Traffic Impact Study

Vista West
Keenesburg, Colorado

Prepared for:

MSP Investment Co., LLP

Kimley»Horn

T R A F F I C I M P A C T S T U D Y

Vista West

Keenesburg, Colorado

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1.0 EXECUTIVE SUMMARY

Vista West is proposed to be located on the southwest corner of the Owen Avenue and Cedar Street intersection in Keenesburg, Colorado. The Vista West project is anticipated to be residential neighborhood to include 119 single-family detached dwelling units. The project is anticipated to be completed within the next few years; therefore, the analysis was conducted for the 2025 short-term horizon as well as the 2040 long-term horizon.

The purpose of this study is to identify project traffic generation characteristics and project traffic related impacts on the local street system to develop improvements required for the identified impacts. The following key intersections will be evaluated as part of this project:

- Interstate 76 Westbound Ramps and Market Street
- Interstate 76 Eastbound Ramps and Market Street
- CR 398 and Market Street
- Road 16/Woodward Avenue and Market Street/Elm Street
- Owen Avenue and Elm Street
- Morgan Avenue and Elm Street
- Nelson Avenue and Elm Street

In addition, a full access roadway along CR-16 has been included in the analysis.

Regional access to Vista West will be provided by Interstate 76 through the Keenesburg Interchange. Primary access will be provided by Market Street/Elm Street. Direct access to the development will be provided by the extension of public streets within the development including Owen Avenue, Morgan Avenue, and Nelson Avenue. New direct access is also proposed along CR-16.

Vista West is anticipated to generate approximately 1,124 daily trips with 88 of those trips occurring during the morning peak hour and 118 of those trips occurring during the afternoon peak hour.

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of

traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source.

Based on the analysis presented in this report, Kimley-Horn believes the proposed Vista West project will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected future traffic volumes resulted in the following recommendations:

- With completion of Vista West, access to the development will be provided by the extension of public streets within the development including Owen Avenue, Morgan Avenue, and Nelson Avenue. These roadways will extend west from Cedar Street and are recommended to provide R1-1 “STOP” signs on the eastbound approach of each new roadway. In addition, a full movement access along CR-16 is proposed and an R1-1 “STOP” sign is recommended to be placed on the exiting northwestbound approach exiting the neighborhood.

- If 2040 volumes are realized, a designated separate southbound left turn lane may be needed at the intersection of CR-398 and Market Street. If this southbound left turn lane is found to be needed at this intersection, it is recommended to be designated with a minimum 150 feet of length with a 100-foot taper.

- Any on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to Town of Keenesburg standards as well as the Manual on Uniform Traffic Control Devices – 2009 Edition (MUTCD).

2.0 INTRODUCTION

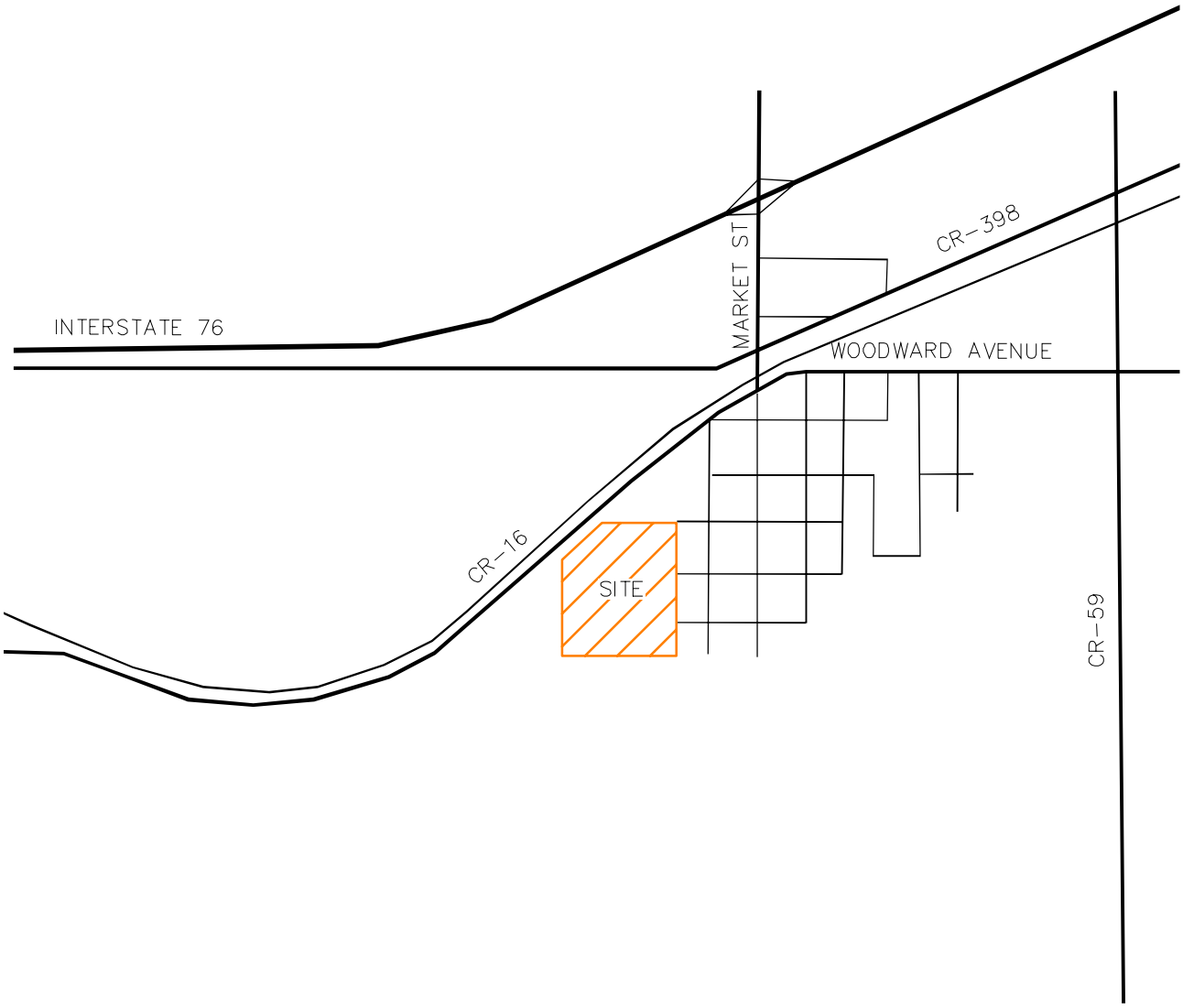
Kimley-Horn has prepared this report to document the results of a Traffic Impact study of future traffic conditions associated with the proposed Vista West residential project to be located on the southwest corner of the Owen Avenue and Cedar Street intersection in Keenesburg, Colorado. A vicinity map illustrating the project location with respect to the surrounding area is shown in **Figure 1**. The project is anticipated to include 119 single-family detached dwelling units. A site plan for the proposed development is provided in **Appendix E**. The project is anticipated to be completed within the next few years; therefore, analysis was conducted for the 2025 short-term horizon as well as the 2040 long-term horizon.

The purpose of this study is to identify project traffic generation characteristics and project traffic related impacts on the local street system to develop improvements required for the identified impacts. The following key intersections will be evaluated as part of this project:

- Interstate 76 Westbound Ramps and Market Street
- Interstate 76 Eastbound Ramps and Market Street
- CR 398 and Market Street
- Road 16/Woodward Avenue and Market Street/Elm Street
- Owen Avenue and Elm Street
- Morgan Avenue and Elm Street
- Nelson Avenue and Elm Street

In addition, a full access roadway along CR-16 has been included in the analysis.

Regional access to Vista West will be provided by Interstate 76 through the Keenesburg Interchange. Primary access will be provided by Market Street/Elm Street. Direct access to the development will be provided by the extension of public streets within the development including Owen Avenue, Morgan Avenue, and Nelson Avenue. New direct access is also proposed along CR-16.



VISTA WEST
KEENESBURG, COLORADO
VICINITY MAP

FIGURE 1

3.0 EXISTING CONDITIONS

3.1 Existing Study Area

The existing project site consists vacant land with vacant land to the north, south, and west of the project area. To the northeast are single-family residential homes, while Interstate 76 (I-76) is located to the north of the site. The land uses and roadway network surrounding the site are shown in the aerial on **Figure 2**.

3.2 Existing Roadway Network

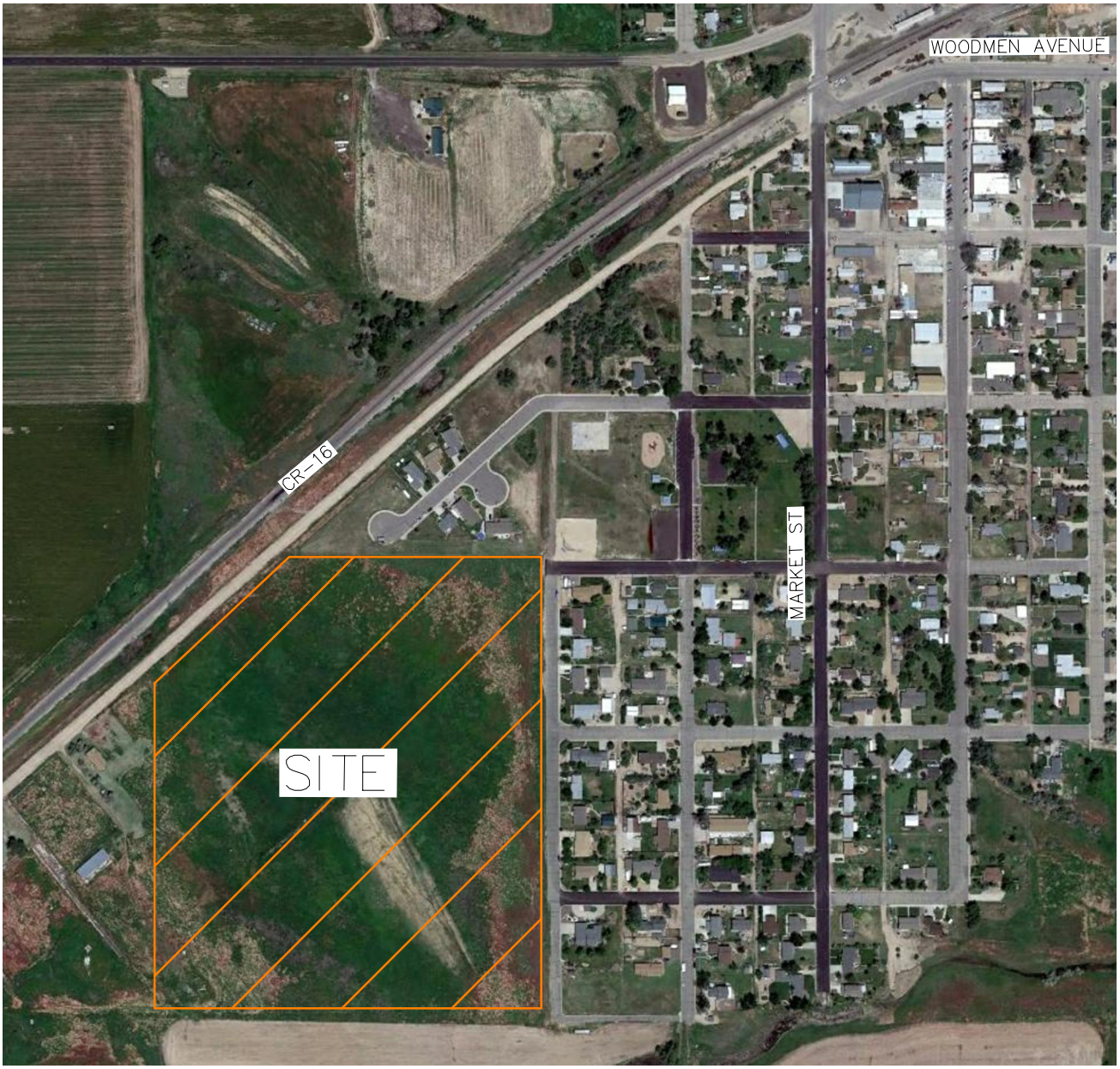
Through the study area, CR-16 is unpaved and provides a width sufficient to only provide one through lane of travel eastbound and westbound. The speed limit on CR-16 is unspecified. Market Street/Elm Street is paved and provides one through lane of travel northbound and southbound. The Market Street alignment changes names to Elm Street south of the railroad tracks. The speed limit on Market Street is 30 miles per hour, while the speed limit on Elm Street was not observed to be posted.

The intersection of Interstate 76 (I-76) Westbound Ramps and Market Street is unsignalized with stop control on the westbound I-76 off ramp approach. This westbound off ramp approach consists of a shared left turn/through/right turn lane. The northbound approach consists of a shared left turn/through lane while the southbound approach consists of a shared through/right turn lane.

The intersection of Interstate 76 (I-76) Eastbound Ramps and Market Street is unsignalized with stop control on the eastbound off ramp approach. The eastbound approach consists of a shared left turn/through/right turn lane. The southbound approach consists of a shared left turn/through lane while the northbound approach consists of a shared through/right turn lane.

The intersection of Country Road 398 (Interstate 76 Frontage Road) and Market Street is unsignalized with the stop control on eastbound I-76 Frontage Road and westbound CR-398 approaches. The westbound approach consists of a left turn lane and a shared through/right turn lane while the eastbound approach consists of a single lane for shared movements. The northbound and southbound approach consists of a single lane for shared movements.

NORTH
NTS 196100001



VISTA WEST
KEENESBURG, COLORADO
SITE AREA

FIGURE 2

The intersection of Woodward Avenue/County Road 16 and Market Street/Elm Street is unsignalized with stop control on the northbound approach of Elm Street and the eastbound approach of CR-16. The westbound approach operates under yield control. All approaches have a single lane for shared movements.

Owen Avenue, Morgan Avenue, and Nelson Avenue intersect with Elm Street as west-east roadways. All three intersections operate as unsignalized intersections with stop control on the eastbound and westbound approaches. All four approaches at each of the three intersections consists of a single lane for shared movements.

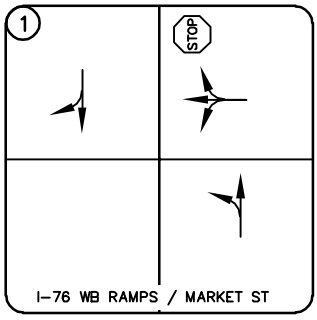
Existing intersection lane configurations are shown in **Figure 3**.

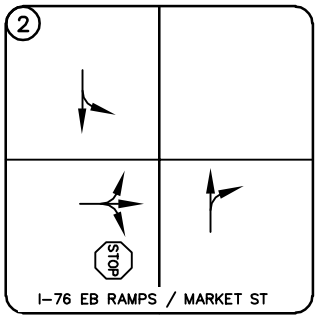
3.3 Existing Traffic Volumes

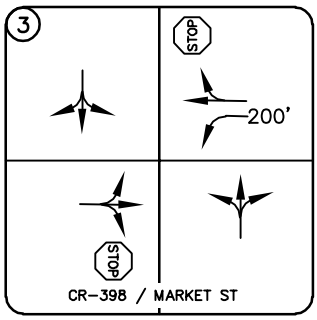
Existing peak hour turning movement counts were conducted at the key intersections on Wednesday, October 28, 2020. The counts were conducted in 15-minute intervals during the morning and afternoon peak hours of adjacent street traffic from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date. Existing turning movement counts are shown in **Figure 4** with count sheets provided in **Appendix A**.

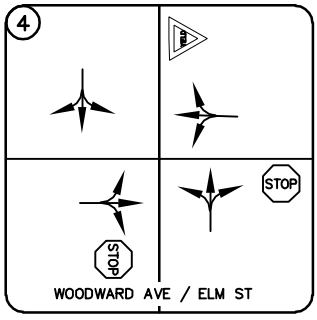
3.4 Adjusted Existing Traffic Volumes

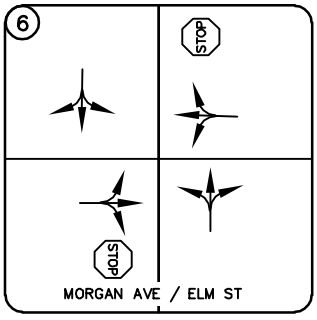
Due to the COVID-19 pandemic during the counts conducted in October 2020, the existing turning movement counts were adjusted based off a comparison of peak hour turning movements counts performed at the intersection of CR-396 and Market Street on Wednesday, October 3, 2018 to the counts collected for this traffic study on Wednesday, October 28, 2020. An annual growth rate of 1.75 percent was applied to the 2018 to estimate 2020 traffic conditions. The comparison of the counts from October of 2018 (grown to 2020 conditions) and October of 2020 determined that the morning peak hour traffic volumes needed to be increased by approximately 27 percent while the afternoon peak hour needed to be increased by approximately 39 percent to identify the normal condition traffic volumes to account for COVID-19. The 2021 adjusted existing turning movement counts are shown in **Figure 5** with the adjusted existing counts and the count adjustment calculations provided in **Appendix A.**

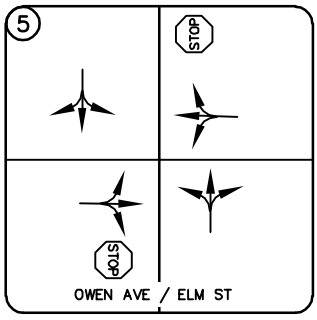


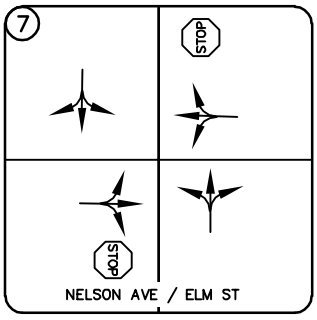


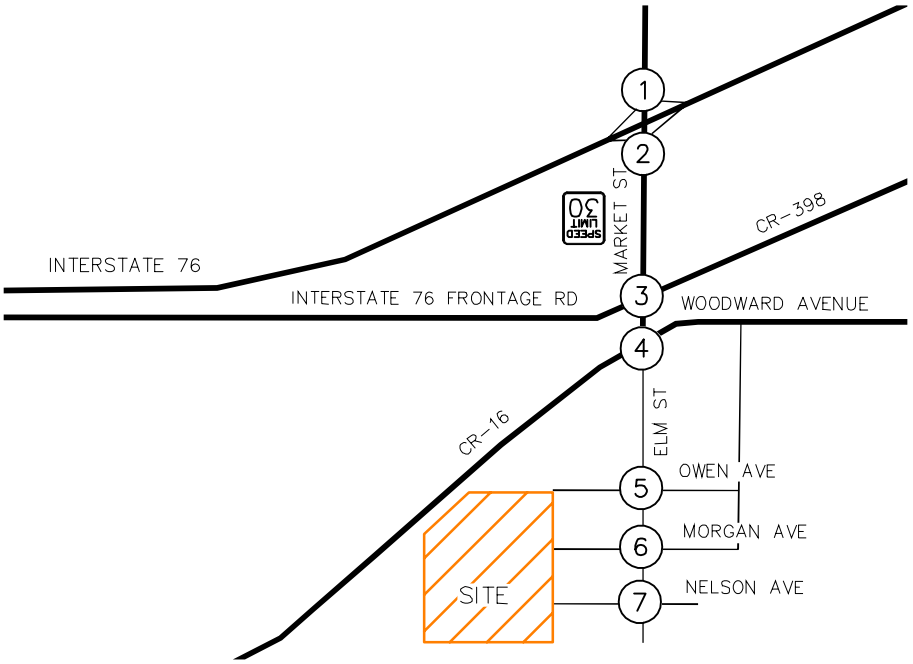


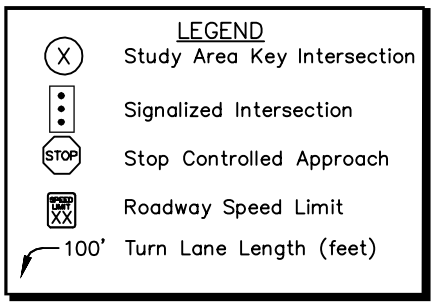












VISTA WEST
KEENESBURG, COLORADO
EXISTING LANE CONFIGURATIONS

FIGURE 3

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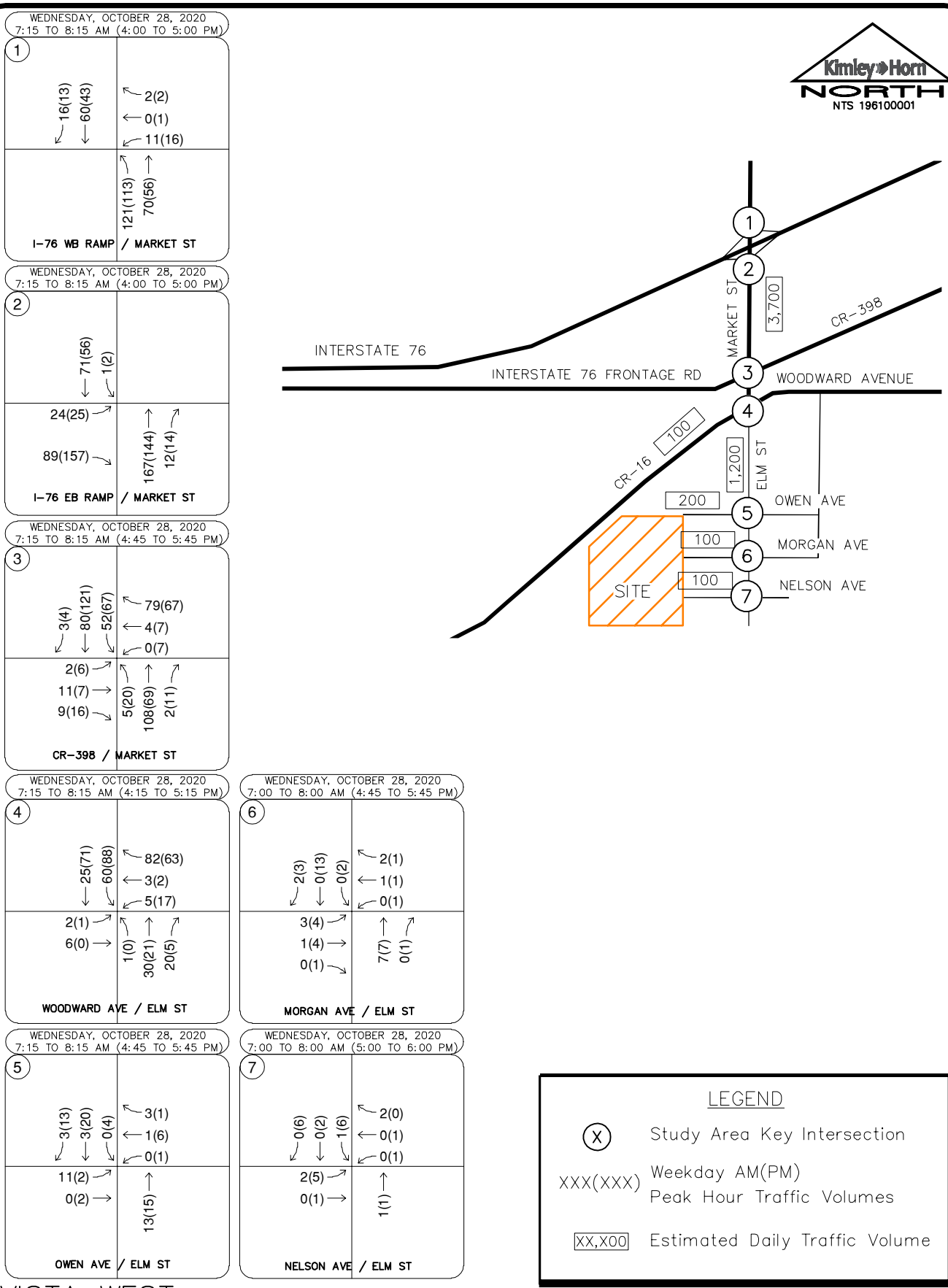

VISTA WEST
KEENESBURG, COLORADO
2020 EXISTING TRAFFIC VOLUMES

FIGURE 4

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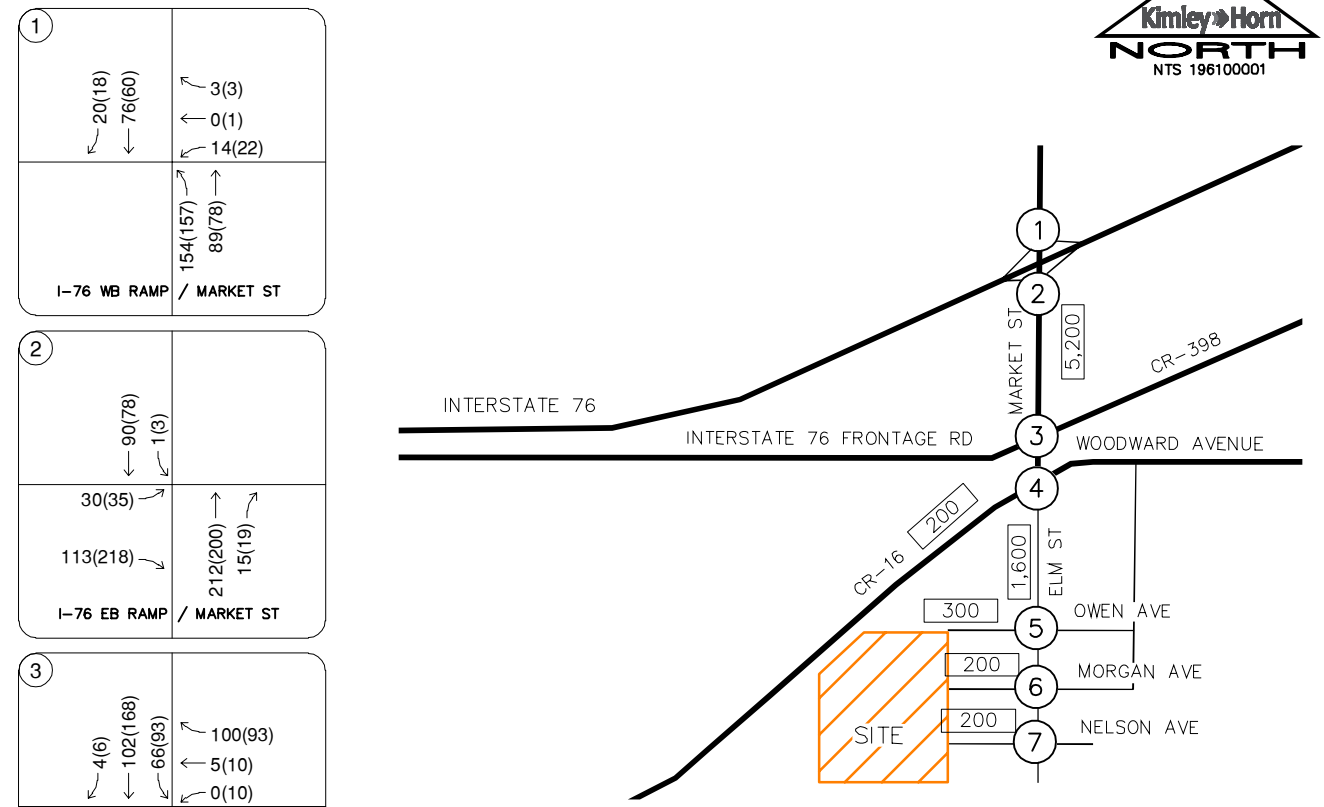

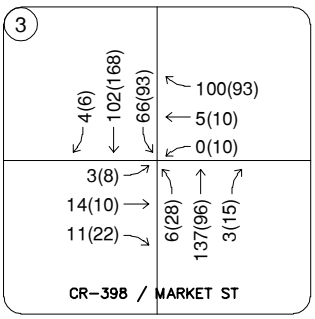

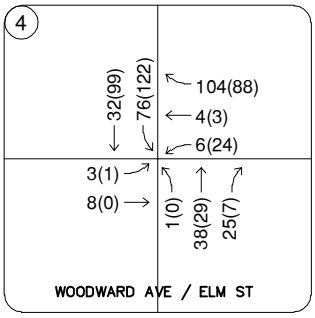

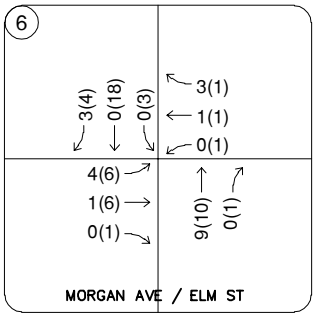

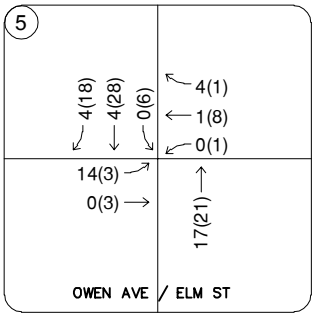

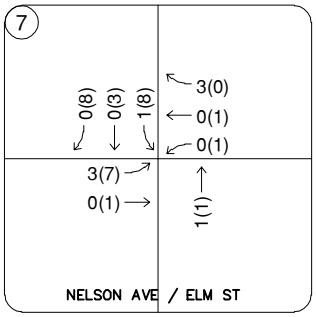

LEGEND

(X) Study Area Key Intersection

XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

[XX,X00] Estimated Daily Traffic Volume

VISTA WEST
KEENESBURG, COLORADO
2021 ADJUSTED EXISTING VOLUMES

FIGURE 5

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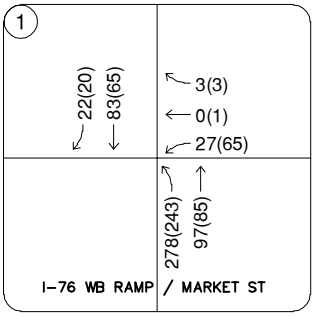
4.0 FUTURE CONDITIONS

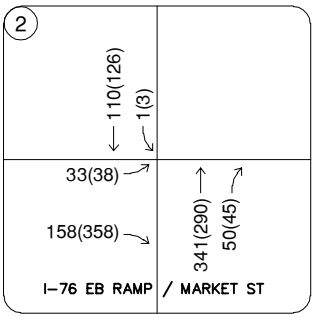
4.1 Proposed Project Access

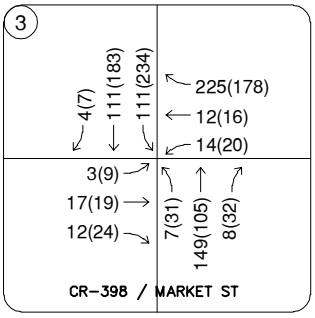
Direct access to the project is proposed via one access along CR-16. The additional accesses will be provided along extensions of Nelson Avenue, Morgan Avenue, and Owen Avenue.

