



25TH STREET CORRIDOR STUDY

Fargo - ND

September 2023

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EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

25th Street Corridor Study, Fargo - ND

September 2023

Introduction

The 25th Street corridor is an important minor arterial roadway in Fargo’s gridded street network. 25th Street, within the project corridor, was originally constructed between the late 1980’s and 1990’s and was one of the first arterial road corridors in south Fargo. Since that time, Fargo has grown around the corridor. On a daily basis, the corridor serves between 5,000 to 15,000 vehicles between 32nd Avenue S and 64th Avenue S and is a key arterial running parallel to I-29. While major intersections at 32nd Avenue, 40th Avenue, and 52nd Avenue are signalized and all intersections have at least four-lane approaches, traffic volumes drop off dramatically at the mid-block points as traffic flows are prioritized to and from I-29. Because of existing travel trends interfacing the 25th Street S corridor with I-29, the corridor should be investigated for possible cross section improvements between these major intersections, with the intent of facilitating safer and smoother traffic flows, improved multimodal crossing opportunities, and increasing safety for vehicular turning movements onto and off of the corridor in future conditions.

Study Area and Background

Study Area

The 25th Street Study area is a three-mile corridor between 32nd Avenue S and 64th Avenue S in Fargo, ND (**Figure 1**). It runs parallel to I-29 on the west and S University Drive on the east. Key intersections were identified based on existing daily traffic volumes. Intersections that were identified for analysis are listed below.

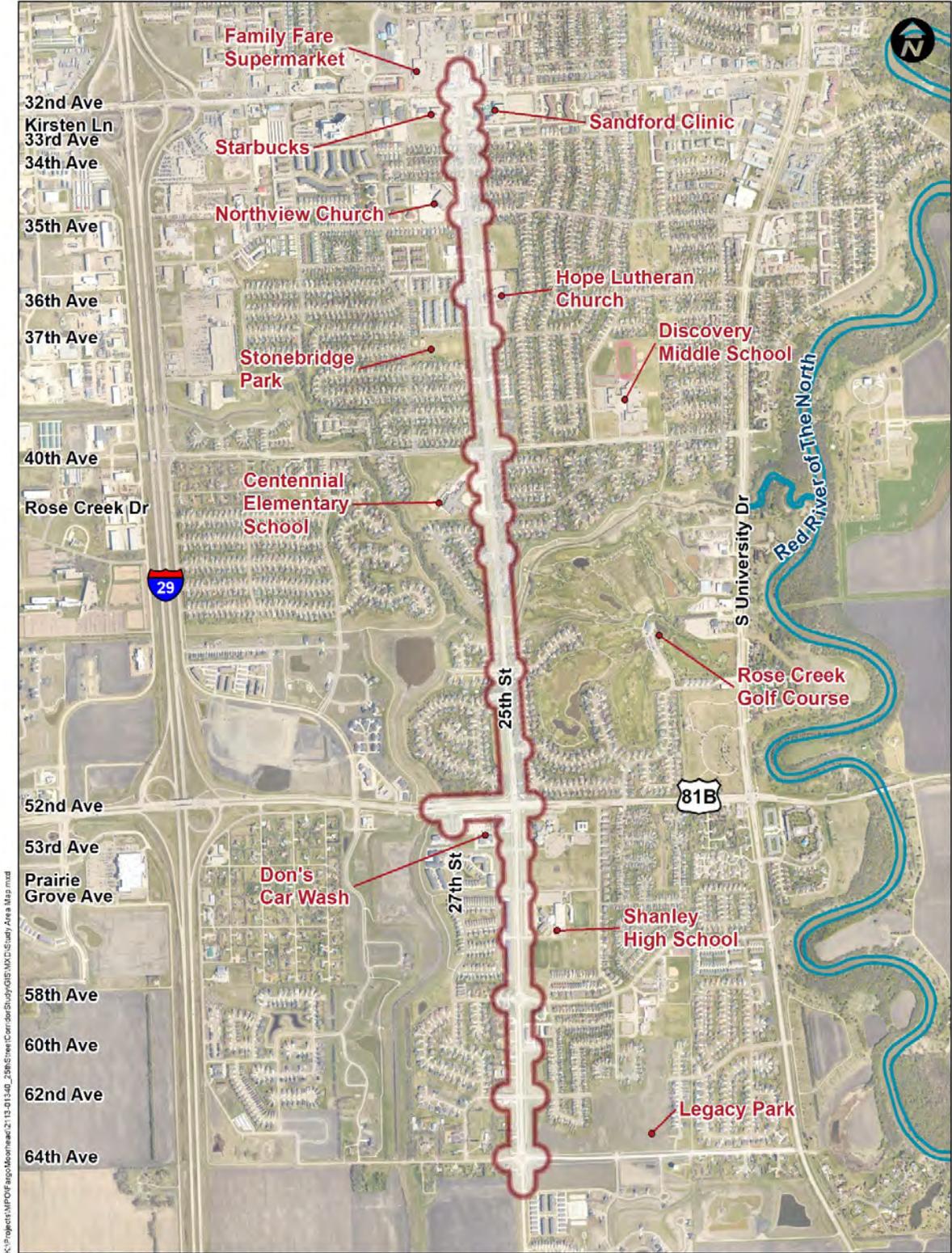
- | | | |
|-----------------------------|--------------------------------|---|
| » 32nd Avenue S | » Centennial Elementary School | » Shanley Highschool/ |
| » Kirsten Lane | Access | Eaglebrooke Apartment |
| » 33 rd Avenue S | » Rose Creek Dr | Access |
| » 35 th Avenue S | » 52 nd Avenue S | » 58 th Avenue S |
| » 36 th Avenue S | » 53 rd Avenue S | » 64 th Avenue S |
| » 37 th Avenue S | » Prairie Grove Avenue S | » 52 nd Avenue and 27 th Street S |
| » 40 th Avenue S | | intersection |

Previous Studies

There have been several previous planning efforts and studies completed in Fargo along the study segment. These documents provide important background information to support the development of this planning study.

- » 25th Street and 64th Avenue S corridor Studies – 2008
- » 25th Street Corridor Study – 2009
- » Fargo Go2030 – 2012
- » Fargo Transportation Plan (Multimodal Assessment) – 2021

Figure 1 – Corridor Study Area



Source: FM COG, NDGIS Hub, ESRI, KLJ, Aerial from 2017

June 2022

Existing Conditions Summary

Within the 25th Street study area, there are a variety of existing conditions that will guide and constrain the corridor's improvements and the alternatives which can be considered. Below is a summary of these conditions:

Roadway Characteristics

- » 25th Street S corridor is generally residential, with both single-family and multi-family residential areas. The north end of the corridor has commercial developments as well. More sparse commercial land use shows up between 52nd Ave and 64th Ave.
- » Along the entire 25th Street S Corridor, current ROW varies between 100 feet and 160 feet in width.
- » The entire section of 25th Street S has a posted speed limit of 35 mph.
- » Along the study corridor, there are 28 public access points and 11 private access points.
- » Between 32nd Ave S and 52nd Ave S, a multi-use path exists along the west side of the corridor and a sidewalk exists along the east side of the corridor.
- » South of 52nd Avenue, a multi-use path exists on both sides of 25th Street S, providing access to public and institutional land uses as well as the regional trail network.
- » There are several crossing points to traverse across 25th Street to get to the many parks, schools, and churches located in this area.
- » There are currently no transit routes that travel along the 25th Street S corridor. Route 18 of MATBUS crosses 25th Street S at 32nd Avenue S from north.

Safety

- » There were 244 crashes reported in the study area during the five-year analysis period between 2017 and 2021.
- » There were no traffic fatalities reported during the analysis period.
- » The only two serious injury crashes were reported in 2020 and 2021. Both the serious injury crashes were experienced at the intersection of 25th Street S with 32nd Avenue S.
- » There were two crashes involving bicyclist and one crash involving pedestrian reported during the analysis period. All these crashes were experienced at the intersection of 25th Street S with 32nd Avenue S.
- » The following intersections experienced crash rates greater than the critical rates for similar type of intersections:
 - 32nd Avenue S / 25th Street
 - 52nd Avenue S (US 81B) / 25th Street
 - 58th Avenue S / 25th Street
 - 64th Avenue S / 25th Street
 - 27th Street / 52nd Avenue S (US 81B)

Traffic Volumes

- » The 25th Street S corridor carries between 8,000 vehicles daily in the south to 15,150 vehicles daily in the north.
- » There is a defined shift at 52nd Avenue S, where approximately 5,000 vehicles per day shifts to/from 25th Street (South of 52nd Avenue S) to 52nd Avenue S.
- » The AM peak hour along the corridor occurs from 7:30 to 8:30AM, while the PM peak occurs from 4:45 PM to 5:45 PM.
- » Traffic is generally higher along NB direction from AM to PM peak between 32nd Avenue and 52nd Avenue.

Capacity Analysis

- » Based on this planning-level capacity approach, the 25th Street S corridor operates between the LOS B or LOS D range, depending on the segment.
- » The following intersections experience operational deficiencies during the peak hours:
 - Kirsten Lane and 25th Street S

- 53rd Avenue S / Saint Anne Church and 25th Street S
 - Prairie Grove Avenue / Shanley High School (North) and 25th Street S
 - Eaglebrook Apartments / Shanley High School (South) and 25th Street S
 - 27th Street S and 52nd Avenue S (US 81B)
- » Queuing issues are experienced at the intersection of 25th Street S with 32nd Avenue S and Kirsten Lane during the peak hours.
 - » At 40th Avenue S, EB and WB queues along 40th Avenue S extend beyond the adjacent left-turn lanes between 10 and 15 percent of the AM peak hour.
 - » EB and WB queues along 40th Avenue S extend beyond the adjacent left-turn lanes between 10 and 20 percent of the peak hours.
 - » Average travel times through the three-mile study corridor are approximately seven minutes and 45-seconds, plus or minus about 10 seconds. The average travel speeds equate to approximately 24- to 25-mph.

Future Conditions Summary

Traffic Forecasts

- » New interstate access to I-29 at 64th Avenue S and/or 76th Avenue S is expected to have influence on 25th Street corridor travel patterns, particularly south of 52nd Avenue S.
- » Historic ADT volume growth along the 25th Street corridor has varied, depending on the location.
- » The 25th Street corridor segment north of 52nd Avenue S has been relatively stable or even declining.
- » South of 52nd Avenue S, several development opportunities remain, and the corresponding trends can be seen in the higher historical growth rates.
- » Cross-street growth has also been relatively stable, except for 52nd Avenue S west of 25th Street.
- » The forecasted growth along 25th Street based on the latest Fargo-Moorhead Regional Travel Demand Model is much higher than the historical trends.
- » The SRC agreed upon using a 0.25% annual growth rate for segments north of 52nd Avenue S, and a 1% annual growth rate for segments south of 52nd Avenue S.
- » Year 2045 ADT volumes (before any new interchange access) are expected to range from 8,800 to 16,850 vehicles per day.
- » Year 2045 ADT volumes (with new I-29 access at 64th Avenue S and 76th Avenue S) along the corridor are expected to range from 8,800 to 16,100 vehicles per day.

Planning Level Capacity

- » The majority of the 25th Street S corridor is expected to operate between the LOS B or LOS D range under year 2045 conditions.
- » The segment of 25th Street between 60th Avenue S and 52nd Avenue S is expected to operate near LOS D under year 2045 base conditions. The segment capacity is expected to improve if new I-29 access is provided, however, will continue to operate at LOS D.

Intersection Capacity

- » Most of the study intersections will continue to operate at an overall intersection delay and LOS with no intersection operating worse than LOS D during the 2045 peak hours.
- » The following Side Street Stop intersections are expected to operate with unacceptable approach delay and LOS during the 2045 peak hours:
 - Kirsten Lane
 - 53rd Avenue S to southern Shanley High School driveway
 - 62nd Avenue S (AM Peak only)
 - 52nd Avenue S and 27th Street S intersection

Queuing

The following queuing issues were identified in the 2045 AM Peak:

- » 32nd Avenue S (for about five percent or 3-5 minutes of the hour)
- » Kirsten Lane (for about five percent of the hour or 3-5 minutes of the hour)
- » Left turn storage lanes at 40th Avenue S approaches (for about 10-25-percent of the hour or 5-15 minutes of the hour)
- » Southbound approach of 40th Avenue S and 25th Street S intersection (for about five percent or 3-5 minutes of the hour) in the PM peak
- » 27th street approach to 52nd Avenue S (significant delay and queuing)

Corridor Travel Times

- » Average travel times under year 2045 conditions through the 3-mile study corridor are expected to increase by approximately 10 to 30 seconds, depending on the future condition/direction.
- » The average travel speeds equate to approximately 23- to 25-mph, which are relatively like or slightly slower as compared to existing conditions. These are attributed to volumes, roadway conditions, environmental conditions, delays, etc.

Public & Stakeholder Input (Phase 1)

The 25th Street Corridor Study public and stakeholder involvement plan was designed to share information with interested parties and to collect input to guide project decision-making. The goals included engaging stakeholders in meaningful and accessible ways and soliciting early and continuous input from stakeholders.

The first phase of engagement was intended to gather input on priorities and concerns regarding the corridor, from stakeholders and members of the public all throughout the study area. This phase included several elements including stakeholder sessions, social media marketing, and virtual engagement through an interactive map and online survey.

Three key themes were identified during this public input phase:

Key theme #1: Safety

About forty percent of comments were submitted within the “Traffic Safety” category. Many comments were made about left turns on the corridor being a safety issue, and the need for improving certain intersections and turning ability on the corridor.

Key theme #2: Traffic/Congestion

Around twenty two percent of the comments submitted were in the “Traffic/Congestion” category. Issues that were brought up include traffic backups occurring from access to local businesses and organizations. Additionally, left turns were also frequently called out as a concern.

Key theme #3: Bike/Ped

There were about fifteen percent of comments made in the bike/pedestrian category. These included concerns over pedestrian crossings and overall comments on bike lanes and facilities throughout the corridor.

Alternatives Analysis Summary

Alternatives Analysis Study Area

The corridor was divided into six study areas based on existing roadway geometry, land use, traffic demand, etc.:

- » Study Area 1 – 25th Street S from 32nd Avenue S to 35th Avenue S
- » Study Area 2 – 25th Street S from 35th Avenue S to 40th Avenue S
- » Study Area 3 – 25th Street S from 40th Avenue S to 52nd Avenue S
- » Study Area 4 – 25th Street S from 52nd Avenue S to Prairie Grove Avenue S
- » Study Area 5 – 25th Street S from Prairie Grove Avenue S to 64th Avenue S
- » Study Area 6 – Intersection of 27th Street S and 52nd Avenue

Figure 2 shows the 25th Street S corridor study area and segment differentiation.

The study team, made up of technical experts from Metro COG, the City of Fargo Engineering, City of Fargo Planning, and KLJ brainstormed alternatives that could be applicable for the context of the study corridor with the potential to mitigate identified deficiencies. The corridor had an abundance of strategies with no clear best fit, requiring a multi-tiered analysis strategy to differentiate alternatives. Given the varying roadway, travel demand, and development characteristics present within the study area, alternatives were developed for specific intersections and segments to best serve roadway needs in those specific locations.

- » Improvements like cross-section revisions, access management, and intersection improvements were identified for the study areas. The typical sections of cross section alternatives analyzed for the various study areas are shown **Figure 3**.

Figure 2 – Alternatives Analysis Study Area

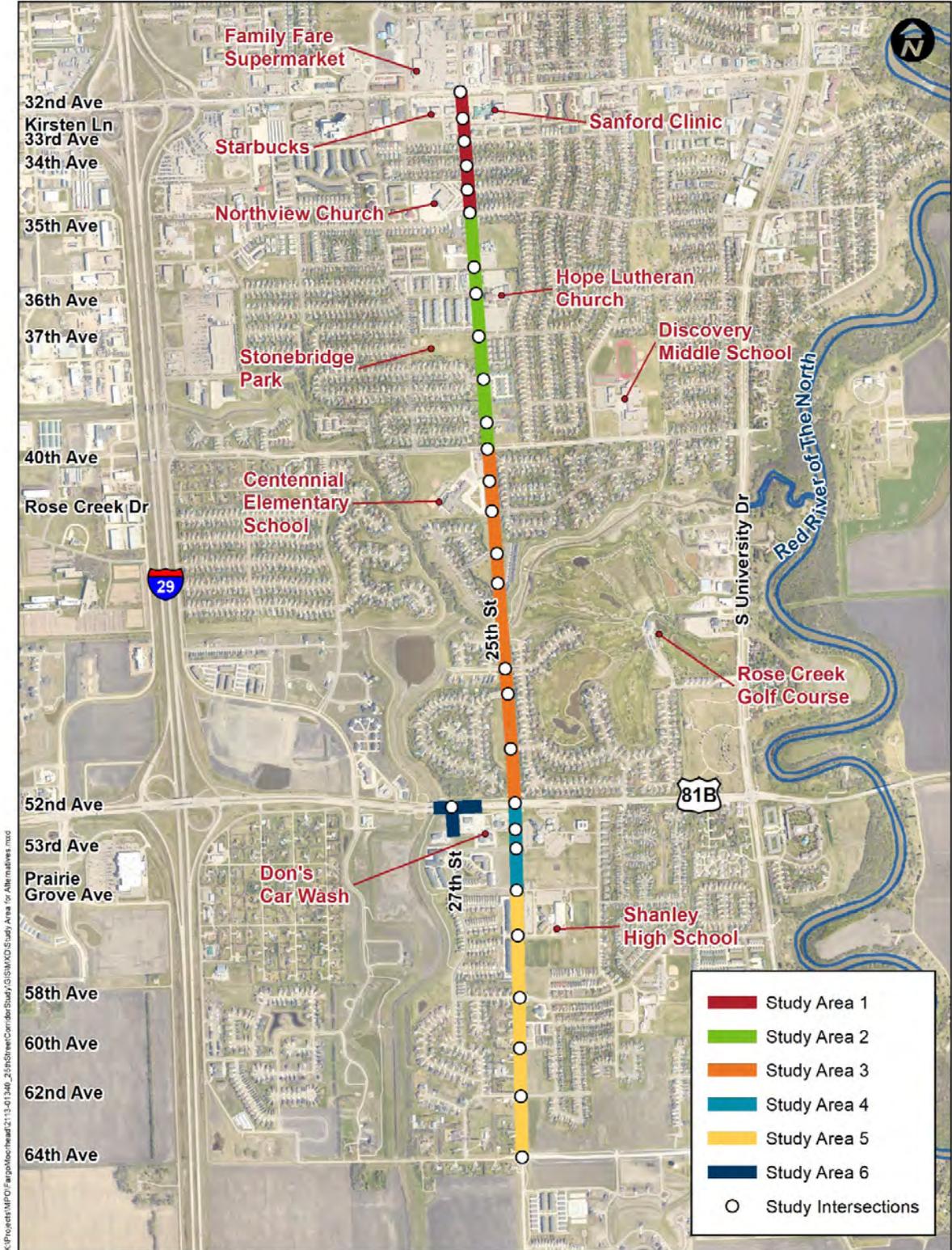
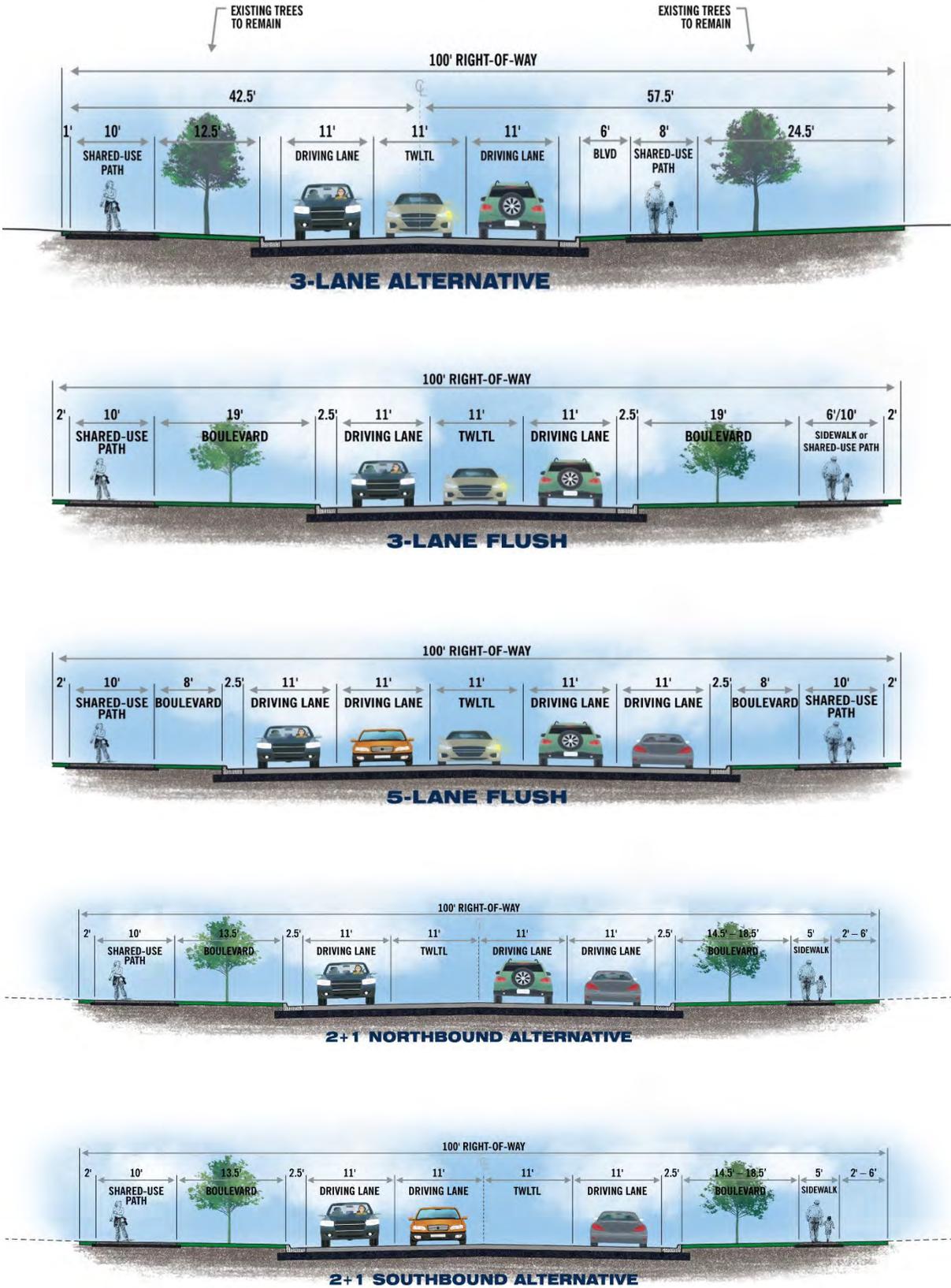


Figure 3 – Typical Sections of Cross Section Alternatives



Development of Alternatives

Study Area 1 – 25th Street S from 32nd Avenue S to 35th avenue S

The following alternatives were discussed and carried forward for further evaluation:

- » Five-lane cross-section with no cross-section improvements made north of Kirsten Lane.
- » Consolidation of the commercial driveway approaches on the north side of Kirsten Lane.
- » Left turn lanes on 25th Street S approaches along the Study Area.

Study Area 2 – 25th Street S from 35th Avenue S to 40th avenue S

The following alternatives were discussed and carried forward for further evaluation:

- » Three-Lane Cross-Section.
 - Right trap on the southbound approach of the intersection, and a shared through/right-turn lane on the northbound approach of the intersection at 35th Avenue S.
- » Five-Lane Cross-Section.
- » Four-Lane Cross-Section
 - Two Northbound, Single Southbound, and a TWLTL
 - Two Southbound, Single Northbound, and a TWLTL
- » Access modifications for the Gethsemane Cathedral and Hope Lutheran Church.
- » Pedestrian refuge Island on the south side of 37th Avenue S/25th Street S intersection.

Study Area 3 – 25th Street S from 40th Avenue S to 52nd avenue S

The following alternatives were discussed and carried forward for further evaluation:

- » Three-Lane Cross-Section including a roundabout alternative at the intersection of 25th Street S and Rose Creek Drive.
- » Five-Lane Cross-Section.
- » Four-Lane Cross-Section
 - Two Northbound, Single Southbound, and a TWLTL
 - Two Southbound, Single Northbound, and a TWLTL

Study Area 4 – 25th Street S from 52nd Avenue S to Prairie Grove avenue S

The following alternatives were discussed and carried forward for further evaluation:

- » Three-Lane Cross-Section.
- » Five-Lane Cross-Section.

Study Area 5 – 25th Street S from Prairie Grove Avenue S to 64th avenue S

The following alternatives were discussed and carried forward for further evaluation:

- » A push button actuated flashing beacons at major pedestrian movements at the 64th Ave and 58th Ave roundabouts with 25th Street S.
- » Connecting sidewalk at 58th and 64th on the west side of 25th Street to the existing frontage road.

Study Area 6 – 27th Street S/52nd Avenue S Intersection

The following alternatives were discussed and carried forward for further evaluation:

- » Restricted Crossing U-Turn (RCUT).
- » Traffic Signal.

Evaluation of Alternatives

Study Area 1 – 25th Street S from 32nd Avenue S to 35th avenue S

- » Under five-lane section and three-lane section alternative, the intersections in this study area experiences traffic operational results like No-Build conditions.

Study Area 2 – 25th Street S from 35th Avenue S to 40th avenue S

- » All cross-section alternatives have similar operational benefits. However, the five-lane alternative is expected to experience higher arterial speeds compared to the other cross-section alternatives.
- » While the five-lane alternative had better operations than the other cross-section alternatives, the delay experienced by vehicles was only nominally better.
- » The analysis for the alternatives indicates that the five-lane and four-lane alternative have similar operational results to that of the three-lane cross-section alternatives. However, the wider cross section would likely make vehicle and pedestrian crossings more dangerous.

Study Area 3 – 25th Street S from 40th Avenue S to 52nd avenue S

- » All cross-section alternatives have similar operational benefits. However, the five-lane alternative is expected to experience higher arterial speeds compared to the other cross-section alternatives.
- » While the five-lane alternative had better operations than the other cross-section alternatives, the delay experienced by vehicles was only nominally better.
- » The analysis for the alternatives indicates that the five-lane and four-lane alternative have similar operational results to that of the three-lane cross-section alternatives. However, the wider cross section would likely make vehicle and pedestrian crossings more dangerous.

Rose Creek Dr.

- The single-lane roundabout at Rose Creek Drive operates slightly better than the signal from a LOS perspective and results in less peak hour queuing than the signal.
- The roundabout at Rose Creek Drive will likely help slow vehicle speeds near the school.
- The roundabout at Rose Creek Drive will result in less severe crashes if they were to occur but may not necessarily reduce the number of crashes.
- Based on the public input 35% of the participants preferred roundabouts while 65% preferred traffic signals at the Rose Creek Drive intersection. The roundabout alternative experienced better operational results compared to the existing signal. However, the delay experienced by vehicles was only nominally better.

Study Area 4 – 25th Street S from 52nd Avenue S to Prairie Grove avenue S

- » Both the three-lane and five-lane alternatives have similar operational benefits. However, the five-lane alternative is expected to experience higher arterial speeds compared to the three-lane alternative.
- » While the five-lane alternative had better operations than the three-lane, the delay experienced by vehicles was only nominally better.
- » The analysis for the alternatives indicates that the five-lane alternative has similar operational results to that of the three-lane alternative. However, the wider cross section would likely make vehicle and pedestrian crossings more dangerous.

Study Area 5 – 25th Street S from Prairie Grove avenue S to 64th Avenue S

- » The side street approaches of the intersection of 25th Street S with Prairie Grove Avenue are expected to operate with unacceptable delay and LOS if no improvements are made. However, the volumes are generally low at the side street approaches.
- » The side street approaches of the intersection of 25th Street S with Eaglebrook Apartments/Shanley Highschool south access are expected to operate with unacceptable delay and LOS if no improvements are made. However, the volumes are generally low at the side street approaches.

- » All other intersections and their approaches are expected to operate with acceptable delay and LOS in the 2045.
- » Majority of the crashes at the roundabouts at 58th Avenue S and 64th Avenue S involved inexperienced/younger drivers that use the intersections. The roundabouts are expected to see a decrease in crash rate over time as drivers become more familiar with the intersection control.

Study Area 6 – 27th Street S/52nd Avenue S Intersection

- » Both the RCUT and Traffic Signal alternatives are a viable option and expected to improve the intersection operations to acceptable conditions.
- » The RCUT has superior safety and maintenance advantage over a Traffic Signal.

Public & Stakeholder Input (Phase 2)

The second phase of public involvement for the 25th Street Corridor Study consisted of a review of alternatives for different segments of the corridor. Visual displays were developed to show cross-section and overhead (plan view) options for the corridor. Two primary methods were used to gather feedback from stakeholders and the public on preferred options: 1) In-person public meeting with voting matrix and 2) online survey.

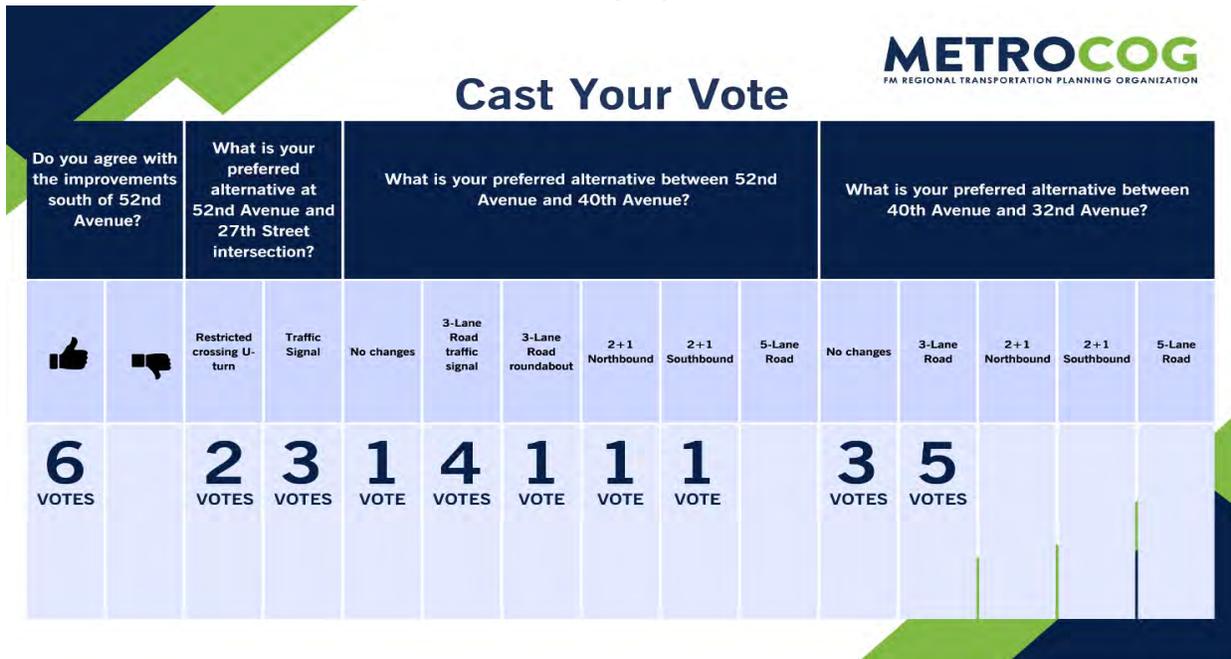
Overall, 17 people attended the in-person public meeting, and another 55 people taking the online survey.

Public and Stakeholder Public Meeting:

One meeting was held for both the public and stakeholders to provide input on corridor alternatives. The meeting was held on Thursday, August 3 from 6:30-8:30 p.m. at Centennial Elementary School. The meeting was open house style with no formal presentation. Approximately 17 people attended the meeting.

- » People attending the public meeting were able to vote on their preferred alternatives for different segments of the corridor. The results from the in person meeting are shown in **Figure 4**.

Figure 4 – In-Person Meeting Preferred Alternative Votes



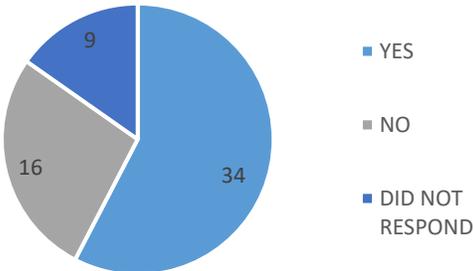
Online Survey:

An online survey was utilized and accessible from the Story Maps site. The survey was open July 26- August 21 and collected 59 responses.

The online survey questions and responses are listed below:

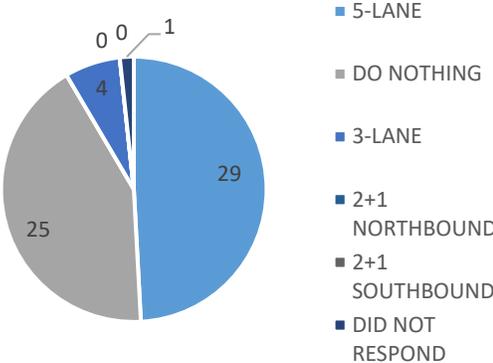
Question 1

Do you agree with the proposed improvements between 64th Avenue South and 52nd Avenue South?



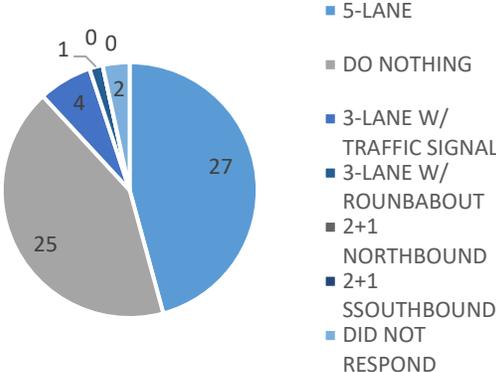
Question 3

Which alternative do you prefer between 40th Avenue South and 32nd Avenue South?



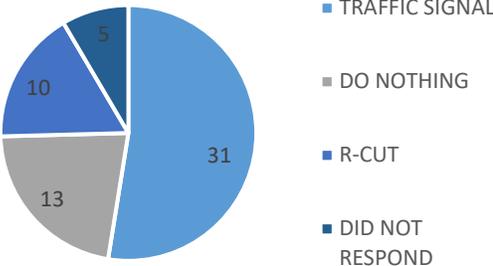
Question 2

Which alternative do you prefer between 52nd Avenue South and 40th Avenue South?



Question 4

Which alternative do you prefer at the intersection of 27th Street South and 52nd Avenue South?



Question 5

Please provide any additional feedback you have regarding the proposed improvements.

- » 22 participants provided additional feedback.
- » 37 participants skipped the question.

Cost Estimate Summary

A preliminary planning level cost estimate for the alternatives were developed and is shown in **Table 1**. This estimate includes construction cost for removal, grading, pavement, drainage, and other appurtenant work. A 30% contingency was assumed in the estimate. The cost does not include any potential right-of-way (ROW) costs. The costs reported are in 2023 dollars and does not account for inflation/industry changes in pricing.

Table 1 – Preliminary Planning Level Cost Estimates

64th Ave to 52nd Ave	
Pedestrian Signing, Right Turn Lane, Shared Use Path Connection	\$ 300,000
52nd Ave to 40th Ave	
3 Lane	\$ 19,540,000
3 Lane w/Roundabout at Rose Creek Dr	\$ 20,120,000
2+1 Northbound	\$ 21,420,000
2+1 Southbound	\$ 21,460,000
5 Lane	\$ 24,100,000
40th Ave to 32nd Ave	
3 Lane	\$ 14,650,000
2+1 Northbound	\$ 15,770,000
2+1 Southbound	\$ 15,690,000
5 Lane	\$ 17,350,000
27th St Intersection	
Restricted Crossing U-Turn (RCUT)	\$ 1,110,000.00
Signal	\$ 540,000.00

Summary of Alternatives

A summary of alternatives comparisons for Traffic Operations, Environmental Impacts, Pedestrian Mobility Improvements, and Cost is provided in **Table 2**.

Table 2 – Summary of Alternatives Comparison

	64th to 52nd		27th St/52nd Ave Intersection			52nd to 40th						40th to 32nd				
	No-Build	Pedestrian Improvements	No-Build	R-CUT	Traffic Signal	No-Build	3-Lane	3-Lane w/ Roundabout	2+1 NB	2+1 SB	5-Lane	No-Build	3-Lane	2+1 NB	2+1 SB	5-Lane
Traffic Operations (Intersection Delay)	—	—	⌚⌚⌚⌚	⌚⌚	⌚	⌚⌚⌚	⌚⌚⌚⌚	⌚⌚⌚⌚	⌚⌚⌚⌚	⌚⌚⌚	⌚⌚⌚	⌚⌚	⌚⌚⌚⌚	⌚⌚⌚⌚	⌚⌚⌚	⌚⌚
Environmental Impacts (Existing Tree Impacts)	—	—	—	▼▼	▼	—	▼	▼▼	▼	▼	▼▼▼▼	—	▼	▼	▼	▼▼▼▼
Pedestrian Mobility Improvements	—	▲▲	—	—	▲▲	—	▲▲▲	▲▲▲	▲	▲	▲▲▲	—	▲	▲	▲	▲▲▲
Cost	—	\$	—	\$\$\$	\$\$	—	\$\$	\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$\$	—	\$\$	\$\$\$\$	\$\$\$	\$\$\$\$\$

= Least Intersection Delay
 = Most Intersection Delay

— = No Change
 = Least Existing Tree Removals
 = Most Existing Tree Removals

— = No Change
 = Least Pedestrian Improvements
 = Most Pedestrian Improvements

— = No Change
 \$ = Lowest Improvement Costs
 \$\$\$\$\$ = Highest Improvement Costs

EXISTING CONDITIONS REPORT



EXISTING CONDITIONS REPORT

25th Street Corridor Study, Fargo - ND

June 2022

Introduction

The 25th Street corridor is an important minor arterial roadway in Fargo’s gridded street network. 25th Street, within the project corridor, was originally constructed between the late 1980’s and 1990’s and was one of the first arterial road corridors in south Fargo. Since that time, Fargo has grown around the corridor. On a daily basis, the corridor serves between 5,000 to 15,000 vehicles between 32nd Avenue S and 64th Avenue S and is a key arterial running parallel to I-29. While major intersections at 32nd Avenue, 40th Avenue, and 52nd Avenue are signalized and all intersections have at least four-lane approaches, traffic volumes drop off dramatically at the mid-block points as traffic flows are prioritized to and from I-29. Because of existing travel trends interfacing the 25th Street S corridor with I-29, the corridor should be investigated for possible cross section improvements between these major intersections, with the intent of facilitating safer and smoother traffic flows, improved multimodal crossing opportunities, and increasing safety for vehicular turning movements onto and off of the corridor in future conditions.

Study Area

The 25th Street Study corridor is a three-mile corridor between 32nd Avenue S and 64th Avenue S in Fargo, ND (**Figure 5**). It runs parallel to I-29 on the west and S University Drive on the east. Key intersections were identified based on existing daily traffic volumes. Intersections that were identified for analysis are listed below.

- | | | |
|-----------------------------|--------------------------------|---|
| » 32nd Avenue S | » Centennial Elementary School | » Shanley Highschool/ |
| » Kirsten Lane | » Access | Eaglebrooke Apartment |
| » 33 rd Avenue S | » Rose Creek Dr | Access |
| » 35 th Avenue S | » 52 nd Avenue S | » 58 th Avenue S |
| » 36 th Avenue S | » 53 rd Avenue S | » 64 th Avenue S |
| » 37 th Avenue S | » Prairie Grove Avenue S | » 52 nd Avenue and 27 th Street S |
| » 40 th Avenue S | | intersection |

Objective

The objective of this report is to evaluate the existing conditions of the 25th Street S Corridor between 32nd Avenue S and 64th Avenue S in Fargo, ND. The issues and opportunities identified in the report will be used to develop potential mitigation to improve the traffic operations and safety deficiencies.

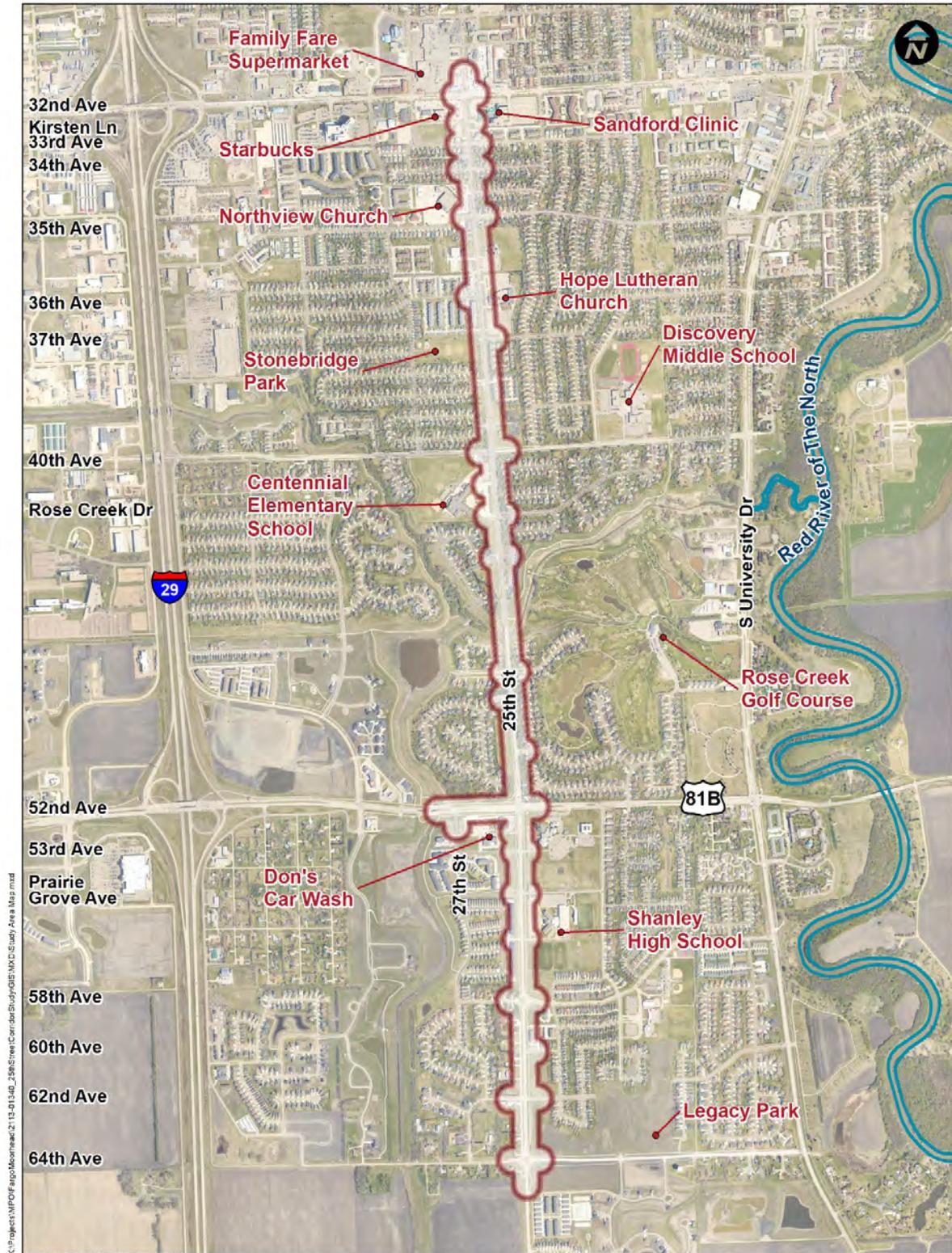
Previous Studies

There have been several previous planning efforts and studies completed in Fargo along the study segment. These documents provide important background information to support the development of this planning study.

25TH STREET AND 64TH AVENUE S CORRIDOR STUDIES – 2008

The City of Fargo initiated a corridor study for the 25th Street corridor from 52nd to 100th Avenue S and the 64th Avenue S corridor from 57th Street to South University Drive in 2008. The study intersections which overlap with this 25th Street corridor study include 25th Avenue’s intersections with 52nd Avenue, 58th Avenue, and 64th Avenue. The study found lower than average crash rates at all the intersections and segments within the study area and acceptable traffic operations for existing conditions. The primary focus of the study involved ensuring proper future capacity for significant growth potential near the corridors.

Figure 5 – Study Area



K:\Projects\APOV\Fargo\MapArea\2113-0113-01_25th Street Corridor Study\GIS\MXD\Study Area Map.mxd

Source: FM COG, NDGIS Hub, ESRI, KLJ, Aerial from 2017

June 2022

For the portion of 25th Street relevant to this study, the following recommendations were made:

Between 52nd Avenue S and just south of 58th Avenue S, 25th Street was recommended to have a minimum of 120-feet of Right of Way (ROW). The recommendation also called for 5-lane undivided section with two lanes in each direction, a common-left turn lane, and additional turn lanes where appropriate. Between just south of 58th Avenue S and 64th Avenue S, 25th Street was recommended to have a minimum of 140-feet of (ROW). The recommendation also called for a 5-lane undivided section with two lanes in each direction, a common-left turn lane, and additional turn lanes where appropriate. A frontage road along the west side of 25th Street was proposed to serve the existing homes between 58th and 64th Avenue S.

25TH STREET CORRIDOR STUDY – 2009

The City of Fargo studied 25th Street corridor between 17th Avenue S and 32nd Avenue S in 2009. The capacity analysis indicated that 25th Street S between 23rd Avenue S and 32nd Avenue S is expected to have sufficient capacity to achieve the minimum desired level of service through 2030. The intersection of 25th Street S with 32nd Avenue S experienced safety challenges. Most crashes were left-turn types. No single contributing factors were identified for the historic crashes. The following countermeasures were recommended:

- » Improving the change intervals
- » Increasing the yellow time
- » Installing dual left turn lanes
- » Increasing the number of lanes

FARGO GO2030 – 2012

The Fargo Go2030 document is nearly a decade old and has not been updated to reflect the growth and change across the city, such as the 32nd Avenue S reconstruction. The Fargo Go2030 Comprehensive Plan designated the study corridor as *Active Living Street* because of the residential land use nature. The document defines Active Living Streets as streets that have infrastructure to support pedestrians, experienced cyclists, recreational cyclists, transit, and automobiles. A network of Active Living Streets will enable Fargo residents to walk or bike to their destinations safely and comfortably.

FARGO TRANSPORTATION PLAN (MULTIMODAL ASSESSMENT) – 2021

The Fargo Transportation Plan was completed to evaluate each mode of travel along with safety to holistically understand needs and assess the balance of transportation modes provided throughout the network of Fargo. For this study area the 25th Street corridor was given a Pedestrian Level of Service (PLOS) B and a Bicycle Level of Service (BLOS) missing service level. Both the pedestrian and bicycle level of service methodologies incorporated number of traffic lanes, traffic volumes, traffic speeds, percentage of heavy vehicles, and the presence and quality of buffers (road widths, paved shoulders, bike lanes, on-street parking, sidewalk buffers, etc.). The analysis also used many of the same elements incorporated into the Highway Capacity Manual's methodology with more focus on pedestrian and bicyclist comfort. The transit evaluation scored the 25th Street corridor aligning with this study area at a LOS D (average headway between 21 and 30 minutes) north of 35th Avenue, and LOS F to the south (more than 1-hour headways).

Known Issues

LACK OF DEDICATED LEFT-TURN LANES

One of the most pressing issues along 25th Street is the fact that there are no dedicated left-turn lanes north of 52nd Avenue, except for the 52nd Avenue and 40th Avenue intersections. During peak hours, there are multiple destinations, including daycares, schools, and high-traffic collector streets that where left-turns occur off 25th Street. These locations cause backups for through traffic and increase potential for collisions due to traffic merging quickly into the outside lane.

POOR PAVEMENT CONDITIONS

The City of Fargo has identified the roadway segment between 32nd Avenue S and the Rose Creek Dr bridge as having unsatisfactory pavement conditions. A mill and overlay is scheduled for the 2022 construction season for this segment of the corridor.

INTERSECTION OF 27TH STREET S AND 52ND AVENUE S

A related issue in the vicinity of 25th Street S is the intersection of 52nd Avenue S and 27th Street S. This T-intersection has generated operational traffic and safety concerns from the public because of the infill development occurring south of 52nd Avenue S, on both sides of 27th Street S.

FARGO SAFE ROUTE TO SCHOOL

Centennial Elementary School

The Centennial school facility is located at the southwest quadrant of the intersection of 25th Street S and 40th Avenue. Both 25th Street S and 40th Avenue S exhibit high traffic volumes, also with high observed traffic speeds. Both roadways are significant barriers for walking and biking to Centennial Elementary. Currently, Fargo Public School District considers these roadways as barriers to walking and biking to school, so all students who live north and south of these roadways are bussed. At the 40th Avenue S and 25th Street S intersection, poor driver yielding behavior creates unsafe crossings. Long pedestrian wait times also encourage poor pedestrian and cyclist behavior. The study recommended installing a leading pedestrian interval; reduction of lane widths on 40th Ave S; and replace damaged truncated domes (SW quadrant).

The 25th Street S entrance to the drop-off loop features a long pedestrian crossing with a double right turn for south-bound (SB) 25th Street S traffic. This is a potential safety challenge. Drivers were also observed speeding in the 25th Street S speed zone during school arrival and dismissal observations. The study recommended installing a high visibility crosswalk across the driveway; eliminating the SB right turn from middle lane to remove multiple threat crash potential; and reduce crossing distance of the driveway.

The 25th Street S and Rose Creek Drive intersection also presents a crossing challenge where pedestrians and cyclists experience long delays waiting for a walk signal. The study recommended installing a “no right turn on red” designation during school hours; installing leading pedestrian interval; and replacing faded crosswalk markings.

Sacred Heart Middle School

The Sacred Heart Middle School campus is located at the southeast quadrant of the intersection of 25th Street S and Prairie Grove Avenue S. 25th Street S and 52nd Avenue S are both medium- and high-volume traffic roadways. School speed zone signage is present on 25th Street S approaching Sacred Heart Middle School’s campus. The intersection at 25th Street S and Prairie Grove Avenue does not have any pavement marking or crosswalk signs. The 25th Street S and south driveway access to Sacred Heart Middle has no pedestrian crossing markings but does include ADA compliant receiving ramps. The study recommends improving geometrics to simplify pedestrian crossing such as a median safety island and installing a high visibility crosswalk.

Planned Improvement

The 32nd Avenue S corridor is to be reconstructed in 2022 and 2023. As part of that project, the intersection of 32nd Avenue S and 25th Street S will be reconstructed. An HMA mill and overlay is planned for 25th Street S between the Rose Coulee bridge and 32nd Avenue S. A project has also been proposed to construct a shared-use-path connection from the Rose Coulee bridge to the existing shared-use-path along the east side of the Timberline development.

Existing Conditions

Roadway Characteristics

FUNCTIONAL CLASS

Most streets and highways have a predominant function: either to provide the user with access to neighboring land or to allow movement through an area. Functional classification is an important and widely accepted tool in planning highway system development, as well as fiscal planning. The functional classifications of the corridor and the cross streets are shown in **Figure 6** below. The 25th Street S corridor is classified as a minor arterial with its primary role being to link cities, larger towns, and other major traffic generators to provide interstate and inter-county travel.

LAND USE

Land use can have many implications on the demands of adjacent the transportation network. For example, a primarily industrial corridor will have peak traffic flows often associated with shift work and must accommodate heavy truck movements while a primarily residential corridor will have strong peaking and directional characteristics as people go to-and-from work and will also see higher bicycle and pedestrian activity.

The section of 25th Street S between 33rd Avenue S and 52nd Avenue S is predominantly residential in nature. There are a wide variety of housing types in this segment, including single-family, low density single-family, twin-home/townhome, as well as high density residential complexes. There are also several public and institutional uses including multiple churches, a public elementary school. More sparse commercial land use is present between 52nd Avenue and 64th Avenue.

South of 32nd Avenue S, the corridor facilitates north/south traffic movement between Fargo's southern residential growth areas to nearby neighborhood retail nodes including grocery stores, retail and dining establishments, and banks. In addition, the corridor serves significant medical facilities, financial institutions, schools, and churches. North of the study area, 25th Street S provides access to I-94 and to employment centers along 13th Avenue S.

There are several relevant institutional lands uses throughout the three-mile corridor. These include the following:

- » Davies High School is located south of 64th Avenue.
- » Shanley High School is just to the north of 58th Avenue.
- » Sacred Heart Middle School is just south of 52nd Avenue.
- » Centennial Elementary is just south of 40th Avenue.
- » Discovery Middle School is just east of the corridor along 40th Avenue.
- » Rose Creek Golf Course is located on the east side of the corridor between 40th Avenue and 52nd Avenue.

Figure 7 shows the existing land use along the 25th Street corridor.

RIGHT-OF-WAY (ROW)

Along 25th Street S, between 32nd Avenue S and 52nd Avenue S, the ROW is 100-feet. Between 64th Avenue S and 52nd Avenue S, the ROW varies between 135-feet and 160-feet.

Figure 6 – Road Functional Classifications

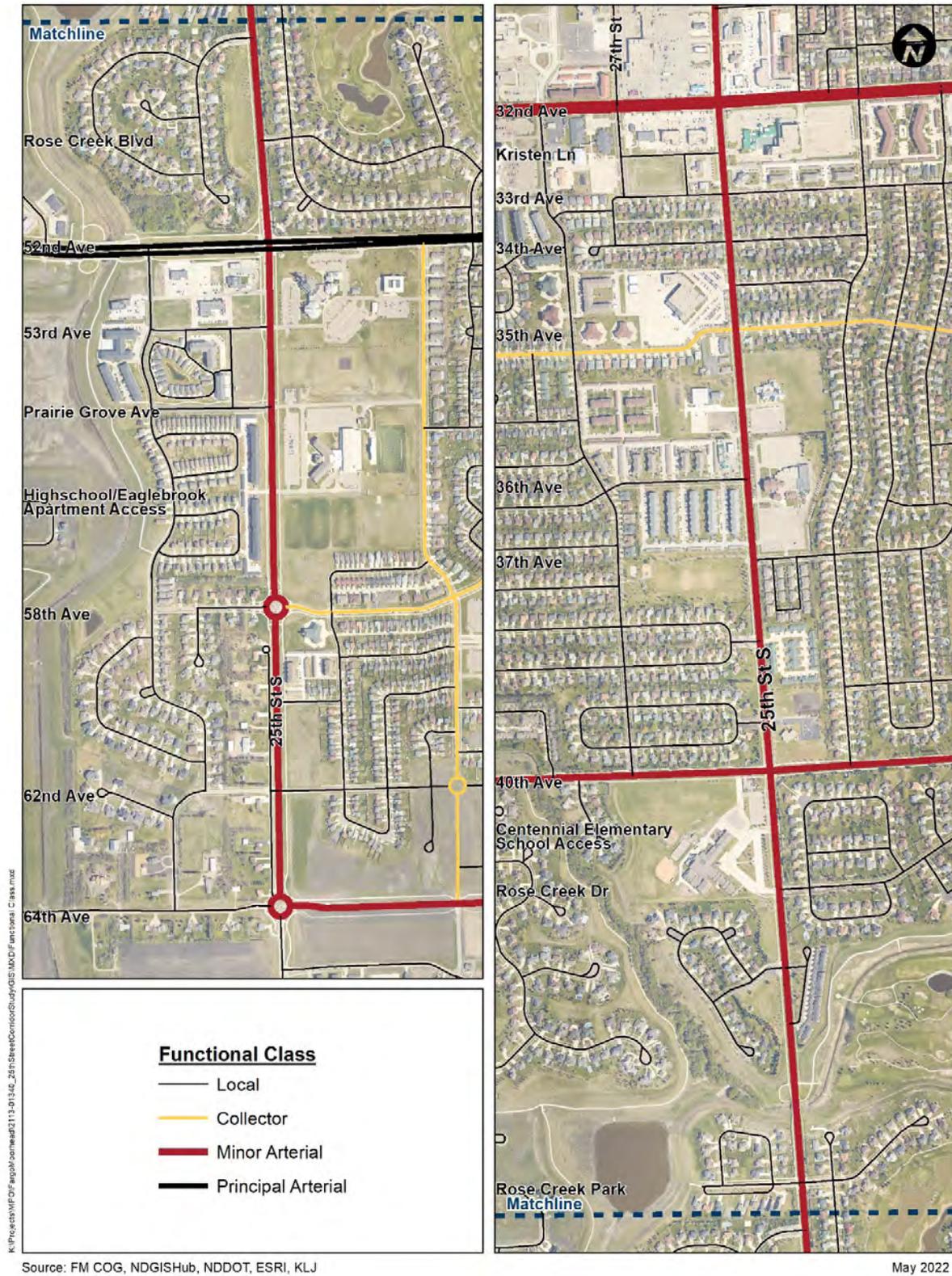
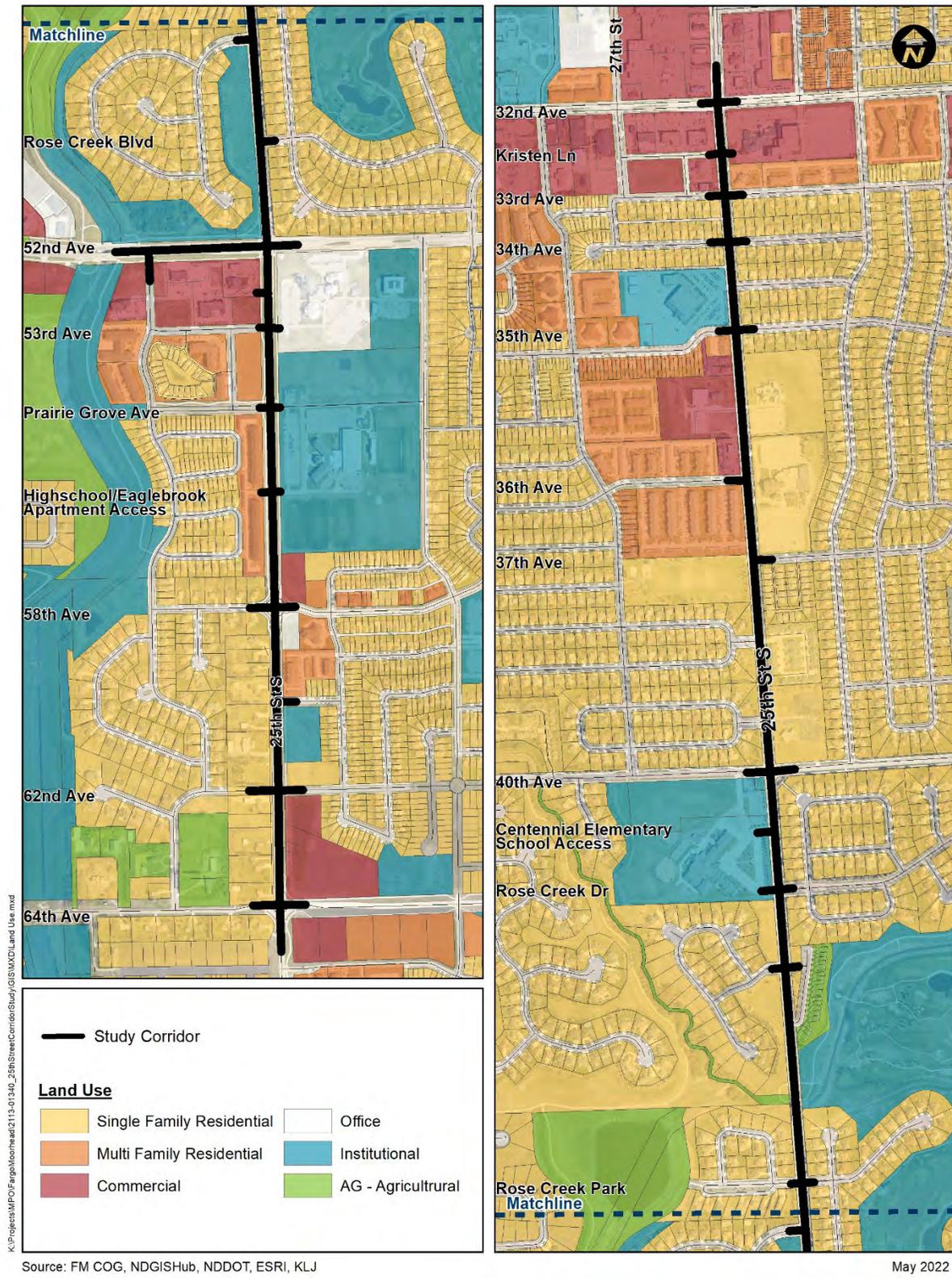


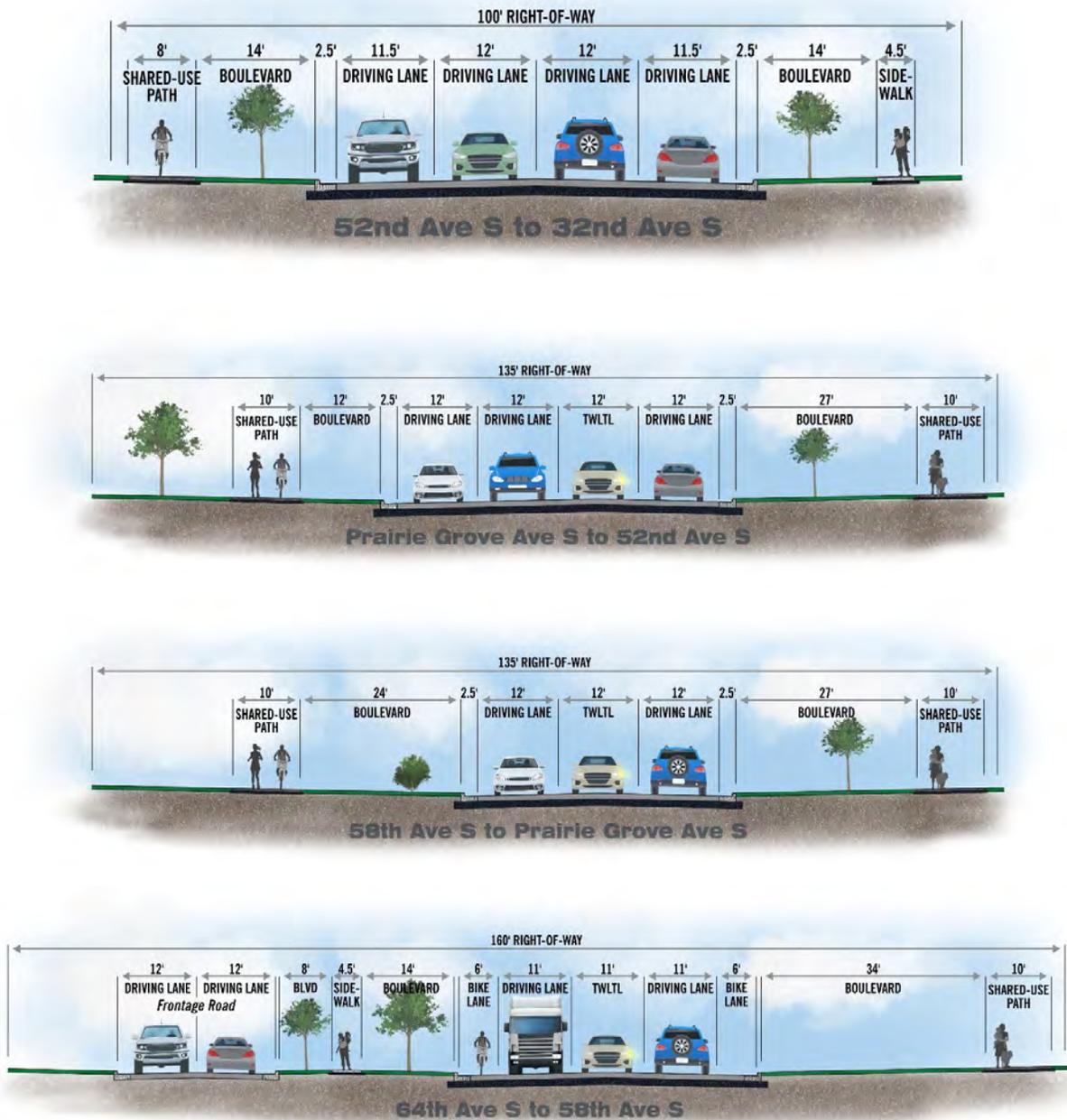
Figure 7 – Land Use



CROSS SECTIONS

The 25th Street S Corridor has varying cross sections throughout the corridor (**Figure 8**). The northern portion of the 25th Street Corridor between 32nd Avenue S and 52nd Avenue S is a standard four-lane road, with two lanes in each direction. At the intersections of 32nd Avenue S, 40th Avenue S, and 52nd Avenue S, dedicated left turns are present for northbound (NB) and SB traffic. From 52nd Avenue S to Prairie Grove Avenue S, there are two SB lanes, a center two-way left turn lane, and a single NB lane. Prairie Grove Avenue S to 64th Avenue S includes one lane in each direction with a center two-way left turn lane. On-street bike lanes are present on both sides of the roadway between 58th Avenue S and 64th Avenue S.

Figure 8 – Existing Cross-Section



SPEED

Since the area around the 25th Street Corridor is mostly residential, the entire section of 25th Street has a posted speed limit of 35 mph. The cross streets of 64th Avenue and 40th Avenue have a speed limit of 30 mph. 52nd Avenue is also known as *Business Highway 81*. This raises the speed limits along the western approach to 40 mph and the eastern approach to 45 mph. The existing speed limits along the corridor is shown in **Figure 9**.

PAVEMENT CONDITIONS

The City of Fargo regularly documents the roadway conditions using ASTM D6433 “*Standard Practice for Roads and Parking Lots Pavement Condition Index Survey*”. This scores the pavement by a Pavement Conditions Index (PCI) which is a numerical value between 0 and 100 used to indicate the general condition of the existing roadway pavement. The latest PCI values were collected in June of 2021. The PCI ratings for 25th Street S within the study limits are shown in **Figure 10**. An HMA mill and overlay is planned for 25th Street S between the 32nd Avenue S, and Rose Coulee bridge is expected to improve the pavement condition.

TRAFFIC CONTROLS

At the south end of the 25th Street Corridor the high-volume intersections are roundabout controlled (64th Avenue and 58th Avenue). These roundabouts are accompanied by two-way stop-controlled intersections before the first traffic signal on 52nd Avenue. Continuing to the north the corridor becomes signalized at the high-volume intersections of Rose Creek Drive, 40th Avenue, 35th Avenue, and 32nd Avenue. A full detailed image with all intersection control is shown below in **Figure 11**.

ACCESS MANAGEMENT

Access management is the process of balancing the competing needs of mobility and land access. Access points introduce conflict and friction into the traffic stream. Allowing dense, uncontrolled access spacing results in safety, operational, and aesthetic deficiencies.

NDDOT’s design manual states the minimum desirable spacing of access points in urban areas is 400 to 600 feet, which is approximately 8 to 13 per mile. City of Fargo Ordinance §20-0702 recommends a minimum spacing of 600 feet (or nine accesses per mile) between driveways and intersections. Along the study corridor, there are 28 public access points and 11 private access points. This corresponds to about 13 accesses per mile along the corridor. **Figure 12** shows the current access points along the corridor. FHWA indicates that a quarter mile (1,320 feet) to half mile (2,680 feet) signal spacing on arterial roadways provides optimal coordinated traffic flow when platoons can be formed. There are five signalized intersections in the corridor. Except for the spacings between 40th Street S and Rose Creek Drive, the rest of the signal spacing between the intersections are greater than a quarter mile.

LIGHTING

The lighting warrants used by NDDOT are primarily from American Association of State Highway Transportation Official’s (AASHTO’s) design guideline. Lighting of at-grade intersections are warranted if the geometric conditions mentioned in the *AASHTO Roadway Design Guide* exist, or if one or more conditions found in the *North Dakota Traffic Engineering Manual* exists. Intersection lighting structures are present at all signalized and roundabout intersections along the corridor. Additionally, roadway light poles are present on the east side of the roadway throughout the corridor. There are light poles on the west side of the roadway, except for between 38th Avenue S and 58th Avenue S. The corridor is sufficiently illuminated by the presence of streetlight poles on either east, west, or both sides of the roadway.

Figure 9 – Speed Limit

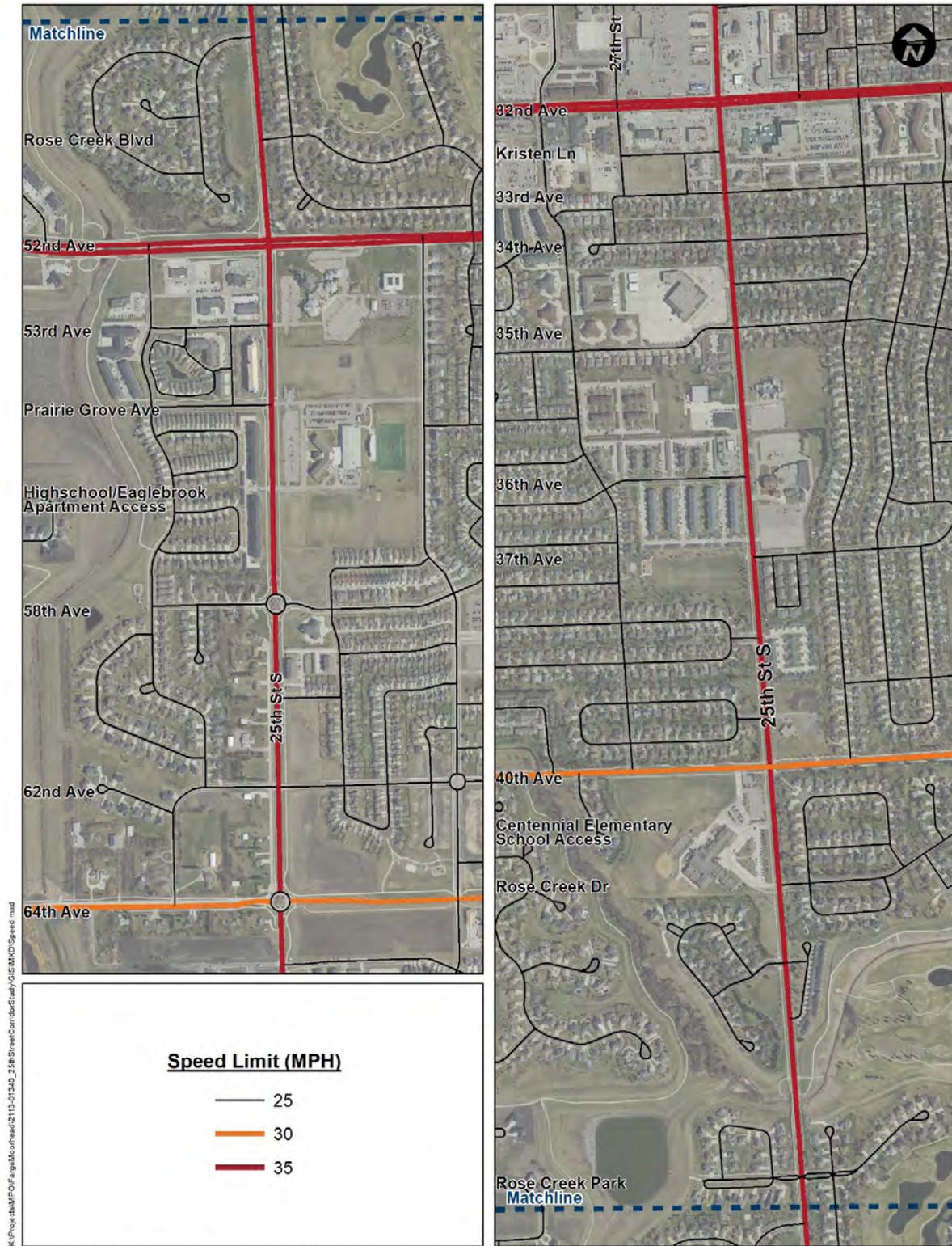


Figure 10 – 2021 Pavement Conditions Index

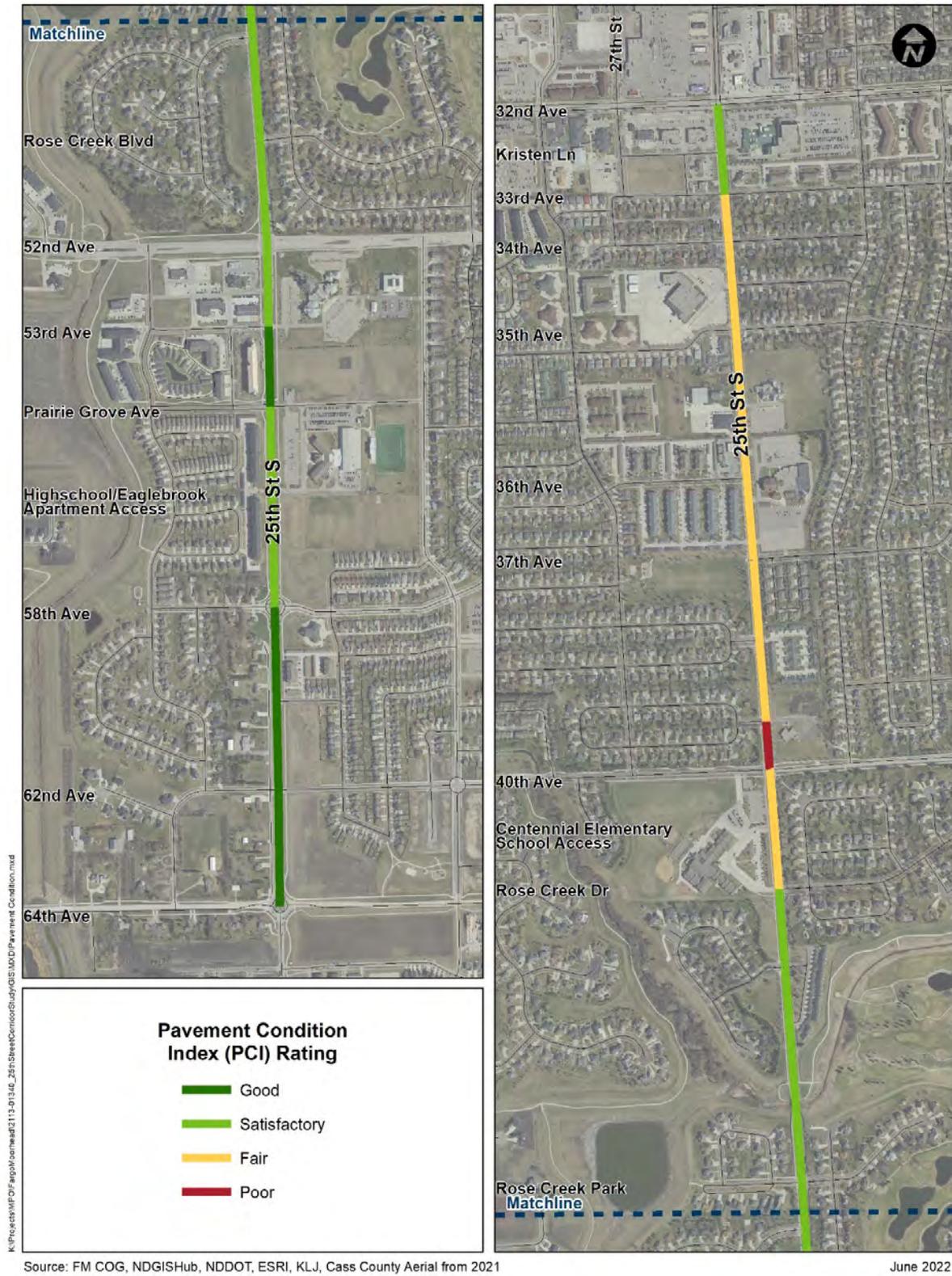


Figure 11 – Existing Traffic Control

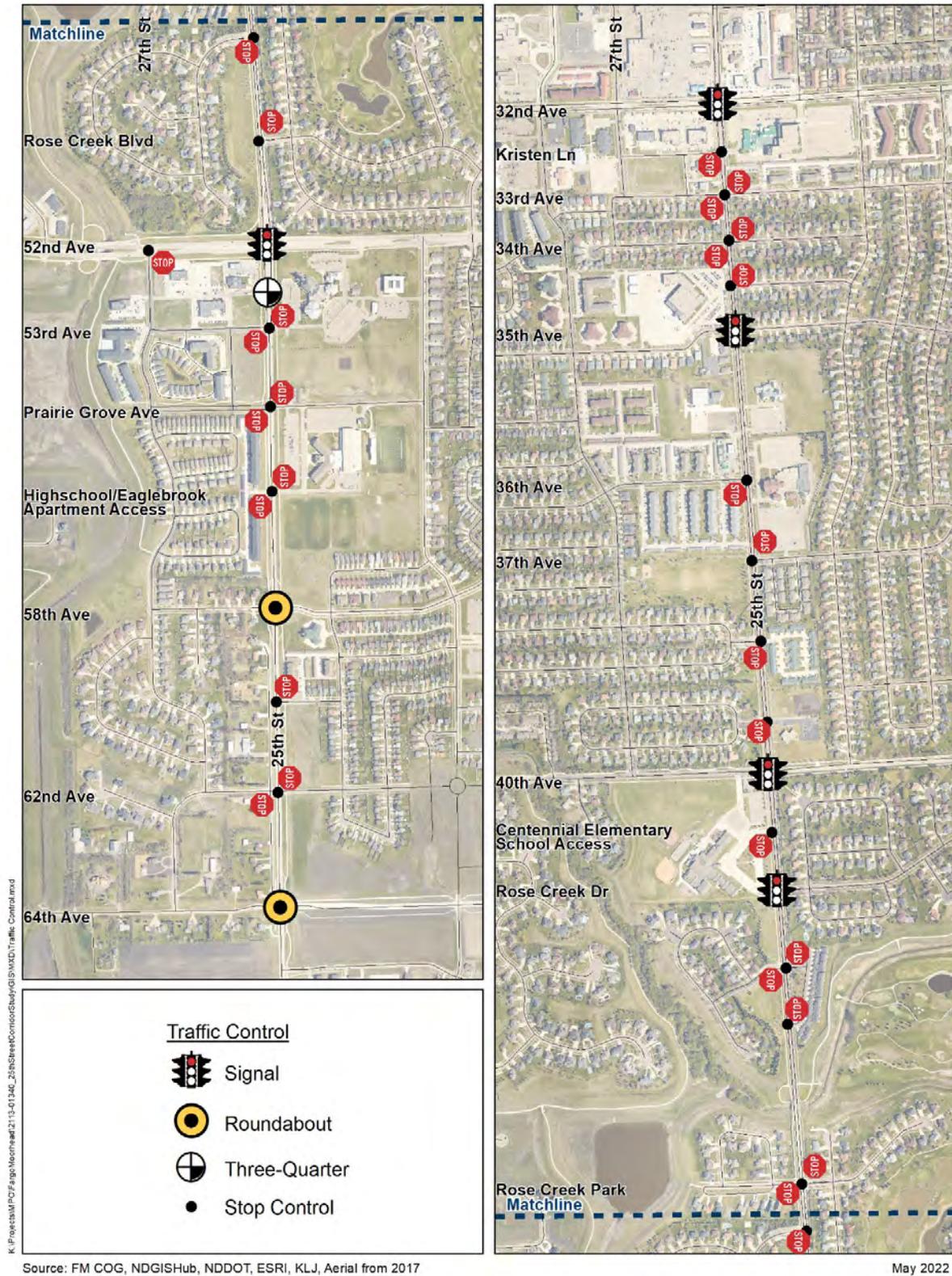
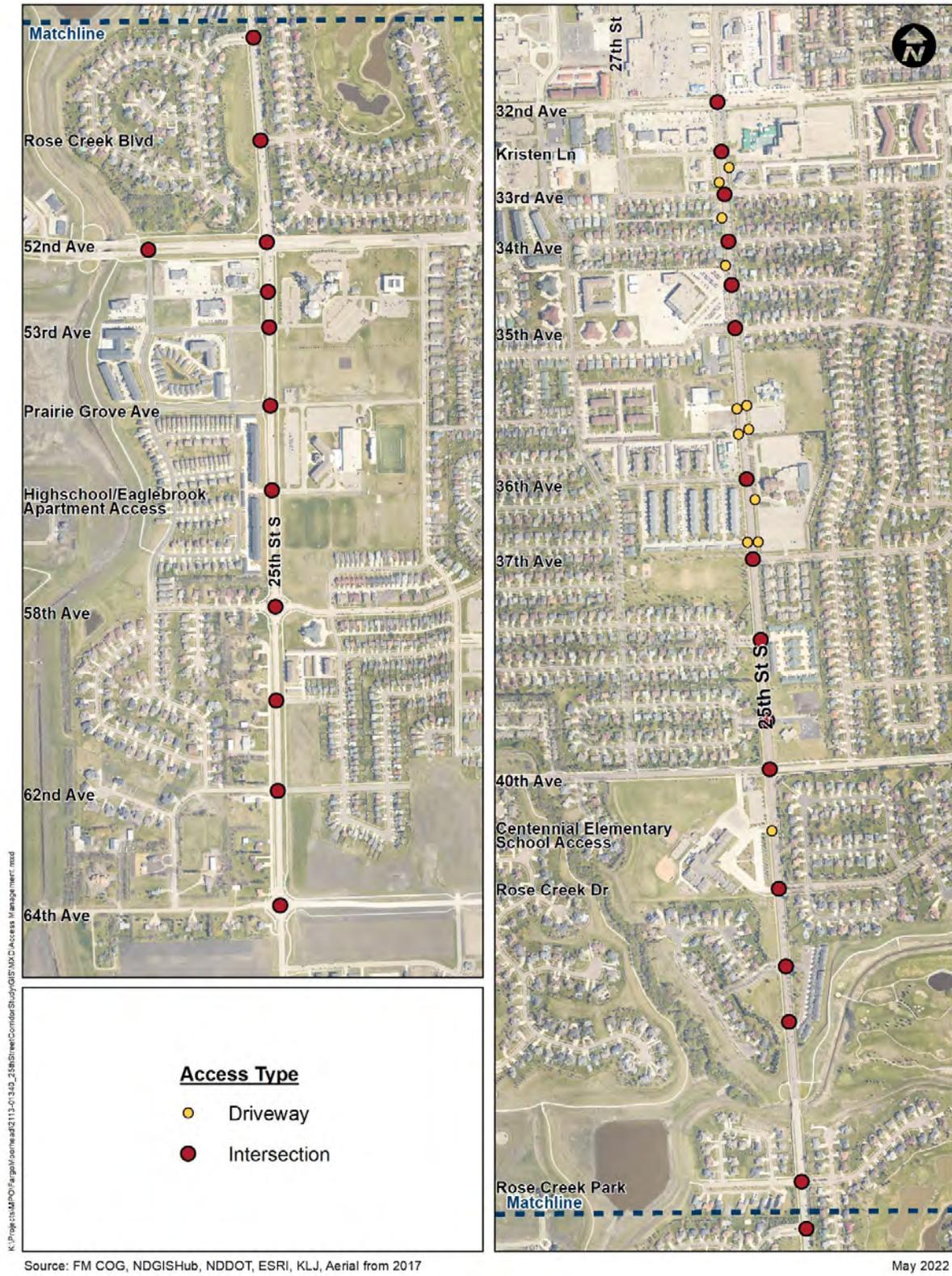


Figure 12 – Access Locations



ENVIRONMENTAL JUSTICE OVERVIEW

The US Environmental Protection Agency’s (EPA) Environmental Justice Screening and Mapping tool (i.e., EJSCREEN) was used to review the presence of readily identifiable low-income and minority populations by evaluating their percentages. The Environmental Justice (EJ) study area for this review included the project roadways: 25th Street and 52nd Avenue in Fargo, Cass County, North Dakota, and a 0.25-mile buffer surrounding the roadways. Data obtained from EJSCREEN and US Census Bureau were used to determine percentages of low-income and minority populations within the EJ study area and Fargo. This limited analysis did not include investigating the presence of community facilities in the EJ study area that serve minority and low-income populations, or businesses in the EJ study area that are owned by, employ, and serve minority and low-income populations.

For purposes of this review, the smallest unit of geography (i.e., city) was used for comparison with the EJ study area. An EJ population is identified when:

- i. the minority or low-income population of a study area exceeds 50 percent, or
- ii. the minority or low-income population percentage is at least 10 percentage points higher than the city average.

As shown in the **Table 3** below, the minority and low-income populations in the entire study area do not exceed 50 percent and are not at least 10 percentage points higher than the City of Fargo. Therefore, an EJ population is not present in the EJ study area.

Table 3 – Minority and Low-income Population

Demographic	Study Area	City of Fargo
Minority Population	22%	20%
Low-Income Population	20%	13%

Figure 13 and **Figure 14** shows the minority and low-income population percentages in the vicinity of the study area.

MULTIMODAL FACILITY

Due to the corridor being comprised of mostly residential land uses, the Fargo Go2030 Comprehensive Plan designated this segment as Active Living Street. Active living streets will have infrastructure to support pedestrians, experienced cyclists, recreational cyclists, transit, and automobiles. A network of active living streets will enable Fargo residents to walk or bike to their destinations safely and comfortably.

Figure 15 shows the pedestrian and bicycle facility along the corridor. Currently, between 32nd Avenue S and 52nd Avenue S, a multi-use path exists along the west side of the corridor and a sidewalk exists along the east side of the corridor. Between 52nd Avenue S and 58th Avenue S, a multi-use path exists on both sides of 25th Street S, providing access to public and institutional land uses as well as the regional trail network. Between 58th Avenue S and 64th Avenue S, on-street bike lanes are present along with a multi-use path along the west side of the road and a sidewalk on the east side of the road. There are several crossing points to traverse across 25th Street to get to the many parks, schools, and churches located in this area. Both sides of the roadway are lined with street trees, which create a welcoming environment for biking and walking. These trees are established but have not grown to the extent of the older trees seen in the older areas of Fargo. MATBUS is the public transportation system serving the communities of Fargo & West Fargo, North Dakota, and Moorhead & Dilworth, Minnesota. There are currently no transit routes along the 25th Street S corridor. Route 14 of MATBUS has a route along 32nd Avenue S and crosses 25th Street. Route 18 of MATBUS crosses 25th Street S at 32nd Avenue S from the north.

Figure 13 – Low Income Population in the Study Area

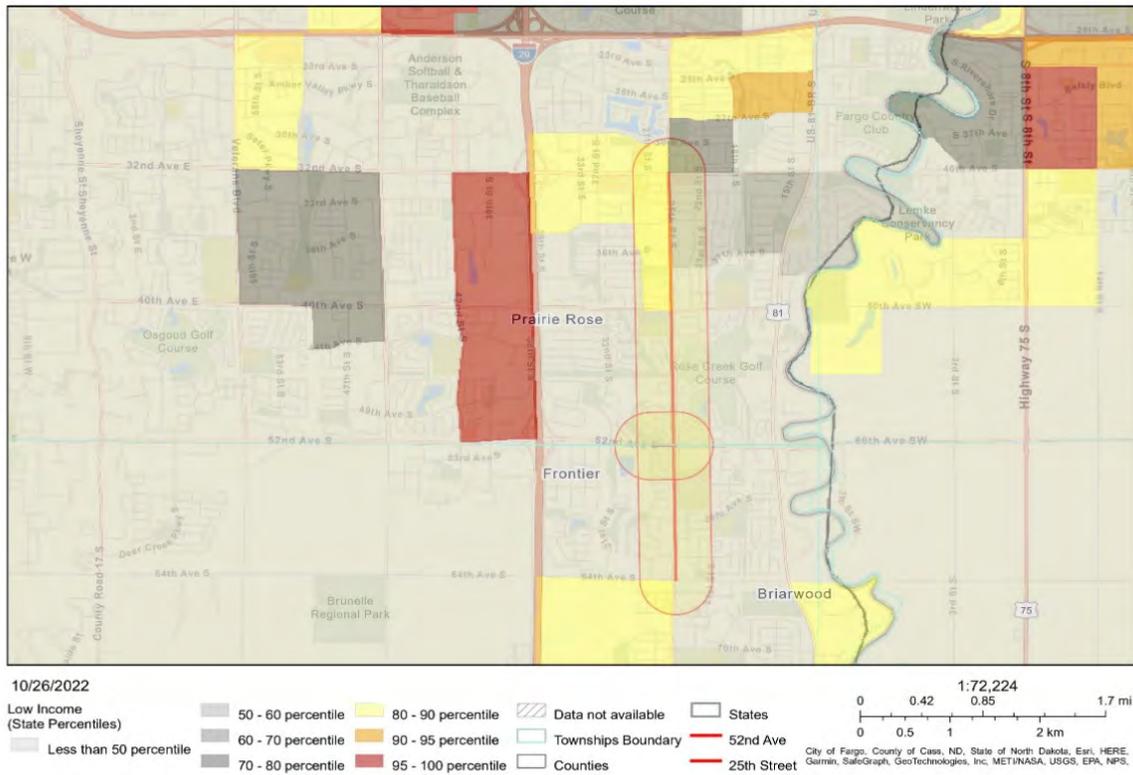


Figure 14 – Minority Population in the Study Area

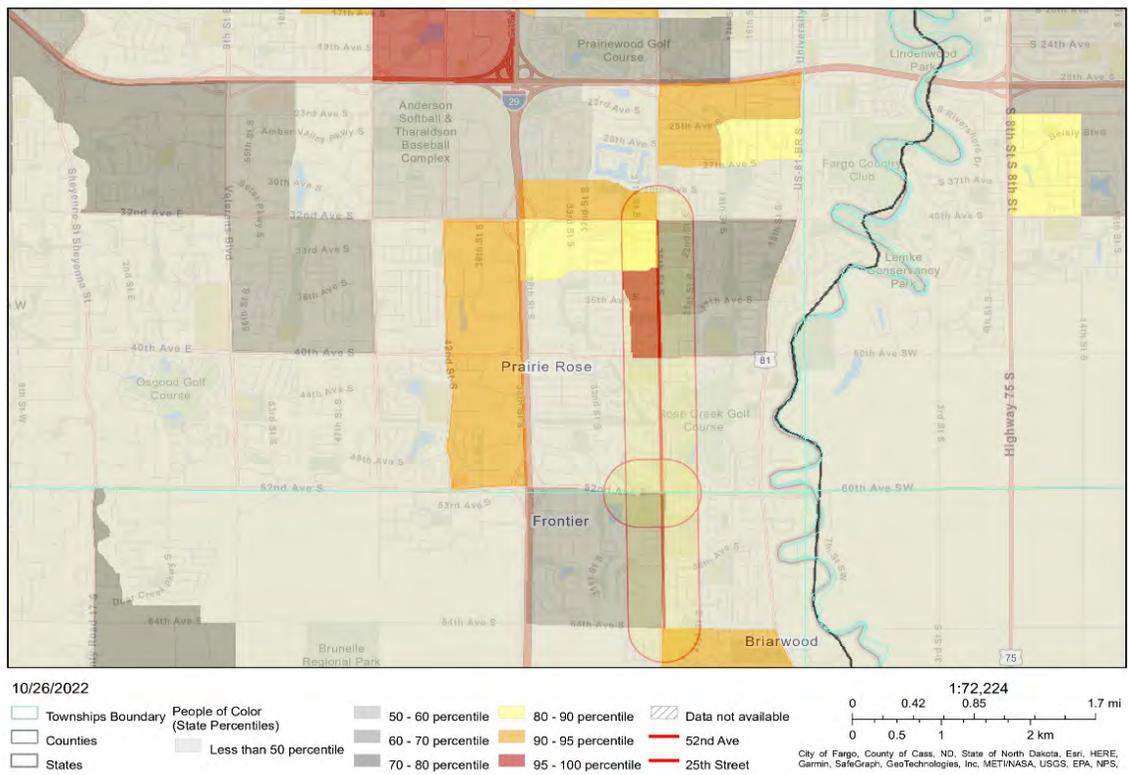
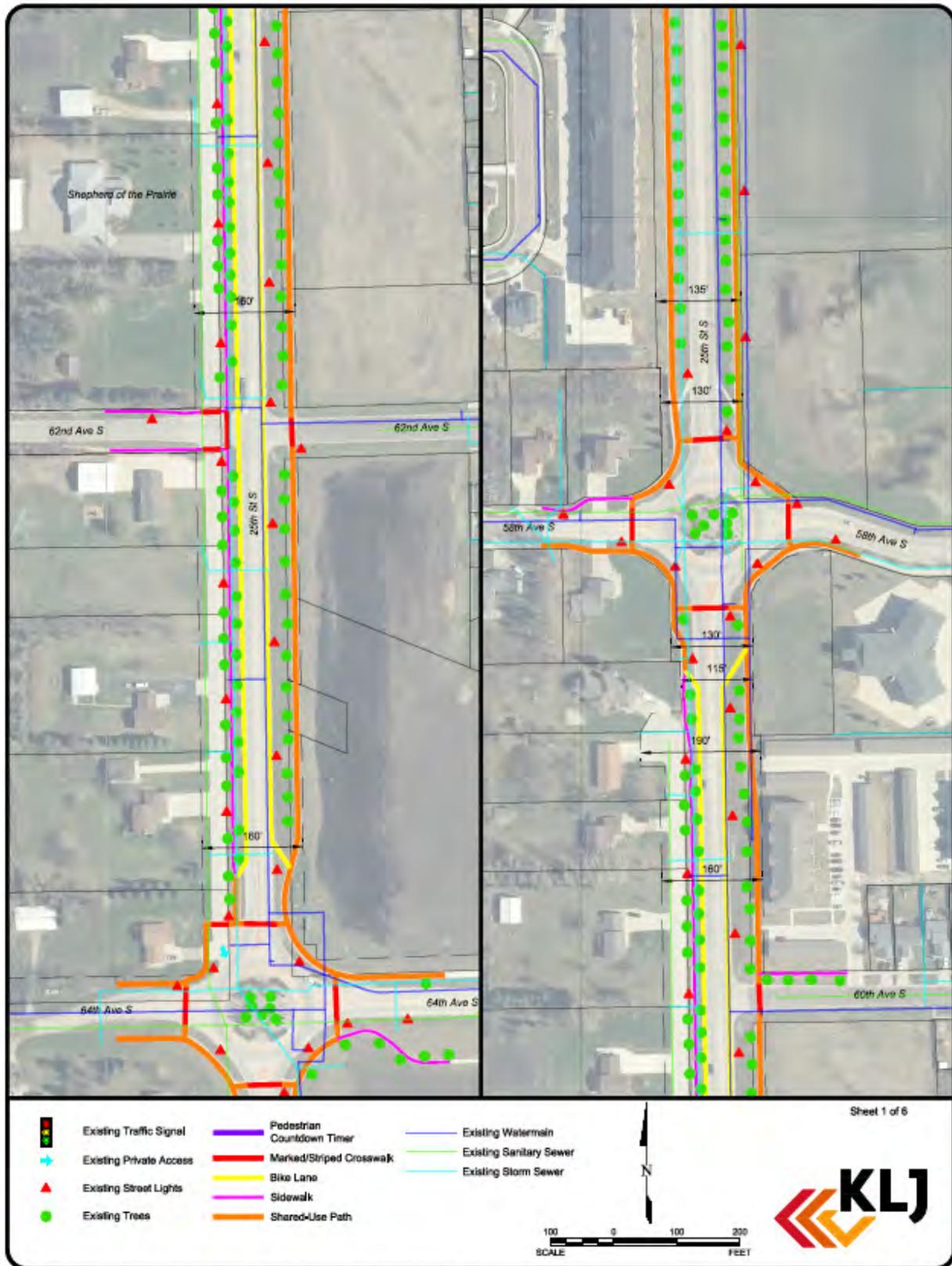


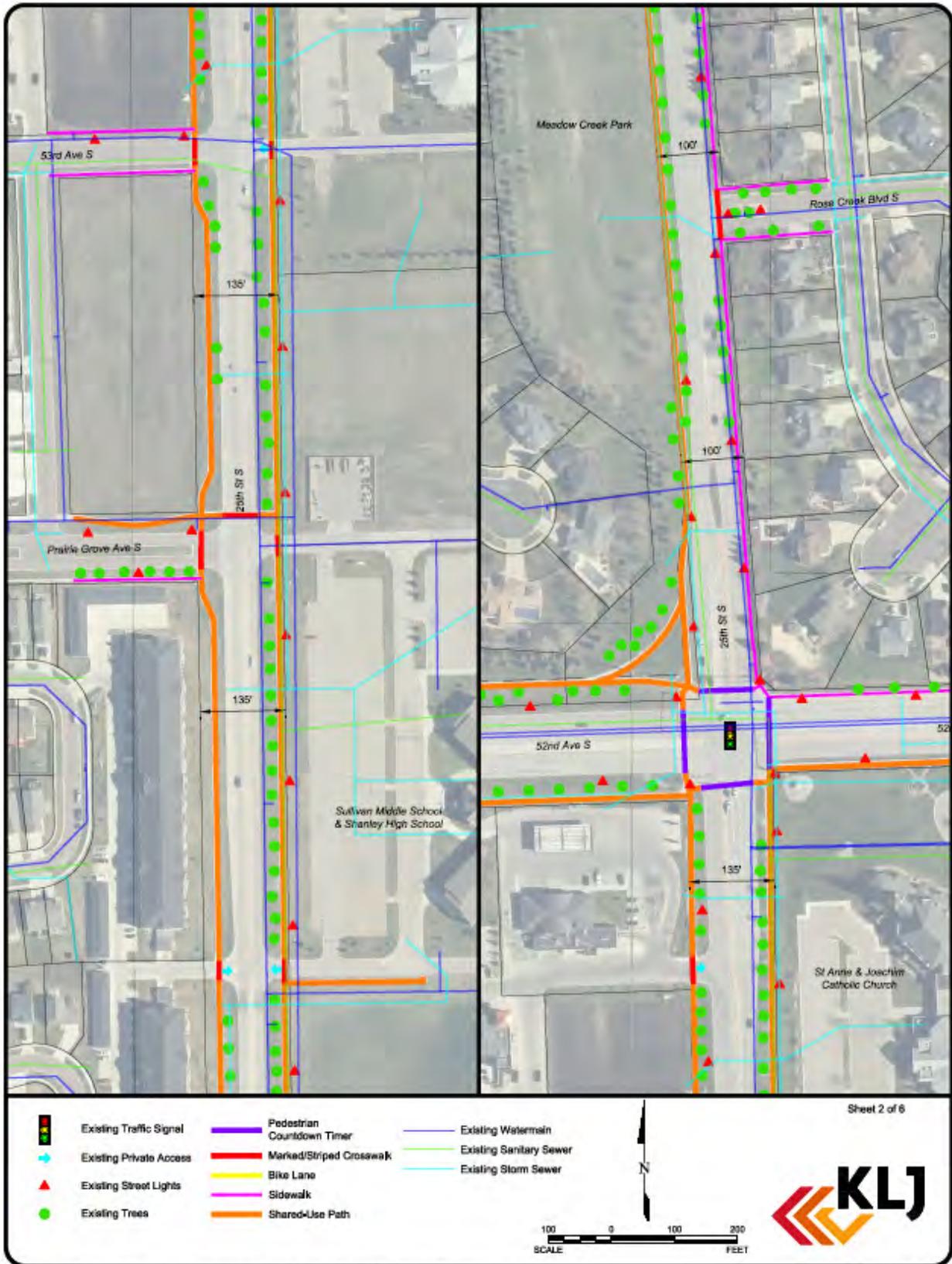
Figure 15 – Non-Motorized Facility



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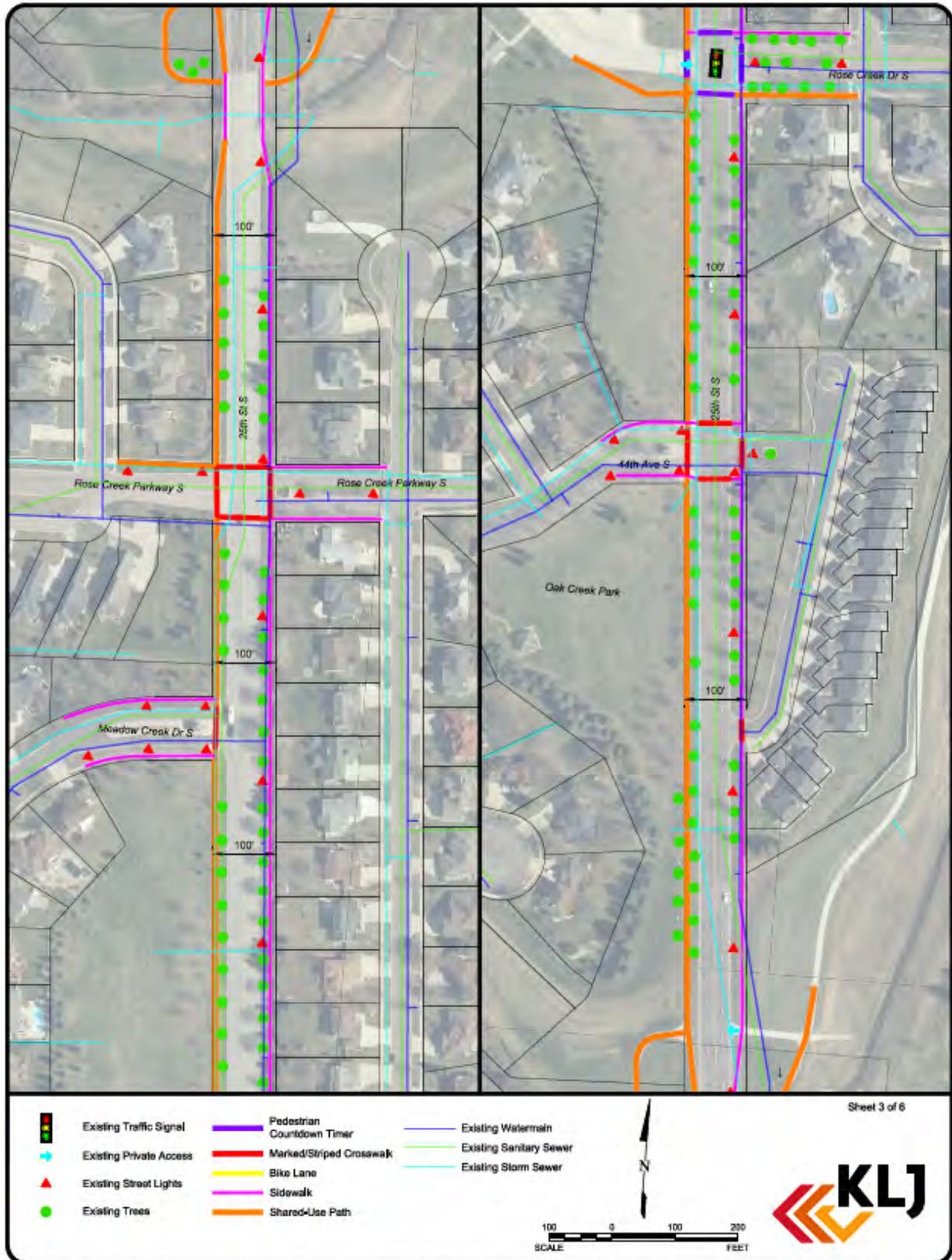
Non-Motorized Facility (Cont.)



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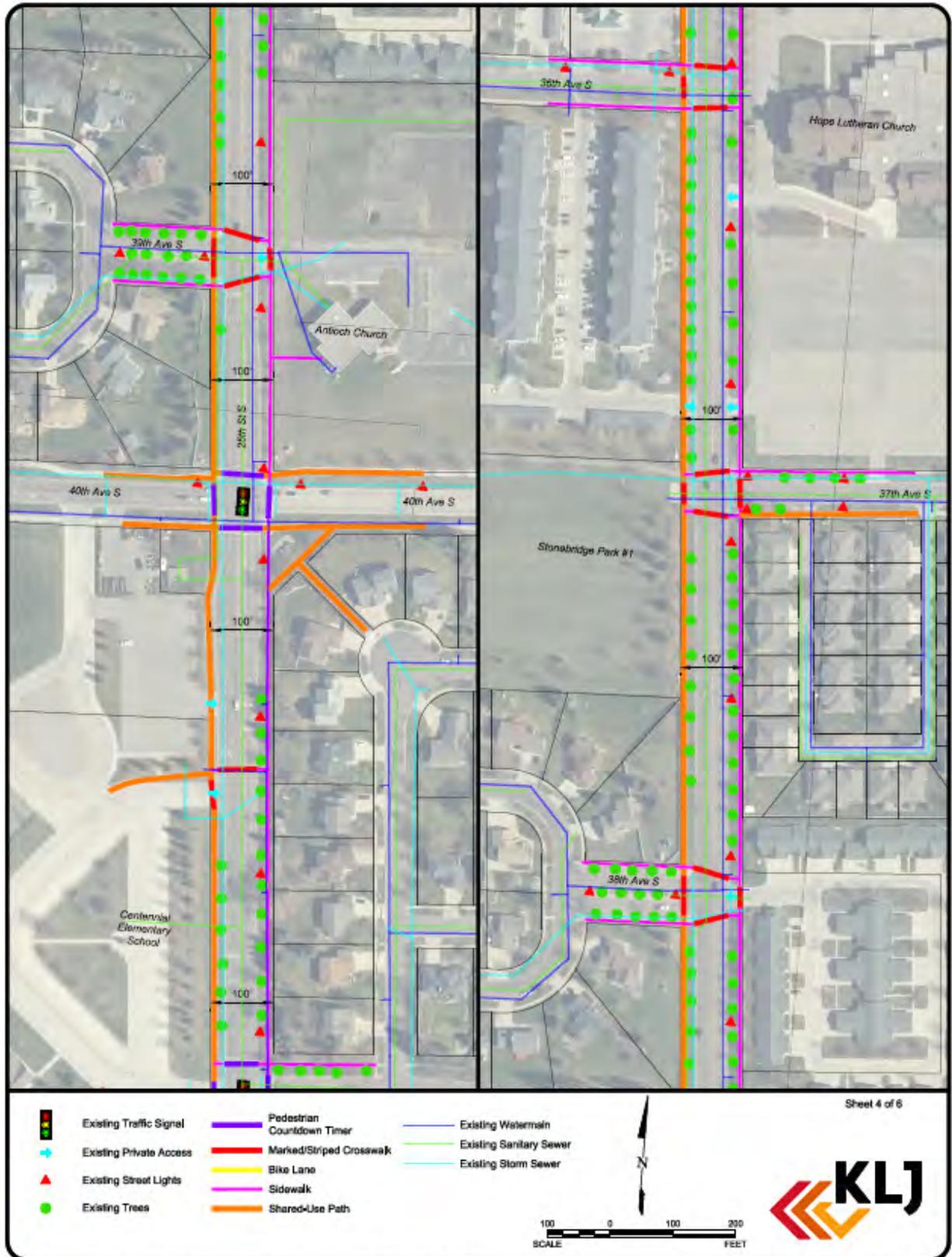
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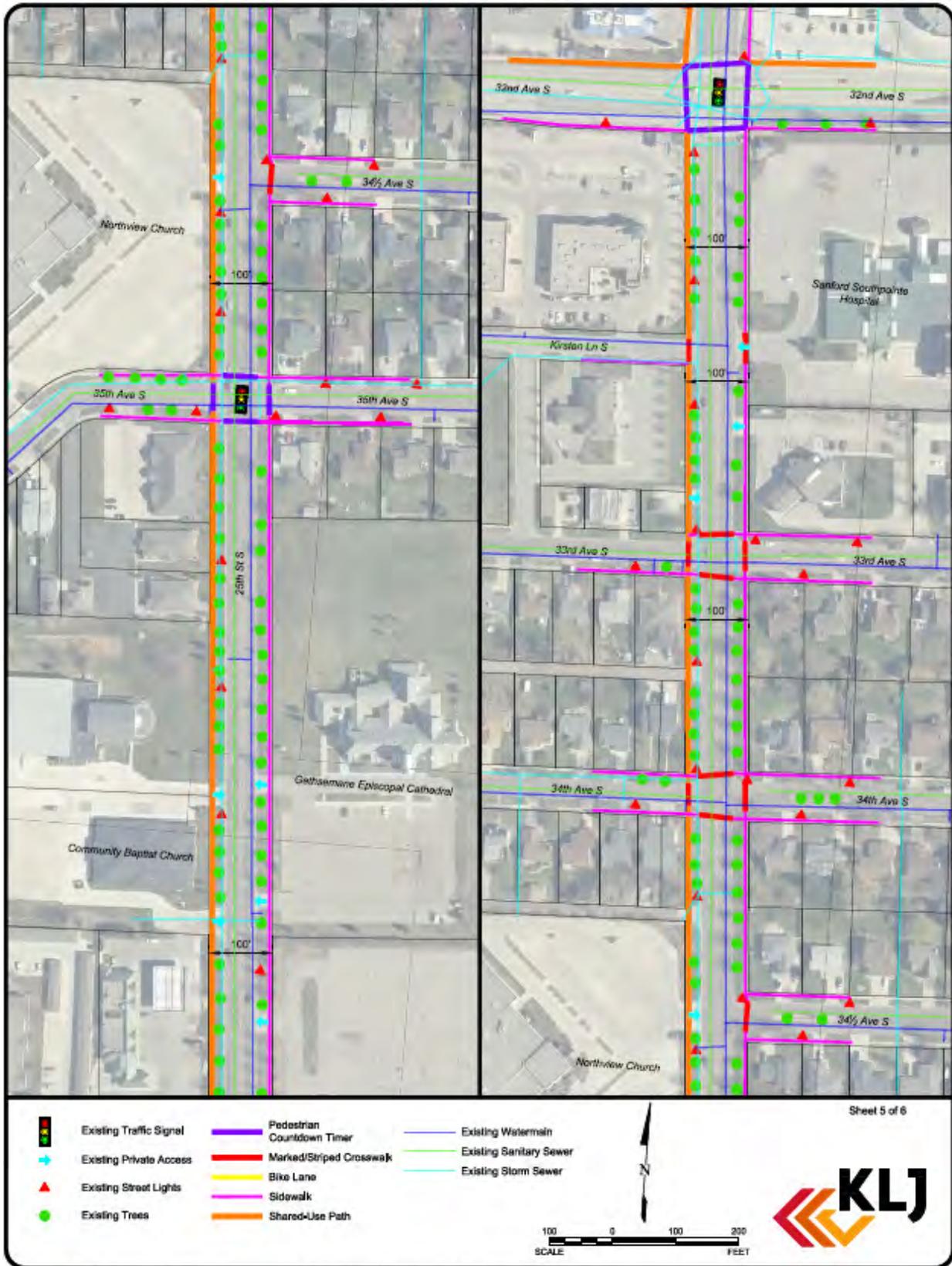
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Non-Motorized Facility (Cont.)



