NO
	Second Left										
	Left Turn										
WB	Through										
	Right Turn	150	25	6	17	33	224	57	138	280	MAX
	Second Right										
	U Turn										
	Second Left	200	109	29	82	159	651	160	510	884	MAX
WB	Left Turn										
	Through										
	Right Turn	130	1	0	0	1	51	13	31	66	NO
WB	Second Right										
	U Turn										

Vissim Post-Processor
Average Results from 9 Runs
Volume and Delay by Movement

Thornton PBF
2024 No Build
PM Peak Hour

Intersection 31 **Grant St/128th Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	105	109	103.4%	57.6	5.4	E
	Through						
	Right Turn	27	23	86.4%	7.8	2.1	A
	Subtotal	132	132	99.9%	48.8	3.6	D
EB	Left Turn	75	72	95.9%	6.3	3.0	A
	Through	1,233	1,238	100.4%	3.7	0.9	A
	Right Turn						
	Subtotal	1,308	1,310	100.1%	3.8	1.0	A
WB	Left Turn						
	Through	803	810	100.9%	1.0	0.3	A
	Right Turn	119	118	99.1%	2.3	0.6	A
	Subtotal	922	928	100.7%	1.2	0.3	A
Total		2,362	2,370	100.3%	5.5	0.6	A

Intersection 32 **Washington St/128th Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	249	250	100.5%	59.3	6.8	E
	Through	535	531	99.2%	29.4	3.1	C
	Right Turn	334	338	101.2%	12.8	1.5	B
	Subtotal	1,118	1,119	100.1%	30.8	2.6	C
SB	Left Turn	140	137	97.8%	53.6	5.8	D
	Through	613	621	101.3%	33.9	3.2	C
	Right Turn	123	120	97.7%	5.9	1.5	A
	Subtotal	876	878	100.2%	32.7	2.4	C
EB	Left Turn	213	212	99.5%	63.6	2.3	E
	Through	877	879	100.2%	39.7	5.0	D
	Right Turn	248	259	104.5%	18.1	5.9	B
	Subtotal	1,338	1,350	100.9%	39.4	4.2	D
WB	Left Turn	215	210	97.9%	56.6	4.2	E
	Through	550	558	101.5%	34.4	3.6	C
	Right Turn	100	96	96.2%	10.7	3.2	B
	Subtotal	865	865	100.0%	37.8	3.0	D
Total		4,197	4,212	100.4%	35.5	1.7	D

Intersection 31 Grant St/128th Ave Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn	140	1	0	0	1	34	12	16	51	NO
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right										
	U Turn	100	0	0	0	0	25	10	14	47	NO
	Second Left										

Intersection 32 Washington St/128th Ave Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	57	3	53	61	172	20	154	208	NO
	Through										
	Right Turn	200	17	4	12	24	165	27	131	208	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	200	31	2	28	35	114	20	84	154	NO
	Through										
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	325	48	3	41	52	143	11	124	160	NO
	Left Turn										
WB	Through										
	Right Turn	150	9	3	6	12	132	47	67	207	NO
	Second Right										
	U Turn										
	Second Left	200	48	4	42	53	150	16	130	176	NO
WB	Left Turn										
	Through										
	Right Turn	130	1	0	0	2	54	13	35	81	NO

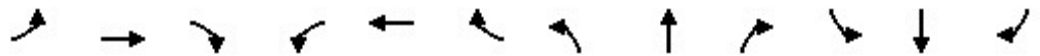
Appendix F.3

Pecos and 128th Existing Conditions Synchro Results

HCM Signalized Intersection Capacity Analysis

11: Pecos St & 88th Ave

08/28/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↙	↑	↘	↙	↑	↘	↙	↑↑	↘	↙	↑↘		
Traffic Volume (vph)	0	0	0	398	3	165	1	318	235	194	575	4	
Future Volume (vph)	0	0	0	398	3	165	1	318	235	194	575	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	10	10	14	12	12	12	10	12	11	12	12	12	
Total Lost time (s)				4.0	4.0	4.0	4.0	5.0	5.0	4.0	5.0		
Lane Util. Factor				1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95		
Frbp, ped/bikes				1.00	1.00	0.99	1.00	1.00	0.97	1.00	1.00		
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Fr t				1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		
Fl t Protected				0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)				1752	1845	1545	1634	3505	1466	1748	3500		
Fl t Permitted				0.95	1.00	1.00	0.39	1.00	1.00	0.46	1.00		
Satd. Flow (perm)				1752	1845	1545	670	3505	1466	839	3500		
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	
Adj. Flow (vph)	0	0	0	474	4	196	1	379	280	231	685	5	
RTOR Reduction (vph)	0	0	0	0	0	150	0	0	165	0	0	0	
Lane Group Flow (vph)	0	0	0	474	4	46	1	379	115	231	690	0	
Confl. Peds. (#/hr)						2	2		5	5		2	
Confl. Bikes (#/hr)			1										
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	
Turn Type	Split		Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		
Protected Phases	4	4		8	8		5	2		1	6		
Permitted Phases			4			8	2		2	6			
Actuated Green, G (s)				19.3	19.3	19.3	34.8	33.9	33.9	47.4	42.5		
Effective Green, g (s)				19.3	19.3	19.3	34.8	33.9	33.9	47.4	42.5		
Actuated g/C Ratio				0.23	0.23	0.23	0.42	0.41	0.41	0.57	0.51		
Clearance Time (s)				4.0	4.0	4.0	4.0	5.0	5.0	4.0	5.0		
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)				408	430	360	292	1436	600	585	1798		
v/s Ratio Prot				c0.27	0.00		0.00	0.11		c0.05	0.20		
v/s Ratio Perm						0.03	0.00		0.08	c0.18			
v/c Ratio				1.16	0.01	0.13	0.00	0.26	0.19	0.39	0.38		
Uniform Delay, d1				31.7	24.4	25.0	13.9	16.1	15.6	8.9	12.2		
Progression Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2				96.7	0.0	0.2	0.0	0.4	0.7	0.4	0.6		
Delay (s)				128.4	24.4	25.2	13.9	16.6	16.3	9.3	12.8		
Level of Service				F	C	C	B	B	B	A	B		
Approach Delay (s)		0.0			97.7			16.5			11.9		
Approach LOS		A			F			B			B		
Intersection Summary													
HCM 2000 Control Delay			38.9		HCM 2000 Level of Service					D			
HCM 2000 Volume to Capacity ratio			0.62										
Actuated Cycle Length (s)			82.7		Sum of lost time (s)					17.0			
Intersection Capacity Utilization			57.0%		ICU Level of Service					B			
Analysis Period (min)			15										

c Critical Lane Group

Queues

11: Pecos St & 88th Ave

08/28/2024



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	474	4	196	1	379	280	231	690
v/c Ratio	1.07	0.01	0.36	0.00	0.27	0.37	0.38	0.35
Control Delay	93.4	26.3	6.9	10.0	17.6	4.4	10.9	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.4	26.3	6.9	10.0	17.6	4.4	10.9	12.3
Queue Length 50th (ft)	~216	1	0	0	55	0	39	69
Queue Length 95th (ft)	#522	10	45	3	122	43	121	207
Internal Link Dist (ft)		1231			402			1203
Turn Bay Length (ft)	180			170		150	170	
Base Capacity (vph)	443	467	537	925	2805	1219	626	1954
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.01	0.36	0.00	0.14	0.23	0.37	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

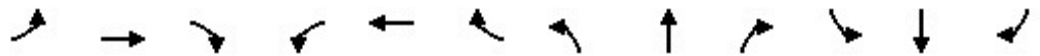
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

11: Pecos St & 88th Ave

08/28/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	4	293	0	265	2	749	361	156	447	1
Future Volume (vph)	5	1	4	293	0	265	2	749	361	156	447	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	14	12	12	12	10	12	11	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0		4.0	4.0	5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00		0.98	1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1636	1722	1672	1752		1543	1635	3505	1478	1752	3504	
Flt Permitted	0.95	1.00	1.00	0.95		1.00	0.49	1.00	1.00	0.24	1.00	
Satd. Flow (perm)	1636	1722	1672	1752		1543	841	3505	1478	442	3504	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	5	1	4	299	0	270	2	764	368	159	456	1
RTOR Reduction (vph)	0	0	4	0	0	206	0	0	173	0	0	0
Lane Group Flow (vph)	5	1	0	299	0	64	2	764	195	159	457	0
Confl. Peds. (#/hr)						3	1		2	2		1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split	NA	Perm	Split		Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Actuated Green, G (s)	3.0	3.0	3.0	19.3		19.3	34.8	33.9	33.9	46.6	41.7	
Effective Green, g (s)	3.0	3.0	3.0	19.3		19.3	34.8	33.9	33.9	46.6	41.7	
Actuated g/C Ratio	0.04	0.04	0.04	0.24		0.24	0.42	0.41	0.41	0.57	0.51	
Clearance Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	59	63	61	412		363	366	1450	611	390	1784	
v/s Ratio Prot	c0.00	0.00		c0.17			0.00	c0.22		c0.04	0.13	
v/s Ratio Perm			0.00			0.04	0.00		0.13	0.19		
v/c Ratio	0.08	0.02	0.00	0.73		0.18	0.01	0.53	0.32	0.41	0.26	
Uniform Delay, d1	38.1	38.0	38.0	28.9		25.0	13.6	18.0	16.2	9.7	11.3	
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	0.1	0.0	6.2		0.2	0.0	1.4	1.4	0.7	0.3	
Delay (s)	38.7	38.1	38.0	35.1		25.2	13.6	19.4	17.6	10.4	11.7	
Level of Service	D	D	D	D		C	B	B	B	B	B	
Approach Delay (s)		38.4			30.4			18.8			11.4	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			19.7		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			81.9	Sum of lost time (s)						17.0		
Intersection Capacity Utilization			63.1%	ICU Level of Service					B			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

11: Pecos St & 88th Ave

08/28/2024



Lane Group	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	5	1	4	299	270	2	764	368	159	457
v/c Ratio	0.03	0.01	0.01	0.67	0.35	0.00	0.54	0.48	0.39	0.24
Control Delay	31.2	31.0	0.0	36.2	1.2	10.5	20.5	7.1	11.6	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	31.0	0.0	36.2	1.2	10.5	20.5	7.1	11.6	11.4
Queue Length 50th (ft)	2	0	0	113	0	0	122	18	25	42
Queue Length 95th (ft)	13	5	0	#323	0	4	281	114	92	146
Internal Link Dist (ft)		132					402			1203
Turn Bay Length (ft)	50		50	180		170		150	170	
Base Capacity (vph)	684	720	764	449	780	934	2838	1249	453	1940
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.00	0.01	0.67	0.35	0.00	0.27	0.29	0.35	0.24

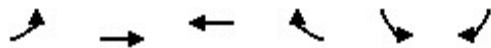
Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

31: 128th Ave & Grant Dr

08/28/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗	↘	↙	↘
Traffic Volume (vph)	45	932	1586	107	112	21
Future Volume (vph)	45	932	1586	107	112	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12
Total Lost time (s)	4.0	5.0	5.0	5.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	0.99	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1694	3505	3505	1516	1743	1568
Flt Permitted	0.08	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	135	3505	3505	1516	1743	1568
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	52	1071	1823	123	129	24
RTOR Reduction (vph)	0	0	0	15	0	21
Lane Group Flow (vph)	52	1071	1823	108	129	3
Confl. Peds. (#/hr)					2	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	NA	Perm	Perm	Perm
Protected Phases	7	4	8			
Permitted Phases	4			8	6	6
Actuated Green, G (s)	96.8	96.8	87.7	87.7	14.2	14.2
Effective Green, g (s)	96.8	96.8	87.7	87.7	14.2	14.2
Actuated g/C Ratio	0.81	0.81	0.73	0.73	0.12	0.12
Clearance Time (s)	4.0	5.0	5.0	5.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	175	2827	2561	1107	206	185
v/s Ratio Prot	0.01	c0.31	c0.52			
v/s Ratio Perm	0.23			0.07	c0.07	0.00
v/c Ratio	0.30	0.38	0.71	0.10	0.63	0.02
Uniform Delay, d1	9.3	3.2	9.1	4.7	50.4	46.7
Progression Factor	1.00	1.00	0.49	0.21	1.00	1.00
Incremental Delay, d2	1.0	0.4	0.7	0.1	5.8	0.0
Delay (s)	10.3	3.6	5.2	1.0	56.2	46.8
Level of Service	B	A	A	A	E	D
Approach Delay (s)		3.9	5.0		54.7	
Approach LOS		A	A		D	

