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Traffic Impact Study

Mayberry Communities

Sketch Plan

PCD File No. SKP236

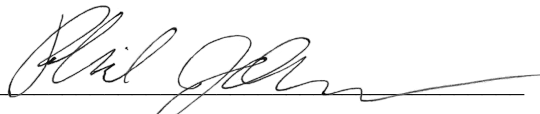
El Paso County, Colorado

January 30, 2025

Traffic Impact Studies

Traffic Engineer's Statement

The attached traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Phil Johnson, P.E. # 0059119

1/30/2025

Date



Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

Randy Goodson, President

Date

Mayberry Communities

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Mayberry, CO 80808

Table of Contents

Executive Summary	i
Project Description	i
Traffic Study History	i
Trip Generation	ii
Trip Distribution	iii
Analysis Scenarios	iii
Traffic Analysis	iv
Recommended Improvements.....	iv
Introduction	1
Existing Conditions	4
Description of Key Existing Roadways.....	4
Existing Traffic Data	5
Crash and Safety Analysis.....	8
Pedestrian, Bicycle, and Transit Facilities.....	8
Proposed Development and Trip Generation	11
Land Use Assumptions.....	11
Trip Generation	13
Trip Distribution	18
Other Traffic Studies in the Area.....	18
Site Roadway Characteristics	21
Roadway Sizing and Classification	21
Sketch Plan Roadways.....	21
Site Access	25
Pedestrian, Bicycle, and Transit Facilities.....	25
Transportation Demand Management Opportunities	26
Traffic Analysis Methodology	27
Highway Capacity Manual Methods.....	27
Analysis Scenarios	27
Background Traffic	28
Planned Improvements.....	28
Existing Conditions Analysis	28
Short-Range – Phase 1 – Year 2029 Traffic Conditions	30
Short-Range – Phase 2 – Year 2031 Traffic Conditions	38
Short-Range – Phase 3 – Year 2035 Traffic Conditions	45
Long-Range – Year 2045 Traffic Conditions	52
Mitigation Analysis	56
Traffic Signal Warrant Analysis	59
CDOT Intersection Control Evaluation	60

Summary of Findings and Recommendations	61
Traffic Analysis Summary	61
Proposed Improvements	63
CDOT Permits	66
El Paso County Road Impact Fees	66
Deviations	66
References	67
Appendices	68
Appendix A - Highway Capacity Manual	69
Appendix B – Threshold Analysis	76
Appendix C – Level of Service Outputs	77

List of Figures

Figure 1: Area Location Map	2
Figure 2: Mayberry Sketch Plan	3
Figure 3: Existing Conditions.....	6
Figure 4: Existing Traffic Volumes.....	7
Figure 5: 2019-2023 Crash Summary	9
Figure 6: Supplemental Traffic Counts	15
Figure 7: Trip Distribution (Daily and PM).....	19
Figure 8: Trip Distribution (AM)	20
Figure 9: Roadway Classifications	24
Figure 10: Short-Range Phase 1 Lane Configurations, Offsite	32
Figure 11: Short-Range Phase 1 Lane Configurations, Onsite	33
Figure 12: Short-Range Phase 1 Background Traffic	34
Figure 13: Short-Range Phase 1 Trip Assignment Volumes.....	35
Figure 14: Short-Range Phase 1 Total Traffic Volumes, Offsite	36
Figure 15: Short-Range Phase 1 Total Traffic Volumes, Onsite	37
Figure 16: Short-Range Phase 2 Lane Configurations, Onsite	40
Figure 17: Short-Range Phase 2 Background Traffic	41
Figure 18: Short-Range Phase 2 Trip Assignment Volumes.....	42
Figure 19: Short-Range Phase 2 Total Traffic Volumes, Offsite	43
Figure 20: Short-Range Phase 2 Total Traffic Volumes, Onsite	44
Figure 21: Short-Range Phase 3 (Buildout) Lane Configurations, Onsite	47
Figure 22: Short-Range Phase 3 (Buildout) Background Traffic	48
Figure 23: Short-Range Phase 3 (Buildout) Trip Assignment Volumes	49
Figure 24: Short-Range Phase 3 (Buildout) Total Traffic Volumes, Offsite	50
Figure 25: Short-Range Phase 3 (Buildout) Total Traffic Volumes, Onsite	51
Figure 26: Long-Range Background Traffic.....	54
Figure 27: Long-Range Total Traffic Volumes, Offsite.....	55
Figure 28: Offsite Intersection Mitigation Measures.....	58

List of Tables

Table 1: Counted Residential Trips and ITE Trip Generation Rates	14
Table 2: Project Trip Generation	16
Table 3: Project Trip Generation – With Pass-By Reductions.....	17
Table 4: Existing Conditions Level of Service Summary.....	29
Table 5: Short-Range Phase 1 Land Use Summary.....	30
Table 6: Short-Range Phase 1 Level of Service Summary.....	31
Table 7: Short-Range Phase 2 Land Use Summary.....	38
Table 8: Short-Range Phase 2 Level of Service Summary.....	39
Table 9: Short-Range Phase 3 Level of Service Summary.....	46
Table 10: Long-Range Level of Service Summary	53
Table 11: Mitigation Analysis Level of Service Summary	57
Table 12: Intersection Level of Service Summary	62
Table 13: Improvements Currently Warranted.....	64
Table 14: Mayberry Sketch Plan Table of Improvements	65

Executive Summary

Project Description

The Mayberry Sketch plan is a proposed 631.4-acre, mixed-use development located in the southwest quadrant of State Highway 94 (SH-94) and Log Road in rural El Paso County, CO. The ultimate proposed land uses of the development will consist of the following:

- Approximately 2,800 equivalent residential dwelling units consisting of the approximate number of the following dwelling unit types:
 - 1,316 single-family detached units
 - 888 single-family attached units
 - 786 low-rise multifamily units
- Approximately 102,700 square-foot (SF) of commercial-community uses (restaurant, retail, and grocery uses)
- Approximately 118,000 SF of general light industrial uses
- Approximately 150,000 SF of business park (office and light retail and industrial) uses
- Approximately 10,000 SF Fire Station
- K-8 Charter School of approximately 500 students.

The community is being developed in phases, with ultimate buildout of the site anticipated to occur by 2034. The development currently has 240 lots platted and recorded, with approximately 95 single-family homes currently occupied.

Traffic Study History

HDR Engineering, Inc. was retained to provide a Traffic Impact Study (TIS) for the proposed development. The site was previously studied by LSC Transportation Consultants, Inc. with traffic studies dating back to the initial master plan, then called the Ellicott Town Center, in 2005. The land uses proposed for the Sketch Plan have varied slightly over the years, and the assumptions evaluated with this TIS reflect the latest land use goals established by Mayberry Communities of the current vision for the development.

Agency Comments

HDR made an initial submittal of the Sketch Plan TIS in August 2023, for review and comment by the approving agencies, El Paso County and CDOT. The latest iteration of the Sketch Plan TIS incorporates comments made by those agencies. Comments by El Paso County and CDOT included the following:

- Updated traffic data to be collected at intersections and roadway segments within the vicinity of the project site.
- Evaluate traffic volumes and operations both onsite and offsite at various stages of development, and at the El Paso County *Metropolitan Transportation Corridors Plan* (MTCP) planning year 2045.
- Additional intersections both onsite and offsite were requested for analysis:
 - SH-94 & Peyton Highway
 - SH-94 & Ellicott Highway
 - SH-94 & Log Road
 - Log Road south of SH-94
 - Site access intersections at Log Road
 - Various roadway segments onsite
- Updated trip generation assumptions
- Traffic signal warrants wherever a traffic signal was recommended as a transportation improvement.
- CDOT requested analysis using the Intersection Control Assessment Tool at all CDOT intersections where a change in traffic control type is proposed.
- Crash and safety analysis
- Evaluation of pedestrian, bicycle, and transit facilities both onsite and offsite.

Trip Generation

Updates were made to the Trip Generation based on coordination with Mayberry Communities and El Paso County staff. A future K-8 charter school planned for the site was incorporated into the trip generation. The number of each type of dwelling unit was increased to provide a more realistic depiction of dwelling units at buildout. Business Park land uses replaced the remaining General Light Industrial land which reflects reasonable assumptions of the land uses in those areas.

Daily trips and peak hour traffic associated with the Sketch Plan were calculated using recommendations and data from the ITE *Trip Generation Manual*. The rural setting of the Mayberry development is expected to affect the travel behavior of residents. The ITE *Trip Generation Manual* estimates trips based on a general urban/suburban context. Residents in a rural context such as the Mayberry development could combine trips when accessing urban areas such as Colorado Springs. This would result in lower trip rates used to calculate the trip generation for the site. Furthermore, the guidance provided in the ITE *Trip Generation Manual* directs analysts to use local data when available.

Supplemental traffic data was collected at the partially built Mayberry site and for the existing residential development located just northwest of the Mayberry site to investigate the difference between observed residential trips and ITE *Trip Generation Manual* calculated trips. Based on this comparison, a 40% reduction was applied to the ITE Trip Generation rates for Land Use Code 210 – Single Family Detached Housing, Land Use Code 215 – Single Family Attached Housing, and Land Use Code 220 – Multifamily Housing (Low Rise) to obtain a more appropriate depiction of the trips the Mayberry Sketch Plan will generate.

Upon buildout, the Sketch Plan is expected to generate approximately 32,961 daily drips, 2,665 unadjusted AM peak hour trips (1,261 inbound and 1,404 outbound), and 3,068 unadjusted PM peak hour trips (1,619 inbound and 1,449 outbound). Pass-by reductions were applied to the trip generation rates to account for land uses that are expected to draw existing traffic from the network. Therefore, the total number of pass-by reduced (primary) trips generated by the site are 27,012 average daily trips, 2,230 AM peak hour trips (1,033 inbound and 1,197 outbound), and 2,547 PM peak hour trips (1,356 inbound and 1,192 outbound).

Trip Distribution

Trip distribution assumptions for the Sketch Plan were updated based on coordination with Mayberry Communities and El Paso County staff. The trip distribution accounts for trips contained within the development. On an average weekday, and in the PM peak hour, about 10% of residential trips are anticipated to occur within the site. In the AM peak hour, up to 27% of the residential trips are anticipated to occur within the development. Up to 15% of commercial/retail trips are anticipated to be internally captured within the mixed-use commercial area in the northwest area of the development. Because the school is intended to primarily serve residents of the Mayberry site, 75% of the school's trips are assumed to occur within the development.

Analysis Scenarios

To meet El Paso County requirements, the site was analyzed at various stages of development, referred to as short-range scenarios, and at the MTCP planning year 2045, referred to as the long-range scenario. Study area intersections and roadways, both onsite and offsite, were analyzed in the Build and No-Build conditions at the following stages of development:

- **Phase 1:** Approximately 921 dwelling units, 18,000 SF of Commercial-Retail, 85,000 SF of General Light Industrial, 24,000 SF of Business Park uses, and Fire Station. Approximately 35% of Sketch Plan Buildout. Analysis year = 2029.
- **Phase 2:** Approximately 1,615 dwelling units, 87,100 SF of Commercial-Retail, 118,000 SF of General Light Industrial, 72,000 SF of Business Park uses, Fire Station, and School. Approximately 67% of Sketch Plan buildout. Analysis year = 2031.
- **Phase 3:** Full Sketch Plan buildout. Analysis year = 2035.
- **Long Range:** Full project buildout at MTCP planning year. Analysis year = 2045.

To analyze the No-Build conditions at each phase, ambient growth rate of existing volumes, and traffic from approved land uses within the Mayberry site were evaluated. Existing traffic volumes were grown by 1% per year to reach the desired analysis year for each travel condition. Since the Mayberry development is partially constructed and contains occupied dwelling units, the existing site trips were subtracted from the existing turning movement counts to estimate the baseline volumes without the existing Mayberry development. The total background traffic for each No-Build scenario was calculated by adding the ambient growth to the previously approved Filings 1-4 traffic volumes.

Traffic Analysis

The TIS uses *Highway Capacity Manual, 6th Edition* methods to calculate the delays and levels of service at study area intersections in each travel condition. Offsite intersections were analyzed with their existing lane configurations and traffic controls, except for the SH-94/Mayberry Drive intersection which has planned improvements that are approved and awaiting construction. These improvements including a westbound left turn deceleration and a northbound to eastbound acceleration lane and are anticipated to be in place by Phase 1 analysis year of 2029. Analyzing the study area intersections in these configurations allows potential improvements to be evaluated later as mitigation measures. Onsite intersections were evaluated with their ultimate lane configurations as unsignalized intersections, to evaluate the potential need for traffic signals onsite. The analysis showed that improvements would be needed at various offsite and onsite intersections incrementally as the Sketch Plan develops.

Recommended Improvements

The improvements identified in this TIS are not intended to indicate the financial responsibility of the Mayberry development for constructing the improvements. Mayberry is an early Sketch Plan being developed along SH-94 and is consistent with the El Paso County Master Plan, which shows additional development in the vicinity in the long term. As more development occurs along the SH-94 corridor, developments making use of these improvements will also need to be accounted for. Roadway impact fees for El Paso County improvements and escrow amounts for CDOT improvements are typically evaluated at the subarea PUD phase of development.

Offsite traffic signals are recommended along SH-94 at Peyton Highway, Mayberry Drive, Log Road, and Ellicott Highway. These intersections would all operate at an unacceptable LOS without a change in traffic controls. A traffic signal warrant analysis indicates that Warrant 3 – Peak Hour will be satisfied at all four locations under future conditions.

The analysis suggests that onsite traffic signals would be required at the Mayberry Drive couplet intersections with Village Main Street to facilitate traffic flow at Mayberry Drive, which is planned as the primary access point of the development.

The needs for acceleration and deceleration lanes at offsite intersections were also evaluated based on CDOT Access Code and El Paso County criteria. Some of these turn lane warrants are met without influence from the Mayberry development. Others would be met at various stages of the Mayberry development.

Two tables summarizing the offsite and onsite improvements are presented below. The first table provides a summary of improvements whose thresholds are met with existing counts or background growth without Sketch Plan influence. These represent existing transportation needs not associated with the Mayberry development. The second table summarizes long-range improvements whose thresholds will be met at various stages of Sketch Plan buildout. The relative timing of the improvements is reported as a percentage of full Sketch Plan buildout, considering some combination of residential and commercial land uses. All other improvements not listed are either already constructed, or the CDOT and El Paso County warrants are never met with or without the Sketch Plan.

**Improvements Warranted Without Sketch Plan Influence
Revised January 2025**

Intersection	Improvement	Criteria	Timing
SH-94/ Peyton Highway	EB RT Deceleration Lane	CDOT Access Code	Existing counts
	WB RT Deceleration Lane	CDOT Access Code	2025 background growth
	SB LT Deceleration Lane	EPC Turn Lane Warrants	Existing counts
	NB LT Deceleration Lane	EPC Turn Lane Warrants	Existing counts
SH-94/ Log Road	EB LT Deceleration Lane	CDOT Access Code	Existing counts
	EB RT Deceleration Lane	CDOT Access Code	Existing counts
	NB LT Deceleration Lane	EPC Turn Lane Warrants	Existing counts
SH-94/ Ellicott Highway	EB LT Deceleration Lane	CDOT Access Code	Existing counts
	WB RT Deceleration Lane	CDOT Access Code	2045 background growth
	NB LT Deceleration Lane	EPC Turn Lane Warrants	Existing counts
SH-94/ Mayberry Drive	WB LT Deceleration Lane	CDOT Access Code	Approved and awaiting construction
	NB to WB LT Acceleration Lane	CDOT Access Code	Approved and awaiting construction

**Mayberry Sketch Plan Influenced Table of Improvements
Revised January 2025**

Intersection	Improvement	Criteria	Timing
SH-94/ Peyton Highway	Traffic Signal	Unsignalized LOS E	30% Buildout
SH-94/ Log Road	WB LT Deceleration Lane	CDOT Access Code	Construction of easterly project access points along Log Road. The needs for these access points will be evaluated at the PUD phase of the subareas east of Springs Road.
	Traffic Signal	Unsignalized LOS E	69% Buildout
SH-94/ Ellicott Highway	SB RT Deceleration Lane	EPC Turn Lane Warrants	12% Buildout
	SB to WB RT Acceleration Lane	CDOT Access Code	12% Buildout. This improvement would be superseded by a future traffic signal.
	Traffic Signal	Unsignalized LOS E	56% Buildout
SH-94/ Mayberry Drive	NB to WB RT Acceleration Lane	CDOT Access Code	15% Buildout The needs for this improvement will be assessed with the PUD2 subarea traffic study. This improvement would be superseded by a future traffic signal.
	Traffic Signal	Unsignalized LOS E	43% Buildout
	NB Dual LT Lane	Turn Movement Capacity	97% Buildout
SH-94/ Village Main Street	Traffic Signal	Unsignalized LOS E	63% Buildout

NOTE: The above improvements listed are not intended to indicate the financial responsibility of the Mayberry development for constructing the improvements. El Paso County roadway impact fees and CDOT escrow amounts are typically evaluated at the subarea PUD phase of development. All other potential improvements not listed above are either already constructed, or the CDOT and El Paso County turn lane warrants are never met with or without the Sketch Plan.

Introduction

This Traffic Impact Study (TIS) is prepared for the proposed Mayberry Sketch Plan SKP236 development located in the southeast quadrant of Mayberry Drive and State Highway 94 (SH-94). The Sketch Plan is the ultimate proposed vision for the Mayberry Communities Development just west of Ellicott between Peyton Highway and Log Road. The project location is shown in **Figure 1**. The project area is identified within the El Paso County *Your El Paso Master Plan 2021* (Ref. 1) as consisting of residential land uses anticipated to be developed along SH-94 in the long-term. **Appendix A** contains the relevant pages from the El Paso County Master Plan which includes the Mayberry development and adjacent future sites. The 631.4 acre Mayberry development is anticipated to consist of the following land uses:

- Approximately 2,800 equivalent residential dwelling units consisting of the approximate number of the following dwelling unit types:
 - 1,316 single-family detached units
 - 888 single-family attached units
 - 786 low-rise multifamily units
- Approximately 102,700 square-feet (SF) of commercial-community uses (restaurant, retail, and grocery uses)
- Approximately 118,000 SF of general light industrial uses
- Approximately 150,000 SF of business park (office and light retail and industrial) uses
- Approximately 10,000 SF Fire Station
- K-8 Charter School of approximately 500 students.

The project site has 240 lots platted and recorded, with approximately 95 single-family homes currently occupied. Full buildout of the development is anticipated to be completed by 2034. This study serves as part of an update to the approved 2020 - June - Ellicott Town Center Commercial Rezone TIS Report (PCD File Nos. CS192 & SF1910) prepared by LSC Transportation Consultants, Inc (Ref. 2). This study also uses assumptions and traffic data from the following previously approved traffic studies:

- 2022 - October - Mayberry Filing No. 3 TIS (PCD File No. SF2219) prepared by LSC Transportation Consultants, Inc (Ref. 3).
- 2024 – January – Mayberry Filing No. 4 TIS (PCD File Nos. CS233 & SF2317) prepared by HDR (Ref. 4).

Another subarea of the Sketch Plan is currently in planning, and a submittal for PCD File No. PUDSP### is currently being prepared at the time of writing this report. An update to the 2023 – February – Mayberry Filing 5 TIS (PCD File No. PUDSP233) (Ref. 5) will be included therein.

Site development is occurring in phases. This TIS details the traffic impacts of each assumed phase and the entire proposed site at one (1) year following the opening year of each phase, and at the El Paso County Major Transportation Corridors Plan (MTCP) planning year 2045.

The Mayberry Sketch Plan is shown in **Figure 2**.

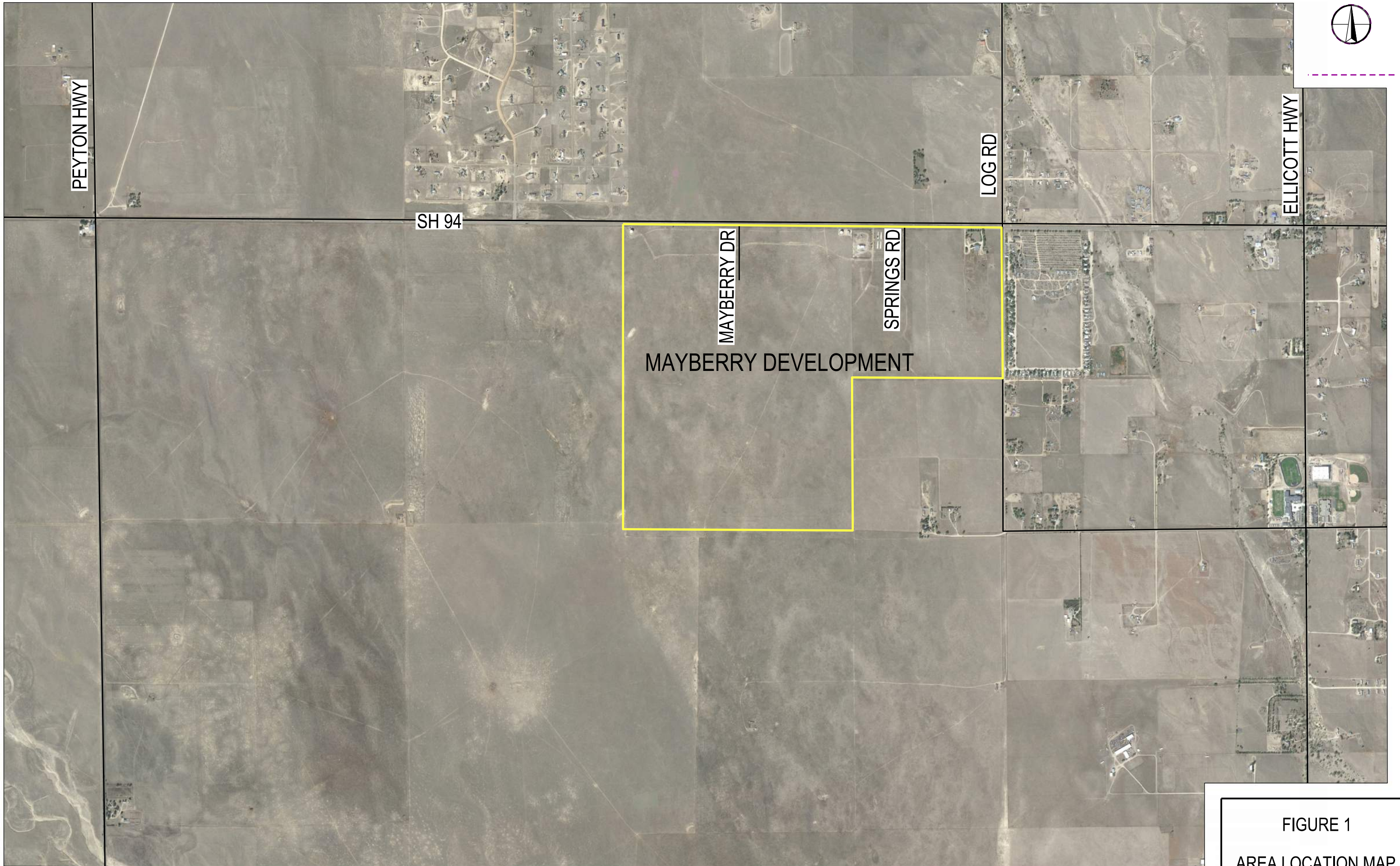
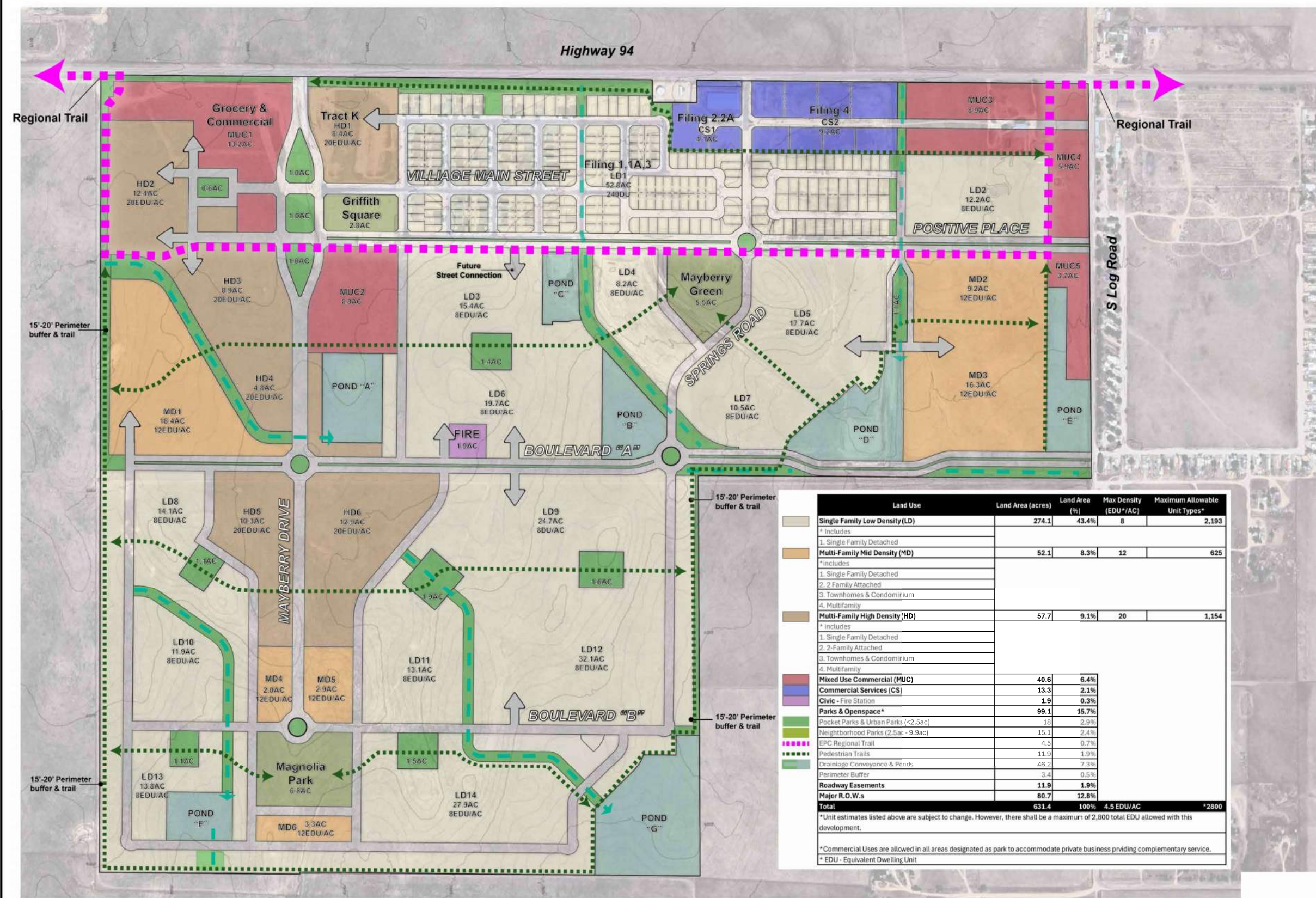


FIGURE 1
AREA LOCATION MAP



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MAYBERRY COMMUNITIES SKETCH PLAN
 SECTION 14 & 15 IN TOWNSHIP 14 SOUTH,
 RANGE 63 WEST OF THE 6TH PRINCIPAL
 MERIDIAN, EL PASO COUNTY, COLORADO

SKETCH PLAN

PROJECT NO.
 196582005

FIGURE 2
 SKETCH PLAN

Existing Conditions

This section provides an overview of the key existing roadways near the proposed development. **Figure 3** shows the existing lane configurations and traffic controls at offsite study area intersections.

Description of Key Existing Roadways

SH-94

SH-94 is a 2-lane undivided roadway which runs east-west along the northerly boundary of the development. CDOT classifies SH-94 as a Minor Arterial functional type. The highway is an access control type Non-Rural Principal Highway (NR-A) west of Ellicott Highway and a Regional Highway (R-A) east of Ellicott Highway. The posted speed limit is 65 miles per hour near the development. Since SH-94 is a CDOT facility, it is not classified within the most current El Paso County Major Transportation Corridors Plan (MTCP) (Ref. 6).

Peyton Highway

Peyton Highway is a 2-lane undivided rural roadway west of the development which runs north-south. Peyton Highway has a posted speed limit of 55 mph and is classified in the MTCP as a Rural Major Collector.

Ellicott Highway

Ellicott Highway is a 2-lane undivided rural roadway east of the development which runs north-south. Ellicott Highway has a posted speed limit of 55 mph and is classified in the MTCP as a Rural Major Collector.

Log Road

Log Road is a 2-lane undivided rural roadway which runs north-south along the easterly boundary of the development. North of SH-94, Log Road is unpaved, has a posted speed limit of 45 mph, and is classified in the MTCP as a Rural Major Collector. South of SH-94, Log Road is paved, has a posted speed limit of 45 mph, and is classified in the MTCP as a Rural Local.

Mayberry Drive

Mayberry Drive (formerly New Log Road) is a proposed Minor Arterial roadway which is planned to be constructed as a couplet, with two separate two-lane, one-way roadways separated by a large parkway. At the time this report was prepared, the ultimate northbound-only portion of the couplet is constructed for interim use in both directions. The northbound “half couplet” has a similar cross section to an Urban Local roadway, and currently functions as such. The posted speed limit is 30 mph.

Positive Place

Positive Place (formerly Mayberry Drive) is a proposed Urban Residential Collector roadway which runs east-west internal to the Mayberry development. At the time of preparation of this report, it is currently constructed as a two-lane undivided roadway and functions as an Urban Local roadway. The posted speed limit is 25 mph.

Springs Road

Springs Road is a proposed Urban Residential Collector roadway which runs north-south from SH-94 into the Mayberry development. At the time of preparation of this report, it is currently constructed as a two-lane roadway between SH-94 and Positive Place, and currently functions as an Urban Local roadway. The posted speed limit is 25 mph.

Additional descriptions for proposed onsite roadways of the Mayberry Sketch Plan in their ultimate configurations are provided in the Site Roadway Characteristics section later in this report.

Existing Traffic Data

Existing traffic data was collected on a standard weekday while nearby schools were in session. Peak hour turning movement counts were collected at five (5) study area intersections during the AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak periods. Average Daily Traffic (ADT) counts were collected at three (3) locations for a 24-hour period. The data was collected on Tuesday, September 10, 2024. The study area intersections and roadway segments were selected based on coordination with El Paso County staff and are listed below:

Intersections:

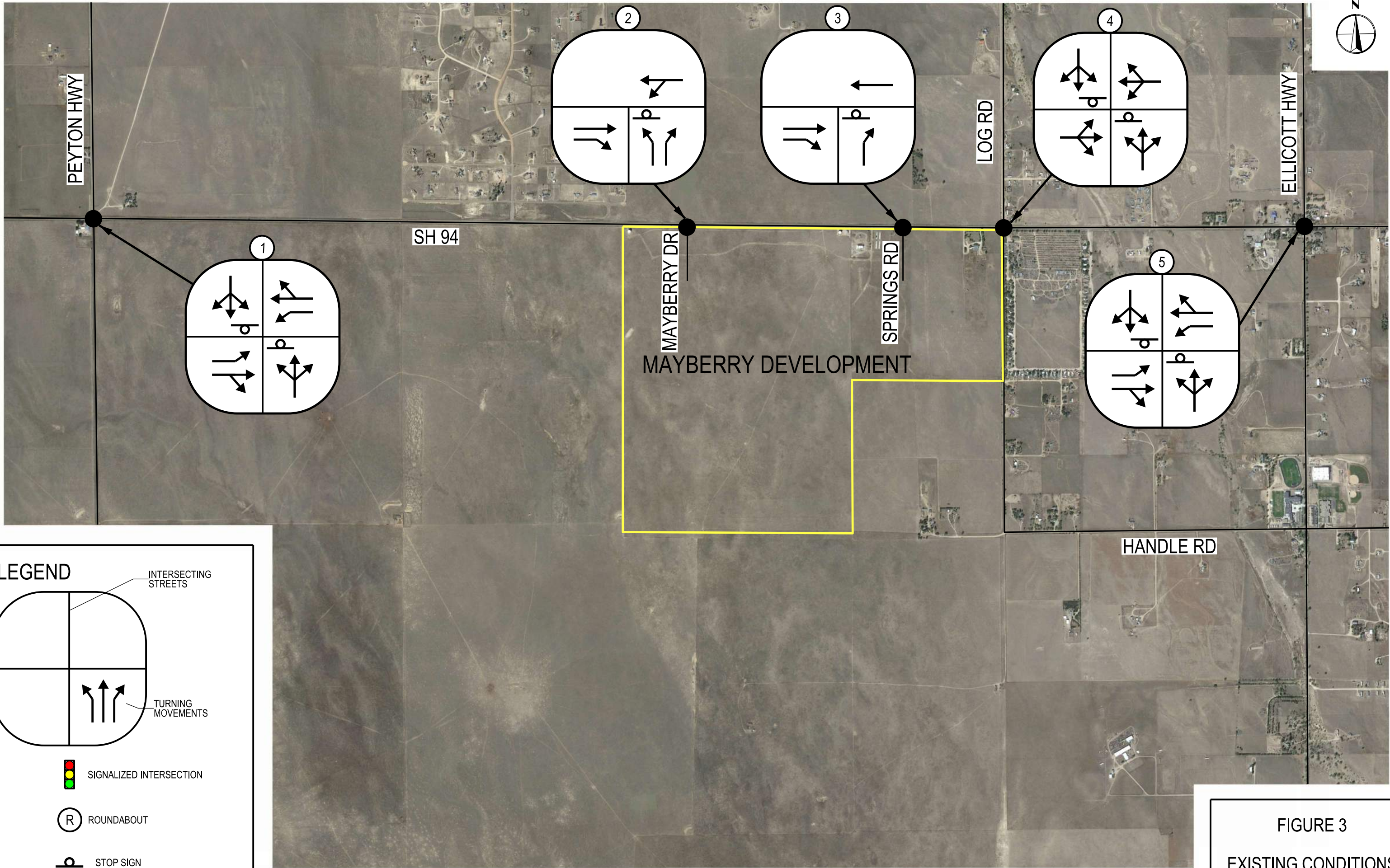
1. SH-94 and Peyton Highway
2. SH-94 and Mayberry Drive
3. SH-94 and Springs Road
4. SH-94 and Log Road
5. SH-94 and Ellicott Highway

Roadway Segments

1. SH-94, west of Mayberry Drive
2. SH-94, east of Log Road
3. Log Road, south of SH-94

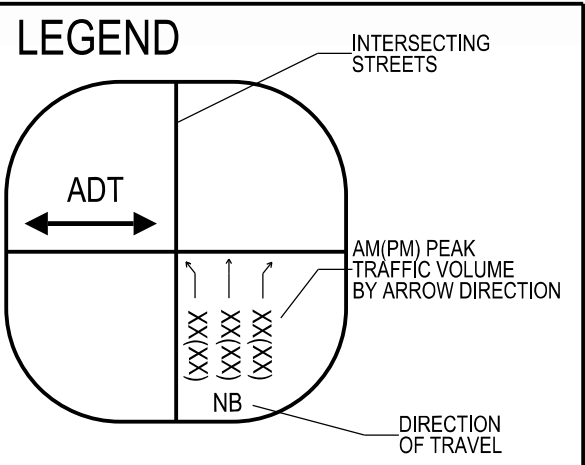
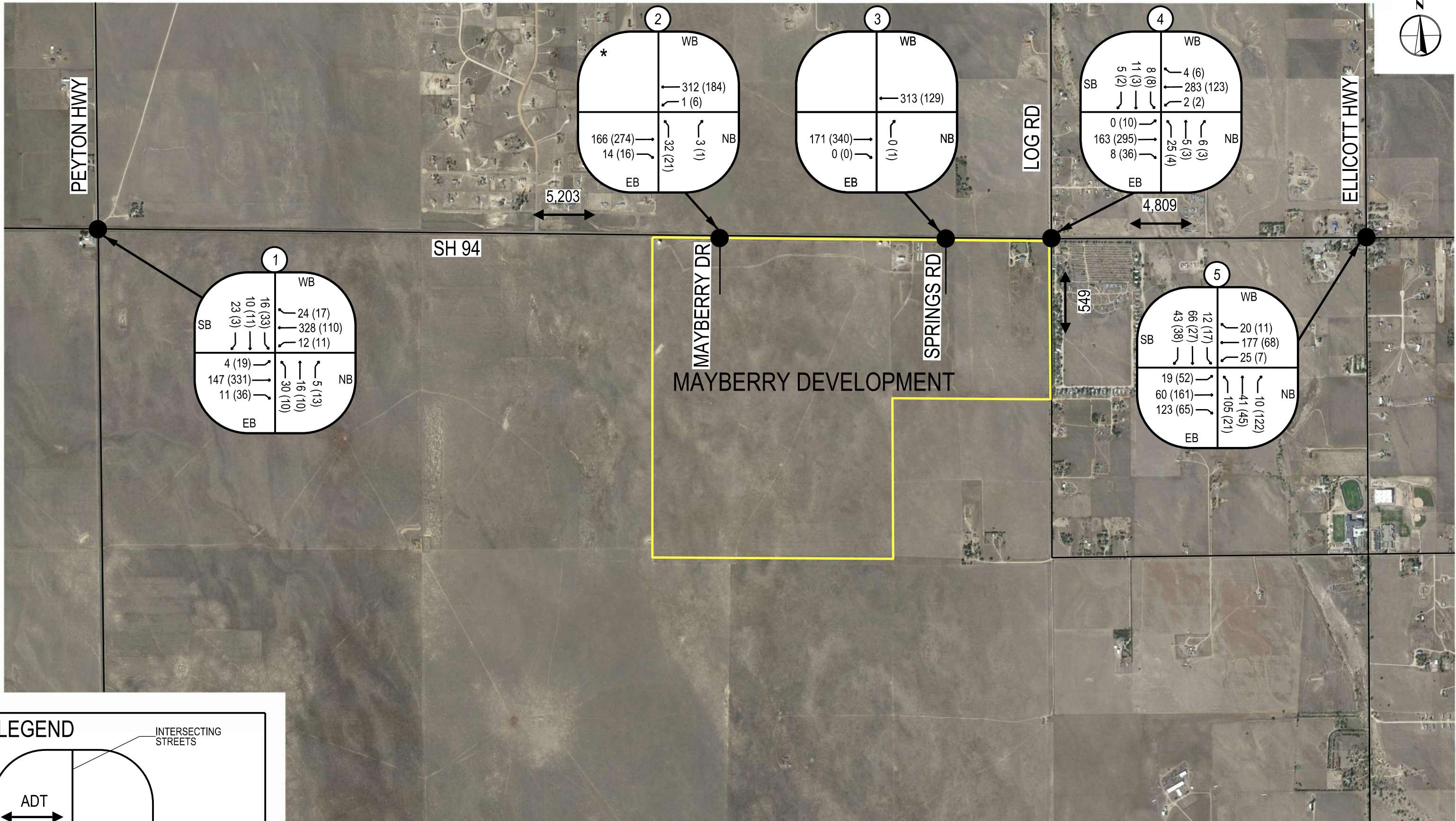
Existing counts at SH-94/Mayberry Drive report a different peak hour compared to the nearby intersections SH-94/Peyton Highway and SH-94/Springs Road. As a result, some volume imbalance is observed between these intersections. This TIS assumes the peak hour of individual intersections to provide a conservative analysis.

Figure 4 shows the existing traffic volumes that were collected. **Appendix B** contains the intersection and roadway segment count data sheets.



Background Map Copyrighted by Google, 2022

FIGURE 3
EXISTING CONDITIONS



* EXISTING COUNTS AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE REPORT A DIFFERENT PEAK HOUR COMPARED TO SH-94/PAYTON HIGHWAY AND SH-94/SPRINGS ROAD. THIS LEADS TO SOME DIFFERENT TRAFFIC VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

FIGURE 4
2024 EXISTING TRAFFIC VOLUMES

Crash and Safety Analysis

Crash data from the most recent five-year period (2019-2023) within the study area was obtained from CDOT for this study. The data was obtained for SH-94 from mile marker 13 to mile marker 18, which encompasses the study area along SH-94 approximately 2.5 miles east and west of the Mayberry Development.

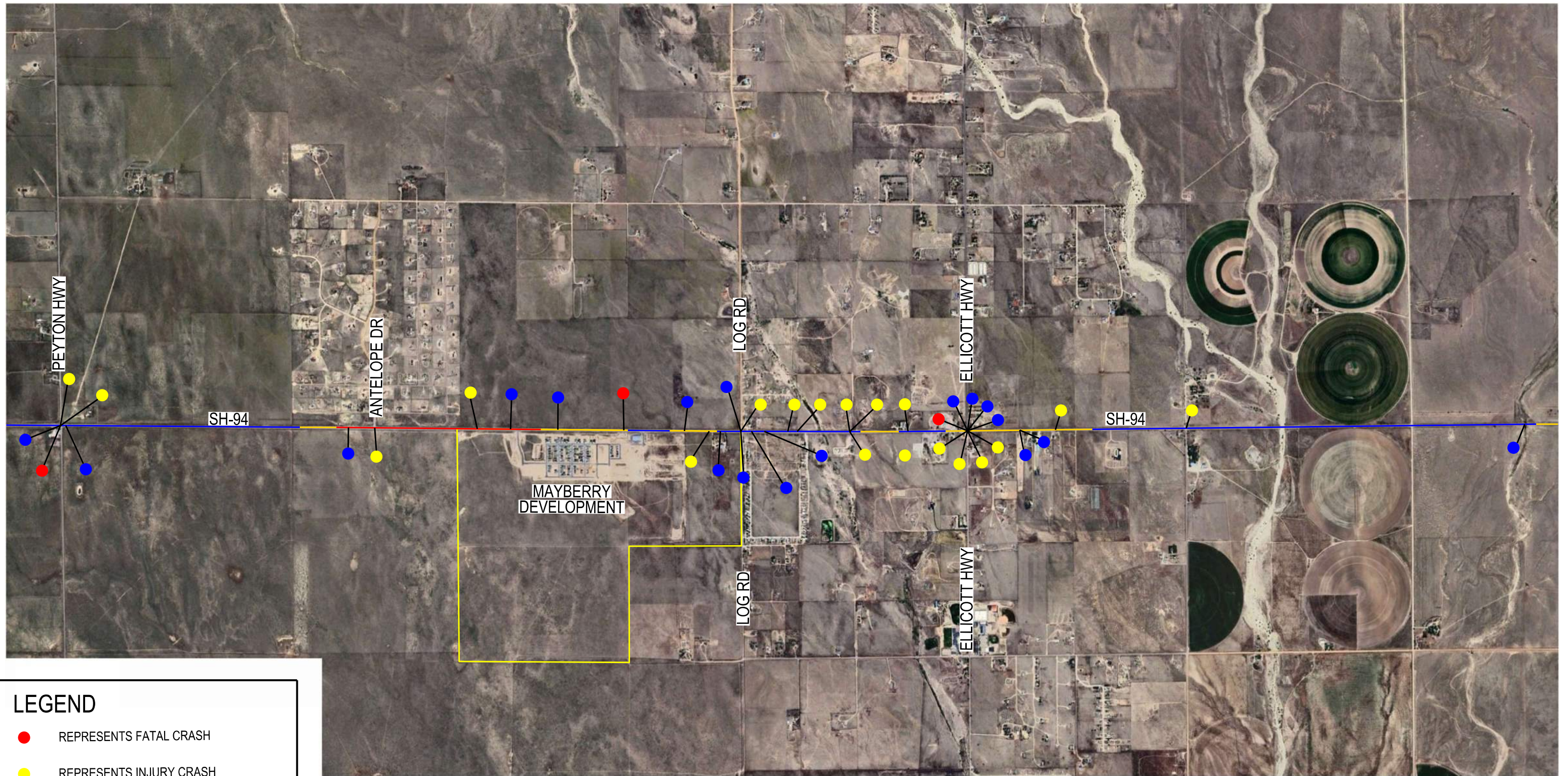
In total, 49 crashes occurred on SH-94 within these limits during the five-year timeframe. This includes 3 fatal crashes, 26 injury crashes, and 20 property damage only (PDO) crashes. Over 90 percent of the crashes occurred in dry weather and/or roadway conditions. Approximately 67 percent of crashes occurred in daylight or otherwise lighted conditions. Broadside crashes occurred in 19 of the 49 crashes. 22 of the 49 crashes were intersection related. **Figure 5** shows a map with crash locations in the study area and denotes the severity of each crash. **Appendix C** contains the full crash data obtained from CDOT.

CDOT has developed a performance measure that helps to identify high crash locations and prioritize safety improvements. The Level of Service of Safety (LOSS) employs qualitative measures that characterize safety of a roadway or intersection in reference to its expected performance from a crash frequency and severity standpoint in terms of magnitude. CDOT defines four categories of LOSS:

- LOSS I – Below 20th percentile – Substantially better than average safety record. Indicates a low potential for crash reduction.
- LOSS II – 20th percentile to mean – Indicates a low to moderate potential for crash reduction.
- LOSS III – Mean to 80th percentile – Indicates a moderate to high potential for crash reduction.
- LOSS IV – Above 80th percentile – Substantially worse than average safety record. Indicates a high potential for crash reductions.

Figure 5 also shows the LOSS along SH-94 based on aggregated 2019 to 2023 crash data from CDOT's database. SH-94 fronting the Mayberry development has a LOSS ranging from II to IV, with the worst safety performance occurring between Mayberry Drive and Antelope Drive.

With the increase in traffic expected along SH-94 from the Mayberry site, safety improvements along SH-94 should be explored as SH-94 is improved. These improvements are discussed further in the Summary of Findings section of this report.



LEGEND

- REPRESENTS FATAL CRASH
- REPRESENTS INJURY CRASH
- REPRESENTS PROPERTY DAMAGE ONLY CRASH
- LEVEL OF SERVICE OF SAFETY 4
- LEVEL OF SERVICE OF SAFETY 3
- LEVEL OF SERVICE OF SAFETY 2

FIGURE 5
2019-2023
CRASH SUMMARY

Pedestrian, Bicycle, and Transit Facilities

The Mayberry Development is located in a rural setting in unincorporated El Paso County. The primary mode of transportation within the study area is by personal vehicle. The peak hour turning movement counts collected for this study did not observe a single bicycle or pedestrian at any of the four intersections in the AM or PM peak periods.

SH-94 provides a paved shoulder ranging from 4' to 10' in width. Pedestrian and bicycle access is not prohibited along SH-94, but the two-lane, high-speed operations of SH-94 foster a high-stress environment for pedestrians and bicycles. The Highway 94 Trail is a future proposed primary regional trail in the *El Paso County Parks, Trails and Open Space Master Plan* (Ref. 7). This regional trail will provide a dedicated multi-use facility along SH-94 between Colorado Springs and the proposed Great Plains Trail which will cross SH-94 east of Ellicott. El Paso County Parks and Recreation Department is coordinating with Mayberry Communities to locate the regional trail along Positive Place as illustrated on the Sketch Plan to separate users from the high-stress environment of rural highway traffic.

The Ellicott School is located approximately two miles from the Mayberry site, about one mile south of SH-94 on Ellicott Highway. Currently no dedicated pedestrian or bicycle facilities exist for accessing the school, with students arriving primarily by car or bus.

Within the partially constructed Mayberry site, roadways are constructed as low-speed local roadways where bicycles can share the road. Detached sidewalks provide a much safer environment for pedestrians walking within the site. Bicycle and pedestrian facilities are planned to be constructed within the site to foster a live, work, and play environment. The proposed pedestrian and bicycle facilities onsite are discussed in the Site Roadway Conditions section later in this report.

Public transit service is provided to the study via the Envida MOVES transportation service. Envida MOVES primarily provides rides for people with disabilities, older adults, and the economically disadvantaged within El Paso County. Envida service in eastern El Paso County is open to the public, providing service along US-24 and SH-94 four days a week to Calhan, Ramah, Ellicott, Yoder, and Rush. The service connects with in-town transit providing rural residents access to services in Colorado Springs. Although the MTCP indicates that Envida provides transit service along SH-94, there are currently no Envida transit routes that serve SH-94. However, deviations from the planned routes are available for potential users who can call to request pick-up ahead of time.

Proposed Development and Trip Generation

The Mayberry Sketch Plan development is set to be developed incrementally until 2034. The TIS report is structured in three phases to assess the traffic impacts at various stages of development. This approach is based on the approximate percentage of full Sketch Plan buildout and the anticipated opening year of the land uses associated with that percentage of buildout. The proposed sketch plan phasing scheme, along with the analysis years of each phase, are listed below.

- **Phase 1:** Approximately 921 dwelling units, 18,000 SF of Commercial-Retail, 85,000 SF of General Light Industrial, 24,000 SF of Business Park uses, and Fire Station. Approximately 35% of Sketch Plan Buildout. Analysis year = 2029.
- **Phase 2:** Approximately 1,615 dwelling units, 87,100 SF of Commercial-Retail, 118,000 SF of General Light Industrial, 72,000 SF of Business Park uses, Fire Station, and School. Approximately 67% of Sketch Plan buildout. Analysis year = 2031.
- **Phase 3:** Full Sketch Plan buildout. Analysis year = 2035.

Land Use Assumptions

Determining site-generated traffic, or traffic resulting from the development of the Sketch Plan, is a crucial component of this analysis. The trip generation is intended to communicate the land use intent of each area on the Sketch Plan. This section documents the land use assumptions of each area type shown on the Sketch Plan in Figure 2.

Residential areas are shown as Low Density (LD), Mid Density (MD), and High Density (HD) on the Sketch Plan. At buildout, the Sketch Plan will contain 2,800 single-family equivalent dwelling units (EDU) based on the differing water usage requirements of the dwelling unit types. The total number of LD, MD, and HD dwelling units may be more than 2,800. Unit counts assumed in this trip generation are based on the anticipated dwelling unit densities, acreage, and lot coverage of each residential area. This trip generation assumes the following ITE Land Use Codes (LUC) and unit counts for the residential areas:

- LD = Single Family Detached Housing (LUC 210) – 1,316 units
- MD = Single Family Attached Housing (LUC 215) – 888 units
- HD = Multifamily Housing (Low-Rise) (LUC 220) – 786 units

Mixed-Use Commercial area 1 (MUC1) contains a variety of commercial, retail, medical, and office land uses totaling 102,700 square feet (SF) and in general conforms with commercial-community land use types within the El Paso County Land Development Code. Assumed land uses were determined in coordination between Mayberry Communities and El Paso County. Trip generation for this area assumes the following ITE LUCs and intensities:

- Clinic (LUC 630) – 4,000 SF
- Small Office Building (LUC 712) – 4,000 SF
- Variety Store (LUC 814) – 8,500 SF
- Free-Standing Discount Store (LUC 815) – 4,000 SF
- Supermarket (LUC 850) – 40,000 SF
- Apparel Store (LUC 876) – 4,000 SF
- Pharmacy/Drug Store without Drive-Through Window (LUC 880) – 13,000 SF
- Liquor Store (LUC 899) – 3,600 SF
- Drive-In Bank (LUC 912) – 4,000 SF
- Fast Casual Restaurant (LUC 930) – 4,000 SF
- High Turnover (Sit-Down) Restaurant (LUC 932) – 4,000 SF
- Fast-Food Restaurant with Drive-Through Window (LUC 934) – 3,600 SF
- Convenience Store/Gas Station (LUC 945) – 6,000 SF (and 10 vehicle fueling positions)

Mixed-Use Commercial area 2 (MUC2) is assumed as a K-8 charter school that will primarily serve residents of the Sketch Plan development. Trip generation for this use is assumed as K-8 Private School (LUC 530) with 500 students. For the average weekday trips, LUC 530 has a significantly higher trip rate than other school land uses in the ITE *Trip Generation Manual*, and only one data point used to calculate this rate. K-12 Private School (LUC 532) is a similar land use with more data points and a more similar average weekday trip rate to the schools in the Manual. Therefore, LUC 532 is used for the average weekday trips, and LUC 530 is used for the AM and PM peak hour trips.

Mixed-Use Commercial areas 3-5 (MUC3 through MUC5) are intended to contain an assortment of office, mini-warehouse, light industrial, and light commercial land use types. The specific land use types for each of these areas are not yet known. The Business Park (LUC 770) land use type is therefore assumed for these areas.

Areas CS1 and CS2 are currently approved areas (Filings 2, 2A, and 4) which are zoned for commercial-services land use types per the El Paso County Land Development Code. The approved trip generation land use type for these areas is General Light Industrial (LUC 110).

Trip Generation

Unadjusted daily trips and peak hour traffic associated with the Sketch Plan were calculated based on recommendations and data from the Institute of Transportation Engineers' *Trip Generation Manual, 11th Edition* (Ref. 8).

The rural setting of the Mayberry development is expected to affect the travel behavior of residents. The ITE Trip Generation Manual estimates trips based on a general urban/suburban context. Residents in a rural context such as the Mayberry site could combine trips when accessing urban areas such as Colorado Springs. This would result in lower trip rates used to calculate the trip generation for the site. Furthermore, the guidance provided in the ITE *Trip Generation Manual* directs analysts to use local data when available.

Supplemental traffic data was collected for a 7-day period for the partially built Mayberry site and for the existing residential development located just northwest of the Mayberry site. ADT counts were collected at three (3) locations which encompass the access points for these developments. The weekday average ADT at these locations was used to determine the total daily trips inbound and outbound based on the number of occupied dwelling units. The counted trips were compared to the ITE Trip Generation calculated trips using Land Use Code 210 for Single Family Detached Housing, since these are the only types of units existing in either development. The trip generation comparison shows that the counted daily trips were between 43-47% lower than the calculated rates in the ITE Trip Generation Manual. Some of this traffic counted for the Mayberry site is attributed to construction traffic. Therefore, the actual number of residential trips generated for the Mayberry site is lower than the counted trips. Using these counted residential trips in the rural context of the development, a 40% reduction was applied to the ITE Trip Generation rates for Land Use Code 210 – Single Family Detached Housing, Land Use Code 215 – Single Family Attached Housing, and Land Use Code 220 – Multifamily Housing (Low Rise) to obtain a more appropriate depiction of the trips the Mayberry Sketch Plan will generate.

Figure 6 shows the supplementary traffic counts supporting the residential trip generation rate reductions. **Table 1** shows a comparison of the counted residential trips to the ITE Trip Generation Manual trip rates for Land Use Code 210 – Single Family Detached Housing. Appendix B also contains the supplemental traffic count data discussed above.

Upon build-out, the Sketch Plan is expected to generate approximately 32,961 unadjusted daily trips, 2,665 unadjusted AM peak hour trips (1,261 inbound and 1,404 outbound), and 3,068 unadjusted PM peak hour trips (1,619 inbound and 1,449 outbound). A detailed traffic generation summary of the assumed land use plan is provided in **Table 2**.

Table 1: Counted Residential Trips and ITE Trip Generation Rates

Count Location	Occupied Dwelling Units	ITE Fitted Curve - Land Use 210 - Total Trip Ends	Counted Trips - Total Trip Ends	Difference	
				Trip Ends	Percentage
Mayberry Dr. South of SH-94	95	963	547	416	43.2%
Antelope Dr. North of SH-94 McDaniels Rd. East of Spotted Owl Way	118	1175	628	547	46.6%

The unadjusted trips generated represent the total number of driveway trips calculated for the entire project site at buildout. The *Trip Generation Manual* allows driveway trips to be adjusted as primary trips and pass-by trips depending on the land use types. Certain land uses are expected to draw existing traffic from the network (pass-by trips), as well as new trips added to the network (primary trips). **Table 3** provides a summary of site-generated trips, with pass-by reductions per the *Trip Generation Manual* applied. The total number of primary trips generated by the site are 27,012 average daily trips, 2,230 AM peak hour trips (1,033 inbound and 1,197 outbound), and 2,547 PM peak hour trips (1,356 inbound and 1,192 outbound).

Pass-by trips are still assigned to the network manually as subtracted trips from the through volumes and added to the turning movements entering and exiting the site. In some cases, the number of pass-by trips removed from a through movement exceeds the number of primary trips added to that same movement. The result is a net negative trip assignment for the movement in question. This effect is observed for the westbound through movement at SH-94/Mayberry Drive. Instead of reporting the net negative through volumes resulting from this effect, the trip assignment volumes are set to zero (0) for this movement. This results in some traffic volume imbalance between intersections, but it provides a more conservative analysis.

The ITE *Trip Generation Manual* calculation sheets and pass-by trip calculation sheets are provided in **Appendix D**.

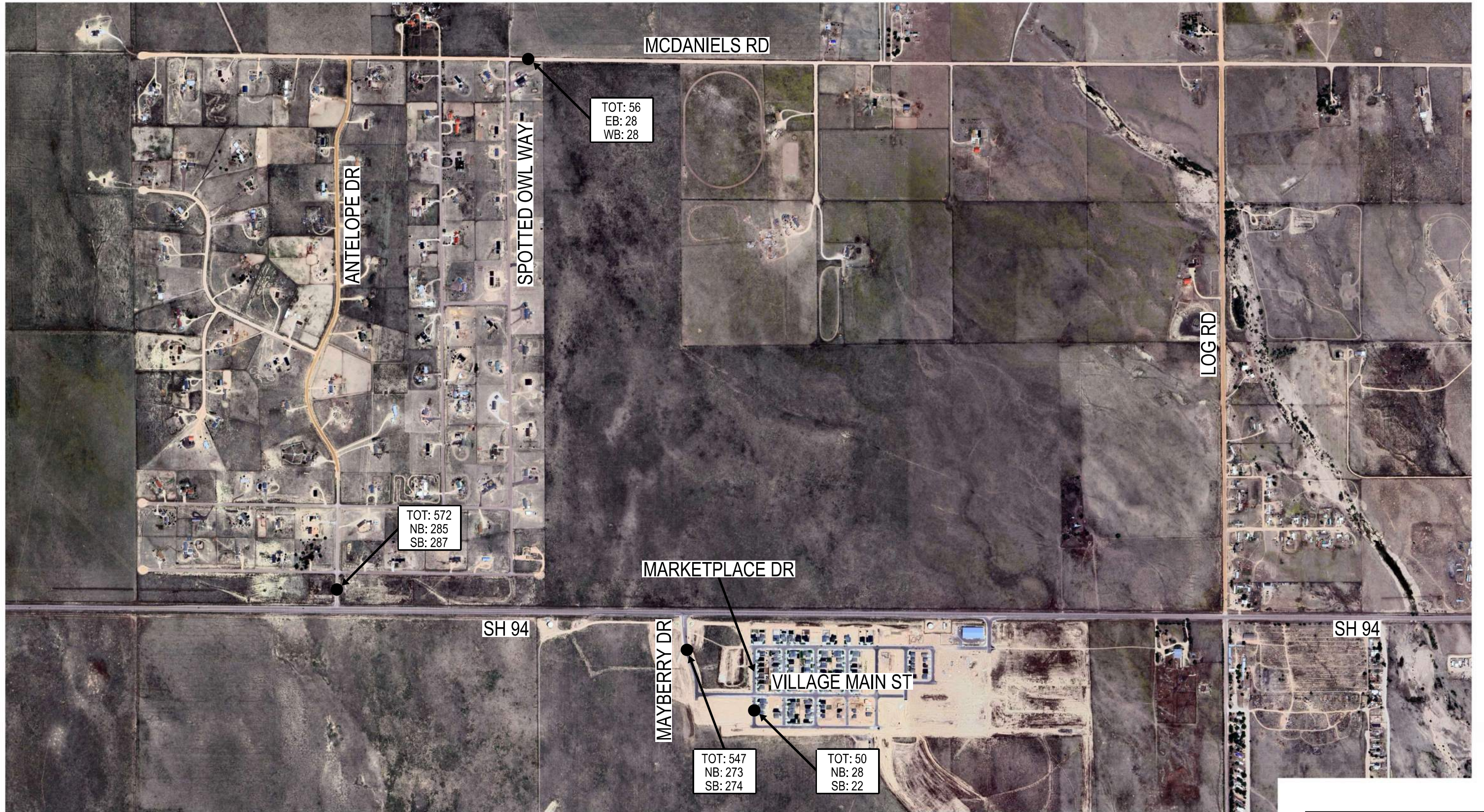


FIGURE 6
SUPPLEMENTAL
TRAFFIC COUNTS

Table 2: Project Trip Generation

Land Use Code	Land Use Description	Trip Generation Units		Average Weekday	AM			PM		
					Total	In	Out	Total	In	Out
210	Single Family Detached Housing	1316	DU	7,932	585	153	432	782	491	291
215	Single Family Attached Housing	888	DU	3,665	232	71	161	289	166	124
220	Multifamily Housing (Low-Rise)	786	DU	3,293	228	55	173	277	175	103
110	General Light Industrial	118	KSF	544	88	77	11	54	7	47
770	Business Park	150	KSF	2,309	200	170	30	208	54	154
530	Private School (K-8)	6	ST	1,240	514	288	226	130	60	70
575	Fire and Rescue Station	500	KSF	25	0	0	0	5	1	4
630	Clinic	10	KSF	178	17	14	3	17	5	12
712	Small Office Building	4	KSF	58	7	6	1	9	3	6
814	Variety Store	4	KSF	541	26	14	12	57	29	28
815	Free-Standing Discount Store	8.5	KSF	454	7	5	2	32	16	16
850	Supermarket	4	KSF	3,875	114	67	47	368	184	184
876	Apparel Store	40	KSF	266	4	3	1	16	8	8
880	Pharmacy/Drug Store without Drive-Through Window	4	KSF	1,152	57	37	20	111	54	57
899	Liquor Store	13	KSF	612	2	2	0	91	46	45
912	Drive-In Bank	3.6	KSF	401	40	23	17	84	42	42
930	Fast Casual Restaurant	4	KSF	389	6	3	3	56	31	25
932	High Turnover (Sit-Down) Restaurant	4	KSF	429	38	21	17	36	22	14
934	Fast-Food Restaurant with Drive-Through Window	4	KSF	1,683	161	82	79	119	62	57
945	Convenience Store/Gas Station	3.6	KSF	3,914	339	170	169	327	164	163
Total				32,961	2,665	1,261	1,404	3,068	1,619	1,449

Table 3: Project Trip Generation – With Pass-By Reductions

Land Use Code	Land Use Description	Trip Generation Units		Average Weekday	AM			PM		
					Total	In	Out	Total	In	Out
210	Single Family Detached Housing	1316	DU	7,932	585	153	432	782	491	291
215	Single Family Attached Housing	888	DU	3,665	232	71	161	289	166	124
220	Multifamily Housing (Low-Rise)	786	DU	3,293	228	55	173	277	175	103
110	General Light Industrial	118	KSF	544	88	77	11	54	7	47
770	Business Park	150	KSF	2,309	200	170	30	208	54	154
530	Private School (K-8)	500	ST	1,240	514	288	226	130	60	70
575	Fire and Rescue Station	10	KSF	25	0	0	0	5	1	4
630	Clinic	4	KSF	178	17	14	3	17	5	12
712	Small Office Building	4	KSF	38	5	4	1	6	2	4
814	Variety Store	9	KSF	433	21	11	10	46	23	22
815	Free-Standing Discount Store	4	KSF	345	5	4	2	24	12	12
850	Supermarket	40	KSF	3,875	114	67	47	368	184	184
876	Apparel Store	4	KSF	125	2	1	0	8	4	4
880	Pharmacy/Drug Store without Drive-Through Window	13	KSF	1,152	57	37	20	111	54	57
899	Liquor Store	4	KSF	444	1	1	0	66	33	33
912	Drive-In Bank	4	KSF	401	40	23	17	84	42	42
930	Fast Casual Restaurant	4	KSF	222	3	2	2	32	18	14
932	High Turnover (Sit-Down) Restaurant	4	KSF	204	18	10	8	17	10	7
934	Fast-Food Restaurant with Drive-Through Window	4	KSF	412	39	20	19	29	15	14
945	Convenience Store/Gas Station	6	KSF	3,914	339	170	169	327	164	163
Total				30,751	2,509	1,179	1,331	2,880	1,520	1,360

Trip Distribution

The trip distribution assumptions for the Sketch Plan have been updated based on coordination with Mayberry Communities, El Paso County staff, and CDOT staff. Given the site's remote location in rural El Paso County, it is unlikely that a high majority of commercial trips will be attracted from the Colorado Springs metro by those uses. Residential trips were updated to reflect the presence of commercial and school uses within the development.

The Sketch Plan is intended to develop a live, work, and play environment within the community. Because the Sketch Plan includes a mixture of residential, commercial/retail, and school land uses, a portion of these trips will be contained within the development. These are represented by trips between the residential zones and the commercial/retail zone, trips between the residential zones and the school zone, and internally-captured trips within the commercial/retail zone.

The internal capture for residential uses is intended to show the interaction between residential uses and the commercial/retail uses, and between the residential uses and the school. On an average weekday, and in the PM peak hour, about 10% of residential trips are anticipated to occur within the site.

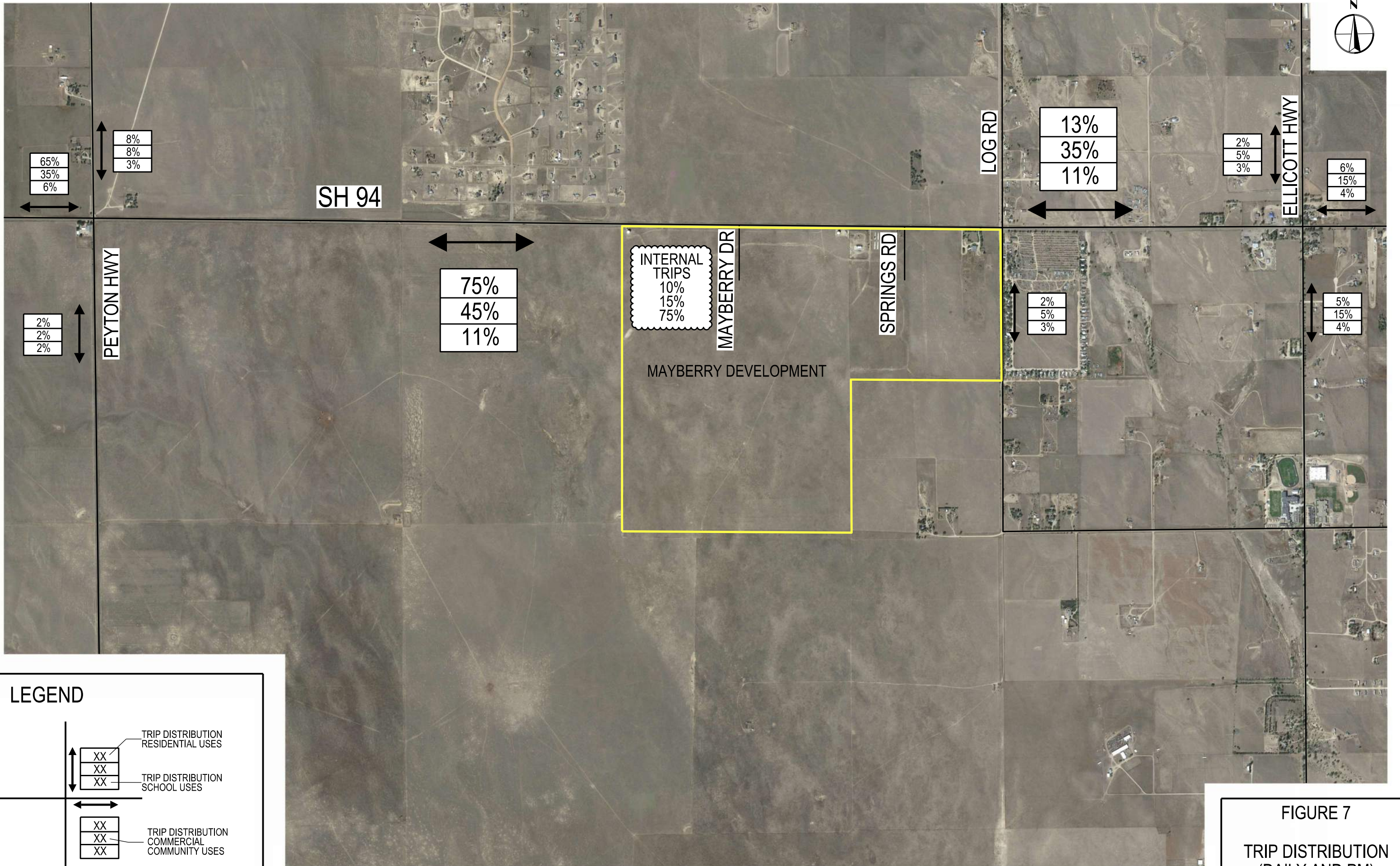
Because the school is intended to primarily serve residents of the Mayberry site, 75% of the school's trips are assumed to be captured by the residential uses within the site. The AM peak hour of the school traffic coincides with the AM peak hour of residential traffic. Therefore, a higher number of residential trips bound for the school are expected in the AM peak hour of analysis. Up to 27% of the residential trips are anticipated to occur within the development in the AM peak hour.

Internal capture is anticipated to occur within the MUC1 area due to the interactions between the restaurant, retail, and office uses within that specific area. Up to 15% of commercial/retail trips are anticipated to be internally captured within that area.

Figure 7 shows the trip distribution percentages for the average daily and PM peak hour trips. **Figure 8** shows the project trip distribution percentages for the AM peak hour trips. Trips within the site and internal capture percentages are considered in both Figures. NCHRP 8-51 internal capture calculation sheets are provided in **Appendix E**.

Other Traffic Studies in the Area

No other approved traffic studies are available in the project study area. Mayberry is an early Sketch Plan being developed along SH-94 and is consistent with the El Paso County Master Plan, which shows additional development in the vicinity in the long term. As more development occurs along the SH-94 corridor, developments making use of these improvements will also need to be accounted for. A new development of approximately 1,000 acres consisting of mostly residential uses in the parcels directly north of Schriever Space Force Base is currently in planning. However, the TIS for this development has not been approved. Until that time, this TIS will use data only from other approved TIS discussed in this report.



LEGEND

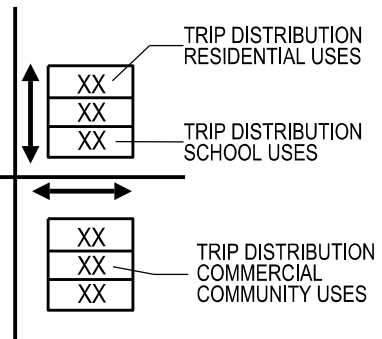
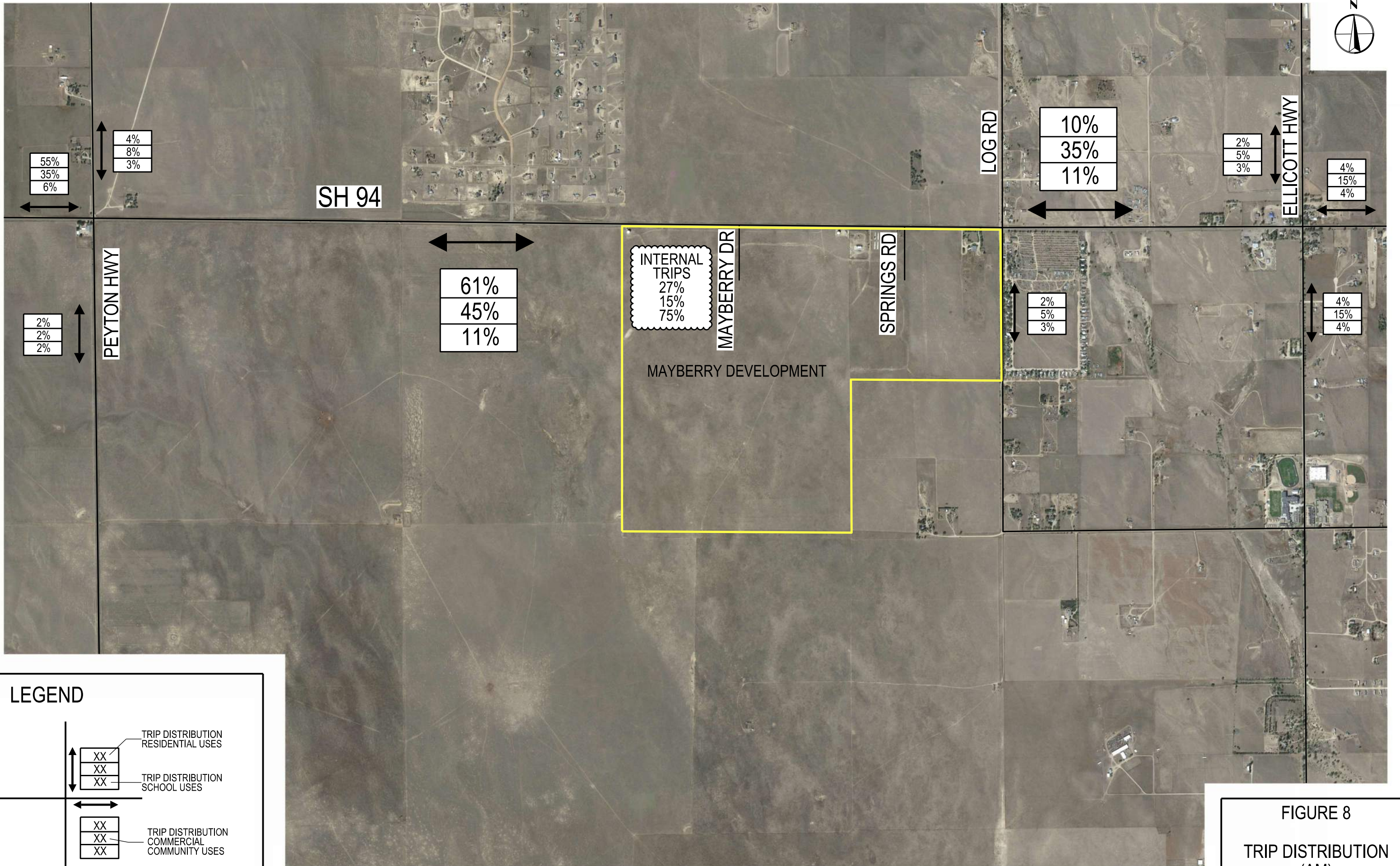


FIGURE 7
TRIP DISTRIBUTION
(DAILY AND PM)



LEGEND

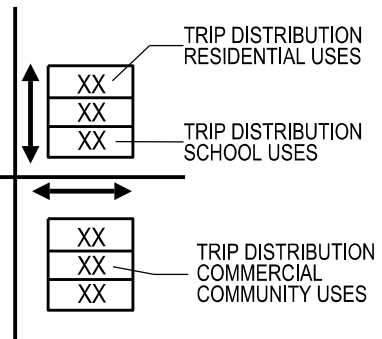


FIGURE 8
TRIP DISTRIBUTION
(AM)

Site Roadway Characteristics

Roadway Sizing and Classification

The roadway sizing and classification criteria are found in the El Paso County Engineering Criteria Manual (ECM) Chapter 2, Table 2-7 (Ref. 9). Below is a brief overview of the criteria for roadways on the Sketch Plan.

- Urban 4 Lane Principal Arterial: These roads provide major travel routes within urban areas and connect to other arterials or expressways. 4 Lane Principal Arterials have a design ADT of 40,000 vehicles. Direct property access and on-street parking are generally not allowed. Bike lanes are allowed. Typical posted speed limit is 45 mph.
- Urban Minor Arterial: These roads provide secondary travel routes within urban areas and connect to other arterials or collectors. Minor arterials have a design ADT of 20,000 vehicles. Direct property access, on-street parking, and bike lanes are generally not allowed. Typical posted speed limit is 35 mph.
- Urban Residential Collector: These roads provide access to individual properties within urban areas and connect to arterials, other collectors, or local streets. Urban residential collectors have a design ADT of 10,000 vehicles. Direct property access and on-street parking are generally not allowed. Bike lanes are allowed. Typical posted speed limit is 35 mph.
- Urban Local: These roads provide access to individual properties within urban areas and connect to collectors or other locals. Urban local streets have a design ADT of 3,000 vehicles. Direct property access and on-street parking are allowed. Bike lanes are generally not allowed. Typical posted speed limit is 25 mph.

Sketch Plan Roadways

From the above set of criteria, the roadways within the Sketch Plan range from Urban Locals to Urban Principal Arterials. **Figure 9** provides the ADT and classification for the studied roadways at full Sketch Plan buildout. The ultimate roadway classifications, characteristics, and lane usage are discussed below for each roadway:

Mayberry Drive

Mayberry Drive (formerly New Log Road) is a north-south roadway that will serve as the primary access point off SH-94 for the Mayberry development. Mayberry Drive will serve the community-commercial district in the northwest corner of the site and connect to other collector roadways accessing the other land uses on site. The northerly portion of Mayberry Drive, between SH-94 and Positive Place is classified as a four-lane Principal Arterial and is planned to be constructed as a couplet, with two separate two-lane, one-way roadways separated by a parkway. South of Positive Place, the couplet will rejoin into a standard four-lane roadway and the classification of Mayberry Drive will change to a Minor Arterial. South of Boulevard A, Mayberry Drive will be a two-lane undivided roadway and will be classified as an Urban Residential Collector. Mayberry Drive will have a posted speed limit of 35 MPH throughout its length.

Marketplace Drive

Marketplace Drive is a north-south roadway that will provide connectivity between the Mayberry School and other residential uses and roadways east of and parallel to Mayberry Drive.

Marketplace Drive is classified as an Urban Local roadway and will have a posted speed limit of 25 MPH.

Springs Road

Springs Road is a north-south roadway that will serve as a secondary access point off SH-94 for the Mayberry development. Springs Road will connect to the Business Park and Light Industrial uses in the northeast portion of the site, as well as the remaining residential uses in the eastern portion of the site. Springs Road is classified as an Urban Residential Collector and will have a posted speed limit of 35 MPH.

Village Main Street

Village Main Street is an east-west roadway that is the first access point reached after entering the site on the Mayberry Drive couplet. Village Main Street will connect to parks and residential uses east of Mayberry Drive, and it will connect to the high-density residential uses and community-commercial district west of Mayberry Drive. Village Main Street is classified as a local street and will have a posted speed limit of 25 MPH.

West of Mayberry Drive, Village Main Street carries a high volume of traffic primarily due to the community-commercial uses which generate a high volume of traffic. A special cross section for this section of Village Main Street will be developed at the time of MUC1 filing to address the anticipated circulation within this area.

Positive Place

Positive Place is an east-west roadway that will serve as the primary east-west thoroughfare within the Mayberry development. Positive Place will provide access to the community-commercial district, the Mayberry School, parks, and residential uses in the northerly portion of the development. Positive Place will also provide access to Log Road, allowing for an alternate access point for users in the easterly portion of the development. Positive Place is classified as an Urban Residential Collector. Positive Place is proposed with a special cross section which includes one lane of travel in each direction, on-street parking, and a raised median. The proposed Highway 94 Regional Trail will run alongside Positive Place, providing a space for bicycles and pedestrians. Positive Place will have a posted speed limit of 30 MPH.

Boulevard A

Boulevard A is an east-west roadway serving primarily residential uses of the Mayberry development. Access to the Mayberry School will be provided via Marketplace Drive at Boulevard A. The proposed fire station will take access off Boulevard A. Additionally, access will be provided to Log Road, allowing for another access option for the easterly portion of the development. Boulevard A is classified as an Urban Residential Collector. Boulevard A is proposed with a special cross section which includes one lane of travel in each direction, on-street parking, bike lanes, and a raised median. Boulevard A will have a posted speed limit of 30 MPH.

Boulevard B

Boulevard B is an east-west roadway serving residential uses and parks in the southerly portion of the site. Boulevard B is classified as an Urban Local roadway and will have a posted speed limit of 25 MPH.

Other Internal Roadways

The Mayberry development will include a network of local streets that will provide direct access to lots and connect travel to the key roadways onsite. These streets will function as neighborhood streets with bicycles sharing the roads with vehicles, on-street parking, and driveway access to homes. The posted speed limits on these streets will be 25 MPH.

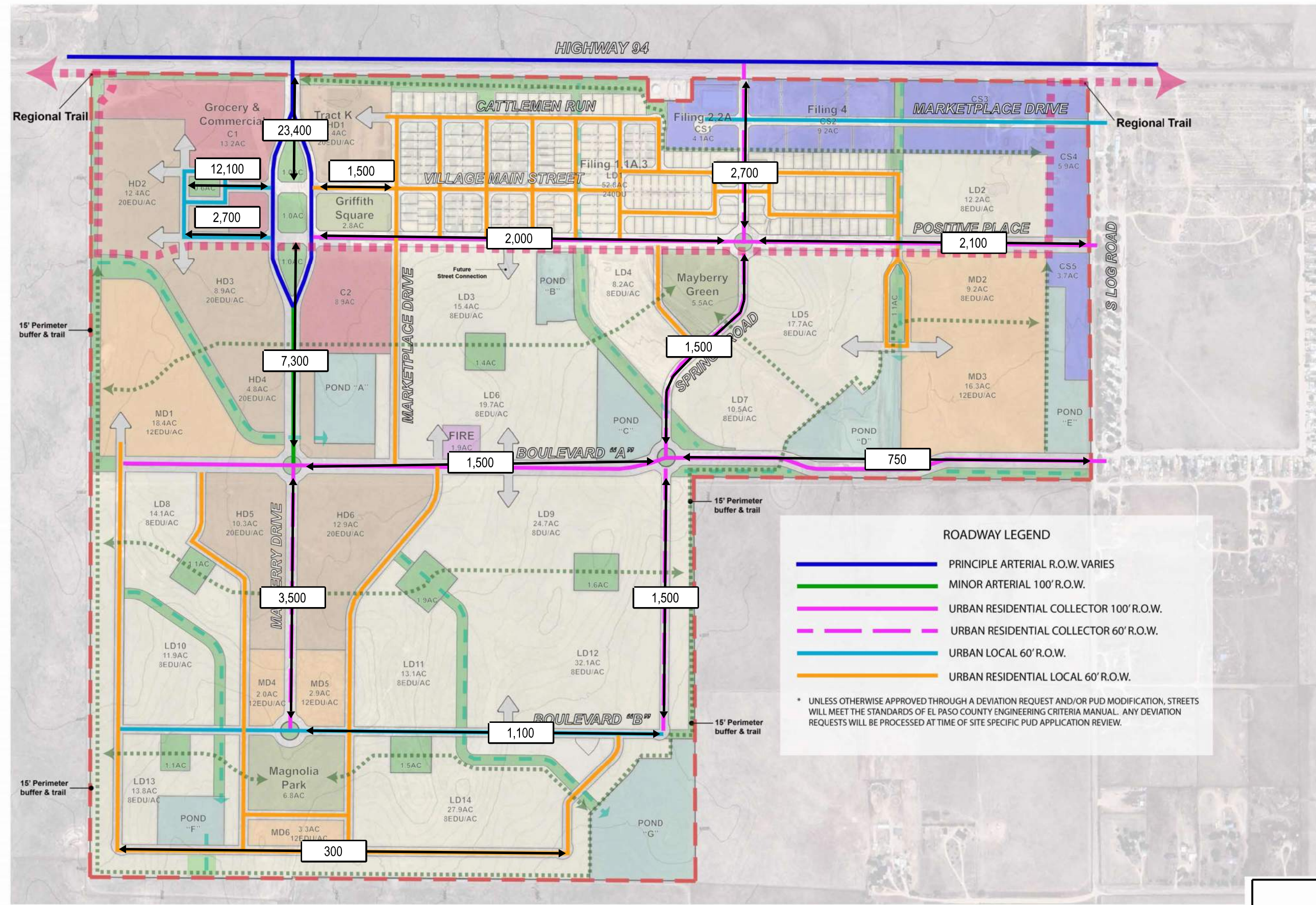


FIGURE 9
ROADWAY CLASSIFICATIONS

Site Access

The Mayberry development will have five (5) access points. The primary site access will be at the Mayberry Drive/SH-94 intersection. This intersection is currently constructed as an unsignalized intersection with stop-control on the northbound egress approach. This access intersection will require periodic improvements to accommodate the amount of traffic anticipated to access the development.

Secondary site access will be provided at the Springs Road/SH-94 intersection. This intersection is currently constructed as an unsignalized intersection providing right-in/right-out access to the development. The northbound “right-out” egress is a free-right movement that utilizes an eastbound acceleration lane for access onto SH-94. This access intersection is assumed to be fully built out to its ultimate condition.

Additional site access points will be provided at three (3) driveways along Log Road: Positive Place, Boulevard A, and the Business Park Drive entrance to the MUC3 area. Land uses in the MUC4 and MUC5 areas will primarily take access directly from Log Road. When constructed, the site access intersections along Log Road will be unsignalized with stop controls on each egress approach, reflecting their respective ultimate intersection configurations.

Pedestrian, Bicycle, and Transit Facilities

The Mayberry development will contain a network of sidewalks, multi-use trails and paths, and multi-modal streets intended to encourage the use of alternative transportation modes onsite. Detached sidewalks will provide a safe environment for pedestrians in the neighborhoods. Multi-modal streets will be designed with traffic calming measures and bike lanes to encourage bike usage and slower travel speeds by vehicles. Soft surface multi-use paths will provide additional off-street connections between neighborhoods for use by pedestrians and bicycles. Enhanced pedestrian and bicycle crossings at key midblock locations will help foster this connectivity within the site.

The Highway 94 Trail is a future proposed primary regional trail in the County’s Parks, Trails and Open Space Master Plan. This trail will provide a dedicated multi-use facility along SH-94 between Colorado Springs and the proposed Great Plains Trail which will cross SH-94 east of Ellicott. There is an opportunity to integrate the proposed Highway 94 Trail into the Mayberry site. The Sketch Plan shows the proposed alignment of the regional trail deviating from SH-94 by trending south along the westerly edge of the site, then east along Positive Place, bordering the community-commercial district, Mayberry School, parks, and homes within the site. The trail will then turn north to rejoin with SH-94 near the easterly edge of the site in the vicinity of Log Road, passing through the business park district. This alignment is desirable for the goals of the trail, because it creates separation of bicycle and pedestrian traffic away from the high-speed SH-94, and it provides direct connections for Mayberry residents within the site and out of the site.

There is additional opportunity to expand transit service in the region to serve the Mayberry development. The site could serve as a new stop on the Envida service and provide Mayberry residents with non-motorized means of accessing Colorado Springs.

Transportation Demand Management Opportunities

The Mayberry development is intended to foster a live, work, and play community by providing the homes and amenities necessary to create its own community context. This context, along with the rural setting of the development, gives rise to Transportation Demand Management (TDM) opportunities which will help reduce the vehicular impacts both onsite and offsite.

Internal capture percentages have been applied to the MUC1 district to estimate the internal capture within that area, as well as estimating the number of residential trips onsite using that area. Similarly, the trip distribution percentages for the Mayberry School represent the share of trips onsite to and from the school. The trip rates for the school already account for walk and bike modes, so further trip reductions for the school would not be necessary. These trip distribution and internal capture strategies reduced the number of trips that would impact offsite roadways.

Additional TDM opportunities described below have not been explored for the site, and therefore were not accounted for in this analysis to provide a conservative estimate of traffic impacts. Further study would be required to determine the TDM benefits of these strategies once implemented for the site.

The site includes employment opportunities such as in the community-commercial district, the business park district, and the Mayberry School. There is opportunity to provide additional reductions in the offsite trips by offering incentives for Mayberry residents to work in these areas, increasing the amount of onsite residential trips, and reducing the overall offsite impacts.

Bicycle facilities on the roadways and trails onsite could be augmented with secure bicycle parking, and repair stations located throughout the site to further encourage the use of bicycles onsite and reduce the amount of vehicle trips taken by residents.

If transit service is expanded to provide access to the Mayberry site, residents could utilize this service to access Colorado Springs, and the number of offsite vehicle trips would be further reduced as a result. Vouchers or discounts could be provided to Mayberry residents to encourage the use of this service and provide the highest TDM benefits to the site.

Traffic Analysis Methodology

The following section provides an outline of methods used to evaluate the impacts of the Sketch Plan development per the requirements of the ECM. The traffic analysis evaluates study area intersections, roadways, and site access points currently, at the full development of each phase, and in the long term.

Highway Capacity Manual Methods

Study area intersections were evaluated at various analysis scenarios using methods as described in the Highway Capacity Manual, 6th Edition (HCM) (Ref. 10). The standard used to evaluate traffic conditions at intersections is Level of Service (LOS), which is a qualitative measure of the effect of factors such as speed, the volume of traffic, geometric features, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience, and operating cost. This traffic analysis uses Synchro Version 11 traffic analysis software to calculate the LOS using HCM 6th Edition methods. Although a newer version of the HCM is currently available, the Synchro software used in this analysis uses the HCM 6th Edition. A detailed description of HCM 6th Edition analysis methods is provided in **Appendix F**.

Analysis Scenarios

The project was analyzed for nine (9) travel conditions in the AM peak hour and the PM peak hour. The following travel conditions were analyzed:

- Existing Conditions
- Short-Range – Phase 1 – Year 2029 – Background Conditions (Short-Range Phase 1 No-Build)
- Short-Range – Phase 1 – Year 2029 – With Project Conditions (Short-Range Phase 1 Build)
- Short-Range – Phase 2 – Year 2031 – Background Conditions (Short-Range Phase 2 No-Build)
- Short-Range – Phase 2 – Year 2031 – With Project Conditions (Short-Range Phase 2 Build)
- Short-Range – Phase 3 – Year 2035 – Background Conditions (Short-Range Phase 3 No-Build)
- Short-Range – Phase 3 – Year 2035 – With Project Conditions (Short-Range Phase 3 Build)
- Long-Range – Year 2045 – Background Conditions (Long-Range No-Build)
- Long-Range – Year 2045 – With Project Conditions (Long-Range Build)

Background Traffic

Background traffic was estimated for the purposes of analyzing the no-build (without Project) travel conditions. The background traffic consists of two components: ambient growth of existing traffic, and the anticipated traffic generated by approved land uses on the Mayberry site.

The annual growth rate was estimated based on information obtained from CDOT's Online Transportation Information System (OTIS). Existing traffic volumes were grown by one percent per year to reach the desired analysis year for each travel condition. Since the Mayberry development is partially constructed and contains occupied dwelling units, the existing site trips were subtracted from the existing turning movement counts to estimate the baseline volumes without the existing Mayberry development.

The existing counts at SH-94/Mayberry Drive report a different peak hour compared to the nearby intersections SH-94/Peyton Highway and SH-94/Springs Road. As a result, some traffic volume imbalance is observed in the background traffic between these intersections. This provides a more conservative analysis by reporting the highest peak hour at individual intersections.

The Mayberry development includes approved land uses from Filings 1-4. The latest of these approved land uses, Filing 4, includes an approved TIS which summarizes the anticipated traffic generated by each Filing. The traffic volumes from Filings 1-4 as stated in the Filing 4 TIS were assumed to be part of the background traffic in the No-Build travel conditions. The total background traffic for each No-Build scenario was calculated by adding the ambient growth to the Filings 1-4 volumes.

Planned Improvements

A westbound left turn deceleration lane and a northbound to westbound left turn acceleration lane are currently being developed for the SH-94/Mayberry Drive intersection. The project is currently nearing completion of final design and stamped plans have been approved by CDOT. These improvements are therefore assumed to be in place for each Short-Range and Long-Range analysis scenario, with and without Sketch Plan buildout.

Existing Conditions Analysis

Offsite intersections and roadways were evaluated with the existing lane geometrics, traffic controls, and counted traffic volumes. **Table 4** below shows that the existing study area intersections along SH-94 are anticipated to operate at an acceptable LOS under existing conditions.

Table 4: Existing Conditions Level of Service Summary

Intersection	Control Type	Existing Conditions	
		AM	PM
SH-94/Peyton Hwy	TWSC	B 14.7	B 14.9
SH-94/Log Rd	TWSC	B 12.7	B 12.4
SH-94/Ellicott Hwy	TWSC	C 18.6	B 12.8
SH-94/Mayberry Dr	TWSC	B 12.5	B 12.3
SH-94/Springs Rd	TWSC	A 0	B 10.3

Highest delay minor street lane is reported for all unsignalized intersections.
S = Traffic Signal; R = Roundabout; TWSC = Two Way Stop Control

Short-Range – Phase 1 – Year 2029 Traffic Conditions

Phase 1 assumes approximately 1,007 dwelling units, 18,000 SF of Commercial-Retail, 89,000 SF of General Light Industrial, 24,000 SF of Business Park uses, and Fire Station, which corresponds to approximately 35% of Sketch Plan Buildout. **Table 5** below summarizes the number of units for each land use for Phase 1. The assumed analysis year for Phase 1 is 2029.

Table 5: Short-Range Phase 1 Land Use Summary

Land Use Code	Land Use Description	Trip Generation Units	
210	Single Family Detached Housing	465	DU
215	Single Family Attached Housing	175	DU
220	Multifamily Housing (Low-Rise)	367	DU
110	General Light Industrial	89	KSF
770	Business Park	24	KSF
575	Fire and Rescue Station	10	KSF
912	Drive-In Bank	4	KSF
930	Fast Casual Restaurant	4	KSF
932	High Turnover (Sit-Down) Restaurant	4	KSF
945	Convenience Store/Gas Station	6	KSF

Study area roadways and intersections are assumed to be constructed in their existing configurations, with the addition of planned improvements at SH-94/Mayberry Drive in the Short-Range Phase 1 analysis. The lane configurations and traffic controls for SH-94 intersections will be the same across all Short-Range and Long-Range phases of analysis, to give a clear understanding of the unmitigated traffic operations. **Figure 10** and **Figure 11** show the assumed lane geometrics for the offsite and onsite intersections, respectively.

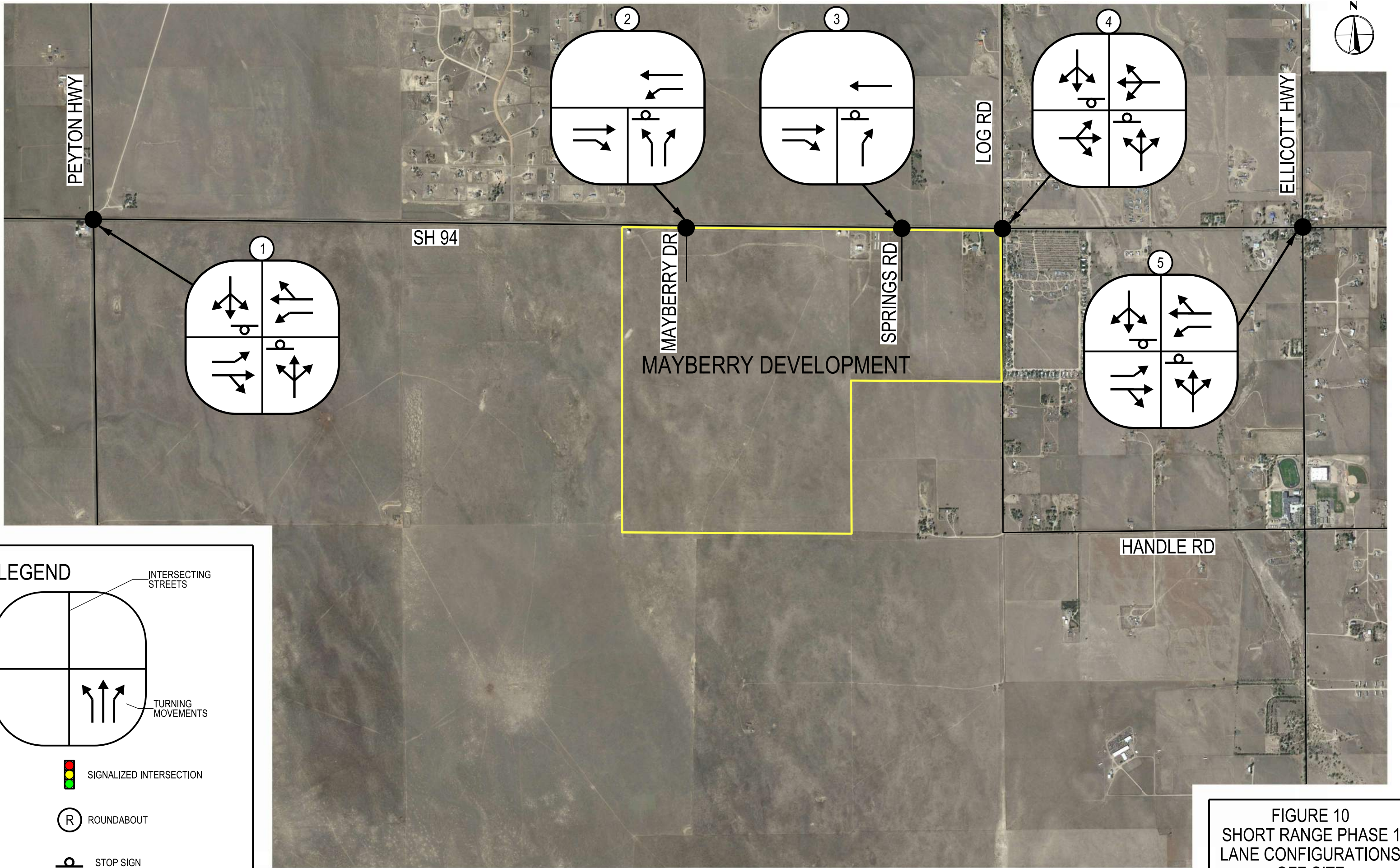
The ambient growth for year 2029 was added to the Filings 1-4 traffic volumes to determine the total background traffic. **Figure 12** shows the Short-Range Phase 1 background traffic for study area intersections. **Figure 13** shows the Short-Range Phase 1 trip assignment volumes. **Figure 14** and **Figure 15** show the Short-Range Phase 1 total traffic volumes for offsite and onsite intersections, respectively. Phase 1 onsite trip assignment volumes and total traffic volumes are equal. **Table 6** below shows that all offsite and onsite intersections are calculated to operate at an acceptable LOS per El Paso County criteria except for the following:

- SH-94/Peyton Highway – LOS E (Short-Range Phase 1 Build, PM peak hour)
- SH-94/Mayberry Drive – LOS E (Short-Range Phase 1 Build, PM peak hour)

Mitigation measures for intersections that do not meet the minimum acceptable LOS standard are discussed later in this report.