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Non-Motorized Facility (Cont.)

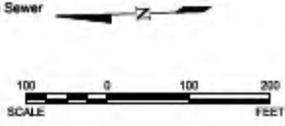


Non-Motorized Facility (Cont.)



-  Existing Traffic Signal
-  Existing Private Access
-  Existing Street Lights
-  Existing Trees
-  Pedestrian Countdown Timer
-  Marked/Striped Crosswalk
-  Bike Lane
-  Sidewalk
-  Shared-Use Path
-  Existing Watermain
-  Existing Sanitary Sewer
-  Existing Storm Sewer

Sheet 6 of 6



Crash Analysis

Reviewing historic crash information can help identify existing deficiencies that can be addressed through this study. Five years of crash records from January 1, 2017, through December 31, 2021, were requested from NDDOT. There were 244 crashes reported during this period in the study area. This total corresponds to an average of 49 crashes per year with about 15-crashes per year resulting in an injury, including the serious injury classification. There were no traffic fatalities reported during the analysis period.

Using the 2018 Federal Highway Administration’s (FHWA) *Crash Costs for Highway Safety Analysis*, there was an estimated crash cost of nearly \$2.96 million per year associated with the 25th Street S corridor. The five-year crash summary is shown in **Figure 16**. The number of crashes were generally at an increasing trend from 2017 to 2019 and decreasing from 2020 to 2021. However, the two serious injury crashes were reported in 2020 and 2021. Full detail crash reports are included in **Appendix A**.

Figure 16 – Five-Year Crash Summary (Year 2017-2021)

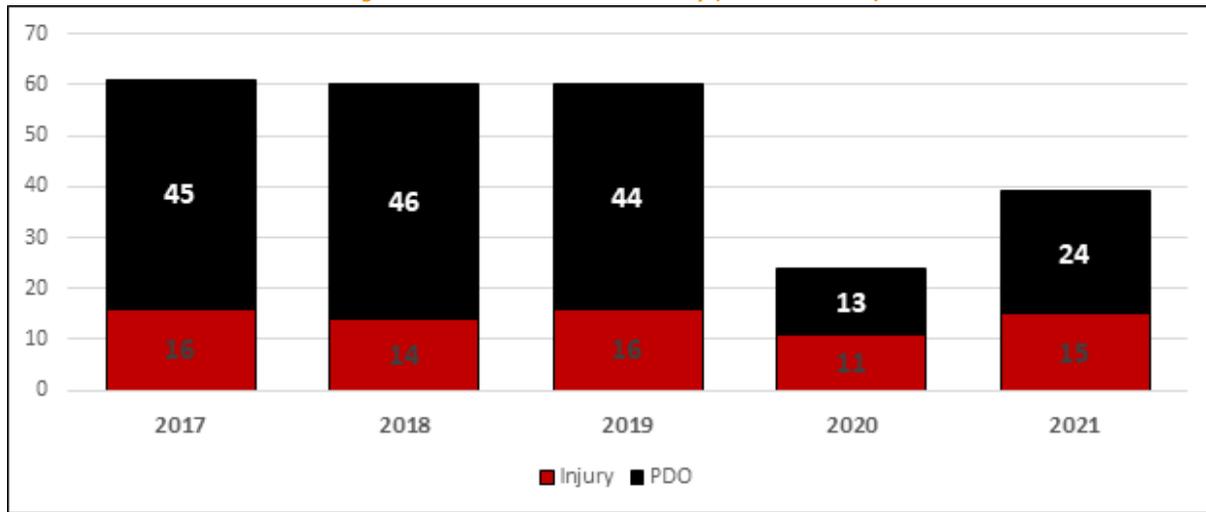


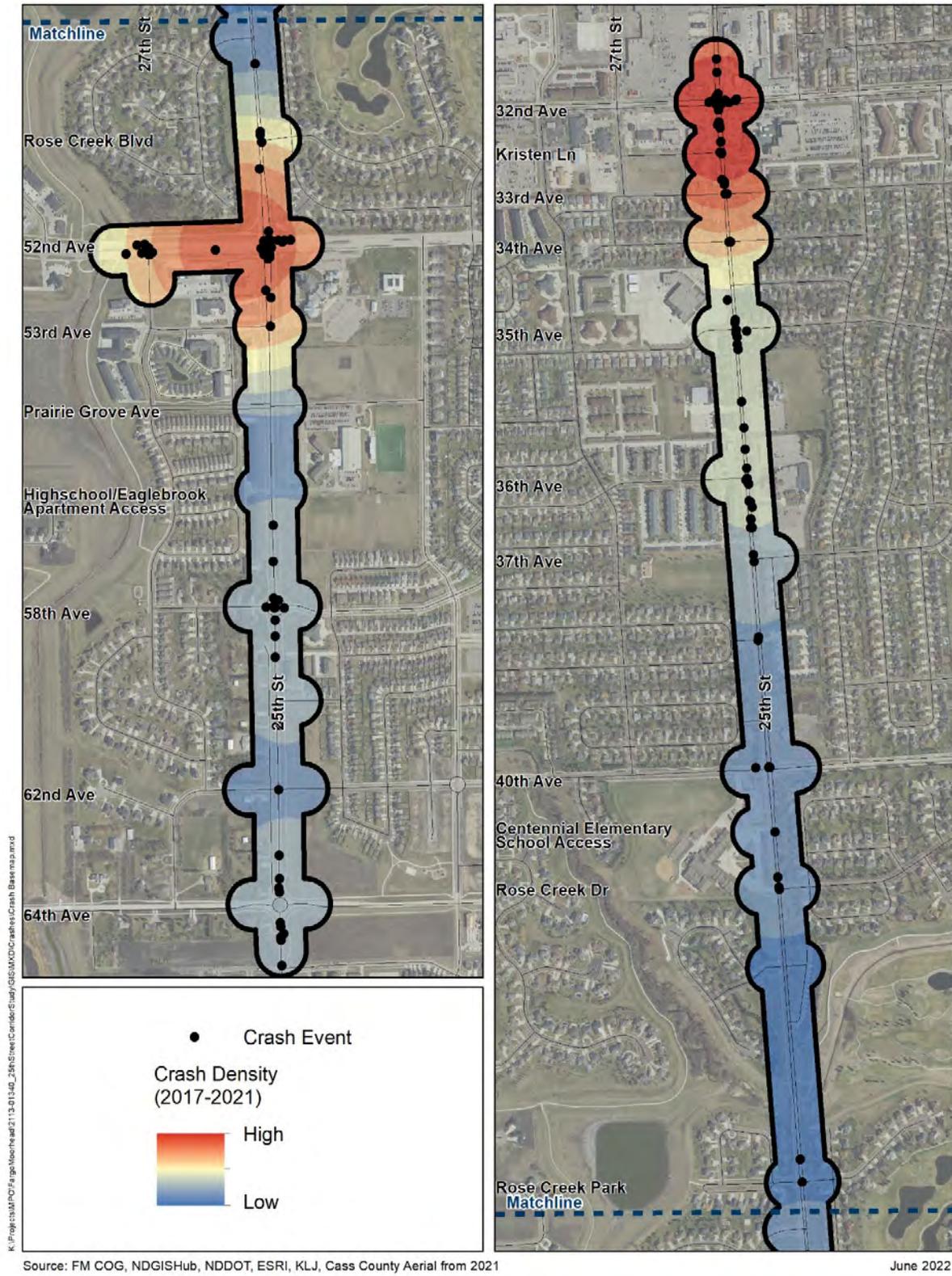
Table 4 provides a summary of key findings of the analyzed crash data:

Table 4 – High Level Crash Summary (Crashes from 2017-2021)

Total Crashes	244
Total crashes per year	48.8
Intersection Related	161 crashes or 66%
1st Highest # Crashes	32 nd Avenue S (64-crashes or 26%)
2nd Highest # Crashes	52 nd Avenue S (50 crashes or 20.5%)
3rd Highest # Crashes	27 th Street S (23 crashes or 9.5%)
Fatal Crashes	None
Serious Injury Crashes	Two (Both on 32 nd Avenue S)
Pedestrian related Crashes	One (25 th St S & 32 nd Ave S Intersection)
Bicycle related Crashes	Two (25 th St S & 32 nd Ave S Intersection)
Rear-End Crashes	99 crashes or 41%
Angle Crashes	92 crashes or 38%
Sideswipe Crashes	23 crashes or 10%
Single Vehicle Related Crashes	19 crashes or 8%
Head-on Crashes	10 crashes or 3%

The density of crashes along the corridor and the location of crash events are shown in **Figure 17**. The corridor experiences more crashes in the north and along 52nd Avenue.

Figure 17 – Crash Density



CRASH TRENDS AND PATTERNS

The trend and pattern of corridor crashes by hour of the day were analyzed for the crash records. The frequency of crashes by the hour of the day is shown in **Figure 18**. Frequency of crashes are generally prevalent throughout the day. Most crashes occurred at AM peak, PM peak, and 3 PM.

Figure 18 – Crashes by Hour of the Day

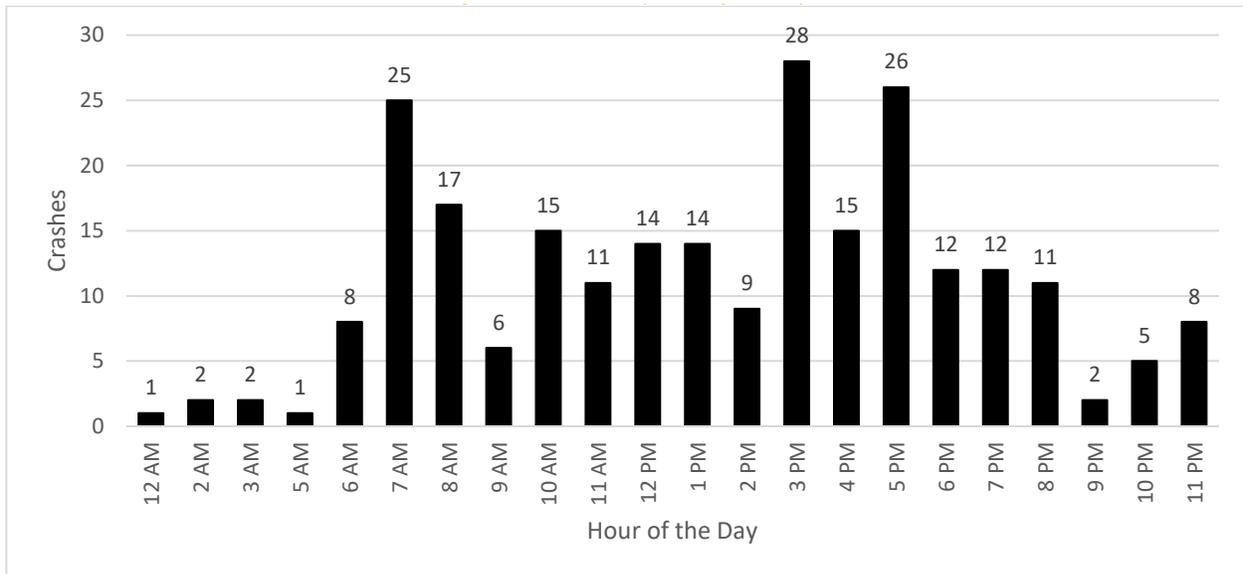
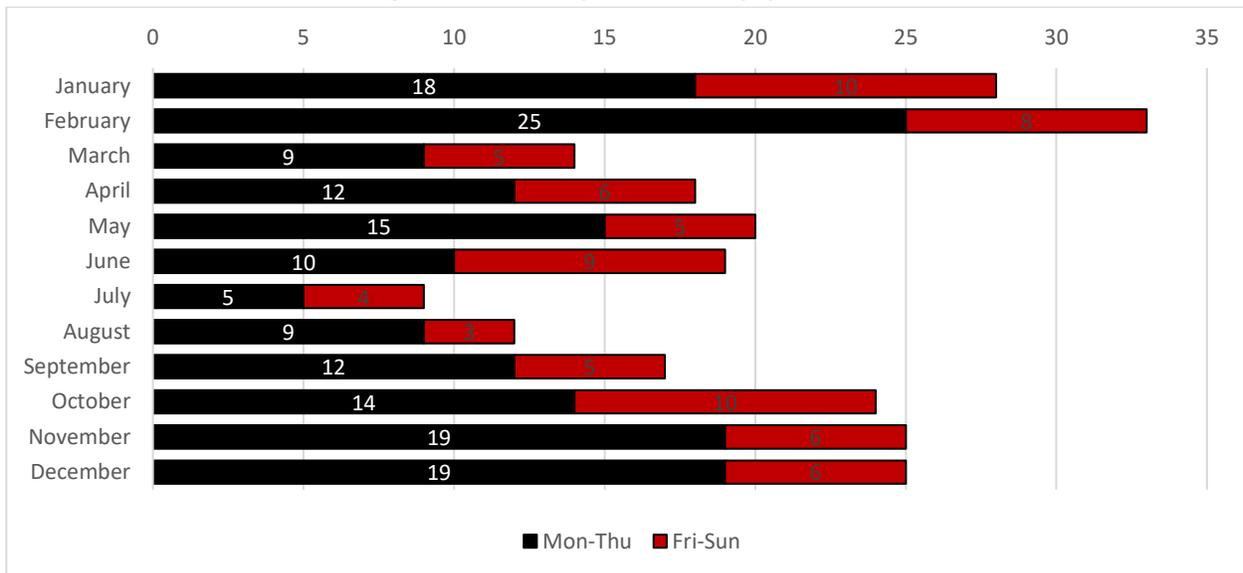


Figure 19 illustrates a peak in crashes beginning in October and continuing through February, followed by a downward trend thru September. Crash frequencies were generally much higher on weekdays, except for June and October.

Figure 19 – Crashes by Month and Day of the Week



CRITICAL CRASH LOCATIONS

To identify overrepresented crash locations within the study intersections, the critical crash rate analysis method was used. Critical Crash Rate method is a suitable performance measure identified in the *Highway Safety Manual* (HSM). The critical crash analysis method uses statistical analysis to help determine if differences between observed crash rates and typical crash rates are statistically significant and likely attributable to roadway design or traffic control.

Critical Crash Rate is calculated using the following equation:

For Intersections:

$$CR_C = CR_A + \left[K \times \sqrt{\frac{CR_A}{MEV}} \right] + \left[\frac{1}{2 \times MEV} \right]$$

For Segments:

$$CR_C = CR_A + \left[K \times \sqrt{\frac{CR_A}{MVM}} \right] + \left[\frac{1}{2 \times MVM} \right]$$

Where,

CR_C = Critical Crash Rate for Intersection

CR_A = Weighted average crash rate for the reference study

MEV = Million Entering Vehicle. MEV is used as a scaling factor and is calculated by dividing the total number of vehicles per day per year by 1,000,000

VMT = The measure of exposure is the total number of vehicles traveling on the road segment during the specified time period. This is called vehicle miles of travel (VMT). VMT is usually expressed as Million Vehicle Miles (MVM)

K = P-value for the corresponding confidence level. A confidence level of 0.995 was used where $K = 2.576$

This method calculated crash rates and compared those rates against the average of the crash rates experienced among the study intersections and segments. Intersections and/or segments with crash rates above the critical rate are considered overrepresented and in need for further review because there is a high probability that conditions at the site are contributing to the higher crash rate. Intersections and segments with crash rates under the critical crash rate does not mean that crash trends and issues do not exist. The crash rates by intersection and segments are summarized in **Table 5** and **Table 6**, respectively.

Table 5 – Intersection Crash Summary

Intersection	Traffic Control	MEV	# Crashes	Crash Rate		
				Observed	Average	Critical
32nd Avenue S / 25th Street S	Signal	60.2	64	1.06	0.68	0.96
Kristen Lane / 25th Street S	TWSC	31.2	10	0.32	0.23	0.47
33rd Avenue S / 25th Street S	TWSC	30.7	2	0.07	0.23	0.47
34th Avenue S / 25th Street S	TWSC	28.6	2	0.07	0.23	0.48
35th Avenue S / 25th Street S	Signal	22.9	16	0.70	0.68	1.15
36th Avenue S / 25th Street S	TWSC	20.7	6	0.29	0.23	0.53
37th Avenue S / 25th Street S	TWSC	20.5	2	0.10	0.23	0.53
38th Avenue S / 25th Street S	TWSC	21.5	2	0.09	0.23	0.52
40th Avenue S / 25th Street S	Signal	30.1	5	0.17	0.23	0.47
Rose Creek Dr / 25th Street S	Signal	19.4	4	0.21	0.68	1.19
Rose Creek Pkwy / 25th Street S	TWSC	16.8	1	0.06	0.23	0.56
Rose Creek Blvd / 25th Street S	TWSC	16.8	4	0.24	0.23	0.56
52nd Avenue S / 25th Street S	Signal	39.1	50	1.28	0.68	1.03
53rd Avenue S / 25th Street S	TWSC	26.8	1	0.04	0.23	0.49
58th Avenue S / 25th Street S	Roundabout	24.6	13	0.53	0.23	0.50
62nd Avenue S / 25th Street S	TWSC	17.3	1	0.06	0.23	0.56
64th Avenue S / 25th Street S	Roundabout	18.0	10	0.55	0.23	0.55
27th St / 52nd Avenue S	TWSC	33.2	23	0.69	0.23	0.46

Values Highlighted in **Red and White** represents intersections with crash rates greater than critical rate for similar type of facility.

The following intersections experienced crash rates greater than the critical rates for similar type of intersections:

- » 32nd Avenue S / 25th Street
- » 52nd Avenue S (US 81B) / 25th Street
- » 58th Avenue S / 25th Street
- » 64th Avenue S / 25th Street
- » 27th Street / 52nd Avenue S (US 81B)

Table 6 – Segment Crash Summary

Segment from	Segment Type	VMT	# Crashes	Crash Rate		
				Observed	Average	Critical
33rd Ave S to 32nd Ave S	4-lane Un-Divided	3.9	8	2.07	0.49	1.55
40th Ave S to 33rd Ave S	4-lane Un-Divided	20.7	12	0.58	0.49	0.92
Rosecreek Blvd to 40th Ave S	4-lane Un-Divided	13.7	2	0.15	0.49	1.02
53rd Ave S to Rosecreek Blvd	4-lane Divided	6.8	2	0.29	0.29	0.89
64th Ave S to 53rd Ave S	3-lane Undivided	20.2	4	0.20	0.20	0.48

Values Highlighted in **Red and White** represents intersections with crash rates greater than critical rate for similar type of facility.

The segment from 32nd Avenue S to 33rd Avenue S experiences crash rates greater than critical rates for similar types of facilities.

SERIOUS INJURY CRASHES

There were two serious injury crashes reported during the analysis year. Both the serious injury crashes were experienced at the intersection of 25th Street S with 32nd Avenue S. The first incident was reported in November 2020 where the motorist traveling eastbound (EB) making a left turn, failed to yield, and collided with the westbound (WB) approaching vehicle. The second incident was reported in October 2021 where the motorist traveling WB making a left turn failed to yield and collided with the EB approaching vehicle.

CRASHES INVOLVING PEDESTRIAN/BICYCLIST

There were two crashes involving bicyclists and one crash involving pedestrians reported during the analysis period. These crashes were experienced at the intersection of 25th Street S with 32nd Avenue S. The only crash incident involving a pedestrian was reported in June 2019 where a NB traveling vehicle turning right at the intersection failed to yield to the pedestrian crossing from the WB approach. The first crash involving a bicyclist was reported in June 2017. The motorist making a right turn from the WB approach collided with a bicyclist crossing from the NB approach. The bicyclist failed to yield to the WB traveling motorist who had green phase signalization. The second incident involving a bicyclist was reported in August 2018 where the motorist attempted to make a right turn from the EB approach on red signalization and collided with a bicyclist.

CRASH COLLISION TYPE

Identifying crash types at roadways assists in developing counter measures to mitigate or minimize the crash type. Rear end (99 crashes or 41-percent) and angle (92 crashes or 34-percent) crashes were the most typical crash types at the study intersections. Dense access spacing, failing to stop, following too closely, and speeding are a few factors in a substantial proportion of rear end crashes along the corridor. **Figure 20** shows the crashes by crash type at the study intersections during the analysis period. The larger the chart, the more crashes that occurred at that intersection.

CRASH HOTSPOTS

Using the trends identified earlier, additional analysis and evaluation was completed in the study area for the intersections and segments that experienced crash rates greater than the critical rate. This crash hotspot analysis is used to identify specific combinations of crash type and direction to further understand the specific issues at the intersections and segment of the study corridor.

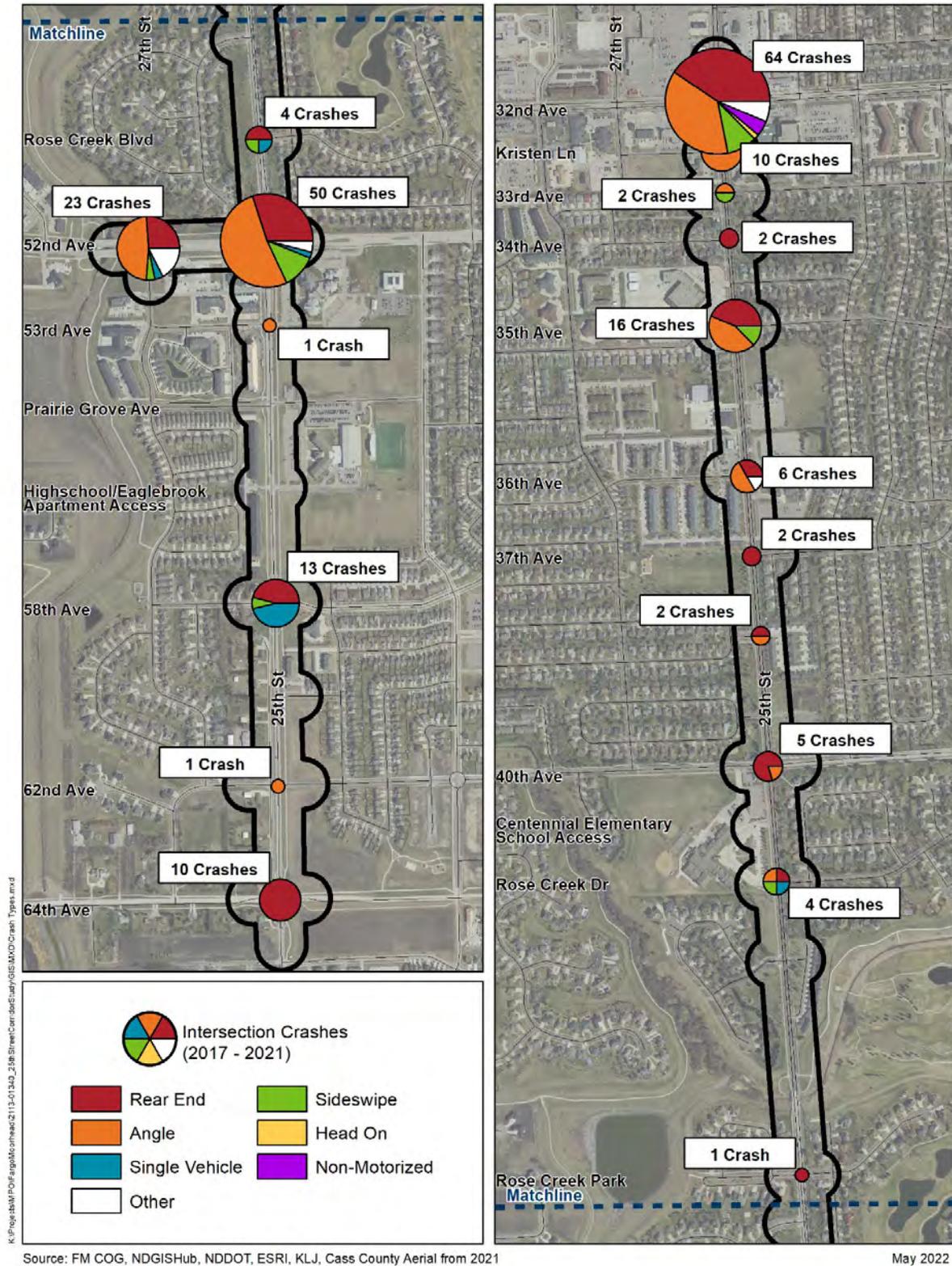
32nd Avenue S and 25th Street S

There were 64 crashes reported during the analysis period. Rear end crashes were the predominant type of crashes (26 crashes or 41-percent) at the intersection. Most of the rear end crashes were along SB (10 crashes) and WB approaches (nine crashes). The contributing factors for the rear end crashes along the SB direction can be attributed to speeding, careless/reckless driving, and following too close. Angle crashes were the second most prominent type of crashes (24 crashes or 39-percent) at the intersection. This included 17 left turn crashes. Most of the left turn crashes (12) involved the interaction of vehicles traveling from the EB and WB approaches. Reckless driving, failure to yield, and running red lights were among the contributing factors for the high number of left turn crashes at the intersection.

52nd Avenue S and 25th Street S

There were 50 crashes reported during the analysis period. Twenty-one crashes at the intersection involved inexperienced drivers under the age of 20. Angle crashes were the predominant type of crashes (26 crashes or 52-percent) at the intersection. This included 18 left turn crashes. Most of the left turn crashes (13) involved the interaction of vehicles traveling from the NB and SB approaches. Failure to yield and harsh weather conditions were among the contributing factors for the high number of left turn crashes at the intersection. Rear end crashes were the second most prominent types of crashes (15 crashes or 30-percent) at the intersection. The contributing factors for the rear end crashes were mostly attributed to following too close, speeding, and careless/reckless driving.

Figure 20 – Intersection Crashes by Collision Type (Five Year Crashes from 2017-2021)



58th Avenue S and 25th Street S

There were 13 crashes reported during the analysis period. Six crashes at the intersection involved inexperienced drivers under the age of 20. Rear end (Six crashes or 46-percent) and Single vehicle related (Six crashes or 46-percent) were the most prominent types of crashes at the intersection. Most of the rear end crashes (five crashes) were along NB approach. Careless driving and following too close were among the contributing factors for the rear end crashes at the intersection. The contributing factors for the single vehicle crash types at this intersection could be attributed to speeding. Most of the single vehicle related crashes collided with a post or curb.

64th Avenue S and 25th Street S

There were 10 crashes reported during the analysis period. All the crashes were rear-ending types of which seven were on the NB approach and three on the SB approach. Davies High School is located south of the intersection at 70th Avenue. All the crashes were observed during the school peak hours between 7AM-9AM, Noon-1PM, and 3PM-5PM. All the crashes at the intersection involved inexperienced drivers under the age of 18.

27th Street and 52nd Avenue S

There were 23 crashes reported during the analysis period. Most of the crashes at this intersection were experienced during the morning peak hour from 7AM-8AM (10 crashes or 43-percent). Eleven crashes at the intersection involved inexperienced drivers under the age of 20. Angle crashes were the most prominent crash type (11 crashes or 48-percent) at the intersection. Most of the angle crashes (nine crashes) involved the interaction of vehicles travelling from the NB and EB approaches. Failure to yield were the contributing factor for these angle crashes. Rear end crashes were the second most prominent crash type (six or 26-percent) at the intersection. Following too close and speeding were among the major contributing factors for these rear end crashes.

25th Street S between 32nd Avenue S and 33rd Avenue S

There were eight crashes reported during the analysis period. Rear-end crashes were the most prominent crash types (four or 50-percent). All rear end crashes were involved vehicles traveling SB direction colliding with the vehicle slowing down to turn right on Kirsten Lane. The contributing factors for the rear end crashes along the SB direction can be attributed to speeding and following too close.

Traffic Volumes

The data collection effort for this study looked at many different sources to quantify the traffic volumes on the 25th Street S corridor. The Annual Average Daily Traffic (AADT) was sourced from NDDOT's Transportation Information Interactive Map to classify historic fluctuations. The source of intersection level Turning Movement Counts (TMCs) is shown in **Figure 21**. Raw traffic counts are included in **Appendix B**.

KLJ

- » KLJ collected TMCs on typical weekdays during March 2022.
- » Thirteen-hour traffic counts were collected for nine intersections.
- » Peak hour counts were collected for two intersections.
- » The traffic volumes along busy driveways were observed for peak 15-minutes to identify the traffic patterns.

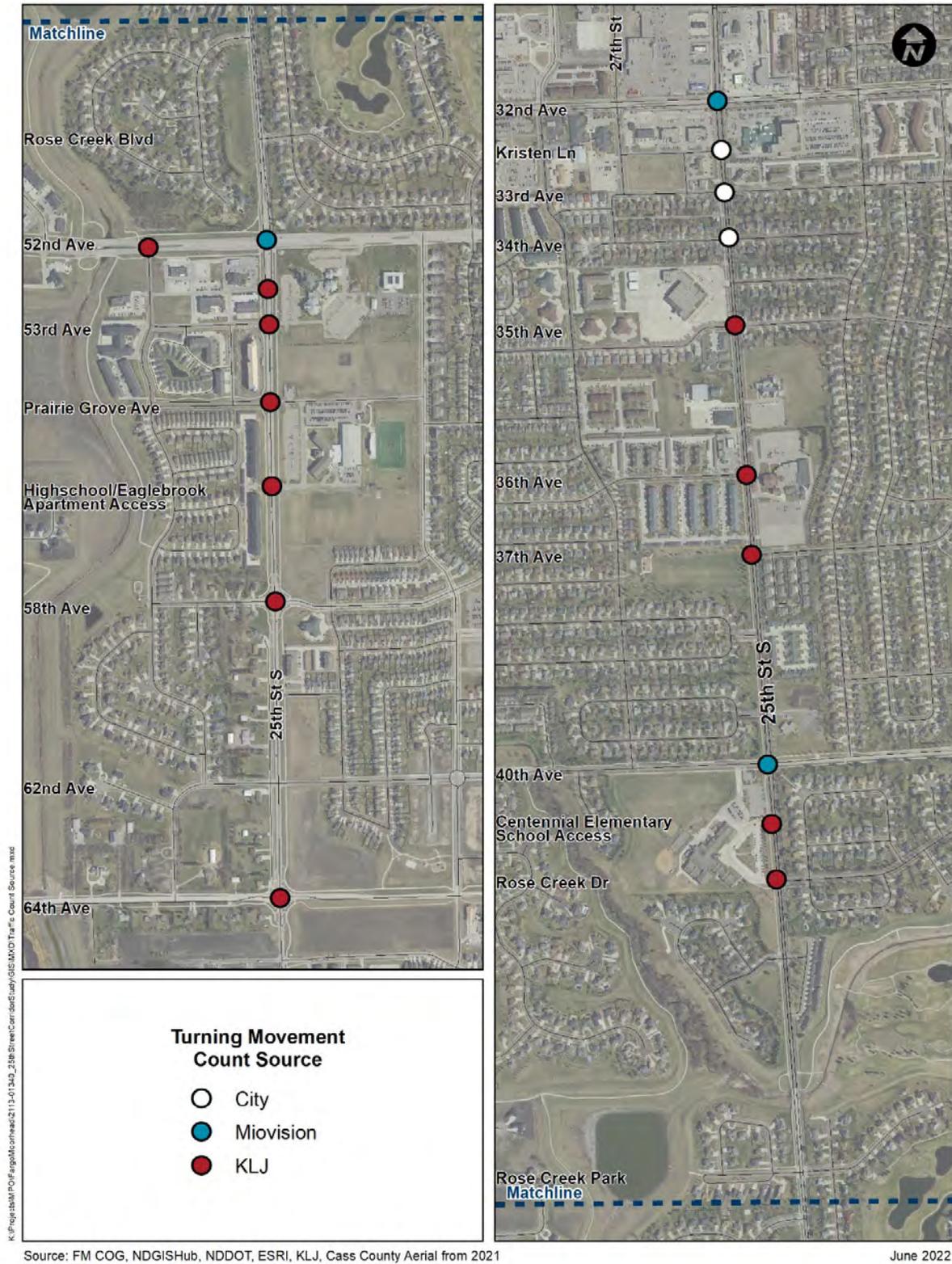
City of Fargo

- » TMCs for two intersections were sourced from other corridor and/or intersection studied conducted in the past three years.

Miovision

- » TMCs for three intersections were sourced from MPO's Miovision subscription.

Figure 21 – Traffic Count Source



AVERAGE DAILY TRAFFIC

Average Daily Traffic (ADT) volumes along the corridor range from approximately 8,300 Vehicles Per Day (VPD) up to 15,100 VPD (**Figure 22**). In general, ADT volumes increase from south to north along the corridor, however, there is a defined shift at 52nd Avenue S, where approximately 5,000 VPD shifts to/from 25th Street (South of 52nd Avenue S) to 52nd Avenue S. The ADT volumes along 25th Street S to the north and south of 52nd Avenue S are approximately 8,300 VPD and 13,400 VPD, respectively. The existing AM and PM peak hour Turning Movement Counts (TMCs) are presented in **Table 7** and **Table 8**, respectively.

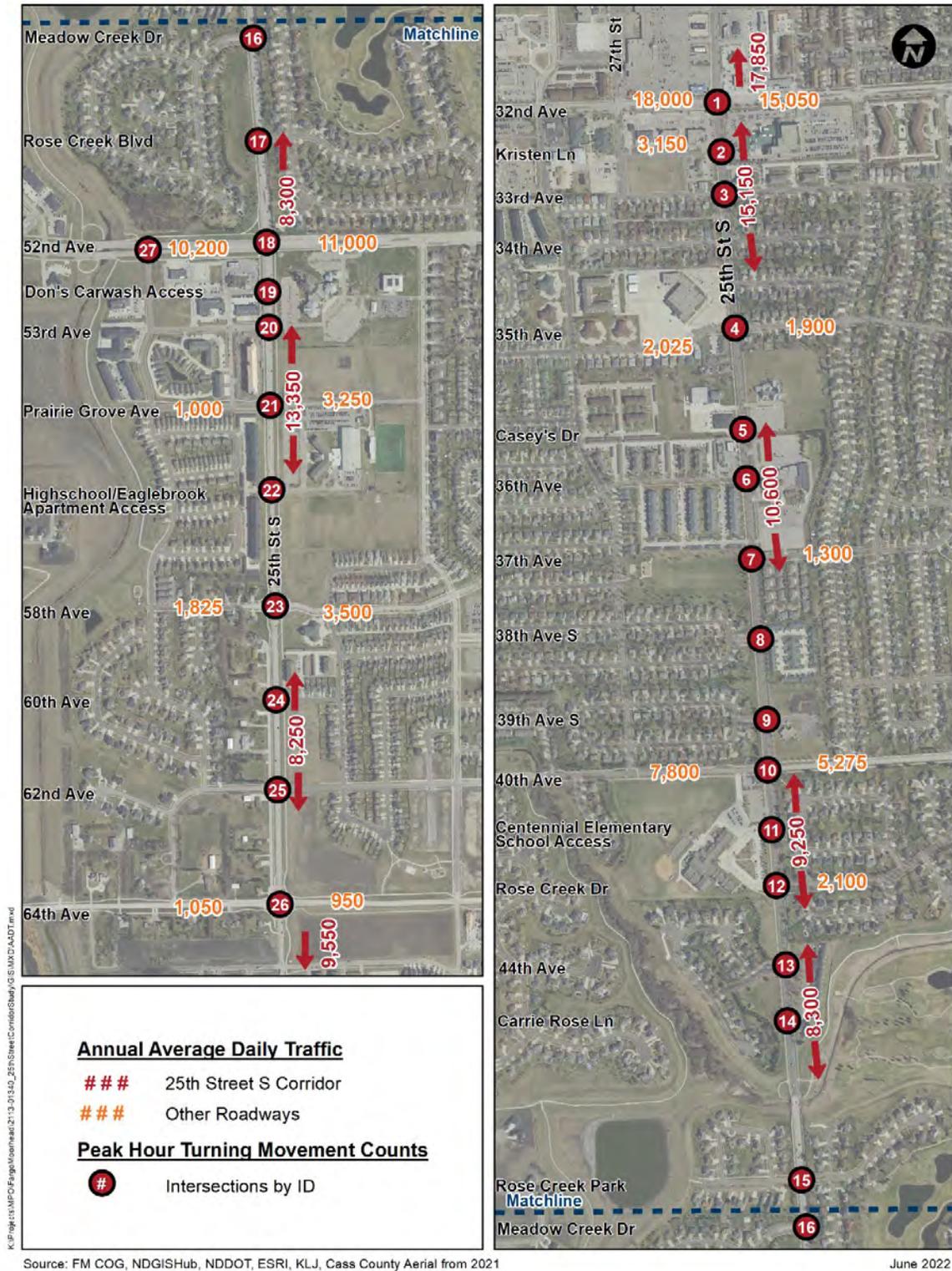
Table 7 – Turning Movement Counts (AM Peak)

Int. ID ¹	Control ²	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Signal	195	500	100	160	295	215	215	430	100	95	365	110
2	TWSC	30	725	75	70	370	50	35	5	25	15	5	35
3	TWSC	50	790	5	5	375	30	10	5	15	5	5	30
4	Signal	40	670	20	20	340	35	50	30	35	30	25	75
5	TWSC	10	710	5	5	375	25	10	-	10	5	-	10
6	TWSC	10	705	-	-	385	5	20	-	10	-	-	-
7	TWSC	-	640	10	30	365	-	-	-	-	10	-	75
8	TWSC	5	600	5	5	365	5	30	-	25	10	-	20
9	TWSC	5	590	10	5	390	5	10	-	20	10	-	10
10	Signal	140	395	110	55	295	70	140	240	55	100	200	70
11	TWSC	100	645	-	-	315	135	-	-	-	-	-	-
12	Signal	-	560	15	10	305	-	140	5	70	20	-	45
13	TWSC	5	545	5	5	385	5	15	-	10	5	-	15
14	TWSC	-	550	5	5	395	-	-	-	-	5	-	5
15	TWSC	5	530	10	5	390	5	10	-	5	5	-	15
16	TWSC	5	520	-	-	390	10	25	-	15	-	-	-
17	TWSC	-	475	10	15	390	-	-	-	-	25	-	50
18	Signal	470	225	45	45	245	125	185	300	460	55	450	75
19	3/4	-	740	-	-	725	35	-	-	5	-	-	-
20	TWSC	40	700	5	10	690	30	20	5	10	5	5	20
21	TWSC	10	640	10	110	590	5	5		10	5	-	100
22	TWSC	5	625	35	85	510	10	20	5	15	5	-	15
23	Roundabout	5	510	25	60	460	10	40	10	5	20	5	115
24	TWSC	-	490	5	10	475	-	-	-	-	5	-	50
25	TWSC	5	440	5	10	460	10	15	5	5	5	5	40
26	Roundabout	10	390	35	10	450	10	25	10	35	25	5	35
27	TWSC	120	-	75	-	-	-	-	870	95	20	1025	-

L – Left, T – Through, R – Right

1. Refer to **Figure 18** for Intersection ID
2. TWSC – Two way Stop Control; ¾- Three Quarter intersection

Figure 22 – Existing (2022) Daily Traffic Volumes



Source: FM COG, NDGISHub, NDDOT, ESRI, KLJ, Cass County Aerial from 2021

June 2022

Table 8 – Turning Movement Counts (PM Peak)

Int. ID ¹	Control ²	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Signal	180	350	70	135	525	220	165	435	165	130	445	130
2	TWSC	15	455	10	20	730	70	50	5	25	35	5	95
3	TWSC	5	455	10	25	755	10	5	5	10	10	5	20
4	Signal	15	385	20	65	655	55	40	50	55	35	40	45
5	TWSC	5	405	5	5	725	15	10	-	10	5	-	5
6	TWSC	20	405	-	-	715	25	10	-	10	-	-	-
7	TWSC	-	385	15	65	660	-	-	-	-	10	-	40
8	TWSC	20	390	10	20	625	25	5	-	5	5	-	5
9	TWSC	20	410	10	10	615	10	5	-	5	5	-	5
10	Signal	65	250	50	60	395	170	150	240	95	75	260	40
11	TWSC	5	365	-	-	550	15	-	-	-	-	-	-
12	Signal	-	330	15	40	510	-	15	5	10	15	-	25
13	TWSC	5	335	5	15	505	15	5	-	5	5	-	5
14	TWSC	-	340	5	5	510	-	-	-	-	5	-	5
15	TWSC	5	330	5	15	490	10	5	-	5	10	-	10
16	TWSC	15	330	-	-	480	25	10	-	5	-	-	-
17	TWSC	-	330	25	35	450	-	-	-	-	20	-	15
18	Signal	350	135	40	80	245	145	170	575	445	70	455	50
19	3/4	-	525	-	-	695	65	-	-	75	-	-	-
20	TWSC	25	460	5	10	735	25	50	-	30	5	5	15
21	TWSC	5	440	5	50	710	10	5	-	5	10	-	45
22	TWSC	5	420	10	10	685	30	15	-	5	-	-	15
23	Roundabout	5	365	5	95	570	25	15	5	5	10	10	55
24	TWSC	-	350	5	70	515	-	-	-	-	5	-	25
25	TWSC	5	325	5	40	455	25	10	5	5	5	5	20
26	Roundabout	10	305	10	40	410	15	5	10	20	5	10	25
27	TWSC	85	-	50	-	-	-	-	1140	165	15	935	-

L – Left, T – Through, R – Right

1. Refer to **Figure 18** for Intersection ID
2. TWSC – Two way Stop Control; ¾- Three Quarter intersection

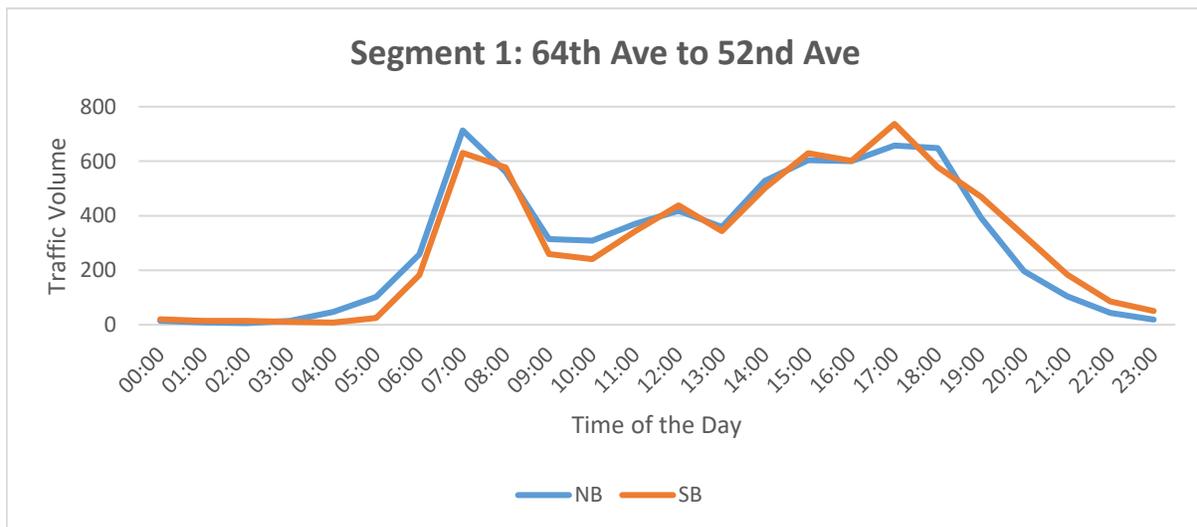
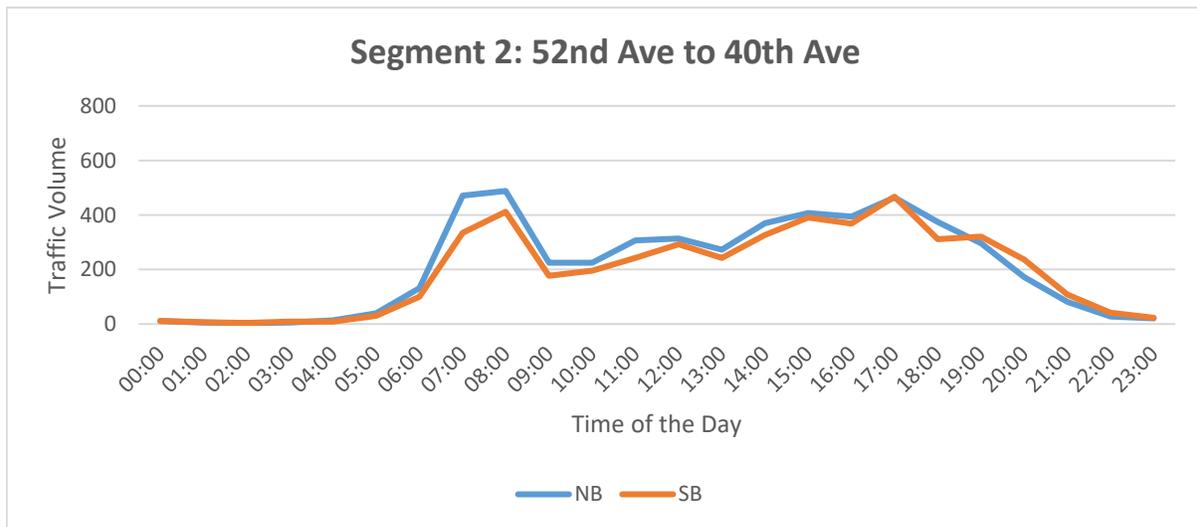
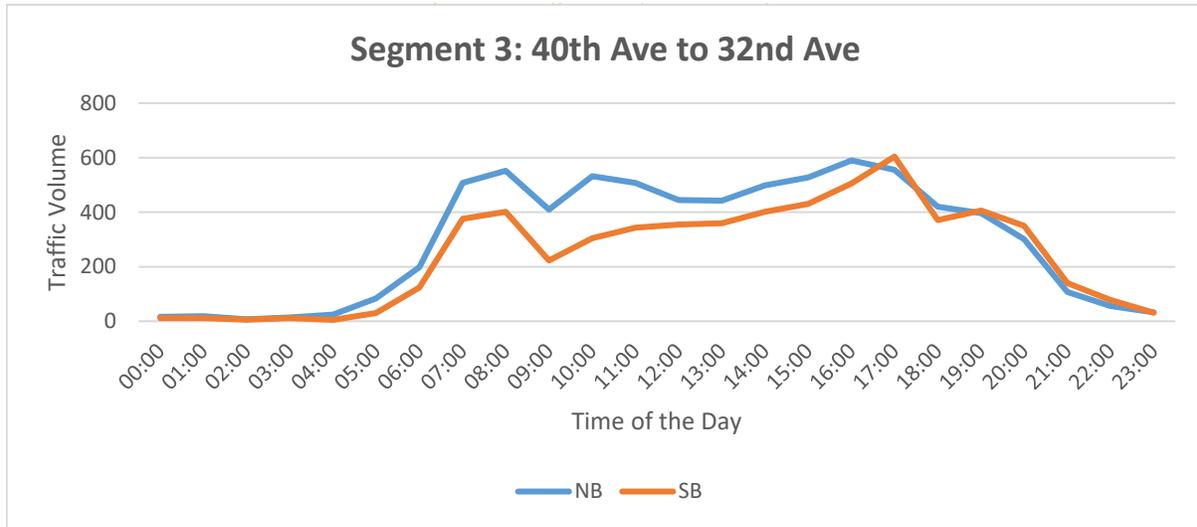
STREETLIGHT DATA

The Fargo-Moorhead MPO’s Streetlight data was also utilized to supplement existing traffic data to provide a more thorough understanding of the existing regional trips, and to find daily traffic volumes for side streets that did not have historic or recent traffic data. Streetlight utilizes anonymized location records from smart phones and navigation devices in cars and trucks to analyze regional travel patterns while keeping the anonymity of individual trips.

TRAFFIC PATTERNS

The existing daily hourly volume profile is shown in **Figure 23**. The 25th Street S corridor serves between 8,000 to 15,150. Based on the traffic data collected, the AM peak hour along the corridor occurs from 7:30 to 8:30 AM, while the PM peak occurs from 4:45 PM to 5:45 PM. It is important to note that traffic volumes are relatively steady between 4:30 and 6:00 PM within the study area. Traffic is generally higher along NB direction between AM and PM peak between 32nd Ave and 52nd Ave.

Figure 23 – Traffic Hourly Volume Profile



Capacity Analysis and Demand

The roadway capacity is defined as the maximum number of vehicles a street segment can accommodate. Existing traffic capacity and demands were analyzed along the corridor.

Planning Level Capacity Analysis

ADT volumes along 25th Street S range from approximately 8,300 to 15,100 vehicles per day. The corridor context generally varies from a three-lane facility with a two-way left-turn lane (TWLTL) south of 53rd Avenue S, to a four-lane undivided facility north of 52nd Avenue S; there are periodic turn lanes and/or medians at major intersections. Typical planning level capacity thresholds by facility type are shown in **Table 9**.

Table 9 – Planning Level Capacity Thresholds

Facility Type	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
Primary/Principal Arterial (5-lane)	< 11,400	< 18,200	< 29,100	< 32,600	< 36,300	< 36,300
Primary/Principal Arterial (4-lane)	< 7,600	< 12,100	< 19,400	< 23,300	< 27,600	< 27,600
Primary/Principal Arterial (3-lane)	< 4,900	< 7,900	< 12,700	< 17,000	< 21,100	< 21,100
Primary/Principal Arterial (2-lane)	< 3,100	< 5,000	< 8,000	< 12,000	< 15,900	< 15,900

SOURCE: Mn/DOT and WSB & Associates

Based on this planning-level capacity approach, the 25th Street S corridor operates between the LOS B or LOS D range, depending on the segment. A summary of the planning-level capacity analysis by segment is shown in **Table 10**.

Table 10 – Planning Level Capacity Analysis

25 th Street Segment	Facility Type	ADT Volume	Planning-Level LOS
32 nd Avenue S to 33 rd Avenue S	5-lane	15,100	LOS B
33 rd Avenue S to 52 nd Avenue S	4-lane	8,300 to 15,100	LOS B to LOS C
52 nd Avenue S to 64 th Avenue S	3-lane	8,300 to 13,400	LOS C to LOS D

Intersection Capacity Analysis

Although the planning-level capacity can provide a good barometer of corridor operations, intersection operations often provide a clearer indication of corridor operations. Therefore, a detailed intersection capacity analysis was completed at the study intersections along 25th Street S, as well as the 52nd Avenue S and 27th Street S intersection, to understand various performance metrics, including levels of services (LOS), queuing, and travel time.

The intersection capacity analysis was completed using Synchro/SimTraffic Software (version 11), which incorporates methods outlined in the Highway Capacity Manual, 6th Edition. The software was used to develop calibrated models that simulate observed traffic operations and identify key metric such as intersection Level of Service (LOS) and queues. These models incorporate collected traffic, pedestrian, and bicyclist volumes, traffic controls, and driver behavior factors. Existing signal timing provided by the cities of Moorhead and Dilworth were incorporated as well.

Level of Service (LOS) quantifies how an intersection is operating. Intersections are graded from LOS A through LOS F, which corresponds to the average delay per vehicle value shown in **Table 11**. An overall intersection LOS A through LOS D is generally considered acceptable in the Fargo-Moorhead Metropolitan Area. LOS A indicates the best traffic operation, while LOS F indicates an intersection where demand exceeds capacity.

LOS for two-way stop-controlled intersection is undefined by HCM. For two-way stop-controlled intersections the through traffic on the major (uncontrolled) street generally experiences no delay at the intersection. Conversely, vehicles turning left or crossing the major street from the minor street, experience more delay than other movements, and

at times can experience significant delay. Vehicles on the minor street, which are turning right, experience less delay than those turning left from the same approach. Due to these reasons, for side-street stop-controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. It is typical of intersections with higher mainline traffic volumes to experience high-levels of delay (i.e., poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.

Table 11 – Intersection Level of Service Thresholds

Level of Service	Average Delay / Vehicle	
	Stop, Yield, and Roundabout Intersections	Signalized Intersections
A	< 10 seconds	< 10 seconds
B	10 to 15 seconds	10 to 20 seconds
C	15 to 25 seconds	20 to 35 seconds
D	25 to 35 seconds	35 to 55 seconds
E	35 to 50 seconds	55 to 80 seconds
F	> 50 seconds	> 80 seconds

The existing intersection capacity analysis shown in **Figure 24** and **Table 12** indicates that all study intersections currently operate at an overall LOS C or better during the AM and PM peak hours. For full detailed Synchro results, refer to **Appendix B**. However, it is difficult to make left-turn or crossing maneuvers from multiple side-street approaches along the corridor, particularly at Kirsten Lane, as well as between 53rd Avenue S and the southern Shanley High School driveway during the peak hours. This is illustrated by the LOS E and LOS F operations for these side-street approaches during the peak hours. The NB approach of the 52nd Avenue S and 27th Street S intersection also operates poorly during the peak periods.

The operational issue South of 52nd Avenue S are somewhat isolated to motorists bounded by 52nd Avenue S to the north, 25th Street S to the east, and 58th Avenue S to the South. These motorists generally do not have convenient access to a controlled access (i.e., a signal and/or roundabout) to get to either 52nd Avenue S or 25th Street S. With these two roadways having some of the highest volumes within the study area, improving access for these motorists will be an important consideration as part of the alternative development phase of this Study.

During the AM peak hour, there are some minor queuing issues at 32nd Avenue S and Kirsten Lane, where queues periodically extend beyond the existing turn lane storage provided. However, these queues generally occur for less than five (5) percent of the AM peak hour. At 40th Avenue S, EB and WB queues along 40th Avenue S extend beyond the adjacent left-turn lanes between 10 and 15 percent of the AM peak hour. Queues along most side-street approaches range between one to three vehicles, except for the 27th Street S approach to 52nd Avenue S; queuing in this location regularly extended beyond five vehicles during the AM peak hour. No other significant queuing issues were identified during the AM peak hour.

During the PM peak hour, there are again some minor queuing issues at 32nd Avenue S and Kirsten Lane, where queues periodically extend beyond the existing turn lane storage provided or queues from the adjacent thru lane block access to the turn lanes. However, these queues generally occur for less than five (5) percent of the PM peak hour. At 40th Avenue S, EB and WB queues along 40th Avenue S extend beyond the adjacent left-turn lanes between 10 and 20 percent of the PM peak hour; SB thru queues occasionally (i.e., less than five percent of the PM peak hour) extend beyond the SB left-turn lane. Queues along most side-street approaches range between two to four vehicles, except for the 27th Street S approach to 52nd Avenue S; queuing in this location regularly extended beyond five vehicles during the PM peak hour. No other significant queuing issues were identified during the PM peak hour.

Figure 24 – Existing Intersection Level of Service (LOS)

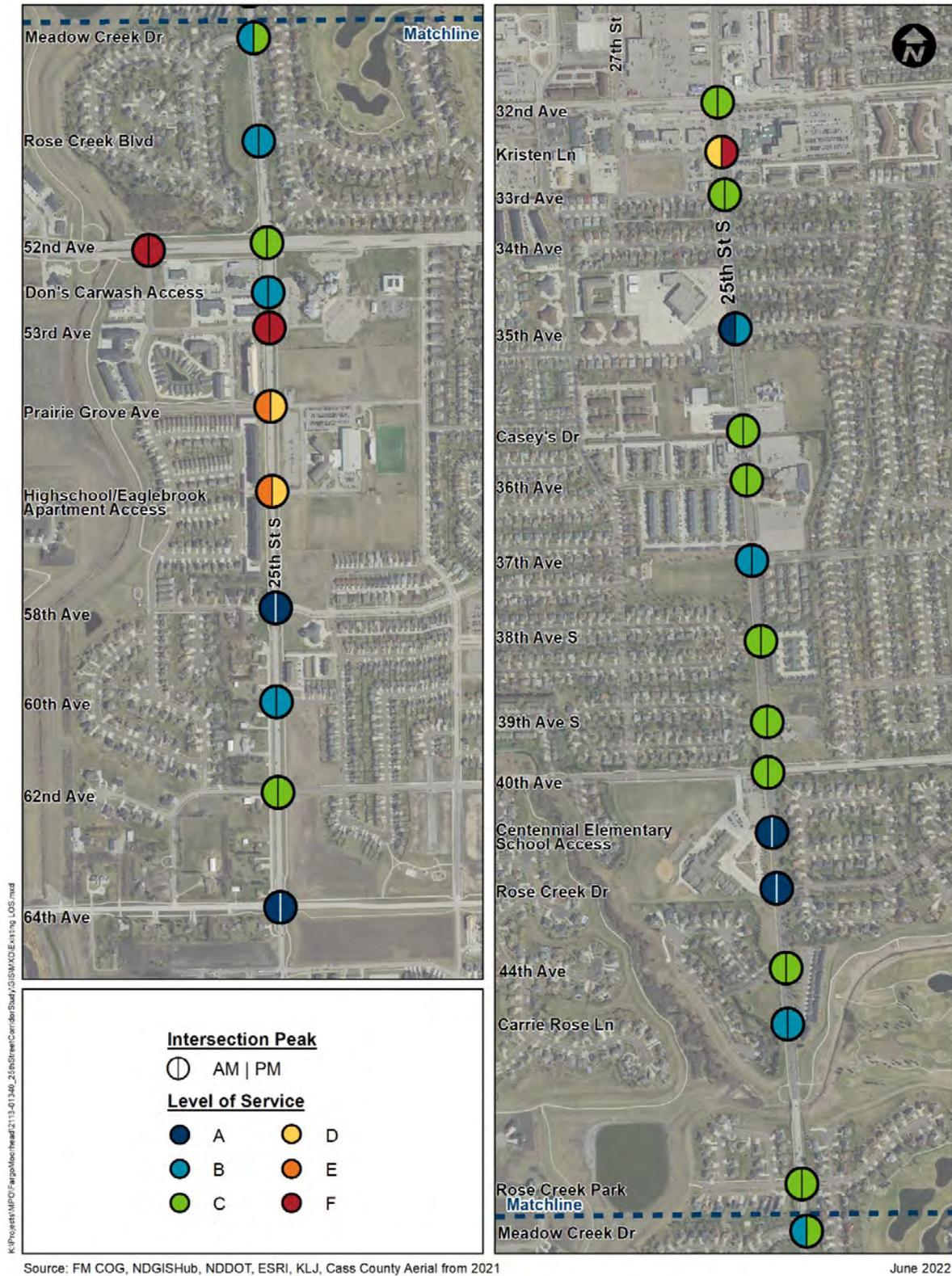


Table 12 – Existing Intersection Capacity Analysis

25 th Street S Intersection	Traffic Control	AM Peak Hour	PM Peak Hour
32 nd Avenue S	SIGNAL	C (27 sec)	C (26 sec)
Kirsten Lane	SSS	D (34 sec)	F (54 sec)
33 rd Avenue S	SSS	C (22 sec)	C (24 sec)
35 th Avenue S	Signal	A (8 sec)	B (10 sec)
Casey's / Gethsemane Church Driveways	SSS	C (16 sec)	C (20 sec)
36 th Avenue S	SSS	C (16 sec)	C (18 sec)
37 th Avenue S	SSS	B (13 sec)	B (13 sec)
38 th Avenue S	SSS	C (16 sec)	C (19 sec)
39 th Avenue S	SSS	C (17 sec)	C (18 sec)
40 th Avenue S	Signal	C (22 sec)	C (21 sec)
Centennial Elementary (North)	One-Way	A (3 sec)	A (2 sec)
Centennial Elementary / Rose Creek Drive	Signal	A (8 sec)	A (5 sec)
44 th Avenue S	SSS	C (15 sec)	C (15 sec)
Carrie Rose Lane	SSS	B (14 sec)	B (12 sec)
Rose Creek Parkway	SSS	C (16 sec)	C (15 sec)
Meadow Creek Drive	SSS	B (14 sec)	C (15 sec)
Rose Creek Boulevard	SSS	B (14 sec)	B (14 sec)
52 nd Avenue S	Signal	C (23 sec)	C (22 sec)
Don's Carwash Driveway	SSS	B (13 sec)	B (13 sec)
53 rd Avenue S / Saint Anne Church	SSS	F (78 sec)	F (68 sec)
Prairie Grove Avenue / Shanley High School (North)	SSS	E (40 sec)	D (29 sec)
Eaglebrook Apartments / Shanley High School (South)	SSS	E (43 sec)	D (31 sec)
58 th Avenue S	RAB	A (8 sec)	A (8 sec)
60 th Avenue S	SSS	B (13 sec)	B (12 sec)
62 nd Avenue S	SSS	C (24 sec)	C (20 sec)
64 th Avenue S	RAB	A (7 sec)	A (6 sec)
52 nd Avenue Intersection	Traffic Control	AM Peak Hour	PM Peak Hour
27 th Street S	SSS	F (120+ sec)	F (120+ sec)

SSS – Side-Street-Stop RAB – Roundabout

Note: LOS for two-way stop-controlled intersection is undefined by HCM. For Side-Street Stop intersections, the LOS (delay) shown is for the worst side-street approach.

Corridor Travel Time

Corridor travel times and average arterial speed data was obtained from the calibrated SimTraffic modeling results. As shown in **Table 13**, average travel times through the 3-mile study corridor are approximately seven (7) minutes and 45-seconds, plus or minus about 10 seconds. The average travel speeds equate to approximately 24- to 25-mph.

Table 13 – Corridor Travel Time and Average Speed

25 th Street S Direction	AM Peak Hour		PM Peak Hour	
	Travel Time	Arterial Speed	Travel Time	Arterial Speed
Northbound	7 min. 49 sec.	25 mph	7 min. 40 sec.	25 mph
Southbound	7 min. 45 sec.	24 mph	7 min. 53 sec.	24 mph

Summary

Roadway Characteristics

- » The 25th Street S corridor is classified as a minor arterial
- » 25th Street S corridor is generally residential, with both single-family and multi-family residential areas. The north end of the corridor has commercial developments as well. More sparse commercial land use shows up between 52nd Ave and 64th Ave.
- » Along the entire 25th Street S Corridor, current ROW varies between 100 feet and 160 feet in width.
- » Between 32nd Avenue S and 52nd Avenue S, the corridor is a standard four-lane road, with two lanes going in each direction.
- » From 52nd Ave to Prairie Grove Ave there are two SB lanes, a center two-way left turn lane, and a single NB lane.
- » Prairie Grove Ave to 64th Ave includes one lane in each direction with a center two-way left turn lane.
- » On-street bike lanes are present on both sides of the roadway between 58th Avenue S and 64th Avenue S.
- » The entire section of 25th Street S has a posted speed limit of 35 mph.
- » Along the study corridor, there are 28 public access points and 11 private access points.
- » Except for the spacings between 40th Street S and Rose Creek Drive, the rest of the signal spacing between the intersections meets the requirements for quarter mile spacings.
- » The corridor is well illuminated throughout.
- » Between 32nd Ave S and 52nd Ave S, a multi-use path exists along the west side of the corridor and a sidewalk exists along the east side of the corridor.
- » South of 52nd Avenue, a multi-use path exists on both sides of 25th Street S, providing access to public and institutional land uses as well as the regional trail network.
- » There are several crossing points to traverse across 25th Street to get to the many parks, schools, and churches located in this area.
- » There are currently no transit routes that travel along the 25th Street S corridor. Route 18 of MATBUS crosses 25th Street S at 32nd Avenue S from north.

Safety

- » There were 244 crashes reported in the study area during the five-year analysis period between 2017 and 2021.
- » There were no traffic fatalities reported during the analysis period.
- » The only two serious injury crashes were reported in 2020 and 2021. Both the serious injury crashes were experienced at the intersection of 25th Street S with 32nd Avenue S.
- » There were two crashes involving bicyclist and one crash involving pedestrian reported during the analysis period. All these crashes were experienced at the intersection of 25th Street S with 32nd Avenue S.
- » Rear end (99 crashes or 41-percent) and angle (92 crashes or 34-percent) crashes were the most typical crash types at the study intersections.
- » The following intersections experienced crash rates greater than the critical rates for similar type of intersections:
 - 32nd Avenue S / 25th Street
 - 52nd Avenue S (US 81B) / 25th Street
 - 58th Avenue S / 25th Street
 - 64th Avenue S / 25th Street
 - 27th Street / 52nd Avenue S (US 81B)

Traffic Volumes

- » The 25th Street S corridor carries between 8,000 vehicles daily in the south to 15,150 vehicles daily in the north.
- » There is a defined shift at 52nd Avenue S, where approximately 5,000 vehicles per day shifts to/from 25th Street (South of 52nd Avenue S) to 52nd Avenue S.
- » The AM peak hour along the corridor occurs from 7:30 to 8:30AM, while the PM peak occurs from 4:45 PM to 5:45 PM.
- » Traffic is generally higher along NB direction from AM to PM peak between 32nd Avenue and 52nd Avenue.

Capacity Analysis

- » Based on this planning-level capacity approach, the 25th Street S corridor operates between the LOS B or LOS D range, depending on the segment.
- » The following intersections experience operational deficiencies during the peak hours:
 - Kirsten Lane and 25th Street S
 - 53rd Avenue S / Saint Anne Church and 25th Street S
 - Prairie Grove Avenue / Shanley High School (North) and 25th Street S
 - Eaglebrook Apartments / Shanley High School (South) and 25th Street S
 - 27th Street S and 52nd Avenue S (US 81B)
- » Queuing issues are experienced at the intersection of 25th Street S with 32nd Avenue S and Kirsten Lane during the peak hours.
- » At 40th Avenue S, EB and WB queues along 40th Avenue S extend beyond the adjacent left-turn lanes between 10 and 15 percent of the AM peak hour.
- » EB and WB queues along 40th Avenue S extend beyond the adjacent left-turn lanes between 10 and 20 percent of the peak hours.
- » Average travel times through the three-mile study corridor are approximately seven minutes and 45-seconds, plus or minus about 10 seconds. The average travel speeds equate to approximately 24- to 25-mph.

Next Steps

This report documents the existing conditions in the 25th Street S corridor. The next chapter of the study will develop future 2045 traffic projections and evaluate traffic operations for 2045 conditions.

FUTURE-2045 CONDITIONS REPORT

METROCOG
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FUTURE-2045 CONDITIONS REPORT

25th Street Corridor Study, Fargo - ND

August 2022

Introduction

When making infrastructure decisions, understanding future conditions, issues, and needs are important to ensure a fiscally responsible plan is in place in anticipation of future replacement and repairs.

Planned Infrastructure Improvements

MATBUS is the public transportation system serving the communities of Fargo & West Fargo, North Dakota, and Moorhead & Dilworth, Minnesota. There are currently no transit routes along the 25th Street S corridor. Route 14 of MATBUS has a route along 32nd Avenue S and crosses 25th Street. Route 18 of MATBUS crosses 25th Street S at 32nd Avenue S from the north. There are no plans to add new routes along the 25th Street study corridor.

Traffic Forecasts

As Fargo continues to grow and develop, vehicular traffic on 25th Street S corridor will continue to increase. Therefore, year 2045 traffic forecasts were developed, with a goal of identifying long-term corridor and intersection capacity needs within the study area. The following information provides an overview of the methodology, assumptions, and traffic forecasts.

Methodology & Assumptions

To develop year 2045 traffic forecasts, a multi-pronged approach was used. This process included a review of historical average daily traffic (ADT) volumes within the study area as well as various traffic forecasts developed as part of the *Veterans Boulevard Extension Corridor Study*, completed in 2021. The forecasts previously developed for the Veterans Boulevard Extension Corridor Study project used the latest Fargo-Moorhead Regional Travel Demand Model and included several socio-economic and transportation network scenarios aimed at understanding how key changes influence area travels patterns. Two key transportation improvements investigated included new access to Interstate 29 (I-29) at 64th Avenue S and 76th Avenue S. New interstate access in one or both locations have an influence on 25th Street corridor travel patterns, particularly south of 52nd Avenue S.

The Annual Average Daily Traffic (AADT) was sourced from NDDOT's Transportation Information Interactive Map to classify historic fluctuations. ADT volume growth along the 25th Street corridor has varied, depending on the location (**Figure 25**). In particular, the 25th Street corridor segment north of 52nd Avenue S has been established/developed for several years and ADT volumes have been relatively stable or even declining in this area. While south of 52nd Avenue S, several development opportunities remain, and the corresponding trends can be seen in the higher historical growth rates in this area (see **Table 14**). However, it's important to understand that as these areas continue to develop and area traffic volumes increase, the growth rates are expected to level off when looking out to 2045 conditions. Note that cross-street growth has also been relatively stable, except for 52nd Avenue S west of 25th Street, which corresponds with the growth to the south and the general travel patterns to/from I-29.

Figure 25 – Historical Average Daily Traffic Volume Summary

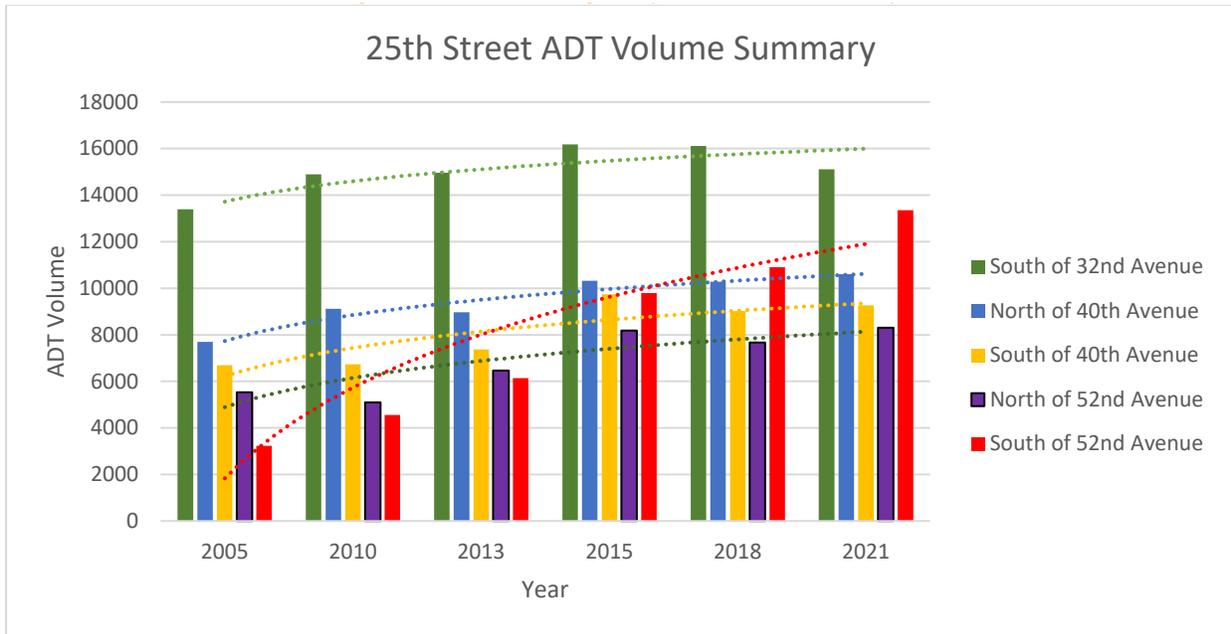


Table 14 – Historical ADT Volume Growth Rates

25 th Street Location	Growth Rates (from 2005)	Growth Rates (from 2010)	Growth Rates (from 2015)
South of 32nd Avenue	0.8%	0.1%	-1.1%
North of 40th Avenue	2.0%	1.4%	0.4%
South of 40th Avenue	2.0%	2.9%	-0.8%
North of 52nd Avenue	2.6%	4.5%	0.2%
South of 52nd Avenue	9.3%	10.3%	5.3%
North of 64th Avenue	N/A	11.3%	10.7%
South of 64th Avenue	-	-	10.7%
Cross-Street Location	Growth Rates (from 2005)	Growth Rates (from 2010)	Growth Rates (from 2015)
32nd Avenue (West of 25th)	0.1%	0.4%	-1.9%
32nd Avenue (East of 25th)	-1.1%	-	-3.2%
40th Avenue (West of 25th)	1.0%	1.4%	-1.8%
40th Avenue (East of 25th)	1.4%	-	-1.6%
52nd Avenue (West of 25th)	9.3%	-	8.5%
52nd Avenue (East of 25th)	4.5%	4.5%	1.1%

“-” indicates that data is unavailable at the moment

When comparing the historical growth trends relative to traffic forecasts developed as part of the Veterans Boulevard Corridor Extension Study (see **Table 15**), the forecasted growth along 25th Street is much higher than the historical trends.

Table 15 – Regional Model Projected ADT Volume Growth Rates

Location	Average Daily Traffic Volume				Annual Growth Rates		
	Existing	2035	2045	Full Build	2035	2045	Full Build
South of 32nd Avenue	15,150	23,880	27,850	26,333	3.30%	2.60%	1.60%
South of 40th Avenue	9,250	22,840	28,950	27,100	6.70%	4.90%	3.20%
North of 52nd Avenue	8,300	18,580	24,850	23,533	5.90%	4.70%	3.10%
South of 52nd Avenue	13,350	17,440	27,150	22,200	1.90%	3.00%	1.50%
South of 64th Avenue	9,550	16,300	24,550	16,767	3.90%	4.00%	1.70%

In discussions with the Study Review Committee (SRC), there was consensus that the regional model forecasts were higher than expected and that an average growth rate that balances historical and projected ADT volume growth rates should be used. Therefore, the SRC agreed upon using a 0.25% annual growth rate for segments north of 52nd Avenue S, and a 1% annual growth rate for segments south of 52nd Avenue S. The 0.25% and one percent growth rates were applied accordingly to the existing peak hour and ADT volumes to develop year 2045 base condition traffic forecasts. Note that these growth rates do not account for travel pattern shifts associated with new I-29 access at 64th Avenue S and 76th Avenue S.

To account for travel pattern changes associated with new I-29 access at 64th Avenue S and 76th Avenue S, the year 2045 base condition volumes were modified. Traffic forecasts developed as part of the *Veterans Boulevard Corridor Extension Study* indicate that new I-29 access south of 52nd Avenue S is expected to shift approximately 3,000 to 7,500 vehicles per day (vpd) away from 25th Street Corridor (south of 52nd Avenue S) and the 52nd Avenue S Corridor (west of 25th Street S). New interchange access to I-29 is expected to result in minimal changes to traffic volumes along 25th Street north of 52nd Avenue S. Thus, the 2045 base peak hour and ADT volumes were modified to reflect new I-29 access at 64th Avenue S and 76th Avenue S. A summary of the existing, 2045 base, and 2045 with new interchange access scenario is summarized in **Table 16** and shown in **Figure 26**.

Table 16 – ADT Comparisons

25 th Street S Segment	Typical Section	ADT Volumes	
		2045 Base Conditions	2045 with New Interchanges
32 nd Avenue S to 33 rd Avenue S	5-lane	16,100	16,100
33 rd Avenue S to 35 th Avenue S	4-lane	11,250 to 16,100	11,250 to 16,100
35 th Avenue S to 40 th Avenue S	4-lane	11,250	11,250
40 th Avenue S to 52 nd Avenue S	4-lane	8,800 to 9,800	8,800 to 9,800
52 nd Avenue S to 60 th Avenue S	3-lane	16,850	12,875
60 th Avenue S to 64 th Avenue S	3-lane	10,500	8,800 to 9,150

Figure 26 – Projected 2045 ADT



Based on the traffic forecasts, year 2045 ADT volumes (before any new interchange access) are expected to range from 8,800 to 16,850 vehicles per day. The 16,850 vehicles per day is located just south of 52nd Avenue S. Once new I-29 access is provided at 64th Avenue S and/or 76th Avenue S, the ADT volume along 25th Street south of 52nd Avenue S is expected to drop to approximately 12,875 vehicles per day (i.e., about 4,000 vehicle per day reduction). The 2045 AM and PM peak hour Turning Movement Counts (TMCs) for base conditions are presented in **Table 17** and **Table 18**, respectively.

Table 17 – 2045 Turning Movement Counts - Base Scenario (AM Peak)

Int. ID ¹	Control ²	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Signal	207	530	106	170	314	228	228	456	106	101	387	117
2	TWSC	32	767	80	75	393	53	38	6	28	16	6	38
3	TWSC	53	836	6	6	399	32	11	6	16	6	6	32
4	Signal	43	709	22	22	361	38	53	32	38	32	27	80
5	TWSC	11	752	6	6	398	27	11	-	11	6	-	11
6	TWSC	11	747	-	-	409	6	22	-	11	-	-	0
7	TWSC	-	678	11	32	388	-	-	-	-	11	-	80
8	TWSC	6	635	6	6	387	6	32	-	28	11	-	22
9	TWSC	6	625	11	6	414	6	11	-	22	11	-	11
10	Signal	149	418	117	59	313	75	149	255	59	105	212	75
11	TWSC	105	684	-	-	334	143	-	-	-	-	-	-
12	Signal	-	592	16	11	323	-	149	6	75	22	-	48
13	TWSC	6	576	6	6	408	6	16	-	11	6	-	16
14	TWSC	-	582	6	6	419	-	-	-	-	6	-	6
15	TWSC	6	561	11	6	413	6	11	-	6	6	-	16
16	TWSC	6	551	-	-	414	11	27	-	16	-	-	-
17	TWSC	-	504	11	16	414	-	-	-	-	27	-	53
18	Signal	635	239	57	48	260	133	196	378	627	70	566	80
19	3/4	-	931	-	-	912	45	-	-	7	-	-	-
20	TWSC	51	880	7	13	868	38	26	7	13	7	7	25
21	TWSC	13	805	13	139	742	7	7	-	13	7	-	126
22	TWSC	7	786	45	107	642	13	26	7	19	7	-	19
23	Roundabout	7	642	31	76	579	13	51	13	7	25	7	145
24	TWSC	-	617	7	13	598	-	-	-	-	7	-	63
25	TWSC	7	554	7	13	579	13	19	7	7	7	7	51
26	Roundabout	13	491	45	13	567	13	32	13	45	32	7	45
27	TWSC	151	-	95	-	-	-	-	1106	120	26	1308	-

L – Left, T – Through, R – Right

1. Refer to **Figure 26** for Intersection ID
2. TWSC – Two way Stop Control; ¾- Three Quarter intersection

Table 18 – 2045 Turning Movement Counts - Base Scenario (PM Peak)

Int. ID ¹	Control ²	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Signal	191	371	75	143	557	234	175	461	175	138	472	138
2	TWSC	16	483	11	22	773	75	53	6	27	38	6	101
3	TWSC	6	482	11	27	800	11	6	6	11	11	6	22
4	Signal	16	408	22	69	694	59	43	53	59	38	43	48
5	TWSC	6	429	6	6	768	17	11	-	11	6	-	6
6	TWSC	22	430	-	-	758	27	11	-	11	-	-	-
7	TWSC	-	409	17	69	700			-		11	-	43
8	TWSC	22	414	11	22	662	27	6	-	6	6	-	6
9	TWSC	21	435	11	11	652	11	6	-	6	6	-	6
10	Signal	69	265	53	64	419	181	159	255	100	80	276	43
11	TWSC	6	387	-	-	583	16	-	-	-	-	-	-
12	Signal	-	350	17	43	540	-	16	6	11	16	-	27
13	TWSC	6	355	6	16	535	16	6	-	6	6	-	6
14	TWSC	-	361	6	6	541	-	-	-	-	6	-	6
15	TWSC	6	350	6	17	519	11	6	-	6	11	-	11
16	TWSC	16	350	-	-	509	27	12	-	6	-	-	-
17	TWSC	-	350	27	38	477	-	-	-	-	22	-	16
18	Signal	467	143	51	85	260	154	181	723	607	89	573	53
19	3/4	-	661	-	-	874	82	-	-	95	-	-	-
20	TWSC	32	578	7	13	924	32	64	-	38	7	7	19
21	TWSC	7	553	7	63	893	13	7	-	7	13	-	57
22	TWSC	7	529	13	13	862	38	19	-	7	-	-	19
23	Roundabout	7	459	7	120	717	32	20	7	7	13	13	70
24	TWSC	-	441	7	89	648	-	-	-	-	7	-	32
25	TWSC	7	409	7	51	572	32	13	7	7	7	7	26
26	Roundabout	13	384	13	51	516	19	7	13	26	7	13	32
27	TWSC	107	-	63	-	-	-	-	1448	208	19	1175	-

L – Left, T – Through, R – Right

1. Refer to **Figure 26** for Intersection ID
2. TWSC – Two way Stop Control; ¾- Three Quarter intersection

The year 2045 ADT volumes (with new I-29 access at 64th Avenue S and 76th Avenue S) along the corridor are expected to range from 8,800 to 16,100 vehicles per day. In general, ADT volumes increase from south to north, with defined decreases just north of cross-streets that have access to I-29 (i.e., 64th Avenue S and 52nd Avenue S). Just north of 64th Avenue S and 52nd Avenue S, ADT volumes incrementally increase as you travel to the north along 25th Street. Note that the 25th Street and 52nd Avenue S intersection is a decision point for motorists, as the travel time via 52nd Avenue S and I-29 to get to the I-94/25th Street interchange is similar or faster than via 25th Street. The 2045 AM and PM peak hour Turning Movement Counts (TMCs) for conditions with new interchange are presented in **Table 19** and **Table 20**, respectively.

Table 19 – 2045 Turning Movement Counts - New Interchange Access Scenario (AM Peak)

Int. ID ¹	Control ²	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Signal	207	530	106	170	314	228	228	456	106	101	387	117
2	TWSC	32	767	80	75	393	53	38	6	28	16	6	38
3	TWSC	53	836	6	6	399	32	11	6	16	6	6	32
4	Signal	43	709	22	22	361	38	53	32	38	32	27	80
5	TWSC	11	752	6	6	398	27	11	-	11	6	-	11
6	TWSC	11	747	-	-	409	6	22	-	11	-	-	-
7	TWSC		678	11	32	388			-		11	-	80
8	TWSC	6	635	6	6	387	6	32	-	28	11	-	22
9	TWSC	6	625	11	6	414	6	11	-	22	11	-	11
10	Signal	149	418	117	59	313	75	149	255	59	105	212	75
11	TWSC	105	684	-	-	334	143	-	-	-	-	-	-
12	Signal	-	592	16	11	323	-	149	6	75	22	-	48
13	TWSC	6	576	6	6	408	6	16	-	11	6	-	16
14	TWSC	-	582	6	6	419	-	-	-	-	6	-	6
15	TWSC	6	561	11	6	413	6	11	-	6	6	-	16
16	TWSC	6	551	-	-	414	11	27	-	16	-	-	-
17	TWSC	-	504	11	16	414	-	-	-	-	27	-	53
18	Signal	435	239	57	48	260	133	196	378	427	70	566	80
19	3/4	-	731	-	-	712	45	-	-	7	-	-	-
20	TWSC	51	680	7	13	668	38	26	7	13	7	7	25
21	TWSC	13	615	28	124	557	7	7	-	13	17	-	116
22	TWSC	7	616	60	92	482	13	26	7	19	12	-	14
23	Roundabout	7	532	53	54	449	10	41	13	7	60	7	110
24	TWSC	-	544	12	8	508	-	-	-	-	22	-	48
25	TWSC	7	501	12	8	514	8	14	7	7	17	7	41
26	Roundabout	103	401	45	8	417	113	84	18	195	32	17	35
27	TWSC	116	-	95	-	-	-	-	906	85	26	1108	-

L – Left, T – Through, R – Right

1. Refer to **Figure 26** for Intersection ID
2. TWSC – Two way Stop Control; ¾- Three Quarter intersection

Table 20 – 2045 Turning Movement Counts - New Interchange Access Scenario (PM Peak)

Int. ID ¹	Control ²	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Signal	191	371	75	143	557	234	175	461	175	138	472	138
2	TWSC	16	483	11	22	773	75	53	6	27	38	6	101
3	TWSC	6	482	11	27	800	11	6	6	11	11	6	22
4	Signal	16	408	22	69	694	59	43	53	59	38	43	48
5	TWSC	6	429	6	6	768	17	11	-	11	-	-	-
6	TWSC	22	430	-	-	758	27	11	-	11	-	-	-
7	TWSC	-	409	17	69	700	-	-	-	-	11	-	43
8	TWSC	22	414	11	22	662	27	6	-	6	6	-	6
9	TWSC	21	435	11	11	652	11	6	-	6	6	-	6
10	Signal	69	265	53	64	419	181	159	255	100	80	276	43
11	TWSC	-	387	-	-	583	16	-	-	-	-	-	-
12	Signal	-	350	17	43	540	0	16	6	11	16	-	27
13	TWSC	-	355	6	16	535	16	6	-	6	6	-	6
14	TWSC	-	361	6	6	541	-	-	-	-	6	-	6
15	TWSC	6	350	6	17	519	11	6	-	6	11	-	11
16	TWSC	16	350	-	-	509	27	12	-	6	-	-	-
17	TWSC	-	350	27	38	477	-	-	-	-	22	-	16
18	Signal	267	143	51	85	260	154	181	723	307	89	573	53
19	3/4	-	461	-	-	574	82	-	-	95	-	-	-
20	TWSC	32	378	7	13	624	32	64	-	38	7	7	19
21	TWSC	12	363	27	43	618	8	7	-	7	23	-	47
22	TWSC	17	369	18	8	612	28	19	-	7	5	-	14
23	Roundabout	12	329	37	90	512	22	15	7	12	23	13	60
24	TWSC	-	351	32	64	483	-	-	-	-	12	-	27
25	TWSC	7	349	22	36	437	22	13	7	7	12	7	21
26	Roundabout	158	239	13	36	366	54	122	28	176	7	28	17
27	TWSC	72	-	63	-	-	-	-	1148	158	19	975	-

L – Left, T – Through, R – Right

1. Refer to **Figure 26** for Intersection ID
2. TWSC – Two way Stop Control; ¾- Three Quarter intersection

2045 Corridor and Intersection Operations

Future 2045 ADT volumes along 25th Street S range from approximately 8,800 to 16,850 vehicles per day, depending on future I-29 access. As noted earlier, the corridor context generally varies from a three-lane facility with a two-way left-turn lane (TWLTL) south of 53rd Avenue S to a four-lane undivided facility north of 52nd Avenue S; there are periodic turn lanes and/or medians at major intersections.

Planning Level Corridor Capacity Analysis

Typical planning level capacity thresholds by facility type are shown in **Table 21**.

Table 21 – Planning Level Capacity Thresholds

Facility Type	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
Primary/Principal Arterial (5-lane)	< 11,400	< 18,200	< 29,100	< 32,600	< 36,300	> 36,300
Primary/Principal Arterial (4-lane)	< 7,600	< 12,100	< 19,400	< 23,300	< 27,600	> 27,600
Primary/Principal Arterial (3-lane)	< 4,900	< 7,900	< 12,700	< 17,000	< 21,100	> 21,100
Primary/Principal Arterial (2-lane)	< 3,100	< 5,000	< 8,000	< 12,000	< 15,900	> 15,900

Based on this planning-level capacity approach, the majority of the 25th Street S corridor is expected to operate between the Level of Service (LOS) B or LOS D range under year 2045 conditions, depending on the segment. The segment of 25th Street between 60th Avenue S and 52nd Avenue S is expected to operate near LOS D under year 2045 base conditions (i.e., prior to any new access to I-29). This segment capacity improves if new I-29 access is provided, however, will continue to operate at LOS D. A summary of the planning-level capacity analysis by segment is shown in **Table 22**.

Table 22 – Planning Level Capacity Analysis

25 th Street S Segment	Typical Section	2045 Base Conditions		2045 with New Interchanges	
		ADT Volume	Planning-Level LOS	ADT Volume	Planning-Level LOS
32 nd Avenue S to 33 rd Avenue S	5-lane	16,100	LOS B	16,100	LOS B
33 rd Avenue S to 35 th Avenue S	4-lane	11,250 to 16,100	LOS B to LOS C	11,250 to 16,100	LOS B to LOS C
35 th Avenue S to 40 th Avenue S	4-lane	11,250	LOS B	11,250	LOS B
40 th Avenue S to 52 nd Avenue S	4-lane	8,800 to 9,800	LOS B	8,800 to 9,800	LOS B
52 nd Avenue S to 60 th Avenue S	3-lane	16,850	LOS D	12,875	LOS D
52 nd Avenue S to 64 th Avenue S	3-lane	10,500	LOS C	8,800 to 9,150	LOS C

Note – Planning level capacities are highly dependent on assumptions used such as access spacing, peak hour factors, directional distribution, saturation flow rates, etc. Values are used as a guideline and should not be used for operational analysis purposes or final design.

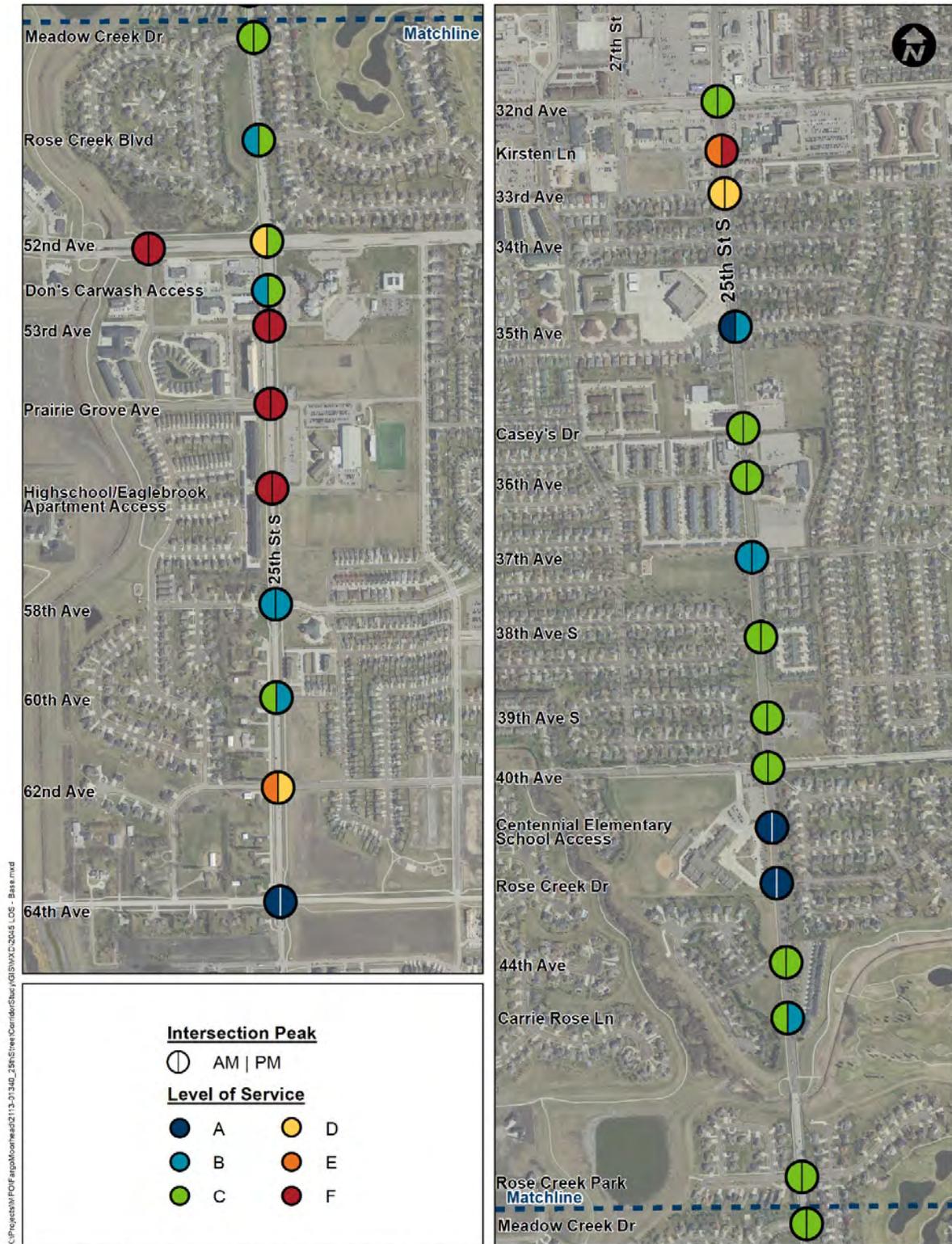
Intersection Operation Analysis

Although the planning-level capacity can provide a good barometer of corridor operations, intersection operations often provide a clearer indication of corridor operations. Therefore, a detailed intersection capacity analysis was completed at the study intersections along 25th Street S, as well as the 52nd Avenue S and 27th Street S intersection, to understand various performance metrics, including levels of services (LOS), queuing, and travel time. The intersection capacity analysis was completed using Synchro/SimTraffic Software (version 11), which incorporates methods outlined in the Highway Capacity Manual, 6th Edition.

LEVEL OF SERVICE

The future intersection capacity analysis was completed for both 2045 base conditions (i.e., no new I-29 access) and 2045 with interchange conditions, which is summarized in **Figure 27**, **Figure 28**, and **Table 23**. The detailed Synchro/SimTraffic results are included in **Appendix B**.

Figure 27 – Future 2045 Intersection LOS (Base Conditions)



Source: FM COG, NDGISHub, NDDOT, ESRI, KLJ, Cass County Aerial from 2021

August 2022

Figure 28 – Future 2045 Intersection LOS (New Interchange Conditions)

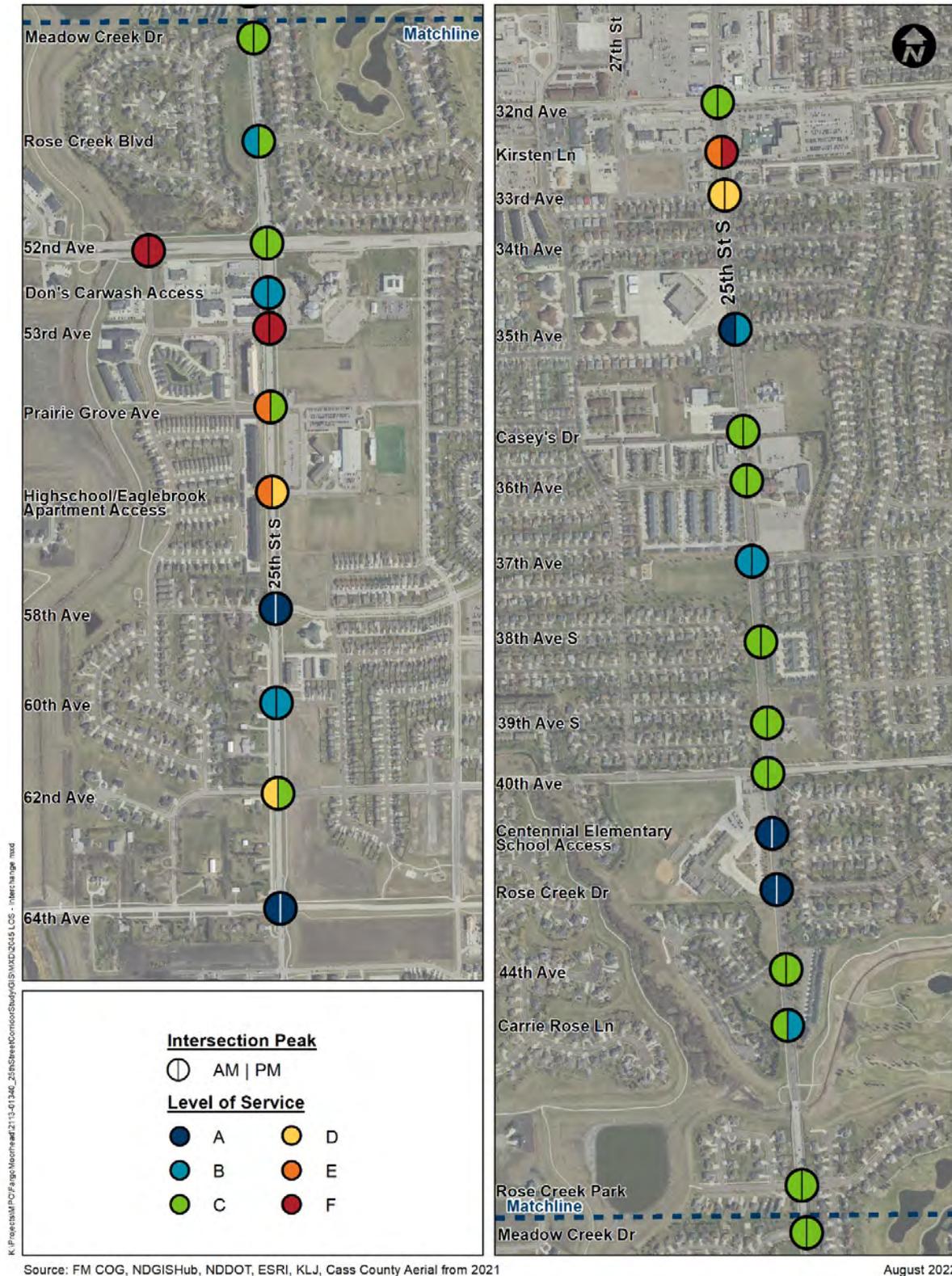


Table 23 – Existing Intersection Capacity Analysis (Year - 2045)

25 th Street S Intersection	Traffic Control	2045 AM Peak Hour		2045 PM Peak Hour	
		Base Conditions	With New Interchanges	Base Conditions	With New Interchanges
32 nd Avenue S	SIGNAL	C (29 sec)	C (29 sec)	C (26 sec)	C (26 sec)
Kirsten Lane	SSS	A / E (44 sec)	A / E (44 sec)	A / F (75 sec)	A / F (75 sec)
33 rd Avenue S	SSS	A / D (26 sec)	A / D (26 sec)	A / D (28 sec)	A / D (28 sec)
35 th Avenue S	Signal	A (9 sec)	A (9 sec)	B (10 sec)	B (10 sec)
Casey's / Gethsemane Church Driveways	SSS	A / C (18 sec)	A / C (18 sec)	A / C (22 sec)	A / C (22 sec)
36 th Avenue S	SSS	A / C (17 sec)	A / C (17 sec)	A / C (19 sec)	A / C (19 sec)
37 th Avenue S	SSS	A / B (14 sec)	A / B (14 sec)	A / B (13 sec)	A / B (13 sec)
38 th Avenue S	SSS	A / C (17 sec)	A / C (17 sec)	A / C (20 sec)	A / C (20 sec)
39 th Avenue S	SSS	A / C (18 sec)	A / C (18 sec)	A / C (19 sec)	A / C (19 sec)
40 th Avenue S	Signal	C (22 sec)	C (22 sec)	C (21 sec)	C (21 sec)
Centennial Elementary (North)	One-Way WB	A (3 sec)	A (3 sec)	A (2 sec)	A (2 sec)
Centennial Elementary / Rose Creek Drive	Signal	A (8 sec)	A (8 sec)	A (6 sec)	A (6 sec)
44 th Avenue S	SSS	A / C (16 sec)			
Carrie Rose Lane	SSS	A / C (15 sec)	A / C (15 sec)	A / B (13 sec)	A / B (13 sec)
Rose Creek Parkway	SSS	A / C (16 sec)	A / C (16 sec)	A / C (15 sec)	A / C (15 sec)
Meadow Creek Drive	SSS	A / C (15 sec)			
Rose Creek Boulevard	SSS	A / B (14 sec)	A / B (14 sec)	A / C (15 sec)	A / C (15 sec)
52 nd Avenue S	Signal	D (35 sec)	C (29 sec)	C (34 sec)	C (28 sec)
Don's Carwash Driveway	SSS	A / B (13 sec)	A / B (13 sec)	A / C (15 sec)	A / B (12 sec)
53 rd Avenue S / Saint Anne Church	SSS	B / F (120+ sec)	A / F (98 sec)	D / F (120+ sec)	A / F (52 sec)
Prairie Grove Avenue / Shanley High School (North)	SSS	A / F (120+ sec)	A / E (46 sec)	A / F (56 sec)	A / C (24 sec)
Eaglebrook Apartments / Shanley High School (South)	SSS	A / F (120+ sec)	A / E (49 sec)	A / F (56 sec)	A / D (27 sec)
58 th Avenue S	RAB	B (11 sec)	A (9 sec)	B (11 sec)	A (8 sec)
60 th Avenue S	SSS	A / C (15 sec)	A / B (14 sec)	A / B (13 sec)	A / B (13 sec)
62 nd Avenue S	SSS	A / E (38 sec)	A / D (27 sec)	A / D (30 sec)	A / C (21 sec)
64 th Avenue S	RAB	A (8 sec)	A (9 sec)	A (7 sec)	A (9 sec)
52nd Avenue Intersection	Traffic Control	AM Peak Hour	AM Peak Hour	PM Peak Hour	PM Peak Hour
27 th Street S	SSS	F / F (120+ sec)	C / F (120+ sec)	F / F (120+ sec)	B / F (120+ sec)

SSS – Side-Street-Stop RAB – Roundabout

The first letter represents the overall intersection level of service, while the second letter represents the worst side-street approach. For signalized intersections, the delay shown is for the overall intersection, while for unsignalized intersections, the delay shown is for the worst side-street approach.

The capacity analysis indicates that most (77% to 80%) of the study intersections will continue to operate at an overall LOS D or better during the AM and PM peak hours under year 2045 conditions. However, making left-turn or crossing maneuvers from multiple side-street approaches along the corridor, particularly at Kirsten Lane and between 53rd Avenue S and the southern Shanley High School driveway will continue to experience unacceptable delay per vehicle. This is illustrated by the LOS E and LOS F operations for these side-street approaches during the peak hours. The 52nd Avenue S and 27th Street S intersection is also expected to continue to operate at unacceptable LOS during the peak periods.

Note that the introduction of new interchange access to I-29 does have a positive benefit to operations, particularly to motorists generally southwest of 52nd Avenue S and 25th Street S. That said, motorists in this area are still expected to have trouble making a left-turn or crossing maneuver from this area. Further discussion with area stakeholders should occur to determine potential alternatives to address these issue areas.

QUEUING

During the AM peak hour, minor queuing issues at 32nd Avenue S and Kirsten Lane will continue, where queues periodically extend beyond the existing turn lane storage provided. However, these queues generally occur for less than five (5) percent of the AM peak hour. At 40th Avenue S, eastbound and westbound queues along 40th Avenue S approach extend beyond the adjacent left-turn lanes between 10 and 20 percent of the AM peak hour. Queues along most side-street approaches range between two to four vehicles, except for the 27th Street S approach to 52nd Avenue S which is expected to operate overcapacity and result in long queues. No other significant queuing issues were identified during the AM peak hour.

During the PM peak hour, minor queuing issues at 32nd Avenue S and Kirsten Lane will continue, where queues periodically extend beyond the existing turn lane storage provided or queues from the adjacent thru lane block access to the turn lanes. However, these queues generally occur for less than five (5) percent of the PM peak hour. At 40th Avenue S, eastbound and westbound queues along 40th Avenue S extend beyond the adjacent left-turn lanes between 10 and 25 percent of the PM peak hour; southbound thru queues occasionally (i.e., less than five percent of the PM peak hour) extend beyond the southbound left-turn lane. Queues along most side-street approaches range between two to five vehicles, except for the 27th Street S approach to 52nd Avenue S which is expected to operate overcapacity and result in long queues. No other significant queuing issues were identified during the PM peak hour.

Corridor Travel Times

Corridor travel times and average arterial speed data was obtained from the calibrated SimTraffic modeling results. As shown in **Table 24**, average travel times under future year 2045 conditions through the 3-mile study corridor are expected to increase by approximately 10 to 30 seconds, depending on the future condition/direction. The average travel speeds equate to approximately 23- to 25-mph, which are relatively like or slightly slower as compared to existing conditions.

Table 24 – Average Corridor Travel Time and Speed per Vehicle

25 th Street S Direction	AM Peak Hour			PM Peak Hour		
	Existing	2045 Base	2045 with Interchanges	Existing	2045 Base	2045 with Interchanges
Northbound	7 min. 49 sec. / 25 mph	8 min. 1 sec. / 24 mph	7 min. 56 sec. / 25 mph	7 min. 40 sec. / 25 mph	7 min. 53 sec. / 25 mph	7 min. 46 sec. / 25 mph
Southbound	7 min. 45 sec. / 24 mph	8 min. 6 sec. / 23 mph	7 min. 57 sec. / 24 mph	7 min. 53 sec. / 24 mph	8 min. 25 sec. / 23 mph	8 min. 3 sec. / 24 mph

Summary

Traffic Forecasts

- » New interstate access to I-29 at 64th Avenue S and 76th Avenue S is expected to have influence on 25th Street corridor travel patterns, particularly south of 52nd Avenue S.
- » Historic ADT volume growth along the 25th Street corridor has varied, depending on the location.
- » The 25th Street corridor segment north of 52nd Avenue S has been relatively stable or even declining.
- » South of 52nd Avenue S, several development opportunities remain, and the corresponding trends can be seen in the higher historical growth rates.
- » Cross-street growth has also been relatively stable, except for 52nd Avenue S west of 25th Street.
- » The forecasted growth along 25th Street based on the latest Fargo-Moorhead Regional Travel Demand Model is much higher than the historical trends.
- » The SRC agreed upon using a 0.25% annual growth rate for segments north of 52nd Avenue S, and a 1% annual growth rate for segments south of 52nd Avenue S.
- » Year 2045 ADT volumes (before any new interchange access) are expected to range from 8,800 to 16,850 vehicles per day.
- » Year 2045 ADT volumes (with new I-29 access at 64th Avenue S and 76th Avenue S) along the corridor are expected to range from 8,800 to 16,100 vehicles per day.

Planning Level Capacity

- » The majority of the 25th Street S corridor is expected to operate between the LOS B or LOS D range under year 2045 conditions.
- » The segment of 25th Street between 60th Avenue S and 52nd Avenue S is expected to operate near LOS D under year 2045 base conditions. The segment capacity is expected to improve if new I-29 access is provided, however, will continue to operate at LOS D.

Intersection Capacity

- » Most of the study intersections will continue to operate at an overall intersection delay and LOS with no intersection operating worse than LOS D during the 2045 peak hours.
- » The following Side Street Stop intersections are expected to operate with unacceptable approach delay and LOS during the 2045 peak hours:
 - Kirsten Lane
 - 53rd Avenue S to southern Shanley High School driveway
 - 62nd Avenue S (AM Peak only)
 - 52nd Avenue S and 27th Street S intersection

Queuing

The following queuing issues were identified in the 2045 AM Peak:

- » 32nd Avenue S (for about five percent or 3-5 minutes of the hour)
- » Kirsten Lane (for about five percent of the hour or 3-5 minutes of the hour)
- » Left turn storage lanes at 40th Avenue S approaches (for about 10-25-percent of the hour or 5-15 minutes of the hour)
- » Southbound approach of 40th Avenue S and 25th Street S intersection (for about five percent or 3-5 minutes of the hour) in the PM peak
- » 27th street approach to 52nd Avenue S (significant delay and queuing)

Corridor Travel Times

- » Average travel times under year 2045 conditions through the 3-mile study corridor are expected to increase by approximately 10 to 30 seconds, depending on the future condition/direction.
- » The average travel speeds equate to approximately 23- to 25-mph, which are relatively like or slightly slower as compared to existing conditions. These are attributed to volumes, roadway conditions, environmental conditions, delays, etc.

Next Steps

This report documents the 2045 traffic projections and traffic operations for 2045 conditions. The next chapter of the study will develop sets of alternatives to mitigate traffic operations and safety issues identified in the corridor.

ALTERNATIVES REPORT



ALTERNATIVES REPORT

25th Street Corridor Study, Fargo - ND

July 2023

Purpose and Need

The Need identified for this Project was evaluated through the review of existing and future conditions on the 25th Street corridor, coordination with City of Fargo, FM MetroCOG, and other local stakeholders. A summary of the information compiled to develop the primary and secondary need statements and additional considerations taken in account are provided below.