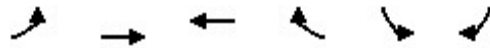
Intersection Summary

HCM 2000 Control Delay	7.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues

31: 128th Ave & Grant Dr

08/28/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	52	1071	1823	123	129	24
v/c Ratio	0.27	0.38	0.70	0.11	0.63	0.12
Control Delay	6.2	3.9	5.7	0.8	63.3	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.2	3.9	5.7	0.8	63.3	17.2
Queue Length 50th (ft)	6	97	86	1	97	0
Queue Length 95th (ft)	16	148	m105	m3	149	24
Internal Link Dist (ft)		1667	939		200	
Turn Bay Length (ft)	140			100		
Base Capacity (vph)	201	2828	2586	1133	305	294
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.38	0.70	0.11	0.42	0.08

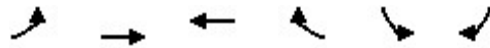
Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

31: 128th Ave & Grant Dr

08/28/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	1233	803	119	105	27
Future Volume (vph)	75	1233	803	119	105	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12
Total Lost time (s)	4.0	5.0	5.0	5.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.98	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1694	3505	3505	1482	1748	1545
Flt Permitted	0.30	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	530	3505	3505	1482	1748	1545
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	80	1312	854	127	112	29
RTOR Reduction (vph)	0	0	0	28	0	26
Lane Group Flow (vph)	80	1312	854	99	112	3
Confl. Peds. (#/hr)	1			1	1	1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	NA	Perm	Perm	Perm
Protected Phases	7	4	8			
Permitted Phases	4			8	6	6
Actuated Green, G (s)	98.0	98.0	88.5	88.5	13.0	13.0
Effective Green, g (s)	98.0	98.0	88.5	88.5	13.0	13.0
Actuated g/C Ratio	0.82	0.82	0.74	0.74	0.11	0.11
Clearance Time (s)	4.0	5.0	5.0	5.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	486	2862	2584	1092	189	167
v/s Ratio Prot	0.01	c0.37	0.24			
v/s Ratio Perm	0.13			0.07	c0.06	0.00
v/c Ratio	0.16	0.46	0.33	0.09	0.59	0.02
Uniform Delay, d1	2.6	3.2	5.5	4.4	51.0	47.8
Progression Factor	1.00	1.00	0.18	0.02	1.00	1.00
Incremental Delay, d2	0.2	0.5	0.3	0.1	4.9	0.0
Delay (s)	2.7	3.8	1.3	0.2	55.9	47.8
Level of Service	A	A	A	A	E	D
Approach Delay (s)		3.7	1.1		54.2	
Approach LOS		A	A		D	

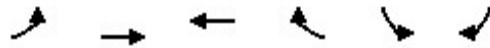
Intersection Summary

HCM 2000 Control Delay	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

31: 128th Ave & Grant Dr

08/28/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	80	1312	854	127	112	29
v/c Ratio	0.16	0.46	0.33	0.11	0.59	0.15
Control Delay	3.0	4.1	1.4	0.2	63.1	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.0	4.1	1.4	0.2	63.1	17.1
Queue Length 50th (ft)	9	123	11	0	84	0
Queue Length 95th (ft)	22	195	32	m0	139	28
Internal Link Dist (ft)		1667	939		200	
Turn Bay Length (ft)	140			100		
Base Capacity (vph)	543	2862	2608	1130	335	319
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.46	0.33	0.11	0.33	0.09

























Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

32: Washington St & 128th Ave

08/28/2024

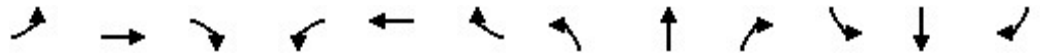
													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	157	468	378	332	1086	97	273	298	177	118	629	299	
Future Volume (vph)	157	468	378	332	1086	97	273	298	177	118	629	299	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	11	11	10	10	12	12	11	11	10	11	11	9	
Total Lost time (s)	5.0	6.0	6.0	5.0	6.0	6.0	4.0	6.5	6.5	4.0	6.5	6.5	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	3286	3388	1463	3173	3505	1546	3286	3388	1463	3286	3388	1391	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	3286	3388	1463	3173	3505	1546	3286	3388	1463	3286	3388	1391	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	174	520	420	369	1207	108	303	331	197	131	699	332	
RTOR Reduction (vph)	0	0	250	0	0	76	0	0	126	0	0	143	
Lane Group Flow (vph)	174	520	170	369	1207	32	303	331	71	131	699	189	
Confl. Peds. (#/hr)	1					1	1					1	
Confl. Bikes (#/hr)												1	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases			4			8			2			6	
Actuated Green, G (s)	8.9	29.9	29.9	15.0	36.0	36.0	16.3	43.5	43.5	10.1	37.3	37.3	
Effective Green, g (s)	8.9	29.9	29.9	15.0	36.0	36.0	16.3	43.5	43.5	10.1	37.3	37.3	
Actuated g/C Ratio	0.07	0.25	0.25	0.12	0.30	0.30	0.14	0.36	0.36	0.08	0.31	0.31	
Clearance Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	4.0	6.5	6.5	4.0	6.5	6.5	
Vehicle Extension (s)	3.0	3.5	3.5	3.0	3.0	3.0	3.0	4.5	4.5	3.0	4.5	4.5	
Lane Grp Cap (vph)	243	844	364	396	1051	463	446	1228	530	276	1053	432	
v/s Ratio Prot	0.05	0.15		c0.12	c0.34		c0.09	0.10		0.04	c0.21		
v/s Ratio Perm			0.12			0.02			0.05			0.14	
v/c Ratio	0.72	0.62	0.47	0.93	1.15	0.07	0.68	0.27	0.13	0.47	0.66	0.44	
Uniform Delay, d1	54.3	40.0	38.3	52.0	42.0	30.0	49.4	27.0	25.6	52.4	35.9	33.0	
Progression Factor	1.14	0.89	0.61	0.80	1.07	4.29	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.1	1.3	1.1	26.4	77.0	0.1	4.1	0.5	0.5	1.3	3.3	3.2	
Delay (s)	71.2	36.9	24.5	68.0	122.1	128.9	53.5	27.6	26.2	53.7	39.2	36.2	
Level of Service	E	D	C	E	F	F	D	C	C	D	D	D	
Approach Delay (s)		37.6			110.7			36.7			40.0		
Approach LOS		D			F			D			D		
Intersection Summary													
HCM 2000 Control Delay			63.7	HCM 2000 Level of Service						E			
HCM 2000 Volume to Capacity ratio			0.89										
Actuated Cycle Length (s)			120.0	Sum of lost time (s)						21.5			
Intersection Capacity Utilization			77.6%	ICU Level of Service						D			
Analysis Period (min)			15										

c Critical Lane Group

Queues

32: Washington St & 128th Ave

08/28/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	174	520	420	369	1207	108	303	331	197	131	699	332
v/c Ratio	0.72	0.62	0.68	0.93	1.15	0.19	0.68	0.27	0.30	0.47	0.66	0.58
Control Delay	77.8	39.0	11.4	71.4	117.9	8.1	57.1	28.2	5.1	57.7	40.2	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.8	39.0	11.4	71.4	117.9	8.1	57.1	28.2	5.1	57.7	40.2	17.7
Queue Length 50th (ft)	70	194	17	153	~582	16	117	94	0	51	247	76
Queue Length 95th (ft)	#118	242	69	#236	#728	m53	158	137	51	81	332	186
Internal Link Dist (ft)		939			972			490			447	
Turn Bay Length (ft)	325		150	200		130	200		200	200		225
Base Capacity (vph)	246	847	615	396	1051	568	575	1227	655	383	1053	574
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.61	0.68	0.93	1.15	0.19	0.53	0.27	0.30	0.34	0.66	0.58

























Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

32: Washington St & 128th Ave

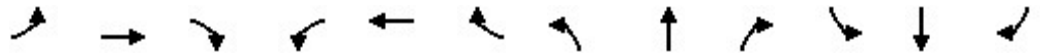
08/28/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	877	248	215	550	100	249	535	334	140	613	123
Future Volume (vph)	213	877	248	215	550	100	249	535	334	140	613	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	10	10	12	12	11	11	10	11	11	9
Total Lost time (s)	5.0	6.0	6.0	5.0	6.0	6.0	4.0	6.5	6.5	4.0	6.5	6.5
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3286	3388	1463	3173	3505	1568	3286	3388	1443	3286	3388	1411
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3286	3388	1463	3173	3505	1568	3286	3388	1443	3286	3388	1411
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	227	933	264	229	585	106	265	569	355	149	652	131
RTOR Reduction (vph)	0	0	114	0	0	72	0	0	160	0	0	90
Lane Group Flow (vph)	227	933	150	229	585	34	265	569	195	149	652	41
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	10.8	38.0	38.0	10.9	38.1	38.1	11.9	39.2	39.2	10.4	37.7	37.7
Effective Green, g (s)	10.8	38.0	38.0	10.9	38.1	38.1	11.9	39.2	39.2	10.4	37.7	37.7
Actuated g/C Ratio	0.09	0.32	0.32	0.09	0.32	0.32	0.10	0.33	0.33	0.09	0.31	0.31
Clearance Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	4.0	6.5	6.5	4.0	6.5	6.5
Vehicle Extension (s)	3.0	3.5	3.5	3.0	3.0	3.0	3.0	4.5	4.5	3.0	4.5	4.5
Lane Grp Cap (vph)	295	1072	463	288	1112	497	325	1106	471	284	1064	443
v/s Ratio Prot	0.07	c0.28		c0.07	0.17		c0.08	0.17		0.05	c0.19	
v/s Ratio Perm			0.10			0.02			0.14			0.03
v/c Ratio	0.77	0.87	0.32	0.80	0.53	0.07	0.82	0.51	0.41	0.52	0.61	0.09
Uniform Delay, d1	53.4	38.7	31.2	53.5	33.6	28.6	53.0	32.7	31.5	52.4	35.0	29.1
Progression Factor	1.20	0.90	0.69	0.86	1.39	4.19	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.5	7.4	0.4	13.4	0.4	0.1	14.5	1.7	2.7	1.7	2.6	0.4
Delay (s)	74.3	42.3	22.1	59.5	47.2	119.8	67.5	34.4	34.2	54.2	37.6	29.5
Level of Service	E	D	C	E	D	F	E	C	C	D	D	C
Approach Delay (s)		43.7			58.6			41.7			39.1	
Approach LOS		D			E			D			D	
Intersection Summary												
HCM 2000 Control Delay			45.3				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)		21.5			
Intersection Capacity Utilization			72.3%				ICU Level of Service		C			
Analysis Period (min)			15									
c	Critical Lane Group											

Queues

32: Washington St & 128th Ave

08/28/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	227	933	264	229	585	106	265	569	355	149	652	131
v/c Ratio	0.77	0.87	0.46	0.80	0.53	0.18	0.82	0.51	0.56	0.52	0.61	0.25
Control Delay	79.6	44.1	10.6	66.1	48.7	20.0	73.3	35.3	15.2	59.0	38.2	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.6	44.1	10.6	66.1	48.7	20.0	73.3	35.3	15.2	59.0	38.2	6.4
Queue Length 50th (ft)	95	359	28	93	227	23	105	191	70	57	228	0
Queue Length 95th (ft)	#150	443	71	#155	277	78	#171	252	174	91	293	46
Internal Link Dist (ft)		939			972			490			447	
Turn Bay Length (ft)	325		150	200		130	200		200	200		225
Base Capacity (vph)	301	1101	588	290	1139	586	328	1108	631	328	1067	534
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.85	0.45	0.79	0.51	0.18	0.81	0.51	0.56	0.45	0.61	0.25