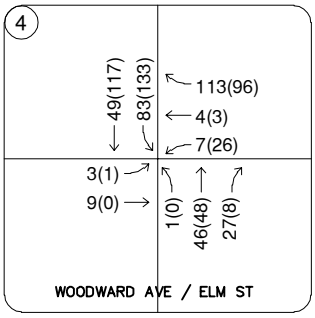
4.2 Unspecified Development Traffic Growth

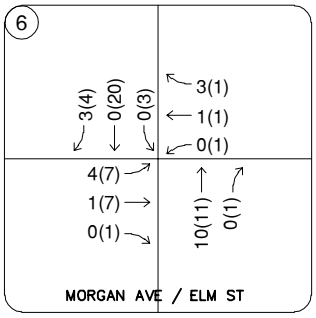
Based on information provided on the website for the Colorado Department of Transportation, the 20-year growth factor along SH-76 (Market Street) is 1.46 near I-76 and 1.35 near CR-398. The growth factor equates to an annual growth rate of approximately 1.91 percent per year near the interstate and 1.51 percent per year near CR-398. Traffic information from the CDOT Online Transportation Information System (OTIS) website is included in **Appendix B**. Based on this, a 1.75 percent annual growth rate was used to calculate future traffic volumes at the study area intersections. This annual growth rate was used to estimate short-term 2025 and long-term 2040 traffic volume projections at the key intersections. The calculated background traffic volumes for 2025 and 2040 are shown in **Figure 6** and **Figure 7,** respectively.

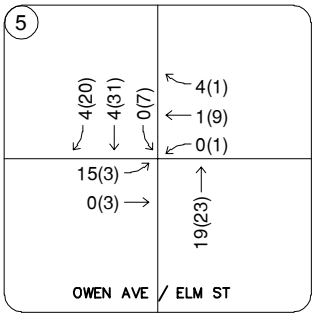


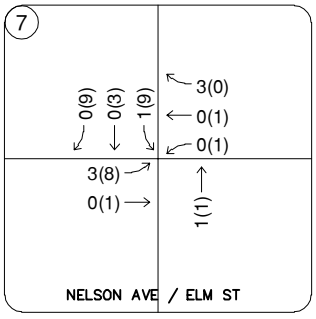


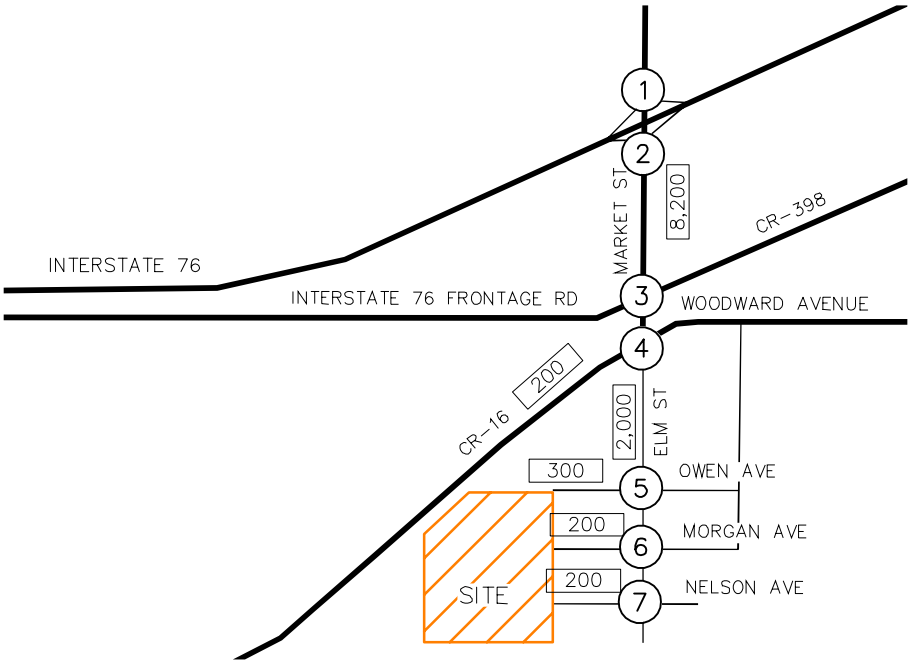












LEGEND

(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

VISTA WEST
KEENESBURG, COLORADO
2025 BACKGROUND TRAFFIC VOLUMES

FIGURE 6

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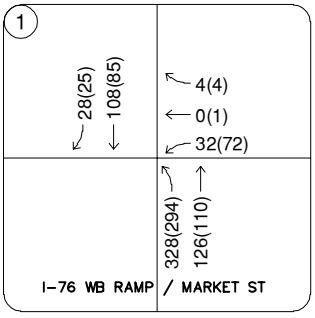

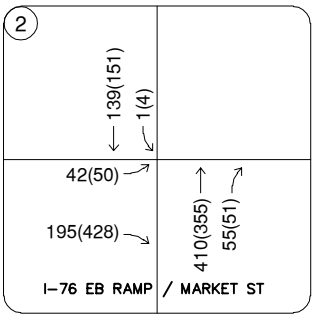

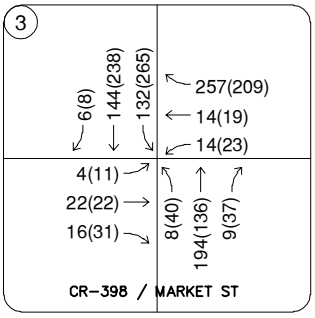

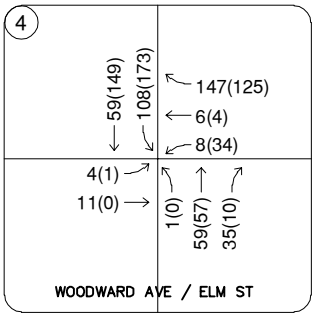

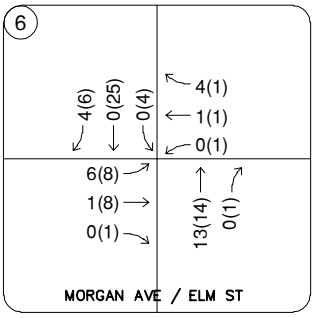

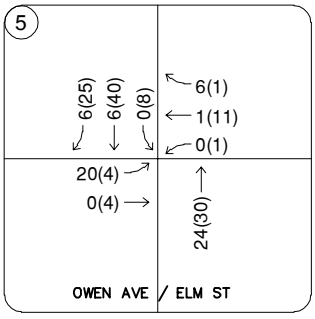

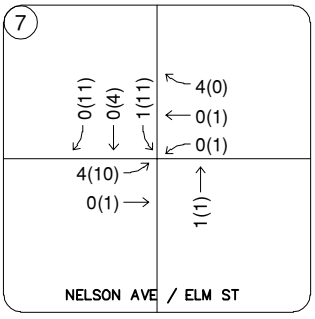

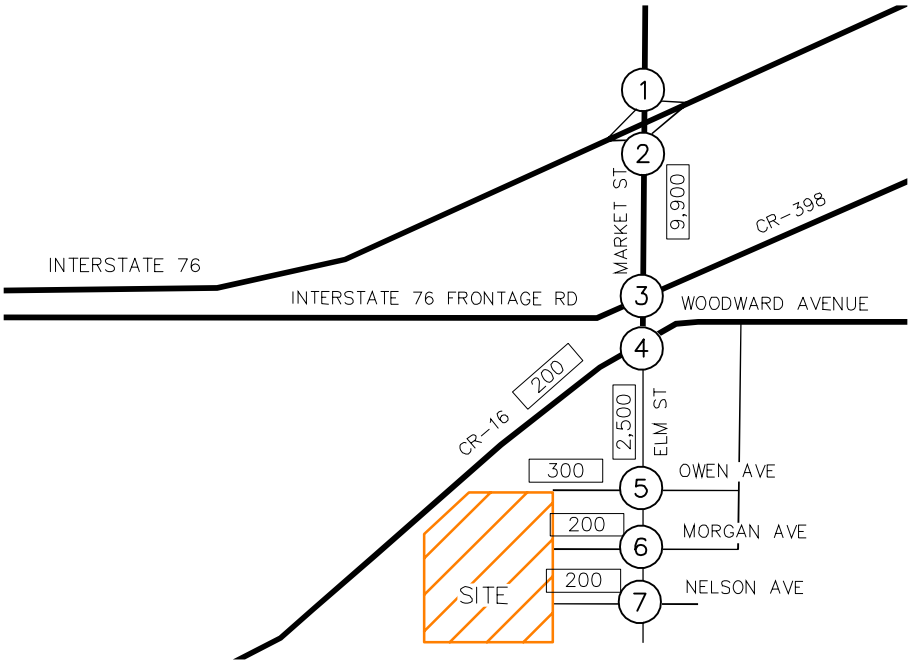

LEGEND

(X) Study Area Key Intersection

XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

XX,X00 Estimated Daily Traffic Volume

VISTA WEST
KEENESBURG, COLORADO
2040 BACKGROUND TRAFFIC VOLUMES

FIGURE 7

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5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn Used the rates and equations associated with Single-Family Detached Housing (ITE 210).

The Vista West project is anticipated to generate approximately 1,124 daily trips with 88 of those trips occurring during the morning peak hour and 118 of those trips occurring during the afternoon peak hour. The project traffic generation is shown in **Table 1** while the trip generation calculation worksheet is reference in **Appendix C.**

Table 1 – Vista West Project Trip Generation

Land Use and Quantity	Daily	Weekday Vehicle Trips					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Single-Family Detach Housing (ITE 210) 119 Dwelling Units	1,124	22	66	88	74	44	118

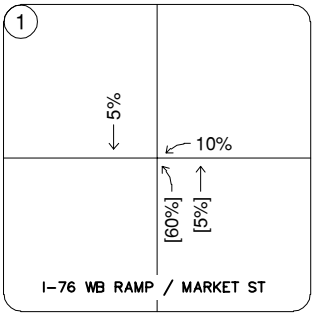
5.2 Trip Distribution

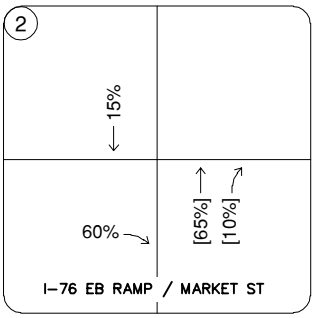
Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution for the proposed development is illustrated in **Figure 8**.

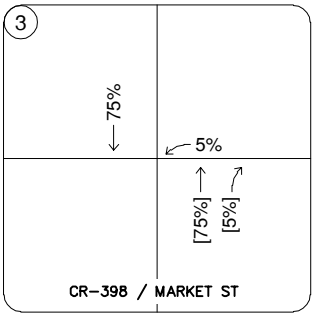
5.3 Traffic Assignment

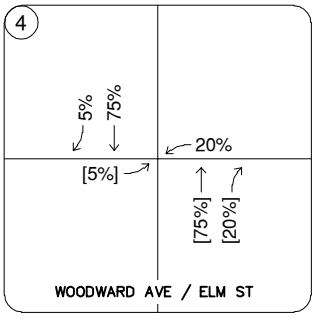
Traffic assignment was obtained by applying the distributions from **Figure 8** to the estimated traffic generation of the project shown in **Table 1**. The traffic assignment is shown in **Figure 9.**

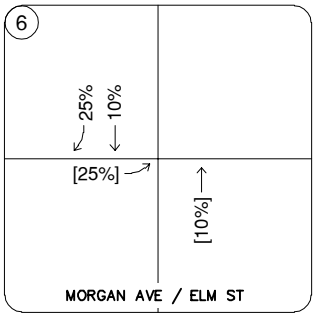
[1] Institute of Transportation Engineers, *Trip Generation Manual*, Tenth Edition, Washington DC, 2017.

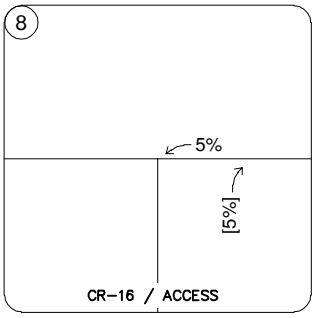


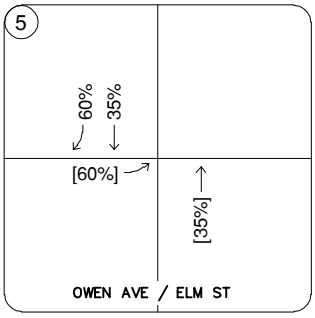


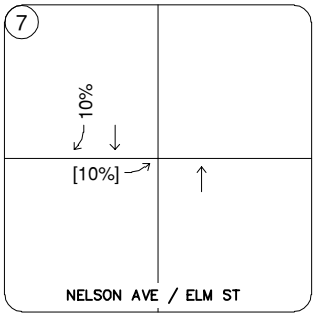


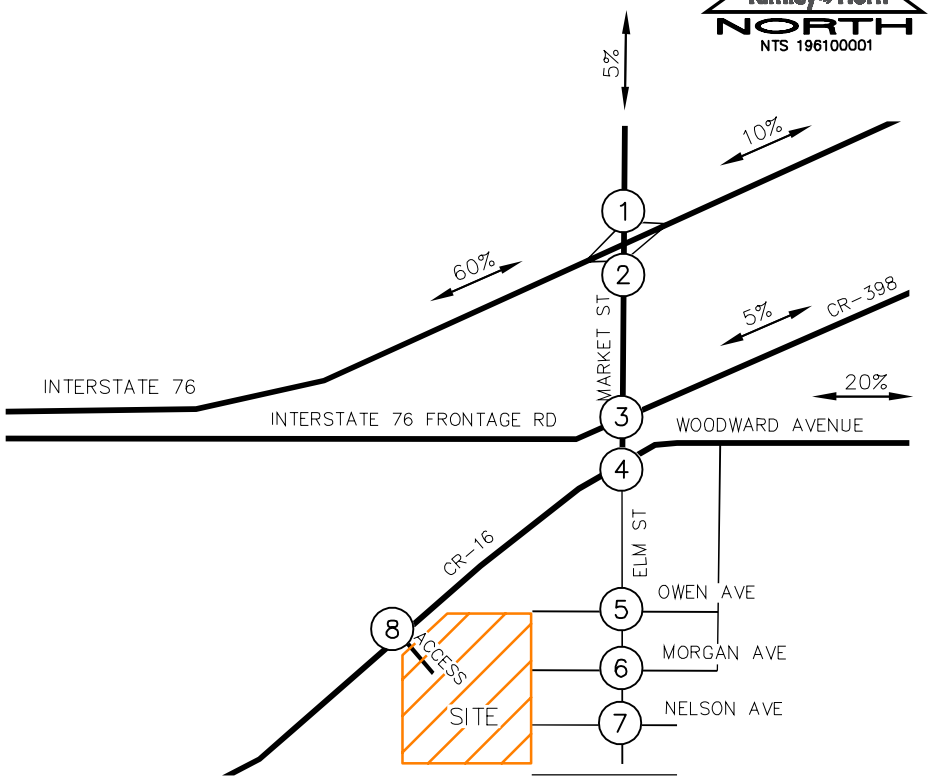












LEGEND

(X) Study Area Key Intersection

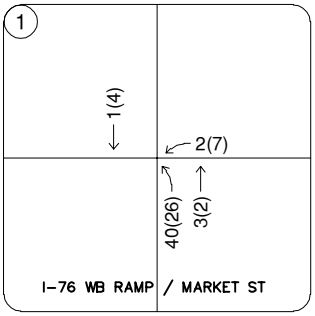
XX% External Trip Distribution Percentage

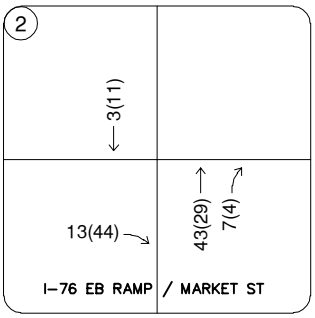
XX%(XX%) Entering(Exiting) Trip Distribution Percentage

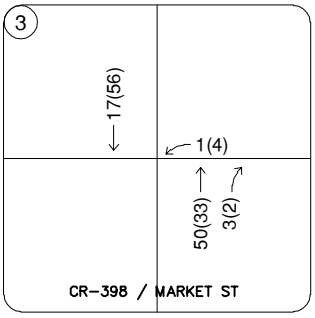
VISTA WEST
KEENESBURG, COLORADO
PROJECT TRIP DISTRIBUTION

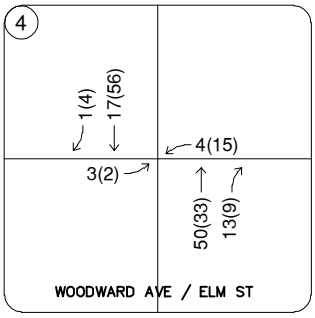
FIGURE 8

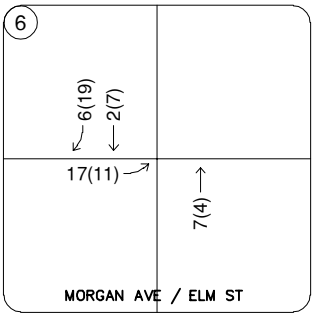
Kimley»Horn

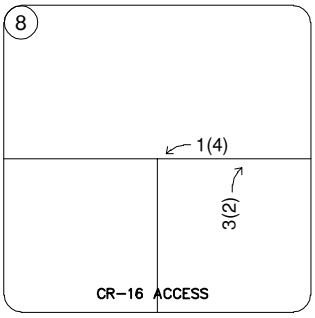


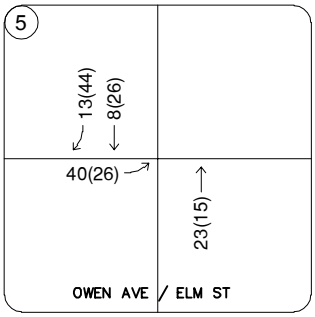


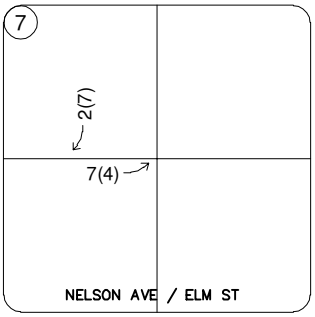


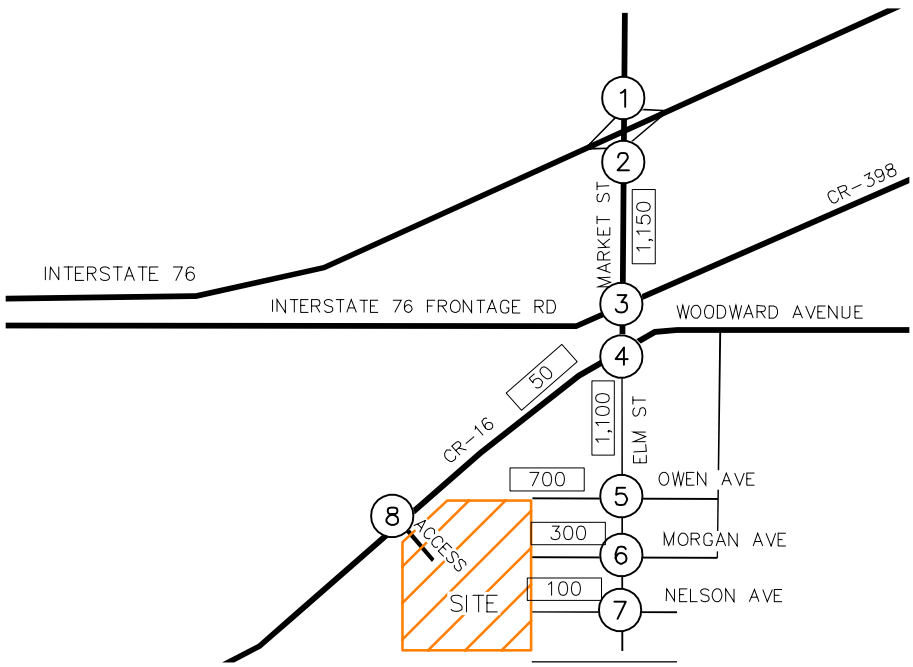












LEGEND

(X) Study Area Key Intersection

XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

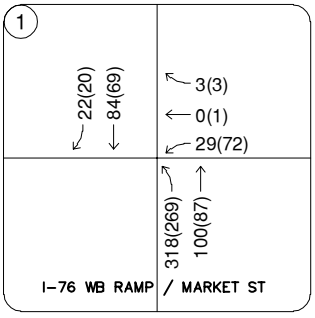
[XX,X00] Estimated Daily Traffic Volume

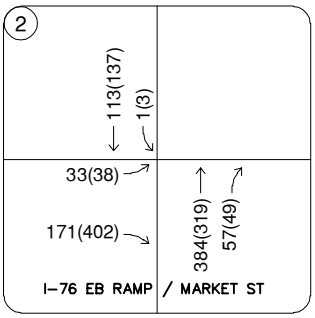
VISTA WEST
KEENESBURG, COLORADO
PROJECT TRAFFIC ASSIGNMENT

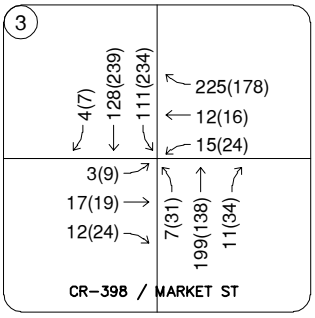
FIGURE 9

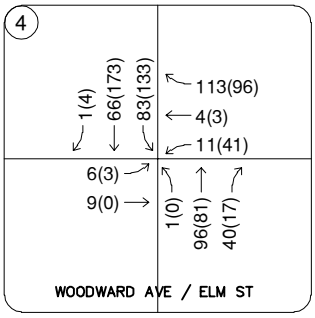
5.4 Total (Background Plus Project) Traffic

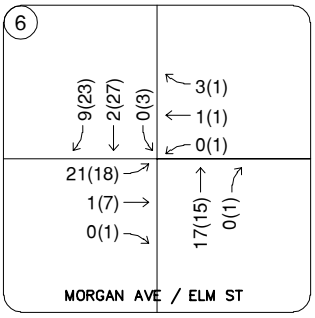
Project traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2025 horizon. **Figure 10** illustrates the background plus project traffic volumes for the 2025 horizon at the study key intersections. The 2040 total full buildout traffic volumes for the study area are shown in **Figure 11**.