Roadway Deficiencies

Pavement deterioration is the main driver of this project. 25th Street S within the corridor limits was originally constructed between the early 1990s and mid-2010s. South of Rose Coulee, the original pavement has not been overlaid or rehabilitated since the original construction. North of Rose Coulee the roadway has been overlaid several times, with the most recent being in 2022. The overlays are intended to improve ride quality. Based on the pavement conditions gathered in the fall of 2021, the Pavement Conditions Index (PCI) Rating within the corridor varies from Poor, generally on the north end of the corridor, to Good, generally on the south end of the corridor.

Modal Relationships

In addition to addressing pavement deterioration, this project also aims to improve multimodal transportation options. Many people rely on modes of transportation other than driving, such as walking and biking, but often lack safe and convenient options. By incorporating infrastructure for these modes of transportation, it can be easier for people to choose alternative modes and potentially reduce the number of cars on the road. This can lead to a range of benefits, including reduced traffic congestion, improved air quality, and enhanced public health. Based on the Go2030 Comprehensive Plan, 25th Street S within the corridor study boundary is identified as an Active Living Street. Per the Comprehensive Plan, *Active living streets will have infrastructure to support pedestrian, experienced cyclists, recreational cyclists, transit, and automobiles. A network of active living streets will enable Fargo residents to walk or bike to their destinations safely and comfortably.*

Safety

Enhancing pedestrian and vehicular safety is another crucial aspect of this project. Based on feedback received through the first round of public input, there is a strong desire to improve safety for pedestrians crossing 25th Street. By improving the design and infrastructure within the corridor, we can reduce the risk of accidents and injuries for all users. By prioritizing safety, we can create a transportation network that is accessible and enjoyable for everyone.

Introduction

The objective of this alternatives analysis report is to evaluate potential concepts for the 25th Street S corridor in Fargo, ND and provide information that will inform the recommendations for final design and construction of the project. Documents that precede this evaluation in the corridor study include the Existing Conditions and Future Conditions Report. These documents identified existing and future corridor needs.

The corridor was divided into six study areas based on existing roadway geometry, land use, traffic demand, etc.:

- » Study Area 1 – 25th Street S from 32nd Avenue S to 35th Avenue S
- » Study Area 2 – 25th Street S from 35th Avenue S to 40th Avenue S
- » Study Area 3 – 25th Street S from 40th Avenue S to 52nd Avenue S
- » Study Area 4 – 25th Street S from 52nd Avenue S to Prairie Grove Avenue S
- » Study Area 5 – 25th Street S from Prairie Grove Avenue S to 64th Avenue S
- » Study Area 6 – Intersection of 27th Street S and 52nd Avenue

Figure 29 shows the 25th Street S corridor study area and segment differentiation.

Study Area Characteristics

The corridor segment between 32nd Avenue and 33rd Avenue is within the commercial side. The corridor facilitates north/south traffic movement between Fargo's southern residential growth areas to nearby neighborhood retail nodes including grocery stores, retail and dining establishments, and banks. In addition, the corridor serves medical facilities and financial institutions.

The section of 25th Street S between 33rd Avenue S and 52nd Avenue S is predominantly residential in nature. There are a wide variety of housing types in this segment, including single-family, low density single-family, twin-home/townhome, as well as high density residential complexes. There are also several public and institutional uses including multiple churches and a public elementary school.

More sparse commercial land use is present between 52nd Avenue S and 64th Avenue S.

Evaluation Approach

To maintain a balance of considering a wide range of options and efficient use of analysis resources, a two-stage approach was taken to evaluate and develop concepts. The first stage of alternatives evaluation involved evaluating cross sections which allowed the design team to understand general space constraints, cost differentials, capacity limitations, and create a framework for intersection concepts. The second stage of alternatives evaluation involved evaluating optimal intersection control, access management and geometric features at key locations. The key intersections were evaluated as singular intersections or by network based on spacing and interaction. By segmenting the key intersection approach, the design team was able to efficiently consider many options.

Origin-Destination (O-D) Analysis

An origin-destination (O-D) study was performed to investigate how traffic accesses the 25th Street S corridor and understand how study area roadways operate. An origin-destination analysis can be a valuable tool in understanding the nature of trips generated in the area, travel patterns during selected time periods, and in identifying future congestion issues. The 25th Street S corridor was divided into three segments for the O-D analysis (**Figure 30**):

- » O-D Segment A: From 32nd Avenue S to 40th Avenue S
- » O-D Segment B: From 40th Avenue S to 52nd Avenue S
- » O-D Segment C: From 52nd Avenue S to 64th Avenue S

Figure 29 – Study Area

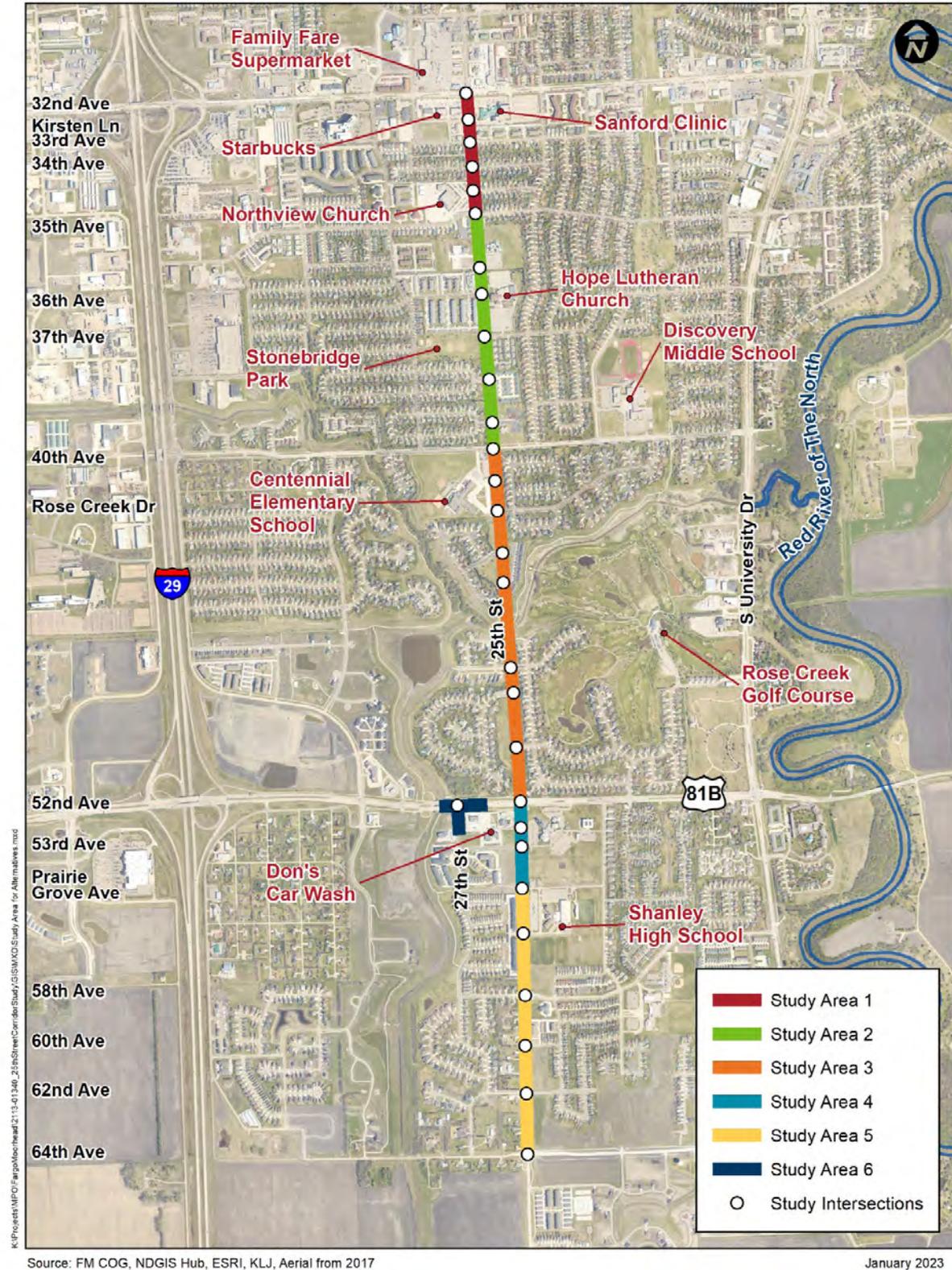
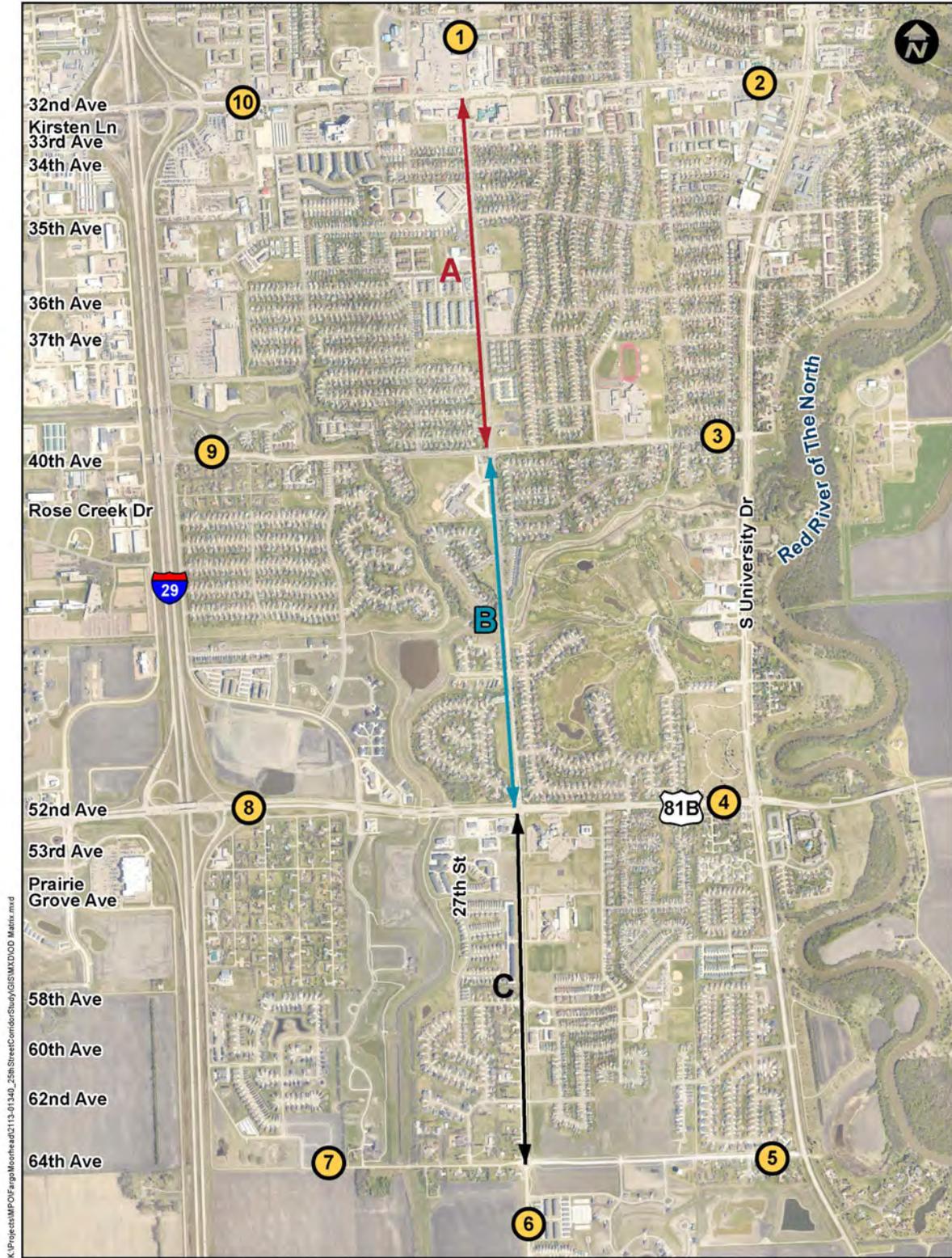


Figure 30 – O-D Analysis Map



StreetLight Data was utilized to collect the origin and destination of trips traveling through the study area. StreetLight Data is a data analytics company that collects location-based information from mobile devices and GPS units. The web-based platform integrates millions of data points from these devices to show the aggregated movements on the roadway network. To visualize travel patterns, the platform allows the user to create study area zones to match a specified geography or roadways segment. Zone filters were created on roadways that serve as pass through gates to capture all trips that pass through that roadway segment. This analysis provides information on the origin zone and destination zone of the specific trips passing through the zone filter.

Data output from Streetlight was reviewed to identify the origin-destination zones with the highest frequency of trips traveling from the study area, as well as trips traveling to the study area. Information gathered from this analysis was used to develop origin-destination locations to apply the pass-through location filter.

O-D Results

Table 25 provides information on trips traveling from the study area, the trip origin, to zones outside of the study area, the trip destination.

Table 25 – Origin-Destination Analysis Results

Entering Corridor	To A from	Vol	Movement	To B from	Vol	Movement	To C from	Vol	Movement
	1	47%	SB	1	18%	SB	1	12%	SB
	2	9%	SB	2	2%	SB	2	2%	SB
	3	2%	NB	3	10%	SB	3	2%	SB
	4	3%	NB	4	3%	NB	4	19%	SB
	5	0%	NB	5	0%	NB	5	2%	NB
	6	1%	NB	6	0%	NB	6	0%	NB
	7	0%	NB	7	0%	NB	7	0%	NB
	8	8%	NB	8	27%	NB	8	57%	SB
	9	9%	NB	9	33%	SB	9	3%	SB
	10	21%	SB	10	6%	SB	10	3%	SB
Total	3,650		Total	1,150		Total	2,640		

Leaving Corridor	From A to	Vol	Movement	From B to	Vol	Movement	From C to	Vol	Movement
	1	41%	NB	1	18%	NB	1	11%	NB
	2	8%	NB	2	3%	NB	2	2%	NB
	3	2%	SB	3	9%	NB	3	1%	NB
	4	4%	SB	4	5%	SB	4	14%	NB
	5	0%	SB	5	0%	SB	5	1%	SB
	6	0%	SB	6	0%	SB	6	2%	SB
	7	0%	SB	7	0%	SB	7	1%	SB
	8	8%	SB	8	26%	SB	8	61%	NB
	9	8%	SB	9	31%	NB	9	3%	NB
	10	28%	NB	10	8%	NB	10	3%	NB
Total	3,650		Total	1,075		Total	2,525		

For Segment and Zone ID, please refer to Figure 30.

O-D SEGMENT A: FROM 32ND AVENUE S TO 40TH AVENUE S

The ratio of traffic travelling to northbound and southbound through O-D Segment A is 50:50 (8,735 trips).

The number of daily traffic entering Segment A originating from the ten zones were found to be 3,650 based on streetlight analysis. This corresponds to 77% daily traffic travelling southbound and 23% daily traffic travelling northbound into Segment A.

The number of daily traffic originating in Segment A travelling to the ten zones were found to be 3,650 based on streetlight analysis. This corresponds to 77% daily traffic travelling northbound and 23% daily traffic travelling southbound from Segment A.

The majority (77%) of traffic are entering/leaving Segment A is from/to the north. The area north of Zone 1 is high density residential and commercial area. High frequency of traffic enter/leaves Segment A from/to Zone 1. The traffic at Zone 10 is generally traffic entering/leaving from I-29.

O-D SEGMENT B: FROM 40TH AVENUE S TO 52ND AVENUE S

The ratio of traffic travelling to northbound and southbound through O-D Segment B is 49:51 (4,180 trips).

The number of daily traffic entering Segment B originating from the ten zones were found to be 1,150 based on streetlight analysis. This corresponds to 69% daily traffic travelling southbound and 31% daily traffic travelling northbound into Segment B.

The number of daily traffic originating in Segment B to travelling to the ten zones were found to be 1,075 based on streetlight analysis. This corresponds to 31% daily traffic travelling southbound and 69% daily traffic travelling northbound from Segment B.

The majority (69%) of traffic are entering or leaving Segment B is from/to the north. The area north of Zone 1 is high density residential and commercial area. High frequency of traffic enter/leaves Segment B from/to Zone 1. The traffic in Zone 9 and Zone 10 are generally traffic entering/leaving from I-29.

O-D SEGMENT C: FROM 52ND AVENUE S TO 64TH AVENUE S

The ratio of traffic travelling to northbound and southbound along O-D Segment B is 48:52 (5,125 trips).

The number of daily traffic entering Segment C originating from the ten zones were found to be 2,640 based on streetlight analysis. This corresponds to 97% daily traffic travelling southbound and 3% daily traffic travelling northbound to Segment C.

The number of daily traffic originating in Segment C travelling to the ten zones were found to be 2,525 based on streetlight analysis. The trips originating in Segment C corresponds to 95% daily traffic travelling northbound and 5% daily traffic travelling southbound from Segment B.

The majority (95%+) of traffic are entering or leaving Segment C is from/to the north. The area north of Zone 1 is high density residential and commercial area. High frequency of traffic enter/leaves Segment C from/to Zone 1. The traffic in Zone 8 and Zone 9 are generally traffic entering/leaving to/from I-29. The traffic in Zone 4 is generally traffic crossing the Red River.

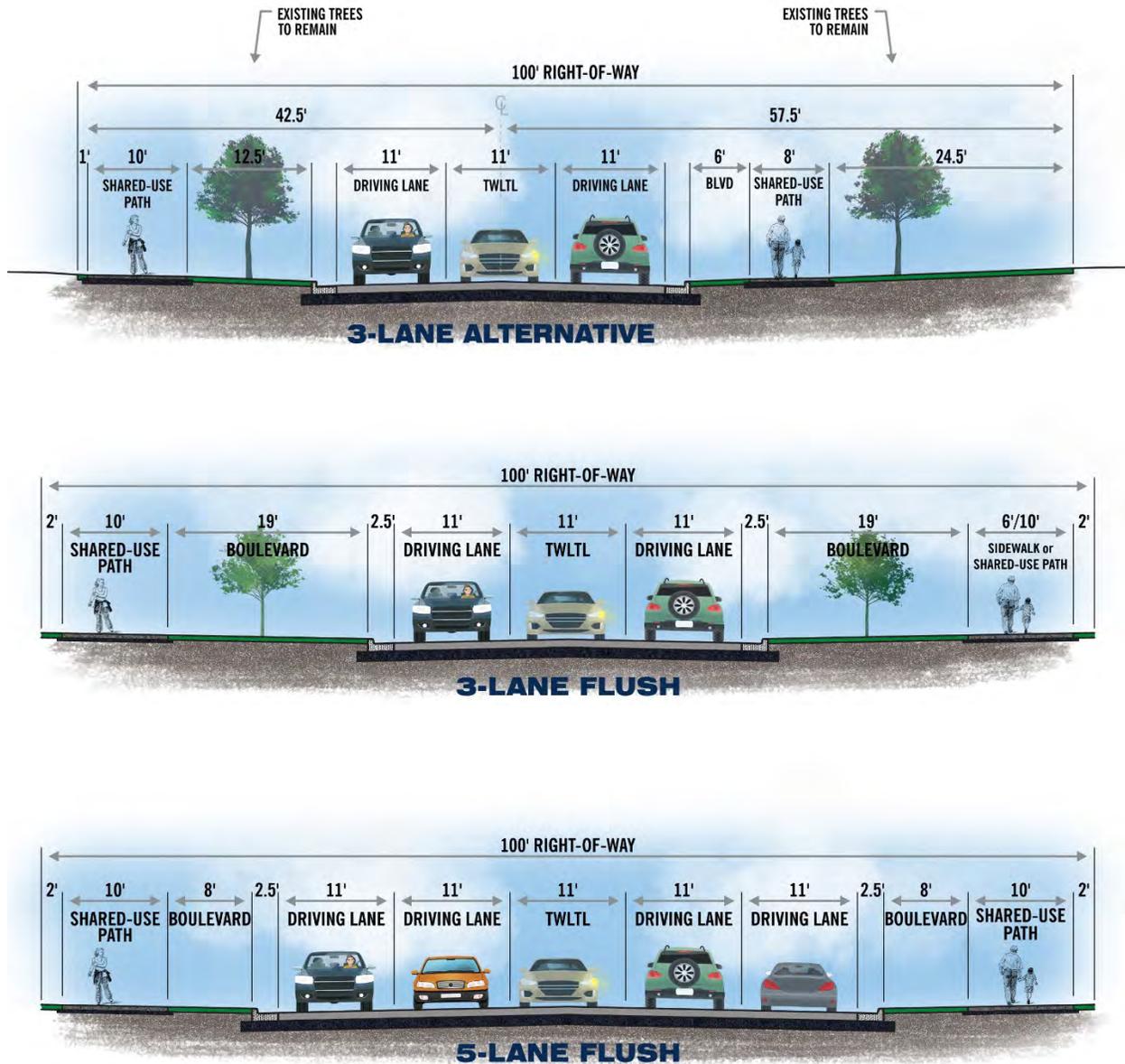
Development of Alternatives

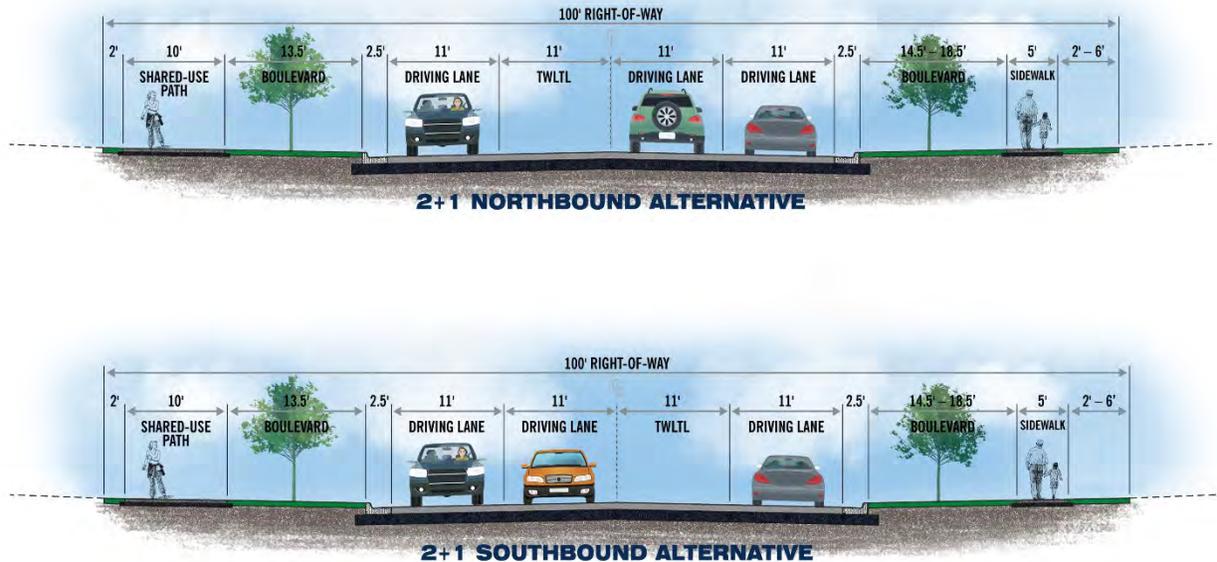
The study team, made up of technical experts from Metro COG, the City of Fargo Engineering, City of Fargo Planning, and KLJ brainstormed alternatives that could be applicable for the context of the study corridor with the potential to mitigate identified deficiencies. The corridor had an abundance of strategies with no clear best fit, requiring a multi-tiered analysis strategy to differentiate alternatives. Given the varying roadway, travel demand, and development

characteristics present within the study area, alternatives were developed for specific intersections and segments to best serve roadway needs in those specific locations.

- » Improvements like cross-section revisions, access management, and intersection improvements were identified for the study areas. The concept designs for various alternatives discussed and considered for further evaluation is included in **Appendix C**. The typical sections of cross section alternatives analyzed for the various study areas are shown **Figure 31**.

Figure 31 – Typical Sections of Cross Section Alternatives





The cross sections discussed and/or evaluated for further considerations by study area are discussed in detail below.

1.0. Study Area 1 - 32nd Avenue S to 35th Avenue S

1.1. CROSS-SECTION

The study area is expected to experience acceptable operations through 2045 if no geometric improvements are made in this area. However, improvements may be beneficial for improving safety and improving accessibility in this study area like consolidation of access, limiting the turning movements, etc.

The following cross-section alternatives was considered and **carried forward for further evaluation**:

1.1A Five-Lane Section

This alternative considers a five-lane section between Kirsten Ln and 35th Avenue S. No cross-section improvements are made north of Kirsten Lane. Currently there are no northbound left turn lane at the intersection of 25th Street S with Kirsten Lane. The presence of retail, fast-food services, etc. at the northwest quadrant of the intersection generates high ingress and egress traffic to/from Kirsten Lane approach. This creates significant delays and queuing at the approaches of the intersection. The cross section will include dedicated left-turn lanes along 25th Street S approach at Kirsten Lane which is expected to improve traffic operations and safety at the intersection. The five-lane alternative will require removal of all trees from the boulevards on both sides of the roadway between Kirsten Lane and 35th Avenue S. For concept level details, see **Appendix C**.

1.2. ACCESS MANAGEMENT

The following access management alternatives were considered and **carried forward for further evaluation**:

1.2A Consolidate the Commercial Driveway Approaches on the north side of Kirsten Lane

Queuing issues are experienced along Kirsten Lane because of the access to the commercial strip located east of Ruth Drive on the northwest quadrant of the intersection of Kirsten Lane and 25th Street S. These queues have operational impacts on the intersection of Kirsten Lane with 25th Street S. Closing the commercial strip driveway (Figure 47) and consolidating the driveways to the north approach of Kirsten Lane at Ruth Drive S intersection is expected to relieve the operational issues at the intersection. For concept level details, see Appendix C.

Figure 47 – Access Closure at Kirsten Lane



The following access management alternative were discussed but **not carried forward for further evaluation**:

1.2B Relocate the Ramsey National Bank Access

There are currently numerous access points in this segment, some of which would result in conflicting left turns between 33rd Avenue S and Kirsten Lane. Consideration was made to restrict the access to Ramsey National Bank if a three-quarter intersection with median is considered at the intersection of Kirsten Lane with 25th Street S as there is an additional access point on 33rd Avenue S.

1.2C Realign Sanford Clinic Driveway with Kirsten Lane

The existing driveway of Sanford Clinic along 25th Street S is offset north of Kirsten Lane. This alternative considers realigning the driveway with Kirsten Lane approach.

1.3. INTERSECTION

The following intersection alternative was considered and **carried forward for further evaluation**:

1.3A Dedicated Left turn lanes on 25th Street S Approaches along the Study Area

The side-street stop-controlled intersections are expected to experience operational issues if no improvements are made. The conversion of the study area to a three-lane or five-lane section includes the installation of two-way-left-turn-lane (TWLTL) in the center which is expected to improve the traffic operations. For concept level details, see Appendix C.

The following intersection alternative was discussed but **not carried forward for further evaluation**.

1.3B Three-Quarter Intersection at Kirsten Ln/25th Street S

The intersection of Kirsten Lane with 25th Street S experiences poor operations and crash trends. There are concerns over the traffic movements along Kirsten Lane with vehicles entering/leaving the shopping complex and the bank. There were eight rear-end crashes experienced between 2017 and 2021, four of which were crashes involving vehicles traveling southbound direction colliding with the vehicle slowing down to turn right on Kirsten Lane. This alternative considered the conversion of the intersection into a three-quarter access. This will shift some of the traffic volumes to 33rd Avenue S which is relatively low (i.e., 10 to 15 vehicles) and would not result in volumes meeting any warrant thresholds.

The Intersection of 27th Street S and 32nd Avenue S is planned to be converted into a three-quarter access in 2023. The conversion of Kirsten Lane/25th Street S to a three-quarter access may force drivers to use 33rd Avenue and thereby will improve traffic operations and safety at the intersection. However, its impacts are expected to be experienced at the 33rd Avenue S intersection where the side-street approaches are expected to operate with unacceptable delay and LOS in the AM and PM peaks. Although the operations at 33rd Avenue S degrade with the access limitations at Kirsten Lane, the impact to the number of vehicles is small relative to the safety benefits at Kirsten Lane. For these reasons, this alternative was not carried forward for further evaluation.

1.4. OTHER INFRASTRUCTURE

No infrastructure improvement alternatives were considered in this study area.

2.0. Study Area 2 – 35th Avenue S to 40th Avenue S

2.1. CROSS-SECTION

The following cross-section alternatives were considered and **carried forward for further evaluation**:

2.1A Three-Lane Section

This alternative considers a three-lane section including a TWLTL in the center between 35th Avenue S and 40th Avenue S. The three-lane alternative will preserve the majority of existing boulevard trees. This alternative will include a shared-use path on the west side of the road and a sidewalk on the east side of the roadway as shown in **Figure 32**. For concept level details, see **Appendix C**.

Figure 32 – Three-lane section in Study Area 2



2.1B Five-Lane Section

This alternative considers a five-lane section including a TWLTL in the center between 35th Avenue S and 40th Avenue S. The five-lane alternative will require removal of most of the existing trees from the boulevards on both sides of the roadway between 35th Avenue S and 40th Avenue S. This alternative, as shown in **Figure 33** will expand the existing sidewalk on the east side of the roadway to a shared-use path. For concept level details, see **Appendix C**.

Figure 33 – Five-lane section in Study Area 2



2.1N Two plus One Section - Two Northbound and One Southbound Thru Lane

This alternative considers two thru lanes in the northbound direction, a single thru lane in the southbound direction, and TWLTL between 35th Avenue S and 40th Avenue S (Figure 34). This alternative will preserve most existing boulevard trees, the shared-use path on the west side of the road and the sidewalk on the east side of the roadway. For concept level details, see Appendix C.

Figure 34 – 2NB + 1SB Thru Lane in Study Area 2



2.1S Two plus One Section - Two Southbound and One Northbound Thru Lane

This alternative considers two thru lanes in the southbound direction, a single thru lane in the northbound direction, and TWLTL between 35th Avenue S and 40th Avenue S (Figure 35). This alternative will preserve most existing boulevard trees, the shared-use path on the west side of the road and the sidewalk on the east side of the roadway. For concept level details, see Appendix C.

Figure 35 – 2SB + 1NB Thru Lane in Study Area 2

2.2. ACCESS MANAGEMENT

There are currently numerous access points, some of which would result in conflicting left turns between 35th Avenue S and 37th Avenue S. The following access management alternatives were considered and **carried forward for further evaluation**:

2.2A Consolidate south access of Gethsemane Cathedral and north access of Hope Lutheran Church

This alternative considers consolidating the south access of the Gethsemane Cathedral and north access of Hope Lutheran Church and aligning it with the Casey's access directly to the west. Consolidating the driveways will eliminate conflicting left turns, improve safety, and improve mainline traffic travel time. For concept level details, see **Appendix C**.

2.2B Relocate middle access of Hope Lutheran Church

This alternative considers relocating the middle access of Hope Lutheran Church and aligning it with 36th Avenue S. Relocating the driveway will eliminate conflicting left turns, improve safety, and improve mainline traffic travel time. For concept level details, see **Appendix C**.

2.2C Convert Stonebridge Park access from curb return to driveway

This alternative considers converting the existing access to Stonebridge Park, across from 37th Ave S, from a curb return to a driveway. This will enhance safety for pedestrians by reducing the crossing distance. For concept level details, see **Appendix C**.

2.3. INTERSECTION

The following intersection alternatives were considered and **carried forward for further evaluation**:

2.3A 35th Avenue S/25th Street S

2.3A(1) Left-turn Lanes

There have been notable challenges for northbound and southbound left turning vehicles at the 35th Avenue S intersection. The alternative considers adding dedicated left-turn lane on the 25th Street S approaches to mitigate the issue. For concept level details, see **Appendix C**.

2.3A(2) Right-turn Trap on Southbound Approach for Three-lane Cross-section

The three-lane cross-section alternative considers a right trap on the southbound approach of the intersection, and a shared through/right-turn lane on the northbound approach of the intersection. For concept level details, see **Appendix C**.

2.3B Pedestrian Refuge Island on 37th Avenue S/25th Street S

A raised median with a pedestrian refuge on the south side of the intersection, as shown in **Figure 36** was considered. This is expected to improve pedestrian crossing on 25th Street S to access the Stonebridge Park. For concept level details, see **Appendix C**.

Figure 36 – Pedestrian Refuge Island concept at 25th Street S and 37th Ave S Intersection



The following access management alternatives were discussed but **not carried forward for further evaluation**:

2.3C Realignment of South Access point of Stonebridge Apartment with 37th Avenue S

The south Access point of Stonebridge Apartment was considered for realignment through the Park District property to align with 37th Avenue S.

2.3D Revision of Century Estate Townhome Access

The driveway at the intersection to the apartments east of 38th Avenue S was considered for revision to shift the sidewalk away from the fencing for visibility. However, this will create challenges with turning movements.

2.4. OTHER INFRASTRUCTURE

No other infrastructure improvement alternatives were considered in this study area.

3.0. Study Area 3 – 40th Avenue S to 52nd Avenue S

3.1. CROSS-SECTION

The following cross-section alternatives were considered and **carried forward for further evaluation**:

3.1A Three-Lane Section

This alternative considers a three-lane section including a TWLTL in the center between 40th Avenue S and 52nd Avenue S (**Figure 37**). The segment is expected to experience acceptable operations through 2045 under a three-lane section in this area. Additional lanes may be required between Rose Creek Drive and 40th Avenue S to accommodate Centennial Elementary pick up/drop off traffic based on anecdotal evidence. The three-lane alternative will maintain a shared-use

path on the west side of the roadway and an 8' shared-use path on the east side of the roadway. For concept level details, see **Appendix C**.

Figure 37 – Three-lane section in Study Area 3



3.1B Five-Lane Section

This alternative considers a five-lane section including the TWLTL in the center between 40th Avenue S and 52nd Avenue S (**Figure 38**). The segment is expected to experience acceptable operations through 2045 under a five-lane section in this area. The five-lane alternative will require removal of all trees from the boulevards on both sides of the roadway in the study area. This alternative will maintain a shared-use path on the west side of the roadway and expand the existing sidewalk on the east side of the roadway to a shared-use path. For concept level details, see **Appendix C**.

Figure 38 – Five-lane section in Study Area 3



3.1N Two plus One Section - Two Northbound and One Southbound Thru Lane

This alternative considers two thru lanes in the northbound direction, a single thru lane in the southbound direction, and TWLTL between 40th Avenue S and 52nd Avenue S (**Figure 39**). This alternative will preserve the majority of existing boulevard trees, the shared-use path on the west side of the road and the sidewalk on the east side of the roadway. For concept level details, see **Appendix C**.

Figure 39 – 2NB + 1SB Thru Lane in Study Area 3**3.15 Two plus One Section - Two Southbound and One Northbound Thru Lane**

This alternative considers two thru lanes in the southbound direction, a single thru lane in the northbound direction, and TWLTL between 40th Avenue S and 52nd Avenue S (**Figure 40**). This alternative will preserve the majority of existing boulevard trees, the shared-use path on the west side of the road and the sidewalk on the east side of the roadway. For concept level details, see **Appendix C**.

Figure 40 – 2SB + 1NB Thru Lane in Study Area 3**3.2. ACCESS MANAGEMENT**

There are nine accesses in this one-mile study area. City of Fargo Ordinance §20-0702 recommends a minimum spacing of 600 feet (or nine accesses per mile) between driveways and intersections. The access spacing in this study area is within the access spacing guidelines. The following access management alternative was considered and **carried forward for further evaluation**.

3.2A Relocate the driveway to the northwestern Parking lot of Centennial Elementary School

This alternative considers closing and moving the driveway of the Centennial Elementary School northwestern parking lot along 25th Street S to further north (**Figure 41**).

Figure 41 – Potential relocation of driveway to the north

The following access management alternative was discussed but **not carried forward for further evaluation**:

3.2B Relocate the Centennial Elementary School Bus Access along 40th Avenue S

The existing bus drop-off/pick up access for Centennial Elementary school is located along 40th Avenue S, west of 25th Street S. The intersection of 40th Avenue S with 25th Street S is expected to operate with acceptable delay and Level of Service (LOS) through 2045 if no intersection improvements are made. The anecdotal assessment and traffic modeling results indicate that the eastbound left turn queues (EB to NB) experienced at the intersection block the access for the busses to enter or exit. An alternative to relocate the access to the west outside of the functional limits of the 40th Avenue S intersection to mitigate the issue was developed. The property in which the relocated access would be located on is owned and maintained by the Fargo Park District. KLJ discussed this alternative with Centennial Elementary School and the Fargo Park District. Centennial Elementary was in favor of the alternative if it was acceptable to the park district. Due to increased usage of the property and programmed events, the park district was not in favor of the alternative.

3.3. INTERSECTION

The following intersection alternatives were considered and **carried forward for further evaluation**:

3.3A 40th Avenue S/25th Street S

The addition of dedicated right-turn lanes on the 40th Avenue S approaches are an option which is expected to improve operations at the intersection. The existing trees will need to be removed to construct the right-turn lanes. For concept level details, see **Appendix C**.

3.3B Rose Creek Dr/25th Street S

The intersection presents a crossing challenge where pedestrians and cyclists experience long delays waiting for a walk signal based on the Metro COG's 2020 Safe Route to School study. A single-lane roundabout was discussed at the intersection.

3.4. OTHER INFRASTRUCTURE

The following infrastructure improvement alternatives were discussed:

3.4A Oak Creek Path Connection

Connecting the existing path located around River Coulee Bridge with the Oak Creek Drive S of Oak Creek development were discussed. This path connection will be completed by the City of Fargo under a separate project.

3.4C Rose Coulee Bridge Replacement

The bridge structure (FRGO33) crossing Rose Coulee creek on 25th Street S has a fair condition rating as per 2021 inspection. Due to the proposed FM Diversion, the bridge will have to be replaced at some point to allow for a larger hydraulic opening. All build alternatives assume the bridge will be replaced. Even if the corridor is not improved in the future, the bridge will have to be replaced.

4.0. Study Area 4 – 52nd Avenue S to Prairie Grove Avenue S

4.1. CROSS-SECTION

The following cross-section alternatives were **evaluated for traffic operations but not carried forward for concept level exhibit**:

4.1A Three-Lane Section

This alternative considers a single southbound lane from 52nd Avenue S to Prairie Grove Avenue S and single northbound lane from Prairie Grove Avenue S 53rd Avenue S.

4.1B Five-Lane Section

This alternative considers five-lane section from 52nd Avenue S to Prairie Grove Avenue S.

4.2. ACCESS MANAGEMENT

No access management alternatives were considered in this study area.

4.3. INTERSECTION

The following intersection alternative was **evaluated for traffic operations but not carried forward for concept level exhibit**:

4.3A Southbound Right-turn Lanes along 25th Street S

For the three-lane cross section alternative, the consideration was made to convert the shared thru/right turn lane on the 25th Street S approaches to right-turn lanes.

The following intersection alternatives was discussed but **not carried forward for further evaluation**:

4.3B 53rd Avenue S/25th Street S

The 53rd Avenue S approaches of the intersection experience unacceptable delay and LOS today. The intersection is expected to operate with unacceptable delay and LOS if no intersection improvements are undertaken.

4.3C(2) Traffic Signal Control

The existing and projected traffic volumes does not warrant the installation of traffic signal at the intersection.

4.3C(2) Roundabout

The intersection is about 500-feet south of the intersection of 52nd Avenue S and 25th Street S that is signal controlled. It is generally undesirable to have a roundabout located near a signalized intersection.

4.4. OTHER INFRASTRUCTURE

No other infrastructure improvement alternatives were considered in this study area.

5.0. Study Area 5 – Prairie Grove Avenue S to 64th Avenue S

5.1. CROSS-SECTION

The study area under the existing three-lane cross-section is expected to experience acceptable operations through 2045 if no improvements are made in this area. No changes to the existing cross-section were considered in this study area.

5.2. ACCESS MANAGEMENT

There are six accesses in this 0.7-mile study area. City of Fargo Ordinance §20-0702 recommends a minimum spacing of 600 feet (or nine accesses per mile) between driveways and intersections. The access spacing in this study area is within the access spacing guidelines. For these reasons, no access management alternatives were considered along 25th Street S roadway in this study area.

5.3. INTERSECTION

The following intersection alternatives were discussed **but not carried forward for further evaluation**:

5.3A Prairie Grove Avenue S/25th Street S

The Prairie Grove Avenue S approaches of the intersection experience unacceptable delay and LOS today. The intersection is expected to operate with unacceptable delay and LOS if no intersection improvements are undertaken.

5.3A(1) Traffic Signal Control

The existing and projected traffic volumes does not warrant the installation of traffic signal at the intersection.

5.3A(2) Roundabout

The intersection is about 1,200-feet south of the intersection of 52nd Avenue S and 25th Street S that is signal controlled. It is generally undesirable to have a roundabout located near a signalized intersection.

5.3B Northbound Right-turn Lane at Shanley Highschool South Access/Eaglebrook Apartment Access and 25th Street S

The Shanley Highschool/Eaglebrook Apartment access intersection with 25th Street S operates with unacceptable delay and LOS under existing geometry. The approaches are expected to operate with unacceptable delay and LOS if no improvements are made. The addition of dedicated northbound right-turn lanes on the Shanley Highschool/Eaglebrook Apartment access approach was discussed.

5.4. OTHER INFRASTRUCTURE

The following alternatives were considered and **carried forward for further evaluation**:

5.4A Pedestrian Crossing Improvements at Roundabouts

The concerns about the pedestrian crossings at roundabouts were discussed. The pedestrian crossings meet the guidance outlined in *NCHRP Report 672* which recommends 20-feet between the pedestrian crossing and the end of the splitter island. A push button actuated flashing beacons at major pedestrian movements at the 64th Ave and 58th Ave roundabouts with 25th Street S are expected to enhance pedestrian visibility. For details, see **Appendix C**.

5.4B Shared-Use Connection Path

The City of Fargo plans to construct a shared use path south of 64th Avenue S on the west side of 25th Street S in the future. The current shared use path on the west side of 25th Street S ends at 58th Avenue S, which will create a gap in the future path system. To eliminate this gap, a pedestrian route wider than a sidewalk is desired between 58th Avenue S and 64th Avenue S on the west side of 25th Street S. To reduce tree impacts and maintain a reasonable boulevard with for snow storage a concept was developed to connect the pedestrian system to the west frontage road of 25th Street S. For details, see **Appendix C**.

6.0. Study Area 6 – 27th Street S/52nd Avenue S Intersection

6.1. CROSS-SECTION

No changes to the existing cross-section were considered in this study area.

6.2. ACCESS MANAGEMENT

No access management alternatives were considered in this study area.

6.3. INTERSECTION

The 27th Street S and 52nd Avenue S intersection operates with unacceptable delays and LOS along the 27th Street S approach. The approach is expected to continue to operate with unacceptable LOS during the peak periods in 2045.

The following intersection alternatives were considered and **carried forward for further evaluation**:

6.3A Restricted Crossing U-Turn (RCUT)

This alternative considers geometric improvements and converting the existing intersection into an RCUT (**Figure 42**). For concept level details, see **Appendix C**. The RCUT configuration will require a change in how motorists turn onto the 25th Street S from the northbound approach by preventing left-turn movements. Northbound left-turning vehicles from 27th Street S will be required to turn right onto the 25th Street S and then make a U-turn at 52nd Avenue S between 27th Street S and 25th Street S intersection. This configuration is expected to reduce potential conflict points and enhance safety.

Figure 42 – 27th St & 52nd Ave Intersection - RCUT Alternative



6.3B Traffic Signal Control

A traffic signal control at the intersection is expected to improve the traffic operations (**Figure 43**). For concept level details, see **Appendix C**.

Figure 43 – 27th St & 52nd Ave Intersection - Signal Alternative



The following intersection alternatives were discussed but **not carried forward for further evaluation**:

6.3C Continuous-T Intersection

A Continuous-T alternative includes free flow of traffic on 25th Street S. The Left-turning vehicles from the 27th Street S will use a channelized receiving lane on the 25th Street S to merge onto the 25th Street S. A Continuous-T is applicable for intersections with three approaches. The Continuous-T alternative is expected to reduce delay and improve operations compared to the existing traffic control configuration; however, it is expected to still experience unacceptable delay and LOS. The alternative was not carried forward because the full access at Prosperity Way will most likely conflict with the required NB to WB acceleration lane.

6.4. OTHER INFRASTRUCTURE

No other infrastructure improvement alternatives were considered in this study area.

Evaluation of Alternatives

The alternatives were evaluated for traffic operations and safety. The alternatives that were considered for further evaluation were modeled in Synchro/SimTraffic software for 2045 traffic operation analysis and were compared with the 2045 operation results under No-Build conditions. The 2045 base peak hour and ADT volumes were modified to reflect new I-29 access at 64th Avenue S and 76th Avenue S.

1.0. Study Area 1 – 32nd Avenue S to 35th Avenue S

A five-lane cross section with TWLTL in the center alternative was modeled and evaluated for traffic operations:

1.0. TRAFFIC OPERATIONS

The traffic operation results are summarized in **Table 26**. The detailed SimTraffic results are included in **Appendix B**.

Table 26 – Study Area 1 Level of Service

Intersection of 25th St S with	No-Build	Five-lane X-Section
AM Peak		
32nd Ave	C	C
Kirsten Ln	A / E	A / E
33rd Ave	A / D	A / C
PM Peak		
32nd Ave	C	C
Kirsten Ln	A / F	A / F
33rd Ave	A / D	A / D

The first letter represents the overall intersection level of service, while the second letter represents the worst side-street approach. For signalized intersections, the delay shown is for the overall intersection, while for unsignalized intersections, the delay shown is for the worst side-street approach.

The intersections at 32nd Avenue S under five-lane cross section alternative is expected to operate with similar LOS under No-Build conditions.

2.0. Study Area 2 – 35th Avenue S to 40th Avenue S

The following alternatives were modeled and evaluated for traffic operations:

- I. Three-lane cross section including TWLTL in the center.
This considers right-turn traps on the southbound approach of the intersections of 25th Street S at 35th Avenue S and 40th Avenue S, and a single shared through/right-turn lane on the northbound approaches of the intersection. Flashing-Yellow-Arrow (FYA) left turn phasing was added for 25th Street S approaches at the intersection with 35th Avenue S.
- II. Five-lane cross section including TWLTL in the center.
- III. 2+1 cross section including TWLTL.
 - IIIN. Two NB thru-lanes, single SB thru-lane, and TWLTL
 - IIIS. Two SB thru-lanes, single NB thru-lane, and TWLTL

2.0. TRAFFIC OPERATIONS

The traffic operation results are summarized in **Table 27**. The detailed SimTraffic results are included in **Appendix B**.

Table 27 – Study Area 2 Level of Service

Intersection of 25th St S with	No-Build	Alternatives			
		I. Three-lane X-Section	II. Five-lane X-Section	IIIN. 2+1 X-section (2NB+1SB)	IIIS. 2+1 X-section (2SB+1NB)
AM Peak					
35th Ave	A	B ↓	A	B ↓	B ↓
Casey’s Driveway	A / C	A / C	A / C	A / C	A / D ↓
36th Ave	A / C	A / C	A / B ↑	A / B ↑	A / C
37th Ave	A / B	A / B	A / B	A / B	A / C ↓
38th Ave	A / C	A / D ↓	A / C	A / C	A / D ↓
39th Ave	A / C	A / C	A / C	A / C	A / C
PM Peak					
35th Ave	B	B	A ↑	B	B
Casey’s Driveway	A / C	A / D ↓	A / C	A / D ↓	A / D ↓
36th Ave	A / C	A / C	A / C	A / C	A / C
37th Ave	A / B	A / B	A / B	A / B	A / B
38th Ave	A / C	A / D ↓	A / C	A / C	A / C
39th Ave	A / C	A / C	A / C	A / C	A / C

The first letter represents the overall intersection level of service, while the second letter represents the worst side-street approach. For signalized intersections, the delay shown is for the overall intersection, while for unsignalized intersections, the delay shown is for the worst side-street approach.

- » All the intersections in Study Area 2 are expected to operate with acceptable delay and LOS under three-lane, five-lane, and four-lane cross section alternatives.
- » A drop in LOS grade is expected at the intersection with 35th Avenue S under three-lane and four-lane cross section alternatives in the AM Peak.
- » A bump in LOS grade is expected at the intersection with 35th Avenue S under five-lane cross section alternative in the PM Peak.
- » A drop in side-street approach LOS grade is expected at the intersection of Casey’s Driveway in the AM peak under Alternative IIIS.
- » Except for the five-lane cross section alternative, all other alternatives are expected to experience a drop in side-street approach delay in the PM peak at Casey’s Driveway.
- » A bump in side-street approach LOS grade is expected at the intersections of 36th Avenue S in the AM peak under five-lane and Alternative IIIN cross section alternatives.
- » A drop in side-street approach LOS grade is expected at the intersection of 37th Avenue S in the AM peak under Alternative IIIS.
- » A drop in side-street approach LOS grade is expected at the intersections of 38th Avenue S under five-lane alternative in both peaks and under Alternative IIIS cross section alternative in the AM peak.
- » All the alternatives have similar operational benefits. However, the five-lane alternative is expected to experience higher arterial speeds compared to the three-lane alternative.
- » While the five-lane cross section alternative had better operations than the other alternative, the delay experienced by vehicles was only nominally better.

2.0. SAFETY

- » The analysis for the alternative indicates that the five-lane cross section alternative have similar operational results to that of the three-lane cross section alternative. However, the wider cross section would likely make vehicle and pedestrian crossings more dangerous.
- » The three-lane cross section alternative is expected to reduce the number of lanes for motorized and non-motorized users to cross and reduce left-turn conflicts.
- » The two-way left-turn lane (TWLTL) is expected to reduce head-on crashes by dividing opposing traffic and reduce rear-end crashes by providing left-turning vehicles their own lane.

3.0. Study Area 3 – 40th Avenue S to 52nd Avenue S

The following alternatives were modeled and evaluated for traffic operations:

- I. Three-lane cross section including TWLTL in the center.
 - IA. No change in traffic control (Signal) at Rose Creek Drive.
 - IB. Roundabout at Rose Creek Drive.

The following global considerations were made:

- Right-turn traps on the southbound approach of the intersection at 40th Avenue S, and a single shared through/right-turn lane on the northbound approach of the intersection.
 - Reduction of the cycle length at the 40th Avenue S intersection to 90-seconds.
 - Right-turn trap at the north Centennial Elementary School parents pick up/drop-off access for southbound approach.
- II. Five-lane cross section including TWLTL in the center.

This alternative considers converting the existing through/right-turn lane to through lane at the southbound approach of the north Centennial Elementary School parents pick up/drop-off access. The southbound right-turn lane at the access will be retained.
 - III. 2+1 cross section including TWLTL.
 - IIIA. Two NB thru-lanes, single SB thru-lane, and TWLTL
 - IIIB. Two SB thru-lanes, single NB thru-lane, and TWLTL

3.0. TRAFFIC OPERATIONS

The traffic operation results are summarized in **Table 28**. The detailed SimTraffic results are included in **Appendix B**.

Table 28 – Study Area 3 Level of Service

Intersection of 25th St S with	No-Build	Alternatives				
		IA. Three-lane X-Section	IB. Three-lane X-Section	II. Five-lane X-Section	IIIN. 2+1 X-section (2NB+1SB)	IIIS. 2+1 X-section (2SB+1NB)
AM Peak						
40th Ave S	C	C	C	C	C	C
Centennial Elem N	A	A	A	A	A	A
Rose Creek Dr	A	B ↓	A	A	A	B ↓
44th Ave S	A / C	A / C	A / C	A / C	A / C	A / C
Carrie Rose Ln	A / C	A / B ↑	A / B ↑	A / B ↑	A / B ↑	A / B ↑
Rose Creek Pkwy	A / C	A / C	A / C	A / C	A / C	A / C
Meadow Creek Dr	A / C	A / C	A / C	A / B ↑	A / B ↑	A / B ↑
Rose Creek Blvd	A / B	A / C ↓	A / C ↓	A / B	A / C ↓	A / C ↓
PM Peak						
40th Ave S	C	C	C	C	C	C
Centennial Elem N	A	A	A	A	A	A
Rose Creek Dr	A	A	A	A	A	A
44th Ave S	A / C	A / C	A / C	A / C	A / C	A / C
Carrie Rose Ln	A / B	A / B	A / B	A / B	A / B	A / B
Rose Creek Pkwy	A / C	A / C	A / C	A / C	A / C	A / C
Meadow Creek Dr	A / C	A / B ↑	A / B ↑	A / B ↑	A / B ↑	A / B ↑
Rose Creek Blvd	A / C	A / C	A / C	A / B ↑	A / C	A / C

The first letter represents the overall intersection level of service, while the second letter represents the worst side-street approach. For signalized intersections, the delay shown is for the overall intersection, while for unsignalized intersections, the delay shown is for the worst side-street approach.

- » All the intersections in Study Area 3 are expected to operate with acceptable delay and LOS under Three-lane, five-lane, and four-lane section.
- » The LOS grade is expected to drop from LOS A to LOS B at the intersection of Rose Creek Drive S and 25th Street S in the AM peak under Alternative IA and Alternative IIIS.
- » The side-street approach LOS grades are expected to improve from LOS C to LOS B at the intersection of Carrie Rose Lane and 25th Street S in the AM peak under all three cross-section alternatives.
- » The side-street approach LOS grades are expected to improve from LOS C to LOS B at the intersection of Rose Creek Pkwy and 25th Street S in the AM peak under five-lane and four-lane cross-section alternatives.
- » The side-street approach LOS grades are expected to improve from LOS C to LOS B at the intersection of Rose Creek Pkwy and 25th Street S in the PM peak under all cross-section alternatives.
- » The side-street approach LOS grades are expected to improve from LOS C to LOS B at the intersection of Meadow Creek Dr and 25th Street S in the AM peak under five-lane and four-lane cross-section alternatives.
- » The side-street approach LOS grades are expected to improve from LOS C to LOS B at the intersection of Meadow Creek Dr and 25th Street S in the PM peak under all the cross-section alternatives.
- » The LOS grade is expected to drop from LOS B to LOS C at the intersection of Rose Creek Blvd and 25th Street S in the AM peak under three-lane and four-lane cross-section alternatives.
- » The side-street approach LOS grades are expected to improve from LOS C to LOS B at the intersection of Rose Creek Blvd and 25th Street S in the PM peak under five-lane cross-section alternative.
- » All three alternatives have similar operational benefits. However, the five-lane cross section alternative is expected to experience higher arterial speeds compared to the other alternatives.

- » While the five-lane cross section alternative had better operations than the three-lane, the delay experienced by vehicles was only nominally better.
- » Based on the public input 35% of the participants preferred roundabouts while 65% preferred traffic signals at the Rose Creek Drive intersection. The roundabout alternative experienced better operational results compared to the existing signal. However, the delay experienced by vehicles was only nominally better.

3.0. SAFETY

- » The analysis for the alternative indicates that the five-lane cross section alternative have similar operational results to that of the three-lane alternative. However, the wider cross section would likely make vehicle and pedestrian crossings more dangerous.
- » The three-lane alternative is expected to reduce the number of lanes for motorized and non-motorized users to cross and reduce left-turn conflicts.
- » The two-way left-turn lane (TWLTL) is expected to reduce head-on crashes by dividing opposing traffic and reduce rear-end crashes by providing left-turning vehicles their own lane.
- » The roundabout at Rose Creek Drive will likely help slow vehicle speeds near the school and will result in less severe crashes if they were to occur but may not necessarily reduce the total number of crashes.

4.0. Study Area 4 – 52nd Avenue S to Prairie Grove Avenue S

The following alternatives were modeled and evaluated for traffic operations:

- I. Three-lane cross section including TWLTL in the center.
- II. Five-lane cross section including TWLTL in the center.

4.0. STUDY AREA 4 - TRAFFIC OPERATIONS

The alternatives were completed using the projected traffic volumes under base conditions only. The traffic operation results are summarized in **Table 29**. The detailed SimTraffic results are included in **Appendix B**.

Table 29 – Study Area 4 Level of Service

Intersection of 25th St S with	No-Build	Alternatives	
		I. Three-lane X-Section	II. Five-lane X-Section
AM Peak			
52nd Ave	C	C	C
Don’s Carwash	A / B	A / C ↓	A / B
53rd Ave	A / F	A / F	A / E ↑
PM Peak			
52nd Ave	C	C	C
Don’s Carwash	A / B	A / C ↓	A / B
53rd Ave	A / F	A / E ↑	A / D ↑

The first letter represents the overall intersection level of service, while the second letter represents the worst side-street approach. For signalized intersections, the delay shown is for the overall intersection, while for unsignalized intersections, the delay shown is for the worst side-street approach.

- » The side-street approach LOS grade is expected to drop from LOS B to LOS C at the intersection of Don’s Carwash and 25th Street S in the AM peak and PM Peak under three-lane cross section alternative.
- » The side-street approach LOS grade is expected to improve from LOS C to LOS B at the intersection of Don’s Carwash and 25th Street S in the PM peak under five-lane cross section alternative.
- » The side-street approach LOS grade is expected to improve from LOS F to LOS E at the intersection of 53rd Avenue S and 25th Street S in the PM peak under three-lane cross section alternative. However, LOS E is considered unacceptable operations.

- » The side-street approach LOS grade is expected to improve from LOS F to LOS E at the intersection of 53rd Avenue S and 25th Street S in the AM peak under five-lane cross section alternative. However, LOS E is considered unacceptable operations.
- » The side-street approach LOS grade is expected to improve from LOS F to LOS D at the intersection of 53rd Avenue S and 25th Street S in the PM peak under five-lane cross section alternative.
- » Both the alternatives have similar operational benefits. However, the five-lane cross section alternative will experience higher arterial speeds compared to three-lane cross section alternative.
- » While the five-lane cross section alternative experiences better operations than the three-lane cross section alternative, the delay experienced by vehicles was only nominally better.

4.0. STUDY AREA 4 – SAFETY

- » The analysis for the alternative indicates that the five-lane alternative have similar operational results to that of the three-lane alternative. However, the wider cross section would likely make vehicle and pedestrian crossings more dangerous.
- » The three-lane alternative is expected to reduce the number of lanes for motorized and non-motorized users to cross and reduce left-turn conflicts.
- » The two-way left-turn lane (TWLTL) is expected to reduce head-on crashes by dividing opposing traffic and reduce rear-end crashes by providing left-turning vehicles their own lane.

5.0. Study Area 5 – Prairie Grove Avenue S to 64th Avenue S

The study area under the existing cross-section is expected to experience acceptable operations through 2045 if no improvements are made in this area. No changes to the existing cross-section were considered in this study area.

5.0. STUDY AREA 5 – TRAFFIC OPERATIONS

The traffic operation results for Study Area 5 are summarized in **Table 30**. The detailed SimTraffic results are included in **Appendix B**.

Table 30 – Study Area 5 Level of Service

Intersection of 25th St S with	No-Build
AM Peak	
Prairie Grove Avenue S	A / E
Eaglebrook Apartments / Shanley HS (South)	A / E
58 th Avenue S	A
60 th Avenue S	A / B
62 nd Avenue S	A / D
64 th Avenue S	A
PM Peak	
Prairie Grove Avenue S	A / C
Eaglebrook Apartments / Shanley HS (South)	A / D
58 th Avenue S	A
60 th Avenue S	A / B
62 nd Avenue S	A / C
64 th Avenue S	A

The first letter represents the overall intersection level of service, while the second letter represents the worst side-street approach. For signalized intersections, the delay shown is for the overall intersection, while for unsignalized intersections, the delay shown is for the worst side-street approach.

- » The side-street approach is expected to operate with unacceptable delay and LOS at the intersections of 25th Street S with Prairie Grove Avenue S and Eaglebrook Apartments / Shanley HS south access in the AM peak. However, the side street volumes are generally low in the AM peaks and majority of the traffic are turning right that have sufficient gaps to turn.
- » All other intersections and their approaches are expected to operate with acceptable delay and LOS in 2045 if no improvements are made.

5.0. STUDY AREA 5 - SAFETY

- » There were 13 and 10 crashes reported at the intersections of 58th Avenue S and 64th Avenue S, respectively between January 1, 2016 and December 31, 2020. Most of the crashes involved inexperienced/younger drivers that use the intersections. The roundabouts near a school zone are a form of traffic calming since vehicles are forced to slow down and yield to traffic. All the crashes reported at the intersections during the analysis period were non-severe injury related or non-fatal. Removal of roundabouts can increase the potential for severe injury related or fatal crashes at the intersections. The roundabouts are expected to see a decrease in crash rate over time as drivers become more familiar with the intersection control.

6.0. Study Area 6 – 27th Street S/52nd Avenue S Intersection

The intersection of 27th Street S and 52nd Avenue is expected to operate with unacceptable side street delay and LOS through 2045 if no improvements are made. The following alternatives were modeled and evaluated for traffic operations:

- I. Reduced Crossing U-Turn (RCUT)
The RCUT assumes a U-turn on 52nd Avenue S between 27th Street S and 25th Street S
- II. Traffic Signal

6.0. TRAFFIC OPERATIONS

The traffic operation results for Study Area 6 are summarized in **Table 31**. The detailed SimTraffic reports are included in **Appendix B**.

Table 31 – Study Area 6 Level of Service

No-Build	Alternative	
	Alt I - RCUT	Alt II - Signal
AM Peak		
F / F	A / A ↑	A ↑
PM Peak		
F / F	A / A ↑	A ↑

The first letter represents the overall intersection level of service, while the second letter represents the worst side-street approach. For signalized intersections, the delay shown is for the overall intersection, while for unsignalized intersections, the delay shown is for the worst side-street approach.

- » Both the alternatives are expected to improve the intersection operations to acceptable conditions.
- » Alt I- RCUT will create indirect minor street movements, which have the potential to increase travel time and distance for minor street movements.
- » Alt I – RCUT will create indirect movements that may increase time needed to access local businesses or create the perception of increased access time.

6.0. SAFETY

- » Alt I- RCUT will reduce the potential vehicle-vehicle conflict points from nine to seven (for three-approach intersections) and enhances safety by reducing turning and angle crashes at the intersection by allowing drivers to navigate through one lane of highway traffic at a time.

- » If vehicles are involved in a crash, they will be generally less severe than those at a conventional intersection.
- » RCUT intersections have superior safety benefits compared to signal-controlled intersection.

6.0. OTHER

- » Alt I – RCUT will be a higher cost improvement compared to a signal at the intersection.
- » Snow removal for an RCUT intersection is accomplished like a conventional intersection. Snow removal for the U-turn crossover is like a conventional left turn lane. These are typically plowed after the through lanes, and snow is pushed through the crossover to the opposite side of the street.

Corridor Wide Alternative

SPEED CONTROL

Speeding has been an issue along the 25th Street S corridor based on feedback from the public and the Fargo Police Department. The frequency of speeding and merging combined with higher than posted speed limit can create unsafe operating conditions. Implementation of traffic calming measures can reduce traffic speed, reduce motor-vehicle collisions, and improve safety for pedestrians and cyclists in the corridor. The following traffic calming measures may be implemented to mitigate speeding issues in the study corridor:

Road Diets

Road Diets are a proven traffic calming countermeasure. Road diets can reduce the vehicle speed differential and vehicle interactions, which can reduce the number and severity of vehicle-to-vehicle crashes. Reducing operating speed decreases crash severity when crashes do occur.

Dynamic Speed Display Signs (DSDS)

Dynamic speed display signs (DSDS), devices that detect and display a vehicle's current speed back to the driver, have been shown to have a significant speed-reducing effect. Research have shown that motorists traveling faster than the posted speed did appear to reduce their speed more significantly in response to the DSDS than did motorists traveling at or below the posted speed limit. DSDS can be effective at reducing speeds in permanent applications if appropriate site conditions apply. **Figure 44** shows an example of a DSDS used to display the speed limit and the driving speed to the oncoming motorists.

Raised medians with Plantings

Raised medians with plantings alter drivers' perception of lane width and therefore reduce driving speeds by way of a psychological effect. Trees may not be the right design solution for every site considering traffic-calming measures. However, they are an extremely effective and low-cost tool with potential applications across many urban settings. Unlike other traffic-calming devices, trees are multi-functional – in addition to helping make roads safer, they also increase property values, save energy, reduce flooding, and generally make our surroundings more comfortable and pleasant. **Figure 45** shows an example of a roadway with a raised median and landscaping that is implemented for traffic calming.

Figure 44 – Example of Dynamic Speed Display Signs (DSDS)



Figure 45 – Example of Raised Median with Landscaping



Mini Roundabouts

Mini roundabouts are an ideal treatment for unsignalized intersections. They have been shown to increase safety at intersections, reducing vehicle speeds and minimizing the points of conflict. Installing mini roundabouts using simple markings or raised islands and apply them in conjunction with plantings or small trees can enhance the traffic calming effect and beautify the street. Mini roundabouts generally have an inscribed circular diameter of 45 to 80 feet, with traversable center or splitter islands (**Figure 46**). They are generally applicable where the existing speed limit is 25 mph or less and in urban, suburban and smaller municipal environments. They are generally not suited for high-volume use (15,000 or greater average daily traffic).

Figure 46 – Mini Roundabout Example



Planning Level Costs of the Alternatives

A preliminary planning level cost estimate for the alternatives were developed and is shown in **Table 32**. This estimate includes construction cost for removal, grading, pavement, drainage, and other appurtenant work. A 30% contingency was assumed in the estimate. The cost does not include any potential right-of-way (ROW) costs. The costs reported are in 2023 dollars and does not account for inflation/industry changes in pricing.

Table 32 – Planning Level Cost Estimate

64th Ave to 52nd Ave	
Pedestrian Signing, Right Turn Lane, Shared Use Path Connection	\$ 300,000
52nd Ave to 40th Ave	
3 Lane	\$ 19,540,000
3 Lane w/Roundabout at Rose Creek Dr	\$ 20,120,000
2+1 Northbound	\$ 21,420,000
2+1 Southbound	\$ 21,460,000
5 Lane	\$ 24,100,000
40th Ave to 32nd Ave	
3 Lane	\$ 14,650,000
2+1 Northbound	\$ 15,770,000
2+1 Southbound	\$ 15,690,000
5 Lane	\$ 17,350,000
27th St Intersection	
Restricted Crossing U-Turn (RCUT)	\$ 1,110,000.00
Signal	\$ 540,000.00

Summary

The purpose of this report is to inform recommendations for final design and construction of the 25th Street project in Fargo, ND.

Study Area

The corridor was divided into six study areas based on existing roadway geometry, land use, traffic demand, etc.:

- » Study Area 1 – 25th Street S from 32nd Avenue S to 35th Avenue S
- » Study Area 2 – 25th Street S from 35th Avenue S to 40th Avenue S
- » Study Area 3 – 25th Street S from 40th Avenue S to 52nd Avenue S
- » Study Area 4 – 25th Street S from 52nd Avenue S to Prairie Grove Avenue S
- » Study Area 5 – 25th Street S from Prairie Grove Avenue S to 64th Avenue S
- » Study Area 6 – Intersection of 27th Street S and 52nd Avenue

Origin-Destination Analysis (O-D)

- » The 25th Street S corridor was divided into three segments for the O-D analysis:
 - O-D Segment A: From 32nd Avenue S to 40th Avenue S
 - O-D Segment B: From 40th Avenue S to 52nd Avenue S
 - O-D Segment C: From 52nd Avenue S to 64th Avenue S

- » The ratio of traffic travelling to northbound and southbound along the corridor are closely divided.
- » The majority (77%) of traffic are entering/leaving Segment A is from/to the north.
- » The majority (69%) of traffic are entering or leaving Segment B is from/to the north.
- » The majority (95%+) of traffic are entering or leaving Segment C is from/to the north.

Development of Alternatives

1.0. STUDY AREA 1 – 25TH STREET S FROM 32ND AVENUE S TO 35TH AVENUE S

The following alternatives were discussed and carried forward for further evaluation:

- » Five-lane cross-section with no cross-section improvements made north of Kirsten Lane.
- » Consolidation of the commercial driveway approaches on the north side of Kirsten Lane.
- » Left turn lanes on 25th Street S approaches along the Study Area.

2.0. STUDY AREA 2 – 25TH STREET S FROM 35TH AVENUE S TO 40TH AVENUE S

The following alternatives were discussed and carried forward for further evaluation:

- » Three-Lane Cross-Section.
Right trap on the southbound approach of the intersection, and a shared through/right-turn lane on the northbound approach of the intersection at 35th Avenue S.
- » Five-Lane Cross-Section.
- » Four-Lane Cross-Section
 - Two Northbound, Single Southbound, and a TWLTL
 - Two Southbound, Single Northbound, and a TWLTL
- » Access modifications for the Gethsemane Cathedral and Hope Lutheran Church.
- » Pedestrian refuge Island on the south side of 37th Avenue S/25th Street S intersection.

3.0. STUDY AREA 3 – 25TH STREET S FROM 40TH AVENUE S TO 52ND AVENUE S

The following alternatives were discussed and carried forward for further evaluation:

- » Three-Lane Cross-Section including a roundabout alternative at the intersection of 25th Street S and Rose Creek Drive.
- » Five-Lane Cross-Section.
- » Four-Lane Cross-Section
 - Two Northbound, Single Southbound, and a TWLTL
 - Two Southbound, Single Northbound, and a TWLTL

4.0. STUDY AREA 4 – 25TH STREET S FROM 52ND AVENUE S TO PRAIRIE GROVE AVENUE S

The following alternatives were discussed and carried forward for further evaluation:

- » Three-Lane Cross-Section.
- » Five-Lane Cross-Section.

5.0. STUDY AREA 5 – 25TH STREET S FROM PRAIRIE GROVE AVENUE S TO 64TH AVENUE S

The following alternatives were discussed and carried forward for further evaluation:

- » A push button actuated flashing beacons at major pedestrian movements at the 64th Ave and 58th Ave roundabouts with 25th Street S.
- » Connecting sidewalk at 58th and 64th on the west side of 25th Street to the existing frontage road.

6.0. STUDY AREA 6 – 27TH STREET S/52ND AVENUE S INTERSECTION

The following alternatives were discussed and carried forward for further evaluation:

- » Restricted Crossing U-Turn (RCUT).
- » Traffic Signal.

Evaluation of Alternatives

1.0. STUDY AREA 1 – 25TH STREET S FROM 32ND AVENUE S TO 35TH AVENUE S

- » Under five-lane section and three-lane section alternative, the intersections in this study area experiences traffic operational results like No-Build conditions.

2.0. STUDY AREA 2 – 25TH STREET S FROM 35TH AVENUE S TO 40TH AVENUE S

- » All cross-section alternatives have similar operational benefits. However, the five-lane alternative is expected to experience higher arterial speeds compared to the other cross-section alternatives.
- » While the five-lane alternative had better operations than the other cross-section alternatives, the delay experienced by vehicles was only nominally better.
- » The analysis for the alternatives indicates that the five-lane and four-lane alternative have similar operational results to that of the three-lane cross-section alternatives. However, the wider cross section would likely make vehicle and pedestrian crossings more dangerous.

3.0. STUDY AREA 3 – 25TH STREET S FROM 40TH AVENUE S TO 52ND AVENUE S

- » All cross-section alternatives have similar operational benefits. However, the five-lane alternative is expected to experience higher arterial speeds compared to the other cross-section alternatives.
- » While the five-lane alternative had better operations than the other cross-section alternatives, the delay experienced by vehicles was only nominally better.
- » The analysis for the alternatives indicates that the five-lane and four-lane alternative have similar operational results to that of the three-lane cross-section alternatives. However, the wider cross section would likely make vehicle and pedestrian crossings more dangerous.

Rose Creek Dr.

- The single-lane roundabout at Rose Creek Drive operates slightly better than the signal from a LOS perspective and results in less peak hour queuing than the signal.
- The roundabout at Rose Creek Drive will likely help slow vehicle speeds near the school.
- The roundabout at Rose Creek Drive will result in less severe crashes if they were to occur but may not necessarily reduce the number of crashes.
- Based on the public input 35% of the participants preferred roundabouts while 65% preferred traffic signals at the Rose Creek Drive intersection. The roundabout alternative experienced better operational results compared to the existing signal. However, the delay experienced by vehicles was only nominally better.

4.0. STUDY AREA 4 – 25TH STREET S FROM 52ND AVENUE S TO PRAIRIE GROVE AVENUE S

- » Both the three-lane and five-lane alternatives have similar operational benefits. However, the five-lane alternative is expected to experience higher arterial speeds compared to the three-lane alternative.
- » While the five-lane alternative had better operations than the three-lane, the delay experienced by vehicles was only nominally better.
- » The analysis for the alternatives indicates that the five-lane alternative has similar operational results to that of the three-lane alternative. However, the wider cross section would likely make vehicle and pedestrian crossings more dangerous.

5.0. STUDY AREA 5 – 25TH STREET S FROM PRAIRIE GROVE AVENUE S TO 64TH AVENUE S

- » The side street approaches of the intersection of 25th Street S with Prairie Grove Avenue are expected to operate with unacceptable delay and LOS if no improvements are made. However, the volumes are generally low at the side street approaches.
- » The side street approaches of the intersection of 25th Street S with Eaglebrook Apartments/Shanley Highschool south access are expected to operate with unacceptable delay and LOS if no improvements are made. However, the volumes are generally low at the side street approaches.
- » All other intersections and their approaches are expected to operate with acceptable delay and LOS in the 2045.
- » Majority of the crashes at the roundabouts at 58th Avenue S and 64th Avenue S involved inexperienced/younger drivers that use the intersections. The roundabouts are expected to see a decrease in crash rate over time as drivers become more familiar with the intersection control.

6.0. STUDY AREA 6 – 27TH STREET S/52ND AVENUE S INTERSECTION

- » Both the RCUT and Traffic Signal alternatives are a viable option and expected to improve the intersection operations to acceptable conditions.
- » The RCUT has superior safety and maintenance advantage over a Traffic Signal.

Next Steps

The SRC will evaluate the analysis completed in this phase of the study and presented in this report. The alternatives evaluated and carried forward will be presented to the public for their review and comment.

Summary of Alternatives

A summary of alternatives comparisons for Traffic Operations, Environmental Impacts, Pedestrian Mobility Improvements, and Cost is provided in **Table 33**.

Table 33 – Summary of Alternatives Comparison

	64th to 52nd		27th St/52nd Ave Intersection			52nd to 40th						40th to 32nd				
	No-Build	Pedestrian Improvements	No-Build	R-CUT	Traffic Signal	No-Build	3-Lane	3-Lane w/ Roundabout	2+1 NB	2+1 SB	5-Lane	No-Build	3-Lane	2+1 NB	2+1 SB	5-Lane
Traffic Operations (Intersection Delay)	—	—	⌚⌚⌚⌚	⌚⌚	⌚	⌚⌚⌚	⌚⌚⌚⌚	⌚⌚⌚⌚	⌚⌚⌚⌚	⌚⌚⌚⌚	⌚⌚⌚	⌚⌚	⌚⌚⌚⌚	⌚⌚⌚⌚	⌚⌚⌚	⌚⌚
Environmental Impacts (Existing Tree Impacts)	—	—	—	▼▼	▼	—	▼	▼▼	▼	▼	▼▼▼▼	—	▼	▼	▼	▼▼▼▼
Pedestrian Mobility Improvements	—	▲▲	—	—	▲▲	—	▲▲▲	▲▲▲	▲	▲	▲▲▲	—	▲	▲	▲	▲▲▲
Cost	—	\$	—	\$\$\$	\$\$	—	\$\$	\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$\$	—	\$\$	\$\$\$\$	\$\$\$	\$\$\$\$\$

= Least Intersection Delay
 = Most Intersection Delay

— = No Change
 = Least Existing Tree Removals
 = Most Existing Tree Removals

— = No Change
 = Least Pedestrian Improvements
 = Most Pedestrian Improvements

— = No Change
 \$ = Lowest Improvement Costs
 \$\$\$\$\$ = Highest Improvement Costs

PUBLIC INPUT PHASE 1 SUMMARY

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

THE CITY OF
Fargo
FAR MORE



PUBLIC INPUT PHASE 1 SUMMARY

25th Street Corridor Study, Fargo - ND

July 2022

Overall Engagement Summary

The 25th Street Corridor Study public and stakeholder involvement plan was designed to share information with interested parties and to collect input to guide project decision-making. The goals included engaging stakeholders in meaningful and accessible ways and soliciting early and continuous input from stakeholders.

The first phase of engagement was intended to gather input on priorities and concerns regarding the corridor, from stakeholders and members of the public all throughout the study area. Collecting this input was critical to guiding the current study process, and will inform identification of primary needs, secondary needs, and additional considerations.

This phase included several elements including stakeholder sessions, social media marketing, and virtual engagement through an interactive map and online survey. These elements are described below:

- » **Stakeholder sessions:** Two stakeholder sessions were hosted in an open house format with the ability for attendees to drop in as desired. These occurred on June 2, 2022, and were held at Northview Church in Fargo. Project team members were available for questions and provided maps for comments. Invitees included stakeholders such as: Fargo Park District, Fargo Public School District, Centennial Elementary School, local neighborhood associations, businesses along the corridor, and Communities of Faith.

Key themes shared by these stakeholders included:

- Centennial Elementary School – the 40th Ave S crossing is the largest safety concern. Most walking/biking students come across at this point. There has been a recent boundary update to the school that will likely increase left turns at parent drop-off times.
 - Many stakeholders identified that a signal or other measure at the 27th St. S and 52nd Ave S. should be considered.
 - A center left-turn lane throughout the corridor was brought up by many individuals.
 - Multiple stakeholders mentioned a need for an improved pedestrian crossing at the 25th St. S. and 37th Ave S. intersection.
 - Concerns about roundabouts were raised – in terms of pedestrian safety, larger trucks utilizing them, and winter snow removal.
- » **Social media:** The project team marketed the opportunity to give input through several channels. Paid Facebook ads were utilized from 5/17/22–6/17/22. Metro COG posted about the opportunity to their Facebook page. The project team coordinated with the City of Fargo to post to their Twitter account and NextDoor account.
 - » **Online survey:** An online survey was hosted on the Social Pinpoint project page. The survey was open from May 16, 2022 through June 17, 2022. The survey consisted of questions asking stakeholders to describe their use of the corridor and give input on safety and operations on the corridor. There were multiple choice questions and an open-ended question. 204 individuals filled out and submitted the project survey.
 - » **Interactive map tool:** This tool was hosted on the Social Pinpoint project page. The map gave participants the option to explore the highlighted study area, add specific comments under different themes (Traffic Safety, Bike/Pedestrian, Transit, Traffic/Congestion, Access, Other), and view and discuss comments left by others. Participants could also react to comments by upvoting or downvoting them. A total of 58 comments were submitted, with 110 upvotes and downvotes left.

Digital Engagement Results

ONLINE SURVEY

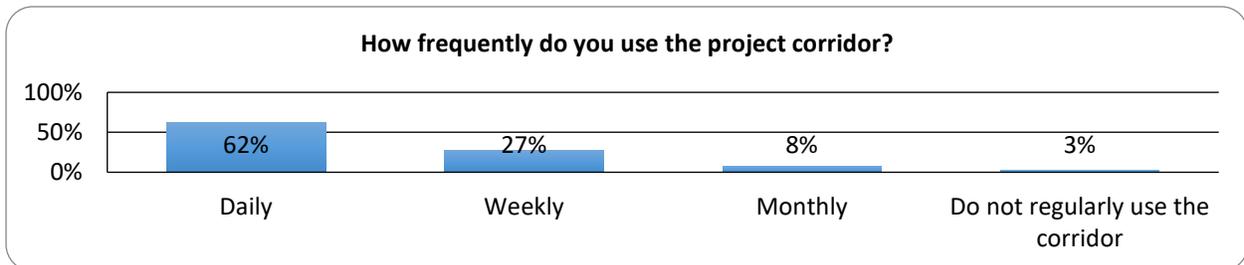
The survey questions are listed below:

1. How frequently do you use the corridor?
2. Do you live within a half mile of the corridor?
3. How do you use 25th St.?
4. What are your trips for?
5. Please prioritize each issue with respect to the 25th St. corridor
6. Traffic congestion in the corridor is acceptable (rate).
7. 25th St. feels like a safe place to drive (rate).
8. When walking, I feel safe walking along or crossing 25th St. (rate).
9. When biking, I feel safe biking along or crossing 25th St. (rate).
10. Have you ever been involved in a traffic crash, or near miss, while driving on 25th St.?
11. What type of traffic control at roadway intersections do you prefer?
12. Are there any additional issues concerning the 25th St. corridor that should be considered in this study?

A summary of responses to each question is included below:

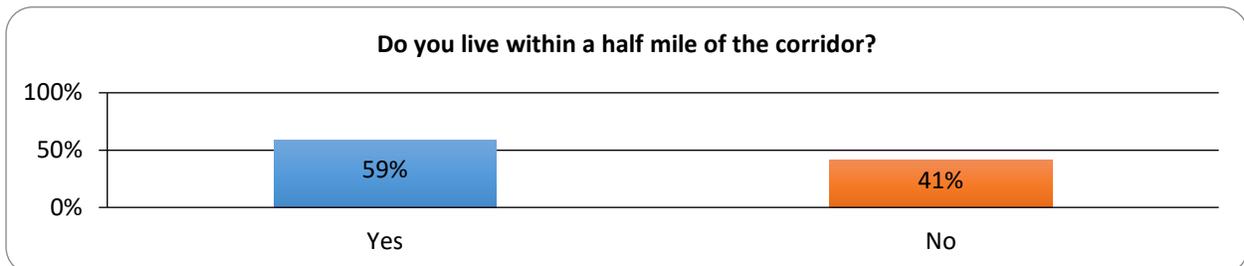
Question 1 Summary

How frequently do you use the corridor?



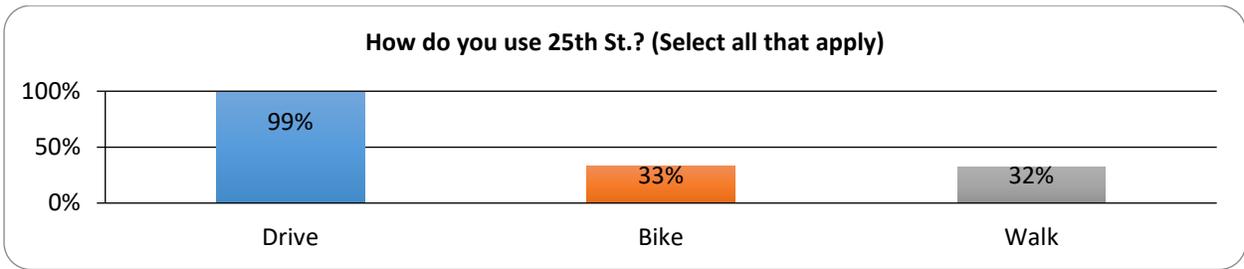
Question 2 Summary

Do you live within a half mile of the corridor?



Question 3 Summary

How do you use 25th St.?



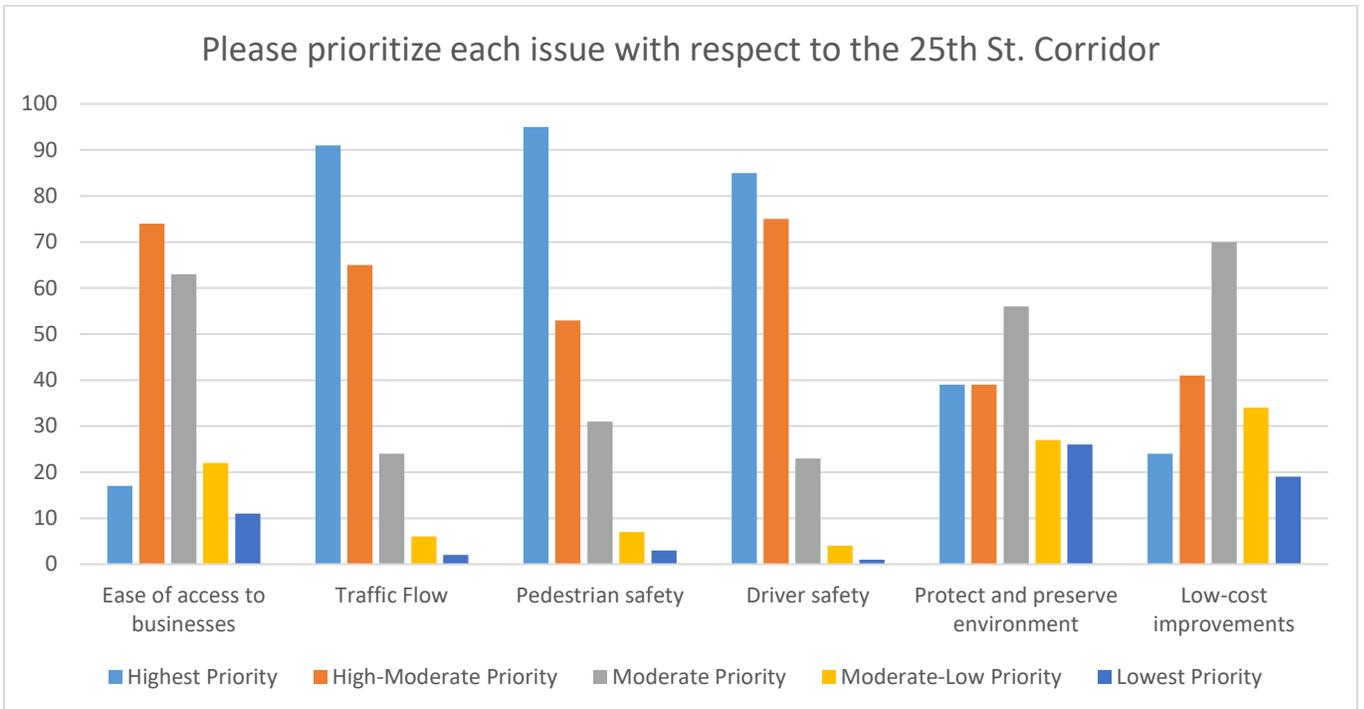
Question 4 Summary

What are your trips for?



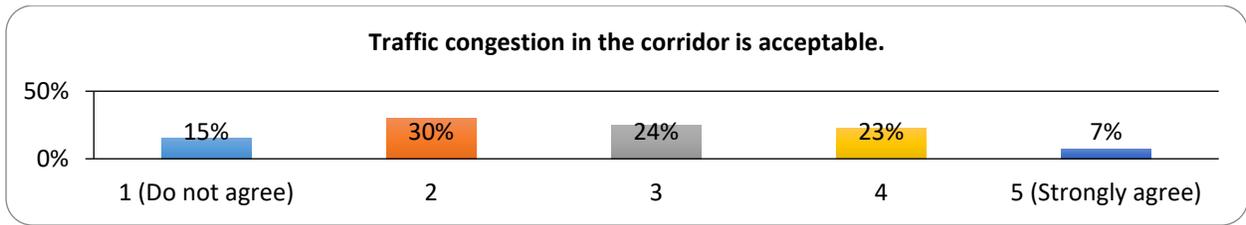
Question 5 Summary

Please prioritize each issue with respect to the 25th St. corridor



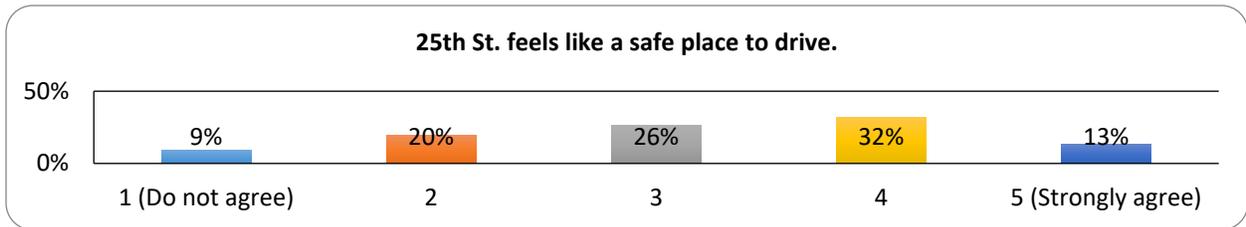
Question 6 Summary

Traffic congestion in the corridor is acceptable (rate).



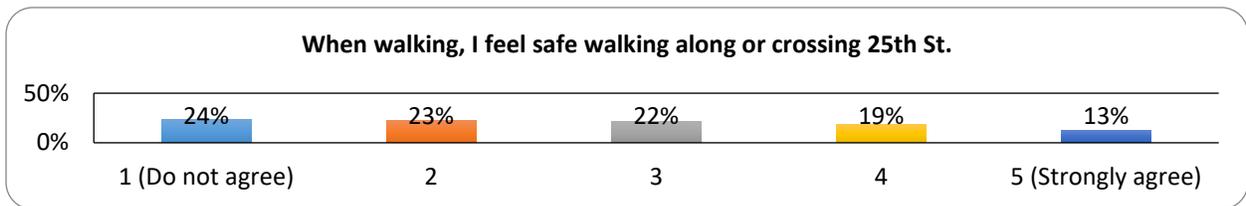
Question 7 Summary

25th St. feels like a safe place to drive (rate).



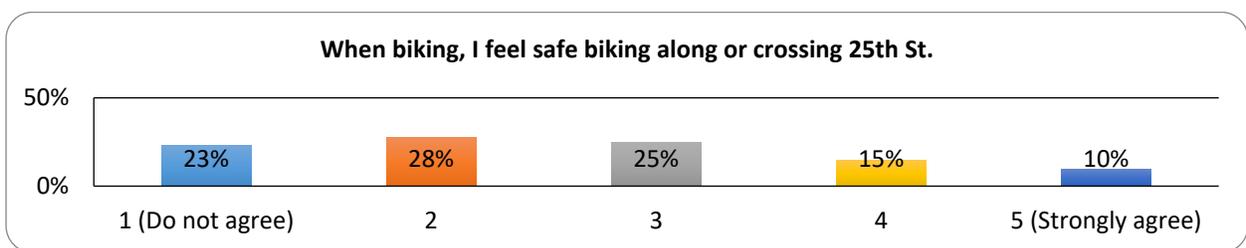
Question 8 Summary

When walking, I feel safe walking along or crossing 25th St. (rate).



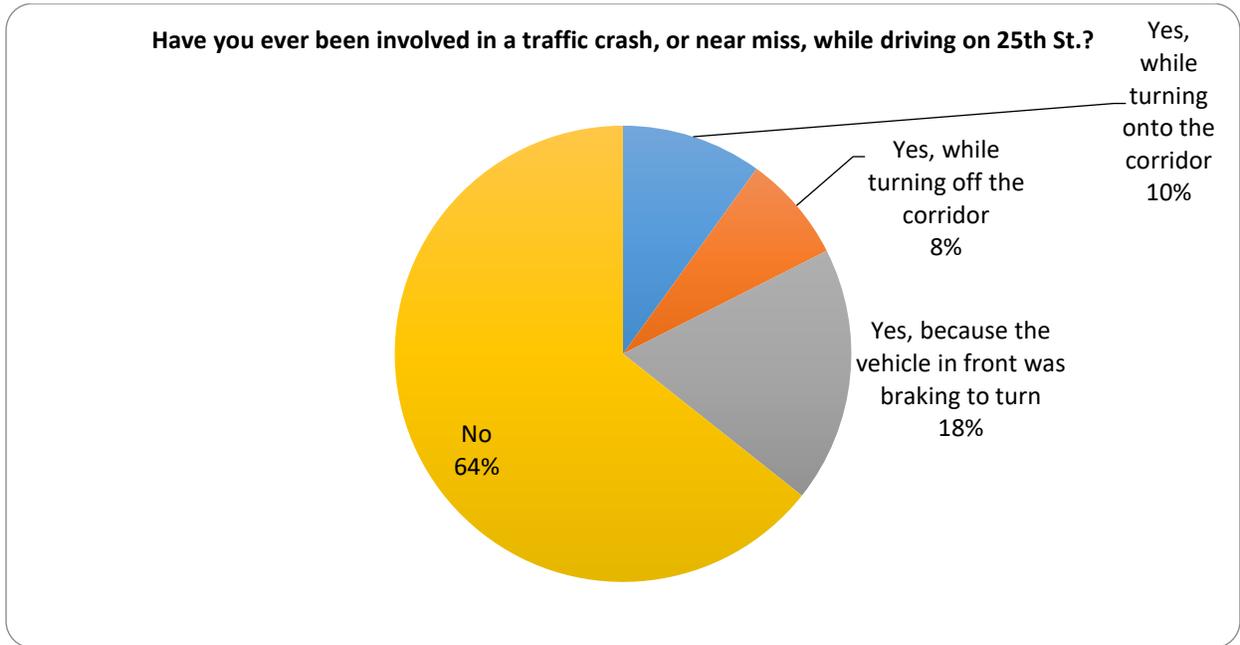
Question 9 Summary

When biking, I feel safe biking along or crossing 25th St. (rate).



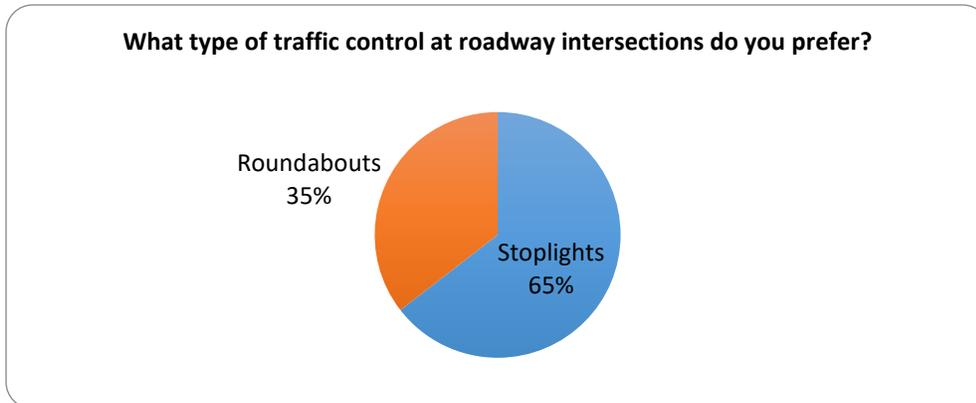
Question 10 Summary

Have you ever been involved in a traffic crash, or near miss, while driving on 25th St.?



Question 11 Summary

What type of traffic control at roadway intersections do you prefer?



Question 12 Summary

Are there any additional issues concerning the 25th St. corridor that should be considered in this study?

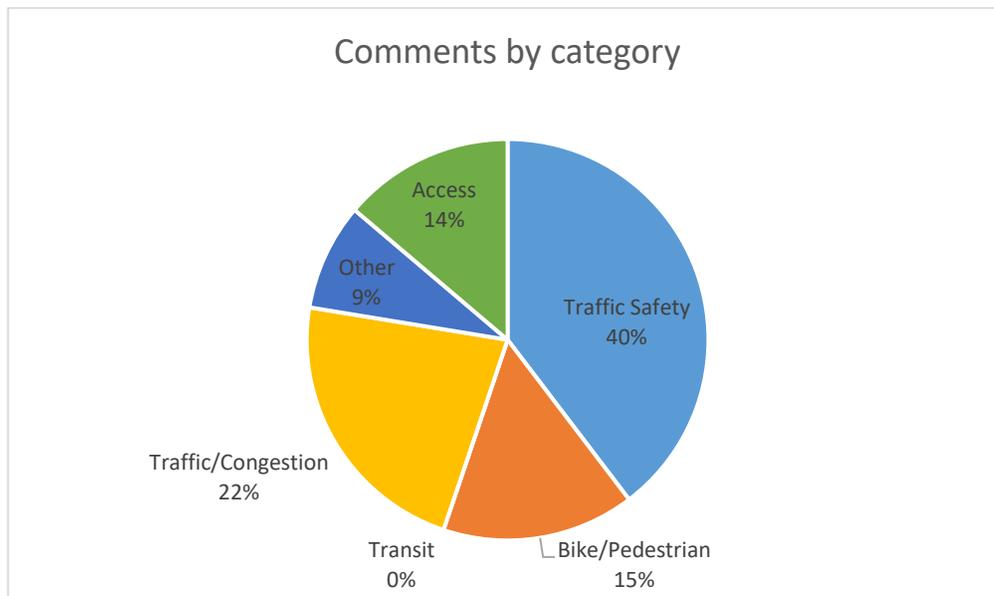
Themes from this open-ended question are summarized below:

- » Sidewalk improvements and pedestrian crosswalks are critical for pedestrians
- » No bike lanes – there are already dedicated sidewalks and paths, auto traffic should be prioritized
- » Make corridor more bike friendly and safe for cyclists
- » There is congestion outside school areas during drop-off and pick-up times, this needs to improve
- » Center turn lane should be considered to help backups
- » 32nd Ave intersection was specifically called out as being a consistent area with safety concerns and traffic backups
- » Lack of traffic stops between 40th and 52nd causes increased speeding in the area, dangerous driving
- » Mixed feelings around roundabouts already existing in the corridor – keeping them single lane seems to be better received
- » Potholes were raised as a major concern causing issues for cars, bikes, and peds in the corridor

ONLINE INTERACTIVE MAPPING TOOL

The mapping tool allowed participants to explore the study area, add location-specific comments, and react to comments left by others. A total of 58 comments were submitted. Additionally, participants left 16 downvotes and 94 upvotes to comments left by others. Each comment had a category selected. **Figure 48** shows the share of comments by category.

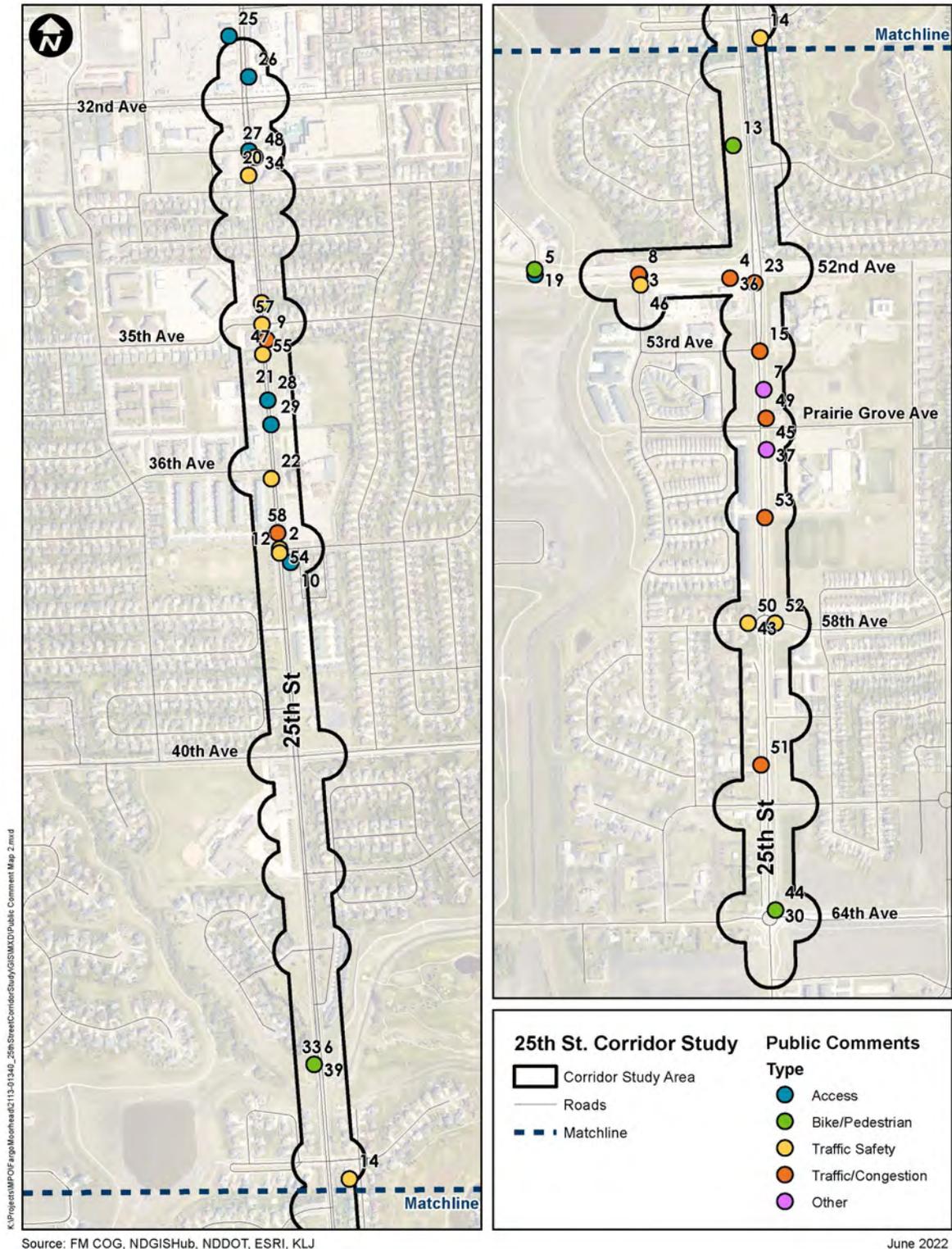
Figure 48 – Interactive Map Comments by Category



As seen in **Figure 48**, participants most frequently submitted comments within the categories of Traffic Safety, Traffic Congestion, and Bike/Ped.

Below in **Figure 49** are two maps showing where the comments fell within the corridor. The comments are also color coded by category, which can be seen in the key. Specific comment information can be referenced in **Attachment A on page 117**, which includes a full listing of the comments, with each one assigned a unique ID.

Figure 49 – Interactive Map Comments by Location



Key theme #1: Safety

About forty percent of comments were submitted within the “Traffic Safety” category. As shown in **Table 34**, there were several key themes in this category. Many comments were made about left turns on the corridor being a safety issue, and the need for improving certain intersections and turning ability on the corridor. **Table 34** also shows the amount of associated upvotes and downvotes in each category. Each comment ID corresponds to a comment in **Attachment A on page 117**.

Table 34 – Key Themes from “Traffic Safety” Response Category

Theme	Comment IDs	Upvotes	Downvotes	Total Votes
Intersection improvements and reconstruction of corridor	11, 12, 14, 16, 20, 21, 22, 31, 34, 41, 46, 47, 48, 52, 55, 56, 57	33	5	38
Pedestrian and bike safety	35, 38, 42, 43, 50, 54	7	4	11

Key theme #2: Traffic/Congestion

Around twenty two percent of the comments submitted were in the “Traffic/Congestion” category. There were several themes around these comments, as seen below in **Table 35**. Issues that were brought up include traffic backups occurring from access to local businesses and organizations. Additionally, left turns were also frequently called out as a concern. Each comment ID corresponds to a comment in **Attachment A on page 117**.

Table 35 – Key Themes from “Traffic/Congestion” Response Category

Theme	Comment IDs	Upvotes	Downvotes	Total Votes
Operations improvements	1, 4, 8, 23, 24, 32, 49	11	1	12
Backups from accessing local businesses/orgs	9, 15, 36, 51, 53, 58	11	0	11

Key theme #3: Bike/Ped

There were about fifteen percent of comments made in the bike/pedestrian category. These included concerns over pedestrian crossings, and overall comments on bike lanes and facilities throughout the corridor. These key themes are seen below in **Table 36**. Each comment ID corresponds to a comment in **Attachment A on page 117**.