Intersection Summary

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

Appendix F.4

Pecos Street Build Conditions Vissim Results

Vissim Post-Processor
Average Results from 7 Runs
Volume and Delay by Movement

Thornton PBF
2028 Build (Bus In Lane)
AM Peak Hour

Intersection 11

Pecos St/88th Ave

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	483	469	97.0%	64.8	10.9	E
	Through	415	431	103.8%	36.8	4.0	D
	Right Turn	163	158	97.2%	27.7	6.9	C
	Subtotal	1,061	1,058	99.7%	48.3	7.3	D
SB	Left Turn	130	134	102.9%	49.1	4.3	D
	Through	331	328	99.0%	42.6	5.1	D
	Right Turn	89	89	100.2%	30.5	4.4	C
	Subtotal	550	551	100.1%	41.9	3.5	D
EB	Left Turn	24	24	98.8%	48.7	10.3	D
	Through	20	18	90.0%	39.1	26.1	D
	Right Turn	51	50	97.8%	20.3	7.5	C
	Subtotal	95	92	96.4%	31.5	4.7	C
WB	Left Turn	179	177	99.0%	51.2	6.9	D
	Through	182	188	103.1%	30.7	7.5	C
	Right Turn	156	152	97.7%	38.7	14.6	D
	Subtotal	517	517	100.0%	40.6	6.1	D
Total		2,223	2,217	99.7%	44.2	5.2	D

Intersection 11		Pecos St/88th Ave				Signal					
Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	300	303	33	240	346	834	44	780	908	AVG
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
SB	U Turn	200	43	5	37	49	185	18	148	204	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
EB	U Turn	100	7	1	5	8	55	20	39	97	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
WB	U Turn	250	61	11	48	85	264	57	172	324	MAX
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
		250	30	4	27	37	184	52	127	283	NO

Vissim Post-Processor
Average Results from 7 Runs
Volume and Delay by Movement

Thornton PBF
2028 Build (Bus In Lane)
PM Peak Hour

Intersection 11

Pecos St/88th Ave

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	19	94.3%	51.9	35.0	D
	Through	468	469	100.3%	36.1	2.9	D
	Right Turn	168	166	99.0%	24.4	4.3	C
	Subtotal	656	654	99.8%	33.6	2.2	C
SB	Left Turn	159	164	102.9%	53.6	9.1	D
	Through	496	489	98.6%	23.4	2.4	C
	Right Turn	12	14	113.1%	23.6	13.0	C
	Subtotal	667	666	99.9%	31.2	2.9	C
EB	Left Turn	57	58	101.8%	104.4	46.4	F
	Through	54	55	101.1%	136.5	44.3	F
	Right Turn	238	233	98.0%	110.1	35.7	F
	Subtotal	349	346	99.1%	113.8	37.8	F
WB	Left Turn	215	213	98.9%	47.9	4.4	D
	Through	7	8	110.2%	28.6	25.8	C
	Right Turn	174	178	102.5%	32.2	6.4	C
	Subtotal	396	399	100.6%	40.9	3.7	D
Total		2,068	2,065	99.8%	47.9	6.0	D

Intersection 11		Pecos St/88th Ave				Signal					
Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	300	5	2	3	8	53	17	34	87	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
SB	U Turn	200	58	9	46	72	218	27	167	244	MAX
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
EB	U Turn	100	33	15	16	58	260	113	131	410	MAX
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right	100	186	61	116	282	422	51	334	485	AVG	
WB	U Turn	250	67	5	61	73	294	67	236	397	MAX
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right	250	33	6	27	43	180	37	146	259	NO	

Vissim Post-Processor
Average Results from 7 Runs
Volume and Delay by Movement

Thornton PBF
2028 Build (Bus Pull Out)
AM Peak Hour

Intersection 11

Pecos St/88th Ave

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	483	468	97.0%	63.3	11.7	E
	Through	415	430	103.6%	36.0	4.3	D
	Right Turn	163	158	97.2%	29.0	7.5	C
	Subtotal	1,061	1,057	99.6%	47.3	7.8	D
SB	Left Turn	130	134	102.7%	50.3	3.3	D
	Through	331	326	98.6%	41.6	5.3	D
	Right Turn	89	89	99.8%	31.7	7.1	C
	Subtotal	550	549	99.8%	41.7	3.5	D
EB	Left Turn	24	24	98.8%	53.1	12.5	D
	Through	20	18	90.0%	42.4	25.1	D
	Right Turn	51	50	98.0%	21.8	8.3	C
	Subtotal	95	92	96.5%	34.4	6.6	C
WB	Left Turn	179	177	99.1%	52.4	6.9	D
	Through	182	188	103.1%	31.3	7.7	C
	Right Turn	156	153	97.9%	39.1	14.9	D
	Subtotal	517	518	100.2%	41.4	6.4	D
Total		2,223	2,215	99.6%	44.0	5.3	D

Intersection 11		Pecos St/88th Ave				Signal					
Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	300	294	42	237	349	840	48	780	908	MAX
	Second Left										
	Left Turn										
	Through										
SB	Right Turn	200	43	5	36	49	180	23	148	204	NO
	Second Right										
	U Turn										
	Second Left										
EB	Left Turn	100	7	2	5	10	57	20	39	97	NO
	Through										
	Right Turn										
	Second Right										
WB	U Turn	250	62	11	51	85	270	47	198	324	MAX
	Second Left										
	Left Turn										
	Through										
WB	Right Turn	250	32	5	27	39	184	51	127	283	NO
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 7 Runs
Volume and Delay by Movement

Thornton PBF
2028 Build (Bus Pull Out)
PM Peak Hour

Intersection 11

Pecos St/88th Ave

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	19	94.3%	51.9	35.0	D
	Through	468	469	100.3%	36.1	2.9	D
	Right Turn	168	166	99.0%	24.4	4.3	C
	Subtotal	656	654	99.8%	33.6	2.2	C
SB	Left Turn	159	164	102.9%	53.6	9.1	D
	Through	496	489	98.6%	23.4	2.4	C
	Right Turn	12	14	113.1%	23.6	13.0	C
	Subtotal	667	666	99.9%	31.2	2.9	C
EB	Left Turn	57	58	101.8%	104.4	46.4	F
	Through	54	55	101.1%	136.5	44.3	F
	Right Turn	238	233	98.0%	110.1	35.7	F
	Subtotal	349	346	99.1%	113.8	37.8	F
WB	Left Turn	215	213	98.9%	47.9	4.4	D
	Through	7	8	110.2%	28.6	25.8	C
	Right Turn	174	178	102.5%	32.2	6.4	C
	Subtotal	396	399	100.6%	40.9	3.7	D
Total		2,068	2,065	99.8%	47.9	6.0	D

Intersection 11 Pecos St/88th Ave Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	300	5	2	3	8	53	17	34	87	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
SB	U Turn	200	58	9	46	72	218	27	167	244	MAX
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
EB	U Turn	100	33	15	16	58	260	113	131	410	MAX
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right	100	186	61	116	282	422	51	334	485	AVG	
WB	U Turn	250	67	5	61	73	294	67	236	397	MAX
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right	250	33	6	27	43	180	37	146	259	NO	

Appendix F.5

128th Avenue Build Conditions Vissim Results

Vissim Post-Processor
Average Results from 5 Runs
Volume and Delay by Movement

Thornton PBF
2028 Build
AM Peak Hour

Intersection 31 **Grant St/128th Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	119	121	102.0%	91.9	18.4	F
	Through						
	Right Turn	22	18	81.8%	40.6	19.6	D
	Subtotal	141	139	98.9%	86.5	17.0	F
EB	Left Turn	48	48	100.4%	60.2	4.9	E
	Through	988	989	100.1%	8.7	2.3	A
	Right Turn						
	Subtotal	1,036	1,038	100.2%	11.1	2.4	B
WB	Left Turn						
	Through	1,681	1,636	97.3%	6.9	1.3	A
	Right Turn	113	115	101.9%	7.0	2.5	A
	Subtotal	1,794	1,751	97.6%	6.9	1.4	A
Total		2,971	2,928	98.6%	12.9	2.1	B

Intersection 32 **Washington St/128th Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	289	289	99.9%	97.6	29.9	F
	Through	316	308	97.3%	28.3	2.6	C
	Right Turn	188	190	100.9%	39.6	11.5	D
	Subtotal	793	786	99.1%	58.1	13.9	E
SB	Left Turn	125	118	94.1%	66.3	19.5	E
	Through	667	664	99.5%	50.2	32.0	D
	Right Turn	317	313	98.9%	158.0	49.9	F
	Subtotal	1,109	1,095	98.7%	82.3	36.7	F
EB	Left Turn	166	170	102.4%	93.8	22.8	F
	Through	496	524	105.7%	39.6	3.4	D
	Right Turn	401	417	103.9%	24.8	4.3	C
	Subtotal	1,063	1,111	104.5%	42.1	5.3	D
WB	Left Turn	352	347	98.7%	66.0	6.8	E
	Through	1,151	1,149	99.8%	78.6	19.2	E
	Right Turn	103	102	99.0%	77.1	27.7	E
	Subtotal	1,606	1,599	99.5%	75.7	17.0	E
Total		4,571	4,590	100.4%	66.2	9.2	E

Intersection 31 Grant St/128th Ave Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn	140	20	6	14	27	84	14	73	105	NO
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right	100	3	1	2	4	57	15	38	76	NO
	U Turn										
	Second Left										

Intersection 32 Washington St/128th Ave Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	111	69	75	234	275	158	191	556	MAX
	Through										
	Right Turn	200	42	8	30	51	221	39	180	267	MAX
SB	Second Right										
	U Turn										
	Second Left	200	29	5	20	34	98	19	85	131	NO
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	325	67	15	54	93	157	30	123	203	NO
	Left Turn										
WB	Through										
	Right Turn										
	Second Right	150	47	10	37	57	303	22	276	331	MAX
	U Turn										
	Second Left	200	235	61	178	330	918	177	691	1,123	AVG
WB	Left Turn										
	Through										
	Right Turn	130	14	6	8	24	128	47	83	184	NO
	Second Right										

Vissim Post-Processor
Average Results from 9 Runs
Volume and Delay by Movement

Thornton PBF
2028 Build
PM Peak Hour

Intersection 31 **Grant St/128th Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	111	113	102.0%	55.7	6.6	E
	Through						
	Right Turn	29	26	88.5%	25.4	9.1	C
	Subtotal	140	139	99.2%	50.2	6.8	D
EB	Left Turn	80	77	96.3%	70.7	7.4	E
	Through	1,307	1,309	100.2%	11.7	2.4	B
	Right Turn						
	Subtotal	1,387	1,386	99.9%	14.8	2.6	B
WB	Left Turn						
	Through	851	859	101.0%	10.2	2.2	B
	Right Turn	126	126	100.2%	12.0	2.1	B
	Subtotal	977	986	100.9%	10.5	1.9	B
Total		2,504	2,511	100.3%	14.9	1.9	B

Intersection 32 **Washington St/128th Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	264	267	101.2%	52.1	2.7	D
	Through	567	561	99.0%	30.3	4.2	C
	Right Turn	354	360	101.7%	56.4	18.1	E
	Subtotal	1,185	1,189	100.3%	43.4	7.3	D
SB	Left Turn	148	144	97.5%	74.2	13.5	E
	Through	650	658	101.2%	36.8	3.0	D
	Right Turn	130	127	97.4%	37.5	5.0	D
	Subtotal	928	929	100.1%	42.4	2.5	D
EB	Left Turn	226	225	99.4%	62.0	5.0	E
	Through	930	925	99.4%	45.0	9.3	D
	Right Turn	263	274	104.1%	28.1	10.9	C
	Subtotal	1,419	1,423	100.3%	44.6	8.4	D
WB	Left Turn	228	223	97.8%	62.1	7.4	E
	Through	583	591	101.4%	34.3	4.0	C
	Right Turn	106	102	96.2%	47.5	8.2	D
	Subtotal	917	916	99.9%	42.8	4.7	D
Total		4,449	4,456	100.2%	43.5	3.7	D

Intersection 31 Grant St/128th Ave Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn	140	31	4	26	36	130	28	97	174	NO
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right										
	U Turn	100	7	1	5	9	123	24	93	163	MAX
	Second Left										