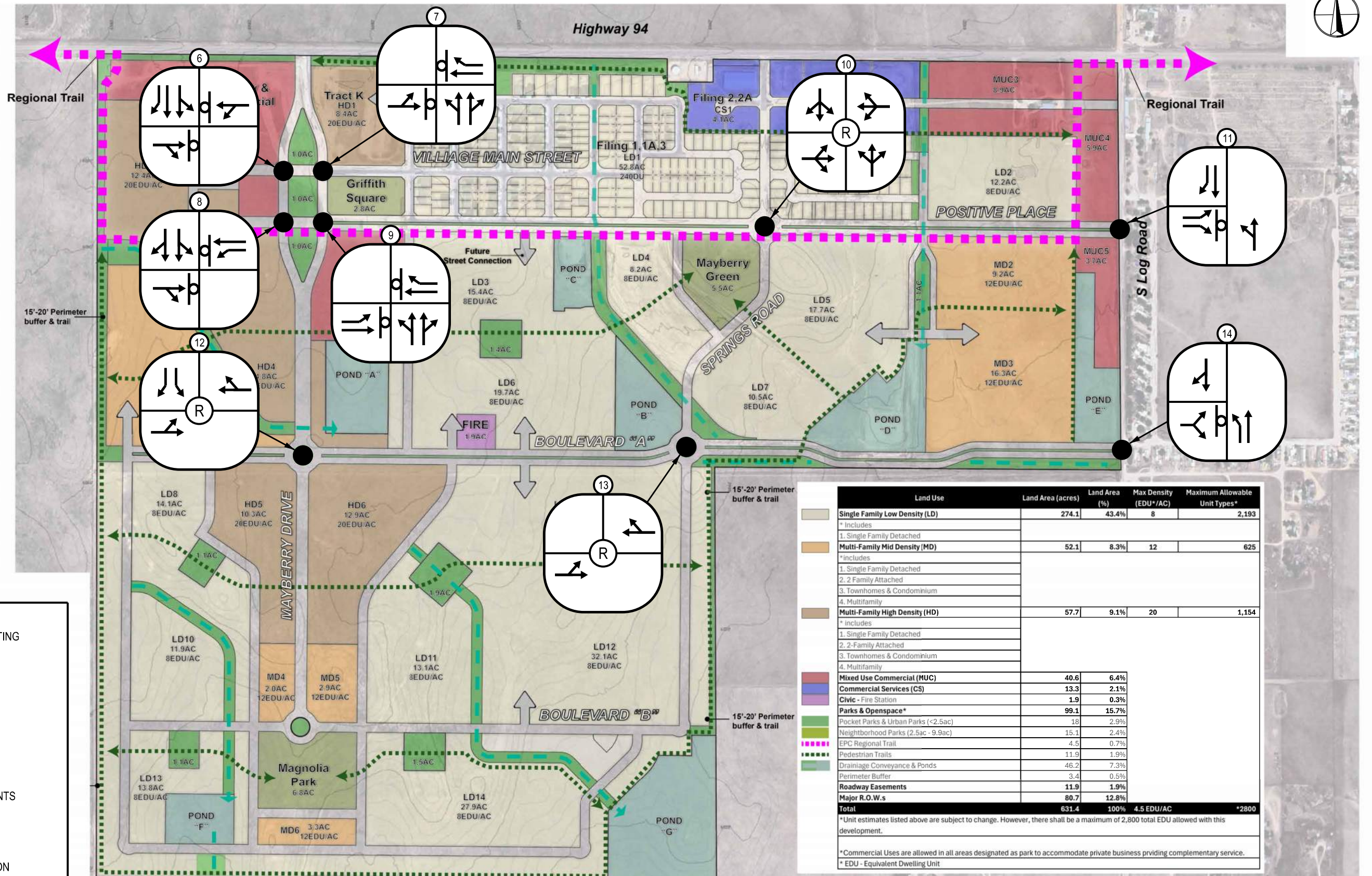
Table 6: Short-Range Phase 1 Level of Service Summary

Intersection	Control Type	Phase 1 No-Build		Phase 1 Build	
		AM	PM	AM	PM
SH-94/Peyton Hwy	TWSC	C 19	C 22.4	C 22	E 38.7
SH-94/Log Rd	TWSC	B 13.1	B 12.6	C 17.8	C 17.9
SH-94/Ellicott Hwy	TWSC	C 22	B 13.8	D 30.9	C 18.5
SH-94/Mayberry Dr	TWSC	B 11.6	B 13.2	C 18.5	E 36.3
SH-94/Springs Rd	TWSC	A 9.3	B 10.6	A 9.6	B 11.4
SB Mayberry Dr /Village Main St	TWSC	-	-	B 11.6	B 13.1
NB Mayberry Dr /Village Main St	TWSC	-	-	B 10.7	B 11.6
SB Mayberry Dr/Positive PI	TWSC	-	-	A 9.3	A 9.7
NB Mayberry Dr/Positive PI	TWSC	-	-	A 9.4	A 9.3
Springs Rd/Positive PI	R	-	-	A 3.0	A 3.3
Log Rd/Positive PI	TWSC	-	-	A 8.7	A 8.8
Mayberry Dr/Boulevard A	R	-	-	A 2.7	A 2.6
Springs Rd/Boulevard A	R	-	-	A 2.7	A 2.7
Log Rd/Boulevard A	TWSC	-	-	A 0.0	A 7.3
Highest delay minor street lane is reported for all unsignalized intersections. S = Traffic Signal; R = Roundabout; TWSC = Two Way Stop Control					

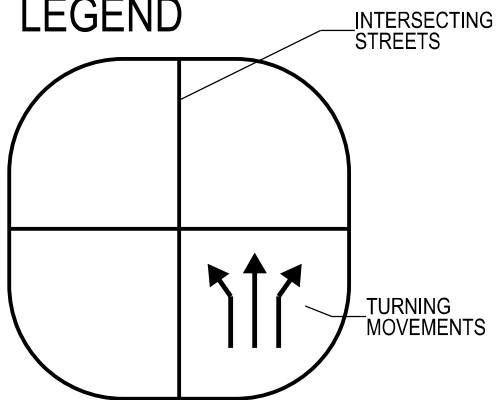


Background Map Copyrighted by Google, 2022

FIGURE 10
SHORT RANGE PHASE 1
LANE CONFIGURATIONS
OFF-SITE



LEGEND



SIGNALIZED INTERSECTION

ROUNDABOUT

STOP SIGN

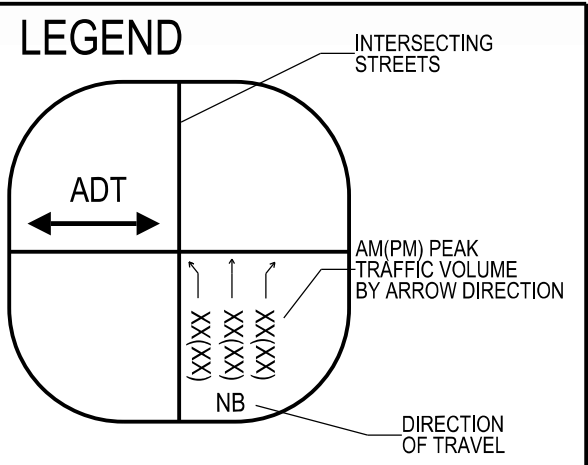
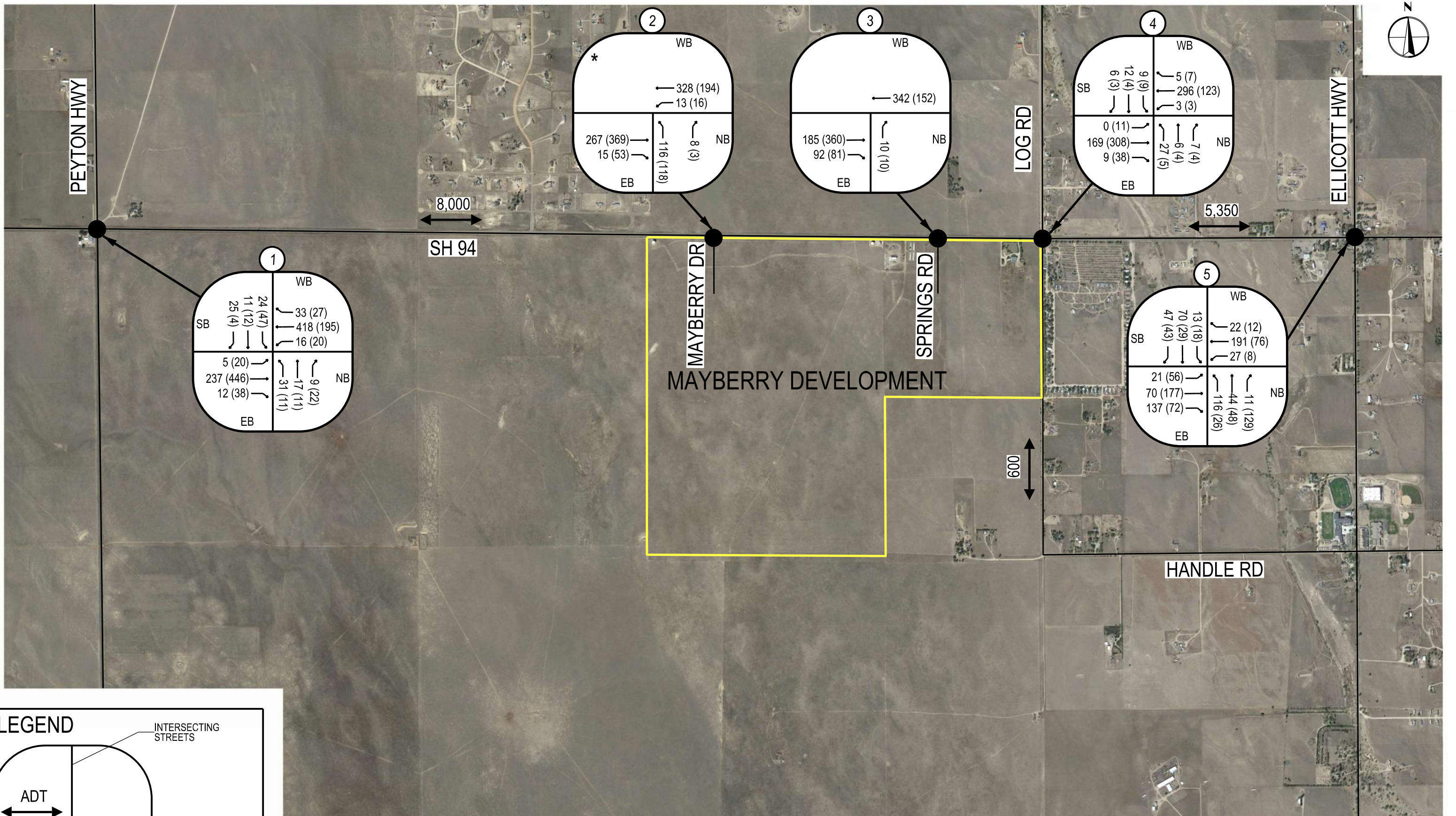
Land Use	Land Area (acres)	Land Area (%)	Max Density (EDU*/AC)	Maximum Allowable Unit Types*
Single Family Low Density (LD)	274.1	43.4%	8	2,193
* Includes				
1. Single Family Detached				
Multi-Family Mid Density (MD)	52.1	8.3%	12	625
* Includes				
1. Single Family Detached				
2. 2 Family Attached				
3. Townhomes & Condominium				
4. Multifamily				
Multi-Family High Density (HD)	57.7	9.1%	20	1,154
* Includes				
1. Single Family Detached				
2. 2-Family Attached				
3. Townhomes & Condominium				
4. Multifamily				
Mixed Use Commercial (MUC)	40.6	6.4%		
Commercial Services (CS)	13.3	2.1%		
Civic - Fire Station	1.9	0.3%		
Parks & Openspace*	99.1	15.7%		
Pocket Parks & Urban Parks (<2.5ac)	18	2.9%		
Neighborhood Parks (2.5ac - 9.9ac)	15.1	2.4%		
EPC Regional Trail	4.5	0.7%		
Drainage Conveyance & Ponds	46.2	7.3%		
Perimeter Buffer	3.4	0.5%		
Roadway Easements	11.9	1.9%		
Major R.O.W.s	80.7	12.8%		
Total	631.4	100%	4.5 EDU/AC	*2800

*Unit estimates listed above are subject to change. However, there shall be a maximum of 2,800 total EDU allowed with this development.

*Commercial Uses are allowed in all areas designated as park to accommodate private business providing complementary service.

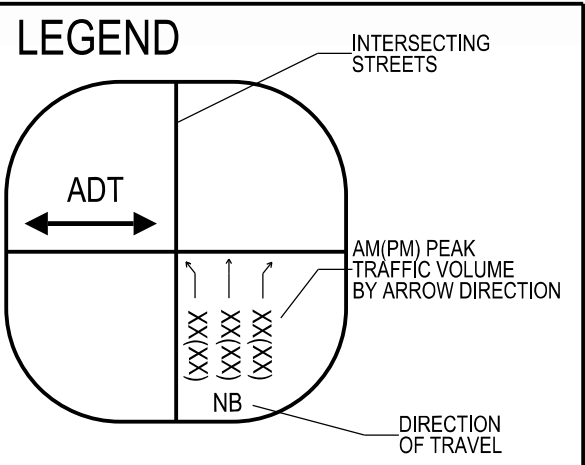
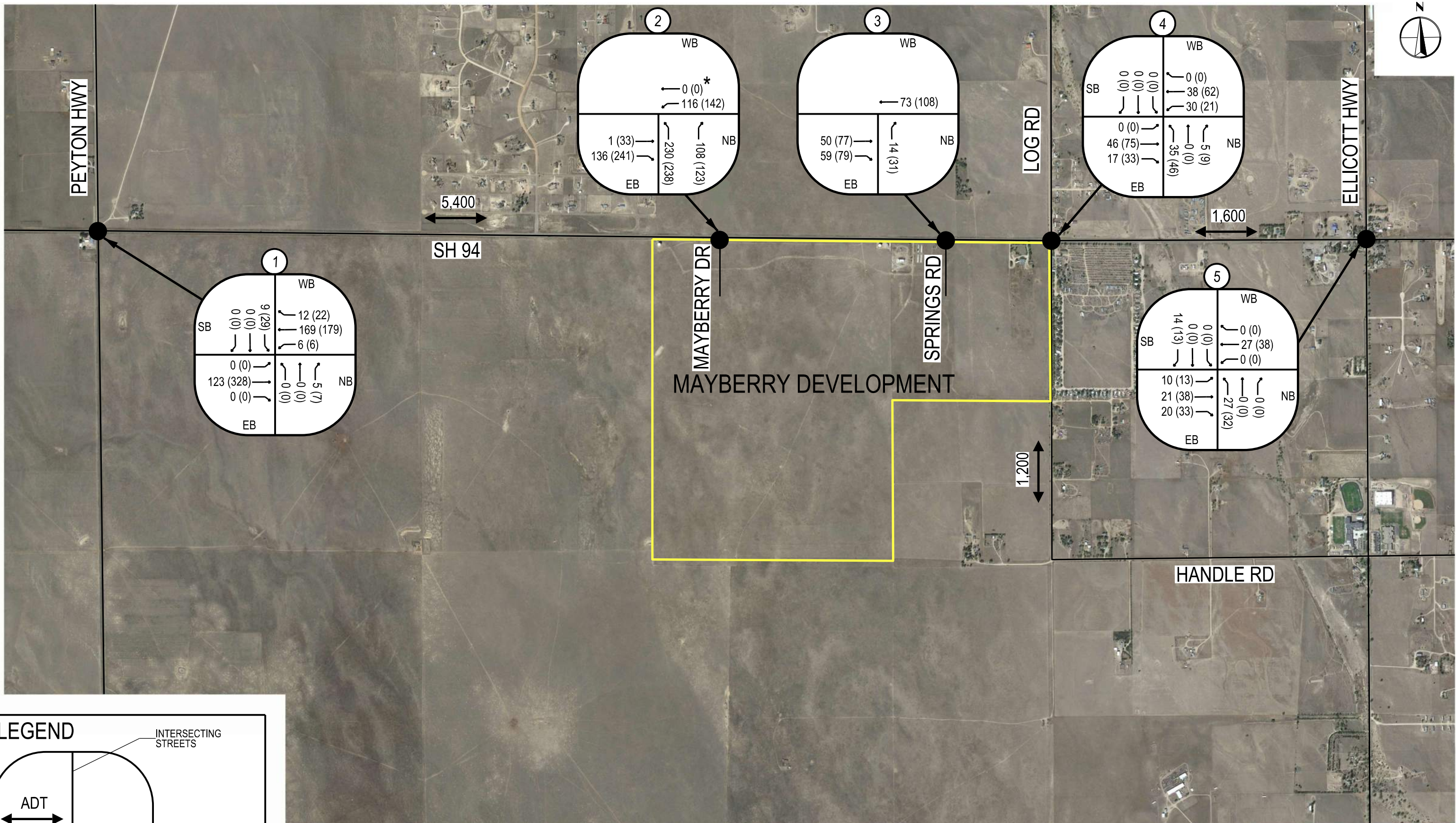
* EDU - Equivalent Dwelling Unit

FIGURE 11
SHORT RANGE PHASE 1
LANE CONFIGURATIONS
ONSITE



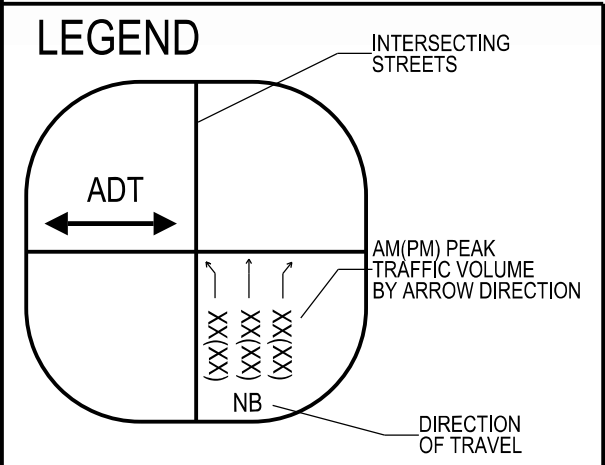
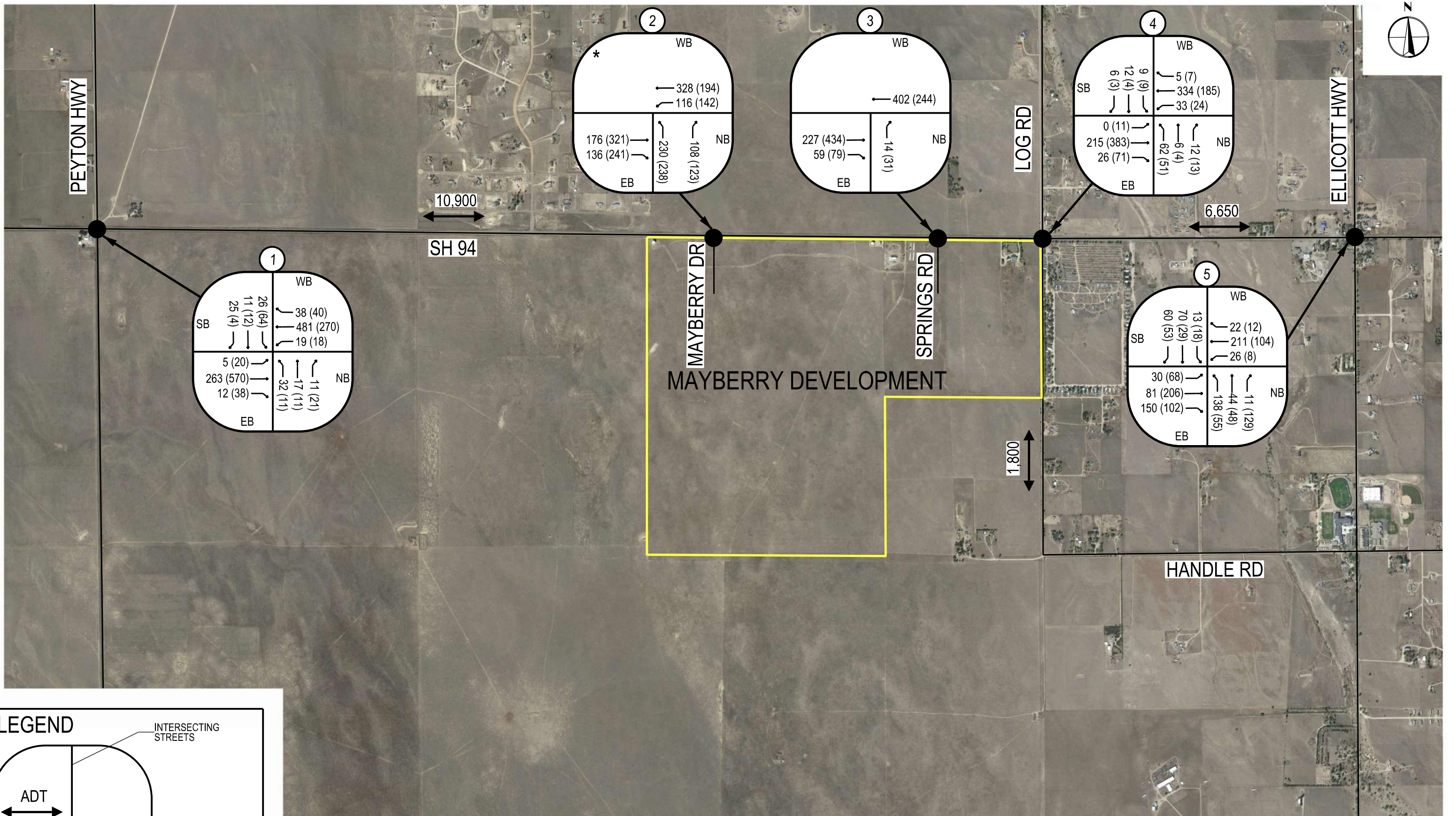
* EXISTING COUNTS AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE REPORT A DIFFERENT PEAK HOUR COMPARED TO SH-94/PAYTON HIGHWAY AND SH-94/SPRINGS ROAD. THIS LEADS TO SOME DIFFERENT TRAFFIC VOLUME IMBALANCE IN THE BACKGROUND TRAFFIC BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

FIGURE 12
SHORT RANGE PHASE 1
BACKGROUND TRAFFIC
OFF-SITE



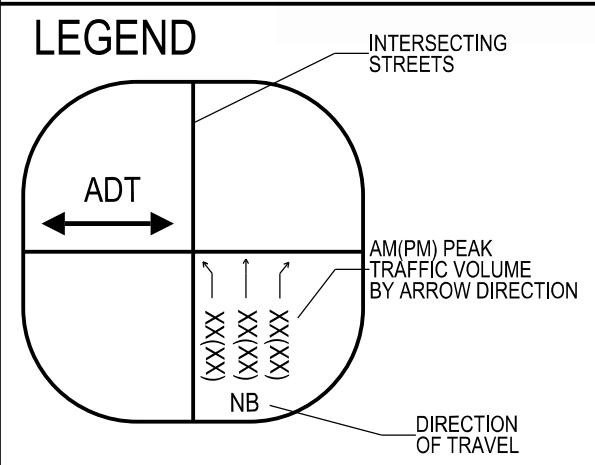
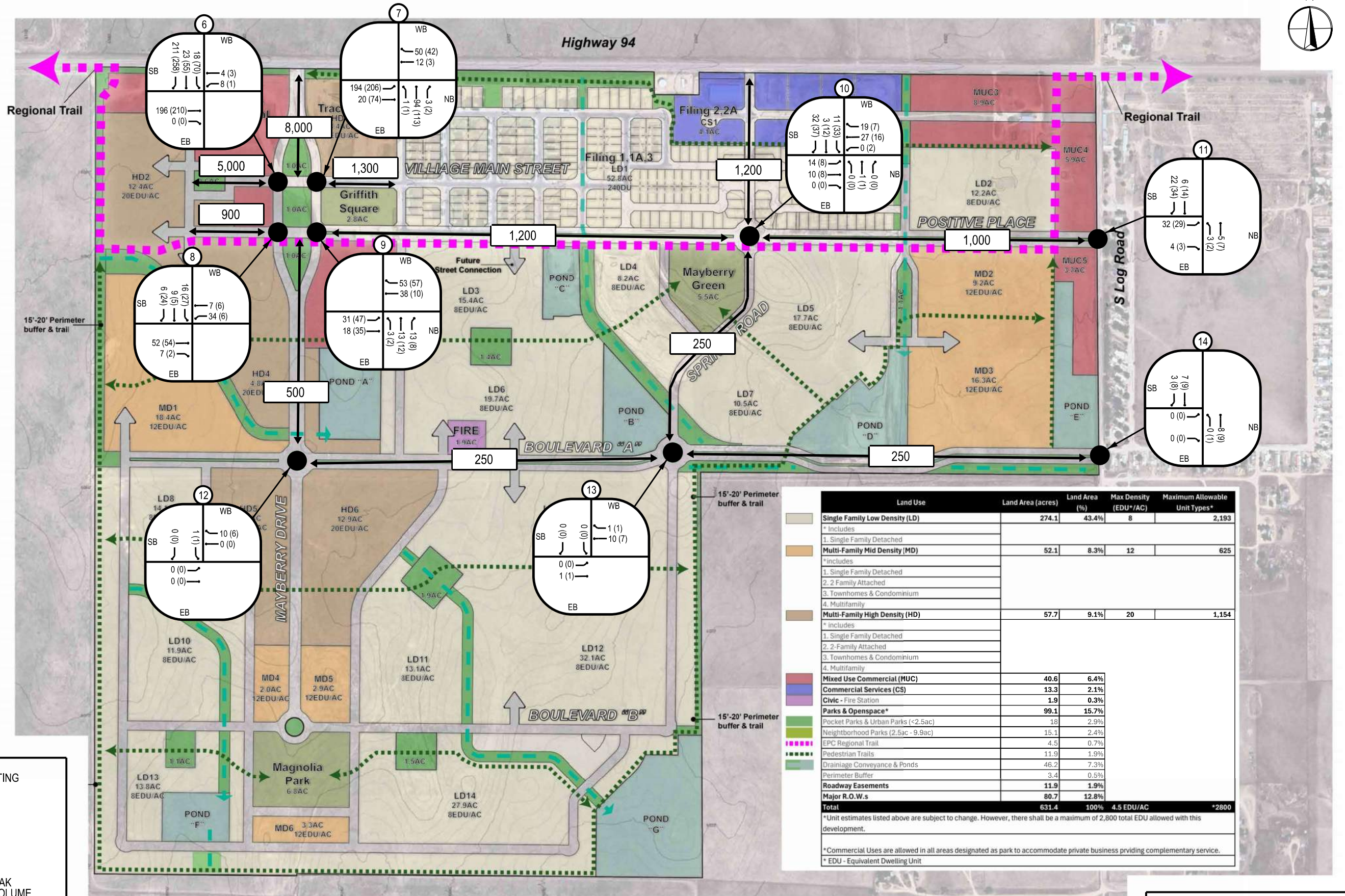
* PASS-BY TRIP ASSIGNMENT VOLUMES RESULT IN NET NEGATIVE TRIPS FOR THE WB THRU MOVEMENT AT SH-94/MAYBERRY DRIVE. THE TRIP ASSIGNMENT IS SET TO 0 FOR THIS MOVEMENT INSTEAD OF REPORTING THE NEGATIVE TRIPS. THIS LEADS TO SOME VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

FIGURE 13
SHORT RANGE PHASE 1
TRIP ASSIGNMENT
OFF-SITE



* EXISTING COUNTS AND PROJECT TRIP ASSIGNMENT AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE LEADS TO SOME TRAFFIC VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS. SEE FIGURES 12 AND 13 FOR ADDITIONAL INFORMATION.

FIGURE 14
SHORT RANGE PHASE 1
TOTAL VOLUMES
OFF-SITE



Land Use	Land Area (acres)	Land Area (%)	Max Density (EDU*/AC)	Maximum Allowable Unit Types*
Single Family Low Density (LD)	274.1	43.4%	8	2,193
* Includes				
1. Single Family Detached				
Multi-Family Mid Density (MD)	52.1	8.3%	12	625
* Includes				
1. Single Family Detached				
2. 2 Family Attached				
3. Townhomes & Condominium				
4. Multifamily				
Multi-Family High Density (HD)	57.7	9.1%	20	1,154
* Includes				
1. Single Family Detached				
2. 2-Family Attached				
3. Townhomes & Condominium				
4. Multifamily				
Mixed Use Commercial (MUC)	40.6	6.4%		
Commercial Services (CS)	13.3	2.1%		
Civic - Fire Station	1.9	0.3%		
Parks & Openspace*	99.1	15.7%		
Pocket Parks & Urban Parks (<2.5ac)	18	2.9%		
Neighborhood Parks (2.5ac - 9.9ac)	15.1	2.4%		
EPC Regional Trail	4.5	0.7%		
Pedestrian Trails	11.9	1.9%		
Drainage Conveyance & Ponds	46.2	7.3%		
Perimeter Buffer	3.4	0.5%		
Roadway Easements	11.9	1.9%		
Major R.O.W.s	80.7	12.8%		
Total	631.4	100%	4.5 EDU/AC	*2800

*Unit estimates listed above are subject to change. However, there shall be a maximum of 2,800 total EDU allowed with this development.

*Commercial Uses are allowed in all areas designated as park to accommodate private business providing complementary service.

* EDU - Equivalent Dwelling Unit

FIGURE 15
SHORT RANGE PHASE 1
TRIP ASSIGNMENT AND
TOTAL VOLUMES ONSITE

Short-Range – Phase 2 – Year 2031 Traffic Conditions

Phase 1 assumes approximately 1,747 dwelling units, 88,000 SF of Commercial-Retail, 118,000 SF of General Light Industrial, 72,000 SF of Business Park uses, Fire Station, and the Mayberry School. The buildout of these land uses corresponds to approximately 67% of Sketch Plan Buildout. **Table 7** below summarizes the breakdown of land uses assumed in the Short-Range Phase 2 analysis. The analysis year for Phase 2 is assumed to be 2031.

Table 7: Short-Range Phase 2 Land Use Summary

Land Use Code	Land Use Description	Trip Generation Units	
210	Single Family Detached Housing	716	DU
215	Single Family Attached Housing	460	DU
220	Multifamily Housing (Low-Rise)	571	DU
110	General Light Industrial	118	KSF
770	Business Park	72	KSF
530	Private School (K-8)	500	ST
575	Fire and Rescue Station	10	KSF
814	Variety Store	9	KSF
850	Supermarket	40	KSF
876	Apparel Store	4	KSF
880	Pharmacy/Drug Store without Drive-Through Window	13	KSF
912	Drive-In Bank	4	KSF
930	Fast Casual Restaurant	4	KSF
932	High Turnover (Sit-Down) Restaurant	4	KSF
934	Fast-Food Restaurant with Drive-Through Window	4	KSF
945	Convenience Store/Gas Station	6	KSF

Study area roadways and intersections are assumed to be constructed in their existing configurations, with the addition of planned improvements at SH-94/Mayberry Drive in the Short-Range Phase 2 analysis. **Figure 16** shows the assumed lane geometrics for the Short-Range Phase 2 Build analysis for the onsite intersections. Offsite intersection lane geometrics are assumed to be the same as in the Short-Range Phase 1 analysis, which are shown in Figure 10.

The ambient growth traffic volumes for year 2031 were added to the Filings 1-4 traffic volumes to determine the total background traffic. **Figure 17** shows the Short-Range Phase 2 background traffic for study area intersections. **Figure 18** shows the Short-Range Phase 2 trip assignment volumes for the Mayberry development. **Figure 19** and **Figure 20** show the Short-Range Phase 2 total traffic volumes for offsite and onsite intersections, respectively. Phase 2 onsite trip assignment volumes are the same as the Phase 2 onsite total traffic volumes.

Table 8 below shows that all onsite and offsite intersections are calculated to operate at an acceptable LOS per El Paso County requirements except for the following:

- SH-94/Peyton Highway – LOS E (Short-Range Phase 2 Build, AM peak hour)
- SH-94/Peyton Highway – LOS F (Short-Range Phase 2 Build, PM peak hour)
- SH-94/Log Road – LOS E (Short-Range Phase 2 Build, PM peak hour)
- SH-94/Ellicott Highway – LOS F (Short-Range Phase 2 Build, AM and PM peak hours)
- SH-94/Mayberry Drive – LOS F (Short-Range Phase 2 Build, AM and PM peak hours)

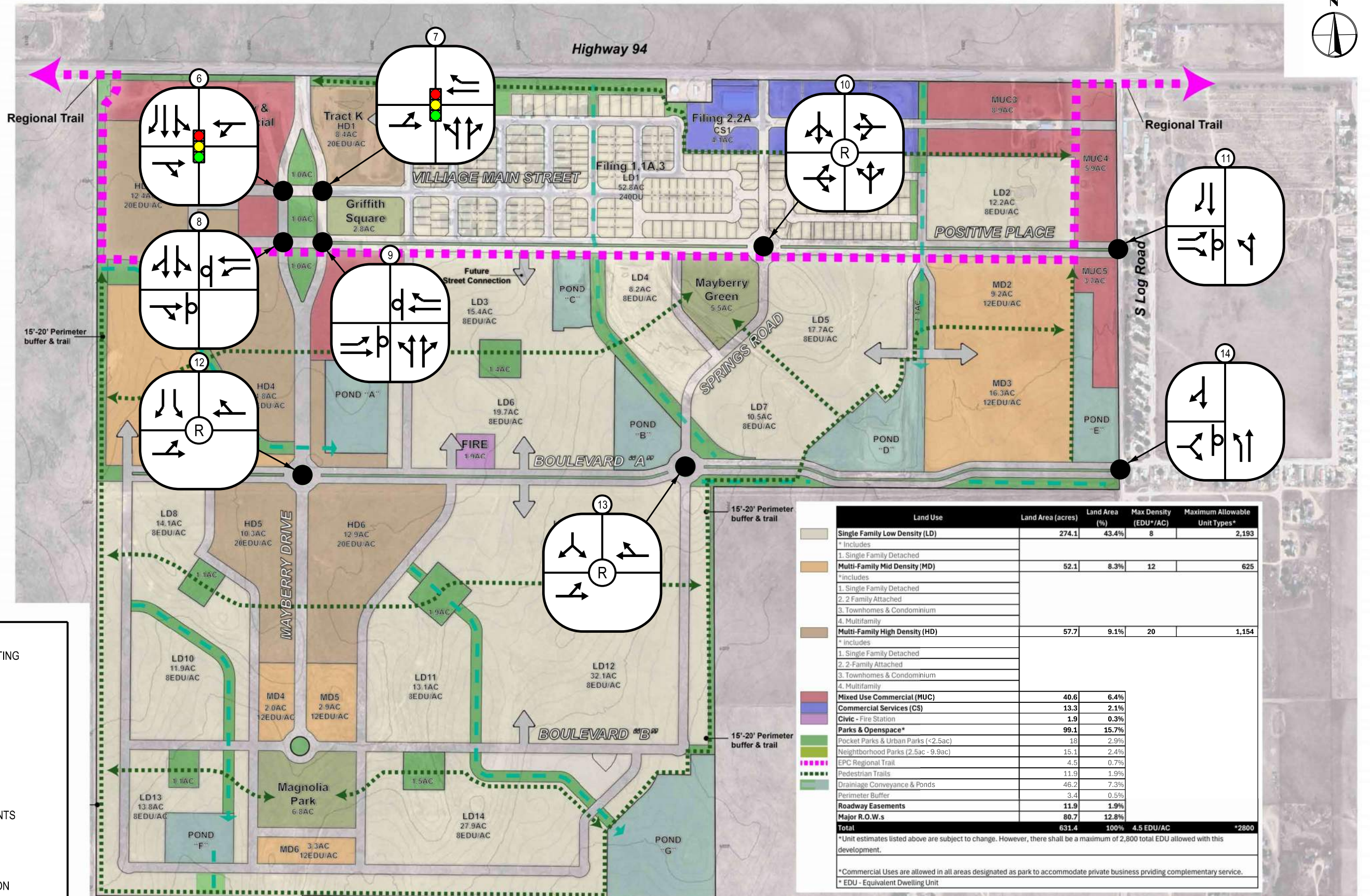
Mitigation measures for intersections that do not meet the minimum acceptable LOS standard are discussed later in this report.

Table 8: Short-Range Phase 2 Level of Service Summary

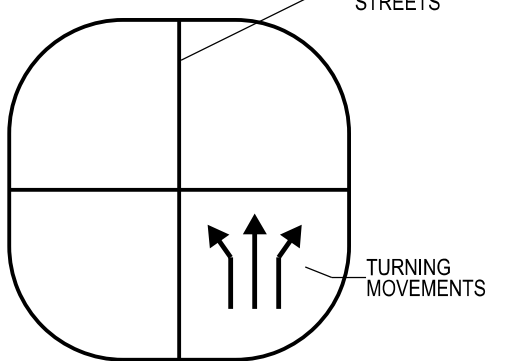
Intersection	Control Type	Phase 2 No-Build		Phase 2 Build	
		AM	PM	AM	PM
SH-94/Peyton Hwy	TWSC	C 19.5	C 22.9	E 44.6	F >100
SH-94/Log Rd	TWSC	B 13.2	B 12.7	D 34.7	E 49.0
SH-94/Ellicott Hwy	TWSC	C 22.9	B 14	F >100	F 54.3
SH-94/Mayberry Dr	TWSC	B 11.7	B 13.3	F >100	F >100
SH-94/Springs Rd	TWSC	A 9.4	B 10.6	B 10.6	B 13.1
SB Mayberry Dr /Village Main St	TWSC	-	-	B 14.9	D 32.0
NB Mayberry Dr /Village Main St	TWSC	-	-	C 16.7	C 24.6
SB Mayberry Dr/Positive PI	TWSC	-	-	B 10.0	B 12.0
NB Mayberry Dr/Positive PI	TWSC	-	-	B 10.9	B 10.2
Springs Rd/Positive PI	R	-	-	A 3.2	A 3.7
Log Rd/Positive PI	TWSC	-	-	A 9	A 9.1
Mayberry Dr/Boulevard A	R	-	-	A 3.2	A 3.1
Springs Rd/Boulevard A	R	-	-	A 2.8	A 2.9
Log Rd/Boulevard A	TWSC	-	-	A 8.5	A 8.5

Highest delay minor street lane is reported for all unsignalized intersections.

S = Traffic Signal; R = Roundabout; TWSC = Two Way Stop Control



LEGEND

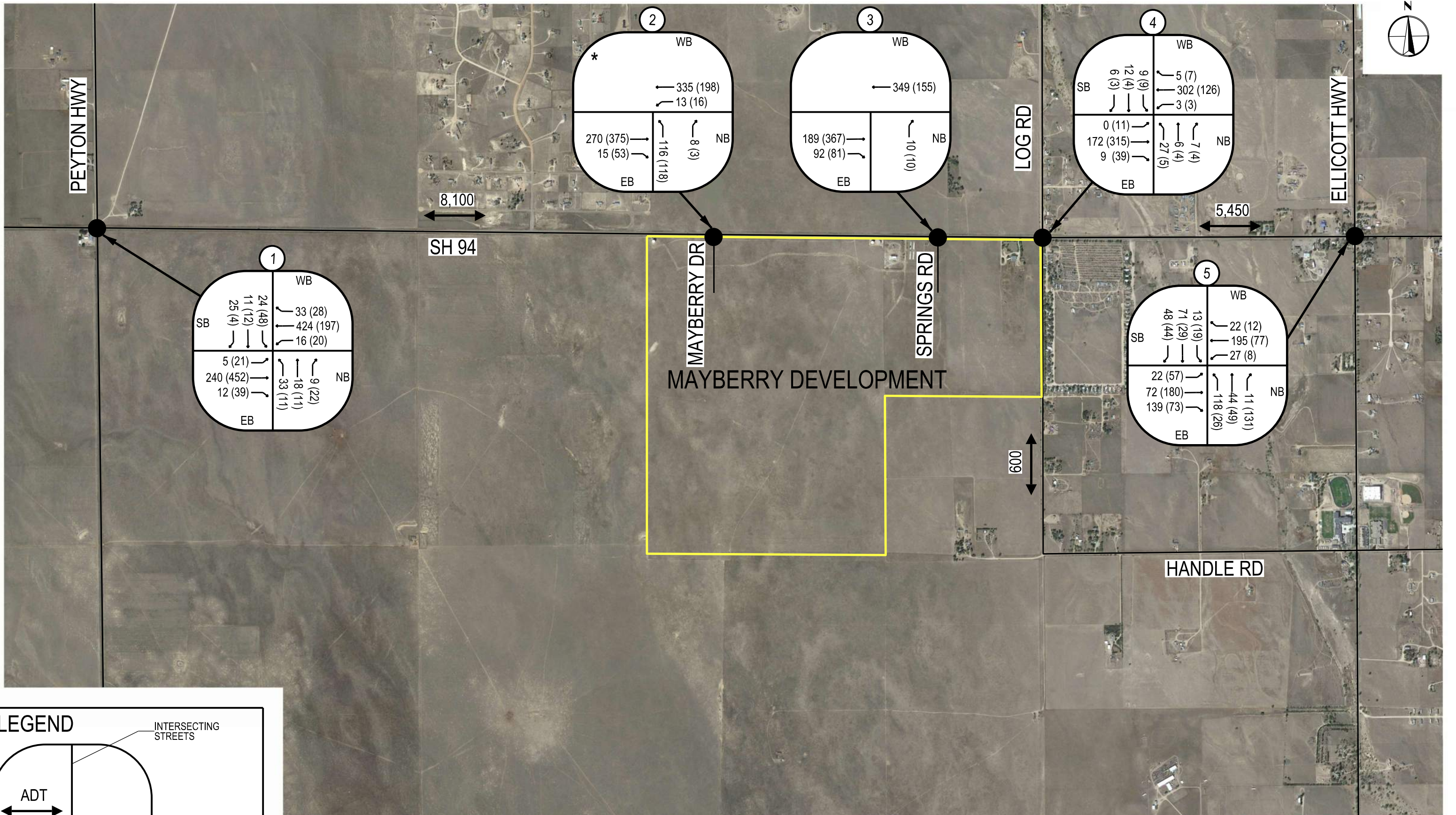


SIGNALIZED INTERSECTION

ROUNDABOUT

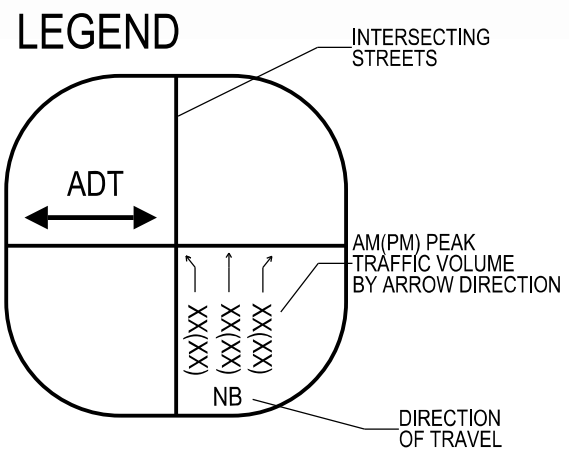
STOP SIGN

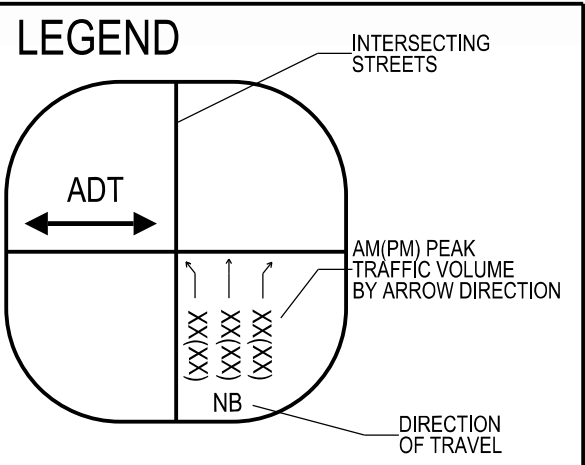
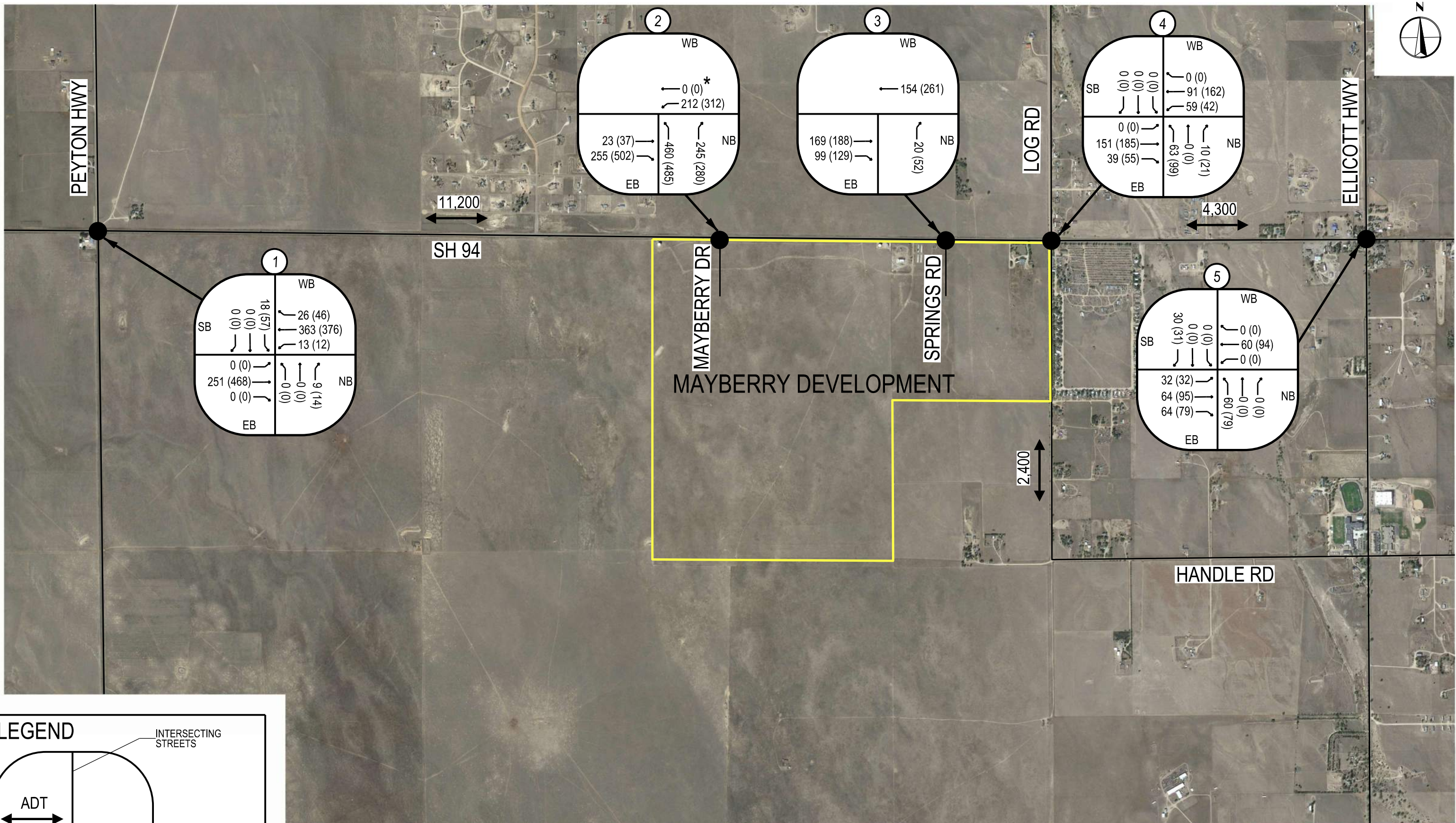
FIGURE 16
SHORT RANGE PHASE 2
LANE CONFIGURATIONS
ONSITE



* EXISTING COUNTS AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE REPORT A DIFFERENT PEAK HOUR COMPARED TO SH-94/PAYTON HIGHWAY AND SH-94/SPRINGS ROAD. THIS LEADS TO SOME DIFFERENT TRAFFIC VOLUME IMBALANCE IN THE BACKGROUND TRAFFIC BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

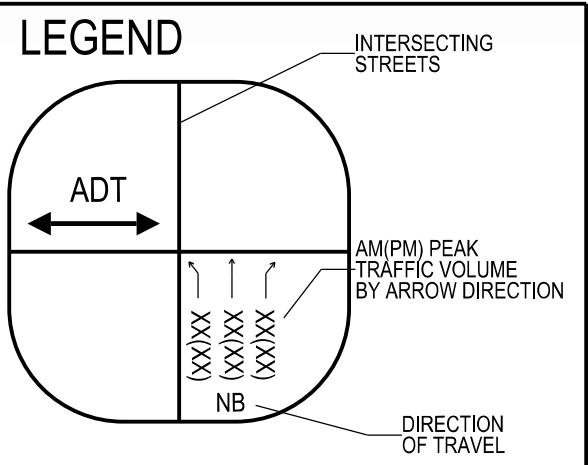
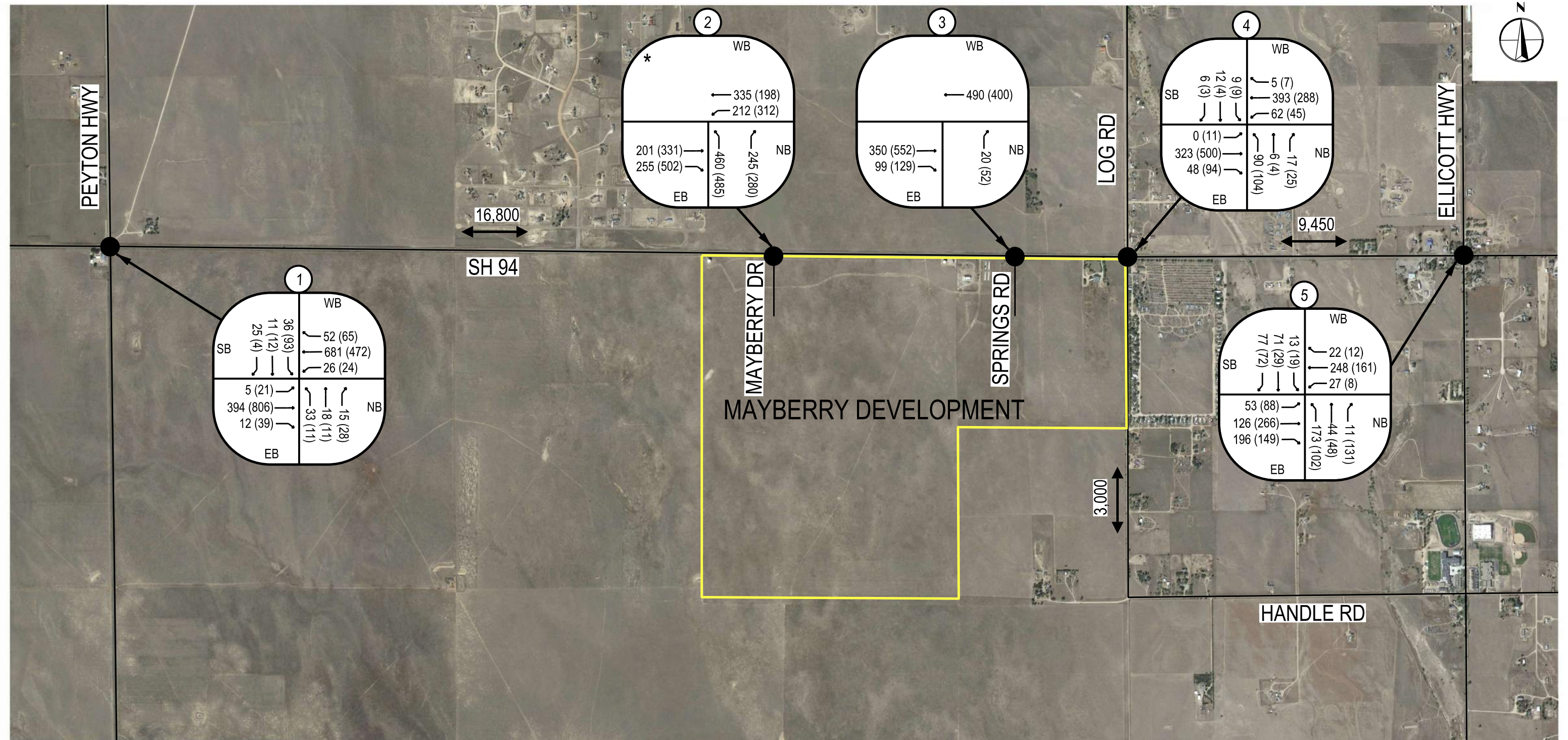
FIGURE 17
SHORT RANGE PHASE 2
BACKGROUND TRAFFIC
OFF-SITE





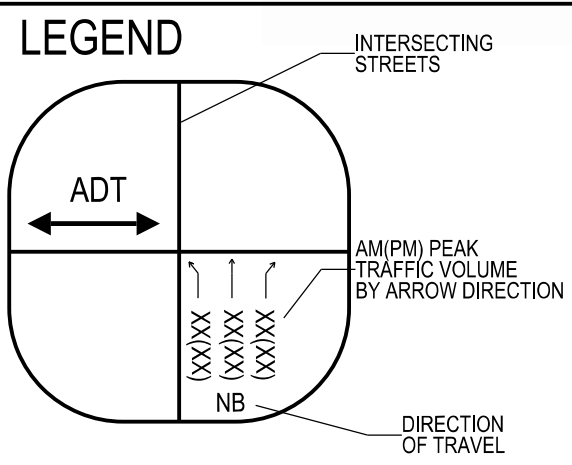
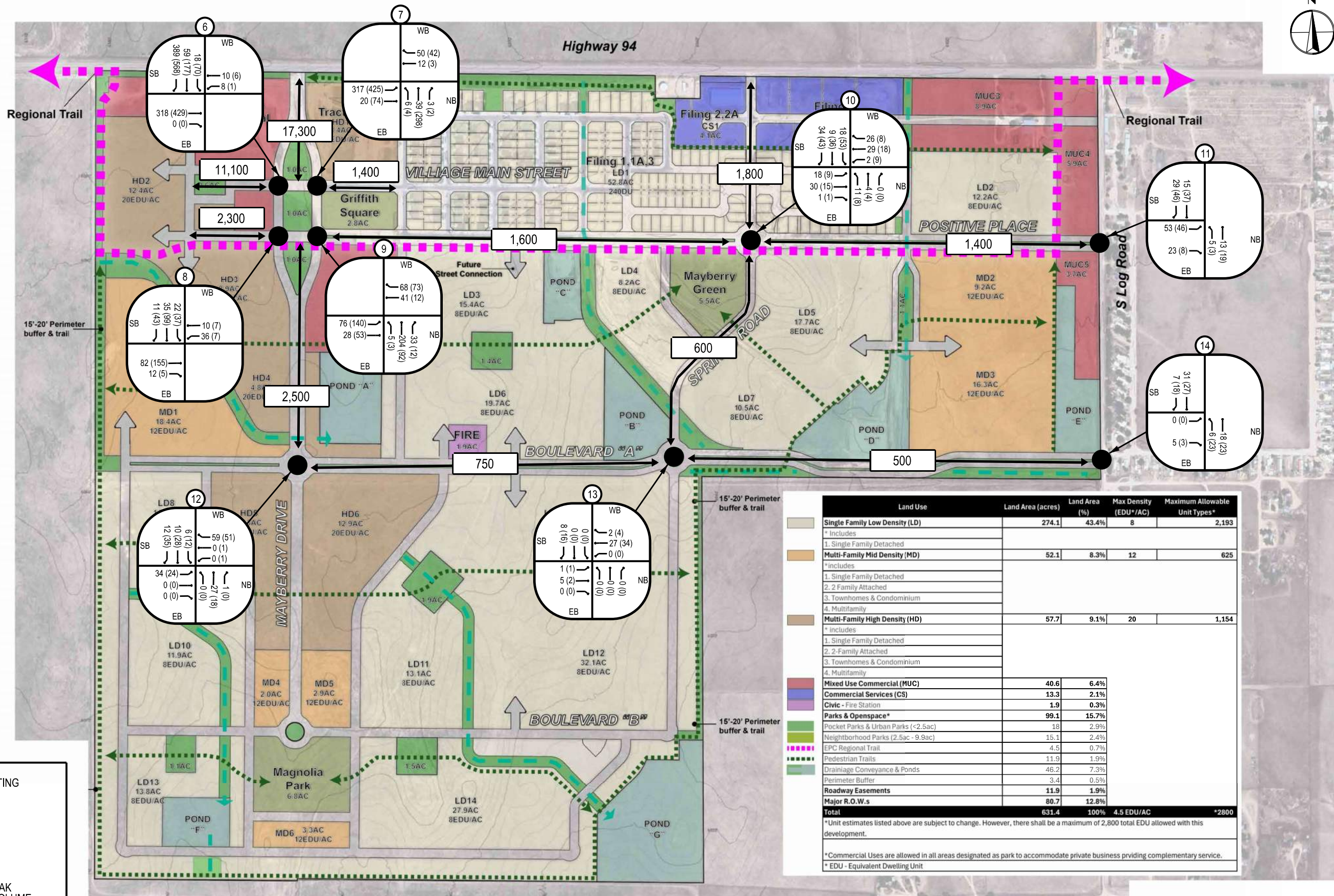
* PASS-BY TRIP ASSIGNMENT VOLUMES RESULT IN NET NEGATIVE TRIPS FOR THE WB THRU MOVEMENT AT SH-94/MAYBERRY DRIVE. THE TRIP ASSIGNMENT IS SET TO 0 FOR THIS MOVEMENT INSTEAD OF REPORTING THE NEGATIVE TRIPS. THIS LEADS TO SOME VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

FIGURE 18
SHORT RANGE PHASE 2
TRIP ASSIGNMENT
OFF-SITE



* EXISTING COUNTS AND PROJECT TRIP ASSIGNMENT AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE LEADS TO SOME TRAFFIC VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS. SEE FIGURES 17 AND 18 FOR ADDITIONAL INFORMATION.

FIGURE 19
SHORT RANGE PHASE 2
TOTAL VOLUMES
OFF-SITE



Background Map Copyrighted by Google, 2022

FIGURE 20
SHORT RANGE PHASE 2
TRIP ASSIGNMENT AND
TOTAL VOLUMES ONSITE

Short-Range – Phase 3 – Year 2035 Traffic Conditions

Phase 3 assumes the full buildout of the Mayberry Sketch Plan. A full breakdown of the land uses on site was provided in Tables 2 and 3. The analysis year for Phase 3 is assumed to be 2035.

Study area roadways and intersections are assumed to be constructed in their existing configurations, with the addition of planned improvements at SH-94/Mayberry Drive in the Short-Range Phase 3 analysis. **Figure 21** shows the assumed lane geometrics for the Short-Range Phase 3 Build analysis for the onsite intersections. Offsite intersection lane geometrics are assumed to be the same as in the Short-Range Phase 1 analysis, which are shown in Figure 10.

The ambient growth traffic volumes for year 2035 were added to the Filings 1-4 traffic volumes to determine the total background traffic. **Figure 22** shows the Short-Range Phase 3 background traffic for study area intersections. **Figure 23** shows the Short-Range Phase 3 trip assignment volumes for the Mayberry development. **Figure 24** and **Figure 25** show the Short-Range Phase 3 total traffic volumes for offsite and onsite intersections, respectively. Phase 3 onsite trip assignment volumes are assumed to be the same as the Phase 3 onsite total traffic volumes. **Table 9** below shows that all onsite and offsite intersections are calculated to operate at an acceptable LOS per El Paso County requirements except for the following:

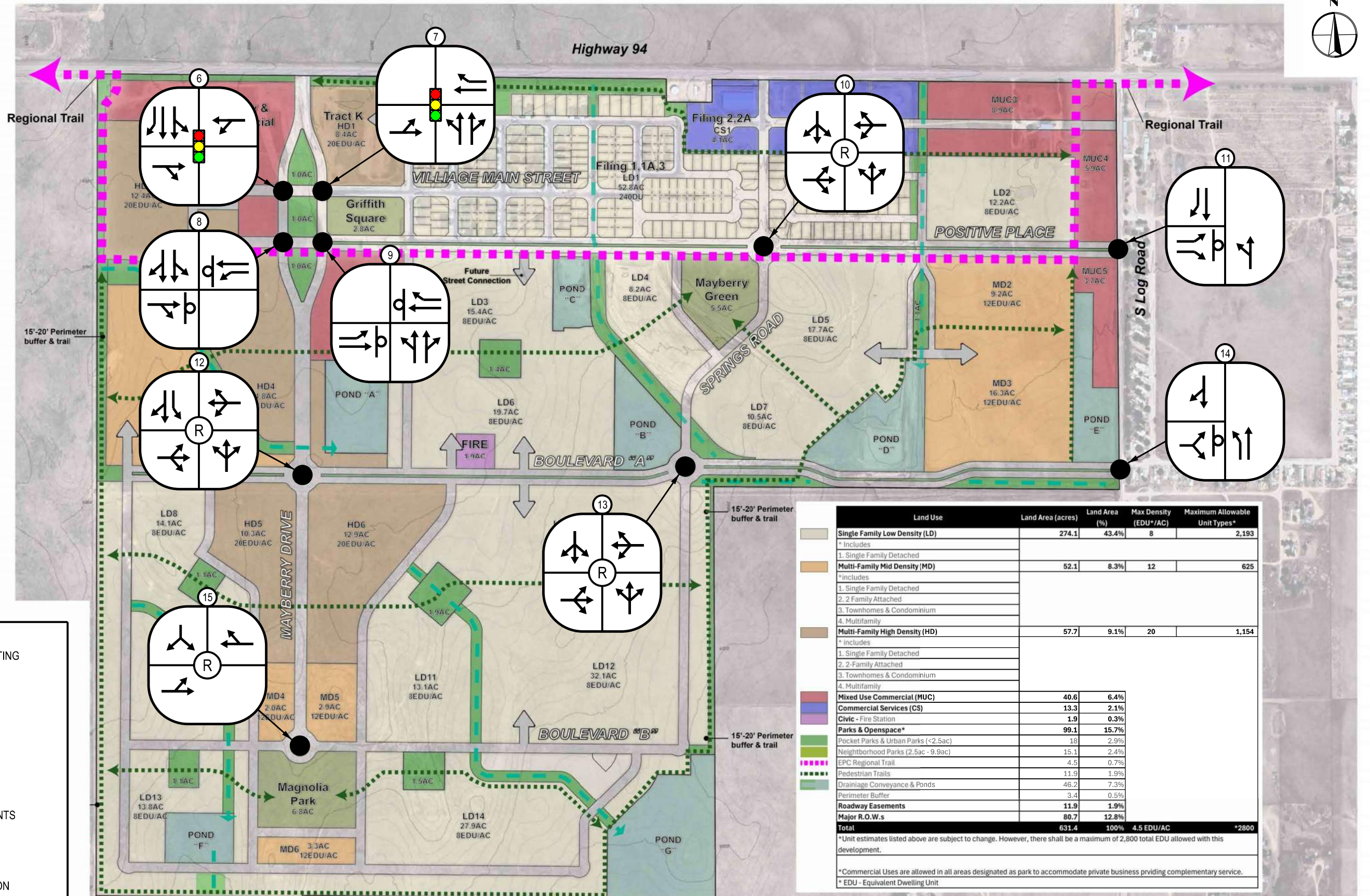
- SH-94/Peyton Highway – LOS F (Short-Range Phase 3 Build, AM and PM peak hours)
- SH-94/Log Road – LOS F (Short-Range Phase 3 Build, AM and PM peak hours)
- SH-94/Ellicott Highway – LOS F (Short-Range Phase 3 Build, AM and PM peak hours)
- SH-94/Mayberry Drive – LOS F (Short-Range Phase 3 Build, AM and PM peak hours)
- SB Mayberry Drive/Village Main Street – LOS F (Short-Range Phase 3 Build, PM peak hour)
- NB Mayberry Drive/Village Main Street – LOS F (Short-Range Phase 3 Build, PM peak hour)

Mitigation measures for intersections that do not meet the minimum acceptable LOS standard are discussed later in this report.

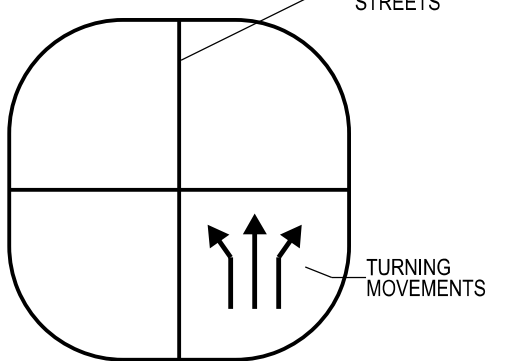
Table 9: Short-Range Phase 3 Level of Service Summary

Intersection	Control Type	Phase 3 No-Build		Phase 3 Build	
		AM	PM	AM	PM
SH-94/Peyton Hwy	TWSC	C 20.2	C 24.3	F >100	F >100
SH-94/Log Rd	TWSC	B 13.6	B 12.9	F 69.7	F >100
SH-94/Ellicott Hwy	TWSC	D 25	B 14.6	F >100	F >100
SH-94/Mayberry Dr	TWSC	B 11.8	B 13.4	F >100	F >100
SH-94/Springs Rd	TWSC	A 9.4	B 10.8	B 11.1	B 14.7
SB Mayberry Dr /Village Main St	TWSC	-	-	C 16.1	F >100
NB Mayberry Dr /Village Main St	TWSC	-	-	D 28.9	F 91.3
SB Mayberry Dr/Positive Pl	TWSC	-	-	B 10.5	C 17.2
NB Mayberry Dr/Positive Pl	TWSC	-	-	B 13.3	B 12.5
Springs Rd/Positive Pl	R	-	-	A 3.6	A 4.5
Log Rd/Positive Pl	TWSC	-	-	A 9.1	A 9.4
Mayberry Dr/Boulevard A	R	-	-	A 4.8	A 4.3
Springs Rd/Boulevard A	R	-	-	A 3.1	A 3.6
Log Rd/Boulevard A	TWSC	-	-	A 8.8	A 9.1
Mayberry Dr/Boulevard B	R	-	-	A 3.2	A 3.2

Highest delay minor street lane is reported for all unsignalized intersections.
S = Traffic Signal; R = Roundabout; TWSC = Two Way Stop Control



LEGEND



SIGNALIZED INTERSECTION

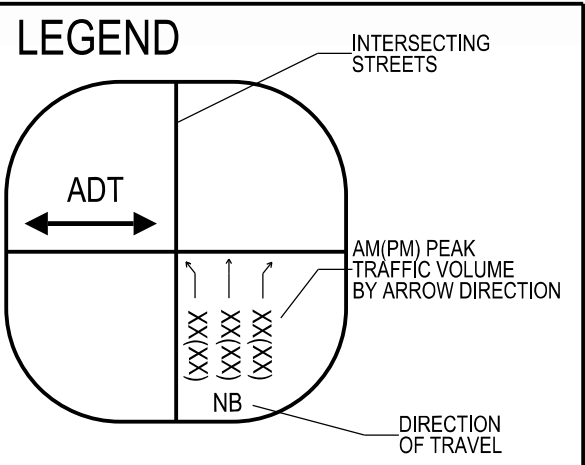
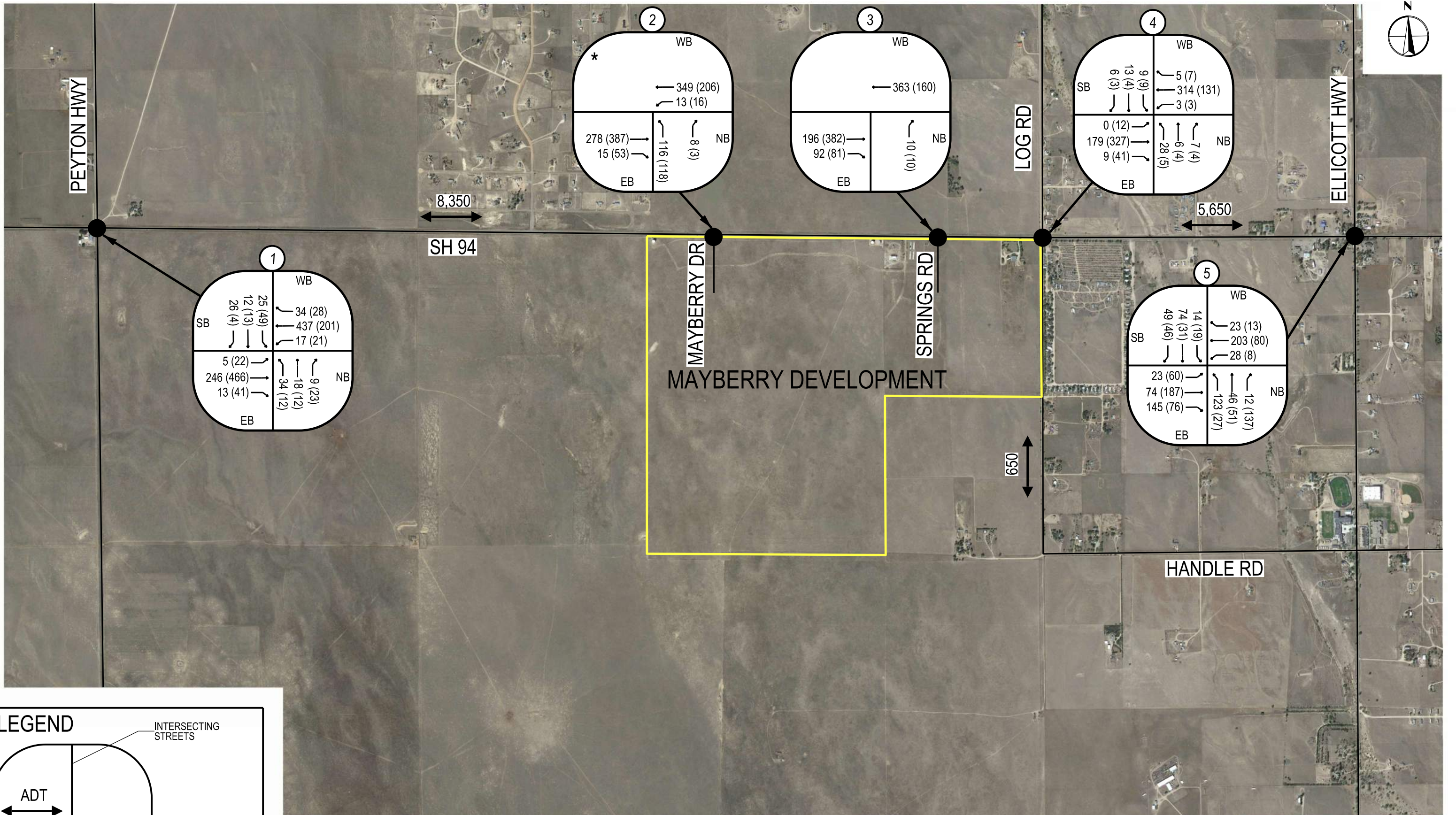
ROUNDABOUT

STOP SIGN

Land Use	Land Area (acres)	Land Area (%)	Max Density (EDU*/AC)	Maximum Allowable Unit Types*
Single Family Low Density (LD)	274.1	43.4%	8	2,193
* Includes				
1. Single Family Detached				
Multi-Family Mid Density (MD)	52.1	8.3%	12	625
* Includes				
1. Single Family Detached				
2. 2 Family Attached				
3. Townhomes & Condominium				
4. Multifamily				
Multi-Family High Density (HD)	57.7	9.1%	20	1,154
* Includes				
1. Single Family Detached				
2. 2-Family Attached				
3. Townhomes & Condominium				
4. Multifamily				
Mixed Use Commercial (MUC)	40.6	6.4%		
Commercial Services (CS)	13.3	2.1%		
Civic - Fire Station	1.9	0.3%		
Parks & Openspace*	99.1	15.7%		
Pocket Parks & Urban Parks (<2.5ac)	18	2.9%		
Neighborhood Parks (2.5ac - 9.9ac)	15.1	2.4%		
EPC Regional Trail	4.5	0.7%		
Pedestrian Trails	11.9	1.9%		
Drainage Conveyance & Ponds	46.2	7.3%		
Perimeter Buffer	3.4	0.5%		
Roadway Easements	11.9	1.9%		
Major R.O.W.s	80.7	12.8%		
Total	631.4	100%	4.5 EDU/AC	*2800

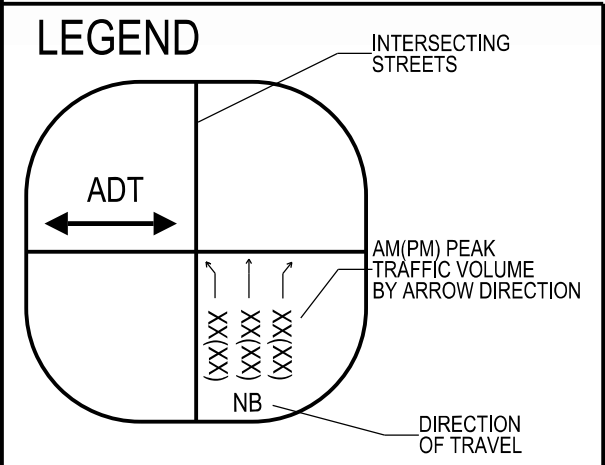
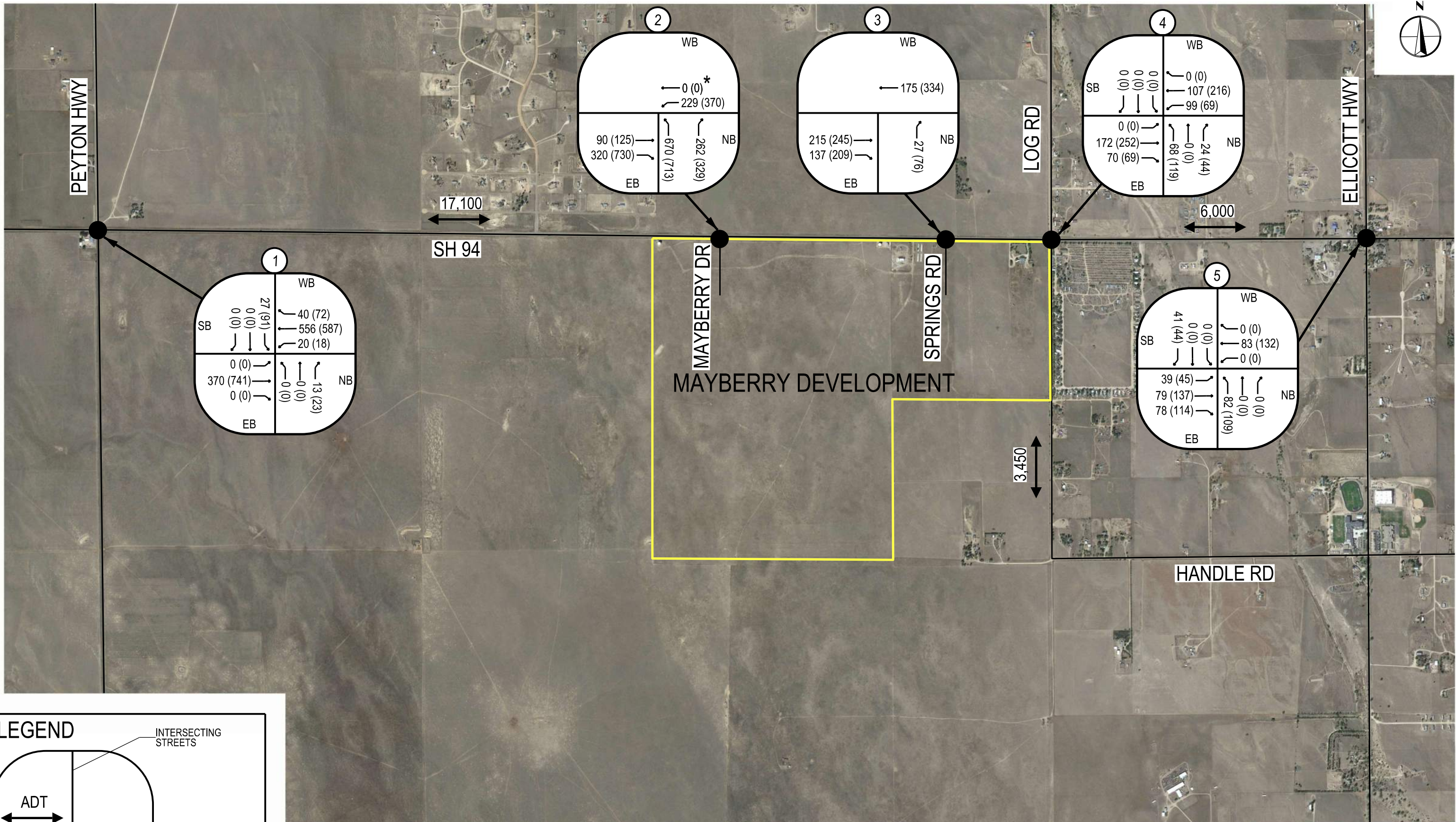
*Unit estimates listed above are subject to change. However, there shall be a maximum of 2,800 total EDU allowed with this development.
 *Commercial Uses are allowed in all areas designated as park to accommodate private business providing complementary service.
 * EDU - Equivalent Dwelling Unit

FIGURE 21
SHORT RANGE PHASE 3
(BUILDOUT) ON-SITE
LANE CONFIGURATIONS



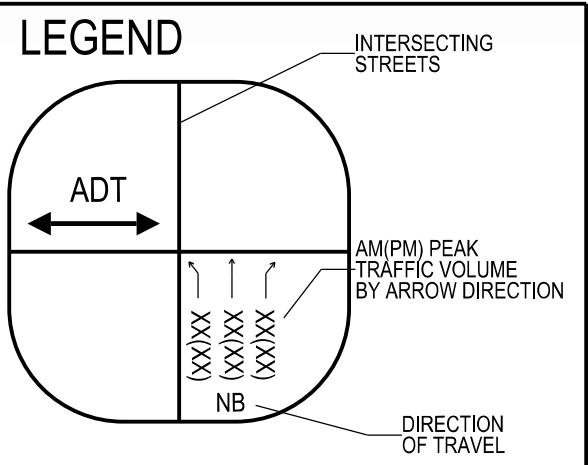
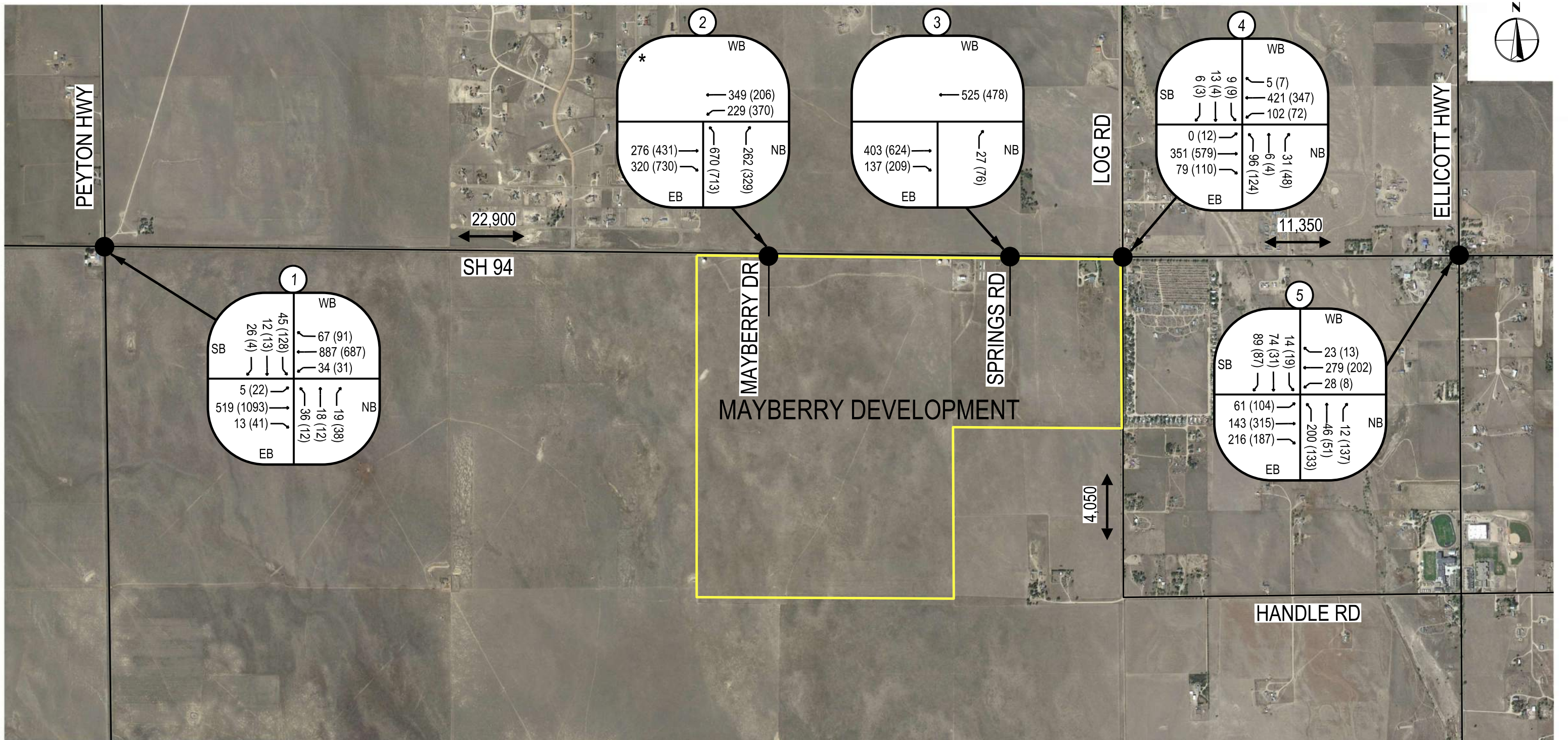
* EXISTING COUNTS AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE REPORT A DIFFERENT PEAK HOUR COMPARED TO SH-94/PAYTON HIGHWAY AND SH-94/SPRINGS ROAD. THIS LEADS TO SOME DIFFERENT TRAFFIC VOLUME IMBALANCE IN THE BACKGROUND TRAFFIC BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

FIGURE 22
SHORT RANGE PHASE 3
(BUILDOUT) BACKGROUND
TRAFFIC OFF-SITE



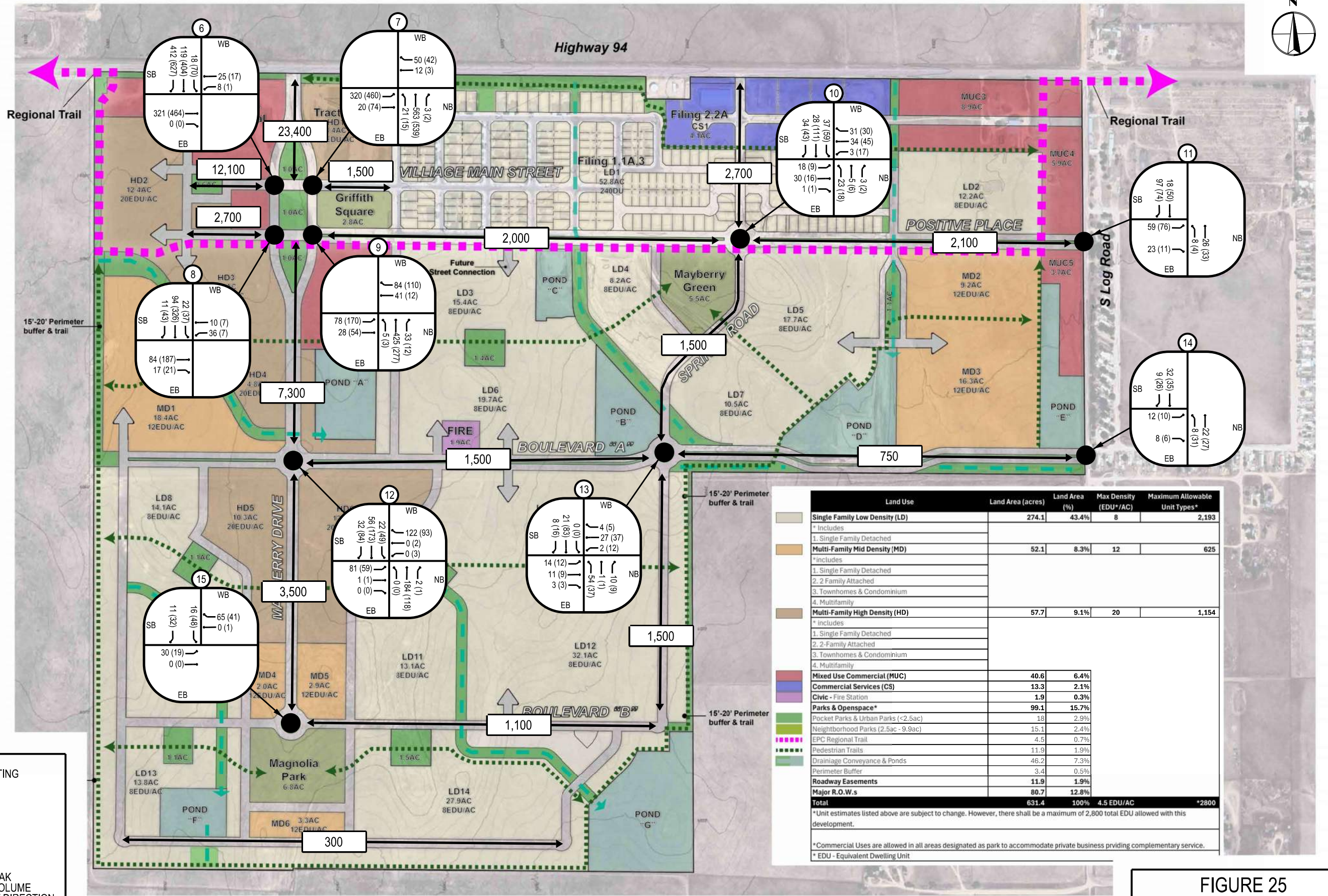
* PASS-BY TRIP ASSIGNMENT VOLUMES RESULT IN NET NEGATIVE TRIPS FOR THE WB THRU MOVEMENT AT SH-94/MAYBERRY DRIVE. THE TRIP ASSIGNMENT IS SET TO 0 FOR THIS MOVEMENT INSTEAD OF REPORTING THE NEGATIVE TRIPS. THIS LEADS TO SOME VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

FIGURE 23
SHORT RANGE PHASE 3
(BUILDOUT) TRIP
ASSIGNMENT OFF-SITE



* EXISTING COUNTS AND PROJECT TRIP ASSIGNMENT AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE LEADS TO SOME TRAFFIC VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS. SEE FIGURES 22 AND 23 FOR ADDITIONAL INFORMATION.

FIGURE 24
SHORT RANGE PHASE 3
(BUILDOUT) TOTAL
VOLUMES OFF-SITE



Land Use	Land Area (acres)	Land Area (%)	Max Density (EDU*/AC)	Maximum Allowable Unit Types*
Single Family Low Density (LD)	274.1	43.4%	8	2,193
* Includes				
1. Single Family Detached				
Multi-Family Mid Density (MD)	52.1	8.3%	12	625
* Includes				
1. Single Family Detached				
2. 2 Family Attached				
3. Townhomes & Condominium				
4. Multifamily				
Multi-Family High Density (HD)	57.7	9.1%	20	1,154
* Includes				
1. Single Family Detached				
2. 2-Family Attached				
3. Townhomes & Condominium				
4. Multifamily				
Mixed Use Commercial (MUC)	40.6	6.4%		
Commercial Services (CS)	13.3	2.1%		
Civic - Fire Station	1.9	0.3%		
Parks & Openspace*	99.1	15.7%		
Pocket Parks & Urban Parks (<2.5ac)	18	2.9%		
Neighborhood Parks (2.5ac - 9.9ac)	15.1	2.4%		
EPC Regional Trail	4.5	0.7%		
Pedestrian Trails	11.9	1.9%		
Drainage Conveyance & Ponds	46.2	7.3%		
Perimeter Buffer	3.4	0.5%		
Roadway Easements	11.9	1.9%		
Major R.O.W.s	80.7	12.8%		
Total	631.4	100%	4.5 EDU/AC	*2800

*Unit estimates listed above are subject to change. However, there shall be a maximum of 2,800 total EDU allowed with this development.

*Commercial Uses are allowed in all areas designated as park to accommodate private business providing complementary service.

* EDU - Equivalent Dwelling Unit

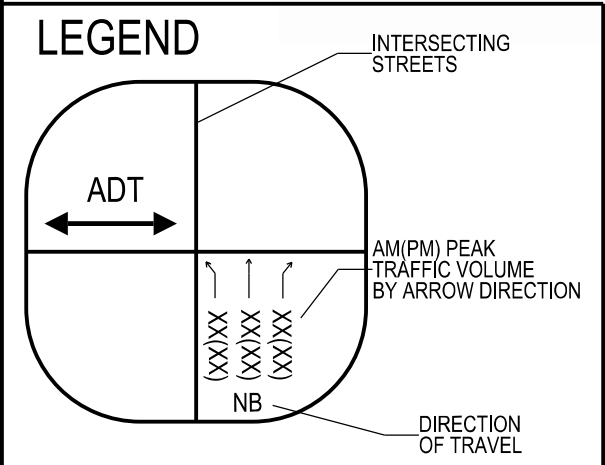


FIGURE 25
SHORT RANGE PHASE 3
(BUILDOUT)
TRIP ASSIGNMENT AND
TOTAL VOLUMES ONSITE

Long-Range – Year 2045 Traffic Conditions

The Long-Range analysis assumes the full buildout of the Mayberry Sketch plan, analyzed at the planning year of the MTCP, year 2045.

Study area roadways and intersections are assumed to be constructed in their existing configurations, with the addition of planned improvements at SH-94/Mayberry Drive in the Long-Range analysis, which are the same as in the Short-Range analysis. Those lane configurations are shown in Figures 9 and 10 for the offsite and onsite intersections, respectively.

The ambient growth volumes for year 2045 were added to the Filings 1-4 traffic volumes to determine the total background traffic. **Figure 26** shows the Long-Range background traffic for study area intersections. The project trip assignment volumes for the Long-Range condition are the same as in Short-Range Phase 3, which represents the full buildout of the Sketch Plan. Those volumes can be found in Figures 23 and 24. **Figure 27** shows the Long-Range total traffic volumes for the offsite intersections. The Long-Range total traffic volumes for onsite intersections are assumed to be the same as in Short-Range Phase 3, because those volumes represent the project trip assignment volumes. Those traffic volumes are shown in Figure 24. **Table 10** below shows that all onsite and offsite intersections are calculated to operate at an acceptable LOS per El Paso County requirements except for the following:

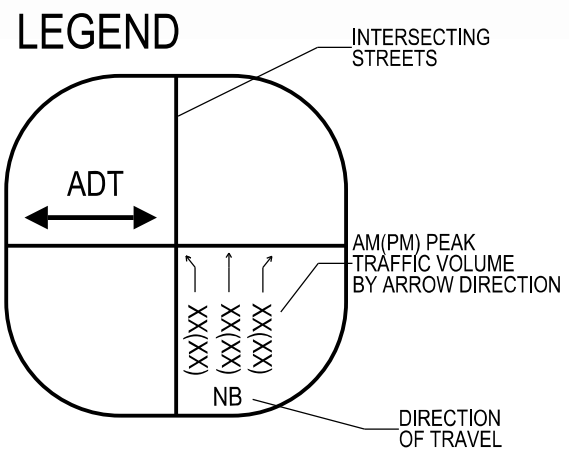
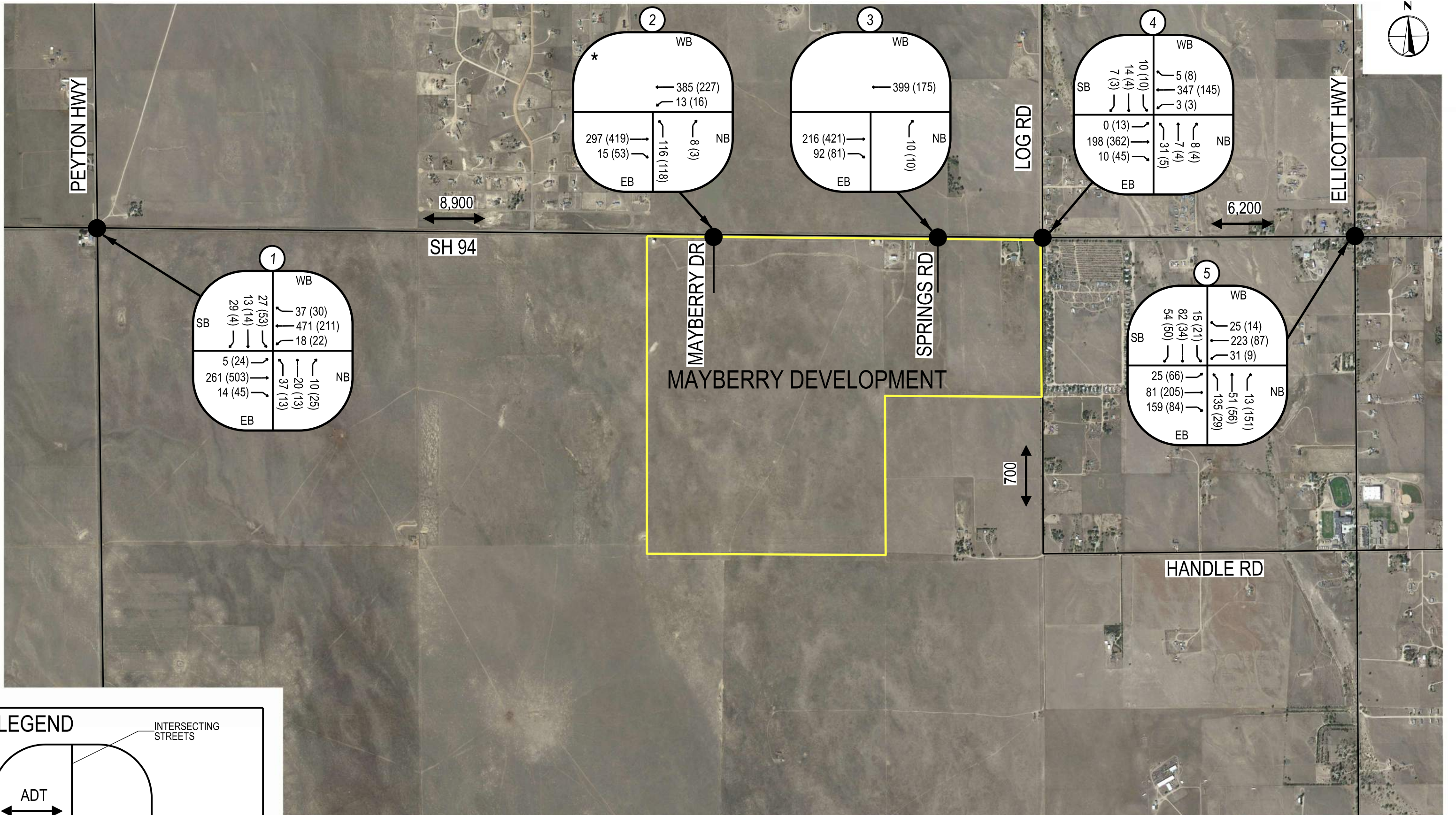
- SH-94/Peyton Highway – LOS F (Long-Range Build, AM and PM peak hours)
- SH-94/Log Road – LOS F (Long-Range Build, AM and PM peak hours)
- SH-94/Ellicott Highway – LOS F (Long-Range Build, AM and PM peak hours)
- SH-94/Mayberry Drive – LOS F (Long-Range Build, AM and PM peak hours)
- SB Mayberry Drive/Village Main Street – LOS F (Long-Range Build, PM peak hour)
- NB Mayberry Drive/Village Main Street – LOS F (Long-Range Build, PM peak hour)

Mitigation measures for intersections that do not meet the minimum acceptable LOS standard are discussed in the next section of this report.