Table 36 – Key Themes from “Bike/Ped” Response Category

Theme	Comment IDs	Upvotes	Downvotes	Total Votes
Bike/ped facilities along corridor	6, 13, 19, 30, 33, 39	10	3	13
Need for improved pedestrian crossings	2, 18, 44	6	1	7

Attachment A. Interactive Map Comments

Unique ID	Category	Comment	Up Votes	Down Votes
1	Traffic/Congestion	This is a dangerous intersection. Drivers often take extreme chances when entering traffic. During the busiest times of the day, morning commute and evening rush hour, it's difficult to impossible to cross traffic and enter the roadway, especially heading westbound. There have been many accidents here, it's a matter of time before this takes someone's life. The reduced speed limit has helped slightly but a traffic light would all but eliminate this hazzard.	3	0
2	Bike/Pedestrian	It would be nice to add a Hawkeye type signal here for crossing pedestrian/bike traffic to cross 25th st to get to the park and/or bike path.	3	1
3	Access	Would be nice to add a left turn only median WB to SB. Many times vehicles take this dangerously from 27th St S to WB 52nd Ave.	2	0
4	Traffic/Congestion	Traffic Backup on 52nd Ave during peak travel time in Evening commute. This problem occurs 52nd Ave WB going NB on 25th St.	3	0
5	Access	Same issue as 27th St. A turn lane left only median would take care of this issue of people darting in front of traffic.	0	0
6	Bike/Pedestrian	The lack of connection of the pedestrian trail at 25th street to the trails to the west is very frustrating. This disconnection feels like a barrier to creating a trail that can truly be used for biking for transportation rather than just a recreational trail.	7	1
7	Other	With how wide this boulevard is, there seems to be a lot of empty space that could be utilized with additional street trees. There appears to be ample space for the addition of hundreds of street trees along this section.	4	1
8	Traffic/Congestion	Agreed to first comment. See this all the time here where cars are "jetting" across and at times cut off other traffic.	0	0

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9	Traffic/Congestion	All along 25 in this vicinity, tend to see traffic back ups and “near misses” occur where cars are NB on 25th but trying to take a left to get into their neighborhood or Hope Lutheran. While the NB driver is waiting to take a safe left, cars queue behind them and sometimes unsafely cut into the other NB lane to avoid the queue. The wait of said car can seem quite long while waiting for SB car traffic to subside safely.	7	0
10	Access	When coming WB on 37th, and attempting to turn left and NB on 25th can be outright dangerous. Need to wait for traffic in both directions to subside enough to go, but more times than not another driver will pull beside you to turn right NB on 25th blocking your view of NB traffic. (likewise problem when taking the right to go NB). That and sudden car pulling out of Casey’s, HOPE, or apartments has caused multiple near misses.	4	1
11	Traffic Safety	Between people trying to get into the stripmall on the West side and into Sanford on the East, this intersection gets wild. Same in reverse as trying to go NB on 25th coming out of Sanford is a gamble in itself with speeding cars coming off 32nd to go NB, another car coming from Starbucks trying to get onto 25th either direction, cars backing up waiting to go WB on 32nd, and trying to shoot a gap between all of this.	10	0
12	Traffic Safety	When going NB and trying to take a left onto 37th, this can get dicey as cars coming out of apartments some times compound backed up traffic waiting to take a left into HOPE or 37th while waiting for SB traffic to open enough to make the turn.	5	0
13	Bike/Pedestrian	Cars drive at least 5 mph over the speed limit and a lot blow through the red lights. This is an area where walking or biking on the sidewalk of 25th is uncomfortable due to the speed and at times aggressiveness of vehicles. The street is so close to the sidewalk. Noise is another issue. It’s disturbing for kids and pets. Why can’t we have quieter neighborhoods? There needs to be a limit on truck and motorcycle loudness. We can never sleep with our windows open due to this.	1	2

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14	Traffic Safety	The cars that race at night enjoy the lift they get from going over the Rose Creek bridge when coming from 52nd. I think a speed table would be beneficial. Most cars don't slow down until they approach Centennial Elementary when coming from the South. Since two high schools are located off 25th Street, you can imagine the inexperienced and often speeding drivers that use the road. Lower the speed limit and enforce it!	3	4
15	Traffic/Congestion	School year traffic makes this corner very difficult to turn north. The school zone isn't posted for a half a block south from this corner. Cars traveling north are going fast while cars traveling north are going slow, making it difficult to turn.	2	0
16	Traffic Safety	Making a left onto 52nd here is a challenge.	3	0
17	Other	Do Middle and High Schools typically require a school zone speed limit? This is not the case for public schools in the area.	1	0
18	Bike/Pedestrian	As a pedestrian who uses the paths here daily, I worry about crossing at the roundabouts. As a driver I know you often can't see the person until you are around the curve leaving little time to stop.	3	0
19	Bike/Pedestrian	Cars turning left off 52nd are trying to make quick turns with short gaps in traffic and do not look for pedestrians at this intersection. I saw a near miss accident here with a car and a bike.	1	0
20	Traffic Safety	The entrances to Sanford and the avenue behind the strip mall should get shut down. These spots if nothing else need dedicated left and right turn lanes.	3	0
21	Traffic Safety	Need turn lanes at street light.	4	0
22	Traffic Safety	Need turns lanes left and right for Casey's and Hope church.	1	1
23	Traffic/Congestion	Why do we have extra left turn lanes here and other places around town if we aren't going to use them? The streets will be replaced before you open them up to traffic.	1	0

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24	Traffic/Congestion	Create a wider road to create better flow of traffic.	4	1
25	Access	There is a Caribou Coffee at this location now, and when I go to this shop, I make sure I leave the site via 30th Ave S so I can use the traffic signal at 30th Ave and 25th St to make a left turn to go north.	1	0
26	Access	I don't care for this crazy right turn ingress so close to 32nd Ave S. I think it encourages people to change lanes too suddenly after making the eastbound to northbound right turn. There is another access just north of this location.	1	0
27	Access	It is very unclear as to whether or not southbound left turns are allowed into this access point. It feels like a "no man's land".	2	0
28	Access	Off-set driveways at these two sites- so dysfunctional, especially for left turn egress. These should be aligned.	0	0
29	Access	Seems crazy that these driveways were allowed to be offset from each other.	0	0
30	Bike/Pedestrian	Having decorative things in the roundabout makes it look nice, but for safety reasons it is better to not have anything obstructing a drivers view	1	0
31	Traffic Safety	Denying the left turn out onto 52nd Ave would make a lot of sense	1	0
32	Traffic/Congestion	Agree. Denying the left turn would help a lot	0	0
33	Bike/Pedestrian	A connection to the Timberline trails would be ideal. Like the commenter said, it would make bike transportation north and south much easier instead of having to go across on 40th Ave from Timberline trails to/from the Old Milwaukee trail	0	0
34	Traffic Safety	And people are driving super fast on 25th St at the point, either trying to make the light southbound or speeding out quickly after the light northbound	0	0
35	Traffic Safety	These roundabouts look nice with the vegetation on them, but the vegetation blocks the view of drivers making for sudden adjustments when they encounter bikes and pedestrians	6	0

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36	Traffic/Congestion	Backed up on 25th at Shanley/Sacred Heart due to parents/children waiting for breaks in traffic to allow a left hand turn for 8am start time.	0	0
37	Other	School year traffic makes this corner very difficult to turn south. Also, very difficult for students/parents to make a left hand turn into the school off of 25th.	0	0
38	Traffic Safety	With no stop lights and the blocked view with roundabouts, I am really weary of letting my 12 year old ride her bike going north bound on 25th from 70th to 52nd.	0	0
39	Bike/Pedestrian	Agreed. This section of 25th Street needs a protected commuter bike lane.	0	0
40	Other	Alternatively, a PROTECTED commuter bike lane suitable for students going to school would be appropriate here.	1	0
41	Traffic Safety	Agreed. Xeriscaping these areas with LOW plant cover would increase safety.	0	0
42	Traffic Safety	I think most of this corridor could benefit from being a 3 lane road rather than a 4 lane. One lane each direction and a center turn lane. I don't feel as if the road has enough traffic most times to justify 2 lanes in each direction. Doing this would allow dedicated turn lanes for almost every location, and the extra space created could be used for better trails or bike lanes.	0	4
43	Traffic Safety	Definitely agree. It's very dangerous for children especially to be riding bikes across the roundabouts because the oncoming vehicles cannot see them. Something much shorter can still look nice, but allow for more safety.	0	0
44	Bike/Pedestrian	Yes, it is dangerous for bikers and walkers to cross at the roundabouts because oncoming vehicles cannot see through to the other side. Much lower plants or landscaping would still look nice, but allow for more safety.	0	0
45	Other	Good question- I have wondered this as well. You are right, we don't see it at other schools beyond elementary schools.	0	0

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46	Traffic Safety	People pull out halfway on 52nd and then wait in the median when making a left turn. This is very dangerous. If the left turn here is eliminated, traffic would have to go out to 25th to make a left turn. It's probably not quite as busy-but I imagine will only get busier.	0	0
47	Traffic Safety	35th and 25th need a turn lane. Traffic get so backed up if someone is trying to turn left onto 35th.	2	0
48	Traffic Safety	As a Sanford employee, I go out of my way and leave on 22nd St because it's nearly impossible to left turn South out of the parking lot.	0	0
49	Traffic/Congestion	Totally agree with this, Two plane's going north and south plus a middle turn lane would be perfect. The congestion is pretty bad in the afternoon and creates an unsafe environment for pedestrians and bikers. It may not be 100% needed yet but it will at some point in the next two or so years	0	0
50	Traffic Safety	The roundabouts have become EXTREMELY dangerous for pedestrians and cyclists. We have had many encounters of almost being hit by oncoming cars not watching.	0	0
51	Traffic/Congestion	Many new homes by Davies and others being built in an area where there are multiple schools and there is only one way in and out of the area (25th st)—way too congested for one lane north and one lane south.	2	0
52	Traffic Safety	The round-about does not allow travel to cross over or exit onto 25th street many times during the day between 52nd and the round-about. Traffic continues to flow without a break.	0	0
53	Traffic/Congestion	There is lots of traffic flowing from Davies and Shanley during school hours and after sporting events coinciding at the same time many times.	0	0
54	Traffic Safety	Traffic is always speeding between the 35th and 40th Ave lights. Trying to cross 25th between the pedestrian sidewalk on the east (to the bike trail) and the park to the west is very dangerous for adults and impossible for youth, even on bikes. This intersection needs a stoplight to slow traffic, or a pedestrian crossing light at the very least.	1	0

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55	Traffic Safety	This is one of the most dangerous intersections in town if you are turning left off of 25th Street. Since there are no turn lanes, traffic backs up behind those waiting to turn left. If the oncoming lane also has someone waiting to turn left it becomes a crap shoot to turn because you cannot see what is coming in the far oncoming lane. I have almost been T Boned many times by the oncoming lane. This intersection needs left turn lanes and arrows on the lights in all 4 directions badly!	0	0
56	Traffic Safety	I disagree. This section needs all 4 lanes plus a 5th left turn lane at 35th Ave. There is already a ton of traffic congesting the 4 lanes during rush hours and has become extremely dangerous for those making a left turn.	1	0
57	Traffic Safety	This is one of the most dangerous intersections in town if you are turning left off of 25th Street. Since there are no turn lanes, traffic backs up behind those waiting to turn left. If the oncoming lane also has someone waiting to turn left it becomes a crap shoot to turn because you cannot see what is coming in the far oncoming lane. I have almost been T Boned many times by the oncoming lane. This intersection needs left turn lanes and arrows on the lights in all 4 directions badly!	0	0
58	Traffic/Congestion	Both accesses to 25th (left and right) should be removed for traffic/safety. There are so many accesses to 25th that it makes it dangerous with no dedicated turn lanes. Cars slow sharply, making both left and right turns, so it is never consistent which lane to be in to avoid turners. Both of these locations have alternative accesses: apartments have access from 36th just to the north, while the church parking has three other points, one very close off 37th.	0	0

Attachment B. Survey Open Response

	General Theme	Are there any additional issues concerning the 25th St. corridor that should be considered in this study?
1	Bike Lanes	Corridor is working fine so far. Good bike and pedestrian access. Not a lot of traffic. South of 52nd works great but could do with on street bike land rather than on the foot paths.
2	Bike Lanes	You need more bicycle visibility signage and road lanes, not only in this area but throughout most of Fargo.
3	Bike Lanes	More bike friendly
4	Bike Lanes	Absolutely NO bike lanes should be considered. There are already dedicated paths/sidewalks on the side of the road. Automobile traffic is of primary importance for this main corridor, not bicyclists or pedestrians.
5	Bike Lanes	Bike lanes and bicycle safety should be considered!!!!
6	Bike Lanes	STOP trying to impose this "walkable neighborhood" nonsense in South Fargo. The city is going to screw up 32nd Avenue tremendously by narrowing the drive lanes. Don't make the same mistake on 25th Street.
7	Bike Lanes	Increased bike lanes on roadway
8	Bike Lanes	I personally ride bike along this corridor only in the summer months. On occasion, the person I share ride with drives along this corridor when there is construction on 32nd Avenue in order to get to/from work. We have not used this corridor this year as yet, but will likely do so in the future. My answers are based on last year's usage.
9	Bike Lanes	Please don't put in bike lanes. They only make things worse. Don't make the traffic lanes any narrower than they are. Some of the older intersections closer to 32nd might benefit from turning lanes.
10	Bike Lanes	There should be a bike like there is farther south on 25th. And if you have a bike lane you need to keep it swept.
11	Bike Lanes	The bike path from 70 to 52nd needs to be kept. I use it daily and see many use it including kids. It provides a safe path away from busy 25th for them!
12	Bike Lanes	Bike lanes do not belong on the street. This is unsafe for bicyclists and for vehicle traffic.

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13	Bike Lanes, Driver Safety	Enforce turning into nearest lane only when turning on or off of 25th st., this would increase safety and traffic flow. Dont add bike lanes to the street surface
14	Bike Lanes, Pedestrian Safety/Improvements	create better bicycling trails along 25th street or widen sidewalks on both sides of street from 32nd to 64th avenues so bicyclists have a safe place to be and pedestrians have room on sidewalks to share it with bicyclists.
15	Bike Lanes, Roundabouts	The bike lanes on the road are always dirty and filled with gravel and are not safe. also as much as I prefer the roundabouts to stoplights two lanes going each way south of 52nd St. is a must at some point given the congestion especially in the afternoon.
16	Business/Local Organization Access	Business access during reconstruction.
17	Business/Local Organization Access	Block East Gateway Circle S. where it intersects 17th Ave. S. so that no one can use East Gateway Circle S. for a cut-through to 13th Ave. S. and/or nearby businesses. This comments pertains to both shoppers and people who work in businesses west of 25th St. S. and between 17th and 13th Avenues S.
18	Congestion/Traffic	Traffic congestion with usually having to stop at every light. Another is the speeding up to 10 over the limit. I usually end up taking the 25th St. through 35th ave. corridor to drive the frontage road by Frontier neighborhood to avoid the traffic.
19	Congestion/Traffic	It's all in the timing. I feel 100% satisfied 90% of the time, but avoid it very much during morning and evening rush hour.
20	Congestion/Traffic	Would like to see 25th St have 4 lanes for driving (2 Northbound and 2 Southbound)
21	Congestion/Traffic	Widen the road with increased traffic.

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22	Congestion/Traffic	Traffic light timings are atrocious and do not account for actual traffic volumes and flow.
23	Congestion/Traffic	Additional lanes especially south of 52nd Ave
24	Congestion/Traffic, Turn Lanes	A center turn lane is needed due to many vehicles turning left and stopping 1 off the lanes of traffic
25	Driver Safety	Widening it & more stoplights to slow down the traffic
26	Driver Safety	I take different routes to avoid making a left turn onto 25th. it is always very difficult, time consuming, and dangerous.
27	Driver Safety, Congestion/Traffic	SB Left turn at 25th and 52nd Ave going EB has bad sight distance if there are cars in the WB left turn lane on NB 25th. Heavy traffic that backs up on 52nd Ave EB in the Rt turn lane going SB. Could use a longer turn lane.
28	Driver Safety, Pedestrian Safety/ Improvements	I think the best thing to improve for both drivers & pedestrians is to improve visibility for everyone using the street. When I ride bike & use the 32nd ave & 25th st I feel like not many cars notice I am there & I have to be a little more careful using that intersection.
29	Driver Safety, Turn Lanes	You need to add a turn lane in the middle of the street. It gets extremely dangerous when you have cars using the left lane waiting to make a turn and it causes major congestion. You also need to fix the intersection of 32nd Ave and 25th St. It's dangerous how rough that intersection is.
30	Other	I travel 25th st daily to work from 74th ave s That's 20 blocks I have to travel several times a day to get to an access to interstate it I believe it would be best to have access to the interstate on say 76th st s or nearer to 64th st s if that over pass they are building to Horace had ramp access to interstate that'd be extremely beneficial
31	Other	It is fine and I have no concerns. I don't feel anything needs to change.
32	Other	Need bus route

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33	Other	Build it big enough for the future. Since I have lived in Fargo it has been rebuilt a half dozen times. Plan for future growth so it isn't torn up every 5-10 yrs
34	Pedestrian Safety/ Improvements	Drivers do not often seem aware of or yield to pedestrians.
35	Pedestrian Safety/ Improvements	Over or under passes for pedestrians and bikes. On 37th Ave (by the Hope Lutheran) to get to Stonebridge Park on the bike/walking path there needs to be a crosswalk or something on 37th Ave... this is very DANGEROUS. And it is not safe to cross 25th Street and 40th Ave by Centennial School as the traffic flow is crazy.
36	Pedestrian Safety/ Improvements	Pedestrian trail crossing at the existing roundabout at 64 Ave is hazardous due to short distance from the circle, and cars don't see a walker/biker right away.
37	Pedestrian Safety/ Improvements	Safe crossings- road diet
38	Pedestrian Safety/ Improvements	Sidewalk improvements are important for walkers and bikers.
39	Pedestrian Safety/ Improvements	5 lanes that allows for holes in the traffic. It is dangerous walking across roundabouts.
40	Pedestrian Safety/ Improvements	Adding a pedestrian crossing signal at stonebridge park would be very beneficial for pedestrian safety. People use that to go both ways since there is access to the bike path to the east of there.

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41	Pedestrian Safety/Improvements	Crossing 25th St from 37th Ave to the park to the west.
42	Pedestrian Safety/Improvements	Pedestrian safety should definitely be a big priority since this is near many schools and walking/bike paths. It's not safe as-is.
43	Potholes	The pot holes are seeming to get bigger every year which could potentially cause major damage to my car. The street flooding is also an issue since the last rainstorm where the water was knee high even to 32nd Ave and on 31st ave on the one corner of 31st ave the water pools fast and drains very slowly vs. the other side of the block clearing up within minutes after the rainstorm.
44	Potholes	Correct potholes.
45	Potholes	Getting potholes resolved in a timely manner.
46	Potholes	Besides the recent patchwork this intersection is horrible. When going north-south you could get air from the bumps. The holes are a danger to vehicles, pedestrians and bikes. For being a major thoroughfare for traffic the conditions of this road are a joke and make this city look ridiculous.
47	Potholes	25th st and 32nd ave need to be repaved. 32nd st from Essentia to University Dr is in terrible shape and far more dangerous than 25th st. Focus on 32nd ave before fixing up 25th street
48	Potholes, Other	Road surface resistant to potholes, no multi lane roundabouts please, More trees and landscaping along the corridor
49	Potholes, Turn Lanes	Fix the damn potholes NOW. Especially southbound between 32nd and 40th. Right turn lanes needed on 40th and 52nd
50	Roundabouts	Removal of the roundabouts would improve traffic flow since people in Fargo don't know how to use them.
51	Roundabouts	Roundabouts are the best solution to preventing accidents and keeping traffic flowing.
52	Roundabouts	Roundabouts aren't well suited to our climate.

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53	Roundabouts	The roundabouts south of 52nd Ave are really beautiful and I prefer them to signals
54	Roundabouts	1. Please consider public transportation routes and access further south along the 25th street corridor. 2. In addition to being unsafe turning off 25th street, it can be dangerous and difficult to turn on to 25th street. The roundabouts provide no break in traffic flow!
55	Roundabouts	People don't signal when they exit roundabouts because they're American idiots.
56	Roundabouts	Do not put in a roundabout!
57	Roundabouts	Please, no more roundabouts. They suck, and too many people do not know how to use them correctly. I'd be more concerned with what you are going to do about the street racing. That is such a huge issue, yet you and Fargo PD refuse to do anything about it.
58	Roundabouts	Roundabouts are terrible. Very few actually know how to use them properly. They ice over in winter and are difficult for plow crews to maintain.
59	Roundabouts	Roundabouts are great as long as you keep them single lane. Once you add another lane it gets dangerous due to elderly or inexperienced drivers. I've experienced them in some Minnesota cities.
60	Roundabouts	roundabouts are not effective when people are entering or exiting a busy corridor. They are effective to keep traffic flowing while controlling speed somewhat.
61	Roundabouts	No roundabout!!!

62	Roundabouts, Congestion/Traffic	<p>I like roundabouts for roads when it's about traffic flow, but if there are spots of optimal pedestrian crossing, I like stoplights- so my answer is BOTH to that.</p> <p>I personally wouldn't have a problem if traffic is slowed on 25th St as it does go plenty fast at 35 MPH considering the amount of cars and once you get past around 35th Ave-40th Ave, it seems like people speed up to 40-45MPH. If you develop any commercial pockets closer to Davies, then I can see it making sense to keep that traffic slower and allow for more ped-crossings.</p> <p>I noticed comments online about concerns of eliminating right turn lanes at 32nd Av & 25th St- I have NO concerns with that.</p> <p>Aesthetics is important but I hope it doesn't go too far into costs since us in the neighborhood will pay will specials. Especially if not necessary. I think of the sidewalk replacement along 32 Ave several years ago that basically took a straight sidewalk and made it curved- which seemed like we could have saved specials cost there.</p> <p>I'm sure the MetroCOG is already wondering about congestion at 25th & 40th once that private school opens- with having Centennial on that corner and Discovery a couple blocks away. I know this is something that's giving us thought to moving out of Stoneridge (FYI we don't have school age kids anymore).</p>
63	School Zone	School zone around Centennial Elementary
64	School Zone	Traffic light needed near shanley to allow for better student crossings and traffic movement into and out of the school
65	School Zone, Business/ Local Organization Access	<p>Keep in mind school access and ease of turning left from a business/school/church driveway. Adding divided roadways will not make your residents any safer or happier as we will probably start doing unsafe u-turns.</p> <p>Also, there is a new school (Capstone Academy) with 2 locations located directly between two other schools and between two churches. As a parent bringing my children there, I am not looking forward to the left (West from South) turn onto 35th Ave with no left turn light or extended yield for the northbound lane.</p>
66	School Zone, Congestion/Traffic	<p>Congestion outside of Shanley/Sacred Heart schools is terrible at drop off and pick up times. We need a way to get better gaps in Northbound traffic at those times to allow vehicles to turn into or out of the parking lot for that school with ease. 2 lanes for each direction rather than one or a traffic light south of the school or at one of the school access points would be beneficial. It would also help our young high school drivers at that school and Davies to drive safely.</p>

67	School Zone, Congestion/Traffic	With two high schools, it is nearly impossible to get out of Silverleaf sub on school mornings. We have three options and none are good or work. Turning left onto 52nd Ave from 27th St S without a light, left at 62nd Ave without a light, or the round about at 58th Ave. regardless when the traffic is going to and from the schools we are stuck. Also, all of the traffic from the south side is using 25th to get to I-29. Construction vehicles, etc. It is a ridiculous amount of traffic. I so hope the bridge across the interstate at 64th Ave to 45th St helps give traffic another alternative.
68	School Zone, Congestion/Traffic	<p>Traffic from 52nd and beyond has been difficult. Shanley and Davies traffic is constant 15 minutes before school. It is almost impossible to take a left hand turn out of Shanley to go south from 7:45-8:00a. Students/parents are backed up on both inlets on 25th to take a left hand turn into Shanley. One we drop off we then we struggle to get out of the school. I usually have to use the East exit or go north and turn around to head back South.</p> <p>It is my hope that the study will run during the school months as a lot of the morning traffic heading south is parents/children heading to school.</p> <p>Thank you for all your efforts and what you do to make this city an amazing place to live.</p>
69	School Zones, Congestion/Traffic	School zones create traffic back ups and sudden, unwarranted stops. Access in and out of schools needs to improve so as to have less impact on through traffic flow.
70	Speeding	Speed limit...25th Street has become a "drag-strip" between 40th Ave S and 52nd Ave S due to no traffic control and no limited enforcement. Attempting to cross the street either walking or biking is hazardous.
71	Speeding	The noise, the speed limit should be reduced, a speed table would help between 40th and 52nd avenues.
72	Speeding	Recommend frequent stop signs , speed bumps from 32nd ave thru 52nd ave... ridiculously dangerousspeed bumps that actually will damage " racing" vehicles...
73	Speeding	Traffic speeds are too fast
74	Speeding	Speed limit is too high for a school and residential area. Racing occurs at night

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75	Speeding	Too many low-speed access points for the road to be considered a major artery. On the other hand, there are too few stoplights, which encourages speeding, hampers pedestrian/bike ability to cross East/West, and limits safety for cars entering 25th from side streets.
76	Speeding	There are no designated left turn lanes at controlled intersections. This, combined with high speeds because the road is too wide, leads to dangerous driving conditions, especially during peak driving times. I would like to see 25th street narrowed to reduce speeds and restricting left turns to intersections with designated turning lanes and left turn signals.
77	Turn Lanes	The lack of turning lanes
78	Turn Lanes	Should have been concrete, it's a major arterial road. Also a center turning lane is needed
79	Turn Lanes	Make it 2 lanes each way with right turn lanes.
80	Turn Lanes	I would like to see a left turn lane run from 32nd avenue south all the way to 52nd avenue south and wider sidewalks along the entire project
81	Turn Lanes	Left and or medians and right turn lanes from 32nd to 52nd would be nice
82	Turn Lanes	It should be widened to a left turn lane.
83	Turn Lanes	Increase the speed limit and widen the road south of 52nd Ave s. Concrete this road so it holds up to the traffic quit with the stupidity of asphalt. Should have turn lanes starting at the interstate all the way south to the edge of town. Limit access to Sanford by bluemont and south point.

84	Turn Lanes	<p>It would be much so safer to turn this into only one lane in each direction with a middle turn lane. The problem is turning traffic. People switch lanes unsafely to avoid each other and we should remove that temptation. Throughout Fargo, we should add traffic calming (narrow the road significantly at crosswalks and remove right turn lanes). Peoples lives should not be put at risk so that drivers can get places 3 minutes quicker. The worst thing you could do is add lanes. That would make it worse, unless you're going to build it up like university. 25th St is a Stroad (google it). I use university to get to the interstate btw. 25th should not be a main corridor. Also, the actual pavement is crumbling. The more pavement you add, the more expensive to maintain. One more argument for taking away lanes. Please tame this street. Thank you!</p>
85	Turn Lanes, Business/ Local Organization Access	<p>Turning lane the entire length, would be very helpful for flow and safety. I would be concerned that it would take too many round abouts to address the sheer number of entrances to businesses/churches/schools, neighborhoods and cross streets fed from 25th St. Continued upgrades to make traffic signals more intelligent and provide feedback would also be welcome. It is very difficult to make a left turn out of most neighborhoods and businesses onto the street. Especially near 32nd Ave, there is simply too many and too much volume of traffic most days.</p>
86	Turn Lanes, Potholes	<p>A turn lane in the median could be helpful south of 32nd Ave as it backs up traffic if someone stops suddenly to turn and could cause an accident. The pot holes have been really bad this year at 25th St and 32nd Ave, even with frequent filling.</p>
87	Turn Lanes, Roundabouts	<p>Turning lanes for left hand turns off the corridor would be useful. Roundabouts in Fargo are ridiculous. Most driver's haven't learned how to use them and they're too small in size. They should be at least two lanes of traffic wide to function like a roundabout does...allowing traffic to merge and exit while other traffic is also joining...Fargo's are simply a 'no stop light go around a slight bump in the road situation'. Is there data to indicate they've reduced accidents and increased traffic flow?</p>

PUBLIC INPUT PHASE 2 SUMMARY

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

THE CITY OF
Fargo
FAR MORE



PUBLIC INPUT PHASE 2 SUMMARY

25th Street Corridor Study, Fargo - ND

August 2023

Overall Engagement Summary

The second phase of public involvement for the 25th Street Corridor Study consisted of a review of alternatives for different segments of the corridor. Visual displays were developed to show cross-section and overhead (plan view) options for the corridor. Two primary methods were used to gather feedback from stakeholders and the public on preferred options: 1) In-person public meeting with voting matrix and 2) online survey.

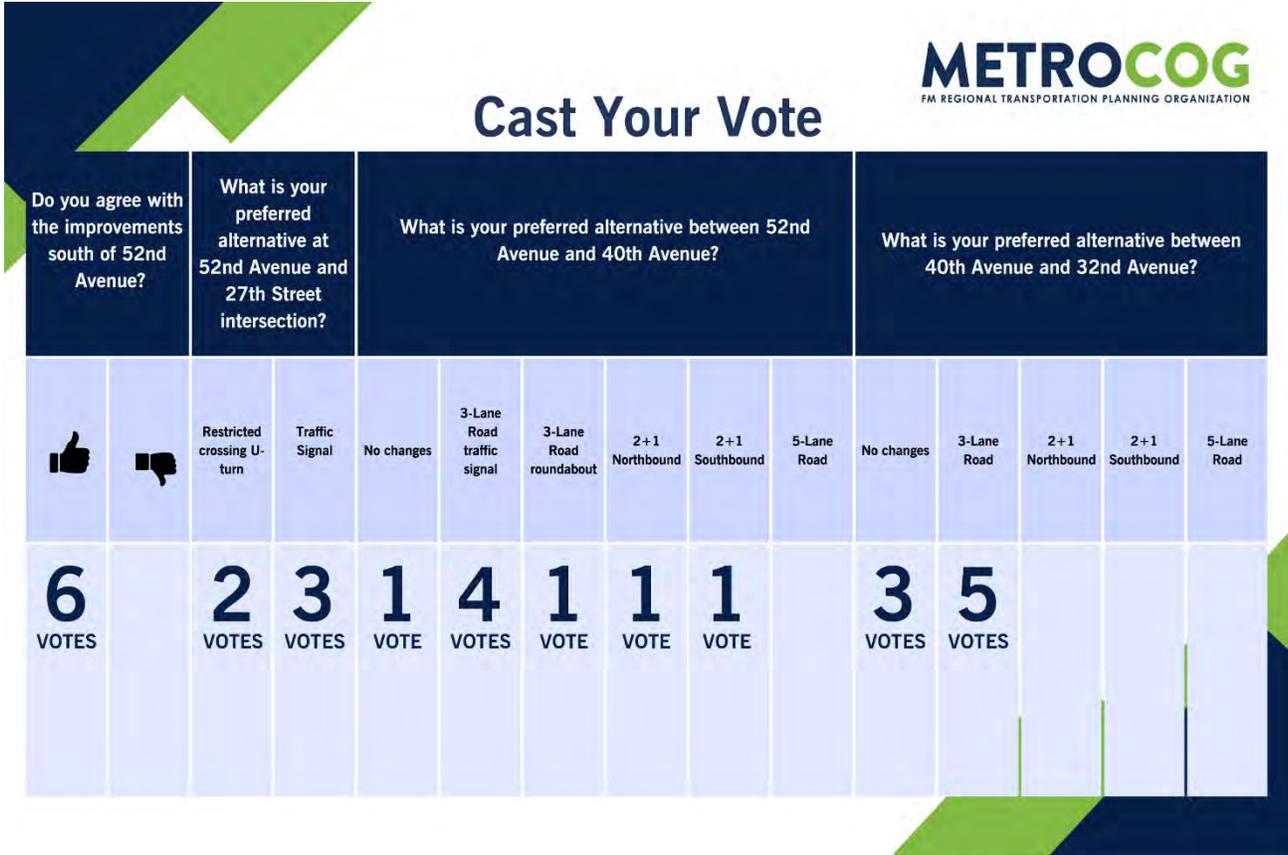
Overall, 17 people were in attendance at the in-person public meeting, and another 55 people taking the online survey.

- » **Public and Stakeholder public meeting:** One meeting was held for both the public and stakeholders to provide input on corridor alternatives. The meeting was held on Thursday, August 3 from 6:30-8:30 p.m. at Centennial Elementary School. The meeting was open house style with no formal presentation. Approximately 17 people attended the meeting (see **Attachment A on page 139**).
- » **Social media:** Two paid social media ads were developed to inform people of the meeting and to direct them to the survey. Ads were placed and targeted to the Fargo metro area and zip codes 58103 and 58104. Ads ran from July 27–August 18.
- » **Website:** A website was developed using ArcGIS Story Map to show the range of alternatives. 94 visits were made to the site.
- » **Online survey:** An online survey was utilized and accessible from the Story Maps site. The survey was open July 26–August 21 and collected 59 responses.

Engagement Results

INPERSON VOTING MATRIX

People attending the public meeting were able to vote on their preferred alternatives for different segments of the corridor. The results from the in person meeting are as follows:



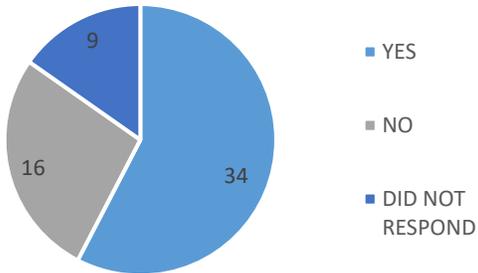
Additional written comments collected in **Attachment B on page 146**.

ONLINE SURVEY

The online survey questions and responses are listed below:

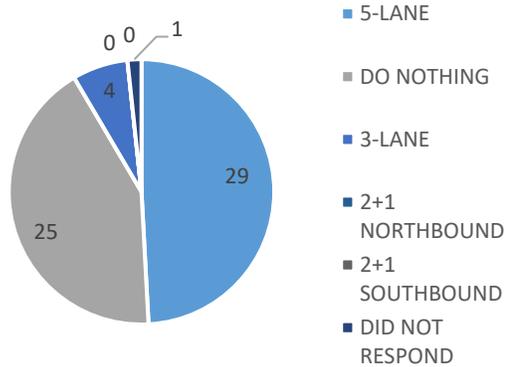
Question 1

Do you agree with the proposed improvements between 64th Avenue South and 52nd Avenue South?



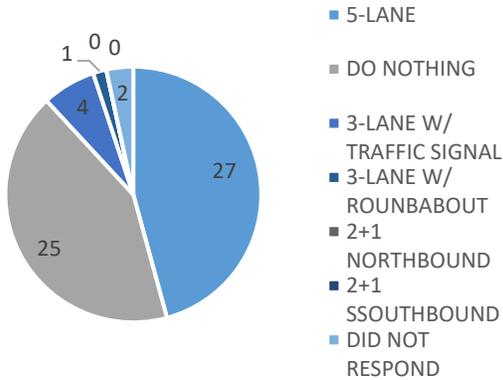
Question 3

Which alternative do you prefer between 40th Avenue South and 32nd Avenue South?



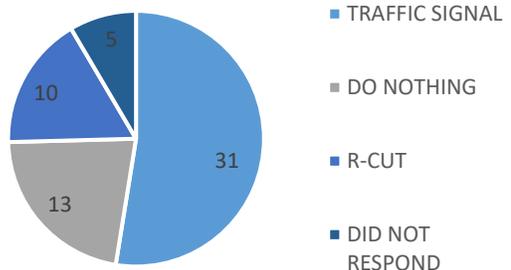
Question 2

Which alternative do you prefer between 52nd Avenue South and 40th Avenue South?



Question 4

Which alternative do you prefer at the intersection of 27th Street South and 52nd Avenue South?



Question 5

Please provide any additional feedback you have regarding the proposed improvements. (See **Attachment B on page 146.**)

Engagement Results Summary

Between the in-person meeting and the online survey the results have been summarized below:

Do you agree with the proposed improvements south of 52nd Avenue?		What is your preferred alternative at the 52nd Avenue and 27th Street intersection?			What is your preferred alternative between 52nd Avenue and 40th Avenue?						What is your preferred alternative between 40th Avenue and 32nd Avenue?					
Yes	No	No Changes	R-CUT	Traffic Signal	No Changes	3-Lane w/ RAB	3-Lane w/ Signal	2+1 NB	2+1 SB	5-Lane	No Changes	3-Lane	2+1 NB	2+1 SB	5-Lane	
34	16	13	10	31	25	1	4	0	0	27	25	4	0	0	29	Online Results
6	0	0	3	2	1	1	4	1	1	0	3	5	0	0	0	In-Person Results
40	16	13	13	33	26	2	8	1	1	27	28	9	0	0	29	Total

Attachment A. In-Person Public Meeting Attendance and Comment Cards

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page ____ of ____

Meeting Location Centennial Elementary		Meeting Type Open House		Meeting Date 8/3/23	
Project Number			PCN		
Project Description 25th Street Corridor Study					
Name (Please print) Rick & Lisa Soggle			Title/Representing		
Address		City	State	ZIP Code	
Email Address lasoggle1@yahoo.com			Telephone Number		
Name (Please print) Jaron Capps			Title/Representing FM Metro Cog		
Address		City	State	ZIP Code	
Email Address capps@fmmetrocog.org			Telephone Number		
Name (Please print) Darian Colgrove			Title/Representing		
Address		City	State	ZIP Code	
Email Address dariancolgrove@gmail.com			Telephone Number		
Name (Please print) Eric Williams			Title/Representing		
Address		City	State	ZIP Code	
Email Address eric.williams0409@gmail.com			Telephone Number		
Name (Please print) Blain & Abie Christianson			Title/Representing		
Address		City	State	ZIP Code	
Email Address			Telephone Number		
Name (Please print) Glen Kirk			Title/Representing		
Address		City	State	ZIP Code	
Email Address			Telephone Number		
Name (Please print) Cody Christianson			Title/Representing Bolten & Menk		
Address		City	State	ZIP Code	
Email Address cody.christianson@bolten-menk.com			Telephone Number		

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page ____ of ____

Meeting Location Centennial Elementary		Meeting Type		Meeting Date 8/3/23	
Project Number				PCN	
Project Description 25th Street Corridor Study					
Name (Please print) Geoffrey Childress		Title/Representing			
Address		City	State	ZIP Code	
Email Address geoffrey.childress@gmail.com				Telephone Number	
Name (Please print) Michael Maddox		Title/Representing FM Metro Cog			
Address		City	State	ZIP Code	
Email Address				Telephone Number	
Name (Please print) Scott & Allyson Simonson		Title/Representing			
Address 3301 20th St S		City	State	ZIP Code	
Email Address				Telephone Number	
Name (Please print) Todd Hummel		Title/Representing KLJ			
Address		City	State	ZIP Code	
Email Address				Telephone Number	
Name (Please print) Jamie Olson		Title/Representing KLJ			
Address		City	State	ZIP Code	
Email Address				Telephone Number	
Name (Please print) Gary Vandrover		Title/Representing			
Address 3310 18th St. S		City	State	ZIP Code	
Email Address				Telephone Number	
Name (Please print) Scott Middaugh		Title/Representing KLJ			
Address		City	State	ZIP Code	
Email Address				Telephone Number	

COMMENTS



Thursday, August 3, 2023

Fargo, ND

25th Street Corridor Study

Please Print

NAME (OPTIONAL)

ADDRESS (OPTIONAL)

Please use the space below to provide comments regarding the 25th Street Corridor Study.

JIM FENSTAD

LIKE IT AS IS!

Please leave comments with meeting conductors or mail comments by

August 15, 2023

Scott Middaugh, KLJ Project Manager
300 23rd Ave E, Ste 100
West Fargo, ND 58078-7820

PHONE 701-271-4871
EMAIL Scott.Middaugh@kljeng.com
USE EMAIL SUBJECT 25th Street Corridor Study

PROJECT WEBSITE FMmetrocoog.org/25thStreet

COMMENTS



Thursday, August 3, 2023

Fargo, ND

25th Street Corridor Study

Please Print

NAME (OPTIONAL)

ADDRESS (OPTIONAL)

35th Ave S.

Please use the space below to provide comments regarding the 25th Street Corridor Study.

*~~one lane east~~
Delay changes as long
as possible.*

Please leave comments with meeting conductors or mail comments by

August 15, 2023

Scott Middaugh, KLJ Project Manager
300 23rd Ave E, Ste 100
West Fargo, ND 58078-7820

PHONE 701-271-4871
EMAIL Scott.Middaugh@kljeng.com
USE EMAIL 25th Street Corridor Study
SUBJECT

PROJECT WEBSITE FMmetrocof.org/25thStreet

COMMENTS



Thursday, August 3, 2023

Fargo, ND

25th Street Corridor Study

Please Print

NAME (OPTIONAL)

ADDRESS (OPTIONAL)

Please use the space below to provide comments regarding the **25th Street Corridor Study**.

There needs to be a turn lane added ~~adding~~ for the 32nd Ave to 40th stretch. Too many left turns causing accidents and backups and near misses.

But going to 5 lanes would make it almost impossible to cross 25th St or to make a left onto the road way without a traffic light. 3 lanes or 2+1 are the way to go.

Please leave comments with meeting conductors or mail comments by

August 15, 2023

Scott Middaugh, KLJ Project Manager
300 23rd Ave E, Ste 100
West Fargo, ND 58078-7820

PHONE 701-271-4871
EMAIL Scott.Middaugh@kljeng.com
USE EMAIL 25th Street Corridor Study
SUBJECT

PROJECT WEBSITE FMmetrococg.org/25thStreet

COMMENTS



Thursday, August 3, 2023
Fargo, ND

25th Street Corridor Study

Please Print

NAME (OPTIONAL) Jaron Coops

ADDRESS (OPTIONAL)

Please use the space below to provide comments regarding the **25th Street Corridor Study**.

Between 40th & 52nd Ave S, I feel like an alternating 2+1 NB and SB should be implemented. W/ 40th-52nd and beyond, I feel like this could be the best for traffic flow & road safety for future conditions

Please leave comments with meeting conductors or mail comments by **August 15, 2023**

Scott Middaugh, KLJ Project Manager
300 23rd Ave E, Ste 100
West Fargo, ND 58078-7820

PHONE 701-271-4871
EMAIL Scott.Middaugh@kljeng.com
USE EMAIL SUBJECT 25th Street Corridor Study

PROJECT WEBSITE FMmetrocof.org/25thStreet

From: [Loren Dehnert](#)
To: [25th Street](#)
Subject: Hello from Loren Dehnert
Date: Wednesday, August 2, 2023 10:23:30 AM

You don't often get email from dehnertloren@hotmail.com. [Learn why this is important](#)

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am now living in the Whispering Creek Apartment Building on the south side of 53rd Ave. South and on the west side of 25th Street South. On Monday 31 July 2023, I tried to cross 25th St. South near Prairie Grove Ave. South, and there were a lot of cars driving both directions on 25th Street. Therefore, I had to walk east to the middle area, and then I tried to wait for a few cars going north, and walk as quickly as possible to the east sidewalk area (near the RECYCLING CENTER. I go VERY FEARFUL since one vehicle seemed to be going very fast (and I was a bit stiff that day—71 years old now). He almost collided with me, and then slowed down his speed to BLOW HIS HORN AT ME and also SHAKE HIS FIST at me. Since both of us pay taxes, neither of us was "perfect", and I am sorry to report that I also shook my fist at the male driver. Needless to say, pedestrians crossing 25th Street South near the Recycling Area may be in danger. Many drivers (and I) try to "give and take" doing this, but the male driver seemed to think that he was "king of the road", and "that I had no rights to be walking in front of his car".

Can we try to reduce the "danger" of people crossing 25th Street near a large middle and high school facility and near one of the Fargo Recycling Areas. I freely admit that both the male drive two days ago and I were NOT PERFECT, but I am a retired Army Pharmacist, and I think improvement is definitely needed. Maybe the city could post signs near this area warning both the drivers and the pedestrians to be courteous to one another. From what I could tell on 31 July, that male driver most likely needed to slam on his brakes for a red light at 52nd Avenue South. Also, the male driver may have had a "very bad day" then, and he was a bit angry. Life went on for me.

Thank God that we did not collide with one another!

Loren Dehnert

Attachment B. Survey Open Response

Alternatives Survey
25th Street does not need additional lanes, what it needs is dedicated left turn lanes which the 3-lane alternative provides. We should not be making pedestrian crossings of 25th Street even longer and more dangerous, especially with all of the schools and residential areas in the neighborhood.
Please consider adding a pedestrian crossing light at the 37th Ave intersection to the park. There is a mixed use path leading to a very long pedestrian trail to the east which has no east access across 25th St. and traffic regularly speeds excessively between 35th and 40th Avenues making pedestrian crossings almost impossible today. The proposed crosswalk might help, especially if the 3lane plan is adopted. But without traffic speeds kept to 35 mph, pedestrians will be risking a lot to cross without a light.
The only issue on 25th St S currently is that some potholes and cracks in the pavement are so big that it is hard to stay in the your lane. Some people drive ridiculously slow through these areas, so it is convenient to have a second lane in both directions. If people don't like taking a left onto 25th St at 2-way stop intersections, they should just learn to go to the intersections with signals.
Please put bike trails on both sides of the street. Right now there is no bike trail on the east side from 40-52 ave. I have found roundabouts are very hard to cross on a bike
We need to slow traffic down on 25th and not make it easier for people to drive faster with more lanes. There's obviously a lot of children in the neighborhood and with Centennial Grade School. Roundabouts would be better.
Put speed traps and temporary speed bumps on 25th Street to curb street racing. Mark the roads for the sake of safety. The police chief and Mayor are at fault for not acting on this issue.
Not interested in roundabouts from 32nd to 52nd Ave S. A turn lane would be appreciated.
School bus routes run through 27th street turning onto 52 ave. Traffic signal would allow buses to turn left there still.
I don't think much of round abouts!! They are pain!! It's a lazy way to move traffic for the engineers !!
It looks, like there is an additional bike path from the Rose Creek Coulee going toward Timberline. I like that. We walk the area every day and that would be a great addition to the multi use path. As we live in Rose Creek we would like to see improvements to slow traffic and racers on Both University Dr. and 25th. A Round about farther S on 25th, then Rose Creek Dr would make sense. Rose Creek Dr is so close to the intersection of 40th and 25th. Seems redundant to place it there.
These projects don't add any value, just an increase in assessments for the local residents. Instead, add on/off ramps on the interstate for the new bridge at 64th.
During more busy times of the days, we maybe could use one pedestrian crossing in between 52nd Avenue South and 58th Avenue South. This is near a Fargo Recycling Center and also the Middle and High School area. People living near this area could sometimes walk to various activities for the two schools. Thanks.
Any options other than the 5-lane alternative or leave it as is on 25th from 32nd to 52nd would create traffic nightmares during the morning school and work rush. Adding a roundabout in the 52nd Ave S to 40th Ave S: 3 Lane Alternative at Rose Creek Drive vs a traffic signal, would add significant risk to children crossing to go to school.
You cannot even think about doing any of the three lane alternatives between 40th and 52nd unless it's on the south side of the bridge over the creek. With Centennial there it would be nightmare and the traffic circle would seriously put the children coming from Rose Creek to Centennial at risk. Terrible option.
Respectfully, it is NOT EASY for me to walk across 25th Street South of 52nd Avenue South to use the Recycling Area or to attend School Events near the two Catholic Schools. I almost got hit by a vehicle earlier this week. I hope you consider helping pedestrians near this area in the future. Maybe a pedestrian crossing is needed about halfway between 52nd and 58th Avenues South on 25th Street South. Thanks

25th street needs to be maintained as a 4 lane road as currently exists as this road works just fine as is. Reducing lanes would lead to congestion. Also as a homeowner in Rose Creek and as a board member of the Rose Creek Association the traffic light on Rose Creek Dr and 25th needs to continue to exist. We fought hard to have that light added and paid through assessments for the safety of the Centennial students. Roundabouts may be helpful in certain areas but at this intersection would not be a good decision. We don't want to put the lives of these young students in danger. If you have watched how people drive through roundabouts you know that people don't signal when entering or leaving roundabouts and pedestrians are not something that drivers are watching out for.

So please leave the stop light at this intersection. Thank You.

Brian McClellan

2320 Victoria Rose Lane S

Fargo ND 58104 701-793-4387 bpmcc1954@gmail.com

Plant shade trees on the drain 52 bike/walking path. Continue to develop biking/walking paths with less frequent street crossings.

These areas work fine just as they are. This is a highly established residential area and I don't want to disrupt these quiet neighborhoods. Also with Centennial Elementary as a stop light at Rose Creek should remain as is with the amount of children crossing the street after school each day. I would be highly opposed to a roundabout outside of this neighborhood entrance

I cycle on 25th street between 52nd Ave S and north to the paths along the golf course. I don't mind that it's multi-use, but the sidewalk/path needs to be much wider like the other paths in the area are. Thanks!

From 52nd to 32nd usually flows fairly well. The 27th u-turn lane encroaches too far into the northbound left turn lane and may cause more congestion but would discourage the use of 27th as an alternative route to get on 52nd (by northbound 25th traffic) if the left turn lanes look extremely full. I am more concerned about road changes south of 52nd than north of 52nd.

Change the speed limit to 40, so those guys that speed along at 50 mph will only be 10 miles over the limit.

Might be time to add a 5 lane alternative to 64th Ave S to 52nd Ave S as well, but that's another survey.

APPENDIX A – CRASH REPORT



Total Crashes: 64 (Sorted by Date)
City: Fargo
Location: 32nd Ave S & 25th St
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1028150	PDO 01/30/17 Monday Dry Clear Daylight 8:50 AM Straight (on Level) Non-junction	Rear End	① 22F FARGO ND Pickup - Van - Utility WB Going Straight (Signal) Following too Close ② 23M ROTHSA Y MN Passenger Car WB Going Straight (Signal) Following too Close			←←
2 1029550	PDO 02/20/17 Monday Dry Clear Daylight 5:20 PM Straight (on Level) Intersection	Angle	① 25M FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Speed * ② 33F GARDNER ND Passenger Car NB Turning Left (Signal) ③ 53F FARGO ND Passenger Car SB Turning Left (Signal)			→ ↑
3 1030017	PDO 02/22/17 Wednesday Wet Rain Daylight 11:02 AM Straight (on Level) Intersection	Backing	① 48F MCLEOD ND Pickup - Van - Utility NB Backing (Signal) Improper Backing/Turning ② 17M FARGO ND Passenger Car NB Going Straight (Signal)			No Diagram
4 1029856	PDO 02/26/17 Sunday Snow Cloudy Daylight 8:00 AM Straight (on Level) Intersection	Other	① 33F FARGO ND Passenger Car WB Turning Right (Signal) To Fast for Conditions ② 26M FARGO ND Passenger Car SB Turning Left (Signal)	D1 intended to make a WB to NB right turn, lost control on icy road while turning, and slid into V2 (stopped in SB to EB left turn lane).		↓ ←
5 1031813	PDO 04/06/17 Thursday Dry Clear Daylight 3:18 PM Straight (on Level) Non-junction	Sideswipe (Same Dir.)	① 57F FRAZEE MN Pickup - Van - Utility SB Merging/Diverging Fail Keep in Proper Lane ② 29F FARGO ND Pickup - Van - Utility SB Turning Right			↓↓
6 1032657	PDO 04/26/17 Wednesday Slush Cloudy Daylight 8:30 AM Straight (on Level) Non-junction	Rear End	① 44F FERGUS FALLS MN Pickup - Van - Utility SB Turning Left (Signal) Following too Close ② 24F FARGO ND Pickup - Van - Utility SB Turning Left (Signal) Weather			↓ ↓
7 1032755	▶ Non-incapacitating injury 04/27/17 Thursday Dry Clear Daylight 5:32 PM Straight (on Level) Non-junction	Rear End	① 31F FARGO ND Pickup - Van - Utility SB Going Straight ② 33M MOORHEAD MN Pickup - Van - Utility SB Stopped			↓ ↓
8 1033268	▶ Non-incapacitating injury 05/06/17 Saturday Dry Clear Daylight 10:17 AM Straight (on Level) Intersection	Left Turn	① 70F FARGO ND Passenger Car WB Going Straight (Signal) ② 16F MOORHEAD MN Passenger Car EB Turning Left (Signal) Failed to Yield			→←
9 1034975	▷ Possible Injury 06/08/17 Thursday Dry Clear Daylight 5:11 PM Straight (on Level) Intersection	Ped / Bike	① 25F FARGO ND Passenger Car WB Turning Right (Stop) Pedalcycle ② 20M FARGO ND Pedalcycle SB Crossing (Stop) Pedalcycle	D1 attempted to make a WB to NB right turn on red and hit V2 (SB bicyclist crossing east leg). Bicyclist admitted to trying to "beat the light" just before WB traffic received a green.		↓ ←
10 1035119	PDO 06/12/17 Monday Dry Clear Daylight 10:40 AM Straight (on Level) Non-junction	Rear End	① 27M FARGO ND Passenger Car SB Going Straight Following ② 66M FARGO ND Pickup - Van - Utility SB Going Straight			↓ ↓



Total Crashes: 64 (Sorted by Date)
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- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
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 ▶ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
11 1037483	▷ Possible Injury 07/28/17 Friday Dry Clear Dusk 8:03 PM Straight (on Level) Intersection	Rear End	① 65M FARGO ND Pickup - Van - Utility EB Slowing/Stopping Careless/Reckless Driving	② 44F FARGO ND Passenger Car EB Stopped			→→
12 1038008	▷ Possible Injury 08/07/17 Monday Dry Clear Dark(L) 11:10 PM Straight (on Level) Intersection	Left Turn	① 23F FARGO ND Passenger Car EB Going Straight (Signal)	② 25F FARGO ND Passenger Car WB Turning Left (Signal) Failed to Yield			→←
13 1038166	PDO 08/10/17 Thursday Dry Clear Daylight 7:25 PM Straight (on Level) Intersection	Rear End	① 17M HILLSBORO ND Pickup - Van - Utility WB Going Straight (Signal) Other	② 34F FARGO ND Pickup - Van - Utility WB Stopped (Signal)			←←
14 1043035	▷ Possible Injury 11/04/17 Saturday Wet Rain Dark(L) 6:27 PM Straight (on Level) Non-junction	Rear End	① 17M FARGO ND Pickup - Van - Utility SB Slowing/Stopping Speed	② 67F FARGO ND Pickup - Van - Utility SB Stopped			↓ ↓
15 1043405	PDO 11/09/17 Thursday Wet Clear Daylight 8:40 AM Straight (on Level) Non-junction	Backing	① 27F FARGO ND Pickup - Van - Utility SB Backing	② 20M FARGO ND Passenger Car NB Backing			↓ ↑
16 1046050	PDO 12/21/17 Thursday Snow Clear Daylight 10:38 AM Straight (on Level) Intersection	Left Turn	① 29F FARGO ND Passenger Car WB Going Straight (Signal)	② 34F FARGO ND Pickup - Van - Utility EB Turning Left (Signal)			→←
17 1048562	PDO 01/20/18 Saturday Wet Clear Dark(L) 7:05 AM Straight (on Level) Intersection	Other	① 60F FARGO ND Passenger Car WB Turning Right (Signal) Failed to Yield	② 74M FARGO ND Pickup - Van - Utility EB Turning Left (Signal) Fail Keep in Proper Lane	D1 made a WB to NB right turn on red and hit V2 (making EB to NB left turn on green arrow). D2 turned into the furthest available lane rather than the nearest available lane.		→←
18 1048961	PDO 01/29/18 Monday Dry Clear Daylight 7:25 AM Straight (on Level) Non-junction	Sideswipe (Same Dir.)	① 46F CAYUGA ND Passenger Car SB Going Straight	② 34F FARGO ND Passenger Car SB Going Straight			↓↓
19 1053607	▷ Possible Injury 04/08/18 Sunday Ice / Snow Snow Dark(L) 11:10 PM Straight (on Level) Intersection	Left Turn	① 28M FARGO ND Pickup - Van - Utility NB Turning Left (Signal) Weather*	② 19M FARGO ND Passenger Car SB Going Straight (Signal) Weather			↓ ↑
20 1054611	PDO 04/27/18 Friday Dry Clear Daylight 4:30 PM Straight (on Level) Non-junction	Rear End	① 28M FARGO ND Pickup - Van - Utility WB Going Straight (Signal) Other	② 21F WEST FARGO ND Passenger Car WB Going Straight (Signal)	③ 41M FARGO ND Pickup - Van - Utility WB Going Straight (Signal)		←←



Total Crashes: 64 (Sorted by Date)
City: Fargo
Location: 32nd Ave S & 25th St
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	③	Shortened Narrative	Name of Intersection	Diagram
21 1054779	PDO 05/03/18 Thursday Dry Clear Daylight 5:23 PM Straight (on Level) Intersection	Rear End	① 21M DILWORTH MN Passenger Car SB Going Straight Careless/Reckless Driving	② 23F FARGO ND Passenger Car SB Stopped				↓ ↓
22 1057795	▶ Non-incapacitating injury 06/30/18 Saturday Dry Clear Daylight 3:23 PM Straight (on Level) Intersection	Left Turn	① 20F FARGO ND Passenger Car WB Turning Left (Signal)	② 33F NPA ND Passenger Car EB Going Straight (Signal) No Insurance				→←
23 1058105	PDO 07/06/18 Friday Dry Clear Daylight 3:50 PM Straight (on Level) Intersection	Rear End	① 68M FARGO ND Pickup - Van - Utility SB Going Straight (Signal) Other	② 52F FARGO ND Pickup - Van - Utility SB Stopped (Signal)				↓ ↓
24 1060418	▶ Non-incapacitating injury 08/21/18 Tuesday Dry Cloudy Daylight 5:12 PM Straight (on Level) Intersection	Ped / Bike	① 47M WEST FARGO ND Pickup - Van - Utility EB Turning Right (Signal) Failed to Yield	② 45M FARGO ND Pedalcycle NB Not on Roadway (Signal) Pedalcycle		D1 attempted to make an EB to SB right turn on red and hit bicyclist (NB in west leg crosswalk).		→ ↑
25 1060980	PDO 08/30/18 Thursday Dry Clear Daylight 8:00 AM Straight (on Level) Intersection	Left Turn	① 28F FARGO ND Passenger Car WB Going Straight (Signal)	② 64M FARGO ND Pickup - Van - Utility EB Turning Left (Signal)				→←
26 1062381	PDO 09/26/18 Wednesday Dry Clear Daylight 10:37 AM Straight (on Level) Intersection	Rear End	① 28M FARGO ND Passenger Car WB Going Straight (Signal) Following too Close	② 39M F ND Passenger Car WB Stopped (Signal)	③ 65M FARGO ND Motorcycle WB Stopped (Signal)			←←
27 1063245	PDO 10/10/18 Wednesday Slush Snow Dark(L) 8:01 PM Straight (on Level) Intersection	Left Turn	① 16M FARGO ND Passenger Car SB Turning Left (Signal) Failed to Yield	② 39F FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Weather				↓ ↑
28 1066815	▷ Possible Injury 11/30/18 Friday Dry Cloudy Dark(L) 8:09 PM Straight (on Level) Intersection	Left Turn	① 17F FARGO ND Passenger Car SB Turning Left (Signal)	② 52F FARGO ND Pickup - Van - Utility NB Going Straight (Signal)				↓ ↑
29 1067565	PDO 12/13/18 Thursday Wet Cloudy Daylight 7:45 AM Straight (on Level) Intersection	Left Turn	① 36M FARGO ND Pickup - Van - Utility WB Going Straight	② 35M FARGO ND Pickup - Van - Utility EB Turning Left (Signal) Failed to Yield				→←
30 1068584	PDO 12/28/18 Friday Snow Clear Dark(L) 8:15 PM Straight (on Level) Intersection	Rear End	① 24M FARGO ND Pickup - Van - Utility SB Going Straight (Signal) Weather	② 45M WEST FARGO ND Pickup - Van - Utility SB Going Straight (Signal)				↓ ↓



Total Crashes: 64 (Sorted by Date)
City: Fargo
Location: 32nd Ave S & 25th St
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

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 ▶ Fatal
 ▶ Incapacitating Injury
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 ❄ Snow, Ice, Slush, Frost
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 ① Unit number

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2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	③	Shortened Narrative	Name of Intersection	Diagram
31 1068640	▷ Possible Injury 12/31/18 Monday Ice / Snow Clear Daylight 3:35 PM Straight (on Level) Intersection	❄ Rear End	① 44M HORACE ND Pickup - Van - Utility EB Turning Left (Signal) Weather	② 69M FARGO ND Pickup - Van - Utility EB Turning Left (Signal) Weather	③ 42F FARGO ND Passenger Car EB Turning Left (Signal) Weather			→→
32 1069050	PDO 01/05/19 Saturday Dry Clear Dark(L) 7:12 PM Straight (on Level) Intersection	Sideswipe (Same Dir.)	① U Hit and Run NB Turning Left (Signal)	② 45F FARGO ND Passenger Car NB Turning Left (Signal)				↑↑
33 1069475	PDO 01/14/19 Monday Wet Cloudy Dark(L) 8:10 PM Straight (on Level) Intersection	◆ Rear End	① 17F FARGO ND Pickup - Van - Utility SB Going Straight (Signal) Following	② 37M FARGO ND Pickup - Van - Utility SB Stopped (Signal)				↓ ↓
34 1070912	▷ Possible Injury 02/01/19 Friday Ice / Snow Clear Daylight 4:10 PM Straight (on Level) Intersection	❄ Rear End	① 19F FARGO ND Pickup - Van - Utility WB Going Straight (Signal) Following too Close	② 47F MOORHEAD MN Pickup - Van - Utility WB Stopped (Signal)	③ 52M VALLEY CITY ND Pickup - Van - Utility WB Stopped (Signal)			←←
35 1071191	PDO 02/05/19 Tuesday Ice / Snow Cloudy Daylight 9:00 AM Straight (on Level) Intersection	❄ Rear End	① 49F FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Following too Close	② 75F FARGO ND Pickup - Van - Utility NB Going Straight (Signal)				↑ ↑
36 1071194	PDO 02/05/19 Tuesday Ice / Snow Cloudy Daylight 9:35 AM Straight (on Level) Intersection	❄ Rear End	① 62F FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Following too Close	② 36M HAWLEY MN Pickup - Van - Utility NB Going Straight (Signal) Weather				↑ ↑
37 1071947	▷ Possible Injury 02/08/19 Friday Ice / Snow Clear Dark(L) 7:00 PM Straight (on Level) Intersection	❄ Rear End	① 52M FARGO ND Pickup - Van - Utility WB Turning Left (Signal) Weather	② 41F FARGO ND Pickup - Van - Utility WB Turning Left (Signal) Weather				←←
38 1072963	PDO 02/20/19 Wednesday Ice / Snow Snow Daylight 10:55 AM Straight (on Level) Intersection	❄ Angle	① 38F MOORHEAD MN Pickup - Van - Utility WB Going Straight (Signal) Over Correct/Steering	② 35F FARGO ND Passenger Car SB Stopped (Signal)				↓ ←
39 1073866	PDO 02/24/19 Sunday Snow Clear Daylight 6:30 AM Straight (on Level) Intersection	❄ Rear End	① 29M HILLSBORO ND Pickup - Van - Utility SB Going Straight (Signal)	② 57M FARGO ND Pickup - Van - Utility SB Stopped (Signal)				↓ ↓
40 1074288	▶ Non-incapacitating injury 03/05/19 Tuesday Dry Clear Daylight 10:30 AM Straight (on Level) Intersection	Left Turn	① 26F FARGO ND Pickup - Van - Utility WB Going Straight (Signal)	② 80M DETROIT LAKES MN Passenger Car EB Turning Left (Signal)				→←



Total Crashes: 64 (Sorted by Date)
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 ▶ Fatal
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2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	③	Shortened Narrative	Name of Intersection	Diagram
41 1074361	▶ Non-incapacitating injury 03/05/19 Tuesday Snow Clear ❄ Dark(L) 10:55 PM Straight (on Level) Non-junction	Rear End	① 39F M MN Passenger Car WB Going Straight Careless/Reckless Driving	② 28M FARGO ND Passenger Car WB Stopped (Signal)				←←
42 1076466	PDO 04/11/19 Thursday Snow Blowing Snow ❄ Daylight 4:15 PM Straight (on Level) Non-junction	Rear End	① 36M FARGO ND Pickup - Van - Utility WB Going Straight Following too Close*	② 30F FARGO DC Passenger Car WB Stopped Weather	③ 61M FARGO ND Pickup - Van - Utility WB Stopped Weather			←←
43 1077137	PDO 04/26/19 Friday Dry Clear Dawn 6:00 AM Straight (on Level) Intersection	Rear End	① 57F FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Following too Close	② 22F FARGO ND Pickup - Van - Utility NB Going Straight (Signal)				↑ ↑
44 1078396	PDO 05/23/19 Thursday Dry Cloudy Daylight 12:05 PM Straight (on Level) Non-junction	Sideswipe (Same Dir.)	① 72M PLAZA ND Pickup - Van - Utility SB Changing Lanes (Signal) Other	② 15F FARGO ND Passenger Car SB Going Straight (Signal)				↓↓
45 1079035	PDO 06/05/19 Wednesday Dry Clear Daylight 6:40 AM Straight (on Level) Intersection	Left Turn	① 19M MONTEVIDEO MN Passenger Car WB Going Straight (Signal) Ran Red Light	② 47F FARGO ND Passenger Car EB Turning Left (Signal)				→←
46 1079355	▶ Possible Injury 06/12/19 Wednesday Dry Clear Daylight 12:54 PM Straight (on Level) Intersection	Ped / Bike	① 98M FARGO ND Passenger Car NB Turning Right (Signal) Failed to Yield Pedestrian	② 17M FARGO ND Pedestrian SB Crossing (Signal)		D1 made a NB to EB right turn and hit skateboarder (SB in east leg crosswalk).		↓ ↑
47 1079906	▶ Non-incapacitating injury 06/24/19 Monday Dry Cloudy Daylight 3:31 PM Straight (on Level) Intersection	Left Turn	① 21F FARGO ND Passenger Car SB Going Straight (Signal) Careless/Reckless Driving	② 33F FARGO ND Passenger Car NB Turning Left (Signal) Careless/Reckless Driving				↓ ↑
48 1080944	PDO 07/15/19 Monday Dry Clear Daylight 7:54 AM Straight (on Level) Intersection	Angle	① 42F MOORHEAD MN Pickup - Van - Utility WB Going Straight (Signal) Ran Red Light	② 27F FARGO ND Passenger Car SB Going Straight (Signal)				↓ ←
49 1081691	PDO 07/26/19 Friday Dry Clear Daylight 12:24 PM Straight (on Level) Intersection	Rear End	① 17F WEST FARGO ND Passenger Car SB Going Straight (Signal) Careless/Reckless Driving	② 44F MOORHEAD MN Passenger Car SB Stopped (Signal)				↓ ↓
50 1085043	▶ Possible Injury 10/11/19 Friday Wet Cloudy ◆ Daylight 3:58 PM Straight (on Level) Intersection	Angle	① 42M FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Ran Red Light	② 30F FARGO ND Passenger Car NB Turning Right (Signal) Weather				→ ↑



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Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
51 1088684	PDO 12/19/19 Thursday Dry Clear Dark(L) 10:33 PM Straight (on Level) Intersection	Rear End	① 51M FARGO ND Pickup - Van - Utility NB Going Straight (Signal) D.U.I. (Alcohol)*	② 27F MOORHEAD MN Pickup - Van - Utility NB Stopped (Signal)			↑ ↑
52 1089105	PDO 12/30/19 Monday Snow Cloudy ❄ Daylight 12:29 PM Straight (on Level) Intersection	Angle	① 30F FARGO ND Pickup - Van - Utility NB Going Straight (Signal)	② 41F FARGO ND Pickup - Van - Utility WB Turning Left (Signal)			← ↑
53 1097689	▶ Non-incapacitating injury 08/18/20 Tuesday Dry Clear Daylight 6:45 AM Straight (on Level) Intersection	Angle	① 56M FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Speed	② 57M FARGO ND Pickup - Van - Utility SB Going Straight (Signal)			↓ →
54 1099290	PDO 10/01/20 Thursday Dry Cloudy Dark(L) 8:55 PM Straight (on Level) Intersection	Angle	① 36F FARGO ND Pickup - Van - Utility WB Turning Right (Signal)	② 20M FARGO ND Passenger Car NB Going Straight (Signal) Ran Red Light			← ↑
55 1100903	▶ Incapacitating Injury 11/12/20 Thursday Dry Clear Dark(L) 7:11 PM Straight (on Level) Intersection	Left Turn	① 46F FARGO ND Passenger Car EB Turning Left (Signal) Failed to Yield*	② 37F FARGO ND Passenger Car WB Going Straight (Signal)	D1 (DUI) attempted to make an EB to NB left turn and hit V2 (WB).		→←
56 1106244	PDO 04/07/21 Wednesday Dry Cloudy Daylight 12:11 PM Straight (on Level) Intersection	Sideswipe (Same Dir.)	① 76F WEST FARGO ND Passenger Car SB Turning Right (Signal) Improper Turn	② 83F WEST FARGO ND Pickup - Van - Utility SB Going Straight (Signal)			↓↓
57 1107494	PDO 05/11/21 Tuesday Dry Clear Daylight 6:05 PM Straight (on Level) Intersection	Rear End	① 47M WEST FARGO ND Pickup - Van - Utility WB Going Straight (Signal) Following too Close	② 24F WAHPETON ND Passenger Car WB Going Straight (Signal)			←←
58 1111878	PDO 09/02/21 Thursday Wet Rain ◆ Dark(L) 11:00 PM Straight (on Level) Intersection	Head on	① 49M FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Fail Keep in Proper Lane*	② 42M FARGO ND Pickup - Van - Utility SB Going Straight (Signal)			↓ ↑
59 1112627	▷ Possible Injury 09/21/21 Tuesday Dry Clear Daylight 1:57 PM Straight (on Level) Intersection	Left Turn	① 74F FARGO ND Pickup - Van - Utility EB Turning Left (Signal) Failed to Yield	② 38M FARGO ND Passenger Car WB Going Straight (Signal)			→←
60 1113302	PDO 10/08/21 Friday Dry Clear Dark(L) 8:32 PM Straight (on Level) Intersection	Left Turn	① 32M ELIZABETH MN Passenger Car WB Going Straight (Signal)	② 68M MOORHEAD MN Passenger Car EB Turning Left (Signal) Failed to Yield			→←



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 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
61 1113571	▶ Incapacitating Injury 10/14/21 Thursday Dry Clear Dark(L) 8:17 PM Straight (on Level) Intersection	Left Turn	① 18M HARWOOD ND Pickup - Van - Utility EB Going Straight (Signal)	② 33M FARGO ND Pickup - Van - Utility WB Turning Left (Signal) Failed to Yield*	D2 (DU) attempted to make a WB to SB left turn and was hit by V1 (EB).		→←
62 1114848	▶ Non-incapacitating injury 11/14/21 Sunday Wet Clear Daylight 4:00 PM Straight (on Level) Non-junction	◆ Sideswipe (Same Dir.)	① 37M FARGO ND Pickup - Van - Utility SB Merging/Diverging Careless/Reckless Driving*	② 55M FARGO ND Pickup - Van - Utility SB Going Straight			↓↓
63 1116157	PDO 12/14/21 Tuesday Dry Cloudy Daylight 1:50 PM Straight (on Level) Intersection	Rear End	① 37M FARGO ND Passenger Car EB Going Straight (Signal) Following too Close	② 53M FARGO ND Pickup - Van - Utility EB Going Straight (Signal)			→→
64 1116569	▷ Possible Injury 12/21/21 Tuesday Ice / Snow Clear Dark(L) 5:35 PM Straight (on Level) Intersection	❄ Left Turn	① 57M FARGO ND Passenger Car SB Going Straight (Signal)	② 57F FARGO ND Pickup - Van - Utility NB Turning Left (Signal) Failed to Yield			↓ ↑
65							
66							
67							
68							
69							
70							

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 5 (Sorted by Date)
City: Fargo
Location: 25th St midblock b/w 32nd Ave S and Kristen Ln
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

Notes: Non-injury animal crashes were not included.

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Statistics for Total Crashes

Crash Severity	Letter Code	No. of Crashes
Fatal	K	0
Incapacitating Injury	A	0
Non-incapacitating Injury	B	2
Possible Injury	C	0
Property Damage Only	O	3
		5



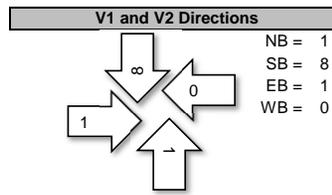
K	0%
A	0%
B	40%
C	0%
O	60%

Manner of Collision	Count	Percentage	Breakdown by Severity				
			K	A	B	C	O
Angle	1	20%	0	0	1	0	0
Rear End	4	80%	0	0	1	0	3
Left Turn	0	0%	0	0	0	0	0
Sideswipe (same dir.)	0	0%	0	0	0	0	0
Sideswipe (opp dir.)	0	0%	0	0	0	0	0
Single Vehicle	0	0%	0	0	0	0	0
Ped/Bike	0	0%	0	0	0	0	0
Head On	0	0%	0	0	0	0	0
Backing	0	0%	0	0	0	0	0
Other	0	0%	0	0	0	0	0
Total	5	100%	0	0	2	0	3

Surface Conditions	Count	Percentage	Breakdown by Severity				
			K	A	B	C	O
Dry	3	60%	0	0	1	0	2
Wet	2	40%	0	0	1	0	1
Ice / Snow	0	0%	0	0	0	0	0
Other	0	0%	0	0	0	0	0
Total	5	100%	0	0	2	0	3

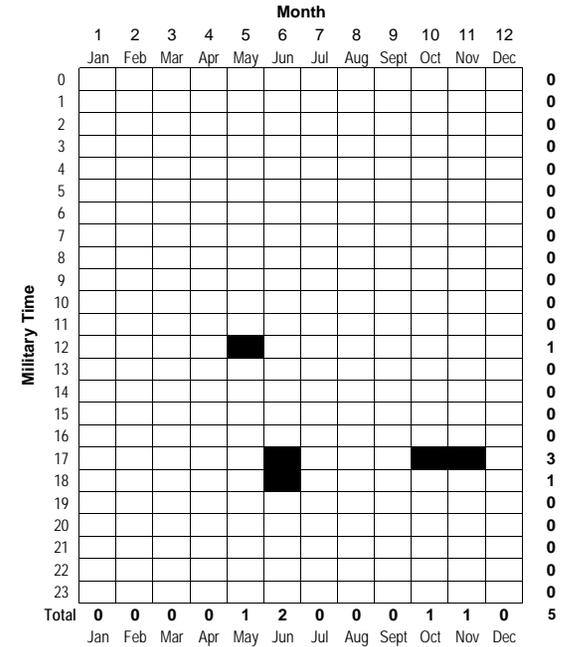
Lighting Conditions	Count	Percentage	Breakdown by Severity				
			K	A	B	C	O
Dawn/Dusk	1	20%	0	0	0	0	1
Daylight	3	60%	0	0	1	0	2
Dark	0	0%	0	0	0	0	0
Dark (lighted)	1	20%	0	0	1	0	0
Unknown	0	0%	0	0	0	0	0
Total	5	100%	0	0	2	0	3

V1 and V2 Configuration*	
Passenger Car	= 4
PU / Van / Utility	= 6
Truck	= 0
Bus / Motorhome	= 0
Motorcycle + Moped	= 0
Ped or Bike	= 0
<i>These are only the most popular choices.</i>	



D1 and D2 Alcohol / Drugs*	
Yes (alcohol or drugs present)	= 0

D1 and D2 Age/Sex			
Age	M	F	Total
0-17	0	1	1
18-20	0	1	1
21-24	1	0	1
25-34	2	0	2
35-44	1	0	1
45-54	2	1	3
55-64	1	0	1
65-74	0	0	0
75+	0	0	0
Total	7	3	10



Under Construction	
Yes	= 0 0%
Day of Week	
Monday	= 1 20%
Tuesday	= 0 0%
Wednesday	= 1 20%
Thursday	= 1 20%
Friday	= 0 0%
Saturday	= 1 20%
Sunday	= 1 20%
Total	5

Year	Start Date	End Date	Manner of Collision												Severity					Surface Cond.			Construction?																
			Angle				Rear End				Left Turn				Sideswipe Same Dir.				Back	Ped/Bike	Single Veh.	Head-on/other		Total	K	A	B	C	O	Dry	Wet	Ice/Snow							
			NB+EB	NB+WB	SB+EB	SB+WB	Subtotal	NB	SB	EB	WB	Subtotal	NB to WB	SB to EB	EB to NB	WB to SB	Subtotal	NB															SB	EB	WB	Subtotal			
			↗↖	↖↗	↘↙	↙↘	↑	↓	→	←	↙↘	↘↙	↗↖	↖↗	↘↙	↙↘	↕	↕															↕	↕	↕	↕			
1	1/1/17	12/31/17																																					
2	1/1/18	12/31/18																																					
3	1/1/19	12/31/19																																					
4	1/1/20	12/31/20																																					
5	1/1/21	12/31/21	1																																				
Total			1																																				



Total Crashes: 5 (Sorted by Date)
City: Fargo
Location: 25th St midblock b/w 32nd Ave S and Kristen Ln
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

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Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	③	Shortened Narrative	Name of Intersection	Diagram
1 1055125	PDO 05/10/18 Thursday Dry Clear Daylight 12:40 PM Straight (on Level) Non-junction	Rear End	① 62M FARGO ND Pickup - Van - Utility SB Going Straight Following too Close	② 43M FARGO ND Pickup - Van - Utility SB Going Straight				↓ ↓
2 1064337	PDO 10/27/18 Saturday Wet Rain Dusk 5:40 PM Straight (on Level) Non-junction	Rear End	① 22M ABERCROMBIE ND Pickup - Van - Utility SB Going Straight Following too Close	② 48F FARGO ND Pickup - Van - Utility SB Going Straight Following too Close				↓ ↓
3 1108585	PDO 06/09/21 Wednesday Dry Clear Daylight 5:10 PM Straight (on Level) Non-junction	Rear End	① 19F FARGO ND Passenger Car SB Going Straight Following too Close	② 17F FARGO ND Pickup - Van - Utility SB Going Straight	③ 42M FARGO ND Pickup - Van - Utility SB Going Straight			↓ ↓
4 1109306	▶ Non-incapacitating injury 06/27/21 Sunday Wet Cloudy Daylight 6:30 PM Straight (on Level) Non-junction	Rear End	① 27M FARGO ND Passenger Car SB Changing Lanes Following too Close	② 47M FARGO ND Passenger Car SB Slowing/Stopping				↓ ↓
5 1114782	▶ Non-incapacitating injury 11/01/21 Monday Dry Clear Dark(L) 5:12 PM Straight (on Level) Non-junction	Angle	① 54M FARGO ND Pickup - Van - Utility NB Going Straight	② 33M FARGO ND Passenger Car EB Going Straight To Fast for Conditions				→ ↑
6								
7								
8								
9								
10								



Total Crashes: 10 (Sorted by Date)
City: Fargo
Location: 25th St & Kristen Ln
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

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 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
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 ▶ Possible Injury
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 ❄ Snow, Ice, Slush, Frost
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2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
1 1028579	PDO 02/07/17 Tuesday Snow Blowing Snow ❄ Daylight 8:39 AM Straight (on Level) Intersection	Angle	① 27F SIOUX FALLS SD Passenger Car SB Going Straight Weather	② 26F GRAND FORKS ND Pickup - Van - Utility EB Turning Right (Stop) Ran Red Light			↓ →
2 1031040	PDO 03/20/17 Monday Dry Clear Daylight 1:30 PM Straight (on Level) Intersection	Angle	① 21M FARGO ND Passenger Car SB Going Straight	② 18F FARGO ND Pickup - Van - Utility WB Going Straight Failed to Yield			↓ ←
3 1041876	▶ Non-incapacitating injury 10/17/17 Tuesday Dry Clear Daylight 5:14 PM Straight (on Level) Intersection	Left Turn	① 41M FARGO NDY Motorcycle SB Going Straight Speed	② 38F WEST FARGO ND Pickup - Van - Utility NB Turning Left (Stop)			↓ ↑
4 1046488	PDO 12/27/17 Wednesday Ice / Snow Clear ❄ Daylight 8:28 AM Straight (on Level) Intersection	Left Turn	① 31F FARGO ND Passenger Car EB Turning Left (Stop) Failed to Yield	② 35F WEST FARGO ND Pickup - Van - Utility WB Going Straight (Stop)			→←
5 1065641	PDO 11/15/18 Thursday Snow Snow ❄ Dusk 6:30 PM Straight (on Level) Non-junction	Angle	① 68M FARGO ND Pickup - Van - Utility SB Going Straight Weather	② 19F WILLMAR ND Pickup - Van - Utility EB Turning Right (Stop) Weather			↓ →
6 1068258	PDO 12/26/18 Wednesday Snow Snow ❄ Daylight 1:00 PM Straight (on Level) Intersection	Angle	① 25M CROOKSTON MN Pickup - Van - Utility EB Turning Left (Stop) Failed to Yield	② 58M FARGO ND Pickup - Van - Utility SB Going Straight Weather			↓ →
7 1072952	PDO 02/20/19 Wednesday Snow Cloudy ❄ Daylight 3:04 PM Straight (on Level) Intersection	Angle	① 39F FARGO ND Passenger Car SB Going Straight Weather	② 57F WEST FARGO ND Pickup - Van - Utility EB Merging/Diverging (Stop) Failed to Yield			↓ →
8 1074444	PDO 03/06/19 Wednesday Snow Clear ❄ Dusk 5:25 PM Straight (on Level) Intersection	Angle	① 62F KINDRED ND Passenger Car SB Going Straight Vision Obstructed	② 30M FARGO ND Pickup - Van - Utility EB Turning Left (Stop) Failed to Yield			↓ →
9 1091753	PDO 02/15/20 Saturday Dry Clear Daylight 10:05 AM Straight (on Level) Intersection	Angle	① 33F MOORHEAD MN Pickup - Van - Utility EB Turning Left (Stop) Failed to Yield	② 70M FARGO ND Passenger Car SB Going Straight			↓ →
10 1095019	PDO 06/04/20 Thursday Dry Clear Daylight 2:15 PM Straight (on Level) Intersection	Angle	① 26F FARGO ND Passenger Car EB Turning Left (Stop) Failed to Yield	② 77F FARGO ND Pickup - Van - Utility SB Going Straight			↓ →



Total Crashes: 3 (Sorted by Date)
City: Fargo
Location: 25th St b/w Kristen Ln and 33rd Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

LEGEND
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
1 1031720	▶ Non-incapacitating injury 04/04/17 Tuesday Dry Clear Dark(L) 8:22 PM Straight (on Level) Non-junction	Sideswipe (Same Dir.)	① 29F GRAND FORKS ND Pickup - Van - Utility SB Changing Lanes Other	② 41M FARGO ND Passenger Car SB Going Straight			↓ ↓
2 1039713	PDO 09/04/17 Monday Dry Clear Dark 10:42 PM Straight (on Level) Non-junction	Single Veh. (Tree)	① 45M FARGO ND Passenger Car SB Going Straight Failed to Yield* Tree				↓ X
3 1071166	PDO 02/04/19 Monday Snow Clear Daylight 4:50 PM Straight (on Level) Non-junction	❄ Angle	① 68F FARGO ND Pickup - Van - Utility SB Going Straight	② 47F FARGO ND Pickup - Van - Utility WB Going Straight Failed to Yield			↓ ←
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Total Crashes: 2 (Sorted by Date)
City: Fargo
Location: 25th St & 33rd Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
1 1103339	PDO 01/16/21 Saturday Wet Cloudy Daylight 12:43 PM Straight (on Level) Intersection	◆ Angle	① 54M FARGO ND Passenger Car WB Slowing/Stopping (Stop) Careless/Reckless Driving	② 44F MOORHEAD MN Pickup - Van - Utility NB Going Straight			← ↑
2 1066378	▷ Possible Injury 11/23/18 Friday Wet Cloudy Daylight 10:20 AM Straight (on Level) Intersection	◆ Sideswipe (Same Dir.)	① 54F ST.CLOUD MN Pickup - Van - Utility NB Turning Right Improper Turn	② 31F FARGO ND Pickup - Van - Utility NB Going Straight Other			↑↑
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Total Crashes: 2 (Sorted by Date)
City: Fargo
Location: 25th St & 34th Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

LEGEND
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	③	Shortened Narrative	Name of Intersection	Diagram
1 1049723	PDO 02/09/18 Friday Dry Clear Dark(L) 7:12 PM Straight (on Level) Intersection	Rear End	① 47F FARGO ND Pickup - Van - Utility NB Going Straight Following too Close	② 33F WEST FARGO ND Pickup - Van - Utility NB Slowing/Stopping	③ 50F FARGO ND Pickup - Van - Utility NB Turning Left			↑ ↑
2 1100778	PDO 11/09/20 Monday Dry Clear Daylight 3:00 PM Straight (on Level) Intersection	Rear End	① 19M FARGO ND Passenger Car SB Going Straight	② 56F FARGO ND Pickup - Van - Utility SB Going Straight				↓ ↓
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Total Crashes: 1 (Sorted by Date)
 City: Fargo
 Location: 25th St b/w 34.5 Ave S and 35th Ave S
 Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

LEGEND

- ▶ Fatal
- ▶ Incapacitating Injury
- ▶ Non-Incapacitating Injury
- ▷ Possible Injury
- ◆ Wet surface
- ⊗ Snow, Ice, Slush, Frost
- ▲ Crash related to work zone
- ① Unit number

1. Contributing Factor

* = alcohol or drugs involved

2. Most Harmful Event

For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1035482	PDO 06/19/17 Monday Dry Clear Daylight 1:15 PM Straight (on Level) Non-junction	Single Veh. (Tree)	① 47M FARGO ND Passenger Car SB Going Straight Tree			↓ X
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Total Crashes: 16 (Sorted by Date)
City: Fargo
Location: 25th St & 35th Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
1 1032880	PDO 04/26/17 Wednesday Snow Cloudy ❄ Daylight 8:25 AM Straight (on Level) Non-junction	Rear End	① 30F MAPLETON ND Pickup - Van - Utility NB Going Straight Following too Close	② 42M WEST FARGO ND Pickup - Van - Utility NB Stopped			↑ ↑
2 1033330	▷ Possible Injury 05/08/17 Monday Dry Cloudy Daylight 12:55 PM Straight (on Level) Non-junction	Rear End	① 79F FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Following too Close	② 28F FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Following too Close			↑ ↑
3 1040903	PDO 09/29/17 Friday Dry Clear Daylight 12:12 PM Straight (on Level) Intersection	Left Turn	① 41M FARGO ND Passenger Car NB Going Straight (Signal)	② 49M HORACE ND Pickup - Van - Utility SB Turning Left (Signal) Failed to Yield			↓ ↑
4 1043197	PDO 11/06/17 Monday Snow Sleet/Hail/Freezing Rain ❄ Dark(L) 6:20 PM Straight (on Level) Intersection	Left Turn	① 17F FARGO ND Passenger Car NB Going Straight (Signal) Weather	② 25F WEST FARGO ND Passenger Car SB Turning Left (Signal) Failed to Yield			↓ ↑
5 1052278	PDO 03/19/18 Monday Wet Rain ◆ Daylight 2:45 PM Straight (on Level) Intersection	Sideswipe (Opp. Dir.)	① 17F FARGO ND Passenger Car NB Going Straight	② 83M FARGO ND Passenger Car SB Going Straight			↓ ↑
6 1055267	PDO 05/11/18 Friday Dry Clear Daylight 3:05 PM Straight (on Level) Intersection	Rear End	① 17F FARGO ND Passenger Car NB Going Straight (Signal) Following too Close	② 36F FARGO ND Pickup - Van - Utility NB Stopped (Signal)			↑ ↑
7 1056683	▶ Non-incapacitating injury 06/10/18 Sunday Dry Clear Daylight 9:37 AM Straight (on Level) Intersection	Angle	① 60F FARGO ND Pickup - Van - Utility SB Going Straight (Signal)	② 69F FARGO ND Pickup - Van - Utility WB Going Straight (Signal) Ran Red Light			↓ ←
8 1061499	▷ Possible Injury 09/10/18 Monday Dry Clear Daylight 10:25 AM Straight (on Level) Non-junction	Rear End	① 61M ALICE ND Pickup - Van - Utility SB Going Straight	② 35F FARGO ND Passenger Car SB Going Straight			↓ ↓
9 1065297	PDO 11/06/18 Tuesday Snow Snow ❄ Dusk 6:30 PM Straight (on Level) Intersection	Rear End	① 19M FARGO ND Passenger Car NB Going Straight (Signal) Following too Close	② 58F FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Weather			↑ ↑
10 1065714	▷ Possible Injury 11/15/18 Thursday Snow Snow ❄ Dark(L) 6:14 PM Straight (on Level) Intersection	Rear End	① 48M WEST FARGO ND Pickup - Van - Utility WB Going Straight Weather*	② 37F MOORHEAD MN Pickup - Van - Utility WB Stopped			←←



Total Crashes: 16 (Sorted by Date)
City: Fargo
Location: 25th St & 35th Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▶ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
11 1083434	▶ Possible Injury 09/03/19 Tuesday Dry Clear Daylight 11:24 AM Straight (on Level) Intersection	Angle	① 26M FARGO ND Passenger Car EB Going Straight (Signal)	② 31M WEST FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Ran Red Light			→ ↑
12 1086176	▶ Non-incapacitating injury 11/05/19 Tuesday Dry Clear Daylight 11:42 AM Straight (on Level) Non-junction	Rear End	① 56M FARGO ND Passenger Car SB Going Straight (Signal) Careless/Reckless Driving*	② 24F FARGO ND Passenger Car SB Turning Left (Signal)			↓ ↓
13 1102221	▶ Possible Injury 12/18/20 Friday Wet Cloudy Dark(L) 7:36 AM Straight (on Level) Intersection	◆ Left Turn	① 34F FARGO ND Pickup - Van - Utility NB Going Straight (Signal)	② 19F MOORHEAD MN Passenger Car SB Turning Left (Signal) Failed to Yield			↓ ↑
14 1104883	▶ Possible Injury 02/25/21 Thursday Dry Clear Daylight 5:20 PM Straight (on Level) Intersection	Angle	① 43F FARGO ND Pickup - Van - Utility WB Going Straight (Signal) Ran Red Light	② 64F FARGO ND Pickup - Van - Utility SB Going Straight (Signal)			↓ ←
15 1111587	PDO 08/26/21 Thursday Wet Cloudy Daylight 5:15 PM Straight (on Level) Intersection	◆ Left Turn	① 43F FARGO ND Passenger Car SB Turning Left (Signal) Weather	② 26M FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Weather			↓ ↑
16 1111932	PDO 09/04/21 Saturday Dry Cloudy Daylight 1:35 PM Straight (on Level) Intersection	Sideswipe (Same Dir.)	① 26M FARGO ND Pickup - Van - Utility SB Changing Lanes (Signal) Failed to Yield	② 64F FARGO ND Pickup - Van - Utility SB Going Straight (Signal)			↓↓
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Total Crashes: 4 (Sorted by Date)
City: Fargo
Location: 25th St b/w 35th Ave S and 36th Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1043664	PDO 11/13/17 Monday Dry Clear Dark 5:24 PM Straight (on Level) Alley/Driveway	Rear End	① 17M FARGO ND Passenger Car SB Going Straight Following too Close	② 26F FARGO ND Pickup - Van - Utility SB Stopped		↓ ↓
2 1076046	PDO 03/02/19 Saturday Ice / Snow Unkown Daylight 2:00 PM Straight (on Level) Non-junction	❄ Sideswipe (Same Dir.)	① 79M FARGO ND Passenger Car SB Changing Lanes Improper Turn	② 34F FARGO ND Passenger Car SB Going Straight		↓ ↓
3 1115636	PDO 12/04/21 Saturday Ice / Snow Blowing Snow Dark(L) 11:12 PM Straight (on Level) Non-junction	❄ Single Veh. (Utility Post)	① 24M FARGO ND Pickup - Van - Utility SB Going Straight To Fast for Conditions Utility Post			↓ X
4 1117022	PDO 12/29/21 Wednesday Snow Clear Daylight 1:51 PM Straight (on Level) Non-junction	❄ Sideswipe (Opp. Dir.)	① 27F FARGO ND Pickup - Van - Utility NB Going Straight Fail Keep in Proper Lane	② 44F FARGO ND Pickup - Van - Utility SB Going Straight	③ 27M MENDENHALL MS Pickup - Van - Utility SB Going Straight Fail Keep in Proper Lane	↓ ↑
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Total Crashes: 6 (Sorted by Date)
City: Fargo
Location: 25th St & 36th Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▶ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1030038	PDO 03/01/17 Wednesday Dry Clear Daylight 5:40 PM Straight (on Level) Intersection	Rear End	① 37M MOORHEAD MN Passenger Car SB Going Straight Following too Close	② 56F FARGO ND Passenger Car SB Turning Left		↓ ↓
2 1040291	PDO 09/18/17 Monday Dry Clear Daylight 12:49 PM Straight (on Level) Intersection	Angle	① 20M FARGO ND Passenger Car SB Going Straight	② 29M FARGO ND Passenger Car EB Turning Left (Stop) Failed to Yield		↓ →
3 1056401	▶ Non-incapacitating injury 06/03/18 Sunday Dry Clear Dark(L) 11:00 PM Straight (on Level) Non-junction	Backing	① 40M HORACE ND Pickup - Van - Utility NB Going Straight D.U.I. (Alcohol)*	② 35M FARGO ND Passenger Car EB Backing (Stop)	③ 34F FARGO ND Passenger Car NB Going Straight	→ ↑
4 1065087	PDO 11/08/18 Thursday Dry Cloudy Dark(L) 5:25 PM Straight (on Level) Intersection	Rear End	① 15F FARGO ND Pickup - Van - Utility NB Going Straight Other	② 36F FARGO ND Pickup - Van - Utility NB Stopped		↑ ↑
5 1085114	PDO 10/13/19 Sunday Dry Cloudy Daylight 11:19 AM Straight (on Level) Intersection	Angle	① 25F FARGO ND Passenger Car EB Turning Left (Stop) Failed to Yield	② 61M FARGO ND Pickup - Van - Utility SB Going Straight		↓ →
6 1092437	▶ Non-incapacitating injury 02/27/20 Thursday Wet Cloudy Dusk 5:25 PM Straight (on Level) Intersection	Angle	① 27M FARGO ND Passenger Car EB Turning Left (Stop) Failed to Yield	② 33M FARGO ND Passenger Car SB Going Straight	③ 69M FARGO ND Passenger Car SB Going Straight	↓ →
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Total Crashes: 7 (Sorted by Date)
City: Fargo
Location: 25th St bw 36th Ave S and 37th Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▶ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1029860	▷ Possible Injury 02/21/17 Tuesday Ice / Snow Clear ❄ Dark(L) 6:40 AM Straight (on Level) Non-junction	Single Veh. (Utility Post)	① 41M FARGO ND Pickup - Van - Utility NB Going Straight To Fast for Conditions Utility Post			X ↑
2 1039850	PDO 09/11/17 Monday Dry Clear Daylight 1:50 PM Straight (on Level) Non-junction	Left Turn	① 52M FARGO ND Motorcycle SB Going Straight	② 89F FARGO ND Passenger Car NB Turning Left Improper Turn		↓ ↑
3 1049628	PDO 02/08/18 Thursday Dry Clear Dark(L) 8:10 PM Straight (on Level) Intersection	Rear End	① 21F ASHBY MN Passenger Car NB Going Straight Following too Close	② 40F FARGO ND Pickup - Van - Utility NB Going Straight		↑ ↑
4 1064455	PDO 10/29/18 Monday Dry Clear Daylight 3:55 PM Straight (on Level) Other Crossings	Sideswipe (Same Dir.)	① 86F FARGO ND Passenger Car NB Turning Left Improper Turn	② 15M FARGO ND Passenger Car NB Going Straight		↑↑
5 1076306	PDO 03/27/19 Wednesday Wet Fog / Smoke / Dust ◆ Daylight 8:40 AM Straight (on Level) Non-junction	Rear End	① 33M FARGO ND Pickup - Van - Utility SB Going Straight Careless/Reckless Driving	② 37F WEST FARGO ND Pickup - Van - Utility SB Stopped		↓ ↓
6 1084026	▶ Non-incapacitating injury 09/21/19 Saturday Dry Clear Daylight 7:15 PM Straight (on Level) Intersection	Rear End	① 34F FARGO ND Pickup - Van - Utility EB Going Straight (Stop) Careless/Reckless Driving*	② 33F FARGO ND Pickup - Van - Utility EB Stopped (Stop)		→→
7 1113092	▷ Possible Injury 10/04/21 Monday Dry Clear Daylight 2:45 PM Straight (on Level) Non-junction	Rear End	① 54M FARGO ND Passenger Car NB Going Straight Following too Close	② 30F FARGO ND Passenger Car NB Turning Left		↑ ↑
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Total Crashes: 2 (Sorted by Date)
City: Fargo
Location: 25th St & 37th Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

LEGEND
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1079483	PDO 06/13/19 Thursday Dry Clear Daylight 5:45 PM Straight (on Level) Non-junction	Rear End	① 62M FARGO ND Pickup - Van - Utility SB Going Straight Careless/Reckless Driving	② 16F FARGO ND Passenger Car SB Stopped		↓ ↓
2 1117140	PDO 12/30/21 Thursday Snow Clear ❄ Daylight 11:55 AM Straight (on Level) Non-junction	Rear End	① 57M FARGO ND Pickup - Van - Utility SB Going Straight Other	② 33F FARGO ND Pickup - Van - Utility SB Going Straight Weather	③ 18M FARGO ND Pickup - Van - Utility SB Going Straight Weather	↓ ↓
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Total Crashes: 2 (Sorted by Date)
 City: Fargo
 Location: 25th St & 38th Ave S
 Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

LEGEND
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
1 1030915	PDO 02/28/17 Tuesday Dry Clear Daylight 4:00 PM Straight (on Level) Intersection	Rear End	① 17F FARGO ND Passenger Car SB Going Straight Following too Close	② 16M FARGO ND Pickup - Van - Utility SB Stopped			↓ ↓
2 1090674	PDO 01/20/20 Monday Slush Clear ❄ Dawn 6:50 AM Straight (on Level) Non-junction	Angle	① 36M FARGO ND Pickup - Van - Utility SB Going Straight Weather	② 67M FARGO ND Passenger Car EB Going Straight Failed to Yield			↓ →
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Total Crashes: 5 (Sorted by Date)
City: Fargo
Location: 25th St & 40th Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
1 1032816	PDO 04/27/17 Thursday Dry Clear Unknown 12:00 AM Straight (on Level) Non-junction	Rear End	① 45M DILWORTH MN Passenger Car NB Going Straight	② 65M FARGO ND Pickup - Van - Utility NB Going Straight			↑ ↑
2 1048045	PDO 01/14/18 Sunday Snow Snow ❄ Dark(L) 6:25 PM Straight (on Level) Intersection	Angle	① 17F FARGO ND Pickup - Van - Utility SB Slowing/Stopping (Signal) To Fast for Conditions	② 17F FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Weather			↓ →
3 1054622	PDO 04/30/18 Monday Dry Cloudy Daylight 7:52 AM Straight (on Level) Non-junction	Rear End	① 16F FARGO ND Passenger Car EB Going Straight (Signal)	② 66F FARGO ND Pickup - Van - Utility EB Going Straight (Signal)			→→
4 1065920	PDO 11/17/18 Saturday Dry Clear Dark(L) 11:20 PM Straight (on Level) Non-junction	Rear End	① 17M FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Following too Close	② 57M FARGO ND Pickup - Van - Utility EB Stopped (Signal)			→→
5 1094017	▶ Non-incapacitating injury 04/30/20 Thursday Dry Clear Daylight 7:00 AM Straight (on Level) Intersection	Rear End	① 26M WEST FARGO ND Passenger Car NB Going Straight (Signal) Following too Close	② 81M MOORHEAD MN Pickup - Van - Utility NB Turning Left (Signal)			↑ ↑
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Total Crashes: 4 (Sorted by Date)
City: Fargo
Location: 25th St & Rose Creek Dr
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1045500	PDO 12/13/17 Wednesday Ice / Snow Clear Dark(L) 7:45 PM Straight (on Level) Intersection	❄ Single Veh. (Other Fixed Object)	① 38M FARGO ND Pickup - Van - Utility SB Going Straight (Signal) Over Correct/Steering* Other Fixed Object			↓ X
2 1053358	PDO 04/04/18 Wednesday Dry Clear Daylight 7:49 AM Straight (on Level) Non-junction	Rear End	① 16F FARGO ND Passenger Car SB Going Straight Following too Close ② 59M FARGO ND Pickup - Van - Utility SB Stopped			↓ ↓
3 1060928	PDO 08/27/18 Monday Dry Cloudy Daylight 2:37 PM Straight (on Level) Intersection	Sideswipe (Same Dir.)	① 24M FARGO ND Pickup - Van - Utility SB Changing Lanes (Signal) Improper Turn ② 21M FARGO ND Passenger Car SB Going Straight (Signal)			↓↓
4 1091063	▷ Possible Injury 01/30/20 Thursday Ice / Snow Cloudy Daylight 8:48 AM Straight (on Level) Intersection	❄ Angle	① 68F FARGO ND Passenger Car NB Going Straight (Signal) Ran Red Light ② 35F FARGO ND Passenger Car WB Going Straight (Signal)			← ↑
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Total Crashes: 1 (Sorted by Date)
 City: Fargo
 Location: 25th St b/w Carrie Rose and Rose Creek Park
 Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
- ▶ Fatal
 - ▶ Incapacitating Injury
 - ▶ Non-Incapacitating Injury
 - ▷ Possible Injury
 - ◆ Wet surface
 - ⊗ Snow, Ice, Slush, Frost
 - ▲ Crash related to work zone
 - ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1025782	PDO 01/06/17 Friday Ice / Snow Clear Dark(L) 7:19 AM Straight (on Level) Non-junction	⊗ Single Veh. (Curb)	① 17F FARGO ND Passenger Car SB Changing Lanes To Fast for Conditions Curb			↓ X
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Total Crashes: 1 (Sorted by Date)
 City: Fargo
 Location: 25th St & Rose Creek Park
 Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
1	1114885 ▶ Non-incapacitating injury 11/15/21 Monday Wet Clear Dark(L) 5:58 PM Straight (on Level) Intersection	◆ Rear End	① 52M FARGO ND Pickup - Van - Utility NB Going Straight Careless/Reckless Driving	② 66F FARGO ND Pickup - Van - Utility NB Going Straight			↑ ↑
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Total Crashes: 1 (Sorted by Date)
City: Fargo
Location: 25th St b/w Meadow Crk and Rose Creek Blvd
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
- ▶ Fatal
 - ▶ Incapacitating Injury
 - ▶ Non-Incapacitating Injury
 - ▷ Possible Injury
 - ◆ Wet surface
 - ❄ Snow, Ice, Slush, Frost
 - ▲ Crash related to work zone
 - ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram	
1 1043422	PDO 11/09/17 Thursday Dry Clear Daylight 4:10 PM Straight (on Level) Non-junction	Sideswipe (Same Dir.)	① 34F FARGO ND Pickup - Van - Utility NB Changing Lanes Improper Turn	② 16F FARGO ND Passenger Car NB Going Straight			↑↑
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Total Crashes: 4 (Sorted by Date)
City: Fargo
Location: 25th St & Rose Creek Blvd
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

LEGEND
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1031675	▶ Non-incapacitating injury 04/02/17 Sunday Dry Clear Dark(L) 5:05 AM Straight (on Level) Non-junction	Single Veh. (Utility Post)	① 18M FARGO ND Passenger Car SB Going Straight Utility Post			↓ X
2 1037067	PDO 07/20/17 Thursday Dry Clear Daylight 9:57 AM Straight (on Level) Non-junction	Rear End	① 38F FARGO ND Pickup - Van - Utility SB Going Straight Following too Close	② 14F FARGO ND Pickup - Van - Utility SB Going Straight Following too Close		↓ ↓
3 1065663	PDO 11/16/18 Friday Ice / Snow Cloudy Daylight 7:54 AM Straight (on Level) Intersection	❄ Sideswipe (Same Dir.)	① 17M FARGO ND Passenger Car SB Changing Lanes Other	② 67M FARGO ND Pickup - Van - Utility SB Going Straight		↓↓
4 1073653	▷ Possible Injury 02/26/19 Tuesday Snow Clear Dark(L) 6:35 PM Straight (on Level) Intersection	❄ Rear End	① 28M MOORHEAD MN Pickup - Van - Utility SB Going Straight	② 56M FARGO ND Pickup - Van - Utility SB Turning Left		↓ ↓
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Total Crashes: 1 (Sorted by Date)
City: Fargo
Location: 25th St b/w Rose Creek Blvd and 52nd Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
- ▶ Fatal
 - ▶ Incapacitating Injury
 - ▶ Non-Incapacitating Injury
 - ▷ Possible Injury
 - ◆ Wet surface
 - ⊗ Snow, Ice, Slush, Frost
 - ▲ Crash related to work zone
 - ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
- 2. Most Harmful Event**
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1053033	PDO 03/31/18 Saturday Snow Snow Dark(L) 3:00 AM Straight (on Level) Non-junction	⊗ Single Veh. (Tree)	① 25M FARGO ND Passenger Car SB Going Straight Weather* Tree			↓ X
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Total Crashes: 50 (Sorted by Date)
City: Fargo
Location: 52nd Ave S & 25th St
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	③	Shortened Narrative	Name of Intersection	Diagram
1 1025344 81 921.07	PDO 01/02/17 Monday Wet Snow Dark(L) 5:53 PM Straight (on Level) Intersection	Left Turn	① 21M BEULAH ND Passenger Car NB Turning Left (Signal) Weather	② 17F FARGO ND Passenger Car SB Going Straight (Signal) Weather				↓ ↑
2 1026265 81 921.1	▷ Possible Injury 01/09/17 Monday Snow Cloudy Daylight 1:25 PM Straight (on Level) Intersection	Left Turn	① 61F FARGO ND Passenger Car EB Going Straight (Signal)	② 28F FARGO ND Passenger Car WB Turning Left (Signal)	③ 63F WOLVERTON MN Pickup - Van - Utility NB Stopped (Signal)			→←
3 1028869 81 921.1	PDO 02/09/17 Thursday Dry Clear Daylight 9:51 AM Straight (on Level) Intersection	Other	① 34F MOORHEAD MN Passenger Car WB Turning Left (Signal)	② 15F FARGO ND Pickup - Van - Utility EB Turning Right (Signal) Failed to Yield		D1 made a WB to SB left turn on green arrow and hit V2 (making EB to SB right turn on red and turned into furthest available lane rather than nearest available lane).		→←
4 1029244 81 921.09	PDO 02/15/17 Wednesday Dry Clear Daylight 9:08 AM Straight (on Level) Non-junction	Rear End	① 46M FARGO ND Pickup - Van - Utility WB Going Straight (Signal) Other	② 30M MOORHEAD MN Passenger Car WB Stopped (Signal)				←←
5 1029697 81 921.1	PDO 02/23/17 Thursday Ice / Snow Clear Dawn 7:05 AM Straight (on Level) Intersection	Left Turn	① 21M FARGO ND Pickup - Van - Utility WB Turning Left (Signal) Weather	② 56F WEST FARGO ND Passenger Car EB Going Straight (Signal) Weather				→←
6 1033730 81 921.1	▷ Possible Injury 05/15/17 Monday Dry Cloudy Daylight 11:40 AM Straight (on Level) Non-junction	Rear End	① 60M FARGO ND Passenger Car WB Going Straight (Signal) Careless/Reckless Driving*	② 38M HAWLEY MN Pickup - Van - Utility WB Stopped (Signal)				←←
7 1034153 81 921.1	▷ Possible Injury 05/24/17 Wednesday Dry Cloudy Daylight 1:55 PM Straight (on Level) Intersection	Angle	① 18F FARGO ND Passenger Car NB Turning Left (Beacon)	② 50F HORACE ND Pickup - Van - Utility EB Going Straight (Signal) Ran Red Light				→ ↑
8 1034556 81 921.1	PDO 06/01/17 Thursday Dry Clear Daylight 1:55 PM Straight (on Level) Intersection	Sideswipe (Same Dir.)	① 76M MOTT ND Pickup - Van - Utility NB Turning Left (Signal)	② 22F BEULAH ND Pickup - Van - Utility NB Turning Left (Signal)				↑↑
9 1035049 81 921.1	PDO 06/11/17 Sunday Dry Clear Dark(L) 2:35 AM Straight (on Level) Intersection	Left Turn	① 19F HORACE ND Passenger Car EB Turning Left (Signal) Failed to Yield*	② 29M MILNOR ND Passenger Car WB Going Straight (Signal)				→←
10 1036577 81 921.1	PDO 07/11/17 Tuesday Dry Clear Daylight 2:15 PM Straight (on Level) Non-junction	Rear End	① 18F FARGO ND Passenger Car NB Going Straight (Signal) Following too Close	② 36F WEST FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Following too Close				↑ ↑



Total Crashes: 50 (Sorted by Date)
City: Fargo
Location: 52nd Ave S & 25th St
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▶ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
11 1045879 81 921.09	Possible Injury 12/11/17 Monday Dry Clear Daylight 2:45 PM Straight (on Level) Intersection	Rear End	① 63M WEST FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Following too Close	② 62F FARGO ND Pickup - Van - Utility EB Stopped (Signal)			→→
12 1045960 81 921.06	PDO 12/20/17 Wednesday Snow Cloudy ❄ Dark(L) 6:20 PM Straight (on Level) Intersection	Left Turn	① 18M FARGO ND Passenger Car SB Going Straight (Signal)	② 16F FARGO ND Pickup - Van - Utility NB Turning Left (Signal) Failed to Yield			↓ ↑
13 1048231 81 921.06	PDO 01/14/18 Sunday Snow Clear ❄ Daylight 3:50 PM Straight (on Level) Intersection	Single Veh. (Traffic Signal Pole)	① 37F MOORHEAD MN Pickup - Van - Utility WB Going Straight (Signal) Traffic Signal Pole	② 38M FARGO ND Pickup - Van - Utility SB Going Straight (Signal) Careless/Reckless Driving			X←
14 1048187 81 921.09	PDO 01/15/18 Monday Snow Cloudy ❄ Daylight 3:15 PM Straight (on Level) Intersection	Angle	① 18F FARGO ND Passenger Car SB Going Straight (Signal) Weather	② 35M FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Weather			↓ →
15 1049415 81 921.1	PDO 02/05/18 Monday Dry Clear Daylight 3:38 PM Straight (on Level) Intersection	Left Turn	① 38F FARGO ND Pickup - Van - Utility WB Going Straight (Signal)	② 58M FARGO ND Pickup - Van - Utility EB Turning Left Improper Turn			→←
16 1054671 81 921.1	PDO 05/01/18 Tuesday Dry Cloudy Daylight 8:45 AM Straight (on Level) Intersection	Angle	① 17F FARGO ND Passenger Car SB Going Straight (Signal)	② 18F FARGO ND Passenger Car EB Turning Right (Signal)			↓ →
17 1059036 81 921.1	PDO 07/20/18 Friday Dry Clear Daylight 4:15 PM Straight (on Level) Intersection	Sideswipe (Same Dir.)	① 29F FARGO ND Passenger Car NB Turning Left (Signal)	② U Hit and Run NB Turning Left (Signal)			↑↑
18 1059943 81 921.07	PDO 08/12/18 Sunday Dry Clear Daylight 4:45 PM Straight (on Level) Intersection	Sideswipe (Same Dir.)	① 55F WEST FARGO ND Pickup - Van - Utility WB Turning Left (Signal) Improper Turn	② 32M PERHAM MN Pickup - Van - Utility WB Turning Left (Signal)			← ←
19 1062911 81 921.07	Possible Injury 10/05/18 Friday Wet Cloudy ◆ Daylight 8:38 AM Straight (on Level) Intersection	Angle	① 32F FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Ran Red Light	② 74F FARGO ND Pickup - Van - Utility WB Going Straight (Signal)			← ↑
20 1062934 81 921.06	PDO 10/05/18 Friday Wet Rain ◆ Daylight 5:50 PM Straight (on Level) Intersection	Left Turn	① 38M FARGO ND Passenger Car SB Going Straight (Signal)	② 17F FARGO ND Pickup - Van - Utility NB Turning Left (Signal) Failed to Yield			↓ ↑



Total Crashes: 50 (Sorted by Date)
City: Fargo
Location: 52nd Ave S & 25th St
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
21 1068855 81 921.1	▶ Non-incapacitating injury 01/02/19 Wednesday Ice / Snow Cloudy Daylight 10:18 AM Straight (on Level) Intersection	❄ Left Turn	① 21F FARGO ND Pickup - Van - Utility NB Turning Left (Signal) Weather	② 72M FARGO ND School Bus SB Going Straight (Signal)			↓ ↑
22 1071474 81 921.09	PDO 02/05/19 Tuesday Ice / Snow Cloudy Daylight 11:09 AM Straight (on Level) Intersection	❄ Rear End	① 39F FARGO ND Passenger Car EB Going Straight (Signal) To Fast for Conditions	② 73F FARGO ND Pickup - Van - Utility EB Stopped (Signal)			→→
23 1071255 81 921.07	PDO 02/05/19 Tuesday Snow Clear Daylight 4:00 PM Straight (on Level) Intersection	❄ Left Turn	① 16F FARGO ND Pickup - Van - Utility NB Turning Left (Signal)	② 16F FARGO ND Passenger Car SB Going Straight (Signal) Failed to Yield			↓ ↑
24 1071283 81 921.1	PDO 02/05/19 Tuesday Snow Clear Daylight 7:28 PM Straight (on Level) Intersection	❄ Rear End	① U Hit and Run WB Going Straight (Signal)	② 28M FARGO ND Passenger Car WB Turning Left (Signal)			←←
25 1072125 81 921.1	PDO 02/12/19 Tuesday Snow Cloudy Daylight 11:45 AM Straight (on Level) Intersection	❄ Rear End	① 40F FARGO ND Pickup - Van - Utility EB Going Straight (Signal)	② 37F FARGO ND Pickup - Van - Utility EB Going Straight (Signal)			→→
26 1072928 81 921.1	PDO 02/12/19 Tuesday Ice / Snow Cloudy Daylight 3:05 PM Straight (on Level) Intersection	❄ Left Turn	① 17M FARGO ND Passenger Car NB Going Straight (Signal) Weather	② 71F FARGO ND Passenger Car SB Turning Left (Signal) Failed to Yield			↓ ↑
27 1075918 81 921.1	PDO 03/27/19 Wednesday Dry Clear Daylight 6:55 AM Straight (on Level) Intersection	Left Turn	① 46F FARGO ND Pickup - Van - Utility SB Going Straight (Signal)	② 30M FARGO ND Passenger Car NB Turning Left (Signal) Failed to Yield			↓ ↑
28 1078460 81 921.07	PDO 05/24/19 Friday Wet Cloudy Daylight 1:10 PM Straight (on Level) Intersection	◆ Left Turn	① 38M MOORHEAD MN Passenger Car WB Going Straight (Signal)	② 28M FARGO ND Pickup - Van - Utility EB Turning Left (Signal) Failed to Yield			→←
29 1083752	PDO 09/15/19 Sunday Dry Clear Daylight 7:34 PM Straight (on Level) Non-junction	Rear End	① 51M FARGO ND Passenger Car WB Going Straight (Signal) Following too Close*	② 24M FARGO ND Passenger Car WB Stopped (Signal)			←←
30 1085136	PDO 10/12/19 Saturday Wet Clear Dark(L) 11:06 PM Straight (on Level) Non-junction	◆ Rear End	① 15F FARGO ND Pickup - Van - Utility NB Going Straight Following too Close	② 32F MOORHEAD MN Pickup - Van - Utility NB Going Straight			↑ ↑