Intersection 32 Washington St/128th Ave Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	56	4	49	63	182	29	147	226	NO
	Through										
	Right Turn	200	121	21	94	156	431	47	367	517	MAX
SB	Second Right										
	U Turn										
	Second Left	200	42	6	34	55	121	20	102	165	NO
	Left Turn										
	Through	225	28	4	23	34	166	18	138	187	NO
EB	Right Turn										
	Second Right										
	U Turn	325	50	3	46	57	157	19	135	193	NO
	Second Left										
	Left Turn	150	17	3	12	22	156	33	123	236	MAX
WB	Through										
	Right Turn										
	Second Right										
	U Turn	200	54	5	50	64	164	18	137	194	NO
	Second Left	130	26	4	19	33	147	23	100	180	MAX

Vissim Post-Processor
Average Results from 5 Runs
Volume and Delay by Movement

Thornton PBF
2028 Build (CL=180)
AM Peak Hour

Intersection 31 **Grant St/128th Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	119	121	102.0%	90.3	20.1	F
	Through						
	Right Turn	22	18	81.8%	40.6	19.6	D
	Subtotal	141	139	98.9%	85.2	18.5	F
EB	Left Turn	48	48	100.4%	60.0	4.9	E
	Through	988	989	100.1%	8.7	2.4	A
	Right Turn						
	Subtotal	1,036	1,037	100.1%	11.1	2.5	B
WB	Left Turn						
	Through	1,681	1,538	91.5%	13.7	2.2	B
	Right Turn	113	110	97.2%	19.5	3.4	B
	Subtotal	1,794	1,648	91.9%	14.1	2.1	B
Total		2,971	2,824	95.1%	17.2	2.6	B

Intersection 32 **Washington St/128th Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	289	290	100.5%	112.9	40.1	F
	Through	316	308	97.5%	36.4	3.5	D
	Right Turn	188	190	100.9%	50.1	18.2	D
	Subtotal	793	788	99.4%	69.3	17.6	E
SB	Left Turn	125	119	95.0%	81.1	6.4	F
	Through	667	671	100.5%	38.5	3.0	D
	Right Turn	317	322	101.5%	58.7	9.3	E
	Subtotal	1,109	1,111	100.2%	49.3	2.7	D
EB	Left Turn	166	172	103.9%	111.3	26.2	F
	Through	496	522	105.2%	70.1	13.5	E
	Right Turn	401	413	103.0%	39.7	11.6	D
	Subtotal	1,063	1,107	104.1%	66.5	9.7	E
WB	Left Turn	352	314	89.1%	147.5	21.7	F
	Through	1,151	1,035	89.9%	127.6	7.3	F
	Right Turn	103	92	89.1%	110.4	6.2	F
	Subtotal	1,606	1,441	89.7%	131.0	4.6	F
Total		4,571	4,447	97.3%	83.7	4.3	F

Intersection 31

Grant St/128th Ave

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn	140	20	6	14	27	84	14	73	105	NO
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right										
	U Turn	100	6	1	5	8	108	41	76	178	MAX
	Second Left										

Intersection 32

Washington St/128th Ave

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	113	36	88	176	327	100	254	500	MAX
	Through										
	Right Turn	200	54	10	40	63	264	39	221	322	MAX
SB	Second Right										
	U Turn										
	Second Left	200	43	6	37	49	122	23	96	156	NO
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn	325	66	9	58	81	178	22	144	201	NO
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right										
	U Turn	200	1,294	119	1,110	1,391	1,645	62	1,534	1,682	AVG
	Second Left										
WB	Left Turn										
	Through										
	Right Turn	130	7	3	4	11	111	54	56	184	NO
	Second Right										
	U Turn										

Vissim Post-Processor
Average Results from 9 Runs
Volume and Delay by Movement

Thornton PBF
2028 Build (CL=180)
PM Peak Hour

Intersection 31 **Grant St/128th Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	111	113	101.7%	62.5	9.0	E
	Through						
	Right Turn	29	26	88.5%	27.6	10.9	C
	Subtotal	140	139	99.0%	56.5	8.9	E
EB	Left Turn	80	77	96.3%	78.9	14.1	E
	Through	1,307	1,299	99.4%	30.0	23.8	C
	Right Turn						
	Subtotal	1,387	1,376	99.2%	32.7	23.4	C
WB	Left Turn						
	Through	851	859	100.9%	18.0	2.8	B
	Right Turn	126	126	99.8%	30.0	5.8	C
	Subtotal	977	985	100.8%	19.6	2.9	B
Total		2,504	2,500	99.8%	28.8	13.5	C

Intersection 32 **Washington St/128th Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	264	267	101.1%	87.8	9.3	F
	Through	567	561	98.9%	44.0	7.7	D
	Right Turn	354	360	101.6%	59.4	19.1	E
	Subtotal	1,185	1,187	100.2%	58.7	10.3	E
SB	Left Turn	148	145	98.3%	100.3	6.2	F
	Through	650	658	101.2%	48.9	6.4	D
	Right Turn	130	127	97.4%	46.0	8.3	D
	Subtotal	928	930	100.2%	56.4	5.5	E
EB	Left Turn	226	221	97.9%	115.2	15.5	F
	Through	930	917	98.6%	93.1	16.1	F
	Right Turn	263	268	101.9%	69.6	16.8	E
	Subtotal	1,419	1,406	99.1%	91.9	15.6	F
WB	Left Turn	228	224	98.1%	85.3	9.8	F
	Through	583	590	101.3%	47.5	4.9	D
	Right Turn	106	101	95.6%	52.9	8.2	D
	Subtotal	917	915	99.8%	57.5	5.4	E
Total		4,449	4,438	99.8%	68.3	5.0	E

Intersection 31

Grant St/128th Ave

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn										
	Second Right	140	33	5	27	41	150	63	98	258	MAX
	U Turn										
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right	100	16	3	11	20	149	29	118	212	MAX
	U Turn										
	Second Left										

Intersection 32

Washington St/128th Ave

Signal

























Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	98	15	80	127	326	77	238	464	MAX
	Through										
	Right Turn	200	153	74	93	298	570	161	371	860	MAX
SB	Second Right										
	U Turn										
	Second Left	200	53	3	49	57	148	22	128	187	NO
	Left Turn										
	Through										
EB	Right Turn	225	36	3	31	40	176	21	152	212	NO
	Second Right										
	U Turn										
	Second Left	325	70	4	63	77	196	14	183	222	NO
	Left Turn										
WB	Through										
	Right Turn	150	30	26	6	81	323	251	94	743	MAX
	Second Right										
	U Turn										
	Second Left	200	77	11	64	102	253	66	156	381	MAX
WB	Left Turn										
	Through										
	Right Turn	130	24	7	16	40	187	49	119	281	MAX
	Second Right										
	U Turn										

Appendix F.6

Pecos and 128th Build Conditions Synchro Results

HCM Signalized Intersection Capacity Analysis
11: Pecos St & 88th Ave

Preferred Alternative 2028 AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	20	51	179	182	156	483	415	163	130	331	89
Future Volume (vph)	24	20	51	179	182	156	483	415	163	130	331	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	14	12	12	12	10	10	10	10	10	10
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	8.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1636	1722	1672	1752	1845	1568	1636	1722	1463	1636	3145	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1636	1722	1672	1752	1845	1568	1636	1722	1463	1636	3145	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	25	21	53	186	190	162	503	432	170	135	345	93
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	20	0
Lane Group Flow (vph)	25	21	53	186	190	163	503	432	170	135	418	0
Confl. Peds. (#/hr)			3			4	3					3
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	custom	Prot	NA	custom	Prot	NA	custom	Prot	NA	
Protected Phases	7	4 14	14 5	3	8 18	18 1	5	2 12	12 3	1	6	
Permitted Phases												
Actuated Green, G (s)	4.5	16.1	46.4	17.0	28.6	28.4	35.8	44.9	47.5	13.4	18.5	
Effective Green, g (s)	4.5	16.1	46.4	17.0	28.6	28.4	35.8	44.9	47.5	13.4	18.5	
Actuated g/C Ratio	0.04	0.15	0.43	0.16	0.27	0.26	0.33	0.42	0.44	0.12	0.17	
Clearance Time (s)	4.0			4.0			4.0			4.0	8.0	
Vehicle Extension (s)	3.0			3.0			3.0			3.0	3.0	
Lane Grp Cap (vph)	68	258	722	277	491	414	545	719	647	204	541	
v/s Ratio Prot	0.02	0.01	0.03	c0.11	c0.10	c0.10	c0.31	c0.25	0.12	0.08	0.13	
v/s Ratio Perm												
v/c Ratio	0.37	0.08	0.07	0.67	0.39	0.39	0.92	0.60	0.26	0.66	0.77	
Uniform Delay, d1	50.1	39.3	17.9	42.6	32.2	32.4	34.5	24.3	18.9	44.8	42.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.3	0.1	0.0	6.3	0.5	0.6	21.3	1.4	0.2	7.8	10.3	
Delay (s)	53.4	39.4	17.9	48.8	32.7	33.1	55.8	25.7	19.1	52.7	52.7	
Level of Service	D	D	B	D	C	C	E	C	B	D	D	
Approach Delay (s)		31.5			38.4			38.4			52.7	
Approach LOS		C			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			41.6		HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			107.4		Sum of lost time (s)					25.0		
Intersection Capacity Utilization			70.5%		ICU Level of Service					C		
Analysis Period (min)			15									

c Critical Lane Group

Queues
11: Pecos St & 88th Ave

Preferred Alternative 2028 AM



























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	25	21	53	186	190	163	503	432	170	135	438
v/c Ratio	0.22	0.08	0.07	0.66	0.39	0.40	0.90	0.60	0.26	0.65	0.76
Control Delay	55.9	38.9	18.2	58.4	36.8	37.7	55.2	30.6	22.9	61.0	51.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	38.9	18.2	58.4	36.8	37.7	55.2	30.6	22.9	61.0	51.3
Queue Length 50th (ft)	18	13	20	137	118	102	345	249	81	97	160
Queue Length 95th (ft)	48	35	51	#272	192	171	#573	395	146	168	#262
Internal Link Dist (ft)		132			454			412			1194
Turn Bay Length (ft)	50		50	180		200	170			170	
Base Capacity (vph)	160	346	846	283	486	460	656	765	660	272	574
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.06	0.06	0.66	0.39	0.35	0.77	0.56	0.26	0.50	0.76

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
11: Pecos St & 88th Ave

Preferred Alternative 2028 PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	54	238	215	7	174	20	468	168	159	496	12
Future Volume (vph)	57	54	238	215	7	174	20	468	168	159	496	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	14	12	12	12	10	10	10	10	10	10
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	8.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1636	1722	1672	1752	1845	1568	1636	1722	1463	1636	3257	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1636	1722	1672	1752	1845	1568	1636	1722	1463	1636	3257	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	58	55	243	219	7	178	20	478	171	162	506	12
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	58	55	243	219	7	178	20	478	171	162	517	0
Confl. Peds. (#/hr)			4			3	5		1	1		5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	custom	Prot	NA	custom	Prot	NA	custom	Prot	NA	
Protected Phases	7	4 14	14 5	3	8 18	18 1	5	2 12	12 3	1	6	
Permitted Phases												
Actuated Green, G (s)	7.5	21.2	21.4	17.8	31.5	42.8	8.1	38.5	42.1	14.2	40.6	
Effective Green, g (s)	7.5	21.2	21.4	17.8	31.5	42.8	8.1	38.5	42.1	14.2	40.6	
Actuated g/C Ratio	0.07	0.20	0.20	0.17	0.29	0.40	0.08	0.36	0.39	0.13	0.38	
Clearance Time (s)	4.0			4.0			4.0			4.0	8.0	
Vehicle Extension (s)	3.0			3.0			3.0			3.0	3.0	
Lane Grp Cap (vph)	113	338	332	289	539	623	123	615	571	215	1227	
v/s Ratio Prot	0.04	0.03	c0.15	c0.12	0.00	c0.11	0.01	c0.28	0.12	c0.10	0.16	
v/s Ratio Perm												
v/c Ratio	0.51	0.16	0.73	0.76	0.01	0.29	0.16	0.78	0.30	0.75	0.42	
Uniform Delay, d1	48.3	35.9	40.5	42.9	27.1	22.1	46.6	30.8	22.6	45.1	24.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.9	0.2	8.1	10.8	0.0	0.3	0.6	6.1	0.3	13.9	1.1	
Delay (s)	52.2	36.1	48.5	53.7	27.1	22.3	47.2	36.9	22.9	58.9	25.9	
Level of Service	D	D	D	D	C	C	D	D	C	E	C	
Approach Delay (s)		47.2			39.4			33.7			33.8	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			37.1		HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			107.7		Sum of lost time (s)					25.0		
Intersection Capacity Utilization			62.9%		ICU Level of Service					B		
Analysis Period (min)			15									
c	Critical Lane Group											