Table 10: Long-Range Level of Service Summary

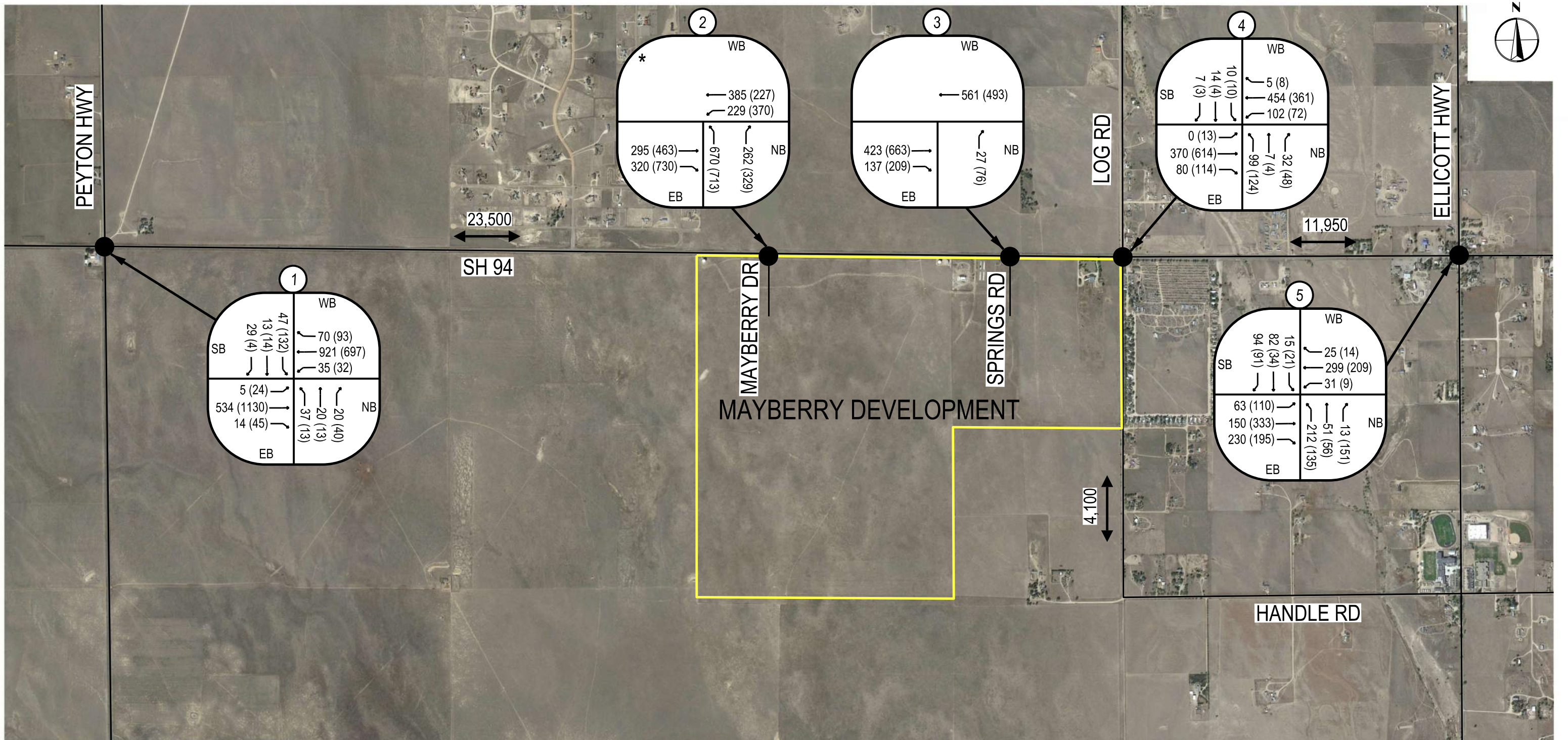
Intersection	Control Type	Long-Range No-Build		Long-Range Build	
		AM	PM	AM	PM
SH-94/Peyton Hwy	TWSC	C 22.9	D 28.4	F >100	F >100
SH-94/Log Rd	TWSC	B 14.5	B 13.7	F 96.7	F >100
SH-94/Ellicott Hwy	TWSC	D 34.7	C 16.2	F >100	F >100
SH-94/Mayberry Dr	TWSC	B 12.0	B 14.0	F >100	F >100
SH-94/Springs Rd	TWSC	A 9.5	B 11.1	B 11.3	C 15.4
SB Mayberry Dr /Village Main St	TWSC	-	-	B 14.5	F >100
NB Mayberry Dr /Village Main St	TWSC	-	-	D 28.9	F 91.3
SB Mayberry Dr/Positive PI	TWSC	-	-	B 10.5	B 17.2
NB Mayberry Dr/Positive PI	TWSC	-	-	B 13.3	B 12.5
Springs Rd/Positive PI	R	-	-	A 3.6	A 4.5
Log Rd/Positive PI	TWSC	-	-	A 9.1	A 9.4
Mayberry Dr/Boulevard A	R	-	-	A 4.8	A 4.3
Springs Rd/Boulevard A	R	-	-	A 3.1	A 3.6
Log Rd/Boulevard A	TWSC	-	-	A 8.8	A 9.1
Mayberry Dr/Boulevard B	R	-	-	A 3.2	A 3.2

Highest delay minor street lane is reported for all unsignalized intersections.
S = Traffic Signal; R = Roundabout; TWSC = Two Way Stop Control

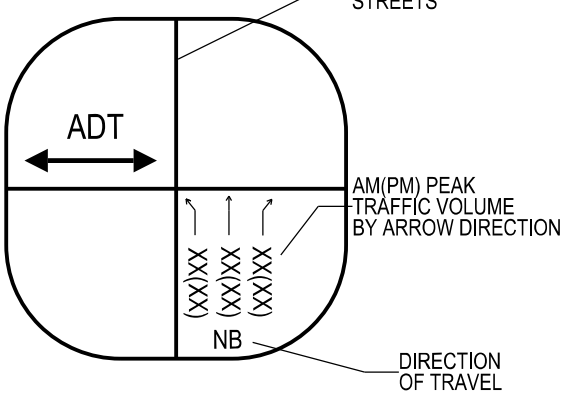


* EXISTING COUNTS AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE REPORT A DIFFERENT PEAK HOUR COMPARED TO SH-94/PAYTON HIGHWAY AND SH-94/SPRINGS ROAD. THIS LEADS TO SOME DIFFERENT TRAFFIC VOLUME IMBALANCE IN THE BACKGROUND TRAFFIC BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

FIGURE 26
LONG RANGE
BACKGROUND TRAFFIC
OFF-SITE



LEGEND



* EXISTING COUNTS AND PROJECT TRIP ASSIGNMENT AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE LEADS TO SOME TRAFFIC VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS. SEE FIGURES 23 AND 25 FOR ADDITIONAL INFORMATION.

**FIGURE 27
LONG RANGE
TOTAL VOLUMES
OFF-SITE**

Mitigation Analysis

The traffic analysis identified five (5) study area intersections that do not meet the minimum acceptable LOS standard. These intersections are all existing stop-controlled intersections, and their LOS by phase are listed below.

- SH-94/Peyton Highway:
 - LOS E (Short-Range Phase 1 Build, PM peak hour)
 - LOS E (Short-Range Phase 2 Build, AM peak hour)
 - LOS F (Short-Range Phase 2 Build, PM peak hour)
 - LOS F (Short-Range Phase 3 Build, AM and PM peak hours)
 - LOS F (Long-Range Build, AM and PM peak hours)
- SH-94/Log Road:
 - LOS E (Short-Range Phase 2 Build, PM peak hour)
 - LOS F (Short-Range Phase 3 Build, AM and PM peak hours)
 - LOS F (Long-Range Build, AM and PM peak hours)
- SH-94/Ellicott Highway:
 - LOS F (Short-Range Phase 2 Build, AM and PM peak hours)
 - LOS F (Short-Range Phase 3 Build, AM and PM peak hours)
 - LOS F (Long-Range Build, AM and PM peak hours)
- SH-94/Mayberry Drive:
 - LOS E (Short-Range Phase 1 Build, PM peak hour)
 - LOS E (Short-Range Phase 2 Build, AM and PM peak hours)
 - LOS F (Short-Range Phase 3 Build, AM and PM peak hours)
 - LOS F (Long-Range Build, AM and PM peak hours)
- SB Mayberry Drive/Village Main Street:
 - LOS F (Short-Range Phase 3 Build, PM peak hour)
 - LOS F (Long-Range Build, PM peak hour)
- NB Mayberry Drive/Village Main Street:
 - LOS F (Short-Range Phase 3 Build, PM peak hour)
 - LOS F (Long-Range Build, PM peak hour)

For unsignalized intersections, the excessive delays are due to high volumes of traffic on the mainline cross street, which drives up the delay for waiting vehicles on the minor street. Therefore, a change in intersection control type is necessary to mitigate the excess delays. For the purposes of this analysis, a traffic signal is the proposed traffic control type. **Table 11** below shows that all deficient intersections would operate at an acceptable LOS under Long-Range Build conditions if the control type were to change to a traffic signal.

Table 11: Mitigation Analysis Level of Service Summary

Intersection	Control Type	Long-Range Build		Long-Range Build – With Signal	
		AM	PM	AM	PM
SH-94/Peyton Hwy	TWSC	F >100	F >100	B 16.3	B 19.4
SH-94/Log Rd	TWSC	F 96.7	F >100	A 5.8	A 5.6
SH-94/Ellicott Hwy	TWSC	F >100	F >100	A 9.3	A 9.3
SH-94/Mayberry Dr	TWSC	F >100	F >100	B 11.4	B 19.0
SB Mayberry Dr /Village Main St	TWSC	B 14.5	F >100	A 7.9	C 22.2
NB Mayberry Dr /Village Main St	TWSC	D 28.9	F 91.3	A 7.7	B 12.6

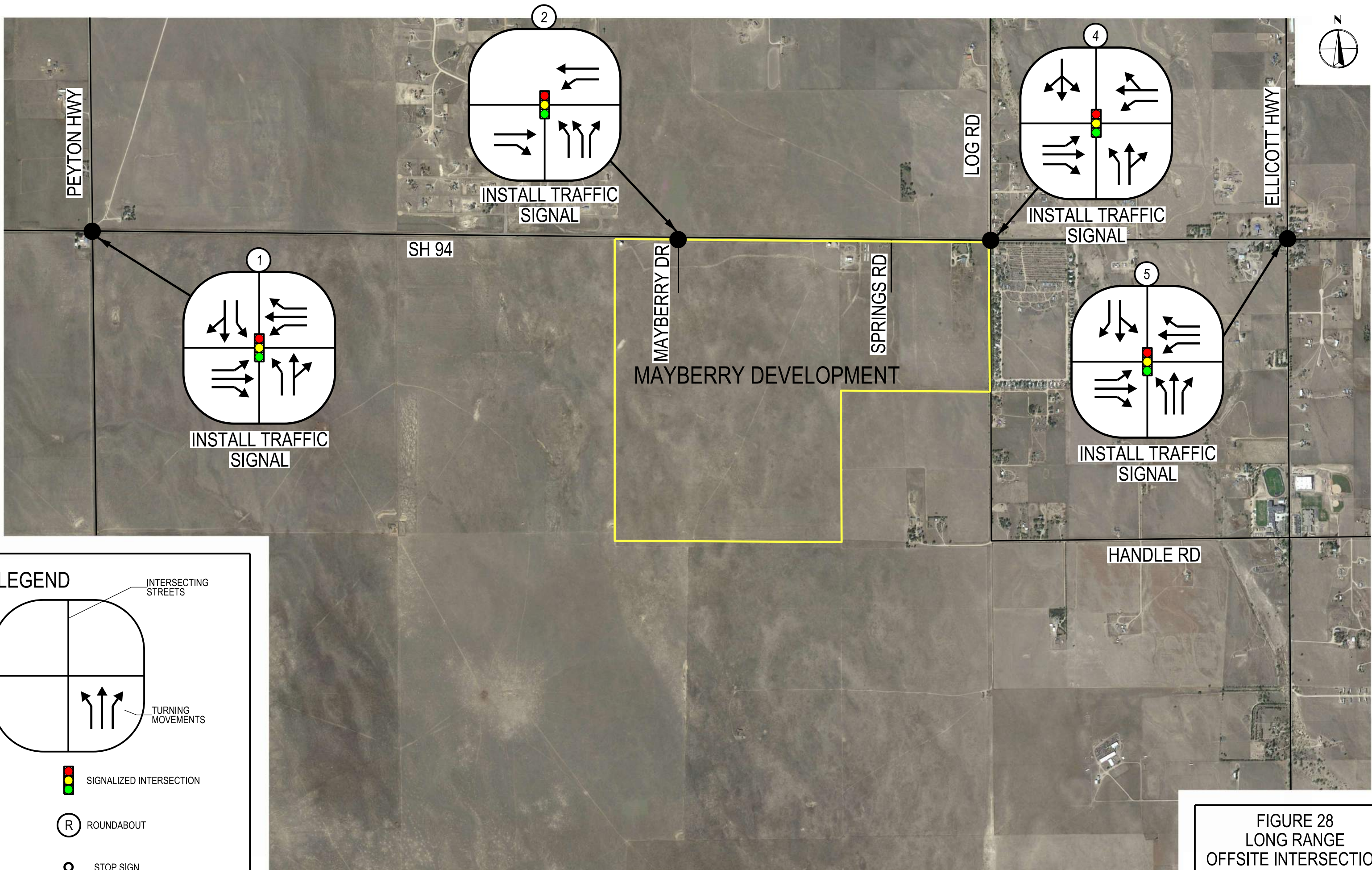
Highest delay minor street lane is reported for all unsignalized intersections.
S = Traffic Signal; R = Roundabout; TWSC = Two Way Stop Control

Mitigation analysis was performed for the Long-Range Build scenario to demonstrate the long-term feasibility of the changed control type. However, the proposed mitigation measures should be installed when traffic signals are fully warranted. Continued monitoring of the intersections will be necessary as the development is built out, to ensure that improvements are installed based on observed traffic volumes.

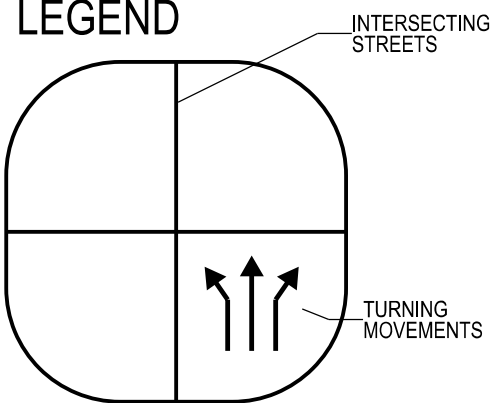
No changes to the proposed lane geometrics would be necessary to further mitigate the delays. However, various turn lane and acceleration lane warrants are met per the CDOT Access Code and El Paso County ECM. These improvements are not sufficient nor required to mitigate the intersection Levels of Service to an acceptable level, but they will provide additional safety benefits at each location. A complete summary of these improvements is provided in the “Summary of Findings and Recommendations” section of this report.

The improvements identified in this TIS are not intended to indicate the financial responsibility of the Mayberry development for constructing the improvements. Mayberry is an early Sketch Plan being developed along SH-94 and is consistent with the El Paso County Master Plan, which shows additional development in the vicinity in the long term. As more development occurs along the SH-94 corridor, developments making use of these improvements will also need to be accounted for.

Figure 28 shows the traffic controls and lane geometrics of the off-site mitigated intersections at full Sketch Plan buildout.



LEGEND



SIGNALIZED INTERSECTION

ROUNDABOUT

STOP SIGN

FIGURE 28
LONG RANGE
OFFSITE INTERSECTION
LOS MITIGATION

Traffic Signal Warrant Analysis

The project identifies traffic signals as proposed improvements at several locations. These intersections were evaluated against the Manual on Uniform Traffic Control Devices (MUTCD) traffic signal warrants to support the needs for traffic signals as mitigation measures. Forecasted scenarios are evaluated in terms of vehicular ADT, AM peak hour volumes, and PM peak hour volumes. Crash data was also obtained along the SH-94 corridor for the crash and safety analysis in this report. Some of the traffic signal warrants were not evaluated due to insufficient data:

- Additional traffic volume data would be required to evaluate Warrant 1 – Eight-Hour Vehicular Volume and Warrant 2 – Four-Hour Vehicular Volume.
- Warrant 4 – Pedestrian Volume is not anticipated to be met along SH-94, which is a high-speed regional facility with primarily vehicular traffic.
- Warrant 5 – School Crossing is not anticipated to be met, because the onsite intersections most impacted by the school do not meet the other traffic volume warrants.
- Warrant 6 – Coordinated Signal System was not evaluated because the proposed SH-94 traffic signals are all spaced at 1-mile minimum intervals, which is generally considered to be appropriate traffic signal spacing.
- Warrant 8 – Roadway Network was not evaluated but will likely be met in the future for SH-94 traffic signals, since SH-94 is a primary regional east-west highway serving traffic between Colorado Springs and the plains.
- Warrant 9 – Grade Crossing does not apply, since there are no railroad at-grade crossings in the study area.

Traffic signal warrant analysis was performed for the proposed traffic signals for Warrant 3 – Peak Hour. The analysis shows that Warrant 3 is met at all proposed traffic signal locations in the Long-Range Build scenario. Additionally, Warrant 7 – Crash Experience was evaluated for SH-94 intersections based on the crash data received from CDOT. The data shows that Warrant 7 is met at SH-94/Peyton Highway and SH-94/Ellicott Highway based on the crash data (criteria B). However, additional data and analysis would be required to determine if criteria A and C are met to fully satisfy MUTCD requirements.

The analysis performed for onsite intersections suggests that traffic signals would be required to facilitate traffic operations within the Mayberry Drive couplet. The intersections of NB/SB Mayberry Drive/Village Main Street both meet Warrant 3 – Peak Hour in the Short-Range Phase 3 scenario.

Because the Mayberry Drive intersections at Village Main Street occur within the couplet, the intersections on either side of the couplet are anticipated to operate as a system with the opposite side of the couplet. Therefore, if a traffic signal is warranted on one side of the couplet, it is recommended to install a traffic signal on the other side of the couplet in conjunction.

The warrant analysis sheets for the Long-Range Build scenario can be found in the **Appendix G**.

CDOT Intersection Control Evaluation

Where improvements to CDOT facilities include a change in traffic control type, evaluation using CDOT's Intersection Control Assessment Tool (ICAT) was performed. The ICAT analysis uses a variety of factors, including traffic volumes, speeds, crash data, ROW impacts, and rough cost to determine the most appropriate control types. This analysis evaluated the traffic signal alternative against the existing traffic controls as well as an alternative Restricted Crossing U-Turn (RCUT)/J-Turn intersection control type. Environmental impacts and local stakeholder support was assumed to be the same between the four (4) intersections analyzed. The results of the ICAT analysis are summarized below.

SH-94/Peyton Highway: A signalized intersection was identified as the preferable control type.

SH-94/Log Road: A signalized intersection and RCUT/J-Turn intersection were identified as equally preferred control types in the ICAT analysis. Because these two alternatives are close in preference, the recommended traffic control type will be a signalized intersection based on the highest operational benefits and driver familiarity.

SH-94/Ellicott Highway: A signalized intersection was identified as the preferable control type.

SH-94/Mayberry Drive: A signalized intersection was identified as the preferable control type.

Appendix H contains the ICAT evaluation sheets.

Summary of Findings and Recommendations

The following section summarizes the key findings of the TIS and provides study area recommendations.

Traffic Analysis Summary

Intersections and roadways in the study area were analyzed using HCM methods to determine the traffic impacts of the Mayberry Sketch Plan development. Since the development will occur in phases, the potential impacts were evaluated for each phase of development, including full project buildout, and in the long term. Offsite and onsite intersections anticipated to operate at LOS D or above are listed below:

- SH-94/Peyton Highway:
 - LOS E (Short-Range Phase 1 Build, PM peak hour)
 - LOS E (Short-Range Phase 2 Build, AM peak hour)
 - LOS F (Short-Range Phase 2 Build, PM peak hour)
 - LOS F (Short-Range Phase 3 Build, AM and PM peak hours)
 - LOS F (Long-Range Build, AM and PM peak hours)
- SH-94/Log Road:
 - LOS E (Short-Range Phase 2 Build, PM peak hour)
 - LOS F (Short-Range Phase 3 Build, AM and PM peak hours)
 - LOS F (Long-Range Build, AM and PM peak hours)
- SH-94/Ellicott Highway:
 - LOS F (Short-Range Phase 2 Build, AM and PM peak hours)
 - LOS F (Short-Range Phase 3 Build, AM and PM peak hours)
 - LOS F (Long-Range Build, AM and PM peak hours)
- SH-94/Mayberry Drive:
 - LOS E (Short-Range Phase 1 Build, PM peak hour)
 - LOS E (Short-Range Phase 2 Build, AM and PM peak hours)
 - LOS F (Short-Range Phase 3 Build, AM and PM peak hours)
 - LOS F (Long-Range Build, AM and PM peak hours)
- SB Mayberry Drive/Village Main Street:
 - LOS F (Short-Range Phase 3 Build, PM peak hour)
 - LOS F (Long-Range Build, PM peak hour)
- NB Mayberry Drive/Village Main Street:
 - LOS F (Short-Range Phase 3 Build, PM peak hour)
 - LOS F (Long-Range Build, PM peak hour)

Table 12 summarizes the intersection analysis results for all intersections in all scenarios. **Appendix I** contains the Synchro reports for all analysis scenarios, including the mitigation locations.

Table 12: Intersection Level of Service Summary

Intersection	Control Type	Existing Conditions		Phase 1 No-Build		Phase 1 Build		Phase 2 No-Build		Phase 2 Build		Phase 3 No-Build		Phase 3 Build		Long-Range No-Build		Long-Range Build	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
SH-94/Peyton Hwy	TWSC	B 14.7	B 14.9	C 19.0	C 22.4	C 22.0	E 38.7	C 19.5	C 22.9	E 44.6	F >100	C 20.2	C 24.3	F >100	F >100	C 22.9	D 28.4	F >100	F >100
SH-94/Log Rd	TWSC	B 12.7	B 12.4	B 13.1	B 12.6	C 17.8	C 17.9	B 13.2	B 12.7	D 34.7	E 49.0	B 13.6	B 12.9	F 69.7	F >100	B 14.5	B 13.7	F 96.7	F >100
SH-94/Ellicott Hwy	TWSC	C 18.6	B 12.8	C 22.0	B 13.8	D 30.9	C 18.5	C 22.9	B 14.0	F >100	F 54.3	D 25.0	B 14.6	F >100	F >100	D 34.7	C 16.2	F >100	F >100
SH-94/Mayberry Dr	TWSC	B 12.5	B 12.3	B 11.6	B 13.2	C 18.5	E 36.3	B 11.7	B 13.3	F >100	F >100	B 11.8	B 13.4	F >100	F >100	B 12.0	B 14.0	F >100	F >100
SH-94/Springs Rd	TWSC	A 0.0	B 10.3	A 9.3	B 10.6	A 9.6	B 11.4	A 9.4	B 10.6	B 10.6	B 13.1	A 9.4	B 10.8	B 11.1	B 14.7	A 9.5	B 11.1	B 11.3	C 15.4
SB Mayberry Dr /Village Main St	TWSC	-	-	-	-	B 11.6	B 13.1	-	-	B 14.9	D 32.0	-	-	C 16.1	F >100	-	-	B 14.5	F >100
NB Mayberry Dr /Village Main St	TWSC	-	-	-	-	B 10.7	B 11.6	-	-	C 16.7	C 24.6	-	-	D 28.9	F 91.3	-	-	D 28.9	F 91.3
SB Mayberry Dr/Positive Pl	TWSC	-	-	-	-	A 9.3	A 9.7	-	-	B 10.0	B 12.0	-	-	B 10.5	C 17.2	-	-	B 10.5	B 17.2
NB Mayberry Dr/Positive Pl	TWSC	-	-	-	-	A 9.4	A 9.3	-	-	B 10.9	B 10.2	-	-	B 13.3	B 12.5	-	-	B 13.3	B 12.5
Springs Rd/Positive Pl	R	-	-	-	-	A 3.0	A 3.3	-	-	A 3.2	A 3.7	-	-	A 3.6	A 4.5	-	-	A 3.6	A 4.5
Log Rd/Positive Pl	TWSC	-	-	-	-	A 8.7	A 8.8	-	-	A 9.0	A 9.1	-	-	A 9.1	A 9.4	-	-	A 9.1	A 9.4
Mayberry Dr/Boulevard A	R	-	-	-	-	A 2.7	A 2.6	-	-	A 3.2	A 3.1	-	-	A 4.8	A 4.3	-	-	A 4.8	A 4.3
Springs Rd/Boulevard A	R	-	-	-	-	A 2.7	A 2.7	-	-	A 2.8	A 2.9	-	-	A 3.1	A 3.6	-	-	A 3.1	A 3.6
Log Rd/Boulevard A	TWSC	-	-	-	-	A 0.0	A 7.3	-	-	A 8.5	A 8.5	-	-	A 8.8	A 9.1	-	-	A 8.8	A 9.1
Mayberry Dr/Boulevard B	R	-	-	-	-	-	-	-	-	-	-	-	-	A 3.2	A 3.2	-	-	A 3.2	A 3.2

Highest delay minor street lane is reported for all unsignalized intersections. S = Traffic Signal; R = Roundabout; TWSC = Two Way Stop Control

Proposed Improvements

The improvements identified in this TIS are not intended to indicate the financial responsibility of the Mayberry development for constructing the improvements. Mayberry is an early Sketch Plan being developed along SH-94 and is consistent with the El Paso County Master Plan, which shows additional development in the vicinity in the long term. As more development occurs along the SH-94 corridor, developments making use of these improvements will also need to be accounted for.

Offsite traffic signals are recommended along SH-94 at Peyton Highway, Mayberry Drive, Log Road, and Ellicott Highway. These intersections would all not meet the minimum acceptable LOS standard without a change in traffic controls. A traffic signal warrant analysis indicates that Warrant 3 – Peak Hour will be satisfied at all four locations under future conditions. Warrant 7 – Crash Experience is partially satisfied at Peyton Highway and Ellicott Highway per the crash data obtained from CDOT. Additional data will be required to fully evaluate Warrant 7 and other volume-related Warrants in the future to provide further support for the installation of a traffic signal at these four locations.

The crash and safety analysis indicates a high potential for crash reduction along SH-94 fronting the Mayberry site. As the corridor is improved in the future, CDOT should coordinate with El Paso County to ensure that proper safety elements are implemented for the benefit of residents of the Mayberry development and other future developments that will be planned in the vicinity. The proposed intersection control upgrades will improve safety at intersections along SH-94 and reduce the number of broadside crashes.

Onsite roadways are classified based on the ultimate ADT at Sketch Plan buildout. At interim phases prior to buildout, onsite roadways can be built to their half widths if on the border of a subarea or Phase. The ADT at each level of development is provided in Figures in this report.

Onsite traffic signals and roundabouts are intended to facilitate the smooth flow of traffic within the Sketch Plan. The analysis indicates that traffic signals at the intersections of NB Mayberry Drive/Village Main Street and at SB Mayberry Drive/Village Main Street will be needed after the full buildout of Phase 2. Since the intersections at Village Main Street are part of the Mayberry Drive couplet, these couplet intersections are anticipated to operate as a system. Therefore, if one side of the couplet warrants a traffic signal, the traffic signal will be constructed on both sides of the couplet. The roundabouts onsite are all anticipated to operate acceptably as single-lane roundabouts in their proposed configurations at each phase.

Various turn lane and acceleration lane warrants are met per the CDOT Access Code and El Paso County ECM. These improvements will provide additional safety benefits at each location and will ensure compliance with regional and statewide codes. Some of these turn lane warrants are met without influence from the Mayberry development. Others would be met at various stages of the Mayberry development.

Table 13 below provides a summary of improvements whose thresholds are met with existing counts or background growth without Sketch Plan influence. These represent existing transportation needs not associated with the Mayberry development.

Table 14 summarizes long-range improvements whose thresholds will be met at various stages of Sketch Plan buildout. The relative timing of the improvements in terms of when the thresholds are met are included in this table. The relative timing is reported as a percentage of full Sketch Plan buildout, which considers some combination of residential and commercial land uses. All other improvements not listed in either table are either already constructed, or the CDOT and El Paso County warrants are never met with or without the Sketch Plan.

Previous TIS for the Mayberry site identified an eastbound right turn acceleration would be needed at the SH-94/Springs Road intersection. This improvement has already been constructed and is in operation at the time of writing this report.

Fair share costs and escrow amounts will need to be determined for each project improvement. Since the Sketch Plan will be developed intermittently for each PUD area, the fair share costs and escrow amounts will be evaluated with each subsequent filing at the PUD phase.

As the full Sketch Plan is built out, it is essential to regularly monitor intersection and roadway performance. The analysis shows increased delays at onsite and offsite intersections as the Sketch Plan approaches buildout. Depending on the actual traffic patterns and congestion levels, adjustments to signal timings or further improvements to intersection and roadway designs may be required. Actual traffic volumes lower than what is assumed in this TIS should delay the need for the improvements identified herein.

Table 13: Improvements Currently Warranted

Improvements Warranted Without Sketch Plan Influence Revised January 2025			
Intersection	Improvement	Criteria	Timing
SH-94/ Peyton Highway	EB RT Deceleration Lane	CDOT Access Code	Existing counts
	WB RT Deceleration Lane	CDOT Access Code	2025 background growth
	SB LT Deceleration Lane	EPC Turn Lane Warrants	Existing counts
	NB LT Deceleration Lane	EPC Turn Lane Warrants	Existing counts
SH-94/ Log Road	EB LT Deceleration Lane	CDOT Access Code	Existing counts
	EB RT Deceleration Lane	CDOT Access Code	Existing counts
	NB LT Deceleration Lane	EPC Turn Lane Warrants	Existing counts
SH-94/ Ellicott Highway	EB LT Deceleration Lane	CDOT Access Code	Existing counts
	WB RT Deceleration Lane	CDOT Access Code	2045 background growth
	NB LT Deceleration Lane	EPC Turn Lane Warrants	Existing counts
SH-94/ Mayberry Drive	WB LT Deceleration Lane	CDOT Access Code	Approved and awaiting construction
	NB to WB LT Acceleration Lane	CDOT Access Code	Approved and awaiting construction

Table 14: Mayberry Sketch Plan Table of Improvements

Mayberry Sketch Plan Influenced Table of Improvements Revised January 2025			
Intersection	Improvement	Criteria	Timing
SH-94/ Peyton Highway	Traffic Signal	Unsignalized LOS E	30% Buildout
SH-94/ Log Road	WB LT Deceleration Lane	CDOT Access Code	Construction of easterly project access points along Log Road. The needs for these access points will be evaluated at the PUD phase of the subareas east of Springs Road.
	Traffic Signal	Unsignalized LOS E	69% Buildout
SH-94/ Ellicott Highway	SB RT Deceleration Lane	EPC Turn Lane Warrants	12% Buildout
	SB to WB RT Acceleration Lane	CDOT Access Code	12% Buildout. This improvement would be superseded by a future traffic signal.
	Traffic Signal	Unsignalized LOS E	56% Buildout
SH-94/ Mayberry Drive	NB to WB RT Acceleration Lane	CDOT Access Code	15% Buildout The needs for this improvement will be assessed with the PUD2 subarea traffic study. This improvement would be superseded by a future traffic signal.
	Traffic Signal	Unsignalized LOS E	43% Buildout
	NB Dual LT Lane	Turn Movement Capacity	97% Buildout
SH-94/ Village Main Street	Traffic Signal	Unsignalized LOS E	63% Buildout

NOTE: The above improvements listed are not intended to indicate the financial responsibility of the Mayberry development for constructing the improvements. El Paso County roadway impact fees and CDOT escrow amounts are typically evaluated at the subarea PUD phase of development. All other potential improvements not listed above are either already constructed, or the CDOT and El Paso County turn lane warrants are never met with or without the Sketch Plan.

CDOT Permits

The current development has two existing access permits for SH-94. One for the connection of Mayberry Drive (formerly New Log Road), AP#218053, and the other is for the right-in/right-out connection of Springs Road. Both of these permits were initiated with Filing 1. Those permits include additional requirements for updating the access permits for each current and future filing. Additionally, an updated access permit is currently in place for updated connections of Mayberry Drive and Springs Road, AP#223066. The improvements required for these permits were most recently updated in the approved *2024 – January – Mayberry Filing No. 4 TIS (PCD File Nos. CS233 & SF2317)* prepared by HDR. **Appendix J** contains the table of improvements required for these access permits as presented in the Filing 4 TIS.

Additional access permits will be prepared throughout the development of the Sketch Plan in coordination with CDOT.

El Paso County Road Impact Fees

The Mayberry Sketch Plan will be subject to fees addressed through El Paso County's Road Impact Fee schedule. The subareas proposed within the Sketch Plan will pay road impact fees at the time of building permit approval as calculated in their individual TIS or site development plan. The specific Public Improvement District (PID) option (or opt-out option) will be provided with each plat.

Deviations

Refer to the *Mayberry Phase 1 PUD Amendment Transportation Memorandum* dated February 17, 2022 prepared by LSC, and the *Mayberry Filing 3 TIS*, dated September 1, 2022 prepared by LSC, which contain an "Approved Deviations" section. **Appendix K** contains excerpts from the previous TIS reports describing the approved deviations.

Some of the improvements onsite and offsite will require additional deviations to be approved by El Paso County. These deviations will include alternative roadway cross sections, turn lane requirements, and access locations deemed appropriate for the Mayberry site. Additional deviations will be addressed upon each subsequent PUD filing, with the deviation request forms, construction documents, and additional supporting documentation to be included with each PUD application.

References

1. Your El Paso Master Plan, adopted May 26, 2021
2. 2020 - June - Ellicott Town Center Commercial Rezone TIS Report
3. 2022 - October - Mayberry Filing No. 3 TIS (PCD File No. SF2219) prepared by LSC Transportation Consultants, Inc.
4. 2024 – January – Mayberry Filing No. 4 TIS (PCD File Nos. CS233 & SF2317) prepared by HDR.
5. 2023 – February – Mayberry Filing 5 TIS (PCD File No. PUDSP233) prepared by HDR.
6. El Paso County 2016 Major Transportation Corridors Plan (MTCP), adopted July 18, 2024
7. El Paso County, CO Community Services Department Parks Master Plan Update, 2022
8. Institute of Transportation Engineers 2017 Trip Generation Manual, An Informational Report, 11th Edition, Washington D.C.
9. Engineering Criteria Manual County of El Paso, 2020
10. Transportation Research Board 2016 Highway Capacity Manual, 6th Edition, Washington, D.C.

Appendices

Appendix A – El Paso County Master Plan

A PLACE-BASED APPROACH

What are Placetypes?

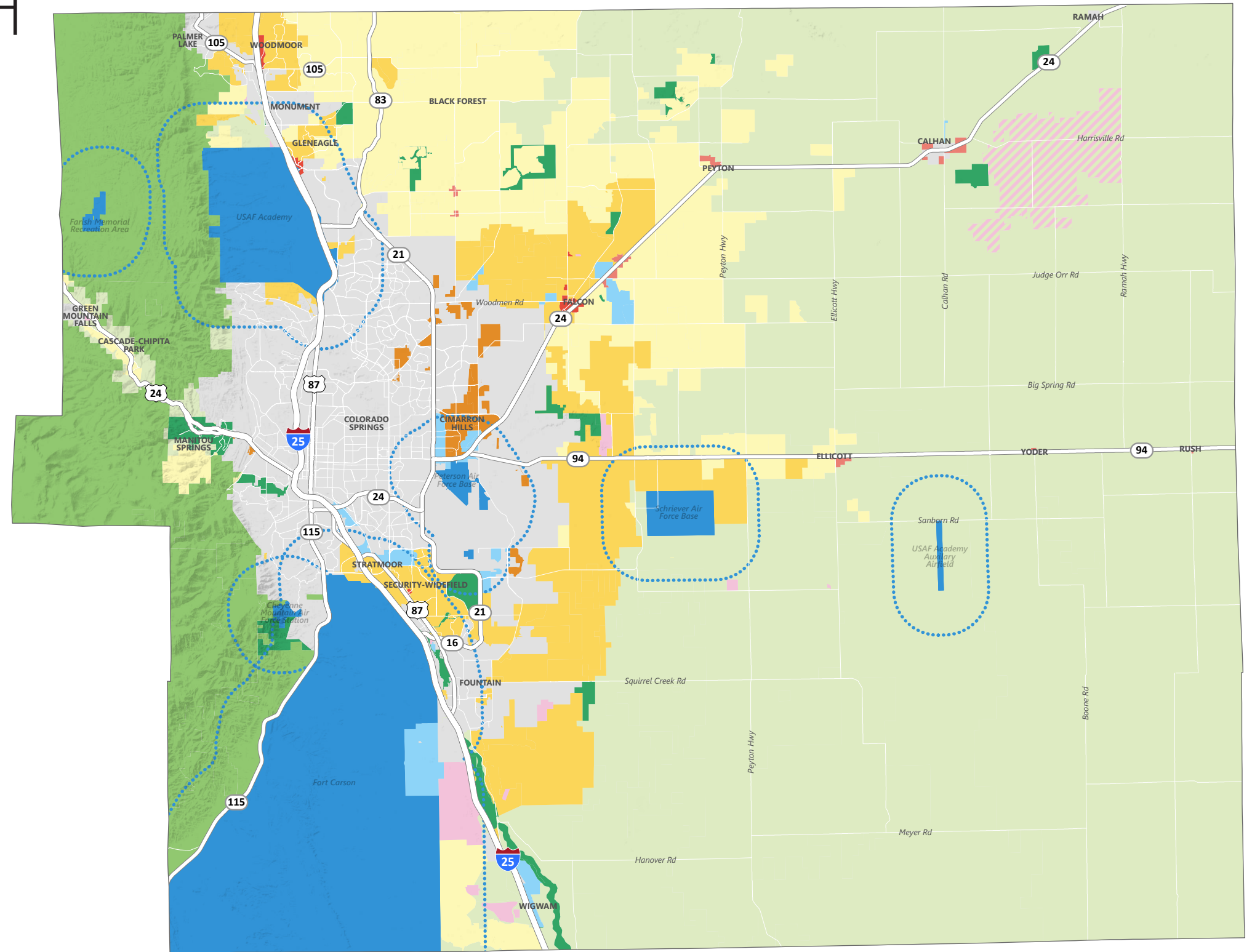
Your El Paso Master Plan defines future land use and development using a place-based approach that defines 11 distinct “placetypes.” The placetypes classify specific areas based on defining character, scale, form and function. The place-based approach is not focused on the use of a specific parcel, but rather is concerned with the collective mix of uses that establish a place within the El Paso County community. Together, the placetypes provide a land use and development palette that sorts places by their unique identity and character.

By thinking of El Paso County as a collection of unique places, the Master Plan promotes development of places at a neighborhood scale, creating context-appropriate flexibility and an opportunity for compatible change. The place-based approach promotes the full potential of vacant and undeveloped properties by allowing them to draw on different types of land uses. The creation of places not only depends on the land uses, but also on their specific design, functionality, access to infrastructure and services, and overall character.

Over time, the County will focus on improving and enhancing existing placetypes and creating new placetypes consistent with the Master Plan. Building on the vision and goals of *Your El Paso Master Plan*, the different placetypes will take shape through community involvement, neighborhood planning, land use regulation, public investment, private investment, and public-private partnerships.

Placetypes

- Rural
- Large-Lot Residential
- Suburban Residential
- Urban Residential
- Rural Center
- Regional Center
- Employment Center
- Regional Open Space
- Mountain Interface
- Military
- Utility
- Incorporated Area



PLACETYPE: SUBURBAN RESIDENTIAL

The Suburban Residential placetype comprises the County's traditional residential neighborhoods with supporting commercial uses at key intersections.

Character

Suburban Residential is characterized by predominantly residential areas with mostly single-family detached housing. This placetype can also include limited single-family attached and multifamily housing, provided such development is not the dominant development type and is supportive of and compatible with the overall single-family character of the area. The Suburban Residential placetype generally supports accessory dwelling units. This placetype often deviates from the traditional grid pattern of streets and contains a more curvilinear pattern.

Although primarily a residential area, this placetype includes limited retail and service uses, typically located at major intersections or along perimeter streets. Utilities, such as water and wastewater services are consolidated and shared by clusters of developments, dependent on the subdivision or area of the County.

Some County suburban areas may be difficult to distinguish from suburban development within city limits. Examples of the Suburban Residential placetype in El Paso County are Security, Widefield, Woodmen Hills, and similar areas in Falcon.

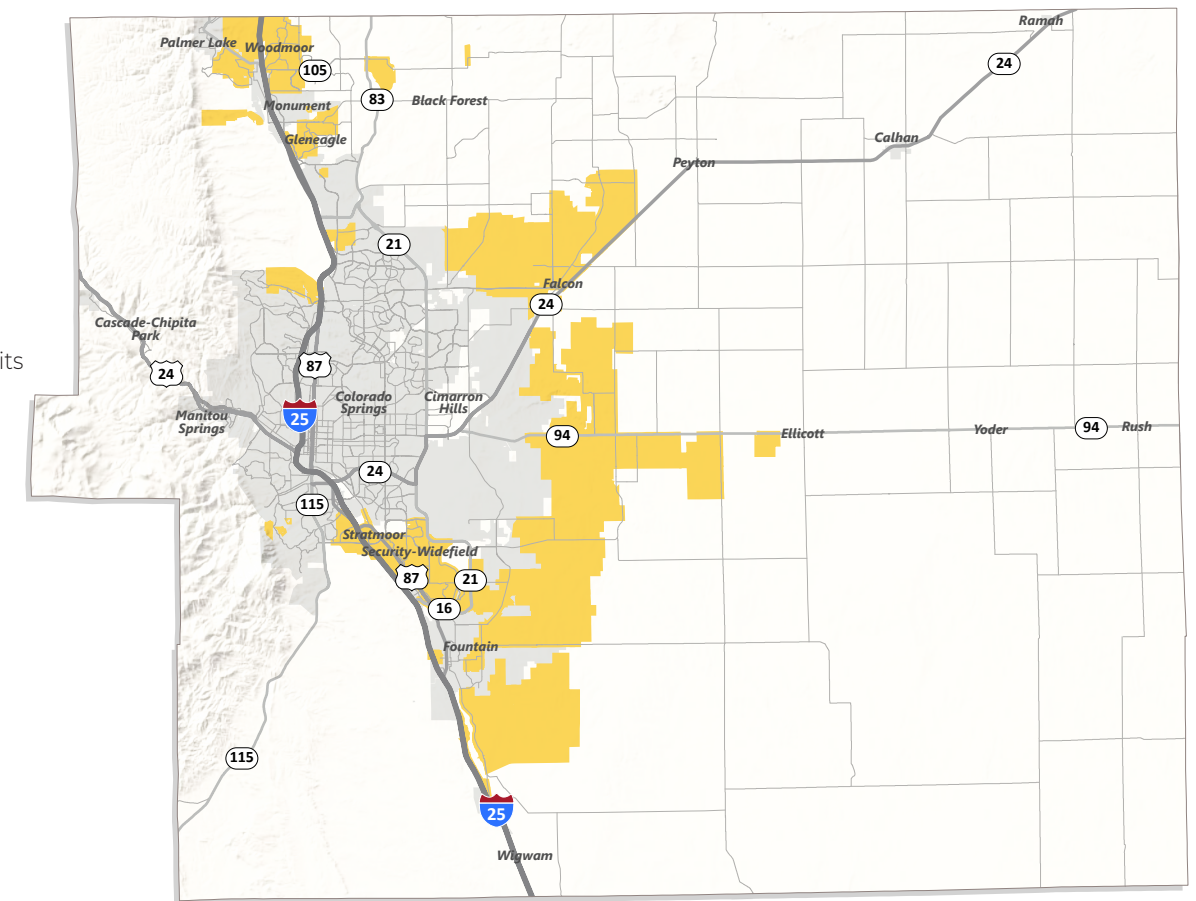
Land Uses

Primary

- Single-Family Detached Residential with lots sizes smaller than 2.5 acres per lot, up to 5 units per acre

Supporting

- Single-family Attached
- Multifamily Residential
- Parks/Open Space
- Commercial Retail
- Commercial Service
- Institutional

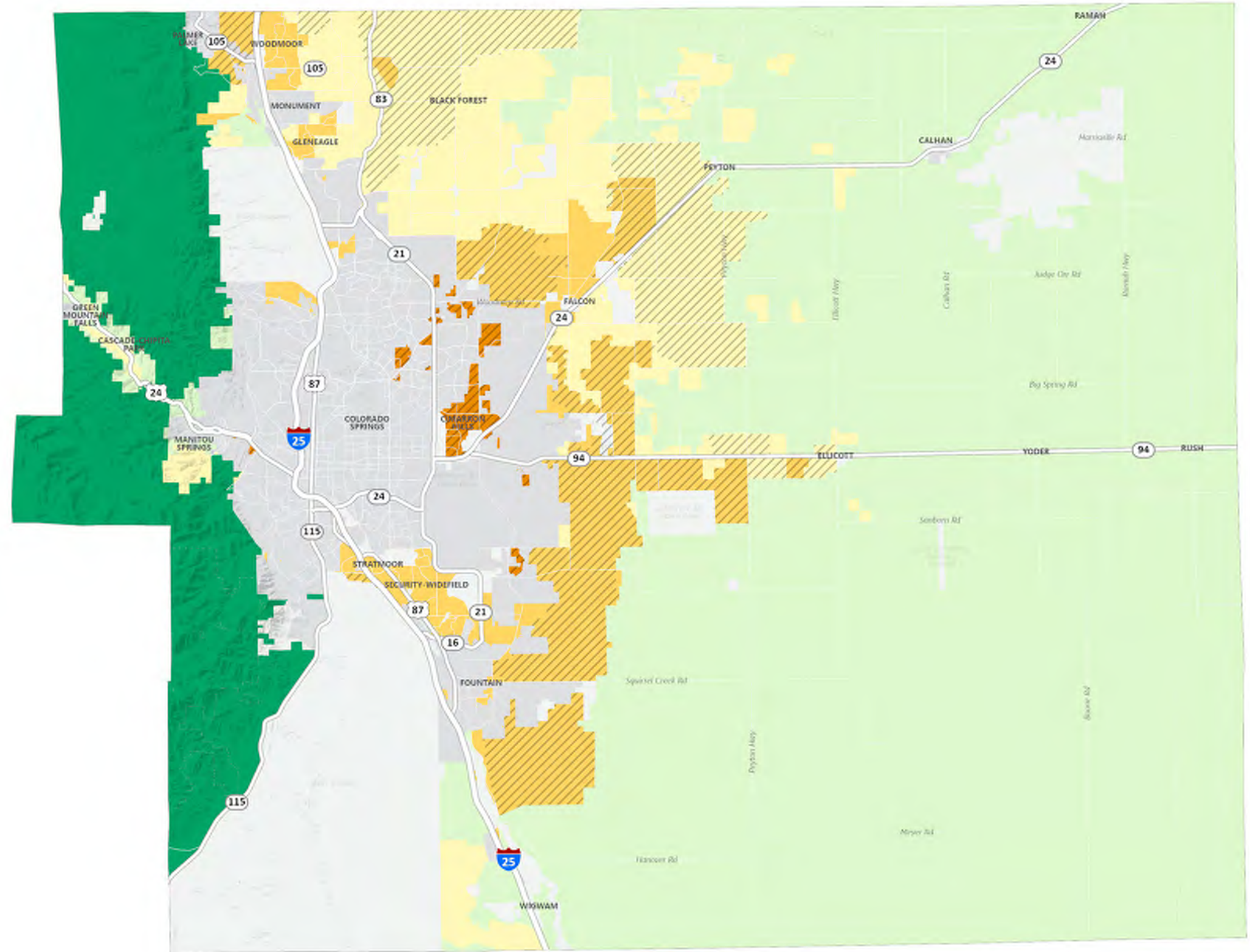


Priority Development Areas

El Paso County is expecting significant growth over the next 20 years. While large expanses of undeveloped land exist throughout the County, particularly in the Rural Placetype, development should be prioritized elsewhere to efficiently utilize and extend existing infrastructure, conserve water resources, and strengthen established neighborhoods. This framework identifies specific locations throughout the County that should be prioritized first for new residential development to help accommodate growth. While some priority development areas may be made up of a mix of placetypes, each area is driven by a predominant placetype that defines most of the area. The map shows some gaps between priority development areas and municipal boundaries. These areas are largely developed already and will continue to develop as necessary. In the following section, numbers are only intended to connect recommendations to the corresponding locations in the County. They are not a hierarchy of priority.

Housing and Communities Framework

- Mountain Interface
- Rural
- Large-Lot Residential
- Suburban Residential
- Urban Residential
- Priority Development Areas



Appendix B – Existing Traffic Count Sheets



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	1	1	2	2	3
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	1	1	1
Total	1	1	3	3	4
01:00 AM	0	0	1	1	1
01:15 AM	1	1	0	0	1
01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	0
Total	1	1	1	1	2
02:00 AM	0	0	0	0	0
02:15 AM	0	0	1	1	1
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	1	1	1
03:00 AM	0	0	1	1	1
03:15 AM	0	0	0	0	0
03:30 AM	1	1	0	0	1
03:45 AM	0	0	0	0	0
Total	1	1	1	1	2
04:00 AM	0	0	0	0	0
04:15 AM	0	0	0	0	0
04:30 AM	1	1	0	0	1
04:45 AM	2	2	0	0	2
Total	3	3	0	0	3



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	0	0	0
05:15 AM	0	0	0	0	0
05:30 AM	0	0	0	0	0
05:45 AM	2	2	1	1	3
Total	2	2	1	1	3
06:00 AM	3	3	1	1	4
06:15 AM	1	1	1	1	2
06:30 AM	7	7	0	0	7
06:45 AM	8	8	0	0	8
Total	19	19	2	2	21
07:00 AM	11	11	2	2	13
07:15 AM	6	6	1	1	7
07:30 AM	11	11	2	2	13
07:45 AM	5	5	6	6	11
Total	33	33	11	11	44
08:00 AM	9	9	12	12	21
08:15 AM	9	9	1	1	10
08:30 AM	4	4	4	4	8
08:45 AM	4	4	4	4	8
Total	26	26	21	21	47
09:00 AM	8	8	6	6	14
09:15 AM	8	8	3	3	11
09:30 AM	3	3	6	6	9
09:45 AM	4	4	4	4	8
Total	23	23	19	19	42
10:00 AM	4	4	2	2	6
10:15 AM	6	6	1	1	7



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 3

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	3	3	2	2	5
10:45 AM	3	3	1	1	4
Total	16	16	6	6	22
11:00 AM	1	1	3	3	4
11:15 AM	5	5	7	7	12
11:30 AM	5	5	5	5	10
11:45 AM	6	6	3	3	9
Total	17	17	18	18	35
12:00 PM	6	6	3	3	9
12:15 PM	6	6	8	8	14
12:30 PM	1	1	5	5	6
12:45 PM	3	3	9	9	12
Total	16	16	25	25	41
01:00 PM	3	3	4	4	7
01:15 PM	4	4	6	6	10
01:30 PM	5	5	0	0	5
01:45 PM	7	7	9	9	16
Total	19	19	19	19	38
02:00 PM	8	8	7	7	15
02:15 PM	7	7	5	5	12
02:30 PM	6	6	3	3	9
02:45 PM	9	9	3	3	12
Total	30	30	18	18	48
03:00 PM	5	5	8	8	13
03:15 PM	4	4	4	4	8
03:30 PM	4	4	6	6	10
03:45 PM	5	5	6	6	11
Total	18	18	24	24	42



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	3	3	4	4	7
04:15 PM	6	6	3	3	9
04:30 PM	6	6	9	9	15
04:45 PM	4	4	8	8	12
Total	19	19	24	24	43
05:00 PM	5	5	8	8	13
05:15 PM	4	4	6	6	10
05:30 PM	3	3	4	4	7
05:45 PM	2	2	7	7	9
Total	14	14	25	25	39
06:00 PM	6	6	5	5	11
06:15 PM	3	3	6	6	9
06:30 PM	1	1	3	3	4
06:45 PM	1	1	5	5	6
Total	11	11	19	19	30
07:00 PM	4	4	5	5	9
07:15 PM	2	2	6	6	8
07:30 PM	0	0	4	4	4
07:45 PM	0	0	1	1	1
Total	6	6	16	16	22
08:00 PM	1	1	2	2	3
08:15 PM	0	0	3	3	3
08:30 PM	0	0	2	2	2
08:45 PM	1	1	4	4	5
Total	2	2	11	11	13
09:00 PM	0	0	2	2	2
09:15 PM	0	0	2	2	2



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 5

Groups Printed- Light - Heavy

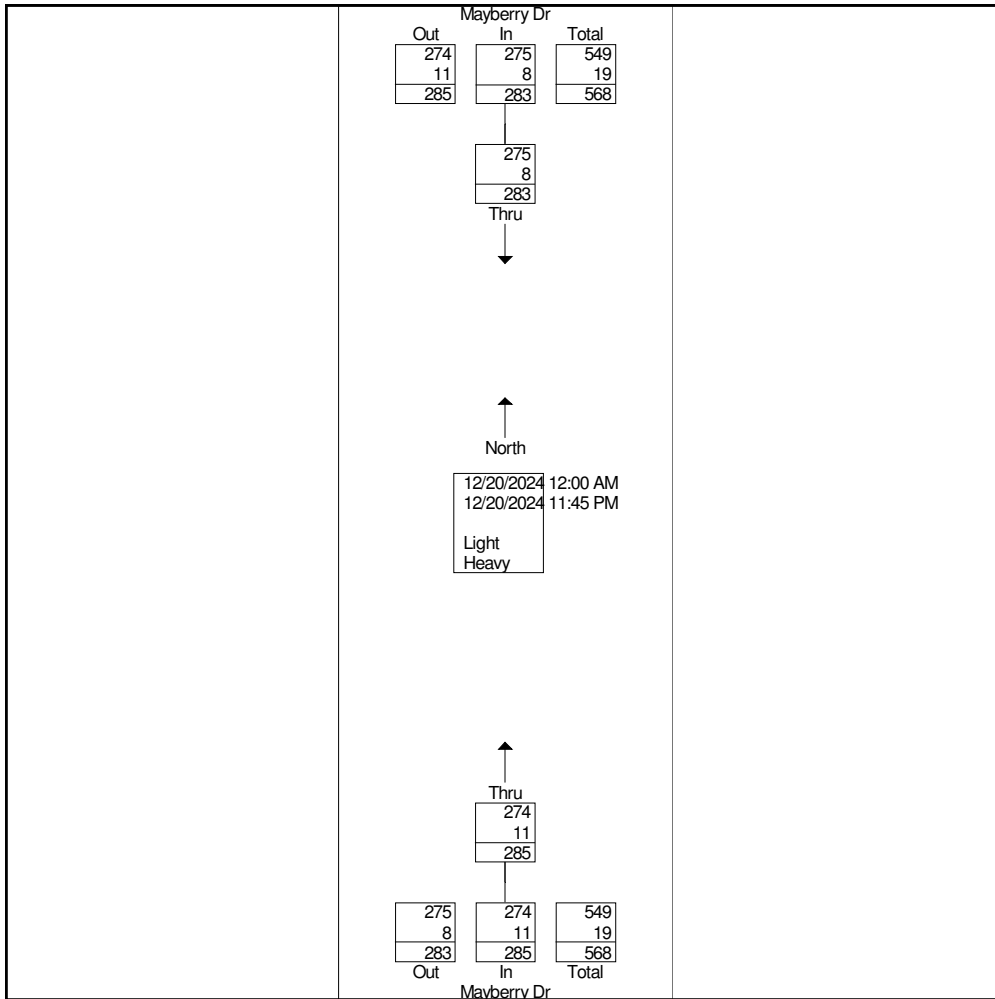
Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	1	1	0	0	1
09:45 PM	3	3	3	3	6
Total	4	4	7	7	11
10:00 PM	0	0	3	3	3
10:15 PM	3	3	2	2	5
10:30 PM	0	0	1	1	1
10:45 PM	0	0	1	1	1
Total	3	3	7	7	10
11:00 PM	0	0	1	1	1
11:15 PM	1	1	1	1	2
11:30 PM	0	0	1	1	1
11:45 PM	0	0	1	1	1
Total	1	1	4	4	5
Grand Total	285	285	283	283	568
Aprch %	100		100		
Total %	50.2	50.2	49.8	49.8	
Light	274	274	275	275	549
% Light	96.1	96.1	97.2	97.2	96.7
Heavy	11	11	8	8	19
% Heavy	3.9	3.9	2.8	2.8	3.3



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 6



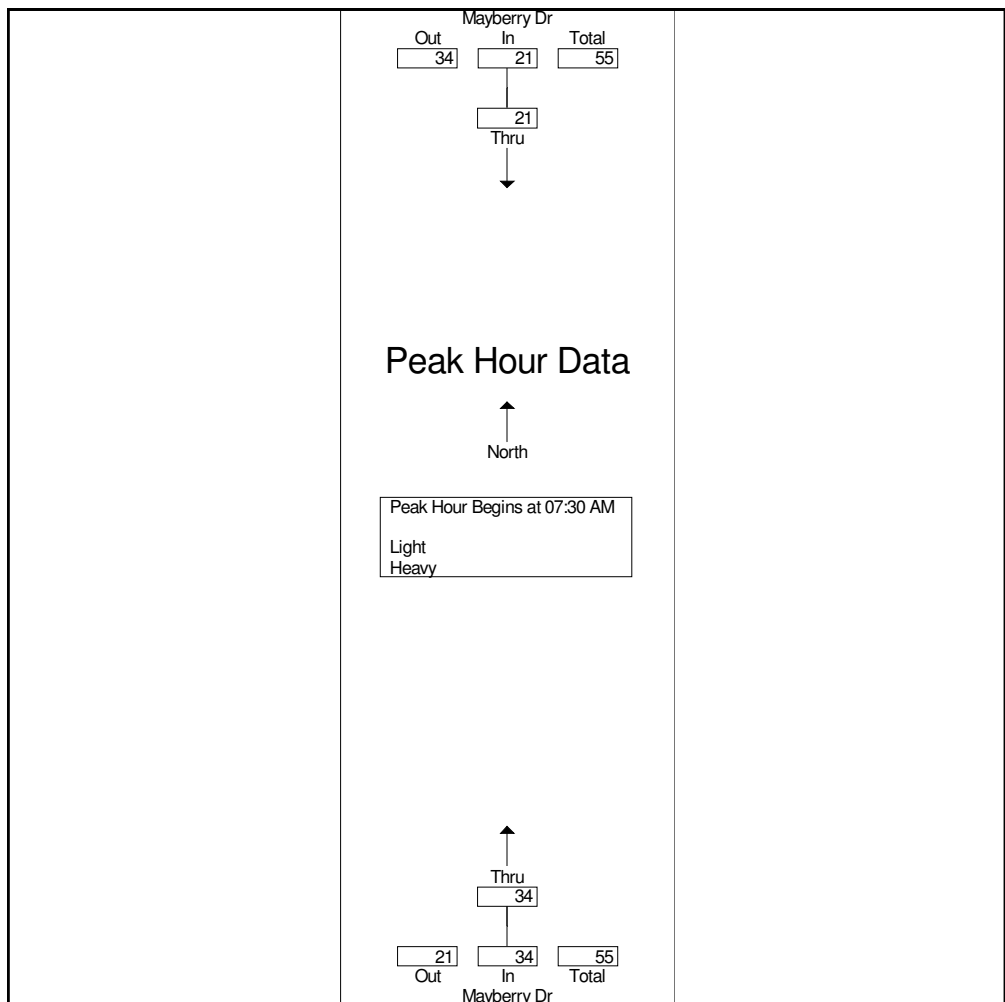


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 7

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:30 AM					
07:30 AM	11	11	2	2	13
07:45 AM	5	5	6	6	11
08:00 AM	9	9	12	12	21
08:15 AM	9	9	1	1	10
Total Volume	34	34	21	21	55
% App. Total	100		100		
PHF	.773	.773	.438	.438	.655



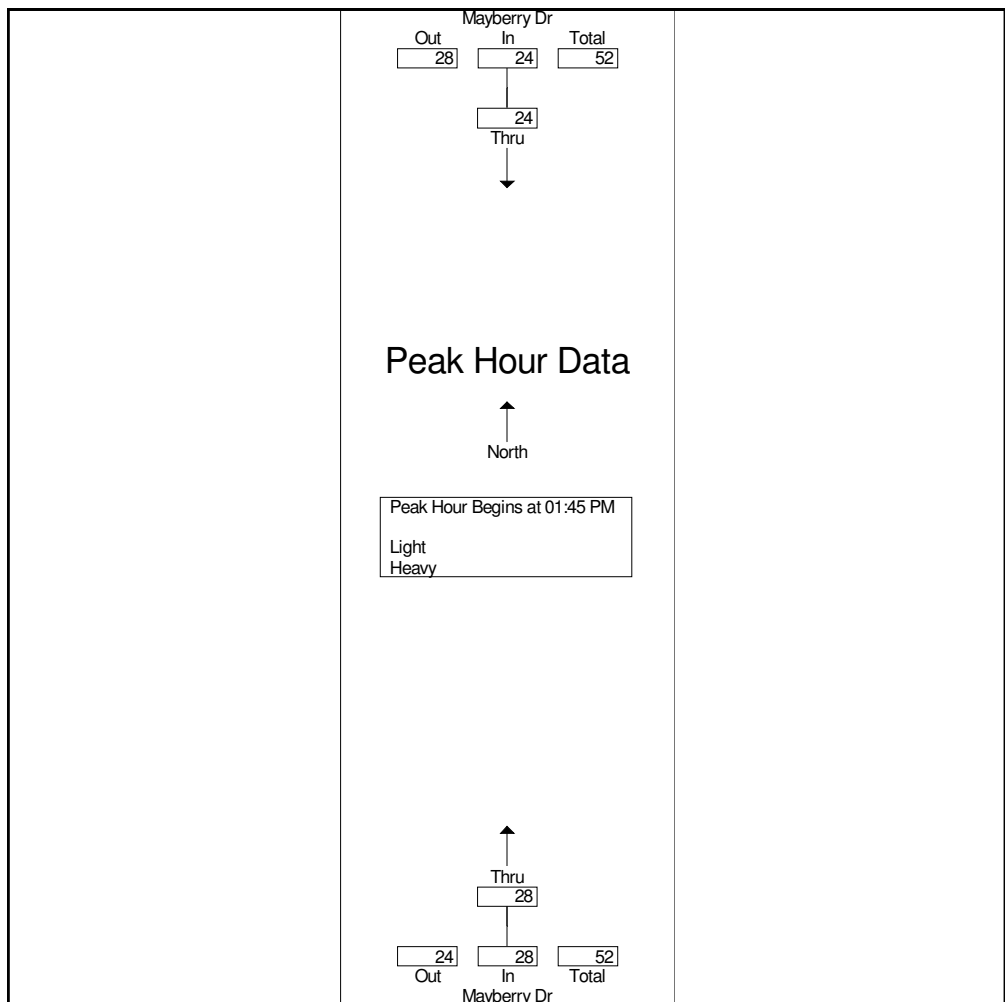


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 8

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 01:45 PM					
01:45 PM	7	7	9	9	16
02:00 PM	8	8	7	7	15
02:15 PM	7	7	5	5	12
02:30 PM	6	6	3	3	9
Total Volume	28	28	24	24	52
% App. Total	100		100		
PHF	.875	.875	.667	.667	.813





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
Total	0	0	0	0	0
01:00 AM	0	0	2	2	2
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	1	1	0	0	1
Total	1	1	2	2	3
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	0	0	0
03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	0
03:30 AM	1	1	0	0	1
03:45 AM	0	0	0	0	0
Total	1	1	0	0	1
04:00 AM	0	0	0	0	0
04:15 AM	0	0	1	1	1
04:30 AM	3	3	0	0	3
04:45 AM	1	1	0	0	1
Total	4	4	1	1	5
05:00 AM	3	3	0	0	3



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:15 AM	2	2	0	0	2
05:30 AM	1	1	0	0	1
05:45 AM	3	3	3	3	6
Total	9	9	3	3	12
06:00 AM	3	3	0	0	3
06:15 AM	5	5	1	1	6
06:30 AM	7	7	3	3	10
06:45 AM	9	9	1	1	10
Total	24	24	5	5	29
07:00 AM	11	11	2	2	13
07:15 AM	14	14	4	4	18
07:30 AM	11	11	2	2	13
07:45 AM	5	5	10	10	15
Total	41	41	18	18	59
08:00 AM	5	5	4	4	9
08:15 AM	6	6	4	4	10
08:30 AM	4	4	3	3	7
08:45 AM	3	3	2	2	5
Total	18	18	13	13	31
09:00 AM	5	5	1	1	6
09:15 AM	3	3	5	5	8
09:30 AM	3	3	1	1	4
09:45 AM	9	9	6	6	15
Total	20	20	13	13	33
10:00 AM	5	5	3	3	8
10:15 AM	5	5	6	6	11
10:30 AM	8	8	4	4	12
10:45 AM	4	4	2	2	6
Total	22	22	15	15	37



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 3

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
11:00 AM	0	0	4	4	4
11:15 AM	2	2	2	2	4
11:30 AM	5	5	3	3	8
11:45 AM	5	5	4	4	9
Total	12	12	13	13	25
12:00 PM	9	9	3	3	12
12:15 PM	3	3	4	4	7
12:30 PM	2	2	4	4	6
12:45 PM	3	3	2	2	5
Total	17	17	13	13	30
01:00 PM	4	4	3	3	7
01:15 PM	2	2	6	6	8
01:30 PM	1	1	4	4	5
01:45 PM	5	5	3	3	8
Total	12	12	16	16	28
02:00 PM	8	8	1	1	9
02:15 PM	7	7	4	4	11
02:30 PM	7	7	3	3	10
02:45 PM	5	5	1	1	6
Total	27	27	9	9	36
03:00 PM	6	6	7	7	13
03:15 PM	0	0	4	4	4
03:30 PM	2	2	6	6	8
03:45 PM	7	7	9	9	16
Total	15	15	26	26	41
04:00 PM	5	5	12	12	17
04:15 PM	5	5	10	10	15
04:30 PM	7	7	3	3	10



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:45 PM	3	3	12	12	15
Total	20	20	37	37	57
05:00 PM	3	3	7	7	10
05:15 PM	2	2	9	9	11
05:30 PM	3	3	5	5	8
05:45 PM	4	4	6	6	10
Total	12	12	27	27	39
06:00 PM	2	2	8	8	10
06:15 PM	0	0	9	9	9
06:30 PM	5	5	4	4	9
06:45 PM	0	0	2	2	2
Total	7	7	23	23	30
07:00 PM	1	1	4	4	5
07:15 PM	1	1	6	6	7
07:30 PM	1	1	2	2	3
07:45 PM	1	1	3	3	4
Total	4	4	15	15	19
08:00 PM	0	0	0	0	0
08:15 PM	1	1	2	2	3
08:30 PM	0	0	2	2	2
08:45 PM	1	1	3	3	4
Total	2	2	7	7	9
09:00 PM	0	0	0	0	0
09:15 PM	1	1	2	2	3
09:30 PM	0	0	4	4	4
09:45 PM	0	0	2	2	2
Total	1	1	8	8	9



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 5

Groups Printed- Light - Heavy

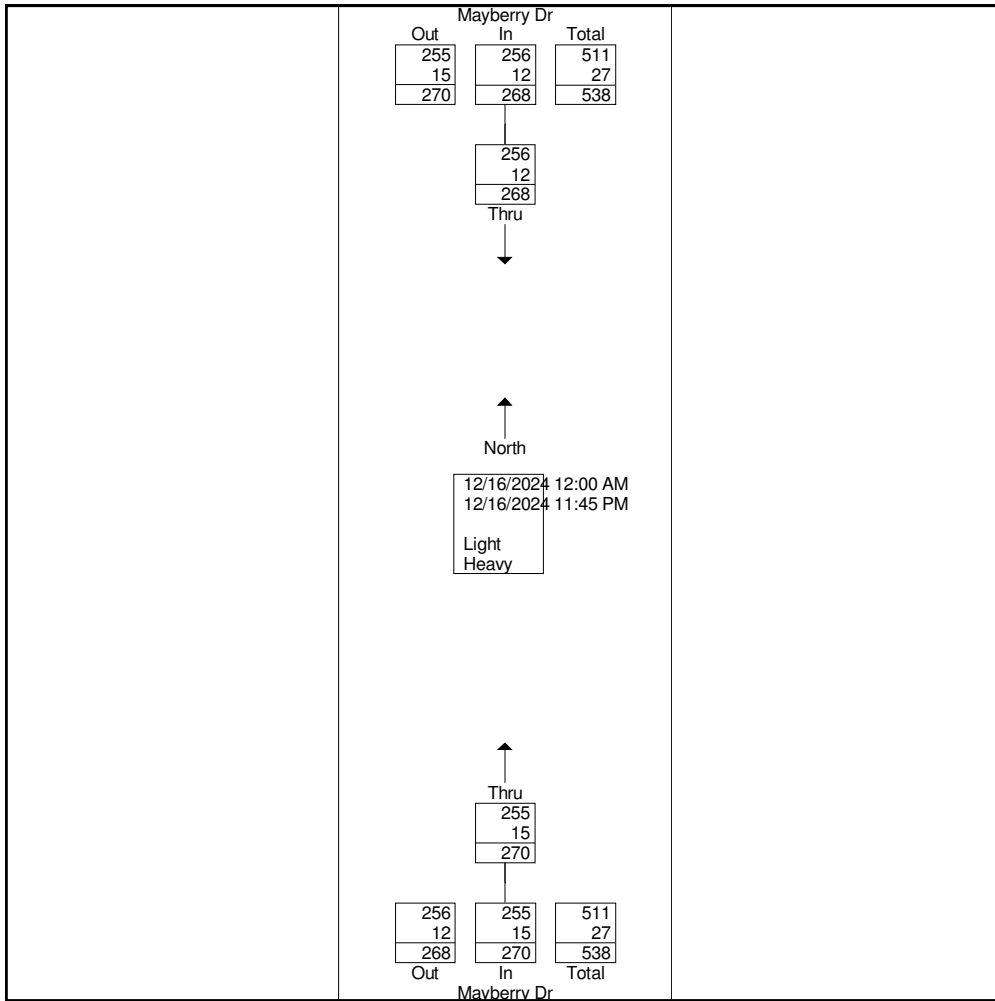
Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	1	1	1
Total	0	0	1	1	1
11:00 PM	0	0	1	1	1
11:15 PM	0	0	1	1	1
11:30 PM	1	1	1	1	2
11:45 PM	0	0	0	0	0
Total	1	1	3	3	4
Grand Total	270	270	268	268	538
Apprch %	100		100		
Total %	50.2	50.2	49.8	49.8	
Light	255	255	256	256	511
% Light	94.4	94.4	95.5	95.5	95
Heavy	15	15	12	12	27
% Heavy	5.6	5.6	4.5	4.5	5



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 6



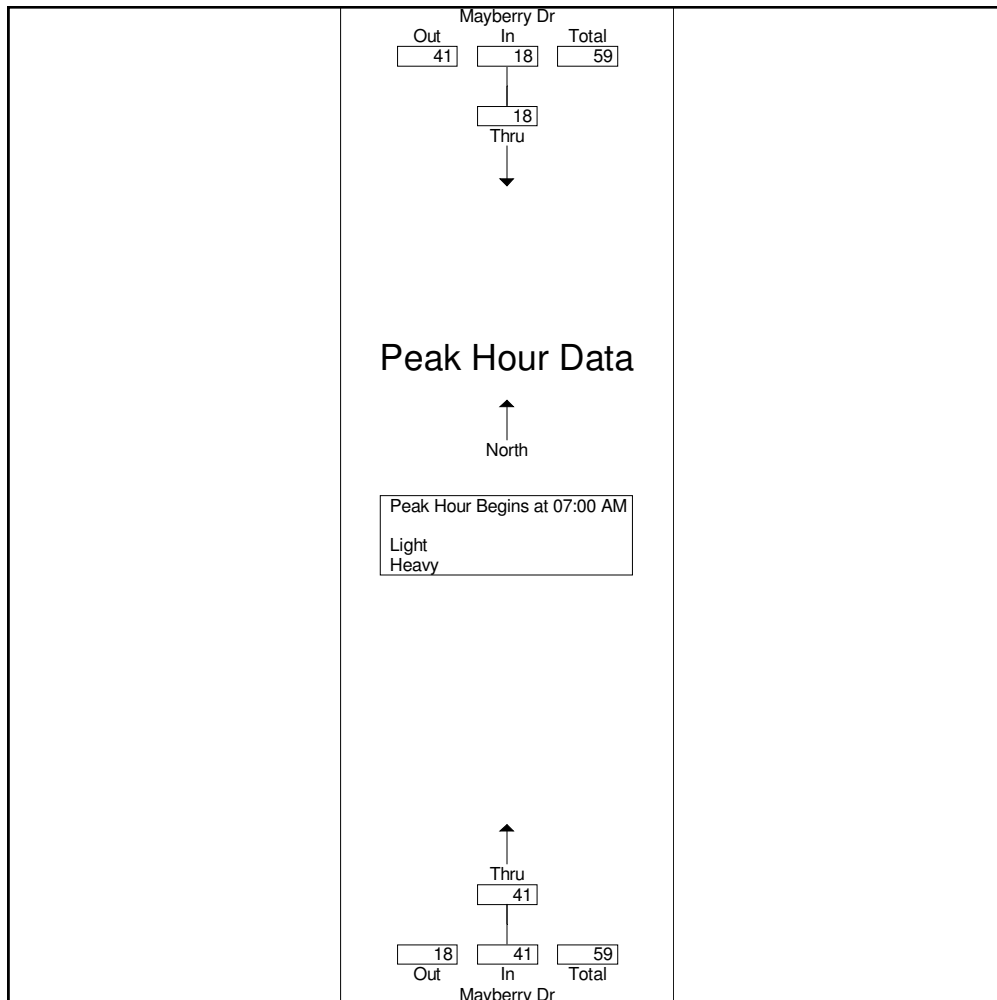


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 7

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:00 AM					
07:00 AM	11	11	2	2	13
07:15 AM	14	14	4	4	18
07:30 AM	11	11	2	2	13
07:45 AM	5	5	10	10	15
Total Volume	41	41	18	18	59
% App. Total	100		100		
PHF	.732	.732	.450	.450	.819



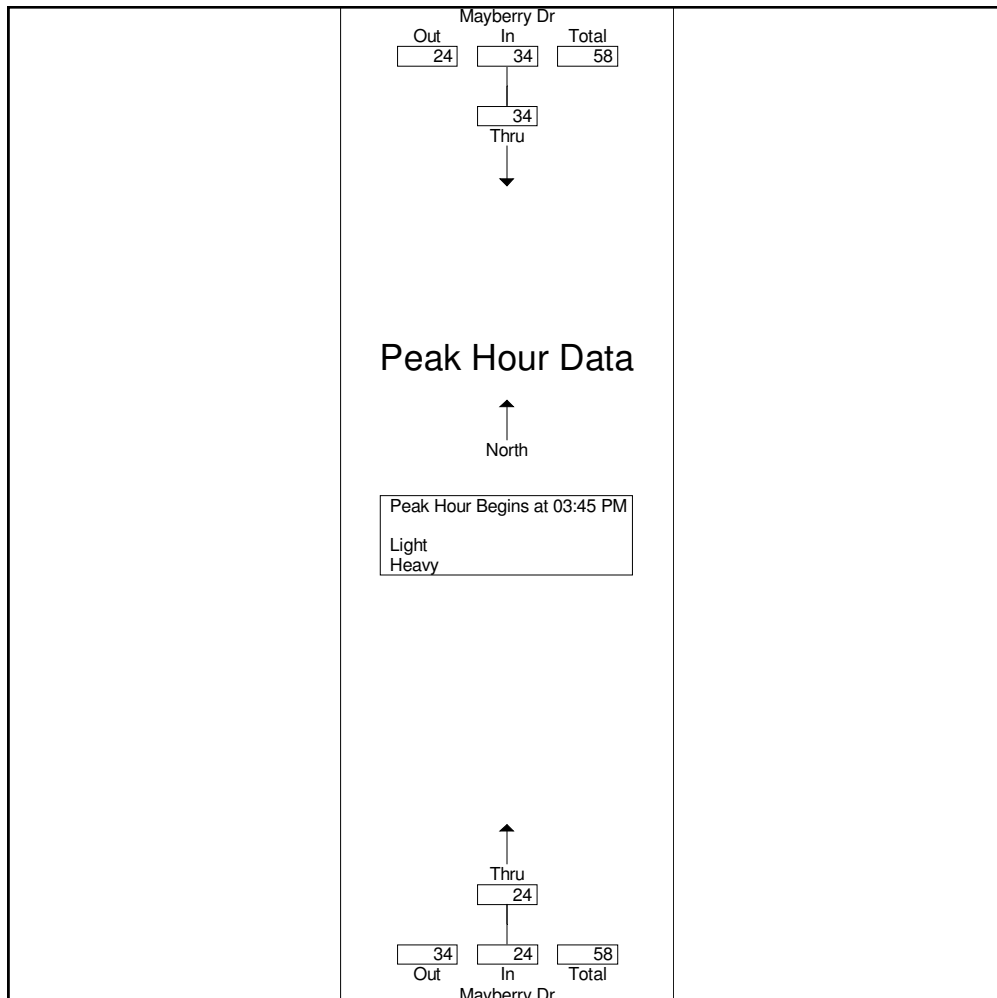


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 8

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 03:45 PM					
03:45 PM	7	7	9	9	16
04:00 PM	5	5	12	12	17
04:15 PM	5	5	10	10	15
04:30 PM	7	7	3	3	10
Total Volume	24	24	34	34	58
% App. Total	100		100		
PHF	.857	.857	.708	.708	.853





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	1	1	1
12:15 AM	0	0	0	0	0
12:30 AM	0	0	1	1	1
12:45 AM	0	0	0	0	0
Total	0	0	2	2	2
01:00 AM	0	0	0	0	0
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	1	1	0	0	1
Total	1	1	0	0	1
02:00 AM	1	1	1	1	2
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	1	1	1	1	2
03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	0
03:30 AM	0	0	0	0	0
03:45 AM	0	0	0	0	0
Total	0	0	0	0	0
04:00 AM	0	0	1	1	1
04:15 AM	0	0	1	1	1
04:30 AM	2	2	0	0	2
04:45 AM	1	1	0	0	1
Total	3	3	2	2	5



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	2	2	0	0	2
05:15 AM	0	0	0	0	0
05:30 AM	6	6	1	1	7
05:45 AM	5	5	0	0	5
Total	13	13	1	1	14
06:00 AM	2	2	1	1	3
06:15 AM	3	3	0	0	3
06:30 AM	10	10	1	1	11
06:45 AM	9	9	2	2	11
Total	24	24	4	4	28
07:00 AM	11	11	3	3	14
07:15 AM	9	9	1	1	10
07:30 AM	16	16	2	2	18
07:45 AM	4	4	9	9	13
Total	40	40	15	15	55
08:00 AM	7	7	4	4	11
08:15 AM	6	6	2	2	8
08:30 AM	5	5	3	3	8
08:45 AM	4	4	3	3	7
Total	22	22	12	12	34
09:00 AM	3	3	3	3	6
09:15 AM	4	4	3	3	7
09:30 AM	3	3	5	5	8
09:45 AM	3	3	2	2	5
Total	13	13	13	13	26
10:00 AM	6	6	6	6	12
10:15 AM	4	4	1	1	5



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 3

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	5	5	2	2	7
10:45 AM	3	3	4	4	7
Total	18	18	13	13	31
11:00 AM	4	4	4	4	8
11:15 AM	2	2	1	1	3
11:30 AM	2	2	1	1	3
11:45 AM	3	3	3	3	6
Total	11	11	9	9	20
12:00 PM	3	3	3	3	6
12:15 PM	7	7	3	3	10
12:30 PM	2	2	4	4	6
12:45 PM	3	3	2	2	5
Total	15	15	12	12	27
01:00 PM	3	3	3	3	6
01:15 PM	4	4	2	2	6
01:30 PM	2	2	3	3	5
01:45 PM	3	3	5	5	8
Total	12	12	13	13	25
02:00 PM	7	7	4	4	11
02:15 PM	6	6	7	7	13
02:30 PM	6	6	6	6	12
02:45 PM	2	2	7	7	9
Total	21	21	24	24	45
03:00 PM	2	2	6	6	8
03:15 PM	6	6	7	7	13
03:30 PM	5	5	5	5	10
03:45 PM	3	3	7	7	10
Total	16	16	25	25	41



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	5	5	10	10	15
04:15 PM	3	3	4	4	7
04:30 PM	5	5	10	10	15
04:45 PM	1	1	9	9	10
Total	14	14	33	33	47
05:00 PM	4	4	1	1	5
05:15 PM	6	6	9	9	15
05:30 PM	6	6	8	8	14
05:45 PM	0	0	6	6	6
Total	16	16	24	24	40
06:00 PM	5	5	6	6	11
06:15 PM	3	3	9	9	12
06:30 PM	1	1	5	5	6
06:45 PM	0	0	3	3	3
Total	9	9	23	23	32
07:00 PM	3	3	11	11	14
07:15 PM	1	1	4	4	5
07:30 PM	1	1	3	3	4
07:45 PM	0	0	0	0	0
Total	5	5	18	18	23
08:00 PM	0	0	3	3	3
08:15 PM	0	0	3	3	3
08:30 PM	2	2	4	4	6
08:45 PM	2	2	2	2	4
Total	4	4	12	12	16
09:00 PM	0	0	1	1	1
09:15 PM	2	2	1	1	3



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 5

Groups Printed- Light - Heavy

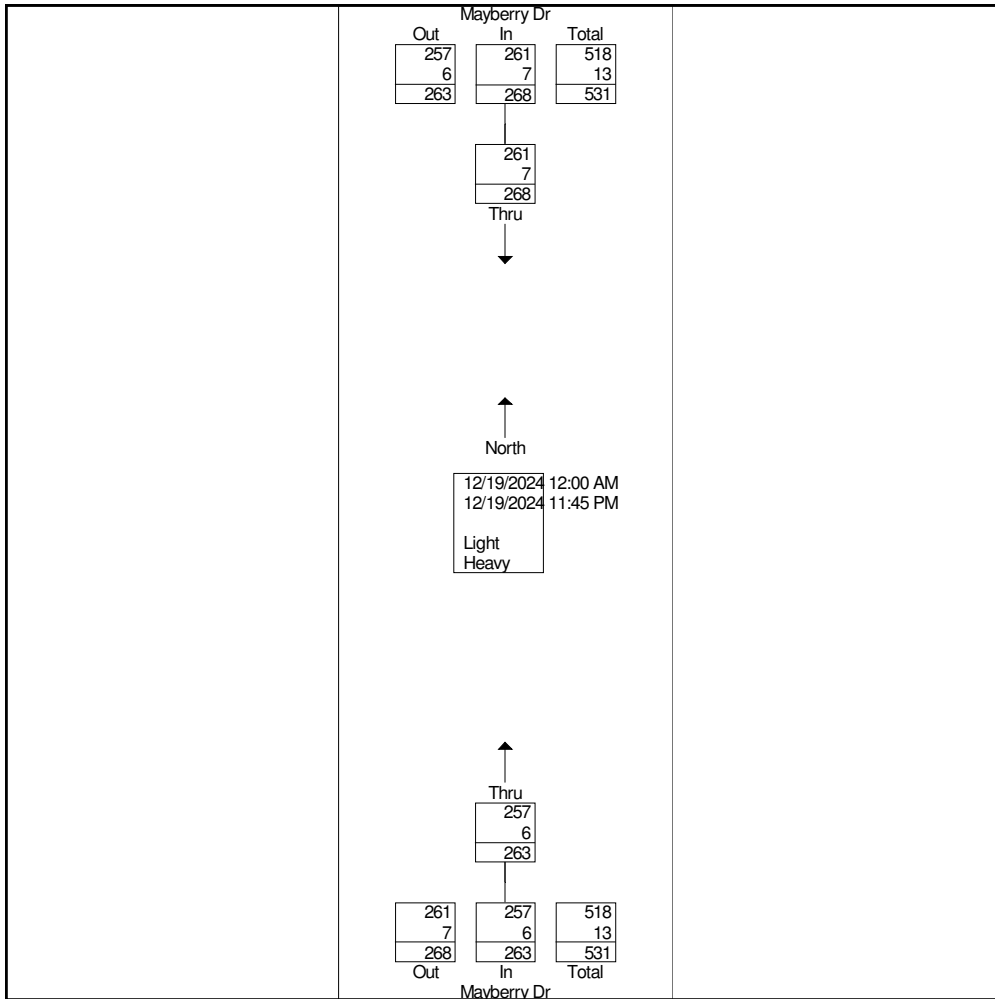
Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	0	0	1	1	1
09:45 PM	0	0	4	4	4
Total	2	2	7	7	9
10:00 PM	0	0	0	0	0
10:15 PM	0	0	1	1	1
10:30 PM	0	0	0	0	0
10:45 PM	1	1	1	1	2
Total	1	1	2	2	3
11:00 PM	1	1	1	1	2
11:15 PM	0	0	1	1	1
11:30 PM	0	0	1	1	1
11:45 PM	1	1	0	0	1
Total	2	2	3	3	5
Grand Total	263	263	268	268	531
Apprch %	100		100		
Total %	49.5	49.5	50.5	50.5	
Light	257	257	261	261	518
% Light	97.7	97.7	97.4	97.4	97.6
Heavy	6	6	7	7	13
% Heavy	2.3	2.3	2.6	2.6	2.4



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 6



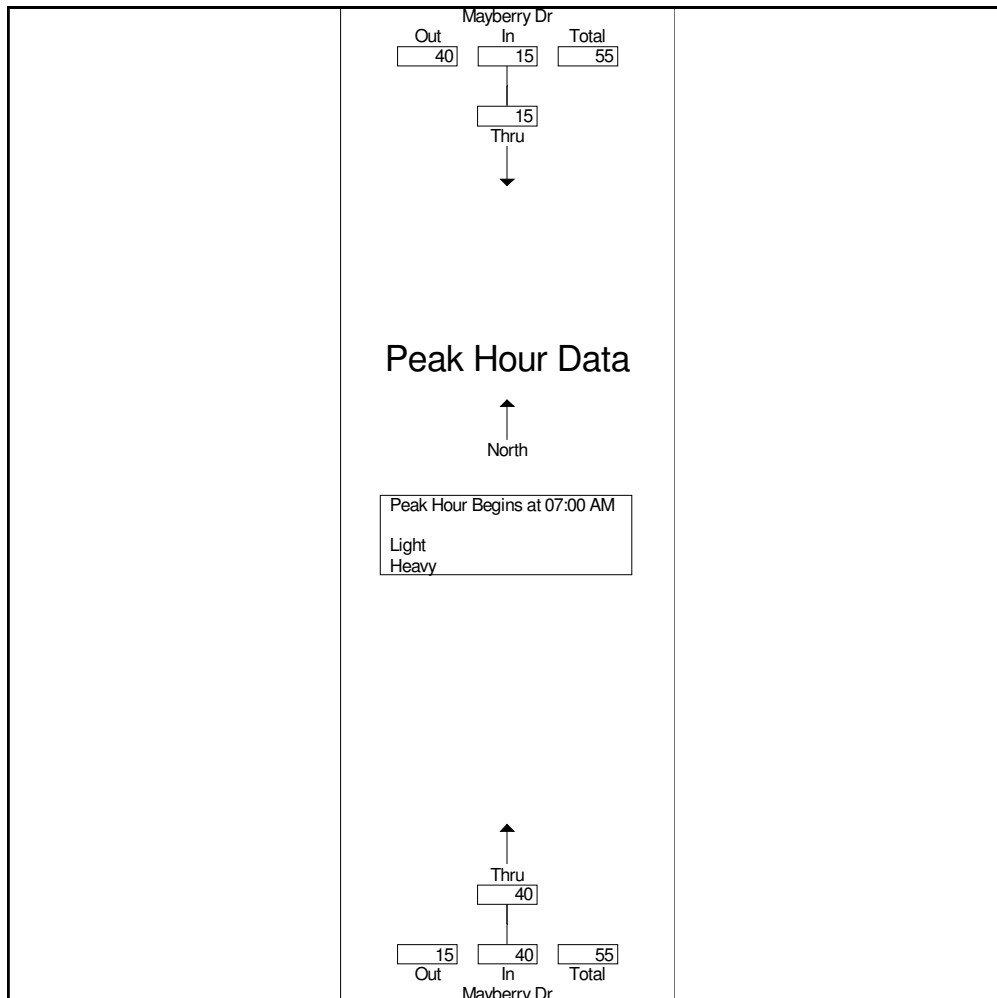


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 7

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:00 AM					
07:00 AM	11	11	3	3	14
07:15 AM	9	9	1	1	10
07:30 AM	16	16	2	2	18
07:45 AM	4	4	9	9	13
Total Volume	40	40	15	15	55
% App. Total	100		100		
PHF	.625	.625	.417	.417	.764



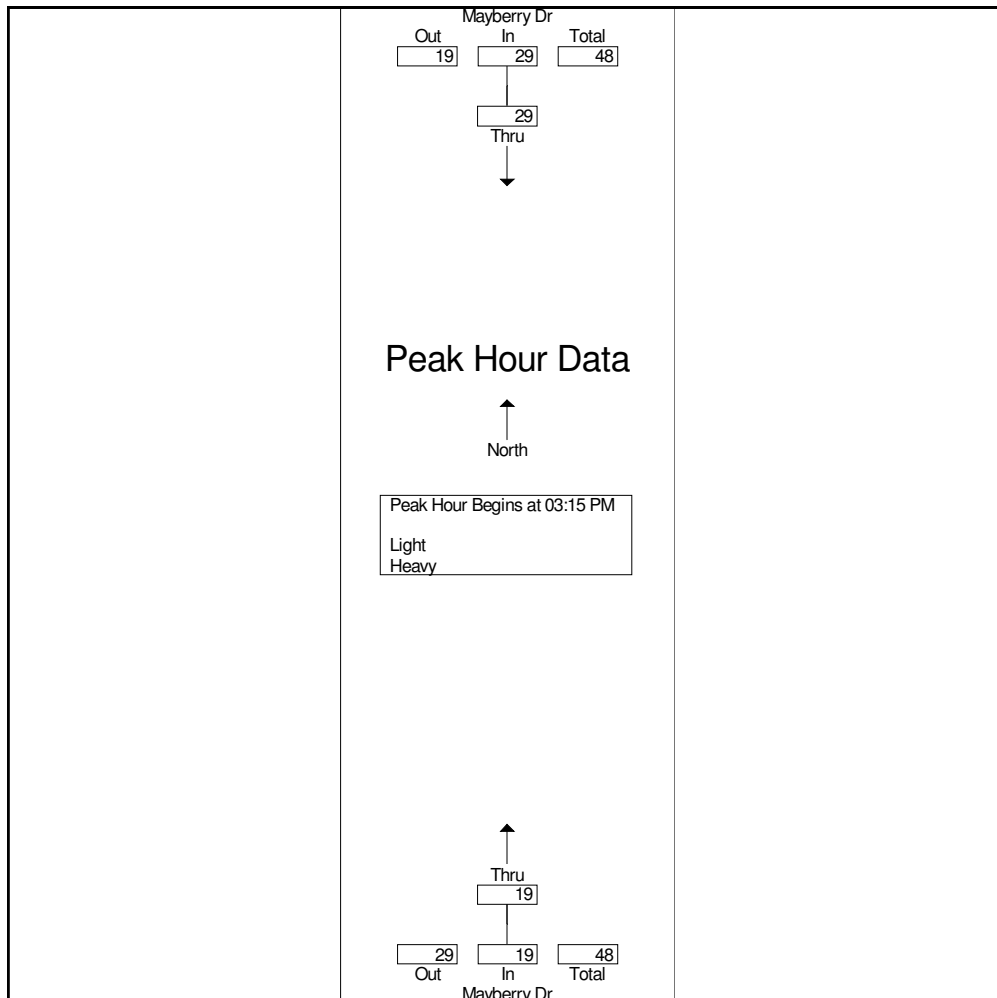


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 8

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 03:15 PM					
03:15 PM	6	6	7	7	13
03:30 PM	5	5	5	5	10
03:45 PM	3	3	7	7	10
04:00 PM	5	5	10	10	15
Total Volume	19	19	29	29	48
% App. Total	100		100		
PHF	.792	.792	.725	.725	.800





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	1	1	1
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
Total	0	0	1	1	1
01:00 AM	0	0	1	1	1
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	1	1	0	0	1
Total	1	1	1	1	2
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	0	0	0
03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	0
03:30 AM	0	0	0	0	0
03:45 AM	0	0	0	0	0
Total	0	0	0	0	0
04:00 AM	1	1	0	0	1
04:15 AM	1	1	0	0	1
04:30 AM	1	1	0	0	1
04:45 AM	2	2	0	0	2
Total	5	5	0	0	5



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	3	3	0	0	3
05:15 AM	0	0	0	0	0
05:30 AM	2	2	0	0	2
05:45 AM	2	2	1	1	3
Total	7	7	1	1	8
06:00 AM	3	3	1	1	4
06:15 AM	5	5	1	1	6
06:30 AM	8	8	2	2	10
06:45 AM	12	12	0	0	12
Total	28	28	4	4	32
07:00 AM	13	13	1	1	14
07:15 AM	14	14	1	1	15
07:30 AM	16	16	2	2	18
07:45 AM	2	2	4	4	6
Total	45	45	8	8	53
08:00 AM	4	4	6	6	10
08:15 AM	4	4	2	2	6
08:30 AM	6	6	2	2	8
08:45 AM	3	3	3	3	6
Total	17	17	13	13	30
09:00 AM	6	6	3	3	9
09:15 AM	8	8	4	4	12
09:30 AM	4	4	2	2	6
09:45 AM	1	1	4	4	5
Total	19	19	13	13	32
10:00 AM	2	2	3	3	5
10:15 AM	5	5	2	2	7



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 3

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	3	3	2	2	5
10:45 AM	1	1	2	2	3
Total	11	11	9	9	20
11:00 AM	1	1	0	0	1
11:15 AM	5	5	2	2	7
11:30 AM	5	5	2	2	7
11:45 AM	2	2	6	6	8
Total	13	13	10	10	23
12:00 PM	4	4	2	2	6
12:15 PM	3	3	1	1	4
12:30 PM	6	6	2	2	8
12:45 PM	3	3	2	2	5
Total	16	16	7	7	23
01:00 PM	2	2	2	2	4
01:15 PM	3	3	4	4	7
01:30 PM	1	1	2	2	3
01:45 PM	0	0	2	2	2
Total	6	6	10	10	16
02:00 PM	3	3	2	2	5
02:15 PM	2	2	1	1	3
02:30 PM	4	4	1	1	5
02:45 PM	3	3	3	3	6
Total	12	12	7	7	19
03:00 PM	4	4	10	10	14
03:15 PM	3	3	3	3	6
03:30 PM	2	2	5	5	7
03:45 PM	1	1	5	5	6
Total	10	10	23	23	33



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	3	3	5	5	8
04:15 PM	3	3	9	9	12
04:30 PM	4	4	12	12	16
04:45 PM	4	4	9	9	13
Total	14	14	35	35	49
05:00 PM	8	8	8	8	16
05:15 PM	6	6	6	6	12
05:30 PM	1	1	9	9	10
05:45 PM	6	6	7	7	13
Total	21	21	30	30	51
06:00 PM	0	0	13	13	13
06:15 PM	2	2	4	4	6
06:30 PM	1	1	9	9	10
06:45 PM	2	2	7	7	9
Total	5	5	33	33	38
07:00 PM	0	0	4	4	4
07:15 PM	1	1	2	2	3
07:30 PM	2	2	3	3	5
07:45 PM	4	4	2	2	6
Total	7	7	11	11	18
08:00 PM	1	1	2	2	3
08:15 PM	1	1	4	4	5
08:30 PM	1	1	1	1	2
08:45 PM	0	0	1	1	1
Total	3	3	8	8	11
09:00 PM	1	1	2	2	3
09:15 PM	0	0	1	1	1



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 5

Groups Printed- Light - Heavy

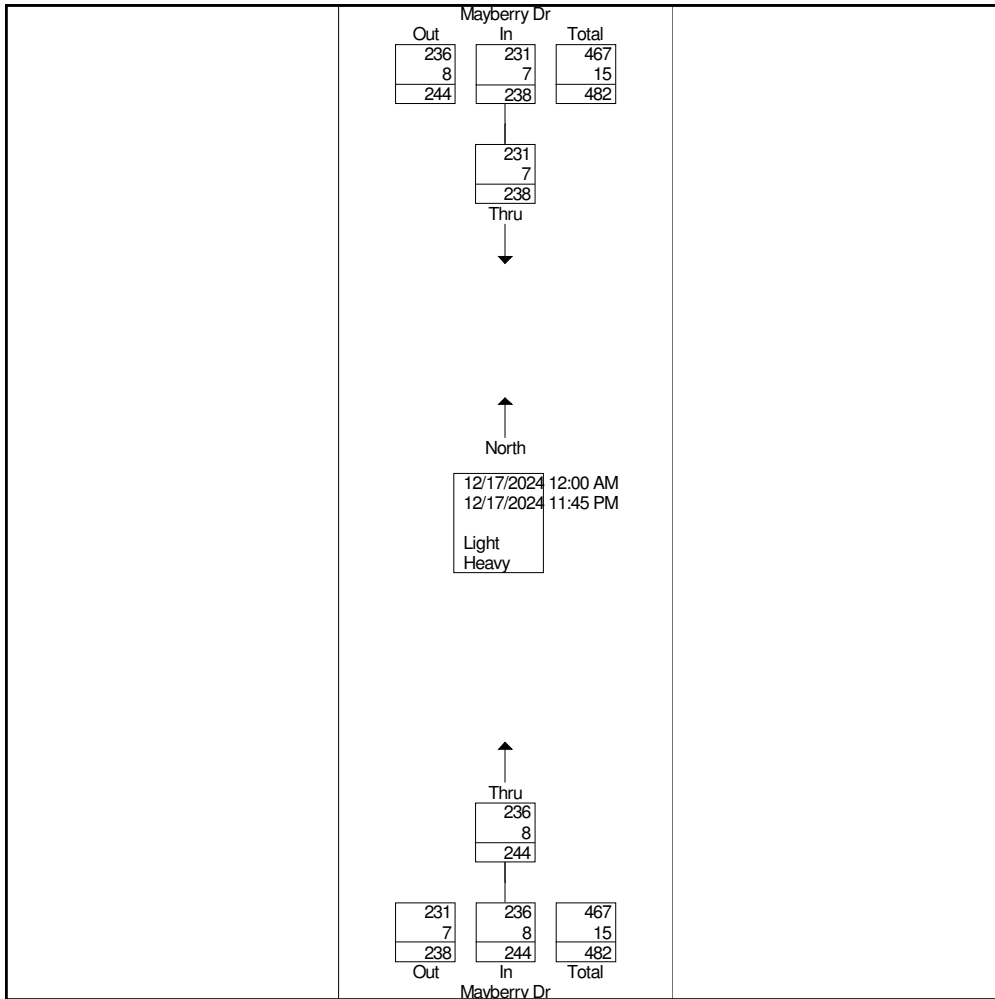
Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	1	1	1	1	2
09:45 PM	0	0	0	0	0
Total	2	2	4	4	6
10:00 PM	1	1	3	3	4
10:15 PM	0	0	1	1	1
10:30 PM	0	0	2	2	2
10:45 PM	0	0	1	1	1
Total	1	1	7	7	8
11:00 PM	1	1	3	3	4
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
Total	1	1	3	3	4
Grand Total	244	244	238	238	482
Aprch %	100		100		
Total %	50.6	50.6	49.4	49.4	
Light	236	236	231	231	467
% Light	96.7	96.7	97.1	97.1	96.9
Heavy	8	8	7	7	15
% Heavy	3.3	3.3	2.9	2.9	3.1