Total Crashes: 50 (Sorted by Date)
City: Fargo
Location: 52nd Ave S & 25th St
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

LEGEND
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
31 1086702	PDO 11/14/19 Thursday Dry Clear Dark(L) 6:05 PM Straight (on Level) Non-junction	Rear End	① 17M FARGO ND Pickup - Van - Utility SB Going Straight (Signal) Following too Close	② 37F FARGO ND Passenger Car SB Going Straight (Signal)			↓ ↓
32 1088432 81 921.08	PDO 12/14/19 Saturday Ice / Snow Clear ❄ Dark(L) 11:35 PM Straight (on Level) Intersection	Rear End	① 33M FARGO ND Pickup - Van - Utility WB Going Straight (Signal) Following too Close	② 20F KINDRED ND Passenger Car WB Stopped (Signal)			←←
33 1088857	PDO 12/23/19 Monday Dry Cloudy Daylight 2:20 PM Straight (on Level) Non-junction	Rear End	① 16F FARGO ND Passenger Car NB Going Straight (Signal)	② 28M MOORHEAD MN Pickup - Van - Utility NB Going Straight (Signal)			↑ ↑
34 1089580 81 921.07	▶ Non-incapacitating injury 01/07/20 Tuesday Dry Clear Daylight 11:53 AM Straight (on Level) Intersection	Left Turn	① 67F FARGO ND Passenger Car SB Going Straight (Signal)	② 18F FARGO ND Passenger Car NB Turning Left (Signal)			↓ ↑
35 1089618 81 921.07	▷ Possible Injury 01/08/20 Wednesday Dry Clear Dark(L) 5:54 PM Straight (on Level) Intersection	Left Turn	① 31M WEST FARGO ND Pickup - Van - Utility SB Going Straight (Beacon)	② 23F FARGO ND Pickup - Van - Utility NB Turning Left (Beacon) Failed to Yield			↓ ↑
36 1090803 81 921.07	PDO 01/16/20 Thursday Ice / Snow Clear ❄ Daylight 10:41 AM Straight (on Level) Intersection	Angle	① 59M FARGO ND Passenger Car WB Going Straight (Signal) Too Fast for Conditions	② 43F FARGO ND Pickup - Van - Utility NB Going Straight (Signal)			← ↑
37 1090536	PDO 01/22/20 Wednesday Wet Clear ◆ Daylight 8:50 AM Straight (on Level) Non-junction	Sideswipe (Same Dir.)	① U Hit and Run SB Going Straight	② 16F FARGO ND Pickup - Van - Utility SB Other Action on Roadway			↓↓
38 1091023	▶ Non-incapacitating injury 01/29/20 Wednesday Ice / Snow Clear ❄ Dark(L) 8:32 PM Straight (on Level) Intersection	Left Turn	① 14M FARGO ND Passenger Car SB Turning Left (Signal) Failed to Yield	② 16M FARGO ND Passenger Car NB Going Straight (Signal) No Insurance			↓ ↑
39 1099809 81 921.1	PDO 10/13/20 Tuesday Dry Clear Daylight 3:15 PM Straight (on Level) Intersection	Rear End	① U Hit and Run NB Going Straight (Signal)	② 17F FARGO ND Passenger Car NB Going Straight (Signal)			↑ ↑
40 1100208 81 921.1	▷ Possible Injury 10/20/20 Tuesday Snow Cloudy ❄ Dark(L) 7:30 PM Straight (on Level) Intersection	Angle	① 44M MOORHEAD MN Pickup - Van - Utility NB Turning Left (Signal)	② 47F FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Ran Red Light			→ ↑



Total Crashes: 50 (Sorted by Date)
City: Fargo
Location: 52nd Ave S & 25th St
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

LEGEND
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	③	Shortened Narrative	Name of Intersection	Diagram
41 1103565	PDO 01/22/21 Friday Dry Clear Daylight 8:30 AM Straight (on Level) Intersection	Angle	① 16M FARGO ND Pickup - Van - Utility EB Turning Right (Signal) Failed to Yield	② 36F FARGO ND Pickup - Van - Utility SB Going Straight (Signal)				↓ →
42 1105412 81 921.1	▷ Possible Injury 03/12/21 Friday Dry Clear Daylight 5:57 PM Straight (on Level) Intersection	Rear End	① 50M FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Following too Close*	② 26F FARGO ND Passenger Car EB Going Straight (Signal)				→→
43 1106658 81 921.1	PDO 04/17/21 Saturday Dry Clear Daylight 3:40 PM Straight (on Level) Intersection	Angle	① 65F FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Ran Red Light	② 30M FARGO ND Passenger Car EB Going Straight (Signal)	③ 41F FARGO ND Pickup - Van - Utility EB Going Straight (Signal)			→ ↑
44 1108053 81 921.07	PDO 05/27/21 Thursday Dry Clear Daylight 8:50 AM Straight (on Level) Intersection	Sideswipe (Same Dir.)	① 58M MOORHEAD MN Single Unit Truck NB Turning Left (Signal) Fail Keep in Proper Lane	② 40F FARGO ND Pickup - Van - Utility NB Turning Left (Signal)				↑↑
45 1108386 81 921.02	▶ Non-incapacitating injury 06/05/21 Saturday Dry Clear Daylight 12:30 PM Straight (on Level) Non-junction	Rear End	① 17F MOORHEAD MN Pickup - Van - Utility EB Going Straight Following too Close	② 56M FARGO ND Pickup - Van - Utility EB Going Straight				→→
46 1108707	▷ Possible Injury 06/12/21 Saturday Dry Clear Dark(L) 10:25 PM Straight (on Level) Non-junction	Left Turn	① 64F FARGO ND Pickup - Van - Utility SB Going Straight (Signal)	② 30M FARGO ND Pickup - Van - Utility NB Turning Left (Signal) Failed to Yield				↓ ↑
47 1109662	PDO 07/01/21 Thursday Dry Clear Dark(L) 10:13 PM Straight (on Level) Intersection	Other	① 51F MCVILLE ND Passenger Car EB Turning Right (Signal) Improper Turn	② 21F FARGO ND Passenger Car WB Turning Left (Signal)		D1 made an EB to SB right turn, turned into the furthest available lane (rather than nearest available lane), and hit V2 (making WB to SB left turn).		→←
48 1109902	▶ Non-incapacitating injury 07/13/21 Tuesday Dry Clear Daylight 5:30 PM Straight (on Level) Intersection	Left Turn	① 36M FARGO ND Pickup - Van - Utility NB Going Straight (Signal)	② 76F MOORHEAD MN Pickup - Van - Utility SB Turning Left (Signal) Failed to Yield				↓ ↑
49 1112041 81 921.06	PDO 09/07/21 Tuesday Dry Clear Daylight 4:55 PM Straight (on Level) Intersection	Sideswipe (Same Dir.)	① 54M WILLISTON ND 3+ Axle WB Turning Left (Signal) Fail Keep in Proper Lane	② 29F FARGO ND Pickup - Van - Utility WB Turning Left (Signal)				← ←
50 1117073 81 921.07	PDO 12/30/21 Thursday Snow Clear ❄ Dark(L) 7:20 AM Straight (on Level) Intersection	Left Turn	① 26F FARGO ND Passenger Car SB Going Straight (Signal)	② 27M FARGO ND Passenger Car NB Turning Left (Signal)				↓ ↑



Total Crashes: 23 (Sorted by Date)
City: Fargo
Location: 52nd Ave S & 27th St
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	③	Shortened Narrative	Name of Intersection	Diagram
1 1032221 81 920.91	PDO 03/31/17 Friday Dry Clear Daylight 7:12 PM Straight (on Level) Intersection	Single Veh. (MV in Transport)	① 40M FARGO NDY Motorcycle WB Going Straight	② 44F FARGO ND Pickup - Van - Utility SB Going Straight (Stop) Other				X←
2 1041688 81 920.91	PDO 10/14/17 Saturday Wet Cloudy Dawn 7:20 AM Straight (on Level) Intersection	Angle	① 18F FARGO ND Pickup - Van - Utility EB Going Straight	② 35M FARGO ND Pickup - Van - Utility NB Stopped (Stop)				→ ↑
3 1044354 81 920.88	PDO 11/28/17 Tuesday Dry Clear Daylight 7:35 AM Straight (on Level) Non-junction	Rear End	① 17M FARGO ND Passenger Car EB Going Straight Following too Close	② 35F WEST FARGO ND Passenger Car EB Going Straight	③ 44M FARGO ND Passenger Car EB Going Straight			→→
4 1047261 81 920.9	PDO 01/04/18 Thursday Snow Cloudy Daylight 7:50 AM Straight (on Level) Intersection	Rear End	① 17M FARGO ND Passenger Car EB Going Straight (Signal) To Fast for Conditions	② 15M FARGO ND Passenger Car EB Going Straight (Signal)				→→
5 1048427	PDO 01/18/18 Thursday Wet Clear Dark(L) 7:05 PM Straight (on Level) Intersection	Rear End	① 31F FARGO ND Pickup - Van - Utility NB Turning Left Following too Close	② 67M WAHPETON ND Pickup - Van - Utility NB Turning Left				↑ ↑
6 1055078 81 920.87	▶ Non-incapacitating injury 05/09/18 Wednesday Dry Cloudy Daylight 3:10 PM Straight (on Level) Non-junction	Rear End	① 17M FARGO ND Passenger Car WB Going Straight Following too Close	② 15F WEST FARGO ND Passenger Car WB Going Straight	③ 16F FARGO ND Pickup - Van - Utility WB Going Straight			←←
7 1056942 81 920.91	PDO 06/15/18 Friday Dry Clear Daylight 7:30 AM Straight (on Level) Intersection	Angle	① 26M FARGO ND Pickup - Van - Utility EB Going Straight	② 35M GRAND FORKS ND Pickup - Van - Utility NB Turning Left (Stop) Failed to Yield				→ ↑
8 1064317 81 920.91	▷ Possible Injury 10/27/18 Saturday Wet Cloudy Daylight 2:24 PM Straight (on Level) Intersection	Angle	① 17F FARGO ND Passenger Car EB Going Straight	② 39F WEST FARGO ND Passenger Car NB Merging/Diverging (Stop) Failed to Yield				→ ↑
9 1064770 81 920.91	PDO 11/05/18 Monday Dry Cloudy Daylight 7:45 AM Straight (on Level) Non-junction	Rear End	① 25F FARGO ND Pickup - Van - Utility EB Going Straight Following too Close	② 16M FARGO ND Pickup - Van - Utility EB Going Straight	③ 42M MOORHEAD MN Pickup - Van - Utility EB Going Straight Following too Close			→→
10 1067021 81 920.91	▷ Possible Injury 12/04/18 Tuesday Dry Cloudy Daylight 7:50 AM Straight (on Level) Intersection	Angle	① 30M FARGO ND Pickup - Van - Utility EB Going Straight	② 50M FARGO ND Pickup - Van - Utility NB Turning Left (Stop) Failed to Yield				→ ↑



Total Crashes: 23 (Sorted by Date)
City: Fargo
Location: 52nd Ave S & 27th St
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

LEGEND
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	③	Shortened Narrative	Name of Intersection	Diagram
11 1068746 81 920.91	▷ Possible Injury 01/01/19 Tuesday Ice / Snow Clear Dusk 4:45 PM Straight (on Level) Intersection	❄ Other	① 42F FARGO ND Pickup - Van - Utility EB Turning Right To Fast for Conditions	② 59F FARGO ND Pickup - Van - Utility NB Stopped (Stop) Weather		D1 intended to make an EB to SB right turn, lost control on icy road while turning, and slid into V2 (stopped facing NB at stop sign).		→ ↑
12 1069489	PDO 01/12/19 Saturday Ice / Snow Cloudy Daylight 10:20 AM Straight (on Level) Intersection	❄ Other	① 37M FARGO ND Passenger Car EB Turning Right To Fast for Conditions	② 26F FARGO ND Pickup - Van - Utility NB Stopped (Stop)		D1 intended to make an EB to SB right turn, lost control on icy road while turning, and slid into V2 (stopped facing NB at stop sign).		→ ↑
13 1069456	PDO 01/12/19 Saturday Ice / Snow Cloudy Daylight 10:45 AM Straight (on Level) Intersection	❄ Other	① U Hit and Run EB Turning Right Weather	② 48F FARGO ND Passenger Car NB Stopped (Stop) Weather		D1 intended to make an EB to SB right turn, lost control on icy road while turning, and slid into V2 (stopped facing NB at stop sign).		→ ↑
14 1070792	PDO 01/31/19 Thursday Ice / Snow Cloudy Daylight 1:55 PM Straight (on Level) Intersection	❄ Angle	① 28F FARGO ND Passenger Car NB Turning Left (Stop) Failed to Yield	② 77M FARGO ND Passenger Car EB Going Straight				→ ↑
15 1071577	PDO 02/05/19 Tuesday Ice / Snow Cloudy Daylight 10:29 AM Straight (on Level) Intersection	❄ Other	① 17F WEST FARGO ND Pickup - Van - Utility EB Turning Right To Fast for Conditions	② 18F FARGO ND Passenger Car NB Stopped (Stop)		D1 intended to make an EB to SB right turn, lost control on icy road while turning, and slid into V2 (stopped facing NB at stop sign).		→ ↑
16 1072914 81 920.92	▷ Possible Injury 02/12/19 Tuesday Ice / Snow Cloudy Daylight 7:42 AM Straight (on Level) Non-junction	❄ Sideswipe (Same Dir.)	① 16F FARGO ND Pickup - Van - Utility EB Going Straight To Fast for Conditions	② 40F FARGO ND Passenger Car EB Going Straight	③ 48F WEST FARGO ND Passenger Car EB Going Straight			→ →
17 1077779 81 920.91	PDO 05/09/19 Thursday Dry Clear Daylight 7:45 AM Straight (on Level) Intersection	Angle	① 74F FARGO ND Pickup - Van - Utility NB Turning Left (Stop) Failed to Yield	② 62M FARGO ND Pickup - Van - Utility EB Going Straight				→ ↑
18 1095315 81 920.91	▶ Non-incapacitating injury 06/05/20 Friday Dry Clear Daylight 10:40 AM Straight (on Level) Non-junction	Angle	① 27M FARGO ND Passenger Car EB Going Straight	② 72M FARGO ND Pickup - Van - Utility NB Turning Left (Stop) Failed to Yield				→ ↑
19 1099018	PDO 09/24/20 Thursday Dry Clear Daylight 1:10 PM Straight (on Level) Intersection	Angle	① 18F FARGO ND Passenger Car NB Turning Left (Stop) Failed to Yield	② 47M MOORHEAD MN Pickup - Van - Utility EB Going Straight				→ ↑
20 1100525 81 920.88	PDO 10/28/20 Wednesday Dry Clear Daylight 5:38 PM Straight (on Level) Non-junction	Angle	① 19F WIMBLEDON ND Passenger Car NB Turning Left (Stop) Ran Red Light	② 24M WEST FARGO ND Pickup - Van - Utility WB Going Straight				← ↑



Total Crashes: 23 (Sorted by Date)
City: Fargo
Location: 52nd Ave S & 27th St
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
21 1107603 81 920.91	PDO 05/14/21 Friday Dry Clear Daylight 5:31 PM Straight (on Level) Intersection	Angle	① 27F MOORHEAD MN Pickup - Van - Utility EB Going Straight	② 15F FARGO ND Passenger Car NB Turning Left Failed to Yield			→ ↑
22 1111474 81 920.92	PDO 08/24/21 Tuesday Dry Cloudy Daylight 7:15 AM Straight (on Level) Intersection	Rear End	① 21F FARGO ND Pickup - Van - Utility NB Turning Left (Stop) Improper Turn	② 37F FARGO ND Pickup - Van - Utility NB Turning Left (Stop)			↑ ↑
23 1115983 81 920.91	PDO 12/10/21 Friday Wet Cloudy Dawn 7:20 AM Straight (on Level) Intersection	◆ Left Turn	① 30F FARGO ND Pickup - Van - Utility WB Going Straight (Signal)	② 39M BUFFALO NY Passenger Car EB Turning Left (Signal) Failed to Yield			→←←
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25							
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29							
30							



Total Crashes: 1 (Sorted by Date)
 City: Fargo
 Location: 25th St b/w 52nd Ave S and 53rd Ave S
 Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
- ▶ Fatal
 - ▶ Incapacitating Injury
 - ▶ Non-Incapacitating Injury
 - ▷ Possible Injury
 - ◆ Wet surface
 - ⊗ Snow, Ice, Slush, Frost
 - ▲ Crash related to work zone
 - ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1102339	PDO 12/21/20 Monday Ice / Snow Clear Daylight 11:50 AM Straight (on Level) Non-junction	⊗ Sideswipe (Same Dir.)	① 20M MOORHEAD MN Pickup - Van - Utility SB Turning Right Improper Turn	② 18F FARGO ND Pickup - Van - Utility SB Going Straight		↓ ↓
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Total Crashes: 1 (Sorted by Date)
 City: Fargo
 Location: 25th St & 53rd Ave S
 Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
- ▶ Fatal
 - ▶ Incapacitating Injury
 - ▶ Non-Incapacitating Injury
 - ▷ Possible Injury
 - ◆ Wet surface
 - ⊗ Snow, Ice, Slush, Frost
 - ▲ Crash related to work zone
 - ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1077152	PDO 04/26/19 Friday Dry Clear Daylight 12:30 PM Straight (on Level) Intersection	Angle	① 30F FARGO ND Pickup - Van - Utility EB Turning Left (Stop) Improper Turn ② 16F FARGO ND Passenger Car SB Going Straight			↓ →
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Total Crashes: 1 (Sorted by Date)
 City: Fargo
 Location: 25th St b/w Eaglebrook Apt and 58th Ave S
 Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
- ▶ Fatal
 - ▶ Incapacitating Injury
 - ▶ Non-Incapacitating Injury
 - ▷ Possible Injury
 - ◆ Wet surface
 - ⊗ Snow, Ice, Slush, Frost
 - ▲ Crash related to work zone
 - ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	③	Shortened Narrative	Name of Intersection	Diagram
1 1053118	PDO 03/26/18 Monday Snow Cloudy Daylight 7:50 AM Straight (on Level) Non-junction	Rear End	① 22F FARGO ND Passenger Car NB Going Straight To Fast for Conditions	② 21M FARGO ND Passenger Car NB Stopped	③ 32F GLENDALE AZ Passenger Car NB Stopped			↑ ↑
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9								
10								



Total Crashes: 13 (Sorted by Date)
City: Fargo
Location: 25th St & 58th Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▶ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1029552	PDO 02/18/17 Saturday Dry Clear Dark(L) 9:25 PM Curve (on Level) Interchange	Single Veh. (Curb)	① 31F FARGO ND Passenger Car NB Going Straight Other Curb			X ↑
2 1034254	PDO 05/26/17 Friday Dry Clear Daylight 3:55 PM Straight (on Level) Non-junction	Rear End	① 16F FARGO ND Pickup - Van - Utility NB Going Straight Careless/Reckless Driving	② 18M FARGO ND Passenger Car NB Going Straight No Insurance		↑ ↑
3 1046163	PDO 12/22/17 Friday Ice / Snow Clear ❄ Daylight 11:30 AM Curve (on Level) Intersection	Single Veh. (Post)	① 41F FARGO ND Pickup - Van - Utility EB Turning Right (Yield) Other Post			→X
4 1047974	PDO 01/14/18 Sunday Snow Clear ❄ Dark(L) 2:08 AM Curve (on Level) Interchange	Single Veh. (Curb)	① 27M FARGO ND Passenger Car SB Negotiating Curve (Yield) Careless/Reckless Driving* Curb			↓ X
5 1052370	PDO 03/16/18 Friday Wet Clear ◆ Daylight 3:50 PM Curve (on Level) Non-junction	Rear End	① 18M FARGO ND Passenger Car NB Negotiating Curve Following too Close	② 16F FARGO ND Pickup - Van - Utility NB Negotiating Curve		↑ ↑
6 1062217	PDO 09/18/18 Tuesday Dry Clear Daylight 4:00 PM Straight (on Level) Non-junction	Rear End	① 15M FARGO ND Pickup - Van - Utility NB Going Straight Defective Equipment	② 15M FARGO ND Pickup - Van - Utility NB Going Straight		↑ ↑
7 1062598	PDO 09/29/18 Saturday Wet Cloudy ◆ Dawn 6:30 AM Curve (on Level) Intersection	Single Veh. (Curb)	① 47F FARGO ND Pickup - Van - Utility EB Going Straight To Fast for Conditions Curb			→X
8 1082673	▶ Non-incapacitating injury 08/22/19 Thursday Dry Clear Daylight 8:10 AM Curve (on Level) Intersection	Rear End	① 43F FARGO ND Passenger Car NB Negotiating Curve Careless/Reckless Driving	② 59M FARGO ND Pickup - Van - Utility NB Negotiating Curve		↑ ↑
9 1085271	PDO 10/14/19 Monday Dry Clear Daylight 4:00 PM Curve (on Level) Intersection	Rear End	① 18M FARGO ND Pickup - Van - Utility NB Going Straight Following too Close	② 18M FARGO ND Passenger Car NB Stopped		↑ ↑
10 1092113	PDO 02/22/20 Saturday Dry Clear Dark(L) 9:28 PM Curve (on Level) Intersection	Single Veh. (Utility Post)	① U Hit and Run SB Other Action on Roadway Utility Post			↓ X



Total Crashes: 13 (Sorted by Date)
City: Fargo
Location: 25th St & 58th Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
11 1101546	PDO 11/30/20 Monday Dry Clear Dark(L) 3:50 AM Curve (on Level) Intersection	Single Veh. (Other Fixed Object)	① 22M HAWLEY MN Passenger Car NB Going Straight (Yield) Vision Obstructed Other Fixed Object			X ↑
12 1111651	PDO 08/27/21 Friday Dry Clear Daylight 6:45 PM Straight (on Level) Non-junction	Rear End	① 16F FARGO ND Pickup - Van - Utility SB Going Straight ② 51F FARGO ND Pickup - Van - Utility SB Going Straight			↓ ↓
13 1115454	PDO 12/01/21 Wednesday Dry Clear Daylight 3:10 PM Curve (on Level) Intersection	Sideswipe (Same Dir.)	① 15M FARGO ND Pickup - Van - Utility SB Going Straight (Yield) Following too Close ② 21F FARGO ND Pickup - Van - Utility SB Stopped (Yield)			↓↓
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19						
20						



Total Crashes: 2 (Sorted by Date)
City: Fargo
Location: 25th St b/w 58th Ave S and 62nd Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

LEGEND
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Name of Intersection	Diagram
1 1032968	PDO 05/01/17 Monday Dry Clear Daylight 3:00 PM Straight (on Level) Non-junction	Rear End	① 18F FARGO ND Pickup - Van - Utility NB Going Straight Following too Close	② 17F FARGO ND Passenger Car NB Going Straight			↑ ↑
2 1083817	PDO 09/12/19 Thursday Wet Cloudy Daylight 12:07 PM Straight (on Level) Non-junction	◆ Sideswipe (Opp. Dir.)	① 16M FARGO ND Pickup - Van - Utility SB Other Action on Roadway To Fast for Conditions	② 17M FARGO ND Pickup - Van - Utility NB Going Straight			↓ ↑
3							
4							
5							
6							
7							
8							
9							
10							

Total Crashes: 1 (Sorted by Date)
 City: Fargo
 Location: 25th St & 62nd Ave S
 Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

LEGEND
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	③	Shortened Narrative	Name of Intersection	Diagram
1 1043349	▶ Non-incapacitating injury 11/08/17 Wednesday Wet Cloudy Daylight 3:50 PM Straight (on Level) Intersection	◆ Angle	① 74M WEST FARGO ND School Bus EB Turning Left (Stop) Failed to Yield	② 16F FARGO ND Pickup - Van - Utility NB Going Straight	③ 20F FARGO ND Pickup - Van - Utility SB Going Straight			→ ↑
2								
3								
4								
5								
6								
7								
8								
9								
10								



Total Crashes: 1 (Sorted by Date)
 City: Fargo
 Location: 25th St b/w 62nd Ave S and 64th Ave S
 Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

- LEGEND**
- ▶ Fatal
 - ▶ Incapacitating Injury
 - ▶ Non-Incapacitating Injury
 - ▷ Possible Injury
 - ◆ Wet surface
 - ⊗ Snow, Ice, Slush, Frost
 - ▲ Crash related to work zone
 - ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1033197	PDO 05/04/17 Thursday Dry Clear Daylight 3:59 PM Straight (on Level) Non-junction	Rear End	① 16F FARGO ND Pickup - Van - Utility NB Going Straight	② 16F FARGO ND Passenger Car NB Going Straight		↑ ↑
2						
3						
4						
5						
6						
7						
8						
9						
10						



Total Crashes: 10 (Sorted by Date)
City: Fargo
Location: 25th St & 64th Ave S
Start - End Date: 1/1/2017 - 12/31/2021 (5 Years)

23 USC § 409 Documents
 NDDOT Reserves All Objections

LEGEND
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time Road Geometrics, Relation to Jct	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Name of Intersection	Diagram
1 1041129	PDO 10/03/17 Tuesday Dry Clear Daylight 3:55 PM Straight (on Level) Non-junction	Rear End	① 36F FARGO ND Pickup - Van - Utility NB Going Straight Careless/Reckless Driving ② 17M FARGO ND Passenger Car NB Stopped			↑ ↑
2 1054079	PDO 04/17/18 Tuesday Dry Clear Daylight 3:00 PM Straight (on Level) Non-junction	Rear End	① 16M FARGO ND Passenger Car NB Going Straight ② 18M FARGO ND Passenger Car NB Going Straight ③ 18M FARGO ND Passenger Car NB Going Straight			↑ ↑
3 1065611	PDO 11/14/18 Wednesday Dry Clear Daylight 4:00 PM Straight (on Level) Intersection	Rear End	① 16M FARGO ND Pickup - Van - Utility NB Going Straight Following too Close ② 18M FARGO ND Passenger Car NB Going Straight			↑ ↑
4 1078605	PDO 05/28/19 Tuesday Dry Clear Daylight 12:10 PM Straight (on Level) Non-junction	Rear End	① 15M FARGO ND Passenger Car NB Going Straight Careless/Reckless Driving ② 15F FARGO ND Passenger Car NB Stopped			↑ ↑
5 1078711	PDO 05/29/19 Wednesday Dry Clear Daylight 7:40 AM Straight (on Level) Non-junction	Rear End	① 23F JAMESTOWN ND Pickup - Van - Utility SB Going Straight Other ② 17F FARGO ND Pickup - Van - Utility SB Going Straight ③ 18F FARGO ND Passenger Car SB Going Straight			↓ ↓
6 1082727	PDO 08/23/19 Friday Dry Clear Daylight 7:40 AM Straight (on Level) Non-junction	Rear End	① 18M FARGO ND Passenger Car SB Going Straight ② 16F FARGO ND Pickup - Van - Utility SB Going Straight			↓ ↓
7 1085618 ▷	Possible Injury 10/23/19 Wednesday Dry Clear Daylight 3:20 PM Straight (on Level) Non-junction	Rear End	① 17M FARGO ND Passenger Car NB Slowing/Stopping Following too Close ② 16M FARGO ND Passenger Car NB Slowing/Stopping Following too Close ③ 16M FARGO ND Passenger Car NB Slowing/Stopping			↑ ↑
8 1113373 ▷	Possible Injury 10/08/21 Friday Dry Clear Daylight 3:50 PM Straight (on Level) Non-junction	Rear End	① 24F WEST FARGO ND Passenger Car NB Going Straight ② 15F FARGO ND Pickup - Van - Utility NB Going Straight ③ 41F FARGO ND Passenger Car NB Going Straight			↑ ↑
9 1113522 ▷	Possible Injury 10/14/21 Thursday Dry Cloudy Daylight 3:05 PM Straight (on Level) Non-junction	Rear End	① 16F FARGO ND Passenger Car NB Going Straight ② 63M FARGO ND Pickup - Van - Utility NB Stopped			↑ ↑
10 1114024	PDO 10/28/21 Thursday Wet Cloudy Daylight 8:45 AM Straight (on Level) Non-junction	Rear End	① 15M FARGO ND Passenger Car SB Going Straight ② 16M FARGO ND Passenger Car SB Going Straight			↓ ↓

TRAFFIC VOLUMES

Time	Peds	SB Right	SB Thru	SB Left	SB UTrn	Peds	WB Right	WB Thru	WB Left	WB UTrn	Peds	NB Right	NB Thru	NB Left	NB UTrn	Peds	EB Right	EB Thru	EB Left	EB UTrn		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	34	0	0	0	2	1	0	0	0	0	77	1	0	0	0	1	1	0	0	
07:00	0	1	421	117	0	0	98	1	2	0	0	9	660	5	0	0	5	0	1	0	0	
08:00	0	1	574	4	0	3	10	0	1	0	0	7	481	2	0	0	2	1	1	0	0	
09:00	0	1	208	7	0	0	13	0	1	0	0	0	252	0	0	0	2	0	0	0	0	
10:00	0	1	172	6	0	0	19	0	1	0	0	1	249	0	0	0	0	0	4	0	0	
11:00	0	1	262	9	0	1	18	1	0	0	0	2	282	0	0	1	2	1	4	0	0	
12:00	0	1	319	13	0	1	16	1	6	0	0	5	291	1	0	0	0	0	0	0	0	
13:00	0	1	282	11	0	0	10	1	2	0	0	3	273	2	0	0	1	2	1	0	0	
14:00	0	3	313	10	0	3	24	1	1	0	0	3	364	2	0	0	1	1	6	0	0	
15:00	0	3	474	57	0	0	137	1	3	0	0	7	590	0	0	1	5	1	1	0	0	
16:00	0	4	497	56	0	2	54	1	4	0	0	6	500	1	0	3	2	0	6	0	0	
17:00	0	7	739	42	0	3	36	0	4	0	0	3	468	3	0	3	6	0	5	0	0	
18:00	0	1	465	17	0	1	57	2	5	0	0	1	362	2	0	0	3	0	0	0	0	
19:00	0	2	276	11	1	2	11	0	0	0	0	2	152	0	0	2	1	0	1	0	0	
	Peds	SB Left	SB Thru	SB Right	SB UTrn	Peds	WB Left	WB Thru	WB Right	WB UTrn	Peds	NB Left	NB Thru	NB Right	NB UTrn	Peds	EB Left	EB Thru	EB Right	EB UTrn	Peak Start	
AM Peak	0	1	600	111	0	2	97	0	2	0	0	12	662	7	0	0	7	1	1	0	07:30	
MD Peak	0	1	319	13	0	1	16	1	6	0	0	5	291	1	0	0	0	0	0	0	0	12:00
PM Peak	0	7	739	42	0	3	36	0	4	0	0	3	468	3	0	3	6	0	5	0	0	17:00

25th Street Corridor Study

25th St & 52nd Ave
 Fargo Moorhead

File Name : Fargo_sta_2011_25th_ST_&_52nd_AVE_877008_09-22-2021

Site Code : 2011

Start Date : 9/22/2021

Page No : 1

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

Start Time	25th ST From North					52nd AVE From East					25th ST From South					52nd AVE From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
09:00 AM	16	29	3	0	48	17	58	11	0	86	5	21	60	0	86	34	62	16	0	112	332
09:15 AM	15	19	5	0	39	7	60	1	0	68	7	11	52	0	70	36	54	12	0	102	279
09:30 AM	22	22	3	0	47	11	57	9	0	77	4	23	51	0	78	38	48	13	0	99	301
09:45 AM	13	18	12	0	43	12	69	11	0	92	9	21	50	0	80	32	53	23	0	108	323
Total	66	88	23	0	177	47	244	32	0	323	25	76	213	0	314	140	217	64	0	421	1235
10:00 AM	16	27	5	0	48	8	64	7	0	79	4	21	59	0	84	34	42	18	0	94	305
10:15 AM	22	15	6	0	43	11	55	5	0	71	8	13	47	0	68	28	50	24	0	102	284
10:30 AM	16	15	13	0	44	9	58	8	0	75	5	21	50	0	76	32	49	18	0	99	294
10:45 AM	30	22	9	0	61	14	77	5	0	96	2	25	53	0	80	43	49	19	1	112	349
Total	84	79	33	0	196	42	254	25	0	321	19	80	209	0	308	137	190	79	1	407	1232
11:00 AM	18	22	8	0	48	12	49	11	0	72	5	30	56	0	91	49	55	20	0	124	335
11:15 AM	29	29	10	0	68	15	61	10	0	86	5	36	68	0	109	39	56	30	0	125	388
11:30 AM	17	24	3	0	44	8	63	6	0	77	2	37	47	0	86	57	72	27	0	156	363
11:45 AM	31	32	19	0	82	8	70	11	0	89	8	32	43	1	84	53	54	27	0	134	389
Total	95	107	40	0	242	43	243	38	0	324	20	135	214	1	370	198	237	104	0	539	1475
12:00 PM	28	37	13	0	78	18	54	7	0	79	5	31	71	0	107	62	63	35	0	160	424
12:15 PM	28	30	13	0	71	8	63	7	0	78	8	27	60	0	95	81	70	26	0	177	421
12:30 PM	25	33	7	1	66	9	55	6	0	70	10	25	69	0	104	65	68	30	0	163	403
12:45 PM	34	29	14	0	77	13	63	12	0	88	4	38	70	0	112	69	73	26	0	168	445
Total	115	129	47	1	292	48	235	32	0	315	27	121	270	0	418	277	274	117	0	668	1693
01:00 PM	28	32	6	0	66	8	59	8	0	75	2	25	69	0	96	51	57	23	1	132	369
01:15 PM	22	25	12	0	59	10	72	7	0	89	7	25	68	0	100	55	66	27	0	148	396
01:30 PM	22	32	6	0	60	11	54	4	0	69	9	21	51	0	81	48	63	23	0	134	344
01:45 PM	17	24	16	0	57	11	62	8	0	81	3	24	55	0	82	49	71	16	0	136	356
Total	89	113	40	0	242	40	247	27	0	314	21	95	243	0	359	203	257	89	1	550	1465
02:00 PM	26	17	13	0	56	12	60	12	0	84	6	28	48	1	83	72	64	27	0	163	386
02:15 PM	17	37	11	0	65	12	58	10	0	80	9	39	96	1	145	56	72	39	1	168	458
02:30 PM	49	55	16	0	120	18	71	15	0	104	10	26	64	0	100	60	71	21	0	152	476
02:45 PM	29	43	12	1	85	16	87	22	0	125	6	52	142	0	200	102	87	33	1	223	633
Total	121	152	52	1	326	58	276	59	0	393	31	145	350	2	528	290	294	120	2	706	1953
03:00 PM	26	33	9	0	68	15	66	10	0	91	7	73	135	0	215	72	74	30	0	176	550
03:15 PM	35	28	12	0	75	22	69	10	0	101	5	31	73	0	109	87	71	46	0	204	489

25th Street Corridor Study

25th St & 52nd Ave
 Fargo Moorhead

File Name : Fargo_sta_2011_25th_ST_&_52nd_AVE_877008_09-22-2021

Site Code : 2011

Start Date : 9/22/2021

Page No : 2

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

Start Time	25th ST From North					52nd AVE From East					25th ST From South					52nd AVE From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
03:30 PM	33	75	16	0	124	11	64	21	0	96	10	21	79	0	110	86	86	26	1	199	529
03:45 PM	35	72	15	1	123	13	61	21	0	95	11	52	107	0	170	114	95	46	0	255	643
Total	129	208	52	1	390	61	260	62	0	383	33	177	394	0	604	359	326	148	1	834	2211
04:00 PM	29	50	12	0	91	16	94	11	0	121	7	72	143	0	222	93	111	23	0	227	661
04:15 PM	39	37	14	0	90	12	88	17	0	117	5	32	93	0	130	99	94	38	1	232	569
04:30 PM	39	34	9	0	82	8	101	10	0	119	14	34	79	0	127	98	114	31	1	244	572
04:45 PM	42	41	22	0	105	16	105	20	0	141	7	30	84	0	121	92	127	35	1	255	622
Total	149	162	57	0	368	52	388	58	0	498	33	168	399	0	600	382	446	127	3	958	2424
05:00 PM	43	45	21	0	109	11	108	17	0	136	14	43	102	0	159	104	153	47	0	304	708
05:15 PM	38	63	25	0	126	15	123	16	0	154	7	48	111	0	166	131	174	53	3	361	807
05:30 PM	42	75	21	0	138	14	91	9	0	114	19	43	120	0	182	102	134	44	0	280	714
05:45 PM	37	40	17	0	94	13	118	20	0	151	11	39	101	0	151	115	124	59	0	298	694
Total	160	223	84	0	467	53	440	62	0	555	51	173	434	0	658	452	585	203	3	1243	2923
06:00 PM	35	64	15	0	114	9	66	10	0	85	13	65	140	0	218	102	111	34	0	247	664
06:15 PM	20	48	14	0	82	10	76	21	0	107	10	52	147	0	209	125	138	38	1	302	700
06:30 PM	26	21	10	0	57	10	84	4	0	98	6	38	82	0	126	67	110	48	0	225	506
06:45 PM	25	26	7	0	58	11	70	10	0	91	8	34	53	0	95	80	104	52	0	236	480
Total	106	159	46	0	311	40	296	45	0	381	37	189	422	0	648	374	463	172	1	1010	2350
07:00 PM	51	62	11	0	124	10	60	12	0	82	8	17	48	0	73	56	86	51	0	193	472
07:15 PM	35	28	15	0	78	12	62	11	0	85	3	28	69	0	100	97	100	31	0	228	491
07:30 PM	21	32	10	0	63	10	59	12	0	81	11	27	63	0	101	79	63	32	0	174	419
07:45 PM	23	24	9	0	56	16	59	7	0	82	5	38	75	0	118	49	88	25	0	162	418
Total	130	146	45	0	321	48	240	42	0	330	27	110	255	0	392	281	337	139	0	757	1800
08:00 PM	30	25	16	0	71	14	89	8	0	111	6	18	38	0	62	62	67	33	0	162	406
08:15 PM	43	35	17	0	95	9	54	6	0	69	5	12	27	0	44	57	41	14	0	112	320
08:30 PM	12	24	8	0	44	5	24	11	0	40	5	8	35	0	48	35	48	18	0	101	233
08:45 PM	11	11	5	0	27	7	45	4	0	56	3	7	32	0	42	49	55	19	0	123	248
Total	96	95	46	0	237	35	212	29	0	276	19	45	132	0	196	203	211	84	0	498	1207
09:00 PM	13	13	9	0	35	3	24	6	0	33	4	13	19	0	36	33	33	17	0	83	187
09:15 PM	9	7	5	0	21	4	26	3	0	33	1	8	13	0	22	33	23	12	0	68	144
09:30 PM	9	10	4	0	23	2	30	3	0	35	1	7	13	0	21	28	31	8	0	67	146
09:45 PM	14	13	2	0	29	2	22	6	0	30	2	7	16	0	25	29	33	6	1	69	153
Total	45	43	20	0	108	11	102	18	0	131	8	35	61	0	104	123	120	43	1	287	630
10:00 PM	3	7	0	0	10	3	20	2	0	25	1	5	10	0	16	16	30	6	0	52	103
10:15 PM	5	8	1	0	14	0	24	2	0	26	3	2	5	0	10	13	14	2	0	29	79

25th Street Corridor Study

25th St & 52nd Ave
 Fargo Moorhead

File Name : Fargo_sta_2011_25th_ST_&_52nd_AVE_877008_09-22-2021

Site Code : 2011

Start Date : 9/22/2021

Page No : 3

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

Start Time	25th ST From North					52nd AVE From East					25th ST From South					52nd AVE From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
10:30 PM	2	4	5	0	11	1	9	0	0	10	1	1	5	0	7	14	30	3	0	47	75
10:45 PM	3	2	1	0	6	1	10	0	0	11	1	3	7	0	11	18	13	3	0	34	62
Total	13	21	7	0	41	5	63	4	0	72	6	11	27	0	44	61	87	14	0	162	319
11:00 PM	2	8	2	0	12	1	14	1	0	16	2	3	5	0	10	5	10	3	0	18	56
11:15 PM	1	3	1	0	5	0	11	2	0	13	1	2	2	0	5	11	10	3	0	24	47
11:30 PM	1	2	0	0	3	1	6	0	0	7	0	2	1	0	3	5	8	1	0	14	27
11:45 PM	3	0	0	0	3	1	2	3	0	6	0	0	1	0	1	10	9	2	0	21	31
Total	7	13	3	0	23	3	33	6	0	42	3	7	9	0	19	31	37	9	0	77	161
12:00 AM	0	1	0	0	1	0	8	0	0	8	0	2	4	0	6	4	11	0	0	15	30
12:15 AM	2	2	0	0	4	0	2	0	0	2	0	1	2	0	3	4	6	2	0	12	21
12:30 AM	1	2	0	0	3	1	0	1	0	2	0	1	2	0	3	3	6	0	0	9	17
12:45 AM	1	1	1	0	3	0	2	0	0	2	1	0	1	0	2	2	4	1	0	7	14
Total	4	6	1	0	11	1	12	1	0	14	1	4	9	0	14	13	27	3	0	43	82
01:00 AM	0	1	0	0	1	1	3	0	0	4	0	0	2	0	2	2	2	1	0	5	12
01:15 AM	0	0	3	0	3	0	2	0	0	2	0	0	1	0	1	1	3	2	0	6	12
01:30 AM	0	1	1	0	2	0	1	0	0	1	0	0	1	0	1	3	4	0	0	7	11
01:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	4	0	5	5	3	0	0	8	14
Total	0	3	4	0	7	1	6	0	0	7	1	0	8	0	9	11	12	3	0	26	49
02:00 AM	1	0	0	0	1	0	3	1	0	4	0	0	1	0	1	4	2	1	0	7	13
02:15 AM	1	0	1	0	2	0	1	0	0	1	0	0	1	0	1	5	1	1	0	7	11
02:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	2	2	0	0	4	8
02:45 AM	0	1	0	0	1	1	7	0	0	8	1	0	0	0	1	1	1	0	0	2	12
Total	2	1	1	0	4	1	12	1	0	14	1	1	4	0	6	12	6	2	0	20	44
03:00 AM	0	2	0	0	2	0	3	0	0	3	0	0	6	0	6	4	1	1	0	6	17
03:15 AM	1	0	3	0	4	0	2	0	0	2	0	0	2	0	2	2	0	0	0	2	10
03:30 AM	1	0	0	0	1	1	3	0	0	4	0	1	2	0	3	0	1	1	0	2	10
03:45 AM	0	2	0	0	2	0	5	0	0	5	0	0	3	0	3	1	2	0	0	3	13
Total	2	4	3	0	9	1	13	0	0	14	0	1	13	0	14	7	4	2	0	13	50
04:00 AM	0	0	0	0	0	0	4	0	0	4	1	2	6	0	9	0	1	1	0	2	15
04:15 AM	2	0	0	0	2	2	2	0	0	4	0	0	12	0	12	1	1	1	0	3	21
04:30 AM	4	0	0	0	4	1	2	0	0	3	0	0	13	0	13	3	2	1	0	6	26
04:45 AM	2	1	0	0	3	0	10	0	0	10	1	2	10	0	13	3	4	1	0	8	34
Total	8	1	0	0	9	3	18	0	0	21	2	4	41	0	47	7	8	4	0	19	96
05:00 AM	3	0	0	0	3	2	12	1	0	15	0	4	17	0	21	3	4	1	0	8	47
05:15 AM	6	1	0	0	7	1	20	1	0	22	0	2	20	0	22	1	3	1	0	5	56

25th Street Corridor Study

25th St & 52nd Ave
 Fargo Moorhead

File Name : Fargo_sta_2011_25th_ST_&_52nd_AVE_877008_09-22-2021

Site Code : 2011

Start Date : 9/22/2021

Page No : 4

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

Start Time	25th ST From North					52nd AVE From East					25th ST From South					52nd AVE From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
05:30 AM	5	2	0	0	7	2	21	0	0	23	1	5	26	0	32	4	11	0	0	15	77
05:45 AM	6	7	0	0	13	2	21	0	0	23	3	5	19	0	27	5	13	3	0	21	84
Total	20	10	0	0	30	7	74	2	0	83	4	16	82	0	102	13	31	5	0	49	264
06:00 AM	6	2	1	0	9	1	26	2	0	29	4	6	24	0	34	6	17	1	0	24	96
06:15 AM	11	8	3	0	22	7	50	3	0	60	2	13	38	0	53	20	15	6	0	41	176
06:30 AM	10	8	6	0	24	5	57	3	0	65	4	15	56	1	76	31	39	9	0	79	244
06:45 AM	11	28	6	0	45	11	76	11	0	98	8	18	69	0	95	60	37	8	0	105	343
Total	38	46	16	0	100	24	209	19	0	252	18	52	187	1	258	117	108	24	0	249	859
07:00 AM	20	28	8	0	56	13	94	8	0	115	10	25	78	0	113	55	48	16	0	119	403
07:15 AM	20	38	6	0	64	24	91	10	0	125	20	46	104	0	170	65	75	26	0	166	525
07:30 AM	40	45	9	0	94	20	119	11	0	150	8	56	128	0	192	125	92	35	1	253	689
07:45 AM	34	70	17	0	121	23	133	19	0	175	14	71	153	0	238	157	105	62	2	326	860
Total	114	181	40	0	335	80	437	48	0	565	52	198	463	0	713	402	320	139	3	864	2477
08:00 AM	49	75	12	0	136	18	98	9	0	125	8	51	110	0	169	85	53	57	0	195	625
08:15 AM	28	81	14	0	123	11	74	14	0	99	11	45	77	0	133	89	64	28	0	181	536
08:30 AM	27	62	7	0	96	8	60	11	0	79	10	39	90	0	139	91	63	26	1	181	495
08:45 AM	29	22	6	0	57	14	59	7	0	80	5	30	85	0	120	31	35	12	0	78	335
Total	133	240	39	0	412	51	291	41	0	383	34	165	362	0	561	296	215	123	1	635	1991
Grand Total	1726	2230	699	3	4658	755	4605	651	0	6011	473	2008	4801	4	7286	4389	4812	1817	17	11035	28990
Apprch %	37.1	47.9	15	0.1		12.6	76.6	10.8	0		6.5	27.6	65.9	0.1		39.8	43.6	16.5	0.2		
Total %	6	7.7	2.4	0	16.1	2.6	15.9	2.2	0	20.7	1.6	6.9	16.6	0	25.1	15.1	16.6	6.3	0.1	38.1	
Motorcycles	10	7	3	0	20	3	45	3	0	51	0	6	13	0	19	10	28	11	0	49	139
% Motorcycles	0.6	0.3	0.4	0	0.4	0.4	1	0.5	0	0.8	0	0.3	0.3	0	0.3	0.2	0.6	0.6	0	0.4	0.5
Cars	1486	1817	548	3	3854	584	3444	513	0	4541	417	1623	3604	3	5647	3204	3603	1458	17	8282	22324
% Cars	86.1	81.5	78.4	100	82.7	77.4	74.8	78.8	0	75.5	88.2	80.8	75.1	75	77.5	73	74.9	80.2	100	75.1	77
Light Goods Vehicles	205	351	126	0	682	154	1014	116	0	1284	47	310	1053	1	1411	1027	1038	319	0	2384	5761
% Light Goods Vehicles	11.9	15.7	18	0	14.6	20.4	22	17.8	0	21.4	9.9	15.4	21.9	25	19.4	23.4	21.6	17.6	0	21.6	19.9
Buses	4	25	10	0	39	2	4	3	0	9	1	26	25	0	52	17	1	4	0	22	122
% Buses	0.2	1.1	1.4	0	0.8	0.3	0.1	0.5	0	0.1	0.2	1.3	0.5	0	0.7	0.4	0	0.2	0	0.2	0.4
Single-Unit Trucks	18	25	11	0	54	11	78	13	0	102	6	37	91	0	134	114	115	24	0	253	543
% Single-Unit Trucks	1	1.1	1.6	0	1.2	1.5	1.7	2	0	1.7	1.3	1.8	1.9	0	1.8	2.6	2.4	1.3	0	2.3	1.9
Articulated Trucks	3	5	1	0	9	1	20	3	0	24	2	6	15	0	23	17	27	1	0	45	101
% Articulated Trucks	0.2	0.2	0.1	0	0.2	0.1	0.4	0.5	0	0.4	0.4	0.3	0.3	0	0.3	0.4	0.6	0.1	0	0.4	0.3

25th Street Corridor Study

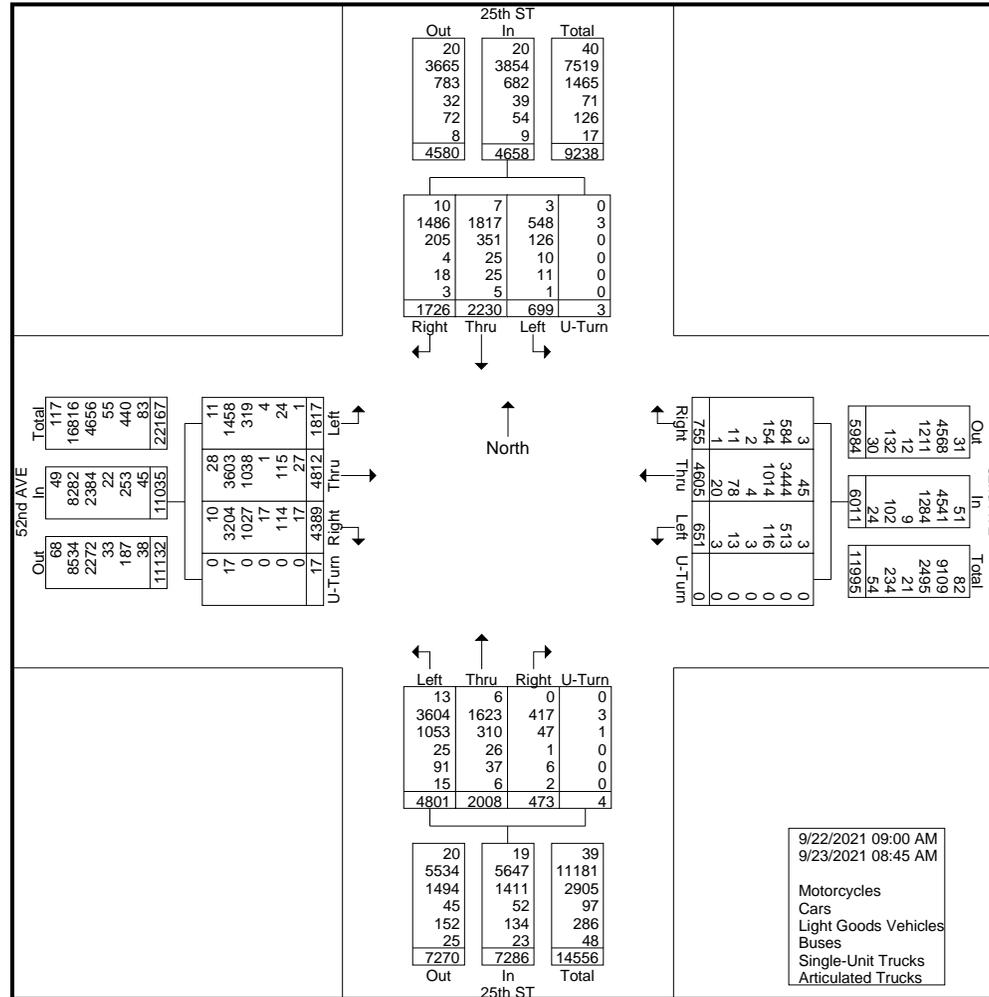
25th St & 52nd Ave
 Fargo Moorhead

File Name : Fargo_sta_2011_25th_ST_&_52nd_AVE_877008_09-22-2021

Site Code : 2011

Start Date : 9/22/2021

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25th Street Corridor Study

25th St & 52nd Ave
 Fargo Moorhead

File Name : Fargo_sta_2011_25th_ST_&_52nd_AVE_877008_09-22-2021

Site Code : 2011

Start Date : 9/22/2021

Page No : 6

Start Time	25th ST From North					52nd AVE From East					25th ST From South					52nd AVE From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 09:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	43	45	21	0	109	11	108	17	0	136	14	43	102	0	159	104	153	47	0	304	708
05:15 PM	38	63	25	0	126	15	123	16	0	154	7	48	111	0	166	131	174	53	3	361	807
05:30 PM	42	75	21	0	138	14	91	9	0	114	19	43	120	0	182	102	134	44	0	280	714
05:45 PM	37	40	17	0	94	13	118	20	0	151	11	39	101	0	151	115	124	59	0	298	694
Total Volume	160	223	84	0	467	53	440	62	0	555	51	173	434	0	658	452	585	203	3	1243	2923
% App. Total	34.3	47.8	18	0		9.5	79.3	11.2	0		7.8	26.3	66	0		36.4	47.1	16.3	0.2		
PHF	.930	.743	.840	.000	.846	.883	.894	.775	.000	.901	.671	.901	.904	.000	.904	.863	.841	.860	.250	.861	.906

25th Street Corridor Study

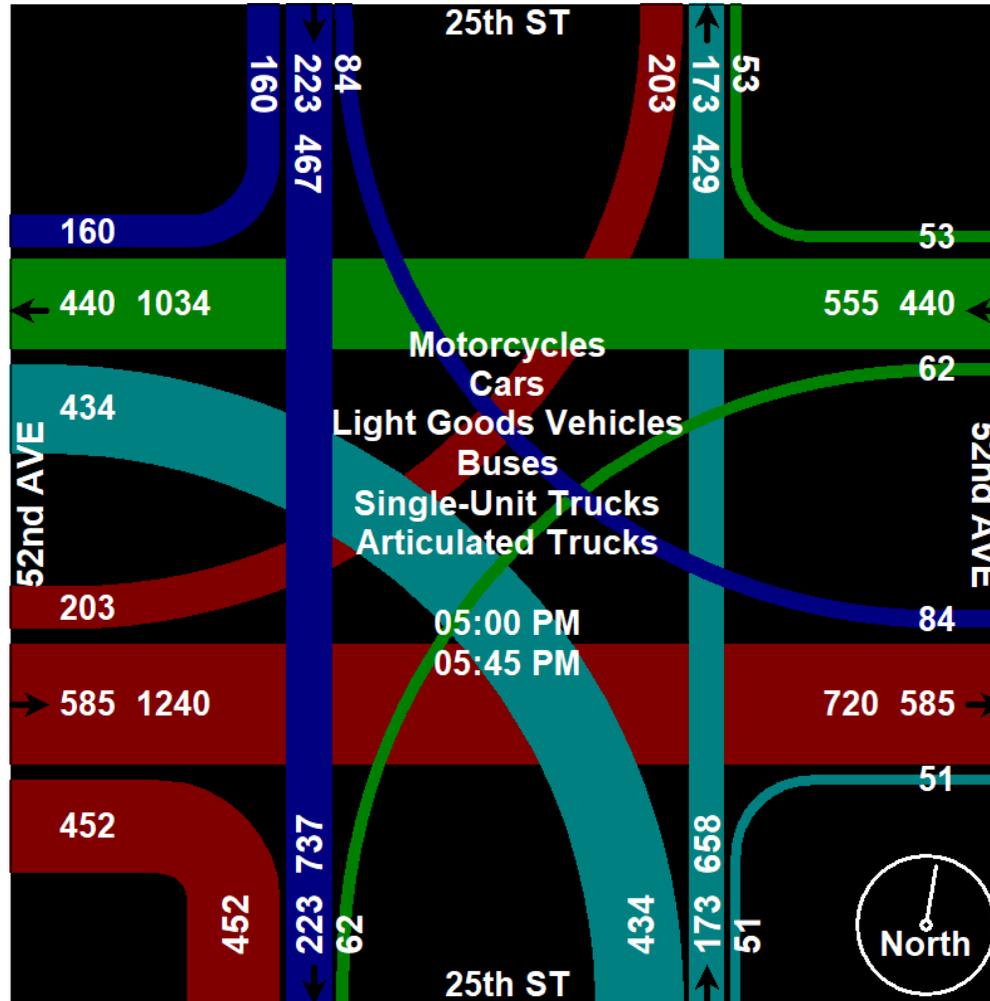
25th St & 52nd Ave
 Fargo Moorhead

File Name : Fargo_sta_2011_25th_ST_&_52nd_AVE_877008_09-22-2021

Site Code : 2011

Start Date : 9/22/2021

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25th Street Corridor Study

25th St & 52nd Ave
 Fargo Moorhead

File Name : Fargo_sta_2011_25th_ST_&_52nd_AVE_877008_09-22-2021

Site Code : 2011

Start Date : 9/22/2021

Page No : 8

Start Time	25th ST From North					52nd AVE From East					25th ST From South					52nd AVE From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 09:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					07:15 AM					07:15 AM					05:00 PM					
+0 mins.	42	41	22	0	105	24	91	10	0	125	20	46	104	0	170	104	153	47	0	304	
+15 mins.	43	45	21	0	109	20	119	11	0	150	8	56	128	0	192	131	174	53	3	361	
+30 mins.	38	63	25	0	126	23	133	19	0	175	14	71	153	0	238	102	134	44	0	280	
+45 mins.	42	75	21	0	138	18	98	9	0	125	8	51	110	0	169	115	124	59	0	298	
Total Volume	165	224	89	0	478	85	441	49	0	575	50	224	495	0	769	452	585	203	3	1243	
% App. Total	34.5	46.9	18.6	0		14.8	76.7	8.5	0		6.5	29.1	64.4	0		36.4	47.1	16.3	0.2		
PHF	.959	.747	.890	.000	.866	.885	.829	.645	.000	.821	.625	.789	.809	.000	.808	.863	.841	.860	.250	.861	

25th Street Corridor Study

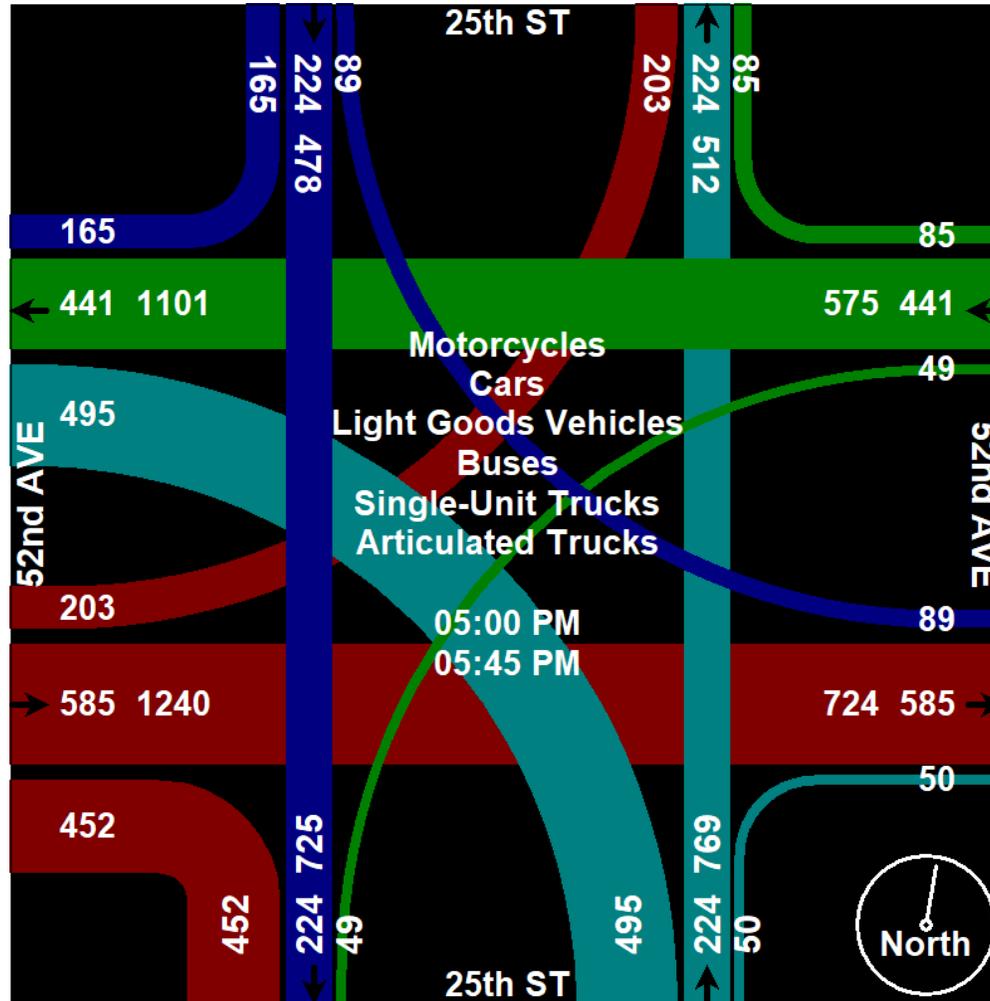
25th St & 52nd Ave
Fargo Moorhead

File Name : Fargo_sta_2011_25th_ST_&_52nd_AVE_877008_09-22-2021

Site Code : 2011

Start Date : 9/22/2021

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Time	Peds	SB Right	SB Thru	SB Left	SB UTrn	Peds	WB Right	WB Thru	WB Left	WB UTrn	Peds	NB Right	NB Thru	NB Left	NB UTrn	Peds	EB Right	EB Thru	EB Left	EB UTrn		
06:00	0	38	46	16	0	0	24	209	19	0	0	18	52	187	1	0	117	108	24	0		
07:00	0	114	181	40	0	0	80	437	48	0	0	52	198	463	0	0	402	320	139	3		
08:00	0	133	240	39	0	0	51	291	41	0	0	34	165	362	0	0	296	215	123	1		
09:00	0	66	88	23	0	0	47	244	32	0	0	25	76	213	0	0	140	217	64	0		
10:00	0	84	79	33	0	0	42	254	25	0	0	19	80	209	0	0	137	190	79	1		
11:00	0	95	107	40	0	0	43	243	38	0	0	20	135	214	1	0	198	237	104	0		
12:00	0	115	129	47	1	0	48	235	32	0	0	27	121	270	0	0	277	274	117	0		
13:00	0	89	113	40	0	0	40	247	27	0	0	21	95	243	0	0	203	257	89	1		
14:00	0	121	152	52	1	0	58	276	59	0	0	31	145	350	2	0	290	294	120	2		
15:00	0	129	208	52	1	0	61	260	62	0	0	33	177	394	0	0	359	326	148	1		
16:00	0	149	162	57	0	0	52	388	58	0	0	33	168	399	0	0	382	446	127	3		
17:00	0	160	223	84	0	0	53	440	62	0	0	51	173	434	0	0	452	585	203	3		
18:00	0	106	159	46	0	0	40	296	45	0	0	37	189	422	0	0	374	463	172	1		
19:00	0	130	146	45	0	0	48	240	42	0	0	27	110	255	0	0	281	337	139	0		
	Peds	SB Left	SB Thru	SB Right	SB UTrn	Peds	WB Left	WB Thru	WB Right	WB UTrn	Peds	NB Left	NB Thru	NB Right	NB UTrn	Peds	EB Left	EB Thru	EB Right	EB UTrn	Peak Start	PHF
AM Peak	0	151	271	52	0	0	72	424	53	0	0	41	223	468	0	0	456	314	182	3	07:30	0.79
MD Peak	0	115	129	47	1	0	48	235	32	0	0	27	121	270	0	0	277	274	117	0	12:00	0.95
PM Peak	0	160	223	84	0	0	53	440	62	0	0	51	173	434	0	0	452	585	203	3	17:00	0.91

Fargo 25th Street Corridor Study 1120 - Rose-Creek-Drive-and-25th-Street (Processed).xlsx

Time	Peds	SB Right	SB Thru	SB Left	SB UTrn	Peds	WB Right	WB Thru	WB Left	WB UTrn	Peds	NB Right	NB Thru	NB Left	NB UTrn	Peds	EB Right	EB Thru	EB Left	EB UTrn		
06:00	0	0	30	1	0	0	4	0	0	0	0	0	44	0	0	0	1	0	3	0		
07:00	0	0	197	5	0	0	44	0	13	0	4	6	452	0	0	0	34	3	71	0		
08:00	0	0	332	17	0	0	22	0	10	0	3	9	378	0	0	2	49	4	87	0		
09:00	0	1	148	5	0	0	16	0	3	0	0	3	166	0	0	1	0	0	3	0		
10:00	0	0	162	7	0	0	14	0	2	0	0	6	165	0	0	1	1	0	3	0		
11:00	0	0	214	17	0	1	13	0	5	0	1	1	201	0	0	2	3	0	2	0		
12:00	0	0	249	15	0	0	18	0	2	0	0	4	235	0	0	1	0	1	4	0		
13:00	0	0	231	8	0	0	14	0	4	0	0	5	232	0	0	0	1	0	6	0		
14:00	2	0	262	13	0	1	16	0	7	0	2	8	287	0	0	2	41	0	58	0		
15:00	2	0	351	16	0	3	21	0	7	0	0	8	368	0	0	6	6	0	19	0		
16:00	0	1	379	28	0	2	22	0	9	0	0	12	324	0	0	1	15	0	14	0		
17:00	1	0	506	34	0	4	19	0	8	0	1	13	316	0	0	2	7	3	14	0		
18:00	0	0	330	31	0	2	30	0	8	0	0	11	266	0	0	3	9	0	21	0		
19:00	0	0	160	17	0	0	9	0	3	0	0	5	106	0	0	5	1	0	11	0		
	Peds	SB Left	SB Thru	SB Right	SB UTrn	Peds	WB Left	WB Thru	WB Right	WB UTrn	Peds	NB Left	NB Thru	NB Right	NB UTrn	Peds	EB Left	EB Thru	EB Right	EB UTrn	Peak Start	PHF
AM Peak	0	0	320	11	0	0	43	0	19	0	7	11	551	0	0	0	67	6	138	0	07:30	0.73
MD Peak	2	0	239	14	0	1	16	0	4	0	1	6	285	0	0	2	40	0	53	0	13:45	0.68
PM Peak	1	1	510	39	0	5	23	0	12	0	1	15	329	0	0	2	10	1	14	0	16:45	0.87

25th Street Corridor Study

25th St & 40th Ave
 Fargo Moorhead

File Name : Fargo_sta_2010_25th_ST_&_40 th_AVE__876976_09-22-2021

Site Code : 2010

Start Date : 9/22/2021

Page No : 1

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

Start Time	25th ST From North				40th AVE From East				25th ST From South				40th AVE From West				Int. Total
	Right	Thru	Left	U-Turn													
09:30 AM	13	36	6	0	2	21	2	0	3	39	8	0	5	25	18	0	178
09:45 AM	18	36	6	0	2	31	7	0	3	46	10	0	6	20	20	0	205
Total	31	72	12	0	4	52	9	0	6	85	18	0	11	45	38	0	383
10:00 AM	21	43	5	0	8	30	7	0	5	43	12	0	9	15	14	0	212
10:15 AM	23	41	4	0	3	22	2	0	4	34	10	0	9	22	19	0	193
10:30 AM	16	30	9	0	6	28	5	0	2	47	13	0	5	19	14	0	194
10:45 AM	40	68	5	0	5	20	6	0	3	46	6	0	9	20	22	0	250
Total	100	182	23	0	22	100	20	0	14	170	41	0	32	76	69	0	849
11:00 AM	17	43	5	0	2	18	4	0	0	58	11	0	9	25	22	0	214
11:15 AM	34	59	1	0	5	17	5	0	3	77	11	0	5	19	15	0	251
11:30 AM	19	52	6	0	3	24	3	0	5	62	13	0	13	34	20	0	254
11:45 AM	24	79	4	0	5	25	12	0	4	55	8	0	8	24	30	0	278
Total	94	233	16	0	15	84	24	0	12	252	43	0	35	102	87	0	997
12:00 PM	23	58	6	0	6	32	9	0	11	65	4	0	15	28	30	0	287
12:15 PM	21	58	6	0	4	33	9	0	8	57	8	0	12	21	16	0	253
12:30 PM	31	63	12	0	6	31	5	0	4	67	11	0	10	19	22	0	281
12:45 PM	18	56	3	0	4	33	9	0	8	55	15	0	7	33	16	0	257
Total	93	235	27	0	20	129	32	0	31	244	38	0	44	101	84	0	1078
01:00 PM	25	58	3	0	7	17	4	0	3	53	9	0	10	30	20	0	239
01:15 PM	33	54	8	0	4	20	2	0	3	58	15	0	13	27	31	0	268
01:30 PM	32	56	4	0	3	23	7	0	5	51	12	0	12	23	17	0	245
01:45 PM	20	62	4	0	4	29	2	0	8	51	5	0	6	26	22	0	239
Total	110	230	19	0	18	89	15	0	19	213	41	0	41	106	90	0	991
02:00 PM	24	50	2	0	4	19	6	0	6	55	9	0	18	18	14	0	225
02:15 PM	25	82	5	0	7	19	11	0	3	69	11	0	16	24	19	0	291
02:30 PM	24	84	6	0	10	24	12	0	9	72	25	0	21	26	22	0	335
02:45 PM	23	62	14	0	8	35	7	0	7	83	20	0	17	38	29	0	343
Total	96	278	27	0	29	97	36	0	25	279	65	0	72	106	84	0	1194
03:00 PM	20	54	10	0	5	36	7	0	14	94	21	0	9	40	29	0	339

25th Street Corridor Study

25th St & 40th Ave
 Fargo Moorhead

File Name : Fargo_sta_2010_25th_ST_&_40 th_AVE__876976_09-22-2021

Site Code : 2010

Start Date : 9/22/2021

Page No : 2

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

Start Time	25th ST From North				40th AVE From East				25th ST From South				40th AVE From West				Int. Total
	Right	Thru	Left	U-Turn													
03:15 PM	22	58	19	0	4	31	11	0	20	69	17	0	10	33	24	0	318
03:30 PM	27	85	10	0	26	66	51	0	8	60	10	0	13	45	39	0	440
03:45 PM	36	75	15	0	7	46	18	0	12	69	13	0	12	33	26	0	362
Total	105	272	54	0	42	179	87	0	54	292	61	0	44	151	118	0	1459
04:00 PM	31	72	3	0	13	49	6	0	10	91	28	0	22	39	31	0	395
04:15 PM	46	82	9	0	11	49	11	0	8	59	16	0	16	40	28	0	375
04:30 PM	31	72	14	0	4	56	6	0	10	77	10	0	8	31	31	0	350
04:45 PM	46	87	12	0	10	54	15	0	6	63	16	0	19	47	46	0	421
Total	154	313	38	0	38	208	38	0	34	290	70	0	65	157	136	0	1541
05:00 PM	42	115	15	0	5	56	12	0	15	70	18	0	17	67	37	0	469
05:15 PM	39	107	15	0	12	72	26	0	18	89	15	0	21	66	40	0	520
05:30 PM	42	93	15	0	20	76	17	0	8	89	15	0	30	57	47	0	509
05:45 PM	33	80	8	0	9	27	14	0	6	104	17	0	22	31	66	0	417
Total	156	395	53	0	46	231	69	0	47	352	65	0	90	221	190	0	1915
06:00 PM	27	92	4	0	6	32	8	0	12	92	9	0	19	38	24	0	363
06:15 PM	22	64	13	0	2	25	9	0	11	64	17	0	18	34	28	0	307
06:30 PM	19	45	7	0	5	26	7	0	9	69	10	0	16	20	27	0	260
06:45 PM	33	42	3	0	11	31	12	0	3	69	9	0	11	25	35	0	284
Total	101	243	27	0	24	114	36	0	35	294	45	0	64	117	114	0	1214
07:00 PM	66	110	5	0	11	49	23	0	4	78	12	0	7	16	68	0	449
07:15 PM	16	73	2	0	5	29	5	0	3	46	8	0	14	10	25	0	236
07:30 PM	16	36	1	0	0	28	4	0	3	59	7	0	12	20	28	0	214
07:45 PM	22	56	3	0	3	26	5	0	5	59	12	0	9	22	34	0	256
Total	120	275	11	0	19	132	37	0	15	242	39	0	42	68	155	0	1155
08:00 PM	45	63	6	0	6	23	9	0	6	60	12	0	11	11	42	0	294
08:15 PM	53	85	6	0	4	32	13	0	0	25	7	0	8	16	18	0	267
08:30 PM	11	34	1	0	2	19	2	0	3	19	10	0	5	8	10	0	124
08:45 PM	20	26	0	0	1	16	6	0	3	23	4	0	9	5	6	0	119
Total	129	208	13	0	13	90	30	0	12	127	33	0	33	40	76	0	804
09:00 PM	7	27	1	0	2	16	1	0	2	19	6	0	4	6	8	0	99
09:15 PM	14	21	5	0	1	11	0	0	0	21	7	0	2	3	1	0	86
09:30 PM	11	22	0	0	0	9	3	0	0	11	1	0	7	6	2	0	72

25th Street Corridor Study

25th St & 40th Ave
 Fargo Moorhead

File Name : Fargo_sta_2010_25th_ST_&_40 th_AVE__876976_09-22-2021

Site Code : 2010

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

Start Time	25th ST From North				40th AVE From East				25th ST From South				40th AVE From West				Int. Total
	Right	Thru	Left	U-Turn													
09:45 PM	13	19	0	0	1	5	2	0	1	11	2	0	4	5	3	0	66
Total	45	89	6	0	4	41	6	0	3	62	16	0	17	20	14	0	323
10:00 PM	14	10	0	0	1	5	0	0	1	12	0	0	3	3	6	0	55
10:15 PM	9	13	0	0	1	6	2	0	2	3	0	0	1	5	4	0	46
10:30 PM	9	11	0	0	1	6	0	0	0	4	0	0	3	3	2	0	39
10:45 PM	2	8	2	0	0	1	0	0	1	3	1	0	0	4	2	0	24
Total	34	42	2	0	3	18	2	0	4	22	1	0	7	15	14	0	164
11:00 PM	2	12	0	0	0	3	0	0	2	6	0	0	0	2	2	0	29
11:15 PM	2	5	0	0	0	3	1	0	0	6	0	0	1	1	2	0	21
11:30 PM	2	3	1	0	0	2	0	0	1	2	0	0	0	0	3	0	14
11:45 PM	1	2	1	0	1	1	0	0	0	2	2	0	0	0	1	0	11
Total	7	22	2	0	1	9	1	0	3	16	2	0	1	3	8	0	75
12:00 AM	2	1	0	0	2	2	0	0	0	2	1	0	1	0	3	0	14
12:15 AM	0	4	0	0	0	1	0	0	0	4	1	0	0	1	2	0	13
12:30 AM	1	1	0	0	0	1	0	0	0	2	0	0	4	1	0	0	10
12:45 AM	0	2	0	0	0	2	0	0	0	1	0	0	0	1	1	0	7
Total	3	8	0	0	2	6	0	0	0	9	2	0	5	3	6	0	44
01:00 AM	1	2	0	0	0	0	0	0	0	1	0	0	0	0	3	0	7
01:15 AM	1	2	0	0	0	1	0	0	0	2	1	0	0	1	2	0	10
01:30 AM	2	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	6
01:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	6
Total	5	6	0	0	1	2	0	0	0	4	1	0	2	2	6	0	29
02:00 AM	0	1	0	0	0	2	0	0	0	1	0	0	0	1	2	0	7
02:15 AM	1	2	0	0	0	1	0	0	0	0	0	0	1	1	0	0	6
02:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	0	4
02:45 AM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	1	0	5
Total	1	5	0	0	0	4	0	0	0	3	0	0	1	4	4	0	22
03:00 AM	1	2	0	0	0	1	0	0	0	1	0	0	0	1	1	0	7
03:15 AM	0	4	1	0	0	1	0	0	0	0	0	0	0	0	1	0	7
03:30 AM	0	1	0	0	0	1	0	0	0	3	0	0	0	2	0	0	7
03:45 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4
Total	1	9	1	0	0	3	0	0	0	5	0	0	0	3	3	0	25

25th Street Corridor Study

25th St & 40th Ave
 Fargo Moorhead

File Name : Fargo_sta_2010_25th_ST_&_40 th_AVE__876976_09-22-2021

Site Code : 2010

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

Start Time	25th ST From North				40th AVE From East				25th ST From South				40th AVE From West				Int. Total
	Right	Thru	Left	U-Turn													
04:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
04:15 AM	0	1	1	0	1	0	1	0	0	2	1	0	0	0	3	0	10
04:30 AM	0	2	0	0	0	0	0	0	0	1	1	0	0	1	0	0	5
04:45 AM	0	1	0	0	0	1	1	0	0	3	1	0	0	3	0	0	10
Total	0	4	1	0	1	1	2	0	0	10	3	0	0	6	3	0	31
05:00 AM	0	4	0	0	0	2	0	0	1	9	2	0	0	4	2	0	24
05:15 AM	2	3	1	0	0	1	1	0	3	4	1	0	0	5	2	0	23
05:30 AM	2	1	1	0	0	5	2	0	0	6	2	0	1	6	3	0	29
05:45 AM	5	8	3	0	0	7	1	0	1	9	1	0	2	3	2	0	42
Total	9	16	5	0	0	15	4	0	5	28	6	0	3	18	9	0	118
06:00 AM	3	6	0	0	1	2	2	0	0	13	3	0	1	8	1	0	40
06:15 AM	9	10	0	0	3	10	3	0	2	21	0	0	2	18	11	0	89
06:30 AM	14	17	4	0	4	17	3	0	2	32	5	0	4	15	13	0	130
06:45 AM	17	41	2	0	3	25	5	0	1	38	14	0	3	18	13	0	180
Total	43	74	6	0	11	54	13	0	5	104	22	0	10	59	38	0	439
07:00 AM	11	31	7	0	3	14	7	0	5	50	9	0	6	21	12	0	176
07:15 AM	22	47	6	0	2	25	8	0	5	83	21	0	16	44	28	0	307
07:30 AM	20	64	17	0	14	35	21	0	19	84	28	0	9	59	37	0	407
07:45 AM	30	102	19	0	10	54	17	0	17	117	33	0	21	70	39	0	529
Total	83	244	49	0	29	128	53	0	46	334	91	0	52	194	116	0	1419
08:00 AM	23	79	21	0	21	52	33	0	46	115	42	0	14	43	34	0	523
08:15 AM	19	82	24	0	25	56	30	0	24	75	21	0	12	67	28	0	463
08:30 AM	13	58	16	0	24	58	29	0	21	55	12	0	9	39	31	0	365
08:45 AM	16	45	5	0	6	25	6	0	6	51	20	0	9	22	17	0	228
Total	71	264	66	0	76	191	98	0	97	296	95	0	44	171	110	0	1579
09:00 AM	10	32	2	0	5	22	5	0	4	42	3	0	5	17	18	0	165
09:15 AM	17	42	5	0	4	16	3	0	2	52	13	0	8	24	24	0	210
Grand Total	1618	3793	465	0	427	2015	620	0	473	3827	814	0	728	1829	1614	0	18223
Apprch %	27.5	64.6	7.9	0	13.9	65.8	20.2	0	9.2	74.8	15.9	0	17.5	43.9	38.7	0	
Total %	8.9	20.8	2.6	0	2.3	11.1	3.4	0	2.6	21	4.5	0	4	10	8.9	0	
Motorcycles	7	19	3	0	0	11	0	0	1	17	2	0	1	8	3	0	72
% Motorcycles	0.4	0.5	0.6	0	0	0.5	0	0	0.2	0.4	0.2	0	0.1	0.4	0.2	0	0.4
Cars	1321	3016	373	0	346	1601	524	0	400	3043	656	0	583	1475	1320	0	14658
% Cars	81.6	79.5	80.2	0	81	79.5	84.5	0	84.6	79.5	80.6	0	80.1	80.6	81.8	0	80.4
Light Goods Vehicles	273	676	70	0	68	370	75	0	58	673	142	0	133	323	261	0	3122
% Light Goods Vehicles	16.9	17.8	15.1	0	15.9	18.4	12.1	0	12.3	17.6	17.4	0	18.3	17.7	16.2	0	17.1

25th Street Corridor Study

25th St & 40th Ave
 Fargo Moorhead

File Name : Fargo_sta_2010_25th_ST_&_40 th_AVE__876976_09-22-2021

Site Code : 2010

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

	25th ST From North				40th AVE From East				25th ST From South				40th AVE From West				Int. Total
	Right	Thru	Left	U-Turn													
Buses	2	25	14	0	10	10	16	0	7	27	1	0	1	12	6	0	131
% Buses	0.1	0.7	3	0	2.3	0.5	2.6	0	1.5	0.7	0.1	0	0.1	0.7	0.4	0	0.7
Single-Unit Trucks	14	50	4	0	1	22	5	0	6	61	11	0	9	11	21	0	215
% Single-Unit Trucks	0.9	1.3	0.9	0	0.2	1.1	0.8	0	1.3	1.6	1.4	0	1.2	0.6	1.3	0	1.2
Articulated Trucks	1	7	1	0	2	1	0	0	1	6	2	0	1	0	3	0	25
% Articulated Trucks	0.1	0.2	0.2	0	0.5	0	0	0	0.2	0.2	0.2	0	0.1	0	0.2	0	0.1

25th Street Corridor Study

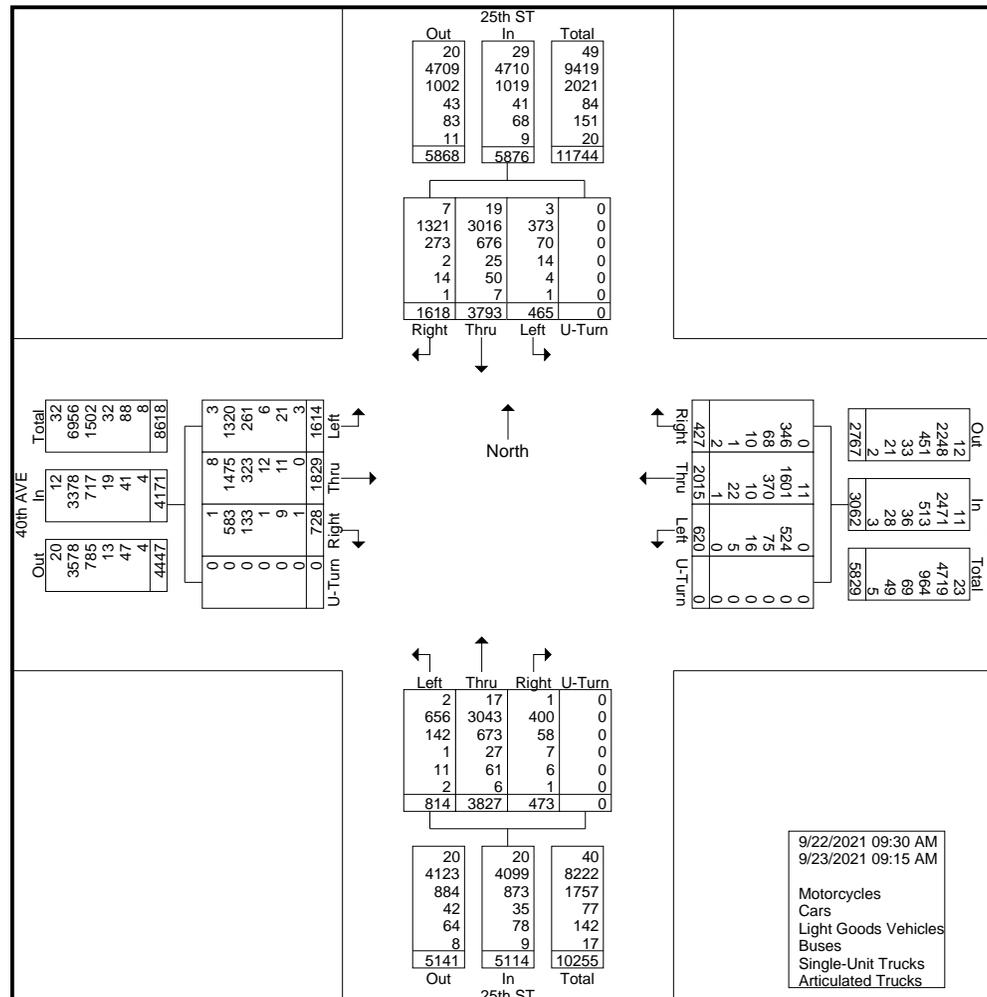
25th St & 40th Ave
Fargo Moorhead

File Name : Fargo_sta_2010_25th_ST_&_40 th_AVE__876976_09-22-2021

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25th Street Corridor Study

25th St & 40th Ave
Fargo Moorhead

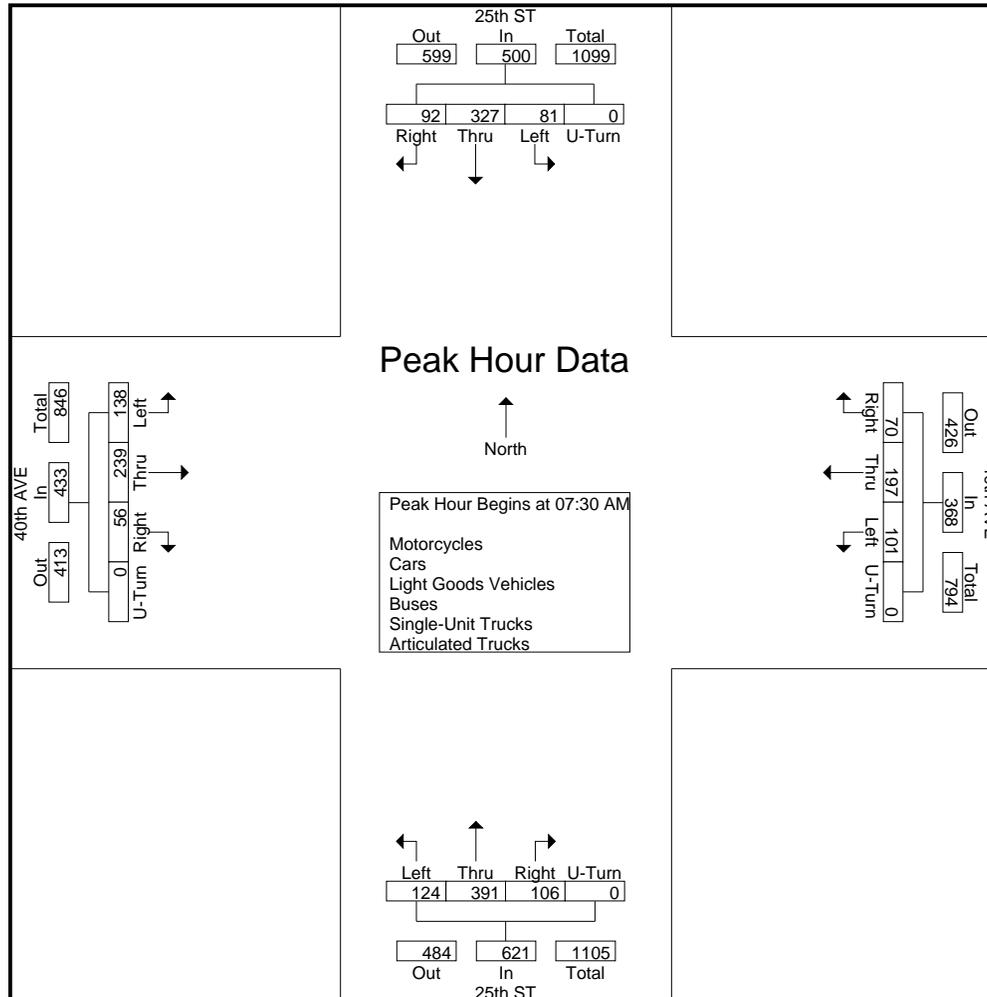
File Name : Fargo_sta_2010_25th_ST_&_40 th_AVE__876976_09-22-2021
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Start Time	25th ST From North					40th AVE From East					25th ST From South					40th AVE From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 09:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	20	64	17	0	101	14	35	21	0	70	19	84	28	0	131	9	59	37	0	105	407
07:45 AM	30	102	19	0	151	10	54	17	0	81	17	117	33	0	167	21	70	39	0	130	529
08:00 AM	23	79	21	0	123	21	52	33	0	106	46	115	42	0	203	14	43	34	0	91	523
08:15 AM	19	82	24	0	125	25	56	30	0	111	24	75	21	0	120	12	67	28	0	107	463
Total Volume	92	327	81	0	500	70	197	101	0	368	106	391	124	0	621	56	239	138	0	433	1922
% App. Total	18.4	65.4	16.2	0		19	53.5	27.4	0		17.1	63	20	0		12.9	55.2	31.9	0		
PHF	.767	.801	.844	.000	.828	.700	.879	.765	.000	.829	.576	.835	.738	.000	.765	.667	.854	.885	.000	.833	.908

25th Street Corridor Study

25th St & 40th Ave
 Fargo Moorhead

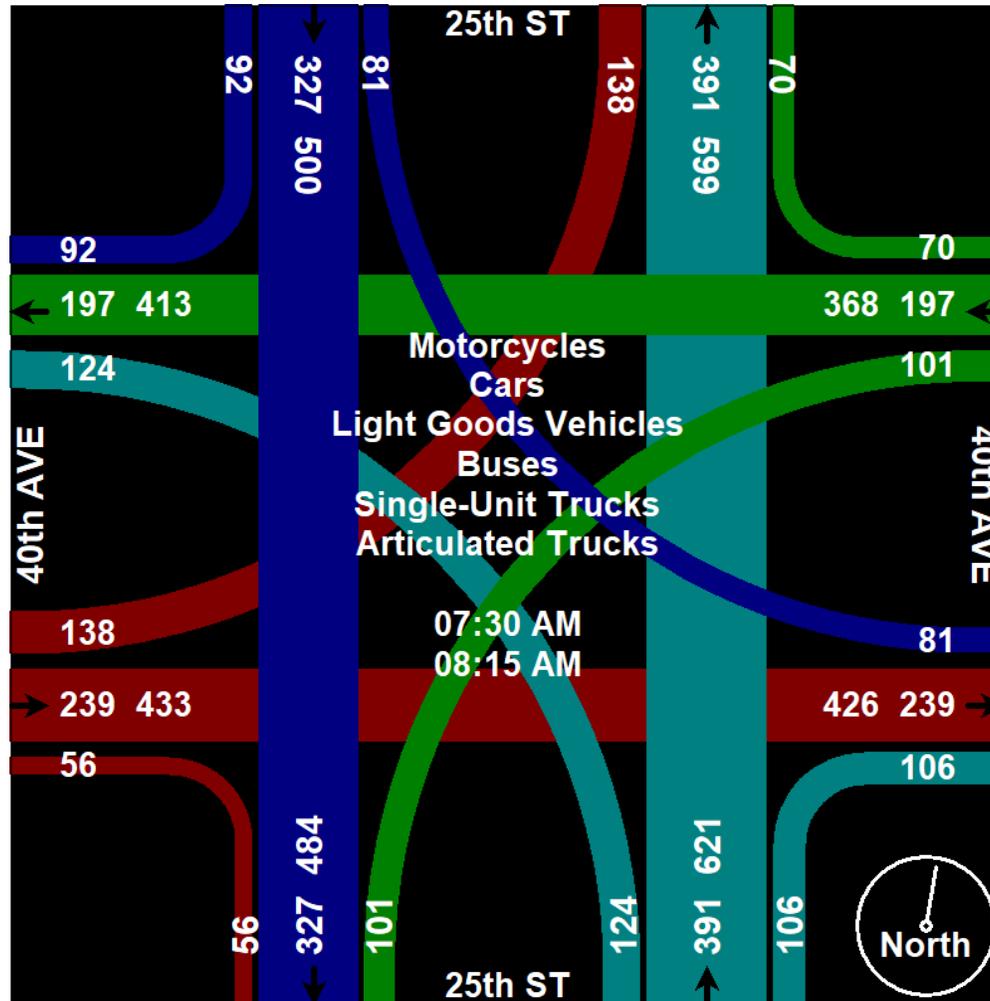
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25th Street Corridor Study

25th St & 40th Ave
 Fargo Moorhead

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25th Street Corridor Study

25th St & 40th Ave
 Fargo Moorhead

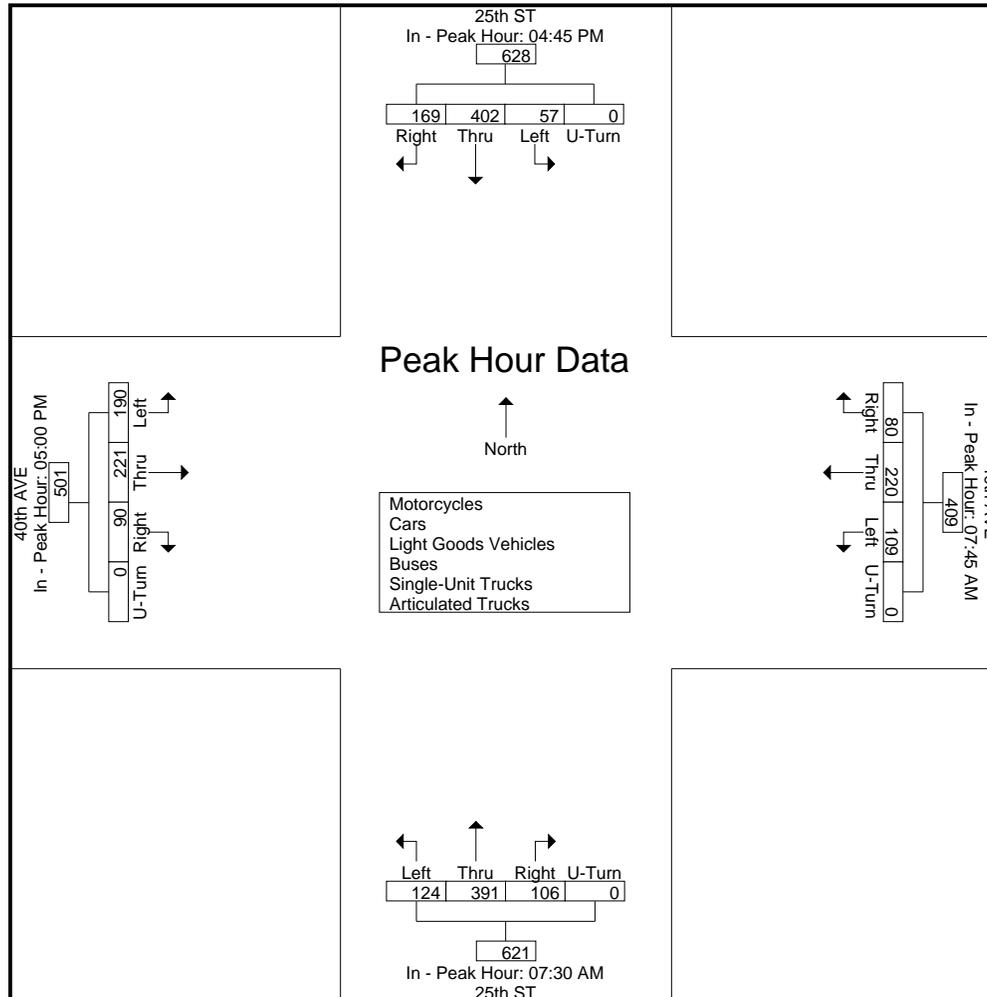
File Name : Fargo_sta_2010_25th_ST_&_40 th_AVE__876976_09-22-2021
 Site Code : 2010
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Start Time	25th ST From North					40th AVE From East					25th ST From South					40th AVE From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 09:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					07:45 AM					07:30 AM					05:00 PM					
+0 mins.	46	87	12	0	145	10	54	17	0	81	19	84	28	0	131	17	67	37	0	121	
+15 mins.	42	115	15	0	172	21	52	33	0	106	17	117	33	0	167	21	66	40	0	127	
+30 mins.	39	107	15	0	161	25	56	30	0	111	46	115	42	0	203	30	57	47	0	134	
+45 mins.	42	93	15	0	150	24	58	29	0	111	24	75	21	0	120	22	31	66	0	119	
Total Volume	169	402	57	0	628	80	220	109	0	409	106	391	124	0	621	90	221	190	0	501	
% App. Total	26.9	64	9.1	0		19.6	53.8	26.7	0		17.1	63	20	0		18	44.1	37.9	0		
PHF	.918	.874	.950	.000	.913	.800	.948	.826	.000	.921	.576	.835	.738	.000	.765	.750	.825	.720	.000	.935	

25th Street Corridor Study

25th St & 40th Ave
 Fargo Moorhead

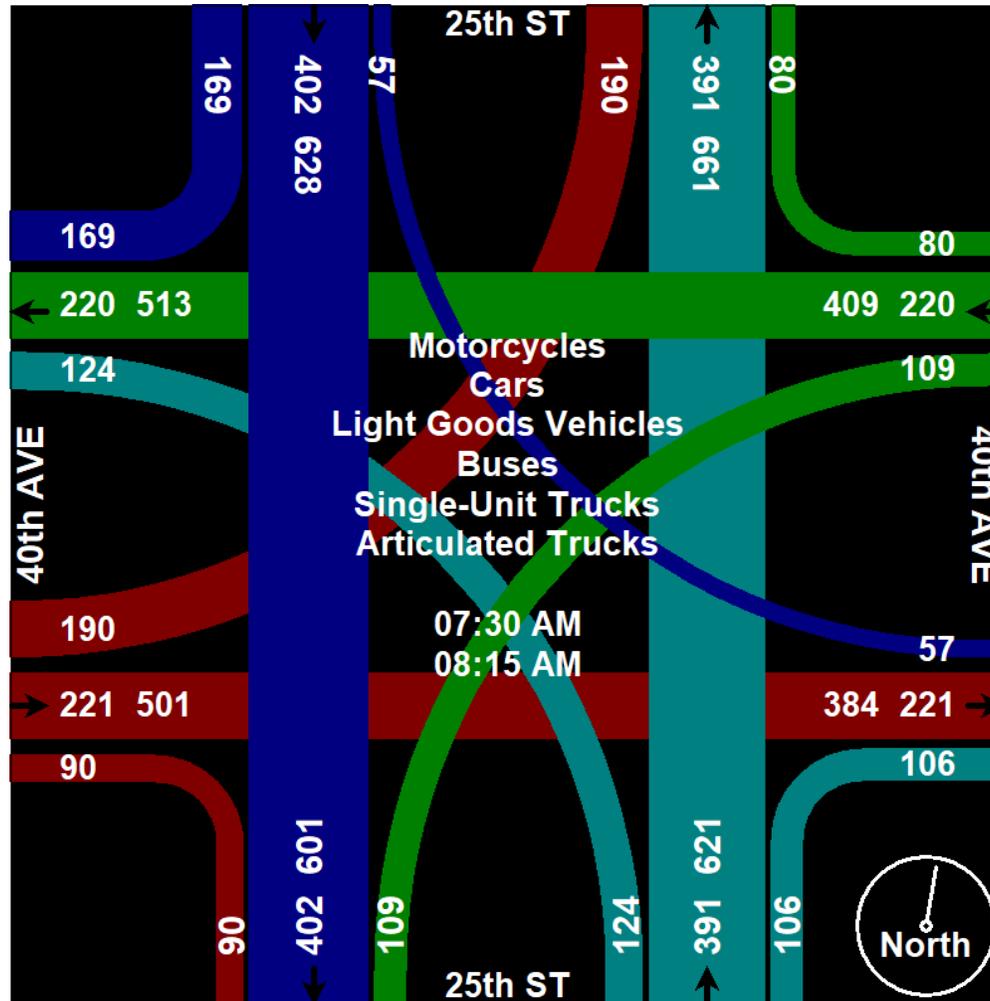
File Name : Fargo_sta_2010_25th_ST_&_40 th_AVE__876976_09-22-2021
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25th Street Corridor Study

25th St & 40th Ave
 Fargo Moorhead

File Name : Fargo_sta_2010_25th_ST_&_40 th_AVE__876976_09-22-2021
 Site Code : 2010
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Time	Peds	SB Right	SB Thru	SB Left	SB UTm	Peds	WB Right	WB Thru	WB Left	WB Utm	Peds	NB Right	NB Thru	NB Left	NB UTm	Peds	EB Right	EB Thru	EB Left	EB UTm		
06:00	0	43	74	6	0	0	11	54	13	0	0	5	104	22	0	0	10	59	38	0		
07:00	0	83	244	49	0	0	29	128	53	0	0	46	334	91	0	0	52	194	116	0		
08:00	0	71	264	66	0	0	76	191	98	0	0	97	296	95	0	0	44	171	110	0		
09:00	0	58	146	19	0	0	13	90	17	0	0	12	179	34	0	0	24	86	80	0		
10:00	0	100	182	23	0	0	22	100	20	0	0	14	170	41	0	0	32	76	69	0		
11:00	0	94	233	16	0	0	15	84	24	0	0	12	252	43	0	0	35	102	87	0		
12:00	0	93	235	27	0	0	20	129	32	0	0	31	244	38	0	0	44	101	84	0		
13:00	0	110	230	19	0	0	18	89	15	0	0	19	213	41	0	0	41	106	90	0		
14:00	0	96	278	27	0	0	29	97	36	0	0	25	279	65	0	0	72	106	84	0		
15:00	0	105	272	54	0	0	42	179	87	0	0	54	292	61	0	0	44	151	118	0		
16:00	0	154	313	38	0	0	38	208	38	0	0	34	290	70	0	0	65	157	136	0		
17:00	0	156	395	53	0	0	46	231	69	0	0	47	352	65	0	0	90	221	190	0		
18:00	0	101	243	27	0	0	24	114	36	0	0	35	294	45	0	0	64	117	114	0		
19:00	0	120	275	11	0	0	19	132	37	0	0	15	242	39	0	0	42	68	155	0		
	Peds	SB Left	SB Thru	SB Right	SB UTm	Peds	WB Left	WB Thru	WB Right	WB Utm	Peds	NB Left	NB Thru	NB Right	NB UTm	Peds	EB Left	EB Thru	EB Right	EB UTm	Peak Start	PHF
AM Peak	0	92	327	81	0	0	70	197	101	0	0	106	391	124	0	0	56	239	138	0	07:30	0.91
MD Peak	0	99	258	28	0	0	21	121	35	0	0	27	244	31	0	0	45	92	98	0	11:45	0.96
PM Peak	0	169	402	57	0	0	47	258	70	0	0	47	311	64	0	0	87	237	170	0	16:45	0.92

Time	Peds	SB Right	SB Thru	SB Left	SB UTrn	Peds	WB Right	WB Thru	WB Left	WB UTrn	Peds	NB Right	NB Thru	NB Left	NB UTrn	Peds	EB Right	EB Thru	EB Left	EB UTrn			
06:00	0	0	36	2	0	0	11	0	1	0	0	1	61	0	0	0	0	0	0	0			
07:00	0	0	288	12	0	0	63	0	6	0	0	6	495	0	0	0	0	0	0	0			
08:00	0	0	322	38	0	1	57	0	9	0	1	6	487	0	0	0	0	0	0	0			
09:00	0	0	192	10	0	0	27	0	10	0	0	3	210	0	0	0	0	0	0	0			
10:00	0	0	209	17	0	1	17	0	4	0	0	4	223	0	0	0	0	0	0	0			
11:00	0	0	275	33	0	1	26	0	7	0	0	7	278	0	0	0	0	0	0	0			
12:00	2	0	315	30	0	1	31	0	4	0	0	9	302	0	0	0	0	0	0	0			
13:00	1	0	290	19	0	0	32	0	8	0	0	4	301	0	0	0	0	0	0	0			
14:00	1	0	371	17	0	1	18	0	6	0	1	8	331	0	0	0	0	0	0	0			
15:00	0	0	404	32	0	0	36	0	10	0	0	17	416	0	0	0	0	0	0	0			
16:00	0	0	521	65	0	0	46	0	8	0	0	11	381	0	0	0	0	0	0	0			
17:00	0	0	641	60	0	2	41	0	9	0	0	13	379	0	0	0	0	0	0	0			
18:00	1	0	361	48	0	0	32	0	9	0	0	12	360	0	0	0	0	0	0	0			
19:00	0	0	199	17	0	0	17	0	5	0	0	3	145	0	0	0	0	0	0	0			
	Peds	SB Left	SB Thru	SB Right	SB UTrn	Peds	WB Left	WB Thru	WB Right	WB UTrn	Peds	NB Left	NB Thru	NB Right	NB UTrn	Peds	EB Left	EB Thru	EB Right	EB UTrn	Peak Start	PHF	
AM Peak	0	0	394	36	0	1	71	0	9	0	1	6	641	0	0	0	0	0	0	0	0	07:30	0.92
MD Peak	0	0	345	15	0	1	14	0	5	0	0	8	324	0	0	0	0	0	0	0	0	13:45	0.90
PM Peak	0	0	657	66	0	2	40	0	10	0	0	12	383	0	0	0	0	0	0	0	0	16:45	0.95



Time	Peds	SB Right	SB Thru	SB Left	SB UTm	Peds	WB Right	WB Thru	WB Left	WB Utm	Peds	NB Right	NB Thru	NB Left	NB UTm	Peds	EB Right	EB Thru	EB Left	EB UTm		
06:00	0	6	35	1	0	0	13	4	2	0	0	2	69	3	0	0	3	1	7	0		
07:00	0	26	244	12	0	0	71	19	22	0	0	11	531	26	0	1	19	15	53	0		
08:00	0	30	299	14	0	0	57	23	18	0	1	18	521	26	0	3	28	21	33	0		
09:00	0	18	202	11	0	0	31	11	7	0	0	15	238	4	0	1	12	14	25	0		
10:00	0	31	239	11	0	1	23	11	9	0	0	9	235	9	0	0	14	10	31	0		
11:00	1	28	283	26	0	2	45	20	17	0	0	10	323	17	0	2	15	8	36	0		
12:00	0	23	341	16	0	2	36	30	13	1	0	15	347	10	0	1	19	19	31	0		
13:00	0	32	307	27	0	0	39	16	15	0	0	15	343	8	0	0	19	18	27	0		
14:00	0	25	367	31	0	2	34	22	14	0	0	12	328	16	0	1	24	18	30	0		
15:00	0	41	426	39	0	0	35	17	27	0	0	23	423	14	0	2	29	20	21	0		
16:00	1	50	566	58	0	0	46	23	25	0	1	24	414	13	0	1	39	39	43	0		
17:00	3	50	674	63	0	2	51	36	35	0	0	15	414	12	0	2	52	49	35	0		
18:00	0	36	396	43	0	1	44	14	26	0	0	17	366	15	0	1	15	21	23	0		
19:00	0	20	233	19	0	0	24	10	8	0	0	8	158	5	0	3	5	13	12	0		
	Peds	SB Left	SB Thru	SB Right	SB UTm	Peds	WB Left	WB Thru	WB Right	WB Utm	Peds	NB Left	NB Thru	NB Right	NB UTm	Peds	EB Left	EB Thru	EB Right	EB UTm	Peak Start	PHF
AM Peak	0	29	341	17	0	0	73	23	27	0	1	21	669	38	0	0	32	28	48	0	07:30	0.92
MD Peak	0	23	341	16	0	2	36	30	13	1	0	15	347	10	0	1	19	19	31	0	12:00	0.95
PM Peak	1	67	700	62	0	1	53	35	37	0	0	16	412	9	0	2	57	52	48	0	16:30	0.94



City of Fargo

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Groups Printed- Cars + - Trucks