Queues
11: Pecos St & 88th Ave

Preferred Alternative 2028 PM



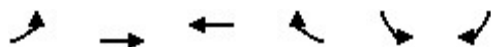
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	58	55	243	219	7	178	20	478	171	162	518
v/c Ratio	0.42	0.20	0.83	0.73	0.01	0.28	0.16	0.77	0.29	0.73	0.41
Control Delay	57.0	39.2	67.2	56.4	27.9	23.6	52.4	42.2	24.2	64.1	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	39.2	67.2	56.4	27.9	23.6	52.4	42.2	24.2	64.1	26.0
Queue Length 50th (ft)	37	32	159	140	3	71	13	291	78	103	131
Queue Length 95th (ft)	87	71	#354	239	15	168	41	#575	147	#226	219
Internal Link Dist (ft)		132			454			412			1194
Turn Bay Length (ft)	50		50	180		200	170			170	
Base Capacity (vph)	191	327	294	428	503	679	128	623	701	255	1274
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.17	0.83	0.51	0.01	0.26	0.16	0.77	0.24	0.64	0.41

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
31: 128th Ave & Grant Dr

Preferred Alternative 2028 AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	48	988	1681	113	119	22
Future Volume (vph)	48	988	1681	113	119	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10
Total Lost time (s)	4.0	5.0	4.0	5.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1636	3271	3271	1463	1636	1463
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1636	3271	3271	1463	1636	1463
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	55	1136	1932	130	137	25
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	55	1136	1932	130	137	25
Confl. Peds. (#/hr)					2	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	NA	custom	Prot	pt+ov
Protected Phases	7	4	8 18	18 6	6	6 7
Permitted Phases						
Actuated Green, G (s)	4.0	74.0	66.0	59.0	10.0	14.0
Effective Green, g (s)	4.0	74.0	66.0	59.0	10.0	14.0
Actuated g/C Ratio	0.03	0.62	0.55	0.49	0.08	0.12
Clearance Time (s)	4.0	5.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	54	2017	1799	719	136	170
v/s Ratio Prot	c0.03	0.35	c0.59	0.09	c0.08	0.02
v/s Ratio Perm						
v/c Ratio	1.02	0.56	1.07	0.18	1.01	0.15
Uniform Delay, d1	58.0	13.5	27.0	17.0	55.0	47.6
Progression Factor	1.00	1.00	0.43	0.33	1.00	1.00
Incremental Delay, d2	127.8	1.1	34.5	0.0	79.1	0.4
Delay (s)	185.8	14.7	46.1	5.7	134.1	48.0
Level of Service	F	B	D	A	F	D
Approach Delay (s)		22.6	43.6		120.8	
Approach LOS		C	D		F	
Intersection Summary						
HCM 2000 Control Delay			39.9		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.86			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	21.0
Intersection Capacity Utilization			59.7%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Queues
31: 128th Ave & Grant Dr

Preferred Alternative 2028 AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	55	1136	1932	130	137	25
v/c Ratio	0.81	0.56	1.05	0.18	1.01	0.14
Control Delay	121.8	14.9	36.7	6.1	134.2	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.8	14.9	36.7	6.1	134.2	29.2
Queue Length 50th (ft)	43	254	~857	25	~109	12
Queue Length 95th (ft)	#116	296	m270	m23	#230	30
Internal Link Dist (ft)		1667	939		200	
Turn Bay Length (ft)	140			100		
Base Capacity (vph)	68	2017	1848	716	136	182
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.56	1.05	0.18	1.01	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

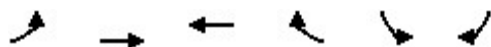
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

HCM Signalized Intersection Capacity Analysis
31: 128th Ave & Grant Dr

Preferred Alternative 2028 PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	80	1307	851	126	111	29
Future Volume (vph)	80	1307	851	126	111	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10
Total Lost time (s)	4.0	5.0	4.0	5.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1636	3271	3271	1463	1636	1463
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1636	3271	3271	1463	1636	1463
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	85	1390	905	134	118	31
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	85	1390	905	134	118	31
Confl. Peds. (#/hr)	1			1	1	1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	NA	custom	Prot	pt+ov
Protected Phases	7	4	8 18	18 6	6	6 7
Permitted Phases						
Actuated Green, G (s)	9.4	66.0	52.6	49.2	13.6	23.0
Effective Green, g (s)	9.4	66.0	52.6	49.2	13.6	23.0
Actuated g/C Ratio	0.08	0.55	0.44	0.41	0.11	0.19
Clearance Time (s)	4.0	5.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	128	1799	1433	599	185	280
v/s Ratio Prot	0.05	c0.42	0.28	0.09	c0.07	0.02
v/s Ratio Perm						
v/c Ratio	0.66	0.77	0.63	0.22	0.64	0.11
Uniform Delay, d1	53.8	21.1	26.2	23.0	50.8	40.1
Progression Factor	1.00	1.00	0.42	0.61	1.00	1.00
Incremental Delay, d2	12.2	3.3	0.7	0.2	7.0	0.2
Delay (s)	66.0	24.4	11.8	14.2	57.9	40.2
Level of Service	E	C	B	B	E	D
Approach Delay (s)		26.8	12.1		54.2	
Approach LOS		C	B		D	
Intersection Summary						
HCM 2000 Control Delay			22.6		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.60			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	21.0
Intersection Capacity Utilization			49.8%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Queues
31: 128th Ave & Grant Dr

Preferred Alternative 2028 PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	85	1390	905	134	118	31
v/c Ratio	0.58	0.77	0.61	0.22	0.64	0.10
Control Delay	67.7	24.9	12.6	15.5	65.7	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.7	24.9	12.6	15.5	65.7	20.2
Queue Length 50th (ft)	64	424	75	76	88	12
Queue Length 95th (ft)	117	518	347	m123	147	28
Internal Link Dist (ft)		1667	939		200	
Turn Bay Length (ft)	140			100		
Base Capacity (vph)	177	1799	1482	650	245	377
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.77	0.61	0.21	0.48	0.08

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
32: Washington St & 128th Ave

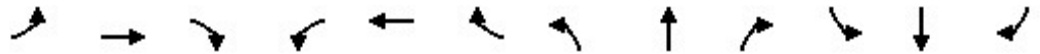
Preferred Alternative 2028 AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	496	401	352	1151	103	289	316	188	125	667	317
Future Volume (vph)	166	496	401	352	1151	103	289	316	188	125	667	317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	10	12	11	11	10	11	11	9
Total Lost time (s)	5.0	9.0	9.0	5.0	5.0	6.0	4.0	4.0	6.5	4.0	4.0	6.5
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3173	3271	1568	3173	3271	1568	3286	3388	1463	3286	3388	1411
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3173	3271	1568	3173	3271	1568	3286	3388	1463	3286	3388	1411
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	184	551	446	391	1279	114	321	351	209	139	741	352
RTOR Reduction (vph)	0	0	173	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	184	551	274	391	1279	114	321	351	209	139	741	352
Confl. Peds. (#/hr)	1					1	1					1
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	custom	Prot	NA	custom	Prot	NA	custom
Protected Phases	7	4		3	8 18	18 1	5	2 12	12 3	1	6 16	16 7
Permitted Phases			4									
Actuated Green, G (s)	6.0	28.0	28.0	16.0	41.0	26.7	10.0	42.8	40.3	8.7	41.5	29.0
Effective Green, g (s)	6.0	28.0	28.0	16.0	41.0	26.7	10.0	42.8	40.3	8.7	41.5	29.0
Actuated g/C Ratio	0.05	0.23	0.23	0.13	0.34	0.22	0.08	0.36	0.34	0.07	0.35	0.24
Clearance Time (s)	5.0	9.0	9.0	5.0			4.0			4.0		
Vehicle Extension (s)	3.0	3.5	3.5	3.0			3.0			3.0		
Lane Grp Cap (vph)	158	763	365	423	1117	348	273	1208	491	238	1171	340
v/s Ratio Prot	0.06	0.17		0.12	c0.39	0.07	c0.10	0.10	0.14	0.04	c0.22	c0.25
v/s Ratio Perm			0.17									
v/c Ratio	1.16	0.72	0.75	0.92	1.15	0.33	1.18	0.29	0.43	0.58	0.63	1.04
Uniform Delay, d1	57.0	42.4	42.7	51.4	39.5	39.1	55.0	27.7	30.9	53.9	32.9	45.5
Progression Factor	1.35	0.75	0.51	0.91	0.79	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	115.1	2.8	6.8	21.5	73.9	0.4	110.7	0.6	0.6	3.6	2.6	58.2
Delay (s)	191.9	34.4	28.4	68.3	105.3	36.3	165.7	28.3	31.5	57.5	35.5	103.7
Level of Service	F	C	C	E	F	D	F	C	C	E	D	F
Approach Delay (s)		56.7			92.7			79.1			57.5	
Approach LOS		E			F			E			E	
Intersection Summary												
HCM 2000 Control Delay			73.4		HCM 2000 Level of Service				E			
HCM 2000 Volume to Capacity ratio			1.15									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)				30.5			
Intersection Capacity Utilization			78.2%		ICU Level of Service				D			
Analysis Period (min)			15									

c Critical Lane Group

Queues
32: Washington St & 128th Ave

Preferred Alternative 2028 AM



























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	184	551	446	391	1279	114	321	351	209	139	741	352
v/c Ratio	1.16	0.72	0.83	0.92	1.12	0.35	1.18	0.27	0.44	0.59	0.60	1.09
Control Delay	177.5	36.6	23.0	71.1	93.5	40.2	158.1	26.8	35.8	64.3	33.3	120.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	177.5	36.6	23.0	71.1	93.5	40.2	158.1	26.8	35.8	64.3	33.3	120.0
Queue Length 50th (ft)	~89	185	69	150	~601	84	~153	98	128	54	242	~307
Queue Length 95th (ft)	m#159	m223	m#320	m#242	#746	m121	#246	136	202	89	307	#495
Internal Link Dist (ft)		939			2460			490			447	
Turn Bay Length (ft)	325		150	200		130	200		200	200		225
Base Capacity (vph)	158	763	538	423	1144	326	273	1279	473	246	1242	323
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.72	0.83	0.92	1.12	0.35	1.18	0.27	0.44	0.57	0.60	1.09

Intersection Summary

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

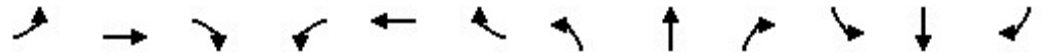
HCM Signalized Intersection Capacity Analysis
32: Washington St & 128th Ave

Preferred Alternative 2028 PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	930	263	228	583	106	264	567	354	148	650	130
Future Volume (vph)	226	930	263	228	583	106	264	567	354	148	650	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	10	12	11	11	10	11	11	9
Total Lost time (s)	5.0	9.0	9.0	5.0	5.0	6.0	4.0	4.0	6.5	4.0	4.0	6.5
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3173	3271	1568	3173	3271	1568	3286	3388	1463	3286	3388	1411
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3173	3271	1568	3173	3271	1568	3286	3388	1463	3286	3388	1411
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	240	989	280	243	620	113	281	603	377	157	691	138
RTOR Reduction (vph)	0	0	154	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	240	989	126	243	620	113	281	603	377	157	691	138
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	custom	Prot	NA	custom	Prot	NA	custom
Protected Phases	7	4		3	8 18	18 1	5	2 12	12 3	1	6 16	16 7
Permitted Phases			4									
Actuated Green, G (s)	12.4	37.0	37.0	10.0	37.6	22.0	14.0	42.5	34.0	6.0	34.5	28.4
Effective Green, g (s)	12.4	37.0	37.0	10.0	37.6	22.0	14.0	42.5	34.0	6.0	34.5	28.4
Actuated g/C Ratio	0.10	0.31	0.31	0.08	0.31	0.18	0.12	0.35	0.28	0.05	0.29	0.24
Clearance Time (s)	5.0	9.0	9.0	5.0			4.0			4.0		
Vehicle Extension (s)	3.0	3.5	3.5	0.2			3.0			3.0		
Lane Grp Cap (vph)	327	1008	483	264	1024	287	383	1199	414	164	974	333
v/s Ratio Prot	0.08	c0.30		0.08	0.19	0.07	c0.09	0.18	c0.26	c0.05	c0.20	0.10
v/s Ratio Perm			0.08									
v/c Ratio	0.73	0.98	0.26	0.92	0.61	0.39	0.73	0.50	0.91	0.96	0.71	0.41
Uniform Delay, d1	52.2	41.2	31.2	54.6	34.9	43.1	51.2	30.4	41.5	56.9	38.3	38.8
Progression Factor	1.08	1.28	2.65	0.69	0.94	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.4	18.3	0.2	35.7	0.9	0.8	7.1	1.5	26.6	57.0	4.4	0.8
Delay (s)	61.6	71.0	82.9	73.5	33.8	45.5	58.3	32.0	68.2	113.9	42.6	39.6
Level of Service	E	E	F	E	C	D	E	C	E	F	D	D
Approach Delay (s)		71.7			45.1			48.7			53.6	
Approach LOS		E			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			56.3									HCM 2000 Level of Service E
HCM 2000 Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			120.0						30.5			
Intersection Capacity Utilization			76.0%									ICU Level of Service D
Analysis Period (min)			15									
c Critical Lane Group												