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 6



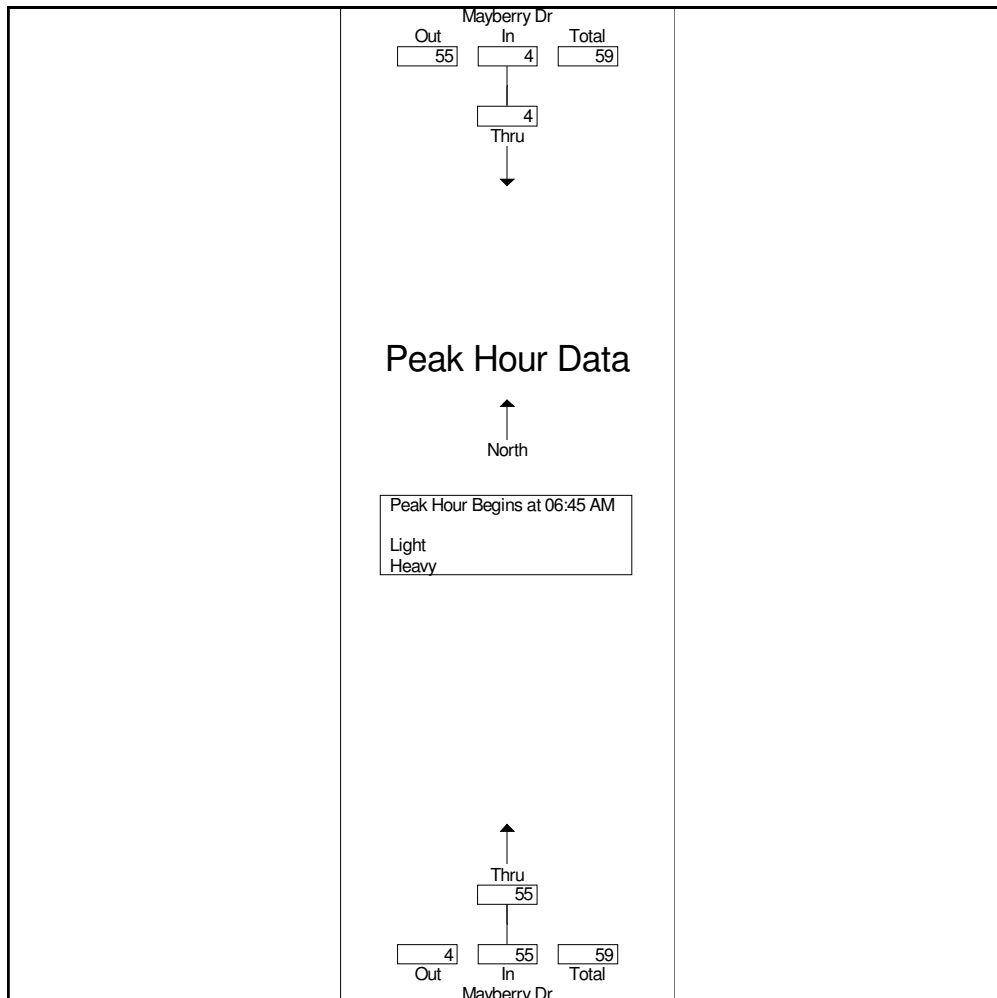


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 7

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 06:45 AM					
06:45 AM	12	12	0	0	12
07:00 AM	13	13	1	1	14
07:15 AM	14	14	1	1	15
07:30 AM	16	16	2	2	18
Total Volume	55	55	4	4	59
% App. Total	100		100		
PHF	.859	.859	.500	.500	.819



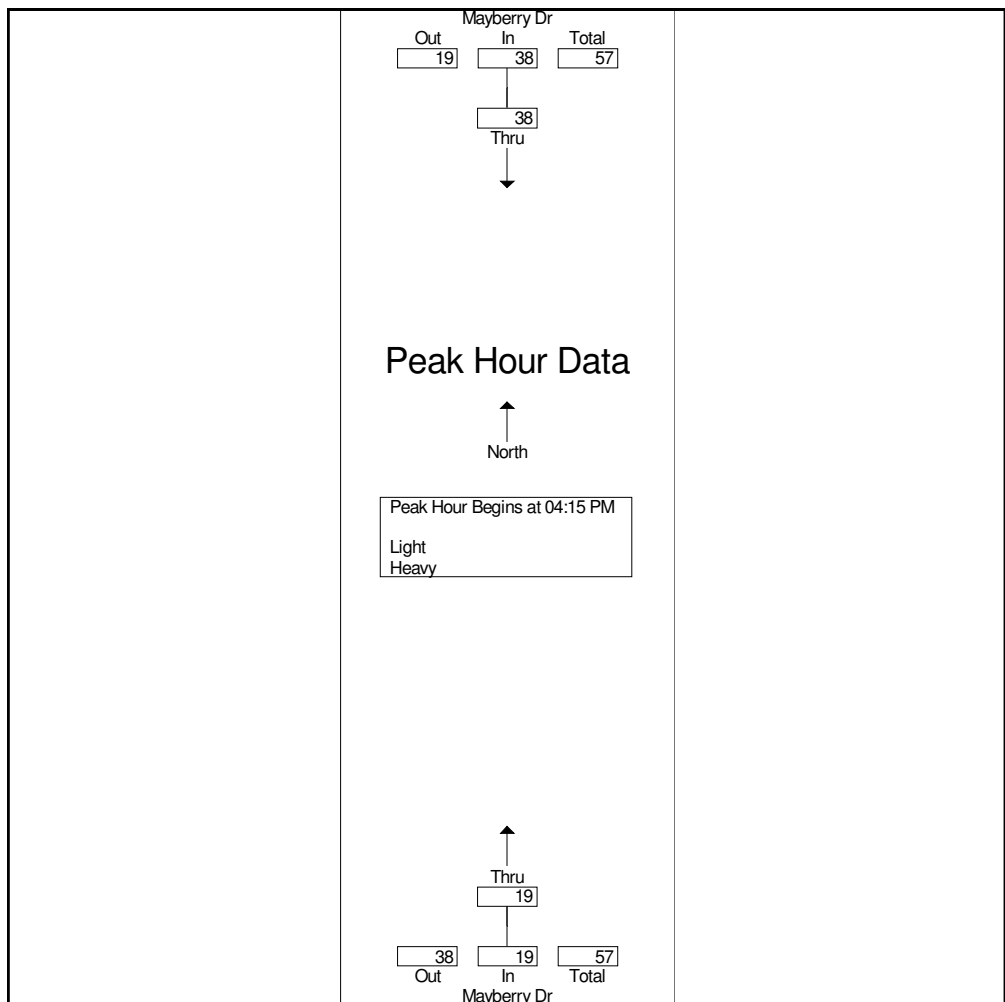


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 8

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 04:15 PM					
04:15 PM	3	3	9	9	12
04:30 PM	4	4	12	12	16
04:45 PM	4	4	9	9	13
05:00 PM	8	8	8	8	16
Total Volume	19	19	38	38	57
% App. Total	100		100		
PHF	.594	.594	.792	.792	.891





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	1	1	1
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	1	1	1
Total	0	0	2	2	2
01:00 AM	0	0	0	0	0
01:15 AM	0	0	0	0	0
01:30 AM	1	1	0	0	1
01:45 AM	0	0	1	1	1
Total	1	1	1	1	2
02:00 AM	0	0	0	0	0
02:15 AM	0	0	1	1	1
02:30 AM	1	1	1	1	2
02:45 AM	0	0	0	0	0
Total	1	1	2	2	3
03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	0
03:30 AM	0	0	0	0	0
03:45 AM	0	0	0	0	0
Total	0	0	0	0	0
04:00 AM	0	0	0	0	0
04:15 AM	0	0	1	1	1
04:30 AM	2	2	0	0	2
04:45 AM	1	1	0	0	1
Total	3	3	1	1	4



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	1	1	0	0	1
05:15 AM	1	1	0	0	1
05:30 AM	2	2	0	0	2
05:45 AM	2	2	1	1	3
Total	6	6	1	1	7
06:00 AM	5	5	4	4	9
06:15 AM	4	4	2	2	6
06:30 AM	12	12	1	1	13
06:45 AM	6	6	0	0	6
Total	27	27	7	7	34
07:00 AM	16	16	2	2	18
07:15 AM	15	15	2	2	17
07:30 AM	13	13	5	5	18
07:45 AM	6	6	6	6	12
Total	50	50	15	15	65
08:00 AM	11	11	10	10	21
08:15 AM	5	5	5	5	10
08:30 AM	5	5	3	3	8
08:45 AM	1	1	3	3	4
Total	22	22	21	21	43
09:00 AM	2	2	5	5	7
09:15 AM	5	5	5	5	10
09:30 AM	2	2	1	1	3
09:45 AM	3	3	3	3	6
Total	12	12	14	14	26
10:00 AM	4	4	0	0	4
10:15 AM	3	3	7	7	10



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 3

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	3	3	6	6	9
10:45 AM	5	5	5	5	10
Total	15	15	18	18	33
11:00 AM	4	4	5	5	9
11:15 AM	4	4	0	0	4
11:30 AM	5	5	2	2	7
11:45 AM	5	5	8	8	13
Total	18	18	15	15	33
12:00 PM	5	5	2	2	7
12:15 PM	6	6	4	4	10
12:30 PM	3	3	5	5	8
12:45 PM	2	2	3	3	5
Total	16	16	14	14	30
01:00 PM	3	3	8	8	11
01:15 PM	6	6	8	8	14
01:30 PM	3	3	6	6	9
01:45 PM	8	8	3	3	11
Total	20	20	25	25	45
02:00 PM	4	4	1	1	5
02:15 PM	3	3	3	3	6
02:30 PM	5	5	4	4	9
02:45 PM	4	4	4	4	8
Total	16	16	12	12	28
03:00 PM	8	8	8	8	16
03:15 PM	3	3	6	6	9
03:30 PM	2	2	4	4	6
03:45 PM	4	4	8	8	12
Total	17	17	26	26	43



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	9	9	11	11	20
04:15 PM	12	12	9	9	21
04:30 PM	11	11	8	8	19
04:45 PM	5	5	6	6	11
Total	37	37	34	34	71
05:00 PM	7	7	7	7	14
05:15 PM	1	1	5	5	6
05:30 PM	4	4	10	10	14
05:45 PM	5	5	6	6	11
Total	17	17	28	28	45
06:00 PM	6	6	4	4	10
06:15 PM	2	2	10	10	12
06:30 PM	1	1	6	6	7
06:45 PM	0	0	5	5	5
Total	9	9	25	25	34
07:00 PM	4	4	7	7	11
07:15 PM	0	0	5	5	5
07:30 PM	2	2	3	3	5
07:45 PM	1	1	2	2	3
Total	7	7	17	17	24
08:00 PM	1	1	3	3	4
08:15 PM	1	1	1	1	2
08:30 PM	0	0	1	1	1
08:45 PM	1	1	5	5	6
Total	3	3	10	10	13
09:00 PM	0	0	1	1	1
09:15 PM	0	0	2	2	2



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 5

Groups Printed- Light - Heavy

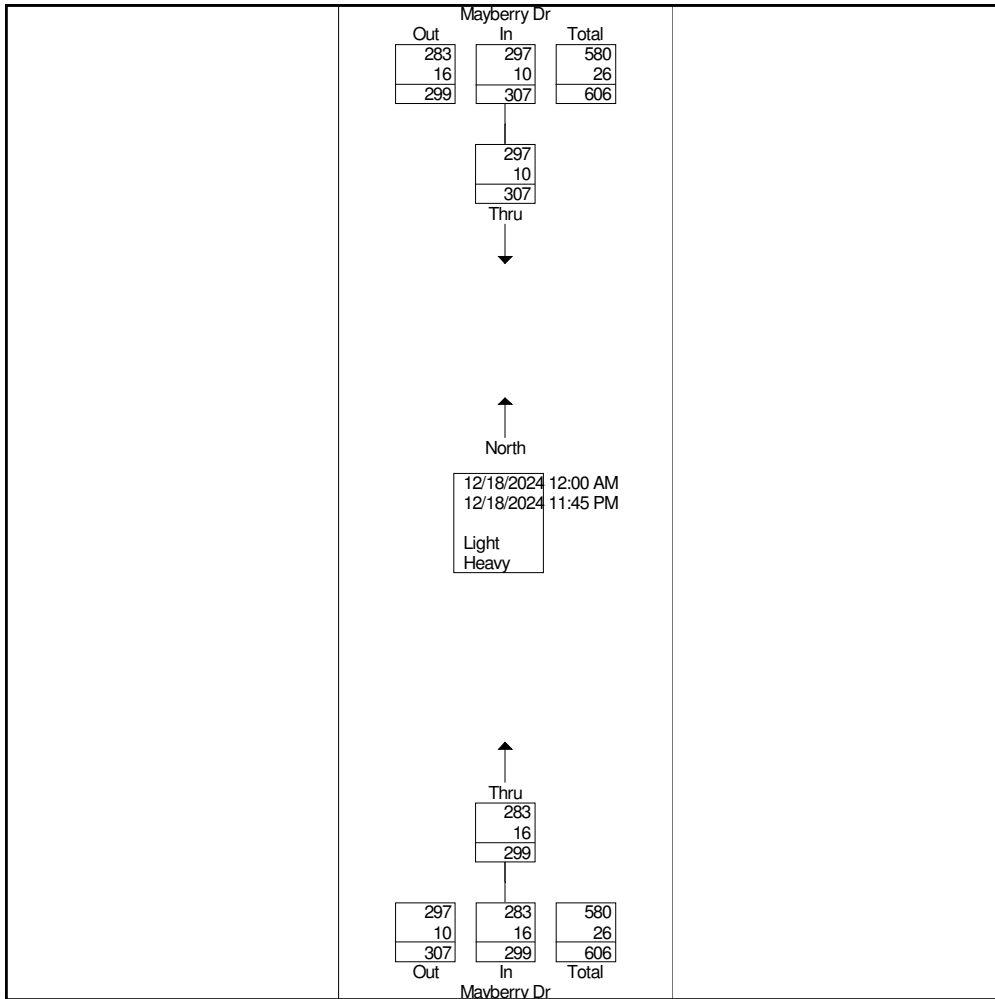
Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	1	1	1	1	2
09:45 PM	0	0	2	2	2
Total	1	1	6	6	7
10:00 PM	0	0	3	3	3
10:15 PM	0	0	1	1	1
10:30 PM	0	0	1	1	1
10:45 PM	0	0	1	1	1
Total	0	0	6	6	6
11:00 PM	0	0	4	4	4
11:15 PM	0	0	0	0	0
11:30 PM	1	1	2	2	3
11:45 PM	0	0	1	1	1
Total	1	1	7	7	8
Grand Total	299	299	307	307	606
Aprch %	100		100		
Total %	49.3	49.3	50.7	50.7	
Light	283	283	297	297	580
% Light	94.6	94.6	96.7	96.7	95.7
Heavy	16	16	10	10	26
% Heavy	5.4	5.4	3.3	3.3	4.3



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 6



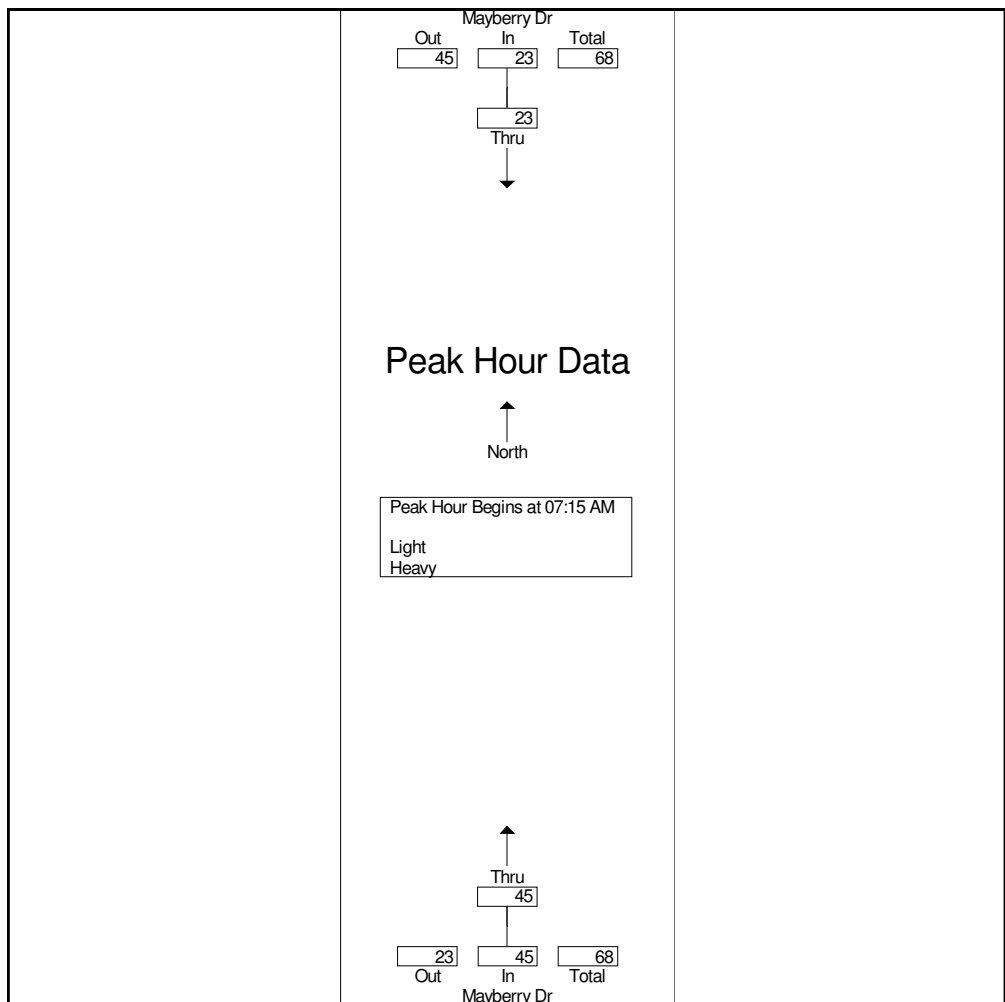


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 7

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:15 AM					
07:15 AM	15	15	2	2	17
07:30 AM	13	13	5	5	18
07:45 AM	6	6	6	6	12
08:00 AM	11	11	10	10	21
Total Volume	45	45	23	23	68
% App. Total	100		100		
PHF	.750	.750	.575	.575	.810



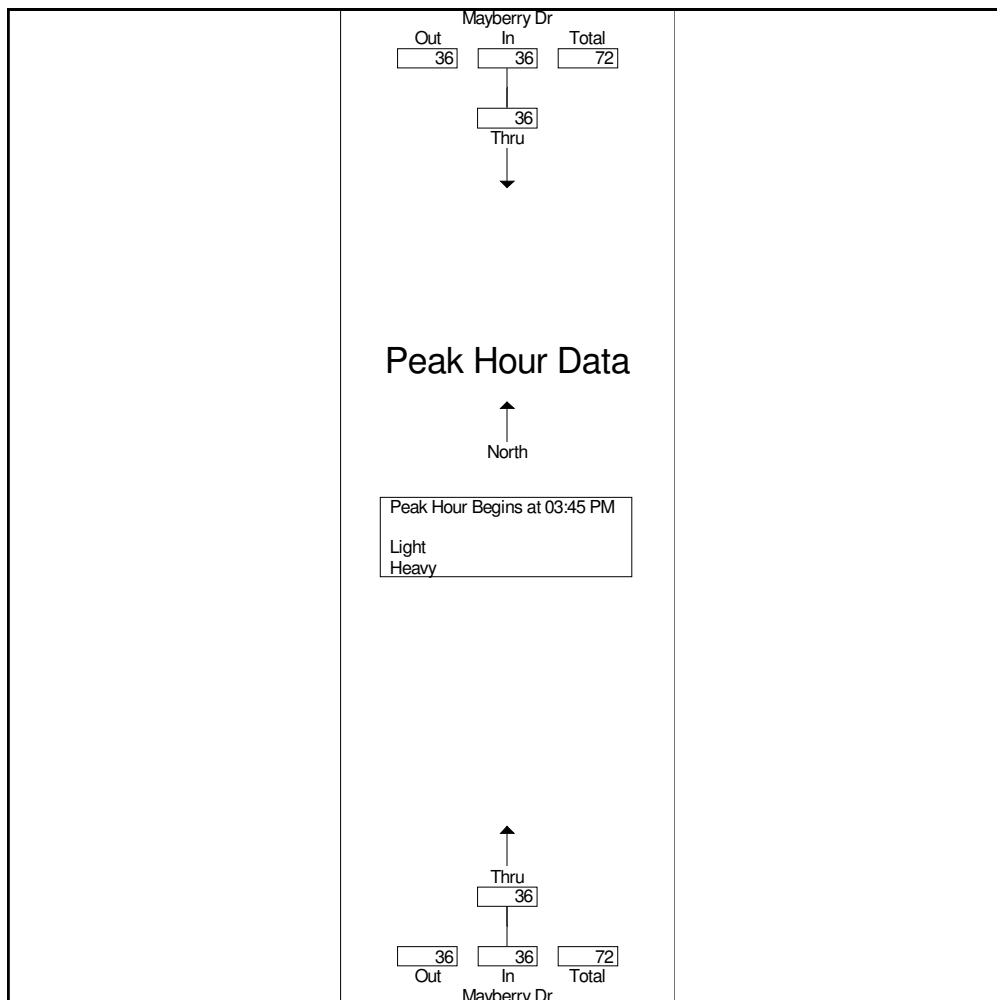


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Mayberry Dr south of SH 94

File Name : 1 Mayberry Dr south of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 8

Start Time	Mayberry Dr Northbound		Mayberry Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 03:45 PM					
03:45 PM	4	4	8	8	12
04:00 PM	9	9	11	11	20
04:15 PM	12	12	9	9	21
04:30 PM	11	11	8	8	19
Total Volume	36	36	36	36	72
% App. Total	100		100		
PHF	.750	.750	.818	.818	.857





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
Total	0	0	0	0	0
01:00 AM	0	0	0	0	0
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	0
Total	0	0	0	0	0
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	0	0	0
03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	0
03:30 AM	0	0	0	0	0
03:45 AM	0	0	0	0	0
Total	0	0	0	0	0
04:00 AM	0	0	0	0	0
04:15 AM	0	0	0	0	0
04:30 AM	0	0	0	0	0
04:45 AM	0	0	0	0	0
Total	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 2 Marketplace Dr south of Village Main St Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 2

Marketplace Dr south of Village Main St

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	0	0	0
05:15 AM	0	0	0	0	0
05:30 AM	0	0	0	0	0
05:45 AM	1	1	0	0	1
Total	1	1	0	0	1
06:00 AM	0	0	1	1	1
06:15 AM	0	0	0	0	0
06:30 AM	1	1	0	0	1
06:45 AM	0	0	0	0	0
Total	1	1	1	1	2
07:00 AM	0	0	0	0	0
07:15 AM	0	0	0	0	0
07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	0
Total	0	0	0	0	0
08:00 AM	1	1	1	1	2
08:15 AM	2	2	0	0	2
08:30 AM	0	0	2	2	2
08:45 AM	2	2	0	0	2
Total	5	5	3	3	8
09:00 AM	0	0	2	2	2
09:15 AM	0	0	0	0	0
09:30 AM	1	1	0	0	1
09:45 AM	1	1	3	3	4
Total	2	2	5	5	7
10:00 AM	1	1	0	0	1
10:15 AM	2	2	0	0	2



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 2 Marketplace Dr south of Village Main St Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 3

Marketplace Dr south of Village Main St

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	1	1	0	0	1
10:45 AM	0	0	1	1	1
Total	4	4	1	1	5
11:00 AM	0	0	1	1	1
11:15 AM	1	1	0	0	1
11:30 AM	0	0	1	1	1
11:45 AM	1	1	0	0	1
Total	2	2	2	2	4
12:00 PM	0	0	0	0	0
12:15 PM	0	0	1	1	1
12:30 PM	0	0	1	1	1
12:45 PM	0	0	1	1	1
Total	0	0	3	3	3
01:00 PM	0	0	2	2	2
01:15 PM	1	1	0	0	1
01:30 PM	0	0	0	0	0
01:45 PM	0	0	1	1	1
Total	1	1	3	3	4
02:00 PM	2	2	1	1	3
02:15 PM	3	3	0	0	3
02:30 PM	3	3	0	0	3
02:45 PM	0	0	0	0	0
Total	8	8	1	1	9
03:00 PM	1	1	0	0	1
03:15 PM	0	0	0	0	0
03:30 PM	1	1	2	2	3
03:45 PM	0	0	0	0	0
Total	2	2	2	2	4



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 2 Marketplace Dr south of Village Main St Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 4

Marketplace Dr south of Village Main St

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	1	1	2	2	3
04:15 PM	1	1	0	0	1
04:30 PM	0	0	0	0	0
04:45 PM	2	2	2	2	4
Total	4	4	4	4	8
05:00 PM	0	0	1	1	1
05:15 PM	0	0	0	0	0
05:30 PM	0	0	0	0	0
05:45 PM	0	0	0	0	0
Total	0	0	1	1	1
06:00 PM	0	0	1	1	1
06:15 PM	0	0	0	0	0
06:30 PM	0	0	0	0	0
06:45 PM	0	0	0	0	0
Total	0	0	1	1	1
07:00 PM	0	0	0	0	0
07:15 PM	0	0	1	1	1
07:30 PM	0	0	0	0	0
07:45 PM	1	1	0	0	1
Total	1	1	1	1	2
08:00 PM	1	1	0	0	1
08:15 PM	0	0	1	1	1
08:30 PM	0	0	0	0	0
08:45 PM	0	0	0	0	0
Total	1	1	1	1	2
09:00 PM	0	0	0	0	0
09:15 PM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 2 Marketplace Dr south of Village Main St Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 5

Marketplace Dr south of Village Main St

Groups Printed- Light - Heavy

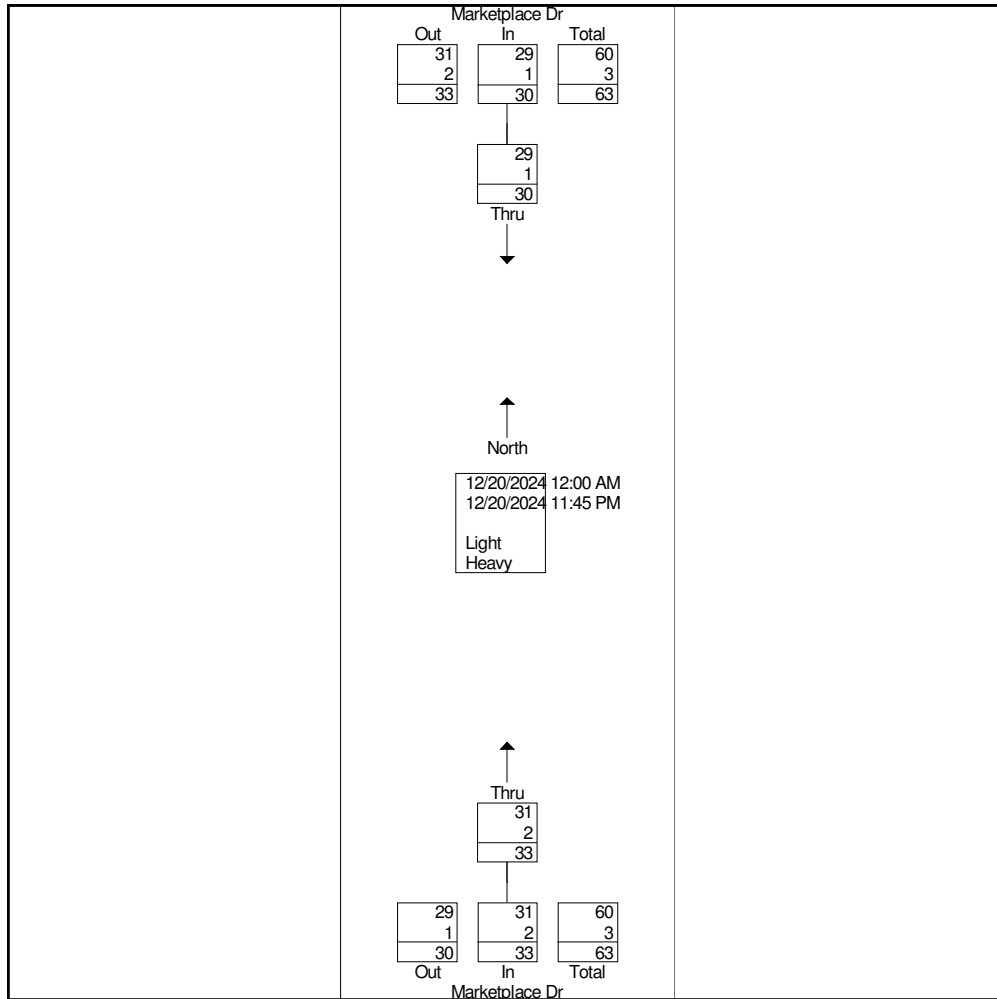
Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	0	0	0	0	0
09:45 PM	0	0	0	0	0
Total	0	0	0	0	0
10:00 PM	1	1	0	0	1
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
Total	1	1	0	0	1
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	1	1	1
Total	0	0	1	1	1
Grand Total	33	33	30	30	63
Apprch %	100		100		
Total %	52.4	52.4	47.6	47.6	
Light	31	31	29	29	60
% Light	93.9	93.9	96.7	96.7	95.2
Heavy	2	2	1	1	3
% Heavy	6.1	6.1	3.3	3.3	4.8



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 6





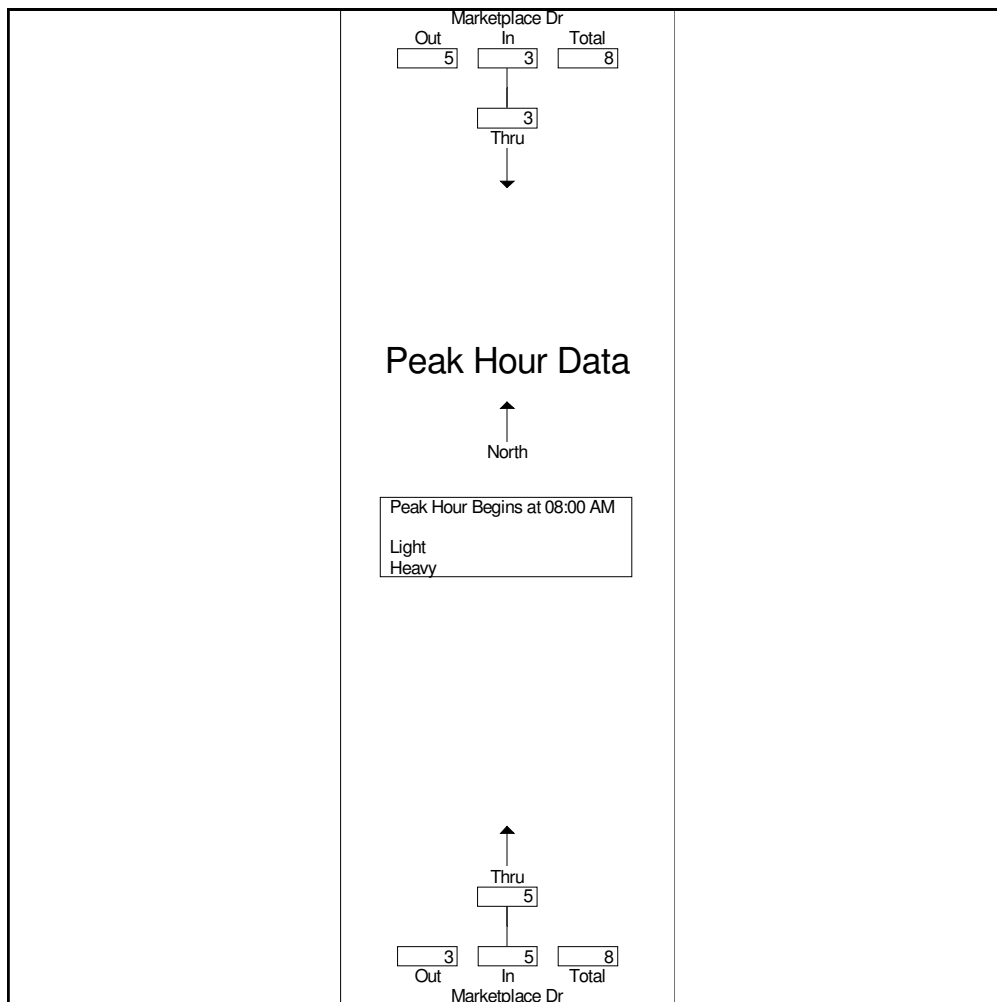
Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 7

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 08:00 AM					
08:00 AM	1	1	1	1	2
08:15 AM	2	2	0	0	2
08:30 AM	0	0	2	2	2
08:45 AM	2	2	0	0	2
Total Volume	5	5	3	3	8
% App. Total	100		100		
PHF	.625	.625	.375	.375	1.00





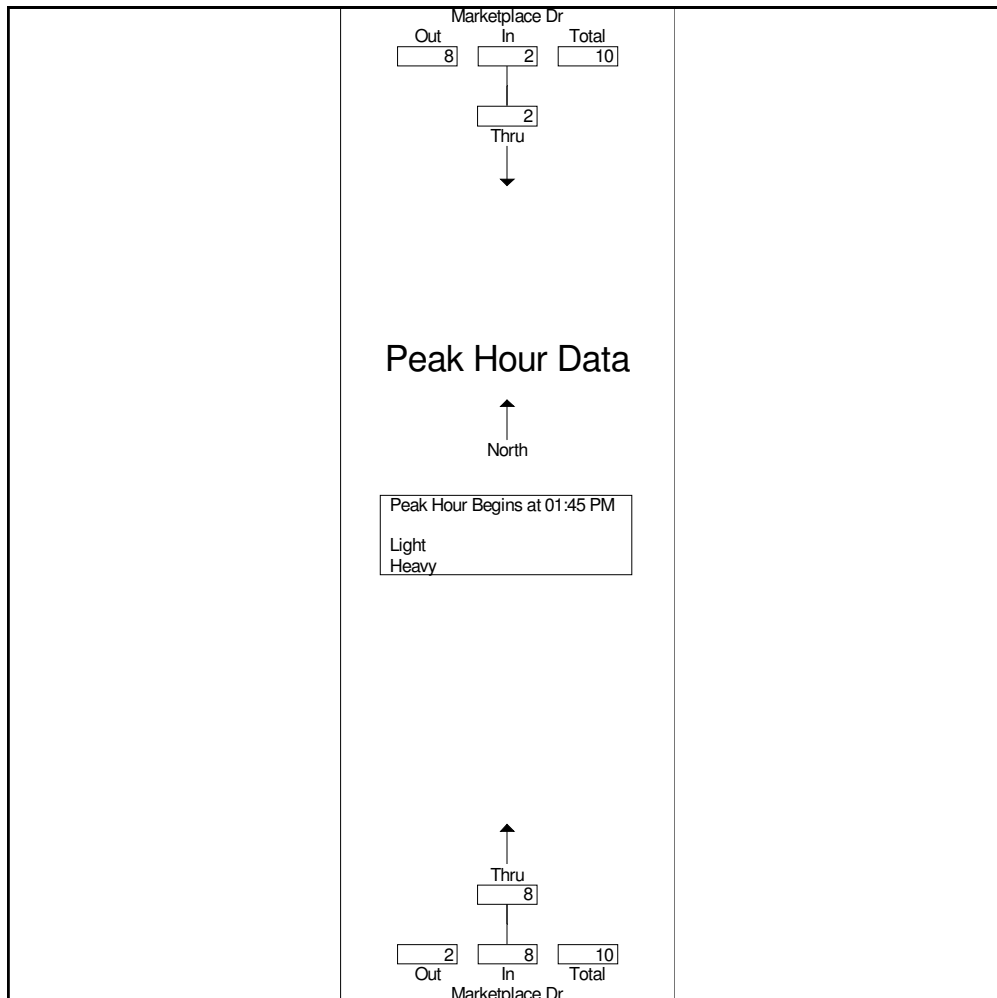
Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 8

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 01:45 PM					
01:45 PM	0	0	1	1	1
02:00 PM	2	2	1	1	3
02:15 PM	3	3	0	0	3
02:30 PM	3	3	0	0	3
Total Volume	8	8	2	2	10
% App. Total	100		100		
PHF	.667	.667	.500	.500	.833





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
Total	0	0	0	0	0
01:00 AM	0	0	0	0	0
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	0
Total	0	0	0	0	0
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	0	0	0
03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	0
03:30 AM	0	0	0	0	0
03:45 AM	0	0	0	0	0
Total	0	0	0	0	0
04:00 AM	0	0	0	0	0
04:15 AM	0	0	0	0	0
04:30 AM	1	1	0	0	1
04:45 AM	0	0	0	0	0
Total	1	1	0	0	1



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	0	0	0
05:15 AM	0	0	0	0	0
05:30 AM	0	0	0	0	0
05:45 AM	0	0	0	0	0
Total	0	0	0	0	0
06:00 AM	0	0	0	0	0
06:15 AM	1	1	0	0	1
06:30 AM	0	0	1	1	1
06:45 AM	0	0	0	0	0
Total	1	1	1	1	2
07:00 AM	0	0	0	0	0
07:15 AM	0	0	0	0	0
07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	0
Total	0	0	0	0	0
08:00 AM	1	1	0	0	1
08:15 AM	0	0	0	0	0
08:30 AM	0	0	0	0	0
08:45 AM	0	0	0	0	0
Total	1	1	0	0	1
09:00 AM	1	1	0	0	1
09:15 AM	0	0	1	1	1
09:30 AM	0	0	0	0	0
09:45 AM	1	1	1	1	2
Total	2	2	2	2	4
10:00 AM	0	0	0	0	0
10:15 AM	1	1	0	0	1



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 2 Marketplace Dr south of Village Main St Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 3

Marketplace Dr south of Village Main St

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	1	1	0	0	1
10:45 AM	0	0	0	0	0
Total	2	2	0	0	2
11:00 AM	1	1	0	0	1
11:15 AM	1	1	0	0	1
11:30 AM	1	1	0	0	1
11:45 AM	0	0	0	0	0
Total	3	3	0	0	3
12:00 PM	2	2	0	0	2
12:15 PM	1	1	0	0	1
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total	3	3	0	0	3
01:00 PM	2	2	0	0	2
01:15 PM	1	1	1	1	2
01:30 PM	1	1	0	0	1
01:45 PM	1	1	0	0	1
Total	5	5	1	1	6
02:00 PM	2	2	0	0	2
02:15 PM	1	1	0	0	1
02:30 PM	0	0	0	0	0
02:45 PM	1	1	0	0	1
Total	4	4	0	0	4
03:00 PM	1	1	0	0	1
03:15 PM	0	0	0	0	0
03:30 PM	0	0	0	0	0
03:45 PM	2	2	3	3	5
Total	3	3	3	3	6



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	1	1	0	0	1
04:15 PM	0	0	2	2	2
04:30 PM	0	0	0	0	0
04:45 PM	0	0	0	0	0
Total	1	1	2	2	3
05:00 PM	0	0	0	0	0
05:15 PM	0	0	0	0	0
05:30 PM	0	0	0	0	0
05:45 PM	0	0	0	0	0
Total	0	0	0	0	0
06:00 PM	1	1	0	0	1
06:15 PM	0	0	0	0	0
06:30 PM	2	2	0	0	2
06:45 PM	0	0	0	0	0
Total	3	3	0	0	3
07:00 PM	0	0	0	0	0
07:15 PM	0	0	1	1	1
07:30 PM	0	0	1	1	1
07:45 PM	0	0	0	0	0
Total	0	0	2	2	2
08:00 PM	0	0	0	0	0
08:15 PM	0	0	0	0	0
08:30 PM	0	0	0	0	0
08:45 PM	0	0	1	1	1
Total	0	0	1	1	1
09:00 PM	0	0	0	0	0
09:15 PM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 2 Marketplace Dr south of Village Main St Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 5

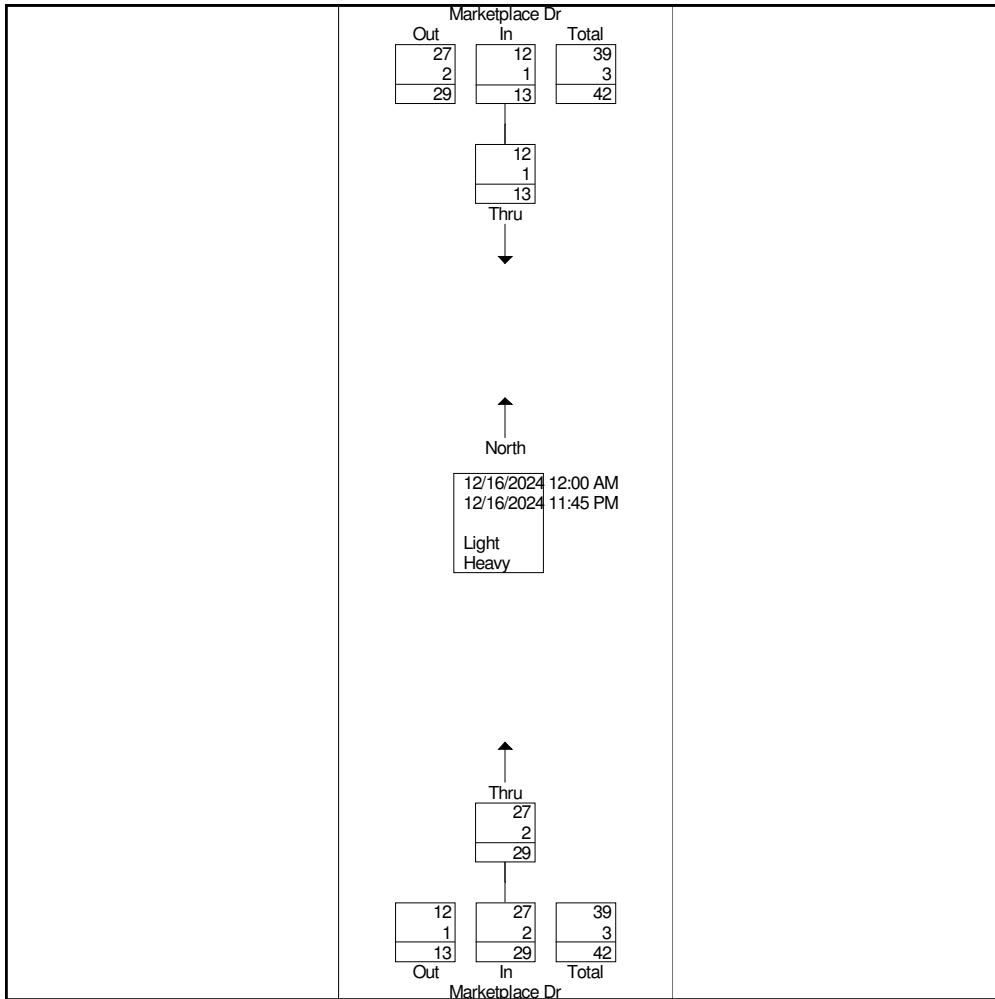
Groups Printed- Light - Heavy						
Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total	
	Thru	App. Total	Thru	App. Total		
09:30 PM	0	0	0	0	0	
09:45 PM	0	0	1	1	1	
Total	0	0	1	1	1	
10:00 PM	0	0	0	0	0	
10:15 PM	0	0	0	0	0	
10:30 PM	0	0	0	0	0	
10:45 PM	0	0	0	0	0	
Total	0	0	0	0	0	
11:00 PM	0	0	0	0	0	
11:15 PM	0	0	0	0	0	
11:30 PM	0	0	0	0	0	
11:45 PM	0	0	0	0	0	
Total	0	0	0	0	0	
Grand Total	29	29	13	13	42	
Aprch %	100		100			
Total %	69	69	31	31		
Light	27	27	12	12	39	
% Light	93.1	93.1	92.3	92.3	92.9	
Heavy	2	2	1	1	3	
% Heavy	6.9	6.9	7.7	7.7	7.1	



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 6



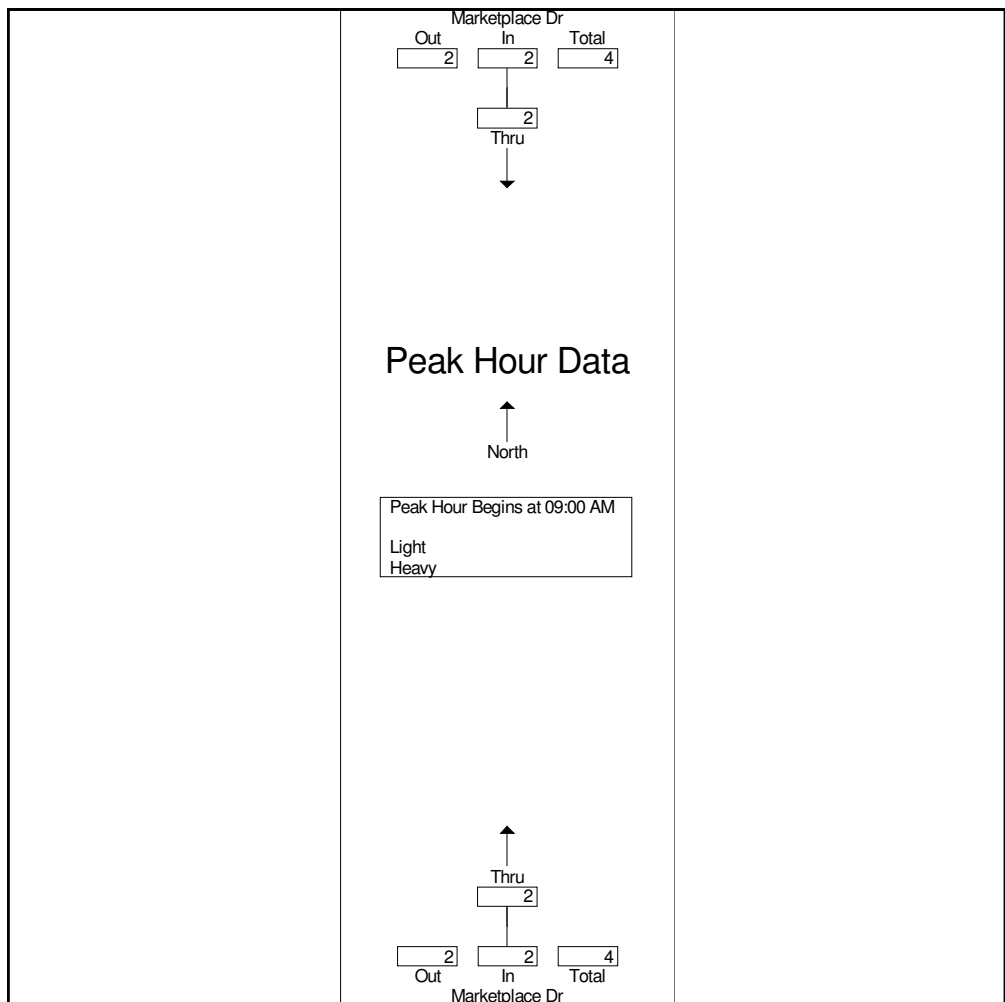


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 2 Marketplace Dr south of Village Main St Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 7

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 09:00 AM					
09:00 AM	1	1	0	0	1
09:15 AM	0	0	1	1	1
09:30 AM	0	0	0	0	0
09:45 AM	1	1	1	1	2
Total Volume	2	2	2	2	4
% App. Total	100		100		
PHF	.500	.500	.500	.500	.500



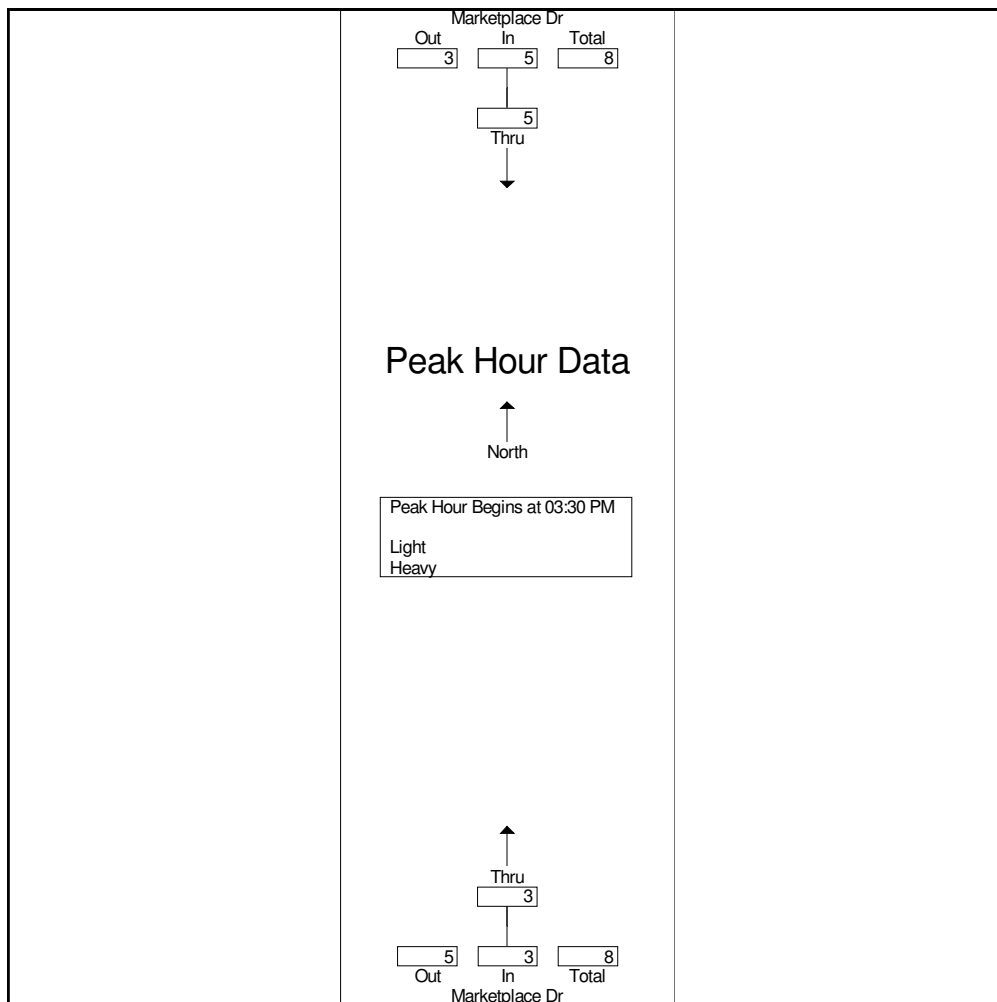


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 8

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 03:30 PM					
03:30 PM	0	0	0	0	0
03:45 PM	2	2	3	3	5
04:00 PM	1	1	0	0	1
04:15 PM	0	0	2	2	2
Total Volume	3	3	5	5	8
% App. Total	100		100		
PHF	.375	.375	.417	.417	.400





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
Total	0	0	0	0	0
01:00 AM	0	0	0	0	0
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	0
Total	0	0	0	0	0
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	0	0	0
03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	0
03:30 AM	0	0	0	0	0
03:45 AM	0	0	0	0	0
Total	0	0	0	0	0
04:00 AM	0	0	0	0	0
04:15 AM	0	0	0	0	0
04:30 AM	0	0	0	0	0
04:45 AM	0	0	0	0	0
Total	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	1	1	0	0	1
05:15 AM	0	0	0	0	0
05:30 AM	0	0	0	0	0
05:45 AM	0	0	0	0	0
Total	1	1	0	0	1
06:00 AM	0	0	1	1	1
06:15 AM	0	0	0	0	0
06:30 AM	1	1	0	0	1
06:45 AM	2	2	0	0	2
Total	3	3	1	1	4
07:00 AM	0	0	0	0	0
07:15 AM	0	0	0	0	0
07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	0
Total	0	0	0	0	0
08:00 AM	1	1	0	0	1
08:15 AM	0	0	0	0	0
08:30 AM	0	0	0	0	0
08:45 AM	0	0	0	0	0
Total	1	1	0	0	1
09:00 AM	0	0	1	1	1
09:15 AM	0	0	0	0	0
09:30 AM	0	0	0	0	0
09:45 AM	2	2	1	1	3
Total	2	2	2	2	4
10:00 AM	3	3	1	1	4
10:15 AM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 3

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	0	0	0	0	0
10:45 AM	0	0	1	1	1
Total	3	3	2	2	5
11:00 AM	2	2	0	0	2
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
Total	2	2	0	0	2
12:00 PM	0	0	1	1	1
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	1	1	0	0	1
Total	1	1	1	1	2
01:00 PM	0	0	1	1	1
01:15 PM	1	1	1	1	2
01:30 PM	0	0	0	0	0
01:45 PM	2	2	1	1	3
Total	3	3	3	3	6
02:00 PM	1	1	0	0	1
02:15 PM	1	1	1	1	2
02:30 PM	3	3	0	0	3
02:45 PM	1	1	0	0	1
Total	6	6	1	1	7
03:00 PM	0	0	1	1	1
03:15 PM	0	0	0	0	0
03:30 PM	0	0	1	1	1
03:45 PM	0	0	0	0	0
Total	0	0	2	2	2



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	0	0	3	3	3
04:15 PM	1	1	0	0	1
04:30 PM	0	0	0	0	0
04:45 PM	0	0	0	0	0
Total	1	1	3	3	4
05:00 PM	1	1	0	0	1
05:15 PM	1	1	0	0	1
05:30 PM	0	0	1	1	1
05:45 PM	0	0	1	1	1
Total	2	2	2	2	4
06:00 PM	0	0	1	1	1
06:15 PM	0	0	0	0	0
06:30 PM	0	0	0	0	0
06:45 PM	0	0	0	0	0
Total	0	0	1	1	1
07:00 PM	0	0	1	1	1
07:15 PM	0	0	0	0	0
07:30 PM	0	0	0	0	0
07:45 PM	0	0	0	0	0
Total	0	0	1	1	1
08:00 PM	0	0	0	0	0
08:15 PM	0	0	0	0	0
08:30 PM	0	0	0	0	0
08:45 PM	0	0	0	0	0
Total	0	0	0	0	0
09:00 PM	0	0	0	0	0
09:15 PM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 5

Groups Printed- Light - Heavy

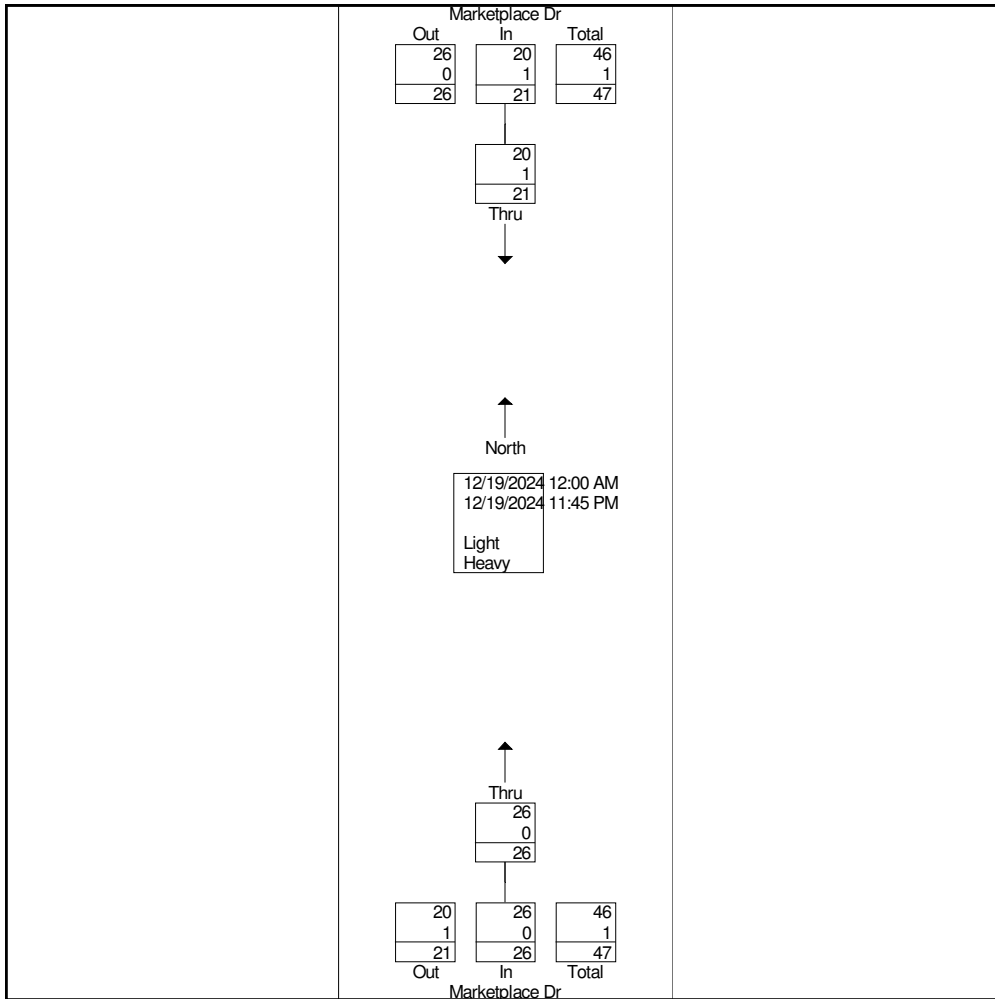
Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	1	1	0	0	1
09:45 PM	0	0	1	1	1
Total	1	1	1	1	2
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
Total	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	1	1	1
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
Total	0	0	1	1	1
Grand Total	26	26	21	21	47
Aprch %	100		100		
Total %	55.3	55.3	44.7	44.7	
Light	26	26	20	20	46
% Light	100	100	95.2	95.2	97.9
Heavy	0	0	1	1	1
% Heavy	0	0	4.8	4.8	2.1



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 6



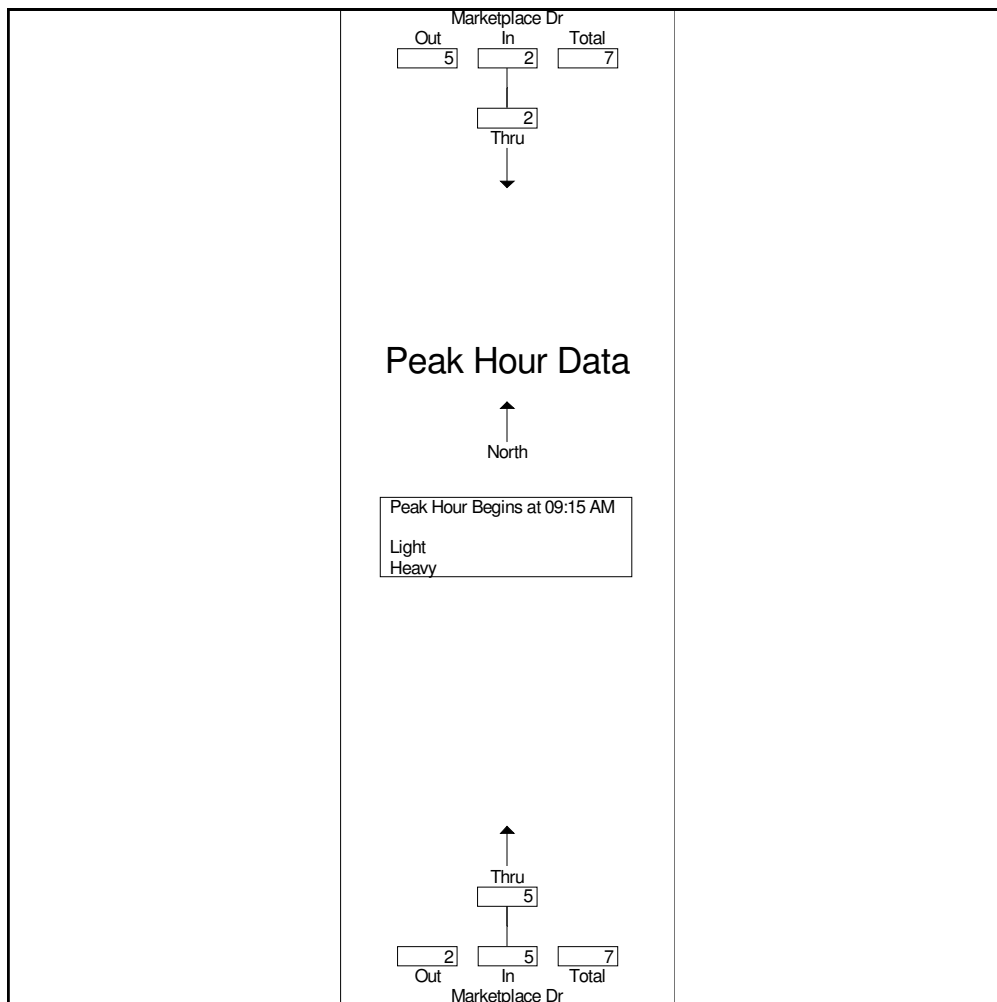


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 7

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 09:15 AM					
09:15 AM	0	0	0	0	0
09:30 AM	0	0	0	0	0
09:45 AM	2	2	1	1	3
10:00 AM	3	3	1	1	4
Total Volume	5	5	2	2	7
% App. Total	100		100		
PHF	.417	.417	.500	.500	.438



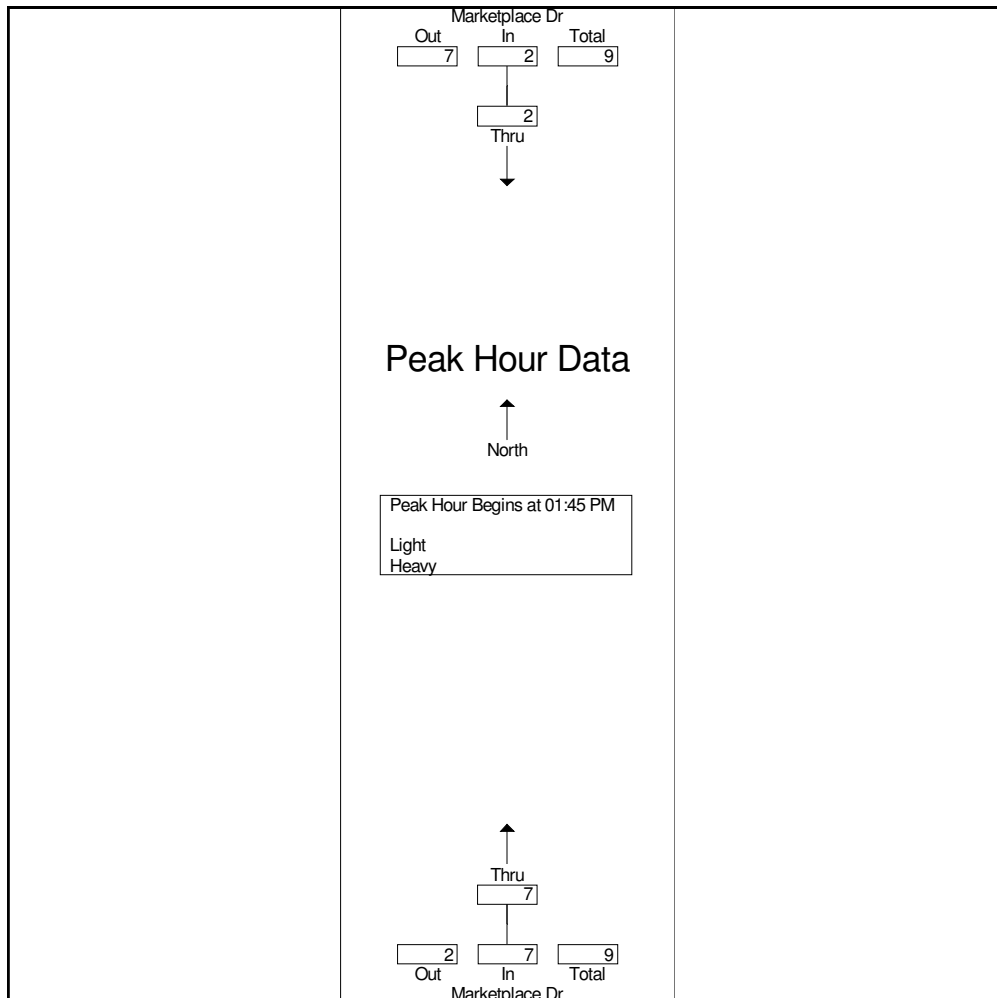


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 8

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 01:45 PM					
01:45 PM	2	2	1	1	3
02:00 PM	1	1	0	0	1
02:15 PM	1	1	1	1	2
02:30 PM	3	3	0	0	3
Total Volume	7	7	2	2	9
% App. Total	100		100		
PHF	.583	.583	.500	.500	.750





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
Total	0	0	0	0	0
01:00 AM	0	0	0	0	0
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	0
Total	0	0	0	0	0
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	0	0	0
03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	0
03:30 AM	0	0	0	0	0
03:45 AM	0	0	0	0	0
Total	0	0	0	0	0
04:00 AM	0	0	0	0	0
04:15 AM	0	0	0	0	0
04:30 AM	0	0	0	0	0
04:45 AM	0	0	0	0	0
Total	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 2 Marketplace Dr south of Village Main St Tues
Site Code : HDR
Start Date : 12/17/2024

Marketplace Dr south of Village Main St Page No : 2

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	0	0	0
05:15 AM	0	0	0	0	0
05:30 AM	0	0	0	0	0
05:45 AM	0	0	0	0	0
Total	0	0	0	0	0
06:00 AM	0	0	0	0	0
06:15 AM	0	0	0	0	0
06:30 AM	0	0	0	0	0
06:45 AM	3	3	0	0	3
Total	3	3	0	0	3
07:00 AM	0	0	0	0	0
07:15 AM	0	0	0	0	0
07:30 AM	2	2	0	0	2
07:45 AM	0	0	1	1	1
Total	2	2	1	1	3
08:00 AM	0	0	1	1	1
08:15 AM	0	0	1	1	1
08:30 AM	2	2	0	0	2
08:45 AM	0	0	0	0	0
Total	2	2	2	2	4
09:00 AM	1	1	0	0	1
09:15 AM	0	0	1	1	1
09:30 AM	0	0	0	0	0
09:45 AM	0	0	0	0	0
Total	1	1	1	1	2
10:00 AM	1	1	2	2	3
10:15 AM	1	1	1	1	2



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 2 Marketplace Dr south of Village Main St Tues
Site Code : HDR
Start Date : 12/17/2024

Marketplace Dr south of Village Main St Page No : 3

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	1	1	1	1	2
10:45 AM	0	0	0	0	0
Total	3	3	4	4	7
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	1	1	1
Total	0	0	1	1	1
12:00 PM	0	0	1	1	1
12:15 PM	1	1	0	0	1
12:30 PM	1	1	0	0	1
12:45 PM	0	0	0	0	0
Total	2	2	1	1	3
01:00 PM	1	1	0	0	1
01:15 PM	0	0	0	0	0
01:30 PM	0	0	0	0	0
01:45 PM	0	0	0	0	0
Total	1	1	0	0	1
02:00 PM	3	3	0	0	3
02:15 PM	0	0	0	0	0
02:30 PM	0	0	0	0	0
02:45 PM	0	0	0	0	0
Total	3	3	0	0	3
03:00 PM	0	0	0	0	0
03:15 PM	0	0	0	0	0
03:30 PM	0	0	1	1	1
03:45 PM	0	0	1	1	1
Total	0	0	2	2	2



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 2 Marketplace Dr south of Village Main St Tues
Site Code : HDR
Start Date : 12/17/2024

Marketplace Dr south of Village Main St Page No : 4

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	0	0	0	0	0
04:15 PM	2	2	0	0	2
04:30 PM	1	1	2	2	3
04:45 PM	1	1	0	0	1
Total	4	4	2	2	6
05:00 PM	0	0	0	0	0
05:15 PM	0	0	0	0	0
05:30 PM	0	0	0	0	0
05:45 PM	0	0	0	0	0
Total	0	0	0	0	0
06:00 PM	0	0	1	1	1
06:15 PM	0	0	0	0	0
06:30 PM	0	0	0	0	0
06:45 PM	0	0	0	0	0
Total	0	0	1	1	1
07:00 PM	0	0	0	0	0
07:15 PM	0	0	0	0	0
07:30 PM	0	0	0	0	0
07:45 PM	0	0	0	0	0
Total	0	0	0	0	0
08:00 PM	0	0	0	0	0
08:15 PM	0	0	0	0	0
08:30 PM	0	0	1	1	1
08:45 PM	0	0	0	0	0
Total	0	0	1	1	1
09:00 PM	0	0	1	1	1
09:15 PM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 5

Groups Printed- Light - Heavy

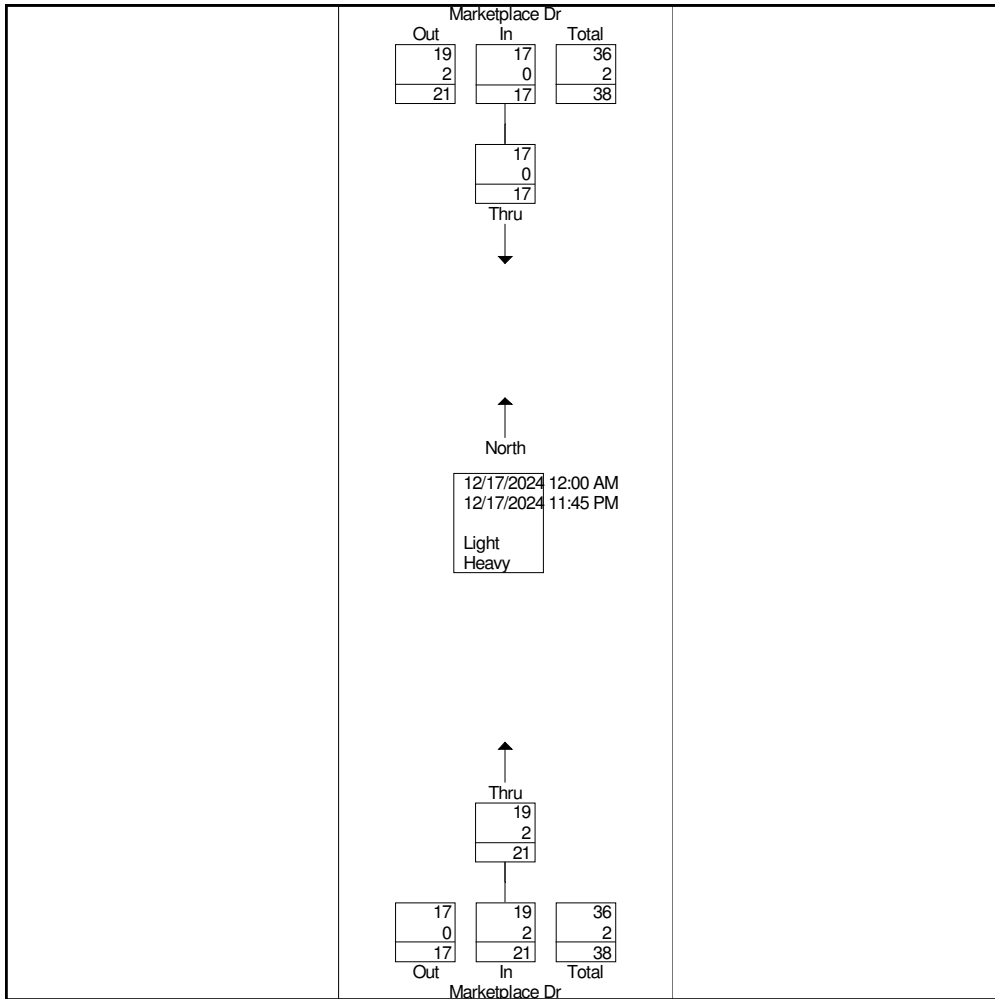
Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	0	0	0	0	0
09:45 PM	0	0	0	0	0
Total	0	0	1	1	1
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
Total	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
Total	0	0	0	0	0
Grand Total	21	21	17	17	38
Aprch %	100		100		
Total %	55.3	55.3	44.7	44.7	
Light	19	19	17	17	36
% Light	90.5	90.5	100	100	94.7
Heavy	2	2	0	0	2
% Heavy	9.5	9.5	0	0	5.3



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 6



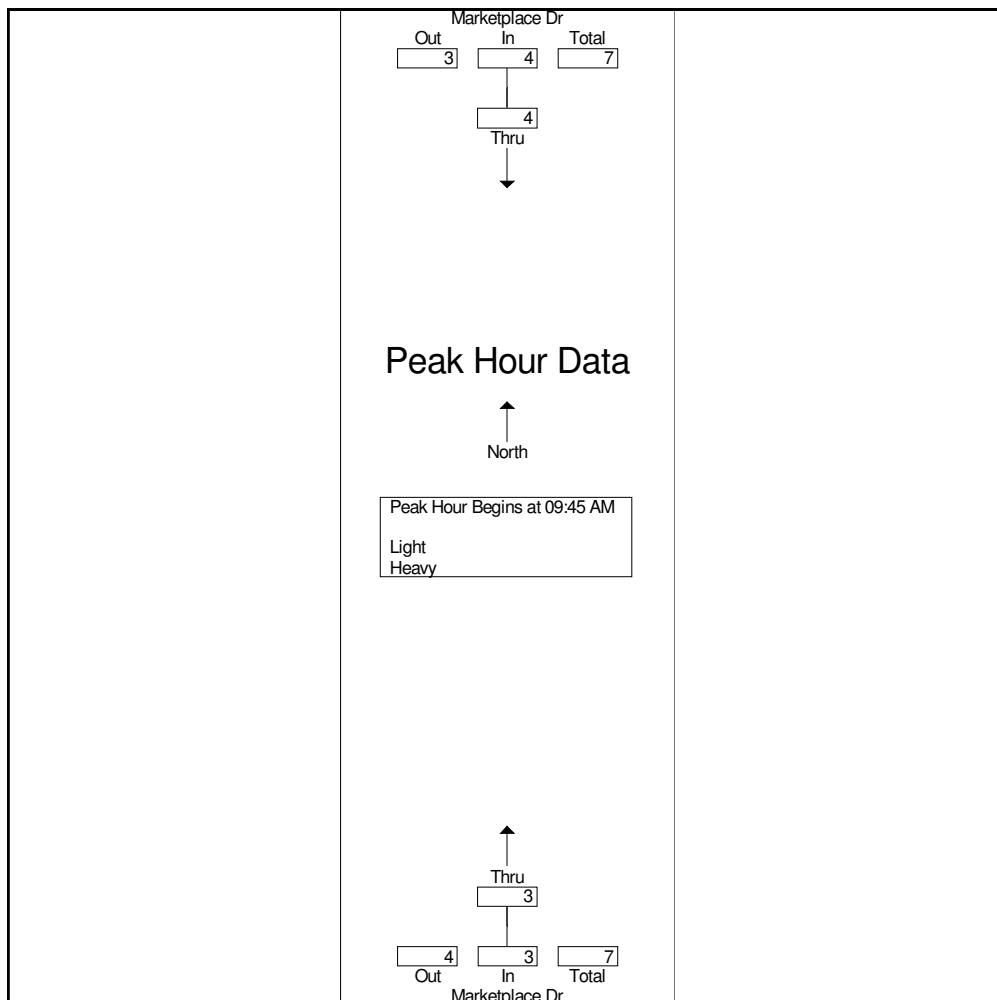


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 7

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 09:45 AM					
09:45 AM	0	0	0	0	0
10:00 AM	1	1	2	2	3
10:15 AM	1	1	1	1	2
10:30 AM	1	1	1	1	2
Total Volume	3	3	4	4	7
% App. Total	100		100		
PHF	.750	.750	.500	.500	.583



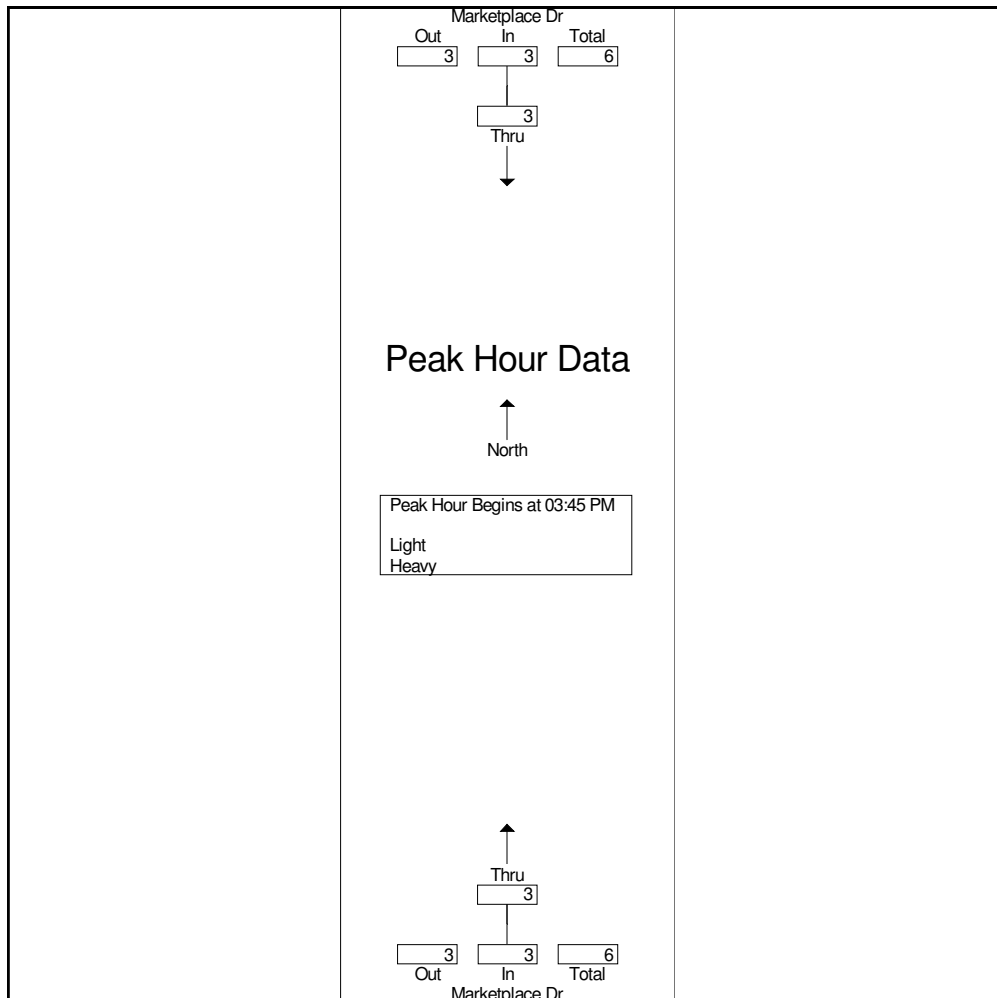


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 8

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 03:45 PM					
03:45 PM	0	0	1	1	1
04:00 PM	0	0	0	0	0
04:15 PM	2	2	0	0	2
04:30 PM	1	1	2	2	3
Total Volume	3	3	3	3	6
% App. Total	100		100		
PHF	.375	.375	.375	.375	.500





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
Total	0	0	0	0	0
01:00 AM	0	0	0	0	0
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	0
Total	0	0	0	0	0
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	0	0	0
03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	0
03:30 AM	0	0	0	0	0
03:45 AM	0	0	0	0	0
Total	0	0	0	0	0
04:00 AM	0	0	0	0	0
04:15 AM	0	0	0	0	0
04:30 AM	0	0	0	0	0
04:45 AM	0	0	0	0	0
Total	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	0	0	0
05:15 AM	0	0	0	0	0
05:30 AM	0	0	0	0	0
05:45 AM	0	0	0	0	0
Total	0	0	0	0	0
06:00 AM	0	0	1	1	1
06:15 AM	0	0	0	0	0
06:30 AM	1	1	0	0	1
06:45 AM	1	1	0	0	1
Total	2	2	1	1	3
07:00 AM	0	0	1	1	1
07:15 AM	0	0	0	0	0
07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	0
Total	0	0	1	1	1
08:00 AM	1	1	1	1	2
08:15 AM	0	0	0	0	0
08:30 AM	0	0	0	0	0
08:45 AM	0	0	2	2	2
Total	1	1	3	3	4
09:00 AM	0	0	0	0	0
09:15 AM	2	2	1	1	3
09:30 AM	0	0	1	1	1
09:45 AM	0	0	1	1	1
Total	2	2	3	3	5
10:00 AM	0	0	0	0	0
10:15 AM	4	4	1	1	5



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 3

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	0	0	1	1	1
10:45 AM	0	0	0	0	0
Total	4	4	2	2	6
11:00 AM	1	1	0	0	1
11:15 AM	0	0	0	0	0
11:30 AM	2	2	0	0	2
11:45 AM	1	1	2	2	3
Total	4	4	2	2	6
12:00 PM	0	0	1	1	1
12:15 PM	1	1	0	0	1
12:30 PM	1	1	1	1	2
12:45 PM	3	3	0	0	3
Total	5	5	2	2	7
01:00 PM	1	1	1	1	2
01:15 PM	1	1	2	2	3
01:30 PM	0	0	0	0	0
01:45 PM	0	0	0	0	0
Total	2	2	3	3	5
02:00 PM	0	0	0	0	0
02:15 PM	0	0	0	0	0
02:30 PM	0	0	0	0	0
02:45 PM	0	0	1	1	1
Total	0	0	1	1	1
03:00 PM	4	4	2	2	6
03:15 PM	0	0	0	0	0
03:30 PM	0	0	0	0	0
03:45 PM	0	0	0	0	0
Total	4	4	2	2	6



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	1	1	0	0	1
04:15 PM	3	3	3	3	6
04:30 PM	0	0	0	0	0
04:45 PM	2	2	0	0	2
Total	6	6	3	3	9
05:00 PM	0	0	0	0	0
05:15 PM	0	0	0	0	0
05:30 PM	0	0	0	0	0
05:45 PM	0	0	0	0	0
Total	0	0	0	0	0
06:00 PM	0	0	0	0	0
06:15 PM	0	0	0	0	0
06:30 PM	0	0	2	2	2
06:45 PM	0	0	0	0	0
Total	0	0	2	2	2
07:00 PM	1	1	0	0	1
07:15 PM	0	0	0	0	0
07:30 PM	0	0	0	0	0
07:45 PM	0	0	0	0	0
Total	1	1	0	0	1
08:00 PM	0	0	0	0	0
08:15 PM	0	0	0	0	0
08:30 PM	0	0	0	0	0
08:45 PM	0	0	0	0	0
Total	0	0	0	0	0
09:00 PM	0	0	0	0	0
09:15 PM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 5

Groups Printed- Light - Heavy

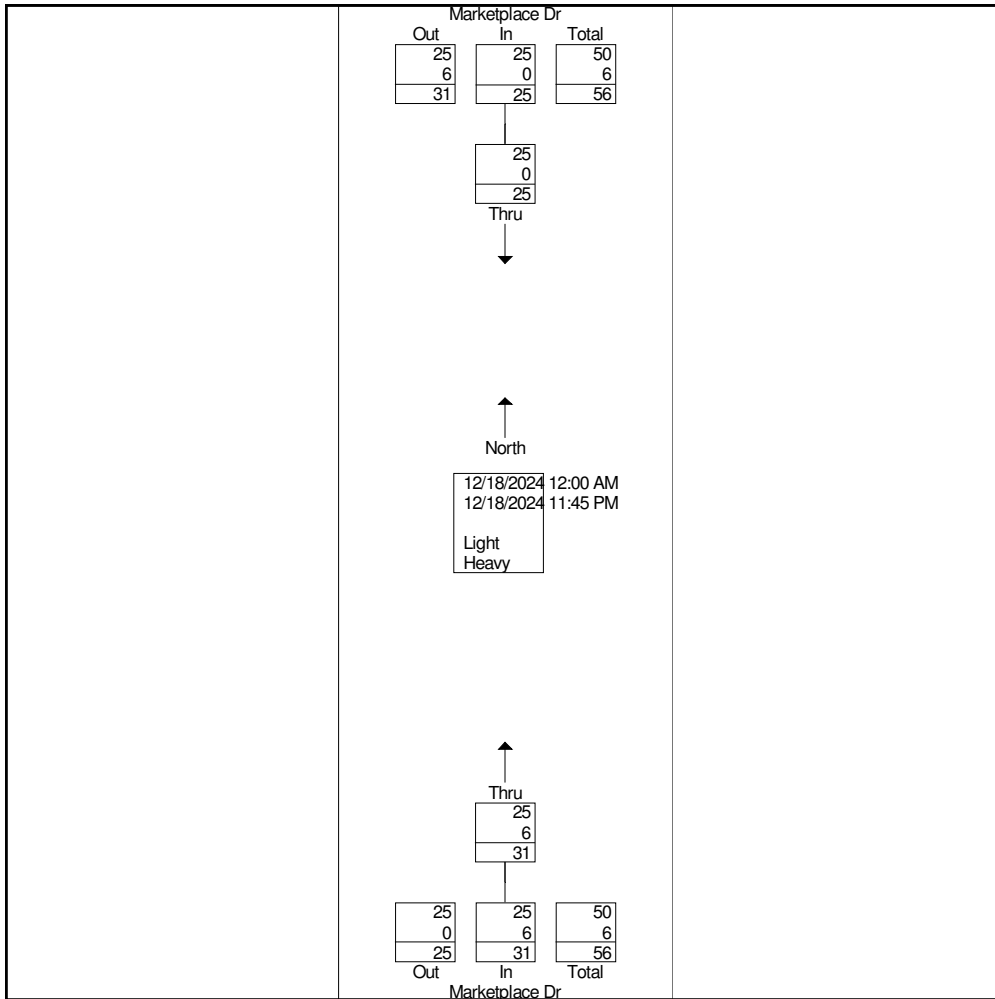
Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	0	0	0	0	0
09:45 PM	0	0	0	0	0
Total	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
Total	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
Total	0	0	0	0	0
Grand Total	31	31	25	25	56
Aprch %	100		100		
Total %	55.4	55.4	44.6	44.6	
Light	25	25	25	25	50
% Light	80.6	80.6	100	100	89.3
Heavy	6	6	0	0	6
% Heavy	19.4	19.4	0	0	10.7



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 6



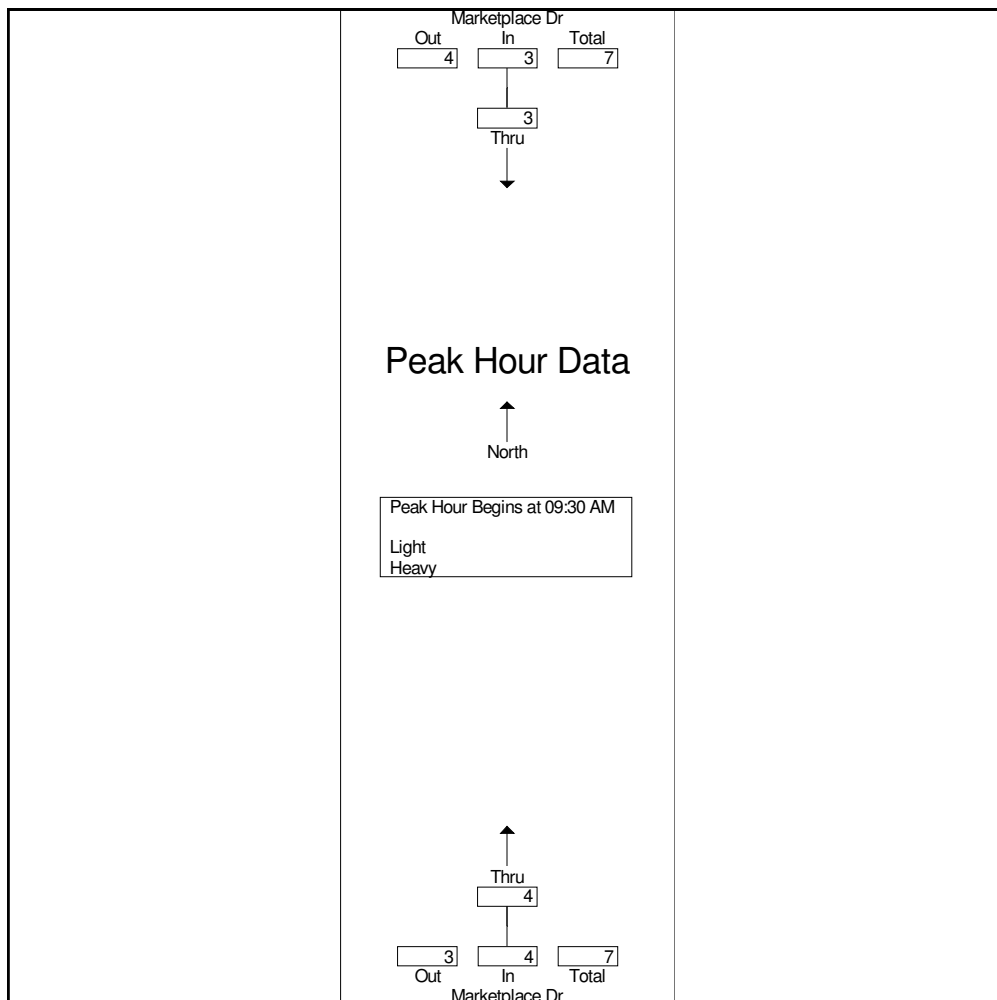


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 7

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 09:30 AM					
09:30 AM	0	0	1	1	1
09:45 AM	0	0	1	1	1
10:00 AM	0	0	0	0	0
10:15 AM	4	4	1	1	5
Total Volume	4	4	3	3	7
% App. Total	100		100		
PHF	.250	.250	.750	.750	.350



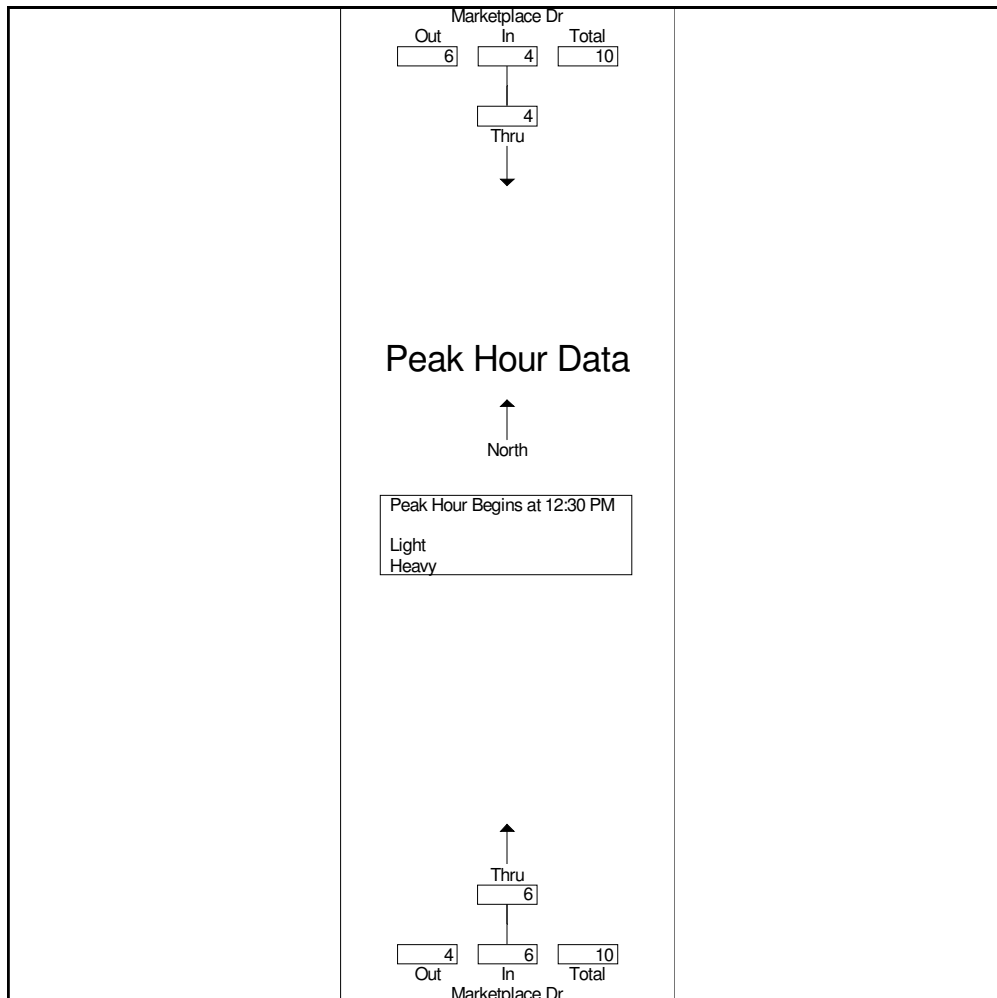


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Marketplace Dr south of Village Main St

File Name : 2 Marketplace Dr south of Village Main St Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 8

Start Time	Marketplace Dr Northbound		Marketplace Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 12:30 PM					
12:30 PM	1	1	1	1	2
12:45 PM	3	3	0	0	3
01:00 PM	1	1	1	1	2
01:15 PM	1	1	2	2	3
Total Volume	6	6	4	4	10
% App. Total	100		100		
PHF	.500	.500	.500	.500	.833





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	1	1	0	0	1
12:15 AM	0	0	0	0	0
12:30 AM	1	1	0	0	1
12:45 AM	0	0	0	0	0
Total	2	2	0	0	2
01:00 AM	0	0	0	0	0
01:15 AM	1	1	0	0	1
01:30 AM	0	0	0	0	0
01:45 AM	0	0	1	1	1
Total	1	1	1	1	2
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	0	0	0
03:00 AM	0	0	1	1	1
03:15 AM	0	0	1	1	1
03:30 AM	0	0	1	1	1
03:45 AM	0	0	2	2	2
Total	0	0	5	5	5
04:00 AM	0	0	0	0	0
04:15 AM	0	0	4	4	4
04:30 AM	0	0	1	1	1
04:45 AM	0	0	1	1	1
Total	0	0	6	6	6



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	1	1	1
05:15 AM	0	0	3	3	3
05:30 AM	0	0	6	6	6
05:45 AM	0	0	1	1	1
Total	0	0	11	11	11
06:00 AM	0	0	10	10	10
06:15 AM	0	0	7	7	7
06:30 AM	0	0	4	4	4
06:45 AM	0	0	6	6	6
Total	0	0	27	27	27
07:00 AM	0	0	13	13	13
07:15 AM	3	3	8	8	11
07:30 AM	0	0	7	7	7
07:45 AM	2	2	5	5	7
Total	5	5	33	33	38
08:00 AM	5	5	10	10	15
08:15 AM	2	2	9	9	11
08:30 AM	1	1	3	3	4
08:45 AM	2	2	4	4	6
Total	10	10	26	26	36
09:00 AM	5	5	4	4	9
09:15 AM	3	3	4	4	7
09:30 AM	4	4	7	7	11
09:45 AM	3	3	3	3	6
Total	15	15	18	18	33
10:00 AM	3	3	5	5	8
10:15 AM	5	5	8	8	13



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 3

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	3	3	4	4	7
10:45 AM	2	2	6	6	8
Total	13	13	23	23	36
11:00 AM	2	2	2	2	4
11:15 AM	3	3	6	6	9
11:30 AM	6	6	4	4	10
11:45 AM	3	3	0	0	3
Total	14	14	12	12	26
12:00 PM	4	4	4	4	8
12:15 PM	6	6	4	4	10
12:30 PM	3	3	2	2	5
12:45 PM	2	2	5	5	7
Total	15	15	15	15	30
01:00 PM	2	2	9	9	11
01:15 PM	3	3	2	2	5
01:30 PM	7	7	3	3	10
01:45 PM	4	4	2	2	6
Total	16	16	16	16	32
02:00 PM	1	1	4	4	5
02:15 PM	12	12	7	7	19
02:30 PM	4	4	4	4	8
02:45 PM	3	3	0	0	3
Total	20	20	15	15	35
03:00 PM	6	6	3	3	9
03:15 PM	11	11	4	4	15
03:30 PM	6	6	1	1	7
03:45 PM	9	9	5	5	14
Total	32	32	13	13	45



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	6	6	3	3	9
04:15 PM	10	10	14	14	24
04:30 PM	7	7	8	8	15
04:45 PM	6	6	8	8	14
Total	29	29	33	33	62
05:00 PM	10	10	1	1	11
05:15 PM	9	9	1	1	10
05:30 PM	3	3	6	6	9
05:45 PM	12	12	3	3	15
Total	34	34	11	11	45
06:00 PM	11	11	3	3	14
06:15 PM	9	9	2	2	11
06:30 PM	7	7	6	6	13
06:45 PM	2	2	1	1	3
Total	29	29	12	12	41
07:00 PM	4	4	3	3	7
07:15 PM	2	2	3	3	5
07:30 PM	4	4	2	2	6
07:45 PM	6	6	0	0	6
Total	16	16	8	8	24
08:00 PM	5	5	2	2	7
08:15 PM	1	1	2	2	3
08:30 PM	5	5	0	0	5
08:45 PM	3	3	1	1	4
Total	14	14	5	5	19
09:00 PM	3	3	2	2	5
09:15 PM	4	4	0	0	4