Start Time	25th St S From North					33rd Ave S From East					25th St S From South					33rd Ave S From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	51	0	0	51	1	1	2	0	4	1	89	0	0	90	0	0	0	0	0	145
07:15 AM	0	63	0	0	63	3	1	5	0	9	0	122	0	0	122	0	0	1	0	1	195
07:30 AM	6	85	1	0	92	13	1	1	0	15	0	182	5	0	187	2	1	1	0	4	298
07:45 AM	10	100	1	1	112	8	0	3	0	11	1	176	17	0	194	5	0	2	0	7	324
Total	16	299	2	1	318	25	3	11	0	39	2	569	22	0	593	7	1	4	0	12	962
08:00 AM	11	108	2	0	121	5	0	1	0	6	4	172	19	0	195	6	0	3	0	9	331
08:15 AM	2	92	2	0	96	2	2	1	0	5	1	136	8	0	145	7	0	3	0	10	256
08:30 AM	1	97	0	0	98	12	0	0	0	12	2	140	1	0	143	2	0	0	0	2	255
08:45 AM	1	125	2	0	128	5	2	0	0	7	1	101	0	0	102	1	0	1	0	2	239
Total	15	422	6	0	443	24	4	2	0	30	8	549	28	0	585	16	0	7	0	23	1081
11:00 AM	0	45	5	0	50	3	0	1	0	4	0	55	1	0	56	2	0	3	0	5	115
11:15 AM	0	108	1	0	109	1	0	2	0	3	0	128	1	0	129	2	0	0	0	2	243
11:30 AM	1	70	5	0	76	3	0	1	0	4	1	121	0	0	122	3	0	1	0	4	206
11:45 AM	0	109	1	0	110	5	0	1	0	6	0	106	1	0	107	3	0	3	0	6	229
Total	1	332	12	0	345	12	0	5	0	17	1	410	3	0	414	10	0	7	0	17	793
12:00 PM	0	117	5	0	122	7	2	0	0	9	0	94	1	0	95	1	0	0	0	1	227
12:15 PM	0	97	3	0	100	6	0	2	0	8	0	101	0	0	101	1	0	0	0	1	210
12:30 PM	2	95	3	0	100	8	1	2	0	11	1	115	2	0	118	2	0	2	0	4	233
12:45 PM	2	89	0	0	91	5	2	1	0	8	2	117	1	0	120	1	0	1	0	2	221
Total	4	398	11	0	413	26	5	5	0	36	3	427	4	0	434	5	0	3	0	8	891
03:00 PM	16	43	4	0	63	6	1	2	0	9	0	46	5	0	51	5	2	3	0	10	133
03:15 PM	4	173	2	0	179	4	1	2	0	7	1	166	4	0	171	7	1	0	0	8	365
03:30 PM	1	102	0	0	103	5	2	0	0	7	3	118	0	0	121	3	0	0	0	3	234
03:45 PM	7	121	6	0	134	6	3	0	0	9	1	104	2	0	107	1	2	2	0	5	255
Total	28	439	12	0	479	21	7	4	0	32	5	434	11	0	450	16	5	5	0	26	987
04:00 PM	3	131	4	0	138	8	1	2	0	11	1	138	0	0	139	5	1	0	0	6	294
04:15 PM	1	148	7	0	156	6	0	3	0	9	0	142	0	0	142	1	0	0	0	1	308
04:30 PM	1	150	7	0	158	10	0	1	0	11	4	124	2	0	130	3	1	0	0	4	303
04:45 PM	4	161	5	0	170	5	0	1	0	6	2	109	4	0	115	4	2	0	0	6	297
Total	9	590	23	0	622	29	1	7	0	37	7	513	6	0	526	13	4	0	0	17	1202
05:00 PM	2	188	9	0	199	11	0	3	0	14	2	130	1	0	133	2	0	2	0	4	350
05:15 PM	2	190	7	0	199	2	2	4	0	8	2	101	0	0	103	2	0	0	0	2	312
05:30 PM	4	171	5	0	180	6	0	0	0	6	1	125	0	0	126	4	2	0	0	6	318

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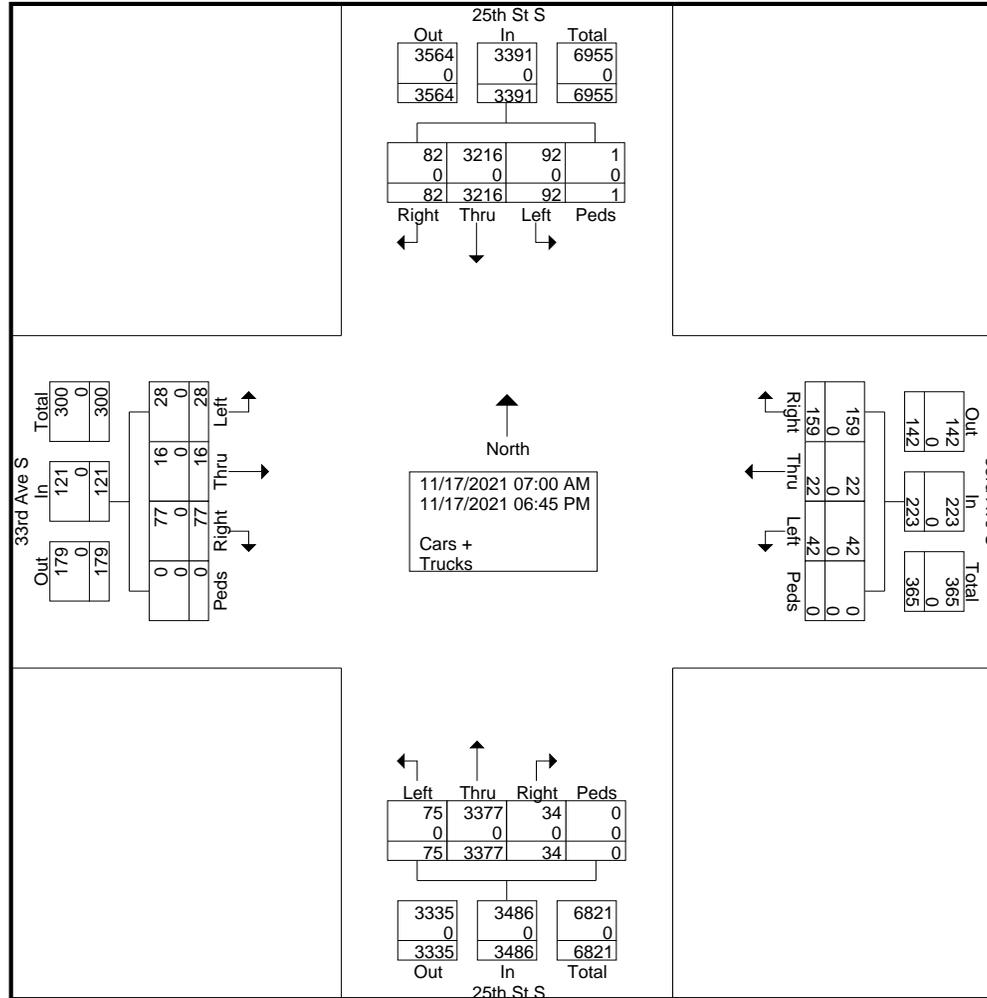
Groups Printed- Cars + - Trucks

Start Time	25th St S From North					33rd Ave S From East					25th St S From South					33rd Ave S From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:45 PM	1	187	5	0	193	3	0	1	0	4	3	119	0	0	122	2	4	0	0	6	325
Total	9	736	26	0	771	22	2	8	0	32	8	475	1	0	484	10	6	2	0	18	1305
Grand Total	82	3216	92	1	3391	159	22	42	0	223	34	3377	75	0	3486	77	16	28	0	121	7221
Apprch %	2.4	94.8	2.7	0		71.3	9.9	18.8	0		1	96.9	2.2	0		63.6	13.2	23.1	0		
Total %	1.1	44.5	1.3	0	47	2.2	0.3	0.6	0	3.1	0.5	46.8	1	0	48.3	1.1	0.2	0.4	0	1.7	
Cars +	82	3216	92	1	3391	159	22	42	0	223	34	3377	75	0	3486	77	16	28	0	121	7221
% Cars +	100	100	100	100	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Fargo

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City of Fargo

225 4th St N
Fargo, ND 58102

File Name : 25th & Kirsten Ln S 11-17-21 peak hours
Site Code :
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Groups Printed- Cars + - Trucks

Start Time	25th St S From North					Sanford From East					25th St S From South					Kirsten Ln From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	53	6	0	65	4	1	1	0	6	8	89	3	0	100	2	0	5	0	7	178
07:15 AM	11	63	8	1	83	2	0	1	0	3	6	123	5	0	134	1	1	5	0	7	227
07:30 AM	12	85	18	0	115	7	0	0	0	7	15	183	6	0	204	6	0	5	0	11	337
07:45 AM	13	100	17	0	130	6	0	3	0	9	27	177	7	0	211	9	3	8	0	20	370
Total	42	301	49	1	393	19	1	5	0	25	56	572	21	0	649	18	4	23	0	45	1112
08:00 AM	11	109	15	0	135	16	0	5	0	21	18	172	12	0	202	6	2	13	0	21	379
08:15 AM	7	94	20	0	121	7	1	5	0	13	12	137	2	0	151	10	1	8	0	19	304
08:30 AM	11	97	10	0	118	15	1	4	0	20	8	141	2	0	151	8	0	8	0	16	305
08:45 AM	6	125	13	0	144	12	3	3	0	18	6	102	5	0	113	4	0	6	0	10	285
Total	35	425	58	0	518	50	5	17	0	72	44	552	21	0	617	28	3	35	0	66	1273
11:00 AM	6	45	6	0	57	10	0	5	0	15	3	55	3	0	61	5	0	7	0	12	145
11:15 AM	20	109	12	0	141	28	3	9	0	40	3	129	4	0	136	8	2	11	0	21	338
11:30 AM	19	70	6	0	95	24	1	7	0	32	6	123	2	0	131	5	1	8	0	14	272
11:45 AM	18	109	12	0	139	24	2	3	0	29	8	107	7	0	122	6	3	12	0	21	311
Total	63	333	36	0	432	86	6	24	0	116	20	414	16	0	450	24	6	38	0	68	1066
12:00 PM	20	117	6	0	143	36	2	4	0	42	1	94	10	0	105	5	1	12	0	18	308
12:15 PM	19	98	13	0	130	12	2	1	0	15	5	104	8	0	117	7	1	15	0	23	285
12:30 PM	16	95	13	0	124	22	1	2	0	25	4	115	8	0	127	7	2	18	0	27	303
12:45 PM	19	89	12	0	120	16	1	2	0	19	10	117	5	0	132	6	0	15	0	21	292
Total	74	399	44	0	517	86	6	9	0	101	20	430	31	0	481	25	4	60	0	89	1188
03:00 PM	10	43	7	0	60	12	1	1	0	14	1	46	1	0	48	1	0	7	0	8	130
03:15 PM	27	173	11	0	211	25	2	5	0	32	9	166	7	0	182	30	1	18	0	49	474
03:30 PM	19	102	10	0	131	21	2	2	0	25	6	118	4	0	128	1	0	9	0	10	294
03:45 PM	17	121	8	0	146	19	1	5	0	25	1	104	5	0	110	6	0	12	0	18	299
Total	73	439	36	0	548	77	6	13	0	96	17	434	17	0	468	38	1	46	0	85	1197
04:00 PM	12	131	6	0	149	34	0	8	0	42	4	138	4	0	146	8	1	10	0	19	356
04:15 PM	11	148	3	0	162	15	0	7	0	22	4	142	1	0	147	4	2	5	0	11	342
04:30 PM	24	150	8	0	182	35	0	13	0	48	2	124	6	0	132	8	0	8	0	16	378
04:45 PM	21	161	7	0	189	24	1	8	0	33	3	109	3	0	115	4	0	18	0	22	359
Total	68	590	24	0	682	108	1	36	0	145	13	513	14	0	540	24	3	41	0	68	1435
05:00 PM	13	189	2	0	204	27	0	6	0	33	3	130	4	0	137	9	0	12	0	21	395
05:15 PM	18	190	1	0	209	13	1	8	0	22	2	101	1	0	104	3	0	15	0	18	353

City of Fargo

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File Name : 25th & Kirsten Ln S 11-17-21 peak hours

Site Code :

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Groups Printed- Cars + - Trucks

Start Time	25th St S From North					Sanford From East					25th St S From South					Kirsten Ln From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:30 PM	10	171	3	0	184	15	1	4	0	20	1	125	3	0	129	6	0	7	0	13	346
05:45 PM	12	187	0	0	199	4	0	2	0	6	0	119	6	0	125	7	0	9	0	16	346
Total	53	737	6	0	796	59	2	20	0	81	6	475	14	0	495	25	0	43	0	68	1440
Grand Total	408	3224	253	1	3886	485	27	124	0	636	176	3390	134	0	3700	182	21	286	0	489	8711
Apprch %	10.5	83	6.5	0		76.3	4.2	19.5	0		4.8	91.6	3.6	0		37.2	4.3	58.5	0		
Total %	4.7	37	2.9	0	44.6	5.6	0.3	1.4	0	7.3	2	38.9	1.5	0	42.5	2.1	0.2	3.3	0	5.6	
Cars +	408	3216	253	1	3878	485	27	123	0	635	176	3377	133	0	3686	182	21	285	0	488	8687
% Cars +	100	99.8	100	100	99.8	100	100	99.2	0	99.8	100	99.6	99.3	0	99.6	100	100	99.7	0	99.8	99.7
Trucks	0	8	0	0	8	0	0	1	0	1	0	13	1	0	14	0	0	1	0	1	24
% Trucks	0	0.2	0	0	0.2	0	0	0.8	0	0.2	0	0.4	0.7	0	0.4	0	0	0.3	0	0.2	0.3

City of Fargo

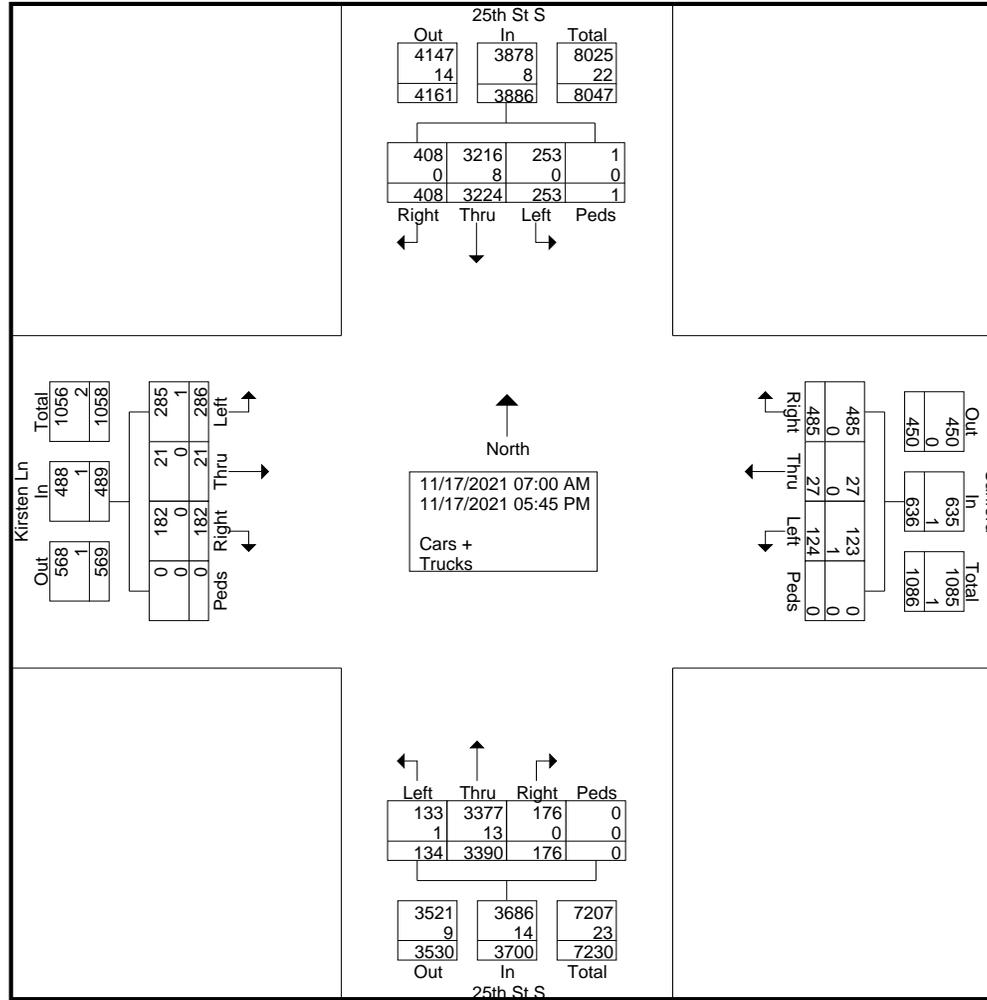
225 4th St N
Fargo, ND 58102

File Name : 25th & Kirsten Ln S 11-17-21 peak hours

Site Code :

Start Date : 11/17/2021

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25th Street Corridor Study

25th St & 32nd Ave
 Fargo Moorhead

File Name : Fargo_sta_2009_25th_ST_&_32nd_AVE_876968_09-22-2021

Site Code : 2009

Start Date : 9/22/2021

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses

Start Time	25th ST From North					32nd AVE From East					25th ST From South					25th ST From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
10:00 AM	41	47	26	0	114	27	105	15	0	147	16	70	25	0	111	20	60	38	0	118	490
10:15 AM	42	60	34	0	136	31	74	22	0	127	15	57	29	0	101	18	65	30	0	113	477
10:30 AM	41	51	28	0	120	30	71	10	0	111	9	68	37	0	114	26	60	36	0	122	467
10:45 AM	47	88	32	0	167	24	81	17	0	122	33	152	68	0	253	20	68	33	0	121	663
Total	171	246	120	0	537	112	331	64	0	507	73	347	159	0	579	84	253	137	0	474	2097
11:00 AM	67	54	28	0	149	35	90	11	0	136	27	82	42	0	151	23	85	34	0	142	578
11:15 AM	49	71	30	0	150	34	86	17	0	137	18	88	40	0	146	27	90	38	0	155	588
11:30 AM	40	85	36	0	161	38	100	22	0	160	17	76	40	0	133	26	79	44	0	149	603
11:45 AM	38	91	39	0	168	37	114	21	0	172	26	89	50	0	165	21	97	51	0	169	674
Total	194	301	133	0	628	144	390	71	0	605	88	335	172	0	595	97	351	167	0	615	2443
12:00 PM	43	89	49	0	181	28	98	22	1	149	20	84	33	0	137	16	98	56	0	170	637
12:15 PM	50	92	54	0	196	39	100	21	0	160	12	86	37	0	135	24	78	52	0	154	645
12:30 PM	64	97	38	0	199	32	91	29	0	152	16	92	38	0	146	23	92	47	1	163	660
12:45 PM	47	110	51	0	208	37	129	15	0	181	20	73	27	0	120	23	98	61	0	182	691
Total	204	388	192	0	784	136	418	87	1	642	68	335	135	0	538	86	366	216	1	669	2633
01:00 PM	57	89	45	0	191	40	95	26	0	161	15	72	37	0	124	31	97	52	0	180	656
01:15 PM	60	72	36	0	168	30	88	19	0	137	21	88	40	0	149	37	111	63	0	211	665
01:30 PM	50	76	43	0	169	34	92	20	0	146	18	87	25	0	130	21	101	58	0	180	625
01:45 PM	45	77	34	0	156	28	74	16	0	118	14	83	28	0	125	22	101	38	0	161	560
Total	212	314	158	0	684	132	349	81	0	562	68	330	130	0	528	111	410	211	0	732	2506
02:00 PM	50	85	29	0	164	23	87	19	0	129	24	83	25	0	132	31	98	44	0	173	598
02:15 PM	51	94	46	0	191	23	104	23	1	151	18	93	37	0	148	16	71	37	0	124	614
02:30 PM	53	82	44	0	179	29	100	19	1	149	15	70	33	0	118	33	110	57	0	200	646
02:45 PM	52	96	43	0	191	46	113	16	0	175	21	104	50	0	175	30	97	57	0	184	725
Total	206	357	162	0	725	121	404	77	2	604	78	350	145	0	573	110	376	195	0	681	2583
03:00 PM	51	88	43	0	182	34	108	19	0	161	25	97	32	0	154	27	116	60	0	203	700
03:15 PM	37	89	46	0	172	54	104	21	0	179	27	91	33	0	151	26	116	60	0	202	704
03:30 PM	47	118	37	0	202	44	117	22	0	183	24	96	38	0	158	34	115	51	0	200	743
03:45 PM	50	102	37	0	189	44	120	26	0	190	19	103	52	0	174	25	116	50	0	191	744
Total	185	397	163	0	745	176	449	88	0	713	95	387	155	0	637	112	463	221	0	796	2891
04:00 PM	47	121	50	0	218	48	125	23	0	196	25	98	54	0	177	27	100	55	0	182	773
04:15 PM	40	135	36	0	211	33	107	27	0	167	25	112	47	0	184	28	85	55	0	168	730

25th Street Corridor Study

25th St & 32nd Ave
 Fargo Moorhead

File Name : Fargo_sta_2009_25th_ST_&_32nd_AVE_876968_09-22-2021

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses

Start Time	25th ST From North					32nd AVE From East					25th ST From South					25th ST From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
04:30 PM	44	117	38	0	199	46	121	29	0	196	28	84	51	0	163	28	108	46	0	182	740
04:45 PM	49	157	30	0	236	40	130	34	0	204	21	89	40	0	150	33	129	58	0	220	810
Total	180	530	154	0	864	167	483	113	0	763	99	383	192	0	674	116	422	214	0	752	3053
05:00 PM	53	139	49	0	241	34	142	33	0	209	22	98	48	0	168	50	118	63	0	231	849
05:15 PM	78	143	35	0	256	41	129	34	0	204	16	107	59	0	182	52	145	40	0	237	879
05:30 PM	47	169	43	0	259	31	116	39	0	186	16	99	54	0	169	44	130	52	0	226	840
05:45 PM	50	168	34	0	252	33	88	25	0	146	18	80	36	0	134	45	80	45	0	170	702
Total	228	619	161	0	1008	139	475	131	0	745	72	384	197	0	653	191	473	200	0	864	3270
06:00 PM	37	103	25	0	165	16	103	24	0	143	2	88	39	0	129	17	64	35	0	116	553
06:15 PM	41	98	27	0	166	20	100	24	0	144	6	80	31	0	117	19	70	34	0	123	550
06:30 PM	38	95	24	0	157	20	65	17	0	102	11	73	33	0	117	23	63	28	0	114	490
06:45 PM	44	73	24	0	141	11	72	20	1	104	9	80	19	0	108	32	66	32	0	130	483
Total	160	369	100	0	629	67	340	85	1	493	28	321	122	0	471	91	263	129	0	483	2076
07:00 PM	30	100	25	0	155	19	61	25	0	105	27	126	75	0	228	27	56	29	0	112	600
07:15 PM	30	80	23	0	133	19	43	15	0	77	19	74	31	0	124	20	54	21	0	95	429
07:30 PM	25	78	18	0	121	16	59	8	0	83	5	45	10	0	60	17	35	37	0	89	353
07:45 PM	24	78	19	0	121	11	56	15	0	82	15	57	16	0	88	36	43	22	0	101	392
Total	109	336	85	0	530	65	219	63	0	347	66	302	132	0	500	100	188	109	0	397	1774
08:00 PM	27	72	20	0	119	12	54	12	0	78	12	71	25	0	108	30	46	19	0	95	400
08:15 PM	24	79	15	0	118	7	27	5	0	39	18	81	34	0	133	15	46	17	0	78	368
08:30 PM	19	60	13	0	92	10	38	7	0	55	6	35	14	0	55	9	22	22	0	53	255
08:45 PM	17	42	10	0	69	10	34	8	0	52	5	31	13	0	49	14	31	10	0	55	225
Total	87	253	58	0	398	39	153	32	0	224	41	218	86	0	345	68	145	68	0	281	1248
09:00 PM	22	37	12	0	71	12	24	7	0	43	6	17	9	0	32	8	28	15	0	51	197
09:15 PM	14	22	10	0	46	11	23	6	0	40	9	15	9	0	33	10	19	13	0	42	161
09:30 PM	6	22	10	0	38	7	32	4	0	43	4	15	9	0	28	7	18	11	0	36	145
09:45 PM	8	21	7	0	36	4	21	4	0	29	4	17	4	0	25	3	28	7	0	38	128
Total	50	102	39	0	191	34	100	21	0	155	23	64	31	0	118	28	93	46	0	167	631
10:00 PM	11	22	1	0	34	4	21	3	0	28	1	14	5	0	20	6	28	4	0	38	120
10:15 PM	7	19	8	0	34	4	22	4	0	30	2	8	5	0	15	2	19	11	0	32	111
10:30 PM	9	16	3	0	28	2	24	0	0	26	4	8	5	0	17	4	16	6	0	26	97
10:45 PM	6	11	2	0	19	1	10	7	0	18	4	8	2	0	14	4	9	4	0	17	68
Total	33	68	14	0	115	11	77	14	0	102	11	38	17	0	66	16	72	25	0	113	396
11:00 PM	4	13	6	0	23	0	17	4	0	21	2	4	4	0	10	2	16	6	0	24	78
11:15 PM	8	11	3	0	22	2	9	3	0	14	2	8	4	0	14	3	7	4	0	14	64

25th Street Corridor Study

25th St & 32nd Ave
 Fargo Moorhead

File Name : Fargo_sta_2009_25th_ST_&_32nd_AVE_876968_09-22-2021

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses

Start Time	25th ST From North					32nd AVE From East					25th ST From South					25th ST From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
11:30 PM	8	3	1	0	12	2	4	4	0	10	2	6	0	0	8	1	8	11	0	20	50
11:45 PM	2	4	1	0	7	2	13	2	0	17	2	2	0	0	4	3	10	6	0	19	47
Total	22	31	11	0	64	6	43	13	0	62	8	20	8	0	36	9	41	27	0	77	239
12:00 AM	2	2	3	0	7	3	7	0	0	10	0	4	1	0	5	1	8	4	0	13	35
12:15 AM	5	8	1	0	14	3	9	0	0	12	2	5	0	0	7	1	3	3	0	7	40
12:30 AM	4	3	4	0	11	2	9	0	0	11	0	5	0	0	5	0	6	2	0	8	35
12:45 AM	2	2	2	0	6	0	6	0	0	6	1	0	0	0	1	2	5	3	0	10	23
Total	13	15	10	0	38	8	31	0	0	39	3	14	1	0	18	4	22	12	0	38	133
01:00 AM	2	4	3	0	9	0	6	0	0	6	0	3	3	0	6	0	5	6	0	11	32
01:15 AM	3	2	1	0	6	0	5	0	0	5	0	5	1	0	6	1	3	0	0	4	21
01:30 AM	2	3	0	0	5	2	5	1	0	8	0	2	2	0	4	2	3	1	0	6	23
01:45 AM	2	2	0	0	4	0	2	1	0	3	1	2	0	0	3	2	6	0	0	8	18
Total	9	11	4	0	24	2	18	2	0	22	1	12	6	0	19	5	17	7	0	29	94
02:00 AM	2	1	1	0	4	1	3	0	0	4	0	2	0	0	2	0	4	2	0	6	16
02:15 AM	3	0	0	0	3	0	2	2	0	4	0	1	1	0	2	0	2	0	0	2	11
02:30 AM	0	0	2	0	2	0	3	1	0	4	1	1	1	0	3	0	2	1	0	3	12
02:45 AM	5	2	1	0	8	1	2	0	0	3	0	2	0	0	2	1	3	1	0	5	18
Total	10	3	4	0	17	2	10	3	0	15	1	6	2	0	9	1	11	4	0	16	57
03:00 AM	2	3	1	0	6	0	1	0	0	1	0	3	1	0	4	0	6	2	0	8	19
03:15 AM	0	4	2	0	6	1	3	0	0	4	1	2	0	0	3	0	1	2	0	3	16
03:30 AM	0	0	0	0	0	1	2	0	0	3	0	1	1	0	2	1	0	4	0	5	10
03:45 AM	2	2	1	0	5	1	4	0	0	5	1	1	3	0	5	0	4	1	1	6	21
Total	4	9	4	0	17	3	10	0	0	13	2	7	5	0	14	1	11	9	1	22	66
04:00 AM	1	0	0	0	1	1	3	0	0	4	0	3	3	0	6	0	1	1	0	2	13
04:15 AM	2	4	2	0	8	0	4	0	0	4	1	7	3	0	11	2	2	1	0	5	28
04:30 AM	3	2	1	0	6	0	8	1	0	9	1	3	3	0	7	0	1	0	0	1	23
04:45 AM	6	0	2	0	8	2	9	0	0	11	1	2	1	0	4	1	4	3	0	8	31
Total	12	6	5	0	23	3	24	1	0	28	3	15	10	0	28	3	8	5	0	16	95
05:00 AM	6	8	1	0	15	2	7	3	0	12	0	17	5	0	22	1	3	2	0	6	55
05:15 AM	5	6	3	0	14	4	4	0	0	8	2	14	9	0	25	2	5	6	0	13	60
05:30 AM	15	7	3	0	25	6	18	2	0	26	0	21	2	0	23	1	13	5	0	19	93
05:45 AM	8	12	3	0	23	4	18	2	0	24	4	28	9	0	41	4	12	5	0	21	109
Total	34	33	10	0	77	16	47	7	0	70	6	80	25	0	111	8	33	18	0	59	317
06:00 AM	21	8	2	0	31	9	12	3	0	24	2	28	12	0	42	3	15	9	0	27	124
06:15 AM	23	16	2	0	41	5	36	3	0	44	2	33	12	0	47	4	24	12	0	40	172

25th Street Corridor Study

25th St & 32nd Ave
 Fargo Moorhead

File Name : Fargo_sta_2009_25th_ST_&_32nd_AVE_876968_09-22-2021

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses

Start Time	25th ST From North					32nd AVE From East					25th ST From South					25th ST From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
06:30 AM	26	31	5	0	62	6	49	5	0	60	5	63	25	0	93	8	25	18	0	51	266
06:45 AM	42	49	8	0	99	12	51	11	0	74	7	58	17	0	82	7	55	19	0	81	336
Total	112	104	17	0	233	32	148	22	0	202	16	182	66	0	264	22	119	58	0	199	898
07:00 AM	20	37	24	0	81	12	30	13	0	55	8	67	21	0	96	13	47	23	0	83	315
07:15 AM	45	39	18	0	102	16	77	12	0	105	17	84	33	0	134	16	74	33	0	123	464
07:30 AM	58	90	42	0	190	25	78	27	0	130	22	142	46	0	210	23	69	38	0	130	660
07:45 AM	66	86	48	0	200	29	125	29	0	183	21	132	49	0	202	23	153	61	0	237	822
Total	189	252	132	0	573	82	310	81	0	473	68	425	149	0	642	75	343	155	0	573	2261
08:00 AM	51	79	33	0	163	26	67	23	0	116	27	128	52	0	207	32	96	59	0	187	673
08:15 AM	41	50	35	0	126	27	93	22	0	142	30	97	47	0	174	28	110	55	0	193	635
08:30 AM	43	72	36	0	151	32	76	11	0	119	11	110	45	0	166	18	71	25	0	114	550
08:45 AM	45	49	32	0	126	26	95	21	0	142	16	79	37	0	132	28	65	45	0	138	538
Total	180	250	136	0	566	111	331	77	0	519	84	414	181	0	679	106	342	184	0	632	2396
09:00 AM	36	51	38	0	125	17	58	17	0	92	10	61	33	0	104	18	59	26	0	103	424
09:15 AM	40	54	25	0	119	24	68	11	0	103	16	75	25	0	116	14	69	39	0	122	460
09:30 AM	33	63	27	0	123	16	70	21	0	107	15	75	32	0	122	24	57	33	0	114	466
09:45 AM	28	52	37	0	117	31	72	13	0	116	20	73	26	0	119	26	72	29	0	127	479
Total	137	220	127	0	484	88	268	62	0	418	61	284	116	0	461	82	257	127	0	466	1829
Grand Total	2741	5214	1999	0	9954	1696	5428	1195	4	8323	1063	5253	2242	0	8558	1526	5079	2544	2	9151	35986
Apprch %	27.5	52.4	20.1	0		20.4	65.2	14.4	0		12.4	61.4	26.2	0		16.7	55.5	27.8	0		
Total %	7.6	14.5	5.6	0	27.7	4.7	15.1	3.3	0	23.1	3	14.6	6.2	0	23.8	4.2	14.1	7.1	0	25.4	
Motorcycles	5	25	8	0	38	3	25	4	0	32	4	19	6	0	29	3	11	11	0	25	124
% Motorcycles	0.2	0.5	0.4	0	0.4	0.2	0.5	0.3	0	0.4	0.4	0.4	0.3	0	0.3	0.2	0.2	0.4	0	0.3	0.3
Cars	2500	4289	1675	0	8464	1431	4595	1044	3	7073	963	4257	1871	0	7091	1265	4307	2072	2	7646	30274
% Cars	91.2	82.3	83.8	0	85	84.4	84.7	87.4	75	85	90.6	81	83.5	0	82.9	82.9	84.8	81.4	100	83.6	84.1
Light Goods Vehicles	209	870	308	0	1387	252	767	142	1	1162	94	941	357	0	1392	241	723	436	0	1400	5341
% Light Goods Vehicles	7.6	16.7	15.4	0	13.9	14.9	14.1	11.9	25	14	8.8	17.9	15.9	0	16.3	15.8	14.2	17.1	0	15.3	14.8
Buses	27	30	8	0	65	10	41	5	0	56	2	36	8	0	46	17	38	25	0	80	247
% Buses	1	0.6	0.4	0	0.7	0.6	0.8	0.4	0	0.7	0.2	0.7	0.4	0	0.5	1.1	0.7	1	0	0.9	0.7

25th Street Corridor Study

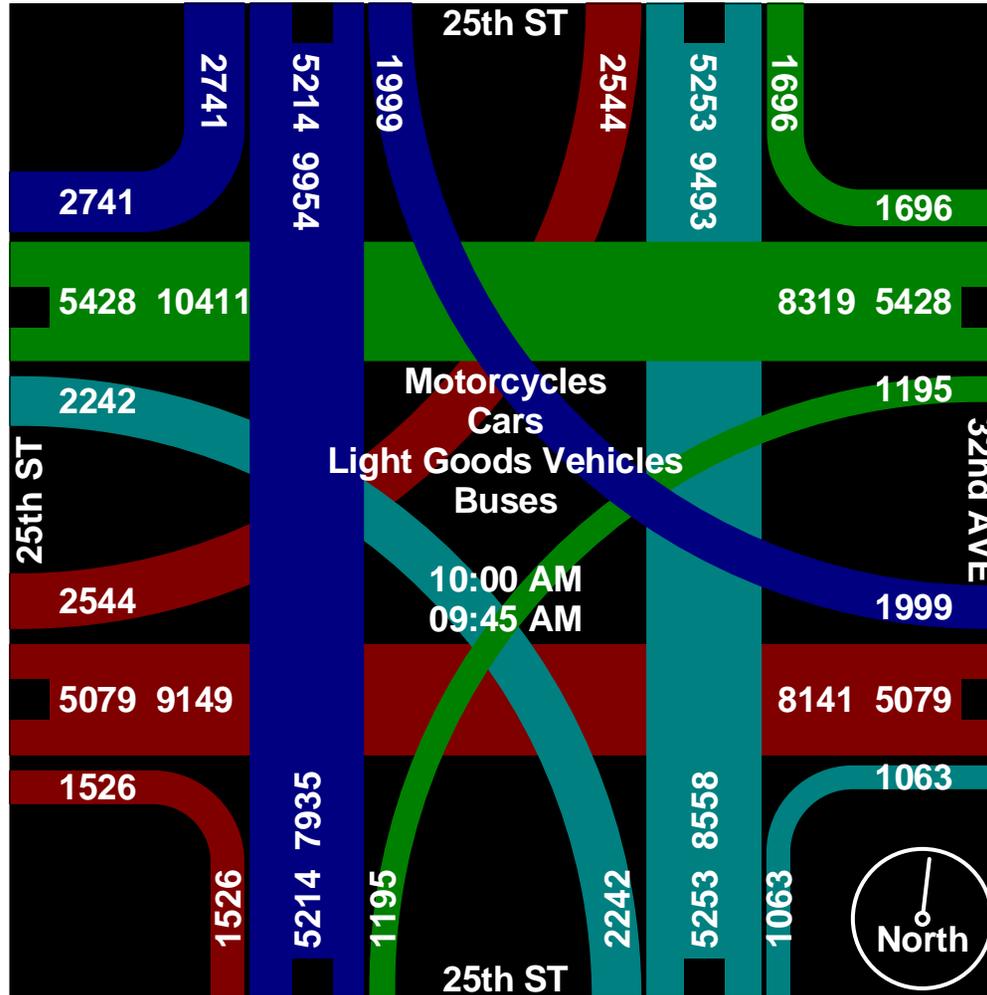
25th St & 32nd Ave
Fargo Moorhead

File Name : Fargo_sta_2009_25th_ST_&_32nd_AVE_876968_09-22-2021

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Time	Peds	SB Right	SB Thru	SB Left	SB UTm	Peds	WB Right	WB Thru	WB Left	WB Utm	Peds	NB Right	NB Thru	NB Left	NB UTm	Peds	EB Right	EB Thru	EB Left	EB UTm		
06:00	0	103	76	13	0	0	23	125	20	0	0	17	133	48	0	0	19	104	52	0		
07:00	0	160	214	116	0	0	62	243	70	0	0	63	333	112	0	0	64	286	128	0		
08:00	0	170	212	117	0	0	90	288	71	0	0	73	335	144	0	0	89	291	145	0		
09:00	0	125	180	107	0	0	75	231	53	0	0	59	245	106	0	0	75	216	104	0		
10:00	0	166	216	104	0	0	101	298	61	0	0	66	319	147	0	0	78	234	118	0		
11:00	0	142	225	122	0	0	119	307	69	0	0	80	272	156	0	0	84	309	135	0		
12:00	0	194	330	155	0	0	116	367	78	0	0	68	266	110	0	0	75	318	181	1		
13:00	0	202	257	134	0	0	117	308	65	0	0	62	267	113	0	0	94	357	173	0		
14:00	0	200	293	142	0	0	110	352	69	2	0	77	299	122	0	0	87	334	168	0		
15:00	0	185	340	145	0	0	159	389	76	0	0	80	316	131	0	0	95	389	178	0		
16:00	0	168	432	126	0	0	149	420	104	0	0	98	321	171	0	0	101	365	183	0		
17:00	0	221	520	135	0	0	121	414	112	0	0	63	324	168	0	0	156	388	151	0		
18:00	0	147	320	86	0	0	59	287	76	1	0	27	285	108	0	0	67	232	117	0		
19:00	0	106	289	71	0	0	54	191	58	0	0	52	243	102	0	0	84	159	90	0		
	Peds	SB Left	SB Thru	SB Right	SB UTm	Peds	WB Left	WB Thru	WB Right	WB Utm	Peds	NB Left	NB Thru	NB Right	NB UTm	Peds	EB Left	EB Thru	EB Right	EB UTm	Peak Start	PHF
AM Peak	0	191	269	141	0	0	87	312	92	0	0	87	405	148	0	0	94	365	178	0	07:30	0.85
MD Peak	0	216	318	132	0	0	118	353	78	0	0	72	258	114	0	0	99	346	181	1	12:30	0.95
PM Peak	0	221	504	134	0	0	130	442	120	0	0	65	334	175	0	0	147	433	166	0	16:45	0.95

Time	Peds	SB Right	SB Thru	SB Left	SB UTrn	Peds	WB Right	WB Thru	WB Left	WB UTrn	Peds	NB Right	NB Thru	NB Left	NB UTrn	Peds	EB Right	EB Thru	EB Left	EB UTrn		
06:00	0	0	0	0	0	0	0	140	1	0	0	1	0	14	0	0	7	79	0	0		
07:00	0	0	0	0	0	0	0	1043	7	0	0	73	0	130	0	0	72	758	0	0		
08:00	0	0	0	0	0	0	0	741	21	0	0	36	0	77	0	0	80	595	0	0		
09:00	0	0	0	0	0	0	0	460	9	1	0	16	0	52	0	0	41	350	0	0		
10:00	0	0	0	0	0	0	0	424	7	0	0	10	0	64	0	0	40	319	0	0		
11:00	0	0	0	0	0	0	0	477	17	0	0	23	0	75	0	0	76	494	0	0		
12:00	0	0	0	0	0	0	0	591	9	0	0	32	0	74	0	2	84	519	0	0		
13:00	0	0	0	0	0	0	0	512	12	0	0	17	0	73	0	0	70	466	0	0		
14:00	0	0	0	0	0	0	0	603	13	0	0	23	0	53	0	0	77	532	0	0		
15:00	0	0	0	0	0	0	0	820	13	1	0	39	0	85	0	0	97	703	0	0		
16:00	0	0	0	0	0	0	0	842	18	1	0	31	0	89	0	0	136	882	0	0		
17:00	0	0	0	0	0	0	0	966	13	2	0	50	0	84	0	1	163	1144	0	1		
18:00	0	0	0	0	0	0	0	545	6	0	0	21	0	75	0	0	100	726	0	0		
19:00	0	0	0	0	0	0	0	277	11	0	0	5	0	52	0	0	45	396	0	0		
	Peds	SB Right	SB Thru	SB Left	SB UTrn	Peds	WB Left	WB Thru	WB Right	WB UTrn	Peds	NB Left	NB Thru	NB Right	NB UTrn	Peds	EB Left	EB Thru	EB Right	EB UTrn	Peak Start	PHF
AM Peak	0	0	0	0	0	0	0	1074	18	0	0	68	0	119	0	0	96	844	0	0	07:30	0.78
MD Peak	0	0	0	0	0	0	0	591	9	0	0	32	0	74	0	2	84	519	0	0	12:00	0.91
PM Peak	0	0	0	0	0	0	0	966	13	2	0	50	0	84	0	1	163	1144	0	1	17:00	0.92

SYNCHRO REPORT

SimTraffic Performance Report

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5: 25th St & 32nd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.4	1.2	0.0	1.9	1.1
Total Del/Veh (s)	31.2	31.7	24.5	18.1	26.3

10: 25th St & Kirsten Ln Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	2.8	0.0	0.0	0.1
Total Del/Veh (s)	13.7	10.8	1.4	3.0	2.8

15: 25th St & 33rd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.8	8.9	2.7	0.8	2.4

20: 25th St & 35th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1.1	0.0	0.0	0.1
Total Del/Veh (s)	14.7	10.5	7.4	6.3	8.0

23: 25th St & Casey's Driveway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.0	6.8	0.5	1.7	1.1

25: 25th St & 36th Ave Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.6	0.7	0.4	0.8

30: 25th St & 37th Ave Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	3.6	0.0	0.0	0.3
Total Del/Veh (s)	5.9	0.7	0.9	1.2

35: 25th St & 38th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.6	7.8	0.7	0.7	1.3

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37: 25th St & 39th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.1	7.9	1.9	0.7	1.7

40: 25th St & 40th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.5	1.3	0.0	0.0	0.6
Total Del/Veh (s)	22.0	23.2	19.6	23.7	21.8

42: 25th St & Centennial Elementary (North) Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.8	2.2	2.6

43: 25th St & Centennial Elementary (South)/Rose Creek Dr Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.5	1.4	0.0	0.0	0.5
Total Del/Veh (s)	10.7	8.0	7.4	7.0	7.9

44: 25th St & 44th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.4	5.3	0.5	1.6	1.2

45: 25th St & Carrie Rose Ln Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.6	0.9	0.4	0.8

50: 25th St & Rose Creek Pkwy Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	4.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	6.2	5.1	0.5	0.9	0.8

52: 25th St & Meadow Creek Dr Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.5	0.7	0.4	0.8

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54: 25th St & Rose Creek Blvd Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.6	1.8	0.8	1.7

55: 25th St & 52nd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.9	0.0	0.0	0.2
Total Del/Veh (s)	15.4	24.2	26.3	29.3	22.5

56: 25th St & Don's Carwash Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.9	0.8	1.9	1.4

57: 25th St & 53rd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	31.6	13.7	1.8	0.7	2.2

60: 25th St & Prairie Grove Ave/Shanley HS (North) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	13.5	9.6	1.0	1.9	2.2

65: 25th St & Eaglebrook Apts/Shanley HS (South) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	15.6	8.3	1.7	1.4	2.0

70: 25th St & 58th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	4.4	4.7	6.5	6.1	6.0

75: 25th St & 60th Ave Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	3.8	0.0	0.0	0.2
Total Del/Veh (s)	5.8	0.9	0.7	1.1

SimTraffic Performance Report

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80: 25th St & 62nd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.1	3.4	0.0	0.0	0.2
Total Del/Veh (s)	9.7	6.7	0.9	0.9	1.4

85: 25th St & 64th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.0	0.2
Total Del/Veh (s)	4.0	4.1	5.5	5.9	5.5

100: 27th St & 52nd Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.7	0.0	40.7	4.0
Total Del/Veh (s)	0.8	2.6	142.6	14.7

Total Network Performance

Denied Del/Veh (s)	2.2
Total Del/Veh (s)	40.1

Arterial Level of Service
Existing AM Peak Hour

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Arterial Level of Service: NB 25th St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
64th Ave	85	5.7	29.8	0.3	31
62nd Ave	80	0.8	27.0	0.2	23
60th Ave	75	0.9	14.8	0.1	33
58th Ave	70	6.6	20.0	0.1	26
Shanley HS (South)	65	1.5	27.5	0.2	23
	61	0.5	6.3	0.1	32
Shanley HS (North)	60	1.0	8.1	0.1	31
53rd Ave	57	1.6	14.0	0.1	31
Don's Carwash	56	0.7	6.0	0.0	30
52nd Ave	55	23.7	30.5	0.1	9
Rose Creek Blvd	54	2.7	19.3	0.2	29
Meadow Creek Dr	52	0.7	17.0	0.2	33
Rose Creek Pkwy	50	0.5	7.7	0.1	34
Carrie Rose Ln	45	0.9	25.4	0.2	33
44th Ave	44	0.4	8.5	0.1	33
Rose Creek Dr	43	7.5	20.5	0.1	22
Centennial Elementar	42	2.7	12.4	0.1	26
40th Ave	40	20.2	29.0	0.1	11
39th Ave	37	2.6	10.0	0.1	26
38th Ave	35	0.6	13.1	0.1	33
37th Ave	30	0.7	13.4	0.1	33
36th Ave	25	0.7	13.4	0.1	32
Casey's Driveway	23	0.5	7.6	0.1	33
35th Ave	20	7.2	23.1	0.2	24
33rd Ave	15	2.7	23.3	0.2	32
Kirsten Ln	10	1.3	7.2	0.1	28
32nd Ave	5	26.8	34.2	0.1	8
Total		121.8	469.0	3.3	25

Arterial Level of Service
Existing AM Peak Hour

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Arterial Level of Service: SB 25th St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
32nd Ave	5	24.4	39.7	0.2	14
Kirsten Ln	10	2.9	11.3	0.1	25
33rd Ave	15	0.8	6.7	0.1	31
35th Ave	20	6.2	27.5	0.2	27
Casey's Driveway	23	1.8	17.9	0.2	31
36th Ave	25	0.4	7.5	0.1	34
37th Ave	30	0.6	13.1	0.1	33
38th Ave	35	0.6	13.4	0.1	33
39th Ave	37	0.6	13.1	0.1	33
40th Ave	40	25.3	32.7	0.1	8
Centennial Elementar	42	3.0	12.1	0.1	27
Centennial Elementar	43	7.0	16.5	0.1	20
44th Ave	44	1.8	14.6	0.1	31
Carrie Rose Ln	45	0.4	8.7	0.1	32
Rose Creek Pkwy	50	0.8	24.9	0.2	34
Meadow Creek Dr	52	0.4	7.9	0.1	33
Rose Creek Blvd	54	0.7	16.8	0.2	33
52nd Ave	55	36.0	51.5	0.2	11
Don's Carwash	56	4.4	12.6	0.1	21
53rd Ave	57	0.6	5.7	0.0	31
Prairie Grove Ave	60	1.0	13.3	0.1	33
	61	0.5	7.7	0.1	32
Eaglebrook Apts	65	0.7	6.5	0.1	31
58th Ave	70	6.3	22.5	0.2	28
60th Ave	75	0.7	23.4	0.1	22
62nd Ave	80	0.9	14.8	0.1	33
64th Ave	85	6.0	22.5	0.2	28
Total		134.8	464.9	3.2	24

Queuing and Blocking Report

Existing AM Peak Hour

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Intersection: 5: 25th St & 32nd Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	218	239	217	55	127	233	190	112	194	254	267	165
Average Queue (ft)	109	139	107	22	56	146	112	40	82	130	150	66
95th Queue (ft)	182	214	191	43	105	211	184	74	161	225	245	124
Link Distance (ft)		843	843			904	904			307	307	
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	350			200	250			200	150			225
Storage Blk Time (%)			0			0	0		1	5		0
Queuing Penalty (veh)			1			0	0		2	10		0

Intersection: 5: 25th St & 32nd Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	157	136	113
Average Queue (ft)	77	56	37
95th Queue (ft)	135	118	80
Link Distance (ft)	771	771	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: 25th St & Kirsten Ln

Movement	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	LT	TR	L	T	TR
Maximum Queue (ft)	86	49	57	88	85	69	50	34
Average Queue (ft)	36	16	22	13	8	24	2	2
95th Queue (ft)	69	43	49	54	40	54	20	18
Link Distance (ft)	584	475		242	242		307	307
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			50			50		
Storage Blk Time (%)		0	0			2	0	
Queuing Penalty (veh)		0	0			3	0	

Queuing and Blocking Report

Existing AM Peak Hour

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Intersection: 15: 25th St & 33rd Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	42	70	90	61	35	42
Average Queue (ft)	22	25	18	3	3	3
95th Queue (ft)	44	55	57	24	21	21
Link Distance (ft)	591	466	1023	1023	242	242
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 20: 25th St & 35th Ave

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	LT	TR	LT	TR
Maximum Queue (ft)	99	59	79	141	144	96	120
Average Queue (ft)	48	16	36	70	74	39	45
95th Queue (ft)	85	46	67	124	128	79	92
Link Distance (ft)	578		481	754	754	1023	1023
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100					
Storage Blk Time (%)			0				
Queuing Penalty (veh)			0				

Intersection: 23: 25th St & Casey's Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	43	39	40	49	35	36
Average Queue (ft)	15	13	5	3	4	2
95th Queue (ft)	41	38	25	21	21	19
Link Distance (ft)	623	341	306	306	754	754
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

Existing AM Peak Hour

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Intersection: 25: 25th St & 36th Ave

Movement	EB	NB	NB	SB	SB
Directions Served	LR	LT	T	T	TR
Maximum Queue (ft)	48	48	46	34	47
Average Queue (ft)	20	6	2	1	3
95th Queue (ft)	47	31	19	15	22
Link Distance (ft)	696	582	582	306	306
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 30: 25th St & 37th Ave

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	LT	T
Maximum Queue (ft)	34	70	39	39	67	31
Average Queue (ft)	9	32	2	2	13	2
95th Queue (ft)	31	55	15	16	46	18
Link Distance (ft)	445		578	578	582	582
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 35: 25th St & 38th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	61	54	24	14	36	36
Average Queue (ft)	31	22	2	1	3	3
95th Queue (ft)	55	49	12	7	17	22
Link Distance (ft)	454	434	560	560	578	578
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

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Intersection: 37: 25th St & 39th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	49	52	71	36	30	33
Average Queue (ft)	20	19	4	2	3	1
95th Queue (ft)	46	45	26	19	17	14
Link Distance (ft)	509	451	307	307	560	560
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 40: 25th St & 40th Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	197	252	189	255	168	175	195	82	164	203
Average Queue (ft)	75	131	56	119	71	87	109	32	73	111
95th Queue (ft)	146	218	118	205	128	152	179	67	138	180
Link Distance (ft)		975		893		396	396		307	307
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	125		100		300			150		
Storage Blk Time (%)	1	8	1	17					0	
Queuing Penalty (veh)	3	11	3	17					0	

Intersection: 42: 25th St & Centennial Elementary (North)

Movement	NB	NB	SB	SB	SB
Directions Served	LT	T	T	TR	R
Maximum Queue (ft)	121	64	24	42	24
Average Queue (ft)	40	4	1	4	1
95th Queue (ft)	90	28	12	23	11
Link Distance (ft)	421	421	396	396	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				300	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

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Intersection: 43: 25th St & Centennial Elementary (South)/Rose Creek Dr

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	R	T	TR	LT	T
Maximum Queue (ft)	132	29	67	53	65	135	132	99	101
Average Queue (ft)	61	2	27	14	24	59	59	35	35
95th Queue (ft)	109	15	53	40	53	112	106	74	78
Link Distance (ft)		403	403		555	582	582	421	421
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	150			50					
Storage Blk Time (%)	0			1	1				
Queuing Penalty (veh)	0			0	0				

Intersection: 44: 25th St & 44th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	48	44	24	17	29	32
Average Queue (ft)	19	16	2	1	2	1
95th Queue (ft)	46	43	15	9	14	14
Link Distance (ft)	491	460	353	353	582	582
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 45: 25th St & Carrie Rose Ln

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	31	42	17	36	47
Average Queue (ft)	10	1	1	3	2
95th Queue (ft)	33	17	11	19	18
Link Distance (ft)	489	1173	1173	353	353
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

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Intersection: 50: 25th St & Rose Creek Pkwy

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	R	LTR	LT	TR	LT	TR
Maximum Queue (ft)	31	32	44	29	31	35	30
Average Queue (ft)	8	9	16	2	2	2	1
95th Queue (ft)	30	32	43	15	14	16	7
Link Distance (ft)			648	301	301	1173	1173
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	75	25					
Storage Blk Time (%)		1					
Queuing Penalty (veh)		0					

Intersection: 52: 25th St & Meadow Creek Dr

Movement	EB	NB	NB	SB	SB
Directions Served	LR	LT	T	T	TR
Maximum Queue (ft)	56	33	33	12	39
Average Queue (ft)	23	3	2	0	2
95th Queue (ft)	49	20	15	7	14
Link Distance (ft)	482	758	758	301	301
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 54: 25th St & Rose Creek Blvd

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	68	12	33	48	44
Average Queue (ft)	32	0	1	7	2
95th Queue (ft)	56	6	14	31	19
Link Distance (ft)	588	720	720	758	758
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

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Intersection: 55: 25th St & 52nd Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	182	136	135	231	72	225	201	58	198	211	138	148
Average Queue (ft)	89	77	65	99	33	127	98	24	98	115	51	59
95th Queue (ft)	158	124	121	175	67	198	182	48	166	182	101	120
Link Distance (ft)		891	891			1174	1174			290	290	290
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400			325	325			325	225			
Storage Blk Time (%)				0					0	0		
Queuing Penalty (veh)				0					0	0		

Intersection: 55: 25th St & 52nd Ave

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	74	194	205
Average Queue (ft)	27	98	99
95th Queue (ft)	62	169	177
Link Distance (ft)		720	720
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 56: 25th St & Don's Carwash

Movement	EB	NB	NB	NB	SB	SB
Directions Served	R	T	T	T	T	TR
Maximum Queue (ft)	31	42	30	19	70	30
Average Queue (ft)	5	3	2	1	7	1
95th Queue (ft)	23	21	14	8	38	10
Link Distance (ft)	462		200		290	290
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		25		100		
Storage Blk Time (%)		0	0			
Queuing Penalty (veh)		2	1			

Queuing and Blocking Report

Existing AM Peak Hour

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Intersection: 57: 25th St & 53rd Ave

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	TR
Maximum Queue (ft)	74	52	58	69	29	54	10
Average Queue (ft)	28	21	16	7	5	5	0
95th Queue (ft)	64	49	43	37	22	29	4
Link Distance (ft)	490	456		568		200	200
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			125		150		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 60: 25th St & Prairie Grove Ave/Shanley HS (North)

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	TR
Maximum Queue (ft)	40	97	24	53	90	45	4
Average Queue (ft)	12	44	3	4	31	3	0
95th Queue (ft)	37	77	17	25	66	20	3
Link Distance (ft)	451	516		296		568	568
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			150		150		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 65: 25th St & Eaglebrook Apts/Shanley HS (South)

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR	
Maximum Queue (ft)	66	40	23	44	73	48	
Average Queue (ft)	28	15	2	3	29	4	
95th Queue (ft)	57	41	14	22	59	26	
Link Distance (ft)	539	555		776		243	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			150		150		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Queuing and Blocking Report

Existing AM Peak Hour

05/31/2022

Intersection: 70: 25th St & 58th Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	84	114	94
Average Queue (ft)	19	32	36	19
95th Queue (ft)	46	66	87	66
Link Distance (ft)	525	502	619	776
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 75: 25th St & 60th Ave

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	TR	L	T
Maximum Queue (ft)	31	68	17	31	52
Average Queue (ft)	4	31	1	3	2
95th Queue (ft)	20	57	10	18	22
Link Distance (ft)	473		636		619
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		50		150	
Storage Blk Time (%)	0	1			
Queuing Penalty (veh)	0	0			

Intersection: 80: 25th St & 62nd Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	51	35	44	66	15	18	27	20
Average Queue (ft)	15	6	9	26	1	1	3	1
95th Queue (ft)	43	26	32	53	10	9	16	8
Link Distance (ft)	518		496			779		636
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		50		150	150		150	
Storage Blk Time (%)	0	0						
Queuing Penalty (veh)	0	0						

Queuing and Blocking Report

Existing AM Peak Hour

05/31/2022

Intersection: 85: 25th St & 64th Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	45	51	75	72
Average Queue (ft)	17	16	15	17
95th Queue (ft)	44	44	53	55
Link Distance (ft)	751	723	1219	779
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 100: 27th St & 52nd Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	49	56	34	43	45	62	160	381
Average Queue (ft)	3	4	2	15	3	4	125	185
95th Queue (ft)	21	26	13	41	19	27	193	446
Link Distance (ft)	703	703			891	891		361
Upstream Blk Time (%)								25
Queuing Penalty (veh)								0
Storage Bay Dist (ft)			175	300			100	
Storage Blk Time (%)							58	0
Queuing Penalty (veh)							44	0

Network Summary

Network wide Queuing Penalty: 99

HCM 6th TWSC

10: 25th St & Kirsten Ln

05/31/2022

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	35	5	25	15	5	35	30	725	75	70	370	50
Future Vol, veh/h	35	5	25	15	5	35	30	725	75	70	370	50
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	50	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	5	27	16	5	38	33	788	82	76	402	54

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	1054	1527	238	1261	1513	445	461	0	0	875	0	0
Stage 1	586	586	-	900	900	-	-	-	-	-	-	-
Stage 2	468	941	-	361	613	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	180	116	763	127	119	561	1096	-	-	767	-	-
Stage 1	463	495	-	300	355	-	-	-	-	-	-	-
Stage 2	545	340	-	630	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	141	97	756	102	100	556	1091	-	-	763	-	-
Mov Cap-2 Maneuver	141	97	-	102	100	-	-	-	-	-	-	-
Stage 1	433	444	-	281	332	-	-	-	-	-	-	-
Stage 2	467	318	-	538	431	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	33.6		25.9			0.5		1.5		
HCM LOS	D		D							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1091	-	-	195	101	556	763	-	-
HCM Lane V/C Ratio	0.03	-	-	0.362	0.215	0.068	0.1	-	-
HCM Control Delay (s)	8.4	0.2	-	33.6	50.2	12	10.2	-	-
HCM Lane LOS	A	A	-	D	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	0.8	0.2	0.3	-	-

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HCM 6th TWSC

15: 25th St & 33rd Ave

05/31/2022

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	5	15	5	5	30	50	790	5	5	375	30
Future Vol, veh/h	10	5	15	5	5	30	50	790	5	5	375	30
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	5	16	5	5	33	54	859	5	5	408	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	985	1417	231	1197	1431	442	446	0	0	869	0	0
Stage 1	440	440	-	975	975	-	-	-	-	-	-	-
Stage 2	545	977	-	222	456	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	202	136	771	141	133	563	1111	-	-	771	-	-
Stage 1	566	576	-	270	328	-	-	-	-	-	-	-
Stage 2	490	327	-	760	567	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	168	121	764	122	118	558	1106	-	-	767	-	-
Mov Cap-2 Maneuver	168	121	-	122	118	-	-	-	-	-	-	-
Stage 1	511	568	-	244	296	-	-	-	-	-	-	-
Stage 2	408	295	-	727	559	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.6		19.5		0.9		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1106	-	-	249	292	767	-
HCM Lane V/C Ratio	0.049	-	-	0.131	0.149	0.007	-
HCM Control Delay (s)	8.4	0.4	-	21.6	19.5	9.7	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.5	0	-

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23: 25th St & Casey's Driveway

05/31/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	10	5	0	10	10	710	5	5	375	25
Future Vol, veh/h	10	0	10	5	0	10	10	710	5	5	375	25
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	11	5	0	11	11	772	5	5	408	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	850	1241	228	1021	1252	399	440	0	0	782	0	0
Stage 1	437	437	-	802	802	-	-	-	-	-	-	-
Stage 2	413	804	-	219	450	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	254	174	775	191	171	601	1116	-	-	832	-	-
Stage 1	568	578	-	344	395	-	-	-	-	-	-	-
Stage 2	587	394	-	763	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	242	168	768	183	165	595	1111	-	-	828	-	-
Mov Cap-2 Maneuver	242	168	-	183	165	-	-	-	-	-	-	-
Stage 1	556	570	-	336	386	-	-	-	-	-	-	-
Stage 2	564	385	-	743	563	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.4		16.1		0.2		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1111	-	-	368	340	828	-
HCM Lane V/C Ratio	0.01	-	-	0.059	0.048	0.007	-
HCM Control Delay (s)	8.3	0.1	-	15.4	16.1	9.4	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-

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HCM 6th TWSC

25: 25th St & 36th Ave

05/31/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	20	10	10	705	385	5
Future Vol, veh/h	20	10	10	705	385	5
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	11	11	766	418	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	836	222	428	0	-	0
Stage 1	426	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	306	782	1128	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	298	775	1123	-	-	-
Mov Cap-2 Maneuver	298	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	635	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1123	-	375	-	-
HCM Lane V/C Ratio	0.01	-	0.087	-	-
HCM Control Delay (s)	8.2	0.1	15.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Existing AM Peak Hour Existing AM Peak Hour 6:01 pm 05/27/2022 Existing AM Peak Hour
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HCM 6th TWSC

30: 25th St & 37th Ave

05/31/2022

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	75	640	10	30	365
Future Vol, veh/h	10	75	640	10	30	365
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	82	696	11	33	397
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	977	364	0	0	712	0
Stage 1	707	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	248	633	-	-	884	-
Stage 1	450	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	234	627	-	-	880	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.7	0	0.9			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	234	627	880	-
HCM Lane V/C Ratio	-	-	0.046	0.13	0.037	-
HCM Control Delay (s)	-	-	21.1	11.6	9.2	0.2
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.4	0.1	-

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HCM 6th TWSC

35: 25th St & 38th Ave

05/31/2022

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	0	25	10	0	20	5	600	5	5	365	5
Future Vol, veh/h	30	0	25	10	0	20	5	600	5	5	365	5
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	0	27	11	0	22	5	652	5	5	397	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	756	1087	211	884	1087	339	407	0	0	662	0	0
Stage 1	415	415	-	670	670	-	-	-	-	-	-	-
Stage 2	341	672	-	214	417	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	297	215	794	240	215	657	1148	-	-	922	-	-
Stage 1	585	591	-	413	454	-	-	-	-	-	-	-
Stage 2	647	453	-	768	590	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	281	210	786	227	210	651	1143	-	-	918	-	-
Mov Cap-2 Maneuver	281	210	-	227	210	-	-	-	-	-	-	-
Stage 1	578	584	-	408	449	-	-	-	-	-	-	-
Stage 2	618	448	-	733	583	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.7		14.8		0.1		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1143	-	-	397	401	918	-
HCM Lane V/C Ratio	0.005	-	-	0.151	0.081	0.006	-
HCM Control Delay (s)	8.2	0	-	15.7	14.8	8.9	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0	-

Existing AM Peak Hour Existing AM Peak Hour 6:01 pm 05/27/2022 Existing AM Peak Hour
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HCM 6th TWSC

37: 25th St & 39th Ave

05/31/2022

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	20	10	0	10	5	590	10	5	390	5
Future Vol, veh/h	10	0	20	10	0	10	5	590	10	5	390	5
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	22	11	0	11	5	641	11	5	424	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	778	1109	225	889	1106	336	434	0	0	657	0	0
Stage 1	442	442	-	662	662	-	-	-	-	-	-	-
Stage 2	336	667	-	227	444	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	286	208	778	238	209	660	1122	-	-	926	-	-
Stage 1	564	575	-	417	457	-	-	-	-	-	-	-
Stage 2	652	455	-	755	574	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	276	203	771	227	204	654	1117	-	-	922	-	-
Mov Cap-2 Maneuver	276	203	-	227	204	-	-	-	-	-	-	-
Stage 1	557	568	-	412	452	-	-	-	-	-	-	-
Stage 2	634	450	-	725	567	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13		16.4		0.1		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1117	-	-	483	337	922	-
HCM Lane V/C Ratio	0.005	-	-	0.068	0.065	0.006	-
HCM Control Delay (s)	8.2	0	-	13	16.4	8.9	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-

Existing AM Peak Hour Existing AM Peak Hour 6:01 pm 05/27/2022 Existing AM Peak Hour
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HCM 6th TWSC

44: 25th St & 44th Ave

05/31/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	10	5	0	15	5	545	5	5	385	5
Future Vol, veh/h	15	0	10	5	0	15	5	545	5	5	385	5
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	11	5	0	16	5	592	5	5	418	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	747	1048	222	834	1048	309	428	0	0	602	0	0
Stage 1	436	436	-	610	610	-	-	-	-	-	-	-
Stage 2	311	612	-	224	438	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	301	226	782	261	226	687	1128	-	-	971	-	-
Stage 1	569	578	-	448	483	-	-	-	-	-	-	-
Stage 2	674	482	-	758	577	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	288	221	775	252	221	680	1123	-	-	966	-	-
Mov Cap-2 Maneuver	288	221	-	252	221	-	-	-	-	-	-	-
Stage 1	562	571	-	443	477	-	-	-	-	-	-	-
Stage 2	650	476	-	739	570	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.1		12.9		0.1		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1123	-	-	385	477	966	-
HCM Lane V/C Ratio	0.005	-	-	0.071	0.046	0.006	-
HCM Control Delay (s)	8.2	0	-	15.1	12.9	8.7	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-

Existing AM Peak Hour Existing AM Peak Hour 6:01 pm 05/27/2022 Existing AM Peak Hour
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HCM 6th TWSC

45: 25th St & Carrie Rose Ln

05/31/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	550	5	5	395
Future Vol, veh/h	5	5	550	5	5	395
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	598	5	5	429

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	836	312	0	0	608
Stage 1	606	-	-	-	-
Stage 2	230	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	306	684	-	-	966
Stage 1	507	-	-	-	-
Stage 2	786	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	301	678	-	-	961
Mov Cap-2 Maneuver	301	-	-	-	-
Stage 1	504	-	-	-	-
Stage 2	777	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	417	961
HCM Lane V/C Ratio	-	-	0.026	0.006
HCM Control Delay (s)	-	-	13.9	8.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC

50: 25th St & Rose Creek Pkwy

05/31/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	5	5	0	15	5	530	10	5	390	5
Future Vol, veh/h	10	0	5	5	0	15	5	530	10	5	390	5
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	75	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	5	5	0	16	5	576	11	5	424	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	745	1044	225	824	1041	304	434	0	0	592	0	0
Stage 1	442	442	-	597	597	-	-	-	-	-	-	-
Stage 2	303	602	-	227	444	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	302	228	778	265	229	692	1122	-	-	980	-	-
Stage 1	564	575	-	456	490	-	-	-	-	-	-	-
Stage 2	681	487	-	755	574	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	289	223	771	258	224	685	1117	-	-	975	-	-
Mov Cap-2 Maneuver	289	223	-	258	224	-	-	-	-	-	-	-
Stage 1	557	568	-	451	484	-	-	-	-	-	-	-
Stage 2	657	481	-	741	567	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.2		12.8		0.1		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1117	-	-	289	-	771	485	975	-	-
HCM Lane V/C Ratio	0.005	-	-	0.038	-	0.007	0.045	0.006	-	-
HCM Control Delay (s)	8.2	0	-	17.9	0	9.7	12.8	8.7	0	-
HCM Lane LOS	A	A	-	C	A	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	0.1	0	-	-

Existing AM Peak Hour Existing AM Peak Hour 6:01 pm 05/27/2022 Existing AM Peak Hour
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HCM 6th TWSC

52: 25th St & Meadow Creek Dr

05/31/2022

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		↑↑		↑↑	
Traffic Vol, veh/h	25	15	5	520	390	10
Future Vol, veh/h	25	15	5	520	390	10
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	16	5	565	424	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	733	228	440	0	-	0
Stage 1	435	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	356	775	1116	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	350	768	1111	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1111	-	440	-	-
HCM Lane V/C Ratio	0.005	-	0.099	-	-
HCM Control Delay (s)	8.3	0	14.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Existing AM Peak Hour Existing AM Peak Hour 6:01 pm 05/27/2022 Existing AM Peak Hour
TC2

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HCM 6th TWSC

54: 25th St & Rose Creek Blvd

05/31/2022

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	50	475	10	15	390
Future Vol, veh/h	25	50	475	10	15	390
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	54	516	11	16	424

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	776	274	0	0	532	0
Stage 1	527	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	334	724	-	-	1032	-
Stage 1	557	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	324	717	-	-	1027	-
Mov Cap-2 Maneuver	324	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	750	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	511	1027
HCM Lane V/C Ratio	-	-	0.16	0.016
HCM Control Delay (s)	-	-	13.4	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0

Existing AM Peak Hour Existing AM Peak Hour 6:01 pm 05/27/2022 Existing AM Peak Hour
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HCM 6th TWSC

56: 25th St & Don's Carwash

05/31/2022

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↑↑↑			↑↑	
Traffic Vol, veh/h	0	0	5	0	0	0	0	740	0	0	725	35
Future Vol, veh/h	0	0	5	0	0	0	0	740	0	0	725	35
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	-	25	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	0	0	804	0	0	788	38

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	423	-	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	579	0	-	0	0	-	-
Stage 1	0	0	-	0	-	0	0	-	-
Stage 2	0	0	-	0	-	0	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	573	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	573	-	-
HCM Lane V/C Ratio	-	0.009	-	-
HCM Control Delay (s)	-	11.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

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HCM 6th TWSC

57: 25th St & 53rd Ave

05/31/2022

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	20	5	10	5	5	20	40	700	5	10	690	30
Future Vol, veh/h	20	5	10	5	5	20	40	700	5	10	690	30
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	125	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	5	11	5	5	22	43	761	5	11	750	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1662	1651	402	1260	1665	774	788	0	0	771	0	0
Stage 1	794	794	-	855	855	-	-	-	-	-	-	-
Stage 2	868	857	-	405	810	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	70	98	599	137	96	398	829	-	-	842	-	-
Stage 1	348	399	-	352	374	-	-	-	-	-	-	-
Stage 2	346	373	-	594	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	59	91	593	121	89	394	825	-	-	838	-	-
Mov Cap-2 Maneuver	59	91	-	121	89	-	-	-	-	-	-	-
Stage 1	328	392	-	332	353	-	-	-	-	-	-	-
Stage 2	304	352	-	565	385	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	77.9		26.2		0.5		0.1	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	825	-	-	85	202	838	-
HCM Lane V/C Ratio	0.053	-	-	0.448	0.161	0.013	-
HCM Control Delay (s)	9.6	-	-	77.9	26.2	9.4	-
HCM Lane LOS	A	-	-	F	D	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.8	0.6	0	-

Existing AM Peak Hour Existing AM Peak Hour 6:01 pm 05/27/2022 Existing AM Peak Hour
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HCM 6th TWSC

60: 25th St & Prairie Grove Ave/Shanley HS (North)

05/31/2022

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	5	0	10	5	0	100	10	640	10	110	590	5
Future Vol, veh/h	5	0	10	5	0	100	10	640	10	110	590	5
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	11	5	0	109	11	696	11	120	641	5
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1672	1623	333	1295	1620	712	651	0	0	712	0	0
Stage 1	889	889	-	729	729	-	-	-	-	-	-	-
Stage 2	783	734	-	566	891	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	69	102	664	129	103	431	933	-	-	886	-	-
Stage 1	305	361	-	413	427	-	-	-	-	-	-	-
Stage 2	386	425	-	477	360	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	45	86	658	112	87	427	929	-	-	882	-	-
Mov Cap-2 Maneuver	45	86	-	112	87	-	-	-	-	-	-	-
Stage 1	300	310	-	406	420	-	-	-	-	-	-	-
Stage 2	283	418	-	403	310	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	40			18.6			0.1			1.5		
HCM LOS	E			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	929	-	-	119	377	882	-	-				
HCM Lane V/C Ratio	0.012	-	-	0.137	0.303	0.136	-	-				
HCM Control Delay (s)	8.9	-	-	40	18.6	9.7	-	-				
HCM Lane LOS	A	-	-	E	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.5	1.3	0.5	-	-				

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HCM 6th TWSC

65: 25th St & Eaglebrook Apts/Shanley HS (South)

05/31/2022

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	20	5	15	5	0	15	5	625	35	85	510	10
Future Vol, veh/h	20	5	15	5	0	15	5	625	35	85	510	10
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	5	16	5	0	16	5	679	38	92	554	11
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1470	1481	570	1472	1467	708	570	0	0	722	0	0
Stage 1	749	749	-	713	713	-	-	-	-	-	-	-
Stage 2	721	732	-	759	754	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	105	125	521	105	128	435	1002	-	-	880	-	-
Stage 1	404	419	-	423	435	-	-	-	-	-	-	-
Stage 2	419	427	-	399	417	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	92	110	516	89	113	431	997	-	-	876	-	-
Mov Cap-2 Maneuver	92	110	-	89	113	-	-	-	-	-	-	-
Stage 1	400	373	-	419	431	-	-	-	-	-	-	-
Stage 2	399	423	-	339	372	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	43		23.2		0.1		1.3					
HCM LOS	E		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	997	-	-	137	220	876	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.317	0.099	0.105	-	-				
HCM Control Delay (s)	8.6	-	-	43	23.2	9.6	-	-				
HCM Lane LOS	A	-	-	E	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	1.3	0.3	0.4	-	-				

Existing AM Peak Hour Existing AM Peak Hour 6:01 pm 05/27/2022 Existing AM Peak Hour TC2

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HCM 6th Roundabout 70: 25th St & 58th Ave

05/31/2022

Intersection				
Intersection Delay, s/veh	7.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	59	152	586	576
Demand Flow Rate, veh/h	60	155	598	587
Vehicles Circulating, veh/h	598	614	121	32
Vehicles Exiting, veh/h	21	105	537	736
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.7	7.4	8.3	7.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	60	155	598	587
Cap Entry Lane, veh/h	750	738	1220	1336
Entry HV Adj Factor	0.980	0.980	0.980	0.981
Flow Entry, veh/h	59	152	586	576
Cap Entry, veh/h	734	722	1194	1310
V/C Ratio	0.080	0.210	0.491	0.440
Control Delay, s/veh	5.7	7.4	8.3	7.1
LOS	A	A	A	A
95th %tile Queue, veh	0	1	3	2

HCM 6th TWSC

75: 25th St & 60th Ave

05/31/2022

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	50	490	5	10	475
Future Vol, veh/h	5	50	490	5	10	475
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	54	533	5	11	516
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1084	546	0	0	543	0
Stage 1	541	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	240	538	-	-	1026	-
Stage 1	583	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	235	533	-	-	1021	-
Mov Cap-2 Maneuver	370	-	-	-	-	-
Stage 1	580	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.7	0	0.2			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	370	533	1021	-
HCM Lane V/C Ratio	-	-	0.015	0.102	0.011	-
HCM Control Delay (s)	-	-	14.9	12.5	8.6	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0.3	0	-

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HCM 6th TWSC

80: 25th St & 62nd Ave

05/31/2022

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Traffic Vol, veh/h	15	5	5	5	5	40	5	440	5	10	460	10
Future Vol, veh/h	15	5	5	5	5	40	5	440	5	10	460	10
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	50	-	-	150	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	5	5	5	43	5	478	5	11	500	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1053	1031	516	1034	1034	491	516	0	0	488	0	0
Stage 1	533	533	-	496	496	-	-	-	-	-	-	-
Stage 2	520	498	-	538	538	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	204	233	559	210	232	578	1050	-	-	1075	-	-
Stage 1	531	525	-	556	545	-	-	-	-	-	-	-
Stage 2	539	544	-	527	522	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	181	227	554	200	226	573	1045	-	-	1070	-	-
Mov Cap-2 Maneuver	181	227	-	200	226	-	-	-	-	-	-	-
Stage 1	526	517	-	550	540	-	-	-	-	-	-	-
Stage 2	488	539	-	509	514	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	23.4		14		0.1		0.2	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1045	-	-	191	554	212	573	1070	-	-
HCM Lane V/C Ratio	0.005	-	-	0.114	0.01	0.051	0.076	0.01	-	-
HCM Control Delay (s)	8.5	-	-	26.3	11.6	22.9	11.8	8.4	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0.2	0.2	0	-	-

Existing AM Peak Hour Existing AM Peak Hour 6:01 pm 05/27/2022 Existing AM Peak Hour
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HCM 6th Roundabout 85: 25th St & 64th Ave

05/31/2022

Intersection				
Intersection Delay, s/veh	6.3			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	76	70	473	511
Demand Flow Rate, veh/h	78	72	482	521
Vehicles Circulating, veh/h	538	471	50	44
Vehicles Exiting, veh/h	27	61	566	499
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.6	5.2	6.3	6.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	78	72	482	521
Cap Entry Lane, veh/h	797	854	1311	1319
Entry HV Adj Factor	0.972	0.971	0.980	0.981
Flow Entry, veh/h	76	70	473	511
Cap Entry, veh/h	774	828	1285	1294
V/C Ratio	0.098	0.084	0.368	0.395
Control Delay, s/veh	5.6	5.2	6.3	6.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	2

HCM 6th TWSC

100: 27th St & 52nd Ave

05/31/2022

Intersection						
Int Delay, s/veh	15.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	870	95	20	1025	120	75
Future Vol, veh/h	870	95	20	1025	120	75
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	300	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	946	103	22	1114	130	82
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1054	0	1557	483
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	606	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	656	-	~ 103	530
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	507	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	653	-	~ 98	525
Mov Cap-2 Maneuver	-	-	-	-	~ 98	-
Stage 1	-	-	-	-	334	-
Stage 2	-	-	-	-	487	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.2	178.7			
HCM LOS			F			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	98	525	-	-	653	-
HCM Lane V/C Ratio	1.331	0.155	-	-	0.033	-
HCM Control Delay (s)	282.2	13.1	-	-	10.7	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	9.3	0.5	-	-	0.1	-
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

SimTraffic Performance Report

Existing PM Peak Hour

05/31/2022

5: 25th St & 32nd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.4	1.2	0.0	1.4	1.1
Total Del/Veh (s)	26.4	28.4	25.7	23.1	25.7

10: 25th St & Kirsten Ln Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	3.0	0.0	0.0	0.3
Total Del/Veh (s)	16.3	8.8	1.0	3.1	3.6

15: 25th St & 33rd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	9.0	9.0	2.0	1.1	1.7

20: 25th St & 35th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1.3	0.0	0.0	0.1
Total Del/Veh (s)	15.5	13.6	6.8	9.4	9.7

23: 25th St & Casey's Driveway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.9	7.0	0.4	2.4	1.9

25: 25th St & 36th Ave Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.5	1.0	0.8	1.0

30: 25th St & 37th Ave Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	3.5	0.0	0.0	0.2
Total Del/Veh (s)	4.8	0.7	1.5	1.3

35: 25th St & 38th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.1	8.9	0.9	1.2	1.3

SimTraffic Performance Report

Existing PM Peak Hour

05/31/2022

37: 25th St & 39th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.5	7.4	2.0	1.1	1.6

40: 25th St & 40th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.5	1.1	0.0	0.0	0.6
Total Del/Veh (s)	20.1	25.0	19.1	20.3	21.0

42: 25th St & Centennial Elementary (North) Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.1	2.1	1.7

43: 25th St & Centennial Elementary (South)/Rose Creek Dr Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.9	1.7	0.0	0.0	0.1
Total Del/Veh (s)	7.6	6.6	3.8	5.2	4.8

44: 25th St & 44th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.1	5.7	0.4	1.7	1.3

45: 25th St & Carrie Rose Ln Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.2	0.7	0.5	0.6

50: 25th St & Rose Creek Pkwy Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	4.4	0.1	0.0	0.0	0.1
Total Del/Veh (s)	5.9	7.0	0.4	1.2	1.1

52: 25th St & Meadow Creek Dr Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.0	0.8	0.6	0.8

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54: 25th St & Rose Creek Blvd Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.0	1.8	1.1	1.6

55: 25th St & 52nd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.8	0.0	0.0	0.2
Total Del/Veh (s)	16.8	22.9	25.4	27.3	21.5

56: 25th St & Don's Carwash Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	3.7	0.7	1.9	1.5

57: 25th St & 53rd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	21.9	12.0	1.4	0.9	2.4

60: 25th St & Prairie Grove Ave/Shanley HS (North) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.8	7.8	0.6	1.4	1.5

65: 25th St & Eaglebrook Apts/Shanley HS (South) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	14.0	5.1	1.1	1.0	1.3

70: 25th St & 58th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.7	3.0	5.5	7.5	6.5

75: 25th St & 60th Ave Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	3.4	0.0	0.0	0.1
Total Del/Veh (s)	5.5	0.8	1.1	1.1

SimTraffic Performance Report

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80: 25th St & 62nd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.5	2.7	0.0	0.0	0.1
Total Del/Veh (s)	10.2	6.9	0.7	1.2	1.4

85: 25th St & 64th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.0	0.1
Total Del/Veh (s)	4.4	3.5	5.2	5.6	5.3

100: 27th St & 52nd Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.7	0.0	30.9	2.2
Total Del/Veh (s)	1.0	2.7	207.0	13.4

Total Network Performance

Denied Del/Veh (s)	1.6
Total Del/Veh (s)	39.3

Arterial Level of Service
Existing PM Peak Hour

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Arterial Level of Service: NB 25th St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
64th Ave	85	5.3	29.3	0.3	31
62nd Ave	80	0.7	26.7	0.2	24
60th Ave	75	0.8	14.6	0.1	33
58th Ave	70	5.6	19.0	0.1	27
Shanley HS (South)	65	1.0	26.9	0.2	23
	61	0.3	6.1	0.1	33
Shanley HS (North)	60	0.6	7.7	0.1	32
53rd Ave	57	1.1	13.5	0.1	32
Don's Carwash	56	0.6	5.8	0.0	31
52nd Ave	55	26.3	33.1	0.1	8
Rose Creek Blvd	54	2.8	19.0	0.2	30
Meadow Creek Dr	52	0.6	16.8	0.2	33
Rose Creek Pkwy	50	0.4	7.6	0.1	35
Carrie Rose Ln	45	0.7	25.0	0.2	34
44th Ave	44	0.3	8.4	0.1	34
Rose Creek Dr	43	3.8	16.7	0.1	27
Centennial Elementar	42	1.1	10.8	0.1	30
40th Ave	40	19.9	28.7	0.1	11
39th Ave	37	2.6	10.1	0.1	26
38th Ave	35	0.7	13.1	0.1	33
37th Ave	30	0.7	13.3	0.1	33
36th Ave	25	0.8	13.4	0.1	32
Casey's Driveway	23	0.4	7.5	0.1	34
35th Ave	20	6.7	22.6	0.2	25
33rd Ave	15	2.1	23.4	0.2	32
Kirsten Ln	10	0.8	6.6	0.1	31
32nd Ave	5	27.4	34.8	0.1	8
Total		114.0	460.6	3.3	25

Arterial Level of Service
Existing PM Peak Hour

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Arterial Level of Service: SB 25th St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
32nd Ave	5	30.0	45.5	0.2	13
Kirsten Ln	10	4.1	12.5	0.1	22
33rd Ave	15	1.1	7.0	0.1	29
35th Ave	20	9.3	30.4	0.2	24
Casey's Driveway	23	2.6	18.7	0.2	30
36th Ave	25	0.8	7.9	0.1	32
37th Ave	30	1.2	13.8	0.1	32
38th Ave	35	1.1	13.9	0.1	32
39th Ave	37	1.1	13.6	0.1	32
40th Ave	40	22.1	29.5	0.1	9
Centennial Elementar	42	2.6	11.8	0.1	27
Centennial Elementar	43	5.0	14.5	0.1	22
44th Ave	44	1.7	14.5	0.1	31
Carrie Rose Ln	45	0.5	8.8	0.1	32
Rose Creek Pkwy	50	1.2	25.1	0.2	34
Meadow Creek Dr	52	0.6	8.0	0.1	33
Rose Creek Blvd	54	0.9	17.0	0.2	33
52nd Ave	55	34.1	49.7	0.2	11
Don's Carwash	56	4.1	12.4	0.1	21
53rd Ave	57	0.8	5.9	0.0	30
Prairie Grove Ave	60	1.2	13.5	0.1	32
	61	0.6	7.8	0.1	31
Eaglebrook Apts	65	1.0	6.8	0.1	30
58th Ave	70	7.8	24.0	0.2	26
60th Ave	75	0.7	23.5	0.1	22
62nd Ave	80	1.0	15.0	0.1	32
64th Ave	85	5.8	22.3	0.2	28
Total		143.1	473.4	3.2	24

Queuing and Blocking Report

Existing PM Peak Hour

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Intersection: 5: 25th St & 32nd Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	152	239	186	97	146	228	204	96	180	218	218	144
Average Queue (ft)	77	142	107	38	67	147	116	41	82	86	113	67
95th Queue (ft)	131	213	178	80	117	210	186	72	144	161	183	124
Link Distance (ft)		843	843			904	904			307	307	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350			200	250			200	150			225
Storage Blk Time (%)			0			0	0		1	1		
Queuing Penalty (veh)			0			0	0		2	1		

Intersection: 5: 25th St & 32nd Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	260	209	132
Average Queue (ft)	149	119	48
95th Queue (ft)	223	197	95
Link Distance (ft)	771	771	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)	1	0	
Queuing Penalty (veh)	1	1	

Intersection: 10: 25th St & Kirsten Ln

Movement	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	LT	TR	L	T	TR
Maximum Queue (ft)	112	87	71	57	39	43	73	66
Average Queue (ft)	43	27	39	10	2	8	5	4
95th Queue (ft)	85	64	65	40	17	29	33	27
Link Distance (ft)	584	475		242	242		307	307
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			50			50		
Storage Blk Time (%)		2	2			0	0	
Queuing Penalty (veh)		2	1			0	0	

Queuing and Blocking Report

Existing PM Peak Hour

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Intersection: 15: 25th St & 33rd Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	39	66	48	40	82	56
Average Queue (ft)	15	24	5	3	13	5
95th Queue (ft)	40	53	26	21	54	39
Link Distance (ft)	591	466	1023	1023	242	242
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 20: 25th St & 35th Ave

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	LT	TR	LT	TR
Maximum Queue (ft)	141	65	86	118	109	200	208
Average Queue (ft)	62	25	37	46	45	86	89
95th Queue (ft)	111	57	69	93	90	163	169
Link Distance (ft)	578		481	754	754	1023	1023
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100					
Storage Blk Time (%)			0				
Queuing Penalty (veh)			0				

Intersection: 23: 25th St & Casey's Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	44	40	39	17	52	48
Average Queue (ft)	13	10	4	1	4	4
95th Queue (ft)	40	35	24	9	25	25
Link Distance (ft)	623	341	306	306	754	754
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

Existing PM Peak Hour

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Intersection: 25: 25th St & 36th Ave

Movement	EB	NB	NB	SB	SB
Directions Served	LR	LT	T	T	TR
Maximum Queue (ft)	44	92	37	27	43
Average Queue (ft)	14	13	1	2	3
95th Queue (ft)	41	54	16	16	22
Link Distance (ft)	696	582	582	306	306
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 30: 25th St & 37th Ave

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	LT	T
Maximum Queue (ft)	39	43	17	35	69	54
Average Queue (ft)	10	25	1	2	19	3
95th Queue (ft)	34	45	10	15	57	26
Link Distance (ft)	445		578	578	582	582
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 35: 25th St & 38th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	43	39	47	13	44	31
Average Queue (ft)	11	9	10	1	6	3
95th Queue (ft)	37	33	35	10	28	21
Link Distance (ft)	454	434	560	560	578	578
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

Existing PM Peak Hour

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Intersection: 37: 25th St & 39th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	36	34	52	33	60	50
Average Queue (ft)	10	8	10	2	3	3
95th Queue (ft)	34	30	36	17	25	23
Link Distance (ft)	509	451	307	307	560	560
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 40: 25th St & 40th Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	188	303	190	273	79	113	143	168	210	234
Average Queue (ft)	70	130	50	142	37	58	72	39	104	141
95th Queue (ft)	134	235	125	242	75	100	122	97	183	223
Link Distance (ft)		975		893		396	396		307	307
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	125		100		300			150		
Storage Blk Time (%)	0	9	0	21					2	
Queuing Penalty (veh)	1	14	1	16					1	

Intersection: 42: 25th St & Centennial Elementary (North)

Movement	NB	NB	SB	SB
Directions Served	LT	T	T	TR
Maximum Queue (ft)	44	6	46	32
Average Queue (ft)	2	0	2	3
95th Queue (ft)	18	5	20	19
Link Distance (ft)	421	421	396	396
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

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Intersection: 43: 25th St & Centennial Elementary (South)/Rose Creek Dr

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	R	T	TR	LT	T
Maximum Queue (ft)	39	34	28	33	40	84	94	161	145
Average Queue (ft)	11	4	6	11	16	26	27	44	40
95th Queue (ft)	35	21	26	34	40	64	68	108	106
Link Distance (ft)		403	403		555	582	582	421	421
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	150			50					
Storage Blk Time (%)				0	0				
Queuing Penalty (veh)				0	0				

Intersection: 44: 25th St & 44th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	30	31	37	17	46	46
Average Queue (ft)	10	8	3	1	6	2
95th Queue (ft)	33	30	18	8	29	19
Link Distance (ft)	491	460	353	353	582	582
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 45: 25th St & Carrie Rose Ln

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	31	22	22	24	18
Average Queue (ft)	9	0	1	2	1
95th Queue (ft)	32	7	9	13	8
Link Distance (ft)	489	1173	1173	353	353
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

Existing PM Peak Hour

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Intersection: 50: 25th St & Rose Creek Pkwy

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	R	LTR	LT	TR	LT	TR
Maximum Queue (ft)	31	31	50	25	23	47	30
Average Queue (ft)	4	6	16	2	1	4	1
95th Queue (ft)	20	25	44	14	12	24	14
Link Distance (ft)			648	301	301	1173	1173
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	75	25					
Storage Blk Time (%)		1					
Queuing Penalty (veh)		0					

Intersection: 52: 25th St & Meadow Creek Dr

Movement	EB	NB	NB	SB	SB
Directions Served	LR	LT	T	T	TR
Maximum Queue (ft)	48	53	17	34	35
Average Queue (ft)	13	7	1	1	2
95th Queue (ft)	39	32	9	13	13
Link Distance (ft)	482	758	758	301	301
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 54: 25th St & Rose Creek Blvd

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	61	24	27	61	32
Average Queue (ft)	23	1	2	12	1
95th Queue (ft)	52	10	13	42	14
Link Distance (ft)	588	720	720	758	758
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

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Intersection: 55: 25th St & 52nd Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	167	226	216	219	109	214	182	50	141	164	85	118
Average Queue (ft)	77	128	118	88	39	124	89	19	69	91	35	43
95th Queue (ft)	139	197	189	161	84	184	164	41	125	147	72	89
Link Distance (ft)		891	891			1174	1174			290	290	290
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400			325	325			325	225			
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 55: 25th St & 52nd Ave

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	136	170	219
Average Queue (ft)	48	90	95
95th Queue (ft)	99	154	174
Link Distance (ft)		720	720
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 56: 25th St & Don's Carwash

Movement	EB	NB	NB	NB	SB	SB
Directions Served	R	T	T	T	T	TR
Maximum Queue (ft)	77	54	17	8	77	20
Average Queue (ft)	33	4	1	0	6	1
95th Queue (ft)	59	27	9	5	37	12
Link Distance (ft)	462		200		290	290
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		25		100		
Storage Blk Time (%)		0	0			
Queuing Penalty (veh)		2	0			

Queuing and Blocking Report

Existing PM Peak Hour

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Intersection: 57: 25th St & 53rd Ave

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	TR
Maximum Queue (ft)	99	53	34	50	29	83	45
Average Queue (ft)	41	20	11	5	3	5	1
95th Queue (ft)	79	48	34	27	18	31	18
Link Distance (ft)	490	456		568		200	200
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			125		150		
Storage Blk Time (%)						0	
Queuing Penalty (veh)						0	

Intersection: 60: 25th St & Prairie Grove Ave/Shanley HS (North)

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	TR
Maximum Queue (ft)	40	72	23	55	44	56	32
Average Queue (ft)	10	31	1	3	14	4	1
95th Queue (ft)	34	60	10	23	38	26	11
Link Distance (ft)	451	516		296		568	568
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			150		150		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 65: 25th St & Eaglebrook Apts/Shanley HS (South)

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR	
Maximum Queue (ft)	53	36	30	34	31	70	
Average Queue (ft)	21	13	3	2	4	7	
95th Queue (ft)	49	39	18	16	21	39	
Link Distance (ft)	539	555		776		243	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			150		150		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Queuing and Blocking Report

Existing PM Peak Hour

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Intersection: 70: 25th St & 58th Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	49	55	74	177
Average Queue (ft)	10	14	25	29
95th Queue (ft)	35	43	63	105
Link Distance (ft)	525	502	619	776
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 75: 25th St & 60th Ave

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	TR	L	T
Maximum Queue (ft)	31	31	39	48	39
Average Queue (ft)	5	19	2	19	2
95th Queue (ft)	24	44	19	45	16
Link Distance (ft)	473		636		619
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		50		150	
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			

Intersection: 80: 25th St & 62nd Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	44	31	31	44	19	26	29	43
Average Queue (ft)	12	6	10	17	1	2	9	2
95th Queue (ft)	37	26	34	44	10	13	28	23
Link Distance (ft)	518		496			779		636
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		50		150	150		150	
Storage Blk Time (%)	0	0						0
Queuing Penalty (veh)	0	0						0

Queuing and Blocking Report

Existing PM Peak Hour

05/31/2022

Intersection: 85: 25th St & 64th Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	48	35	62	79
Average Queue (ft)	14	9	15	14
95th Queue (ft)	42	32	48	53
Link Distance (ft)	751	723	1219	779
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 100: 27th St & 52nd Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	61	68	32	44	43	65	160	383
Average Queue (ft)	5	4	2	12	4	6	126	167
95th Queue (ft)	29	25	15	37	24	31	197	418
Link Distance (ft)	703	703			891	891		361
Upstream Blk Time (%)								18
Queuing Penalty (veh)								0
Storage Bay Dist (ft)			175	300			100	
Storage Blk Time (%)							64	0
Queuing Penalty (veh)							32	0

Network Summary

Network wide Queuing Penalty: 76

HCM 6th TWSC

10: 25th St & Kirsten Ln

05/31/2022

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	50	5	25	35	5	95	15	455	10	20	730	70
Future Vol, veh/h	50	5	25	35	5	95	15	455	10	20	730	70
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	50	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	5	27	38	5	103	16	495	11	22	793	76

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1167	1423	445	986	1456	263	874	0	0	511	0	0
Stage 1	880	880	-	538	538	-	-	-	-	-	-	-
Stage 2	287	543	-	448	918	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	149	135	561	202	129	735	768	-	-	1050	-	-
Stage 1	308	363	-	495	521	-	-	-	-	-	-	-
Stage 2	696	518	-	560	349	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	118	127	556	177	121	728	764	-	-	1045	-	-
Mov Cap-2 Maneuver	118	127	-	177	121	-	-	-	-	-	-	-
Stage 1	298	354	-	478	503	-	-	-	-	-	-	-
Stage 2	571	500	-	511	340	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	53.2		17.7		0.4		0.2	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	764	-	-	157	167	728	1045
HCM Lane V/C Ratio	0.021	-	-	0.554	0.26	0.142	0.021
HCM Control Delay (s)	9.8	0.1	-	53.2	34	10.8	8.5
HCM Lane LOS	A	A	-	F	D	B	A
HCM 95th %tile Q(veh)	0.1	-	-	2.8	1	0.5	0.1

Existing PM Peak Hour
TC2

Synchro 11 Report
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HCM 6th TWSC

15: 25th St & 33rd Ave

05/31/2022

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	10	10	5	20	5	455	10	25	755	10
Future Vol, veh/h	5	5	10	10	5	20	5	455	10	25	755	10
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	11	11	5	22	5	495	11	27	821	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1151	1407	426	988	1407	263	837	0	0	511	0	0
Stage 1	886	886	-	516	516	-	-	-	-	-	-	-
Stage 2	265	521	-	472	891	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	153	138	577	201	138	735	793	-	-	1050	-	-
Stage 1	306	361	-	510	533	-	-	-	-	-	-	-
Stage 2	717	530	-	542	359	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	136	129	572	181	129	728	789	-	-	1045	-	-
Mov Cap-2 Maneuver	136	129	-	181	129	-	-	-	-	-	-	-
Stage 1	302	342	-	503	526	-	-	-	-	-	-	-
Stage 2	679	523	-	496	340	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	23.6		19.4		0.1		0.5	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	789	-	-	215	288	1045	-
HCM Lane V/C Ratio	0.007	-	-	0.101	0.132	0.026	-
HCM Control Delay (s)	9.6	0	-	23.6	19.4	8.5	0.2
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0.1	-

Existing PM Peak Hour
TC2

Synchro 11 Report
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HCM 6th TWSC

23: 25th St & Casey's Driveway

05/31/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	10	5	0	5	5	405	5	5	725	15
Future Vol, veh/h	10	0	10	5	0	5	5	405	5	5	725	15
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	11	5	0	5	5	440	5	5	788	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1046	1271	412	867	1277	233	809	0	0	450	0	0
Stage 1	811	811	-	458	458	-	-	-	-	-	-	-
Stage 2	235	460	-	409	819	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	183	167	589	247	165	769	812	-	-	1107	-	-
Stage 1	339	391	-	552	565	-	-	-	-	-	-	-
Stage 2	747	564	-	590	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	178	163	583	237	161	762	808	-	-	1102	-	-
Mov Cap-2 Maneuver	178	163	-	237	161	-	-	-	-	-	-	-
Stage 1	335	386	-	545	558	-	-	-	-	-	-	-
Stage 2	732	557	-	572	383	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.3		15.3		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	808	-	-	273	362	1102	-
HCM Lane V/C Ratio	0.007	-	-	0.08	0.03	0.005	-
HCM Control Delay (s)	9.5	0	-	19.3	15.3	8.3	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-

Existing PM Peak Hour
TC2

Synchro 11 Report
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HCM 6th TWSC

25: 25th St & 36th Ave

05/31/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	10	10	20	405	715	25
Future Vol, veh/h	10	10	20	405	715	25
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	11	22	440	777	27

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1065	412	809	0	0
Stage 1	796	-	-	-	-
Stage 2	269	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	218	589	812	-	-
Stage 1	405	-	-	-	-
Stage 2	752	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	208	583	808	-	-
Mov Cap-2 Maneuver	208	-	-	-	-
Stage 1	388	-	-	-	-
Stage 2	748	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.6	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	808	-	307	-	-
HCM Lane V/C Ratio	0.027	-	0.071	-	-
HCM Control Delay (s)	9.6	0.2	17.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Existing PM Peak Hour
TC2

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HCM 6th TWSC

30: 25th St & 37th Ave

05/31/2022

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	40	385	15	65	660
Future Vol, veh/h	10	40	385	15	65	660
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	43	418	16	71	717
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	937	227	0	0	439	0
Stage 1	431	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	263	776	-	-	1117	-
Stage 1	623	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	233	769	-	-	1112	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.2	0	1.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	233	769	1112	-
HCM Lane V/C Ratio	-	-	0.047	0.057	0.064	-
HCM Control Delay (s)	-	-	21.2	10	8.5	0.4
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0.2	-

Existing PM Peak Hour
TC2

Synchro 11 Report
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HCM 6th TWSC

35: 25th St & 38th Ave

05/31/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	5	5	0	5	20	390	10	20	625	25
Future Vol, veh/h	5	0	5	5	0	5	20	390	10	20	625	25
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	5	0	5	22	424	11	22	679	27

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1003	1226	363	868	1234	228	711	0	0	440	0	0
Stage 1	742	742	-	479	479	-	-	-	-	-	-	-
Stage 2	261	484	-	389	755	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	196	177	634	246	175	775	884	-	-	1116	-	-
Stage 1	374	420	-	537	553	-	-	-	-	-	-	-
Stage 2	721	550	-	606	415	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	183	164	628	230	162	768	880	-	-	1111	-	-
Mov Cap-2 Maneuver	183	164	-	230	162	-	-	-	-	-	-	-
Stage 1	360	404	-	517	532	-	-	-	-	-	-	-
Stage 2	689	529	-	578	399	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.2		15.5		0.5		0.3	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	880	-	-	283	354	1111	-
HCM Lane V/C Ratio	0.025	-	-	0.038	0.031	0.02	-
HCM Control Delay (s)	9.2	0.1	-	18.2	15.5	8.3	0.1
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0.1	-

Existing PM Peak Hour
TC2

Synchro 11 Report
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HCM 6th TWSC

37: 25th St & 39th Ave

05/31/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	5	5	0	5	20	410	10	10	615	10
Future Vol, veh/h	5	0	5	5	0	5	20	410	10	10	615	10
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	5	0	5	22	446	11	11	668	11

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	973	1207	350	862	1207	239	684	0	0	462	0	0
Stage 1	701	701	-	501	501	-	-	-	-	-	-	-
Stage 2	272	506	-	361	706	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	207	182	646	249	182	762	905	-	-	1095	-	-
Stage 1	395	439	-	521	541	-	-	-	-	-	-	-
Stage 2	711	538	-	630	437	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	196	171	640	236	171	755	901	-	-	1090	-	-
Mov Cap-2 Maneuver	196	171	-	236	171	-	-	-	-	-	-	-
Stage 1	380	430	-	501	520	-	-	-	-	-	-	-
Stage 2	679	518	-	612	428	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	17.5		15.3			0.5		0.2		
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	901	-	-	300	360	1090	-
HCM Lane V/C Ratio	0.024	-	-	0.036	0.03	0.01	-
HCM Control Delay (s)	9.1	0.1	-	17.5	15.3	8.3	0.1
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-

Existing PM Peak Hour
TC2

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HCM 6th TWSC

44: 25th St & 44th Ave

05/31/2022

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	5	5	0	5	5	335	5	15	505	15
Future Vol, veh/h	5	0	5	5	0	5	5	335	5	15	505	15
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	5	0	5	5	364	5	16	549	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	791	978	293	694	984	195	570	0	0	374	0	0
Stage 1	594	594	-	382	382	-	-	-	-	-	-	-
Stage 2	197	384	-	312	602	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	280	249	703	329	247	814	999	-	-	1181	-	-
Stage 1	458	491	-	612	611	-	-	-	-	-	-	-
Stage 2	786	610	-	673	487	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	270	240	696	317	238	806	994	-	-	1175	-	-
Mov Cap-2 Maneuver	270	240	-	317	238	-	-	-	-	-	-	-
Stage 1	453	479	-	605	604	-	-	-	-	-	-	-
Stage 2	772	603	-	651	475	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.5		13.1		0.1		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	994	-	-	389	455	1175	-
HCM Lane V/C Ratio	0.005	-	-	0.028	0.024	0.014	-
HCM Control Delay (s)	8.6	0	-	14.5	13.1	8.1	0.1
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Existing PM Peak Hour
TC2

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HCM 6th TWSC

45: 25th St & Carrie Rose Ln

05/31/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	340	5	5	510
Future Vol, veh/h	5	5	340	5	5	510
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	370	5	5	554

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	670	198	0	0	380
Stage 1	378	-	-	-	-
Stage 2	292	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	390	810	-	-	1175
Stage 1	663	-	-	-	-
Stage 2	732	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	384	802	-	-	1169
Mov Cap-2 Maneuver	384	-	-	-	-
Stage 1	660	-	-	-	-
Stage 2	724	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	519	1169
HCM Lane V/C Ratio	-	-	0.021	0.005
HCM Control Delay (s)	-	-	12.1	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC

50: 25th St & Rose Creek Pkwy

05/31/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	5	10	0	10	5	330	5	15	490	10
Future Vol, veh/h	5	0	5	10	0	10	5	330	5	15	490	10
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	75	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	11	0	11	5	359	5	16	533	11

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	771	955	282	681	958	192	549	0	0	369	0	0
Stage 1	576	576	-	377	377	-	-	-	-	-	-	-
Stage 2	195	379	-	304	581	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	290	257	715	336	256	817	1017	-	-	1186	-	-
Stage 1	470	500	-	616	614	-	-	-	-	-	-	-
Stage 2	788	613	-	681	498	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	278	248	708	324	247	809	1012	-	-	1180	-	-
Mov Cap-2 Maneuver	278	248	-	324	247	-	-	-	-	-	-	-
Stage 1	465	488	-	609	607	-	-	-	-	-	-	-
Stage 2	769	606	-	660	486	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.2		13.2		0.1		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1012	-	-	278	-	708	463	1180	-	-
HCM Lane V/C Ratio	0.005	-	-	0.02	-	0.008	0.047	0.014	-	-
HCM Control Delay (s)	8.6	0	-	18.2	0	10.1	13.2	8.1	0.1	-
HCM Lane LOS	A	A	-	C	A	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	0.1	0	-	-

HCM 6th TWSC

52: 25th St & Meadow Creek Dr

05/31/2022

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	10	5	15	330	480	25
Future Vol, veh/h	10	5	15	330	480	25
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	5	16	359	522	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	758	285	554	0	-	0
Stage 1	541	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	343	712	1012	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	333	705	1007	-	-	-
Mov Cap-2 Maneuver	333	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	14.3		0.5		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1007	-	404	-	-	
HCM Lane V/C Ratio	0.016	-	0.04	-	-	
HCM Control Delay (s)	8.6	0.1	14.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC

54: 25th St & Rose Creek Blvd

05/31/2022

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	15	330	25	35	450
Future Vol, veh/h	20	15	330	25	35	450
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	16	359	27	38	489
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	704	203	0	0	391	0
Stage 1	378	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	371	804	-	-	1164	-
Stage 1	663	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	351	796	-	-	1158	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.5	0		0.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	462	1158	-	
HCM Lane V/C Ratio	-	-	0.082	0.033	-	
HCM Control Delay (s)	-	-	13.5	8.2	0.2	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Existing PM Peak Hour
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HCM 6th TWSC

56: 25th St & Don's Carwash

05/31/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↑↑↑			↑↑	
Traffic Vol, veh/h	0	0	75	0	0	0	0	525	0	0	695	65
Future Vol, veh/h	0	0	75	0	0	0	0	525	0	0	695	65
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	-	25	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	82	0	0	0	0	571	0	0	755	71

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	423	-	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	579	0	-	0	0	-	-
Stage 1	0	0	-	0	-	0	0	-	-
Stage 2	0	0	-	0	-	0	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	573	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 573	-	-
HCM Lane V/C Ratio	- 0.142	-	-
HCM Control Delay (s)	- 12.3	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.5	-	-

Existing PM Peak Hour
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HCM 6th TWSC

57: 25th St & 53rd Ave

05/31/2022

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	50	0	30	5	5	15	25	460	5	10	735	25
Future Vol, veh/h	50	0	30	5	5	15	25	460	5	10	735	25
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	125	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	0	33	5	5	16	27	500	5	11	799	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1412	1404	423	989	1415	513	831	0	0	510	0	0
Stage 1	840	840	-	562	562	-	-	-	-	-	-	-
Stage 2	572	564	-	427	853	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	106	139	580	213	137	560	799	-	-	1053	-	-
Stage 1	327	380	-	511	509	-	-	-	-	-	-	-
Stage 2	504	508	-	577	375	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	95	132	574	192	130	555	795	-	-	1048	-	-
Mov Cap-2 Maneuver	95	132	-	192	130	-	-	-	-	-	-	-
Stage 1	314	374	-	491	489	-	-	-	-	-	-	-
Stage 2	465	488	-	536	369	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	67.5		19.6		0.5		0.1	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	795	-	-	138	273	1048	-
HCM Lane V/C Ratio	0.034	-	-	0.63	0.1	0.01	-
HCM Control Delay (s)	9.7	-	-	67.5	19.6	8.5	-
HCM Lane LOS	A	-	-	F	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.4	0.3	0	-

Existing PM Peak Hour
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HCM 6th TWSC

60: 25th St & Prairie Grove Ave/Shanley HS (North)