Queues
32: Washington St & 128th Ave

Preferred Alternative 2028 PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	240	989	280	243	620	113	281	603	377	157	691	138
v/c Ratio	0.73	0.98	0.44	0.92	0.59	0.43	0.73	0.47	0.95	0.96	0.66	0.44
Control Delay	65.4	70.8	22.2	75.4	34.8	53.1	63.0	30.1	78.3	116.9	40.0	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.4	70.8	22.2	75.4	34.8	53.1	63.0	30.1	78.3	116.9	40.0	45.3
Queue Length 50th (ft)	103	315	72	84	240	87	108	185	288	63	247	93
Queue Length 95th (ft)	m134	#533	m133	#171	303	146	156	239	#482	#133	315	158
Internal Link Dist (ft)		939			2460			490			447	
Turn Bay Length (ft)	325		150	200		130	200		200	200		225
Base Capacity (vph)	343	1008	637	264	1030	262	410	1270	396	164	1044	323
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.98	0.44	0.92	0.60	0.43	0.69	0.47	0.95	0.96	0.66	0.43

Intersection Summary

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

Appendix G

Planning-Level Cost Opinions

128TH

Unit prices per recent Bid Items from CDOT Cost Data.
All costs adjusted to 2024 dollars.

128th Assumptions

1 mile = 5280 feet
Corridor Length = 7848'
Restripe all crosswalks and stop bars
Bike Lane Material: HMA
SUP Material: HMA
Classification: Major Arterial

Preferred Concept Assumptions

Pavement Removal: FULL RECONSTRUCTION
12' asphalt SUP and 8' conc sidepath on north side, 10' conc sidepath on south side
New landscaped buffers where >6' - both sides, and planted medians
New hardscape red concrete buffers where <6'
TYP Curb to Curb Width: 54'

Preferred Concept

ITEM DESCRIPTION	NOTES	UNIT	UNIT COST	QUANTITY	TOTAL COST	NOTES
PAVEMENT REMOVAL	REMOVAL OF SIDEWALK	SY	\$ 40.00	15,450	\$618,000	*Existing SW: 9' north side, 10' south side
PAVEMENT REMOVAL	FULL RECONSTRUCTION - REMOVAL OF ASPHALT	CY	\$ 80.00	12,650	\$1,012,000	*Area of corridor x 9" Depth
CURB & GUTTER REMOVAL		LF	\$ 20.00	14,700	\$294,000	*Length of corridor x 2 minus intersections
CONCRETE CURB RAMPS		SY	\$ 300.00	1,000	\$300,000	
RAISED CROSSING		LF	\$ 800.00	44	\$35,200	
CONCRETE PAVEMENT 6" DEPTH	SIDEWALK AT DRIVEWAY ALLOWING ACCESS TO TRANSFORMERS	SY	\$ 170.00	10	\$1,700	
CONCRETE PAVEMENT 4" DEPTH	PROPOSED SIDEWALKS	SY	\$ 110.00	14,600	\$1,606,000	
CONCRETE PAVEMENT, RED	RED CONCRETE BUFFER - 4" DEPTH	SY	\$ 150.00	4,150	\$622,500	*Buffer space <6' and protected corners
HOT MIX ASPHALT (TYPE A)	PROPOSED TWO-WAY CYCLE TRACK - 4" DEPTH	TONS	\$ 175.00	2,030	\$355,250	*TON = Area(SY) x 110 x depth(IN) / 2000
HOT MIX ASPHALT (TYPE A)	FULL RECONSTRUCTION - 9" DEPTH	TONS	\$ 175.00	23,400	\$4,095,000	*TON = Area(SY) x 110 x depth(IN) / 2000
CONCRETE CURB AND GUTTER		LF	\$ 40.00	22,100	\$884,000	
SIGNING	NEW SIGNAGE	EA	\$ 650.00	45	\$29,250	*Assume stop signs are existing. Assume signs are 5 of with a 12' sign
PERFORMED THERMOPLASTIC PAVEMENT MARKING	SYMBOLS, STOP BARS, CROSSWALKS, GREEN CONFLICT BARS	SF	\$ 25.00	12,300	\$307,500	
MODIFIED EPOXY PAVEMENT MARKING	LANE LINE STRIPING	GAL	\$ 260.00	760	\$197,600	
BIKE TRAFFIC SIGNAL FACE	ASSUME BIKE SIGNAL FACE WILL BE MOUNTED ON TRAFFIC SIGNAL POLE	EA	\$ 3,200.00	10	\$32,000	used at each crossing of two-way cycle track at signalized intersection.
SIGNAL POLE IMPACTS	TRAFFIC SIGNAL LIGHT POLE + REMOVAL OF TRAFFIC SIGNAL POLE	EA	\$ 80,000.00	16	\$1,280,000	*Assume signal poles need to be relocated at each corner of signalized intersection
ADJUST INLET	CDOT BID ITEM "MODIFY INLET"	EA	\$ 3,000.00	15	\$45,000	
LIGHTING	ASSUME 50% OF EXISTING LIGHT POLES IMPACTED, ~50 LIGHT POLES	EA	\$ 4,000.00	50	\$200,000	*Assume existing light poles can be reset
Subtotal - Direct Costs					\$11,915,000	
CONTINGENCIES						
Extend Culvert for New Sidewalk		LS	\$20,000	1	\$20,000	
Mobilization				8%	\$953,200	
Traffic Control				12%	\$1,429,800	
Landscaping & Irrigation				20%	\$2,383,000	
Material Testing				2%	\$238,300	
General Conditions				5%	\$595,750	
Utility Contingency	Covers impacts to control boxes along corridor and potential lighting removal			5%	\$595,750	
Drainage Contingency				1%	\$119,150	
Environmental Services and Contingency	Covers permitting for culvert work			5%	\$595,750	
Erosion Control Contingency				2%	\$238,300	
Construction Cost Contingency				30%	\$3,574,500	
Subtotal - Contingencies					\$10,743,500	
Subtotal - Direct Cost and Contingencies					\$22,658,500	
Engineering and Design Costs				25%	\$5,664,625	
Construction Management				10%	\$2,265,850	
Project Cost Subtotal					\$30,588,975	
Owner Contingency				10%	\$3,058,898	
Project Cost Total (Without Escalation)					\$33,647,873	
ESCALATION						
				Years Until Construction	2	
				Escalation Per Year	4.5%	
Subtotal - Escalation					\$3,096,445	
Project Cost Total					\$36,744,318	
Rounded Cost					\$36,745,000	

Actual costs may vary based on project scope and current market conditions.

This opinion of probable construction cost was developed by identifying pay items and establishing quantities based on the current 10% construction documents. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Preliminary cost opinions include the above contingencies to cover items that are undefined or are typically unknown prior to final design. Unit costs are based on 2024 dollars and were assigned based on historical cost data from CDOT. This cost opinion does not include easement and right-of-way acquisition, permitting, inspection, or the cost for ongoing maintenance. This cost opinion is provided for the Client's information, and is based on the design professional's recent experience, adjusted for factors known at the time of preparation. Toole Design Group, LLC has no control over the cost of labor and material, competitive bidding, or market conditions, and makes no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the Client.

HURON

Unit prices per recent Bid Items from CDOT Cost Data.
All costs adjusted to 2024 dollars.

Huron Assumptions

1 mile = 5280 feet
Corridor Length= 2570'
Restripe all crosswalks and stop bars
Bike Lane Material: HMA
SUP Material: Concrete
Classification: Minor Arterial

Preferred Concept Assumptions

Pavement Removal: FULL RECONSTRUCTION
6' raised asphalt bike lane and 8' concrete sidepath on both sides
New landscaped buffers where >6' - both sides, and planted medians
New hardscape red concrete buffers where <6'
TYP Curb to Curb Width: 54'

Preferred Concept

ITEM DESCRIPTION	NOTES	UNIT	UNIT COST	QUANTITY	TOTAL COST	NOTES
PAVEMENT REMOVAL	REMOVAL OF SIDEWALK	SY	\$ 40.00	3,850	\$154,000	*Existing SW: 6' west side, 5' buffer and 4' sidewalk east side
PAVEMENT REMOVAL	FULL RECONSTRUCTION - REMOVAL OF ASPHALT	CY	\$ 80.00	4,150	\$332,000	*Area of corridor x 8" Depth
CURB & GUTTER REMOVAL		LF	\$ 20.00	4,700	\$94,000	*Length of corridor x 2 minus intersections and driveways
CONCRETE CURB RAMPS		SY	\$ 300.00	500	\$150,000	
RAISED CROSSING		LF	\$ 600.00	32	\$19,200	
CONCRETE PAVEMENT 6" DEPTH	SIDEWALKS AT DRIVEWAYS	SY	\$ 170.00	300	\$51,000	
CONCRETE PAVEMENT 4" DEPTH	PROPOSED SIDEWALKS	SY	\$ 110.00	4,600	\$506,000	
CONCRETE PAVEMENT, RED	RED CONCRETE BUFFER - 4" DEPTH	SY	\$ 150.00	1,650	\$247,500	*Buffer space <6' and protected corners
CONCRETE BUS PADS	CONCRETE PAVEMENT - 11" DEPTH PER RTD STD DWG	EA	\$ 11,000.00	2	\$22,000	
HOT MIX ASPHALT (TYPE A)	PROPOSED BIKE LANE - 4" DEPTH	TONS	\$ 175.00	595	\$104,125	*TON = Area(SY) x 110 x depth(IN) / 2000
HOT MIX ASPHALT (TYPE A)	FULL RECONSTRUCTION - 8" DEPTH	TONS	\$ 175.00	6,800	\$1,190,000	*TON = Area(SY) x 110 x depth(IN) / 2000
CONCRETE CURB AND GUTTER		LF	\$ 40.00	7,600	\$304,000	
SIGNING	NEW SIGNAGE	EA	\$ 650.00	45	\$29,250	*Assume stop signs are existing. Assume signs are 5 sf with a 12' sign post, on average
PREFORMED THERMOPLASTIC PAVEMENT MARKING	SYMBOLS, STOP BARS, CROSSWALKS, GREEN CONFLICT BARS	SF	\$ 25.00	5,950	\$148,750	
MODIFIED EPOXY PAVEMENT MARKING	LANE LINE STRIPING	GAL	\$ 260.00	200	\$52,000	
BIKE TRAFFIC SIGNAL FACE	ASSUME BIKE SIGNAL FACE WILL BE MOUNTED ON TRAFFIC SIGNAL POLE	EA	\$ 3,200.00	0	\$0	
SIGNAL POLE IMPACTS	TRAFFIC SIGNAL LIGHT POLE + REMOVAL OF TRAFFIC SIGNAL POLE	EA	\$ 80,000.00	8	\$640,000	*Assume signal poles need to be relocated at each corner of signalized intersection
ADJUST INLET		EA	\$ 3,000.00	7	\$21,000	
LIGHTING	ASSUME 100% OF EXISTING LIGHT POLES IMPACTED, ASSUME LIGHT POLE EVERY 200', ~30 LIGHT POLES	EA	\$ 4,000.00	30	\$120,000	*Assume existing light poles can be reset
Subtotal - Direct Costs					\$4,184,825	

CONTINGENCIES		UNIT	UNIT COST	QUANTITY	TOTAL COST
Low-Height Wall for Steep Grade near Pinnacle High School		LS	\$ 15,000.00	1	\$15,000
Mobilization				8%	\$334,786
Traffic Control				12%	\$502,179
Landscaping & Irrigation				20%	\$836,965
Material Testing				2%	\$83,697
General Conditions				5%	\$209,241
Utility Contingency	Covers impacts to control boxes along corridor and potential lighting removal			5%	\$209,241
Drainage Contingency				1%	\$41,848
Environmental Contingency				3%	\$125,545
Erosion Control Contingency				2%	\$83,697
Construction Cost Contingency				30%	\$1,255,448
Subtotal - Contingencies					\$3,697,646
Subtotal - Direct Cost and Contingencies					\$7,882,471

Engineering and Design Costs	25%	\$1,970,617.75
Construction Management	10%	\$788,247.10
Project Cost Subtotal		\$10,641,336
Owner Contingency	10%	\$1,064,133.59
Project Cost Total (Without Escalation)		\$11,705,469

ESCALATION	
Years Until Construction	2
Escalation Per Year	4.5%
Subtotal - Escalation	\$1,077,196

Project Cost Total	\$12,782,665.26
Rounded Cost	\$12,783,000.00

Actual costs may vary based on project scope and current market conditions.