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 5

Groups Printed- Light - Heavy

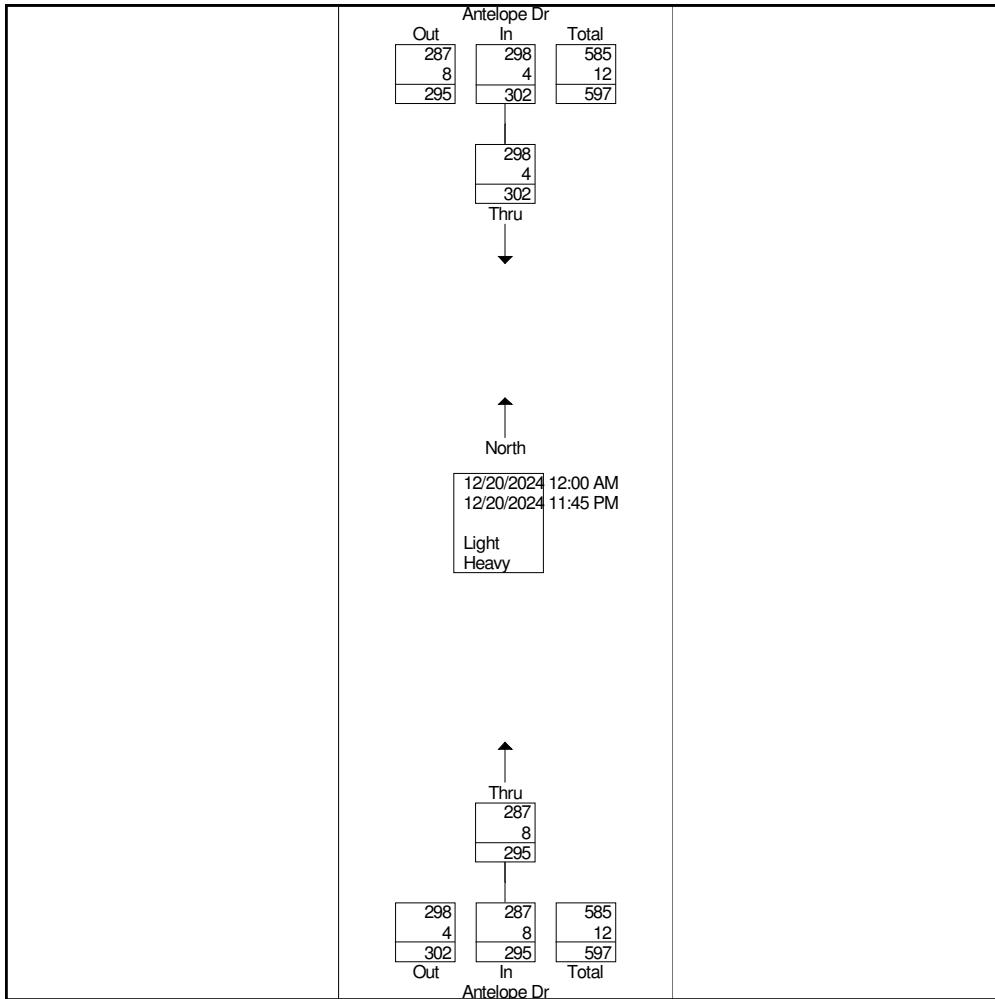
Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	4	4	0	0	4
09:45 PM	2	2	1	1	3
Total	13	13	3	3	16
10:00 PM	4	4	2	2	6
10:15 PM	3	3	0	0	3
10:30 PM	0	0	2	2	2
10:45 PM	1	1	0	0	1
Total	8	8	4	4	12
11:00 PM	4	4	2	2	6
11:15 PM	2	2	2	2	4
11:30 PM	3	3	1	1	4
11:45 PM	0	0	0	0	0
Total	9	9	5	5	14
Grand Total	295	295	302	302	597
Apprch %	100		100		
Total %	49.4	49.4	50.6	50.6	
Light	287	287	298	298	585
% Light	97.3	97.3	98.7	98.7	98
Heavy	8	8	4	4	12
% Heavy	2.7	2.7	1.3	1.3	2



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 6



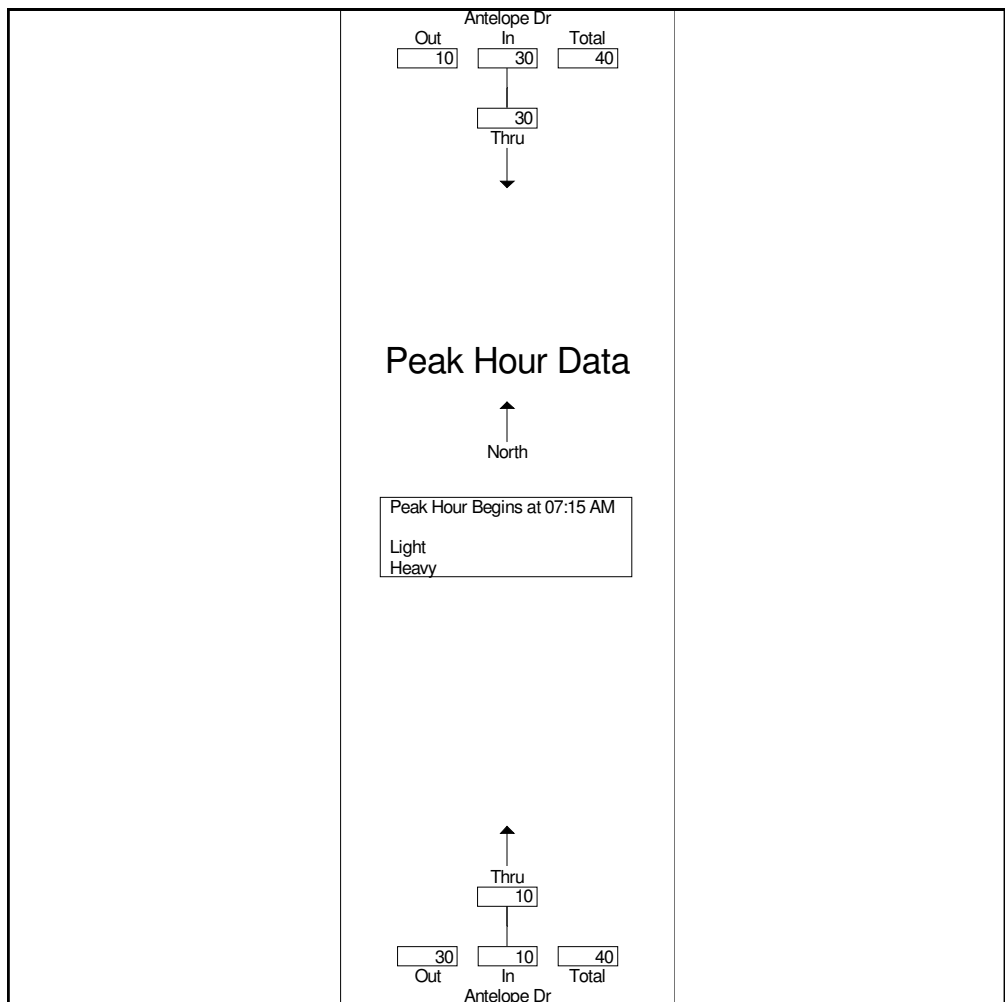


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 7

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:15 AM					
07:15 AM	3	3	8	8	11
07:30 AM	0	0	7	7	7
07:45 AM	2	2	5	5	7
08:00 AM	5	5	10	10	15
Total Volume	10	10	30	30	40
% App. Total	100		100		
PHF	.500	.500	.750	.750	.667



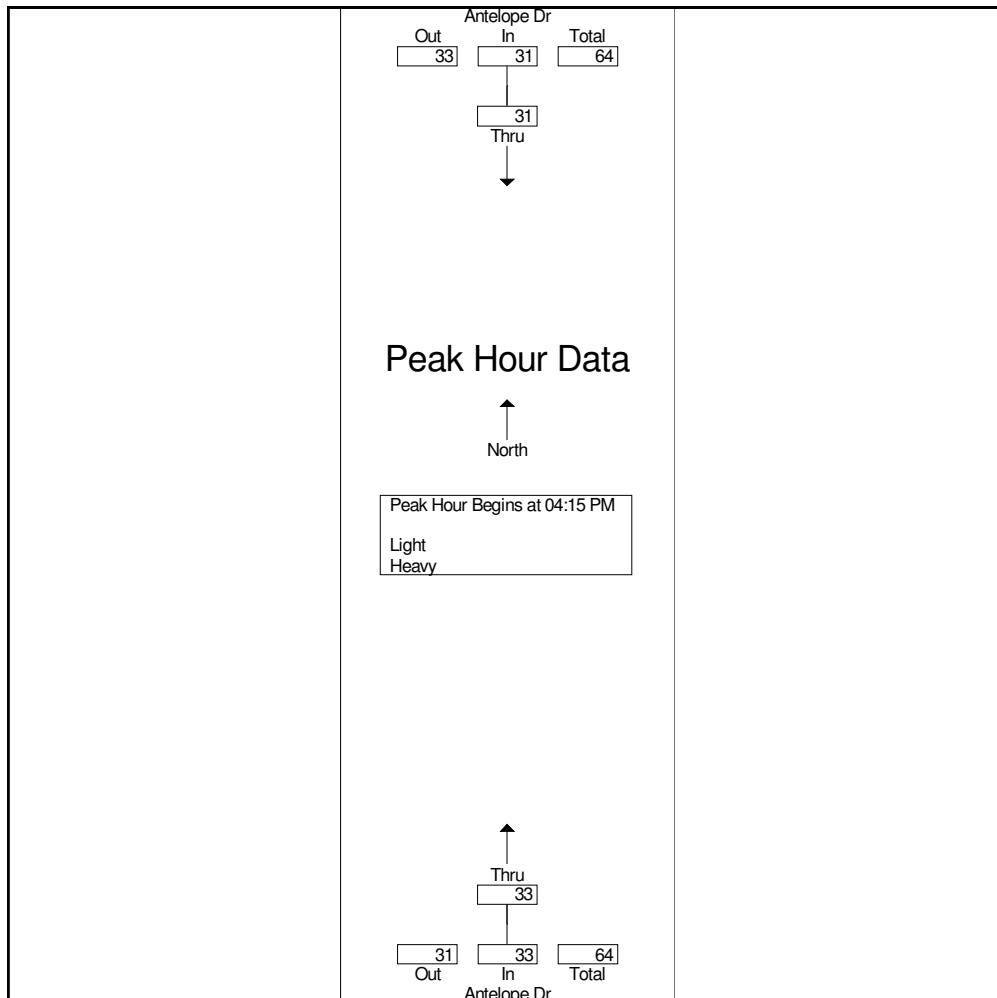


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 8

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 04:15 PM					
04:15 PM	10	10	14	14	24
04:30 PM	7	7	8	8	15
04:45 PM	6	6	8	8	14
05:00 PM	10	10	1	1	11
Total Volume	33	33	31	31	64
% App. Total	100		100		
PHF	.825	.825	.554	.554	.667





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	1	1	0	0	1
12:15 AM	0	0	0	0	0
12:30 AM	1	1	0	0	1
12:45 AM	0	0	0	0	0
Total	2	2	0	0	2
01:00 AM	0	0	0	0	0
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	0
Total	0	0	0	0	0
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	0	0	0
03:00 AM	0	0	0	0	0
03:15 AM	0	0	1	1	1
03:30 AM	0	0	0	0	0
03:45 AM	0	0	1	1	1
Total	0	0	2	2	2
04:00 AM	0	0	2	2	2
04:15 AM	0	0	1	1	1
04:30 AM	1	1	4	4	5
04:45 AM	0	0	1	1	1
Total	1	1	8	8	9



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	5	5	5
05:15 AM	0	0	1	1	1
05:30 AM	0	0	5	5	5
05:45 AM	0	0	9	9	9
Total	0	0	20	20	20
06:00 AM	0	0	8	8	8
06:15 AM	0	0	6	6	6
06:30 AM	0	0	2	2	2
06:45 AM	0	0	12	12	12
Total	0	0	28	28	28
07:00 AM	2	2	11	11	13
07:15 AM	1	1	18	18	19
07:30 AM	7	7	8	8	15
07:45 AM	4	4	9	9	13
Total	14	14	46	46	60
08:00 AM	3	3	9	9	12
08:15 AM	5	5	4	4	9
08:30 AM	2	2	2	2	4
08:45 AM	0	0	3	3	3
Total	10	10	18	18	28
09:00 AM	4	4	3	3	7
09:15 AM	1	1	4	4	5
09:30 AM	3	3	2	2	5
09:45 AM	3	3	6	6	9
Total	11	11	15	15	26
10:00 AM	4	4	0	0	4
10:15 AM	1	1	3	3	4



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 3

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	0	0	5	5	5
10:45 AM	5	5	3	3	8
Total	10	10	11	11	21
11:00 AM	2	2	3	3	5
11:15 AM	6	6	3	3	9
11:30 AM	2	2	5	5	7
11:45 AM	3	3	2	2	5
Total	13	13	13	13	26
12:00 PM	6	6	1	1	7
12:15 PM	7	7	7	7	14
12:30 PM	2	2	5	5	7
12:45 PM	1	1	3	3	4
Total	16	16	16	16	32
01:00 PM	1	1	6	6	7
01:15 PM	4	4	3	3	7
01:30 PM	0	0	1	1	1
01:45 PM	3	3	2	2	5
Total	8	8	12	12	20
02:00 PM	1	1	1	1	2
02:15 PM	6	6	3	3	9
02:30 PM	4	4	4	4	8
02:45 PM	7	7	3	3	10
Total	18	18	11	11	29
03:00 PM	4	4	5	5	9
03:15 PM	5	5	3	3	8
03:30 PM	2	2	10	10	12
03:45 PM	12	12	4	4	16
Total	23	23	22	22	45



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	8	8	2	2	10
04:15 PM	7	7	3	3	10
04:30 PM	10	10	5	5	15
04:45 PM	7	7	6	6	13
Total	32	32	16	16	48
05:00 PM	7	7	0	0	7
05:15 PM	14	14	4	4	18
05:30 PM	14	14	3	3	17
05:45 PM	11	11	9	9	20
Total	46	46	16	16	62
06:00 PM	7	7	2	2	9
06:15 PM	10	10	0	0	10
06:30 PM	5	5	1	1	6
06:45 PM	2	2	2	2	4
Total	24	24	5	5	29
07:00 PM	3	3	0	0	3
07:15 PM	6	6	1	1	7
07:30 PM	7	7	1	1	8
07:45 PM	2	2	0	0	2
Total	18	18	2	2	20
08:00 PM	3	3	2	2	5
08:15 PM	3	3	0	0	3
08:30 PM	2	2	1	1	3
08:45 PM	0	0	0	0	0
Total	8	8	3	3	11
09:00 PM	0	0	1	1	1
09:15 PM	2	2	0	0	2



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 5

Groups Printed- Light - Heavy

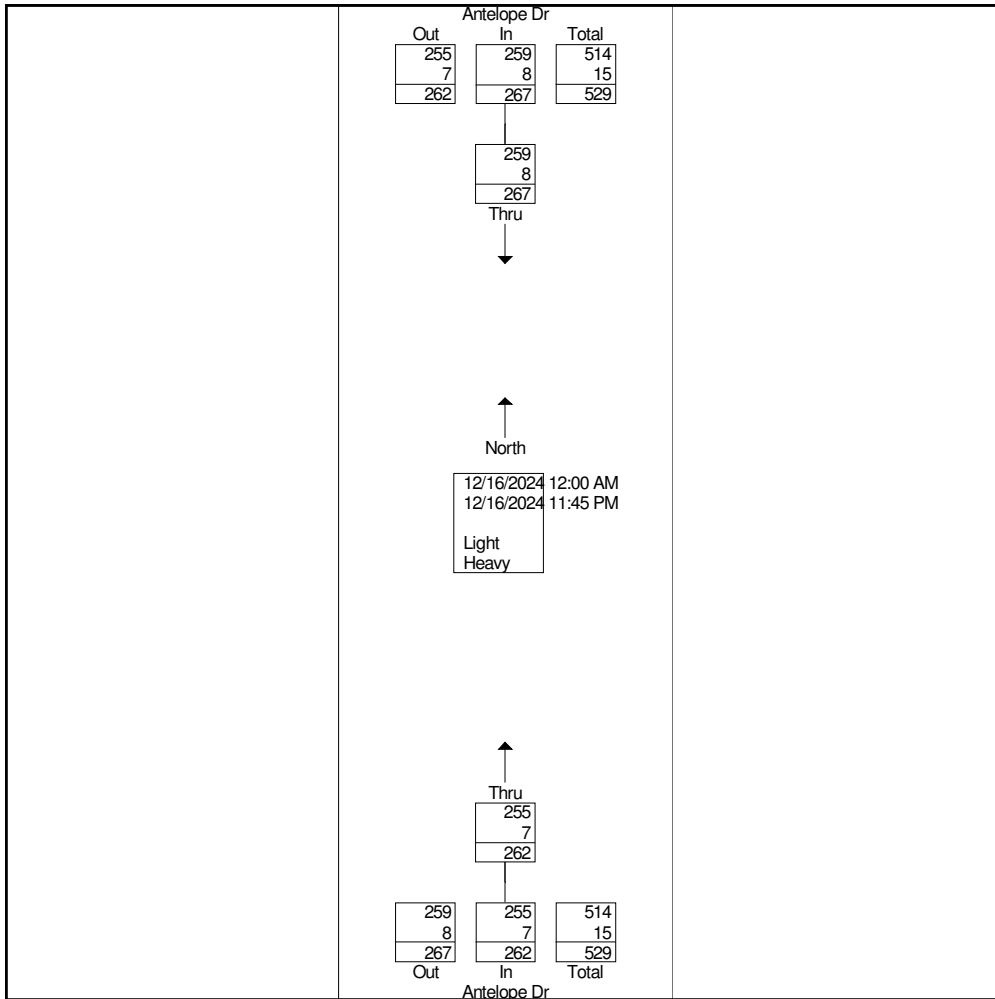
Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	0	0	1	1	1
09:45 PM	1	1	1	1	2
Total	3	3	3	3	6
10:00 PM	1	1	0	0	1
10:15 PM	2	2	0	0	2
10:30 PM	0	0	0	0	0
10:45 PM	1	1	0	0	1
Total	4	4	0	0	4
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	1	1	0	0	1
11:45 PM	0	0	0	0	0
Total	1	1	0	0	1
Grand Total	262	262	267	267	529
Apprch %	100		100		
Total %	49.5	49.5	50.5	50.5	
Light	255	255	259	259	514
% Light	97.3	97.3	97	97	97.2
Heavy	7	7	8	8	15
% Heavy	2.7	2.7	3	3	2.8



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 6



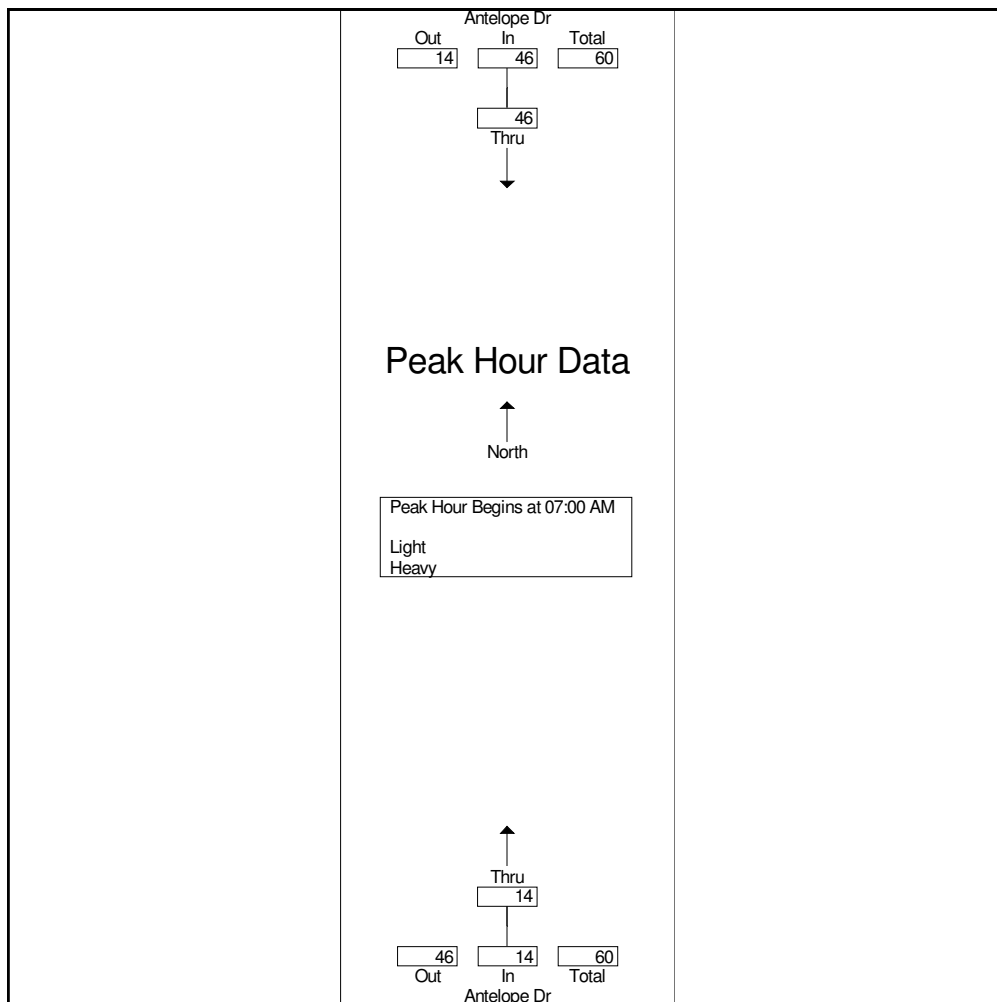


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 7

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:00 AM					
07:00 AM	2	2	11	11	13
07:15 AM	1	1	18	18	19
07:30 AM	7	7	8	8	15
07:45 AM	4	4	9	9	13
Total Volume	14	14	46	46	60
% App. Total	100		100		
PHF	.500	.500	.639	.639	.789



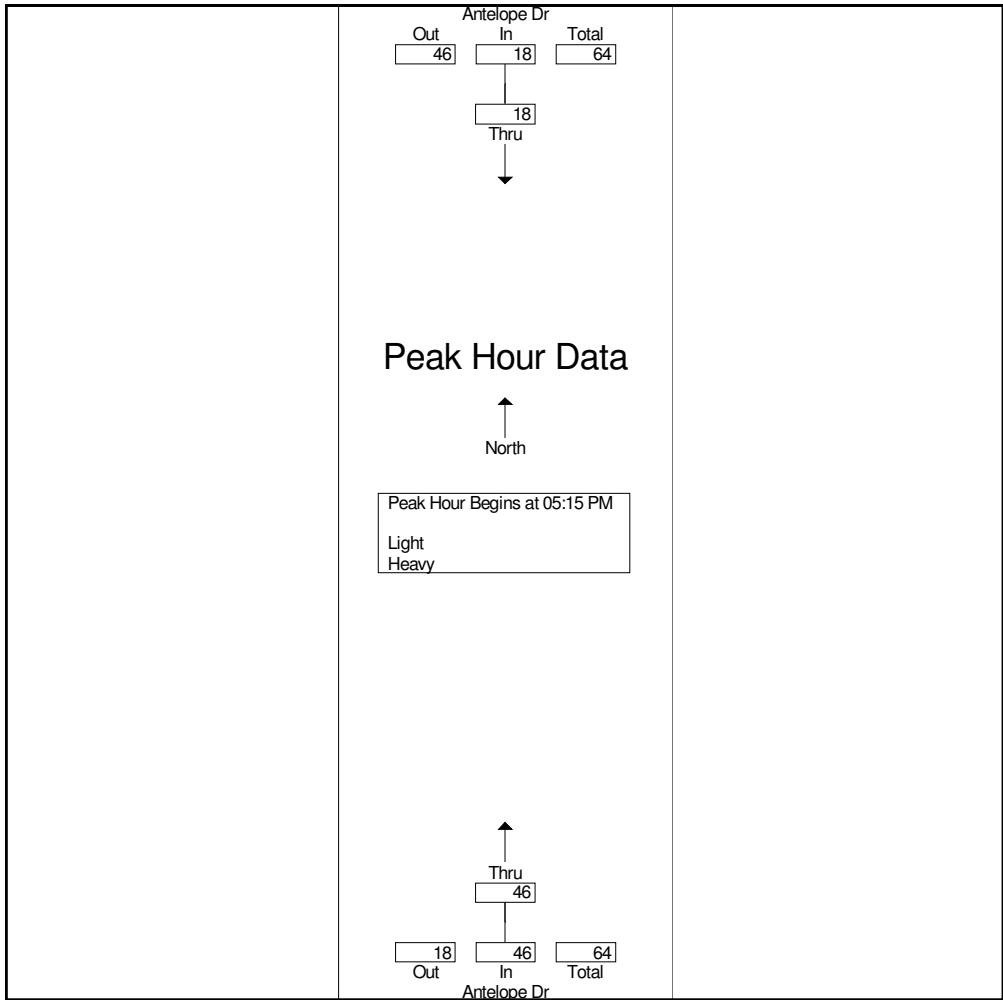


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 8

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 05:15 PM					
05:15 PM	14	14	4	4	18
05:30 PM	14	14	3	3	17
05:45 PM	11	11	9	9	20
06:00 PM	7	7	2	2	9
Total Volume	46	46	18	18	64
% App. Total	100		100		
PHF	.821	.821	.500	.500	.800





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	1	1	0	0	1
12:15 AM	0	0	0	0	0
12:30 AM	1	1	0	0	1
12:45 AM	0	0	0	0	0
Total	2	2	0	0	2
01:00 AM	1	1	0	0	1
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	0
Total	1	1	0	0	1
02:00 AM	0	0	0	0	0
02:15 AM	0	0	1	1	1
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	1	1	1
03:00 AM	0	0	1	1	1
03:15 AM	0	0	1	1	1
03:30 AM	0	0	0	0	0
03:45 AM	0	0	1	1	1
Total	0	0	3	3	3
04:00 AM	0	0	0	0	0
04:15 AM	0	0	2	2	2
04:30 AM	0	0	1	1	1
04:45 AM	0	0	2	2	2
Total	0	0	5	5	5



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	1	1	2	2	3
05:15 AM	0	0	3	3	3
05:30 AM	0	0	7	7	7
05:45 AM	0	0	5	5	5
Total	1	1	17	17	18
06:00 AM	0	0	11	11	11
06:15 AM	0	0	4	4	4
06:30 AM	0	0	11	11	11
06:45 AM	0	0	8	8	8
Total	0	0	34	34	34
07:00 AM	2	2	17	17	19
07:15 AM	0	0	9	9	9
07:30 AM	5	5	9	9	14
07:45 AM	4	4	9	9	13
Total	11	11	44	44	55
08:00 AM	7	7	7	7	14
08:15 AM	4	4	5	5	9
08:30 AM	0	0	7	7	7
08:45 AM	1	1	3	3	4
Total	12	12	22	22	34
09:00 AM	5	5	3	3	8
09:15 AM	4	4	3	3	7
09:30 AM	4	4	1	1	5
09:45 AM	0	0	0	0	0
Total	13	13	7	7	20
10:00 AM	2	2	1	1	3
10:15 AM	6	6	2	2	8



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 3

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	1	1	4	4	5
10:45 AM	6	6	5	5	11
Total	15	15	12	12	27
11:00 AM	2	2	10	10	12
11:15 AM	3	3	6	6	9
11:30 AM	0	0	8	8	8
11:45 AM	5	5	6	6	11
Total	10	10	30	30	40
12:00 PM	2	2	8	8	10
12:15 PM	2	2	2	2	4
12:30 PM	3	3	2	2	5
12:45 PM	5	5	4	4	9
Total	12	12	16	16	28
01:00 PM	2	2	7	7	9
01:15 PM	8	8	2	2	10
01:30 PM	6	6	1	1	7
01:45 PM	3	3	8	8	11
Total	19	19	18	18	37
02:00 PM	4	4	2	2	6
02:15 PM	7	7	4	4	11
02:30 PM	4	4	3	3	7
02:45 PM	3	3	1	1	4
Total	18	18	10	10	28
03:00 PM	3	3	3	3	6
03:15 PM	3	3	3	3	6
03:30 PM	8	8	3	3	11
03:45 PM	8	8	5	5	13
Total	22	22	14	14	36



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	17	17	1	1	18
04:15 PM	10	10	4	4	14
04:30 PM	6	6	5	5	11
04:45 PM	10	10	3	3	13
Total	43	43	13	13	56
05:00 PM	7	7	8	8	15
05:15 PM	8	8	8	8	16
05:30 PM	10	10	5	5	15
05:45 PM	10	10	4	4	14
Total	35	35	25	25	60
06:00 PM	12	12	3	3	15
06:15 PM	13	13	2	2	15
06:30 PM	7	7	2	2	9
06:45 PM	3	3	2	2	5
Total	35	35	9	9	44
07:00 PM	4	4	1	1	5
07:15 PM	5	5	1	1	6
07:30 PM	3	3	1	1	4
07:45 PM	2	2	1	1	3
Total	14	14	4	4	18
08:00 PM	1	1	0	0	1
08:15 PM	6	6	0	0	6
08:30 PM	1	1	0	0	1
08:45 PM	5	5	1	1	6
Total	13	13	1	1	14
09:00 PM	7	7	1	1	8
09:15 PM	3	3	2	2	5



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 5

Groups Printed- Light - Heavy

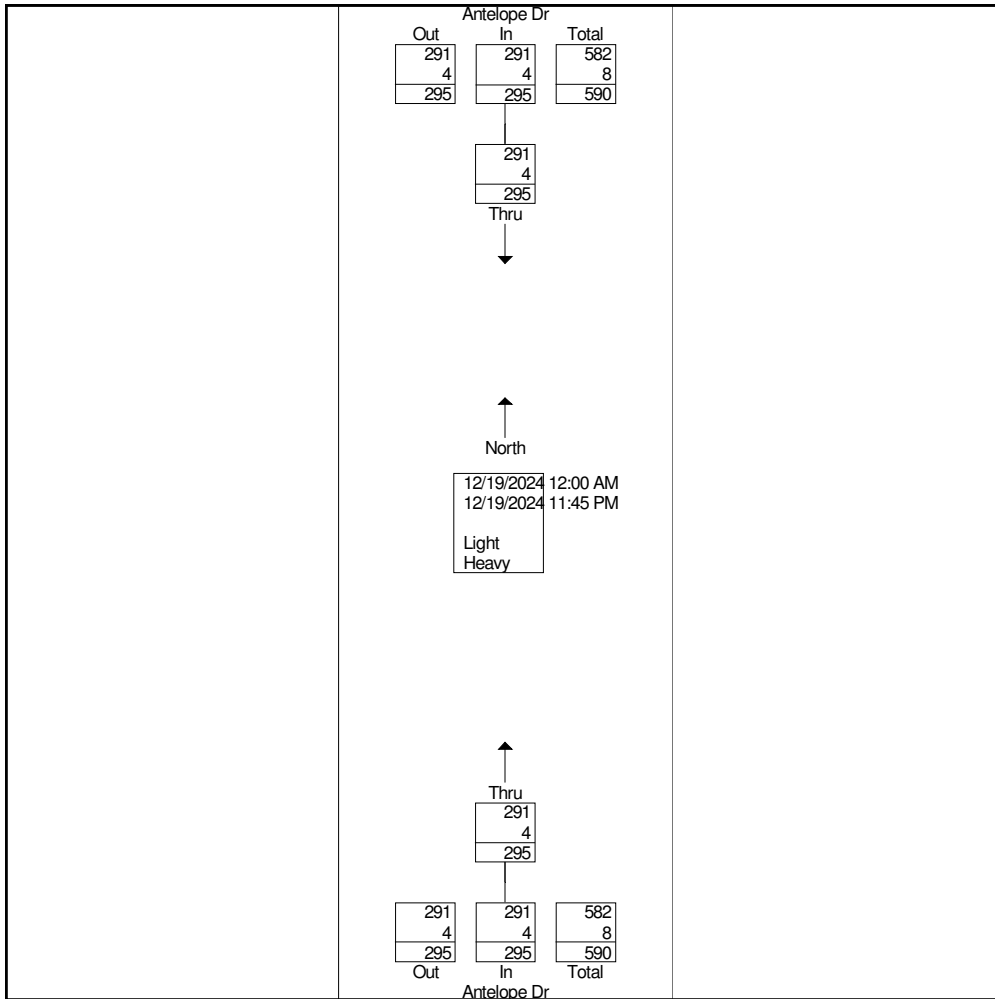
Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	1	1	0	0	1
09:45 PM	2	2	3	3	5
Total	13	13	6	6	19
10:00 PM	0	0	0	0	0
10:15 PM	2	2	0	0	2
10:30 PM	1	1	0	0	1
10:45 PM	1	1	1	1	2
Total	4	4	1	1	5
11:00 PM	2	2	0	0	2
11:15 PM	0	0	1	1	1
11:30 PM	0	0	1	1	1
11:45 PM	0	0	1	1	1
Total	2	2	3	3	5
Grand Total	295	295	295	295	590
Aprch %	100		100		
Total %	50	50	50	50	
Light	291	291	291	291	582
% Light	98.6	98.6	98.6	98.6	98.6
Heavy	4	4	4	4	8
% Heavy	1.4	1.4	1.4	1.4	1.4



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 6



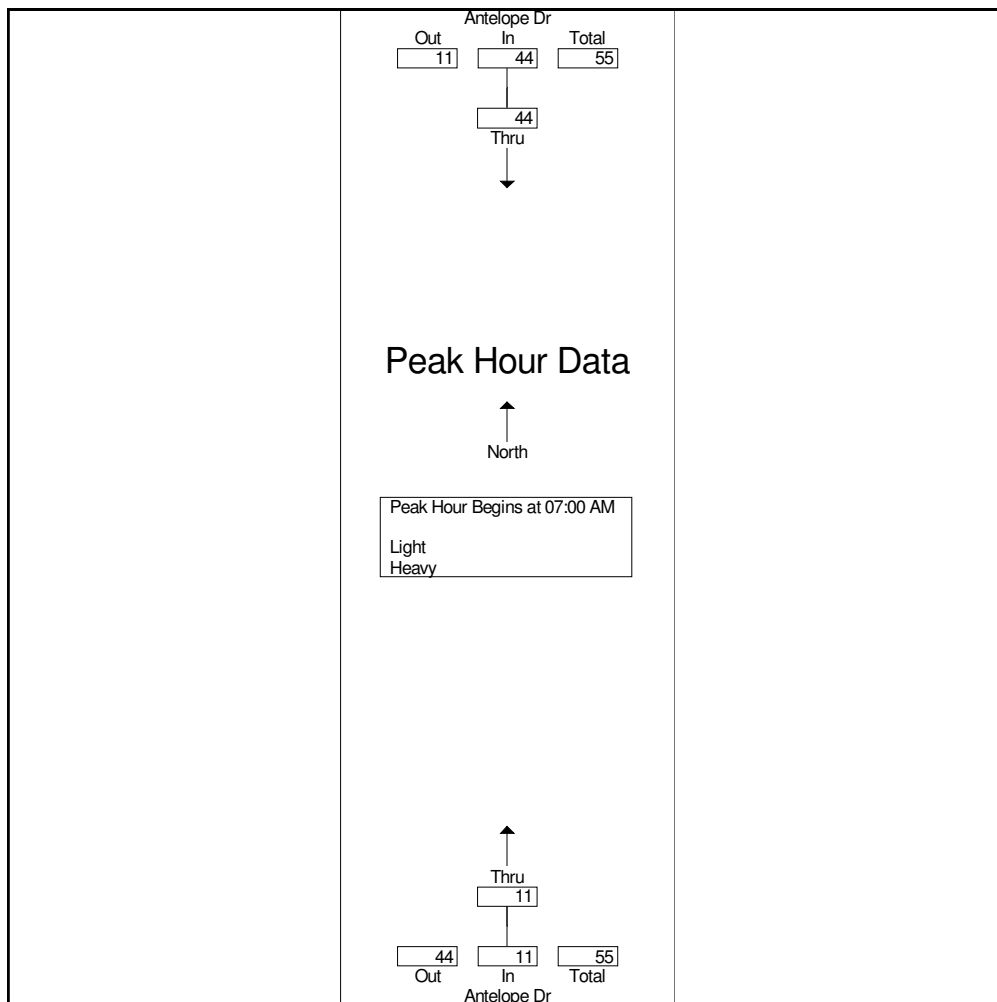


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 7

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:00 AM					
07:00 AM	2	2	17	17	19
07:15 AM	0	0	9	9	9
07:30 AM	5	5	9	9	14
07:45 AM	4	4	9	9	13
Total Volume	11	11	44	44	55
% App. Total	100		100		
PHF	.550	.550	.647	.647	.724



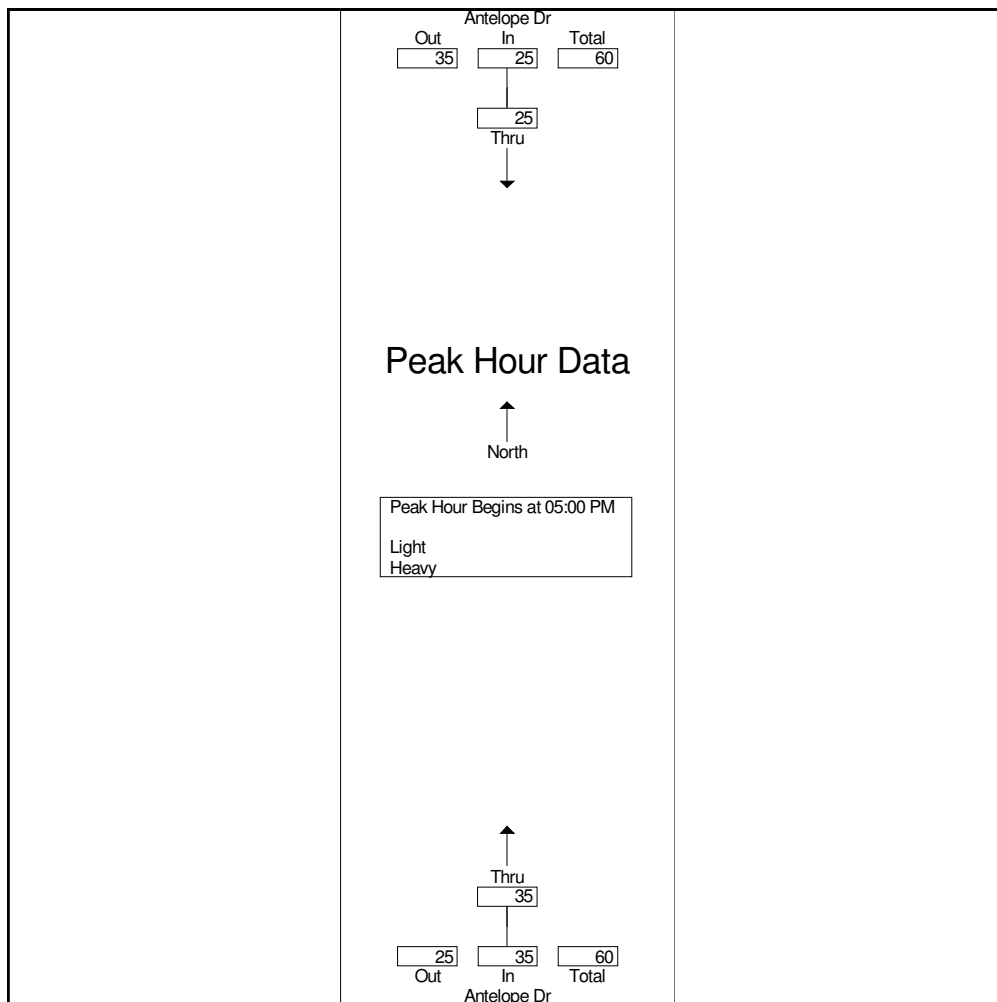


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 8

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 05:00 PM					
05:00 PM	7	7	8	8	15
05:15 PM	8	8	8	8	16
05:30 PM	10	10	5	5	15
05:45 PM	10	10	4	4	14
Total Volume	35	35	25	25	60
% App. Total	100		100		
PHF	.875	.875	.781	.781	.938





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	0	0	0
12:15 AM	1	1	1	1	2
12:30 AM	1	1	1	1	2
12:45 AM	0	0	0	0	0
Total	2	2	2	2	4
01:00 AM	2	2	0	0	2
01:15 AM	0	0	0	0	0
01:30 AM	1	1	0	0	1
01:45 AM	0	0	0	0	0
Total	3	3	0	0	3
02:00 AM	0	0	0	0	0
02:15 AM	0	0	1	1	1
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	1	1	1
03:00 AM	0	0	1	1	1
03:15 AM	0	0	1	1	1
03:30 AM	0	0	0	0	0
03:45 AM	0	0	1	1	1
Total	0	0	3	3	3
04:00 AM	0	0	4	4	4
04:15 AM	0	0	2	2	2
04:30 AM	0	0	1	1	1
04:45 AM	0	0	1	1	1
Total	0	0	8	8	8



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	2	2	2
05:15 AM	0	0	1	1	1
05:30 AM	0	0	6	6	6
05:45 AM	0	0	7	7	7
Total	0	0	16	16	16
06:00 AM	0	0	14	14	14
06:15 AM	0	0	8	8	8
06:30 AM	1	1	6	6	7
06:45 AM	1	1	8	8	9
Total	2	2	36	36	38
07:00 AM	2	2	13	13	15
07:15 AM	2	2	18	18	20
07:30 AM	4	4	12	12	16
07:45 AM	4	4	2	2	6
Total	12	12	45	45	57
08:00 AM	4	4	6	6	10
08:15 AM	0	0	5	5	5
08:30 AM	1	1	6	6	7
08:45 AM	2	2	2	2	4
Total	7	7	19	19	26
09:00 AM	3	3	6	6	9
09:15 AM	3	3	4	4	7
09:30 AM	2	2	3	3	5
09:45 AM	0	0	4	4	4
Total	8	8	17	17	25
10:00 AM	1	1	5	5	6
10:15 AM	7	7	5	5	12



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 3

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	3	3	2	2	5
10:45 AM	4	4	3	3	7
Total	15	15	15	15	30
11:00 AM	1	1	3	3	4
11:15 AM	3	3	8	8	11
11:30 AM	4	4	3	3	7
11:45 AM	4	4	4	4	8
Total	12	12	18	18	30
12:00 PM	5	5	5	5	10
12:15 PM	7	7	4	4	11
12:30 PM	2	2	1	1	3
12:45 PM	6	6	2	2	8
Total	20	20	12	12	32
01:00 PM	7	7	4	4	11
01:15 PM	7	7	8	8	15
01:30 PM	5	5	4	4	9
01:45 PM	2	2	1	1	3
Total	21	21	17	17	38
02:00 PM	3	3	4	4	7
02:15 PM	5	5	6	6	11
02:30 PM	7	7	6	6	13
02:45 PM	3	3	4	4	7
Total	18	18	20	20	38
03:00 PM	7	7	4	4	11
03:15 PM	1	1	2	2	3
03:30 PM	5	5	4	4	9
03:45 PM	4	4	4	4	8
Total	17	17	14	14	31



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	9	9	2	2	11
04:15 PM	14	14	8	8	22
04:30 PM	11	11	4	4	15
04:45 PM	15	15	3	3	18
Total	49	49	17	17	66
05:00 PM	6	6	11	11	17
05:15 PM	6	6	4	4	10
05:30 PM	7	7	2	2	9
05:45 PM	9	9	4	4	13
Total	28	28	21	21	49
06:00 PM	8	8	0	0	8
06:15 PM	10	10	1	1	11
06:30 PM	5	5	3	3	8
06:45 PM	7	7	1	1	8
Total	30	30	5	5	35
07:00 PM	8	8	0	0	8
07:15 PM	5	5	0	0	5
07:30 PM	2	2	2	2	4
07:45 PM	9	9	2	2	11
Total	24	24	4	4	28
08:00 PM	0	0	2	2	2
08:15 PM	0	0	0	0	0
08:30 PM	6	6	1	1	7
08:45 PM	5	5	1	1	6
Total	11	11	4	4	15
09:00 PM	1	1	0	0	1
09:15 PM	1	1	0	0	1



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 5

Groups Printed- Light - Heavy

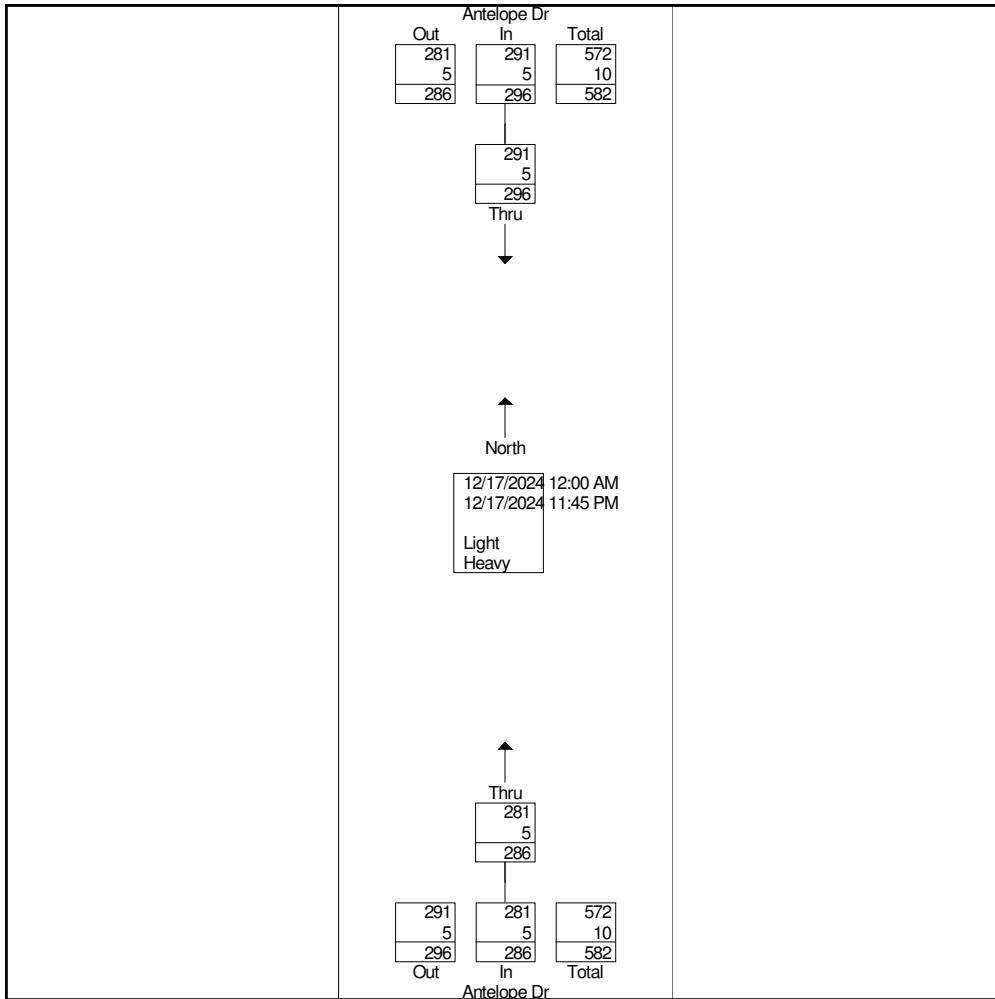
Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	0	0	0	0	0
09:45 PM	1	1	0	0	1
Total	3	3	0	0	3
10:00 PM	0	0	0	0	0
10:15 PM	1	1	1	1	2
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
Total	1	1	1	1	2
11:00 PM	1	1	0	0	1
11:15 PM	1	1	1	1	2
11:30 PM	1	1	0	0	1
11:45 PM	0	0	0	0	0
Total	3	3	1	1	4
Grand Total	286	286	296	296	582
Apprch %	100		100		
Total %	49.1	49.1	50.9	50.9	
Light	281	281	291	291	572
% Light	98.3	98.3	98.3	98.3	98.3
Heavy	5	5	5	5	10
% Heavy	1.7	1.7	1.7	1.7	1.7



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 6



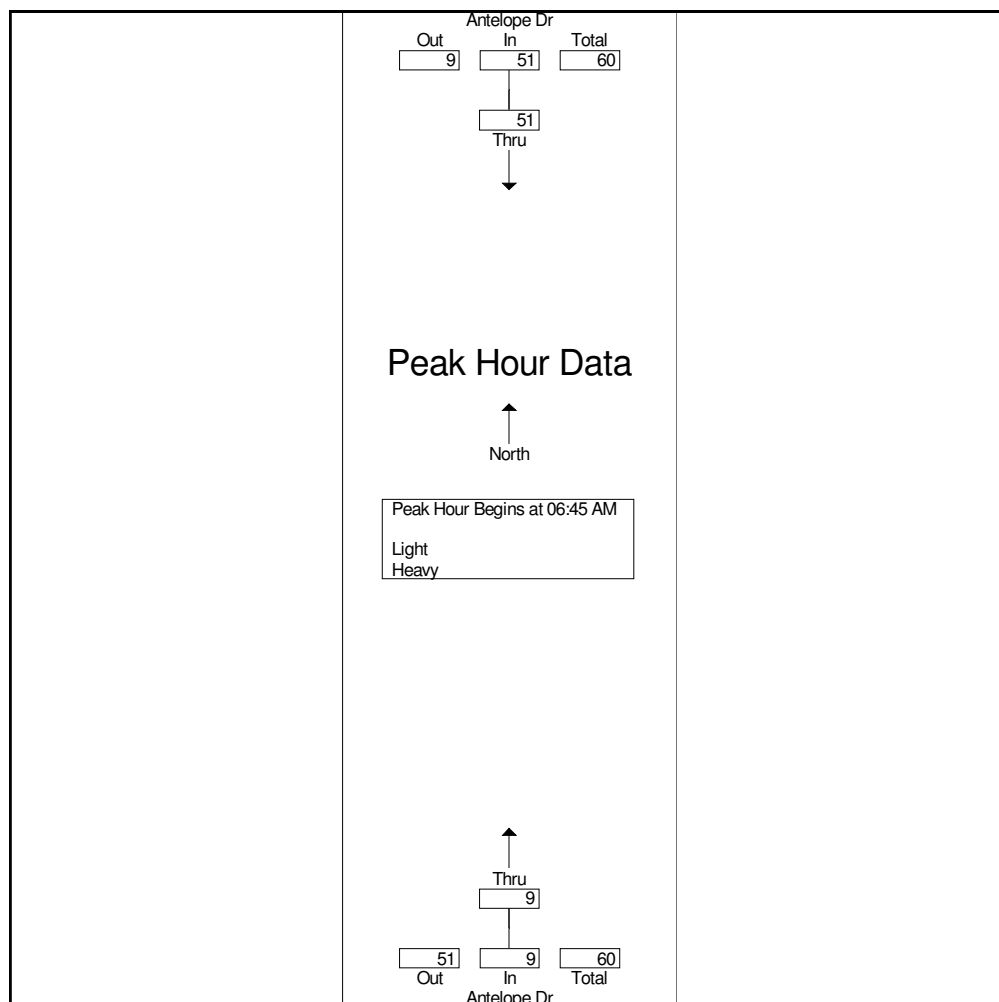


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 7

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 06:45 AM					
06:45 AM	1	1	8	8	9
07:00 AM	2	2	13	13	15
07:15 AM	2	2	18	18	20
07:30 AM	4	4	12	12	16
Total Volume	9	9	51	51	60
% App. Total	100		100		
PHF	.563	.563	.708	.708	.750



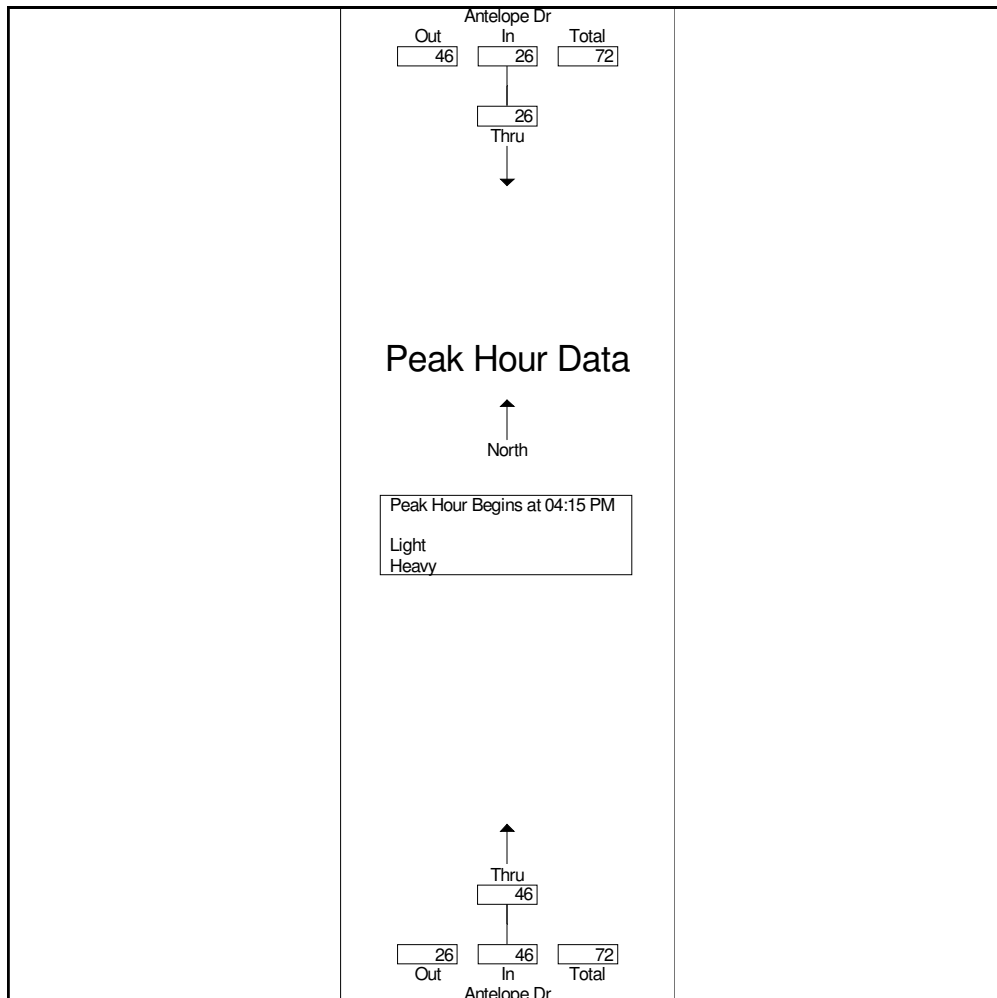


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 8

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 04:15 PM					
04:15 PM	14	14	8	8	22
04:30 PM	11	11	4	4	15
04:45 PM	15	15	3	3	18
05:00 PM	6	6	11	11	17
Total Volume	46	46	26	26	72
% App. Total	100		100		
PHF	.767	.767	.591	.591	.818





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	1	1	0	0	1
12:15 AM	0	0	0	0	0
12:30 AM	1	1	0	0	1
12:45 AM	0	0	0	0	0
Total	2	2	0	0	2
01:00 AM	1	1	0	0	1
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	0
Total	1	1	0	0	1
02:00 AM	0	0	1	1	1
02:15 AM	0	0	1	1	1
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	2	2	2
03:00 AM	0	0	1	1	1
03:15 AM	0	0	1	1	1
03:30 AM	0	0	0	0	0
03:45 AM	0	0	1	1	1
Total	0	0	3	3	3
04:00 AM	0	0	1	1	1
04:15 AM	0	0	2	2	2
04:30 AM	0	0	1	1	1
04:45 AM	0	0	2	2	2
Total	0	0	6	6	6



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	2	2	2
05:15 AM	0	0	1	1	1
05:30 AM	0	0	2	2	2
05:45 AM	0	0	7	7	7
Total	0	0	12	12	12
06:00 AM	0	0	9	9	9
06:15 AM	0	0	5	5	5
06:30 AM	0	0	7	7	7
06:45 AM	1	1	9	9	10
Total	1	1	30	30	31
07:00 AM	2	2	12	12	14
07:15 AM	2	2	16	16	18
07:30 AM	4	4	11	11	15
07:45 AM	5	5	9	9	14
Total	13	13	48	48	61
08:00 AM	4	4	8	8	12
08:15 AM	0	0	2	2	2
08:30 AM	5	5	8	8	13
08:45 AM	0	0	4	4	4
Total	9	9	22	22	31
09:00 AM	0	0	2	2	2
09:15 AM	1	1	4	4	5
09:30 AM	3	3	4	4	7
09:45 AM	1	1	4	4	5
Total	5	5	14	14	19
10:00 AM	2	2	1	1	3
10:15 AM	5	5	5	5	10



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 3

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	2	2	2	2	4
10:45 AM	2	2	2	2	4
Total	11	11	10	10	21
11:00 AM	3	3	5	5	8
11:15 AM	4	4	2	2	6
11:30 AM	4	4	4	4	8
11:45 AM	0	0	4	4	4
Total	11	11	15	15	26
12:00 PM	2	2	2	2	4
12:15 PM	6	6	1	1	7
12:30 PM	5	5	5	5	10
12:45 PM	2	2	5	5	7
Total	15	15	13	13	28
01:00 PM	2	2	3	3	5
01:15 PM	7	7	1	1	8
01:30 PM	2	2	2	2	4
01:45 PM	3	3	5	5	8
Total	14	14	11	11	25
02:00 PM	7	7	4	4	11
02:15 PM	3	3	3	3	6
02:30 PM	10	10	3	3	13
02:45 PM	4	4	2	2	6
Total	24	24	12	12	36
03:00 PM	5	5	3	3	8
03:15 PM	5	5	4	4	9
03:30 PM	7	7	5	5	12
03:45 PM	7	7	5	5	12
Total	24	24	17	17	41



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	8	8	5	5	13
04:15 PM	14	14	7	7	21
04:30 PM	6	6	7	7	13
04:45 PM	10	10	2	2	12
Total	38	38	21	21	59
05:00 PM	5	5	5	5	10
05:15 PM	12	12	5	5	17
05:30 PM	7	7	6	6	13
05:45 PM	10	10	5	5	15
Total	34	34	21	21	55
06:00 PM	16	16	4	4	20
06:15 PM	10	10	1	1	11
06:30 PM	5	5	2	2	7
06:45 PM	7	7	4	4	11
Total	38	38	11	11	49
07:00 PM	3	3	1	1	4
07:15 PM	1	1	1	1	2
07:30 PM	5	5	2	2	7
07:45 PM	2	2	2	2	4
Total	11	11	6	6	17
08:00 PM	7	7	2	2	9
08:15 PM	4	4	1	1	5
08:30 PM	2	2	0	0	2
08:45 PM	6	6	1	1	7
Total	19	19	4	4	23
09:00 PM	2	2	1	1	3
09:15 PM	4	4	3	3	7



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 5

Groups Printed- Light - Heavy

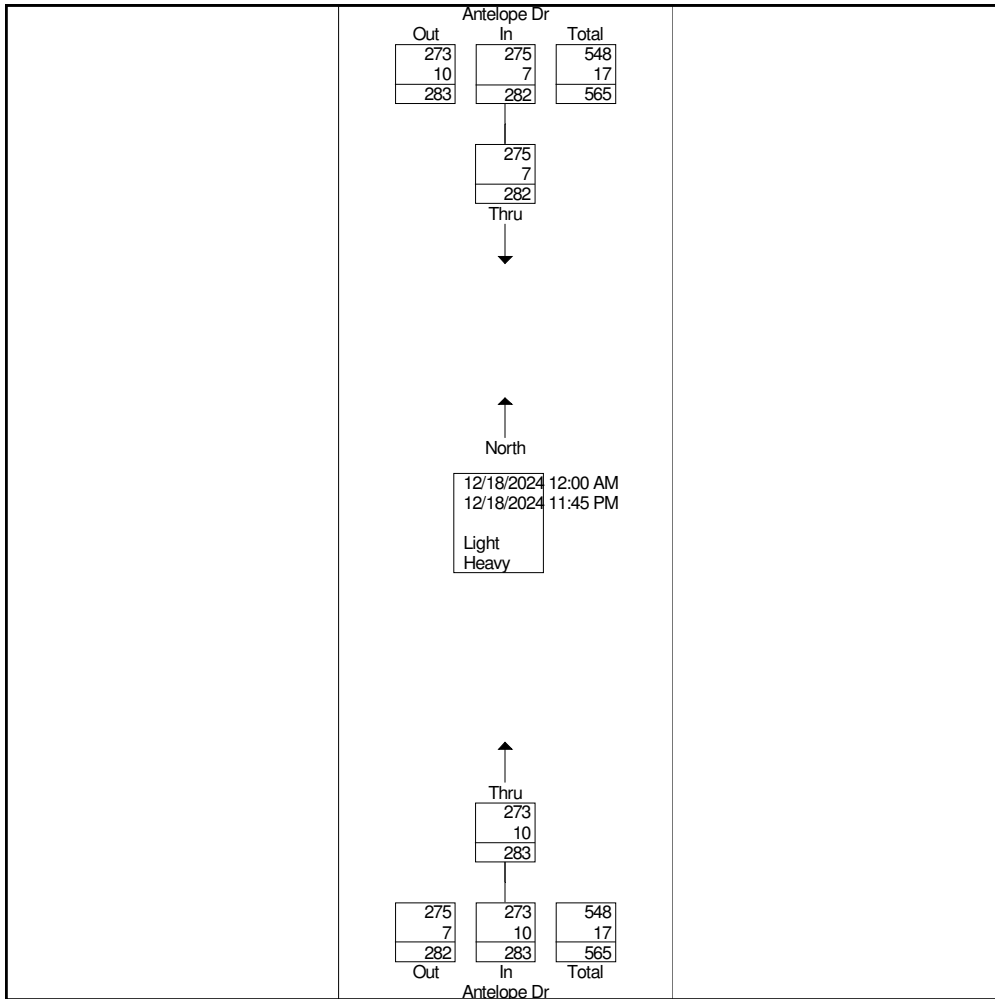
Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	2	2	0	0	2
09:45 PM	0	0	0	0	0
Total	8	8	4	4	12
10:00 PM	1	1	0	0	1
10:15 PM	0	0	0	0	0
10:30 PM	1	1	0	0	1
10:45 PM	1	1	0	0	1
Total	3	3	0	0	3
11:00 PM	1	1	0	0	1
11:15 PM	1	1	0	0	1
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
Total	2	2	0	0	2
Grand Total	283	283	282	282	565
Apprch %	100		100		
Total %	50.1	50.1	49.9	49.9	
Light	273	273	275	275	548
% Light	96.5	96.5	97.5	97.5	97
Heavy	10	10	7	7	17
% Heavy	3.5	3.5	2.5	2.5	3



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 6



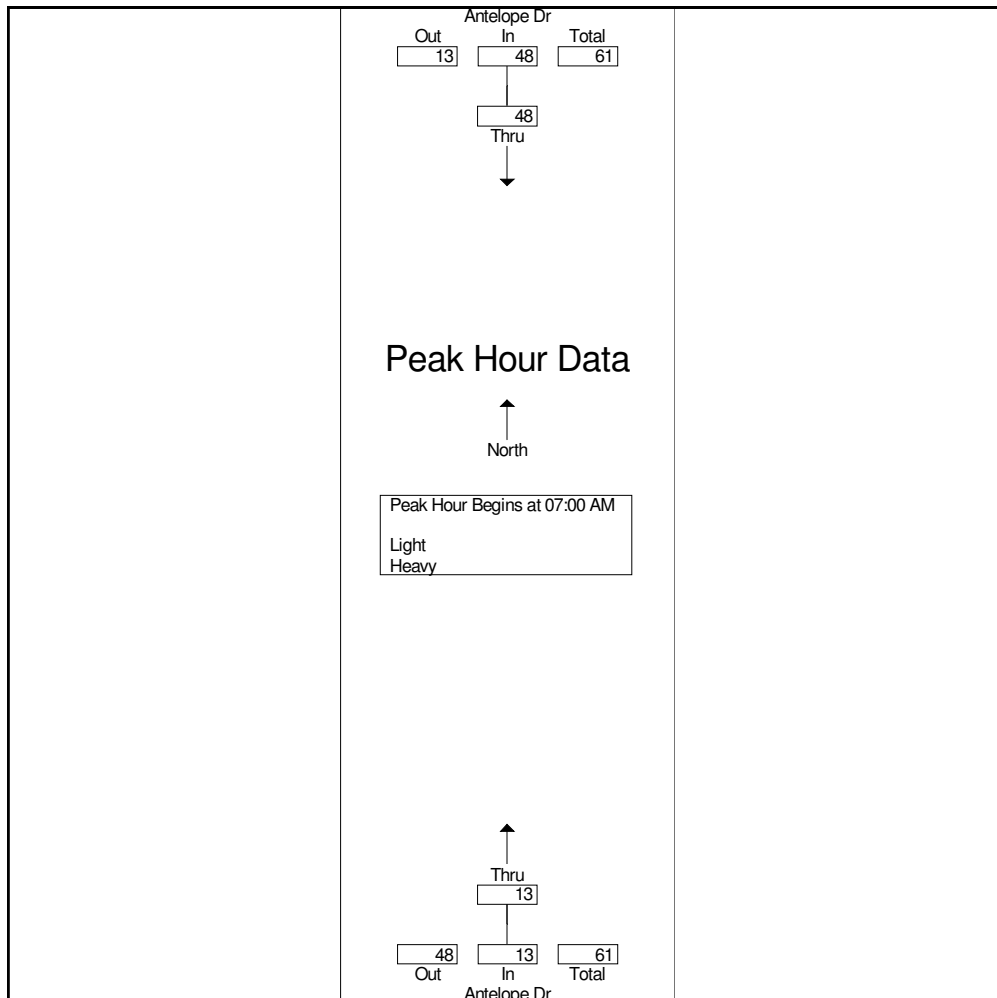


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 7

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:00 AM					
07:00 AM	2	2	12	12	14
07:15 AM	2	2	16	16	18
07:30 AM	4	4	11	11	15
07:45 AM	5	5	9	9	14
Total Volume	13	13	48	48	61
% App. Total	100		100		
PHF	.650	.650	.750	.750	.847



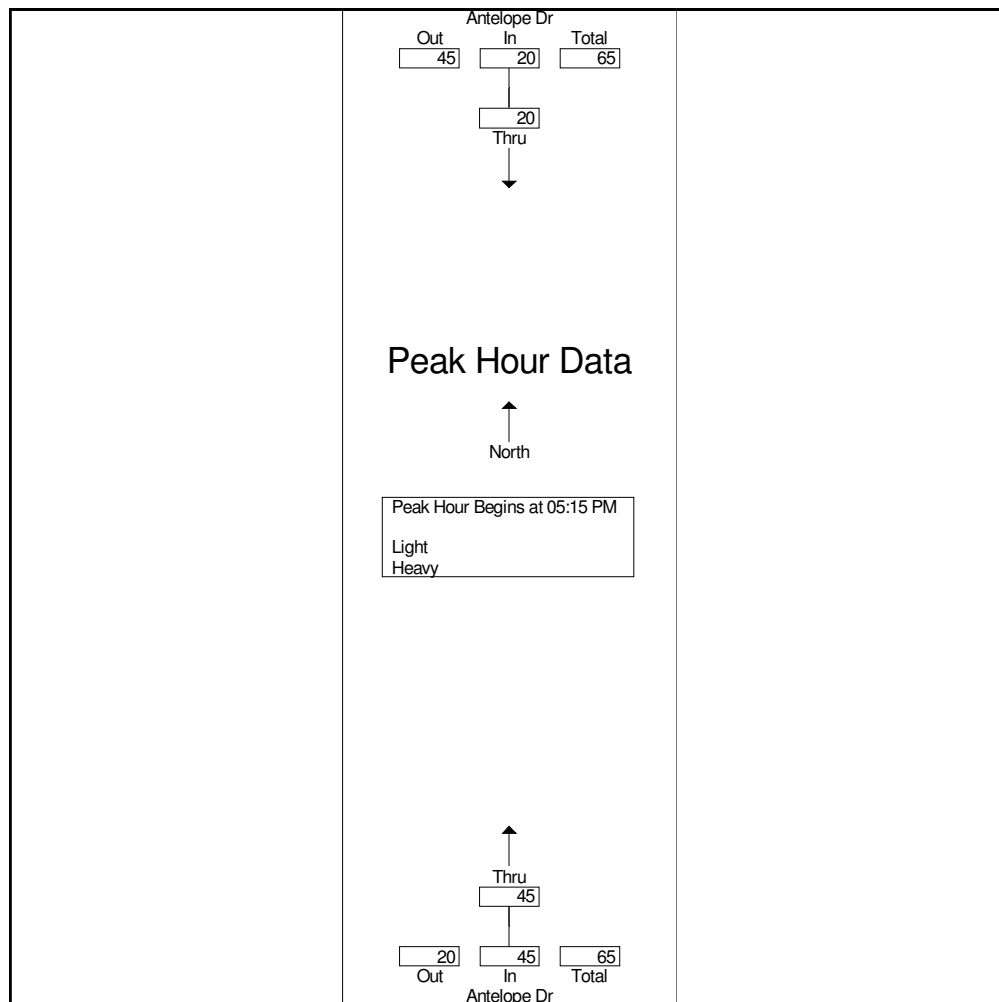


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
Antelope Dr north of SH 94

File Name : 3 Antelope Dr north of SH 94 Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 8

Start Time	Antelope Dr Northbound		Antelope Dr Southbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 05:15 PM					
05:15 PM	12	12	5	5	17
05:30 PM	7	7	6	6	13
05:45 PM	10	10	5	5	15
06:00 PM	16	16	4	4	20
Total Volume	45	45	20	20	65
% App. Total	100		100		
PHF	.703	.703	.833	.833	.813





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	1	1	1
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
Total	0	0	1	1	1
01:00 AM	0	0	0	0	0
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	0
Total	0	0	0	0	0
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	0	0	0
03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	0
03:30 AM	0	0	0	0	0
03:45 AM	0	0	0	0	0
Total	0	0	0	0	0
04:00 AM	0	0	0	0	0
04:15 AM	0	0	0	0	0
04:30 AM	0	0	0	0	0
04:45 AM	0	0	0	0	0
Total	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	1	1	1
05:15 AM	0	0	0	0	0
05:30 AM	0	0	0	0	0
05:45 AM	0	0	1	1	1
Total	0	0	2	2	2
06:00 AM	0	0	0	0	0
06:15 AM	0	0	1	1	1
06:30 AM	0	0	0	0	0
06:45 AM	0	0	1	1	1
Total	0	0	2	2	2
07:00 AM	0	0	1	1	1
07:15 AM	0	0	0	0	0
07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	0
Total	0	0	1	1	1
08:00 AM	0	0	1	1	1
08:15 AM	0	0	0	0	0
08:30 AM	1	1	0	0	1
08:45 AM	0	0	1	1	1
Total	1	1	2	2	3
09:00 AM	1	1	0	0	1
09:15 AM	0	0	0	0	0
09:30 AM	0	0	0	0	0
09:45 AM	0	0	0	0	0
Total	1	1	0	0	1
10:00 AM	0	0	1	1	1
10:15 AM	1	1	0	0	1



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 3

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	0	0	0	0	0
10:45 AM	0	0	0	0	0
Total	1	1	1	1	2
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	2	2	0	0	2
11:45 AM	1	1	0	0	1
Total	3	3	0	0	3
12:00 PM	1	1	1	1	2
12:15 PM	0	0	3	3	3
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total	1	1	4	4	5
01:00 PM	0	0	0	0	0
01:15 PM	1	1	1	1	2
01:30 PM	0	0	0	0	0
01:45 PM	0	0	1	1	1
Total	1	1	2	2	3
02:00 PM	0	0	2	2	2
02:15 PM	0	0	0	0	0
02:30 PM	0	0	1	1	1
02:45 PM	0	0	0	0	0
Total	0	0	3	3	3
03:00 PM	2	2	0	0	2
03:15 PM	2	2	0	0	2
03:30 PM	0	0	3	3	3
03:45 PM	1	1	0	0	1
Total	5	5	3	3	8



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	0	0	1	1	1
04:15 PM	1	1	1	1	2
04:30 PM	1	1	2	2	3
04:45 PM	1	1	0	0	1
Total	3	3	4	4	7
05:00 PM	2	2	1	1	3
05:15 PM	0	0	2	2	2
05:30 PM	1	1	0	0	1
05:45 PM	0	0	0	0	0
Total	3	3	3	3	6
06:00 PM	2	2	0	0	2
06:15 PM	0	0	0	0	0
06:30 PM	0	0	0	0	0
06:45 PM	0	0	0	0	0
Total	2	2	0	0	2
07:00 PM	1	1	1	1	2
07:15 PM	0	0	0	0	0
07:30 PM	0	0	1	1	1
07:45 PM	1	1	0	0	1
Total	2	2	2	2	4
08:00 PM	0	0	0	0	0
08:15 PM	0	0	0	0	0
08:30 PM	0	0	0	0	0
08:45 PM	1	1	0	0	1
Total	1	1	0	0	1
09:00 PM	0	0	0	0	0
09:15 PM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 5

Groups Printed- Light - Heavy

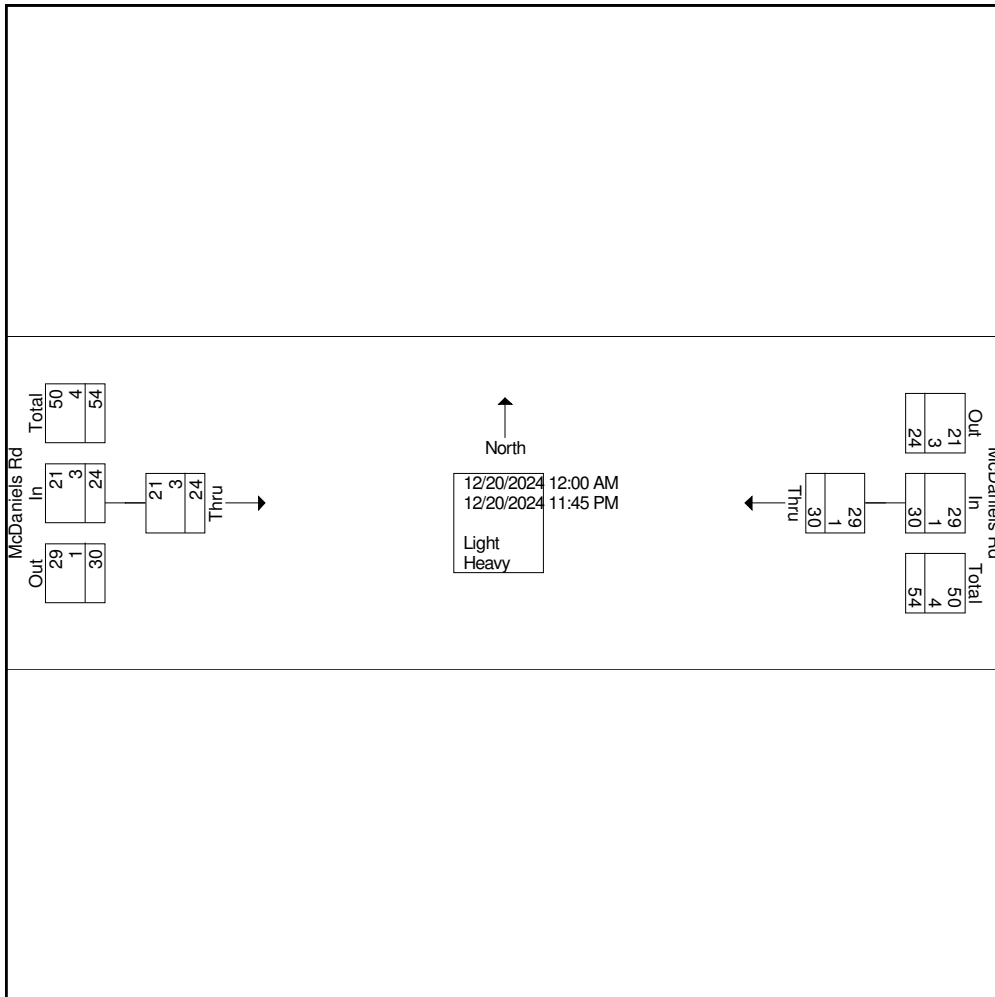
Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	0	0	0	0	0
09:45 PM	0	0	0	0	0
Total	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
Total	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
Total	0	0	0	0	0
Grand Total	24	24	30	30	54
Aprch %	100		100		
Total %	44.4	44.4	55.6	55.6	
Light	21	21	29	29	50
% Light	87.5	87.5	96.7	96.7	92.6
Heavy	3	3	1	1	4
% Heavy	12.5	12.5	3.3	3.3	7.4



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 6



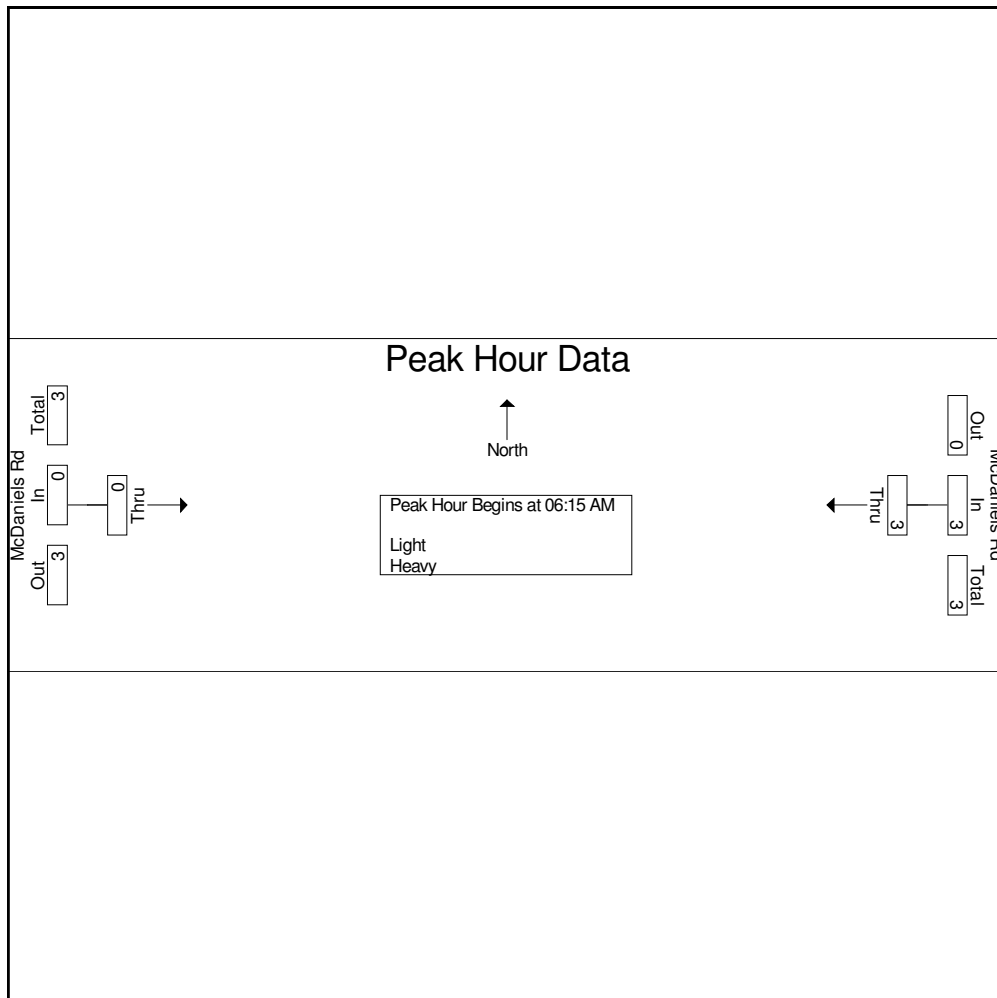


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 7

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 06:15 AM					
06:15 AM	0	0	1	1	1
06:30 AM	0	0	0	0	0
06:45 AM	0	0	1	1	1
07:00 AM	0	0	1	1	1
Total Volume	0	0	3	3	3
% App. Total	0		100		
PHF	.000	.000	.750	.750	.750



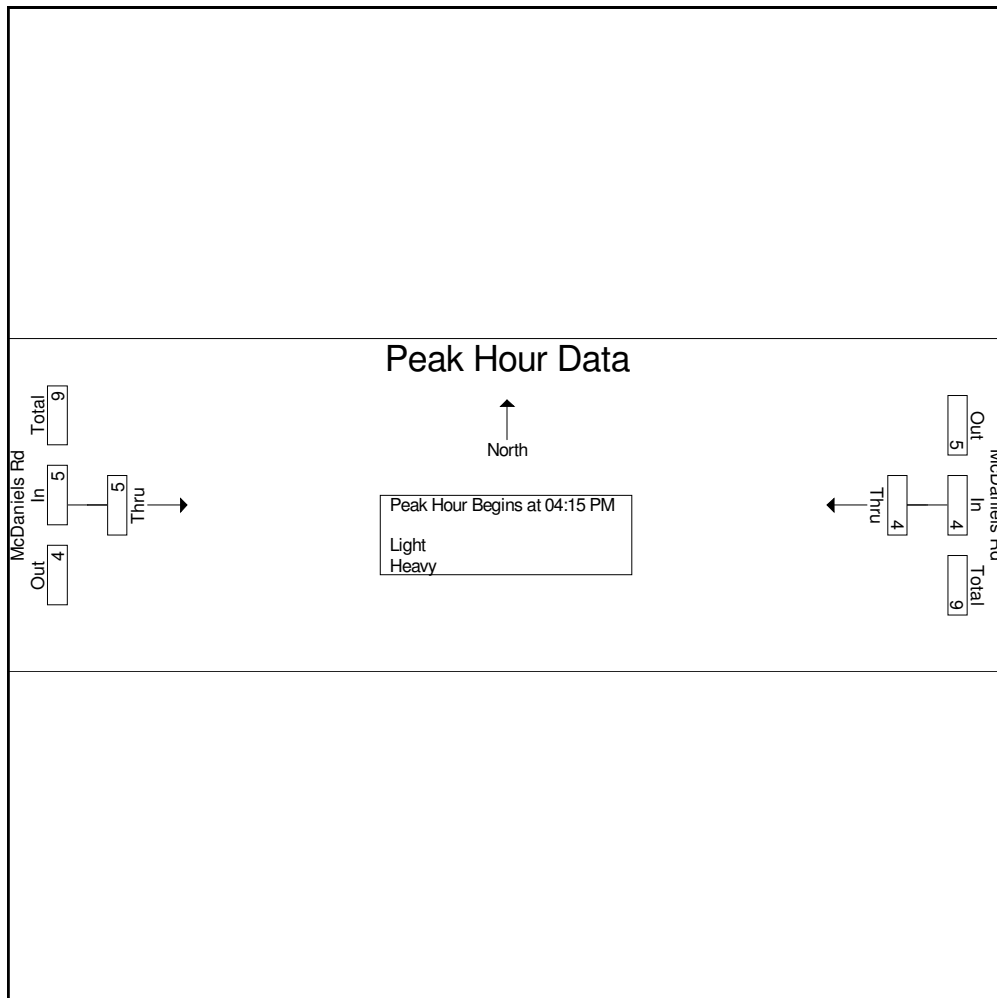


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Fri
Site Code : HDR
Start Date : 12/20/2024
Page No : 8

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 04:15 PM					
04:15 PM	1	1	1	1	2
04:30 PM	1	1	2	2	3
04:45 PM	1	1	0	0	1
05:00 PM	2	2	1	1	3
Total Volume	5	5	4	4	9
% App. Total	100		100		
PHF	.625	.625	.500	.500	.750





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 4 McDaniels Rd east of Spotted Owl Way Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 1

McDaniels Rd east of Spotted Owl Way

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
Total	0	0	0	0	0
01:00 AM	0	0	0	0	0
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	0
Total	0	0	0	0	0
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	0	0	0
03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	0
03:30 AM	0	0	0	0	0
03:45 AM	0	0	0	0	0
Total	0	0	0	0	0
04:00 AM	0	0	0	0	0
04:15 AM	0	0	0	0	0
04:30 AM	0	0	0	0	0
04:45 AM	0	0	0	0	0
Total	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 4 McDaniels Rd east of Spotted Owl Way Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 2

McDaniels Rd east of Spotted Owl Way

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	0	0	0
05:15 AM	1	1	1	1	2
05:30 AM	0	0	0	0	0
05:45 AM	0	0	2	2	2
Total	1	1	3	3	4
06:00 AM	0	0	1	1	1
06:15 AM	0	0	0	0	0
06:30 AM	0	0	1	1	1
06:45 AM	0	0	1	1	1
Total	0	0	3	3	3
07:00 AM	0	0	0	0	0
07:15 AM	1	1	1	1	2
07:30 AM	0	0	2	2	2
07:45 AM	0	0	0	0	0
Total	1	1	3	3	4
08:00 AM	0	0	1	1	1
08:15 AM	0	0	1	1	1
08:30 AM	0	0	0	0	0
08:45 AM	0	0	0	0	0
Total	0	0	2	2	2
09:00 AM	0	0	1	1	1
09:15 AM	0	0	0	0	0
09:30 AM	0	0	0	0	0
09:45 AM	0	0	1	1	1
Total	0	0	2	2	2
10:00 AM	1	1	2	2	3
10:15 AM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 4 McDaniels Rd east of Spotted Owl Way Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 3

McDaniels Rd east of Spotted Owl Way

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	0	0	1	1	1
10:45 AM	0	0	0	0	0
Total	1	1	3	3	4
11:00 AM	3	3	0	0	3
11:15 AM	0	0	1	1	1
11:30 AM	0	0	0	0	0
11:45 AM	2	2	0	0	2
Total	5	5	1	1	6
12:00 PM	1	1	1	1	2
12:15 PM	0	0	1	1	1
12:30 PM	1	1	0	0	1
12:45 PM	1	1	0	0	1
Total	3	3	2	2	5
01:00 PM	0	0	1	1	1
01:15 PM	0	0	0	0	0
01:30 PM	0	0	0	0	0
01:45 PM	0	0	0	0	0
Total	0	0	1	1	1
02:00 PM	1	1	1	1	2
02:15 PM	0	0	0	0	0
02:30 PM	1	1	1	1	2
02:45 PM	0	0	0	0	0
Total	2	2	2	2	4
03:00 PM	0	0	0	0	0
03:15 PM	0	0	0	0	0
03:30 PM	1	1	0	0	1
03:45 PM	1	1	2	2	3
Total	2	2	2	2	4



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 4 McDaniels Rd east of Spotted Owl Way Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 4

McDaniels Rd east of Spotted Owl Way

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	1	1	1	1	2
04:15 PM	1	1	2	2	3
04:30 PM	1	1	1	1	2
04:45 PM	1	1	1	1	2
Total	4	4	5	5	9
05:00 PM	1	1	0	0	1
05:15 PM	3	3	0	0	3
05:30 PM	1	1	0	0	1
05:45 PM	2	2	2	2	4
Total	7	7	2	2	9
06:00 PM	1	1	0	0	1
06:15 PM	1	1	1	1	2
06:30 PM	0	0	1	1	1
06:45 PM	0	0	0	0	0
Total	2	2	2	2	4
07:00 PM	1	1	0	0	1
07:15 PM	0	0	0	0	0
07:30 PM	2	2	0	0	2
07:45 PM	0	0	0	0	0
Total	3	3	0	0	3
08:00 PM	1	1	0	0	1
08:15 PM	0	0	0	0	0
08:30 PM	0	0	0	0	0
08:45 PM	0	0	0	0	0
Total	1	1	0	0	1
09:00 PM	0	0	0	0	0
09:15 PM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 4 McDaniels Rd east of Spotted Owl Way Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 5

McDaniels Rd east of Spotted Owl Way

Groups Printed- Light - Heavy

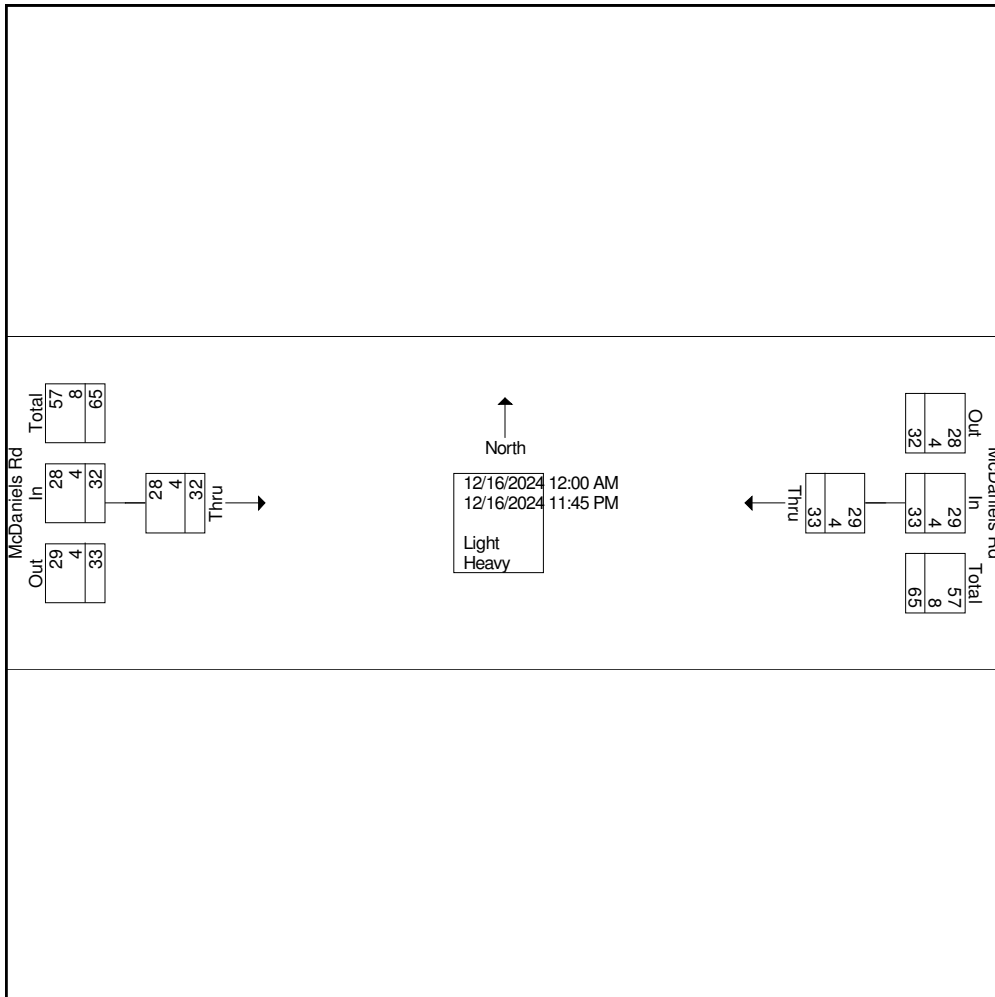
Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	0	0	0	0	0
09:45 PM	0	0	0	0	0
Total	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
Total	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
Total	0	0	0	0	0
Grand Total	32	32	33	33	65
Aprch %	100		100		
Total %	49.2	49.2	50.8	50.8	
Light	28	28	29	29	57
% Light	87.5	87.5	87.9	87.9	87.7
Heavy	4	4	4	4	8
% Heavy	12.5	12.5	12.1	12.1	12.3



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 6





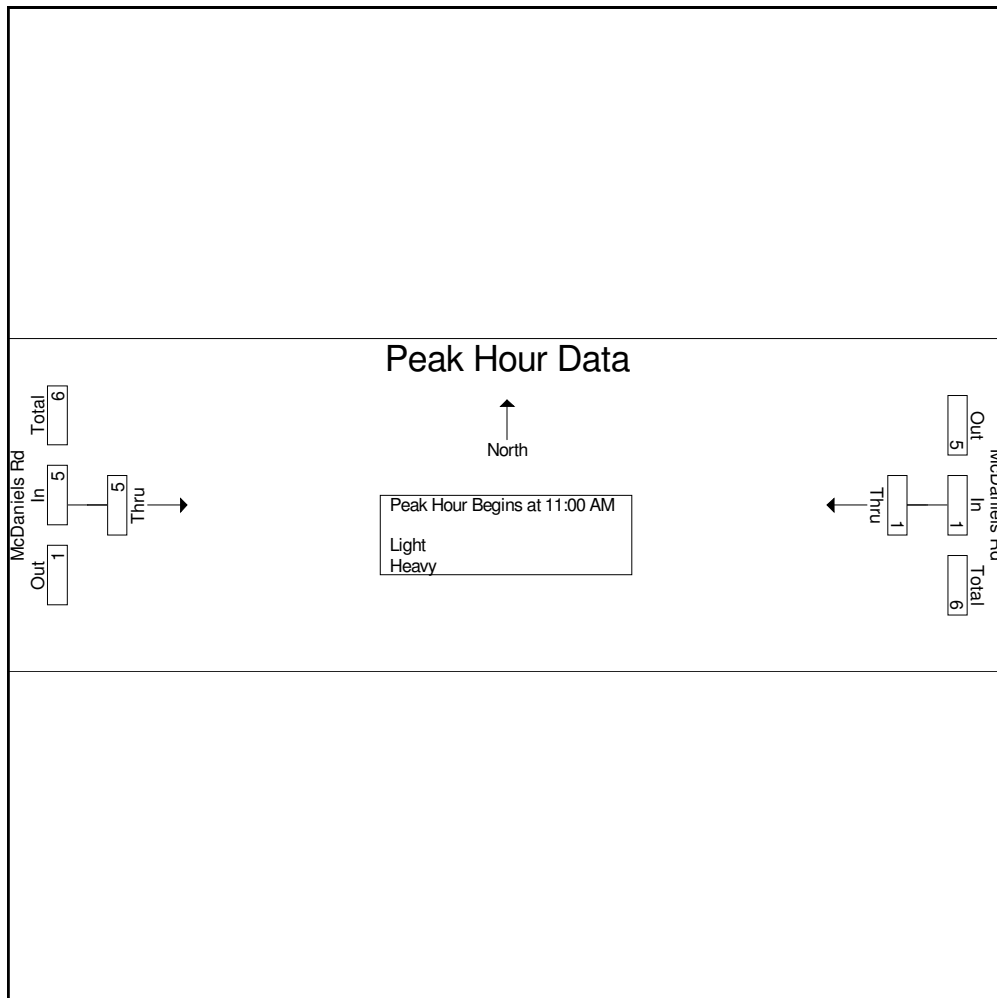
Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 4 McDaniels Rd east of Spotted Owl Way Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 7

McDaniels Rd east of Spotted Owl Way

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 11:00 AM					
11:00 AM	3	3	0	0	3
11:15 AM	0	0	1	1	1
11:30 AM	0	0	0	0	0
11:45 AM	2	2	0	0	2
Total Volume	5	5	1	1	6
% App. Total	100		100		
PHF	.417	.417	.250	.250	.500





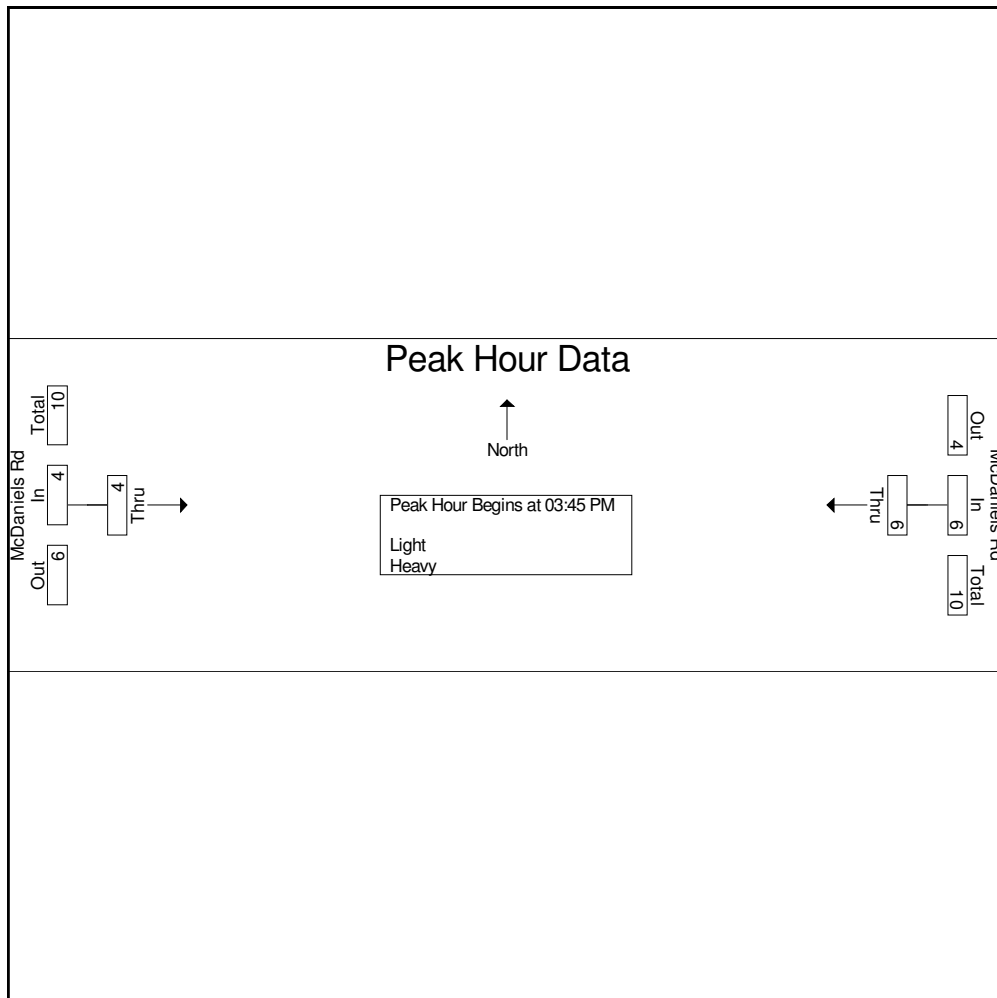
Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 4 McDaniels Rd east of Spotted Owl Way Mon
Site Code : HDR
Start Date : 12/16/2024
Page No : 8

McDaniels Rd east of Spotted Owl Way

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 03:45 PM					
03:45 PM	1	1	2	2	3
04:00 PM	1	1	1	1	2
04:15 PM	1	1	2	2	3
04:30 PM	1	1	1	1	2
Total Volume	4	4	6	6	10
% App. Total	100		100		
PHF	1.00	1.00	.750	.750	.833