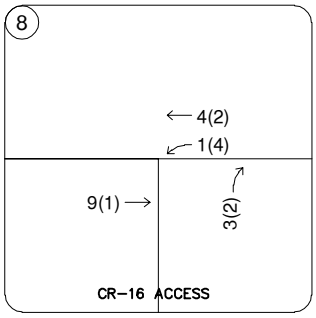


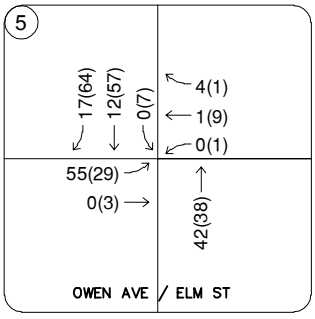


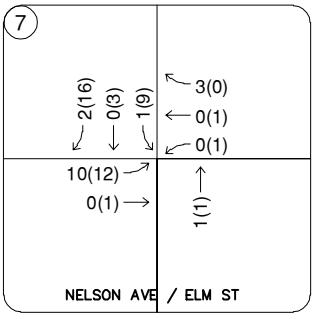


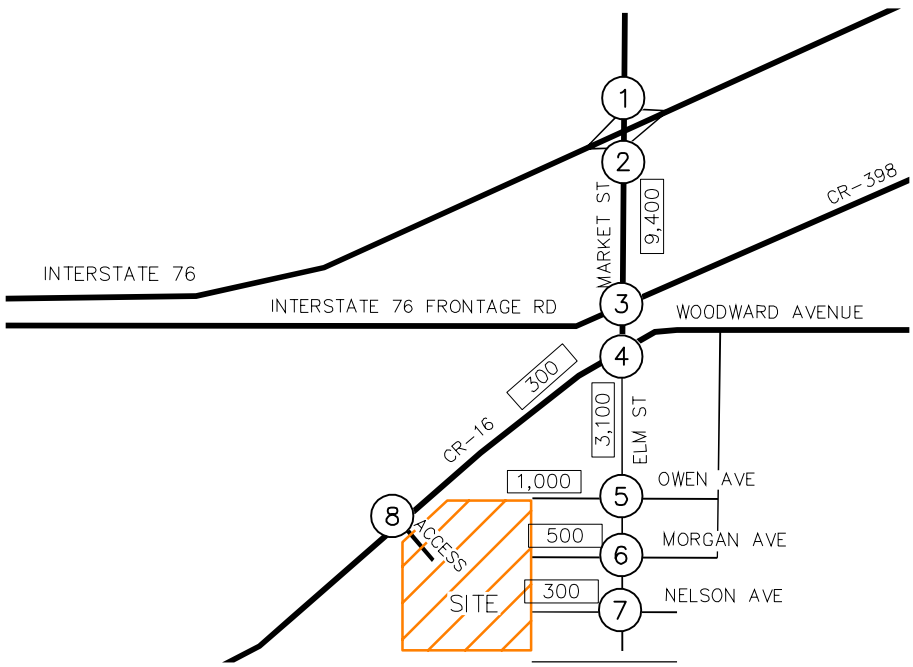












LEGEND

(X) Study Area Key Intersection

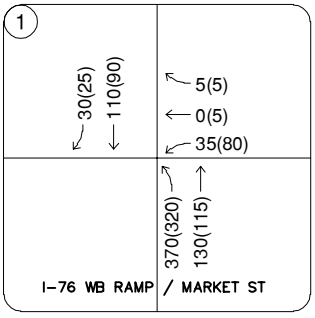
XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

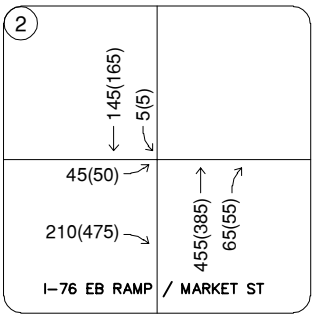
[XX,X00] Estimated Daily Traffic Volume

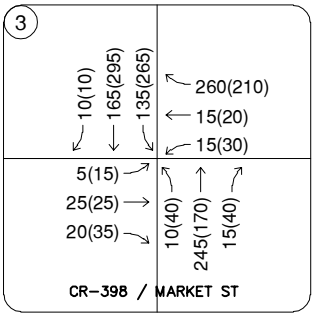
VISTA WEST
KEENESBURG, COLORADO
2025 TOTAL TRAFFIC VOLUMES

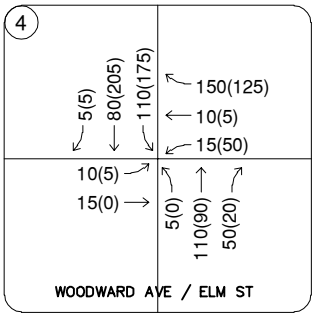
FIGURE 10

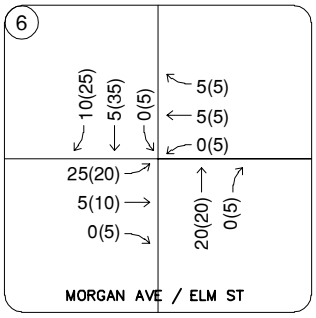
Kimley»Horn

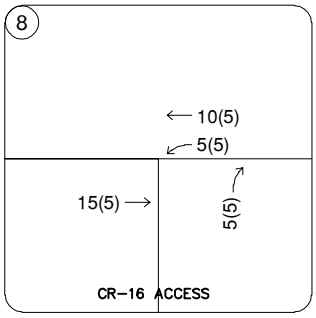


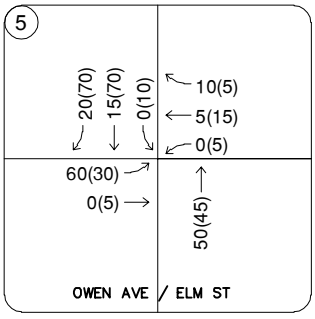


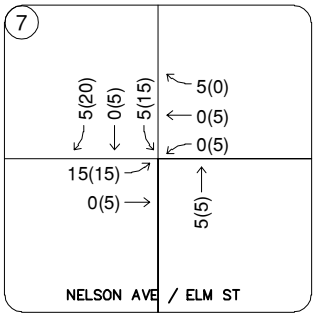


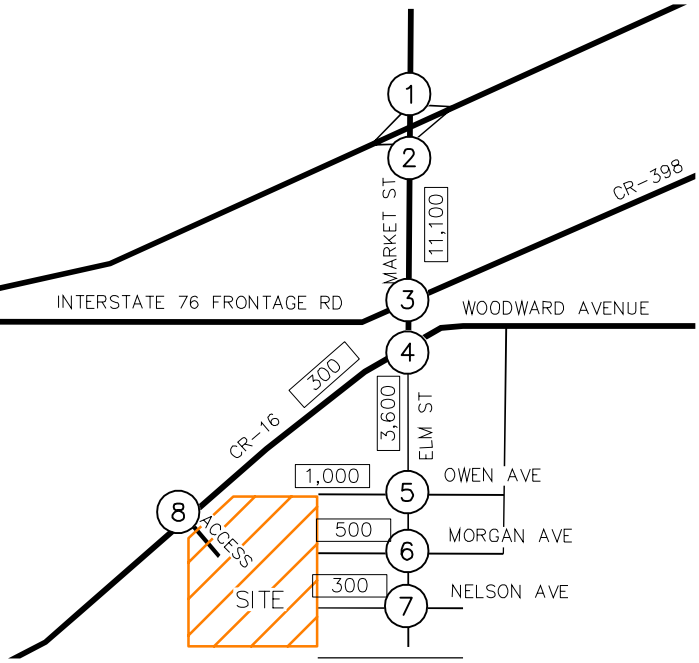












LEGEND

(X) Study Area Key Intersection

XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

XX,X00 Estimated Daily Traffic Volume

VISTA WEST
KEENESBURG, COLORADO
2040 TOTAL TRAFFIC VOLUMES

FIGURE 11

Kimley»Horn

6.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the vicinity of the site was conducted to determine potential capacity deficiencies in the 2025 and 2040 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual*[2].

6.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways in this study area, common traffic engineering practice recommends overall intersection LOS D and movement/approach LOS E as the minimum desirable thresholds for acceptable operations. **Table 2** shows the definition of LOS for signalized and unsignalized intersections.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Definitions provided from the Highway Capacity Manual, Sixth Edition, Transportation Research Board, 2016.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for a signalized and four-way stop controlled intersection is defined for each approach and for the intersection. The intersection analysis was conducted using Synchro software with the analysis results reported using the Highway Capacity Manual (HCM) procedure.

[2] Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

6.2 Intersection Operational Analysis

Calculations for the LOS at the study key intersections are provided in **Appendix D**. The LOS analyses are based on the lane geometry and intersection control shown in **Figure 2**. The LOS analyses determine what improvements may be needed at the intersections and proposed local street access to handle background traffic growth and project related traffic in the two study horizons. Synchro traffic analysis software was used to analyze the study area intersections for intersection delay and level of service.

Interstate 76 Westbound Ramp and Market Street

The intersection of Interstate 76 (I-76) Westbound Ramps and Market Street is unsignalized with stop control on the westbound off ramp approach. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2040 horizon. Therefore, no recommendations to the existing control or lane configurations are proposed at this intersection. **Table 3** provides the results of the LOS analysis conducted at this intersection.

Table 3 – I-76 WB Ramp & Market Street LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Northbound Left	7.8	A	7.7	A
Westbound Approach	13.1	B	13.1	B
2025 Background				
Northbound Left	8.2	A	8.0	A
Westbound Approach	21.3	C	20.0	C
2025 Background Plus Project				
Northbound Left	8.3	A	8.0	A
Westbound Approach	25.5	D	23.5	C
2040 Background				
Northbound Left	8.4	A	8.2	A
Westbound Approach	27.2	D	26.7	D
2040 Background Plus Project				
Northbound Left	8.6	A	8.3	A
Westbound Approach	33.5	D	33.9	D

Interstate 76 Eastbound Ramp and Market Street

The intersection of Interstate 76 (I-76) Eastbound Ramps and Market Street is unsignalized with stop control on the eastbound off ramp approach. The intersection has all movements operating acceptably at LOS B or better during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating with an acceptable level of service throughout 2040. Therefore, no recommendations to the existing control or lane configuration are proposed at this intersection. **Table 4** provides the results of the LOS analysis conducted at this intersection.

Table 4 – I-76 EB Ramp & Market Street LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Eastbound Approach	10.2	B	10.6	B
Southbound Left	7.8	A	7.7	A
2025 Background				
Eastbound Approach	11.3	B	13.5	B
Southbound Left	8.3	A	8.0	A
2025 Background Plus Project				
Eastbound Approach	11.6	B	15.0	C
Southbound Left	8.4	A	8.1	A
2040 Background				
Eastbound Approach	12.9	B	17.5	C
Southbound Left	8.5	A	8.2	A
2040 Background Plus Project				
Eastbound Approach	13.8	B	21.0	C
Southbound Left	8.7	A	8.3	A

CR-398 and Market Street

The intersection of Country Road 398 (Interstate 76 Frontage Road) and Market Street is unsignalized with stop control on eastbound I-76 Frontage Road and westbound CR-398. Currently, all intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. All movements at this intersection are anticipated to continue operating acceptably with LOS D or better in the 2025 horizon with or without the addition of Vista West project traffic. If future 2040 traffic volume projections are realized, the southbound approach of Market Street may need to be designated with a separate left turn lane. With project traffic, all movements are anticipated to continue operating at an acceptable level of service with this southbound left turn lane designated. **Table 5** provides the results of the LOS analysis conducted at this intersection.

Table 5 – CR-398 & Market Street LOS Results

	AM Peak Hour		PM Peak Hour	
Scenario	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**
2021 Adjusted Existing				
Northbound Left	7.5	A	7.7	A
Eastbound Approach	11.4	B	13.4	B
Westbound Left	0.0	A	16.3	C
Westbound Through/Right	9.8	A	10.3	B
Southbound Left	7.6	A	7.7	A
2025 Background				
Northbound Left	7.5	A	7.7	A
Eastbound Approach	13.2	B	21.9	C
Westbound Left	14.6	B	28.1	D
Westbound Through/Right	11.2	B	12.3	B
Southbound Left	7.8	A	8.1	A
2025 Background Plus Project				
Northbound Left	7.5	A	7.9	A
Eastbound Approach	14.1	B	25.9	D
Westbound Left	15.9	C	34.6	D
Westbound Through/Right	12.0	B	13.2	B
Southbound Left	7.9	A	8.2	A
2040 Background				
Northbound Left	7.6	A	7.9	A
Eastbound Approach	15.5	C	33.0	D
Westbound Left	17.6	C	42.5	E
Westbound Through/Right	12.6	B	14.5	B
Southbound Left	8.0	A	8.3	A
2040 Background Plus Project#				
Northbound Left	7.6	A	7.9	A
Eastbound Approach	15.5	C	33.0	D
Westbound Left	17.6	C	42.5	E
Westbound Through/Right	12.6	B	14.5	B
Southbound Left	8.0	A	8.3	A

= Separate SB Left Turn Lane

CR-16/Woodward Avenue and Market Street/Elm Street

The intersection of County Road 16/Woodward Avenue and Market Street/Elm Street is unsignalized operating with stop control on the eastbound CR-16 and northbound Elm Street approaches and yield control on the westbound Woodward Avenue approach. This is a unique control condition that cannot be modeled or evaluated in the Highway Capacity Manual. For purposes of this analysis, it was assumed that the northbound and southbound approaches operate with free movements while the eastbound and westbound approaches operate with stop-control. To simplify control and operations of the intersection, the Town of Keenesburg could consider this control condition. The intersection movements operate at LOS B or better during both peak hours under existing conditions. With project traffic the movements are anticipated to continue operating with acceptable level of service. Therefore, no recommendations to the existing control or lane configuration are proposed. **Table 6** provides the results of the LOS analysis conducted at this intersection.

Table 6 – Woodward Ave/CR-16 & Market Street/Elm Street LOS Results

	AM Peak Hour		PM Peak Hour	
Scenario	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**
2021 Adjusted Existing				
Northbound Left	7.3	A	0.0	A
Eastbound Approach	11.4	B	13.8	B
Westbound Approach	9.3	A	10.2	B
Southbound Left	7.5	A	7.5	A
2025 Background				
Northbound Left	7.3	A	0.0	A
Eastbound Approach	11.9	B	15.1	C
Westbound Approach	9.5	A	10.7	B
Southbound Left	7.5	A	7.6	A
2025 Background Plus Project				
Northbound Left	7.4	A	0.0	A
Eastbound Approach	13.2	B	17.3	C
Westbound Approach	10.1	B	12.6	B
Southbound Left	7.7	A	7.7	A
2040 Background				
Northbound Left	7.3	A	0.0	A
Eastbound Approach	13.3	B	18.9	C
Westbound Approach	10.0	B	12.2	B
Southbound Left	7.6	A	7.7	A
2040 Background Plus Project				
Northbound Left	7.4	A	0.0	A
Eastbound Approach	15.8	C	22.5	C
Westbound Approach	11.3	B	15.4	C
Southbound Left	7.8	A	7.9	A

Owen Avenue and Elm Street

The intersection of Owen Avenue and Elm Street operates under stop control on the eastbound and westbound approaches of Owen Avenue. The intersection movements operate at LOS A during both peak hours under existing conditions. With project traffic added, all movements are anticipated to continue operating with an acceptable level of service throughout 2040. Therefore, no recommendations to the existing control or lane configuration are proposed. **Table 7** provides the results of the LOS analysis conducted at this intersection without project traffic.

Table 7 – Owen Avenue & Elm Street LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	8.8	A	9.2	A
Westbound Approach	8.6	A	9.4	A
Southbound Left	0.0	A	7.3	A
2025 Background				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	8.8	A	9.3	A
Westbound Approach	8.6	A	9.4	A
Southbound Left	0.0	A	7.3	A
2025 Background Plus Project				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	9.3	A	9.7	A
Westbound Approach	8.7	A	10.0	B
Southbound Left	0.0	A	7.3	A
2040 Background				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	8.9	A	9.5	A
Westbound Approach	8.6	A	9.7	A
Southbound Left	0.0	A	7.3	A
2040 Background Plus Project				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	9.5	A	10.1	B
Westbound Approach	9.0	A	10.0	B
Southbound Left	0.0	A	7.3	A

Morgan Avenue and Elm Street

The intersection of Morgan Avenue and Elm Street operates under stop control on the eastbound and westbound approaches of Morgan Avenue. The intersection movements operate at LOS A during both peak hours under existing conditions. With or without the addition of project traffic, all movements are anticipated to continue operating with an acceptable level of service throughout the 2040 horizon with the existing intersection configuration. Therefore, no modifications or improvements are anticipated to be needed at this intersection. **Table 8** provides the results of the LOS analysis conducted at this intersection.

Table 8 – Morgan Avenue & Elm Street LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	8.8	A	9.0	A
Westbound Approach	8.6	A	8.8	A
Southbound Left	0.0	A	7.2	A
2025 Background				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	8.8	A	9.1	A
Westbound Approach	8.6	A	8.8	A
Southbound Left	0.0	A	7.2	A
2025 Background Plus Project				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	9.0	A	9.2	A
Westbound Approach	8.7	A	9.0	A
Southbound Left	0.0	A	7.3	A
2040 Background				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	8.8	A	9.2	A
Westbound Approach	8.6	A	8.9	A
Southbound Left	0.0		7.3	A
2040 Background Plus Project				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	9.2	A	9.4	A
Westbound Approach	9.0	A	9.2	A
Southbound Left	0.0	A	7.3	A

Nelson Avenue and Elm Street

The Nelson Avenue and Elm Street intersection operates with stop control on the eastbound and westbound approaches of Nelson Avenue. Presently, all intersection movements operate at LOS A during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating acceptably throughout the 2040 long term horizon. Therefore, no modifications to the existing control or lane configuration are proposed. **Table 9** provides the results of the LOS analysis conducted at this intersection.

Table 9 – Nelson Avenue & Elm Street LOS Results

	AM Peak Hour		PM Peak Hour	
Scenario	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**
2021 Adjusted Existing				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	0.0	A	8.8	A
Westbound Approach	0.0	A	9.0	A
Southbound Left	7.2	A	7.2	A
2025 Background				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	0.0	A	8.9	A
Westbound Approach	0.0	A	9.0	A
Southbound Left	7.2	A	7.2	A
2025 Background Plus Project				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	8.6	A	8.9	A
Westbound Approach	8.3	A	9.1	A
Southbound Left	7.2	A	7.2	A
2040 Background				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	0.0	A	8.9	A
Westbound Approach	0.0	A	9.1	A
Southbound Left	7.2	A	7.2	A
2040 Background Plus Project				
Northbound Left	0.0	A	0.0	A
Eastbound Approach	8.8	A	9.2	A
Westbound Approach	8.4	A	9.3	A
Southbound Left	7.2	A	7.3	A

Vista West CR-16 Access

With completion of the Vista West project, an additional access is proposed along CR-16 to serve the residential neighborhood development. It is recommended that a R1-1 "STOP" sign be installed on the exiting northwestbound approach exiting the development. **Table 10** provides the results of the level of service for this project street access. As shown in the table, the project street access intersection along CR-16 is anticipated to have all movements operating with acceptable LOS A during the peak hours in both the buildout year 2025 and 20-year long term horizons.

Table 10 – Vista West CR-16 Access Level of Service Results

Intersection	2025 Total				2040 Total			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS
CR-16 Access								
Northbound Approach	8.4	A	8.3	A	8.4	A	8.4	A
Westbound Left	7.2	A	7.2	A	7.3	A	7.2	A

Market Street Railroad Crossing

An active railroad crossing of Market Street exists between CR-398 and Woodward Avenue. This crossing has gates with gate arms to control vehicle movements while an oncoming train is approaching. During the morning and afternoon peak hours on Wednesday, October 28, 2020, the number of trains observed crossing Market Street at the existing at-grade rail/roadway crossing were recorded. Likewise, the duration of time the train crossing the roadway was identified and recorded. The train crossing information from the counts conducted on the count date are provided in **Appendix A**.

Based on the observations, there were two trains crossing Market Street during the morning peak hours between 7 to 9 am and two trains crossing Market Street during the afternoon peak hour. The trains crossing during the morning peak hour were observed to occur for 2 minutes and 13 seconds from 7:29 am to 7:31 am and again for 5 minutes and 5 seconds from 8:08 am to 8:13 am. During the afternoon peak hour, there was an 18 second train crossing interruption at 4:19 pm and a 2 minute and 2 second train crossing between 4:32 and 4:34.

In 2025 with development of the project, there are anticipated to be 160 vehicles per hour (vph) southbound and 215 vph northbound during the morning peak hour. During the afternoon peak hour, the vehicle volume across the railroad tracks is anticipated to be 310 vph southbound and 180 vph northbound. Therefore, the highest peak hour volume along Market Street across the railroad tracks is anticipated to be 310 vph southbound and 215 vph northbound during the peak hours. On average, this is equal to 5.2 vehicles per minute (vpm) southbound and 3.6 vpm northbound. With a five-minute train interruption to traffic along Market Street, this could translate to a queue of 26 vehicles southbound and 18 vehicles northbound. A more common two-minute train interruption would translate to a queue of 11 vehicles southbound and eight (8) vehicles northbound. When these train crossings occur, vehicle queues may extend through the intersection of Woodward Avenue/Elm Street to the south and CR-398/Market Street to the north, as occurs today. Although not the most efficient traffic condition, these volumes are such that the vehicle queues will clear within a few minutes after the train interruption is over.

6.3 Queue Analysis

A queuing analysis was conducted at the key intersections that include defined storage bays. There is one location with a designated left turn lane, which is at the CR-398 and Market Street intersection. Results were obtained from the 95th percentile queue lengths obtained from the Synchro analysis. Queue length calculations for unsignalized intersections are provided within the level of service operational sheets provided in **Appendix D**. Results of the queuing analysis and recommendations at the study area intersections are provided in **Table 11**.

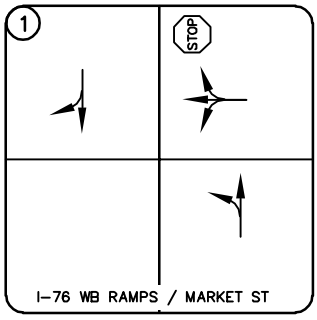
Table 11 – Turn lane Length Analysis Results

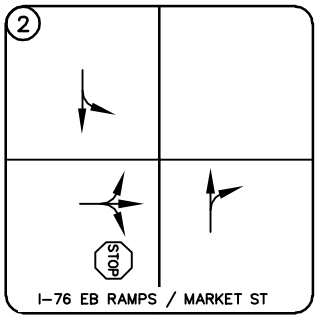
Intersection Turn Lane	Existing Turn Lane Length (feet)	2025 Calculated Queue Length (feet)	2025 Recommended Turn Lane Length (feet)	2040 Calculated Queue Length (feet)	2040 Recommended Turn Lane Length (feet)
CR-398 & Market Street					
Westbound left	200’	25’	200’	25’	200’

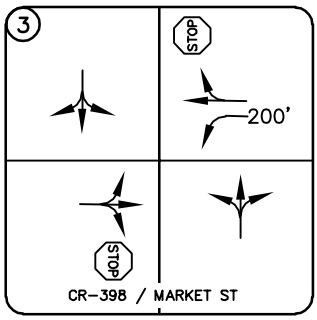
As shown in the vehicle queuing table, all vehicle queues are expected to be contained within the existing turn lane lengths of the key intersections in the short term 2025 and long term 2040 horizons. If future 2040 traffic volume projections are realized, the intersection of CR-398 and Market Street may need to provide a separate southbound left turn lane. It is recommended that this southbound left turn lane provide a minimum 150 feet of length and 100-foot taper.

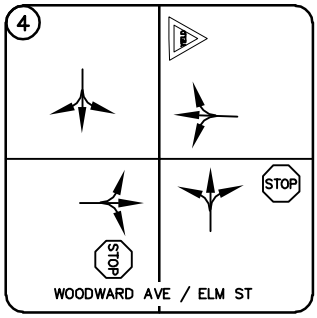
6.4 Improvement Summary

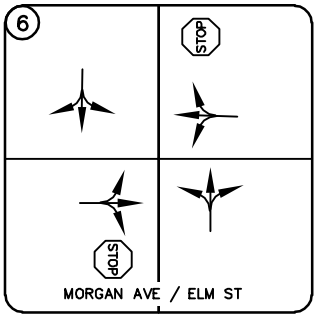
Based on the results of the intersection operations, turn lane queuing analysis, improvements were identified as being needed at key study intersections throughout the long term 2040 twenty-year planning horizon. These improvements are summarized in **Figure 12** for the 2025 horizon and **Figure 13** for the 2040 horizon.

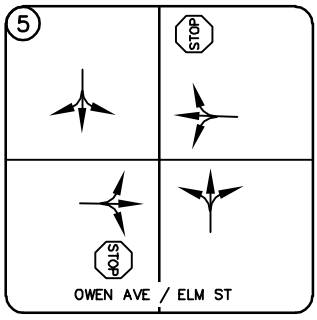


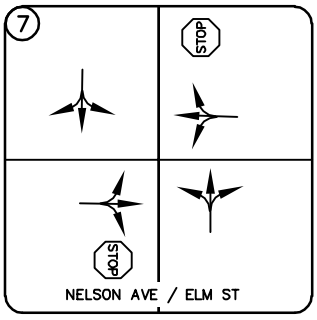


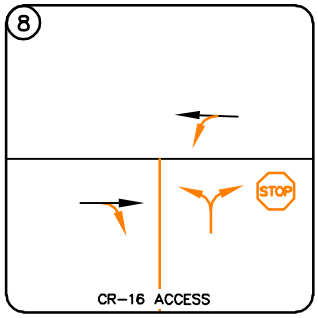


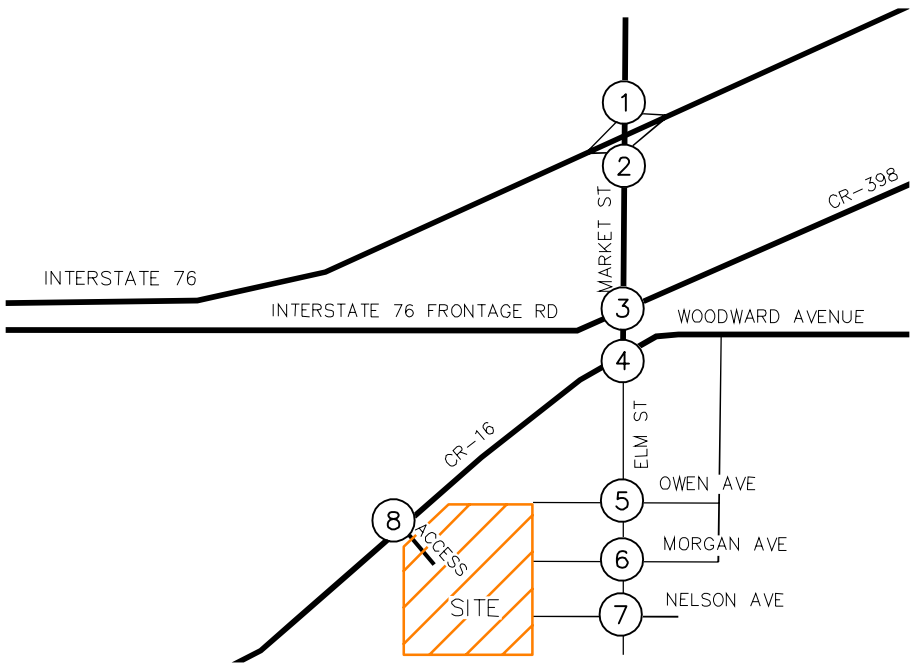


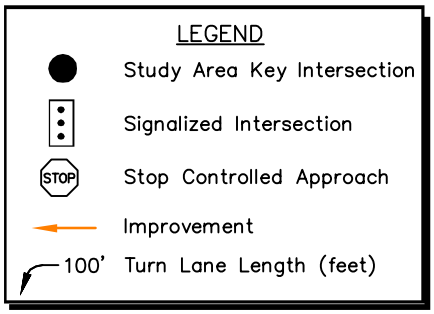












VISTA WEST
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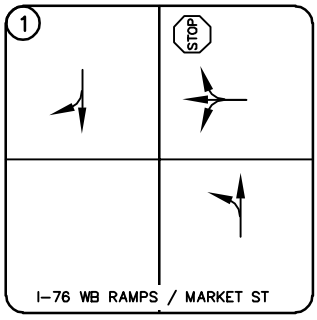
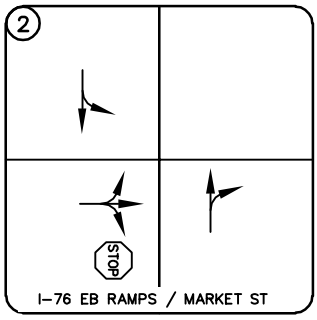
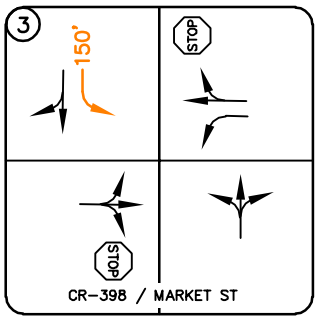
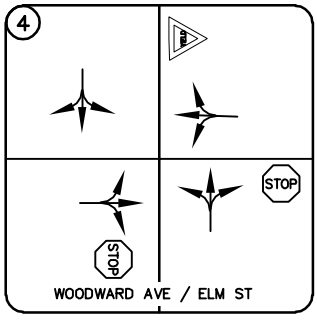
LANE CONFIGURATIONS AND CONTROL