This opinion of probable construction cost was developed by identifying pay items and establishing quantities based on the current 10% construction documents. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Preliminary cost opinions include the above contingencies to cover items that are undefined or are typically unknown prior to final design. Unit costs are based on 2024 dollars and were assigned based on historical cost data from CDOT. This cost opinion does not include easement and right-of-way acquisition, permitting, inspection, or the cost for ongoing maintenance. This cost opinion is provided for the Client's information, and is based on the design professional's recent experience, adjusted for factors known at the time of preparation. Toole Design Group, LLC has no control over the cost of labor and material, competitive bidding, or market conditions, and makes no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the Client.

PECOS

Unit prices per recent Bid Items from CDOT Cost Data.
All costs adjusted to 2024 dollars.

Pecos Assumptions

1 mile = 5280 feet
Corridor Length= 3057'
Restripe all crosswalks and stop bars
Bike Lane Material: HMA
SUP Material: HMA
Classification: Minor Arterial

Preferred Concept Assumptions

Pavement Removal: FULL RECONSTRUCTION
6' raised asphalt bike lane and 6'- 8' concrete sidepath on both sides
New landscaped buffers where >6' - both sides, and planted medians
New hardscape red concrete buffers where <6'
TYP Curb to Curb Width: 34' - 54'

Preferred Concept

ITEM DESCRIPTION	NOTES	UNIT	UNIT COST	QUANTITY	TOTAL COST	NOTES
PAVEMENT REMOVAL	REMOVAL OF SIDEWALK	SY	\$ 40.00	4,600	\$184,000	*Existing SW: 8' west side, 6' sidewalk east side
PAVEMENT REMOVAL	FULL RECONSTRUCTION - REMOVAL OF ASPHALT	CY	\$ 80.00	4,500	\$360,000	*Area of corridor x 8' Depth
CURB & GUTTER REMOVAL		LF	\$ 20.00	5,900	\$118,000	*Length of corridor x 2 minus intersections and driveways
CONCRETE CURB RAMPS		SY	\$ 300.00	350	\$105,000	
RAISED CROSSING		LF	\$ 600.00	26	\$15,600	
CONCRETE PAVEMENT 6" DEPTH	SIDEWALKS AT DRIVEWAYS	SY	\$ 170.00	50	\$8,500	
CONCRETE PAVEMENT 4" DEPTH	PROPOSED SIDEWALKS	SY	\$ 110.00	4,600	\$506,000	
CONCRETE PAVEMENT, RED	RED CONCRETE BUFFER - 4" DEPTH	SY	\$ 150.00	100	\$15,000	*Buffer space <6' and protected corners
CONCRETE BUS PADS	CONCRETE PAVEMENT - 11" DEPTH PER RTD STD DWG	EA	\$ 11,000.00	7	\$77,000	
HOT MIX ASPHALT (TYPE A)	PROPOSED BIKE LANE - 4" DEPTH	TONS	\$ 175.00	945	\$165,375	*TON = Area(SY) x 110 x depth(IN) / 2000
HOT MIX ASPHALT (TYPE A)	FULL RECONSTRUCTION - 8" DEPTH	TONS	\$ 175.00	6,600	\$1,155,000	*TON = Area(SY) x 110 x depth(IN) / 2000
CONCRETE CURB AND GUTTER		LF	\$ 55.00	9,500	\$522,500	
SIGNING	NEW SIGNAGE	EA	\$ 650.00	40	\$26,000	*Assume stop signs are existing. Assume signs are 5' with a 12' sign post, on average
PERFORMED THERMOPLASTIC PAVEMENT MARKING	SYMBOLS, STOP BARS, CROSSWALKS, GREEN CONFLICT BARS	SF	\$ 25.00	4,950	\$123,750	
MODIFIED EPOXY PAVEMENT MARKING	LANE LINE STRIPING	GAL	\$ 260.00	160	\$41,600	
BIKE TRAFFIC SIGNAL FACE	ASSUME BIKE SIGNAL FACE WILL BE MOUNTED ON TRAFFIC SIGNAL POLE	EA	\$ 3,200.00	1	\$3,200	
SIGNAL POLE IMPACTS	TRAFFIC SIGNAL LIGHT POLE + REMOVAL OF TRAFFIC SIGNAL POLE	EA	\$ 80,000.00	6	\$480,000	*Assume signal poles need to be relocated at each corner of signalized intersection
SIGNAL POLES	NEW TRAFFIC SIGNAL	EA	\$ 150,000.00	3	\$450,000	
ADJUST INLET		EA	\$ 5,000.00	5	\$25,000	
LIGHTING	ASSUME 100% OF EXISTING LIGHT POLES IMPACTED, ASSUME LIGHT POLE EVERY 270', ~25 LIGHT POLES	EA	\$ 4,000.00	25	\$100,000	*Assume existing light poles can be reset
Subtotal - Direct Costs					\$4,481,525	

CONTINGENCIES		
Mobilization		8% \$358,522
Traffic Control		12% \$537,783
Landscaping & Irrigation		20% \$896,305
Material Testing		2% \$89,631
General Conditions		5% \$224,076
Utility Contingency	Covers impacts to control boxes along corridor and potential lighting removal	5% \$224,076
Drainage Contingency		1% \$44,815
Environmental Services and Contingency		3% \$134,446
Erosion Control Contingency		2% \$89,631
Construction Cost Contingency		30% \$1,344,458
Subtotal - Contingencies		\$3,943,742
Subtotal - Direct Cost and Contingencies		\$8,425,267

Engineering and Design Costs	25%	\$2,106,317
Construction Management	10%	\$842,527
Project Cost Subtotal		\$11,374,110
Owner Contingency	10%	\$1,137,411
Project Cost Total (Without Escalation)		\$12,511,521

ESCALATION		
	Years Until Construction	2
	Escalation Per Year	4.5%
Subtotal - Escalation (Compounded)		\$1,151,373

Project Cost Total		\$13,662,894
Rounded Cost		\$13,663,000

Actual costs may vary based on project scope and current market conditions.

This opinion of probable construction cost was developed by identifying pay items and establishing quantities based on the current 10% construction documents. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Preliminary cost opinions include the above contingencies to cover items that are undefined or are typically unknown prior to final design. Unit costs are based on 2024 dollars and were assigned based on historical cost data from CDOT. This cost opinion does not include easement and right-of-way acquisition, permitting, inspection, or the cost for ongoing maintenance. This cost opinion is provided for the Client's information, and is based on the design professional's recent experience, adjusted for factors known at the time of preparation. Toole Design Group, LLC has no control over the cost of labor and material, competitive bidding, or market conditions; and makes no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the Client.



Appendix H

Alternatives Comparison Matrix

Thornton Protected Bike Facility Study: Concept Option Comparison Matrix

128th Ave from I-25 to York St

Scoring Criteria	Description	Key	Existing Conditions	Option A	Option B	Option C
Bicyclist Safety						
Bikeway Type and Separation	Options that provide greater separation for bicyclists from motorists and pedestrians score better.	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red: Raised bike lanes (one-way or two-way) 3 Yellow, 1 Red: Shared-use path 2 Yellow, 1 Red: Sidepaths or on-street protected bike lanes 1 Red: Conventional bike lanes 1 Red: No bikeway 	<ul style="list-style-type: none"> 3 Yellow, 1 Red 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red
Intersection Turning Conflict Points	Options with fewer conflict points between bicyclists and turning motorists score better.	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red: None or very few 3 Yellow, 1 Red: A few 2 Yellow, 1 Red: Some 1 Red: Several 1 Red: Many 	<ul style="list-style-type: none"> 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red
Bikeway Connectivity to Other Active Transportation Facilities	Options with greater bikeway connectivity score better.	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red: 2-way bicycle facility on both sides 3 Yellow, 1 Red: 2-way bicycle facility on one side 2 Yellow, 1 Red: 1-way bicycle facility on both sides 1 Red: 1-way bicycle facility on one side 1 Red: No bicycle facility 	<ul style="list-style-type: none"> 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red
Pedestrian Safety						
Walkway Type and Separation	Options that provide greater separation for pedestrians from motorists and bicyclists score better.	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red: Pedestrian-only sidewalk 3 Yellow, 1 Red: Shared-use path 2 Yellow, 1 Red: Sidepaths and sidewalk (bikes allowed) 1 Red: Narrow sidewalk 1 Red: No walkway 	<ul style="list-style-type: none"> 3 Yellow, 1 Red 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red
Number of Travel Lanes to Be Crossed (excluding median refuge)	Options with fewer travel lanes to be crossed (across the study corridor) score better.	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red: Permanent materials 3 Yellow, 1 Red: Quick-build materials 2 Yellow, 1 Red: Striping permits left-turn queuing 1 Red: Striping, no left-turn queuing 1 Red: No median 	<ul style="list-style-type: none"> 3 Yellow, 1 Red 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red
Presence and Type of Center Median	Options with more robust center medians score better.	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red: Permanent materials 3 Yellow, 1 Red: Quick-build materials 2 Yellow, 1 Red: Striping permits left-turn queuing 1 Red: Striping, no left-turn queuing 1 Red: No median 	<ul style="list-style-type: none"> 3 Yellow, 1 Red 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red
Motor Vehicle Operations						
Intersection Approach Level of Service	Options with fewer failing intersection approach levels of service (LOS F) score better (2028).	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red: None 3 Yellow, 1 Red: Very few 2 Yellow, 1 Red: Some 1 Red: Several 1 Red: Many 	<ul style="list-style-type: none"> 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red
Intersection Movement Volume-to-Capacity Ratio	Options with fewer near-capacity intersection movement volume-to-capacity ratios (< 0.85) score better (2028).	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red: None 3 Yellow, 1 Red: Very few 2 Yellow, 1 Red: Some 1 Red: Several 1 Red: Many 	<ul style="list-style-type: none"> 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red
Bus Boarding/Alighting Condition	Options where bus operators can stop in lane and where bus stops have dedicated boarding/alighting areas score better.	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red: Floating in-lane bus stop with passing lane 3 Yellow, 1 Red: Floating in-lane bus stop without passing lane 2 Yellow, 1 Red: In-lane bus stop with an exclusive transit waiting area 1 Red: In-lane bus stop without an exclusive transit waiting area 1 Red: Bus pull-out 	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> n/a n/a 	<ul style="list-style-type: none"> n/a n/a 	<ul style="list-style-type: none"> n/a n/a
Cost and Constructability						
Construction Cost Opinion Category	Options with lower planning-level construction cost opinions score better.	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red: \$0 3 Yellow, 1 Red: Less than \$250k/mile 2 Yellow, 1 Red: Between \$250k to \$1M/mile 1 Red: Between \$1M to \$10M/mile 1 Red: More than \$10M/mile 	<ul style="list-style-type: none"> \$ 	<ul style="list-style-type: none"> \$\$\$\$\$ \$\$\$\$\$ 	<ul style="list-style-type: none"> \$\$\$\$\$ \$\$\$\$\$ 	<ul style="list-style-type: none"> \$\$\$\$\$ \$\$\$\$\$
Potential Impact to Utilities	Options with fewer utility impacts score better.	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red: None or minimal 3 Yellow, 1 Red: Few impacts 2 Yellow, 1 Red: Some impacts 1 Red: Many impacts 1 Red: Significant impacts 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> \$\$\$\$\$ \$\$\$\$\$ 	<ul style="list-style-type: none"> \$\$\$\$\$ \$\$\$\$\$ 	<ul style="list-style-type: none"> \$\$\$\$\$ \$\$\$\$\$
Potential Needs for ROW Acquisition	Options with lower needs for acquiring right-of-way score better.	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red: None or minimal 3 Yellow, 1 Red: Low need 2 Yellow, 1 Red: Some needs 1 Red: Many needs 1 Red: Significant needs 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> \$\$\$\$\$ \$\$\$\$\$ 	<ul style="list-style-type: none"> \$\$\$\$\$ \$\$\$\$\$ 	<ul style="list-style-type: none"> \$\$\$\$\$ \$\$\$\$\$
Potential Impact to Existing Trees	Options with fewer impacts to trees score better.	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red: None or minimal 3 Yellow, 1 Red: Few impacts, mostly immature trees 2 Yellow, 1 Red: Some impacts 1 Red: Many impacts 1 Red: Significant impacts, especially to mature trees 	<ul style="list-style-type: none"> 5 Green, 3 Yellow, 1 Red 5 Green, 3 Yellow, 1 Red 	<ul style="list-style-type: none"> \$\$\$\$\$ \$\$\$\$\$ 	<ul style="list-style-type: none"> \$\$\$\$\$ \$\$\$\$\$ 	<ul style="list-style-type: none"> \$\$\$\$\$ \$\$\$\$\$
Average Score			3.4	3.0	3.3	3.5