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
Total	0	0	0	0	0
01:00 AM	0	0	0	0	0
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	0
Total	0	0	0	0	0
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	0	0	0
03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	0
03:30 AM	0	0	0	0	0
03:45 AM	0	0	0	0	0
Total	0	0	0	0	0
04:00 AM	0	0	0	0	0
04:15 AM	0	0	0	0	0
04:30 AM	0	0	0	0	0
04:45 AM	0	0	0	0	0
Total	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	1	1	1
05:15 AM	1	1	0	0	1
05:30 AM	1	1	1	1	2
05:45 AM	0	0	1	1	1
Total	2	2	3	3	5
06:00 AM	0	0	0	0	0
06:15 AM	0	0	1	1	1
06:30 AM	0	0	0	0	0
06:45 AM	0	0	1	1	1
Total	0	0	2	2	2
07:00 AM	1	1	0	0	1
07:15 AM	2	2	0	0	2
07:30 AM	0	0	1	1	1
07:45 AM	0	0	1	1	1
Total	3	3	2	2	5
08:00 AM	0	0	2	2	2
08:15 AM	0	0	0	0	0
08:30 AM	0	0	0	0	0
08:45 AM	1	1	0	0	1
Total	1	1	2	2	3
09:00 AM	0	0	0	0	0
09:15 AM	0	0	0	0	0
09:30 AM	0	0	0	0	0
09:45 AM	0	0	0	0	0
Total	0	0	0	0	0
10:00 AM	0	0	0	0	0
10:15 AM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 3

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	0	0	0	0	0
10:45 AM	0	0	0	0	0
Total	0	0	0	0	0
11:00 AM	0	0	1	1	1
11:15 AM	1	1	0	0	1
11:30 AM	1	1	0	0	1
11:45 AM	0	0	1	1	1
Total	2	2	2	2	4
12:00 PM	0	0	2	2	2
12:15 PM	0	0	0	0	0
12:30 PM	0	0	1	1	1
12:45 PM	0	0	1	1	1
Total	0	0	4	4	4
01:00 PM	0	0	0	0	0
01:15 PM	0	0	0	0	0
01:30 PM	1	1	1	1	2
01:45 PM	2	2	0	0	2
Total	3	3	1	1	4
02:00 PM	0	0	1	1	1
02:15 PM	2	2	0	0	2
02:30 PM	1	1	0	0	1
02:45 PM	0	0	0	0	0
Total	3	3	1	1	4
03:00 PM	0	0	1	1	1
03:15 PM	1	1	0	0	1
03:30 PM	0	0	0	0	0
03:45 PM	0	0	0	0	0
Total	1	1	1	1	2



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 4

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	2	2	0	0	2
04:15 PM	1	1	1	1	2
04:30 PM	1	1	2	2	3
04:45 PM	0	0	1	1	1
Total	4	4	4	4	8
05:00 PM	0	0	0	0	0
05:15 PM	1	1	0	0	1
05:30 PM	0	0	0	0	0
05:45 PM	1	1	0	0	1
Total	2	2	0	0	2
06:00 PM	0	0	1	1	1
06:15 PM	1	1	0	0	1
06:30 PM	0	0	0	0	0
06:45 PM	1	1	0	0	1
Total	2	2	1	1	3
07:00 PM	0	0	0	0	0
07:15 PM	0	0	0	0	0
07:30 PM	0	0	0	0	0
07:45 PM	0	0	0	0	0
Total	0	0	0	0	0
08:00 PM	2	2	0	0	2
08:15 PM	0	0	0	0	0
08:30 PM	1	1	2	2	3
08:45 PM	0	0	0	0	0
Total	3	3	2	2	5
09:00 PM	0	0	0	0	0
09:15 PM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 5

Groups Printed- Light - Heavy

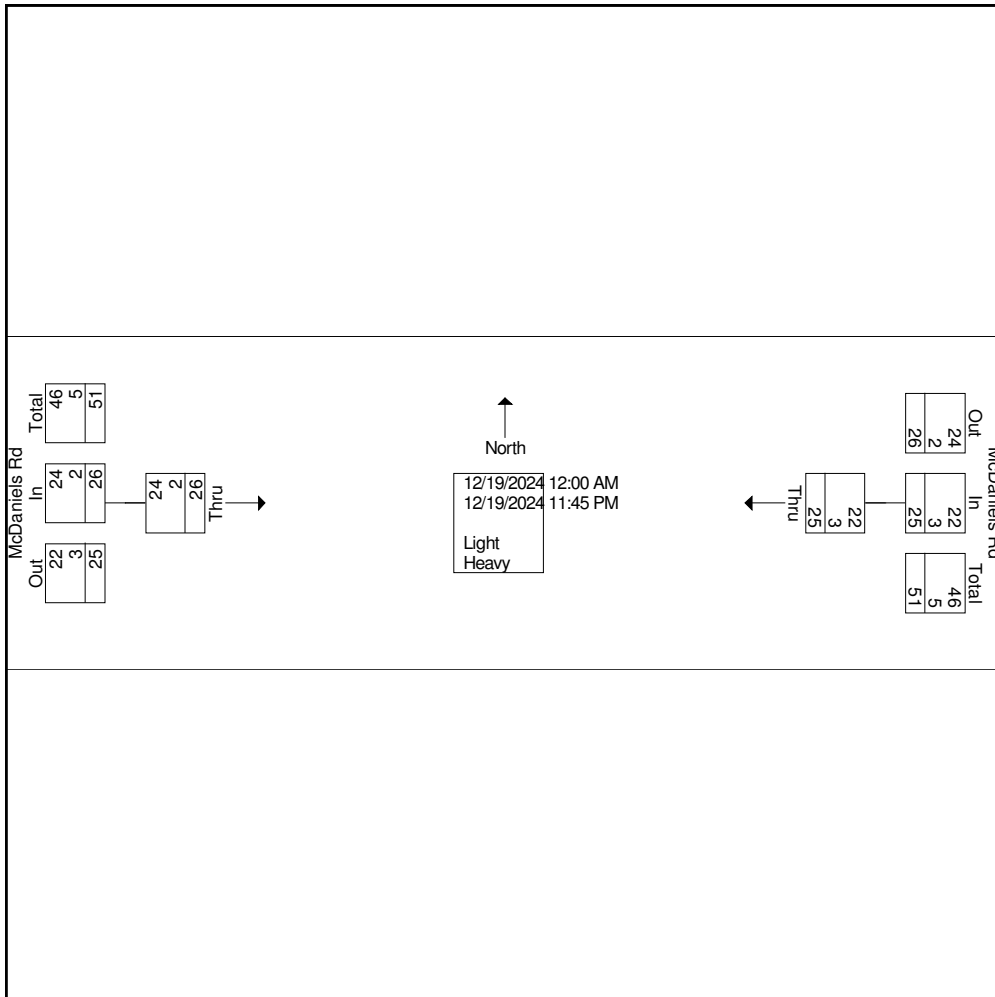
Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	0	0	0	0	0
09:45 PM	0	0	0	0	0
Total	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
Total	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
Total	0	0	0	0	0
Grand Total	26	26	25	25	51
Aprch %	100		100		
Total %	51	51	49	49	
Light	24	24	22	22	46
% Light	92.3	92.3	88	88	90.2
Heavy	2	2	3	3	5
% Heavy	7.7	7.7	12	12	9.8



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 6



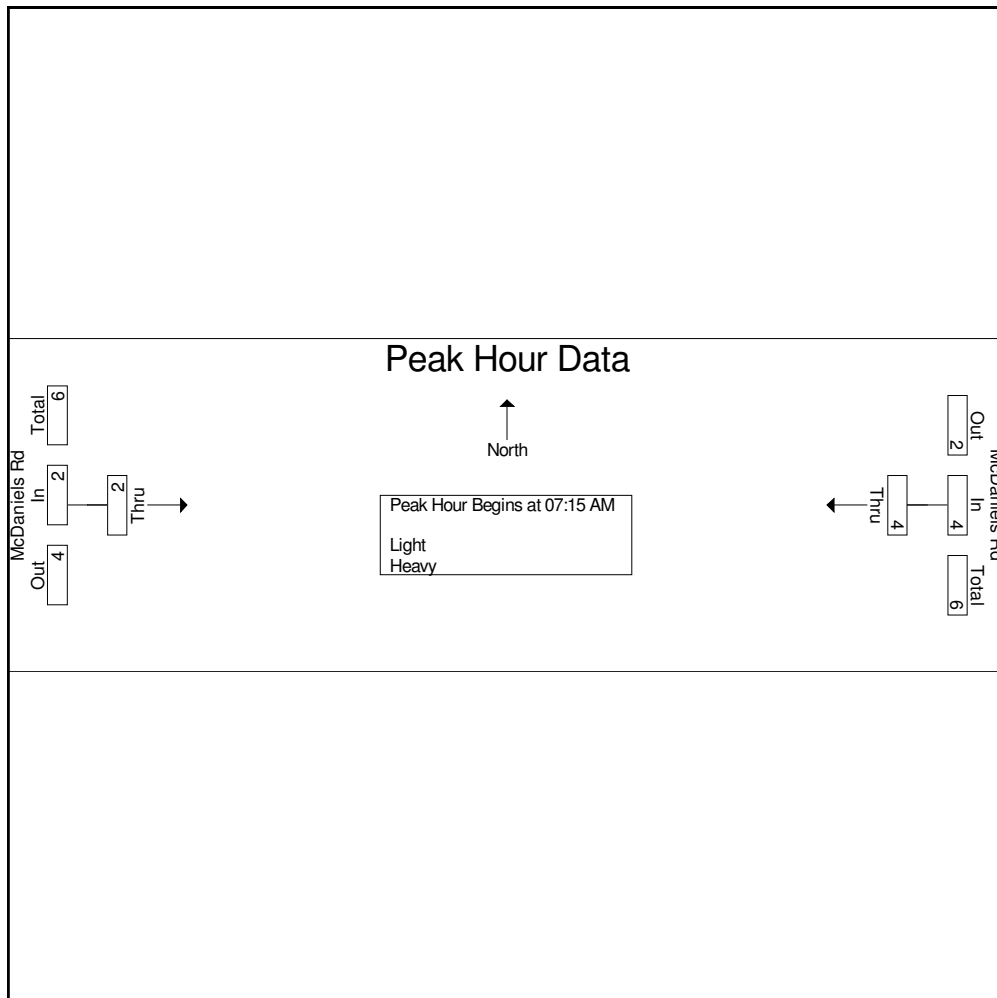


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 7

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:15 AM					
07:15 AM	2	2	0	0	2
07:30 AM	0	0	1	1	1
07:45 AM	0	0	1	1	1
08:00 AM	0	0	2	2	2
Total Volume	2	2	4	4	6
% App. Total	100		100		
PHF	.250	.250	.500	.500	.750



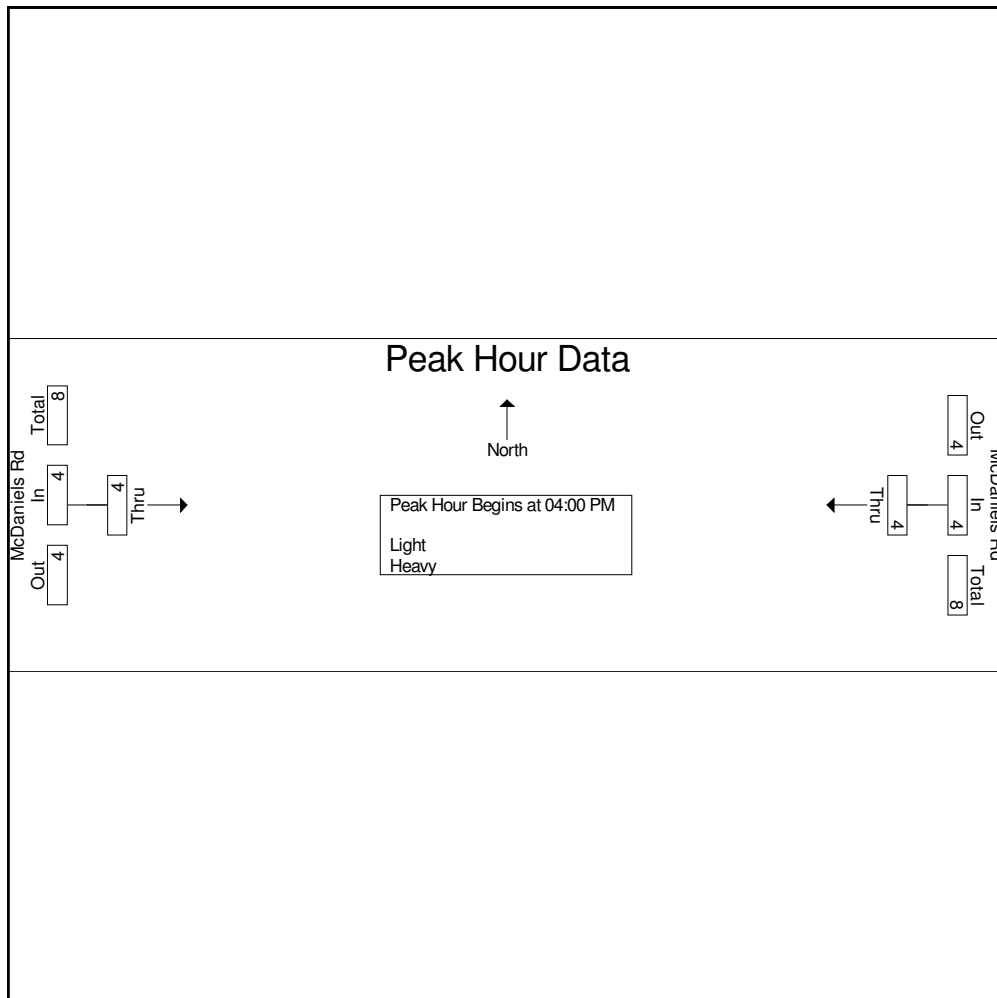


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Thurs
Site Code : HDR
Start Date : 12/19/2024
Page No : 8

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 04:00 PM					
04:00 PM	2	2	0	0	2
04:15 PM	1	1	1	1	2
04:30 PM	1	1	2	2	3
04:45 PM	0	0	1	1	1
Total Volume	4	4	4	4	8
% App. Total	100		100		
PHF	.500	.500	.500	.500	.667





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
Total	0	0	0	0	0
01:00 AM	0	0	0	0	0
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	0
Total	0	0	0	0	0
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	0	0	0
03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	0
03:30 AM	0	0	0	0	0
03:45 AM	0	0	0	0	0
Total	0	0	0	0	0
04:00 AM	0	0	2	2	2
04:15 AM	0	0	0	0	0
04:30 AM	0	0	0	0	0
04:45 AM	0	0	0	0	0
Total	0	0	2	2	2



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 2

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	0	0	0
05:15 AM	1	1	0	0	1
05:30 AM	1	1	0	0	1
05:45 AM	0	0	2	2	2
Total	2	2	2	2	4
06:00 AM	0	0	0	0	0
06:15 AM	0	0	1	1	1
06:30 AM	0	0	0	0	0
06:45 AM	0	0	1	1	1
Total	0	0	2	2	2
07:00 AM	0	0	0	0	0
07:15 AM	2	2	2	2	4
07:30 AM	1	1	2	2	3
07:45 AM	0	0	0	0	0
Total	3	3	4	4	7
08:00 AM	0	0	0	0	0
08:15 AM	0	0	1	1	1
08:30 AM	0	0	1	1	1
08:45 AM	0	0	1	1	1
Total	0	0	3	3	3
09:00 AM	0	0	0	0	0
09:15 AM	0	0	0	0	0
09:30 AM	1	1	0	0	1
09:45 AM	0	0	2	2	2
Total	1	1	2	2	3
10:00 AM	0	0	0	0	0
10:15 AM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 4 McDaniels Rd east of Spotted Owl Way Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 3

McDaniels Rd east of Spotted Owl Way

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	0	0	0	0	0
10:45 AM	0	0	0	0	0
Total	0	0	0	0	0
11:00 AM	0	0	0	0	0
11:15 AM	0	0	1	1	1
11:30 AM	0	0	0	0	0
11:45 AM	0	0	1	1	1
Total	0	0	2	2	2
12:00 PM	1	1	0	0	1
12:15 PM	2	2	0	0	2
12:30 PM	0	0	1	1	1
12:45 PM	1	1	0	0	1
Total	4	4	1	1	5
01:00 PM	1	1	0	0	1
01:15 PM	0	0	0	0	0
01:30 PM	0	0	0	0	0
01:45 PM	0	0	0	0	0
Total	1	1	0	0	1
02:00 PM	0	0	0	0	0
02:15 PM	0	0	0	0	0
02:30 PM	1	1	1	1	2
02:45 PM	0	0	0	0	0
Total	1	1	1	1	2
03:00 PM	0	0	1	1	1
03:15 PM	1	1	1	1	2
03:30 PM	1	1	0	0	1
03:45 PM	0	0	0	0	0
Total	2	2	2	2	4



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 4 McDaniels Rd east of Spotted Owl Way Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 4

McDaniels Rd east of Spotted Owl Way

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	1	1	1	1	2
04:15 PM	1	1	1	1	2
04:30 PM	2	2	0	0	2
04:45 PM	1	1	1	1	2
Total	5	5	3	3	8
05:00 PM	0	0	1	1	1
05:15 PM	0	0	0	0	0
05:30 PM	0	0	0	0	0
05:45 PM	1	1	1	1	2
Total	1	1	2	2	3
06:00 PM	0	0	1	1	1
06:15 PM	3	3	1	1	4
06:30 PM	0	0	0	0	0
06:45 PM	1	1	0	0	1
Total	4	4	2	2	6
07:00 PM	0	0	0	0	0
07:15 PM	0	0	0	0	0
07:30 PM	0	0	0	0	0
07:45 PM	1	1	0	0	1
Total	1	1	0	0	1
08:00 PM	0	0	0	0	0
08:15 PM	0	0	0	0	0
08:30 PM	0	0	0	0	0
08:45 PM	0	0	0	0	0
Total	0	0	0	0	0
09:00 PM	0	0	0	0	0
09:15 PM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 4 McDaniels Rd east of Spotted Owl Way Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 5

Groups Printed- Light - Heavy

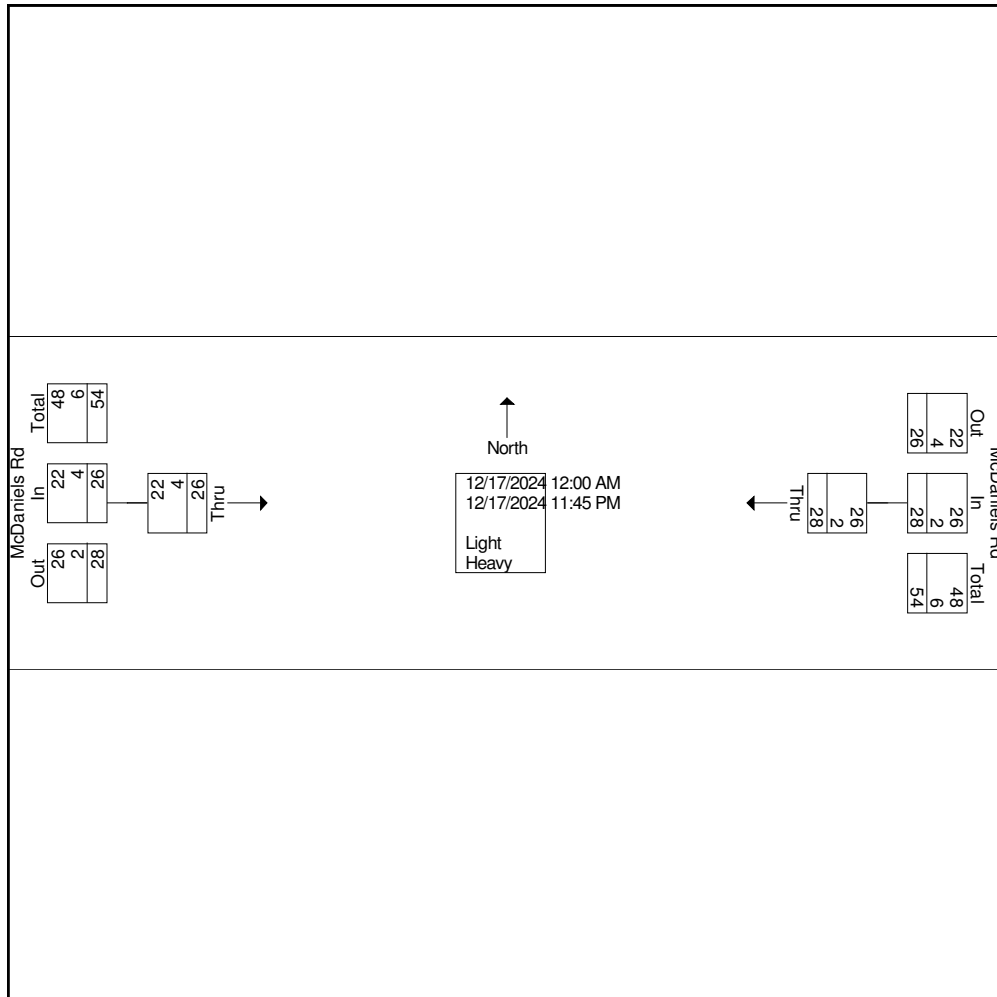
Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	0	0	0	0	0
09:45 PM	0	0	0	0	0
Total	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
Total	0	0	0	0	0
11:00 PM	1	1	0	0	1
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
Total	1	1	0	0	1
Grand Total	26	26	28	28	54
Aprch %	100		100		
Total %	48.1	48.1	51.9	51.9	
Light	22	22	26	26	48
% Light	84.6	84.6	92.9	92.9	88.9
Heavy	4	4	2	2	6
% Heavy	15.4	15.4	7.1	7.1	11.1



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 6



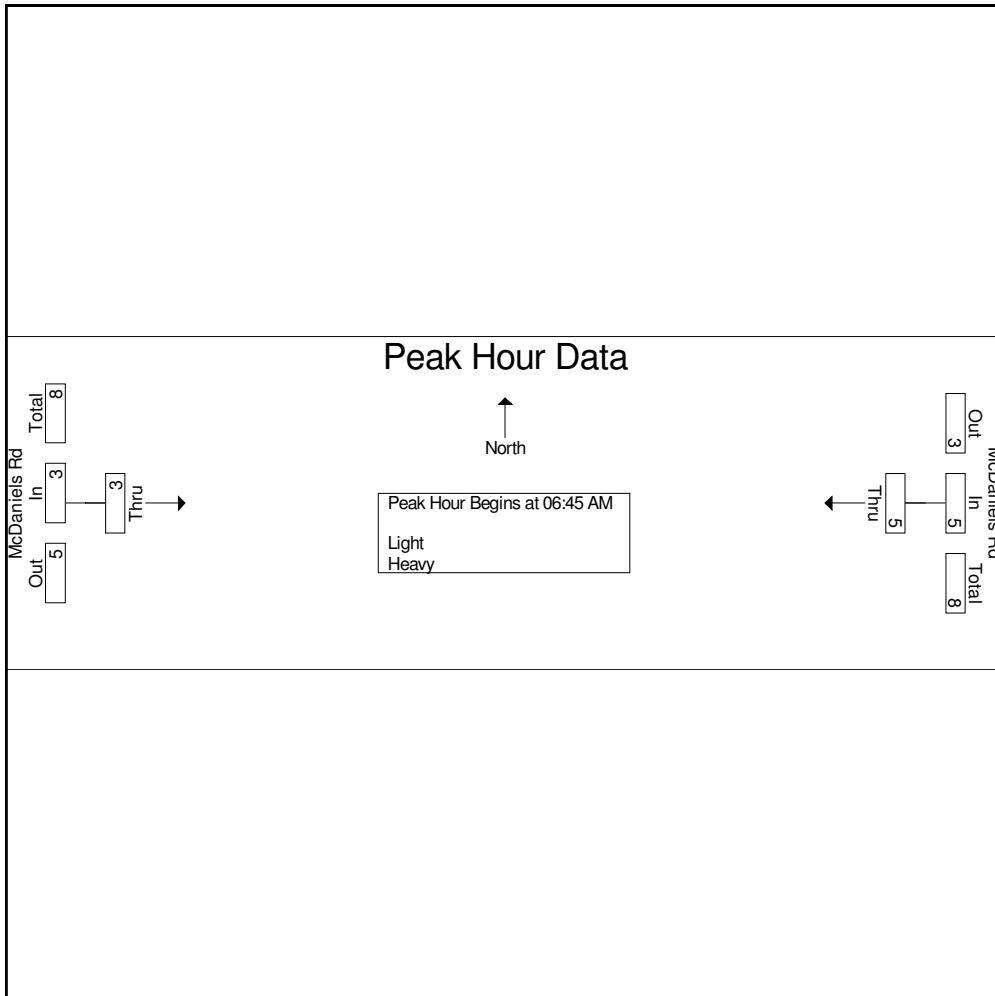


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 7

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 06:45 AM					
06:45 AM	0	0	1	1	1
07:00 AM	0	0	0	0	0
07:15 AM	2	2	2	2	4
07:30 AM	1	1	2	2	3
Total Volume	3	3	5	5	8
% App. Total	100		100		
PHF	.375	.375	.625	.625	.500



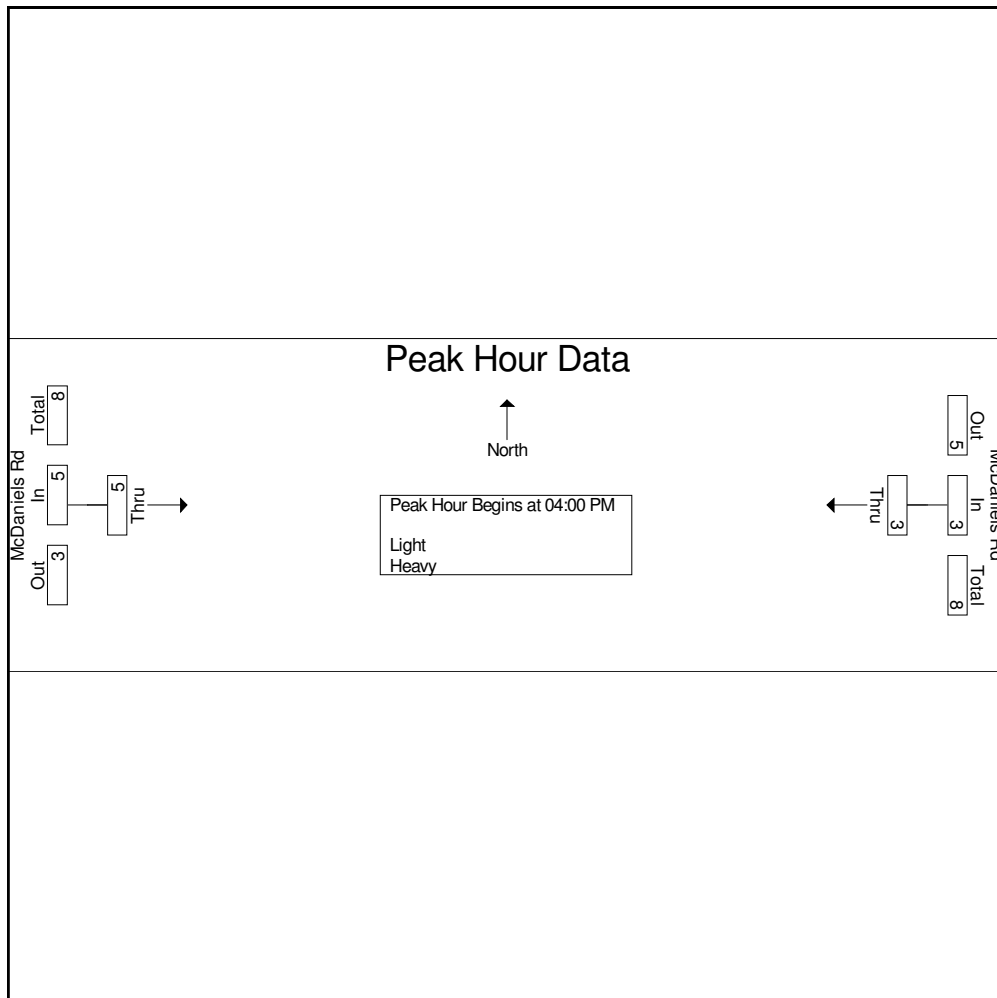


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Tues
Site Code : HDR
Start Date : 12/17/2024
Page No : 8

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 04:00 PM					
04:00 PM	1	1	1	1	2
04:15 PM	1	1	1	1	2
04:30 PM	2	2	0	0	2
04:45 PM	1	1	1	1	2
Total Volume	5	5	3	3	8
% App. Total	100		100		
PHF	.625	.625	.750	.750	1.00





Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 1

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
Total	0	0	0	0	0
01:00 AM	0	0	0	0	0
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	0
Total	0	0	0	0	0
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	0
Total	0	0	0	0	0
03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	0
03:30 AM	0	0	0	0	0
03:45 AM	0	0	0	0	0
Total	0	0	0	0	0
04:00 AM	0	0	0	0	0
04:15 AM	0	0	0	0	0
04:30 AM	0	0	0	0	0
04:45 AM	0	0	0	0	0
Total	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 4 McDaniels Rd east of Spotted Owl Way Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 2

McDaniels Rd east of Spotted Owl Way

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	1	1	1
05:15 AM	0	0	0	0	0
05:30 AM	1	1	1	1	2
05:45 AM	0	0	0	0	0
Total	1	1	2	2	3
06:00 AM	0	0	1	1	1
06:15 AM	0	0	1	1	1
06:30 AM	0	0	0	0	0
06:45 AM	0	0	1	1	1
Total	0	0	3	3	3
07:00 AM	1	1	0	0	1
07:15 AM	1	1	1	1	2
07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	0
Total	2	2	1	1	3
08:00 AM	0	0	1	1	1
08:15 AM	0	0	0	0	0
08:30 AM	0	0	1	1	1
08:45 AM	0	0	0	0	0
Total	0	0	2	2	2
09:00 AM	0	0	1	1	1
09:15 AM	0	0	0	0	0
09:30 AM	0	0	1	1	1
09:45 AM	0	0	0	0	0
Total	0	0	2	2	2
10:00 AM	0	0	0	0	0
10:15 AM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 4 McDaniels Rd east of Spotted Owl Way Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 3

McDaniels Rd east of Spotted Owl Way

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	0	0	0	0	0
10:45 AM	1	1	0	0	1
Total	1	1	0	0	1
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	1	1	0	0	1
Total	1	1	0	0	1
12:00 PM	1	1	1	1	2
12:15 PM	1	1	1	1	2
12:30 PM	0	0	0	0	0
12:45 PM	0	0	1	1	1
Total	2	2	3	3	5
01:00 PM	0	0	0	0	0
01:15 PM	0	0	0	0	0
01:30 PM	0	0	0	0	0
01:45 PM	0	0	0	0	0
Total	0	0	0	0	0
02:00 PM	0	0	0	0	0
02:15 PM	0	0	0	0	0
02:30 PM	1	1	0	0	1
02:45 PM	1	1	1	1	2
Total	2	2	1	1	3
03:00 PM	1	1	0	0	1
03:15 PM	1	1	1	1	2
03:30 PM	0	0	0	0	0
03:45 PM	2	2	0	0	2
Total	4	4	1	1	5



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 4 McDaniels Rd east of Spotted Owl Way Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 4

McDaniels Rd east of Spotted Owl Way

Groups Printed- Light - Heavy

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	0	0	1	1	1
04:15 PM	0	0	1	1	1
04:30 PM	0	0	1	1	1
04:45 PM	2	2	0	0	2
Total	2	2	3	3	5
05:00 PM	1	1	1	1	2
05:15 PM	3	3	0	0	3
05:30 PM	1	1	0	0	1
05:45 PM	2	2	1	1	3
Total	7	7	2	2	9
06:00 PM	1	1	0	0	1
06:15 PM	3	3	1	1	4
06:30 PM	3	3	2	2	5
06:45 PM	0	0	0	0	0
Total	7	7	3	3	10
07:00 PM	0	0	0	0	0
07:15 PM	0	0	0	0	0
07:30 PM	0	0	0	0	0
07:45 PM	1	1	0	0	1
Total	1	1	0	0	1
08:00 PM	0	0	1	1	1
08:15 PM	0	0	0	0	0
08:30 PM	0	0	1	1	1
08:45 PM	0	0	0	0	0
Total	0	0	2	2	2
09:00 PM	0	0	0	0	0
09:15 PM	0	0	0	0	0



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak

File Name : 4 McDaniels Rd east of Spotted Owl Way Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 5

McDaniels Rd east of Spotted Owl Way

Groups Printed- Light - Heavy

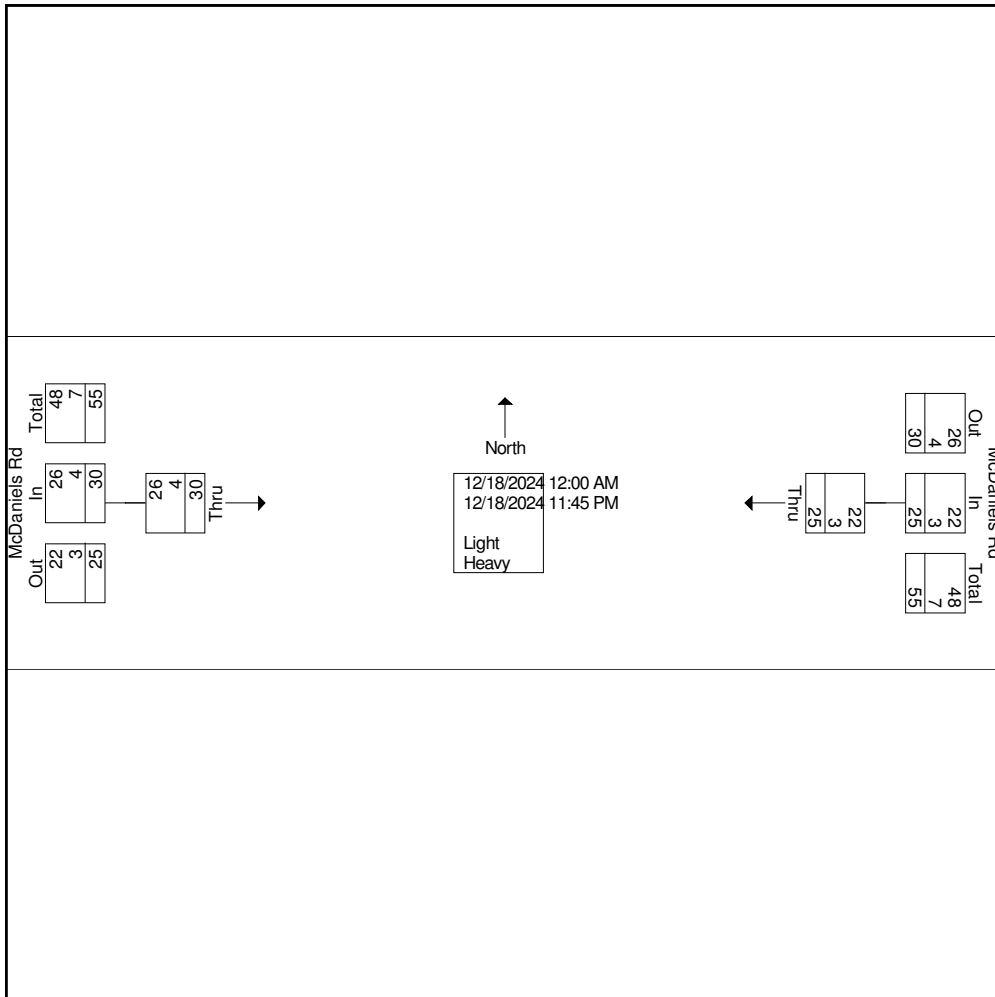
Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	0	0	0	0	0
09:45 PM	0	0	0	0	0
Total	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
Total	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
Total	0	0	0	0	0
Grand Total	30	30	25	25	55
Aprch %	100		100		
Total %	54.5	54.5	45.5	45.5	
Light	26	26	22	22	48
% Light	86.7	86.7	88	88	87.3
Heavy	4	4	3	3	7
% Heavy	13.3	13.3	12	12	12.7



Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 6



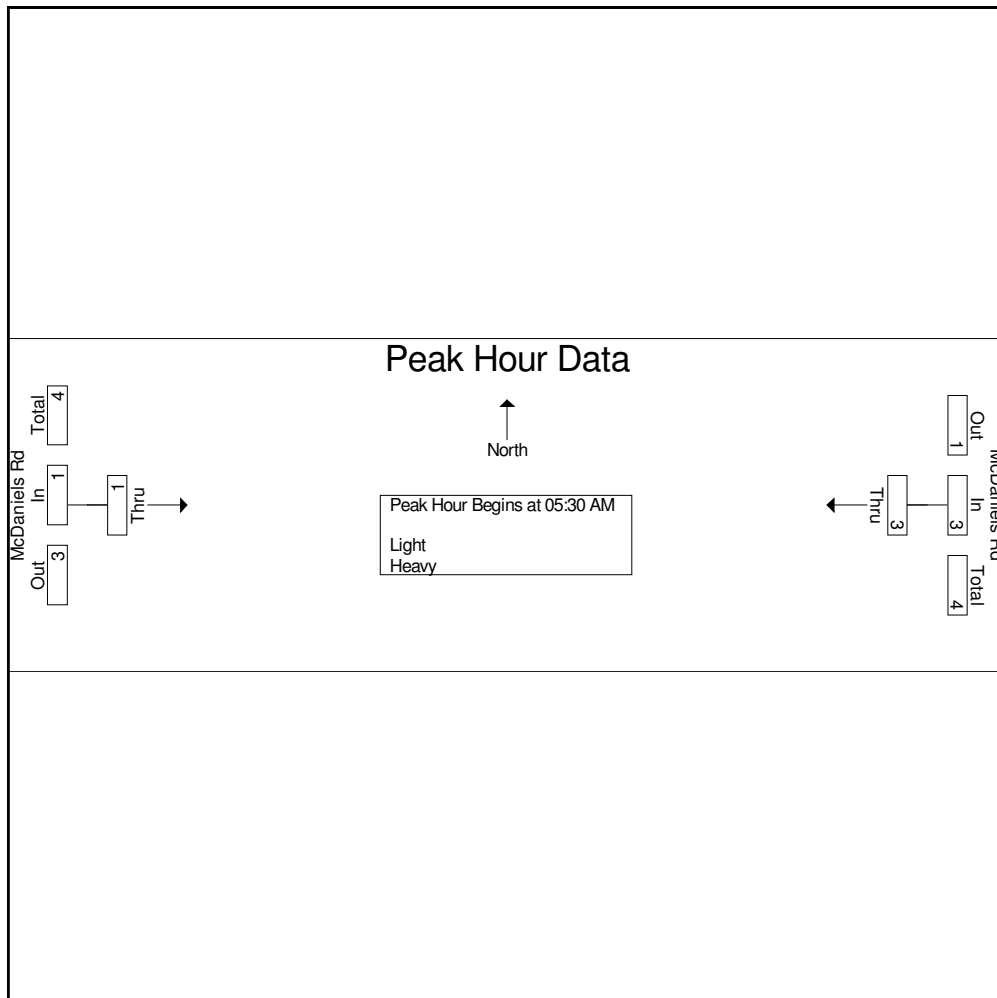


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 7

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 05:30 AM					
05:30 AM	1	1	1	1	2
05:45 AM	0	0	0	0	0
06:00 AM	0	0	1	1	1
06:15 AM	0	0	1	1	1
Total Volume	1	1	3	3	4
% App. Total	100		100		
PHF	.250	.250	.750	.750	.500



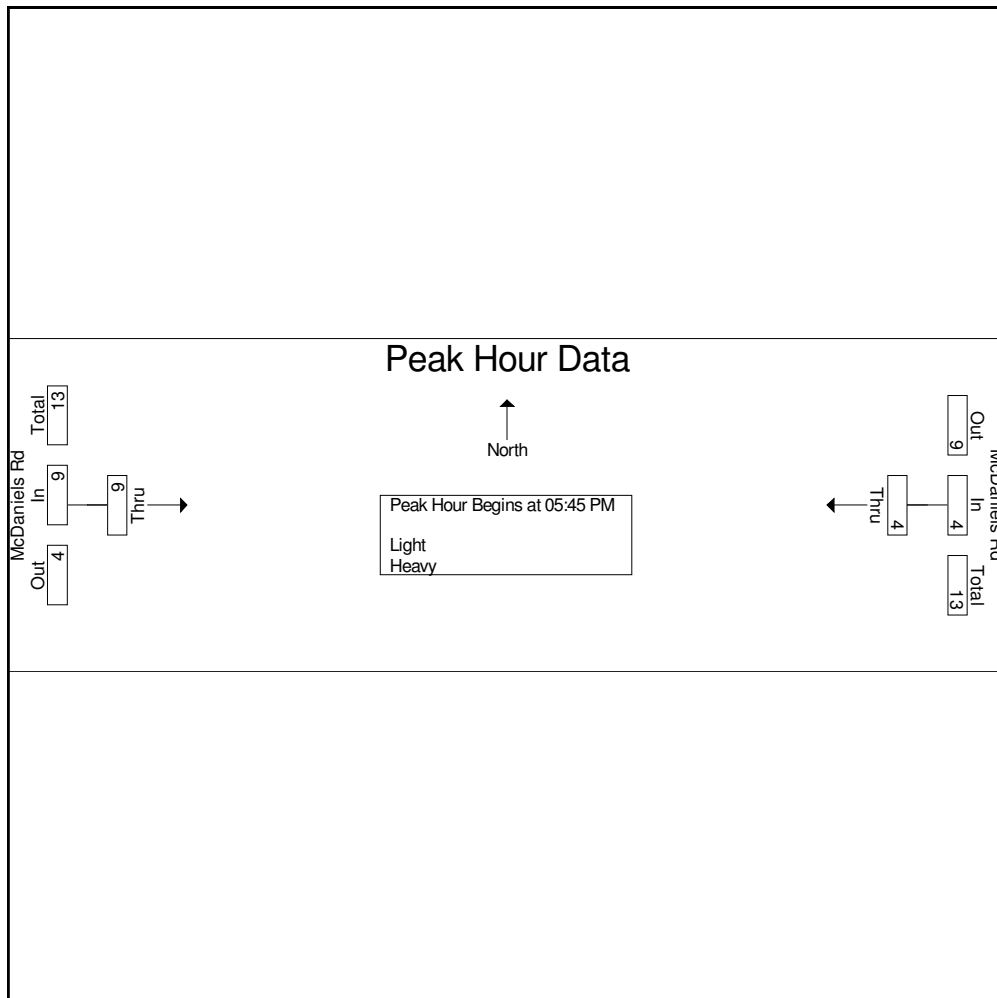


Ridgeview Data
Collection

Colorado Springs, CO
El Paso County Counts
24 hour Peak
McDaniels Rd east of Spotted Owl Way

File Name : 4 McDaniels Rd east of Spotted Owl Way Wed
Site Code : HDR
Start Date : 12/18/2024
Page No : 8

Start Time	McDaniels Rd Eastbound		McDaniels Rd Westbound		Int. Total
	Thru	App. Total	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 05:45 PM					
05:45 PM	2	2	1	1	3
06:00 PM	1	1	0	0	1
06:15 PM	3	3	1	1	4
06:30 PM	3	3	2	2	5
Total Volume	9	9	4	4	13
% App. Total	100		100		
PHF	.750	.750	.500	.500	.650



Appendix C – CDOT Crash Data



CDOT
DiExSys™ Vision Zero Suite
General Summary Report

10/02/2024

094A MM 13 and MM 18

Type: Segment Search Name: Rt: 94 Section: A MM: [13 - 18] From: 1/1/2019 To: 12/31/2023

Crash Severity

By Crashes:	Number of	People:
FAT: 3	Killed:	3
INJ: 26	Injured:	26
PDO: 20		
TOTAL: 49		

Crash Location

On Road:	42
Off Road Left:	5
Off Road Right:	1
Off Road at Tee:	0
Off in Median:	1
Off Unknown:	0
Unknown:	0
TOTAL:	49

Weather Conditions

None:	46
Rain:	1
Snow/Sleet/Hail:	1
Fog:	0
Dust:	0
Wind:	1
Unknown:	0
TOTAL:	49

Crash Type

Overturning:	5	Bridge Abutment:	0
Other Non-Collision:	0	Column/Pier:	0
Pedestrian:	0	Culvert/Headwall:	0
Broadside:	19	Embankment:	0
Head On:	3	Curb:	0
Rear End:	8	Delineator Post:	0
Sideswipe (Same):	1	Fence:	2
Sideswipe (Opposite):	2	Tree:	0
Approach Turn:	0	Lrg Bldrs or Rocks:	0
Overtaking Turn:	5	Barricade:	0
Parked Motor Veh:	0	Wall/Building:	0
Railway Veh:	0	Crash Cushion:	0
Bicycle:	0	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	0
Domestic Animal:	0	Total Fixed Objects:	3
Wild Animal:	3	Rocks in Roadway:	0
Light/Utility Pole:	0	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maint Equip:	0
Sign:	1	Involving Other Object:	0
Bridge Rail:	0	Total Other Object:	0
Guard Rail:	0	TOTAL:	49
Cable Rail:	0		
Concrete Barrier:	0		

Lighting Conditions

Daylight:	33
Dawn/Dusk:	0
Dark-Lighted:	1
Dark-Unlighted:	15
Unknown:	0
TOTAL:	49

Road Conditions

Dry:	45
Wet:	1
Muddy:	0
Snowy:	1
Icy:	1
Slushy:	0
Foreign Material:	1
Road Treatment:	0
Unknown:	0
TOTAL:	49

Number of Vehicles

One Car:	11
Two Car:	36
Three or More:	2
Unknown:	0
TOTAL:	49

Road Description Details by Vehicle

At Intersection:	22
At Driveway Access:	7
Intersection Related:	3
Non Intersection:	17
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
TOTAL:	49



CDOT
DiExSys™ Vision Zero Suite
General Summary Report

10/02/2024

094A MM 13 and MM 18 Type: Segment Search Name: Rt: 94 Section: A MM: [13 - 18] From: 1/1/2019 To: 12/31/2023

Vehicle Type Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Psgr Car/Psgr Van:	14	11	0
Psgr Car/Psgr Van w/Trl:	0	0	0
Pickup Truck/Utility Van:	21	12	1
Pickup Truck/Utility Van w/Trl:	0	2	0
SUV:	10	10	1
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	0	3	0
Motor Home:	0	0	0
School Bus 15 People or Less:	0	0	0
Non School Bus 15 People or Less:	0	0	0
Motorcycle:	2	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run/Unknown Vehicle:	1	0	0
Other:	0	0	0
Unknown:	1	0	0
TOTAL:	49	38	2

Mainline/Ramps/Frontage

Crossroad A:	0
B:	0
C:	0
D:	0
E:	0
F:	0
G:	0
H:	0
I:	0
J:	0
Left Frontage Road (L):	0
K:	0
M:	0
N:	0
O:	0
P:	0
Mainline/HOV:	49
Right Frontage Road (R):	0
Rest Area/Truck Ramp (T):	0
Other (Z):	0
TOTAL:	49

Crash Rates

Years:	5.00	PDO:	0.56 / MVMT
AADT:	3949	Injury:	0.72 / MVMT
Length:	4.99	Fatal:	8.34 / 100MVMT
		Total:	1.36 / MVMT

Appendix D – ITE Trip Generation Manual Sheets

Land Use: 110

General Light Industrial

Description

A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 2000s, and the 2010s in Colorado, Connecticut, Indiana, New Jersey, New York, Oregon, Pennsylvania, and Texas.

Source Numbers

106, 157, 174, 177, 179, 184, 191, 251, 253, 286, 300, 611, 874, 875, 912

General Light Industrial (110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 37

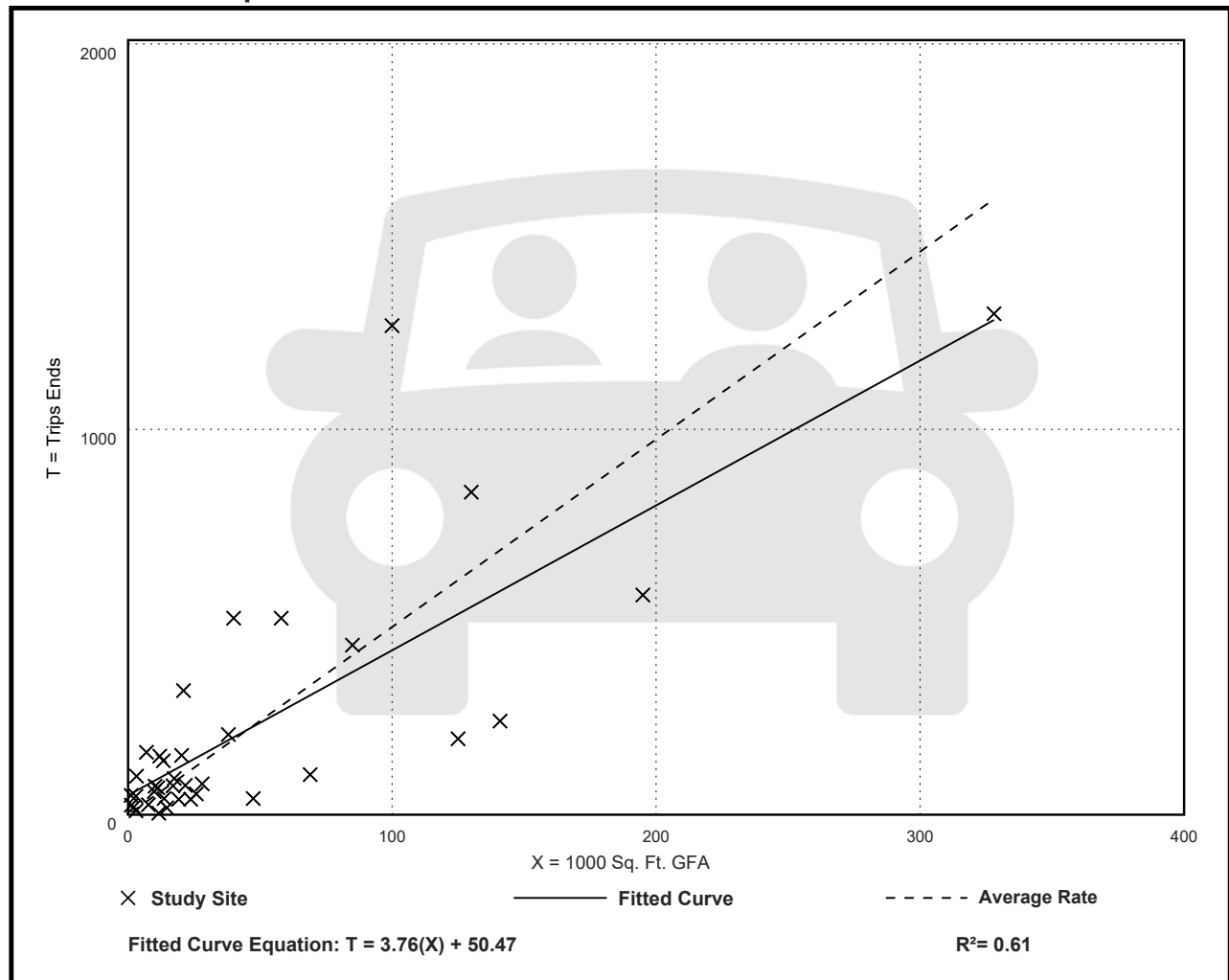
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.87	0.34 - 43.86	4.08

Data Plot and Equation



General Light Industrial (110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 41

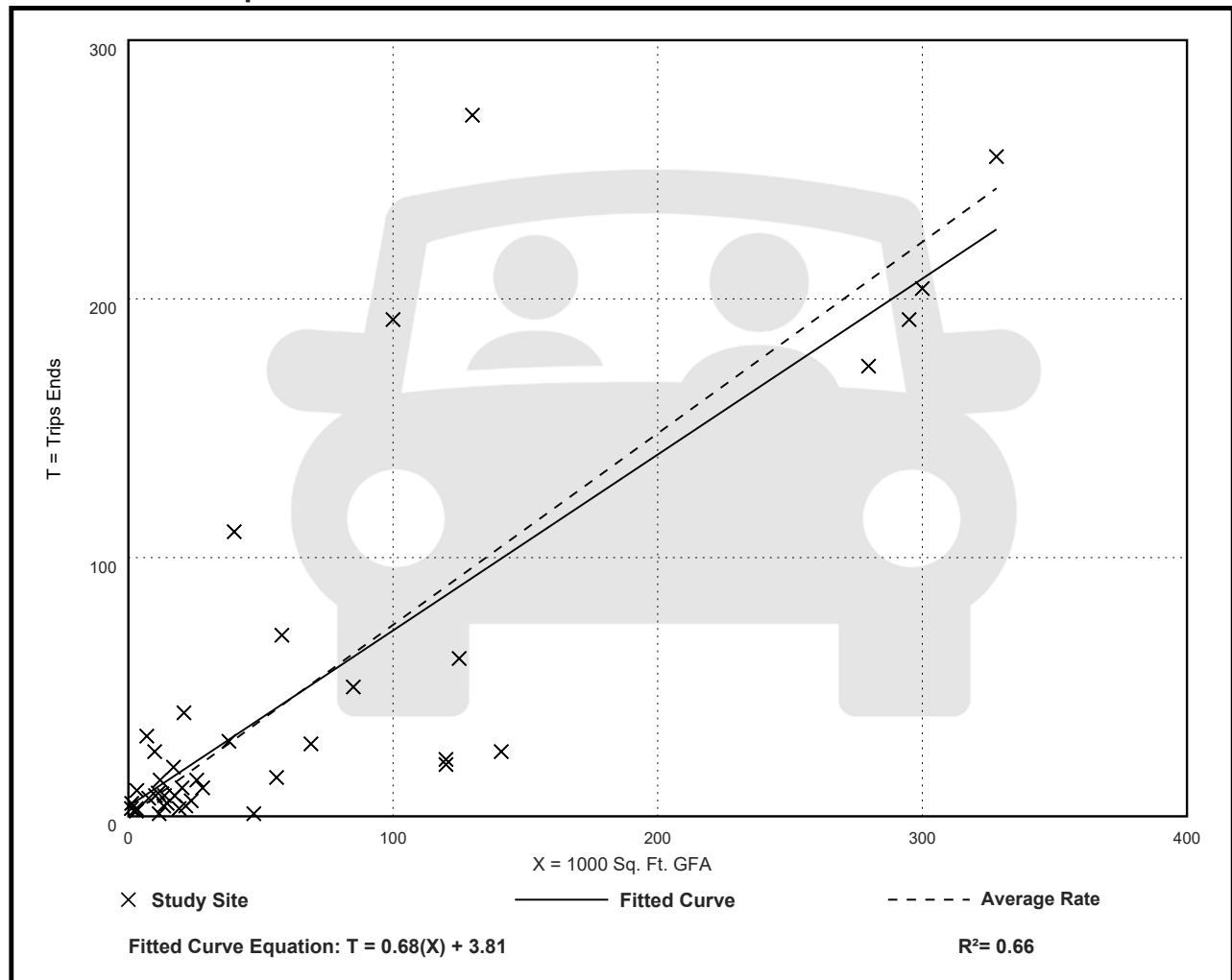
Avg. 1000 Sq. Ft. GFA: 65

Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.02 - 4.46	0.61

Data Plot and Equation



General Light Industrial (110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 40

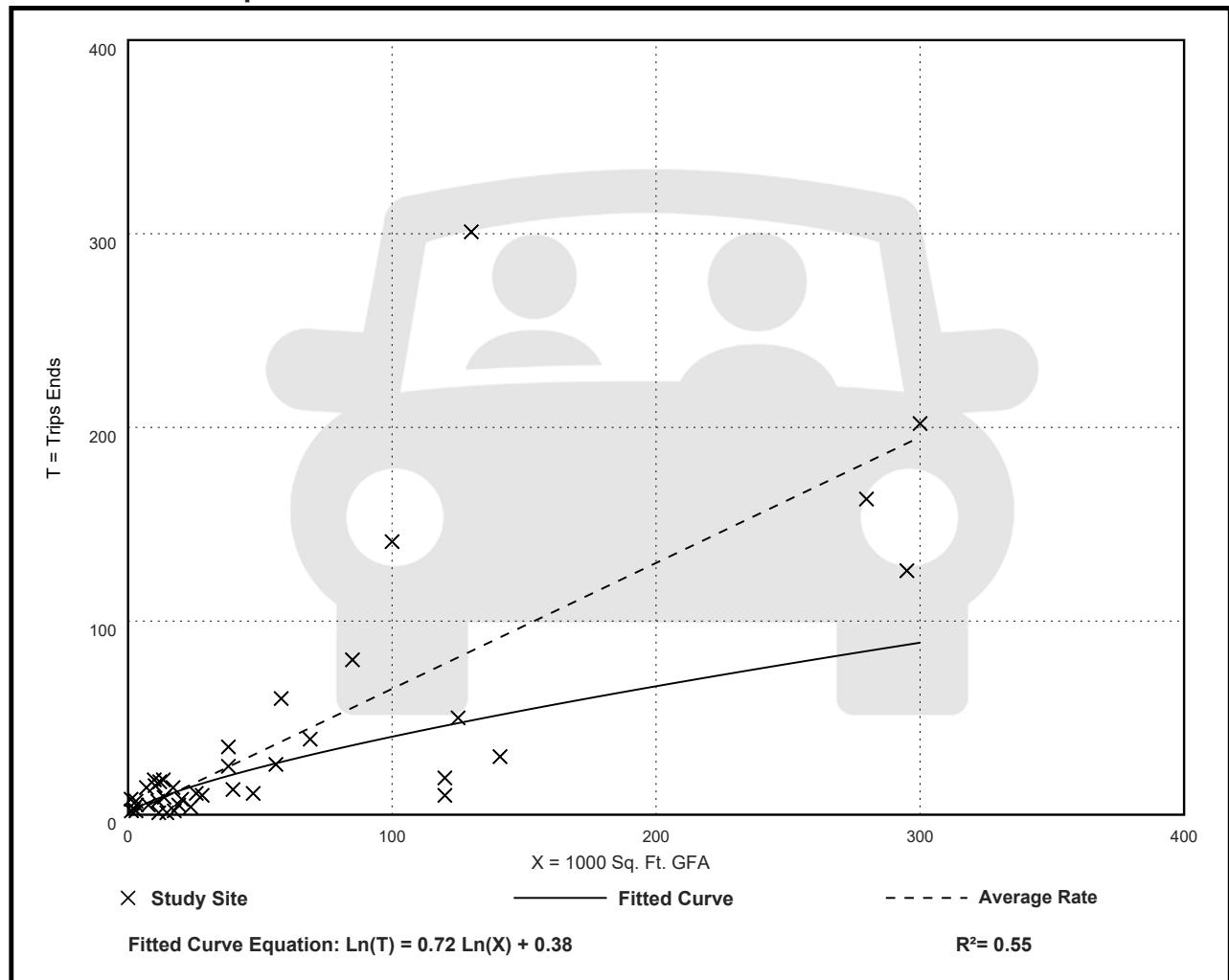
Avg. 1000 Sq. Ft. GFA: 58

Directional Distribution: 14% entering, 86% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.65	0.07 - 7.02	0.56

Data Plot and Equation



Land Use: 210

Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 174

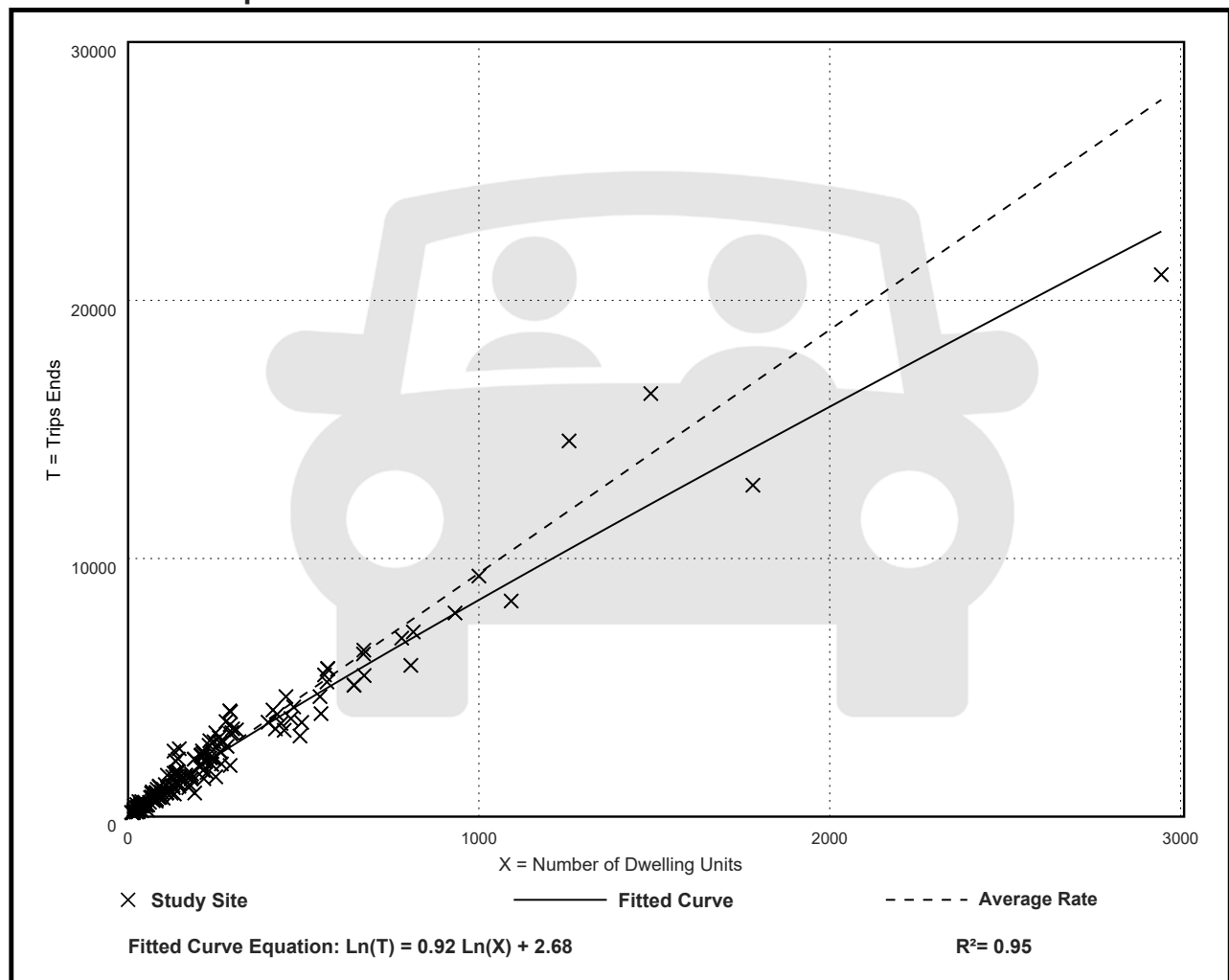
Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

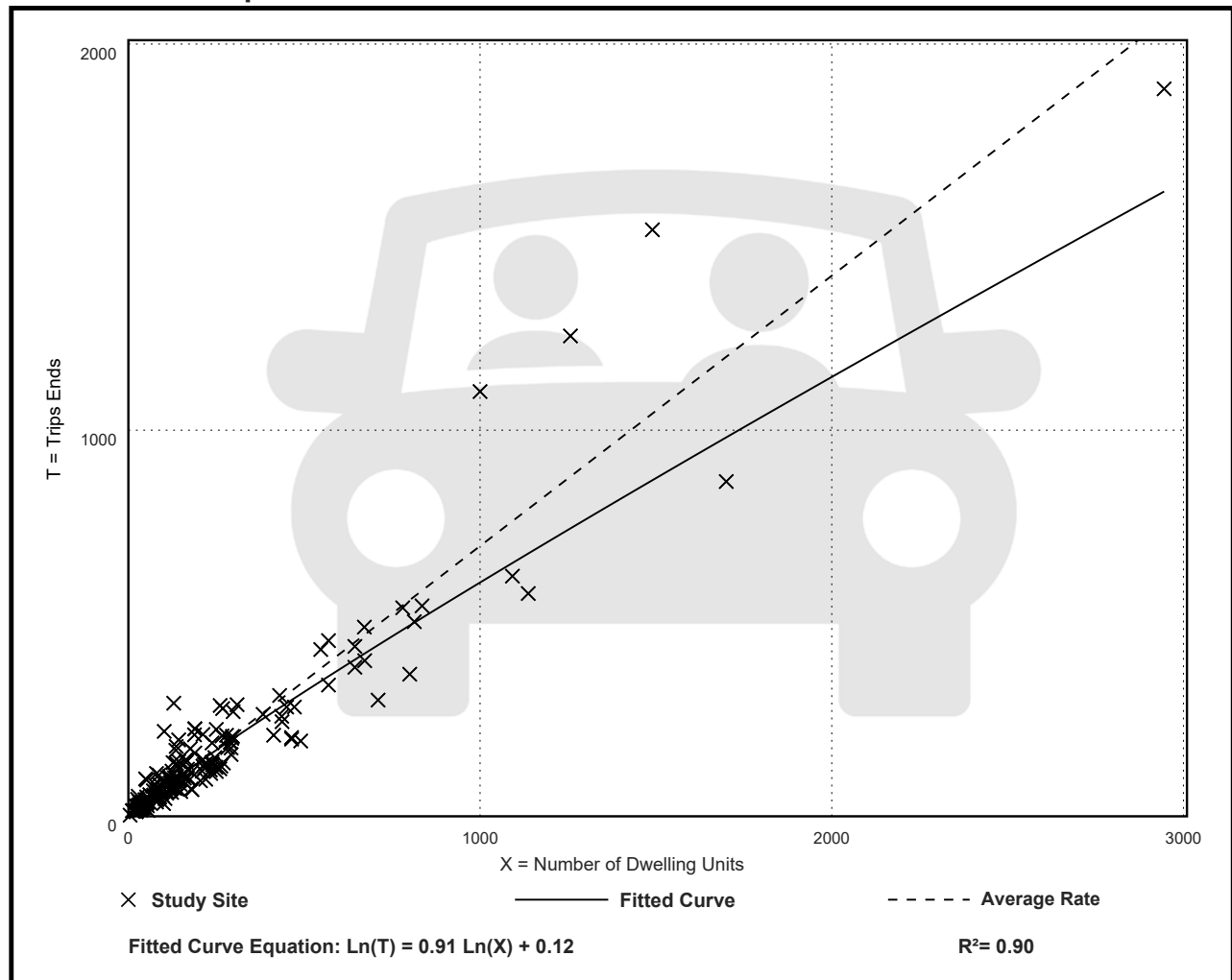
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

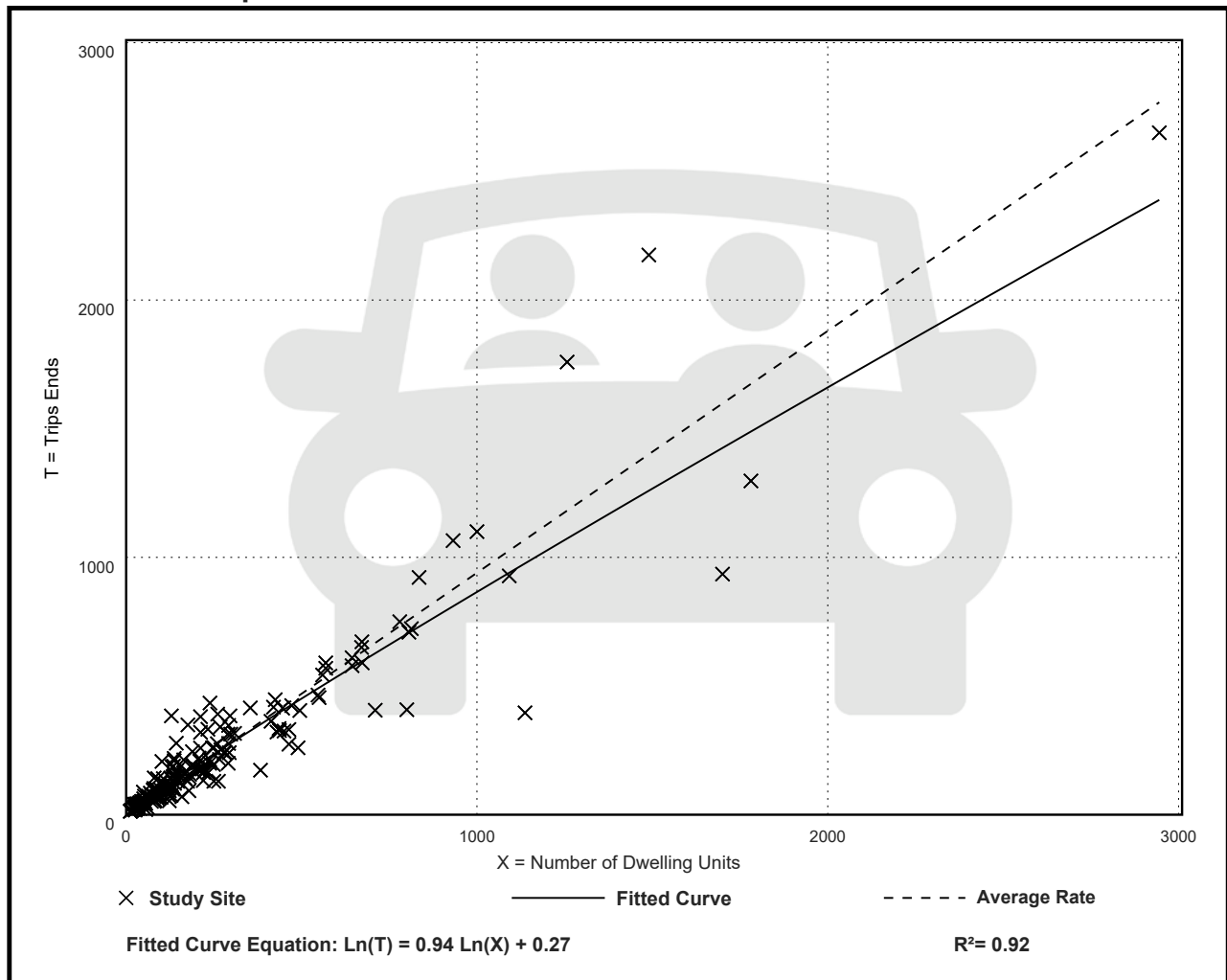
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Land Use: 215

Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

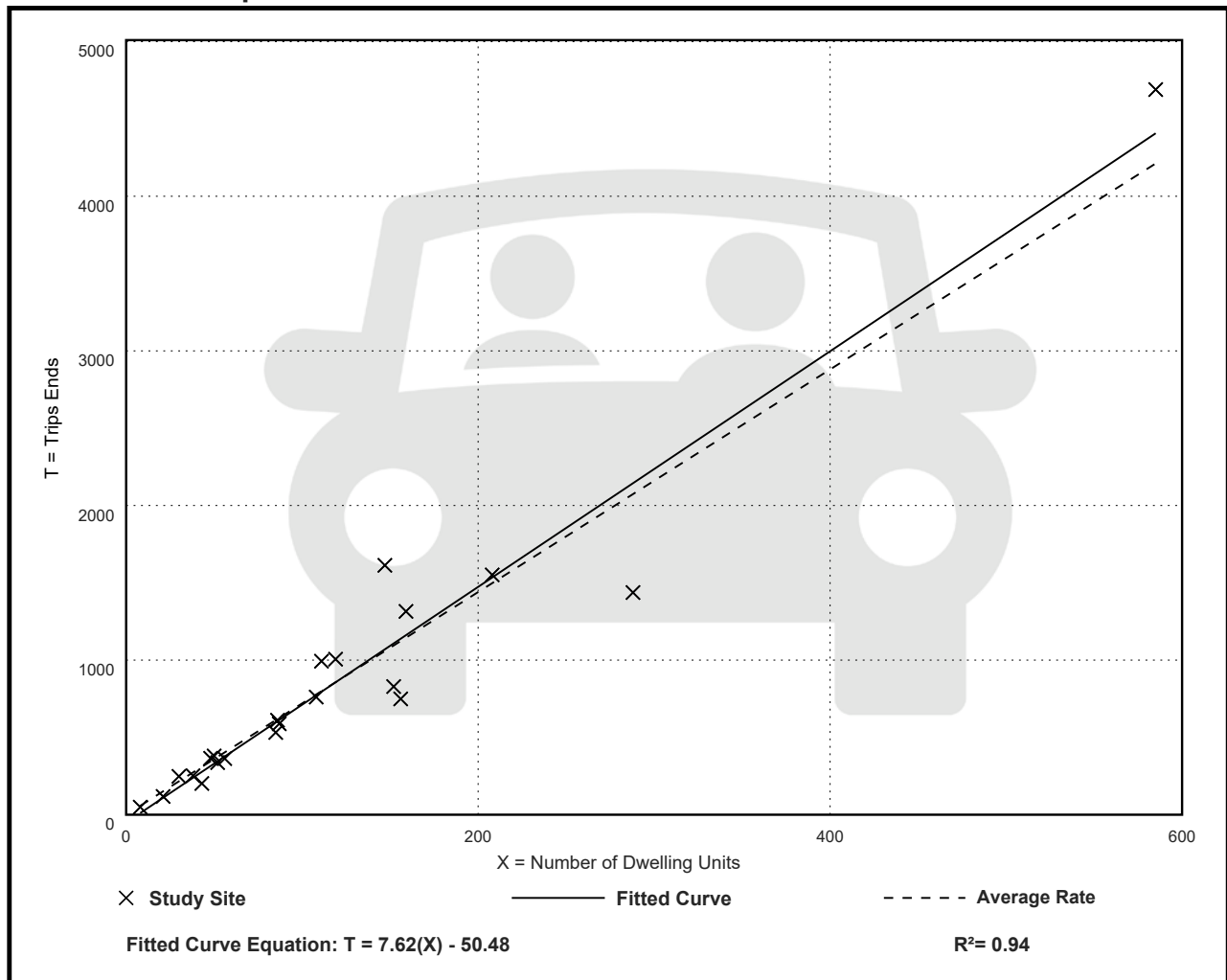
Avg. Num. of Dwelling Units: 120

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

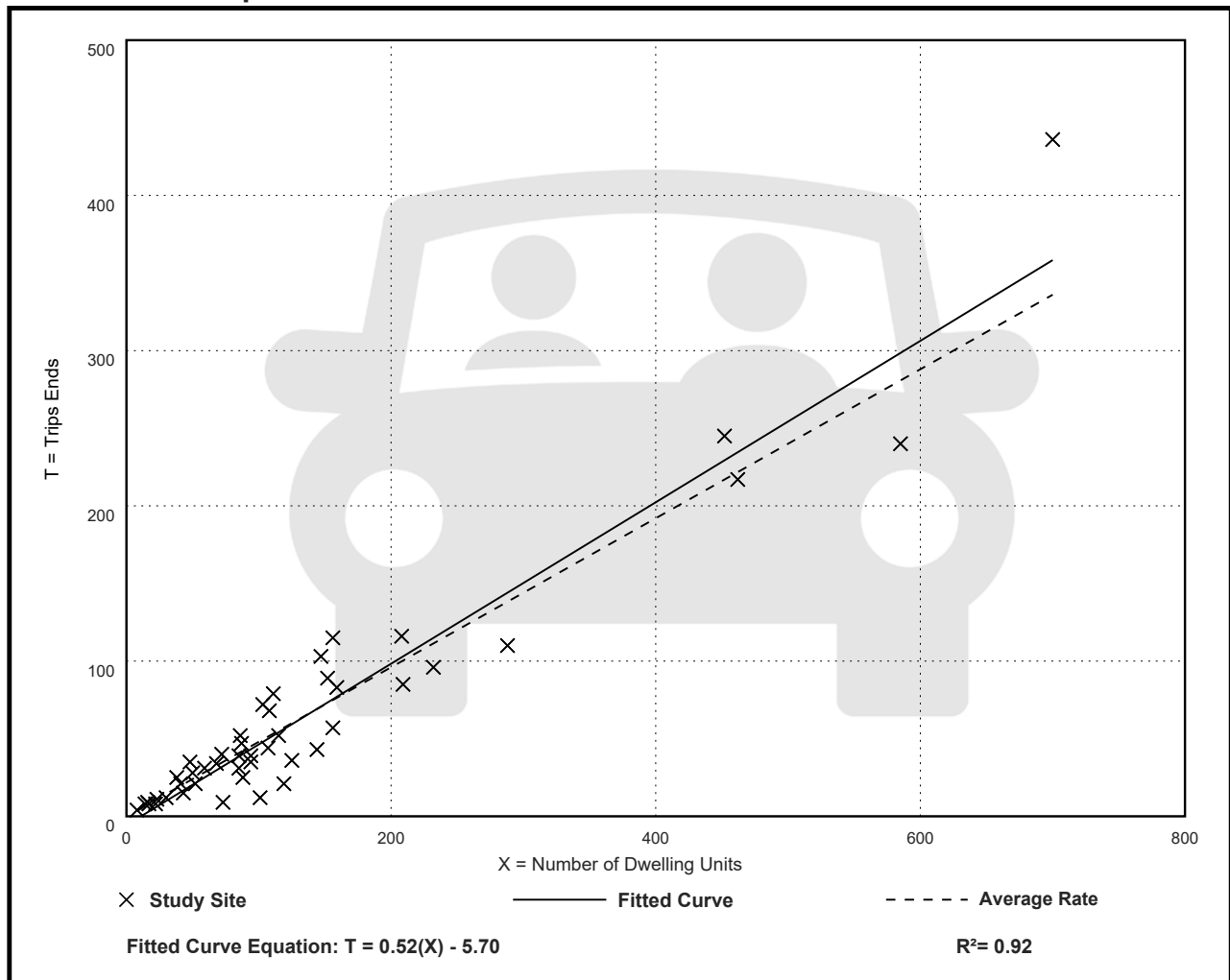
Avg. Num. of Dwelling Units: 135

Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

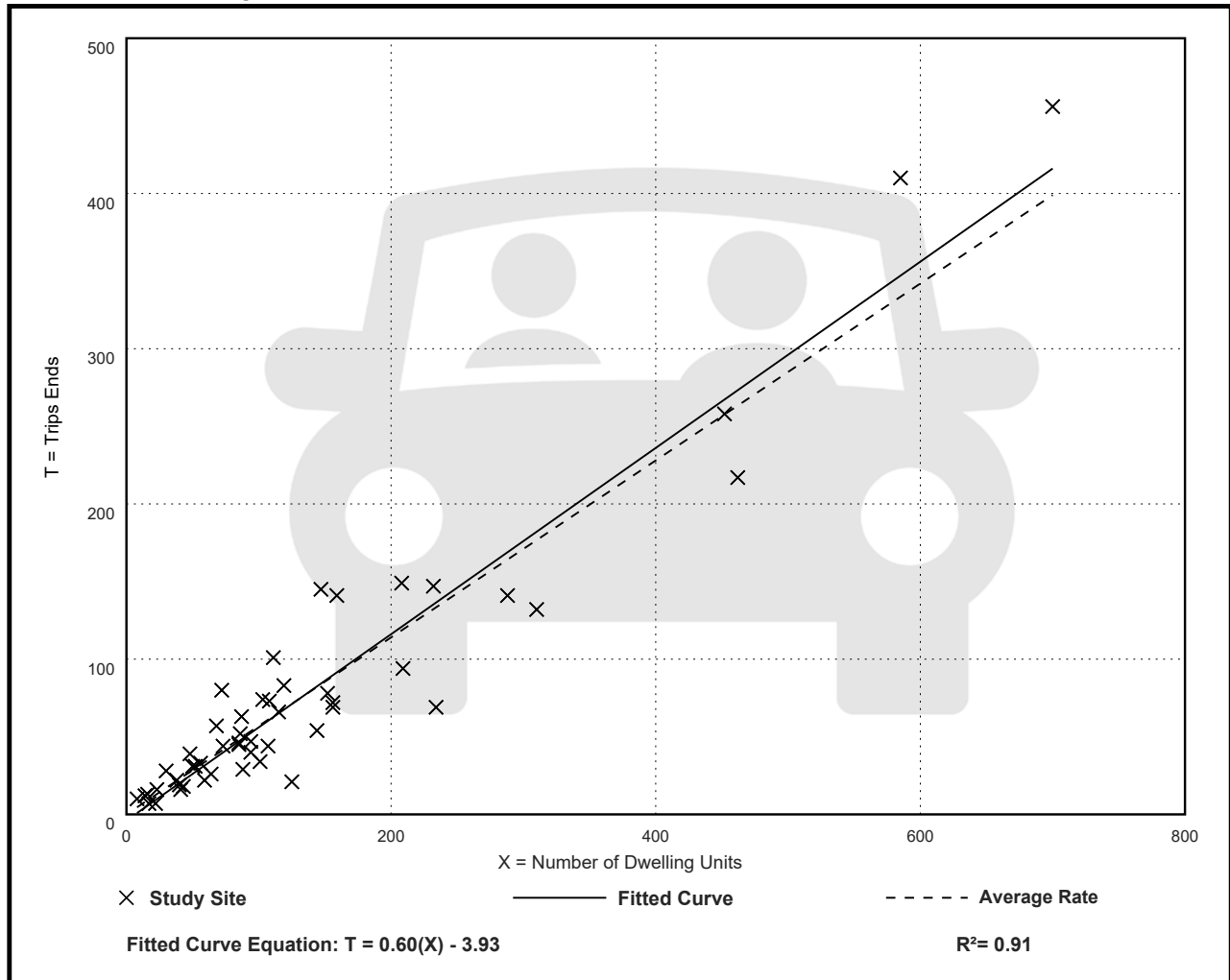
Avg. Num. of Dwelling Units: 136

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

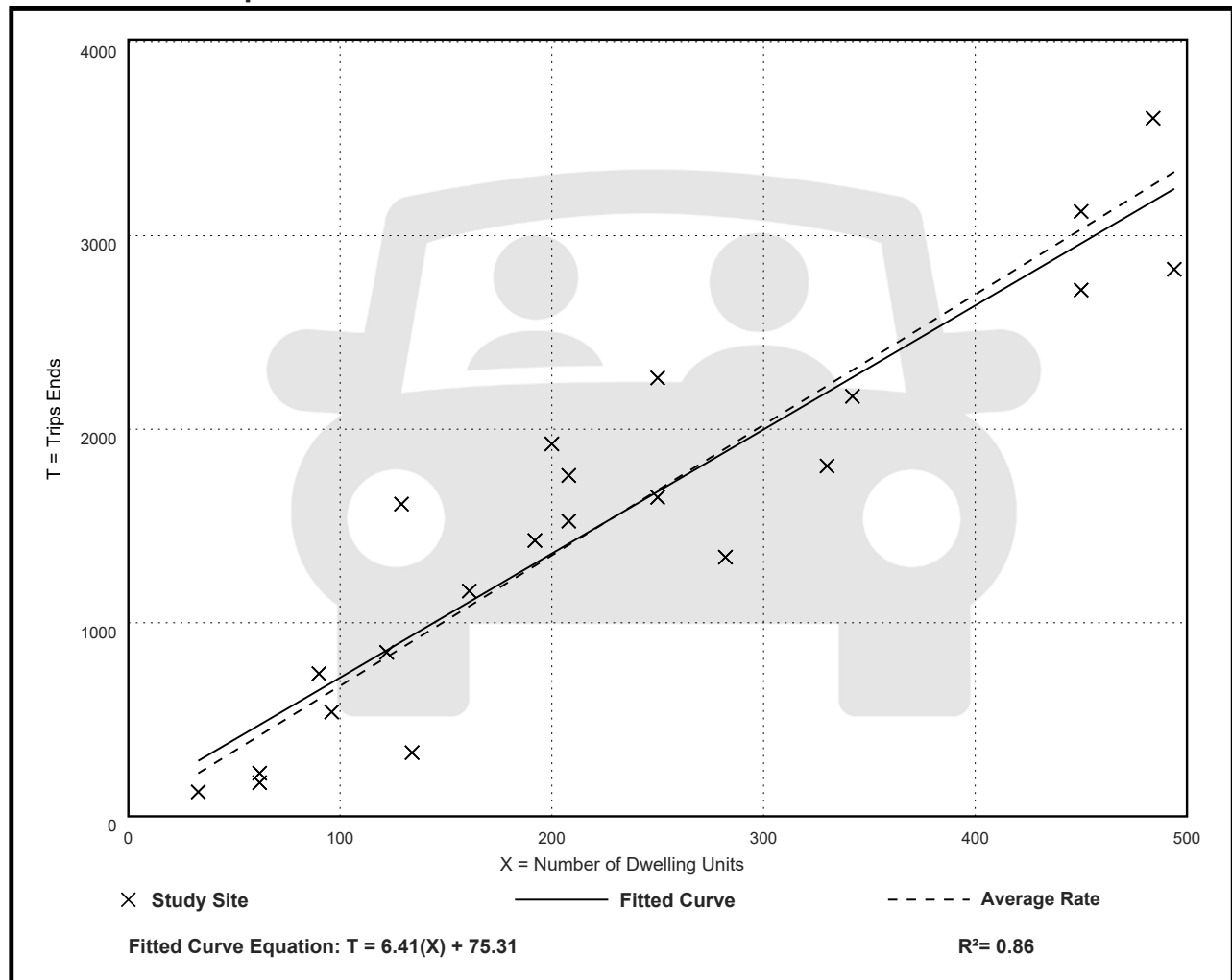
Avg. Num. of Dwelling Units: 229

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

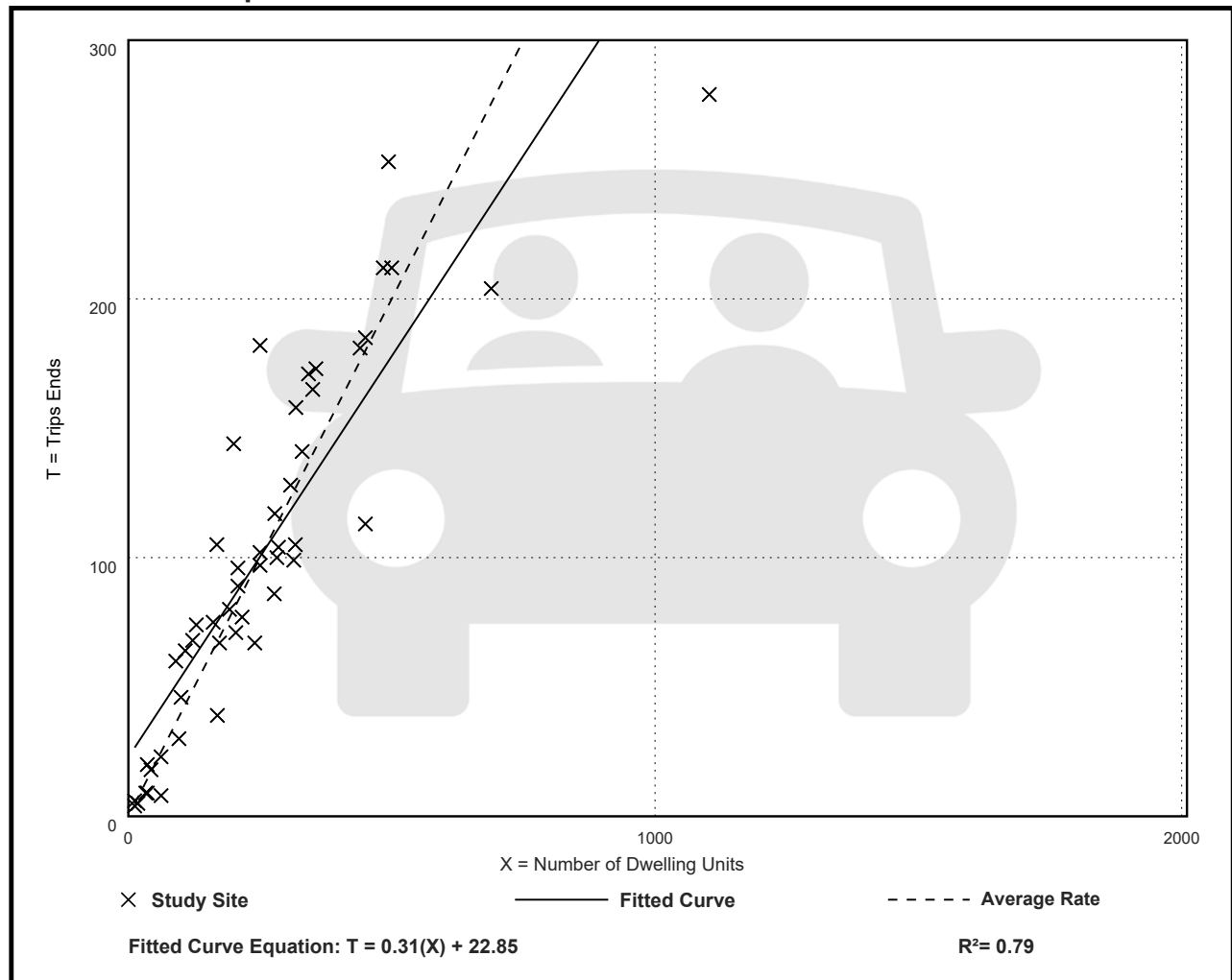
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

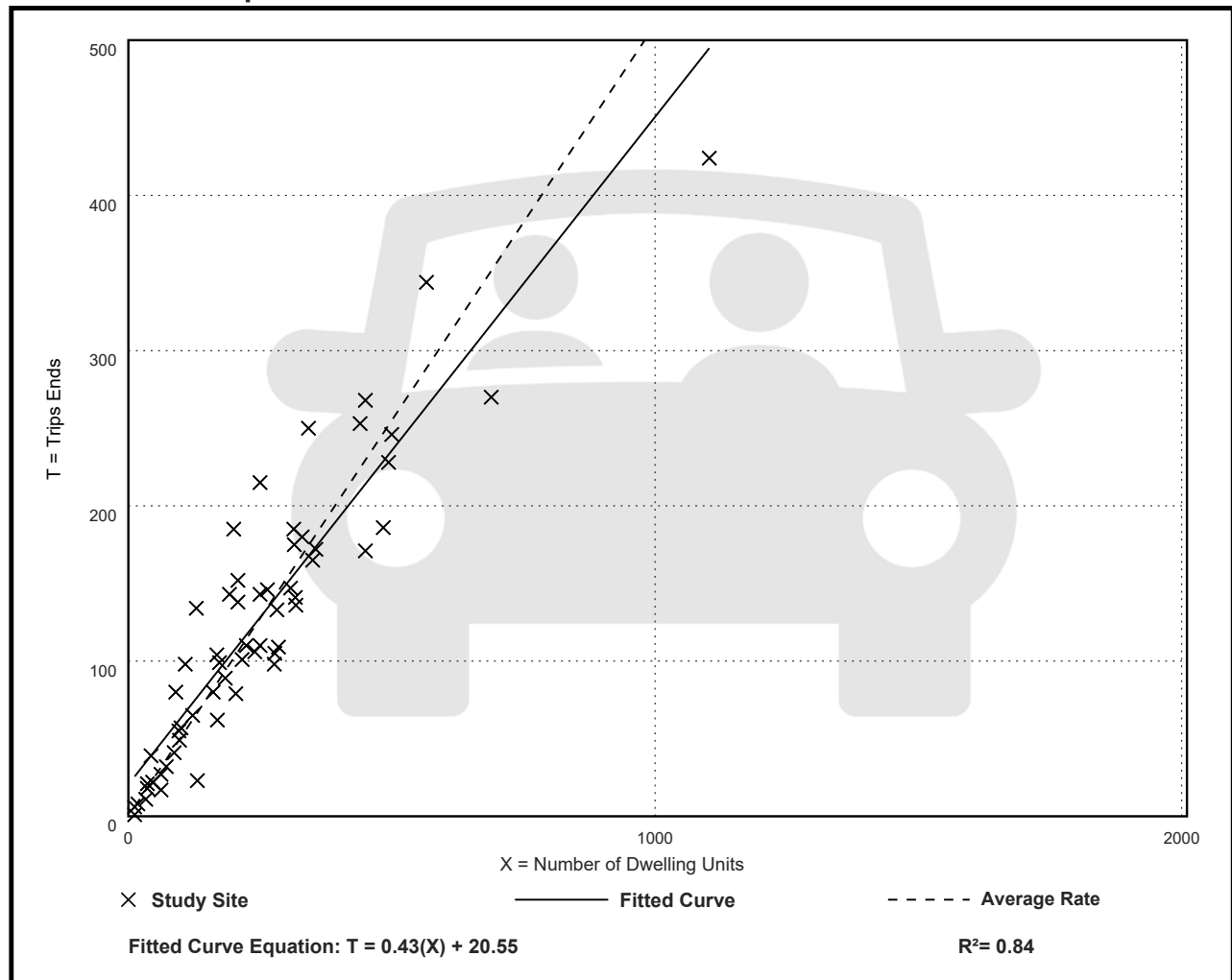
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Land Use: 530

Private School (K-8)

Description

A private school (K-8) serves students attending kindergarten through the eighth grade. The school may also offer pre-kindergarten classes and extended care and day care. Students may travel a long distance from their residence to the private school. Elementary school (Land Use 520), middle school/junior high school (Land Use 522), private school (K-12) (Land Use 532), private high school (Land Use 534), charter elementary school (Land Use 536), and charter school (Land Use 538) are related uses.

Additional Data

The sites were surveyed in the 1980s, 1990s, the 2000s, and the 2010s in Arizona, Florida, Maryland, Oregon, Pennsylvania, and Texas.