05/31/2022

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	5	0	5	10	0	45	5	440	5	50	710	10
Future Vol, veh/h	5	0	5	10	0	45	5	440	5	50	710	10
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	11	0	49	5	478	5	54	772	11
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1411	1389	402	995	1392	491	788	0	0	488	0	0
Stage 1	891	891	-	496	496	-	-	-	-	-	-	-
Stage 2	520	498	-	499	896	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	107	142	599	211	141	577	829	-	-	1073	-	-
Stage 1	304	360	-	555	544	-	-	-	-	-	-	-
Stage 2	538	543	-	523	358	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	93	133	593	198	132	572	825	-	-	1068	-	-
Mov Cap-2 Maneuver	93	133	-	198	132	-	-	-	-	-	-	-
Stage 1	301	340	-	549	538	-	-	-	-	-	-	-
Stage 2	487	537	-	490	338	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	29		14.8		0.1			0.6				
HCM LOS	D		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	825	-	-	161	426	1068	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.068	0.14	0.051	-	-				
HCM Control Delay (s)	9.4	-	-	29	14.8	8.6	-	-				
HCM Lane LOS	A	-	-	D	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0.2	-	-				

Existing PM Peak Hour
TC2

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HCM 6th TWSC

65: 25th St & Eaglebrook Apts/Shanley HS (South)

05/31/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	15	0	5	0	0	15	5	420	10	10	685	30
Future Vol, veh/h	15	0	5	0	0	15	5	420	10	10	685	30
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	5	0	0	16	5	457	11	11	745	33
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1275	1272	772	1269	1283	473	783	0	0	473	0	0
Stage 1	789	789	-	478	478	-	-	-	-	-	-	-
Stage 2	486	483	-	791	805	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	144	168	400	145	165	591	835	-	-	1089	-	-
Stage 1	384	402	-	568	556	-	-	-	-	-	-	-
Stage 2	563	553	-	383	395	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	137	164	396	140	161	585	831	-	-	1084	-	-
Mov Cap-2 Maneuver	137	164	-	140	161	-	-	-	-	-	-	-
Stage 1	380	396	-	562	550	-	-	-	-	-	-	-
Stage 2	541	547	-	372	389	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	30.3		11.3		0.1			0.1				
HCM LOS	D		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	831	-	-	164	585	1084	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.133	0.028	0.01	-	-				
HCM Control Delay (s)	9.4	-	-	30.3	11.3	8.4	-	-				
HCM Lane LOS	A	-	-	D	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-				

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HCM 6th Roundabout 70: 25th St & 58th Ave

05/31/2022

Intersection				
Intersection Delay, s/veh	7.9			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	26	82	407	750
Demand Flow Rate, veh/h	26	83	415	765
Vehicles Circulating, veh/h	748	426	126	27
Vehicles Exiting, veh/h	44	115	648	482
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	6.1	5.0	6.3	9.2
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	26	83	415	765
Cap Entry Lane, veh/h	643	894	1213	1342
Entry HV Adj Factor	0.996	0.985	0.981	0.980
Flow Entry, veh/h	26	82	407	750
Cap Entry, veh/h	641	880	1189	1314
V/C Ratio	0.040	0.093	0.342	0.570
Control Delay, s/veh	6.1	5.0	6.3	9.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	4

HCM 6th TWSC

75: 25th St & 60th Ave

05/31/2022

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	25	350	5	70	515
Future Vol, veh/h	5	25	350	5	70	515
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	27	380	5	76	560
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1105	393	0	0	390	0
Stage 1	388	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	233	656	-	-	1169	-
Stage 1	686	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	216	650	-	-	1163	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.6	0	1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	340	650	1163	-
HCM Lane V/C Ratio	-	-	0.016	0.042	0.065	-
HCM Control Delay (s)	-	-	15.8	10.8	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	0.2	-

HCM 6th TWSC

80: 25th St & 62nd Ave

05/31/2022

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	10	5	5	5	5	20	5	325	5	40	455	25
Future Vol, veh/h	10	5	5	5	5	20	5	325	5	40	455	25
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	50	-	-	150	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	5	5	5	5	22	5	353	5	43	495	27

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	984	973	519	976	984	366	527	0	0	363	0	0
Stage 1	600	600	-	371	371	-	-	-	-	-	-	-
Stage 2	384	373	-	605	613	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	228	252	557	230	248	679	1040	-	-	1196	-	-
Stage 1	488	490	-	649	620	-	-	-	-	-	-	-
Stage 2	639	618	-	485	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	208	239	552	215	236	673	1035	-	-	1190	-	-
Mov Cap-2 Maneuver	208	239	-	215	236	-	-	-	-	-	-	-
Stage 1	483	470	-	643	614	-	-	-	-	-	-	-
Stage 2	607	612	-	455	463	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	20.1		14.3		0.1		0.6	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1035	-	-	217	552	225	673	1190	-	-
HCM Lane V/C Ratio	0.005	-	-	0.075	0.01	0.048	0.032	0.037	-	-
HCM Control Delay (s)	8.5	-	-	22.9	11.6	21.8	10.5	8.1	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.2	0.1	0.1	-	-

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HCM 6th Roundabout 85: 25th St & 64th Ave

05/31/2022

Intersection				
Intersection Delay, s/veh	5.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	38	43	354	505
Demand Flow Rate, veh/h	38	44	361	515
Vehicles Circulating, veh/h	504	355	60	27
Vehicles Exiting, veh/h	38	66	482	372
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.8	4.3	5.3	6.4
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	38	44	361	515
Cap Entry Lane, veh/h	825	961	1298	1342
Entry HV Adj Factor	0.994	0.972	0.982	0.981
Flow Entry, veh/h	38	43	354	505
Cap Entry, veh/h	820	934	1273	1316
V/C Ratio	0.046	0.046	0.278	0.384
Control Delay, s/veh	4.8	4.3	5.3	6.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	2

HCM 6th TWSC

100: 27th St & 52nd Ave

05/31/2022

Intersection						
Int Delay, s/veh	12					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1140	165	15	935	85	50
Future Vol, veh/h	1140	165	15	935	85	50
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	300	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1239	179	16	1016	92	54
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1423	0	1789	630
Stage 1	-	-	-	-	1244	-
Stage 2	-	-	-	-	545	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	474	-	~ 72	424
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	545	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	472	-	~ 69	420
Mov Cap-2 Maneuver	-	-	-	-	~ 69	-
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	524	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.2	211.1			
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	69	420	-	-	472	-
HCM Lane V/C Ratio	1.339	0.129	-	-	0.035	-
HCM Control Delay (s)	\$ 326.5	14.8	-	-	12.9	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	7.5	0.4	-	-	0.1	-
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

APPENDIX B – SYNCHRO / SIMTRAFFIC REPORTS

SimTraffic Performance Report

2045 AM Peak Hour - 3-Lane

10/04/2022

5: 25th St & 32nd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.4	1.2	0.0	1.8	1.1
Total Del/Veh (s)	32.9	31.8	26.7	20.1	27.8

10: 25th St & Kirsten Ln Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	2.8	0.0	0.0	0.1
Total Del/Veh (s)	23.0	13.1	1.2	3.9	3.5

15: 25th St & 33rd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.1
Total Del/Veh (s)	12.2	13.2	4.1	1.2	3.7

20: 25th St & 35th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.7	1.1	0.0	0.0	0.2
Total Del/Veh (s)	17.0	16.0	12.4	9.7	12.4

23: 25th St & Casey's Driveway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.4	10.8	1.1	2.8	2.0

25: 25th St & 36th Ave Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	12.3	1.4	0.8	1.4

30: 25th St & 37th Ave Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	3.6	0.0	0.0	0.3
Total Del/Veh (s)	9.0	1.6	1.3	2.1

35: 25th St & 38th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	12.3	10.2	1.3	1.1	2.1

SimTraffic Performance Report 2045 AM Peak Hour - 3-Lane

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37: 25th St & 39th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.6	13.1	2.5	1.4	2.5

40: 25th St & 40th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.6	1.4	0.0	0.0	0.6
Total Del/Veh (s)	21.3	25.0	18.2	20.8	20.9

42: 25th St & Centennial Elementary (North) Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.0	2.2	2.7

43: 25th St & Centennial Elementary (South)/Rose Creek Dr Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.4	1.5	0.0	0.0	0.5
Total Del/Veh (s)	13.9	11.3	11.5	7.6	10.9

44: 25th St & 44th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	11.7	8.5	1.1	2.0	1.9

45: 25th St & Carrie Rose Ln Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.2	2.0	0.6	1.5

50: 25th St & Rose Creek Pkwy Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	4.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	8.0	7.7	0.9	1.8	1.6

52: 25th St & Meadow Creek Dr Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	9.6	1.3	0.9	1.5

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54: 25th St & Rose Creek Blvd Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.0	2.4	1.4	2.6

55: 25th St & 52nd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.7	0.0	0.0	0.2
Total Del/Veh (s)	24.0	29.6	33.0	33.1	29.1

56: 25th St & Don's Carwash Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.3	0.7	1.8	1.3

57: 25th St & 53rd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	25.1	17.2	1.8	0.7	2.5

60: 25th St & Prairie Grove Ave/Shanley HS (North) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	12.0	15.8	1.3	2.1	3.1

65: 25th St & Eaglebrook Apts/Shanley HS (South) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	17.4	11.7	2.0	1.5	2.6

70: 25th St & 58th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	4.0	5.2	6.8	6.1	6.2

75: 25th St & 60th Ave Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	2.8	0.0	0.0	0.2
Total Del/Veh (s)	9.0	1.1	0.9	1.5

SimTraffic Performance Report

2045 AM Peak Hour - 3-Lane

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80: 25th St & 62nd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.5	2.9	0.0	0.0	0.2
Total Del/Veh (s)	14.5	9.0	1.3	1.0	2.0

85: 25th St & 64th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.1	0.5	0.0	0.2
Total Del/Veh (s)	5.9	5.1	6.8	7.2	6.7

100: 27th St & 52nd Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.6	0.0	2.4	0.5
Total Del/Veh (s)	6.5	9.2	16.1	8.7

Total Network Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	42.4

Arterial Level of Service
2045 AM Peak Hour - 3-Lane

10/04/2022

Arterial Level of Service: NB 25th St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
64th Ave	85	7.3	31.6	0.3	29
62nd Ave	80	1.2	27.3	0.2	23
60th Ave	75	1.1	14.9	0.1	32
58th Ave	70	7.0	20.4	0.1	25
Shanley HS (South)	65	2.0	27.9	0.2	22
	61	0.6	6.4	0.1	32
Shanley HS (North)	60	1.3	8.3	0.1	30
53rd Ave	57	1.5	13.9	0.1	31
Don's Carwash	56	0.7	6.0	0.1	30
52nd Ave	55	24.8	31.6	0.1	8
Rose Creek Blvd	54	3.3	19.7	0.2	29
Meadow Creek Dr	52	1.3	17.6	0.2	32
Rose Creek Pkwy	50	0.9	8.1	0.1	32
Carrie Rose Ln	45	2.0	26.5	0.2	32
44th Ave	44	1.1	9.1	0.1	31
Rose Creek Dr	43	11.6	24.5	0.1	18
Centennial Elementar	42	2.9	12.7	0.1	26
40th Ave	40	20.8	29.6	0.1	11
39th Ave	37	3.2	10.8	0.1	24
38th Ave	35	1.3	13.9	0.1	31
37th Ave	30	1.6	14.3	0.1	31
36th Ave	25	1.4	14.1	0.1	31
Casey's Driveway	23	1.0	8.1	0.1	31
35th Ave	20	12.6	28.4	0.2	20
33rd Ave	15	4.2	24.8	0.2	30
Kirsten Ln	10	1.1	7.0	0.1	29
32nd Ave	5	29.0	36.4	0.1	8
Total		146.8	494.0	3.3	24

Arterial Level of Service
2045 AM Peak Hour - 3-Lane

10/04/2022

Arterial Level of Service: SB 25th St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
32nd Ave	5	26.9	42.3	0.2	14
Kirsten Ln	10	3.8	12.2	0.1	23
33rd Ave	15	1.2	7.1	0.1	29
35th Ave	20	9.6	30.7	0.2	24
Casey's Driveway	23	3.1	19.2	0.2	29
36th Ave	25	0.8	7.9	0.1	32
37th Ave	30	0.9	13.3	0.1	33
38th Ave	35	1.0	13.6	0.1	33
39th Ave	37	1.4	13.8	0.1	32
40th Ave	40	24.1	31.5	0.1	8
Centennial Elementar	42	2.8	12.1	0.1	27
Centennial Elementar	43	7.3	16.4	0.1	20
44th Ave	44	2.3	15.2	0.1	30
Carrie Rose Ln	45	0.6	9.0	0.1	31
Rose Creek Pkwy	50	1.8	25.8	0.2	33
Meadow Creek Dr	52	0.9	8.4	0.1	31
Rose Creek Blvd	54	1.2	17.3	0.2	32
52nd Ave	55	40.1	55.7	0.2	10
Don's Carwash	56	3.3	11.6	0.1	23
53rd Ave	57	0.7	5.8	0.1	31
Prairie Grove Ave	60	1.1	13.3	0.1	32
	61	0.5	7.7	0.1	32
Eaglebrook Apts	65	0.6	6.5	0.1	31
58th Ave	70	6.3	22.6	0.2	27
60th Ave	75	0.8	23.6	0.1	22
62nd Ave	80	0.9	14.9	0.1	33
64th Ave	85	7.6	24.2	0.2	26
Total		151.7	481.9	3.2	24

Queuing and Blocking Report

2045 AM Peak Hour - 3-Lane

10/04/2022

Intersection: 5: 25th St & 32nd Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	267	244	238	55	160	229	207	82	194	275	281	162
Average Queue (ft)	128	144	119	22	62	149	116	39	90	154	176	73
95th Queue (ft)	229	216	200	45	117	214	190	69	175	248	266	136
Link Distance (ft)		843	843			904	904			307	307	
Upstream Blk Time (%)										0	0	
Queuing Penalty (veh)										0	1	
Storage Bay Dist (ft)	350			200	250			200	150			225
Storage Blk Time (%)			0			0	0		1	7		0
Queuing Penalty (veh)			1			0	0		3	15		0

Intersection: 5: 25th St & 32nd Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	186	163	96
Average Queue (ft)	103	65	40
95th Queue (ft)	170	142	77
Link Distance (ft)	771	771	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: 25th St & Kirsten Ln

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	97	53	67	44	40	54	82	36	25
Average Queue (ft)	39	16	28	11	4	8	30	1	1
95th Queue (ft)	79	45	58	37	24	34	63	14	11
Link Distance (ft)	584	474			242	242		307	307
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			50	75			50		
Storage Blk Time (%)		1	1	0			3	0	
Queuing Penalty (veh)		0	0	0			6	0	

Queuing and Blocking Report

2045 AM Peak Hour - 3-Lane

10/04/2022

Intersection: 15: 25th St & 33rd Ave

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	R
Maximum Queue (ft)	53	66	48	73	30	79	9
Average Queue (ft)	18	28	17	7	3	5	0
95th Queue (ft)	41	57	45	40	18	36	5
Link Distance (ft)	584	460		1022		242	242
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			150		75		
Storage Blk Time (%)						0	
Queuing Penalty (veh)						0	

Intersection: 20: 25th St & 35th Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	72	90	68	103	168	373	48	215
Average Queue (ft)	31	35	24	49	24	168	17	91
95th Queue (ft)	65	71	58	86	84	297	43	177
Link Distance (ft)		584		487		754		1022
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		150		150	
Storage Blk Time (%)	0	0	0	0		8		2
Queuing Penalty (veh)	0	0	0	0		3		0

Intersection: 23: 25th St & Casey's Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	48	48	30	84	30	53
Average Queue (ft)	17	13	3	8	3	4
95th Queue (ft)	43	40	18	41	16	26
Link Distance (ft)	629	347		306		754
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

2045 AM Peak Hour - 3-Lane

10/04/2022

Intersection: 25: 25th St & 36th Ave

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	48	24	70	40
Average Queue (ft)	22	2	5	1
95th Queue (ft)	49	13	34	15
Link Distance (ft)	702		581	306
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 30: 25th St & 37th Ave

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	TR	L	T
Maximum Queue (ft)	35	88	58	47	52
Average Queue (ft)	12	36	5	15	2
95th Queue (ft)	36	63	36	41	21
Link Distance (ft)	451		578		581
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100		150	
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 35: 25th St & 38th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	89	49	21	32	26	40
Average Queue (ft)	33	23	2	2	5	2
95th Queue (ft)	65	51	12	18	20	18
Link Distance (ft)	460	440		559		578
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

2045 AM Peak Hour - 3-Lane

10/04/2022

Intersection: 37: 25th St & 39th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	52	49	26	64	25	55
Average Queue (ft)	23	19	2	4	2	4
95th Queue (ft)	49	46	15	27	14	26
Link Distance (ft)	515	459		306		559
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			75		150	
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Intersection: 40: 25th St & 40th Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	182	230	158	277	130	314	141	139	282	120
Average Queue (ft)	64	108	59	121	67	158	40	40	142	32
95th Queue (ft)	121	191	116	221	111	262	97	101	235	90
Link Distance (ft)		973		895		408			306	
Upstream Blk Time (%)									0	
Queuing Penalty (veh)									0	
Storage Bay Dist (ft)	125		100		300		300	150		150
Storage Blk Time (%)	0	7	1	15		0			7	
Queuing Penalty (veh)	1	10	3	16		1			9	

Intersection: 42: 25th St & Centennial Elementary (North)

Movement	NB	NB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	67	46	41	50
Average Queue (ft)	27	3	2	3
95th Queue (ft)	58	24	18	21
Link Distance (ft)		421	408	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	160		300	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

2045 AM Peak Hour - 3-Lane

10/04/2022

Intersection: 43: 25th St & Centennial Elementary (South)/Rose Creek Dr

Movement	EB	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	R	TR	L	TR
Maximum Queue (ft)	141	33	64	50	63	325	38	174
Average Queue (ft)	69	5	30	15	23	136	7	74
95th Queue (ft)	117	22	59	42	52	252	28	142
Link Distance (ft)		409	409		561	582		421
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			50			100	
Storage Blk Time (%)	0			1	1			3
Queuing Penalty (veh)	0			0	0			0

Intersection: 44: 25th St & 44th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	52	49	29	61	33	42
Average Queue (ft)	20	17	2	4	2	3
95th Queue (ft)	47	46	15	28	15	23
Link Distance (ft)	497	466		353		582
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100		100	
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Intersection: 45: 25th St & Carrie Rose Ln

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	36	61	29	37
Average Queue (ft)	11	3	2	1
95th Queue (ft)	36	23	14	15
Link Distance (ft)	495	1173		353
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

2045 AM Peak Hour - 3-Lane

10/04/2022

Intersection: 50: 25th St & Rose Creek Pkwy

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	R	LTR	L	TR	L	TR
Maximum Queue (ft)	39	31	49	21	44	28	49
Average Queue (ft)	9	7	17	1	2	2	4
95th Queue (ft)	32	28	45	11	23	15	27
Link Distance (ft)			654		300		1173
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	75	25		150		150	
Storage Blk Time (%)		1					
Queuing Penalty (veh)		0					

Intersection: 52: 25th St & Meadow Creek Dr

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	67	24	40	32
Average Queue (ft)	27	2	2	2
95th Queue (ft)	56	15	21	18
Link Distance (ft)	488		758	300
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 54: 25th St & Rose Creek Blvd

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	90	38	31	34
Average Queue (ft)	38	2	9	2
95th Queue (ft)	65	16	31	16
Link Distance (ft)	594	719		758
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			150	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

2045 AM Peak Hour - 3-Lane

10/04/2022

Intersection: 55: 25th St & 52nd Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	L	T	R
Maximum Queue (ft)	207	160	150	271	85	253	221	54	215	220	226	44
Average Queue (ft)	104	85	82	119	35	162	135	19	128	146	107	14
95th Queue (ft)	178	142	143	226	71	234	213	43	200	208	188	34
Link Distance (ft)		891	891			1174	1174			290	290	290
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	400			325	325			325	225			
Storage Blk Time (%)				0					0	0		
Queuing Penalty (veh)				0					0	1		

Intersection: 55: 25th St & 52nd Ave

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	102	277	109
Average Queue (ft)	40	149	50
95th Queue (ft)	83	241	93
Link Distance (ft)		719	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		300
Storage Blk Time (%)		4	
Queuing Penalty (veh)		7	

Intersection: 56: 25th St & Don's Carwash

Movement	EB	NB	NB	NB	SB	SB
Directions Served	R	T	T	T	T	R
Maximum Queue (ft)	24	33	26	4	72	12
Average Queue (ft)	5	2	2	0	4	0
95th Queue (ft)	21	19	14	3	27	6
Link Distance (ft)	462		205		290	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		25		100		150
Storage Blk Time (%)		0	0		0	
Queuing Penalty (veh)		1	1		0	

Queuing and Blocking Report

2045 AM Peak Hour - 3-Lane

10/04/2022

Intersection: 57: 25th St & 53rd Ave

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	R
Maximum Queue (ft)	88	73	69	42	29	81	9
Average Queue (ft)	29	29	21	2	5	7	0
95th Queue (ft)	57	60	52	18	23	44	5
Link Distance (ft)	491	457		563		205	
Upstream Blk Time (%)						0	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)			125		125		100
Storage Blk Time (%)			0			0	
Queuing Penalty (veh)			0			0	

Intersection: 60: 25th St & Prairie Grove Ave/Shanley HS (North)

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	R
Maximum Queue (ft)	30	124	26	52	69	73	6
Average Queue (ft)	11	59	4	3	31	4	0
95th Queue (ft)	30	102	18	21	58	27	4
Link Distance (ft)	451	517		295		563	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			150		150		150
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 65: 25th St & Eaglebrook Apts/Shanley HS (South)

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	82	57	30	40	65	40
Average Queue (ft)	33	20	3	3	30	3
95th Queue (ft)	68	49	19	18	59	20
Link Distance (ft)	539	555		776		243
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

2045 AM Peak Hour - 3-Lane

10/04/2022

Intersection: 70: 25th St & 58th Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	58	106	125	105
Average Queue (ft)	16	40	45	30
95th Queue (ft)	45	79	98	78
Link Distance (ft)	525	502	619	776
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 75: 25th St & 60th Ave

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	TR	L	T
Maximum Queue (ft)	52	77	38	31	44
Average Queue (ft)	21	27	3	3	3
95th Queue (ft)	48	55	21	19	23
Link Distance (ft)	473		636		619
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		50		150	
Storage Blk Time (%)	1	1			
Queuing Penalty (veh)	0	0			

Intersection: 80: 25th St & 62nd Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	48	31	53	58	25	47	24	43
Average Queue (ft)	17	9	16	26	3	3	2	3
95th Queue (ft)	45	31	45	52	15	20	14	23
Link Distance (ft)	518		496			779		636
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		50		150	150		150	
Storage Blk Time (%)	1	0						
Queuing Penalty (veh)	0	0						

Queuing and Blocking Report

2045 AM Peak Hour - 3-Lane

10/04/2022

Intersection: 85: 25th St & 64th Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	111	62	121	142
Average Queue (ft)	53	26	44	53
95th Queue (ft)	94	55	99	112
Link Distance (ft)	751	723	1219	779
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 100: 27th St & 52nd Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	186	176	53	60	228	243	118	88
Average Queue (ft)	85	86	22	19	91	116	59	31
95th Queue (ft)	157	155	50	49	191	217	105	65
Link Distance (ft)	703	703			891	891		361
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			175	300			100	
Storage Blk Time (%)		0					1	0
Queuing Penalty (veh)		0					1	0

Network Summary

Network wide Queuing Penalty: 86

HCM 6th TWSC

10: 25th St & Kirsten Ln

10/04/2022

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	38	6	28	16	6	38	32	767	80	75	393	53
Future Vol, veh/h	38	6	28	16	6	38	32	767	80	75	393	53
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	50	75	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	7	30	17	7	41	35	834	87	82	427	58

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1121	1621	253	1339	1607	471	490	0	0	926	0	0
Stage 1	625	625	-	953	953	-	-	-	-	-	-	-
Stage 2	496	996	-	386	654	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	161	102	746	111	104	539	1070	-	-	734	-	-
Stage 1	439	475	-	278	336	-	-	-	-	-	-	-
Stage 2	524	320	-	609	461	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	124	87	739	89	88	534	1065	-	-	731	-	-
Mov Cap-2 Maneuver	124	87	-	89	88	-	-	-	-	-	-	-
Stage 1	423	420	-	268	323	-	-	-	-	-	-	-
Stage 2	456	308	-	508	408	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	41.6		29.7		0.3		1.5	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1065	-	-	174	89	534	731	-	-
HCM Lane V/C Ratio	0.033	-	-	0.45	0.269	0.077	0.112	-	-
HCM Control Delay (s)	8.5	-	-	41.6	59.7	12.3	10.5	-	-
HCM Lane LOS	A	-	-	E	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	1	0.2	0.4	-	-

HCM 6th TWSC

15: 25th St & 33rd Ave

10/04/2022

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	11	6	16	6	6	32	53	836	6	6	399	32
Future Vol, veh/h	11	6	16	6	6	32	53	836	6	6	399	32
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	75	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	7	17	7	7	35	58	909	7	7	434	35

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1508	1490	444	1517	1522	923	474	0	0	921	0	0
Stage 1	453	453	-	1034	1034	-	-	-	-	-	-	-
Stage 2	1055	1037	-	483	488	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	99	124	614	98	118	327	1088	-	-	741	-	-
Stage 1	586	570	-	280	309	-	-	-	-	-	-	-
Stage 2	273	308	-	565	550	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	80	115	608	86	110	324	1083	-	-	737	-	-
Mov Cap-2 Maneuver	80	115	-	86	110	-	-	-	-	-	-	-
Stage 1	552	562	-	264	291	-	-	-	-	-	-	-
Stage 2	224	290	-	535	542	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	35.6		29		0.5		0.1	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1083	-	-	153	197	737	-
HCM Lane V/C Ratio	0.053	-	-	0.234	0.243	0.009	-
HCM Control Delay (s)	8.5	-	-	35.6	29	9.9	-
HCM Lane LOS	A	-	-	E	D	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.9	0	-

HCM 6th TWSC

23: 25th St & Casey's Driveway

10/04/2022

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	11	0	11	6	0	11	11	752	6	6	398	27
Future Vol, veh/h	11	0	11	6	0	11	11	752	6	6	398	27
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	12	7	0	12	12	817	7	7	433	29

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1323	1320	458	1323	1331	831	467	0	0	829	0	0
Stage 1	467	467	-	850	850	-	-	-	-	-	-	-
Stage 2	856	853	-	473	481	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	133	157	603	133	154	370	1094	-	-	803	-	-
Stage 1	576	562	-	355	377	-	-	-	-	-	-	-
Stage 2	352	376	-	572	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	126	152	597	127	149	366	1089	-	-	799	-	-
Mov Cap-2 Maneuver	126	152	-	127	149	-	-	-	-	-	-	-
Stage 1	567	554	-	349	371	-	-	-	-	-	-	-
Stage 2	335	370	-	553	546	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.5		22.9		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1089	-	-	208	220	799	-
HCM Lane V/C Ratio	0.011	-	-	0.115	0.084	0.008	-
HCM Control Delay (s)	8.3	-	-	24.5	22.9	9.5	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0	-

HCM 6th TWSC

25: 25th St & 36th Ave

10/04/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	11	11	747	409	6
Future Vol, veh/h	22	11	11	747	409	6
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	12	12	812	445	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1295	459	457	0	0	
Stage 1	454	-	-	-	-	
Stage 2	841	-	-	-	-	
Critical Hdwy	6.42	6.22	4.12	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	
Follow-up Hdwy	3.518	3.318	2.218	-	-	
Pot Cap-1 Maneuver	179	602	1104	-	-	
Stage 1	640	-	-	-	-	
Stage 2	423	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	175	596	1099	-	-	
Mov Cap-2 Maneuver	305	-	-	-	-	
Stage 1	630	-	-	-	-	
Stage 2	421	-	-	-	-	
Approach	EB	NB		SB		
HCM Control Delay, s	16	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1099	-	364	-	-	
HCM Lane V/C Ratio	0.011	-	0.099	-	-	
HCM Control Delay (s)	8.3	-	16	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

HCM 6th TWSC

30: 25th St & 37th Ave

10/04/2022

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	80	678	11	32	388
Future Vol, veh/h	11	80	678	11	32	388
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	87	737	12	35	422
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1245	753	0	0	754	0
Stage 1	748	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	192	410	-	-	856	-
Stage 1	468	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	182	406	-	-	852	-
Mov Cap-2 Maneuver	318	-	-	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	16.4	0	0.7			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	-	318	406	852	-
HCM Lane V/C Ratio	-	-	0.038	0.214	0.041	-
HCM Control Delay (s)	-	-	16.8	16.3	9.4	-
HCM Lane LOS	-	-	C	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.8	0.1	-

HCM 6th TWSC

35: 25th St & 38th Ave

10/04/2022

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	32	0	28	11	0	22	6	635	6	6	387	6
Future Vol, veh/h	32	0	28	11	0	22	6	635	6	6	387	6
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	0	30	12	0	24	7	690	7	7	421	7
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1169	1160	435	1172	1160	704	433	0	0	702	0	0
Stage 1	444	444	-	713	713	-	-	-	-	-	-	-
Stage 2	725	716	-	459	447	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	170	195	621	169	195	437	1127	-	-	895	-	-
Stage 1	593	575	-	423	435	-	-	-	-	-	-	-
Stage 2	416	434	-	582	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	157	190	615	157	190	433	1122	-	-	891	-	-
Mov Cap-2 Maneuver	157	190	-	157	190	-	-	-	-	-	-	-
Stage 1	586	568	-	418	430	-	-	-	-	-	-	-
Stage 2	389	429	-	546	566	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	25.4		20.2			0.1			0.1			
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1122	-	-	241	273	891	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.271	0.131	0.007	-	-				
HCM Control Delay (s)	8.2	-	-	25.4	20.2	9.1	-	-				
HCM Lane LOS	A	-	-	D	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	1.1	0.4	0	-	-				

2045 AM Peak Hour - 3-Lane
TC2

Synchro 11 Report
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HCM 6th TWSC

37: 25th St & 39th Ave

10/04/2022

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	11	0	22	11	0	11	6	625	11	6	414	6
Future Vol, veh/h	11	0	22	11	0	11	6	625	11	6	414	6
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	24	12	0	12	7	679	12	7	450	7
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1183	1183	464	1189	1180	695	462	0	0	696	0	0
Stage 1	473	473	-	704	704	-	-	-	-	-	-	-
Stage 2	710	710	-	485	476	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	166	189	598	165	190	442	1099	-	-	900	-	-
Stage 1	572	558	-	428	440	-	-	-	-	-	-	-
Stage 2	424	437	-	563	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	158	184	592	155	185	438	1094	-	-	896	-	-
Mov Cap-2 Maneuver	158	184	-	155	185	-	-	-	-	-	-	-
Stage 1	566	551	-	423	435	-	-	-	-	-	-	-
Stage 2	408	432	-	533	550	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	18.2		22.5		0.1			0.1				
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1094	-	-	309	229	896	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.116	0.104	0.007	-	-				
HCM Control Delay (s)	8.3	-	-	18.2	22.5	9	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0	-	-				

HCM 6th TWSC

44: 25th St & 44th Ave

10/04/2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	16	0	11	6	0	16	6	576	6	6	408	6
Future Vol, veh/h	16	0	11	6	0	16	6	576	6	6	408	6
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	12	7	0	17	7	626	7	7	443	7
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1123	1118	457	1121	1118	640	455	0	0	638	0	0
Stage 1	466	466	-	649	649	-	-	-	-	-	-	-
Stage 2	657	652	-	472	469	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	183	207	604	183	207	475	1106	-	-	946	-	-
Stage 1	577	562	-	458	466	-	-	-	-	-	-	-
Stage 2	454	464	-	573	561	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	173	202	598	176	202	470	1101	-	-	941	-	-
Mov Cap-2 Maneuver	173	202	-	176	202	-	-	-	-	-	-	-
Stage 1	571	555	-	453	461	-	-	-	-	-	-	-
Stage 2	432	459	-	555	554	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	21.8		17		0.1			0.1				
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1101	-	-	244	323	941	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.12	0.074	0.007	-	-				
HCM Control Delay (s)	8.3	-	-	21.8	17	8.9	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-				

HCM 6th TWSC

45: 25th St & Carrie Rose Ln

10/04/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	6	582	6	6	419
Future Vol, veh/h	6	6	582	6	6	419
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	7	633	7	7	455

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1116	647	0	0	645
Stage 1	642	-	-	-	-
Stage 2	474	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	230	471	-	-	940
Stage 1	524	-	-	-	-
Stage 2	626	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	226	467	-	-	936
Mov Cap-2 Maneuver	360	-	-	-	-
Stage 1	521	-	-	-	-
Stage 2	618	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	407	936
HCM Lane V/C Ratio	-	-	0.032	0.007
HCM Control Delay (s)	-	-	14.1	8.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC

50: 25th St & Rose Creek Pkwy

10/04/2022

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	6	6	0	16	6	561	11	6	413	6
Future Vol, veh/h	11	0	6	6	0	16	6	561	11	6	413	6
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	75	-	25	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	7	7	0	17	7	610	12	7	449	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1116	1113	463	1110	1110	626	461	0	0	627	0	0
Stage 1	472	472	-	635	635	-	-	-	-	-	-	-
Stage 2	644	641	-	475	475	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	185	208	599	187	209	484	1100	-	-	955	-	-
Stage 1	573	559	-	467	472	-	-	-	-	-	-	-
Stage 2	461	469	-	570	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	175	203	593	181	204	479	1095	-	-	950	-	-
Mov Cap-2 Maneuver	175	203	-	181	204	-	-	-	-	-	-	-
Stage 1	567	552	-	462	467	-	-	-	-	-	-	-
Stage 2	439	464	-	557	550	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.5		16.7		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1095	-	-	175	-	593	331	950	-	-
HCM Lane V/C Ratio	0.006	-	-	0.068	-	0.011	0.072	0.007	-	-
HCM Control Delay (s)	8.3	-	-	27.1	0	11.1	16.7	8.8	-	-
HCM Lane LOS	A	-	-	D	A	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	0.2	0	-	-

HCM 6th TWSC

52: 25th St & Meadow Creek Dr

10/04/2022

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	16	6	551	414	11
Future Vol, veh/h	27	16	6	551	414	11
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	17	7	599	450	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1079	466	467	0	0	
Stage 1	461	-	-	-	-	
Stage 2	618	-	-	-	-	
Critical Hdwy	6.42	6.22	4.12	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	
Follow-up Hdwy	3.518	3.318	2.218	-	-	
Pot Cap-1 Maneuver	242	597	1094	-	-	
Stage 1	635	-	-	-	-	
Stage 2	538	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	238	591	1089	-	-	
Mov Cap-2 Maneuver	371	-	-	-	-	
Stage 1	628	-	-	-	-	
Stage 2	535	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	14.4	0.1	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1089	-	431	-	-	
HCM Lane V/C Ratio	0.006	-	0.108	-	-	
HCM Control Delay (s)	8.3	-	14.4	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

HCM 6th TWSC

54: 25th St & Rose Creek Blvd

10/04/2022

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	53	504	11	16	414
Future Vol, veh/h	27	53	504	11	16	414
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	58	548	12	17	450

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1048	564	0	0	565
Stage 1	559	-	-	-	-
Stage 2	489	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	252	525	-	-	1007
Stage 1	572	-	-	-	-
Stage 2	616	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	245	520	-	-	1002
Mov Cap-2 Maneuver	245	-	-	-	-
Stage 1	569	-	-	-	-
Stage 2	602	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.4	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	377	1002
HCM Lane V/C Ratio	-	-	0.231	0.017
HCM Control Delay (s)	-	-	17.4	8.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1

HCM 6th TWSC

56: 25th St & Don's Carwash

10/04/2022

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↑↑↑			↑	↗
Traffic Vol, veh/h	0	0	7	0	0	0	0	731	0	0	712	45
Future Vol, veh/h	0	0	7	0	0	0	0	731	0	0	712	45
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	-	25	-	100	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	0	0	795	0	0	774	49

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	784	-	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	392	0	-	0	0	-	-
Stage 1	0	0	-	0	-	0	0	-	-
Stage 2	0	0	-	0	-	0	0	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	388	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	388	-	-
HCM Lane V/C Ratio	-	0.02	-	-
HCM Control Delay (s)	-	14.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

HCM 6th TWSC

57: 25th St & 53rd Ave

10/04/2022

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	26	7	13	7	7	25	51	680	7	13	668	38
Future Vol, veh/h	26	7	13	7	7	25	51	680	7	13	668	38
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	125	-	-	125	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	8	14	8	8	27	55	739	8	14	726	41

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1635	1621	736	1649	1658	753	772	0	0	752	0	0
Stage 1	759	759	-	858	858	-	-	-	-	-	-	-
Stage 2	876	862	-	791	800	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	81	103	419	79	98	410	843	-	-	858	-	-
Stage 1	399	415	-	352	374	-	-	-	-	-	-	-
Stage 2	344	372	-	383	397	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	66	94	415	67	89	406	839	-	-	854	-	-
Mov Cap-2 Maneuver	66	94	-	67	89	-	-	-	-	-	-	-
Stage 1	371	406	-	327	347	-	-	-	-	-	-	-
Stage 2	292	346	-	355	389	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	83.3		35.7		0.7		0.2	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	839	-	-	92	159	854	-
HCM Lane V/C Ratio	0.066	-	-	0.543	0.267	0.017	-
HCM Control Delay (s)	9.6	-	-	83.3	35.7	9.3	-
HCM Lane LOS	A	-	-	F	E	A	-
HCM 95th %tile Q(veh)	0.2	-	-	2.4	1	0.1	-

HCM 6th TWSC

60: 25th St & Prairie Grove Ave/Shanley HS (North)

10/04/2022

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	7	0	13	17	0	116	13	615	28	124	557	7
Future Vol, veh/h	7	0	13	17	0	116	13	615	28	124	557	7
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	14	18	0	126	14	668	30	135	605	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1659	1611	615	1607	1604	693	618	0	0	703	0	0
Stage 1	880	880	-	716	716	-	-	-	-	-	-	-
Stage 2	779	731	-	891	888	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	78	104	491	85	105	443	962	-	-	895	-	-
Stage 1	342	365	-	421	434	-	-	-	-	-	-	-
Stage 2	389	427	-	337	362	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	48	86	486	71	87	439	957	-	-	891	-	-
Mov Cap-2 Maneuver	48	86	-	71	87	-	-	-	-	-	-	-
Stage 1	336	308	-	413	425	-	-	-	-	-	-	-
Stage 2	272	418	-	276	306	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	43.1		34		0.2		1.8	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	957	-	-	116	264	891	-
HCM Lane V/C Ratio	0.015	-	-	0.187	0.548	0.151	-
HCM Control Delay (s)	8.8	-	-	43.1	34	9.8	-
HCM Lane LOS	A	-	-	E	D	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	3	0.5	-

HCM 6th TWSC

65: 25th St & Eaglebrook Apts/Shanley HS (South)

10/04/2022

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	26	7	19	12	0	14	7	616	60	92	482	13
Future Vol, veh/h	26	7	19	12	0	14	7	616	60	92	482	13
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	8	21	13	0	15	8	670	65	100	524	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1467	1492	541	1475	1467	713	543	0	0	740	0	0
Stage 1	736	736	-	724	724	-	-	-	-	-	-	-
Stage 2	731	756	-	751	743	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	106	123	541	104	128	432	1026	-	-	867	-	-
Stage 1	411	425	-	417	430	-	-	-	-	-	-	-
Stage 2	413	416	-	403	422	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	92	107	536	85	111	428	1021	-	-	863	-	-
Mov Cap-2 Maneuver	92	107	-	85	111	-	-	-	-	-	-	-
Stage 1	406	374	-	412	424	-	-	-	-	-	-	-
Stage 2	393	411	-	334	371	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	49.1		34.5		0.1		1.5	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1021	-	-	136	150	863	-
HCM Lane V/C Ratio	0.007	-	-	0.416	0.188	0.116	-
HCM Control Delay (s)	8.6	-	-	49.1	34.5	9.7	-
HCM Lane LOS	A	-	-	E	D	A	-
HCM 95th %tile Q(veh)	0	-	-	1.8	0.7	0.4	-

HCM 6th Roundabout 70: 25th St & 58th Ave

10/04/2022

Intersection				
Intersection Delay, s/veh	8.3			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	67	193	644	558
Demand Flow Rate, veh/h	68	196	657	569
Vehicles Circulating, veh/h	624	644	120	82
Vehicles Exiting, veh/h	27	133	572	758
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	6.0	8.4	9.2	7.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	68	196	657	569
Cap Entry Lane, veh/h	730	715	1221	1269
Entry HV Adj Factor	0.981	0.984	0.981	0.981
Flow Entry, veh/h	67	193	644	558
Cap Entry, veh/h	716	703	1197	1244
V/C Ratio	0.093	0.274	0.538	0.449
Control Delay, s/veh	6.0	8.4	9.2	7.5
LOS	A	A	A	A
95th %tile Queue, veh	0	1	3	2

HCM 6th TWSC

75: 25th St & 60th Ave

10/04/2022

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	22	48	544	12	8	508
Future Vol, veh/h	22	48	544	12	8	508
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	52	591	13	9	552
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1178	608	0	0	609	0
Stage 1	603	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	211	496	-	-	970	-
Stage 1	546	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	207	491	-	-	965	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.1	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	345	491	965	-
HCM Lane V/C Ratio	-	-	0.069	0.106	0.009	-
HCM Control Delay (s)	-	-	16.2	13.2	8.8	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.4	0	-

HCM 6th TWSC

80: 25th St & 62nd Ave

10/04/2022

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	14	7	7	17	7	41	7	501	12	8	514	8
Future Vol, veh/h	14	7	7	17	7	41	7	501	12	8	514	8
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	50	-	-	150	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	8	8	18	8	45	8	545	13	9	559	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1186	1166	574	1168	1164	562	573	0	0	563	0	0
Stage 1	587	587	-	573	573	-	-	-	-	-	-	-
Stage 2	599	579	-	595	591	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	166	194	518	170	194	526	1000	-	-	1008	-	-
Stage 1	496	497	-	505	504	-	-	-	-	-	-	-
Stage 2	488	501	-	491	494	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	144	189	513	159	189	521	995	-	-	1003	-	-
Mov Cap-2 Maneuver	144	189	-	159	189	-	-	-	-	-	-	-
Stage 1	490	490	-	498	497	-	-	-	-	-	-	-
Stage 2	434	494	-	470	487	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	27		19.2		0.1			0.1		
HCM LOS	D		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	995	-	-	156	513	167	521	1003	-	-
HCM Lane V/C Ratio	0.008	-	-	0.146	0.015	0.156	0.086	0.009	-	-
HCM Control Delay (s)	8.6	-	-	32	12.1	30.5	12.6	8.6	-	-
HCM Lane LOS	A	-	-	D	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0	0.5	0.3	0	-	-

HCM 6th Roundabout 85: 25th St & 64th Ave

10/04/2022

Intersection				
Intersection Delay, s/veh	8.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	323	91	597	585
Demand Flow Rate, veh/h	329	93	609	596
Vehicles Circulating, veh/h	507	652	122	168
Vehicles Exiting, veh/h	257	79	714	577
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	9.4	6.6	8.5	9.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	329	93	609	596
Cap Entry Lane, veh/h	823	710	1218	1163
Entry HV Adj Factor	0.981	0.975	0.981	0.981
Flow Entry, veh/h	323	91	597	585
Cap Entry, veh/h	806	691	1194	1140
V/C Ratio	0.400	0.131	0.500	0.513
Control Delay, s/veh	9.4	6.6	8.5	9.0
LOS	A	A	A	A
95th %tile Queue, veh	2	0	3	3

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5: 25th St & 32nd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.5	1.2	0.0	1.4	1.1
Total Del/Veh (s)	24.6	27.6	27.1	25.5	26.1

10: 25th St & Kirsten Ln Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	2.8	0.0	0.0	0.3
Total Del/Veh (s)	20.4	11.6	1.1	4.1	4.6

15: 25th St & 33rd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	18.4	16.6	3.1	2.8	3.7

20: 25th St & 35th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.4	1.5	0.0	0.0	0.3
Total Del/Veh (s)	18.5	16.9	10.4	14.1	13.7

23: 25th St & Casey's Driveway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	13.2	12.1	0.8	3.8	3.0

25: 25th St & 36th Ave Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	13.3	1.4	1.5	1.6

30: 25th St & 37th Ave Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	3.6	0.0	0.0	0.1
Total Del/Veh (s)	6.3	1.2	1.7	1.7

35: 25th St & 38th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	15.6	10.3	1.3	1.7	1.8

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37: 25th St & 39th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.6	11.1	2.4	2.2	2.4

40: 25th St & 40th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.5	1.1	0.0	0.0	0.6
Total Del/Veh (s)	22.6	26.4	17.3	18.5	20.9

42: 25th St & Centennial Elementary (North) Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.8	2.5	2.2

43: 25th St & Centennial Elementary (South)/Rose Creek Dr Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.1	1.6	0.0	0.0	0.1
Total Del/Veh (s)	12.0	8.1	6.7	7.1	7.1

44: 25th St & 44th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.8	7.7	0.8	2.7	2.1

45: 25th St & Carrie Rose Ln Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.8	1.5	1.0	1.3

50: 25th St & Rose Creek Pkwy Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	4.3	0.1	0.0	0.0	0.1
Total Del/Veh (s)	8.5	9.8	0.7	2.6	2.1

52: 25th St & Meadow Creek Dr Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	9.1	1.2	1.4	1.4

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54: 25th St & Rose Creek Blvd Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.5	2.3	1.7	2.4

55: 25th St & 52nd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.7	0.0	0.0	0.2
Total Del/Veh (s)	24.8	28.3	33.8	30.5	28.1

56: 25th St & Don's Carwash Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.9	0.5	2.1	1.9

57: 25th St & 53rd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	21.1	12.0	1.4	0.9	2.9

60: 25th St & Prairie Grove Ave/Shanley HS (North) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	12.1	8.8	0.8	1.1	1.6

65: 25th St & Eaglebrook Apts/Shanley HS (South) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.6	7.3	1.1	0.9	1.3

70: 25th St & 58th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	4.1	3.3	5.3	7.0	6.0

75: 25th St & 60th Ave Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	3.0	0.0	0.0	0.1
Total Del/Veh (s)	6.8	1.0	1.1	1.3

SimTraffic Performance Report

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80: 25th St & 62nd Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.5	2.1	0.0	0.0	0.1
Total Del/Veh (s)	9.6	7.8	1.2	1.1	1.7

85: 25th St & 64th Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.1	0.3	0.0	0.2
Total Del/Veh (s)	6.2	4.4	5.7	7.5	6.4

100: 27th St & 52nd Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.7	0.0	2.1	0.5
Total Del/Veh (s)	6.6	8.2	16.2	7.8

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	40.6

Arterial Level of Service
2045 PM Peak Hour - 3-Lane

10/05/2022

Arterial Level of Service: NB 25th St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
64th Ave	85	6.3	30.6	0.3	30
62nd Ave	80	1.0	27.0	0.2	23
60th Ave	75	1.0	14.9	0.1	33
58th Ave	70	5.5	18.9	0.1	27
Shanley HS (South)	65	0.9	26.9	0.2	23
	61	0.3	6.1	0.1	33
Shanley HS (North)	60	0.7	7.7	0.1	32
53rd Ave	57	1.0	13.4	0.1	32
Don's Carwash	56	0.4	5.8	0.1	31
52nd Ave	55	25.3	32.1	0.1	8
Rose Creek Blvd	54	3.3	19.8	0.2	29
Meadow Creek Dr	52	1.0	17.4	0.2	32
Rose Creek Pkwy	50	0.6	7.9	0.1	33
Carrie Rose Ln	45	1.6	26.1	0.2	33
44th Ave	44	0.7	8.8	0.1	32
Rose Creek Dr	43	6.8	19.8	0.1	23
Centennial Elementar	42	1.8	11.6	0.1	28
40th Ave	40	19.0	27.9	0.1	12
39th Ave	37	2.9	10.4	0.1	25
38th Ave	35	0.9	13.4	0.1	32
37th Ave	30	1.2	13.9	0.1	32
36th Ave	25	1.0	13.7	0.1	32
Casey's Driveway	23	0.7	7.8	0.1	32
35th Ave	20	10.4	26.3	0.2	21
33rd Ave	15	3.4	24.6	0.2	30
Kirsten Ln	10	0.7	6.6	0.1	31
32nd Ave	5	28.1	35.5	0.1	8
Total		126.9	474.8	3.3	25

Arterial Level of Service
2045 PM Peak Hour - 3-Lane

10/05/2022

Arterial Level of Service: SB 25th St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
32nd Ave	5	33.6	49.0	0.2	12
Kirsten Ln	10	5.6	14.0	0.1	20
33rd Ave	15	2.9	8.8	0.1	23
35th Ave	20	14.3	35.2	0.2	21
Casey's Driveway	23	4.1	20.3	0.2	28
36th Ave	25	1.5	8.6	0.1	29
37th Ave	30	1.4	13.9	0.1	31
38th Ave	35	1.7	14.4	0.1	31
39th Ave	37	2.2	14.7	0.1	30
40th Ave	40	22.4	29.9	0.1	9
Centennial Elementar	42	3.3	12.6	0.1	25
Centennial Elementar	43	6.8	15.9	0.1	20
44th Ave	44	2.7	15.7	0.1	29
Carrie Rose Ln	45	1.0	9.3	0.1	30
Rose Creek Pkwy	50	2.6	26.6	0.2	32
Meadow Creek Dr	52	1.4	8.9	0.1	30
Rose Creek Blvd	54	1.5	17.6	0.2	32
52nd Ave	55	35.8	51.3	0.2	11
Don's Carwash	56	3.7	12.0	0.1	22
53rd Ave	57	0.8	5.9	0.1	30
Prairie Grove Ave	60	0.9	13.1	0.1	33
	61	0.5	7.7	0.1	32
Eaglebrook Apts	65	0.9	6.8	0.1	30
58th Ave	70	7.2	23.4	0.2	26
60th Ave	75	0.7	23.4	0.1	22
62nd Ave	80	0.9	14.9	0.1	33
64th Ave	85	7.8	24.3	0.2	26
Total		168.1	498.2	3.2	23

Queuing and Blocking Report

2045 PM Peak Hour - 3-Lane

10/05/2022

Intersection: 5: 25th St & 32nd Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	182	205	195	109	137	241	221	89	184	204	192	189
Average Queue (ft)	82	129	100	37	71	148	123	42	89	94	114	71
95th Queue (ft)	145	194	174	78	123	218	202	71	150	167	184	133
Link Distance (ft)		843	843			904	904			307	307	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350			200	250			200	150			225
Storage Blk Time (%)			0			0	1		2	1		
Queuing Penalty (veh)			0			0	1		3	2		

Intersection: 5: 25th St & 32nd Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	285	243	102
Average Queue (ft)	163	132	44
95th Queue (ft)	239	216	81
Link Distance (ft)	771	771	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)	1	1	
Queuing Penalty (veh)	2	2	

Intersection: 10: 25th St & Kirsten Ln

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	109	102	75	51	31	38	35	70	76
Average Queue (ft)	45	34	40	9	2	1	6	9	4
95th Queue (ft)	83	75	70	34	13	15	26	51	38
Link Distance (ft)	584	474			242	242		307	307
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			50	75			50		
Storage Blk Time (%)		5	2	0			0	0	
Queuing Penalty (veh)		5	1	0			0	0	

Queuing and Blocking Report

2045 PM Peak Hour - 3-Lane

10/05/2022

Intersection: 15: 25th St & 33rd Ave

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	R
Maximum Queue (ft)	48	71	24	65	39	200	25
Average Queue (ft)	15	26	4	3	8	17	1
95th Queue (ft)	37	56	19	31	30	104	13
Link Distance (ft)	584	460		1022		242	242
Upstream Blk Time (%)						0	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)			150		75		
Storage Blk Time (%)				0		0	
Queuing Penalty (veh)				0		0	

Intersection: 20: 25th St & 35th Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	70	114	86	103	90	236	204	378
Average Queue (ft)	30	48	30	39	14	103	40	176
95th Queue (ft)	62	91	68	79	55	191	127	318
Link Distance (ft)		584		487		754		1022
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		150		150	
Storage Blk Time (%)		1	0	1		2		8
Queuing Penalty (veh)		0	0	0		0		6

Intersection: 23: 25th St & Casey's Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	48	35	35	60	24	73
Average Queue (ft)	17	11	3	4	2	7
95th Queue (ft)	44	36	18	28	14	44
Link Distance (ft)	629	347		306		754
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

2045 PM Peak Hour - 3-Lane

10/05/2022

Intersection: 25: 25th St & 36th Ave

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	48	45	54	72
Average Queue (ft)	16	13	2	5
95th Queue (ft)	43	40	23	35
Link Distance (ft)	702		581	306
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 30: 25th St & 37th Ave

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	TR	L	T
Maximum Queue (ft)	36	59	38	58	74
Average Queue (ft)	6	27	2	19	2
95th Queue (ft)	27	50	15	48	20
Link Distance (ft)	451		578		581
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100		150	
Storage Blk Time (%)					0
Queuing Penalty (veh)					0

Intersection: 35: 25th St & 38th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	36	35	40	19	26	97
Average Queue (ft)	11	12	13	1	5	7
95th Queue (ft)	35	36	36	10	22	49
Link Distance (ft)	460	440		559		578
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)						0
Queuing Penalty (veh)						0

Queuing and Blocking Report

2045 PM Peak Hour - 3-Lane

10/05/2022

Intersection: 37: 25th St & 39th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	30	31	38	36	25	90
Average Queue (ft)	8	11	8	2	4	10
95th Queue (ft)	29	35	29	19	19	52
Link Distance (ft)	515	459		306		559
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			75		150	
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Intersection: 40: 25th St & 40th Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	206	311	189	298	91	226	69	198	311	225
Average Queue (ft)	69	137	53	143	41	113	25	41	173	81
95th Queue (ft)	145	244	137	248	78	190	56	114	280	189
Link Distance (ft)		973		895		408			306	
Upstream Blk Time (%)									1	
Queuing Penalty (veh)									3	
Storage Bay Dist (ft)	125		100		300		300	150		150
Storage Blk Time (%)	1	11	0	19					10	0
Queuing Penalty (veh)	4	17	1	15					25	0

Intersection: 42: 25th St & Centennial Elementary (North)

Movement	NB	NB	SB
Directions Served	L	T	T
Maximum Queue (ft)	28	62	57
Average Queue (ft)	2	4	6
95th Queue (ft)	15	27	30
Link Distance (ft)		421	408
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

2045 PM Peak Hour - 3-Lane

10/05/2022

Intersection: 43: 25th St & Centennial Elementary (South)/Rose Creek Dr

Movement	EB	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	R	TR	L	TR
Maximum Queue (ft)	38	29	42	41	64	178	114	268
Average Queue (ft)	12	5	9	12	18	66	22	99
95th Queue (ft)	37	22	33	36	48	144	68	217
Link Distance (ft)		409	409		561	582		421
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			50			100	
Storage Blk Time (%)				0	0			5
Queuing Penalty (veh)				0	0			2

Intersection: 44: 25th St & 44th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	30	40	29	15	33	48
Average Queue (ft)	13	10	3	1	4	4
95th Queue (ft)	37	35	17	7	22	25
Link Distance (ft)	497	466		353		582
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100		100	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 45: 25th St & Carrie Rose Ln

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	36	47	34	38
Average Queue (ft)	12	2	2	2
95th Queue (ft)	37	16	17	18
Link Distance (ft)	495	1173		353
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

2045 PM Peak Hour - 3-Lane

10/05/2022

Intersection: 50: 25th St & Rose Creek Pkwy

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	R	LTR	L	TR	L	TR
Maximum Queue (ft)	35	35	45	26	32	34	89
Average Queue (ft)	5	7	17	2	3	4	7
95th Queue (ft)	23	29	44	12	20	21	41
Link Distance (ft)			654		300		1173
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	75	25		150		150	
Storage Blk Time (%)		2					
Queuing Penalty (veh)		0					

Intersection: 52: 25th St & Meadow Creek Dr

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	39	36	34	34
Average Queue (ft)	15	7	2	2
95th Queue (ft)	41	29	17	16
Link Distance (ft)	488		758	300
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 54: 25th St & Rose Creek Blvd

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	65	45	49	29
Average Queue (ft)	28	2	12	1
95th Queue (ft)	56	18	39	12
Link Distance (ft)	594	719		758
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			150	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

2045 PM Peak Hour - 3-Lane

10/05/2022

Intersection: 55: 25th St & 52nd Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	L	T	R
Maximum Queue (ft)	190	284	290	195	122	242	213	59	140	158	171	54
Average Queue (ft)	87	165	165	76	47	152	127	13	77	98	67	13
95th Queue (ft)	153	255	258	144	93	223	204	37	128	145	132	35
Link Distance (ft)		891	891			1174	1174			290	290	290
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400			325	325			325	225			
Storage Blk Time (%)			0									
Queuing Penalty (veh)			0									

Intersection: 55: 25th St & 52nd Ave

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	148	274	97
Average Queue (ft)	69	148	47
95th Queue (ft)	129	239	85
Link Distance (ft)		719	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		300
Storage Blk Time (%)	0	3	
Queuing Penalty (veh)	1	7	

Intersection: 56: 25th St & Don's Carwash

Movement	EB	NB	NB	NB	SB	SB
Directions Served	R	T	T	T	T	R
Maximum Queue (ft)	75	22	13	4	92	12
Average Queue (ft)	33	1	0	0	8	0
95th Queue (ft)	60	11	6	0	47	6
Link Distance (ft)	462		205		290	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		25		100		150
Storage Blk Time (%)		0	0			
Queuing Penalty (veh)		0	0			

Queuing and Blocking Report

2045 PM Peak Hour - 3-Lane

10/05/2022

Intersection: 57: 25th St & 53rd Ave

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	R
Maximum Queue (ft)	118	49	50	47	29	49	9
Average Queue (ft)	45	23	16	2	4	5	0
95th Queue (ft)	90	50	44	17	19	32	5
Link Distance (ft)	491	457		563		205	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			125		125		100
Storage Blk Time (%)						0	
Queuing Penalty (veh)						0	

Intersection: 60: 25th St & Prairie Grove Ave/Shanley HS (North)

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	R
Maximum Queue (ft)	34	73	30	43	38	30	4
Average Queue (ft)	11	33	5	2	11	3	0
95th Queue (ft)	32	61	23	18	32	24	3
Link Distance (ft)	451	517		295		563	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			150		150		150
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 65: 25th St & Eaglebrook Apts/Shanley HS (South)

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	54	36	31	52	30	43
Average Queue (ft)	20	15	7	3	3	4
95th Queue (ft)	48	41	28	22	16	22
Link Distance (ft)	539	555		776		243
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

2045 PM Peak Hour - 3-Lane

10/05/2022

Intersection: 70: 25th St & 58th Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	41	54	80	140
Average Queue (ft)	13	19	26	32
95th Queue (ft)	39	51	65	97
Link Distance (ft)	525	502	619	776
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 75: 25th St & 60th Ave

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	TR	L	T
Maximum Queue (ft)	40	59	37	45	24
Average Queue (ft)	9	21	3	16	2
95th Queue (ft)	32	50	20	44	12
Link Distance (ft)	473		636		619
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		50		150	
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			

Intersection: 80: 25th St & 62nd Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	44	31	40	36	25	30	40	18
Average Queue (ft)	15	9	17	17	3	1	8	1
95th Queue (ft)	43	32	44	42	15	12	29	10
Link Distance (ft)	518		496			779		636
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		50		150	150		150	
Storage Blk Time (%)	0	0						
Queuing Penalty (veh)	0	0						

Queuing and Blocking Report

2045 PM Peak Hour - 3-Lane

10/05/2022

Intersection: 85: 25th St & 64th Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	137	46	91	142
Average Queue (ft)	53	15	35	57
95th Queue (ft)	102	43	78	111
Link Distance (ft)	751	723	1219	779
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 100: 27th St & 52nd Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	233	197	65	65	194	206	101	85
Average Queue (ft)	108	88	29	15	67	85	36	29
95th Queue (ft)	191	164	57	46	146	159	78	62
Link Distance (ft)	703	703			891	891		361
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			175	300			100	
Storage Blk Time (%)		0					0	0
Queuing Penalty (veh)		1					0	0

Network Summary

Network wide Queuing Penalty: 101

HCM 6th TWSC

10: 25th St & Kirsten Ln

10/05/2022

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	53	6	27	38	6	101	16	483	11	22	773	75
Future Vol, veh/h	53	6	27	38	6	101	16	483	11	22	773	75
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	50	75	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	7	29	41	7	110	17	525	12	24	840	82

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1239	1510	471	1047	1545	279	927	0	0	542	0	0
Stage 1	934	934	-	570	570	-	-	-	-	-	-	-
Stage 2	305	576	-	477	975	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	132	119	539	182	114	718	733	-	-	1023	-	-
Stage 1	286	343	-	474	504	-	-	-	-	-	-	-
Stage 2	680	500	-	538	328	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	102	112	534	157	108	711	730	-	-	1018	-	-
Mov Cap-2 Maneuver	102	112	-	157	108	-	-	-	-	-	-	-
Stage 1	278	333	-	461	490	-	-	-	-	-	-	-
Stage 2	551	486	-	484	318	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	73.5		20		0.3		0.2	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	730	-	-	138	148	711	1018
HCM Lane V/C Ratio	0.024	-	-	0.677	0.323	0.154	0.023
HCM Control Delay (s)	10.1	-	-	73.5	40.5	11	8.6
HCM Lane LOS	B	-	-	F	E	B	A
HCM 95th %tile Q(veh)	0.1	-	-	3.8	1.3	0.5	0.1

HCM 6th TWSC

15: 25th St & 33rd Ave

10/05/2022

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	6	6	11	11	6	22	6	482	11	27	800	11
Future Vol, veh/h	6	6	11	11	6	22	6	482	11	27	800	11
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	75	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	7	12	12	7	24	7	524	12	29	870	12
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1498	1488	880	1498	1494	540	887	0	0	541	0	0
Stage 1	933	933	-	549	549	-	-	-	-	-	-	-
Stage 2	565	555	-	949	945	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	101	124	346	101	123	542	763	-	-	1028	-	-
Stage 1	319	345	-	520	516	-	-	-	-	-	-	-
Stage 2	510	513	-	313	340	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	89	118	343	90	117	537	759	-	-	1023	-	-
Mov Cap-2 Maneuver	89	118	-	90	117	-	-	-	-	-	-	-
Stage 1	315	334	-	513	509	-	-	-	-	-	-	-
Stage 2	474	506	-	286	329	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	33.1		30.7		0.1			0.3				
HCM LOS	D		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	759	-	-	153	182	1023	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.163	0.233	0.029	-	-				
HCM Control Delay (s)	9.8	-	-	33.1	30.7	8.6	-	-				
HCM Lane LOS	A	-	-	D	D	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.6	0.9	0.1	-	-				

HCM 6th TWSC

23: 25th St & Casey's Driveway

10/05/2022

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	11	0	11	6	0	6	6	429	6	6	768	17
Future Vol, veh/h	11	0	11	6	0	6	6	429	6	6	768	17
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	12	7	0	7	7	466	7	7	835	18

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1355	1355	854	1358	1361	480	858	0	0	478	0	0
Stage 1	863	863	-	489	489	-	-	-	-	-	-	-
Stage 2	492	492	-	869	872	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	127	149	358	126	148	586	783	-	-	1084	-	-
Stage 1	349	372	-	561	549	-	-	-	-	-	-	-
Stage 2	558	548	-	347	368	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	123	145	355	119	144	580	779	-	-	1079	-	-
Mov Cap-2 Maneuver	123	145	-	119	144	-	-	-	-	-	-	-
Stage 1	344	368	-	553	541	-	-	-	-	-	-	-
Stage 2	544	540	-	332	364	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	27.6		24.6		0.1			0.1		
HCM LOS	D		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	779	-	-	183	197	1079	-
HCM Lane V/C Ratio	0.008	-	-	0.131	0.066	0.006	-
HCM Control Delay (s)	9.7	-	-	27.6	24.6	8.4	-
HCM Lane LOS	A	-	-	D	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-

HCM 6th TWSC

25: 25th St & 36th Ave

10/05/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	11	22	430	758	27
Future Vol, veh/h	11	11	22	430	758	27
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	12	24	467	824	29
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1364	849	858	0	0	
Stage 1	844	-	-	-	-	
Stage 2	520	-	-	-	-	
Critical Hdwy	6.42	6.22	4.12	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	
Follow-up Hdwy	3.518	3.318	2.218	-	-	
Pot Cap-1 Maneuver	163	361	783	-	-	
Stage 1	422	-	-	-	-	
Stage 2	597	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	156	358	779	-	-	
Mov Cap-2 Maneuver	288	-	-	-	-	
Stage 1	407	-	-	-	-	
Stage 2	594	-	-	-	-	
Approach	EB		NB		SB	
HCM Control Delay, s	17.2		0.5		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	779	-	319	-	-	
HCM Lane V/C Ratio	0.031	-	0.075	-	-	
HCM Control Delay (s)	9.8	-	17.2	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

HCM 6th TWSC

30: 25th St & 37th Ave

10/05/2022

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	43	409	17	69	700
Future Vol, veh/h	11	43	409	17	69	700
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	47	445	18	75	761
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1375	464	0	0	468	0
Stage 1	459	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	160	598	-	-	1094	-
Stage 1	636	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	148	592	-	-	1089	-
Mov Cap-2 Maneuver	271	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.1	0	0.8			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	271	592	1089	-
HCM Lane V/C Ratio	-	-	0.044	0.079	0.069	-
HCM Control Delay (s)	-	-	18.9	11.6	8.6	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.3	0.2	-

HCM 6th TWSC

35: 25th St & 38th Ave

10/05/2022

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	0	6	6	0	6	22	414	11	22	662	27
Future Vol, veh/h	6	0	6	6	0	6	22	414	11	22	662	27
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	7	0	7	24	450	12	24	720	29
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1301	1303	745	1300	1311	466	754	0	0	467	0	0
Stage 1	788	788	-	509	509	-	-	-	-	-	-	-
Stage 2	513	515	-	791	802	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	138	161	414	138	159	597	856	-	-	1094	-	-
Stage 1	384	402	-	547	538	-	-	-	-	-	-	-
Stage 2	544	535	-	383	396	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	130	152	410	129	150	591	852	-	-	1089	-	-
Mov Cap-2 Maneuver	130	152	-	129	150	-	-	-	-	-	-	-
Stage 1	371	391	-	529	520	-	-	-	-	-	-	-
Stage 2	520	517	-	367	385	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	24.6		23.1		0.5			0.3				
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	852	-	-	197	212	1089	-	-				
HCM Lane V/C Ratio	0.028	-	-	0.066	0.062	0.022	-	-				
HCM Control Delay (s)	9.3	-	-	24.6	23.1	8.4	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0.1	-	-				

HCM 6th TWSC

37: 25th St & 39th Ave

10/05/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	0	6	6	0	6	21	435	11	11	652	11
Future Vol, veh/h	6	0	6	6	0	6	21	435	11	11	652	11
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	7	0	7	23	473	12	12	709	12
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1278	1280	725	1278	1280	489	726	0	0	490	0	0
Stage 1	744	744	-	530	530	-	-	-	-	-	-	-
Stage 2	534	536	-	748	750	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	143	166	425	143	166	579	877	-	-	1073	-	-
Stage 1	407	421	-	533	527	-	-	-	-	-	-	-
Stage 2	530	523	-	404	419	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	136	158	421	135	158	573	873	-	-	1068	-	-
Mov Cap-2 Maneuver	136	158	-	135	158	-	-	-	-	-	-	-
Stage 1	394	414	-	516	511	-	-	-	-	-	-	-
Stage 2	508	507	-	391	412	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	23.7		22.5		0.4		0.1					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	873	-	-	206	219	1068	-	-				
HCM Lane V/C Ratio	0.026	-	-	0.063	0.06	0.011	-	-				
HCM Control Delay (s)	9.2	-	-	23.7	22.5	8.4	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0	-	-				

HCM 6th TWSC

44: 25th St & 44th Ave

10/05/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	0	6	6	0	6	6	355	6	16	535	16
Future Vol, veh/h	6	0	6	6	0	6	6	355	6	16	535	16
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	7	0	7	7	386	7	17	582	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1042	1042	601	1042	1047	400	604	0	0	398	0	0
Stage 1	630	630	-	409	409	-	-	-	-	-	-	-
Stage 2	412	412	-	633	638	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	208	230	500	208	228	650	974	-	-	1161	-	-
Stage 1	470	475	-	619	596	-	-	-	-	-	-	-
Stage 2	617	594	-	468	471	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	201	223	495	200	221	644	969	-	-	1155	-	-
Mov Cap-2 Maneuver	201	223	-	200	221	-	-	-	-	-	-	-
Stage 1	464	466	-	612	589	-	-	-	-	-	-	-
Stage 2	603	587	-	453	462	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.2		17.3		0.1		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	969	-	-	286	305	1155	-
HCM Lane V/C Ratio	0.007	-	-	0.046	0.043	0.015	-
HCM Control Delay (s)	8.7	-	-	18.2	17.3	8.2	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

HCM 6th TWSC

45: 25th St & Carrie Rose Ln

10/05/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	6	361	6	6	541
Future Vol, veh/h	6	6	361	6	6	541
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	7	392	7	7	588

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1008	406	0	0	404
Stage 1	401	-	-	-	-
Stage 2	607	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	267	645	-	-	1155
Stage 1	676	-	-	-	-
Stage 2	544	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	263	639	-	-	1150
Mov Cap-2 Maneuver	390	-	-	-	-
Stage 1	673	-	-	-	-
Stage 2	538	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	484	1150
HCM Lane V/C Ratio	-	-	0.027	0.006
HCM Control Delay (s)	-	-	12.6	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC

50: 25th St & Rose Creek Pkwy

10/05/2022

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗		↕		↙	↗		↙	↗	
Traffic Vol, veh/h	6	0	6	11	0	11	6	350	6	17	519	11
Future Vol, veh/h	6	0	6	11	0	11	6	350	6	17	519	11
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	75	-	25	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	12	0	12	7	380	7	18	564	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1020	1017	580	1018	1020	394	581	0	0	392	0	0
Stage 1	611	611	-	403	403	-	-	-	-	-	-	-
Stage 2	409	406	-	615	617	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	215	238	514	216	237	655	993	-	-	1167	-	-
Stage 1	481	484	-	624	600	-	-	-	-	-	-	-
Stage 2	619	598	-	479	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	206	230	509	208	229	649	988	-	-	1161	-	-
Mov Cap-2 Maneuver	206	230	-	208	229	-	-	-	-	-	-	-
Stage 1	475	474	-	617	593	-	-	-	-	-	-	-
Stage 2	600	591	-	463	471	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	17.6			17.4			0.1			0.3		
HCM LOS	C			C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	988	-	-	206	-	509	315	1161	-	-
HCM Lane V/C Ratio	0.007	-	-	0.032	-	0.013	0.076	0.016	-	-
HCM Control Delay (s)	8.7	-	-	23	0	12.2	17.4	8.2	-	-
HCM Lane LOS	A	-	-	C	A	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	0.2	0	-	-

HCM 6th TWSC

52: 25th St & Meadow Creek Dr

10/05/2022

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	12	6	16	350	509	27
Future Vol, veh/h	12	6	16	350	509	27
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	7	17	380	553	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	992	578	587	0	-	0
Stage 1	573	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	272	516	988	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	265	511	983	-	-	-
Mov Cap-2 Maneuver	394	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	661	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	983	-	427	-	-
HCM Lane V/C Ratio	0.018	-	0.046	-	-
HCM Control Delay (s)	8.7	-	13.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 6th TWSC

54: 25th St & Rose Creek Blvd

10/05/2022

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	16	350	27	38	477
Future Vol, veh/h	22	16	350	27	38	477
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	17	380	29	41	518
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1005	405	0	0	414	0
Stage 1	400	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	268	646	-	-	1145	-
Stage 1	677	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	256	640	-	-	1140	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	16.9	0	0.6			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	343	1140	-	
HCM Lane V/C Ratio	-	-	0.12	0.036	-	
HCM Control Delay (s)	-	-	16.9	8.3	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

HCM 6th TWSC

56: 25th St & Don's Carwash

10/05/2022

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↑↑↑			↑	↗
Traffic Vol, veh/h	0	0	95	0	0	0	0	461	0	0	574	82
Future Vol, veh/h	0	0	95	0	0	0	0	461	0	0	574	82
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	-	25	-	100	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	103	0	0	0	0	501	0	0	624	89

Major/Minor	Minor2		Major1				Major2	
Conflicting Flow All	-	-	634	-	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	478	0	-	0	0	-
Stage 1	0	0	-	0	-	0	0	-
Stage 2	0	0	-	0	-	0	0	-
Platoon blocked, %								
Mov Cap-1 Maneuver	-	0	473	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	473	-	-
HCM Lane V/C Ratio	-	0.218	-	-
HCM Control Delay (s)	-	14.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.8	-	-

HCM 6th TWSC

57: 25th St & 53rd Ave

10/05/2022

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	↗
Traffic Vol, veh/h	64	0	38	7	7	19	32	378	7	13	624	32
Future Vol, veh/h	64	0	38	7	7	19	32	378	7	13	624	32
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	125	-	-	125	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	0	41	8	8	21	35	411	8	14	678	35

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1216	1205	688	1239	1236	425	718	0	0	424	0	0
Stage 1	711	711	-	490	490	-	-	-	-	-	-	-
Stage 2	505	494	-	749	746	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	158	184	446	152	176	629	883	-	-	1135	-	-
Stage 1	424	436	-	560	549	-	-	-	-	-	-	-
Stage 2	549	546	-	404	421	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	140	173	442	131	165	623	879	-	-	1130	-	-
Mov Cap-2 Maneuver	140	173	-	131	165	-	-	-	-	-	-	-
Stage 1	405	429	-	535	524	-	-	-	-	-	-	-
Stage 2	500	521	-	360	414	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	48.5		21		0.7		0.2	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	879	-	-	188	261	1130	-
HCM Lane V/C Ratio	0.04	-	-	0.59	0.137	0.013	-
HCM Control Delay (s)	9.3	-	-	48.5	21	8.2	-
HCM Lane LOS	A	-	-	E	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	0.5	0	-

HCM 6th TWSC

60: 25th St & Prairie Grove Ave/Shanley HS (North)

10/05/2022

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	7	0	7	23	0	47	12	363	27	43	618	8
Future Vol, veh/h	7	0	7	23	0	47	12	363	27	43	618	8
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	8	25	0	51	13	395	29	47	672	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1237	1226	682	1221	1221	420	686	0	0	429	0	0
Stage 1	771	771	-	441	441	-	-	-	-	-	-	-
Stage 2	466	455	-	780	780	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	153	179	450	157	180	633	908	-	-	1130	-	-
Stage 1	393	410	-	595	577	-	-	-	-	-	-	-
Stage 2	577	569	-	388	406	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	133	167	446	146	168	627	904	-	-	1125	-	-
Mov Cap-2 Maneuver	133	167	-	146	168	-	-	-	-	-	-	-
Stage 1	386	391	-	584	566	-	-	-	-	-	-	-
Stage 2	520	558	-	364	387	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24		21		0.3		0.5	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	904	-	-	205	301	1125	-
HCM Lane V/C Ratio	0.014	-	-	0.074	0.253	0.042	-
HCM Control Delay (s)	9	-	-	24	21	8.3	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1	0.1	-

HCM 6th TWSC

65: 25th St & Eaglebrook Apts/Shanley HS (South)

10/05/2022

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	19	0	7	5	0	14	17	369	18	8	612	28
Future Vol, veh/h	19	0	7	5	0	14	17	369	18	8	612	28
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	0	8	5	0	15	18	401	20	9	665	30
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1163	1165	690	1159	1170	421	700	0	0	426	0	0
Stage 1	703	703	-	452	452	-	-	-	-	-	-	-
Stage 2	460	462	-	707	718	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	172	194	445	173	193	632	897	-	-	1133	-	-
Stage 1	428	440	-	587	570	-	-	-	-	-	-	-
Stage 2	581	565	-	426	433	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	163	187	441	165	186	626	893	-	-	1128	-	-
Mov Cap-2 Maneuver	163	187	-	165	186	-	-	-	-	-	-	-
Stage 1	417	434	-	572	556	-	-	-	-	-	-	-
Stage 2	553	551	-	413	427	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	26.4		15.6		0.4			0.1				
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	893	-	-	196	361	1128	-	-				
HCM Lane V/C Ratio	0.021	-	-	0.144	0.057	0.008	-	-				
HCM Control Delay (s)	9.1	-	-	26.4	15.6	8.2	-	-				
HCM Lane LOS	A	-	-	D	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.2	0	-	-				

HCM 6th Roundabout 70: 25th St & 58th Ave

10/05/2022

Intersection				
Intersection Delay, s/veh	7.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	37	104	411	679
Demand Flow Rate, veh/h	37	106	419	692
Vehicles Circulating, veh/h	693	394	124	52
Vehicles Exiting, veh/h	51	149	606	447
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.9	5.1	6.3	8.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	37	106	419	692
Cap Entry Lane, veh/h	681	923	1216	1309
Entry HV Adj Factor	0.996	0.979	0.981	0.981
Flow Entry, veh/h	37	104	411	679
Cap Entry, veh/h	677	903	1191	1283
V/C Ratio	0.054	0.115	0.345	0.529
Control Delay, s/veh	5.9	5.1	6.3	8.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	3

HCM 6th TWSC

75: 25th St & 60th Ave

10/05/2022

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	27	351	32	64	483
Future Vol, veh/h	12	27	351	32	64	483
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	29	382	35	70	525
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1075	410	0	0	422	0
Stage 1	405	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	243	642	-	-	1137	-
Stage 1	673	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	226	636	-	-	1132	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.3	0	1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	352	636	1132	-
HCM Lane V/C Ratio	-	-	0.037	0.046	0.061	-
HCM Control Delay (s)	-	-	15.6	10.9	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

HCM 6th TWSC

80: 25th St & 62nd Ave

10/05/2022

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Traffic Vol, veh/h	13	7	7	12	7	21	7	349	22	36	437	22
Future Vol, veh/h	13	7	7	12	7	21	7	349	22	36	437	22
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	50	-	-	150	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	8	8	13	8	23	8	379	24	39	475	24

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	998	994	497	990	994	401	504	0	0	408	0	0
Stage 1	570	570	-	412	412	-	-	-	-	-	-	-
Stage 2	428	424	-	578	582	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	223	245	573	225	245	649	1061	-	-	1151	-	-
Stage 1	506	505	-	617	594	-	-	-	-	-	-	-
Stage 2	605	587	-	501	499	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	201	233	568	208	233	643	1056	-	-	1146	-	-
Mov Cap-2 Maneuver	201	233	-	208	233	-	-	-	-	-	-	-
Stage 1	500	485	-	610	586	-	-	-	-	-	-	-
Stage 2	569	579	-	468	480	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	20.7		16.7		0.2			0.6		
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1056	-	-	211	568	217	643	1146	-	-
HCM Lane V/C Ratio	0.007	-	-	0.103	0.013	0.095	0.035	0.034	-	-
HCM Control Delay (s)	8.4	-	-	24	11.4	23.3	10.8	8.3	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0.3	0.1	0.1	-	-

HCM 6th Roundabout 85: 25th St & 64th Ave

10/05/2022

Intersection				
Intersection Delay, s/veh	8.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	354	56	446	496
Demand Flow Rate, veh/h	362	57	454	506
Vehicles Circulating, veh/h	454	576	207	214
Vehicles Exiting, veh/h	266	85	609	419
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	9.3	5.5	7.5	8.3
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	362	57	454	506
Cap Entry Lane, veh/h	868	767	1117	1109
Entry HV Adj Factor	0.979	0.989	0.982	0.980
Flow Entry, veh/h	354	56	446	496
Cap Entry, veh/h	850	758	1096	1087
V/C Ratio	0.417	0.074	0.407	0.456
Control Delay, s/veh	9.3	5.5	7.5	8.3
LOS	A	A	A	A
95th %tile Queue, veh	2	0	2	2

SimTraffic Performance Report 2045 AM Peak Hour - 5-Lane

10/18/2022

5: 25th St & 32nd Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.3	2.8	3.1	0.2	3.1	0.0	0.0	0.0	3.1	0.4	3.0
Total Del/Veh (s)	36.0	36.2	5.6	31.1	41.2	7.6	21.3	27.6	23.1	24.4	26.5	6.7

5: 25th St & 32nd Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.1
Total Del/Veh (s)	27.5

10: 25th St & Kirsten Ln Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.1	0.2	0.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	23.6	25.3	10.3	21.5	25.6	7.6	3.5	1.3	0.8	11.1	2.5	1.7

10: 25th St & Kirsten Ln Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.3

15: 25th St & 33rd Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.1	0.3	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.7	14.6	4.7	15.4	24.9	7.1	5.5	2.4	2.3	6.5	0.7	0.5

15: 25th St & 33rd Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.4

20: 25th St & 35th Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.0	0.3	0.2	4.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.4	15.3	5.8	21.8	18.2	7.9	9.7	7.9	4.7	12.1	7.2	4.2

20: 25th St & 35th Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	8.7

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23: 25th St & Casey's Driveway Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.4	3.7	14.8	5.4	4.3	0.6	0.4	5.4	1.9	1.8	1.3

25: 25th St & 36th Ave Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.6	5.1	3.6	0.7	0.4	0.8	0.9

30: 25th St & 37th Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.4	3.9	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	12.7	4.6	0.8	0.5	5.9	0.5	1.2

35: 25th St & 38th Ave Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.9	5.4	13.1	6.0	2.6	0.7	0.7	3.6	0.7	0.2	1.4

37: 25th St & 39th Ave Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.6	4.6	14.6	5.5	4.9	1.9	1.4	3.4	0.7	0.4	1.8

40: 25th St & 40th Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.4	0.7	0.7	3.6	0.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.6	22.0	15.4	20.8	27.6	19.5	18.9	17.5	12.3	16.0	20.8	12.7

40: 25th St & 40th Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	19.6

42: 25th St & Centennial Elementary (North) Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.2	1.7	1.9	2.6	2.2

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43: 25th St & Centennial Elementary (South)/Rose Creek Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	3.8	0.6	0.2	4.1	0.2	0.0	0.0	0.1	0.0	0.6
Total Del/Veh (s)	15.6	8.7	3.4	13.2	4.8	7.7	3.9	16.0	6.4	8.1

44: 25th St & 44th Ave Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.5	4.5	10.7	4.4	3.2	0.6	0.2	5.6	1.5	1.7	1.3

45: 25th St & Carrie Rose Ln Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.6	5.0	1.1	0.7	2.8	0.3	0.9

50: 25th St & Rose Creek Pkwy Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	4.4	3.8	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	9.5	4.6	16.0	5.3	2.1	0.6	0.1	4.8	0.9	0.4	1.0

52: 25th St & Meadow Creek Dr Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.5	3.4	3.7	0.7	0.4	0.3	0.8

54: 25th St & Rose Creek Blvd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.0	6.0	1.8	2.0	5.6	0.6	1.8

55: 25th St & 52nd Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.2	2.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	34.8	27.2	11.4	23.2	33.6	5.5	41.1	21.2	12.4	55.1	37.4	27.0

55: 25th St & 52nd Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	28.7

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56: 25th St & Don's Carwash Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	0.7	1.8	1.6	1.2

57: 25th St & 53rd Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	21.3	25.2	6.9	20.1	23.7	6.6	4.9	0.9	0.6	4.6	0.5	0.3

57: 25th St & 53rd Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.6

60: 25th St & Prairie Grove Ave/Shanley HS (North) Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	21.1	5.2	18.3	7.8	5.2	0.7	0.3	6.2	0.6	0.7	2.1

65: 25th St & Eaglebrook Apts/Shanley HS (South) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.1	25.2	8.4	15.3	6.0	3.8	1.1	0.8	5.2	0.4	0.2	1.8

70: 25th St & 58th Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	4.7	3.0	4.5	5.9	3.3	4.1	4.9	3.1	2.9	4.8	3.6

70: 25th St & 58th Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	4.5

75: 25th St & 60th Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	4.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	12.9	4.2	0.5	0.2	3.6	0.5	0.8

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80: 25th St & 62nd Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	4.1	0.2	0.2	4.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.3	16.9	4.4	12.9	14.6	4.6	3.4	0.8	0.4	4.4	0.5	0.6

80: 25th St & 62nd Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	1.3

85: 25th St & 64th Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.2	0.3	0.2	0.1	0.2	0.2	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	5.0	5.8	4.4	4.6	5.3	3.0	4.1	5.2	3.3	4.1	4.8	3.8

85: 25th St & 64th Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	4.7

100: 27th St & 52nd Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.4	2.8	0.0	0.0	3.8	0.5	0.5
Total Del/Veh (s)	6.5	2.4	15.4	8.7	22.2	7.2	8.3

Total Network Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	38.0

Arterial Level of Service
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Arterial Level of Service: NB 25th St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
64th Ave	85	5.2	29.2	0.3	31
62nd Ave	80	0.7	26.2	0.2	24
60th Ave	75	0.5	14.4	0.1	34
58th Ave	70	4.8	18.3	0.1	28
Shanley HS (South)	65	1.0	26.4	0.2	23
	61	0.3	6.1	0.1	33
Shanley HS (North)	60	0.7	7.7	0.1	32
53rd Ave	57	0.9	13.3	0.1	32
Don's Carwash	56	0.7	6.0	0.1	30
52nd Ave	55	21.2	28.0	0.1	9
Rose Creek Blvd	54	2.7	19.2	0.2	30
Meadow Creek Dr	52	0.7	17.1	0.2	33
Rose Creek Pkwy	50	0.5	7.8	0.1	34
Carrie Rose Ln	45	1.1	25.6	0.2	33
44th Ave	44	0.5	8.6	0.1	33
Rose Creek Dr	43	7.7	20.7	0.1	22
Centennial Elementar	42	2.0	11.8	0.1	28
40th Ave	40	17.5	26.4	0.1	12
39th Ave	37	2.5	10.0	0.1	26
38th Ave	35	0.7	13.2	0.1	33
37th Ave	30	0.8	13.5	0.1	33
36th Ave	25	0.7	13.4	0.1	32
Casey's Driveway	23	0.5	7.7	0.1	33
35th Ave	20	7.9	23.8	0.2	23
33rd Ave	15	2.7	23.2	0.2	32
Kirsten Ln	10	1.3	7.2	0.1	28
32nd Ave	5	27.1	34.5	0.1	8
Total		112.8	459.4	3.3	25

Arterial Level of Service
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Arterial Level of Service: SB 25th St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
32nd Ave	5	26.5	42.0	0.2	14
Kirsten Ln	10	3.4	11.7	0.1	24
33rd Ave	15	0.7	6.6	0.1	31
35th Ave	20	7.2	28.3	0.2	26
Casey's Driveway	23	2.1	18.1	0.2	31
36th Ave	25	0.4	7.6	0.1	33
37th Ave	30	0.5	12.9	0.1	34
38th Ave	35	0.7	13.4	0.1	33
39th Ave	37	0.7	13.1	0.1	33
40th Ave	40	20.7	28.1	0.1	9
Centennial Elementar	42	2.4	11.7	0.1	27
Centennial Elementar	43	6.4	15.5	0.1	21
44th Ave	44	1.7	14.7	0.1	31
Carrie Rose Ln	45	0.3	8.7	0.1	32
Rose Creek Pkwy	50	0.9	24.9	0.2	34
Meadow Creek Dr	52	0.4	7.9	0.1	33
Rose Creek Blvd	54	0.6	16.7	0.2	33
52nd Ave	55	37.2	52.8	0.2	11
Don's Carwash	56	3.3	11.5	0.1	23
53rd Ave	57	0.5	5.7	0.1	32
Prairie Grove Ave	60	0.6	12.8	0.1	34
	61	0.2	7.5	0.1	33
Eaglebrook Apts	65	0.4	6.2	0.1	33
58th Ave	70	4.8	21.1	0.2	29
60th Ave	75	0.4	22.5	0.1	23
62nd Ave	80	0.5	14.5	0.1	34
64th Ave	85	4.8	21.4	0.2	29
Total		128.3	458.0	3.2	25

Queuing and Blocking Report

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Intersection: 5: 25th St & 32nd Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	251	231	216	82	132	236	211	92	206	279	289	161
Average Queue (ft)	113	144	118	24	60	155	120	40	92	141	167	76
95th Queue (ft)	201	211	190	54	107	218	196	72	168	227	249	134
Link Distance (ft)		843	843			904	904			307	307	
Upstream Blk Time (%)										0	0	
Queuing Penalty (veh)										0	0	
Storage Bay Dist (ft)	350			200	250			200	150			225
Storage Blk Time (%)			0			0	0		1	6		0
Queuing Penalty (veh)			0			0	0		3	12		0

Intersection: 5: 25th St & 32nd Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	174	135	110
Average Queue (ft)	91	58	44
95th Queue (ft)	158	117	82
Link Distance (ft)	771	771	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 10: 25th St & Kirsten Ln

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	99	54	60	34	52	68	87	82	50
Average Queue (ft)	40	18	24	8	3	6	30	6	4
95th Queue (ft)	78	48	53	30	23	34	69	39	23
Link Distance (ft)	584	474			242	242		307	307
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			50	75			50		
Storage Blk Time (%)		0	1		0		3	0	
Queuing Penalty (veh)		0	0		0		6	0	

Queuing and Blocking Report

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Intersection: 15: 25th St & 33rd Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	56	53	40	39	57	30	32	42
Average Queue (ft)	22	26	12	3	5	2	2	2
95th Queue (ft)	50	53	38	22	33	15	16	18
Link Distance (ft)	586	460		1021	1021		242	242
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			75		
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Intersection: 20: 25th St & 35th Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	69	85	68	109	55	178	167	59	106	114
Average Queue (ft)	32	30	24	45	18	74	79	13	43	53
95th Queue (ft)	64	66	59	83	45	138	137	40	83	99
Link Distance (ft)		572		475		754	754		1021	1021
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100		100		150			150		
Storage Blk Time (%)	0	0		1		0			0	
Queuing Penalty (veh)	0	0		0		0			0	

Intersection: 23: 25th St & Casey's Driveway

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	44	39	33	43	60	24	39	52
Average Queue (ft)	17	13	4	4	5	3	2	3
95th Queue (ft)	44	38	20	22	28	17	15	21
Link Distance (ft)	616	335		305	305		754	754
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			150		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queuing and Blocking Report

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Intersection: 25: 25th St & 36th Ave

Movement	EB	NB	NB	NB	SB	SB
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	56	30	32	33	29	34
Average Queue (ft)	22	3	2	2	1	2
95th Queue (ft)	50	19	16	19	12	17
Link Distance (ft)	690		582	582	305	305
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 30: 25th St & 37th Ave

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	31	61	33	28	53	12	29
Average Queue (ft)	9	33	2	2	13	1	2
95th Queue (ft)	31	53	22	18	43	8	14
Link Distance (ft)	439		578	578		582	582
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100			150		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 35: 25th St & 38th Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	74	56	20	29	41	24	10	59
Average Queue (ft)	33	24	1	2	3	2	1	2
95th Queue (ft)	63	52	6	16	19	11	10	24
Link Distance (ft)	448	428		560	560		578	578
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			150		
Storage Blk Time (%)								
Queuing Penalty (veh)								

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Intersection: 37: 25th St & 39th Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	56	52	30	41	46	24	26	42
Average Queue (ft)	23	17	2	3	3	2	1	2
95th Queue (ft)	50	46	15	20	20	12	9	16
Link Distance (ft)	503	447		307	307		560	560
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			75			150		
Storage Blk Time (%)				0				
Queuing Penalty (veh)				0				

Intersection: 40: 25th St & 40th Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	201	252	179	295	152	162	182	86	125	211
Average Queue (ft)	68	121	57	131	66	86	105	34	62	104
95th Queue (ft)	131	208	125	225	122	138	160	70	111	171
Link Distance (ft)		975		893		409	409		307	307
Upstream Blk Time (%)										0
Queuing Penalty (veh)										0
Storage Bay Dist (ft)	125		100		300			150		
Storage Blk Time (%)	1	7	1	20					0	
Queuing Penalty (veh)	3	11	3	21					0	

Intersection: 42: 25th St & Centennial Elementary (North)

Movement	NB	NB	NB	SB	SB	SB
Directions Served	L	T	T	T	T	R
Maximum Queue (ft)	72	52	61	35	29	46
Average Queue (ft)	27	4	5	2	1	3
95th Queue (ft)	60	27	31	14	13	21
Link Distance (ft)		421	421	409	409	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	160				300	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

2045 AM Peak Hour - 5-Lane

10/18/2022

Intersection: 43: 25th St & Centennial Elementary (South)/Rose Creek Dr

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	R	T	TR	L	T	TR
Maximum Queue (ft)	142	29	66	47	60	128	126	43	90	107
Average Queue (ft)	68	4	26	14	23	60	60	9	37	41
95th Queue (ft)	117	21	51	40	50	106	106	32	78	83
Link Distance (ft)		397	397		549	582	582		421	421
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			50				100		
Storage Blk Time (%)	0			0	0				0	
Queuing Penalty (veh)	0			0	0				0	

Intersection: 44: 25th St & 44th Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	43	31	29	43	46	28	23	22
Average Queue (ft)	19	19	2	3	3	3	1	2
95th Queue (ft)	43	43	15	19	21	15	10	14
Link Distance (ft)	485	454		354	354		582	582
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			100			100		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 45: 25th St & Carrie Rose Ln

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	35	39	38	24	18	22
Average Queue (ft)	12	2	2	2	1	1
95th Queue (ft)	37	18	14	14	9	10
Link Distance (ft)	483	1173	1173		354	354
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				100		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

2045 AM Peak Hour - 5-Lane

10/18/2022

Intersection: 50: 25th St & Rose Creek Pkwy

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	35	31	45	15	24	32	24	42	31
Average Queue (ft)	9	5	17	1	2	3	3	3	2
95th Queue (ft)	32	24	43	8	15	20	17	22	16
Link Distance (ft)			642		300	300		1173	1173
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	75	25		150			150		
Storage Blk Time (%)		1							
Queuing Penalty (veh)		0							

Intersection: 52: 25th St & Meadow Creek Dr

Movement	EB	NB	NB	NB	SB	SB
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	53	24	29	36	36	18
Average Queue (ft)	24	3	2	2	2	1
95th Queue (ft)	51	16	14	17	17	9
Link Distance (ft)	476		759	759	300	300
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 54: 25th St & Rose Creek Blvd

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	L	T
Maximum Queue (ft)	79	32	46	39	22
Average Queue (ft)	38	2	3	9	1
95th Queue (ft)	64	16	20	32	10
Link Distance (ft)	582	720	720		759
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				150	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

2045 AM Peak Hour - 5-Lane

10/18/2022

Intersection: 55: 25th St & 52nd Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	209	172	171	217	90	277	239	72	218	229	112	136
Average Queue (ft)	106	98	91	100	33	164	141	27	125	147	48	71
95th Queue (ft)	181	161	156	170	68	238	215	56	193	215	97	124
Link Distance (ft)		891	891			1174	1174			290	290	290
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400			325	325			325	225			
Storage Blk Time (%)						0			0	0		
Queuing Penalty (veh)						0			0	1		

Intersection: 55: 25th St & 52nd Ave

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	116	184	224
Average Queue (ft)	44	91	123
95th Queue (ft)	91	155	196
Link Distance (ft)		720	720
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 56: 25th St & Don's Carwash

Movement	EB	NB	NB	NB	SB	SB
Directions Served	R	T	T	T	T	TR
Maximum Queue (ft)	40	57	12	28	59	49
Average Queue (ft)	6	5	1	2	4	6
95th Queue (ft)	27	31	6	14	29	30
Link Distance (ft)	461		204	204	290	290
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		25				
Storage Blk Time (%)		1	0			
Queuing Penalty (veh)		1	0			

Queuing and Blocking Report

2045 AM Peak Hour - 5-Lane

10/18/2022

Intersection: 57: 25th St & 53rd Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	70	68	50	47	36	32	22	20
Average Queue (ft)	30	26	18	3	2	6	1	1
95th Queue (ft)	59	56	45	23	17	24	10	12
Link Distance (ft)	490	445		563	563		204	204
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			125		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 60: 25th St & Prairie Grove Ave/Shanley HS (North)

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	50	105	34	35	37	87	22	45
Average Queue (ft)	16	49	6	3	2	34	2	3
95th Queue (ft)	43	86	23	18	18	64	13	22
Link Distance (ft)	451	505		296	296		563	563
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			150		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 65: 25th St & Eaglebrook Apts/Shanley HS (South)

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	82	53	29	40	38	68	32	43
Average Queue (ft)	30	21	3	3	4	29	2	3
95th Queue (ft)	61	48	16	20	20	59	14	21
Link Distance (ft)	527	543		779	779		243	243
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			150		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queuing and Blocking Report

2045 AM Peak Hour - 5-Lane

10/18/2022

Intersection: 70: 25th St & 58th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	48	83	64	58	53	21
Average Queue (ft)	18	33	24	4	11	1
95th Queue (ft)	45	68	58	26	38	13
Link Distance (ft)	525	502	622	622	779	779
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 75: 25th St & 60th Ave

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	40	59	27	28	25	19	39
Average Queue (ft)	13	27	1	2	3	2	2
95th Queue (ft)	40	50	13	16	17	12	16
Link Distance (ft)	461		636	636		622	622
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		50			150		
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	0	0					

Intersection: 80: 25th St & 62nd Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	45	31	40	61	25	19	27	24	13	28
Average Queue (ft)	15	7	16	26	2	1	1	3	1	2
95th Queue (ft)	42	28	42	51	13	11	14	16	6	15
Link Distance (ft)	506		483			783	783		636	636
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		50		150	150			150		
Storage Blk Time (%)	1	0								
Queuing Penalty (veh)	0	0								

Queuing and Blocking Report

2045 AM Peak Hour - 5-Lane

10/18/2022

Intersection: 85: 25th St & 64th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	94	61	81	41	61	54
Average Queue (ft)	41	18	24	2	19	9
95th Queue (ft)	77	49	62	16	50	37
Link Distance (ft)	751	723	1222	1222	783	783
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 100: 27th St & 52nd Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	164	253	50	48	237	242	100	76
Average Queue (ft)	78	84	18	14	86	106	55	30
95th Queue (ft)	143	169	46	40	190	208	95	57
Link Distance (ft)	703	703			891	891		361
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			175	300			100	
Storage Blk Time (%)		1			0		0	0
Queuing Penalty (veh)		0			0		0	0

Network Summary

Network wide Queuing Penalty: 66

HCM 6th TWSC

10: 25th St & Kirsten Ln

10/18/2022

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	38	6	28	16	6	38	32	767	80	75	393	53
Future Vol, veh/h	38	6	28	16	6	38	32	767	80	75	393	53
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	50	75	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	7	30	17	7	41	35	834	87	82	427	58

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1121	1621	253	1339	1607	471	490	0	0	926	0	0
Stage 1	625	625	-	953	953	-	-	-	-	-	-	-
Stage 2	496	996	-	386	654	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	161	102	746	111	104	539	1070	-	-	734	-	-
Stage 1	439	475	-	278	336	-	-	-	-	-	-	-
Stage 2	524	320	-	609	461	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	124	87	739	89	88	534	1065	-	-	731	-	-
Mov Cap-2 Maneuver	124	87	-	89	88	-	-	-	-	-	-	-
Stage 1	423	420	-	268	323	-	-	-	-	-	-	-
Stage 2	456	308	-	508	408	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	41.6		29.7		0.3		1.5	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1065	-	-	174	89	534	731	-	-
HCM Lane V/C Ratio	0.033	-	-	0.45	0.269	0.077	0.112	-	-
HCM Control Delay (s)	8.5	-	-	41.6	59.7	12.3	10.5	-	-
HCM Lane LOS	A	-	-	E	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	1	0.2	0.4	-	-

HCM 6th TWSC

15: 25th St & 33rd Ave

10/18/2022

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	11	6	16	6	6	32	53	836	6	6	399	32
Future Vol, veh/h	11	6	16	6	6	32	53	836	6	6	399	32
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	7	17	7	7	35	58	909	7	7	434	35

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1050	1508	245	1274	1522	468	474	0	0	921	0	0
Stage 1	471	471	-	1034	1034	-	-	-	-	-	-	-
Stage 2	579	1037	-	240	488	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	181	120	755	124	117	542	1084	-	-	737	-	-
Stage 1	542	558	-	248	308	-	-	-	-	-	-	-
Stage 2	468	307	-	742	548	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	152	111	748	109	108	537	1079	-	-	733	-	-
Mov Cap-2 Maneuver	152	111	-	109	108	-	-	-	-	-	-	-
Stage 1	511	550	-	234	290	-	-	-	-	-	-	-
Stage 2	403	289	-	706	540	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.2		22		0.5		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1079	-	-	223	259	733	-
HCM Lane V/C Ratio	0.053	-	-	0.161	0.185	0.009	-
HCM Control Delay (s)	8.5	-	-	24.2	22	10	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.7	0	-

HCM 6th TWSC

23: 25th St & Casey's Driveway

10/18/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	11	0	11	6	0	11	11	752	6	6	398	27
Future Vol, veh/h	11	0	11	6	0	11	11	752	6	6	398	27
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	12	7	0	12	12	817	7	7	433	29

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	905	1320	241	1086	1331	422	467	0	0	829	0	0
Stage 1	467	467	-	850	850	-	-	-	-	-	-	-
Stage 2	438	853	-	236	481	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	232	156	760	171	153	580	1091	-	-	798	-	-
Stage 1	545	560	-	322	375	-	-	-	-	-	-	-
Stage 2	567	374	-	746	552	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	222	151	753	164	148	574	1086	-	-	794	-	-
Mov Cap-2 Maneuver	222	151	-	164	148	-	-	-	-	-	-	-
Stage 1	536	552	-	317	369	-	-	-	-	-	-	-
Stage 2	546	368	-	724	544	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.3		17.6		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1086	-	-	343	305	794	-
HCM Lane V/C Ratio	0.011	-	-	0.07	0.061	0.008	-
HCM Control Delay (s)	8.4	-	-	16.3	17.6	9.6	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-

HCM 6th TWSC

25: 25th St & 36th Ave

10/18/2022

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	11	11	747	409	6
Future Vol, veh/h	22	11	11	747	409	6
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	12	12	812	445	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	889	236	457	0	-	0
Stage 1	454	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	283	766	1100	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	277	759	1095	-	-	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1095	-	478	-	-
HCM Lane V/C Ratio	0.011	-	0.075	-	-
HCM Control Delay (s)	8.3	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 6th TWSC

30: 25th St & 37th Ave

10/18/2022

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵	↵	↕↕		↵	↕↕
Traffic Vol, veh/h	11	80	678	11	32	388
Future Vol, veh/h	11	80	678	11	32	388
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	87	737	12	35	422
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1034	385	0	0	754	0
Stage 1	748	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	228	613	-	-	852	-
Stage 1	429	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	216	607	-	-	848	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.4	0	0.7			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	332	607	848	-
HCM Lane V/C Ratio	-	-	0.036	0.143	0.041	-
HCM Control Delay (s)	-	-	16.2	11.9	9.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.5	0.1	-

HCM 6th TWSC

35: 25th St & 38th Ave

10/18/2022

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	32	0	28	11	0	22	6	635	6	6	387	6
Future Vol, veh/h	32	0	28	11	0	22	6	635	6	6	387	6
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	0	30	12	0	24	7	690	7	7	421	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	808	1160	224	943	1160	359	433	0	0	702	0	0
Stage 1	444	444	-	713	713	-	-	-	-	-	-	-
Stage 2	364	716	-	230	447	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	272	194	779	217	194	638	1123	-	-	891	-	-
Stage 1	563	574	-	389	434	-	-	-	-	-	-	-
Stage 2	627	432	-	752	572	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	256	189	772	204	189	632	1118	-	-	887	-	-
Mov Cap-2 Maneuver	256	189	-	204	189	-	-	-	-	-	-	-
Stage 1	557	567	-	385	429	-	-	-	-	-	-	-
Stage 2	597	427	-	713	565	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.7		15.7		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1118	-	-	372	372	887	-
HCM Lane V/C Ratio	0.006	-	-	0.175	0.096	0.007	-
HCM Control Delay (s)	8.2	-	-	16.7	15.7	9.1	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0	-

HCM 6th TWSC

37: 25th St & 39th Ave

10/18/2022

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	11	0	22	11	0	11	6	625	11	6	414	6
Future Vol, veh/h	11	0	22	11	0	11	6	625	11	6	414	6
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	75	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	24	12	0	12	7	679	12	7	450	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	832	1183	239	948	1180	356	462	0	0	696	0	0
Stage 1	473	473	-	704	704	-	-	-	-	-	-	-
Stage 2	359	710	-	244	476	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	262	188	762	215	189	640	1095	-	-	896	-	-
Stage 1	541	557	-	394	438	-	-	-	-	-	-	-
Stage 2	632	435	-	738	555	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	252	183	755	204	184	634	1090	-	-	892	-	-
Mov Cap-2 Maneuver	252	183	-	204	184	-	-	-	-	-	-	-
Stage 1	535	550	-	390	433	-	-	-	-	-	-	-
Stage 2	613	430	-	706	548	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.6		17.6		0.1		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1090	-	-	453	309	892	-
HCM Lane V/C Ratio	0.006	-	-	0.079	0.077	0.007	-
HCM Control Delay (s)	8.3	-	-	13.6	17.6	9.1	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-

HCM 6th TWSC

44: 25th St & 44th Ave

10/18/2022

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	16	0	11	6	0	16	6	576	6	6	408	6
Future Vol, veh/h	16	0	11	6	0	16	6	576	6	6	408	6
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	12	7	0	17	7	626	7	7	443	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	798	1118	235	890	1118	327	455	0	0	638	0	0
Stage 1	466	466	-	649	649	-	-	-	-	-	-	-
Stage 2	332	652	-	241	469	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	277	206	767	237	206	669	1102	-	-	942	-	-
Stage 1	546	561	-	425	464	-	-	-	-	-	-	-
Stage 2	655	462	-	741	559	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	264	201	760	229	201	663	1097	-	-	938	-	-
Mov Cap-2 Maneuver	264	201	-	229	201	-	-	-	-	-	-	-
Stage 1	540	554	-	420	459	-	-	-	-	-	-	-
Stage 2	631	457	-	720	552	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	15.9		13.7		0.1		0.1			
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1097	-	-	360	437	938	-
HCM Lane V/C Ratio	0.006	-	-	0.082	0.055	0.007	-
HCM Control Delay (s)	8.3	-	-	15.9	13.7	8.9	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-

HCM 6th TWSC

45: 25th St & Carrie Rose Ln

10/18/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	6	6	582	6	6	419
Future Vol, veh/h	6	6	582	6	6	419
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	7	633	7	7	455
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	889	330	0	0	645	0
Stage 1	642	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	283	666	-	-	936	-
Stage 1	486	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	278	660	-	-	932	-
Mov Cap-2 Maneuver	386	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.6	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	487	932	-	
HCM Lane V/C Ratio	-	-	0.027	0.007	-	
HCM Control Delay (s)	-	-	12.6	8.9	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

HCM 6th TWSC

50: 25th St & Rose Creek Pkwy

10/18/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗		↕		↙	↕		↙	↕	
Traffic Vol, veh/h	11	0	6	6	0	16	6	561	11	6	413	6
Future Vol, veh/h	11	0	6	6	0	16	6	561	11	6	413	6
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	75	-	25	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	7	7	0	17	7	610	12	7	449	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	796	1113	238	879	1110	321	461	0	0	627	0	0
Stage 1	472	472	-	635	635	-	-	-	-	-	-	-
Stage 2	324	641	-	244	475	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	278	207	763	242	208	675	1096	-	-	951	-	-
Stage 1	542	557	-	433	471	-	-	-	-	-	-	-
Stage 2	662	468	-	738	556	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	265	202	756	235	203	669	1091	-	-	946	-	-
Mov Cap-2 Maneuver	265	202	-	235	203	-	-	-	-	-	-	-
Stage 1	536	550	-	428	466	-	-	-	-	-	-	-
Stage 2	638	463	-	723	549	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	15.9		13.5		0.1			0.1		
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1091	-	-	265	-	756	445	946	-	-
HCM Lane V/C Ratio	0.006	-	-	0.045	-	0.009	0.054	0.007	-	-
HCM Control Delay (s)	8.3	-	-	19.2	0	9.8	13.5	8.8	-	-
HCM Lane LOS	A	-	-	C	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	0.2	0	-	-

HCM 6th TWSC

52: 25th St & Meadow Creek Dr

10/18/2022

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	16	6	551	414	11
Future Vol, veh/h	27	16	6	551	414	11
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	17	7	599	450	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	780	241	467	0	-	0
Stage 1	461	-	-	-	-	-
Stage 2	319	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	332	760	1091	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	327	753	1086	-	-	-
Mov Cap-2 Maneuver	441	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.6	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1086	-	521	-	-	
HCM Lane V/C Ratio	0.006	-	0.09	-	-	
HCM Control Delay (s)	8.3	-	12.6	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