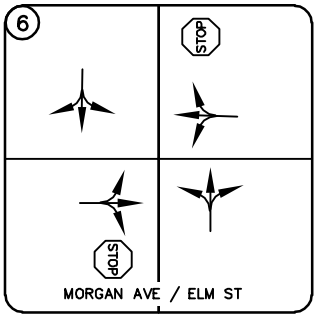
FIGURE 12

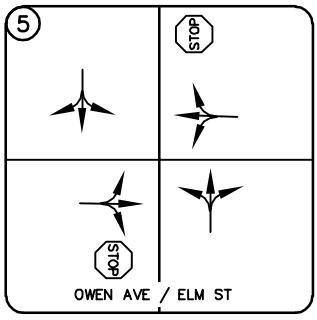


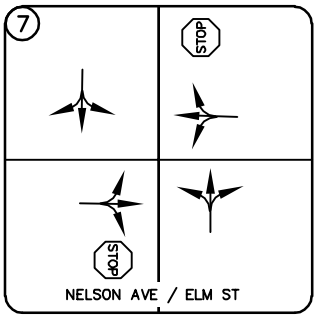


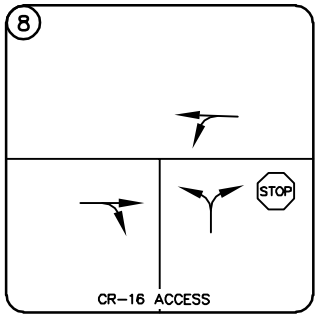


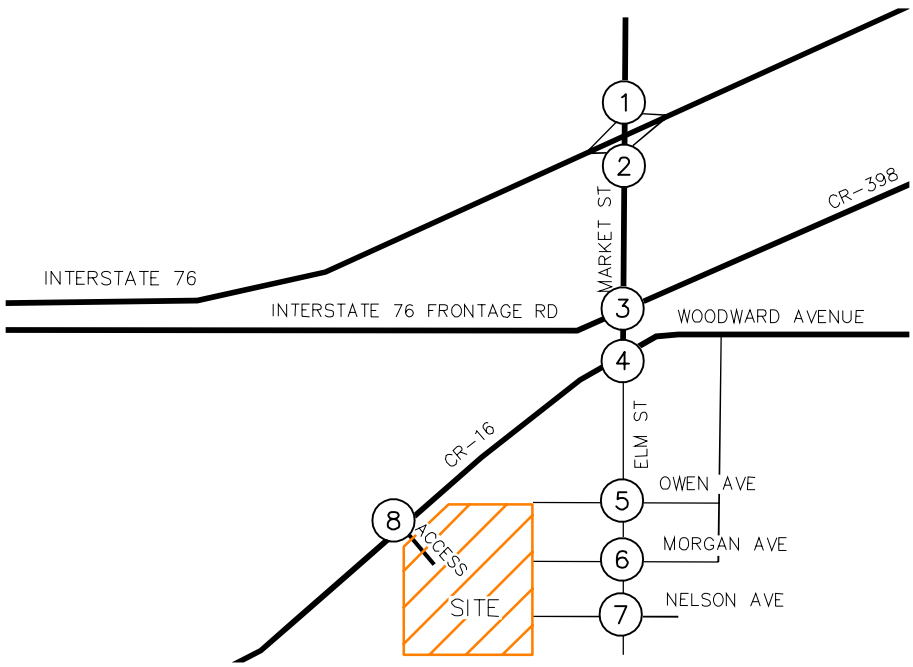


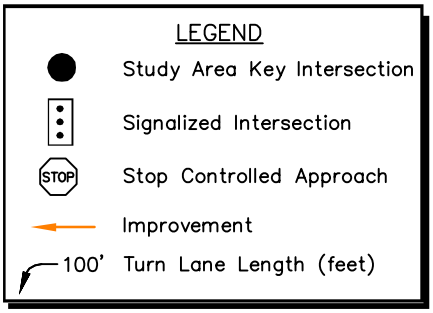












VISTA WEST
KEENESBURG, COLORADO
2040 RECOMMENDED
LANE CONFIGURATIONS AND CONTROL

FIGURE 13

7.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes the proposed Vista West project will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected future traffic volumes resulted in the following recommendations:

- With completion of Vista West, access to the development will be provided by the extension of public streets within the development including Owen Avenue, Morgan Avenue, and Nelson Avenue. These roadways will extend west from Cedar Street and are recommended to provide R1-1 “STOP” signs on the eastbound approach of each new roadway. In addition, a full movement access along CR-16 is proposed and an R1-1 “STOP” sign is recommended to be placed on the exiting northwestbound approach exiting the neighborhood.

- If 2040 volumes are realized, a designated separate southbound left turn lane may be needed at the intersection of CR-398 and Market Street. If this southbound left turn lane is found to be needed at this intersection, it is recommended to be designated with a minimum 150 feet of length with a 100-foot taper.

- Any on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to Town of Keenesburg standards as well as the Manual on Uniform Traffic Control Devices – 2009 Edition (MUTCD).

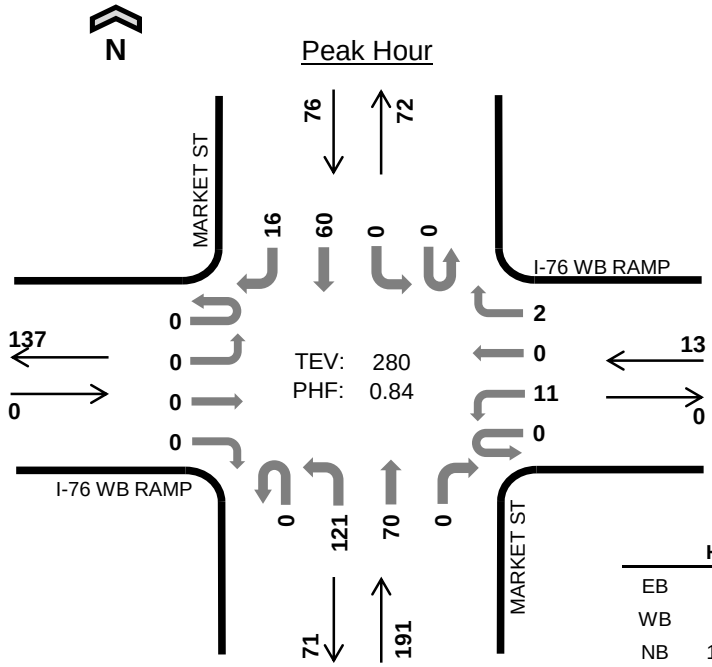
APPENDICES

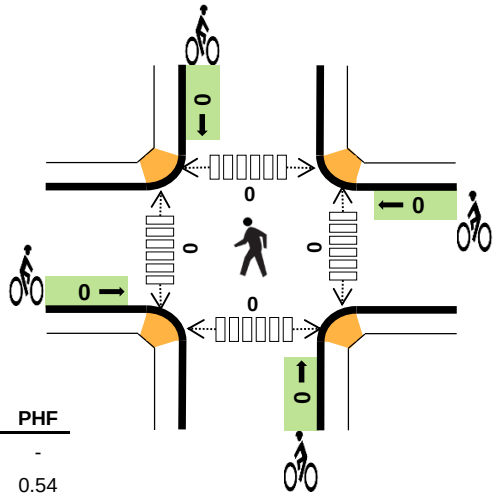
APPENDIX A

Intersection Counts

MARKET ST
I-76 WB RAMP

Date: Wed, Oct 28, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %:	PHF
EB	-	-
WB	0.0%	0.54
NB	13.1%	0.84
SB	14.5%	0.86
TOTAL	12.9%	0.84

Two-Hour Count Summaries

Interval Start	I-76 WB RAMP Eastbound				I-76 WB RAMP Westbound				MARKET ST Northbound				MARKET ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	0	0	0	20	11	0	0	0	12	3	48	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**39**	**12**	**0**	**0**	**0**	**17**	**5**	**74**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**29**	**12**	**0**	**0**	**0**	**10**	**8**	**63**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**1**	**0**	**31**	**26**	**0**	**0**	**0**	**18**	**2**	**83**	268
8:00 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**22**	**20**	**0**	**0**	**0**	**15**	**1**	**60**	**280**
8:15 AM	0	0	0	0	0	3	0	0	0	25	16	0	0	0	8	11	63	269
8:30 AM	0	0	0	0	0	3	0	2	0	17	9	0	0	0	11	4	46	252
8:45 AM	0	0	0	0	0	2	0	1	0	16	14	0	0	0	9	5	47	216
Count Total	0	0	0	0	0	21	0	5	0	199	120	0	0	0	100	39	484	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**2**	**0**	**121**	**70**	**0**	**0**	**0**	**60**	**16**	**280**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	5	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**0**	**0**	**6**	**2**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**0**	**0**	**3**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**0**	**12**	**5**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**0**	**4**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	0	0	7	10	*17*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	2	2	5	*9*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	0	4	8	*12*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	2	43	35	*80*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**0**	**25**	**11**	***36***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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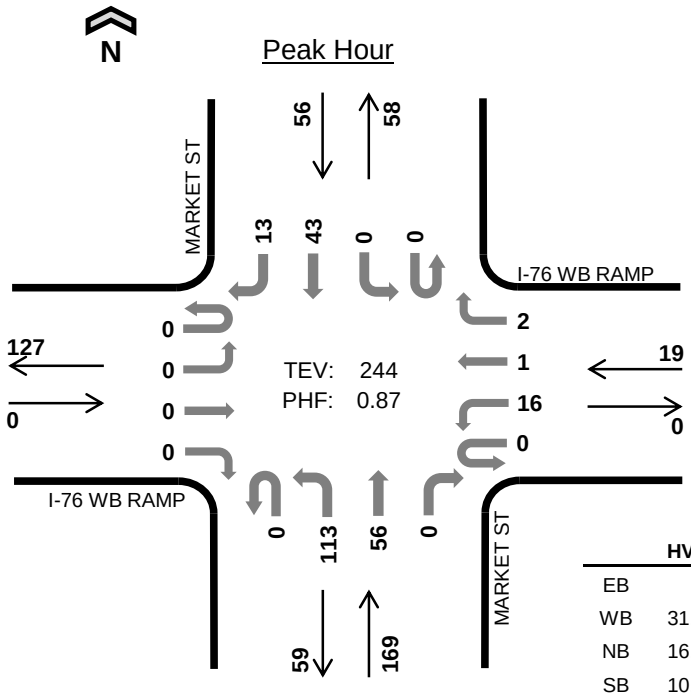
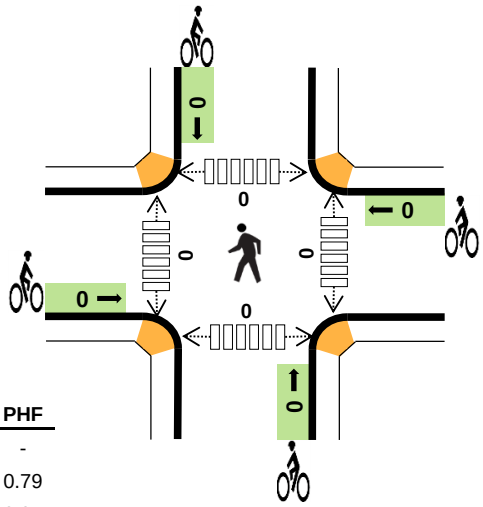
MARKET ST
I-76 WB RAMP



Date: Wed, Oct 28, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	-	-
WB	31.6%	0.79
NB	16.0%	0.94
SB	10.7%	0.74
TOTAL	16.0%	0.87

Two-Hour Count Summaries

Interval Start	I-76 WB RAMP Eastbound				I-76 WB RAMP Westbound				MARKET ST Northbound				MARKET ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**27**	**18**	**0**	**0**	**0**	**14**	**5**	**70**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**28**	**14**	**0**	**0**	**0**	**8**	**3**	**58**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**29**	**11**	**0**	**0**	**0**	**12**	**5**	**59**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**29**	**13**	**0**	**0**	**0**	**9**	**0**	**57**	**244**
5:00 PM	0	0	0	0	0	1	1	2	0	25	8	0	0	0	20	7	64	238
5:15 PM	0	0	0	0	0	2	1	2	0	26	12	0	0	0	7	3	53	233
5:30 PM	0	0	0	0	0	6	0	1	0	26	18	0	0	0	7	4	62	236
5:45 PM	0	0	0	0	0	8	1	1	0	22	16	0	0	0	5	2	55	234
Count Total	0	0	0	0	0	33	4	8	0	212	110	0	0	0	82	29	478	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**16**	**1**	**2**	**0**	**113**	**56**	**0**	**0**	**0**	**43**	**13**	**244**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**0**	**0**	**11**	**4**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**2**	**4**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**1**	**4**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**3**	**8**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	2	1	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	1	3	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	1	1	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	2	2	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	12	34	11	*57*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**6**	**27**	**6**	***39***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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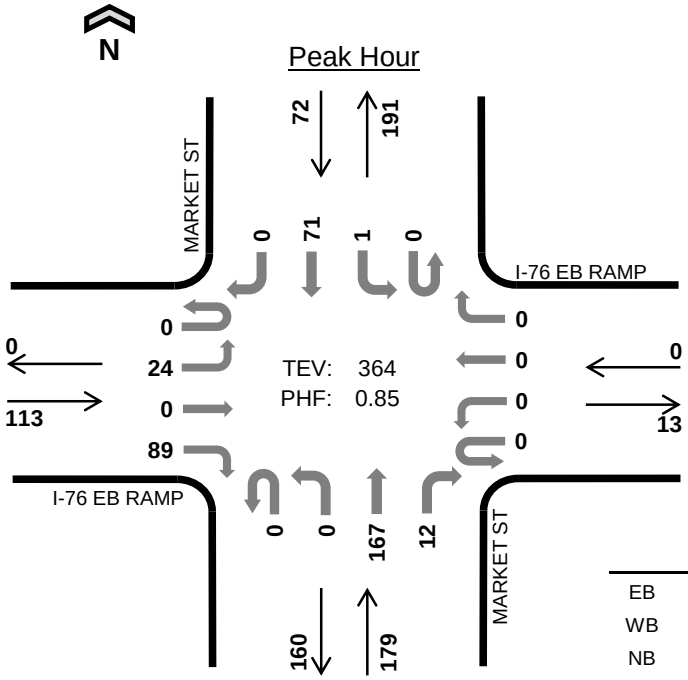
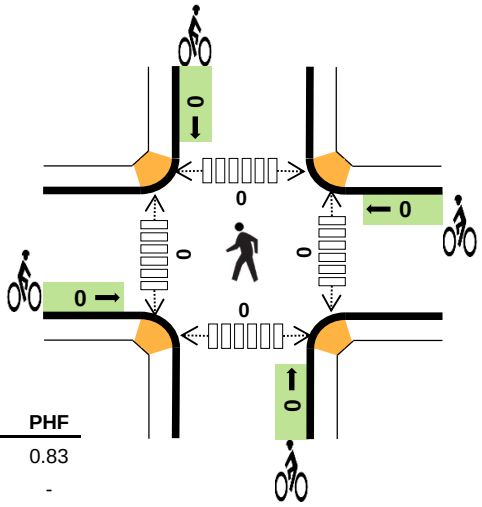
MARKET ST
I-76 EB RAMP



Date: Wed, Oct 28, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	17.7%	0.83
WB	-	-
NB	7.3%	0.86
SB	8.3%	0.86
TOTAL	10.7%	0.85

Two-Hour Count Summaries

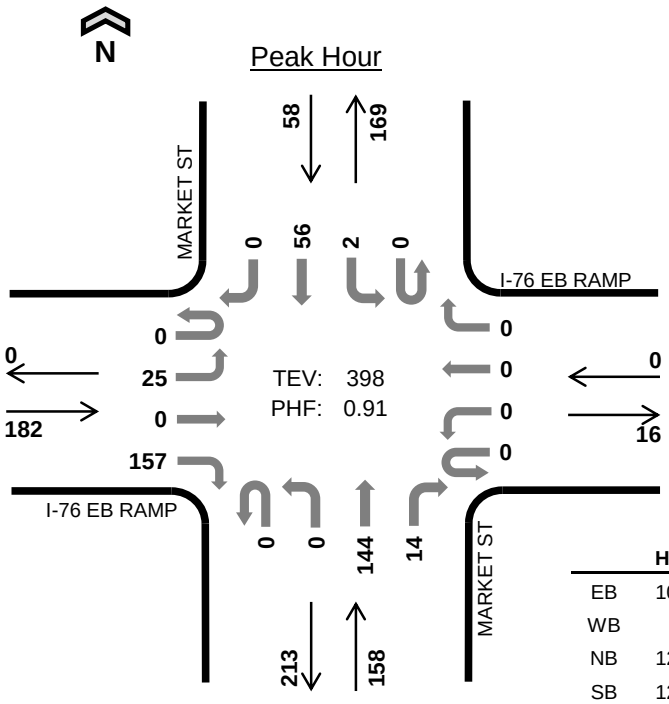
Interval Start	I-76 EB RAMP Eastbound				I-76 EB RAMP Westbound				MARKET ST Northbound				MARKET ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	7	0	21	0	0	0	0	0	0	25	1	0	0	14	0	68	0
7:15 AM	**0**	**6**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**1**	**0**	**1**	**16**	**0**	**97**	0
7:30 AM	**0**	**1**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**1**	**0**	**0**	**14**	**0**	**73**	0
7:45 AM	**0**	**12**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**4**	**0**	**0**	**21**	**0**	**107**	345
8:00 AM	**0**	**5**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**6**	**0**	**0**	**20**	**0**	**87**	**364**
8:15 AM	0	4	0	26	0	0	0	0	0	0	35	0	0	0	11	0	76	343
8:30 AM	0	1	0	17	0	0	0	0	0	0	28	4	0	3	11	0	64	334
8:45 AM	0	4	0	16	0	0	0	0	0	0	25	3	0	0	11	0	59	286
Count Total	0	40	0	169	0	0	0	0	0	0	280	20	0	4	118	0	631	0
Peak Hour	**0**	**24**	**0**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**167**	**12**	**0**	**1**	**71**	**0**	**364**	**0**

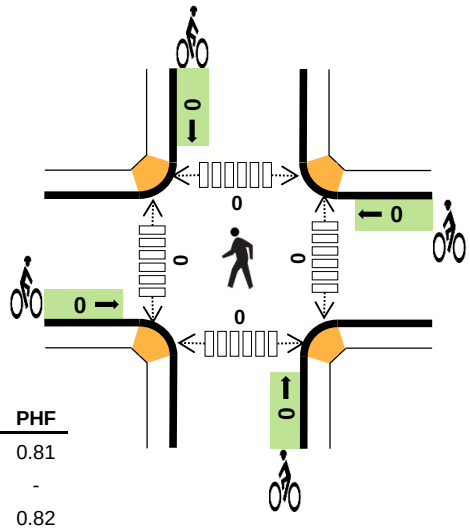
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	0	2	1	*8*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**6**	**0**	**3**	**2**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**2**	**0**	**2**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**8**	**0**	**5**	**3**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**4**	**0**	**3**	**1**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	6	0	3	3	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	3	0	2	3	*8*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	4	0	3	3	*10*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	38	0	23	16	*77*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**20**	**0**	**13**	**6**	***39***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

MARKET ST
I-76 EB RAMP

Date: Wed, Oct 28, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	10.4%	0.81
WB	-	-
NB	12.7%	0.82
SB	12.1%	0.73
TOTAL	11.6%	0.91

Two-Hour Count Summaries

Interval Start	I-76 EB RAMP Eastbound				I-76 EB RAMP Westbound				MARKET ST Northbound				MARKET ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**5**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**6**	**0**	**1**	**19**	**0**	**109**	0
4:15 PM	**0**	**6**	**0**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**2**	**0**	**0**	**12**	**0**	**105**	0
4:30 PM	**0**	**6**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**3**	**0**	**1**	**13**	**0**	**93**	0
4:45 PM	**0**	**8**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**3**	**0**	**0**	**12**	**0**	**91**	**398**
5:00 PM	0	5	0	39	0	0	0	0	0	0	28	4	0	3	17	0	96	385
5:15 PM	0	3	0	31	0	0	0	0	0	0	37	4	0	0	10	0	85	365
5:30 PM	0	3	0	44	0	0	0	0	0	0	39	4	0	2	12	0	104	376
5:45 PM	0	9	0	40	0	0	0	0	0	0	30	4	0	1	11	0	95	380
Count Total	0	45	0	311	0	0	0	0	0	0	278	30	0	8	106	0	778	0
Peak Hour	**0**	**25**	**0**	**157**	**0**	**0**	**0**	**0**	**0**	**0**	**144**	**14**	**0**	**2**	**56**	**0**	**398**	**0**

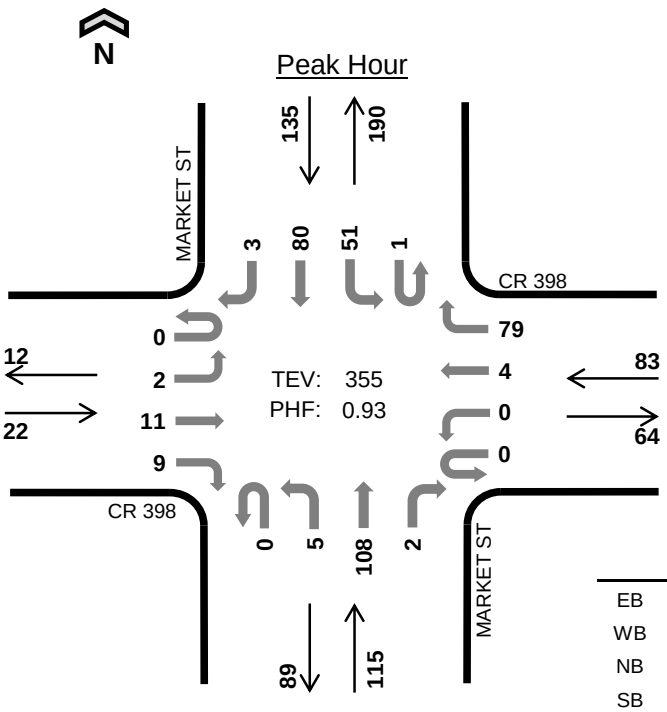
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

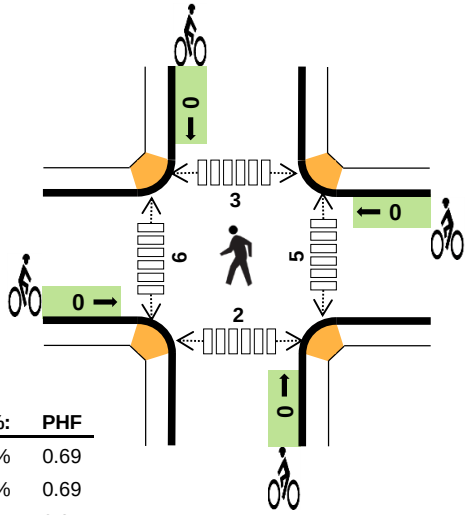
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**6**	**0**	**8**	**2**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**3**	**0**	**1**	**2**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**6**	**0**	**5**	**1**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**4**	**0**	**6**	**2**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	2	0	2	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	3	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	2	0	0	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	0	3	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	24	0	28	11	*63*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**19**	**0**	**20**	**7**	***46***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

MARKET ST
CR 398

Date: Wed, Oct 28, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %:	PHF
EB	27.3%	0.69
WB	13.3%	0.69
NB	6.1%	0.87
SB	10.4%	0.96
TOTAL	10.7%	0.93

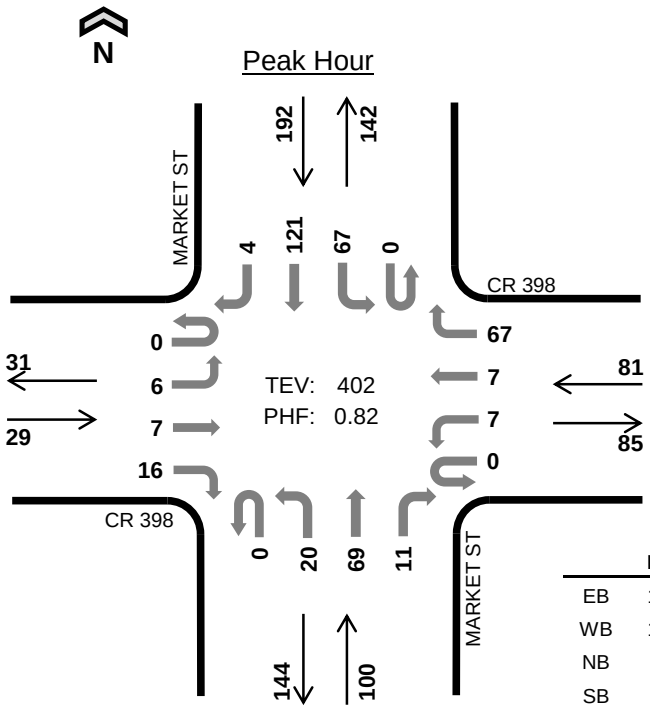
Two-Hour Count Summaries

Interval Start	CR 398 Eastbound				CR 398 Westbound				MARKET ST Northbound				MARKET ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	13	0	1	17	0	0	8	17	1	58	0
7:15 AM	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**15**	**0**	**0**	**25**	**1**	**0**	**13**	**19**	**0**	**76**	0
7:30 AM	**0**	**0**	**4**	**3**	**0**	**0**	**1**	**18**	**0**	**2**	**29**	**0**	**0**	**14**	**20**	**0**	**91**	0
7:45 AM	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**29**	**0**	**2**	**23**	**0**	**0**	**10**	**24**	**0**	**93**	318
8:00 AM	**0**	**2**	**2**	**4**	**0**	**0**	**2**	**17**	**0**	**1**	**31**	**1**	**1**	**14**	**17**	**3**	**95**	**355**
8:15 AM	0	2	1	0	0	0	1	9	0	0	18	0	2	9	17	2	61	340
8:30 AM	0	2	0	3	0	1	0	8	0	1	9	0	0	6	13	0	43	292
8:45 AM	0	3	4	1	0	1	2	9	0	1	20	0	0	6	15	1	63	262
Count Total	0	9	16	14	0	2	7	118	0	8	172	2	3	80	142	7	580	0
Peak Hour	**0**	**2**	**11**	**9**	**0**	**0**	**4**	**79**	**0**	**5**	**108**	**2**	**1**	**51**	**80**	**3**	**355**	**0**