Source Numbers

355, 444, 516, 536, 634, 905, 906, 940

Private School (K-8) (530)

Vehicle Trip Ends vs: Students
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Students: 110

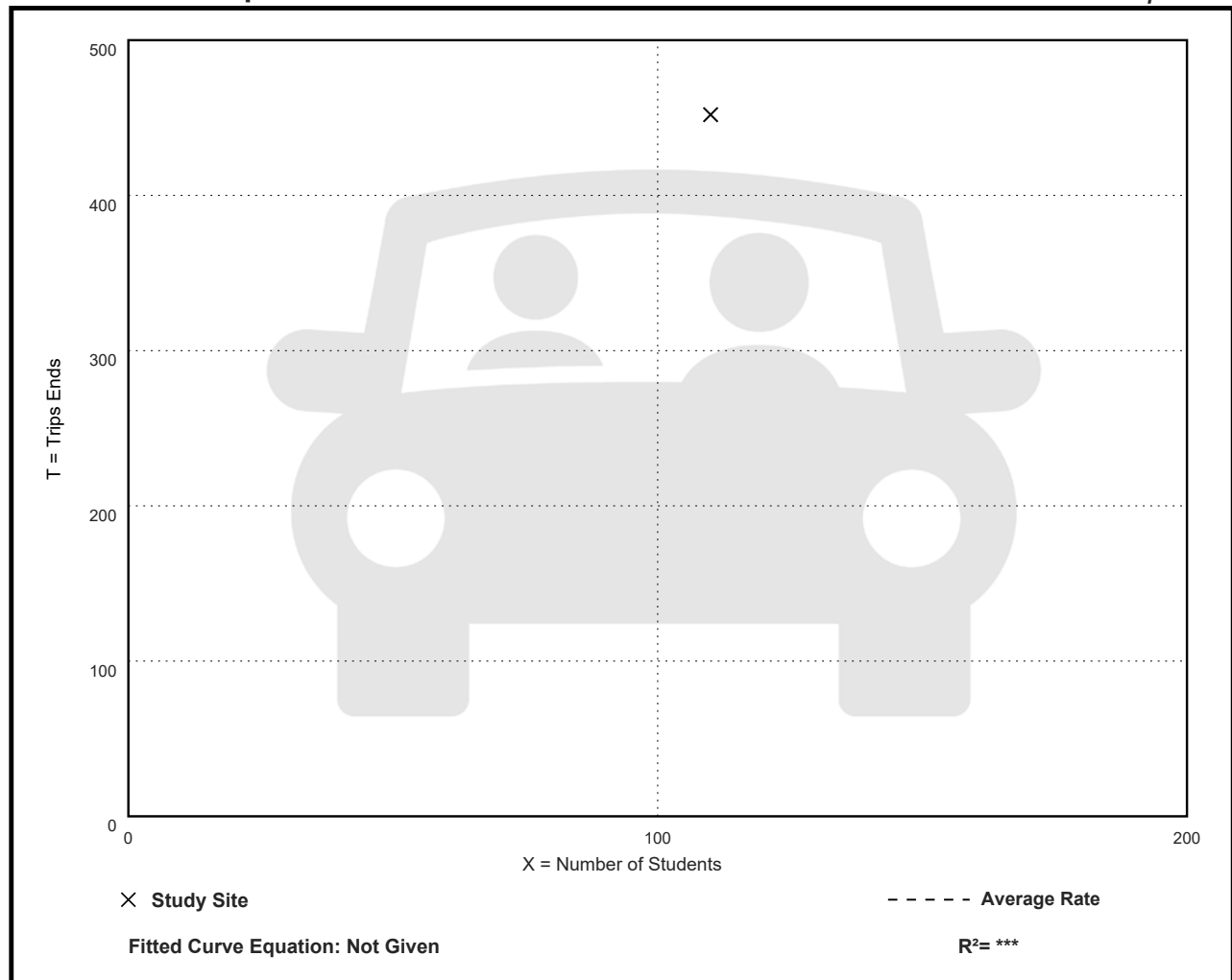
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
4.11	4.11 - 4.11	***

Data Plot and Equation

Caution – Small Sample Size



Private School (K-8) (530)

Vehicle Trip Ends vs: Students

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

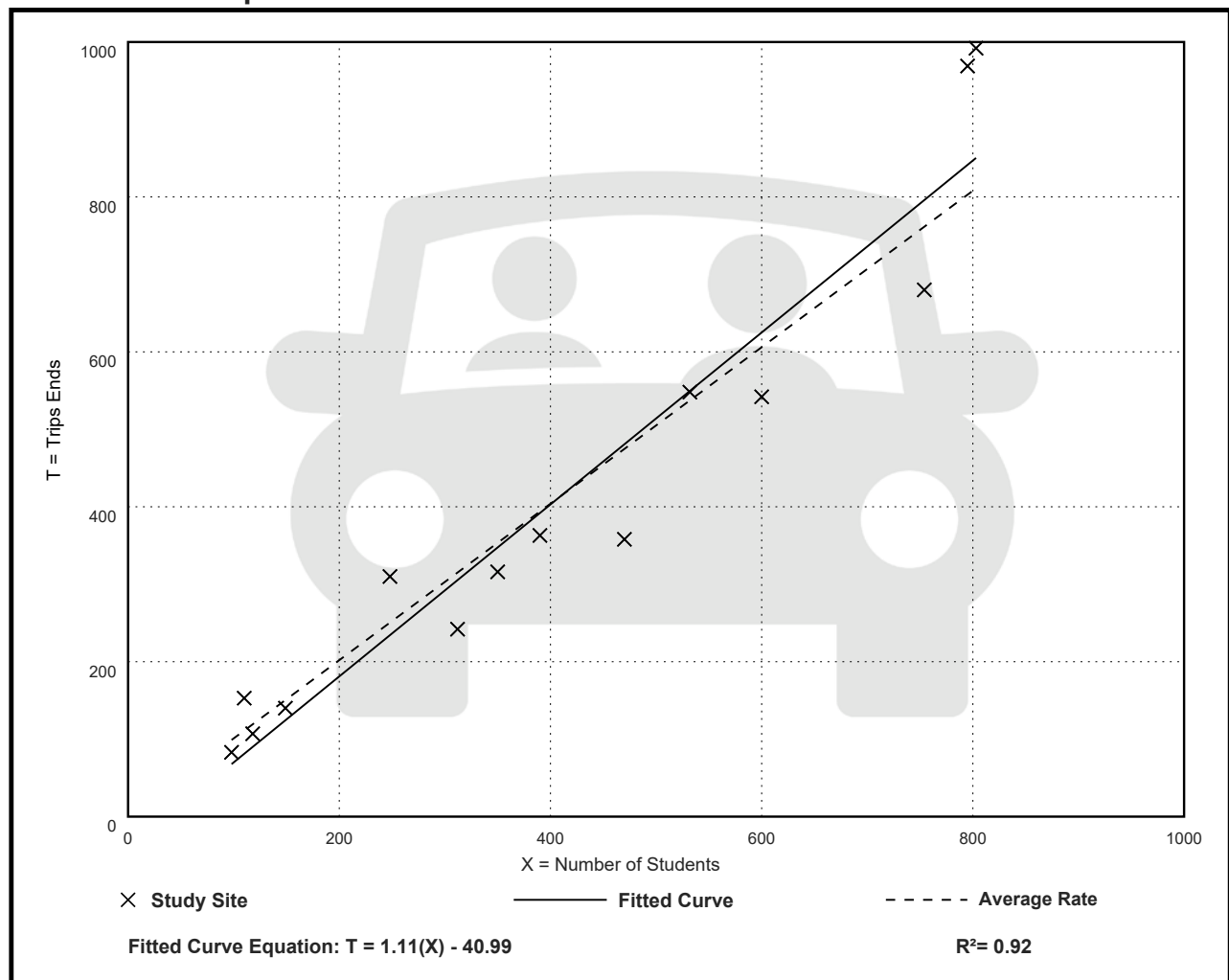
Avg. Num. of Students: 409

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.01	0.76 - 1.39	0.18

Data Plot and Equation



Private School (K-8) (530)

Vehicle Trip Ends vs: Students

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

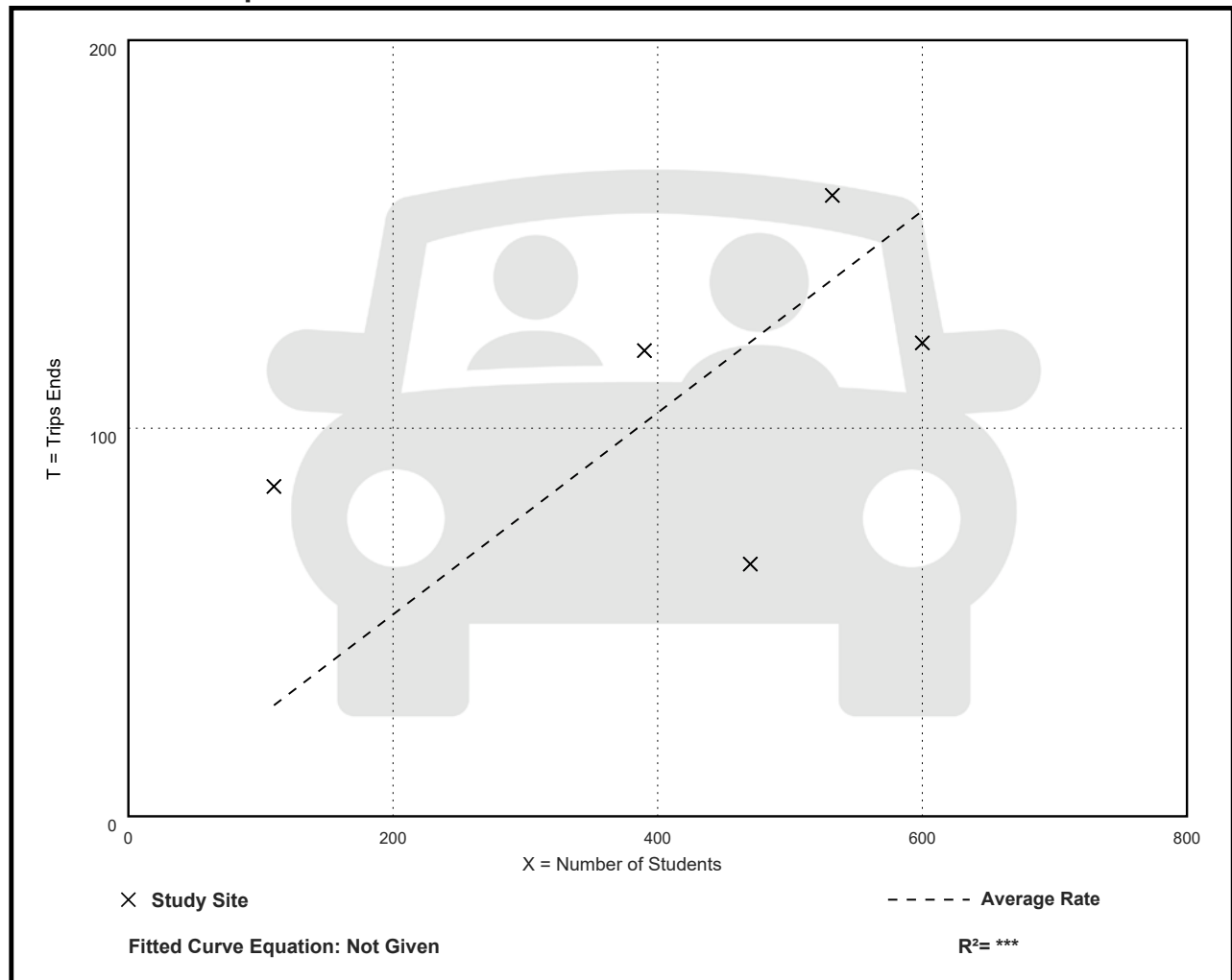
Avg. Num. of Students: 420

Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.26	0.14 - 0.77	0.15

Data Plot and Equation



Land Use: 575

Fire and Rescue Station

Description

A fire and rescue station is a building that houses emergency services equipment, firefighting apparatus, and the individuals that provide emergency firefighting services. Other services sometimes offered through fire and rescue stations include emergency medical, hazardous materials, rescue, safety training, and fire prevention services.

Additional Data

The sites were surveyed in the 2010s in Oregon.

Source Number

940

Fire and Rescue Station (575)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 3

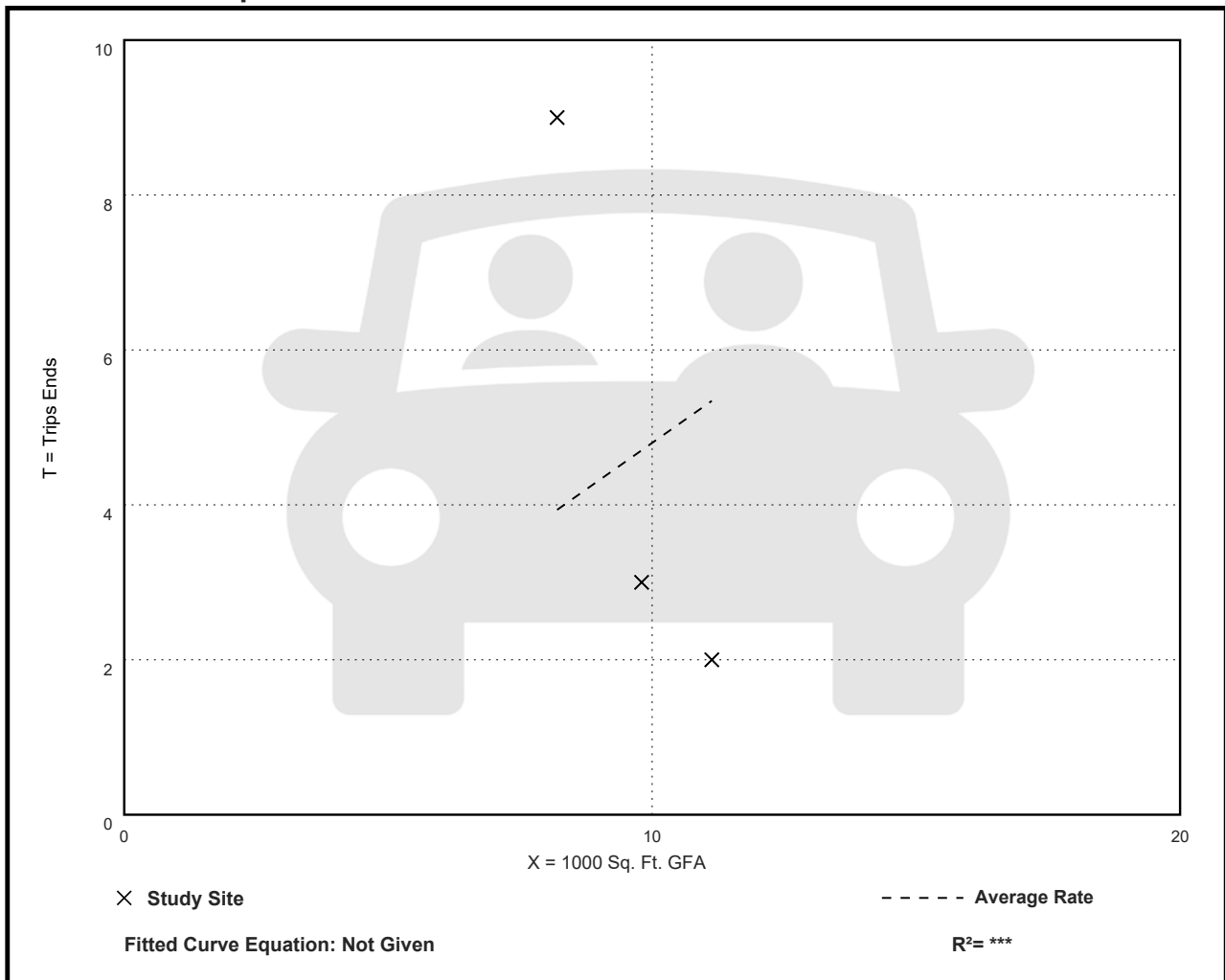
Avg. 1000 Sq. Ft. GFA: 10

Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.48	0.18 - 1.10	0.48

Data Plot and Equation



Fire and Rescue Station (575)

Vehicle Trip Ends vs: Employees

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 3

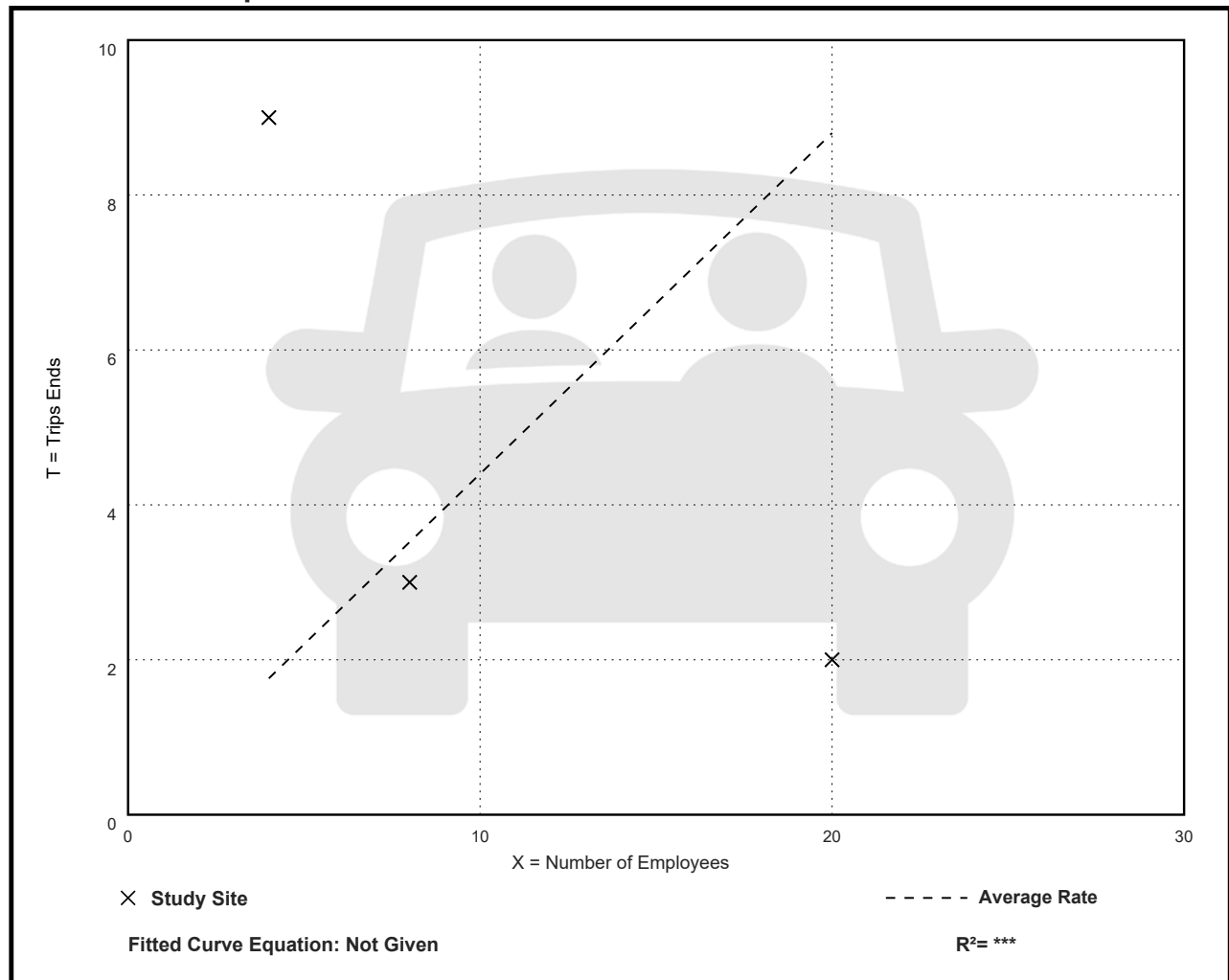
Avg. Num. of Employees: 11

Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.44	0.10 - 2.25	0.85

Data Plot and Equation



Land Use: 630

Clinic

Description

A clinic is a facility that provides limited diagnostic and outpatient care but is unable to provide prolonged in-house medical and surgical care. A clinic may have a lab facility and supporting pharmacy but typically does not have the equipment and medical personnel available at an urgent care site. A clinic typically offers a wide range of services which makes it distinct from a medical office building that typically houses specialized or individual physicians. Hospital (Land Use 610), free-standing emergency room (Land Use 650), and medical-dental office building (Land Use 720) are related uses.

Specialized Land Use

Data collected at a single methadone clinic in New Hampshire in 2021 indicate the likelihood of different trip generation rates than for a general medical clinic. The site gross floor area is 4,300 square feet. The vehicle trip counts are as follows:

- Weekday—283
- Weekday, AM peak hour of adjacent street—39
- Weekday, AM peak hour of generator—45
- Weekday, PM peak hour of adjacent street—1
- Saturday—189
- Saturday, peak hour of generator—64
- Sunday—167
- Sunday, peak hour of generator—56

The methadone clinic generates significantly more trips than a clinic during the morning peak periods and significantly fewer trips during the afternoon adjacent street peak period.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The average numbers of person trips per vehicle trip at the five general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.4 during Weekday, AM Peak Hour of Generator
- 1.7 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Minnesota, New Hampshire, Texas, Vermont, and West Virginia.

Source Numbers

440, 734, 878, 926, 972, 1049, 1062, 1073

Clinic (630)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 9

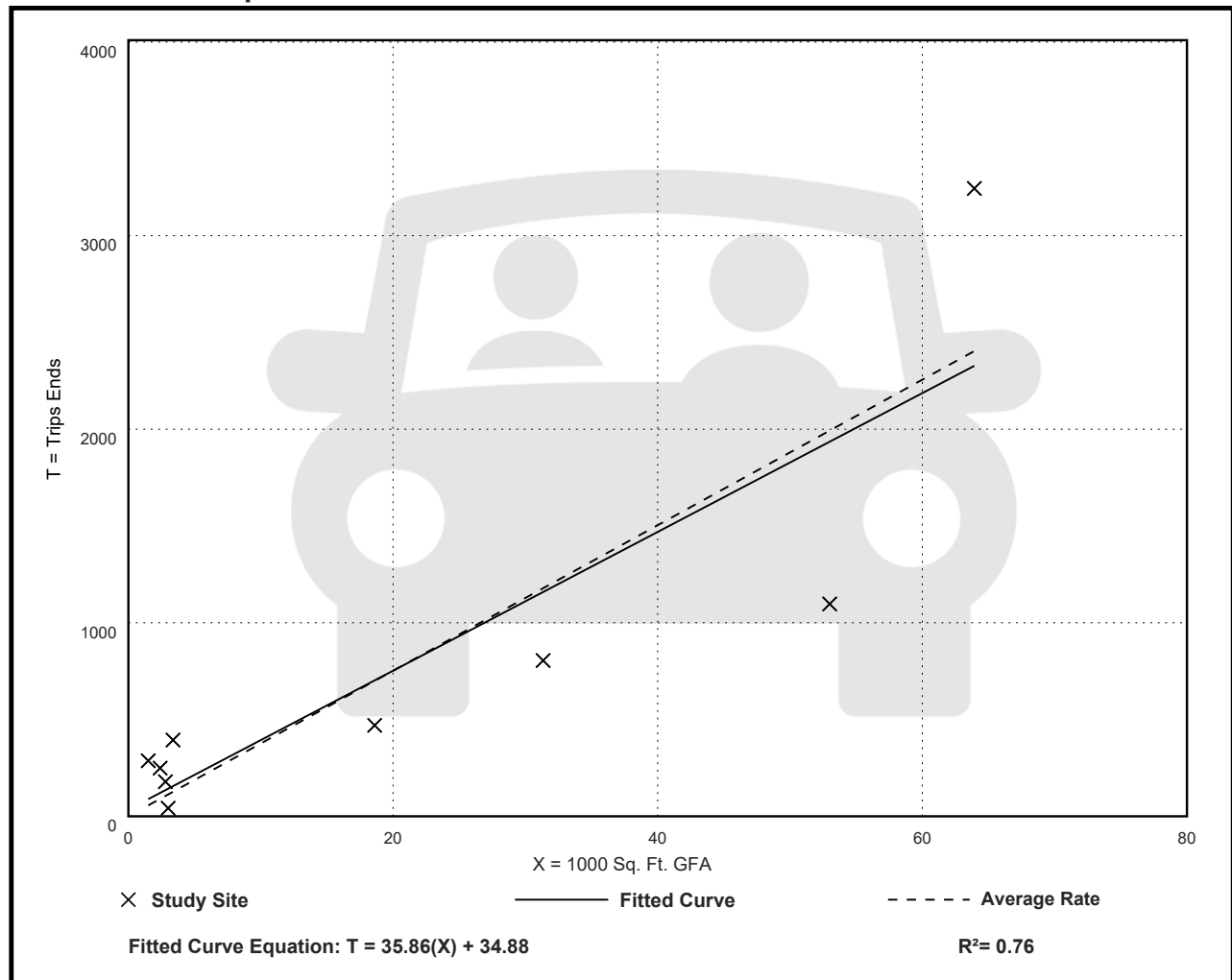
Avg. 1000 Sq. Ft. GFA: 20

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
37.60	13.96 - 191.33	25.52

Data Plot and Equation



Clinic (630)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

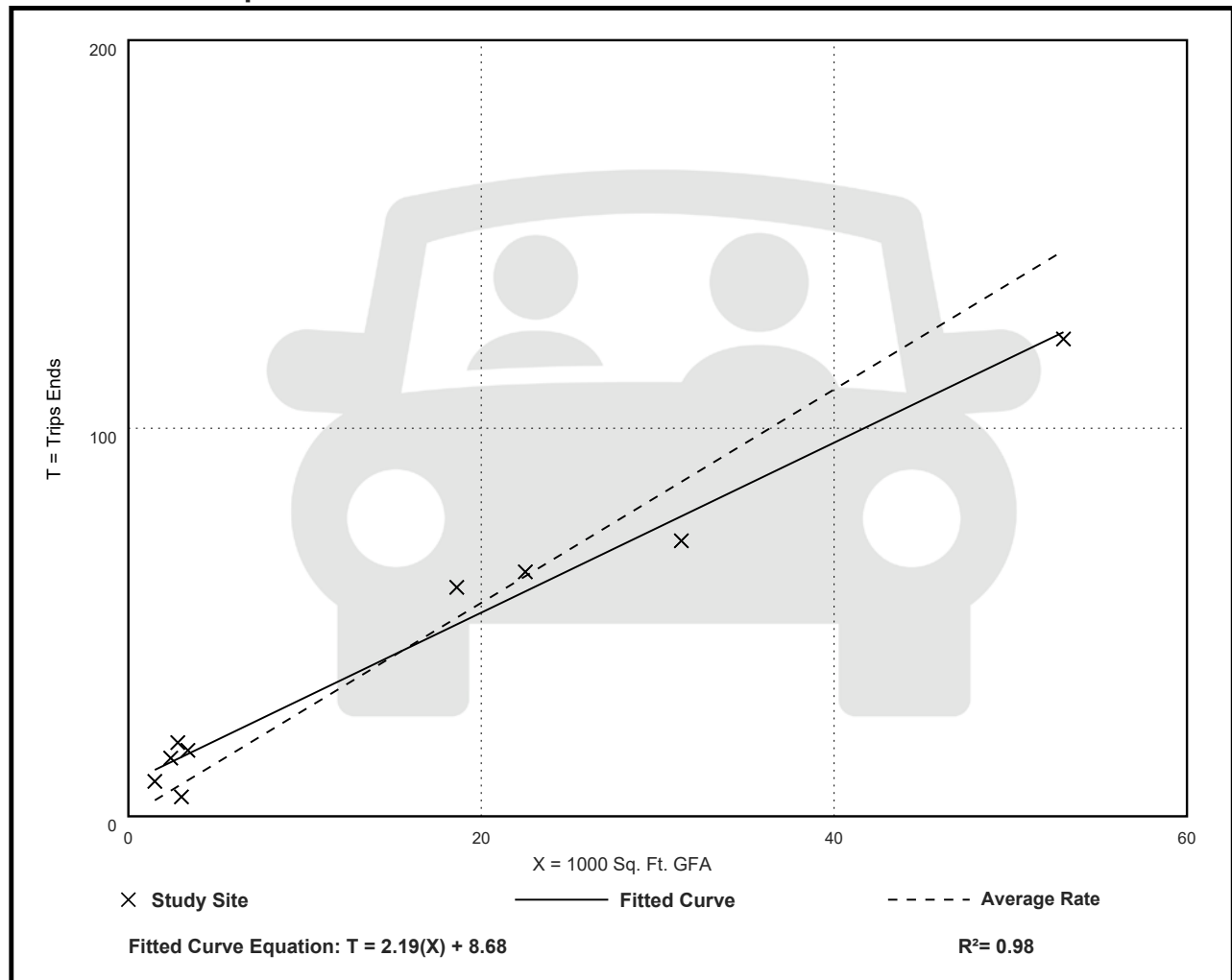
Avg. 1000 Sq. Ft. GFA: 15

Directional Distribution: 81% entering, 19% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.75	1.66 - 6.79	1.04

Data Plot and Equation



Clinic (630)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 11

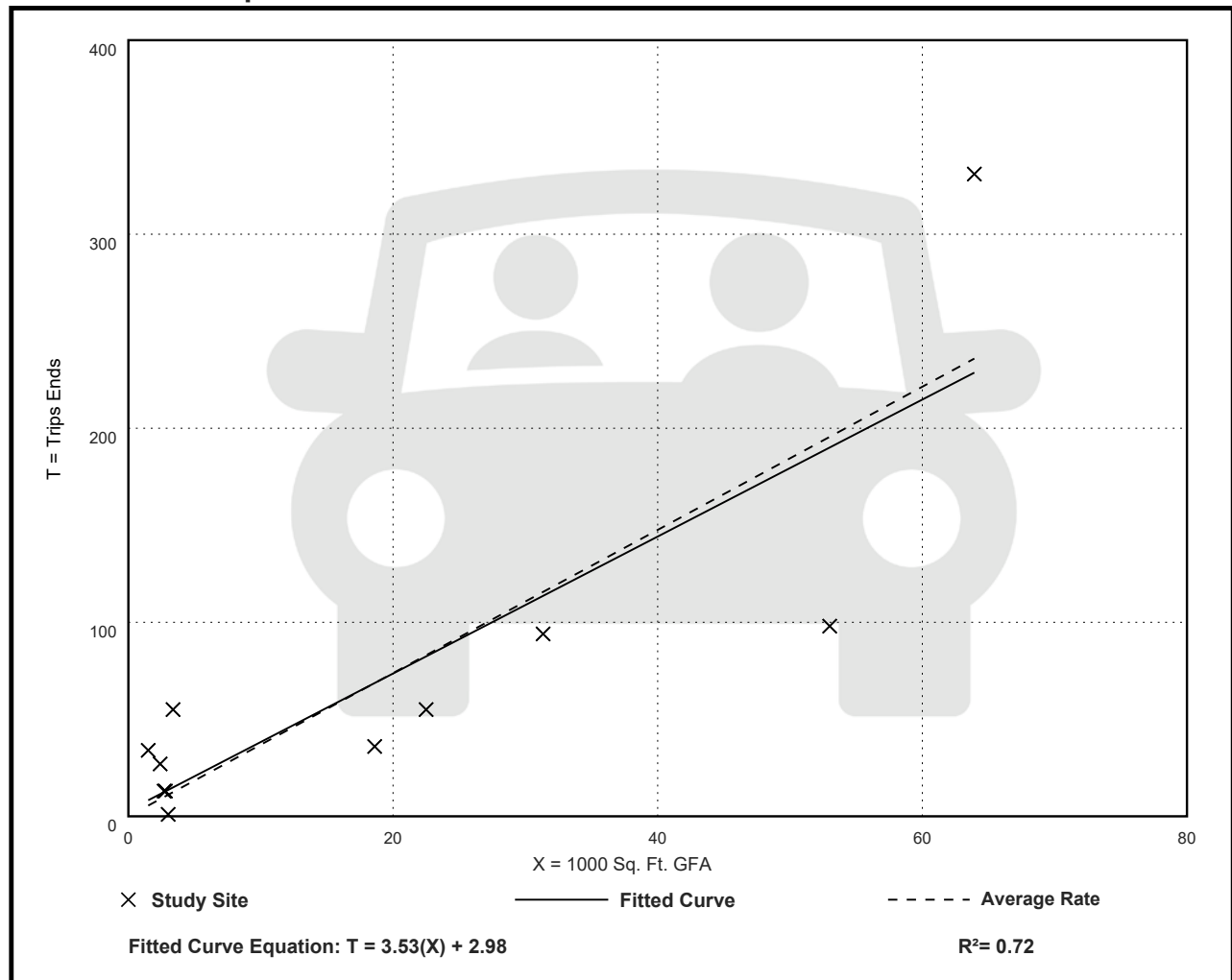
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.69	0.33 - 22.67	3.00

Data Plot and Equation



Land Use: 712

Small Office Building

Description

A small office building is the same as a general office building (Land Use 710) but with less than or equal to 10,000 square feet of gross floor area. The building typically houses a single tenant. It is a location where affairs of a business, commercial or industrial organization, or professional person or firm are conducted. General office building (Land Use 710) is a related use.

Additional Data

Attorney office, mortgage company, financial advisor, insurance agency, home health care provider, and real estate company are examples of tenants included in the small office building database. The diversity of employer types results in a wide range in employee density in the database. Densities range from a high of 1,300 to a low of 240 square feet per employee with an overall average of nearly 600 square feet per employee (a value much larger than the average observed in a general office building study sites).

In addition to the significant difference in employee density, small office buildings tend to be dominated by a single tenant (or very few) that are more service-oriented than a typical general office building. The result is more frequent and regular visitors and higher trip generation rates.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s and the 2010s in Alberta (CAN), California, Texas, and Wisconsin.

Source Numbers

418, 890, 891, 959, 976

Small Office Building (712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 21

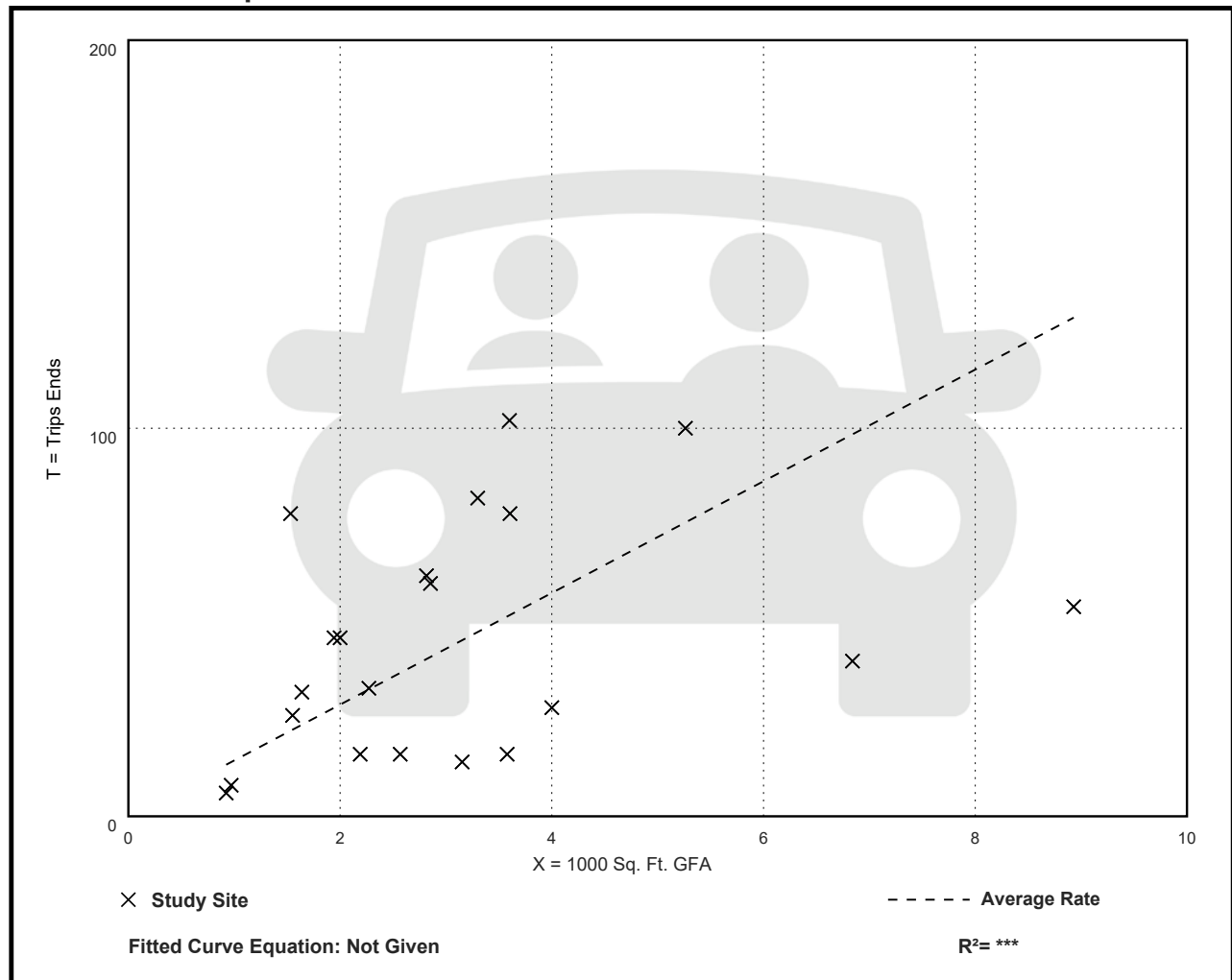
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.39	4.44 - 50.91	10.16

Data Plot and Equation



Small Office Building (712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 21

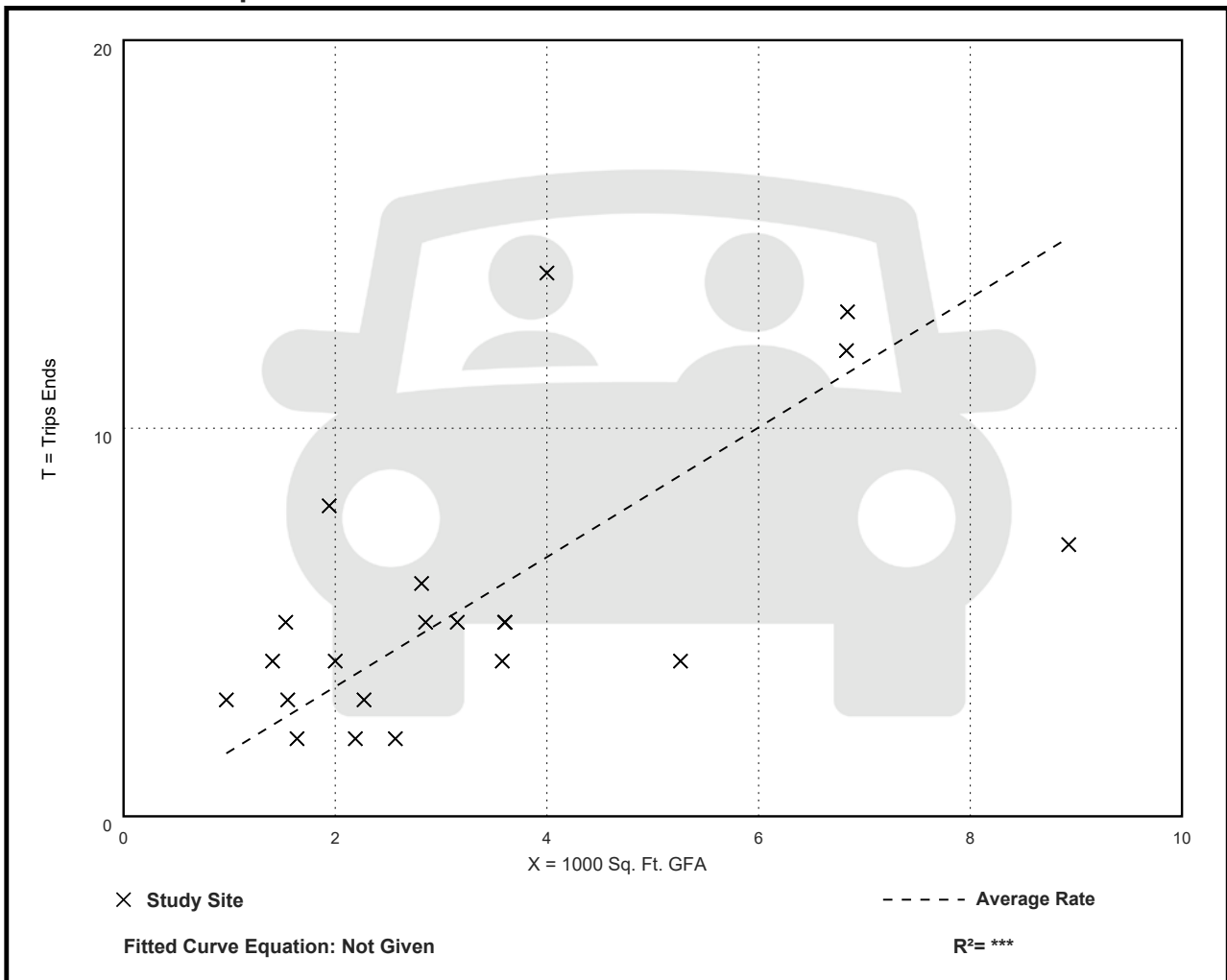
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 82% entering, 18% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.67	0.76 - 4.12	0.88

Data Plot and Equation



Small Office Building (712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 21

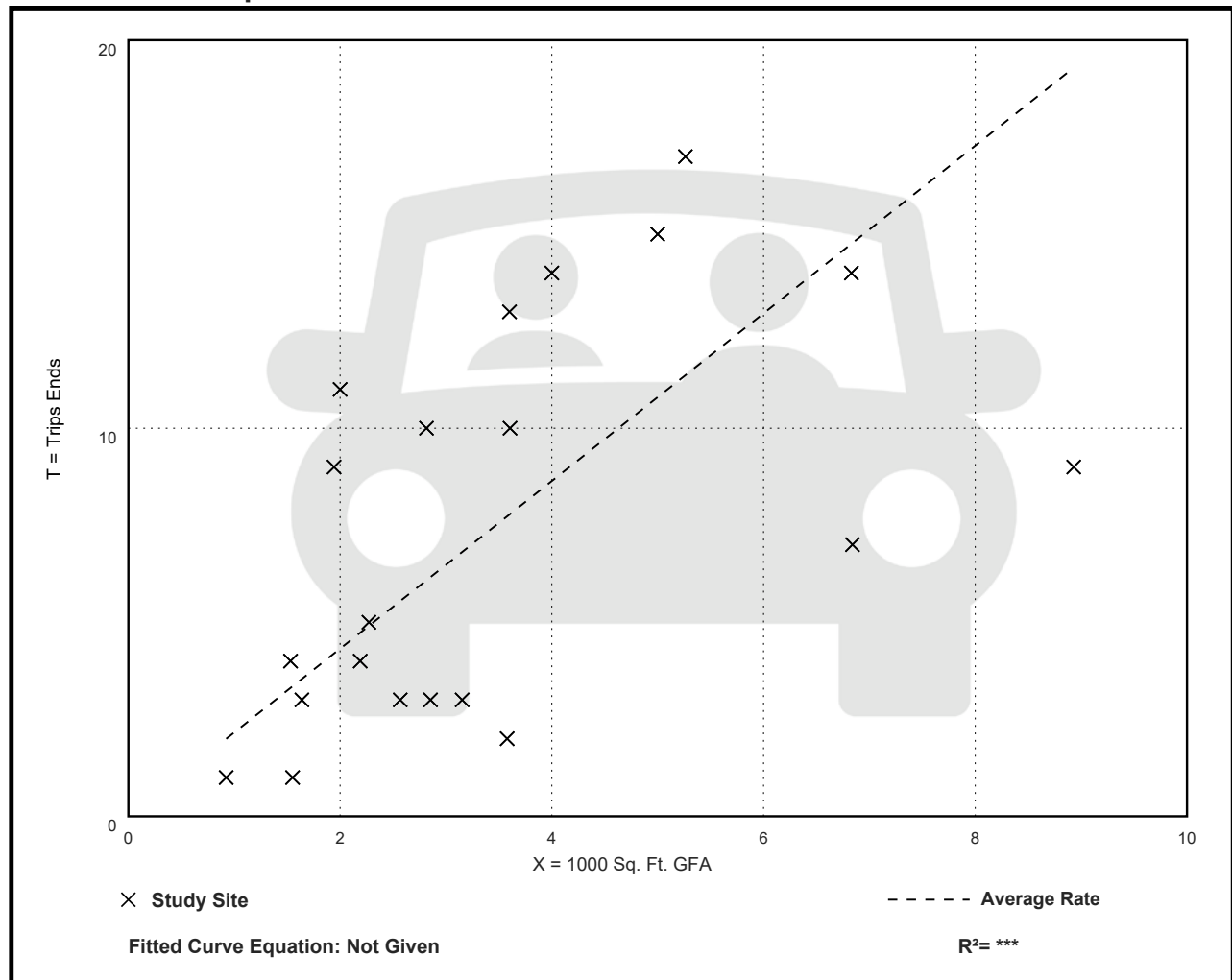
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.16	0.56 - 5.50	1.26

Data Plot and Equation



Land Use: 770 Business Park

Description

A business park consists of a group of flex-type or incubator one- or two-story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses. The rear side of the building is often served by a garage door. Tenants may be start-up companies or small mature companies that require a variety of space. The space may include offices, retail and wholesale stores, restaurants, recreational areas and warehousing, manufacturing, light industrial, or scientific research functions. A common mix is 20 to 30 percent office/commercial and 70 to 80 percent industrial/warehousing. Industrial park (Land Use 130), general office building (Land Use 710), corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), and research and development center (Land Use 760) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Georgia, New Jersey, Oregon, Vermont, and Virginia.

Source Numbers

155, 211, 212, 213, 216, 407, 423, 715, 926

Business Park (770)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 16

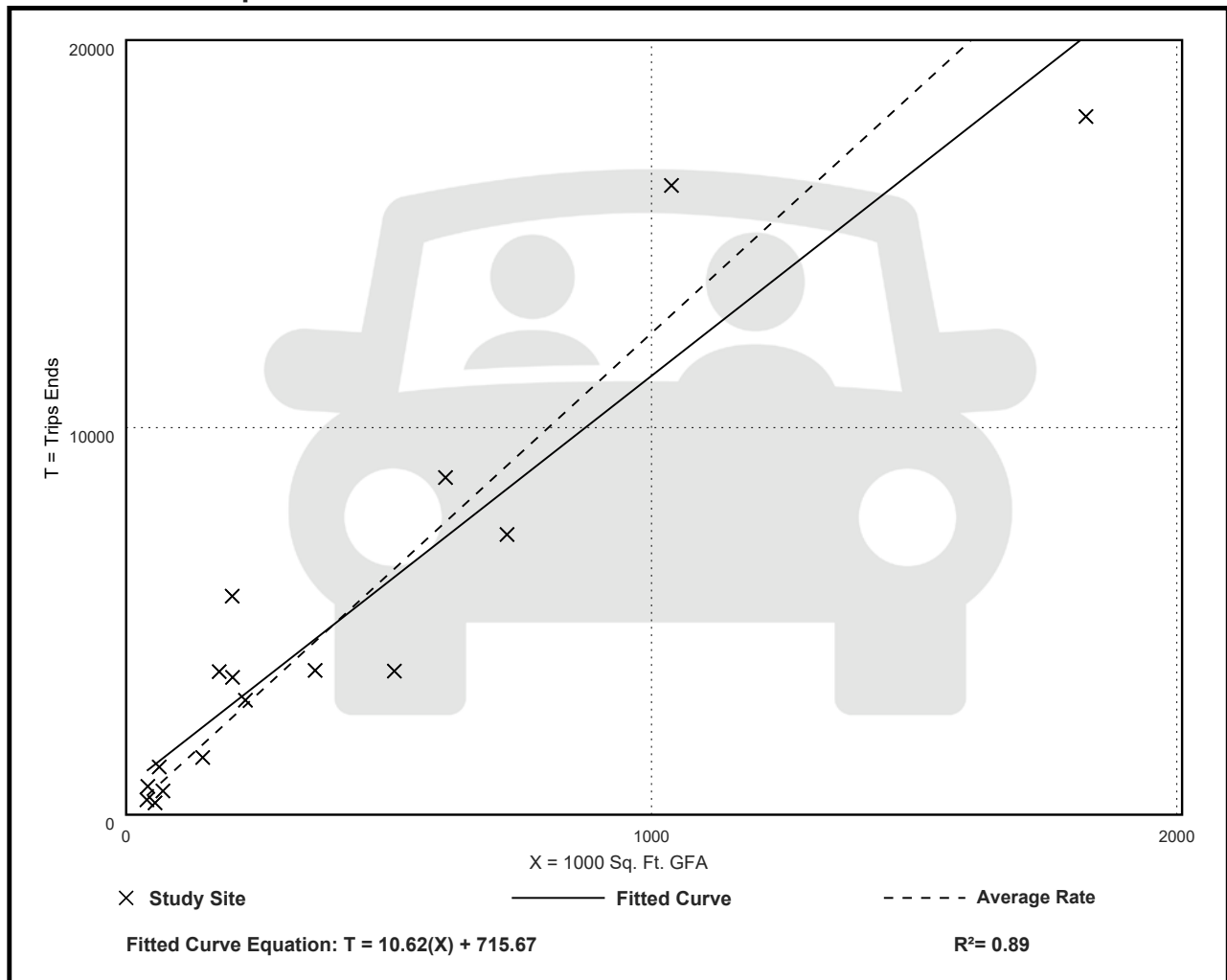
Avg. 1000 Sq. Ft. GFA: 393

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
12.44	5.56 - 27.97	4.51

Data Plot and Equation



Business Park (770)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 21

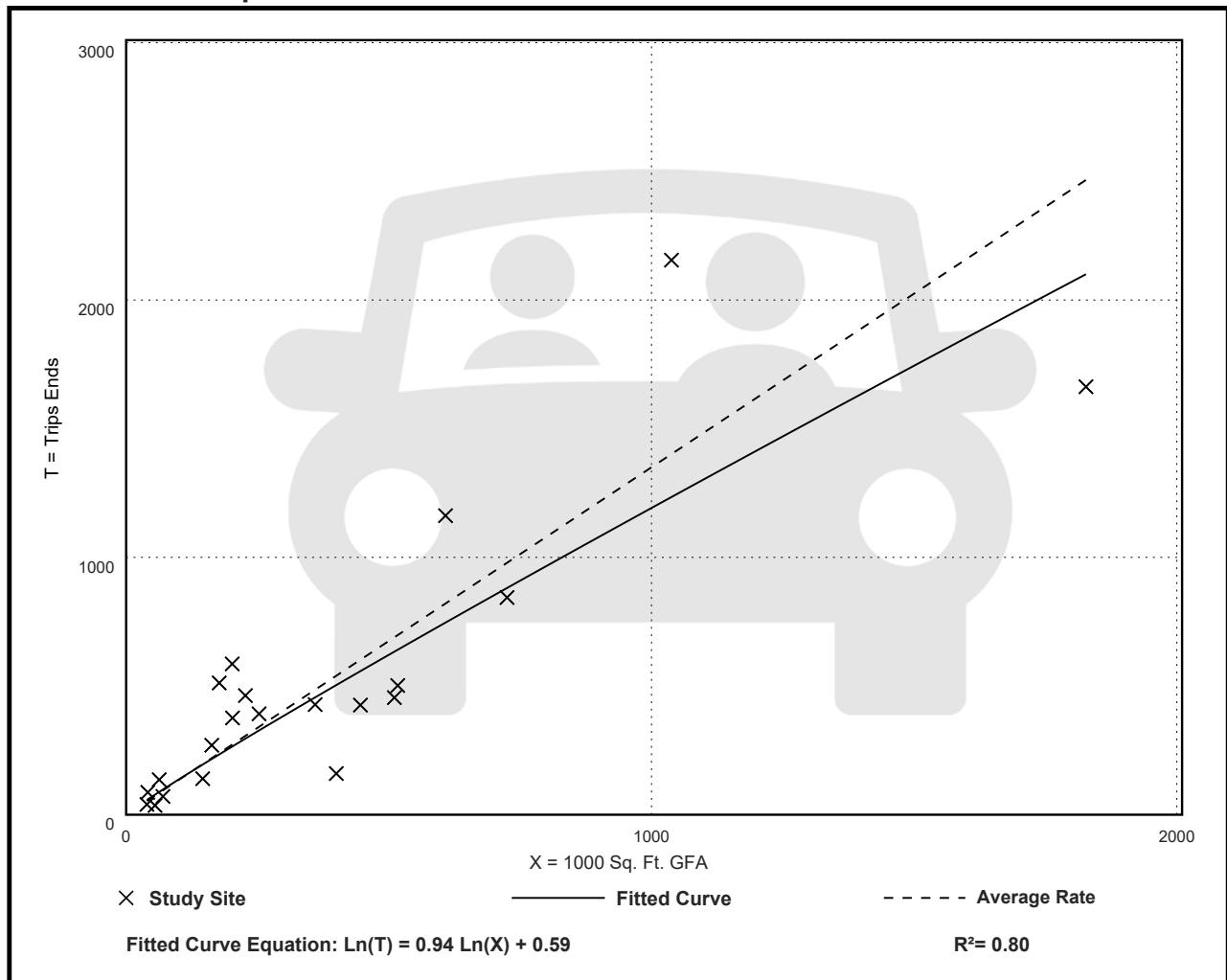
Avg. 1000 Sq. Ft. GFA: 384

Directional Distribution: 85% entering, 15% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.35	0.40 - 2.90	0.62

Data Plot and Equation



Business Park (770)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 22

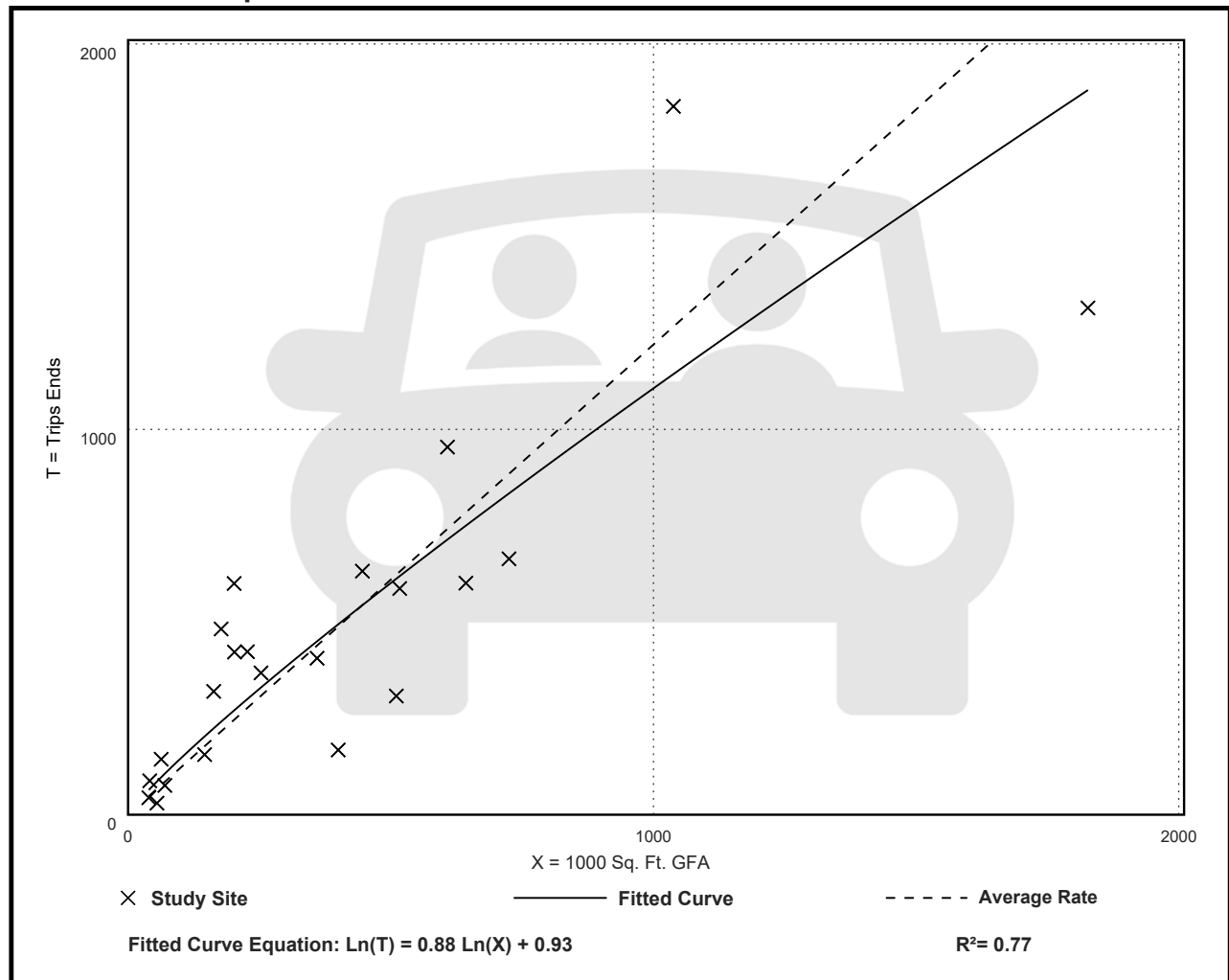
Avg. 1000 Sq. Ft. GFA: 396

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.22	0.42 - 2.97	0.59

Data Plot and Equation



Land Use: 814

Variety Store

Description

A variety store is a retail store that sells a broad range of inexpensive items often at a uniform price. A variety store is commonly referred to as a “dollar store.” Items typically sold at a variety store include kitchen supplies, cleaning products, home office supplies, food products, household goods, decorations, and toys. The store can be stand-alone or located within a shopping plaza or strip retail plaza. Free-standing discount store (Land Use 815) is a related use.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 2010s and 2020s in Florida, Minnesota, and Texas.

Source Numbers

731, 869, 879, 880, 1053, 1063

Variety Store (814)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 29

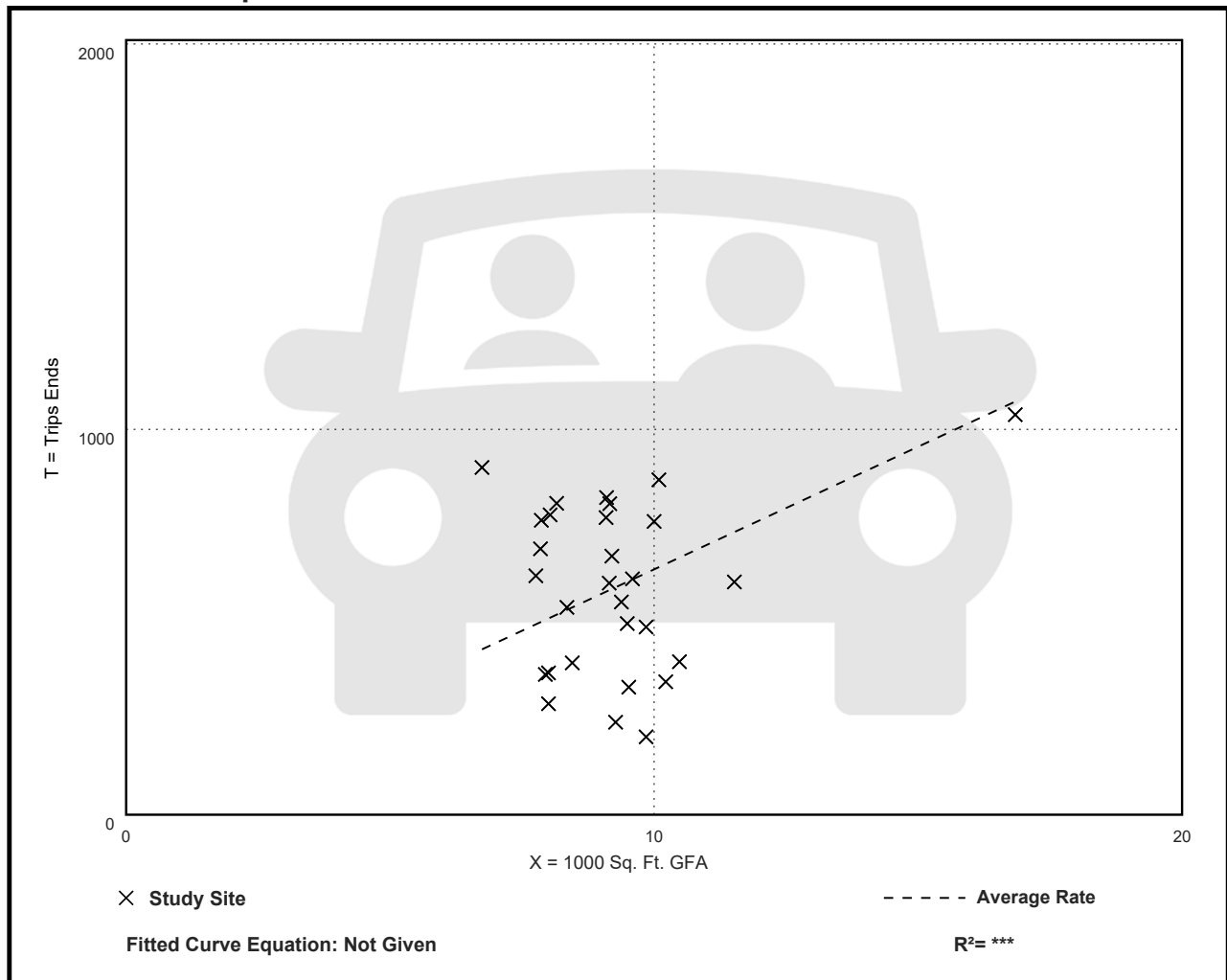
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
63.66	20.51 - 133.68	25.23

Data Plot and Equation



Variety Store (814)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 29

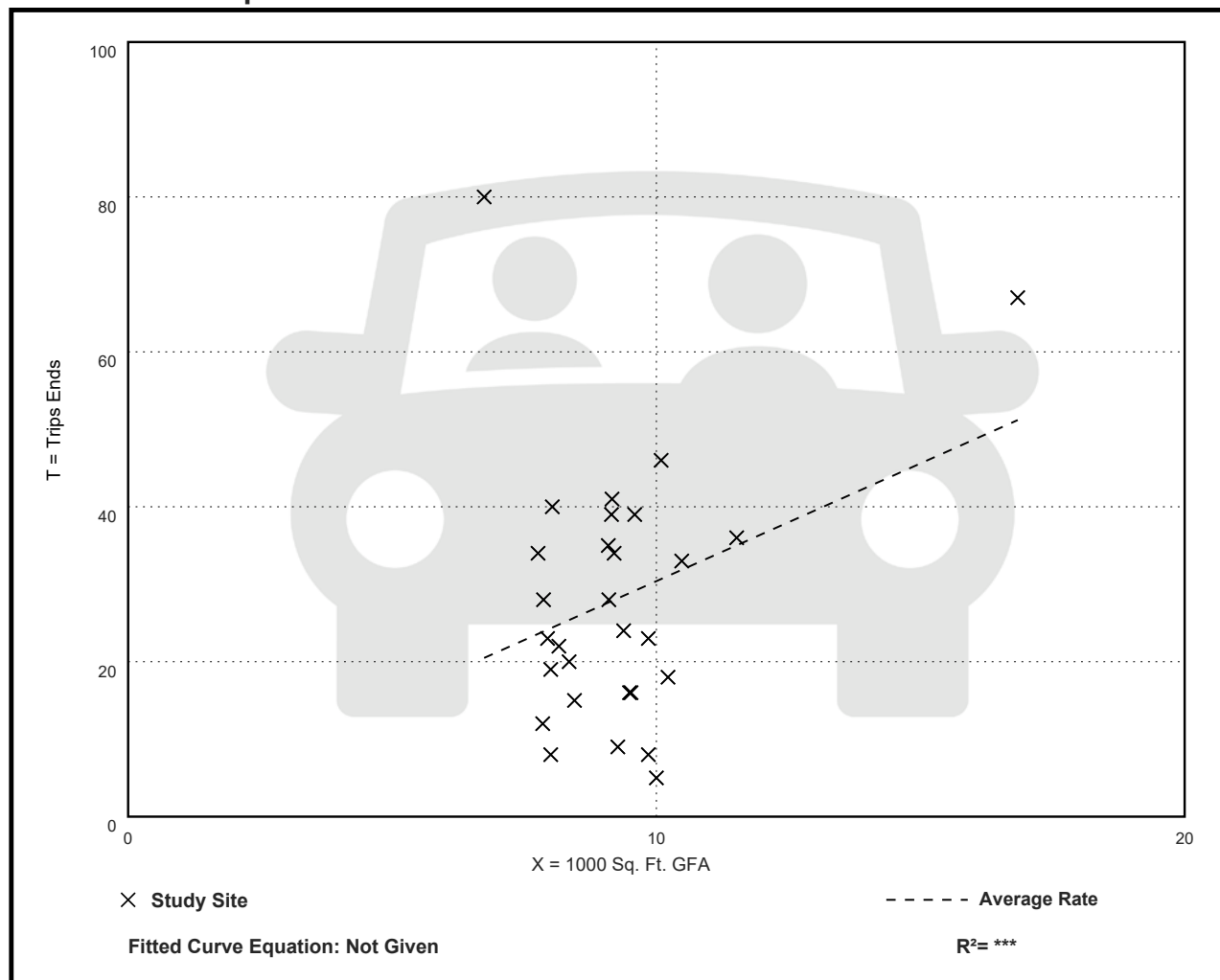
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.04	0.50 - 11.87	1.91

Data Plot and Equation



Variety Store (814)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 29

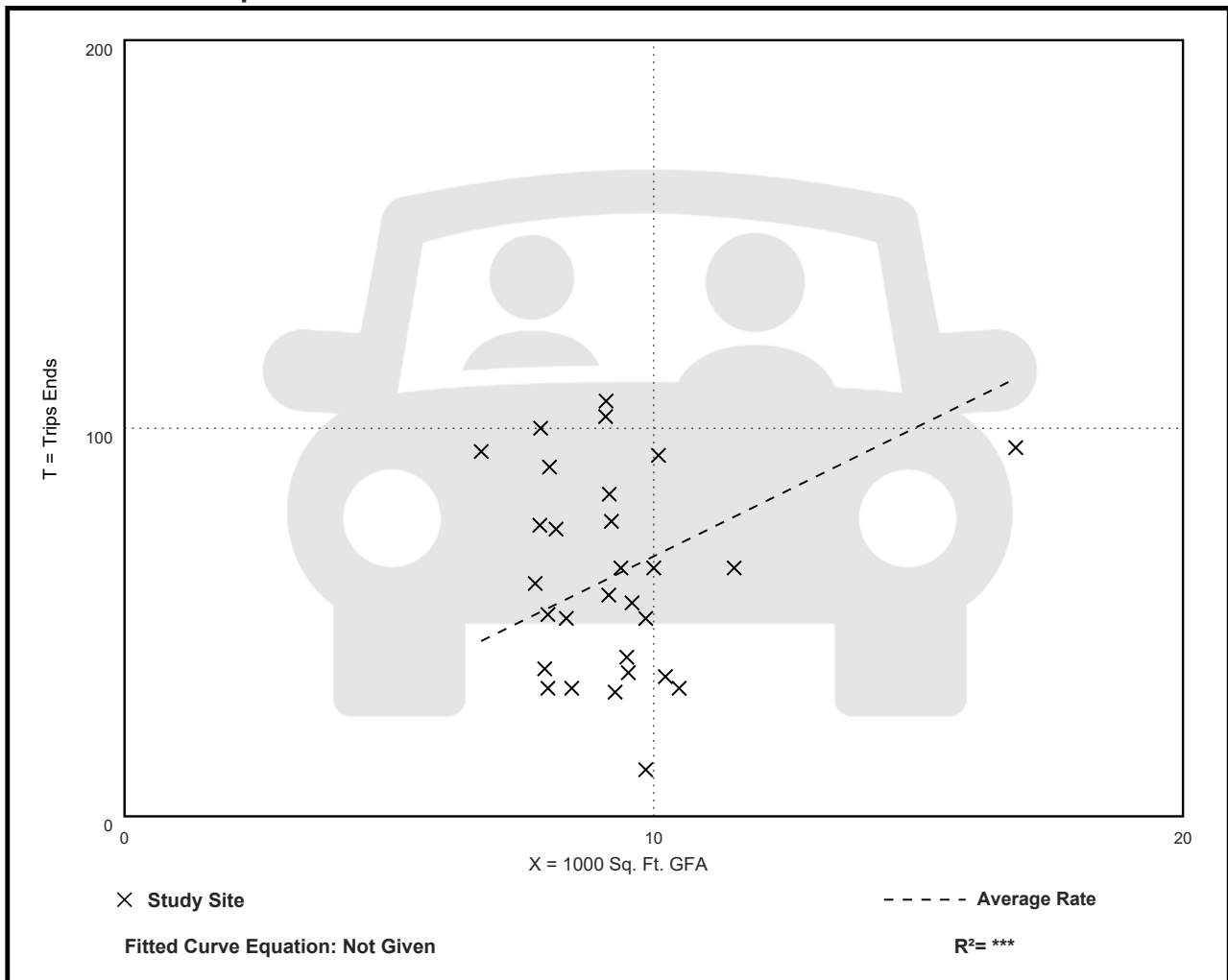
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.70	1.22 - 13.95	3.08

Data Plot and Equation



Land Use: 815

Free-Standing Discount Store

Description

A discount store is similar to a free-standing discount superstore (Land Use 813) with the exception that it does not contain a full-service grocery department. It is also similar to a department store (Land Use 875) with the exception that it generally offers centralized cashiering and sells products that are advertised at discount prices. Discount stores offer a variety of customer services and typically maintain long store hours 7 days a week. The stores included in this land use are often the only ones on the site but they can also be found in mutual operation with a related or unrelated garden center and/or service station. A free-standing discount store can also be found on a separate parcel within a retail complex, with or without its own dedicated parking. Freestanding discount superstore (Land Use 813), variety store (Land Use 814), and department store (Land Use 875) are related uses.

Additional Data

A garden center contained within the principal outside faces of the exterior building walls is included in the reported gross floor areas. An outdoor or fenced-in area outside the principal outside faces of the exterior building walls is excluded.

To assist in the future analysis of this land use, it is important to collect and include information on the presence and size of garden centers, outdoor fenced-in space and service stations in trip generation data submissions.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Delaware, Florida, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Oregon, Pennsylvania, South Dakota, and Wisconsin.

Source Numbers

305, 340, 353, 358, 376, 386, 417, 504, 528, 579, 588, 595, 630, 735, 842, 946, 960, 1049

Free-Standing Discount Store (815)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 21

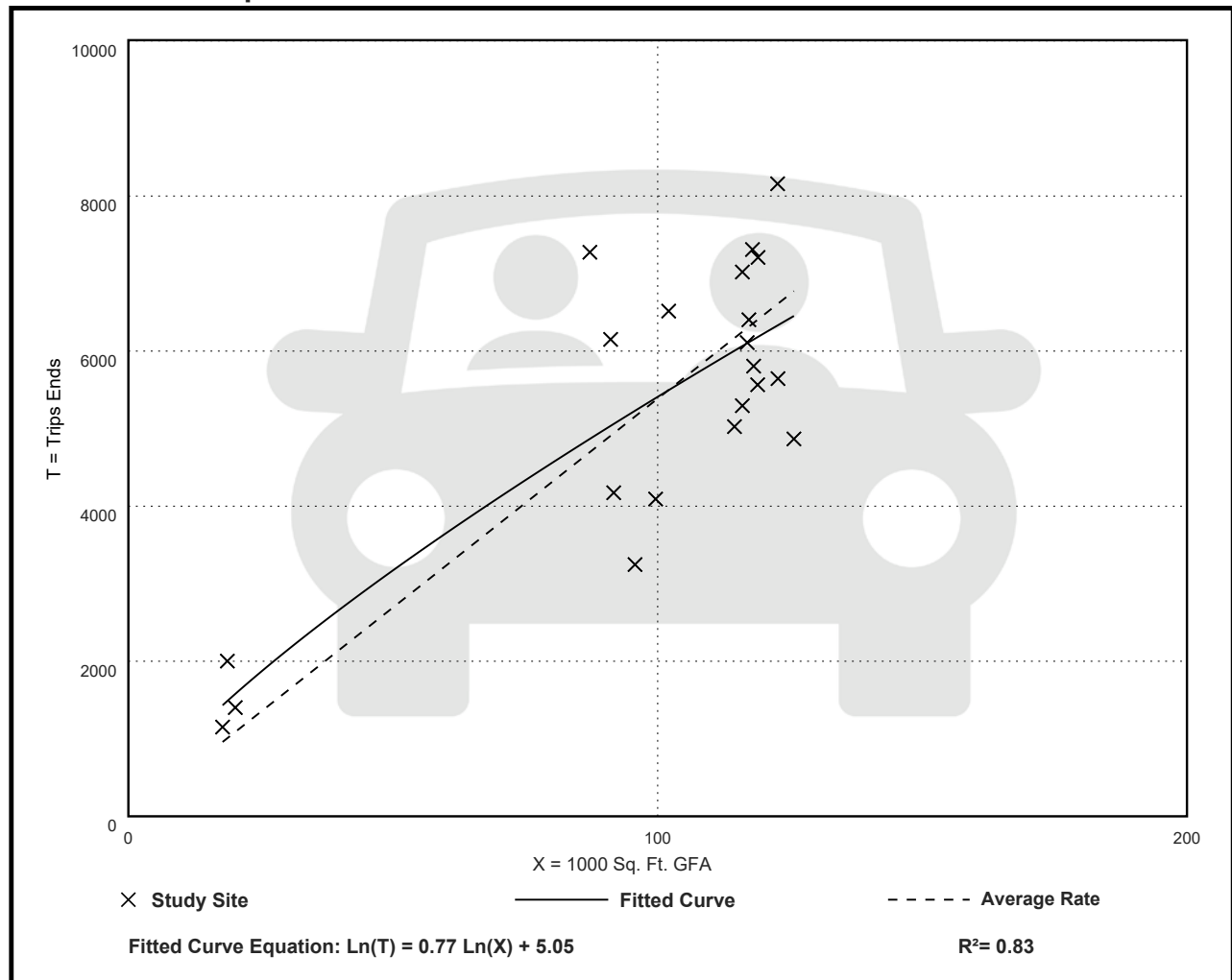
Avg. 1000 Sq. Ft. GFA: 98

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
53.87	33.92 - 107.06	12.93

Data Plot and Equation



Free-Standing Discount Store (815)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 10

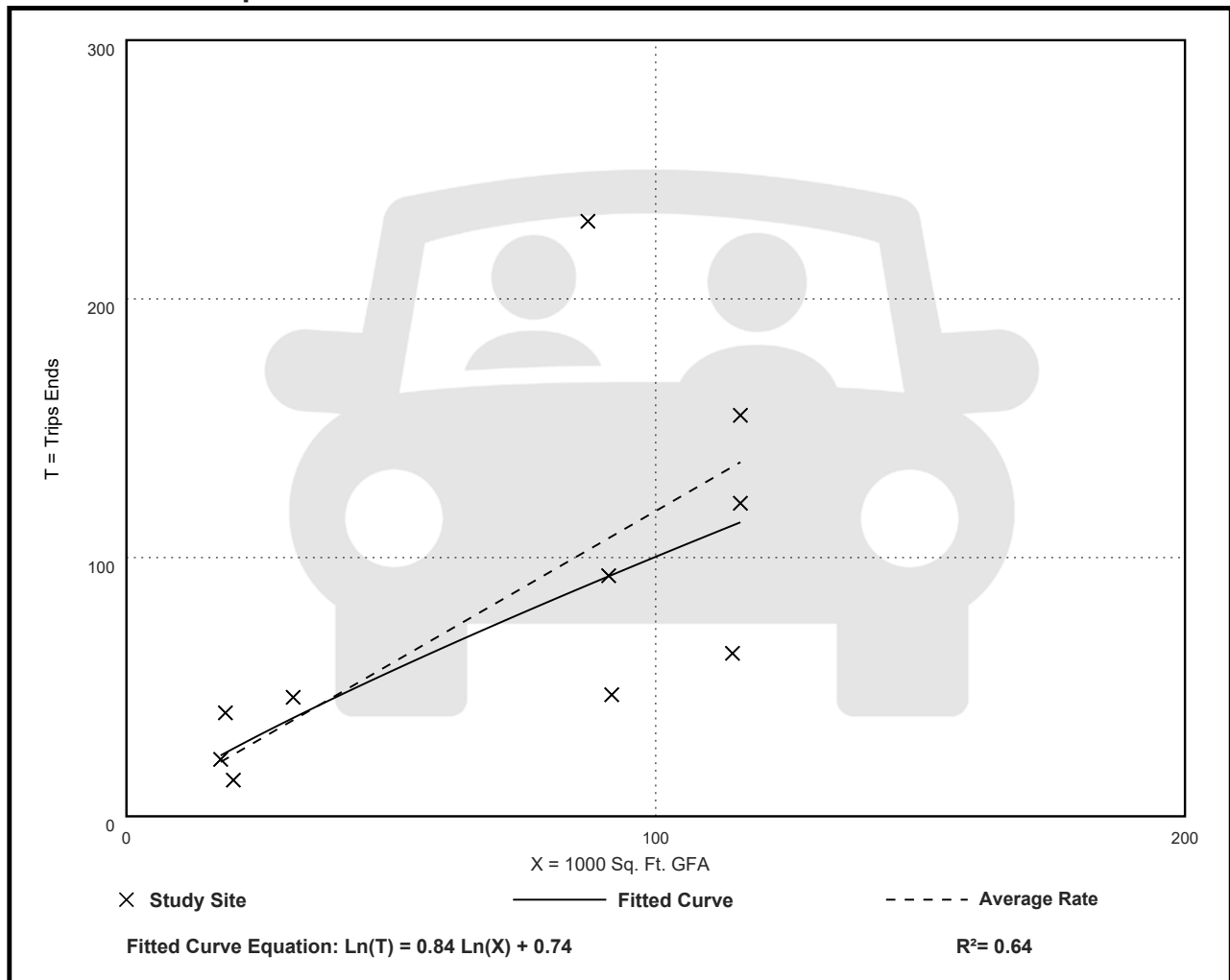
Avg. 1000 Sq. Ft. GFA: 70

Directional Distribution: 70% entering, 30% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.18	0.51 - 2.64	0.69

Data Plot and Equation



Free-Standing Discount Store (815)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 60

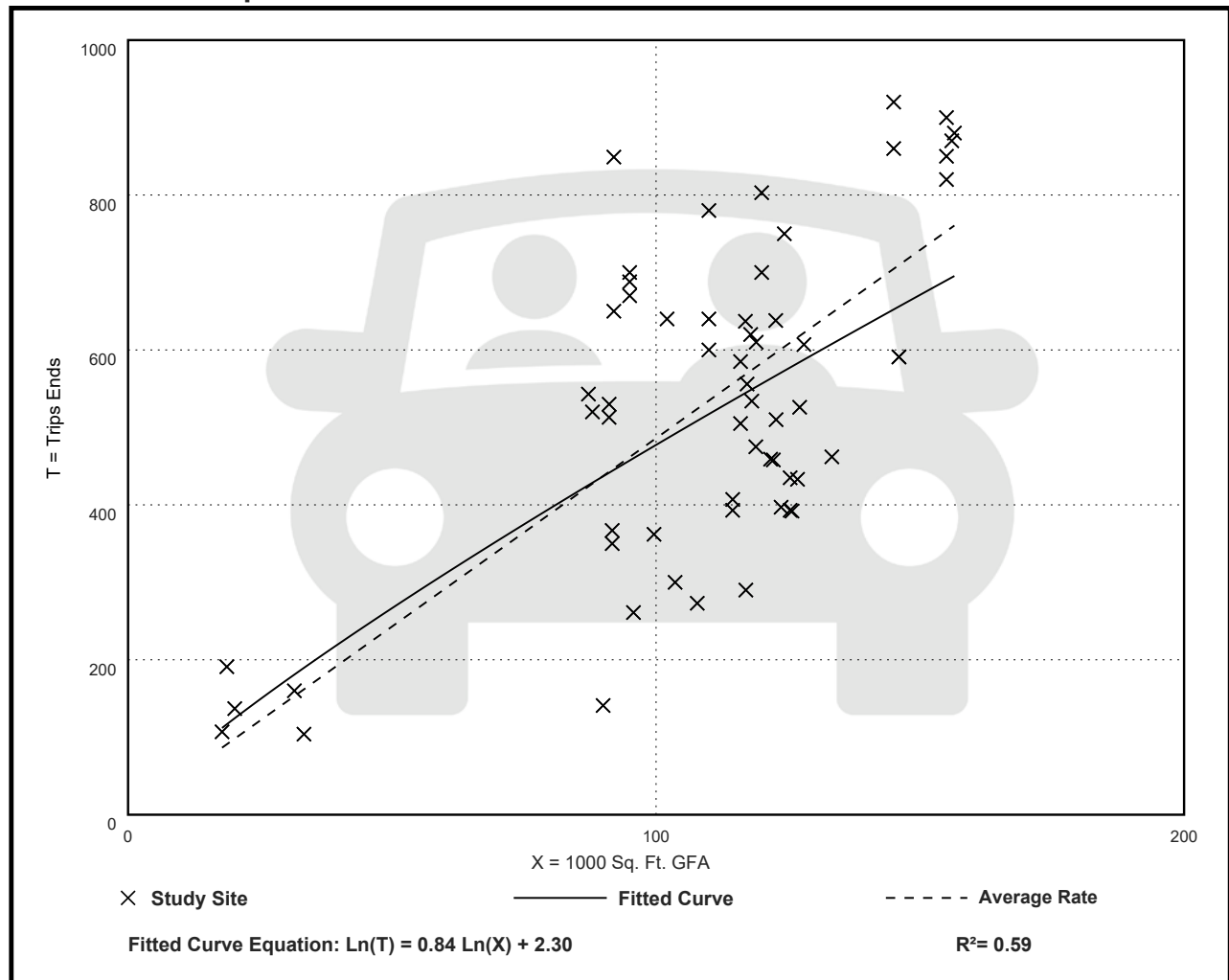
Avg. 1000 Sq. Ft. GFA: 110

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.86	1.57 - 10.21	1.47

Data Plot and Equation



Land Use: 850 Supermarket

Description

A supermarket is a free-standing retail store that sells a complete assortment of food, beverage, food preparation materials, and household products. A supermarket may also provide additional products and services such as a bakery, dry cleaning, floral arrangements, greeting cards, a limited-service bank, and a pharmacy.

Additional Data

In prior editions of *Trip Generation Manual*, a separate land use code was assigned to a discount supermarket. With the addition of new supermarket data points, an examination of the database reveals very little difference between trip generation rates for the traditional supermarket and a reported discount supermarket. This examination looked at both the small discount supermarkets and the large discount supermarkets. As a result, all types of supermarkets are included in this land use database.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, District of Columbia, Florida, Georgia, Illinois, Kentucky, Maryland, Minnesota, Nevada, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

213, 221, 236, 251, 273, 305, 359, 365, 438, 440, 442, 447, 448, 514, 520, 537, 552, 577, 610, 715, 716, 728, 738, 746, 854, 870, 882, 893, 917, 926, 935, 946, 959, 961, 966, 975, 1004, 1009, 1025, 1058, 1063, 1064

Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

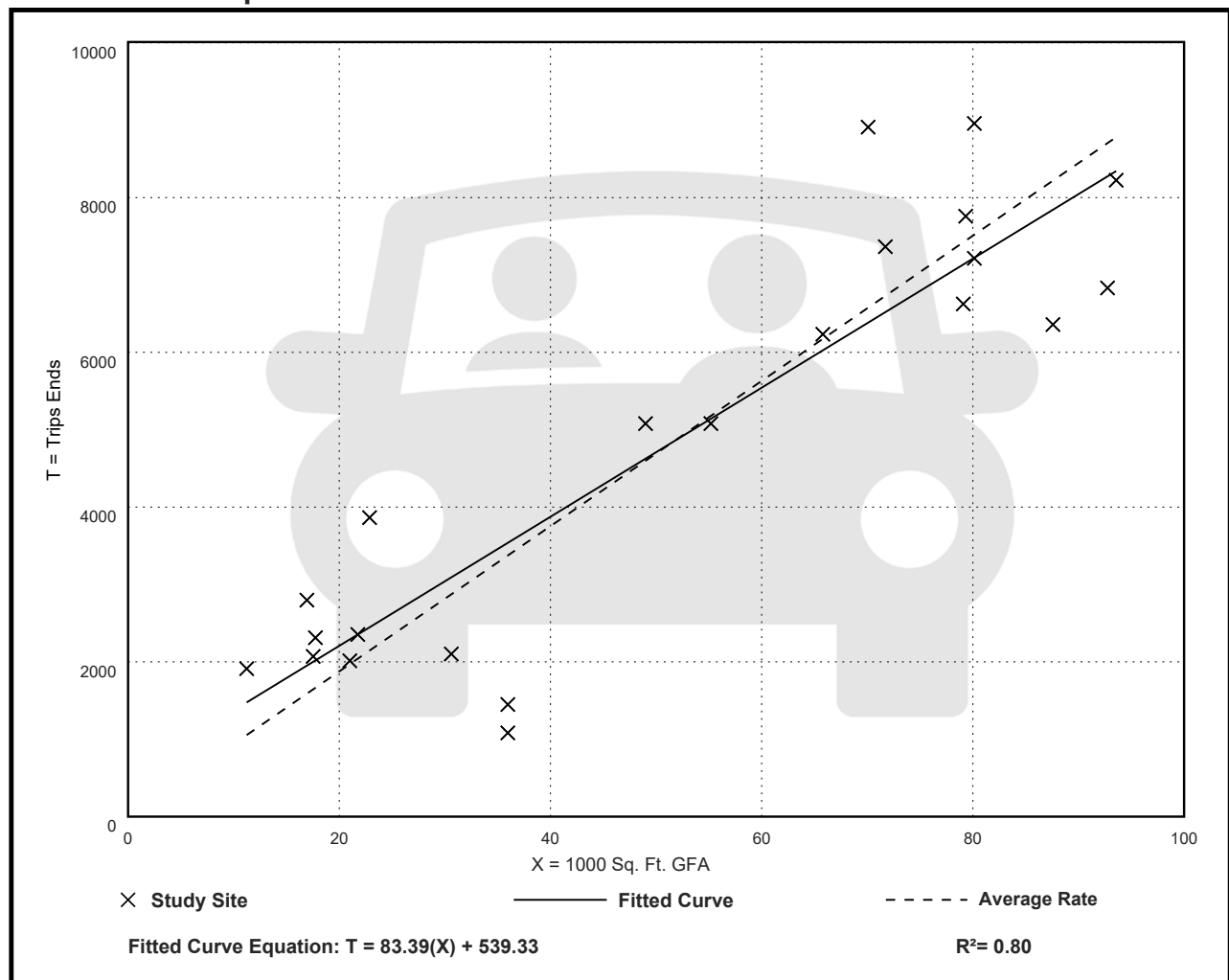
Avg. 1000 Sq. Ft. GFA: 52

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
93.84	30.09 - 170.24	27.05

Data Plot and Equation



Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 34

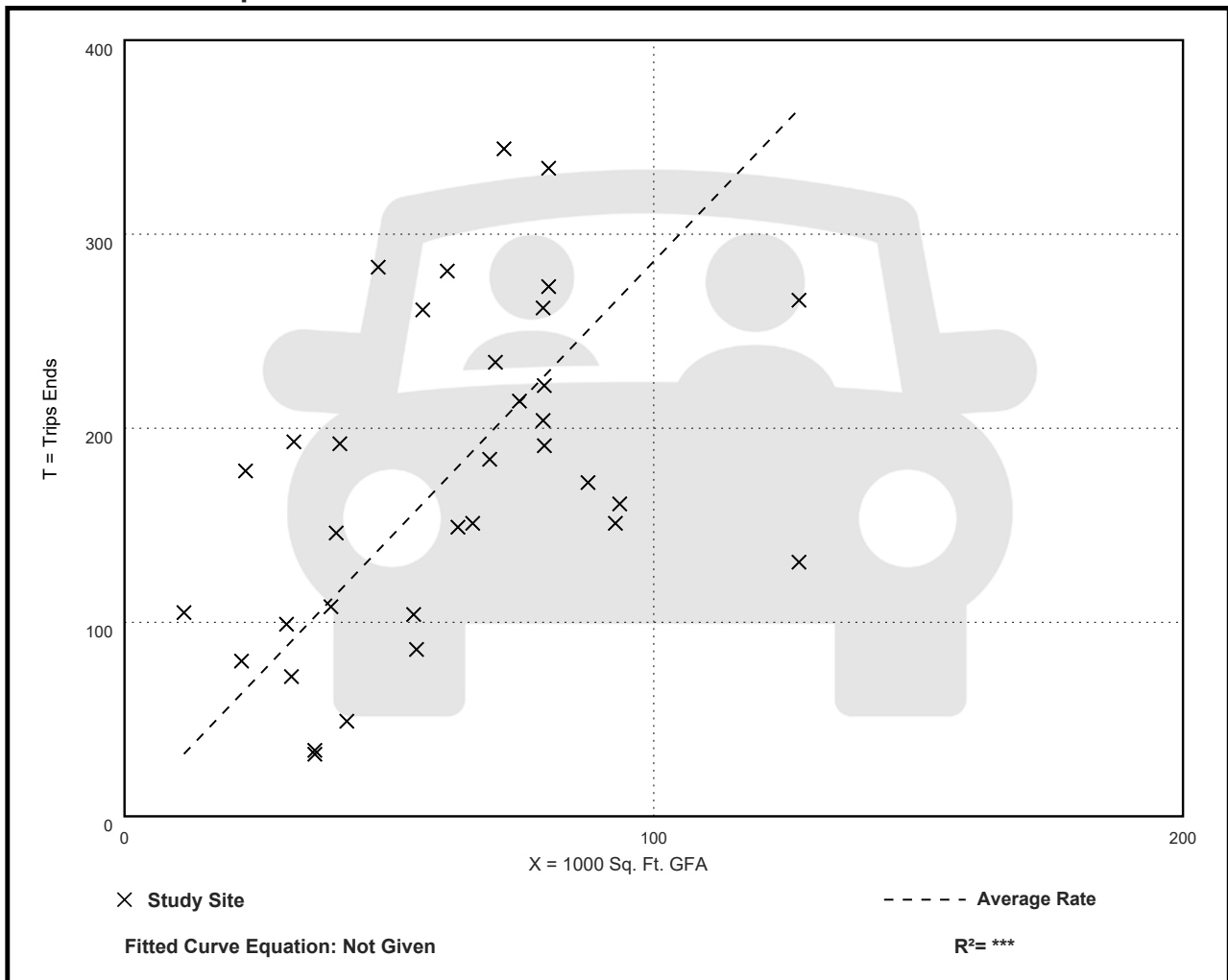
Avg. 1000 Sq. Ft. GFA: 61

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.86	0.89 - 9.35	1.45

Data Plot and Equation



Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 104

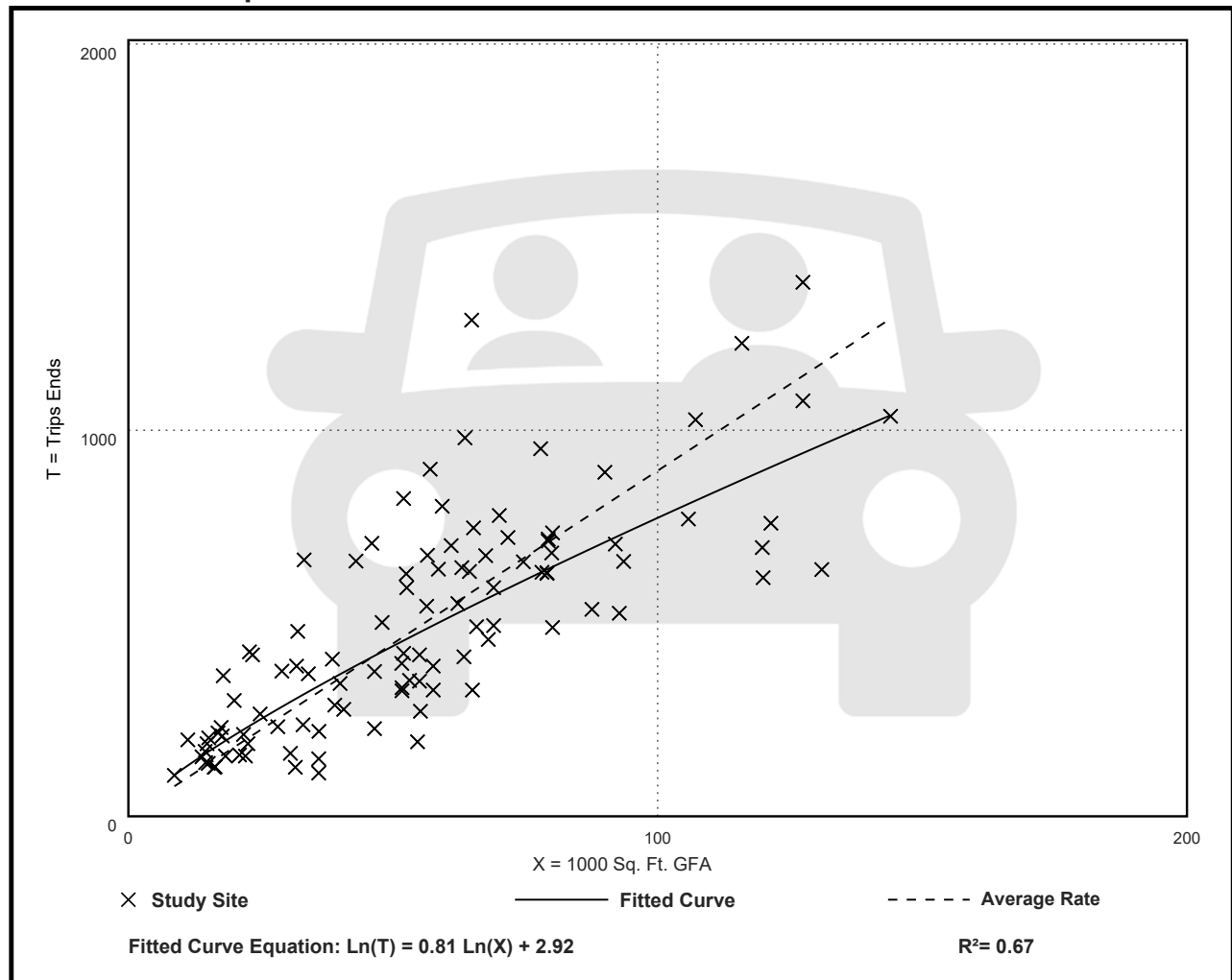
Avg. 1000 Sq. Ft. GFA: 55

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.95	3.11 - 20.30	3.32

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	850								
Land Use	Supermarket								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	43								
Average Pass-By Rate	24%								
	Pass-By Characteristics for Individual Sites								
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Daily Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
15.16	Florida	1993	161	23	51	26	77	—	33
31	Nebraska	1990	—	19	36	45	81	48700	31
31	Nebraska	1990	—	28	40	32	72	23500	31
31	Florida	1993	440	35	—	—	65	—	30
34	Nebraska	1990	—	44	29	27	56	15200	31
50	Kansas	1998	33	9	70	21	91	—	31
55	Nebraska	1990	—	27	35	38	73	27200	31
65	Nebraska	1990	—	25	25	50	75	44700	31
66	Nebraska	1990	—	23	30	47	77	63000	31
66	Oregon	2010	382	18	47	35	82	—	27
67	Washington	2010	—	25	40	35	75	—	27
70	Nebraska	1990	—	26	30	44	74	34300	31
71.717	Oregon	2001	—	31	51	18	69	—	18
72	Oregon	2001	827	31	51	18	69	—	18
74.63	Oregon	2001	—	33	40	27	67	—	18
75	Oregon	2001	786	33	40	27	67	—	18
79	Washington	2001	884	34	39	27	66	—	18
79	Oregon	2001	637	13	52	35	87	—	18
79	California	2002	547	15	64	21	85	—	18
79	California	2002	798	20	58	22	80	—	18

Land Use: 876 Apparel Store

Description

An apparel store is an individual store specializing in the sale of clothing. Department store (Land Use 875) is a related use.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, and the 2010s in California, Florida, New York, Vermont, and Wisconsin.

Source Numbers

210, 439, 862, 944, 959

Apparel Store (876)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 5

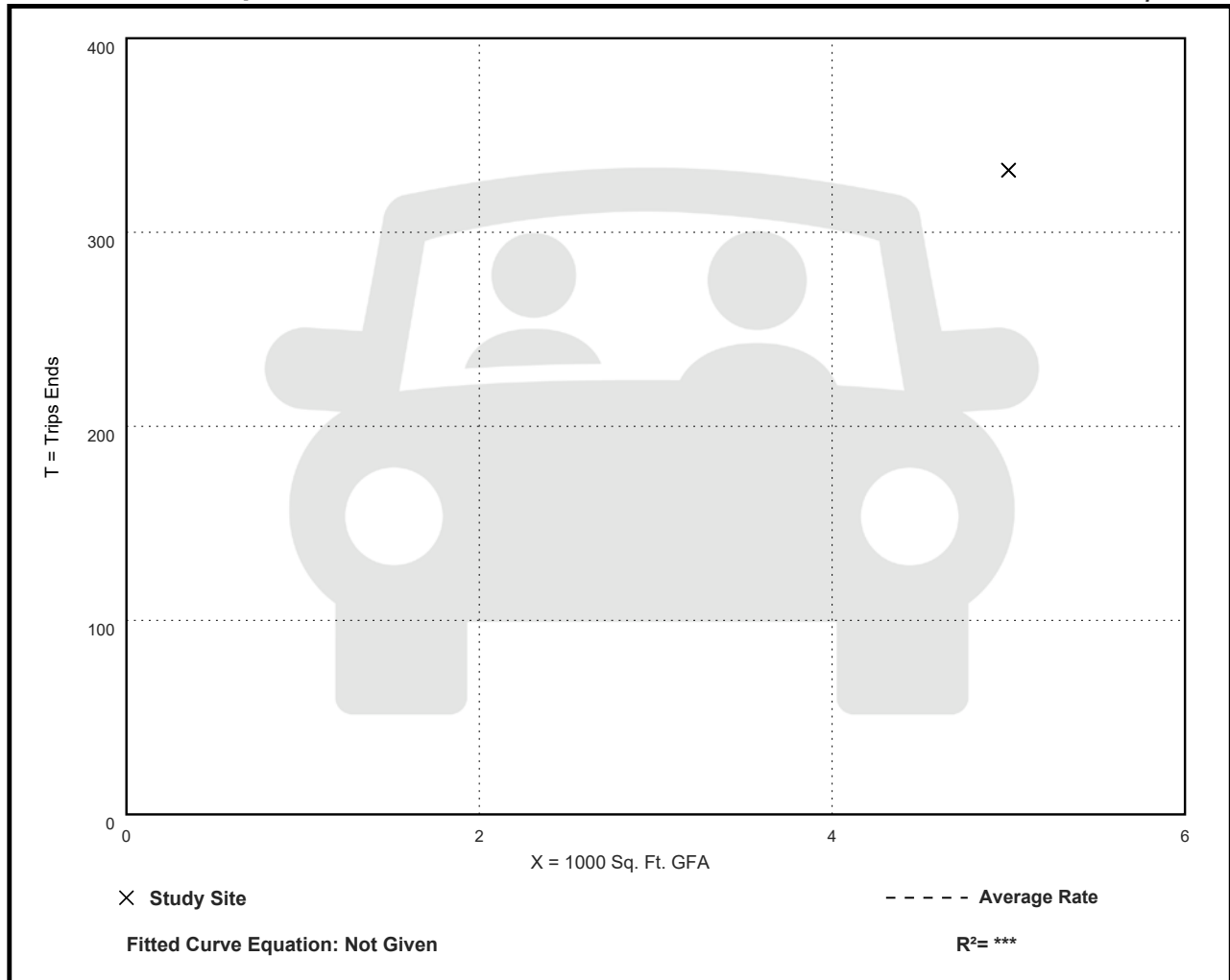
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
66.40	66.40 - 66.40	***

Data Plot and Equation

Caution – Small Sample Size



Apparel Store (876)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 5

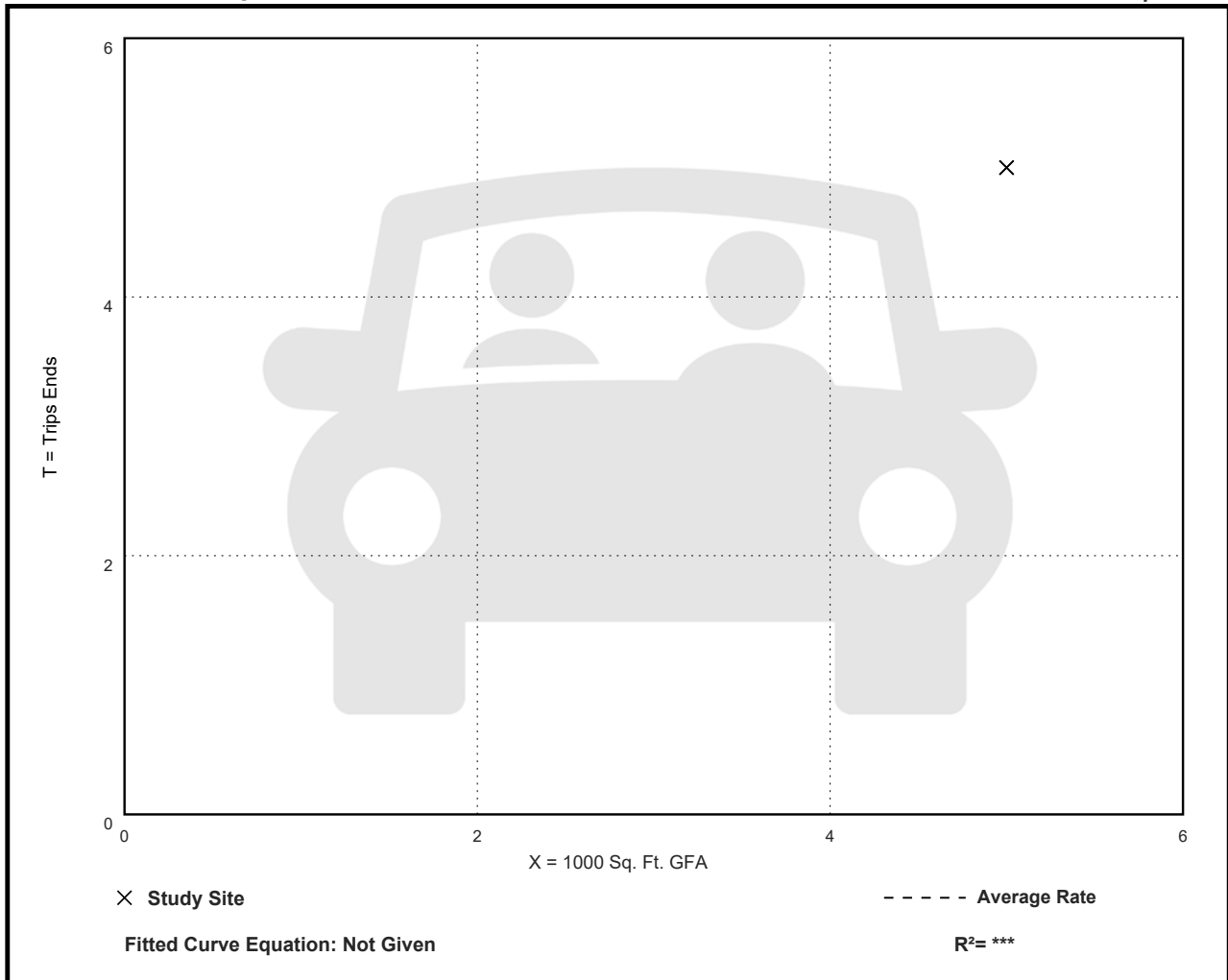
Directional Distribution: 80% entering, 20% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.00	1.00 - 1.00	***

Data Plot and Equation

Caution – Small Sample Size



Apparel Store (876)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

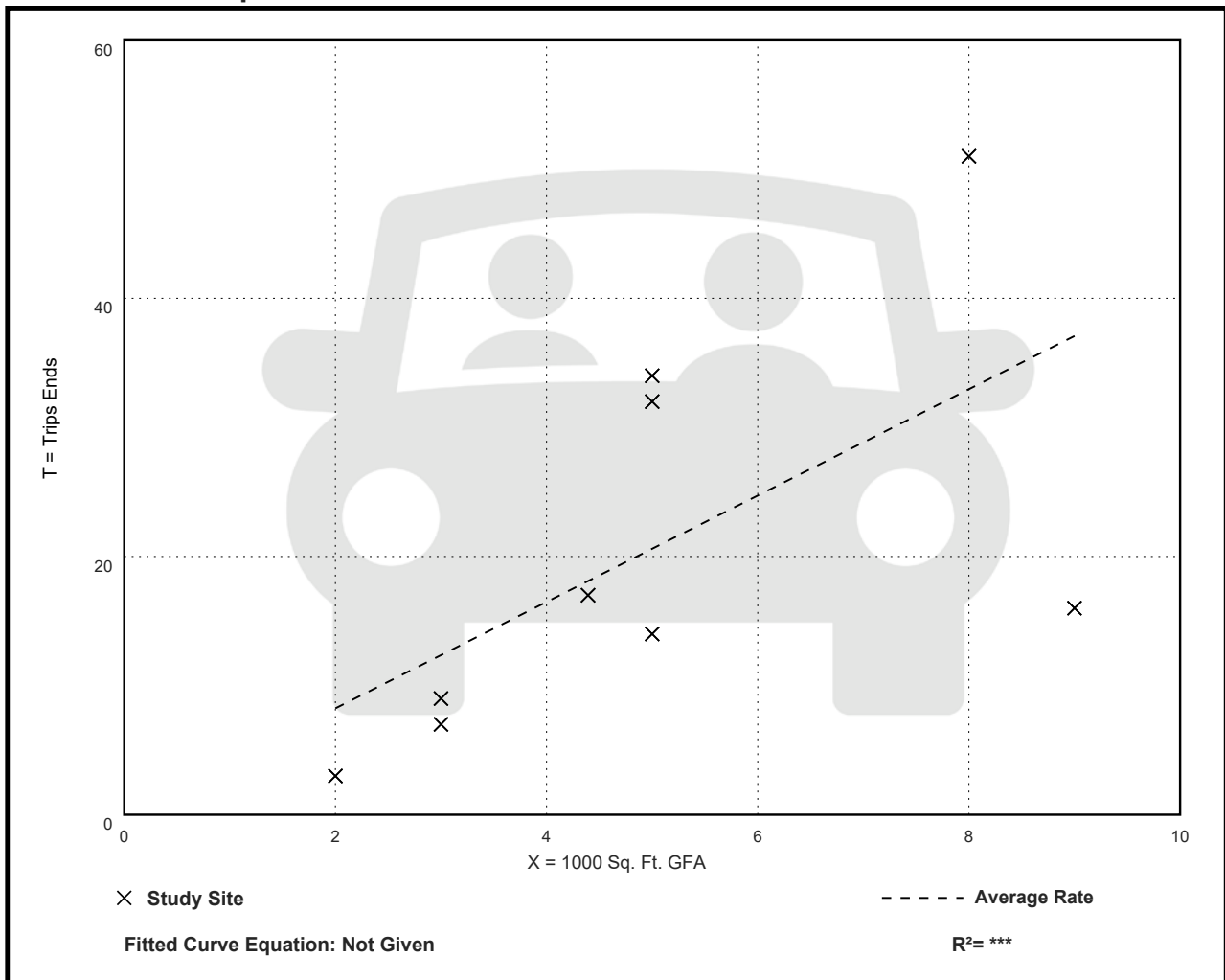
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.12	1.50 - 6.80	2.18

Data Plot and Equation



Land Use: 880

Pharmacy/Drugstore without Drive-Through Window

Description

A pharmacy/drugstore is a retail facility that primarily sells prescription and non-prescription drugs. A pharmacy/drugstore also typically sells cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandise. The pharmacy/drugstores in this category do not contain a drive-through window.