Thornton Protected Bike Facility Study: Concept Option Comparison Matrix

Scoring Criteria	Description	Key				Huron St from 84th Ave to 88th Ave				
		Existing Conditions	Option A	Option B	Option C	Existing Conditions	Option A	Option B	Option C	
Bicyclist Safety										
Bikeway Type and Separation	Options that provide greater separation for bicyclists from motorists and pedestrians score better. Options with fewer conflict points between bicyclists and turning motorists score better. Options with greater bikeway connectivity score better.	<ul style="list-style-type: none"> ●●●●● Raised bike lanes (one-way or two-way) ●●●●● None or very few ●●●●● 2-way bicycle facility on both sides 	<ul style="list-style-type: none"> ●●●●● Shared-use path ●●●●● A few ●●●●● 2-way bicycle facility on one side 	<ul style="list-style-type: none"> ●●●●● Sidepaths or on-street protected bike lanes ●●●●● Some ●●●●● 1-way bicycle facility on both sides 	<ul style="list-style-type: none"> ●● Conventional bike lanes ●● Several ●● 1-way bicycle facility on one side 	<ul style="list-style-type: none"> ●● No bikeway ●● Many ●● No bicycle facility 	<ul style="list-style-type: none"> ●● ●● ●● ●● ●● ●● 	<ul style="list-style-type: none"> ●● ●● ●● ●● ●● ●● 	<ul style="list-style-type: none"> ●● ●● ●● ●● ●● ●● 	<ul style="list-style-type: none"> ●● ●● ●● ●● ●● ●●
Bikeway Connectivity to Other Active Transportation Facilities										
Pedestrian Safety										
Walkway Type and Separation	Options that provide greater separation for pedestrians from motorists and bicyclists score better. Options with fewer travel lanes to be crossed (across the study corridor) score better. Options with more robust center medians score better.	<ul style="list-style-type: none"> ●●●●● Pedestrian-only sidewalk ●●●●● 2 lanes ●●●●● Permanent materials 	<ul style="list-style-type: none"> ●●●●● Shared-use path ●●●●● 3 lanes ●●●●● Quick-build materials 	<ul style="list-style-type: none"> ●●●●● Sidepaths and sidewalk (bikes allowed) ●●●●● 4 lanes ●●●●● Striping permits left-turn queuing 	<ul style="list-style-type: none"> ●● Narrow sidewalk ●● 5 lanes ●● Striping; no left-turn queuing 	<ul style="list-style-type: none"> ●● No walkway ●● 6 or more lanes ●● No median 	<ul style="list-style-type: none"> ●● ●● ●● ●● ●● ●● 	<ul style="list-style-type: none"> ●● ●● ●● ●● ●● ●● 	<ul style="list-style-type: none"> ●● ●● ●● ●● ●● ●● 	<ul style="list-style-type: none"> ●● ●● ●● ●● ●● ●●
Motor Vehicle Operations										
Intersection Approach Level of Service	Options with fewer failing intersection approach levels of service (LOS F) score better (2028). Options with fewer near-capacity intersection movement volume-to-capacity ratios (< 0.85) score better (2028). Options where bus operators can stop in lane and where bus stops have dedicated boarding/alighting areas score better.	<ul style="list-style-type: none"> ●●●●● None ●●●●● None ●●●●● Floating in-lane bus stop with passing lane 	<ul style="list-style-type: none"> ●●●●● Very few ●●●●● Very few ●●●●● Floating in-lane bus stop without passing lane 	<ul style="list-style-type: none"> ●●●●● Some ●●●●● Some ●●●●● In-lane bus stop with an exclusive transit waiting area 	<ul style="list-style-type: none"> ●● Several ●● Several ●● In-lane bus stop without an exclusive transit waiting area 	<ul style="list-style-type: none"> ●● Many ●● Many ●● Bus pull-out 	<ul style="list-style-type: none"> ●●●●● ●●●●● ●●●●● ●●●●● ●●●●● ●● 	<ul style="list-style-type: none"> ●●●●● ●●●●● ●●●●● ●●●●● ●●●●● ●● 	<ul style="list-style-type: none"> ●●●●● ●●●●● ●●●●● ●●●●● ●●●●● ●● 	<ul style="list-style-type: none"> ●●●●● ●●●●● ●●●●● ●●●●● ●●●●● ●●
Cost and Constructability										
Construction Cost Opinion Category	Options with lower planning-level construction cost opinions score better. Options with fewer utility impacts score better. Options with lower needs for acquiring right-of-way score better.	<ul style="list-style-type: none"> ●●●●● None or minimal ●●●●● None or minimal ●●●●● Options with fewer impacts to trees score better. 	<ul style="list-style-type: none"> ●●●●● Less than \$250k/mile ●●●●● Few impacts ●●●●● Few impacts, mostly immature trees 	<ul style="list-style-type: none"> ●●●●● Between \$250k to \$1M/mile ●●●●● Some impacts ●●●●● Some impacts 	<ul style="list-style-type: none"> ●●●●● Between \$1M to \$10M/mile ●●●●● Many impacts ●●●●● Many impacts 	<ul style="list-style-type: none"> ●●●●● More than \$10M/mile ●●●●● Significant impacts ●●●●● Significant impacts, especially to mature trees 	<ul style="list-style-type: none"> ●●●●● ●●●●● ●●●●● ●●●●● ●●●●● ●●●●● 	<ul style="list-style-type: none"> ●●●●● ●●●●● ●●●●● ●●●●● ●●●●● ●●●●● 	<ul style="list-style-type: none"> ●●●●● ●●●●● ●●●●● ●●●●● ●●●●● ●●●●● 	<ul style="list-style-type: none"> ●●●●● ●●●●● ●●●●● ●●●●● ●●●●● ●●●●●
Average Score		3.5	3.5	3.5	3.7	3.5	3.5	3.5	3.7	

Thornton Protected Bike Facility Study: Concept Option Comparison Matrix

Scoring Criteria	Description	Key				Pecos St from Milky Way to 92nd Ave/Thornton Plkwy					
		Existing Conditions	Option A	Option B	Option C	Existing Conditions	Option A	Option B	Option C		
Bicyclist Safety											
Bikeway Type and Separation	Options that provide greater separation for bicyclists from motorists and pedestrians score better. Options with fewer conflict points between bicyclists and turning motorists score better. Options with greater bikeway connectivity score better.	Raised bike lanes (one-way or two-way) None or very few 2-way bicycle facility on both sides	Shared-use path A few 2-way bicycle facility on one side	Sidepaths or on-street protected bike lanes Some 1-way bicycle facility on both sides	Conventional bike lanes Several 1-way bicycle facility on one side	No bikeway Many No bicycle facility	No bikeway Many No bicycle facility	Shared-use path A few 2-way bicycle facility on one side	Sidepaths or on-street protected bike lanes Some 1-way bicycle facility on both sides	Conventional bike lanes Several 1-way bicycle facility on one side	No bikeway Many No bicycle facility
Intersection Turning Conflict Points											
Bikeway Connectivity to Other Active Transportation Facilities											
Pedestrian Safety											
Walkway Type and Separation	Options that provide greater separation for pedestrians from motorists and bicyclists score better. Options with fewer travel lanes to be crossed (across the study corridor) score better. Options with more robust center medians score better.	Pedestrian-only sidewalk 2 lanes Permanent materials	Shared-use path 3 lanes Quick-build materials	Sidepaths and sidewalk (bikes allowed) 4 lanes Striping permits left-turn queuing	Narrow sidewalk 5 lanes Striping, no left-turn queuing	No walkway 6 or more lanes No median	Pedestrian-only sidewalk 2 lanes Permanent materials	Shared-use path 3 lanes Quick-build materials	Sidepaths and sidewalk (bikes allowed) 4 lanes Striping permits left-turn queuing	Narrow sidewalk 5 lanes Striping, no left-turn queuing	No walkway 6 or more lanes No median
Number of Travel Lanes to Be Crossed (excluding median refuge)											
Presence and Type of Center Median											
Motor Vehicle Operations											
Intersection Approach Level of Service	Options with fewer failing intersection approach levels of service (LOS F) score better (2028). Options with fewer near-capacity intersection movement volume-to-capacity ratios (< 0.85) score better (2028). Options where bus operators can stop in lane and where bus stops have dedicated boarding/alighting areas score better.	None None Floating in-lane bus stop with passing lane	Very few Very few Floating in-lane bus stop without passing lane	Some Some In-lane bus stop with an exclusive transit waiting area	Several Several In-lane bus stop without an exclusive transit waiting area	Many Many Bus pull-out	None None Floating in-lane bus stop with passing lane	Very few Very few Floating in-lane bus stop without passing lane	Some Some In-lane bus stop with an exclusive transit waiting area	Several Several In-lane bus stop without an exclusive transit waiting area	Many Many Bus pull-out
Intersection Movement Volume-to-Capacity Ratio											
Bus Boarding/Alighting Condition											
Cost and Constructability											
Construction Cost Opinion Category	Options with lower planning-level construction cost opinions score better. Options with fewer utility impacts score better. Options with lower needs for acquiring right-of-way score better.	\$0 None or minimal None or minimal	Less than \$250k/mile Few impacts Low need	Between \$250k to \$1M/mile Some impacts Some needs	Between \$1M to \$10M/mile Many impacts Many needs	More than \$10M/mile Significant impacts Significant needs	\$0 None or minimal None or minimal	Less than \$250k/mile Few impacts Low need	Between \$250k to \$1M/mile Some impacts Some needs	Between \$1M to \$10M/mile Many impacts Many needs	More than \$10M/mile Significant impacts Significant needs
Potential Impact to Utilities											
Potential Needs for ROW Acquisition											
Potential Impact to Existing Trees	Options with fewer impacts to trees score better.	None or minimal None or minimal None or minimal	Few impacts, mostly immature trees Low need Low need	Some impacts Some impacts Some impacts	Many impacts Many impacts Many impacts	Significant impacts, especially to mature trees Significant impacts, especially to mature trees Significant impacts, especially to mature trees	None or minimal None or minimal None or minimal	Few impacts, mostly immature trees Low need Low need	Some impacts Some impacts Some impacts	Many impacts Many impacts Many impacts	Significant impacts, especially to mature trees Significant impacts, especially to mature trees Significant impacts, especially to mature trees
Average Score		3.2	3.8	3.8	3.2						