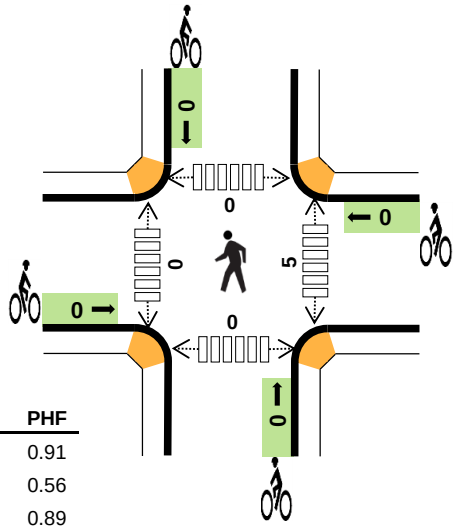
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	0	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**1**	**1**	**2**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
7:30 AM	**1**	**3**	**1**	**3**	***8***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**2**	**2**	*8*
7:45 AM	**2**	**6**	**0**	**4**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**2**	**1**	**4**	**4**	***11***	**0**	**0**	**0**	**0**	***0***	**3**	**3**	**1**	**0**	***7***
8:15 AM	1	0	0	5	*6*	0	0	0	0	*0*	3	0	0	1	*4*
8:30 AM	0	0	1	4	*5*	0	0	0	0	*0*	1	1	0	1	*3*
8:45 AM	3	0	1	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	10	12	9	29	*60*	0	0	0	0	*0*	9	7	3	4	*23*
Peak Hour	**6**	**11**	**7**	**14**	***38***	**0**	**0**	**0**	**0**	***0***	**5**	**6**	**3**	**2**	***16***

MARKET ST
CR 398



Date: Wed, Oct 28, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	10.3%	0.91
WB	14.8%	0.56
NB	3.0%	0.89
SB	5.7%	0.91
TOTAL	7.2%	0.82

Two-Hour Count Summaries

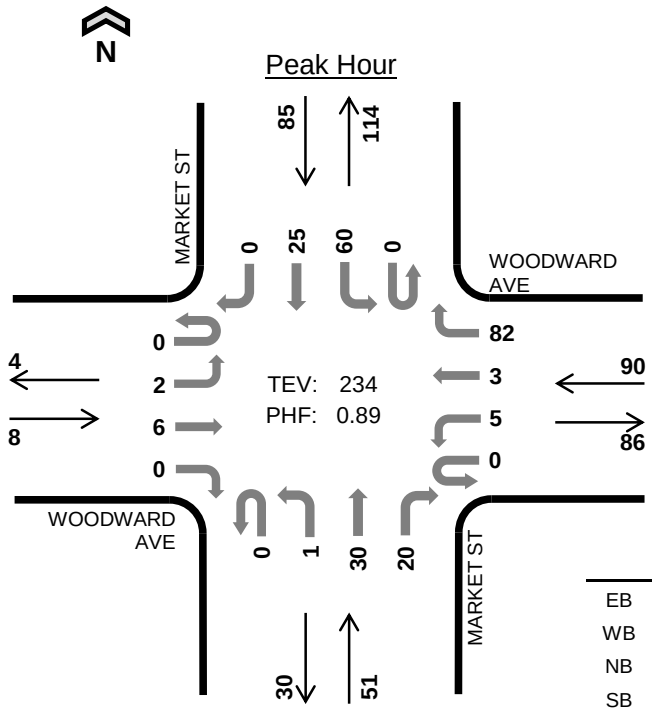
Interval Start	CR 398 Eastbound				CR 398 Westbound				MARKET ST Northbound				MARKET ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	1	0	1	2	0	24	0	1	13	2	0	20	38	4	109	0
4:15 PM	0	1	4	3	0	3	2	22	0	4	15	1	0	11	44	1	111	0
4:30 PM	0	3	5	0	0	5	0	12	0	4	16	1	0	12	31	1	90	0
4:45 PM	**0**	**2**	**1**	**5**	**0**	**0**	**0**	**14**	**0**	**2**	**16**	**2**	**0**	**14**	**29**	**2**	**87**	397
5:00 PM	**0**	**2**	**3**	**3**	**0**	**2**	**0**	**12**	**0**	**5**	**17**	**5**	**0**	**17**	**35**	**1**	**102**	390
5:15 PM	**0**	**0**	**0**	**5**	**0**	**0**	**5**	**12**	**0**	**8**	**19**	**1**	**0**	**15**	**26**	**0**	**91**	370
5:30 PM	**0**	**2**	**3**	**3**	**0**	**5**	**2**	**29**	**0**	**5**	**17**	**3**	**0**	**21**	**31**	**1**	**122**	**402**
5:45 PM	0	0	1	0	0	6	0	8	0	2	11	3	0	15	28	0	74	389
Count Total	0	13	18	19	1	23	9	133	0	31	124	18	0	125	262	10	786	0
Peak Hour	**0**	**6**	**7**	**16**	**0**	**7**	**7**	**67**	**0**	**20**	**69**	**11**	**0**	**67**	**121**	**4**	**402**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

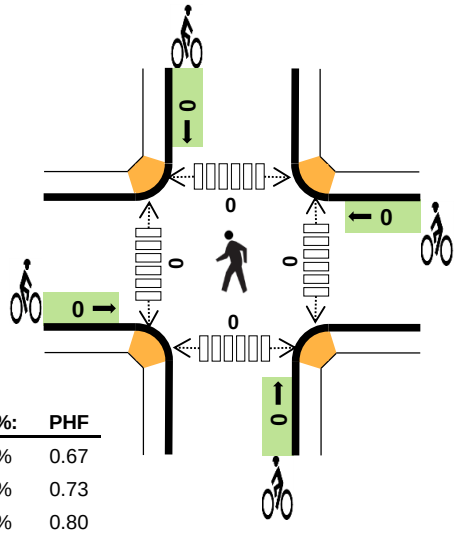
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	5	1	5	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	2	4	1	3	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	2	2	3	6	*13*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**5**	**1**	**3**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**1**	**1**	**2**	**4**	***8***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
5:15 PM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**2**	**4**	**0**	**4**	***10***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	***3***
5:45 PM	1	0	2	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	8	23	10	26	*67*	0	0	0	0	*0*	5	0	0	0	*5*
Peak Hour	**3**	**12**	**3**	**11**	***29***	**0**	**0**	**0**	**0**	***0***	**5**	**0**	**0**	**0**	***5***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

MARKET ST
WOODWARD AVE



Date: Wed, Oct 28, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	0.0%	0.67
WB	5.6%	0.73
NB	2.0%	0.80
SB	9.4%	0.85
TOTAL	6.0%	0.89

Two-Hour Count Summaries

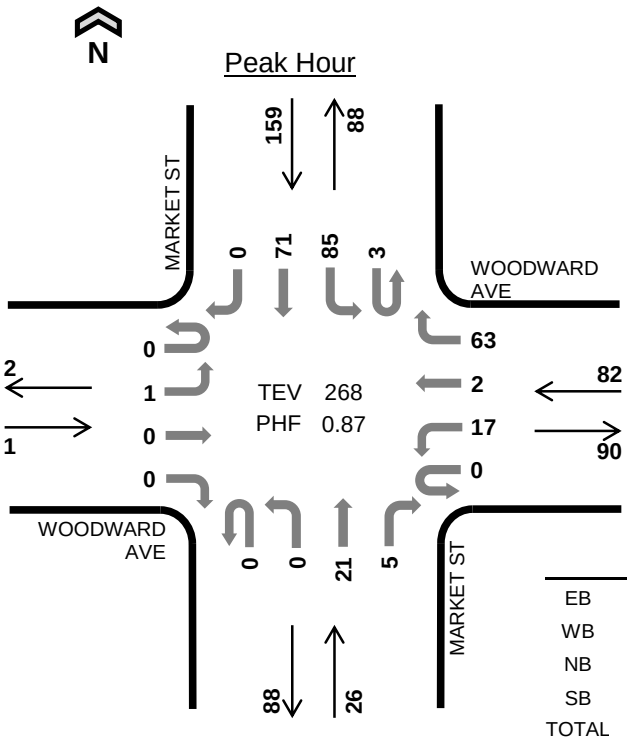
Interval Start	WOODWARD AVE Eastbound				WOODWARD AVE Westbound				MARKET ST Northbound				MARKET ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	13	0	0	5	3	0	15	3	0	40	0
7:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**13**	**3**	**0**	**11**	**4**	**0**	**45**	0
7:30 AM	**0**	**1**	**1**	**0**	**0**	**3**	**0**	**24**	**0**	**1**	**6**	**3**	**0**	**20**	**4**	**0**	**63**	0
7:45 AM	**0**	**0**	**2**	**0**	**0**	**1**	**2**	**16**	**0**	**0**	**5**	**9**	**0**	**14**	**11**	**0**	**60**	208
8:00 AM	**0**	**1**	**2**	**0**	**0**	**1**	**1**	**29**	**0**	**0**	**6**	**5**	**0**	**15**	**6**	**0**	**66**	**234**
8:15 AM	0	0	1	0	0	0	0	13	0	0	4	1	0	13	5	0	37	226
8:30 AM	0	0	0	0	0	0	0	7	0	0	4	0	0	14	5	0	30	193
8:45 AM	0	0	0	0	0	0	1	16	0	0	4	2	0	13	4	0	40	173
Count Total	0	2	7	0	0	6	4	131	0	1	47	26	0	115	42	0	381	0
Peak Hour	**0**	**2**	**6**	**0**	**0**	**5**	**3**	**82**	**0**	**1**	**30**	**20**	**0**	**60**	**25**	**0**	**234**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

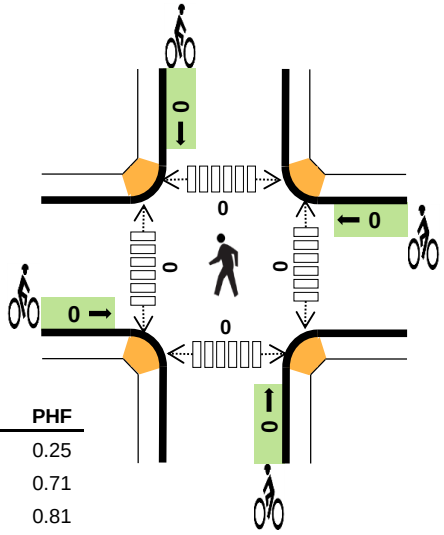
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	3	*3*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**0**	**1**	**1**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**0**	**1**	**0**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**3**	**0**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	1	1	1	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	1	0	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	1	0	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	8	2	17	*28*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**5**	**1**	**8**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

MARKET ST
WOODWARD AVE



Date: Wed, Oct 28, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.0%	0.25
WB	7.3%	0.71
NB	3.8%	0.81
SB	3.1%	0.78
TOTAL	4.5%	0.87

Two-Hour Count Summaries

Interval Start	WOODWARD AVE Eastbound				WOODWARD AVE Westbound				MARKET ST Northbound				MARKET ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	4	2	15	0	0	1	2	0	28	10	0	64	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**13**	**0**	**0**	**7**	**1**	**0**	**30**	**21**	**0**	**77**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**15**	**0**	**0**	**4**	**2**	**2**	**15**	**14**	**0**	**58**	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**11**	**0**	**0**	**7**	**1**	**1**	**21**	**16**	**0**	**61**	260
5:00 PM	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**24**	**0**	**0**	**3**	**1**	**0**	**19**	**20**	**0**	**72**	**268**
5:15 PM	0	0	0	1	0	6	1	16	0	0	10	0	1	23	8	0	66	257
5:30 PM	0	1	1	0	0	2	0	17	0	0	10	1	0	22	15	0	69	268
5:45 PM	0	0	0	0	0	2	0	11	0	0	3	0	1	23	13	0	53	260
Count Total	0	2	3	1	0	31	5	122	0	0	45	8	5	181	117	0	520	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**17**	**2**	**63**	**0**	**0**	**21**	**5**	**3**	**85**	**71**	**0**	**268**	**0**

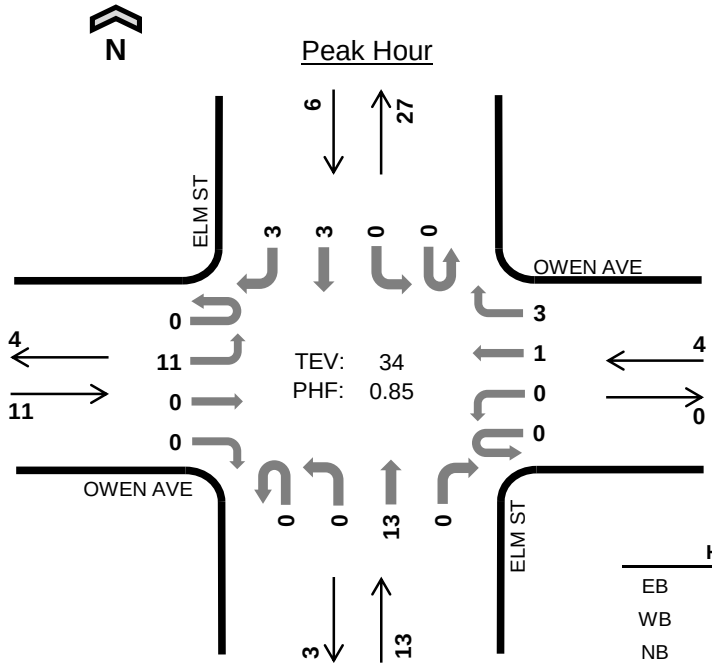
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

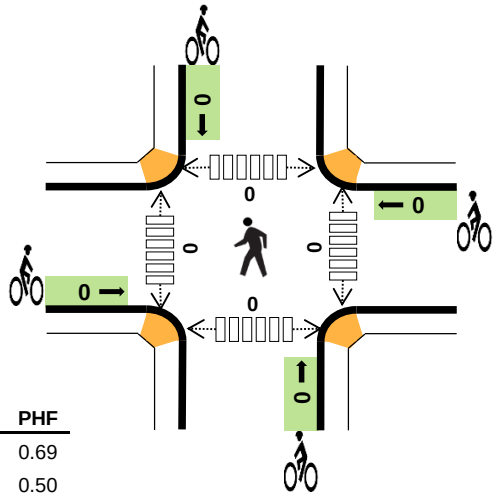
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	1	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**2**	**1**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**2**	**0**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	0	2	0	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	9	3	11	*24*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**6**	**1**	**5**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

ELM ST
OWEN AVE

Date: Wed, Oct 28, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %:	PHF
EB	0.0%	0.69
WB	0.0%	0.50
NB	7.7%	0.81
SB	66.7%	0.50
TOTAL	14.7%	0.85

Two-Hour Count Summaries

Interval Start	OWEN AVE Eastbound				OWEN AVE Westbound				ELM ST Northbound				ELM ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	1	1	6	0
7:15 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**7**	0
7:30 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**9**	0
7:45 AM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**2**	**10**	32
8:00 AM	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**8**	**34**
8:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	4	31
8:30 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	25
8:45 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	19
Count Total	0	14	0	0	0	1	1	4	0	0	21	0	0	1	5	4	51	0
Peak Hour	**0**	**11**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**13**	**0**	**0**	**0**	**3**	**3**	**34**	**0**

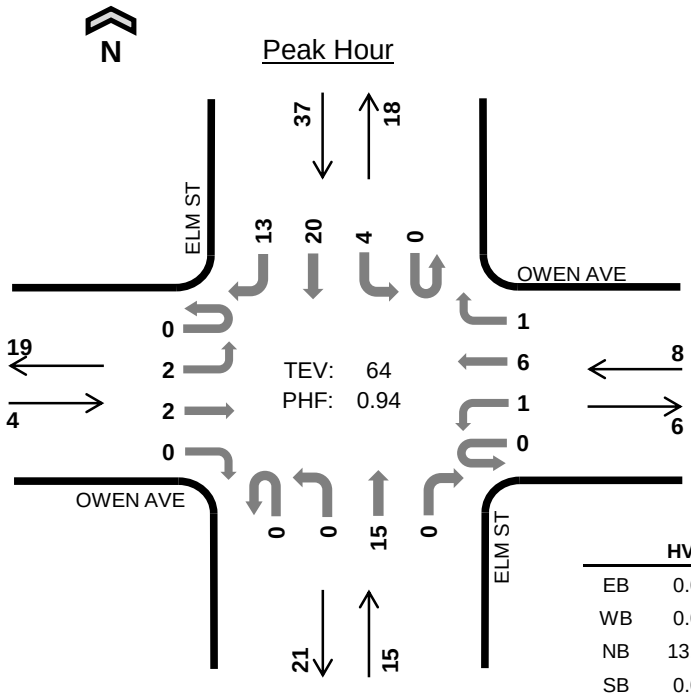
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

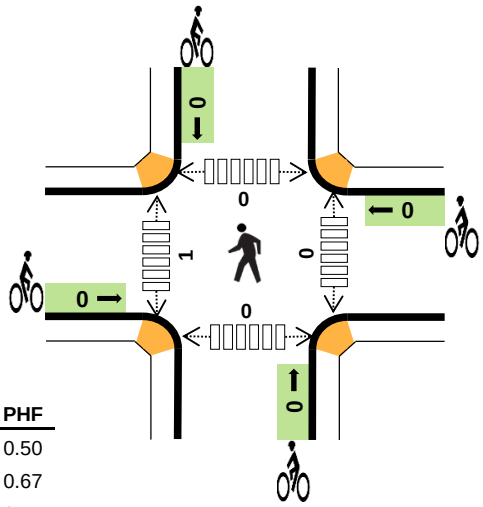
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
7:15 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	3	0	0	*3*
8:45 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	2	5	*7*	0	0	0	0	*0*	0	4	0	0	*4*
Peak Hour	**0**	**0**	**1**	**4**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

ELM ST
OWEN AVE

Date: Wed, Oct 28, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	0.0%	0.50
WB	0.0%	0.67
NB	13.3%	0.47
SB	0.0%	0.71
TOTAL	3.1%	0.94

Two-Hour Count Summaries

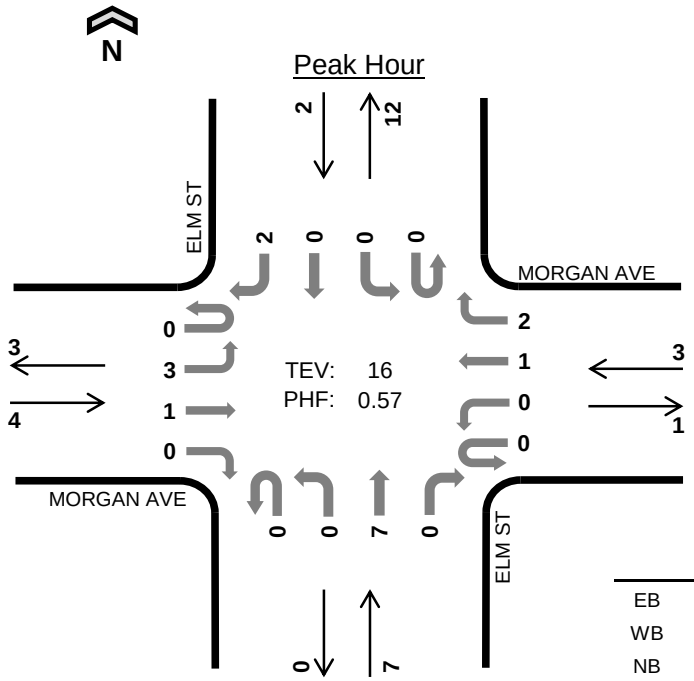
Interval Start	OWEN AVE Eastbound				OWEN AVE Westbound				ELM ST Northbound				ELM ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	5	9	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	2	6	0
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	7	3	13	0
4:45 PM	**0**	**1**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**4**	**16**	44
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**9**	**3**	**15**	50
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**8**	**0**	**0**	**3**	**0**	**2**	**16**	60
5:30 PM	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**7**	**4**	**17**	**64**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	1	5	53
Count Total	0	5	2	0	0	1	6	1	0	0	18	1	0	5	34	24	97	0
Peak Hour	**0**	**2**	**2**	**0**	**0**	**1**	**6**	**1**	**0**	**0**	**15**	**0**	**0**	**4**	**20**	**13**	**64**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

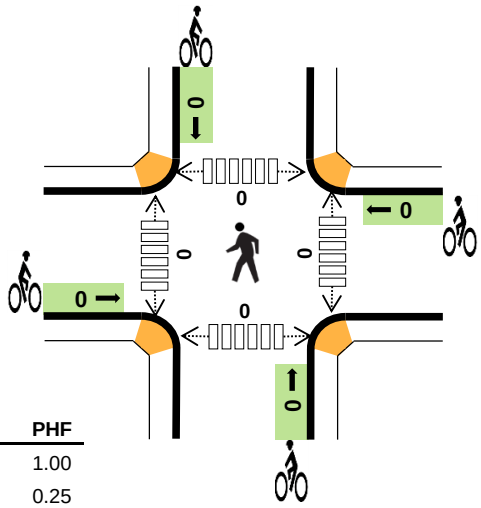
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	3	0	0	*3*
Count Total	0	0	3	0	*3*	0	0	0	0	*0*	0	4	0	0	*4*
Peak Hour	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

ELM ST
MORGAN AVE



Date: Wed, Oct 28, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	0.0%	1.00
WB	0.0%	0.25
NB	14.3%	0.88
SB	100.0%	0.25
TOTAL	18.8%	0.57

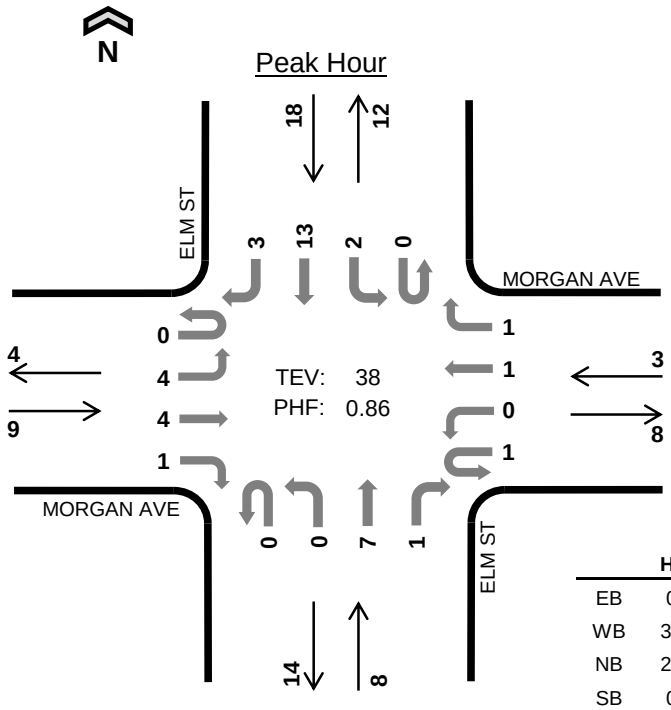
Two-Hour Count Summaries

Interval Start	MORGAN AVE Eastbound				MORGAN AVE Westbound				ELM ST Northbound				ELM ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	0
7:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**7**	0
7:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**16**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	15
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	10
8:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	9
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	8
Count Total	0	5	1	0	0	0	1	3	0	0	9	0	0	0	2	3	24	0
Peak Hour	**0**	**3**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**2**	**16**	**0**

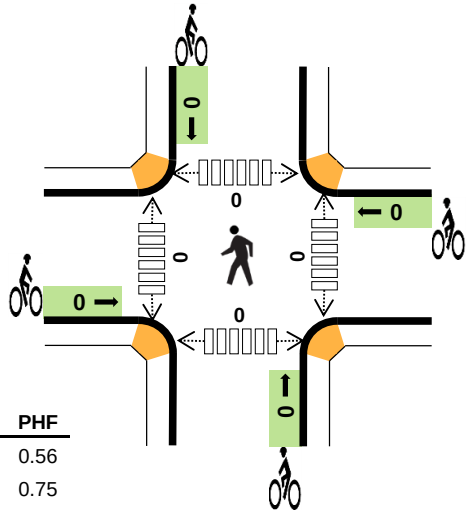
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:15 AM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	1	0	*1*	0	0	0	0	*0*	1	2	0	0	*3*
8:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	2	4	*6*	0	0	0	0	*0*	1	2	0	0	*3*
Peak Hour	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

ELM ST
MORGAN AVE



Date: Wed, Oct 28, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.0%	0.56
WB	33.3%	0.75
NB	25.0%	0.33
SB	0.0%	0.64
TOTAL	7.9%	0.86

Two-Hour Count Summaries

Interval Start	MORGAN AVE Eastbound				MORGAN AVE Westbound				ELM ST Northbound				ELM ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	2	5	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	3	7	0
4:45 PM	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**1**	**9**	25
5:00 PM	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**10**	30
5:15 PM	**0**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**11**	37
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**4**	**2**	**8**	**38**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	31
Count Total	0	6	6	2	1	0	1	1	0	0	8	1	0	3	17	10	56	0
Peak Hour	**0**	**4**	**4**	**1**	**1**	**0**	**1**	**1**	**0**	**0**	**7**	**1**	**0**	**2**	**13**	**3**	**38**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	1	2	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**1**	**2**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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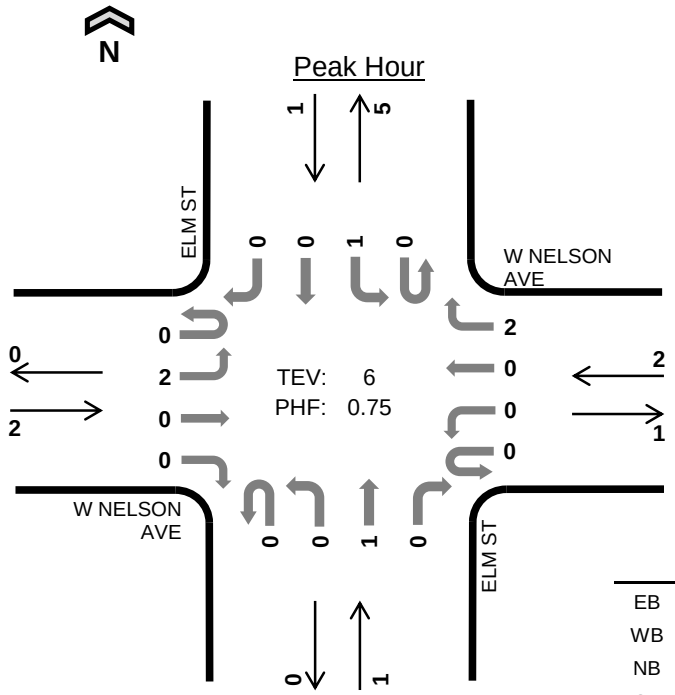
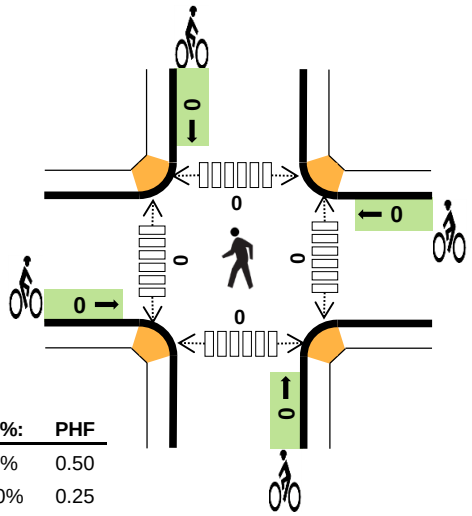
ELM ST
W NELSON AVE



Date: Wed, Oct 28, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	0.0%	0.50
WB	50.0%	0.25
NB	0.0%	0.25
SB	0.0%	0.25
TOTAL	16.7%	0.75