HCM 6th TWSC

54: 25th St & Rose Creek Blvd

10/18/2022

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	53	504	11	16	414
Future Vol, veh/h	27	53	504	11	16	414
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	58	548	12	17	450
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	823	290	0	0	565	0
Stage 1	559	-	-	-	-	-
Stage 2	264	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	312	707	-	-	1003	-
Stage 1	536	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	304	700	-	-	998	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14	0	0.3			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	486	998	-	
HCM Lane V/C Ratio	-	-	0.179	0.017	-	
HCM Control Delay (s)	-	-	14	8.7	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-	

HCM 6th TWSC

56: 25th St & Don's Carwash

10/18/2022

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↑↑↑			↑↑	
Traffic Vol, veh/h	0	0	7	0	0	0	0	731	0	0	712	45
Future Vol, veh/h	0	0	7	0	0	0	0	731	0	0	712	45
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	-	25	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	0	0	795	0	0	774	49

Major/Minor	Minor2		Major1				Major2	
Conflicting Flow All	-	-	422	-	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	580	0	-	0	0	-
Stage 1	0	0	-	0	-	0	0	-
Stage 2	0	0	-	0	-	0	0	-
Platoon blocked, %								
Mov Cap-1 Maneuver	-	0	574	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	574	-	-
HCM Lane V/C Ratio	-	0.013	-	-
HCM Control Delay (s)	-	11.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

HCM 6th TWSC

57: 25th St & 53rd Ave

10/18/2022

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	26	7	13	7	7	25	51	680	7	13	668	38
Future Vol, veh/h	26	7	13	7	7	25	51	680	7	13	668	38
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	125	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	8	14	8	8	27	55	739	8	14	726	41

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1269	1642	394	1258	1658	384	772	0	0	752	0	0
Stage 1	780	780	-	858	858	-	-	-	-	-	-	-
Stage 2	489	862	-	400	800	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	125	99	605	128	97	614	839	-	-	853	-	-
Stage 1	354	404	-	318	372	-	-	-	-	-	-	-
Stage 2	529	370	-	597	395	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	104	90	599	109	88	608	835	-	-	849	-	-
Mov Cap-2 Maneuver	104	90	-	109	88	-	-	-	-	-	-	-
Stage 1	329	396	-	296	346	-	-	-	-	-	-	-
Stage 2	459	344	-	560	387	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	48		26.3		0.7		0.2	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	835	-	-	132	211	849	-
HCM Lane V/C Ratio	0.066	-	-	0.379	0.201	0.017	-
HCM Control Delay (s)	9.6	-	-	48	26.3	9.3	-
HCM Lane LOS	A	-	-	E	D	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.6	0.7	0.1	-

HCM 6th TWSC

60: 25th St & Prairie Grove Ave/Shanley HS (North)

10/18/2022

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	7	0	13	17	0	116	13	615	28	124	557	7
Future Vol, veh/h	7	0	13	17	0	116	13	615	28	124	557	7
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	14	18	0	126	14	668	30	135	605	8
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1251	1615	317	1294	1604	359	618	0	0	703	0	0
Stage 1	884	884	-	716	716	-	-	-	-	-	-	-
Stage 2	367	731	-	578	888	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	129	103	679	120	104	638	958	-	-	890	-	-
Stage 1	307	362	-	387	432	-	-	-	-	-	-	-
Stage 2	625	425	-	468	360	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	89	85	673	102	86	632	953	-	-	886	-	-
Mov Cap-2 Maneuver	89	85	-	102	86	-	-	-	-	-	-	-
Stage 1	301	306	-	380	423	-	-	-	-	-	-	-
Stage 2	491	417	-	387	304	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	24.7		20.2		0.2			1.8				
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	953	-	-	204	380	886	-	-				
HCM Lane V/C Ratio	0.015	-	-	0.107	0.38	0.152	-	-				
HCM Control Delay (s)	8.8	-	-	24.7	20.2	9.8	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	1.7	0.5	-	-				

HCM 6th TWSC

65: 25th St & Eaglebrook Apts/Shanley HS (South)

10/18/2022

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	26	7	19	12	0	14	7	616	60	92	482	13
Future Vol, veh/h	26	7	19	12	0	14	7	616	60	92	482	13
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	8	21	13	0	15	8	670	65	100	524	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1092	1492	279	1195	1467	378	543	0	0	740	0	0
Stage 1	736	736	-	724	724	-	-	-	-	-	-	-
Stage 2	356	756	-	471	743	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	169	122	718	142	127	620	1022	-	-	862	-	-
Stage 1	377	423	-	383	429	-	-	-	-	-	-	-
Stage 2	634	414	-	542	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	148	106	711	117	110	614	1017	-	-	858	-	-
Mov Cap-2 Maneuver	148	106	-	117	110	-	-	-	-	-	-	-
Stage 1	372	372	-	378	423	-	-	-	-	-	-	-
Stage 2	611	409	-	453	369	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	31		25.1		0.1		1.5	
HCM LOS	D		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1017	-	-	194	207	858	-
HCM Lane V/C Ratio	0.007	-	-	0.291	0.137	0.117	-
HCM Control Delay (s)	8.6	-	-	31	25.1	9.7	-
HCM Lane LOS	A	-	-	D	D	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.5	0.4	-

HCM 6th Roundabout 70: 25th St & 58th Ave

10/18/2022

Intersection						
Intersection Delay, s/veh	5.4					
Intersection LOS	A					
Approach	EB	WB	NB		SB	
Entry Lanes	1	1	2		2	
Conflicting Circle Lanes	2	2	2		2	
Adj Approach Flow, veh/h	67	193	644		558	
Demand Flow Rate, veh/h	68	196	657		569	
Vehicles Circulating, veh/h	624	644	120		82	
Vehicles Exiting, veh/h	27	133	572		758	
Ped Vol Crossing Leg, #/h	5	5	5		5	
Ped Cap Adj	0.999	0.999	0.995		0.995	
Approach Delay, s/veh	5.2	7.0	5.4		4.8	
Approach LOS	A	A	A		A	
Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.469	0.531
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	68	196	309	348	267	302
Cap Entry Lane, veh/h	835	821	1209	1282	1252	1324
Entry HV Adj Factor	0.981	0.984	0.980	0.981	0.983	0.980
Flow Entry, veh/h	67	193	303	342	262	296
Cap Entry, veh/h	819	808	1179	1252	1223	1291
V/C Ratio	0.081	0.239	0.257	0.273	0.214	0.229
Control Delay, s/veh	5.2	7.0	5.4	5.3	4.8	4.8
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	1	1	1	1	1

HCM 6th TWSC

75: 25th St & 60th Ave

10/18/2022

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕		↙	↕
Traffic Vol, veh/h	22	48	544	12	8	508
Future Vol, veh/h	22	48	544	12	8	508
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	52	591	13	9	552

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	902	312	0	0	609	0
Stage 1	603	-	-	-	-	-
Stage 2	299	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	277	684	-	-	966	-
Stage 1	509	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	272	678	-	-	961	-
Mov Cap-2 Maneuver	388	-	-	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	388	678	961
HCM Lane V/C Ratio	-	-	0.062	0.077	0.009
HCM Control Delay (s)	-	-	14.9	10.8	8.8
HCM Lane LOS	-	-	B	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0

HCM 6th TWSC

80: 25th St & 62nd Ave

10/18/2022

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↕↔		↔	↕↔	
Traffic Vol, veh/h	14	7	7	17	7	41	7	501	12	8	514	8
Future Vol, veh/h	14	7	7	17	7	41	7	501	12	8	514	8
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	50	-	-	150	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	8	8	18	8	45	8	545	13	9	559	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	885	1166	294	880	1164	289	573	0	0	563	0	0
Stage 1	587	587	-	573	573	-	-	-	-	-	-	-
Stage 2	298	579	-	307	591	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	239	193	702	241	193	708	996	-	-	1005	-	-
Stage 1	463	495	-	472	502	-	-	-	-	-	-	-
Stage 2	686	499	-	678	493	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	212	188	695	226	188	701	991	-	-	1000	-	-
Mov Cap-2 Maneuver	212	188	-	226	188	-	-	-	-	-	-	-
Stage 1	457	488	-	466	495	-	-	-	-	-	-	-
Stage 2	624	493	-	651	486	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.3		15.6		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	991	-	-	203	695	213	701	1000	-	-
HCM Lane V/C Ratio	0.008	-	-	0.112	0.011	0.122	0.064	0.009	-	-
HCM Control Delay (s)	8.7	-	-	25	10.2	24.2	10.5	8.6	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0.4	0.2	0	-	-

HCM 6th Roundabout 85: 25th St & 64th Ave

10/18/2022

Intersection						
Intersection Delay, s/veh	5.8					
Intersection LOS	A					
Approach	EB	WB	NB		SB	
Entry Lanes	1	1	2	2		
Conflicting Circle Lanes	2	2	2	2		
Adj Approach Flow, veh/h	323	91	597	585		
Demand Flow Rate, veh/h	329	93	609	596		
Vehicles Circulating, veh/h	507	652	122	168		
Vehicles Exiting, veh/h	257	79	714	577		
Ped Vol Crossing Leg, #/h	5	5	5	5		
Ped Cap Adj	0.999	0.999	0.995	0.995		
Approach Delay, s/veh	8.0	5.7	5.2	5.4		
Approach LOS	A	A	A	A		
Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	329	93	286	323	280	316
Cap Entry Lane, veh/h	923	816	1207	1280	1157	1231
Entry HV Adj Factor	0.981	0.975	0.982	0.980	0.982	0.981
Flow Entry, veh/h	323	91	281	317	275	310
Cap Entry, veh/h	904	795	1178	1248	1130	1202
V/C Ratio	0.357	0.114	0.238	0.254	0.243	0.258
Control Delay, s/veh	8.0	5.7	5.2	5.1	5.4	5.3
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	0	1	1	1	1

SimTraffic Performance Report 2045 PM Peak Hour - 5-Lane

10/18/2022

5: 25th St & 32nd Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.8	0.3	2.9	2.9	0.2	2.9	0.0	0.0	0.0	2.8	0.4	2.8
Total Del/Veh (s)	26.9	32.8	7.8	25.8	34.3	6.8	26.8	28.0	22.9	23.8	31.5	8.4

5: 25th St & 32nd Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.1
Total Del/Veh (s)	26.1

10: 25th St & Kirsten Ln Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.1	0.4	0.3	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.4	20.1	10.2	16.6	24.6	6.3	8.6	0.7	0.3	5.4	3.1	2.4

10: 25th St & Kirsten Ln Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	3.7

15: 25th St & 33rd Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.3	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.9	13.2	4.6	11.3	16.5	5.3	6.7	2.0	2.1	3.7	0.9	0.6

15: 25th St & 33rd Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.7

20: 25th St & 35th Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.4	0.3	3.9	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.5	17.7	9.1	21.1	16.7	6.3	11.9	7.7	4.0	9.7	7.7	6.0

20: 25th St & 35th Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	9.1

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23: 25th St & Casey's Driveway Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.1	5.3	14.9	4.3	4.8	0.3	0.1	3.9	2.1	2.5	1.7

25: 25th St & 36th Ave Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.8	6.1	5.6	0.5	0.8	0.6	1.0

30: 25th St & 37th Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	4.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	11.8	3.6	0.5	0.4	4.2	0.8	1.1

35: 25th St & 38th Ave Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.9	4.0	9.3	3.7	4.3	0.5	0.3	3.3	1.0	0.6	1.0

37: 25th St & 39th Ave Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.7	5.4	11.0	4.7	7.6	1.6	1.5	4.3	1.0	0.8	1.5

40: 25th St & 40th Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.4	0.7	0.7	3.5	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.5	24.3	17.5	20.3	26.9	19.1	17.2	17.0	11.7	14.4	18.8	14.0

40: 25th St & 40th Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	19.7

42: 25th St & Centennial Elementary (North) Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	1.1	1.9	1.9	1.6

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43: 25th St & Centennial Elementary (South)/Rose Creek Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	4.2	0.2	0.1	4.1	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	10.3	4.7	4.2	14.2	3.9	4.5	2.3	9.6	5.3	5.3

44: 25th St & 44th Ave Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.0	5.8	8.1	3.6	4.9	0.3	0.1	4.1	1.6	1.5	1.3

45: 25th St & Carrie Rose Ln Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.3	3.5	0.7	0.4	2.9	0.5	0.7

50: 25th St & Rose Creek Pkwy Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	4.2	4.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	12.0	4.7	12.9	3.9	5.7	0.4	0.6	3.7	1.1	1.2	1.2

52: 25th St & Meadow Creek Dr Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.0	3.4	5.1	0.5	0.7	0.5	0.8

54: 25th St & Rose Creek Blvd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.8	3.9	1.7	1.6	4.1	0.8	1.7

55: 25th St & 52nd Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.7	0.2	2.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	26.9	28.0	9.9	22.6	29.5	4.2	45.3	25.9	14.0	49.8	32.6	22.5

55: 25th St & 52nd Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	27.7

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56: 25th St & Don's Carwash Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	0.5	1.9	1.8	1.6

57: 25th St & 53rd Ave Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.0	8.9	15.4	14.0	5.5	5.0	0.6	0.4	2.6	0.7	0.3	2.3

60: 25th St & Prairie Grove Ave/Shanley HS (North) Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	18.5	5.1	14.6	5.2	5.2	0.4	0.2	3.4	0.6	0.3	1.3

65: 25th St & Eaglebrook Apts/Shanley HS (South) Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.8	5.9	10.1	3.6	5.2	0.7	0.3	3.4	0.4	0.1	0.9

70: 25th St & 58th Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	5.0	2.8	3.1	3.9	2.4	3.3	4.5	2.7	3.8	5.0	3.3

70: 25th St & 58th Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	4.4

75: 25th St & 60th Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.3	4.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	13.8	3.4	0.5	0.4	3.8	0.5	0.9

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80: 25th St & 62nd Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	4.0	0.1	0.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.4	11.1	4.3	11.3	12.3	3.6	4.0	0.8	0.9	2.8	0.6	0.5

80: 25th St & 62nd Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	1.4

85: 25th St & 64th Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.3	0.3	0.2	0.1	0.1	0.2	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.8	6.2	4.8	3.7	4.8	2.6	4.4	5.1	2.5	3.4	4.8	3.4

85: 25th St & 64th Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	4.8

100: 27th St & 52nd Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.5	2.5	0.0	0.0	3.9	0.3	0.5
Total Del/Veh (s)	6.5	2.8	17.9	7.9	20.0	7.9	7.3

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	36.0

Arterial Level of Service
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Arterial Level of Service: NB 25th St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
64th Ave	85	5.1	29.1	0.3	31
62nd Ave	80	0.6	26.2	0.2	24
60th Ave	75	0.5	14.3	0.1	34
58th Ave	70	4.5	17.9	0.1	29
Shanley HS (South)	65	0.7	26.1	0.2	24
	61	0.1	6.0	0.1	34
Shanley HS (North)	60	0.4	7.4	0.1	33
53rd Ave	57	0.5	12.9	0.1	33
Don's Carwash	56	0.4	5.7	0.1	32
52nd Ave	55	25.9	32.6	0.1	8
Rose Creek Blvd	54	2.6	19.0	0.2	30
Meadow Creek Dr	52	0.5	16.8	0.2	33
Rose Creek Pkwy	50	0.3	7.6	0.1	35
Carrie Rose Ln	45	0.7	24.9	0.2	34
44th Ave	44	0.3	8.4	0.1	34
Rose Creek Dr	43	4.6	17.4	0.1	26
Centennial Elementar	42	1.1	10.8	0.1	30
40th Ave	40	17.0	25.8	0.1	12
39th Ave	37	2.3	9.7	0.1	27
38th Ave	35	0.5	13.0	0.1	34
37th Ave	30	0.5	13.2	0.1	34
36th Ave	25	0.5	13.2	0.1	33
Casey's Driveway	23	0.3	7.4	0.1	34
35th Ave	20	7.8	23.6	0.2	24
33rd Ave	15	2.2	23.5	0.2	32
Kirsten Ln	10	0.7	6.6	0.1	31
32nd Ave	5	27.5	34.9	0.1	8
Total		108.2	454.1	3.3	26

Arterial Level of Service
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Arterial Level of Service: SB 25th St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
32nd Ave	5	31.5	47.0	0.2	12
Kirsten Ln	10	4.2	12.6	0.1	22
33rd Ave	15	0.8	6.8	0.1	30
35th Ave	20	7.8	28.8	0.2	26
Casey's Driveway	23	2.3	18.5	0.2	30
36th Ave	25	0.8	7.9	0.1	32
37th Ave	30	0.8	13.3	0.1	33
38th Ave	35	1.0	13.7	0.1	32
39th Ave	37	1.0	13.6	0.1	32
40th Ave	40	18.8	26.3	0.1	10
Centennial Elementar	42	2.4	11.8	0.1	27
Centennial Elementar	43	5.3	14.4	0.1	23
44th Ave	44	1.7	14.7	0.1	31
Carrie Rose Ln	45	0.5	8.9	0.1	32
Rose Creek Pkwy	50	1.1	25.1	0.2	34
Meadow Creek Dr	52	0.6	8.1	0.1	32
Rose Creek Blvd	54	0.8	17.0	0.2	33
52nd Ave	55	32.4	47.9	0.2	12
Don's Carwash	56	3.2	11.5	0.1	23
53rd Ave	57	0.7	5.9	0.1	31
Prairie Grove Ave	60	0.6	12.8	0.1	34
	61	0.3	7.5	0.1	33
Eaglebrook Apts	65	0.4	6.2	0.1	33
58th Ave	70	5.0	21.3	0.2	29
60th Ave	75	0.4	22.7	0.1	23
62nd Ave	80	0.5	14.6	0.1	33
64th Ave	85	4.8	21.4	0.2	29
Total		129.7	460.2	3.2	25

Queuing and Blocking Report

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Intersection: 5: 25th St & 32nd Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	197	236	200	100	143	232	198	87	178	201	203	183
Average Queue (ft)	81	136	106	40	71	154	125	42	86	89	116	69
95th Queue (ft)	145	206	180	80	120	218	191	72	152	166	186	137
Link Distance (ft)		843	843			904	904			307	307	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350			200	250			200	150			225
Storage Blk Time (%)			0			0	0		1	1		0
Queuing Penalty (veh)			0			0	0		3	1		0

Intersection: 5: 25th St & 32nd Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	254	240	146
Average Queue (ft)	155	125	52
95th Queue (ft)	237	213	103
Link Distance (ft)	771	771	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)	1	1	
Queuing Penalty (veh)	2	2	

Intersection: 10: 25th St & Kirsten Ln

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	99	76	72	49	34	35	36	50	56
Average Queue (ft)	44	28	40	8	3	2	6	2	4
95th Queue (ft)	81	63	65	31	21	18	24	15	24
Link Distance (ft)	584	474			242	242		307	307
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			50	75			50		
Storage Blk Time (%)		2	2		0		0	0	
Queuing Penalty (veh)		2	1		0		0	0	

Queuing and Blocking Report

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Intersection: 15: 25th St & 33rd Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	43	54	29	34	42	40	52	49
Average Queue (ft)	18	22	2	2	3	9	5	5
95th Queue (ft)	44	49	13	16	21	32	27	28
Link Distance (ft)	586	460		1021	1021		242	242
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			75		
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Intersection: 20: 25th St & 35th Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	90	101	75	87	41	113	123	82	178	180
Average Queue (ft)	26	51	27	41	12	45	54	31	69	85
95th Queue (ft)	64	90	60	73	37	86	98	60	138	156
Link Distance (ft)		572		475		754	754		1021	1021
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100		100		150			150		
Storage Blk Time (%)	0	0	0	0		0			0	
Queuing Penalty (veh)	0	0	0	0		0			0	

Intersection: 23: 25th St & Casey's Driveway

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	51	41	30	23	28	15	23	46
Average Queue (ft)	16	11	3	1	1	1	1	3
95th Queue (ft)	43	36	16	10	16	11	9	21
Link Distance (ft)	616	335		305	305		754	754
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			150		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queuing and Blocking Report

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Intersection: 25: 25th St & 36th Ave

Movement	EB	NB	NB	NB	SB	SB
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	59	37	21	20	43	72
Average Queue (ft)	20	9	1	1	2	4
95th Queue (ft)	48	33	13	11	18	30
Link Distance (ft)	690		582	582	305	305
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 30: 25th St & 37th Ave

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	36	51	16	34	71	28	34
Average Queue (ft)	9	24	1	1	18	2	2
95th Queue (ft)	32	49	11	13	51	14	17
Link Distance (ft)	439		578	578		582	582
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100			150		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 35: 25th St & 38th Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	31	47	33	23	11	32	14	61
Average Queue (ft)	9	10	7	1	1	5	1	5
95th Queue (ft)	32	36	26	10	7	22	8	32
Link Distance (ft)	448	428		560	560		578	578
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			150		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queuing and Blocking Report

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Intersection: 37: 25th St & 39th Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	36	36	26	18	23	25	26	56
Average Queue (ft)	10	11	9	1	1	4	2	4
95th Queue (ft)	34	36	28	10	11	19	16	24
Link Distance (ft)	503	447		307	307		560	560
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			75			150		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 40: 25th St & 40th Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	203	276	189	354	79	126	134	82	162	221
Average Queue (ft)	73	139	52	141	37	54	72	28	92	126
95th Queue (ft)	142	242	122	253	73	100	119	62	155	204
Link Distance (ft)		975		893		409	409		307	307
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	125		100		300			150		
Storage Blk Time (%)	1	12	1	22					1	
Queuing Penalty (veh)	4	18	2	18					0	

Intersection: 42: 25th St & Centennial Elementary (North)

Movement	NB	NB	NB	SB	SB
Directions Served	L	T	T	T	T
Maximum Queue (ft)	23	8	15	21	39
Average Queue (ft)	2	0	1	1	2
95th Queue (ft)	15	5	7	13	20
Link Distance (ft)		421	421	409	409
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	160				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

2045 PM Peak Hour - 5-Lane

10/18/2022

Intersection: 43: 25th St & Centennial Elementary (South)/Rose Creek Dr

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	R	T	TR	L	T	TR
Maximum Queue (ft)	36	29	38	50	56	80	94	57	133	154
Average Queue (ft)	9	4	8	12	18	29	30	19	47	55
95th Queue (ft)	32	21	30	40	47	65	72	50	112	126
Link Distance (ft)		397	397		549	582	582		421	421
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			50				100		
Storage Blk Time (%)				1	0				1	
Queuing Penalty (veh)				0	0				1	

Intersection: 44: 25th St & 44th Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	40	31	30	14	15	28	41	62
Average Queue (ft)	12	10	2	1	1	4	2	4
95th Queue (ft)	37	33	15	8	7	20	15	26
Link Distance (ft)	485	454		354	354		582	582
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			100			100		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 45: 25th St & Carrie Rose Ln

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	36	23	27	30	20	22
Average Queue (ft)	9	1	1	3	1	1
95th Queue (ft)	33	9	14	17	14	12
Link Distance (ft)	483	1173	1173		354	354
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				100		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

2045 PM Peak Hour - 5-Lane

10/18/2022

Intersection: 50: 25th St & Rose Creek Pkwy

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	35	32	42	25	12	23	41	34	19
Average Queue (ft)	7	7	17	2	1	1	5	1	1
95th Queue (ft)	29	27	43	13	7	10	23	12	10
Link Distance (ft)			642		300	300		1173	1173
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	75	25		150			150		
Storage Blk Time (%)		1							
Queuing Penalty (veh)		0							

Intersection: 52: 25th St & Meadow Creek Dr

Movement	EB	NB	NB	NB	SB	SB
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	52	37	30	31	23	54
Average Queue (ft)	15	8	1	1	1	4
95th Queue (ft)	43	31	11	12	11	24
Link Distance (ft)	476		759	759	300	300
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 54: 25th St & Rose Creek Blvd

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	59	30	32	56	31	51
Average Queue (ft)	25	2	2	12	2	3
95th Queue (ft)	50	13	16	39	15	22
Link Distance (ft)	582	720	720		759	759
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				150		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

2045 PM Peak Hour - 5-Lane

10/18/2022

Intersection: 55: 25th St & 52nd Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	171	289	287	168	97	249	231	57	159	174	82	125
Average Queue (ft)	89	167	165	75	47	156	128	19	81	98	28	51
95th Queue (ft)	149	252	250	136	85	225	209	41	139	156	65	99
Link Distance (ft)		891	891			1174	1174			290	290	290
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400			325	325			325	225			
Storage Blk Time (%)				0								
Queuing Penalty (veh)				0								

Intersection: 55: 25th St & 52nd Ave

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	134	156	212
Average Queue (ft)	64	75	124
95th Queue (ft)	122	135	202
Link Distance (ft)		720	720
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 56: 25th St & Don's Carwash

Movement	EB	NB	NB	NB	SB	SB
Directions Served	R	T	T	T	T	TR
Maximum Queue (ft)	76	28	5	19	32	61
Average Queue (ft)	37	1	0	1	1	4
95th Queue (ft)	59	13	3	6	15	24
Link Distance (ft)	461		204	204	290	290
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		25				
Storage Blk Time (%)		0	0			
Queuing Penalty (veh)		0	0			

Queuing and Blocking Report

2045 PM Peak Hour - 5-Lane

10/18/2022

Intersection: 57: 25th St & 53rd Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	116	53	35	34	21	28	42	48
Average Queue (ft)	49	20	12	2	1	3	4	4
95th Queue (ft)	92	48	35	15	8	17	23	25
Link Distance (ft)	490	445		563	563		204	204
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			125		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 60: 25th St & Prairie Grove Ave/Shanley HS (North)

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	37	86	26	11	7	44	19	33
Average Queue (ft)	11	36	5	1	0	11	2	2
95th Queue (ft)	37	64	20	9	5	35	15	18
Link Distance (ft)	451	505		296	296		563	563
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			150		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 65: 25th St & Eaglebrook Apts/Shanley HS (South)

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	48	31	31	35	6	29	32	38
Average Queue (ft)	19	15	8	1	0	3	2	1
95th Queue (ft)	47	41	29	13	4	16	13	17
Link Distance (ft)	527	543		779	779		243	243
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			150		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queuing and Blocking Report

2045 PM Peak Hour - 5-Lane

10/18/2022

Intersection: 70: 25th St & 58th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	43	49	67	15	74	49
Average Queue (ft)	11	15	18	1	17	5
95th Queue (ft)	37	44	49	7	54	27
Link Distance (ft)	525	502	622	622	779	779
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 75: 25th St & 60th Ave

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	42	55	21	21	47	23	34
Average Queue (ft)	12	20	1	2	17	1	2
95th Queue (ft)	38	46	11	14	44	9	15
Link Distance (ft)	461		636	636		622	622
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		50			150		
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	0	0					

Intersection: 80: 25th St & 62nd Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	46	31	53	32	25	22	27	36	21	24
Average Queue (ft)	16	8	20	19	3	1	2	7	1	2
95th Queue (ft)	42	30	47	44	16	11	13	26	10	12
Link Distance (ft)	506		483			783	783		636	636
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		50		150	150			150		
Storage Blk Time (%)	0	0								
Queuing Penalty (veh)	0	0								

Queuing and Blocking Report

2045 PM Peak Hour - 5-Lane

10/18/2022

Intersection: 85: 25th St & 64th Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	115	51	88	6	59	64
Average Queue (ft)	49	14	30	0	20	5
95th Queue (ft)	94	42	69	4	53	30
Link Distance (ft)	751	723	1222	1222	783	783
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 100: 27th St & 52nd Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	207	171	66	46	179	186	97	60
Average Queue (ft)	98	73	31	14	70	89	36	24
95th Queue (ft)	163	138	63	39	146	171	76	52
Link Distance (ft)	703	703			891	891		361
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			175	300			100	
Storage Blk Time (%)		0					0	0
Queuing Penalty (veh)		0					0	0

Network Summary

Network wide Queuing Penalty: 57

HCM 6th TWSC

10: 25th St & Kirsten Ln

10/18/2022

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	53	6	27	38	6	101	16	483	11	22	773	75
Future Vol, veh/h	53	6	27	38	6	101	16	483	11	22	773	75
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	50	75	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	7	29	41	7	110	17	525	12	24	840	82

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1239	1510	471	1047	1545	279	927	0	0	542	0	0
Stage 1	934	934	-	570	570	-	-	-	-	-	-	-
Stage 2	305	576	-	477	975	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	132	119	539	182	114	718	733	-	-	1023	-	-
Stage 1	286	343	-	474	504	-	-	-	-	-	-	-
Stage 2	680	500	-	538	328	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	102	112	534	157	108	711	730	-	-	1018	-	-
Mov Cap-2 Maneuver	102	112	-	157	108	-	-	-	-	-	-	-
Stage 1	278	333	-	461	490	-	-	-	-	-	-	-
Stage 2	551	486	-	484	318	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	73.5		20		0.3		0.2			
HCM LOS	F		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	730	-	-	138 148 711	1018	-	-
HCM Lane V/C Ratio	0.024	-	-	0.677 0.323 0.154	0.023	-	-
HCM Control Delay (s)	10.1	-	-	73.5 40.5 11	8.6	-	-
HCM Lane LOS	B	-	-	F E B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.8 1.3 0.5	0.1	-	-

HCM 6th TWSC

15: 25th St & 33rd Ave

10/18/2022

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	6	11	11	6	22	6	482	11	27	800	11
Future Vol, veh/h	6	6	11	11	6	22	6	482	11	27	800	11
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	7	12	12	7	24	7	524	12	29	870	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1224	1494	451	1051	1494	278	887	0	0	541	0	0
Stage 1	939	939	-	549	549	-	-	-	-	-	-	-
Stage 2	285	555	-	502	945	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	135	122	556	181	122	719	759	-	-	1024	-	-
Stage 1	284	341	-	488	515	-	-	-	-	-	-	-
Stage 2	698	511	-	520	339	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	120	116	551	163	116	712	755	-	-	1019	-	-
Mov Cap-2 Maneuver	120	116	-	163	116	-	-	-	-	-	-	-
Stage 1	280	330	-	481	508	-	-	-	-	-	-	-
Stage 2	657	504	-	482	328	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	26.9		21.5		0.1		0.3			
HCM LOS	D		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	755	-	-	189	260	1019	-
HCM Lane V/C Ratio	0.009	-	-	0.132	0.163	0.029	-
HCM Control Delay (s)	9.8	-	-	26.9	21.5	8.6	-
HCM Lane LOS	A	-	-	D	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	0.1	-

HCM 6th TWSC

23: 25th St & Casey's Driveway

10/18/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	11	0	11	6	0	6	6	429	6	6	768	17
Future Vol, veh/h	11	0	11	6	0	6	6	429	6	6	768	17
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	12	7	0	7	7	466	7	7	835	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1115	1355	437	926	1361	247	858	0	0	478	0	0
Stage 1	863	863	-	489	489	-	-	-	-	-	-	-
Stage 2	252	492	-	437	872	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	163	148	567	224	147	753	779	-	-	1081	-	-
Stage 1	316	370	-	529	548	-	-	-	-	-	-	-
Stage 2	730	546	-	568	366	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	158	144	562	215	143	746	775	-	-	1076	-	-
Mov Cap-2 Maneuver	158	144	-	215	143	-	-	-	-	-	-	-
Stage 1	312	366	-	522	540	-	-	-	-	-	-	-
Stage 2	714	538	-	550	362	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.1		16.2		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	775	-	-	247	334	1076	-
HCM Lane V/C Ratio	0.008	-	-	0.097	0.039	0.006	-
HCM Control Delay (s)	9.7	-	-	21.1	16.2	8.4	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-

HCM 6th TWSC

25: 25th St & 36th Ave

10/18/2022

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	11	22	430	758	27
Future Vol, veh/h	11	11	22	430	758	27
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	12	24	467	824	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1131	437	858	0	-	0
Stage 1	844	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	197	567	779	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	189	562	775	-	-	-
Mov Cap-2 Maneuver	295	-	-	-	-	-
Stage 1	368	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	775	-	387	-	-
HCM Lane V/C Ratio	0.031	-	0.062	-	-
HCM Control Delay (s)	9.8	-	14.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

HCM 6th TWSC

30: 25th St & 37th Ave

10/18/2022

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕		↘	↕
Traffic Vol, veh/h	11	43	409	17	69	700
Future Vol, veh/h	11	43	409	17	69	700
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	47	445	18	75	761
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	995	242	0	0	468	0
Stage 1	459	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	242	759	-	-	1090	-
Stage 1	603	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	223	752	-	-	1085	-
Mov Cap-2 Maneuver	353	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.2	0	0.8			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	353	752	1085	-
HCM Lane V/C Ratio	-	-	0.034	0.062	0.069	-
HCM Control Delay (s)	-	-	15.6	10.1	8.6	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0.2	-

HCM 6th TWSC

35: 25th St & 38th Ave

10/18/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	0	6	6	0	6	22	414	11	22	662	27
Future Vol, veh/h	6	0	6	6	0	6	22	414	11	22	662	27
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	7	0	7	24	450	12	24	720	29

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1066	1303	385	922	1311	241	754	0	0	467	0	0
Stage 1	788	788	-	509	509	-	-	-	-	-	-	-
Stage 2	278	515	-	413	802	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	177	159	613	225	158	760	852	-	-	1091	-	-
Stage 1	350	400	-	515	536	-	-	-	-	-	-	-
Stage 2	705	533	-	587	395	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	167	150	607	212	149	753	848	-	-	1086	-	-
Mov Cap-2 Maneuver	167	150	-	212	149	-	-	-	-	-	-	-
Stage 1	338	389	-	498	518	-	-	-	-	-	-	-
Stage 2	676	515	-	565	384	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.5		16.3		0.5		0.3	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	848	-	-	262	331	1086	-
HCM Lane V/C Ratio	0.028	-	-	0.05	0.039	0.022	-
HCM Control Delay (s)	9.4	-	-	19.5	16.3	8.4	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0.1	-

HCM 6th TWSC

37: 25th St & 39th Ave

10/18/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	0	6	6	0	6	21	435	11	11	652	11
Future Vol, veh/h	6	0	6	6	0	6	21	435	11	11	652	11
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	75	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	7	0	7	23	473	12	12	709	12

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1032	1280	371	914	1280	253	726	0	0	490	0	0
Stage 1	744	744	-	530	530	-	-	-	-	-	-	-
Stage 2	288	536	-	384	750	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	187	165	626	228	165	746	873	-	-	1070	-	-
Stage 1	373	420	-	500	525	-	-	-	-	-	-	-
Stage 2	695	522	-	611	417	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	178	157	620	217	157	739	869	-	-	1065	-	-
Mov Cap-2 Maneuver	178	157	-	217	157	-	-	-	-	-	-	-
Stage 1	361	413	-	485	509	-	-	-	-	-	-	-
Stage 2	667	506	-	595	410	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.6		16.2		0.4		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	869	-	-	277	335	1065	-
HCM Lane V/C Ratio	0.026	-	-	0.047	0.039	0.011	-
HCM Control Delay (s)	9.3	-	-	18.6	16.2	8.4	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-

HCM 6th TWSC

44: 25th St & 44th Ave

10/18/2022

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	0	6	6	0	6	6	355	6	16	535	16
Future Vol, veh/h	6	0	6	6	0	6	6	355	6	16	535	16
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	7	0	7	7	386	7	17	582	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	842	1042	310	739	1047	207	604	0	0	398	0	0
Stage 1	630	630	-	409	409	-	-	-	-	-	-	-
Stage 2	212	412	-	330	638	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	257	228	686	306	227	799	970	-	-	1157	-	-
Stage 1	436	473	-	590	594	-	-	-	-	-	-	-
Stage 2	770	593	-	657	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	248	221	679	295	220	791	965	-	-	1151	-	-
Mov Cap-2 Maneuver	248	221	-	295	220	-	-	-	-	-	-	-
Stage 1	431	464	-	583	587	-	-	-	-	-	-	-
Stage 2	755	586	-	638	460	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.3		13.6		0.1		0.2	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	965	-	-	363	430	1151	-
HCM Lane V/C Ratio	0.007	-	-	0.036	0.03	0.015	-
HCM Control Delay (s)	8.8	-	-	15.3	13.6	8.2	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

HCM 6th TWSC

45: 25th St & Carrie Rose Ln

10/18/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	6	361	6	6	541
Future Vol, veh/h	6	6	361	6	6	541
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	7	392	7	7	588

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	714	210	0	0	404
Stage 1	401	-	-	-	-
Stage 2	313	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	366	796	-	-	1151
Stage 1	645	-	-	-	-
Stage 2	715	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	360	788	-	-	1146
Mov Cap-2 Maneuver	471	-	-	-	-
Stage 1	642	-	-	-	-
Stage 2	707	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	590	1146
HCM Lane V/C Ratio	-	-	0.022	0.006
HCM Control Delay (s)	-	-	11.2	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC

50: 25th St & Rose Creek Pkwy

10/18/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗		↕		↙	↕		↙	↕	
Traffic Vol, veh/h	6	0	6	11	0	11	6	350	6	17	519	11
Future Vol, veh/h	6	0	6	11	0	11	6	350	6	17	519	11
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	75	-	25	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	12	0	12	7	380	7	18	564	12

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	820	1017	298	726	1020	204	581	0	0	392	0	0
Stage 1	611	611	-	403	403	-	-	-	-	-	-	-
Stage 2	209	406	-	323	617	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	267	236	698	312	235	803	989	-	-	1163	-	-
Stage 1	448	482	-	595	598	-	-	-	-	-	-	-
Stage 2	774	596	-	663	479	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	256	228	691	301	227	795	984	-	-	1157	-	-
Mov Cap-2 Maneuver	256	228	-	301	227	-	-	-	-	-	-	-
Stage 1	443	472	-	588	591	-	-	-	-	-	-	-
Stage 2	753	589	-	643	469	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB			
HCM Control Delay, s	14.9		13.7			0.1		0.3			
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	984	-	-	256	-	691	437	1157	-	-
HCM Lane V/C Ratio	0.007	-	-	0.025	-	0.009	0.055	0.016	-	-
HCM Control Delay (s)	8.7	-	-	19.4	0	10.3	13.7	8.2	-	-
HCM Lane LOS	A	-	-	C	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	0.2	0	-	-

HCM 6th TWSC

52: 25th St & Meadow Creek Dr

10/18/2022

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	6	16	350	509	27
Future Vol, veh/h	12	6	16	350	509	27
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	7	17	380	553	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	802	301	587	0	-	0
Stage 1	573	-	-	-	-	-
Stage 2	229	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	322	695	984	-	-	-
Stage 1	527	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	313	688	979	-	-	-
Mov Cap-2 Maneuver	415	-	-	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	979	-	478	-	-
HCM Lane V/C Ratio	0.018	-	0.041	-	-
HCM Control Delay (s)	8.7	-	12.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 6th TWSC

54: 25th St & Rose Creek Blvd

10/18/2022

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	16	350	27	38	477
Future Vol, veh/h	22	16	350	27	38	477
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	17	380	29	41	518
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	746	215	0	0	414	0
Stage 1	400	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	349	790	-	-	1141	-
Stage 1	646	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	333	782	-	-	1136	-
Mov Cap-2 Maneuver	333	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.1	0		0.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	439	1136	-	
HCM Lane V/C Ratio	-	-	0.094	0.036	-	
HCM Control Delay (s)	-	-	14.1	8.3	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

HCM 6th TWSC

56: 25th St & Don's Carwash

10/18/2022

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↑↑↑			↑↑	
Traffic Vol, veh/h	0	0	95	0	0	0	0	461	0	0	574	82
Future Vol, veh/h	0	0	95	0	0	0	0	461	0	0	574	82
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	-	25	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	103	0	0	0	0	501	0	0	624	89

Major/Minor	Minor2		Major1				Major2	
Conflicting Flow All	-	-	367	-	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	630	0	-	0	0	-
Stage 1	0	0	-	0	-	0	0	-
Stage 2	0	0	-	0	-	0	0	-
Platoon blocked, %								
Mov Cap-1 Maneuver	-	0	624	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 624	-	-
HCM Lane V/C Ratio	- 0.165	-	-
HCM Control Delay (s)	- 11.9	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.6	-	-

HCM 6th TWSC

57: 25th St & 53rd Ave

10/18/2022

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	64	0	38	7	7	19	32	378	7	13	624	32
Future Vol, veh/h	64	0	38	7	7	19	32	378	7	13	624	32
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	125	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	0	41	8	8	21	35	411	8	14	678	35

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1014	1223	367	862	1236	220	718	0	0	424	0	0
Stage 1	729	729	-	490	490	-	-	-	-	-	-	-
Stage 2	285	494	-	372	746	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	193	178	630	249	175	784	879	-	-	1132	-	-
Stage 1	380	426	-	529	547	-	-	-	-	-	-	-
Stage 2	698	545	-	621	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	172	167	624	221	164	777	875	-	-	1127	-	-
Mov Cap-2 Maneuver	172	167	-	221	164	-	-	-	-	-	-	-
Stage 1	363	419	-	505	522	-	-	-	-	-	-	-
Stage 2	640	520	-	570	412	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	33.1		17.1		0.7		0.2	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	875	-	-	236	334	1127	-
HCM Lane V/C Ratio	0.04	-	-	0.47	0.107	0.013	-
HCM Control Delay (s)	9.3	-	-	33.1	17.1	8.2	-
HCM Lane LOS	A	-	-	D	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.3	0.4	0	-

HCM 6th TWSC

60: 25th St & Prairie Grove Ave/Shanley HS (North)

10/18/2022

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	7	0	7	23	0	47	12	363	27	43	618	8
Future Vol, veh/h	7	0	7	23	0	47	12	363	27	43	618	8
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	8	25	0	51	13	395	29	47	672	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1005	1231	351	876	1221	222	686	0	0	429	0	0
Stage 1	776	776	-	441	441	-	-	-	-	-	-	-
Stage 2	229	455	-	435	780	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	196	176	645	243	179	782	904	-	-	1127	-	-
Stage 1	356	406	-	565	575	-	-	-	-	-	-	-
Stage 2	753	567	-	570	404	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	174	165	639	228	167	775	900	-	-	1122	-	-
Mov Cap-2 Maneuver	174	165	-	228	167	-	-	-	-	-	-	-
Stage 1	349	387	-	554	564	-	-	-	-	-	-	-
Stage 2	690	556	-	537	385	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.9		15.1		0.3		0.5	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	900	-	-	274	433	1122	-
HCM Lane V/C Ratio	0.014	-	-	0.056	0.176	0.042	-
HCM Control Delay (s)	9.1	-	-	18.9	15.1	8.3	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.1	-

HCM 6th TWSC

65: 25th St & Eaglebrook Apts/Shanley HS (South)

10/18/2022

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	19	0	7	5	0	14	17	369	18	8	612	28
Future Vol, veh/h	19	0	7	5	0	14	17	369	18	8	612	28
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	0	8	5	0	15	18	401	20	9	665	30

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	945	1165	358	808	1170	221	700	0	0	426	0	0
Stage 1	703	703	-	452	452	-	-	-	-	-	-	-
Stage 2	242	462	-	356	718	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	217	193	638	272	192	783	893	-	-	1130	-	-
Stage 1	394	438	-	557	569	-	-	-	-	-	-	-
Stage 2	740	563	-	634	431	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	206	186	632	261	185	776	889	-	-	1125	-	-
Mov Cap-2 Maneuver	206	186	-	261	185	-	-	-	-	-	-	-
Stage 1	384	432	-	543	555	-	-	-	-	-	-	-
Stage 2	707	549	-	618	425	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.1		12.3		0.4		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	889	-	-	252	511	1125	-
HCM Lane V/C Ratio	0.021	-	-	0.112	0.04	0.008	-
HCM Control Delay (s)	9.1	-	-	21.1	12.3	8.2	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-

HCM 6th Roundabout 70: 25th St & 58th Ave

10/18/2022

Intersection						
Intersection Delay, s/veh	4.8					
Intersection LOS	A					
Approach	EB	WB	NB		SB	
Entry Lanes	1	1	2		2	
Conflicting Circle Lanes	2	2	2		2	
Adj Approach Flow, veh/h	37	104	411		679	
Demand Flow Rate, veh/h	37	106	419		692	
Vehicles Circulating, veh/h	693	394	124		52	
Vehicles Exiting, veh/h	51	149	606		447	
Ped Vol Crossing Leg, #/h	5	5	5		5	
Ped Cap Adj	0.999	0.999	0.995		0.995	
Approach Delay, s/veh	5.1	4.6	4.4		5.1	
Approach LOS	A	A	A		A	
Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	37	106	197	222	325	367
Cap Entry Lane, veh/h	788	1016	1204	1278	1287	1359
Entry HV Adj Factor	0.996	0.979	0.980	0.981	0.982	0.980
Flow Entry, veh/h	37	104	193	218	319	360
Cap Entry, veh/h	784	993	1174	1247	1256	1325
V/C Ratio	0.047	0.104	0.164	0.175	0.254	0.272
Control Delay, s/veh	5.1	4.6	4.5	4.4	5.1	5.1
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	1	1

HCM 6th TWSC

75: 25th St & 60th Ave

10/18/2022

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	27	351	32	64	483
Future Vol, veh/h	12	27	351	32	64	483
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	29	382	35	70	525
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	813	219	0	0	422	0
Stage 1	405	-	-	-	-	-
Stage 2	408	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	316	785	-	-	1134	-
Stage 1	642	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	294	778	-	-	1129	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.1	0	1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	-	416	778	1129	-
HCM Lane V/C Ratio	-	-	0.031	0.038	0.062	-
HCM Control Delay (s)	-	-	13.9	9.8	8.4	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

HCM 6th TWSC

80: 25th St & 62nd Ave

10/18/2022

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↕↔		↔	↕↔	
Traffic Vol, veh/h	13	7	7	12	7	21	7	349	22	36	437	22
Future Vol, veh/h	13	7	7	12	7	21	7	349	22	36	437	22
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	50	-	-	150	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	8	8	13	8	23	8	379	24	39	475	24

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	785	994	260	737	994	212	504	0	0	408	0	0
Stage 1	570	570	-	412	412	-	-	-	-	-	-	-
Stage 2	215	424	-	325	582	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	283	244	739	307	244	793	1057	-	-	1147	-	-
Stage 1	474	504	-	588	593	-	-	-	-	-	-	-
Stage 2	767	585	-	661	497	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	257	232	732	284	232	785	1052	-	-	1142	-	-
Mov Cap-2 Maneuver	257	232	-	284	232	-	-	-	-	-	-	-
Stage 1	468	484	-	581	585	-	-	-	-	-	-	-
Stage 2	726	577	-	619	478	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.1		14.5		0.2		0.6	
HCM LOS	C		B					

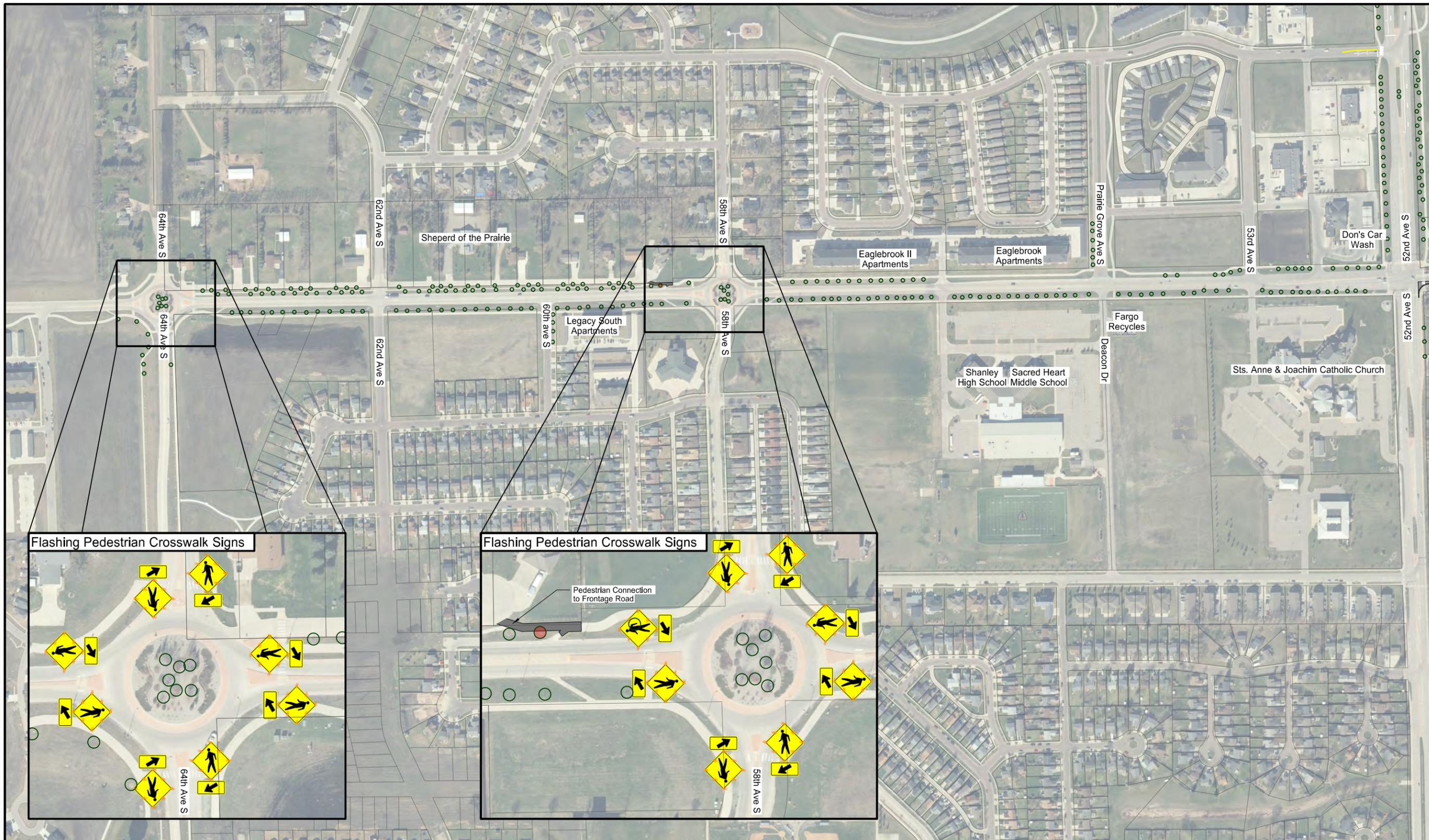
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1052	-	-	248	732	262	785	1142	-	-
HCM Lane V/C Ratio	0.007	-	-	0.088	0.01	0.079	0.029	0.034	-	-
HCM Control Delay (s)	8.4	-	-	20.9	10	19.9	9.7	8.3	-	-
HCM Lane LOS	A	-	-	C	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0.3	0.1	0.1	-	-

HCM 6th Roundabout 85: 25th St & 64th Ave

10/18/2022

Intersection						
Intersection Delay, s/veh	5.8					
Intersection LOS	A					
Approach	EB	WB	NB		SB	
Entry Lanes	1	1	2		2	
Conflicting Circle Lanes	2	2	2		2	
Adj Approach Flow, veh/h	354	56	446		496	
Demand Flow Rate, veh/h	362	57	454		506	
Vehicles Circulating, veh/h	454	576	207		214	
Vehicles Exiting, veh/h	266	85	609		419	
Ped Vol Crossing Leg, #/h	5	5	5		5	
Ped Cap Adj	0.999	0.999	0.995		0.995	
Approach Delay, s/veh	8.0	4.8	5.0		5.2	
Approach LOS	A	A	A		A	
Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.469	0.531	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	362	57	213	241	238	268
Cap Entry Lane, veh/h	965	870	1116	1191	1109	1184
Entry HV Adj Factor	0.979	0.989	0.984	0.980	0.980	0.981
Flow Entry, veh/h	354	56	210	236	233	263
Cap Entry, veh/h	944	860	1092	1162	1081	1156
V/C Ratio	0.375	0.066	0.192	0.203	0.216	0.227
Control Delay, s/veh	8.0	4.8	5.0	4.9	5.3	5.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	0	1	1	1	1

APPENDIX C – CONCEPT DESIGNS



PRELIMINARY
NOT FOR CONSTRUCTION
JANUARY 2023



- | | |
|---|--|
|  Paved Roadway |  Sidewalk |
|  Curb & Gutter |  Traffic Signal |
|  Grass |  Existing Tree |
| |  Removed Tree |

3-Lane Alternative
25th Street Corridor Study
FM MetroCOG





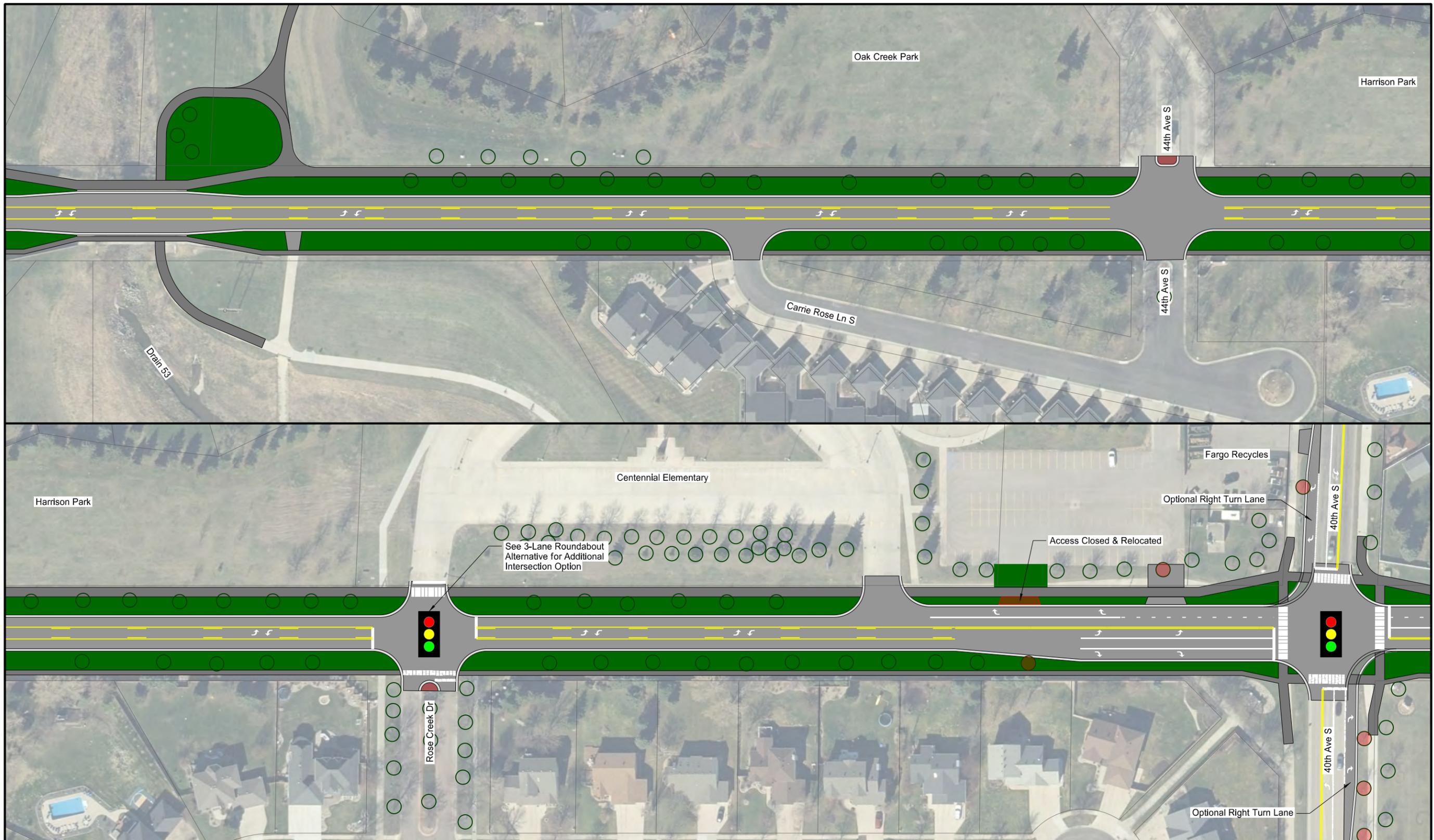
PRELIMINARY
NOT FOR CONSTRUCTION
JANUARY 2023



- | | |
|---|--|
|  Paved Roadway |  Sidewalk |
|  Curb & Gutter |  Traffic Signal |
|  Grass |  Existing Tree |
| |  Removed Tree |

Improvements 64th Ave S to 52nd Ave S
25th Street Corridor Study
FM MetroCOG





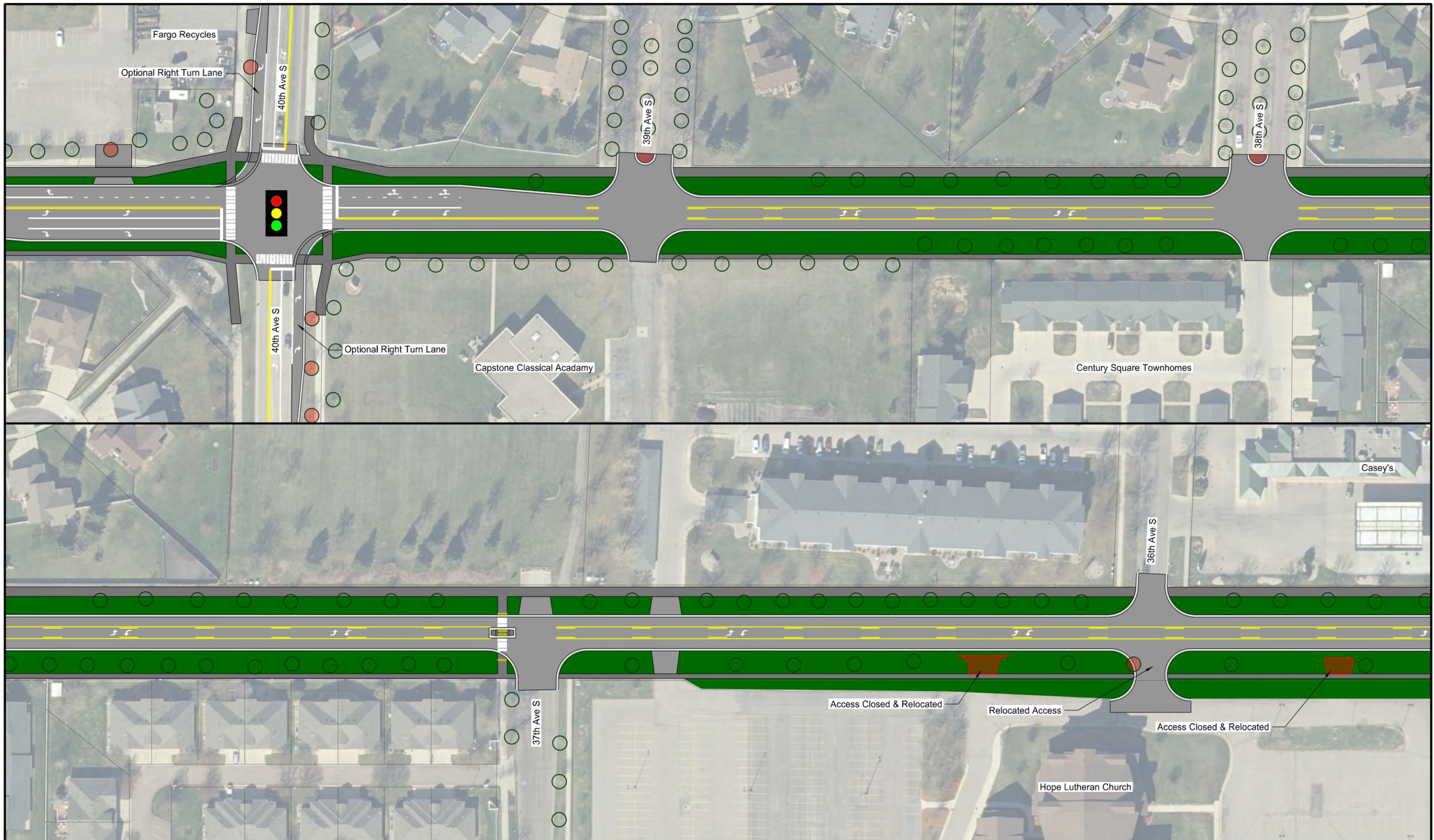
PRELIMINARY
NOT FOR CONSTRUCTION
JANUARY 2023



- Paved Roadway
- Curb & Gutter
- Grass
- Sidewalk
- Traffic Signal
- Existing Tree
- Removed Tree

3-Lane Alternative
25th Street Corridor Study
FM MetroCOG





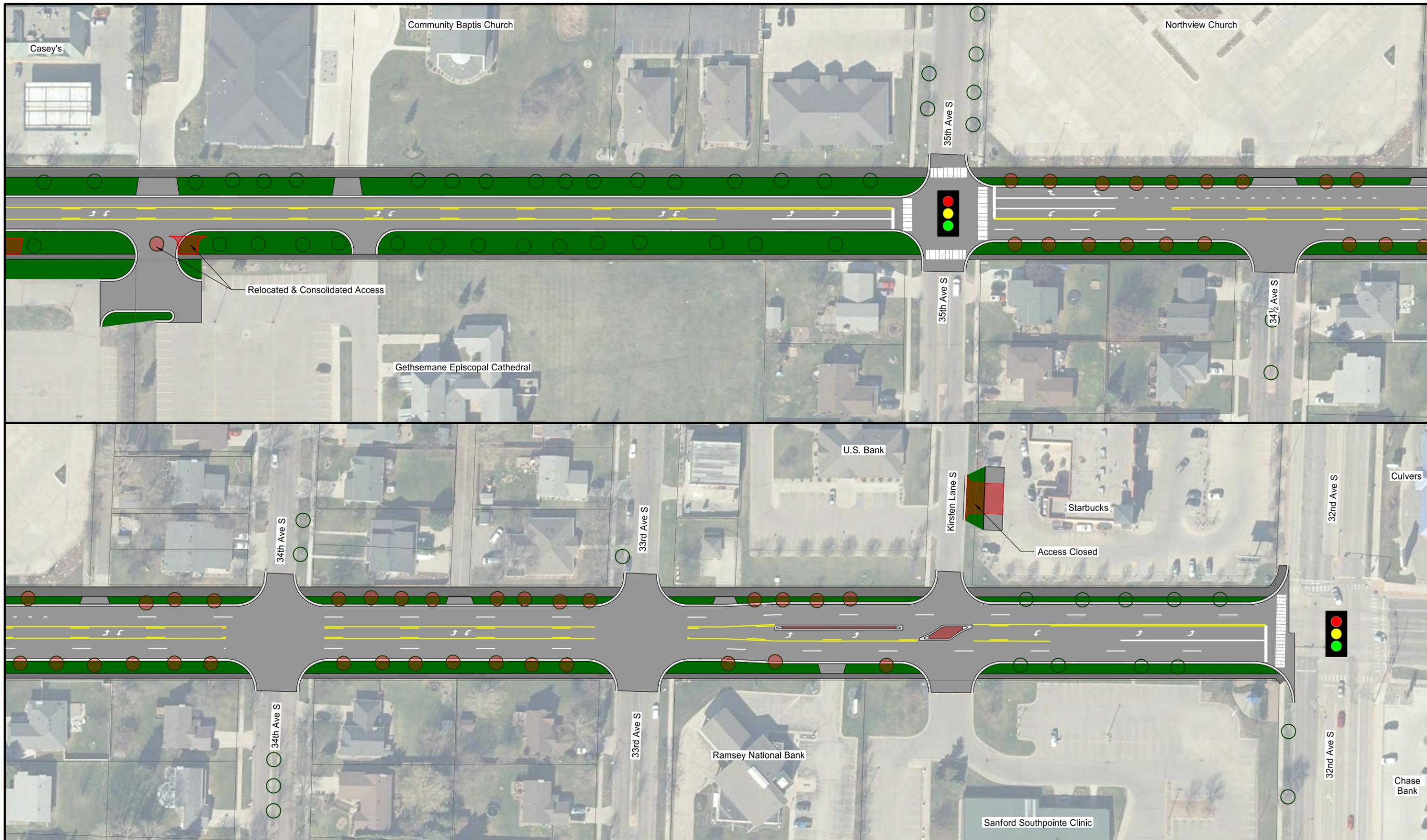
PRELIMINARY
NOT FOR CONSTRUCTION
JANUARY 2023



- | | |
|---|--|
|  Paved Roadway |  Sidewalk |
|  Curb & Gutter |  Traffic Signal |
|  Grass |  Existing Tree |
| |  Removed Tree |

3-Lane Alternative
25th Street Corridor Study
FM MetroCOG





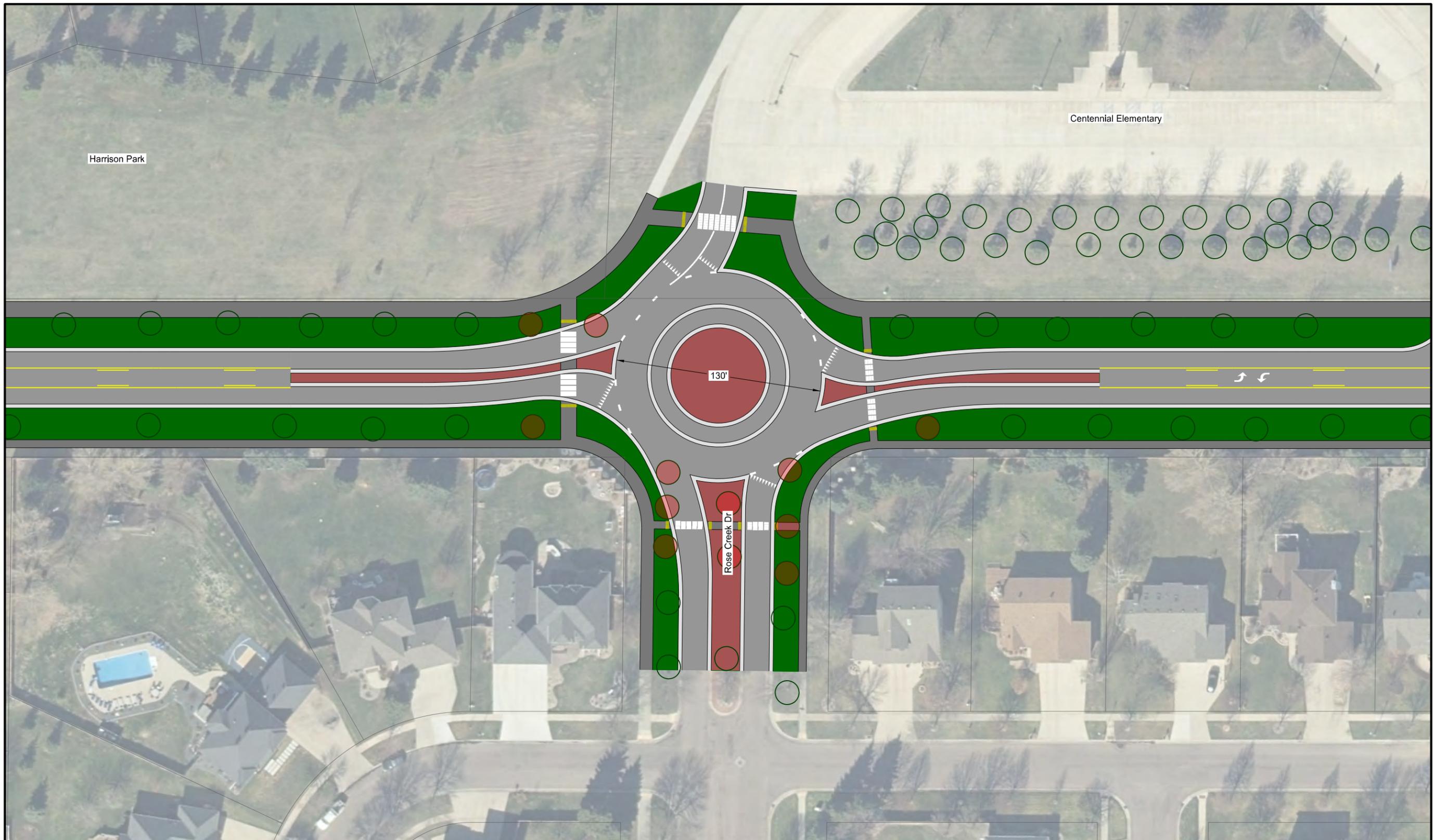
PRELIMINARY
NOT FOR CONSTRUCTION
JANUARY 2023



- | | |
|---|--|
|  Paved Roadway |  Sidewalk |
|  Curb & Gutter |  Traffic Signal |
|  Grass |  Existing Tree |
| |  Removed Tree |

3-Lane Alternative
25th Street Corridor Study
FM MetroCOG





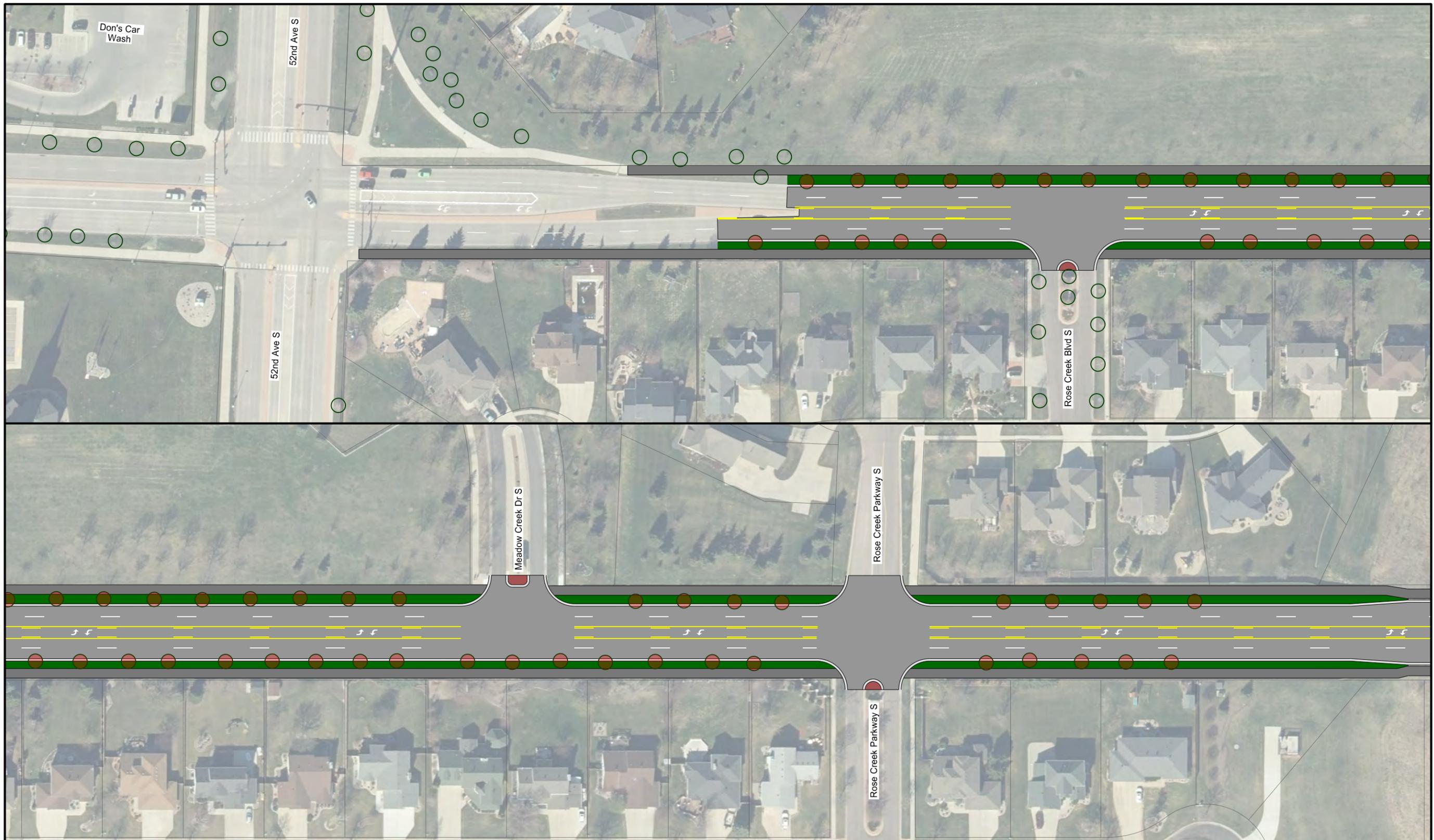
PRELIMINARY
NOT FOR CONSTRUCTION
JANUARY 2023



- | | |
|---|--|
|  Paved Roadway |  Sidewalk |
|  Curb & Gutter |  Traffic Signal |
|  Grass |  Existing Tree |
| |  Removed Tree |

3-Lane Roundabout Alternative
25th Street Corridor Study
FM MetroCOG





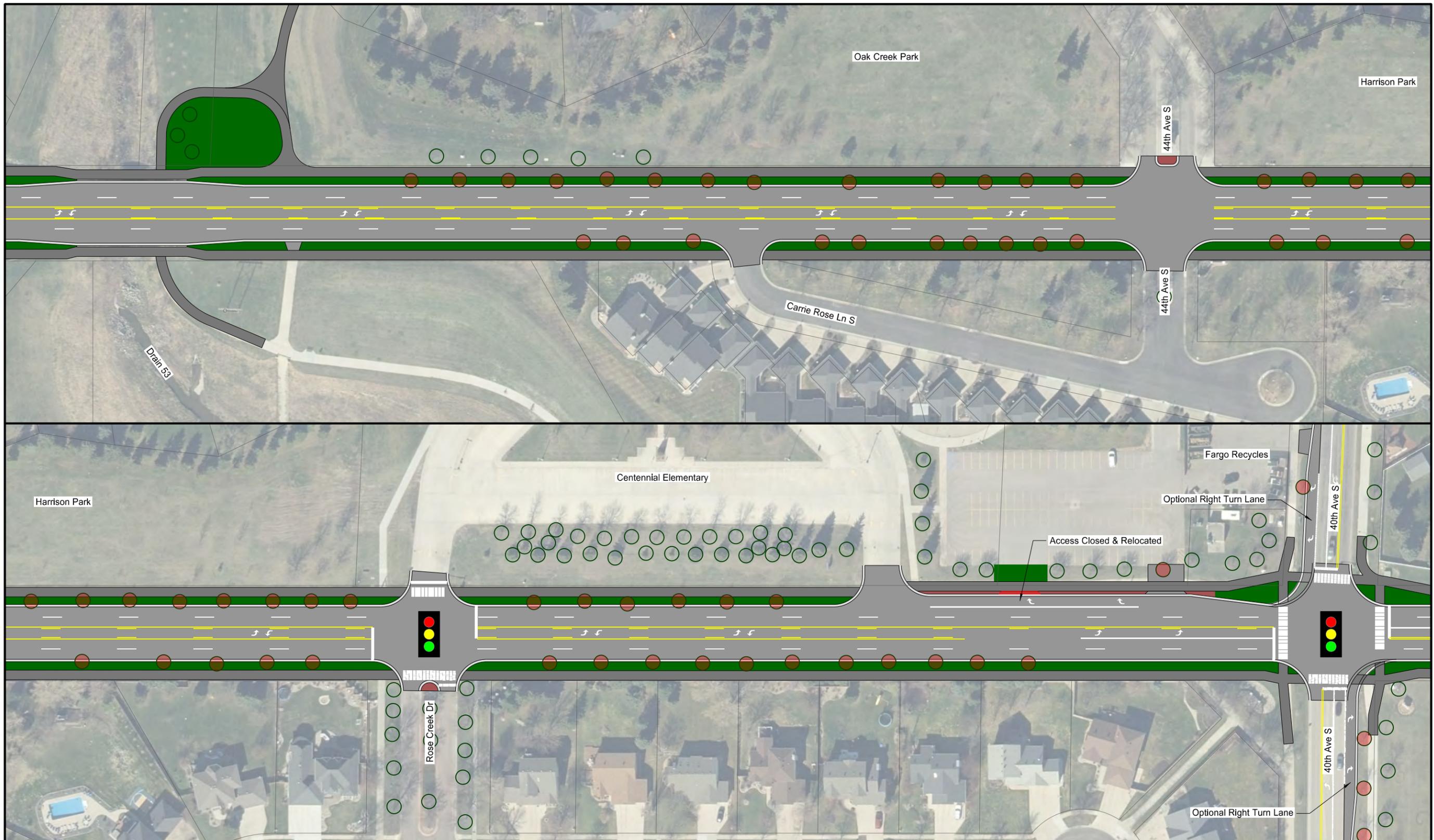
PRELIMINARY
NOT FOR CONSTRUCTION
JANUARY 2023



- | | |
|---|--|
|  Paved Roadway |  Sidewalk |
|  Curb & Gutter |  Traffic Signal |
|  Grass |  Existing Tree |
| |  Removed Tree |

*5-Lane Alternative
25th Street Corridor Study
FM MetroCOG*





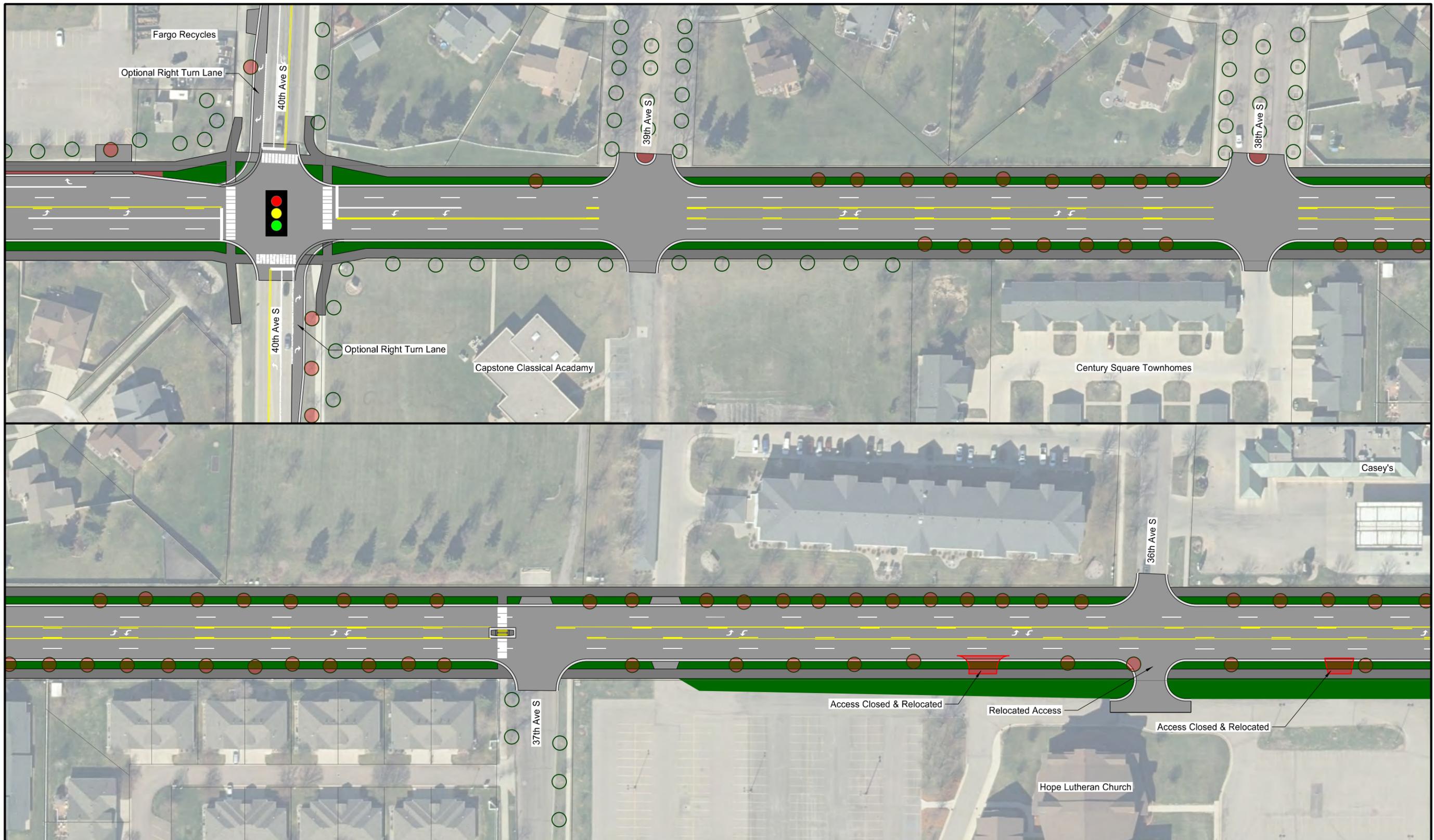
PRELIMINARY
NOT FOR CONSTRUCTION
JANUARY 2023



- | | |
|---|--|
|  Paved Roadway |  Sidewalk |
|  Curb & Gutter |  Traffic Signal |
|  Grass |  Existing Tree |
| |  Removed Tree |

5-Lane Alternative
25th Street Corridor Study
FM MetroCOG





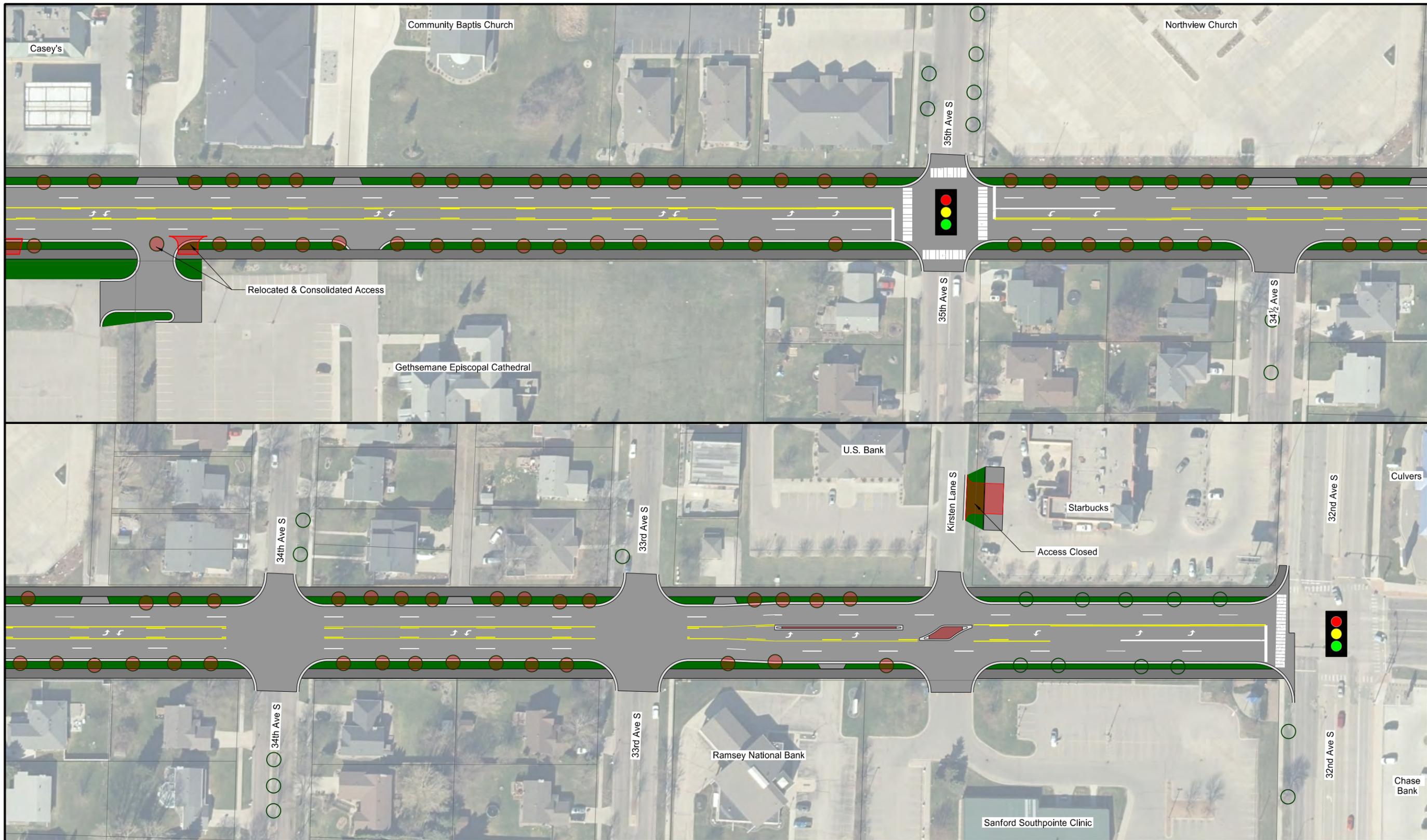
PRELIMINARY
NOT FOR CONSTRUCTION
JANUARY 2023



- | | |
|---|--|
|  Paved Roadway |  Sidewalk |
|  Curb & Gutter |  Traffic Signal |
|  Grass |  Existing Tree |
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5-Lane Alternative
25th Street Corridor Study
FM MetroCOG





PRELIMINARY
NOT FOR CONSTRUCTION
JANUARY 2023



- Paved Roadway
- Curb & Gutter
- Grass
- Sidewalk
- Traffic Signal
- Existing Tree
- Removed Tree

5-Lane Alternative
25th Street Corridor Study
FM MetroCOG





PRELIMINARY
NOT FOR CONSTRUCTION
JANUARY 2023



- | | |
|---|--|
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27th Street & 52nd Ave Intersection Alternatives
25th Street Corridor Study
FM MetroCOG





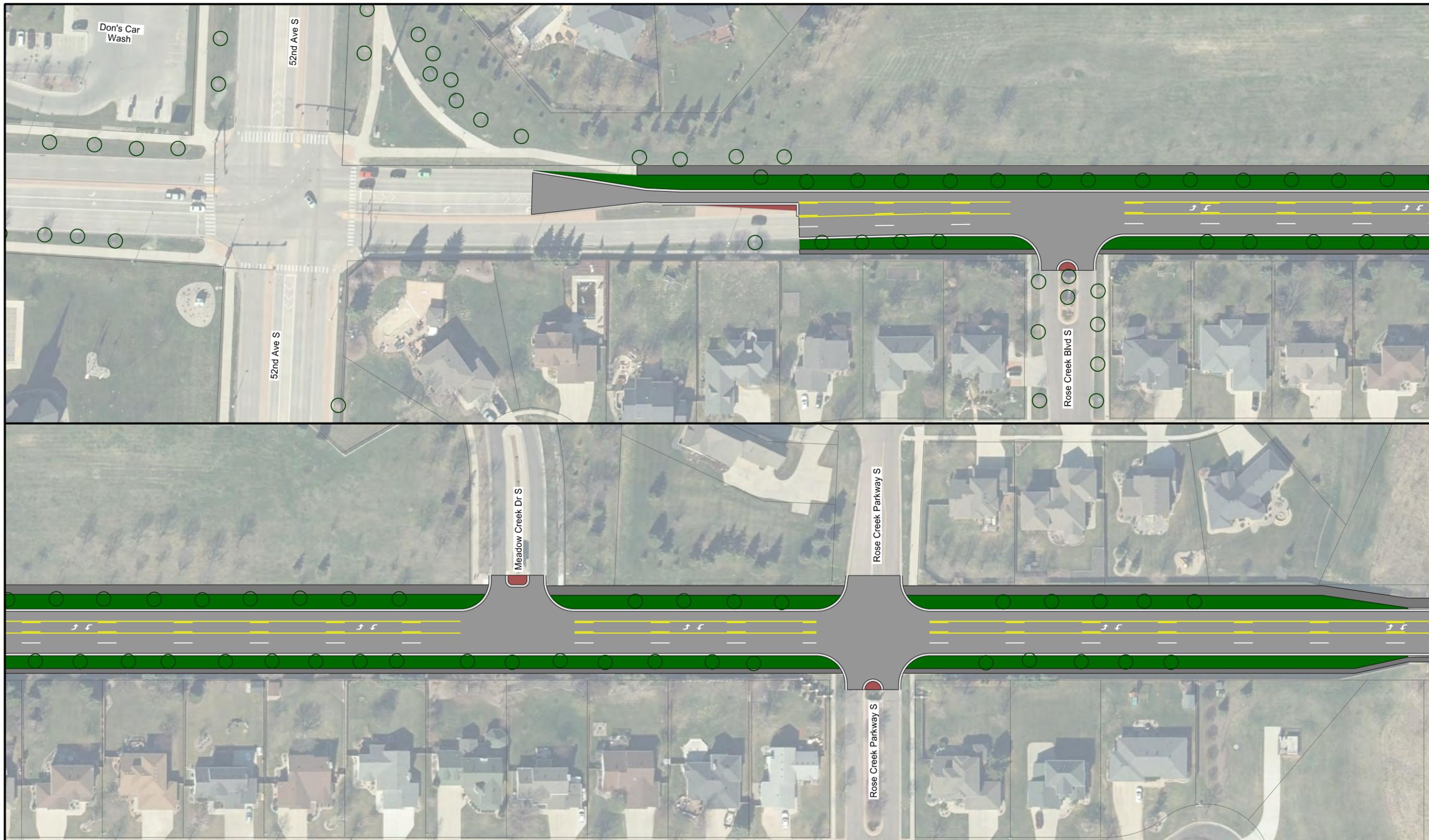
PRELIMINARY
NOT FOR CONSTRUCTION
JANUARY 2023



- Paved Roadway
- Curb & Gutter
- Grass
- Sidewalk
- Traffic Signal
- Existing Tree
- Removed Tree

40th Ave S / Centennial Elementary Bus Access
25th Street Corridor Study
FM MetroCOG





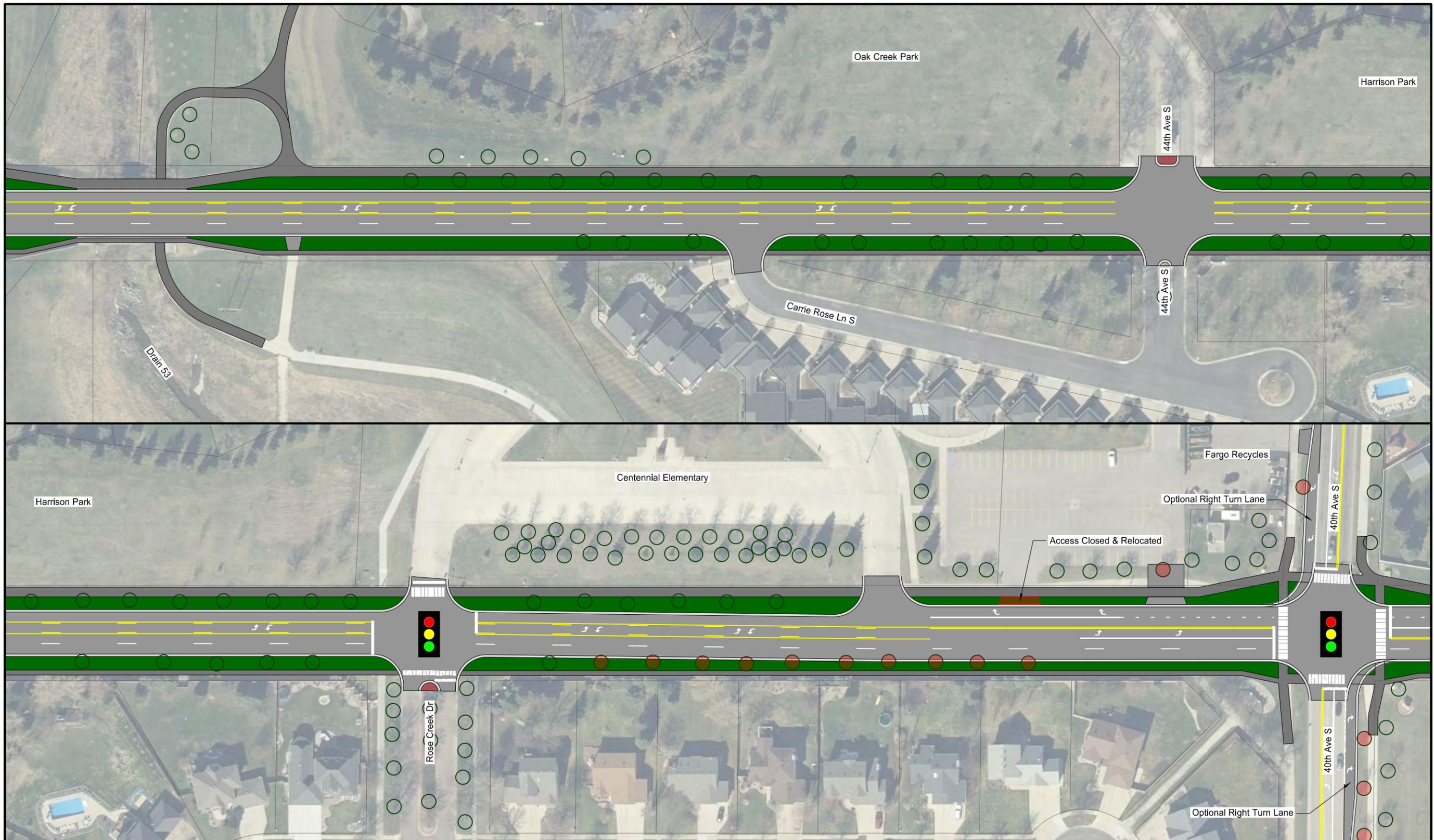
PRELIMINARY
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JUNE 2023



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|  Paved Roadway |  Sidewalk |
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2+1 Northbound Alternative
25th Street Corridor Study
FM MetroCOG





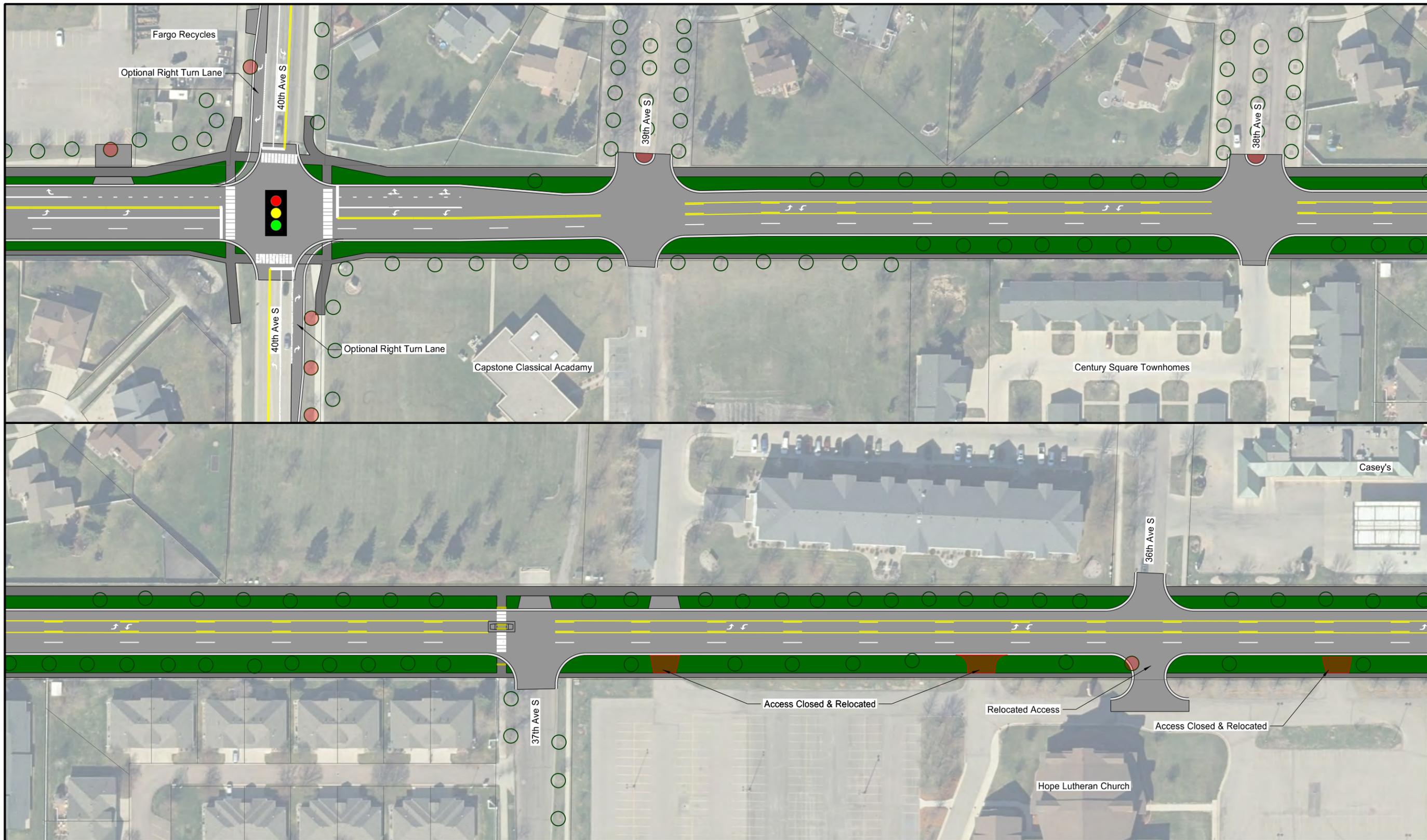
PRELIMINARY
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JUNE 2023



- | | |
|---|--|
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2+1 Northbound Alternative
25th Street Corridor Study
FM MetroCOG





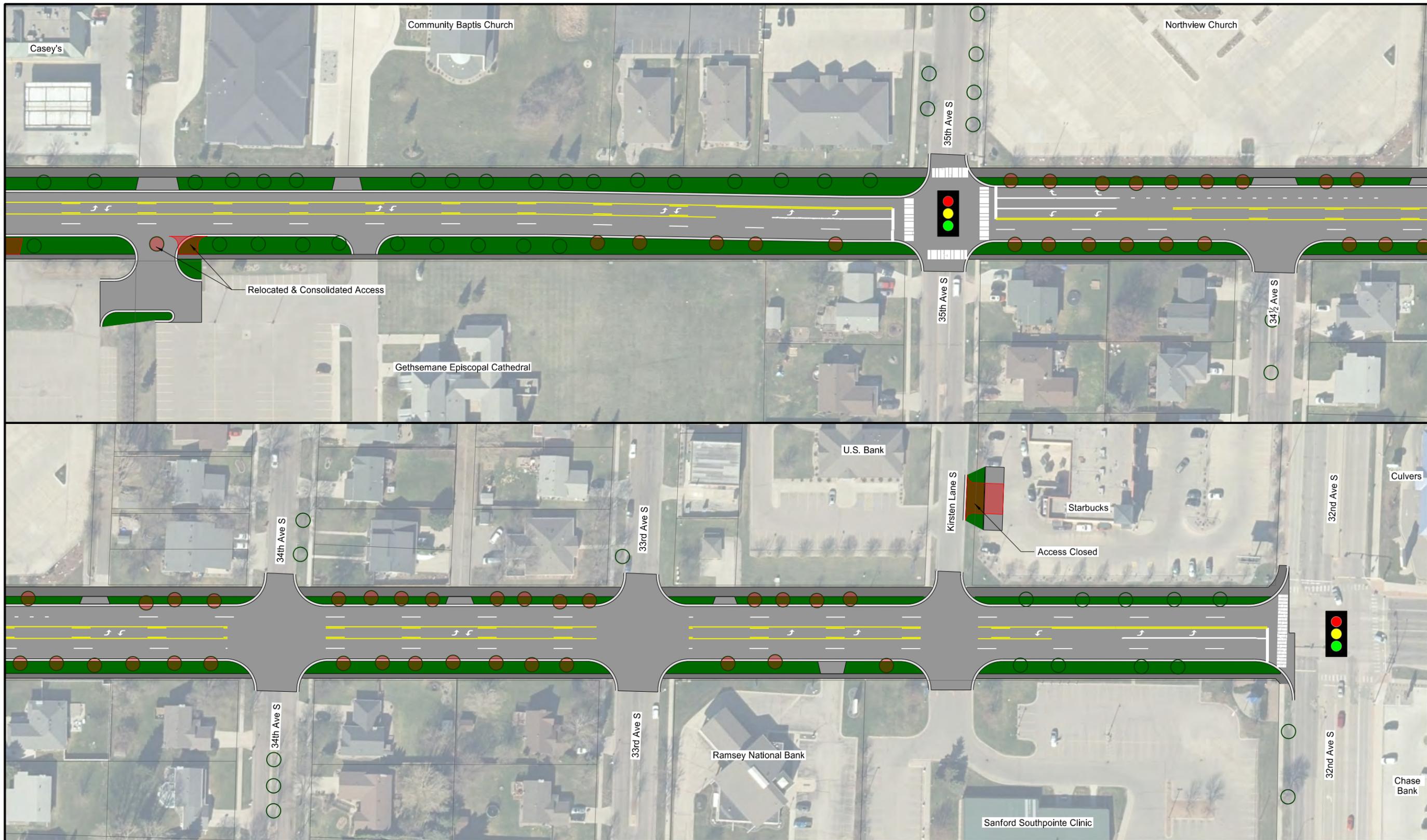
PRELIMINARY
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JUNE 2023



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*2+1 Northbound Alternative
25th Street Corridor Study
FM MetroCOG*





PRELIMINARY
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JUNE 2023



- | | |
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*2+1 Northbound Alternative
25th Street Corridor Study
FM MetroCOG*





PRELIMINARY
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JUNE 2023



- | | |
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*2+1 Southbound Alternative
25th Street Corridor Study
FM MetroCOG*





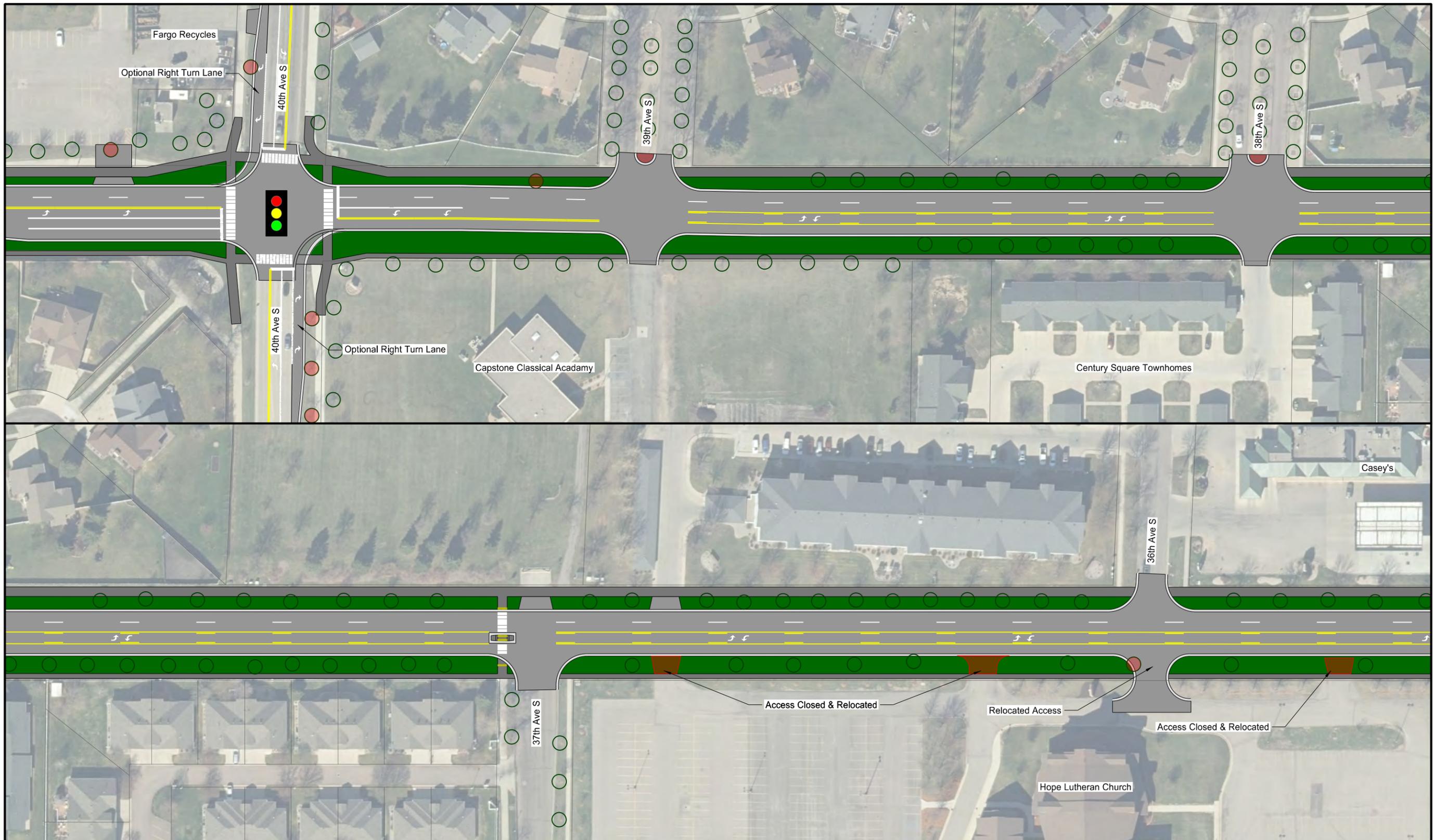
PRELIMINARY
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JUNE 2023



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2+1 Southbound Alternative
25th Street Corridor Study
FM MetroCOG





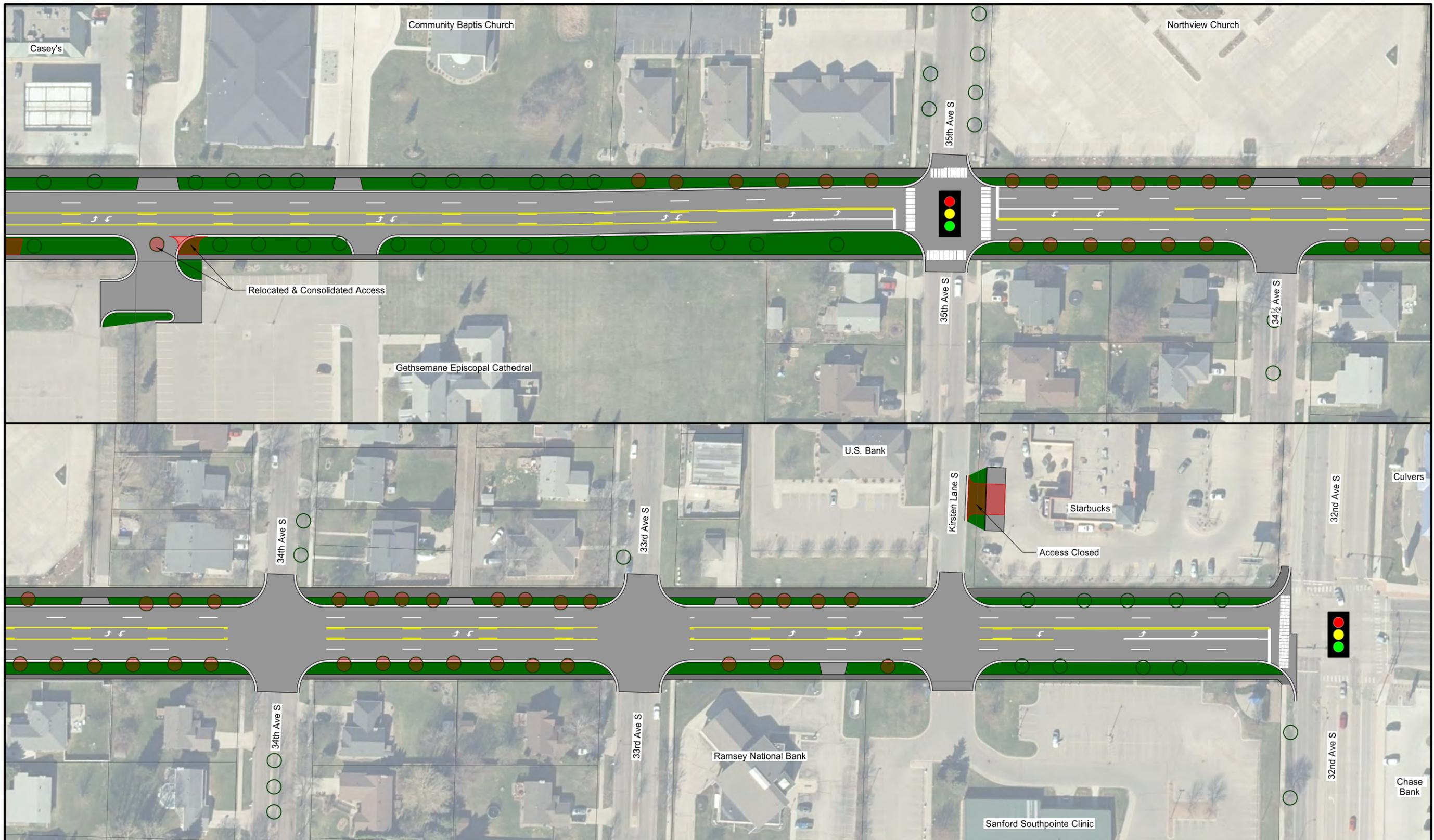
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JUNE 2023



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2+1 Southbound Alternative
25th Street Corridor Study
FM MetroCOG





PRELIMINARY
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JUNE 2023



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2+1 Southbound Alternative
25th Street Corridor Study
FM MetroCOG