Two-Hour Count Summaries

Interval Start	W NELSON AVE Eastbound				W NELSON AVE Westbound				ELM ST Northbound				ELM ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	0
7:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	3	0	0	0	0	0	2	0	0	1	0	0	2	0	0	8	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**6**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	1	0	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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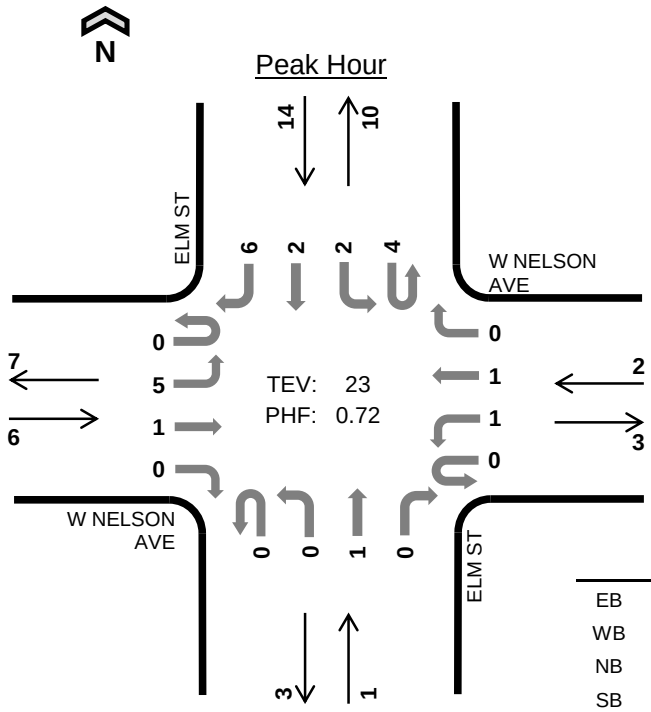
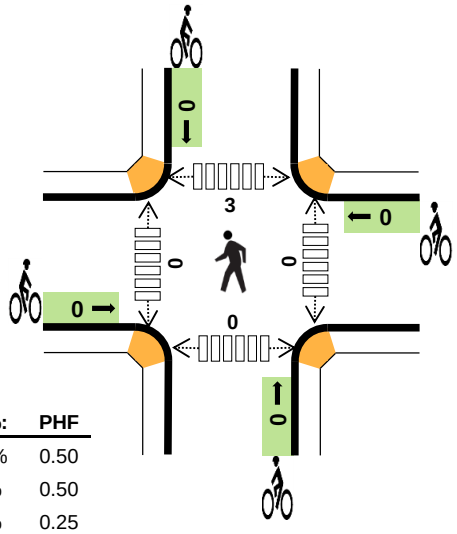
ELM ST
W NELSON AVE



Date: Wed, Oct 28, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	16.7%	0.50
WB	0.0%	0.50
NB	0.0%	0.25
SB	0.0%	0.44
TOTAL	4.3%	0.72

Two-Hour Count Summaries

Interval Start	W NELSON AVE Eastbound				W NELSON AVE Westbound				ELM ST Northbound				ELM ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**1**	**3**	**8**	11
5:15 PM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**1**	**7**	17
5:30 PM	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**7**	22
5:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**23**
Count Total	0	5	1	0	0	1	2	0	0	0	2	0	4	2	3	7	27	0
Peak Hour	**0**	**5**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**4**	**2**	**2**	**6**	**23**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	0	*1*
4:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	*2*
5:15 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	1	0	1	0	*2*	0	0	0	0	*0*	0	0	4	0	*4*
Peak Hour	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	***3***

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Summerfield at Keenesburg Counts Adjustment

Market Street & CR-398 Traffic Counts		
Scenario	AM Peak	PM Peak
2018 Existing (Pre-COVID - 2018)	434	538
2018 to 2020 Grown Existing	449	557
2020 Counts (During COVID - 2020-06-25)	355	402
Percent Change	-20.99%	-27.83%
Growth Adjustment	26.57%	38.56%
Adjustment Factor	1.27	1.39

Study Name KEENESBURG - MARKET & ELM ST COUNTS
Start Date 10/28/2020
Start Time 7:00 AM
Site Code TMC4
Project P-00972

Type Railroad Crossing
Classification n/a

	MARKET ST RR CROSSING		
Sample	Gates Down	Gates Up	Duration
1	7:29:08 AM	7:31:21 AM	0:02:13
2	8:07:55 AM	8:13:00 AM	0:05:05
3	4:19:17 PM	4:19:35 PM	0:00:18
4	4:31:53 PM	4:33:55 PM	0:02:02

APPENDIX B

Background Traffic

CDOT OTIS GROW RATE PROJECTIONS: MARKET STREET/SH-76

ROUTE	REFPT	ENDREFPT	LENGTH	UPDATEYR	AADT	AADTYR	COUNTYEAR	YR20FACT	DHV	LOCATION	Growth Rate
076B	0	0.298	0.294	2019	4400	2019	2018	1.46	11	ON SH 76 SPUR MARKET ST S/O I-76 KEENESURG	1.91%
076B	0.298	0.472	0.21	2019	3700	2019	2019	1.35	11	ON SH 76 SPUR MARKET ST N/O OLD US 6 KEENESBURG	1.51%
										Average Growth Rate:	1.71%

APPENDIX C

Trip Generation Worksheet

Kimley»Horn

Project	Vista West				
Subject	Trip Generation for Single-Family Detached Housing				
Designed by	JRP	*Date*	May 06, 2021	*Job No.*	196100001
Checked by		*Date*		*Sheet No.*	of

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Single-Family Detached Housing (210)

Independant Variable - Dwelling Units (X)

X = 119
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 3)

Average Weekday
(T) = 0.74(X)
(T) = 0.74 * (119.0)

Directional Distribution: 25% entering, 75% exiting
T = 88 Average Vehicle Trip Ends
22 entering 66 exiting

22 + 66 = 88

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 4)

Average Weekday
(T) = 0.99(X)
(T) = 0.99 * (119.0)

Directional Distribution: 63% entering, 37% exiting
T = 118 Average Vehicle Trip Ends
74 entering 44 exiting

74 + 44 = 118

Peak Hour of Generator, Saturday (200 Series Page 8)

Average Saturday
(T) = 0.93(X)
(T) = 0.93 * (119.0)

Directional Distribution: 54% entering, 46% exiting
T = 111 Average Vehicle Trip Ends
60 entering 51 exiting

60 + 51 = 111

Weekday (200 Series Page 2)

Average Weekday
(T) = 9.44(X)
(T) = 9.44 * (119.0)

Directional Distribution: 50% entering, 50% exiting
T = 1124 Average Vehicle Trip Ends
562 entering 562 exiting

562 + 562 = 1124

APPENDIX D

Intersection Analysis Worksheets

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	14	0	3	154	89	0	0	76	20
Future Vol, veh/h	0	0	0	14	0	3	154	89	0	0	76	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	17	0	4	183	106	0	0	90	24

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	574	586	106	114	0	-	-	-	0
Stage 1	472	472	-	-	-	-	-	-	-
Stage 2	102	114	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	480	422	948	1475	-	0	0	-	-
Stage 1	628	559	-	-	-	0	0	-	-
Stage 2	922	801	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	417	0	948	1475	-	-	-	-	-
Mov Cap-2 Maneuver	417	0	-	-	-	-	-	-	-
Stage 1	545	0	-	-	-	-	-	-	-
Stage 2	922	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	4.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1475	-	463	-	-
HCM Lane V/C Ratio	0.124	-	0.044	-	-
HCM Control Delay (s)	7.8	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.1	-	-

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	0	0	0	22	1	3	157	78	0	0	60	18
Future Vol, veh/h	0	0	0	22	1	3	157	78	0	0	60	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	25	1	3	180	90	0	0	69	21

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	530	540	90	90	0	-	-	-	0
Stage 1	450	450	-	-	-	-	-	-	-
Stage 2	80	90	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	510	449	968	1505	-	0	0	-	-
Stage 1	642	572	-	-	-	0	0	-	-
Stage 2	943	820	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	446	0	968	1505	-	-	-	-	-
Mov Cap-2 Maneuver	446	0	-	-	-	-	-	-	-
Stage 1	561	0	-	-	-	-	-	-	-
Stage 2	943	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	5.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1505	-	477	-	-
HCM Lane V/C Ratio	0.12	-	0.063	-	-
HCM Control Delay (s)	7.7	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	27	0	3	278	97	0	0	83	22
Future Vol, veh/h	0	0	0	27	0	3	278	97	0	0	83	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	32	0	4	331	115	0	0	99	26

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	889	902	115	125	0	-	-	-	0
Stage 1	777	777	-	-	-	-	-	-	-
Stage 2	112	125	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	314	277	937	1462	-	0	0	-	-
Stage 1	453	407	-	-	-	0	0	-	-
Stage 2	913	792	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	238	0	937	1462	-	-	-	-	-
Mov Cap-2 Maneuver	238	0	-	-	-	-	-	-	-
Stage 1	343	0	-	-	-	-	-	-	-
Stage 2	913	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.3	6.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1462	-	257	-	-
HCM Lane V/C Ratio	0.226	-	0.139	-	-
HCM Control Delay (s)	8.2	0	21.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.9	-	0.5	-	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	65	1	3	243	85	0	0	65	20
Future Vol, veh/h	0	0	0	65	1	3	243	85	0	0	65	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	75	1	3	279	98	0	0	75	23

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	743	754	98	98	0	-	-	-	0
Stage 1	656	656	-	-	-	-	-	-	-
Stage 2	87	98	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	383	338	958	1495	-	0	0	-	-
Stage 1	516	462	-	-	-	0	0	-	-
Stage 2	936	814	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	308	0	958	1495	-	-	-	-	-
Mov Cap-2 Maneuver	308	0	-	-	-	-	-	-	-
Stage 1	414	0	-	-	-	-	-	-	-
Stage 2	936	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20	5.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1495	-	318	-	-
HCM Lane V/C Ratio	0.187	-	0.249	-	-
HCM Control Delay (s)	8	0	20	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.7	-	1	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	29	0	3	318	100	0	0	84	22
Future Vol, veh/h	0	0	0	29	0	3	318	100	0	0	84	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	35	0	4	379	119	0	0	100	26

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	990	1003	119	126	0	-	-	-	0
Stage 1	877	877	-	-	-	-	-	-	-
Stage 2	113	126	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	273	242	933	1460	-	0	0	-	-
Stage 1	407	366	-	-	-	0	0	-	-
Stage 2	912	792	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	197	0	933	1460	-	-	-	-	-
Mov Cap-2 Maneuver	197	0	-	-	-	-	-	-	-
Stage 1	294	0	-	-	-	-	-	-	-
Stage 2	912	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.5	6.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1460	-	213	-	-
HCM Lane V/C Ratio	0.259	-	0.179	-	-
HCM Control Delay (s)	8.3	0	25.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	1	-	0.6	-	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	72	1	3	269	87	0	0	69	20
Future Vol, veh/h	0	0	0	72	1	3	269	87	0	0	69	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	83	1	3	309	100	0	0	79	23

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	809	820	100	102	0	-	-	-	0
Stage 1	718	718	-	-	-	-	-	-	-
Stage 2	91	102	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	350	310	956	1490	-	0	0	-	-
Stage 1	483	433	-	-	-	0	0	-	-
Stage 2	933	811	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	273	0	956	1490	-	-	-	-	-
Mov Cap-2 Maneuver	273	0	-	-	-	-	-	-	-
Stage 1	377	0	-	-	-	-	-	-	-
Stage 2	933	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.5	6.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1490	-	281	-	-
HCM Lane V/C Ratio	0.208	-	0.311	-	-
HCM Control Delay (s)	8	0	23.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.8	-	1.3	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	32	0	4	328	126	0	0	108	28
Future Vol, veh/h	0	0	0	32	0	4	328	126	0	0	108	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	36	0	5	373	143	0	0	123	32

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1028	1044	143	155	0	-	-	-	0
Stage 1	889	889	-	-	-	-	-	-	-
Stage 2	139	155	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	259	229	905	1425	-	0	0	-	-
Stage 1	402	361	-	-	-	0	0	-	-
Stage 2	888	769	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	185	0	905	1425	-	-	-	-	-
Mov Cap-2 Maneuver	185	0	-	-	-	-	-	-	-
Stage 1	288	0	-	-	-	-	-	-	-
Stage 2	888	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.2	6.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1425	-	203	-	-
HCM Lane V/C Ratio	0.262	-	0.202	-	-
HCM Control Delay (s)	8.4	0	27.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	1.1	-	0.7	-	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	72	1	4	294	110	0	0	85	25
Future Vol, veh/h	0	0	0	72	1	4	294	110	0	0	85	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	80	1	4	327	122	0	0	94	28

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	884	898	122	122	0	-	-	-	0	
Stage 1	776	776	-	-	-	-	-	-	-	
Stage 2	108	122	-	-	-	-	-	-	-	
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-	
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-	
Pot Cap-1 Maneuver	316	279	929	1465	-	0	0	-	-	
Stage 1	454	407	-	-	-	0	0	-	-	
Stage 2	916	795	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	240	0	929	1465	-	-	-	-	-	
Mov Cap-2 Maneuver	240	0	-	-	-	-	-	-	-	
Stage 1	345	0	-	-	-	-	-	-	-	
Stage 2	916	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	26.7	5.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1465	-	250	-	-
HCM Lane V/C Ratio	0.223	-	0.342	-	-
HCM Control Delay (s)	8.2	0	26.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.9	-	1.5	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	35	0	5	370	130	0	0	110	30
Future Vol, veh/h	0	0	0	35	0	5	370	130	0	0	110	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	40	0	6	420	148	0	0	125	34

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1130	1147	148	159	0	-	-	-	0
Stage 1	988	988	-	-	-	-	-	-	-
Stage 2	142	159	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	225	199	899	1420	-	0	0	-	-
Stage 1	361	325	-	-	-	0	0	-	-
Stage 2	885	766	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	153	0	899	1420	-	-	-	-	-
Mov Cap-2 Maneuver	153	0	-	-	-	-	-	-	-
Stage 1	245	0	-	-	-	-	-	-	-
Stage 2	885	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.5	6.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1420	-	171	-	-
HCM Lane V/C Ratio	0.296	-	0.266	-	-
HCM Control Delay (s)	8.6	0	33.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	1.2	-	1	-	-

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	80	5	5	320	115	0	0	90	25
Future Vol, veh/h	0	0	0	80	5	5	320	115	0	0	90	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	89	6	6	356	128	0	0	100	28

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	954	968	128	128	0	-	-	-	0	
Stage 1	840	840	-	-	-	-	-	-	-	
Stage 2	114	128	-	-	-	-	-	-	-	
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-	
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-	
Pot Cap-1 Maneuver	287	254	922	1458	-	0	0	-	-	
Stage 1	424	381	-	-	-	0	0	-	-	
Stage 2	911	790	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	212	0	922	1458	-	-	-	-	-	
Mov Cap-2 Maneuver	212	0	-	-	-	-	-	-	-	
Stage 1	312	0	-	-	-	-	-	-	-	
Stage 2	911	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	33.9	6.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1458	-	222	-	-
HCM Lane V/C Ratio	0.244	-	0.45	-	-
HCM Control Delay (s)	8.3	0	33.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	1	-	2.2	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	0	113	0	0	0	0	212	15	1	90	0
Future Vol, veh/h	30	0	113	0	0	0	0	212	15	1	90	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	92	92	92	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	0	133	0	0	0	0	249	18	1	106	0

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	366	375	106				-	0	0	267	0	0
Stage 1	108	108	-				-	-	-	-	-	-
Stage 2	258	267	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				-	-	-	2.218	-	-
Pot Cap-1 Maneuver	634	556	948				0	-	-	1297	-	0
Stage 1	916	806	-				0	-	-	-	-	0
Stage 2	785	688	-				0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	633	0	948				-	-	-	1297	-	-
Mov Cap-2 Maneuver	633	0	-				-	-	-	-	-	-
Stage 1	916	0	-				-	-	-	-	-	-
Stage 2	784	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	858	1297	-
HCM Lane V/C Ratio	-	-	0.196	0.001	-
HCM Control Delay (s)	-	-	10.2	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	0	218	0	0	0	0	200	19	3	78	0
Future Vol, veh/h	35	0	218	0	0	0	0	200	19	3	78	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	92	92	92	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	0	240	0	0	0	0	220	21	3	86	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	323	333	86	-	0	0	241	0	0
Stage 1	92	92	-	-	-	-	-	-	-
Stage 2	231	241	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	671	587	973	0	-	-	1326	-	0
Stage 1	932	819	-	0	-	-	-	-	0
Stage 2	807	706	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	670	0	973	-	-	-	1326	-	-
Mov Cap-2 Maneuver	670	0	-	-	-	-	-	-	-
Stage 1	932	0	-	-	-	-	-	-	-
Stage 2	805	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	916	1326	-
HCM Lane V/C Ratio	-	-	0.304	0.002	-
HCM Control Delay (s)	-	-	10.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	0	158	0	0	0	0	341	50	1	110	0
Future Vol, veh/h	33	0	158	0	0	0	0	341	50	1	110	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	92	92	92	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	0	186	0	0	0	0	401	59	1	129	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	562	591	129	-	0	0	460	0	0
Stage 1	131	131	-	-	-	-	-	-	-
Stage 2	431	460	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	488	420	921	0	-	-	1101	-	0
Stage 1	895	788	-	0	-	-	-	-	0
Stage 2	655	566	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	488	0	921	-	-	-	1101	-	-
Mov Cap-2 Maneuver	488	0	-	-	-	-	-	-	-
Stage 1	895	0	-	-	-	-	-	-	-
Stage 2	654	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	799	1101	-
HCM Lane V/C Ratio	-	-	0.281	0.001	-
HCM Control Delay (s)	-	-	11.3	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	0	358	0	0	0	0	290	45	3	126	0
Future Vol, veh/h	38	0	358	0	0	0	0	290	45	3	126	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	92	92	92	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	0	393	0	0	0	0	319	49	3	138	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	488	512	138	-	0	0	368	0	0
Stage 1	144	144	-	-	-	-	-	-	-
Stage 2	344	368	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	539	465	910	0	-	-	1191	-	0
Stage 1	883	778	-	0	-	-	-	-	0
Stage 2	718	621	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	537	0	910	-	-	-	1191	-	-
Mov Cap-2 Maneuver	537	0	-	-	-	-	-	-	-
Stage 1	883	0	-	-	-	-	-	-	-
Stage 2	716	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	853	1191	-
HCM Lane V/C Ratio	-	-	0.51	0.003	-
HCM Control Delay (s)	-	-	13.5	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	3	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	0	171	0	0	0	0	384	57	1	113	0
Future Vol, veh/h	33	0	171	0	0	0	0	384	57	1	113	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	92	92	92	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	0	201	0	0	0	0	452	67	1	133	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	621	654	133	-	0	0	519	0	0
Stage 1	135	135	-	-	-	-	-	-	-
Stage 2	486	519	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	451	386	916	0	-	-	1047	-	0
Stage 1	891	785	-	0	-	-	-	-	0
Stage 2	618	533	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	451	0	916	-	-	-	1047	-	-
Mov Cap-2 Maneuver	451	0	-	-	-	-	-	-	-
Stage 1	891	0	-	-	-	-	-	-	-
Stage 2	617	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	785	1047	-
HCM Lane V/C Ratio	-	-	0.306	0.001	-
HCM Control Delay (s)	-	-	11.6	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	0	402	0	0	0	0	319	49	3	137	0
Future Vol, veh/h	38	0	402	0	0	0	0	319	49	3	137	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	92	92	92	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	0	442	0	0	0	0	351	54	3	151	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	535	562	151	-	0	0	405	0	0
Stage 1	157	157	-	-	-	-	-	-	-
Stage 2	378	405	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	506	436	895	0	-	-	1154	-	0
Stage 1	871	768	-	0	-	-	-	-	0
Stage 2	693	598	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	504	0	895	-	-	-	1154	-	-
Mov Cap-2 Maneuver	504	0	-	-	-	-	-	-	-
Stage 1	871	0	-	-	-	-	-	-	-
Stage 2	691	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	839	1154	-
HCM Lane V/C Ratio	-	-	0.576	0.003	-
HCM Control Delay (s)	-	-	15	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	3.8	0	-

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	42	0	195	0	0	0	0	410	55	1	139	0
Future Vol, veh/h	42	0	195	0	0	0	0	410	55	1	139	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	92	92	92	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	0	229	0	0	0	0	482	65	1	164	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	681	713	164	-	0	0	547	0	0
Stage 1	166	166	-	-	-	-	-	-	-
Stage 2	515	547	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	416	357	881	0	-	-	1022	-	0
Stage 1	863	761	-	0	-	-	-	-	0
Stage 2	600	517	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	416	0	881	-	-	-	1022	-	-
Mov Cap-2 Maneuver	416	0	-	-	-	-	-	-	-
Stage 1	863	0	-	-	-	-	-	-	-
Stage 2	599	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	735	1022	-
HCM Lane V/C Ratio	-	-	0.379	0.001	-
HCM Control Delay (s)	-	-	12.9	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.8	0	-

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	0	428	0	0	0	0	355	51	4	151	0
Future Vol, veh/h	50	0	428	0	0	0	0	355	51	4	151	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	92	92	92	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	0	470	0	0	0	0	390	56	4	166	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	592	620	166	-	0	0	446	0	0
Stage 1	174	174	-	-	-	-	-	-	-
Stage 2	418	446	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	469	404	878	0	-	-	1114	-	0
Stage 1	856	755	-	0	-	-	-	-	0
Stage 2	664	574	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	467	0	878	-	-	-	1114	-	-
Mov Cap-2 Maneuver	467	0	-	-	-	-	-	-	-
Stage 1	856	0	-	-	-	-	-	-	-
Stage 2	661	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.5	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	804	1114	-
HCM Lane V/C Ratio	-	-	0.653	0.004	-
HCM Control Delay (s)	-	-	17.5	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	5	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	0	210	0	0	0	0	455	65	5	145	0
Future Vol, veh/h	45	0	210	0	0	0	0	455	65	5	145	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	92	92	92	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	0	247	0	0	0	0	535	76	6	171	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	756	794	171	-	0	0	611	0	0
Stage 1	183	183	-	-	-	-	-	-	-
Stage 2	573	611	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	376	321	873	0	-	-	968	-	0
Stage 1	848	748	-	0	-	-	-	-	0
Stage 2	564	484	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	373	0	873	-	-	-	968	-	-
Mov Cap-2 Maneuver	373	0	-	-	-	-	-	-	-
Stage 1	848	0	-	-	-	-	-	-	-
Stage 2	560	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	706	968	-
HCM Lane V/C Ratio	-	-	0.425	0.006	-
HCM Control Delay (s)	-	-	13.8	8.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	2.1	0	-

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	0	475	0	0	0	0	385	55	5	165	0
Future Vol, veh/h	50	0	475	0	0	0	0	385	55	5	165	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	92	92	92	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	0	522	0	0	0	0	423	60	5	181	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	644	674	181	-	0	0	483	0	0
Stage 1	191	191	-	-	-	-	-	-	-
Stage 2	453	483	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	437	376	862	0	-	-	1080	-	0
Stage 1	841	742	-	0	-	-	-	-	0
Stage 2	640	553	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	435	0	862	-	-	-	1080	-	-
Mov Cap-2 Maneuver	435	0	-	-	-	-	-	-	-
Stage 1	841	0	-	-	-	-	-	-	-
Stage 2	637	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	788	1080	-
HCM Lane V/C Ratio	-	-	0.732	0.005	-
HCM Control Delay (s)	-	-	21	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	6.6	0	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕		↰	↱			⇕			⇕	
Traffic Vol, veh/h	3	14	11	0	5	100	6	137	3	66	102	4
Future Vol, veh/h	3	14	11	0	5	100	6	137	3	66	102	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	15	12	0	5	108	6	147	3	71	110	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	471	416	112	429	417	149	114	0	0	150	0	0
Stage 1	254	254	-	161	161	-	-	-	-	-	-	-
Stage 2	217	162	-	268	256	-	-	-	-	-	-	-
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	503	527	941	536	527	898	1475	-	-	1431	-	-
Stage 1	750	697	-	841	765	-	-	-	-	-	-	-
Stage 2	785	764	-	738	696	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	420	497	941	495	497	898	1475	-	-	1431	-	-
Mov Cap-2 Maneuver	420	497	-	495	497	-	-	-	-	-	-	-
Stage 1	747	660	-	838	762	-	-	-	-	-	-	-
Stage 2	683	761	-	674	659	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	9.8	0.3	2.9
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1475	-	-	596	-	865	1431	-	-
HCM Lane V/C Ratio	0.004	-	-	0.051	-	0.131	0.05	-	-
HCM Control Delay (s)	7.5	0	-	11.4	0	9.8	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0.4	0.2	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕		↰	↑			⇕			⇕	
Traffic Vol, veh/h	8	10	22	10	10	93	28	96	15	93	168	6
Future Vol, veh/h	8	10	22	10	10	93	28	96	15	93	168	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	12	27	12	12	113	34	117	18	113	205	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	692	638	209	648	632	126	212	0	0	135	0	0
Stage 1	435	435	-	194	194	-	-	-	-	-	-	-
Stage 2	257	203	-	454	438	-	-	-	-	-	-	-
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	358	394	831	383	398	924	1358	-	-	1449	-	-
Stage 1	600	580	-	808	740	-	-	-	-	-	-	-
Stage 2	748	733	-	586	579	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	280	349	831	330	353	924	1358	-	-	1449	-	-
Mov Cap-2 Maneuver	280	349	-	330	353	-	-	-	-	-	-	-
Stage 1	584	529	-	786	720	-	-	-	-	-	-	-
Stage 2	628	713	-	505	528	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	10.8	1.6	2.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1358	-	-	478	330	799	1449	-	-
HCM Lane V/C Ratio	0.025	-	-	0.102	0.037	0.157	0.078	-	-
HCM Control Delay (s)	7.7	0	-	13.4	16.3	10.3	7.7	0	-
HCM Lane LOS	A	A	-	B	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0.6	0.3	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	17	12	14	12	225	7	149	8	111	111	4
Future Vol, veh/h	3	17	12	14	12	225	7	149	8	111	111	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	18	13	15	13	242	8	160	9	119	119	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	667	544	121	556	542	165	123	0	0	169	0	0
Stage 1	359	359	-	181	181	-	-	-	-	-	-	-
Stage 2	308	185	-	375	361	-	-	-	-	-	-	-
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	372	446	930	442	447	879	1464	-	-	1409	-	-
Stage 1	659	627	-	821	750	-	-	-	-	-	-	-
Stage 2	702	747	-	646	626	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	244	403	930	390	404	879	1464	-	-	1409	-	-
Mov Cap-2 Maneuver	244	403	-	390	404	-	-	-	-	-	-	-
Stage 1	655	570	-	816	746	-	-	-	-	-	-	-
Stage 2	497	743	-	560	569	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.2	11.4	0.3	3.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1464	-	-	475	390	830	1409	-	-
HCM Lane V/C Ratio	0.005	-	-	0.072	0.039	0.307	0.085	-	-
HCM Control Delay (s)	7.5	0	-	13.2	14.6	11.2	7.8	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	1.3	0.3	-	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	19	24	20	16	178	31	105	32	234	183	7
Future Vol, veh/h	9	19	24	20	16	178	31	105	32	234	183	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	92	87	92	92	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	22	28	23	18	205	36	114	37	254	199	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1027	934	203	941	920	133	207	0	0	151	0	0
Stage 1	711	711	-	205	205	-	-	-	-	-	-	-
Stage 2	316	223	-	736	715	-	-	-	-	-	-	-
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	213	266	838	243	271	916	1364	-	-	1430	-	-
Stage 1	424	436	-	797	732	-	-	-	-	-	-	-
Stage 2	695	719	-	411	434	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	128	206	838	179	210	916	1364	-	-	1430	-	-
Mov Cap-2 Maneuver	128	206	-	179	210	-	-	-	-	-	-	-
Stage 1	412	348	-	774	711	-	-	-	-	-	-	-
Stage 2	511	698	-	298	347	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.9	13.8	1.5	4.4
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1364	-	-	272	179	717	1430	-	-
HCM Lane V/C Ratio	0.026	-	-	0.22	0.128	0.311	0.178	-	-
HCM Control Delay (s)	7.7	0	-	21.9	28.1	12.3	8.1	0	-
HCM Lane LOS	A	A	-	C	D	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.4	1.3	0.6	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕		↰	↱			⇕			⇕	
Traffic Vol, veh/h	3	17	12	15	12	225	7	199	11	111	128	4
Future Vol, veh/h	3	17	12	15	12	225	7	199	11	111	128	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	18	13	16	13	242	8	214	12	119	138	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	742	620	140	630	616	220	142	0	0	226	0	0
Stage 1	378	378	-	236	236	-	-	-	-	-	-	-
Stage 2	364	242	-	394	380	-	-	-	-	-	-	-
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	332	404	908	394	406	820	1441	-	-	1342	-	-
Stage 1	644	615	-	767	710	-	-	-	-	-	-	-
Stage 2	655	705	-	631	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	210	363	908	345	365	820	1441	-	-	1342	-	-
Mov Cap-2 Maneuver	210	363	-	345	365	-	-	-	-	-	-	-
Stage 1	640	556	-	762	706	-	-	-	-	-	-	-
Stage 2	451	701	-	544	555	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	12.2	0.2	3.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	430	345	771	1342	-	-
HCM Lane V/C Ratio	0.005	-	-	0.08	0.047	0.331	0.089	-	-
HCM Control Delay (s)	7.5	0	-	14.1	15.9	12	7.9	0	-
HCM Lane LOS	A	A	-	B	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	1.4	0.3	-	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	19	24	24	16	178	31	138	34	234	239	7
Future Vol, veh/h	9	19	24	24	16	178	31	138	34	234	239	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	92	87	92	92	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	22	28	28	18	205	36	150	39	254	260	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1125	1033	264	1039	1018	170	268	0	0	189	0	0
Stage 1	772	772	-	242	242	-	-	-	-	-	-	-
Stage 2	353	261	-	797	776	-	-	-	-	-	-	-
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	182	232	775	209	237	874	1296	-	-	1385	-	-
Stage 1	392	409	-	762	705	-	-	-	-	-	-	-
Stage 2	664	692	-	380	407	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	105	176	775	149	180	874	1296	-	-	1385	-	-
Mov Cap-2 Maneuver	105	176	-	149	180	-	-	-	-	-	-	-
Stage 1	380	321	-	738	683	-	-	-	-	-	-	-
Stage 2	480	671	-	268	319	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.9	15.6	1.2	4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1296	-	-	231	149	663	1385	-	-
HCM Lane V/C Ratio	0.027	-	-	0.259	0.185	0.336	0.184	-	-
HCM Control Delay (s)	7.9	0	-	25.9	34.6	13.2	8.2	0	-
HCM Lane LOS	A	A	-	D	D	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.7	1.5	0.7	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	22	16	14	14	257	8	194	9	132	144	6
Future Vol, veh/h	4	22	16	14	14	257	8	194	9	132	144	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	24	17	15	15	276	9	209	10	142	155	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	820	679	158	695	677	214	161	0	0	219	0	0
Stage 1	442	442	-	232	232	-	-	-	-	-	-	-
Stage 2	378	237	-	463	445	-	-	-	-	-	-	-
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	294	374	887	357	375	826	1418	-	-	1350	-	-
Stage 1	594	576	-	771	713	-	-	-	-	-	-	-
Stage 2	644	709	-	579	575	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	171	328	887	300	329	826	1418	-	-	1350	-	-
Mov Cap-2 Maneuver	171	328	-	300	329	-	-	-	-	-	-	-
Stage 1	590	509	-	766	708	-	-	-	-	-	-	-
Stage 2	416	704	-	479	508	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.5	12.8	0.3	3.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1418	-	-	387	300	766	1350	-	-
HCM Lane V/C Ratio	0.006	-	-	0.117	0.05	0.38	0.105	-	-
HCM Control Delay (s)	7.6	0	-	15.5	17.6	12.6	8	0	-
HCM Lane LOS	A	A	-	C	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	1.8	0.4	-	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	11	22	31	23	19	209	40	136	37	265	238	8
Future Vol, veh/h	11	22	31	23	19	209	40	136	37	265	238	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	92	90	92	92	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	24	34	26	21	232	44	148	41	288	259	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1223	1117	264	1126	1101	169	268	0	0	189	0	0
Stage 1	840	840	-	257	257	-	-	-	-	-	-	-
Stage 2	383	277	-	869	844	-	-	-	-	-	-	-
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	156	207	775	182	212	875	1296	-	-	1385	-	-
Stage 1	360	381	-	748	695	-	-	-	-	-	-	-
Stage 2	640	681	-	347	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	81	150	775	121	154	875	1296	-	-	1385	-	-
Mov Cap-2 Maneuver	81	150	-	121	154	-	-	-	-	-	-	-
Stage 1	346	288	-	720	669	-	-	-	-	-	-	-
Stage 2	438	655	-	229	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33	17.1	1.5	4.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1296	-	-	198	121	629	1385	-	-
HCM Lane V/C Ratio	0.034	-	-	0.359	0.211	0.403	0.208	-	-
HCM Control Delay (s)	7.9	0	-	33	42.5	14.5	8.3	0	-
HCM Lane LOS	A	A	-	D	E	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.8	1.9	0.8	-	-

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	25	20	15	15	260	10	245	15	135	165	10
Future Vol, veh/h	5	25	20	15	15	260	10	245	15	135	165	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	27	22	16	16	280	11	263	16	145	177	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	914	774	183	790	771	271	188	0	0	279	0	0
Stage 1	473	473	-	293	293	-	-	-	-	-	-	-
Stage 2	441	301	-	497	478	-	-	-	-	-	-	-
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	254	329	859	308	331	768	1386	-	-	1284	-	-
Stage 1	572	558	-	715	670	-	-	-	-	-	-	-
Stage 2	595	665	-	555	556	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	289	859	253	291	768	1386	-	-	1284	-	-
Mov Cap-2 Maneuver	142	289	-	353	381	-	-	-	-	-	-	-
Stage 1	567	495	-	709	664	-	-	-	-	-	-	-
Stage 2	366	659	-	454	493	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.4	13.4	0.3	3.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1386	-	-	345	353	728	1284	-	-
HCM Lane V/C Ratio	0.008	-	-	0.156	0.046	0.406	0.113	-	-
HCM Control Delay (s)	7.6	0	-	17.4	15.7	13.3	8.2	-	-
HCM Lane LOS	A	A	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	2	0.4	-	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	25	35	30	20	210	40	170	40	265	295	10
Future Vol, veh/h	15	25	35	30	20	210	40	170	40	265	295	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	92	90	92	92	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	28	39	33	22	233	44	185	44	288	321	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1326	1220	327	1231	1203	207	332	0	0	229	0	0
Stage 1	903	903	-	295	295	-	-	-	-	-	-	-
Stage 2	423	317	-	936	908	-	-	-	-	-	-	-
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	180	714	154	184	833	1227	-	-	1339	-	-
Stage 1	332	356	-	713	669	-	-	-	-	-	-	-
Stage 2	609	654	-	318	354	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	71	136	714	106	139	833	1227	-	-	1339	-	-
Mov Cap-2 Maneuver	101	201	-	149	200	-	-	-	-	-	-	-
Stage 1	318	279	-	684	642	-	-	-	-	-	-	-
Stage 2	406	627	-	213	278	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.8	16.5	1.3	3.9
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1227	-	-	233	149	653	1339	-	-
HCM Lane V/C Ratio	0.036	-	-	0.358	0.224	0.391	0.215	-	-
HCM Control Delay (s)	8	0	-	28.8	36	14	8.4	-	-
HCM Lane LOS	A	A	-	D	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.8	1.9	0.8	-	-

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	3	8	0	6	4	104	1	38	25	76	32	0
Future Vol, veh/h	3	8	0	6	4	104	1	38	25	76	32	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	9	0	7	4	117	1	43	28	85	36	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	326	279	36	270	265	57	36	0	0	71	0	0
Stage 1	206	206	-	59	59	-	-	-	-	-	-	-
Stage 2	120	73	-	211	206	-	-	-	-	-	-	-
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	627	629	1037	683	640	1009	1575	-	-	1529	-	-
Stage 1	796	731	-	953	846	-	-	-	-	-	-	-
Stage 2	884	834	-	791	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	527	593	1037	645	603	1009	1575	-	-	1529	-	-
Mov Cap-2 Maneuver	527	593	-	645	603	-	-	-	-	-	-	-
Stage 1	795	689	-	952	845	-	-	-	-	-	-	-
Stage 2	777	833	-	736	689	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	9.3	0.1	5.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1575	-	-	573	958	1529	-	-
HCM Lane V/C Ratio	0.001	-	-	0.022	0.134	0.056	-	-
HCM Control Delay (s)	7.3	0	-	11.4	9.3	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.2	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	0	0	24	3	88	0	29	7	122	99	0
Future Vol, veh/h	1	0	0	24	3	88	0	29	7	122	99	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	28	3	101	0	33	8	140	114	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	483	435	114	431	431	37	114	0	0	41	0	0
Stage 1	394	394	-	37	37	-	-	-	-	-	-	-
Stage 2	89	41	-	394	394	-	-	-	-	-	-	-
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	494	514	939	535	517	1035	1475	-	-	1568	-	-
Stage 1	631	605	-	978	864	-	-	-	-	-	-	-
Stage 2	918	861	-	631	605	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	411	465	939	496	468	1035	1475	-	-	1568	-	-
Mov Cap-2 Maneuver	411	465	-	496	468	-	-	-	-	-	-	-
Stage 1	631	548	-	978	864	-	-	-	-	-	-	-
Stage 2	825	861	-	571	548	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	10.2	0	4.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1475	-	-	411	822	1568	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.161	0.089	-	-
HCM Control Delay (s)	0	-	-	13.8	10.2	7.5	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0.3	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	9	0	7	4	113	1	46	27	83	49	0
Future Vol, veh/h	3	9	0	7	4	113	1	46	27	83	49	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	10	0	8	4	127	1	52	30	93	55	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	376	325	55	315	310	67	55	0	0	82	0	0
Stage 1	241	241	-	69	69	-	-	-	-	-	-	-
Stage 2	135	84	-	246	241	-	-	-	-	-	-	-
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	581	593	1012	638	605	997	1550	-	-	1515	-	-
Stage 1	762	706	-	941	837	-	-	-	-	-	-	-
Stage 2	868	825	-	758	706	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	479	555	1012	598	566	997	1550	-	-	1515	-	-
Mov Cap-2 Maneuver	479	555	-	598	566	-	-	-	-	-	-	-
Stage 1	761	662	-	940	836	-	-	-	-	-	-	-
Stage 2	753	824	-	699	662	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	9.5	0.1	4.7
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1550	-	-	534	939	1515	-	-
HCM Lane V/C Ratio	0.001	-	-	0.025	0.148	0.062	-	-
HCM Control Delay (s)	7.3	0	-	11.9	9.5	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.2	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	0	0	26	3	96	0	48	8	133	117	0
Future Vol, veh/h	1	0	0	26	3	96	0	48	8	133	117	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	30	3	110	0	55	9	153	134	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	556	504	134	500	500	60	134	0	0	64	0	0
Stage 1	440	440	-	60	60	-	-	-	-	-	-	-
Stage 2	116	64	-	440	440	-	-	-	-	-	-	-
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	442	470	915	481	473	1005	1451	-	-	1538	-	-
Stage 1	596	578	-	951	845	-	-	-	-	-	-	-
Stage 2	889	842	-	596	578	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	359	419	915	441	422	1005	1451	-	-	1538	-	-
Mov Cap-2 Maneuver	359	419	-	441	422	-	-	-	-	-	-	-
Stage 1	596	516	-	951	845	-	-	-	-	-	-	-
Stage 2	788	842	-	532	516	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	10.7	0	4
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1451	-	-	359	774	1538	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.186	0.099	-	-
HCM Control Delay (s)	0	-	-	15.1	10.7	7.6	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0.3	-	-

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	6	9	0	11	4	113	1	96	40	83	66	1
Future Vol, veh/h	6	9	0	11	4	113	1	96	40	83	66	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	10	0	12	4	127	1	108	45	93	74	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	459	416	75	399	394	131	75	0	0	153	0	0
Stage 1	261	261	-	133	133	-	-	-	-	-	-	-
Stage 2	198	155	-	266	261	-	-	-	-	-	-	-
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	512	527	986	561	542	919	1524	-	-	1428	-	-
Stage 1	744	692	-	870	786	-	-	-	-	-	-	-
Stage 2	804	769	-	739	692	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	415	491	986	523	505	919	1524	-	-	1428	-	-
Mov Cap-2 Maneuver	415	491	-	523	505	-	-	-	-	-	-	-
Stage 1	743	645	-	869	785	-	-	-	-	-	-	-
Stage 2	688	768	-	678	645	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.2	10.1	0.1	4.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1524	-	-	457	843	1428	-	-
HCM Lane V/C Ratio	0.001	-	-	0.037	0.171	0.065	-	-
HCM Control Delay (s)	7.4	0	-	13.2	10.1	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0.2	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	0	0	41	3	96	0	81	17	133	173	4
Future Vol, veh/h	3	0	0	41	3	96	0	81	17	133	173	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	0	47	3	110	0	93	20	153	199	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	668	621	202	611	613	103	204	0	0	113	0	0
Stage 1	508	508	-	103	103	-	-	-	-	-	-	-
Stage 2	160	113	-	508	510	-	-	-	-	-	-	-
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	372	403	839	406	408	952	1368	-	-	1476	-	-
Stage 1	547	539	-	903	810	-	-	-	-	-	-	-
Stage 2	842	802	-	547	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	297	356	839	369	360	952	1368	-	-	1476	-	-
Mov Cap-2 Maneuver	297	356	-	369	360	-	-	-	-	-	-	-
Stage 1	547	476	-	903	810	-	-	-	-	-	-	-
Stage 2	741	802	-	483	475	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.3	12.6	0	3.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1368	-	-	297	636	1476	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.253	0.104	-	-
HCM Control Delay (s)	0	-	-	17.3	12.6	7.7	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1	0.3	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	11	0	8	6	147	1	59	35	108	59	0
Future Vol, veh/h	4	11	0	8	6	147	1	59	35	108	59	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	12	0	9	7	165	1	66	39	121	66	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	482	415	66	402	396	86	66	0	0	105	0	0
Stage 1	308	308	-	88	88	-	-	-	-	-	-	-
Stage 2	174	107	-	314	308	-	-	-	-	-	-	-
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	495	528	998	559	541	973	1536	-	-	1486	-	-
Stage 1	702	660	-	920	822	-	-	-	-	-	-	-
Stage 2	828	807	-	697	660	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	380	483	998	512	494	973	1536	-	-	1486	-	-
Mov Cap-2 Maneuver	380	483	-	512	494	-	-	-	-	-	-	-
Stage 1	701	604	-	919	821	-	-	-	-	-	-	-
Stage 2	681	806	-	625	604	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	10	0.1	4.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1536	-	-	450	900	1486	-	-
HCM Lane V/C Ratio	0.001	-	-	0.037	0.201	0.082	-	-
HCM Control Delay (s)	7.3	0	-	13.3	10	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0.3	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	0	0	34	4	125	0	57	10	173	149	0
Future Vol, veh/h	1	0	0	34	4	125	0	57	10	173	149	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	39	5	144	0	66	11	199	171	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	715	646	171	641	641	72	171	0	0	77	0	0
Stage 1	569	569	-	72	72	-	-	-	-	-	-	-
Stage 2	146	77	-	569	569	-	-	-	-	-	-	-
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	346	390	873	388	393	990	1406	-	-	1522	-	-
Stage 1	507	506	-	938	835	-	-	-	-	-	-	-
Stage 2	857	831	-	507	506	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	261	334	873	345	336	990	1406	-	-	1522	-	-
Mov Cap-2 Maneuver	261	334	-	345	336	-	-	-	-	-	-	-
Stage 1	507	433	-	938	835	-	-	-	-	-	-	-
Stage 2	729	831	-	434	433	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	12.2	0	4.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1406	-	-	261	689	1522	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.272	0.131	-	-
HCM Control Delay (s)	0	-	-	18.9	12.2	7.7	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.1	0.5	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	15	0	15	10	150	5	110	50	110	80	5
Future Vol, veh/h	10	15	0	15	10	150	5	110	50	110	80	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	17	0	17	11	169	6	124	56	124	90	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	595	533	93	514	508	152	96	0	0	180	0	0
Stage 1	341	341	-	164	164	-	-	-	-	-	-	-
Stage 2	254	192	-	350	344	-	-	-	-	-	-	-
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	416	453	964	471	468	894	1498	-	-	1396	-	-
Stage 1	674	639	-	838	762	-	-	-	-	-	-	-
Stage 2	750	742	-	666	637	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	306	409	964	422	422	894	1498	-	-	1396	-	-
Mov Cap-2 Maneuver	306	409	-	422	422	-	-	-	-	-	-	-
Stage 1	671	579	-	835	759	-	-	-	-	-	-	-
Stage 2	597	739	-	586	577	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	11.3	0.2	4.4
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1498	-	-	360	771	1396	-	-
HCM Lane V/C Ratio	0.004	-	-	0.078	0.255	0.089	-	-
HCM Control Delay (s)	7.4	0	-	15.8	11.3	7.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1	0.3	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	0	0	50	5	125	0	90	20	175	205	5
Future Vol, veh/h	5	0	0	50	5	125	0	90	20	175	205	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	0	57	6	144	0	103	23	201	236	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	831	767	239	756	759	115	242	0	0	126	0	0
Stage 1	641	641	-	115	115	-	-	-	-	-	-	-
Stage 2	190	126	-	641	644	-	-	-	-	-	-	-
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	289	332	800	325	336	937	1324	-	-	1460	-	-
Stage 1	463	469	-	890	800	-	-	-	-	-	-	-
Stage 2	812	792	-	463	468	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	212	279	800	285	283	937	1324	-	-	1460	-	-
Mov Cap-2 Maneuver	212	279	-	285	283	-	-	-	-	-	-	-
Stage 1	463	394	-	890	800	-	-	-	-	-	-	-
Stage 2	683	792	-	389	394	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.5	15.4	0	3.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1324	-	-	212	551	1460	-	-
HCM Lane V/C Ratio	-	-	-	0.027	0.375	0.138	-	-
HCM Control Delay (s)	0	-	-	22.5	15.4	7.9	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.7	0.5	-	-

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	14	0	0	0	1	4	0	17	0	0	4	4
Future Vol, veh/h	14	0	0	0	1	4	0	17	0	0	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	0	0	1	5	0	20	0	0	5	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	31	28	8	28	30	20	10	0	0	20	0	0
Stage 1	8	8	-	20	20	-	-	-	-	-	-	-
Stage 2	23	20	-	8	10	-	-	-	-	-	-	-
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	977	865	1074	981	863	1058	1610	-	-	1596	-	-
Stage 1	1013	889	-	999	879	-	-	-	-	-	-	-
Stage 2	995	879	-	1013	887	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	972	865	1074	981	863	1058	1610	-	-	1596	-	-
Mov Cap-2 Maneuver	972	865	-	981	863	-	-	-	-	-	-	-
Stage 1	1013	889	-	999	879	-	-	-	-	-	-	-
Stage 2	989	879	-	1013	887	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	8.6	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1610	-	-	972	1012	1596	-	-
HCM Lane V/C Ratio	-	-	-	0.017	0.006	-	-	-
HCM Control Delay (s)	0	-	-	8.8	8.6	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

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	3	3	0	1	8	1	0	21	0	6	28	18
Future Vol, veh/h	3	3	0	1	8	1	0	21	0	6	28	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	3	0	1	9	1	0	22	0	6	30	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	79	74	40	75	83	22	49	0	0	22	0	0
Stage 1	52	52	-	22	22	-	-	-	-	-	-	-
Stage 2	27	22	-	53	61	-	-	-	-	-	-	-
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	910	816	1031	915	807	1055	1558	-	-	1593	-	-
Stage 1	961	852	-	996	877	-	-	-	-	-	-	-
Stage 2	990	877	-	960	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	899	813	1031	910	804	1055	1558	-	-	1593	-	-
Mov Cap-2 Maneuver	899	813	-	910	804	-	-	-	-	-	-	-
Stage 1	961	849	-	996	877	-	-	-	-	-	-	-
Stage 2	979	877	-	953	841	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.4	0	0.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1558	-	-	854	834	1593	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.013	0.004	-	-
HCM Control Delay (s)	0	-	-	9.2	9.4	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	15	0	0	0	1	4	0	19	0	0	4	4
Future Vol, veh/h	15	0	0	0	1	4	0	19	0	0	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	0	0	1	5	0	22	0	0	5	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	33	30	8	30	32	22	10	0	0	22	0	0
Stage 1	8	8	-	22	22	-	-	-	-	-	-	-
Stage 2	25	22	-	8	10	-	-	-	-	-	-	-
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	974	863	1074	979	861	1055	1610	-	-	1593	-	-
Stage 1	1013	889	-	996	877	-	-	-	-	-	-	-
Stage 2	993	877	-	1013	887	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	969	863	1074	979	861	1055	1610	-	-	1593	-	-
Mov Cap-2 Maneuver	969	863	-	979	861	-	-	-	-	-	-	-
Stage 1	1013	889	-	996	877	-	-	-	-	-	-	-
Stage 2	987	877	-	1013	887	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	8.6	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1610	-	-	969	1010	1593	-	-
HCM Lane V/C Ratio	-	-	-	0.018	0.006	-	-	-
HCM Control Delay (s)	0	-	-	8.8	8.6	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	0	1	9	1	0	23	0	7	31	20
Future Vol, veh/h	3	3	0	1	9	1	0	23	0	7	31	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	3	0	1	10	1	0	24	0	7	33	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	88	82	44	83	92	24	54	0	0	24	0	0
Stage 1	58	58	-	24	24	-	-	-	-	-	-	-
Stage 2	30	24	-	59	68	-	-	-	-	-	-	-
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	897	808	1026	904	798	1052	1551	-	-	1591	-	-
Stage 1	954	847	-	994	875	-	-	-	-	-	-	-
Stage 2	987	875	-	953	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	884	804	1026	898	794	1052	1551	-	-	1591	-	-
Mov Cap-2 Maneuver	884	804	-	898	794	-	-	-	-	-	-	-
Stage 1	954	843	-	994	875	-	-	-	-	-	-	-
Stage 2	975	875	-	945	834	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	9.4	0	0.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	842	821	1591	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.014	0.005	-	-
HCM Control Delay (s)	0	-	-	9.3	9.4	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	55	0	0	0	1	4	0	42	0	0	12	17
Future Vol, veh/h	55	0	0	0	1	4	0	42	0	0	12	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	0	0	0	1	5	0	49	0	0	14	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	76	73	24	73	83	49	34	0	0	49	0	0
Stage 1	24	24	-	49	49	-	-	-	-	-	-	-
Stage 2	52	49	-	24	34	-	-	-	-	-	-	-
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	914	817	1052	918	807	1020	1578	-	-	1558	-	-
Stage 1	994	875	-	964	854	-	-	-	-	-	-	-
Stage 2	961	854	-	994	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	909	817	1052	918	807	1020	1578	-	-	1558	-	-
Mov Cap-2 Maneuver	909	817	-	918	807	-	-	-	-	-	-	-
Stage 1	994	875	-	964	854	-	-	-	-	-	-	-
Stage 2	955	854	-	994	867	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	8.7	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1578	-	-	909	969	1558	-	-
HCM Lane V/C Ratio	-	-	-	0.071	0.006	-	-	-
HCM Control Delay (s)	0	-	-	9.3	8.7	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

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	29	3	0	1	9	1	0	38	0	7	57	64
Future Vol, veh/h	29	3	0	1	9	1	0	38	0	7	57	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	3	0	1	10	1	0	40	0	7	61	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	155	149	95	151	183	40	129	0	0	40	0	0
Stage 1	109	109	-	40	40	-	-	-	-	-	-	-
Stage 2	46	40	-	111	143	-	-	-	-	-	-	-
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	812	743	962	816	711	1031	1457	-	-	1570	-	-
Stage 1	896	805	-	975	862	-	-	-	-	-	-	-
Stage 2	968	862	-	894	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	800	739	962	810	707	1031	1457	-	-	1570	-	-
Mov Cap-2 Maneuver	800	739	-	810	707	-	-	-	-	-	-	-
Stage 1	896	801	-	975	862	-	-	-	-	-	-	-
Stage 2	956	862	-	886	775	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	10	0	0.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1457	-	-	794	737	1570	-	-
HCM Lane V/C Ratio	-	-	-	0.043	0.016	0.005	-	-
HCM Control Delay (s)	0	-	-	9.7	10	7.3	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

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	20	0	0	0	1	6	0	24	0	0	6	6
Future Vol, veh/h	20	0	0	0	1	6	0	24	0	0	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	0	0	1	7	0	28	0	0	7	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	43	39	11	39	42	28	14	0	0	28	0	0
Stage 1	11	11	-	28	28	-	-	-	-	-	-	-
Stage 2	32	28	-	11	14	-	-	-	-	-	-	-
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	960	853	1070	966	850	1047	1604	-	-	1585	-	-
Stage 1	1010	886	-	989	872	-	-	-	-	-	-	-
Stage 2	984	872	-	1010	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	952	853	1070	966	850	1047	1604	-	-	1585	-	-
Mov Cap-2 Maneuver	952	853	-	966	850	-	-	-	-	-	-	-
Stage 1	1010	886	-	989	872	-	-	-	-	-	-	-
Stage 2	976	872	-	1010	884	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	8.6	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	952	1013	1585	-	-
HCM Lane V/C Ratio	-	-	-	0.025	0.008	-	-	-
HCM Control Delay (s)	0	-	-	8.9	8.6	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

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	4	4	0	1	11	1	0	30	0	8	40	25
Future Vol, veh/h	4	4	0	1	11	1	0	30	0	8	40	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	0	1	12	1	0	32	0	9	43	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	114	107	57	109	120	32	70	0	0	32	0	0
Stage 1	75	75	-	32	32	-	-	-	-	-	-	-
Stage 2	39	32	-	77	88	-	-	-	-	-	-	-
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	863	783	1009	870	770	1042	1531	-	-	1580	-	-
Stage 1	934	833	-	984	868	-	-	-	-	-	-	-
Stage 2	976	868	-	932	822	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	848	778	1009	862	765	1042	1531	-	-	1580	-	-
Mov Cap-2 Maneuver	848	778	-	862	765	-	-	-	-	-	-	-
Stage 1	934	828	-	984	868	-	-	-	-	-	-	-
Stage 2	962	868	-	922	817	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	9.7	0	0.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1531	-	-	811	788	1580	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.018	0.005	-	-
HCM Control Delay (s)	0	-	-	9.5	9.7	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	60	0	0	0	5	10	0	50	0	0	15	20
Future Vol, veh/h	60	0	0	0	5	10	0	50	0	0	15	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	0	0	0	6	12	0	59	0	0	18	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	98	89	30	89	101	59	42	0	0	59	0	0
Stage 1	30	30	-	59	59	-	-	-	-	-	-	-
Stage 2	68	59	-	30	42	-	-	-	-	-	-	-
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	884	801	1044	896	789	1007	1567	-	-	1545	-	-
Stage 1	987	870	-	953	846	-	-	-	-	-	-	-
Stage 2	942	846	-	987	860	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	869	801	1044	896	789	1007	1567	-	-	1545	-	-
Mov Cap-2 Maneuver	869	801	-	896	789	-	-	-	-	-	-	-
Stage 1	987	870	-	953	846	-	-	-	-	-	-	-
Stage 2	925	846	-	987	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	9	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1567	-	-	869	922	1545	-	-
HCM Lane V/C Ratio	-	-	-	0.081	0.019	-	-	-
HCM Control Delay (s)	0	-	-	9.5	9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	30	5	0	5	15	5	0	45	0	10	70	70
Future Vol, veh/h	30	5	0	5	15	5	0	45	0	10	70	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	5	0	5	16	5	0	48	0	11	74	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	192	181	111	184	218	48	148	0	0	48	0	0
Stage 1	133	133	-	48	48	-	-	-	-	-	-	-
Stage 2	59	48	-	136	170	-	-	-	-	-	-	-
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	768	713	942	777	680	1021	1434	-	-	1559	-	-
Stage 1	870	786	-	965	855	-	-	-	-	-	-	-
Stage 2	953	855	-	867	758	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	746	707	942	768	675	1021	1434	-	-	1559	-	-
Mov Cap-2 Maneuver	746	707	-	768	675	-	-	-	-	-	-	-
Stage 1	870	780	-	965	855	-	-	-	-	-	-	-
Stage 2	930	855	-	854	752	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	10	0	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1434	-	-	740	743	1559	-	-
HCM Lane V/C Ratio	-	-	-	0.05	0.036	0.007	-	-
HCM Control Delay (s)	0	-	-	10.1	10	7.3	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	0	0	1	3	0	9	0	0	0	3
Future Vol, veh/h	4	1	0	0	1	3	0	9	0	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2	0	0	2	5	0	16	0	0	0	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	23	19	3	20	21	16	5	0	0	16	0	0
Stage 1	3	3	-	16	16	-	-	-	-	-	-	-
Stage 2	20	16	-	4	5	-	-	-	-	-	-	-
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	989	875	1081	993	873	1063	1616	-	-	1602	-	-
Stage 1	1020	893	-	1004	882	-	-	-	-	-	-	-
Stage 2	999	882	-	1018	892	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	983	875	1081	991	873	1063	1616	-	-	1602	-	-
Mov Cap-2 Maneuver	983	875	-	991	873	-	-	-	-	-	-	-
Stage 1	1020	893	-	1004	882	-	-	-	-	-	-	-
Stage 2	992	882	-	1016	892	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	8.6	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1616	-	-	959	1008	1602	-	-
HCM Lane V/C Ratio	-	-	-	0.009	0.007	-	-	-
HCM Control Delay (s)	0	-	-	8.8	8.6	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	6	1	1	1	1	0	10	1	3	18	4
Future Vol, veh/h	6	6	1	1	1	1	0	10	1	3	18	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	7	1	1	1	1	0	12	1	3	21	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	44	43	24	47	45	13	26	0	0	13	0	0
Stage 1	30	30	-	13	13	-	-	-	-	-	-	-
Stage 2	14	13	-	34	32	-	-	-	-	-	-	-
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	958	849	1052	954	847	1067	1588	-	-	1606	-	-
Stage 1	987	870	-	1007	885	-	-	-	-	-	-	-
Stage 2	1006	885	-	982	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	954	847	1052	945	845	1067	1588	-	-	1606	-	-
Mov Cap-2 Maneuver	954	847	-	945	845	-	-	-	-	-	-	-
Stage 1	987	868	-	1007	885	-	-	-	-	-	-	-
Stage 2	1004	885	-	971	866	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	8.8	0	0.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1588	-	-	908	944	1606	-	-
HCM Lane V/C Ratio	-	-	-	0.017	0.004	0.002	-	-
HCM Control Delay (s)	0	-	-	9	8.8	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

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	4	1	0	0	1	3	0	10	0	0	0	3
Future Vol, veh/h	4	1	0	0	1	3	0	10	0	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2	0	0	2	5	0	18	0	0	0	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	25	21	3	22	23	18	5	0	0	18	0	0
Stage 1	3	3	-	18	18	-	-	-	-	-	-	-
Stage 2	22	18	-	4	5	-	-	-	-	-	-	-
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	986	873	1081	990	870	1061	1616	-	-	1599	-	-
Stage 1	1020	893	-	1001	880	-	-	-	-	-	-	-
Stage 2	996	880	-	1018	892	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	980	873	1081	988	870	1061	1616	-	-	1599	-	-
Mov Cap-2 Maneuver	980	873	-	988	870	-	-	-	-	-	-	-
Stage 1	1020	893	-	1001	880	-	-	-	-	-	-	-
Stage 2	989	880	-	1016	892	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	8.6	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1616	-	-	957	1006	1599	-	-
HCM Lane V/C Ratio	-	-	-	0.009	0.007	-	-	-
HCM Control Delay (s)	0	-	-	8.8	8.6	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	7	1	1	1	1	0	11	1	3	20	4
Future Vol, veh/h	7	7	1	1	1	1	0	11	1	3	20	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	8	1	1	1	1	0	13	1	3	23	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	47	46	26	50	48	14	28	0	0	14	0	0
Stage 1	32	32	-	14	14	-	-	-	-	-	-	-
Stage 2	15	14	-	36	34	-	-	-	-	-	-	-
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	954	846	1050	950	844	1066	1585	-	-	1604	-	-
Stage 1	984	868	-	1006	884	-	-	-	-	-	-	-
Stage 2	1005	884	-	980	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	950	844	1050	941	842	1066	1585	-	-	1604	-	-
Mov Cap-2 Maneuver	950	844	-	941	842	-	-	-	-	-	-	-
Stage 1	984	866	-	1006	884	-	-	-	-	-	-	-
Stage 2	1003	884	-	968	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	8.8	0	0.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1585	-	-	903	941	1604	-	-
HCM Lane V/C Ratio	-	-	-	0.019	0.004	0.002	-	-
HCM Control Delay (s)	0	-	-	9.1	8.8	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	1	0	0	1	3	0	17	0	0	2	9
Future Vol, veh/h	21	1	0	0	1	3	0	17	0	0	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	2	0	0	2	5	0	30	0	0	4	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	46	42	12	43	50	30	20	0	0	30	0	0
Stage 1	12	12	-	30	30	-	-	-	-	-	-	-
Stage 2	34	30	-	13	20	-	-	-	-	-	-	-
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	955	850	1069	960	841	1044	1596	-	-	1583	-	-
Stage 1	1009	886	-	987	870	-	-	-	-	-	-	-
Stage 2	982	870	-	1007	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	948	850	1069	958	841	1044	1596	-	-	1583	-	-
Mov Cap-2 Maneuver	948	850	-	958	841	-	-	-	-	-	-	-
Stage 1	1009	886	-	987	870	-	-	-	-	-	-	-
Stage 2	975	870	-	1005	879	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	8.7	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1596	-	-	943	985	1583	-	-
HCM Lane V/C Ratio	-	-	-	0.041	0.007	-	-	-
HCM Control Delay (s)	0	-	-	9	8.7	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	18	7	1	1	1	1	0	15	1	3	27	23
Future Vol, veh/h	18	7	1	1	1	1	0	15	1	3	27	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	8	1	1	1	1	0	17	1	3	31	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	70	69	45	73	82	18	58	0	0	18	0	0
Stage 1	51	51	-	18	18	-	-	-	-	-	-	-
Stage 2	19	18	-	55	64	-	-	-	-	-	-	-
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	922	822	1025	918	808	1061	1546	-	-	1599	-	-
Stage 1	962	852	-	1001	880	-	-	-	-	-	-	-
Stage 2	1000	880	-	957	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	918	820	1025	909	806	1061	1546	-	-	1599	-	-
Mov Cap-2 Maneuver	918	820	-	909	806	-	-	-	-	-	-	-
Stage 1	962	850	-	1001	880	-	-	-	-	-	-	-
Stage 2	998	880	-	945	840	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9	0	0.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1546	-	-	893	914	1599	-	-
HCM Lane V/C Ratio	-	-	-	0.034	0.004	0.002	-	-
HCM Control Delay (s)	0	-	-	9.2	9	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

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	6	1	0	0	1	4	0	13	0	0	0	4
Future Vol, veh/h	6	1	0	0	1	4	0	13	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	2	0	0	2	7	0	23	0	0	0	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	32	27	4	28	30	23	7	0	0	23	0	0
Stage 1	4	4	-	23	23	-	-	-	-	-	-	-
Stage 2	28	23	-	5	7	-	-	-	-	-	-	-
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	976	866	1080	981	863	1054	1614	-	-	1592	-	-
Stage 1	1018	892	-	995	876	-	-	-	-	-	-	-
Stage 2	989	876	-	1017	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	968	866	1080	979	863	1054	1614	-	-	1592	-	-
Mov Cap-2 Maneuver	968	866	-	979	863	-	-	-	-	-	-	-
Stage 1	1018	892	-	995	876	-	-	-	-	-	-	-
Stage 2	980	876	-	1015	890	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	8.6	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1614	-	-	952	1009	1592	-	-
HCM Lane V/C Ratio	-	-	-	0.013	0.009	-	-	-
HCM Control Delay (s)	0	-	-	8.8	8.6	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	8	8	1	1	1	1	0	14	1	4	25	6
Future Vol, veh/h	8	8	1	1	1	1	0	14	1	4	25	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	9	1	1	1	1	0	16	1	5	29	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	61	60	33	65	63	17	36	0	0	17	0	0
Stage 1	43	43	-	17	17	-	-	-	-	-	-	-
Stage 2	18	17	-	48	46	-	-	-	-	-	-	-
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	934	831	1041	929	828	1062	1575	-	-	1600	-	-
Stage 1	971	859	-	1002	881	-	-	-	-	-	-	-
Stage 2	1001	881	-	965	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	930	829	1041	918	826	1062	1575	-	-	1600	-	-
Mov Cap-2 Maneuver	930	829	-	918	826	-	-	-	-	-	-	-
Stage 1	971	856	-	1002	881	-	-	-	-	-	-	-
Stage 2	999	881	-	951	854	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	8.9	0	0.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1575	-	-	885	925	1600	-	-
HCM Lane V/C Ratio	-	-	-	0.022	0.004	0.003	-	-
HCM Control Delay (s)	0	-	-	9.2	8.9	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	0	0	5	5	0	20	0	0	5	10
Future Vol, veh/h	25	5	0	0	5	5	0	20	0	0	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	9	0	0	9	9	0	35	0	0	9	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	62	53	18	58	62	35	27	0	0	35	0	0
Stage 1	18	18	-	35	35	-	-	-	-	-	-	-
Stage 2	44	35	-	23	27	-	-	-	-	-	-	-
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	933	838	1061	939	829	1038	1587	-	-	1576	-	-
Stage 1	1001	880	-	981	866	-	-	-	-	-	-	-
Stage 2	970	866	-	995	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	918	838	1061	931	829	1038	1587	-	-	1576	-	-
Mov Cap-2 Maneuver	918	838	-	931	829	-	-	-	-	-	-	-
Stage 1	1001	880	-	981	866	-	-	-	-	-	-	-
Stage 2	952	866	-	985	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1587	-	-	904	922	1576	-	-
HCM Lane V/C Ratio	-	-	-	0.058	0.019	-	-	-
HCM Control Delay (s)	0	-	-	9.2	9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

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	20	10	5	5	5	5	0	20	5	5	35	25
Future Vol, veh/h	20	10	5	5	5	5	0	20	5	5	35	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	12	6	6	6	6	0	23	6	6	41	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	100	97	56	103	108	26	70	0	0	29	0	0
Stage 1	68	68	-	26	26	-	-	-	-	-	-	-
Stage 2	32	29	-	77	82	-	-	-	-	-	-	-
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	881	793	1011	877	782	1050	1531	-	-	1584	-	-
Stage 1	942	838	-	992	874	-	-	-	-	-	-	-
Stage 2	984	871	-	932	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	869	790	1011	859	779	1050	1531	-	-	1584	-	-
Mov Cap-2 Maneuver	869	790	-	859	779	-	-	-	-	-	-	-
Stage 1	942	835	-	992	874	-	-	-	-	-	-	-
Stage 2	972	871	-	910	824	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.2	0	0.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1531	-	-	862	882	1584	-	-
HCM Lane V/C Ratio	-	-	-	0.047	0.02	0.004	-	-
HCM Control Delay (s)	0	-	-	9.4	9.2	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

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	3	0	0	0	0	3	0	1	0	1	0	0
Future Vol, veh/h	3	0	0	0	0	3	0	1	0	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	0	0	0	4	0	1	0	1	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	5	3	0	3	3	1	0	0	0	1	0	0
Stage 1	2	2	-	1	1	-	-	-	-	-	-	-
Stage 2	3	1	-	2	2	-	-	-	-	-	-	-
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	1016	893	-	1019	893	1084	-	-	-	1622	-	-
Stage 1	1021	894	-	1022	895	-	-	-	-	-	-	-
Stage 2	1020	895	-	1021	894	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1012	892	-	-	892	1084	-	-	-	1622	-	-
Mov Cap-2 Maneuver	1012	892	-	-	892	-	-	-	-	-	-	-
Stage 1	1021	893	-	1022	895	-	-	-	-	-	-	-
Stage 2	1016	895	-	1020	893	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	7.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	1622	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.001	-	-
HCM Control Delay (s)	0	-	-	-	-	7.2	0	-
HCM Lane LOS	A	-	-	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	0	1	1	0	0	1	0	8	3	8
Future Vol, veh/h	7	1	0	1	1	0	0	1	0	8	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1	0	1	1	0	0	1	0	11	4	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	34	33	10	33	38	1	15	0	0	1	0	0
Stage 1	32	32	-	1	1	-	-	-	-	-	-	-
Stage 2	2	1	-	32	37	-	-	-	-	-	-	-
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	973	860	1071	974	854	1084	1603	-	-	1622	-	-
Stage 1	984	868	-	1022	895	-	-	-	-	-	-	-
Stage 2	1021	895	-	984	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	966	854	1071	967	848	1084	1603	-	-	1622	-	-
Mov Cap-2 Maneuver	966	854	-	967	848	-	-	-	-	-	-	-
Stage 1	984	862	-	1022	895	-	-	-	-	-	-	-
Stage 2	1019	895	-	976	858	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	9	0	3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1603	-	-	950	904	1622	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.003	0.007	-	-
HCM Control Delay (s)	0	-	-	8.8	9	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	3	0	0	0	0	3	0	1	0	1	0	0
Future Vol, veh/h	3	0	0	0	0	3	0	1	0	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	0	0	0	4	0	1	0	1	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	5	3	0	3	3	1	0	0	0	1	0	0
Stage 1	2	2	-	1	1	-	-	-	-	-	-	-
Stage 2	3	1	-	2	2	-	-	-	-	-	-	-
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	1016	893	-	1019	893	1084	-	-	-	1622	-	-
Stage 1	1021	894	-	1022	895	-	-	-	-	-	-	-
Stage 2	1020	895	-	1021	894	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1012	892	-	-	892	1084	-	-	-	1622	-	-
Mov Cap-2 Maneuver	1012	892	-	-	892	-	-	-	-	-	-	-
Stage 1	1021	893	-	1022	895	-	-	-	-	-	-	-
Stage 2	1016	895	-	1020	893	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	7.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	1622	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.001	-	-
HCM Control Delay (s)	0	-	-	-	-	7.2	0	-
HCM Lane LOS	A	-	-	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	1	0	1	1	0	0	1	0	9	3	9
Future Vol, veh/h	8	1	0	1	1	0	0	1	0	9	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1	0	1	1	0	0	1	0	13	4	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	39	38	11	38	44	1	17	0	0	1	0	0
Stage 1	37	37	-	1	1	-	-	-	-	-	-	-
Stage 2	2	1	-	37	43	-	-	-	-	-	-	-
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	966	854	1070	967	848	1084	1600	-	-	1622	-	-
Stage 1	978	864	-	1022	895	-	-	-	-	-	-	-
Stage 2	1021	895	-	978	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	959	847	1070	960	841	1084	1600	-	-	1622	-	-
Mov Cap-2 Maneuver	959	847	-	960	841	-	-	-	-	-	-	-
Stage 1	978	857	-	1022	895	-	-	-	-	-	-	-
Stage 2	1019	895	-	969	852	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9	0	3.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1600	-	-	945	897	1622	-	-
HCM Lane V/C Ratio	-	-	-	0.013	0.003	0.008	-	-
HCM Control Delay (s)	0	-	-	8.9	9	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	0	0	0	0	3	0	1	0	1	0	2
Future Vol, veh/h	10	0	0	0	0	3	0	1	0	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	0	0	0	4	0	1	0	1	0	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	7	5	2	5	6	1	3	0	0	1	0	0
Stage 1	4	4	-	1	1	-	-	-	-	-	-	-
Stage 2	3	1	-	4	5	-	-	-	-	-	-	-
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	1013	890	1082	1016	889	1084	1619	-	-	1622	-	-
Stage 1	1018	892	-	1022	895	-	-	-	-	-	-	-
Stage 2	1020	895	-	1018	892	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1009	889	1082	1015	888	1084	1619	-	-	1622	-	-
Mov Cap-2 Maneuver	1009	889	-	1015	888	-	-	-	-	-	-	-
Stage 1	1018	891	-	1022	895	-	-	-	-	-	-	-
Stage 2	1016	895	-	1017	891	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	8.3	0	2.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1619	-	-	1009	1084	1622	-	-
HCM Lane V/C Ratio	-	-	-	0.013	0.004	0.001	-	-
HCM Control Delay (s)	0	-	-	8.6	8.3	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	12	1	0	1	1	0	0	1	0	9	3	16
Future Vol, veh/h	12	1	0	1	1	0	0	1	0	9	3	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1	0	1	1	0	0	1	0	13	4	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	43	42	15	43	53	1	26	0	0	1	0	0
Stage 1	41	41	-	1	1	-	-	-	-	-	-	-
Stage 2	2	1	-	42	52	-	-	-	-	-	-	-
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	960	850	1065	960	838	1084	1588	-	-	1622	-	-
Stage 1	974	861	-	1022	895	-	-	-	-	-	-	-
Stage 2	1021	895	-	972	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	953	843	1065	953	831	1084	1588	-	-	1622	-	-
Mov Cap-2 Maneuver	953	843	-	953	831	-	-	-	-	-	-	-
Stage 1	974	854	-	1022	895	-	-	-	-	-	-	-
Stage 2	1019	895	-	963	845	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9.1	0	2.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1588	-	-	944	888	1622	-	-
HCM Lane V/C Ratio	-	-	-	0.019	0.003	0.008	-	-
HCM Control Delay (s)	0	-	-	8.9	9.1	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

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	4	0	0	0	0	4	0	1	0	1	0	0
Future Vol, veh/h	4	0	0	0	0	4	0	1	0	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	0	0	0	5	0	1	0	1	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	6	3	0	3	3	1	0	0	0	1	0	0
Stage 1	2	2	-	1	1	-	-	-	-	-	-	-
Stage 2	4	1	-	2	2	-	-	-	-	-	-	-
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	1014	893	-	1019	893	1084	-	-	-	1622	-	-
Stage 1	1021	894	-	1022	895	-	-	-	-	-	-	-
Stage 2	1018	895	-	1021	894	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1008	892	-	-	892	1084	-	-	-	1622	-	-
Mov Cap-2 Maneuver	1008	892	-	-	892	-	-	-	-	-	-	-
Stage 1	1021	893	-	1022	895	-	-	-	-	-	-	-
Stage 2	1013	895	-	1020	893	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	7.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	1622	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.001	-	-
HCM Control Delay (s)	0	-	-	-	-	7.2	0	-
HCM Lane LOS	A	-	-	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	1	0	1	1	0	0	1	0	11	4	11
Future Vol, veh/h	10	1	0	1	1	0	0	1	0	11	4	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1	0	1	1	0	0	1	0	15	6	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	46	45	14	45	52	1	21	0	0	1	0	0
Stage 1	44	44	-	1	1	-	-	-	-	-	-	-
Stage 2	2	1	-	44	51	-	-	-	-	-	-	-
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	955	847	1066	957	839	1084	1595	-	-	1622	-	-
Stage 1	970	858	-	1022	895	-	-	-	-	-	-	-
Stage 2	1021	895	-	970	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	947	839	1066	949	831	1084	1595	-	-	1622	-	-
Mov Cap-2 Maneuver	947	839	-	949	831	-	-	-	-	-	-	-
Stage 1	970	850	-	1022	895	-	-	-	-	-	-	-
Stage 2	1019	895	-	960	844	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9.1	0	3.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1595	-	-	936	886	1622	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.003	0.009	-	-
HCM Control Delay (s)	0	-	-	8.9	9.1	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	0	0	0	5	0	5	0	5	0	5
Future Vol, veh/h	15	0	0	0	0	5	0	5	0	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	0	0	0	0	7	0	7	0	7	0	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	29	25	4	25	28	7	7	0	0	7	0	0
Stage 1	18	18	-	7	7	-	-	-	-	-	-	-
Stage 2	11	7	-	18	21	-	-	-	-	-	-	-
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	980	868	1080	986	865	1075	1614	-	-	1614	-	-
Stage 1	1001	880	-	1015	890	-	-	-	-	-	-	-
Stage 2	1010	890	-	1001	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	971	865	1080	983	862	1075	1614	-	-	1614	-	-
Mov Cap-2 Maneuver	971	865	-	983	862	-	-	-	-	-	-	-
Stage 1	1001	876	-	1015	890	-	-	-	-	-	-	-
Stage 2	1004	890	-	997	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	8.4	0	3.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1614	-	-	971	1075	1614	-	-
HCM Lane V/C Ratio	-	-	-	0.021	0.006	0.004	-	-
HCM Control Delay (s)	0	-	-	8.8	8.4	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	15	5	0	5	5	0	0	5	0	15	5	20
Future Vol, veh/h	15	5	0	5	5	0	0	5	0	15	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	7	0	7	7	0	0	7	0	21	7	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	74	70	21	74	84	7	35	0	0	7	0	0
Stage 1	63	63	-	7	7	-	-	-	-	-	-	-
Stage 2	11	7	-	67	77	-	-	-	-	-	-	-
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	916	821	1056	916	806	1075	1576	-	-	1614	-	-
Stage 1	948	842	-	1015	890	-	-	-	-	-	-	-
Stage 2	1010	890	-	943	831	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	901	810	1056	901	796	1075	1576	-	-	1614	-	-
Mov Cap-2 Maneuver	901	810	-	901	796	-	-	-	-	-	-	-
Stage 1	948	831	-	1015	890	-	-	-	-	-	-	-
Stage 2	1002	890	-	923	820	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.3	0	2.7
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1576	-	-	876	845	1614	-	-
HCM Lane V/C Ratio	-	-	-	0.032	0.016	0.013	-	-
HCM Control Delay (s)	0	-	-	9.2	9.3	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	0	1	4	0	3
Future Vol, veh/h	9	0	1	4	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	1	4	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	10	0	16	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	6	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1610	-	1002	1071
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1017	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	1001	1071
Mov Cap-2 Maneuver	-	-	-	-	1001	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1016	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1071	-	-	1610	-
HCM Lane V/C Ratio	0.003	-	-	0.001	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	0	4	2	0	2
Future Vol, veh/h	1	0	4	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	4	2	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	11	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1009	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1007	1084
Mov Cap-2 Maneuver	-	-	-	-	1007	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.8	8.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1084	-	-	1622	-
HCM Lane V/C Ratio	0.002	-	-	0.003	-
HCM Control Delay (s)	8.3	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	0	5	10	0	5
Future Vol, veh/h	15	0	5	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	0	5	11	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	16	0	37	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1602	-	975	1063
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1602	-	972	1063
Mov Cap-2 Maneuver	-	-	-	-	972	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	999	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1063	-	-	1602	-
HCM Lane V/C Ratio	0.005	-	-	0.003	-
HCM Control Delay (s)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	0	5	5	0	5
Future Vol, veh/h	5	0	5	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	0	5	5	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	5	0	20	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1616	-	997	1078
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1616	-	994	1078
Mov Cap-2 Maneuver	-	-	-	-	994	-
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1078	-	-	1616	-
HCM Lane V/C Ratio	0.005	-	-	0.003	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

APPENDIX E

Conceptual Site Plan

LEGEND

- PROPERTY BOUNDARY
- MINOR CONTOUR (2' INTERVAL)
- 5280 MAJOR CONTOUR (10' INTERVAL)
- EASEMENT
- W W WATER LINE
- MATCHLINE
- 110' X 50' LOTS
- 110' X 60' LOTS
- 120' X 70' LOTS
- OPEN SPACE
- WETLANDS
- FUTURE ROAD EXTENSION

W. WOODWARD AVE

W CRAWFORD AVE

EXISTING TOWN OF KEENESBURG PARK

W OWEN AVE

ELM STREET

W MORGAN AVE

W NELSON AVE

30' ACCESS EASEMENT

TRACT I

PROPOSED 60' ½ ROW

PROPOSED PRIMARY MONUMENT SIGN

PROPOSED SECONDARY MONUMENT SIGN

EX. ROW TO BE VACATED

TRACT H

TRACT A

TRACT B

TRACT C

TRACT D

TRACT E

TRACT G

TRACT F

PROPOSED DETENTION APPROX. 2.5 AC-FT.

BLOCK 1

BLOCK 2

BLOCK 3

BLOCK 4

BLOCK 5

BLOCK 6

80' ROW

60' ROW

R=200'

EX. 60' ROW

EX. 60' ROW (TYP)

4970

4960

4950

4940

N

GRAPHIC SCALE

100 0 100 200

(IN FEET)

1 INCH = 100 FT

1 / C4 | C4 SKETCH PLAN 1

MATCHLINE SEE SHEET C5

BASELINE

Engineering • Planning • Surveying

112 N RUBEY DRIVE, SUITE 210 • GOLDEN, COLORADO, 80403

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DESIGNED BY	DRAWN BY	CHECKED BY
MDS	SMB	MDS

REVISION DESCRIPTION	PREPARED BY	DATE

WELD COUNTY

KEENESBURG

MSP COMPANIES

SUMMERFIELD

SKETCH PLAN 1

PREPARED UNDER THE DIRECT SUPERVISION OF

FOR AND ON BEHALF OF BASELINE CORPORATION

INITIAL SUBMITTAL	11/06/2020
DRAWING SIZE	24" X 36"
SURVEY FIRM	FLATIRONS
SURVEY DATE	10/02/2020
JOB NO.	CO3490
DRAWING NAME	3490 SKETCH.dwg
SHEET	4 OF 8

C4

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