Pharmacy/drugstore with drive-through window (Land Use 881) is a related use.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1990s, the 2000s, and the 2010s in California, Florida, Illinois, New Jersey, New York, and Vermont.

Source Numbers

436, 550, 551, 573, 728, 862, 863, 927, 946, 966

Pharmacy/Drugstore without Drive-Through Window (880)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 6

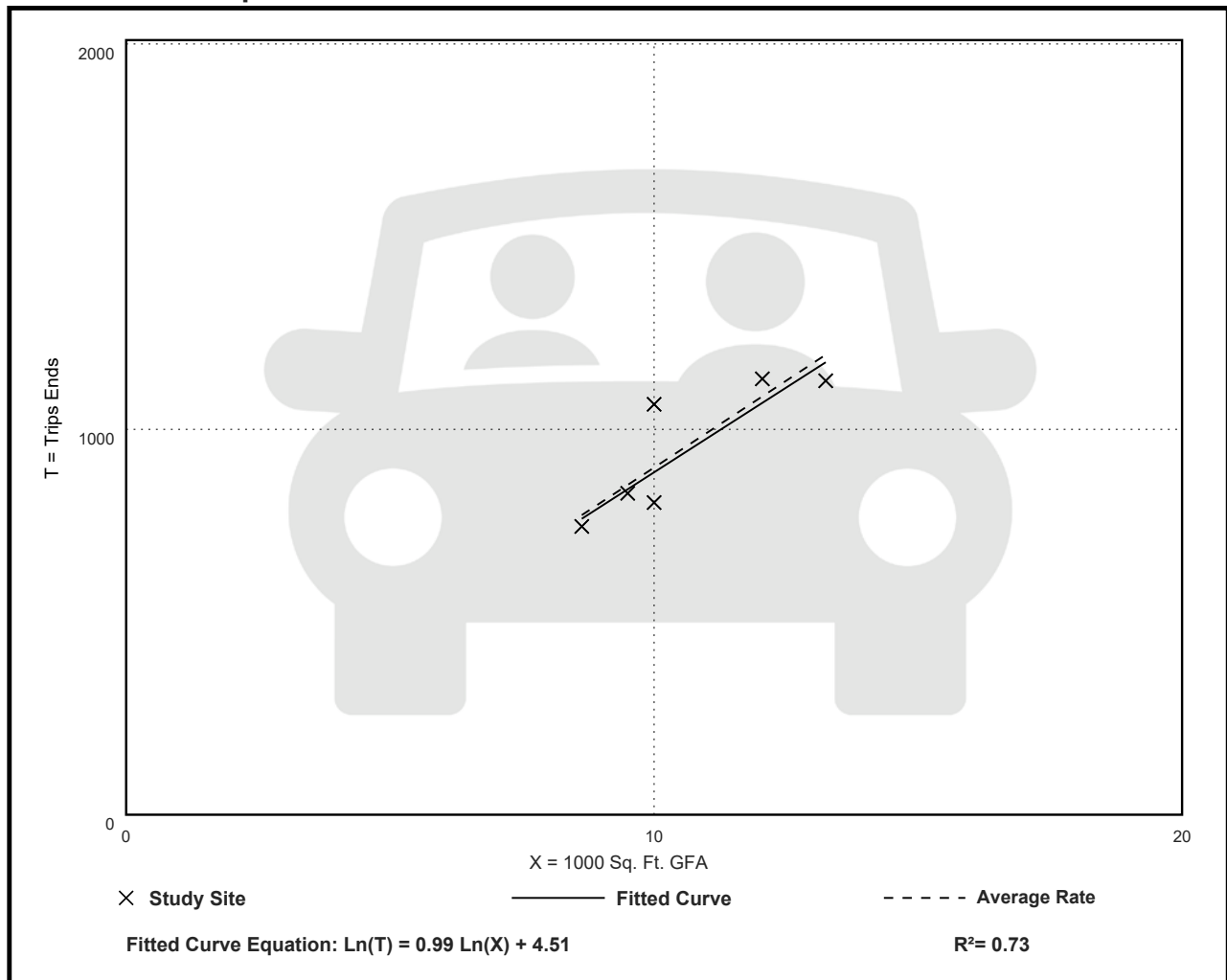
Avg. 1000 Sq. Ft. GFA: 11

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
90.08	81.00 - 106.50	8.90

Data Plot and Equation



Pharmacy/Drugstore without Drive-Through Window (880)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

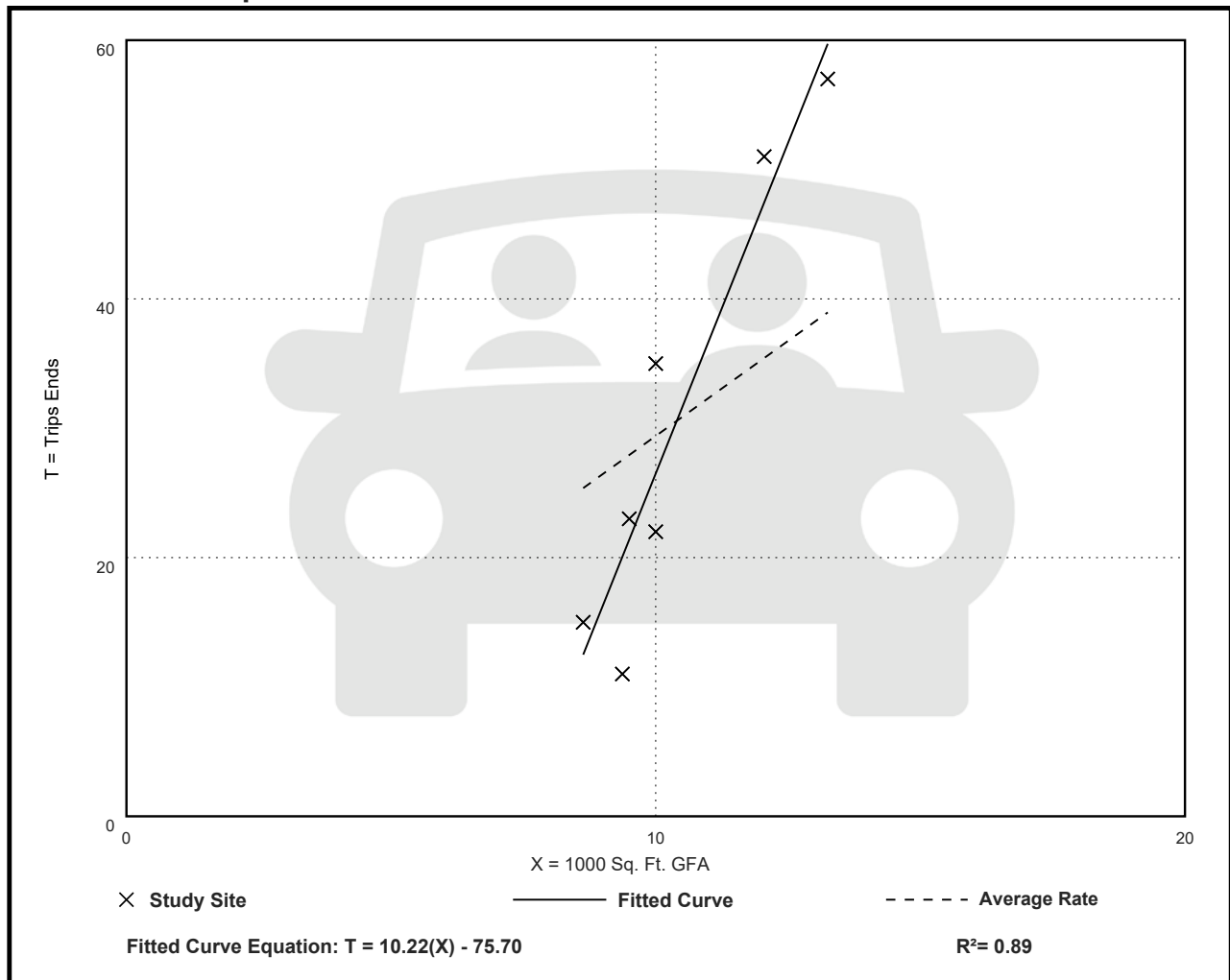
Avg. 1000 Sq. Ft. GFA: 10

Directional Distribution: 65% entering, 35% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.94	1.17 - 4.30	1.25

Data Plot and Equation



Pharmacy/Drugstore without Drive-Through Window (880)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 13

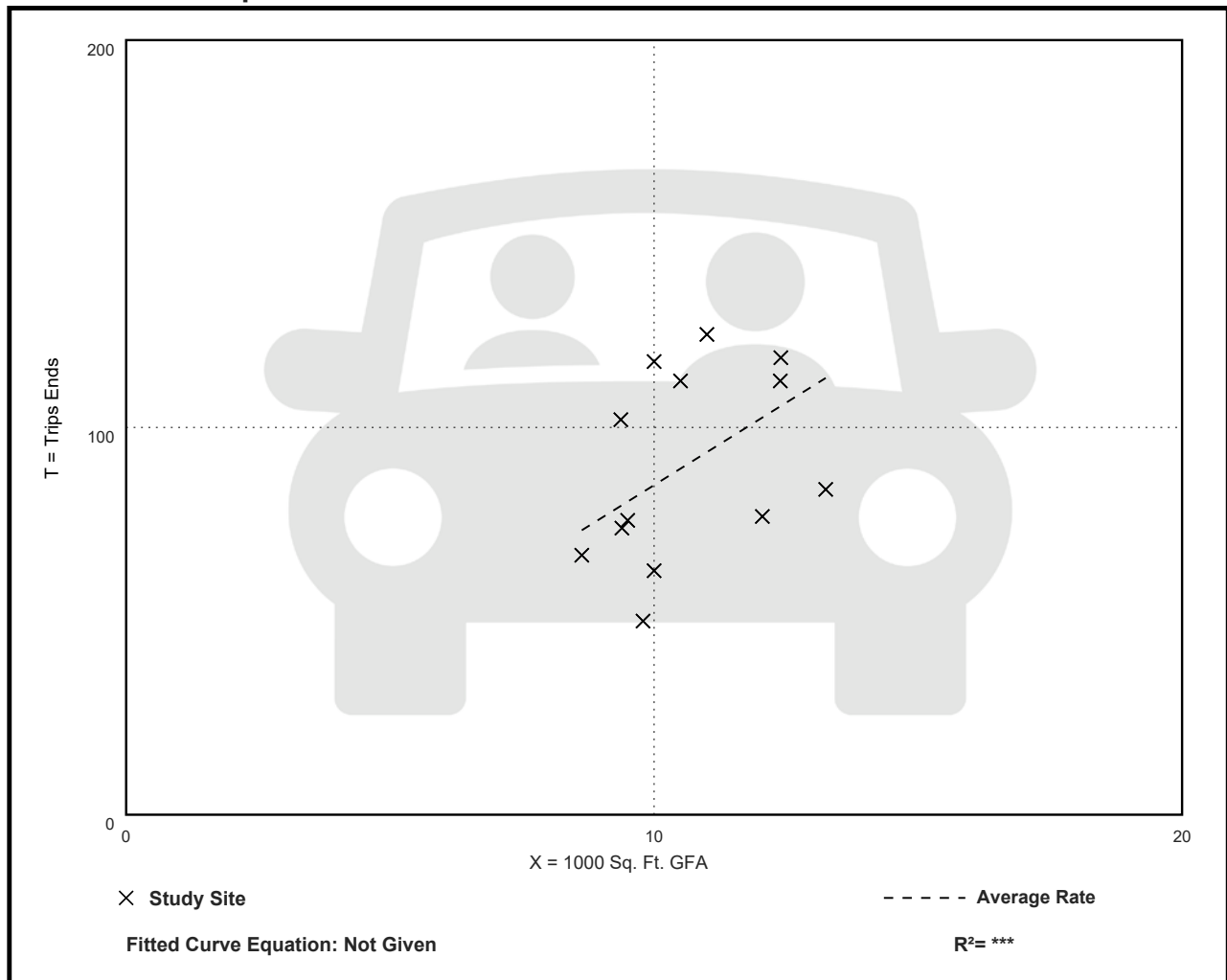
Avg. 1000 Sq. Ft. GFA: 11

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.51	5.11 - 11.70	2.16

Data Plot and Equation



Land Use: 899

Liquor Store

Description

A liquor store specializes in the sale of prepackaged alcoholic beverages intended to be consumed off the store's premises.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1990s and the 2010s in Alberta (CAN), Minnesota, New Jersey, and Minnesota.

Source Numbers

870, 973, 1004, 1049

Liquor Store (899)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

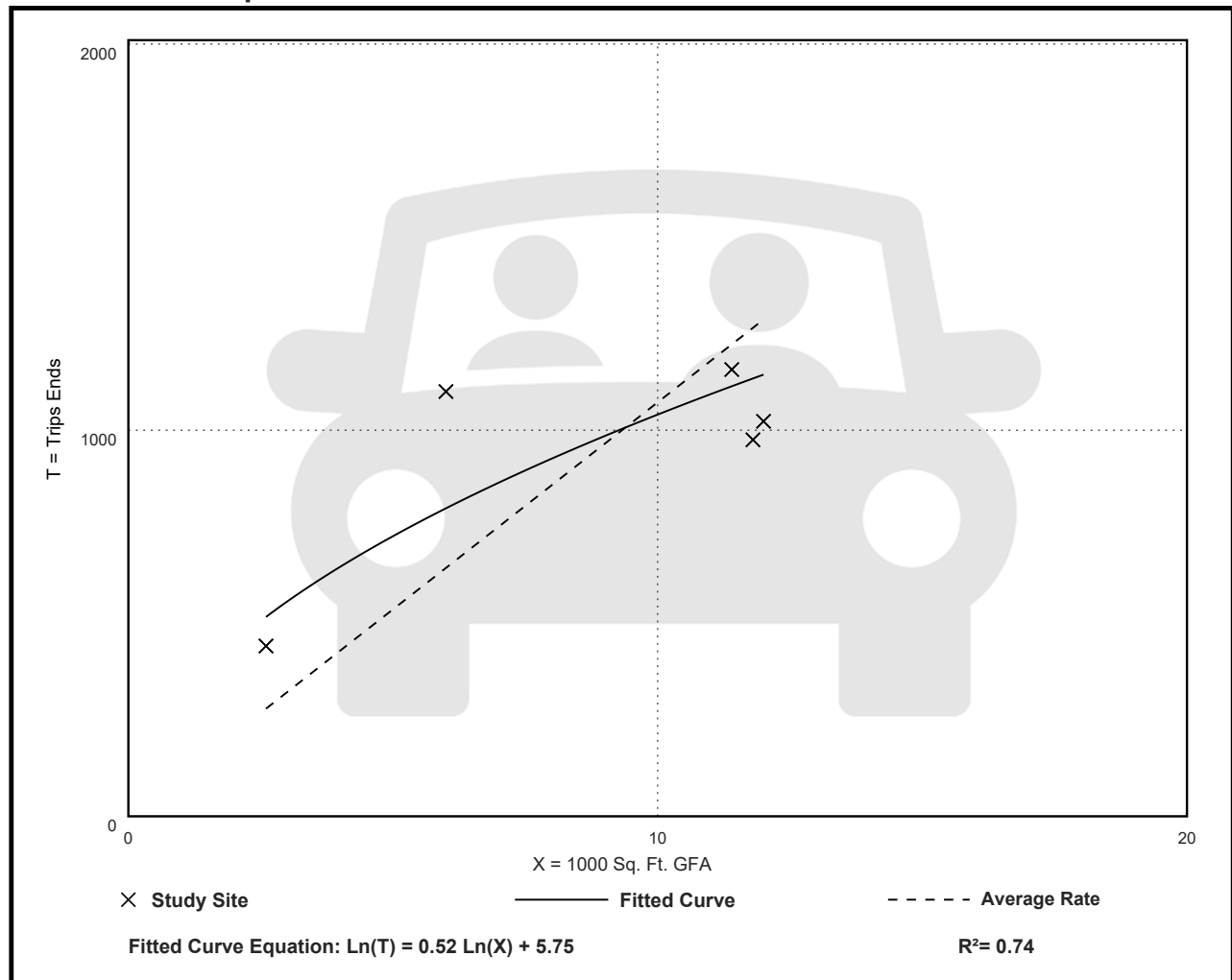
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.21	82.63 - 183.33	40.75

Data Plot and Equation



Liquor Store (899)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 4

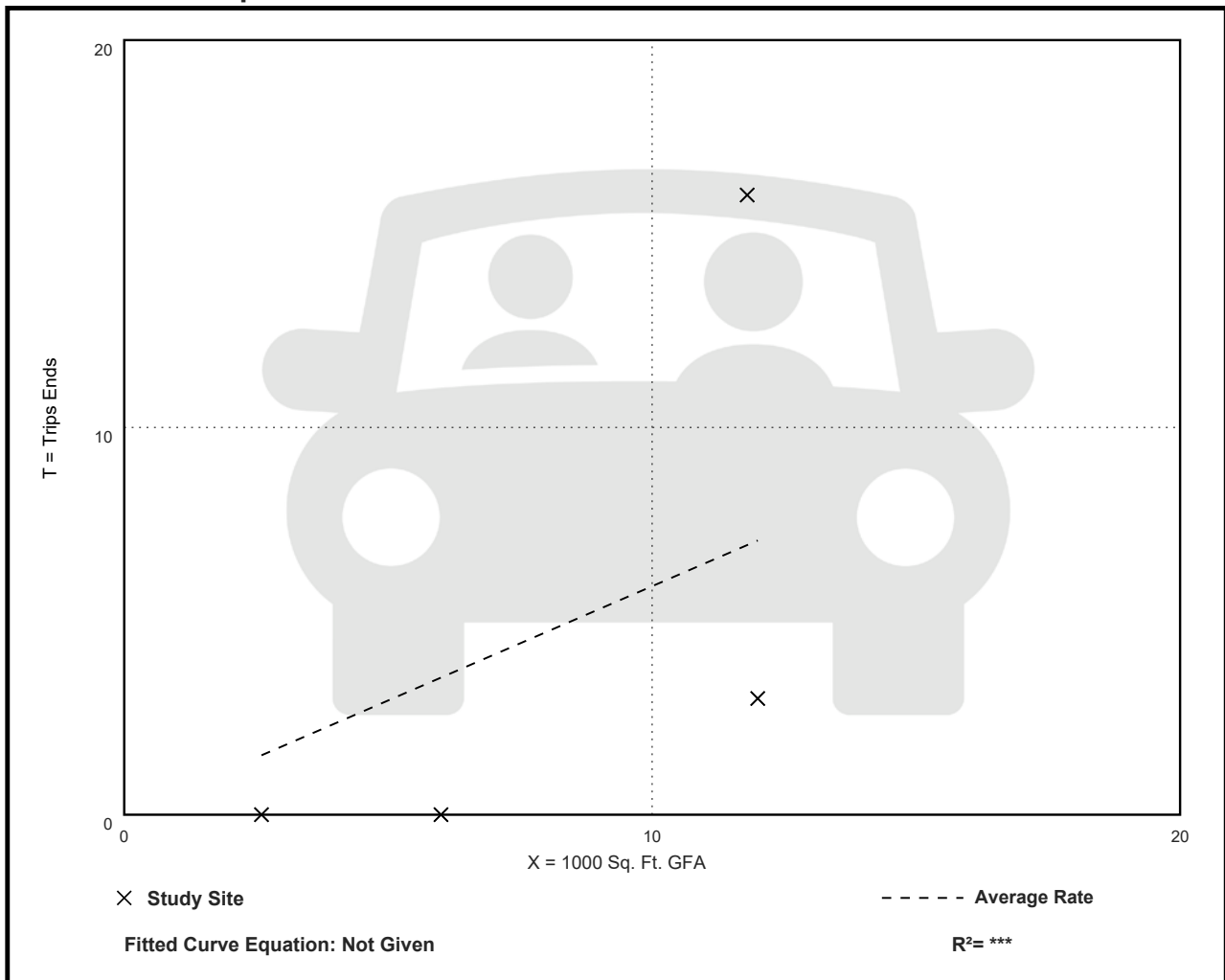
Avg. 1000 Sq. Ft. GFA: 8

Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.59	0.00 - 1.36	0.68

Data Plot and Equation



Liquor Store (899)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

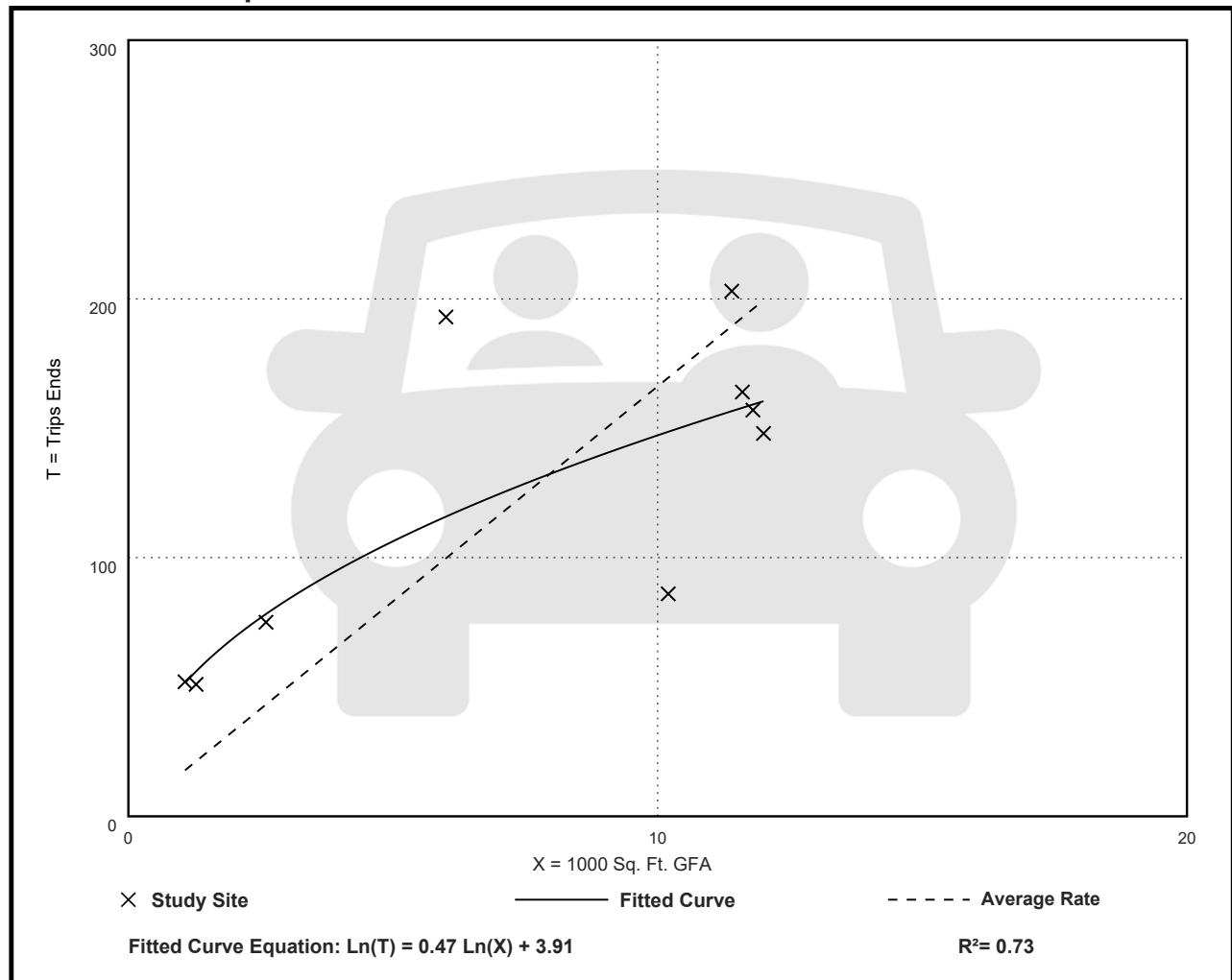
Avg. 1000 Sq. Ft. GFA: 8

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
16.62	8.43 - 48.60	8.86

Data Plot and Equation



Land Use: 912

Drive-in Bank

Description

A bank is a financial institution that can offer a wide variety of financial services. A drive-in bank provides banking services for a motorist through a teller station. A drive-in bank may also serve patrons who walk into the building. The drive-in lanes may or may not provide an automatic teller machine (ATM). Walk-in bank (Land Use 911) is a related use.

Additional Data

The independent variable—drive-in lanes—refers to all lanes at a banking facility used for financial transactions, including ATM-only lanes.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 2000s and the 2010s in Colorado, Kentucky, Minnesota, Nebraska, New Jersey, New York, Oregon, Pennsylvania, Texas, Vermont, Virginia, Washington, and Wisconsin.

To assist in the future analysis of this land use, it is important that Friday data be collected and reported separately from weekday data. It is also important to specify the date and month of the data collection period and the number of drive-through lanes that are open at the time of the study.

Source Numbers

535, 539, 553, 555, 573, 577, 600, 624, 626, 629, 630, 637, 656, 657, 710, 724, 728, 866, 869, 883, 884, 927, 935, 961, 1047

Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 19

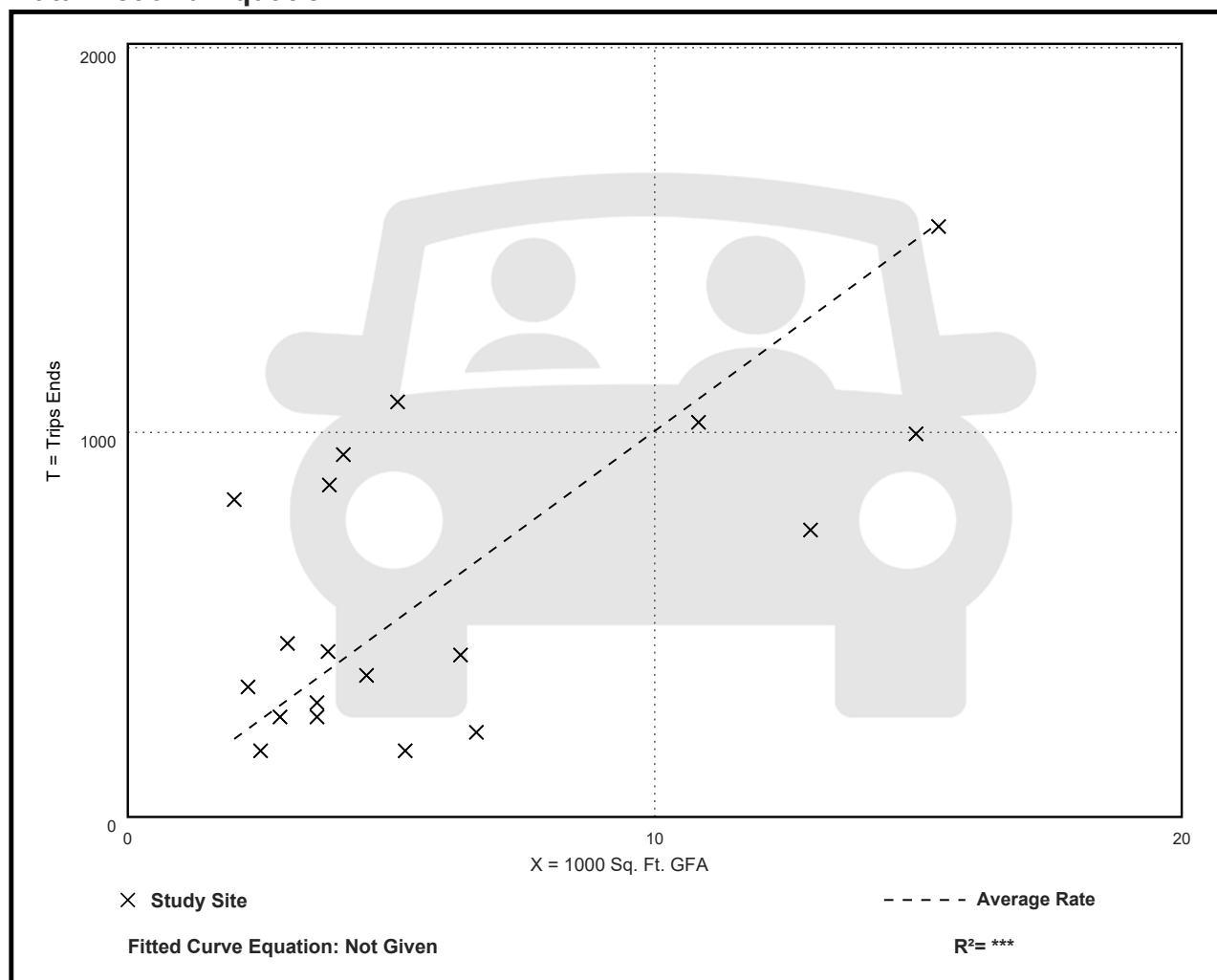
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
100.35	32.67 - 408.42	68.62

Data Plot and Equation



Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 44

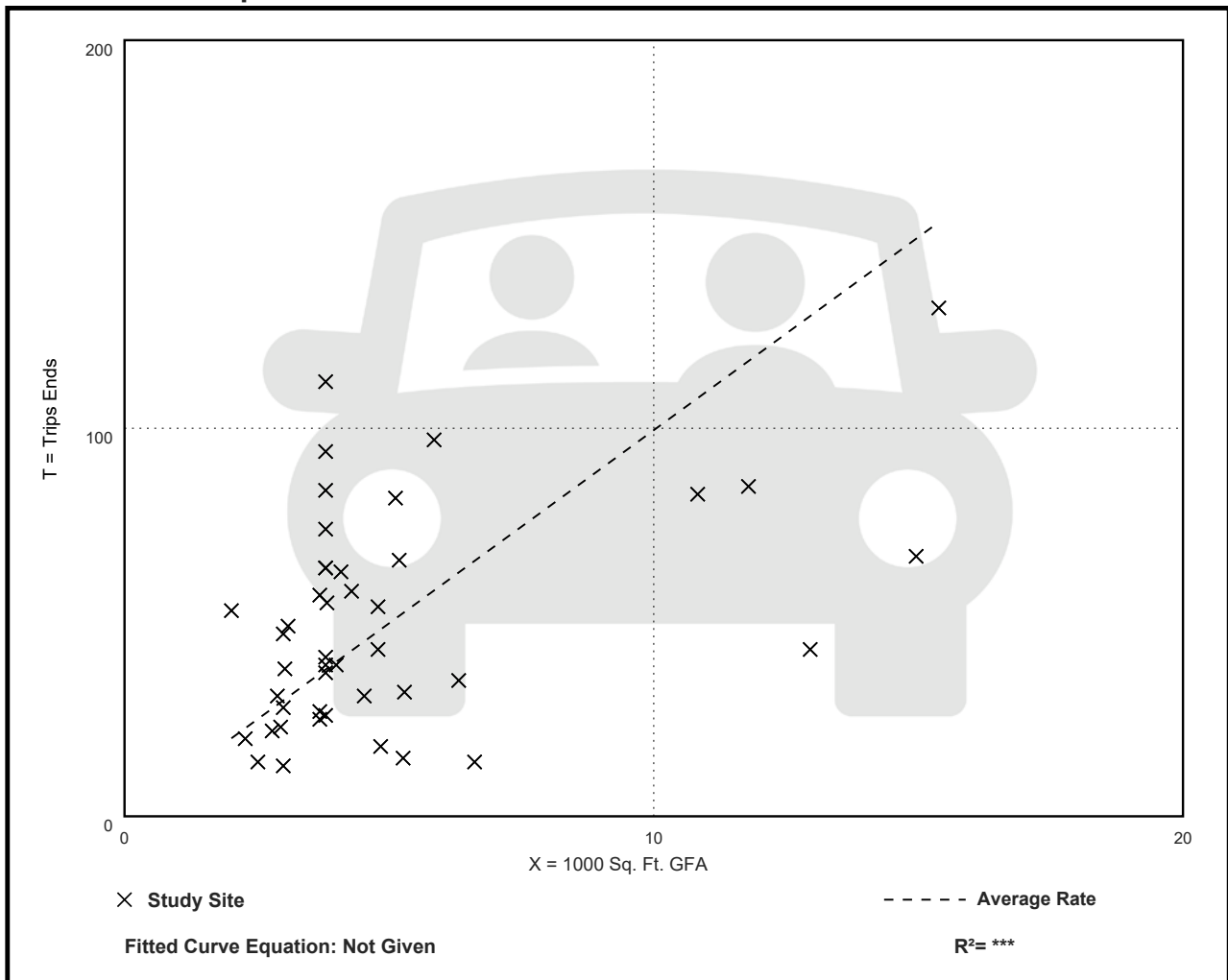
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.95	2.12 - 29.47	6.00

Data Plot and Equation



Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 114

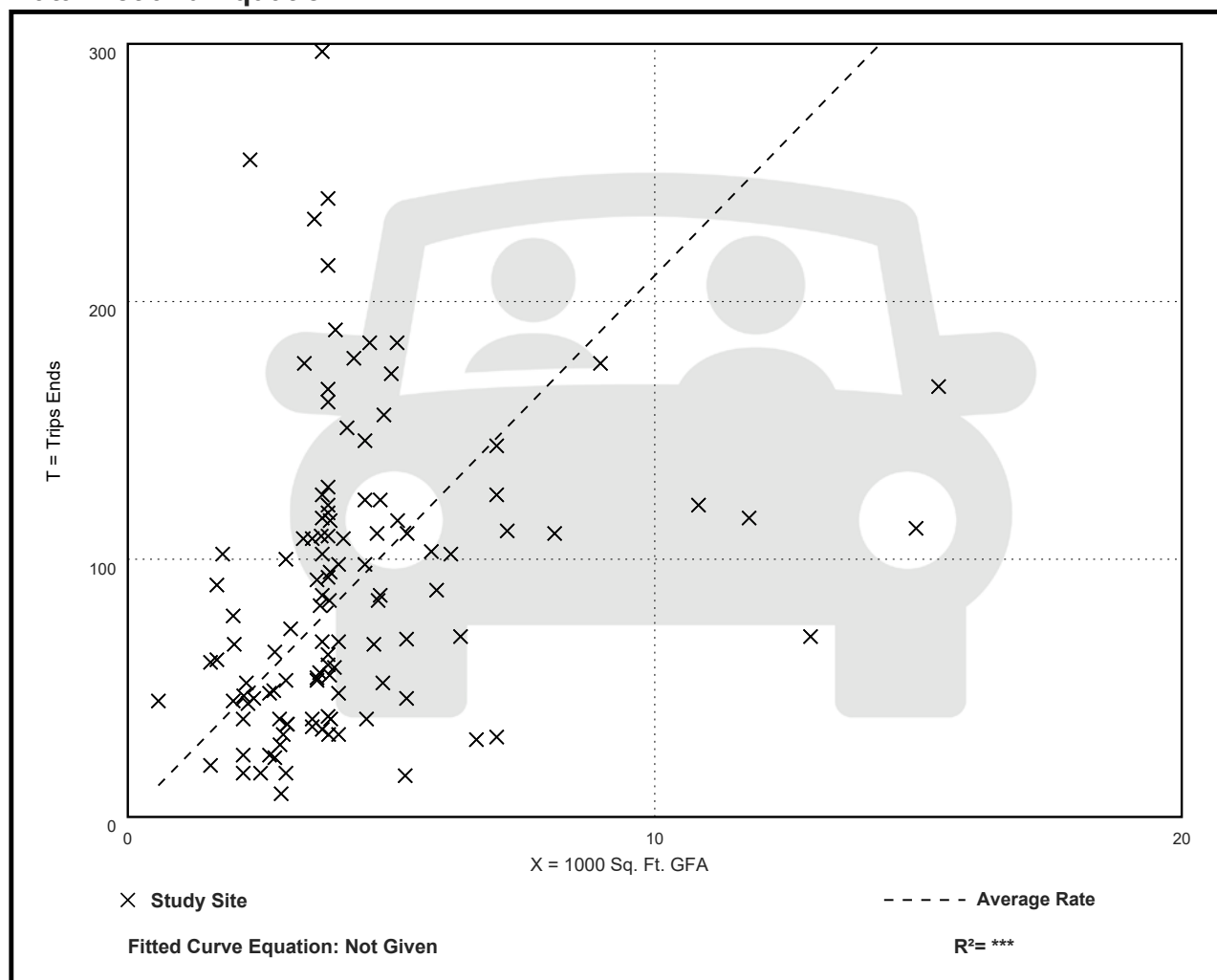
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
21.01	3.04 - 109.91	15.13

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	912								
Land Use	Drive-In Bank								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	19								
Average Pass-By Rate	35%								
	Pass-By Characteristics for Individual Sites								
	GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume
					Primary (%)	Diverted (%)	Total (%)		
2.7	Washington	2007	—	26	66	8	74	—	11
2.8	Washington	2007	—	21	55	24	79	—	11
3.3	Kentucky	1993	—	48	22	30	52	2570	34
3.4	Kentucky	1993	—	64	22	14	36	2266	34
3.4	Kentucky	1993	75	57	11	32	43	1955	34
3.5	Kentucky	1993	53	47	32	21	53	2785	2
3.6	Washington	2007	—	42	50	8	58	—	11
3.6	Washington	2007	—	29	—	—	71	—	11
3.8	Pennsylvania	2005	56	43	—	—	57	—	19
3.8	Pennsylvania	2005	38	41	—	—	59	—	19
3.8	Pennsylvania	2005	14	24	—	—	76	—	19
3.8	Pennsylvania	2005	63	29	—	—	71	—	19
3.8	Pennsylvania	2005	70	29	—	—	71	—	19
3.8	Pennsylvania	2005	29	27	—	—	73	—	19
3.8	Pennsylvania	2005	41	25	—	—	75	—	19
3.8	Pennsylvania	2005	37	31	—	—	69	—	19
3.8	Pennsylvania	2005	19	29	—	—	71	—	19
3.8	Pennsylvania	2005	34	21	—	—	79	—	19
3.8	Pennsylvania	2005	36	29	—	—	71	—	19

Land Use: 930

Fast Casual Restaurant

Description

A fast casual restaurant is a sit-down restaurant with no (or very limited) wait staff or table service. A customer typically orders off a menu board, pays for food before the food is prepared, and seats themselves. The menu generally contains higher-quality, made-to-order food items with fewer frozen or processed ingredients than at a fast-food restaurant. Most patrons eat their meal within the restaurant, but a significant proportion of the restaurant sales can be carry-out orders. A fast casual restaurant typically serves lunch and dinner; some serve breakfast. A typical duration of stay for an eat-in customer is 40 minutes or less. Fine dining restaurant (Land Use 931), high-turnover (sit-down) restaurant (Land Use 932), and fast-food restaurant without drive-through window (Land Use 933) are related uses.

Additional Data

The fast casual restaurant study sites included in this land use did not have a drive-through window.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 2010s in Minnesota, South Carolina, Washington, and Wisconsin.

Source Numbers

861, 869, 939, 959, 962, 1048

Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 1

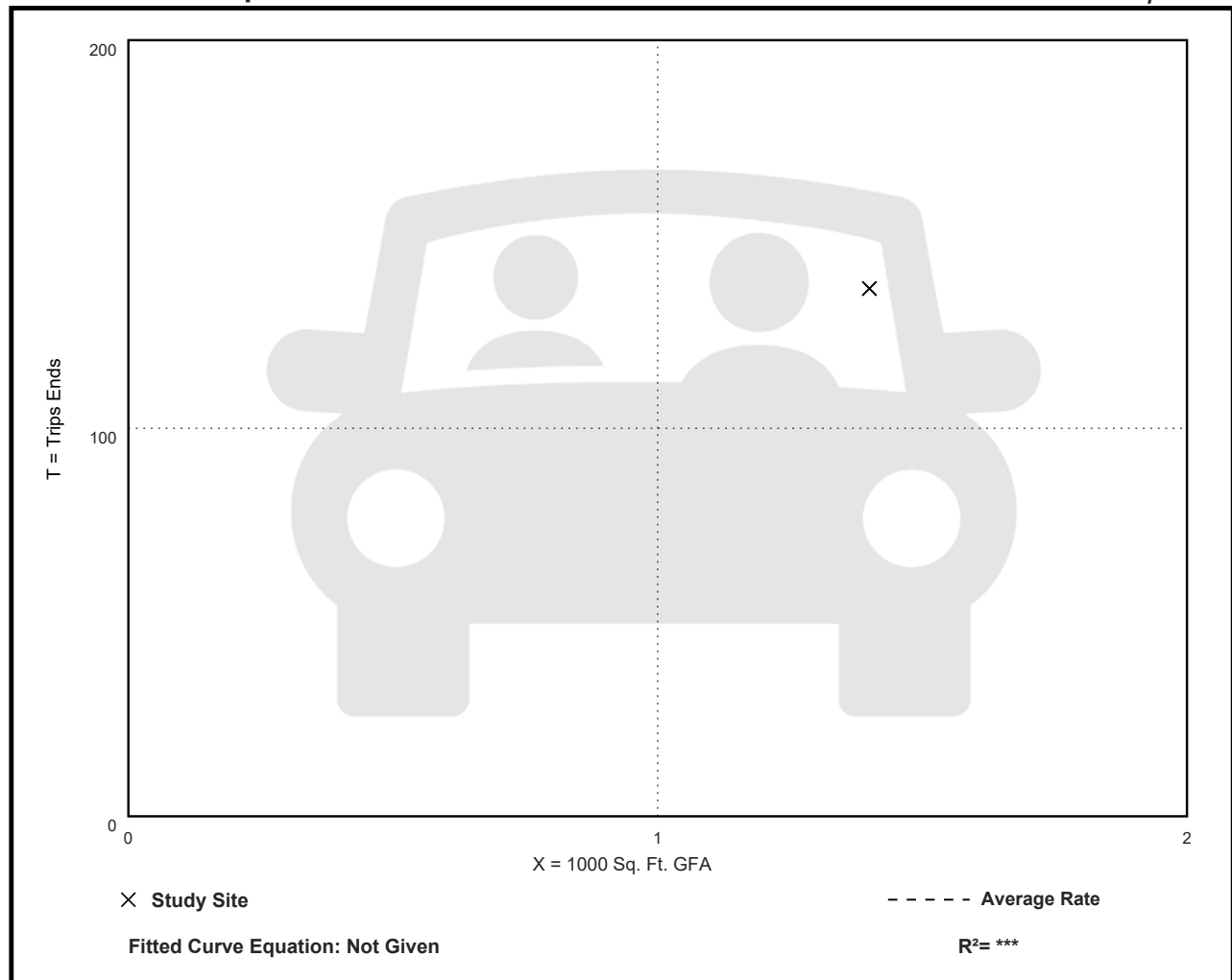
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
97.14	97.14 - 97.14	***

Data Plot and Equation

Caution – Small Sample Size



Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 1

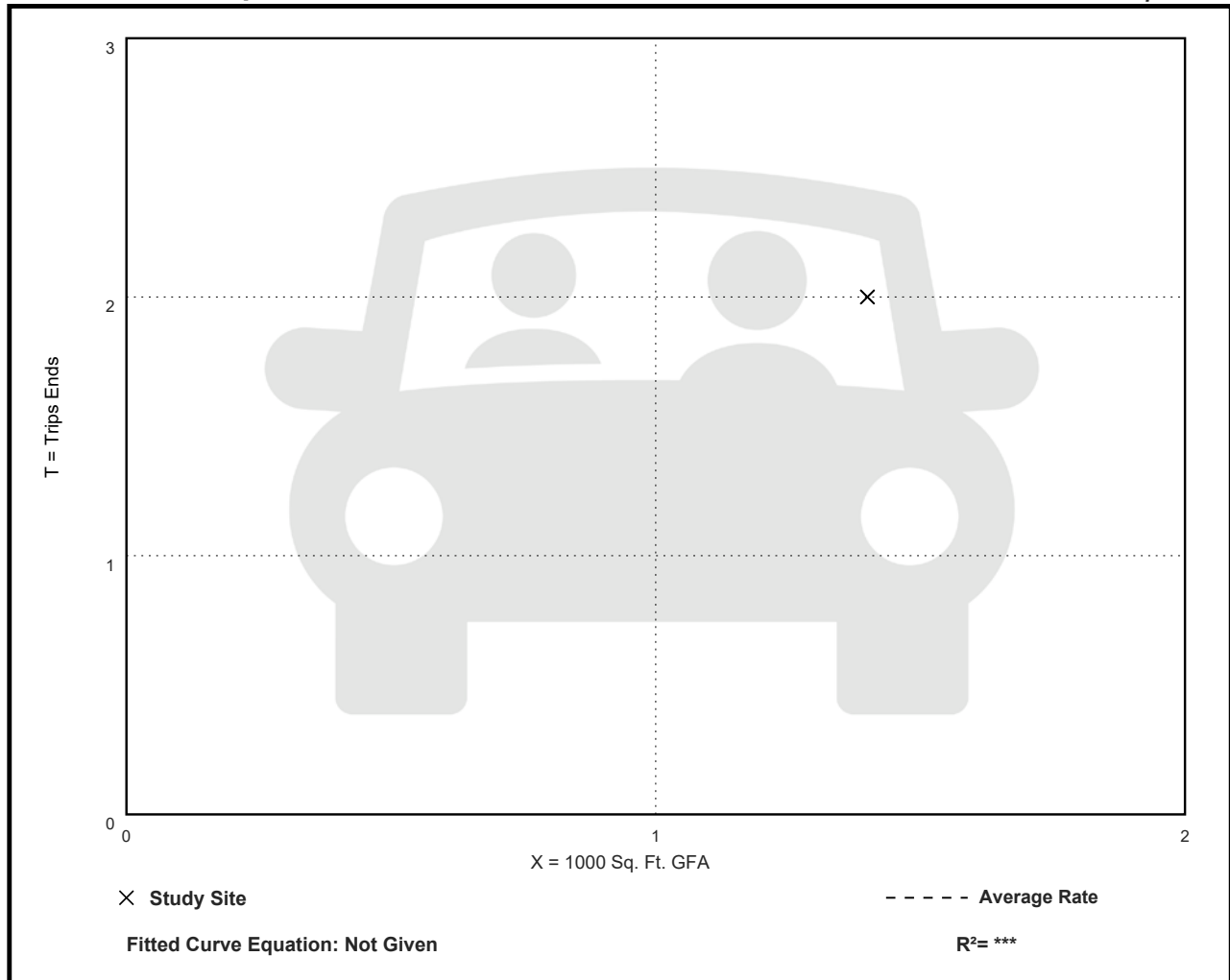
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.43	1.43 - 1.43	***

Data Plot and Equation

Caution – Small Sample Size



Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

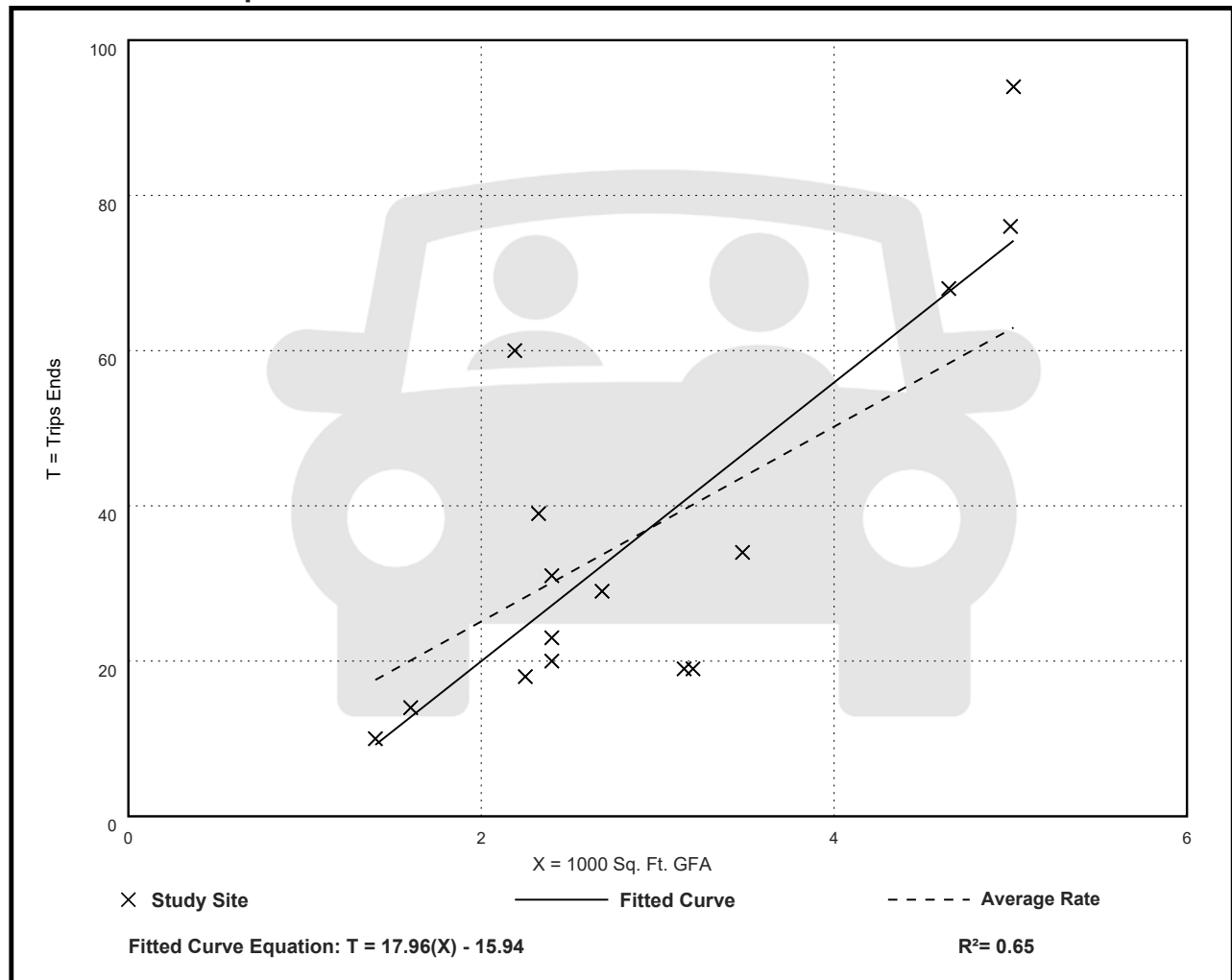
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
12.55	5.94 - 27.40	5.52

Data Plot and Equation



Land Use: 932

High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal.

Some facilities offer carry-out for a small proportion of its customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.

Fast casual restaurant (Land Use 930), fine dining restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Texas, Vermont, and Wisconsin.

Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 939, 944, 961, 962, 977, 1048

High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 50

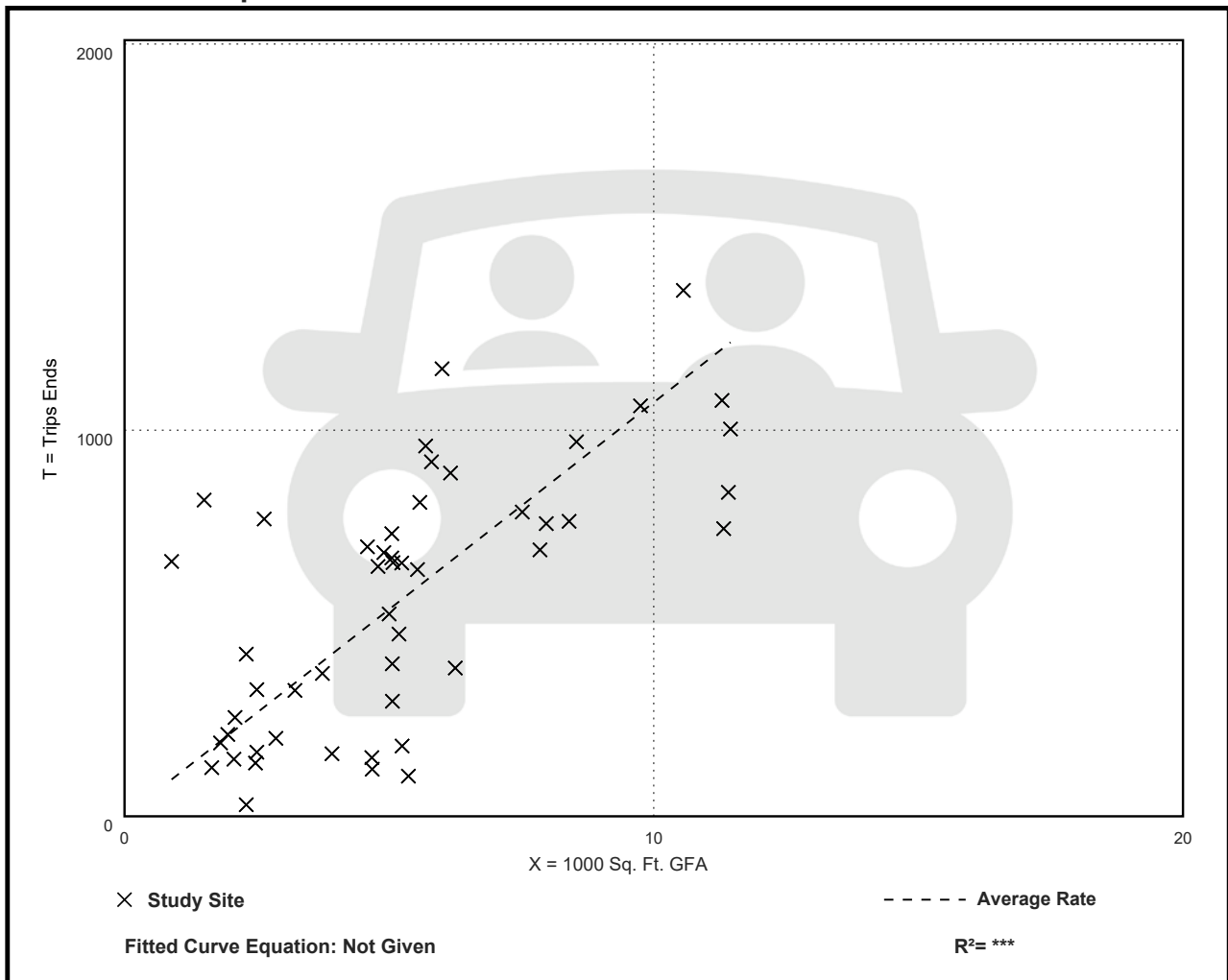
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 37

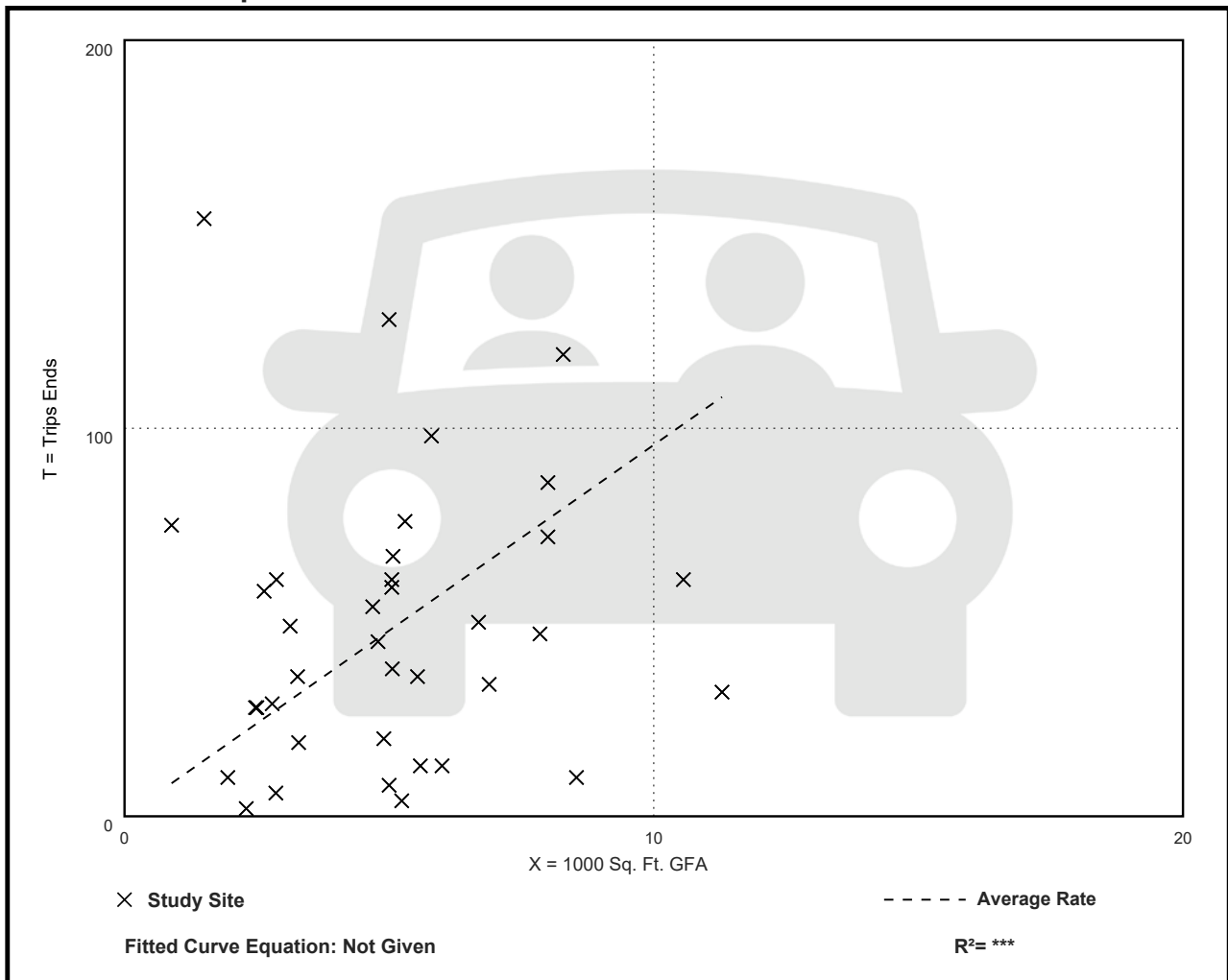
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 104

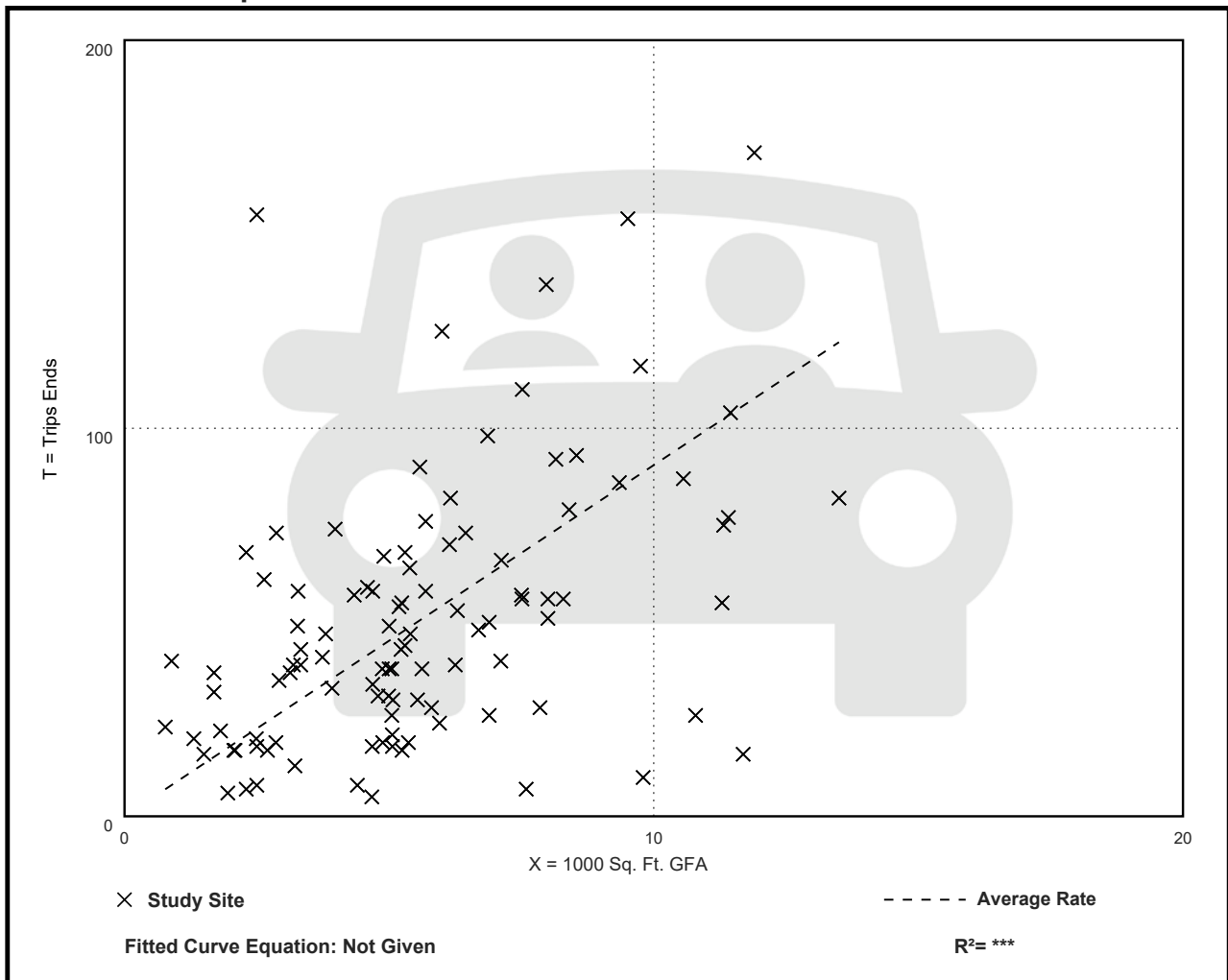
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



Land Use: 934

Fast-Food Restaurant with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alaska, Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

163, 164, 168, 180, 181, 241, 245, 278, 294, 300, 301, 319, 338, 340, 342, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 977, 1050, 1053, 1054

Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 71

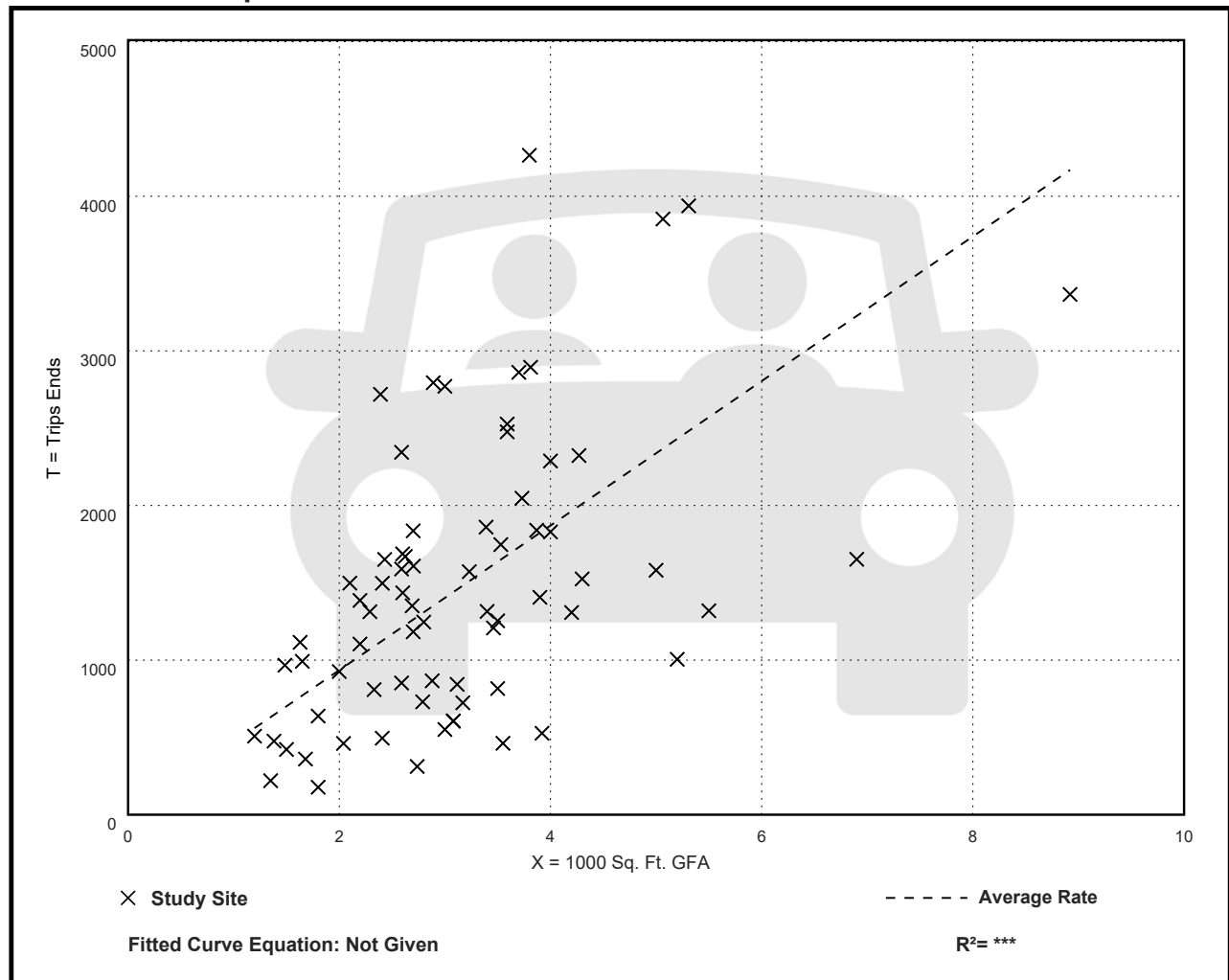
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 96

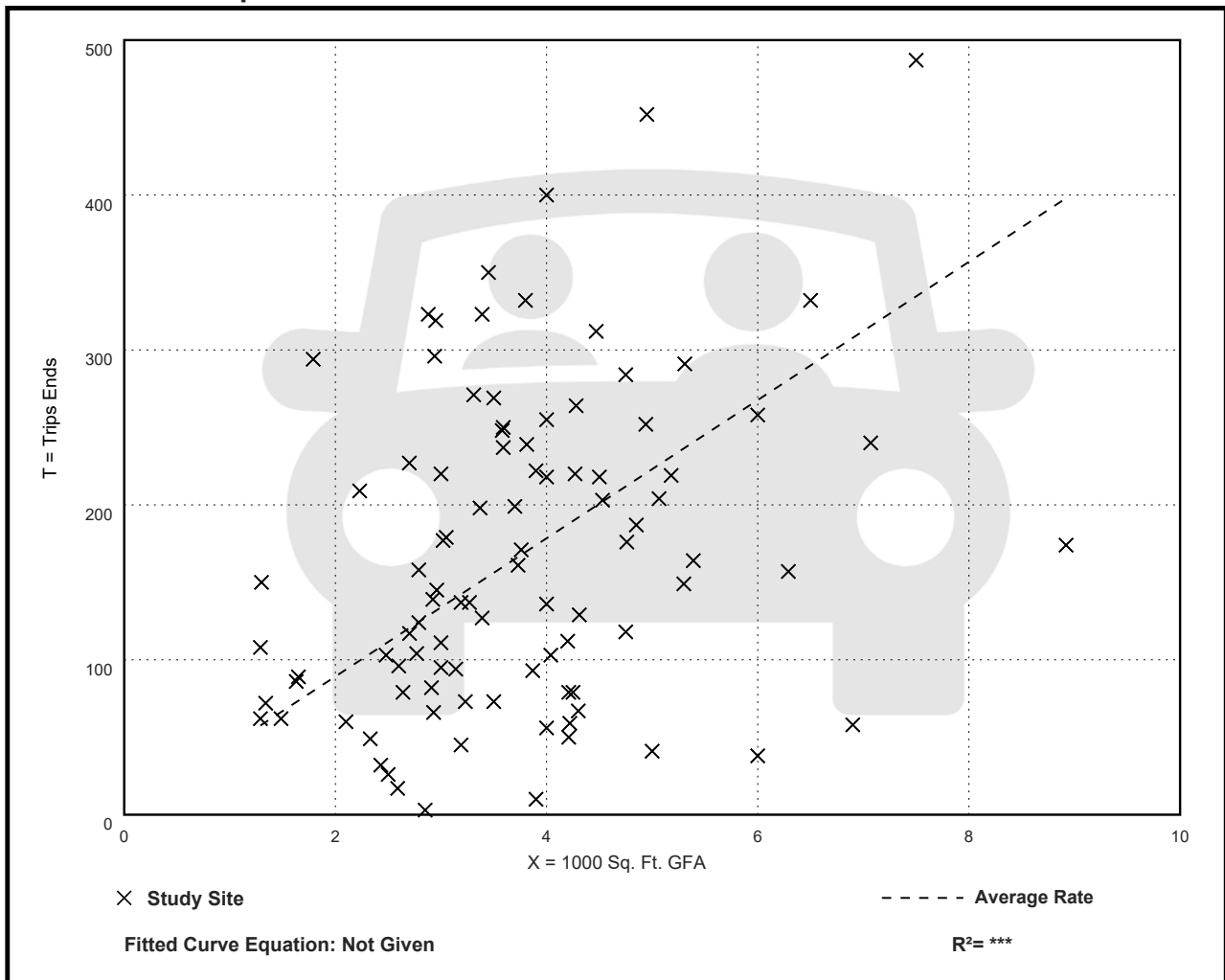
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 190

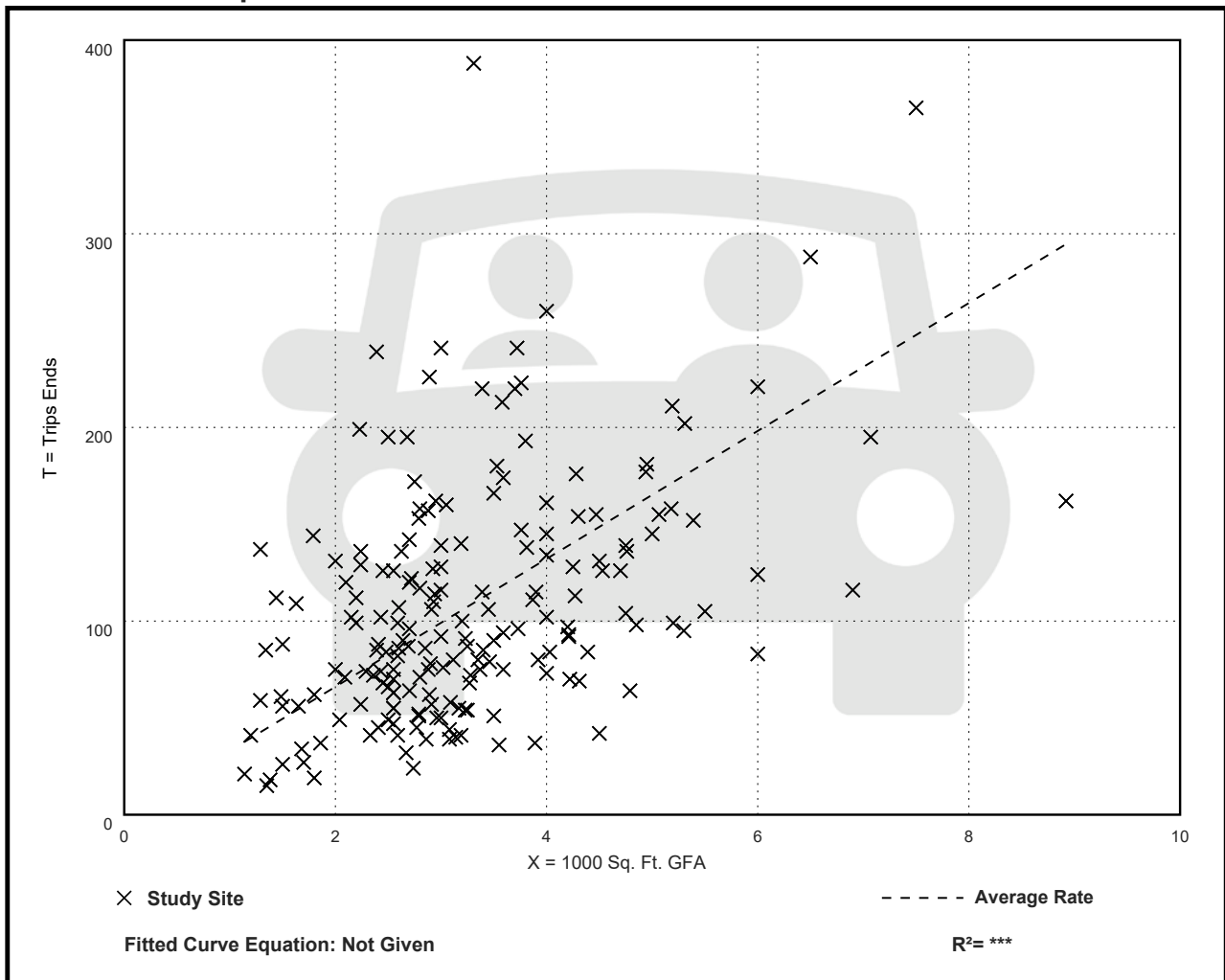
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



Land Use: 945

Convenience Store/Gas Station

Description

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells grocery and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and pre-made sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

Convenience store (Land Use 851), gasoline/service station (Land Use 944), and truck stop (Land Use 950) are related uses.

Land Use Subcategory

Multiple subcategories were added to this land use to allow for multi-variable evaluation of sites with single-variable data plots. All study sites are assigned to one of three subcategories, based on the number of vehicle fueling positions (VFP) at the site: between 2 and 8 VFP, between 9 and 15 VFP, and between 16 and 24 VFP. For each VFP range subcategory, data plots are presented with GFA as the independent variable for all time periods and trip types for which data are available. The use of both GFA and VFP (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

Further, the study sites were also assigned to one of three other subcategories, based on the gross floor area (GFA) of the convenience store at the site: between 2,000 and 4,000 square feet, between 4,000 and 5,500 square feet, and between 5,500 and 10,000 square feet. For each GFA subcategory range, data plots are presented with VFP as the independent variable for all time periods and trip types for which data are available. The use of both VFP and GFA (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

When analyzing the convenience store/gas station land use with each combination of GFA and VFP values as described above, the two sets of data plots will produce two estimates of site-generated trips. Both values can be considered when determining a site trip generation estimate.

Data plots are also provided for three additional independent variables: AM peak hour traffic on adjacent street, PM peak hour traffic on adjacent street, and employees. These independent variables are intended to be analyzed as single independent variables and do not have sub-categories associated with them. Within the data plots and within the ITETripGen web app, these plots are found under the land use subcategory “none.”

Additional Data

ITE recognizes there are existing convenience store/gas station sites throughout North America that are larger than the sites presented in the data plots. However, the ITE database does not include any site with more than 24 VFP or any site with gross floor area greater than 10,000 square feet. Submission of trip generation data for larger sites is encouraged.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Arkansas, California, Connecticut, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, Pennsylvania, Rhode Island, South Dakota, Texas, Utah, Vermont, Washington, and Wisconsin.

Source Numbers

221, 245, 274, 288, 300, 340, 350, 351, 352, 355, 359, 385, 440, 617, 718, 810, 813, 844, 850, 853, 864, 865, 867, 869, 882, 883, 888, 904, 926, 927, 936, 938, 954, 960, 962, 977, 1004, 1024, 1025, 1027, 1052

Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 48

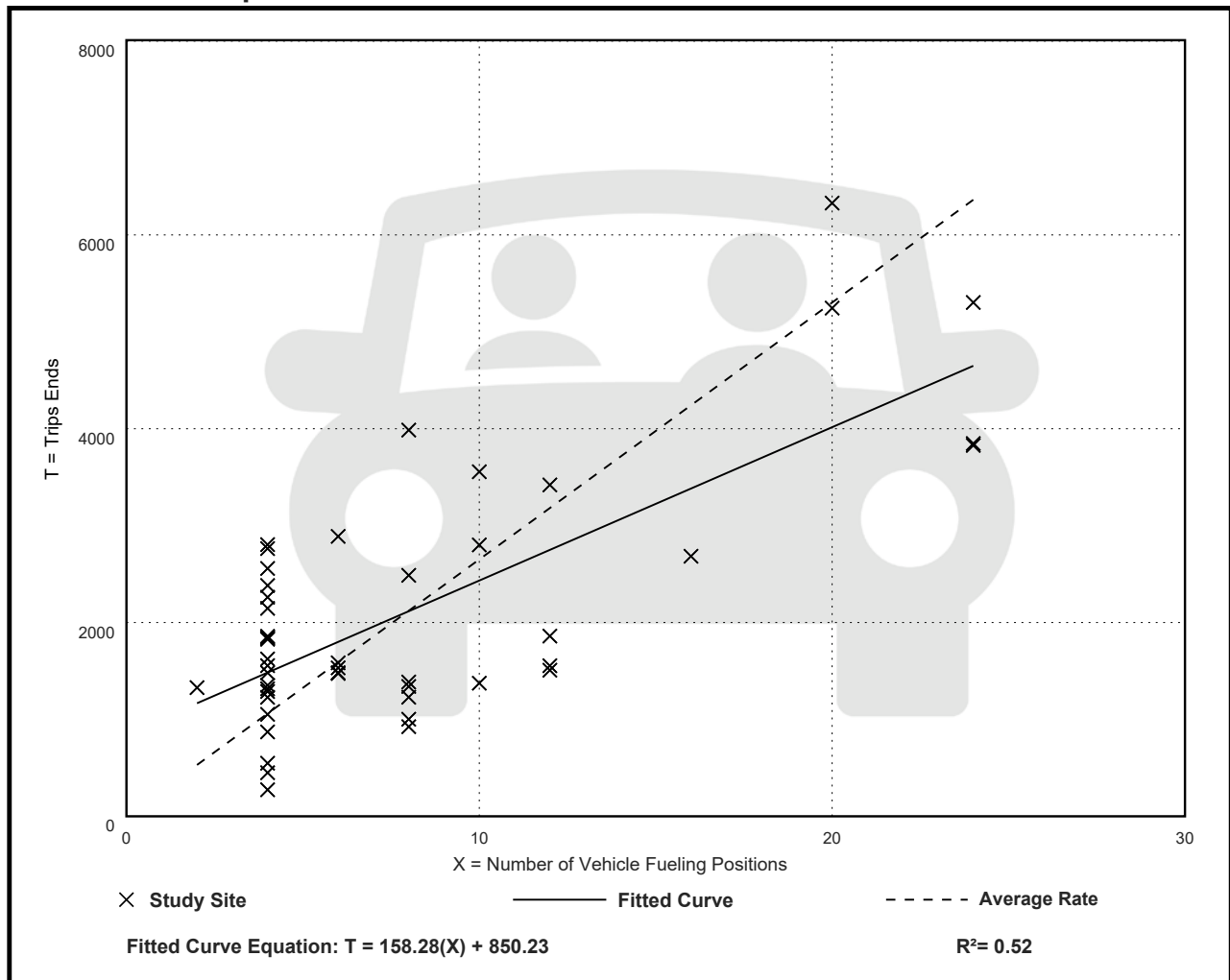
Avg. Num. of Vehicle Fueling Positions: 8

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
265.12	68.50 - 701.00	142.37

Data Plot and Equation



Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 76

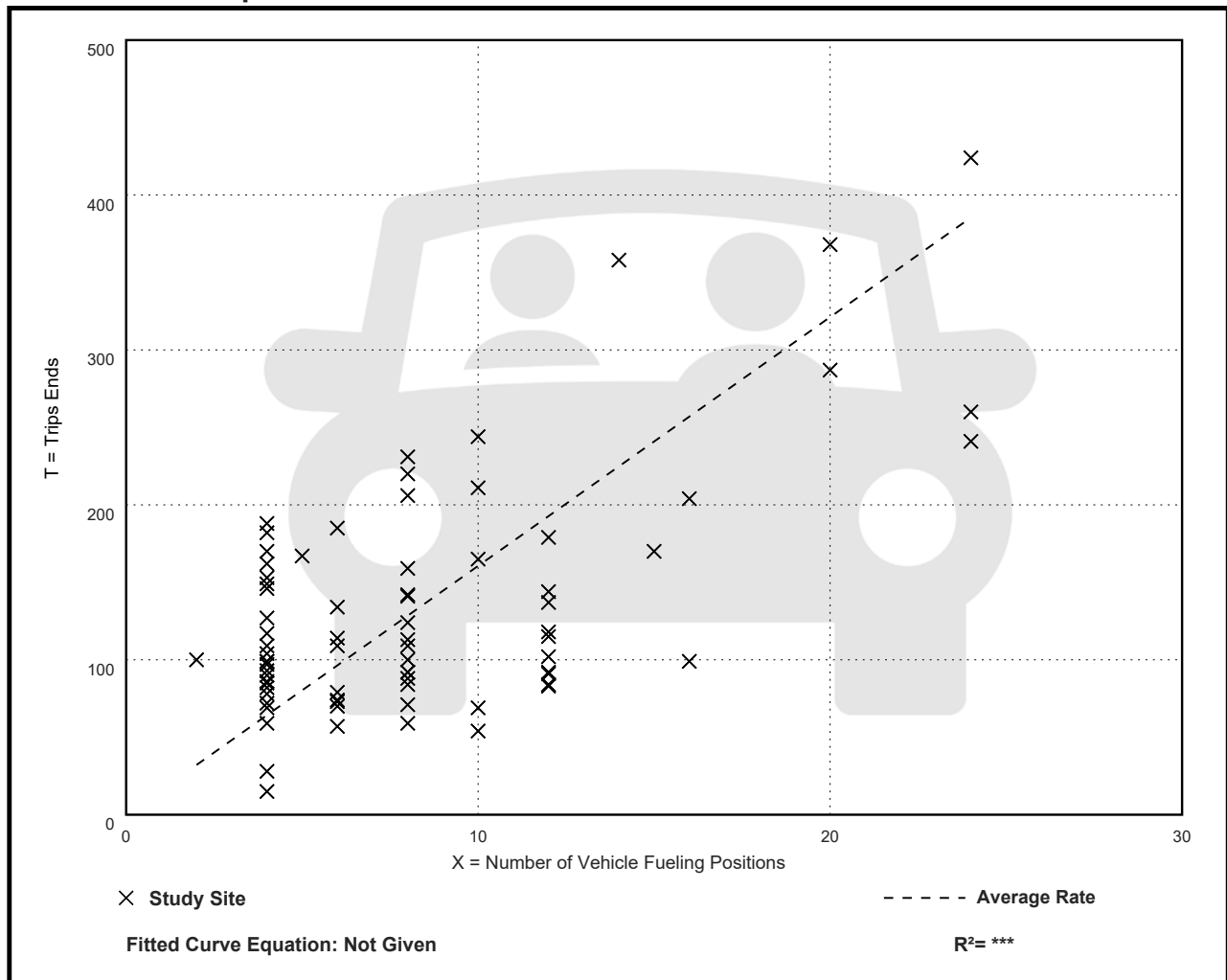
Avg. Num. of Vehicle Fueling Positions: 8

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
16.06	3.75 - 50.00	8.79

Data Plot and Equation



Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 93

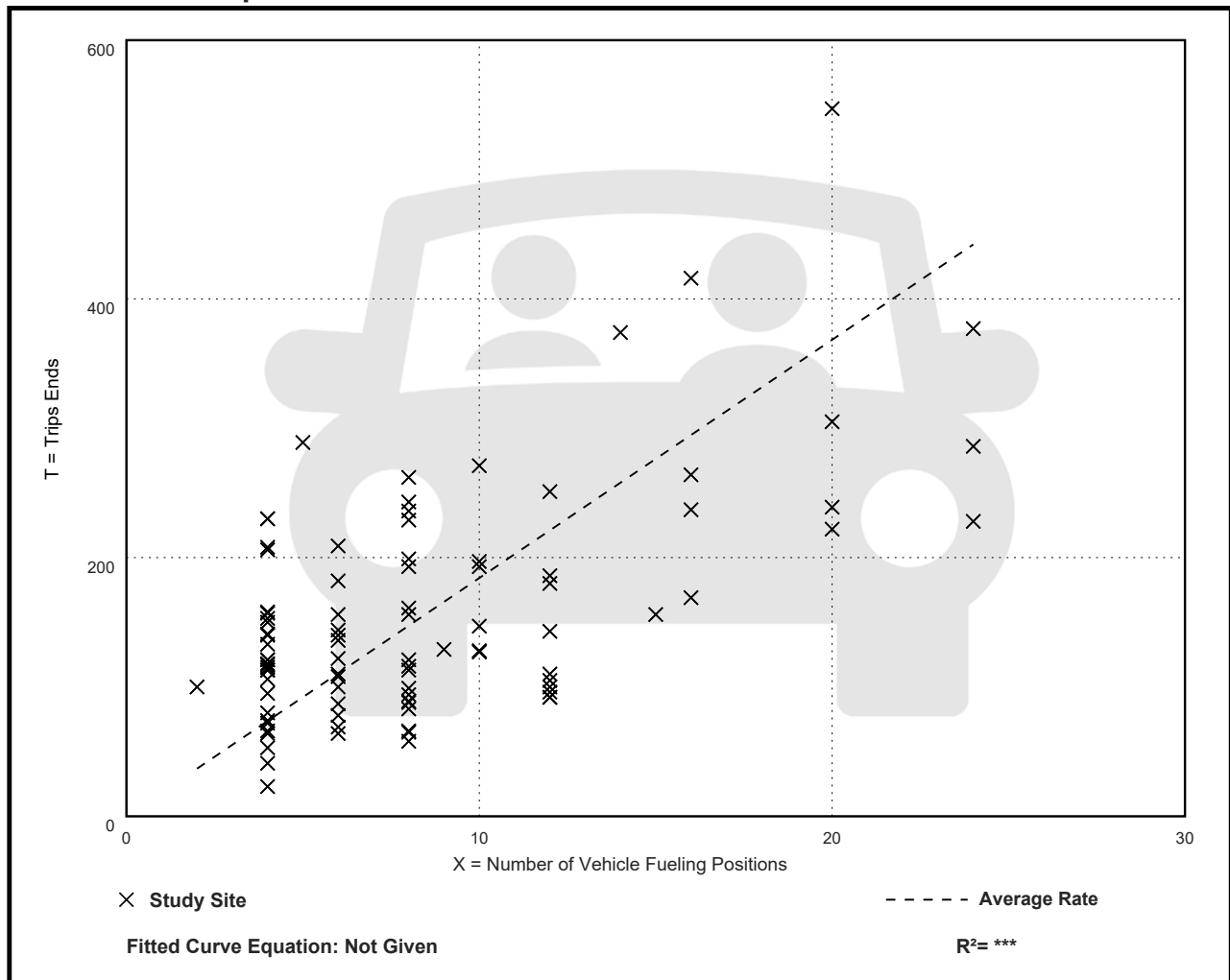
Avg. Num. of Vehicle Fueling Positions: 8

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
18.42	5.75 - 57.80	10.16

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	16 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	60% for Sites with between 2 and 8 VFP					76% for Sites with between 9 and 20 VFP				
Pass-By Characteristics for Individual Sites										
						Non-Pass-By Trips			Adj Street Peak	
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2	8	Maryland	1992	46	87	13	0	13	2235	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.2	8	Maryland	1992	31	47	34	19	53	1785	25
2.2	< 8	Indiana	1993	79	56	6	38	44	635	2
2.2	8	Maryland	1992	35	78	9	13	22	7080	25
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.3	< 8	Kentucky	1993	58	64	5	31	36	1255	2
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.4	< 8	Kentucky	1993	—	48	17	35	52	1210	2
2.6	< 8	Kentucky	1993	—	72	15	13	28	940	2
2.8	< 8	Kentucky	1993	—	54	11	35	46	1240	2
3	< 8	Indiana	1993	62	74	10	16	26	790	2
3.6	< 8	Kentucky	1993	49	67	4	29	33	1985	2
3.7	< 8	Kentucky	1993	49	66	16	18	34	990	2
4.694	12	Maryland	2000	—	72	—	—	28	2440	30
4.694	12	Maryland	2000	—	78	—	—	22	1561	30
4.694	12	Maryland	2000	—	79	—	—	21	2764	30
4.848	12	Virginia	2000	—	55	—	—	45	1398	30
5.06	12	Pennsylvania	2000	—	84	—	—	16	3219	30

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	56% for Sites with between 2 and 8 VFP					75% for Sites with between 9 and 20 VFP				
Pass-By Characteristics for Individual Sites										
						Non-Pass-By Trips				
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Primary (%)	Diverted (%)	Total (%)	Adj Street Peak Hour Volume	Source
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
2.4	< 8	Kentucky	1993	—	58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993	—	62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	—	78	—	—	22	3549	30
4.694	12	Maryland	2000	—	67	—	—	33	2272	30
4.694	12	Maryland	2000	—	66	—	—	34	3514	30
4.848	12	Virginia	2000	—	71	—	—	29	2350	30
5.06	12	Pennsylvania	2000	—	91	—	—	9	4181	30
5.242	12	Virginia	2000	—	70	—	—	30	2445	30
5.242	12	Virginia	2000	—	56	—	—	44	950	30
5.488	12	Delaware	2000	—	73	—	—	27	—	30

Appendix E – Internal Capture Calculation Sheets

NCHRP 8-51 Internal Trip Capture Estimation Tool						
Project Name:	Mayberry			Organization:	HDR	
Project Location:	El Paso County, CO			Performed By:	PJ	
Scenario Description:	Entire Site - Buildout			Date:	1/30/2025	
Analysis Year:				Checked By:		
Analysis Period:	AM Street Peak Hour			Date:		

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	712	4	KSF	7	6	1
Retail	15,850,876,88	73	KSF	210	128	82
Restaurant	930,932,934	12	KSF	205	106	99
Cinema/Entertainment	N/A			0		
Residential	210,215,220	2,990	DU	1045	279	766
Hotel	N/A			0		
All Other Land Uses ²				0		
Total				1467	519	948

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		11	0	6	0
Restaurant	1	10		0	4	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	8	21	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,467	519	948
Internal Capture Percentage	8%	12%	6%
External Vehicle-Trips ³	1,345	458	887
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	17%	0%
Retail	14%	21%
Restaurant	30%	15%
Cinema/Entertainment	N/A	N/A
Residential	4%	4%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Mayberry
Analysis Period:	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	6	6	1.00	1	1
Retail	1.00	128	128	1.00	82	82
Restaurant	1.00	106	106	1.00	99	99
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	279	279	1.00	766	766
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	1	0	0	0
Retail	24		11	0	11	0
Restaurant	31	14		0	4	3
Cinema/Entertainment	0	0	0		0	0
Residential	15	8	153	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		41	24	0	0	0
Retail	0		53	0	6	0
Restaurant	1	10		0	14	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	22	21	0		0
Hotel	0	5	6	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	1	5	6	5	0	0
Retail	18	110	128	110	0	0
Restaurant	32	74	106	74	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	10	269	279	269	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	1	1	1	0	0
Retail	17	65	82	65	0	0
Restaurant	15	84	99	84	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	29	737	766	737	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
²Person-Trips
³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Mayberry	Organization:	HDR
Project Location:	El Paso County, CO	Performed By:	PJ
Scenario Description:	Entire Site - Buildout	Date:	1/30/2025
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	712	4	KSF	9	3	6
Retail	15,850,876,88	73	KSF	675	337	338
Restaurant	930,932,934	12	KSF	211	115	96
Cinema/Entertainment	N/A			0		
Residential	215,220	2,990	DU	1348	831	517
Hotel	N/A			0		
All Other Land Uses ²				0		
Total				2243	1286	957

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	0	0
Retail	1		33	0	88	0
Restaurant	1	39		0	17	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	34	16	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	2,243	1,286	957
Internal Capture Percentage	21%	18%	24%
External Vehicle-Trips ³	1,781	1,055	726
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	100%	17%
Retail	22%	36%
Restaurant	43%	59%
Cinema/Entertainment	N/A	N/A
Residential	13%	10%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Mayberry
Analysis Period:	PM Street Peak Hour

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	3	3	1.00	6	6
Retail	1.00	337	337	1.00	338	338
Restaurant	1.00	115	115	1.00	96	96
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	831	831	1.00	517	517
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	0	0
Retail	7		98	14	88	17
Restaurant	3	39		8	17	7
Cinema/Entertainment	0	0	0		0	0
Residential	21	217	109	0		16
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		27	2	0	33	0
Retail	1		33	0	382	0
Restaurant	1	169		0	133	0
Cinema/Entertainment	0	13	3		33	0
Residential	2	34	16	0		0
Hotel	0	7	6	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	3	0	3	0	0	0
Retail	74	263	337	263	0	0
Restaurant	49	66	115	66	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	105	726	831	726	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	1	5	6	5	0	0
Retail	122	216	338	216	0	0
Restaurant	57	39	96	39	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	51	466	517	466	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Mayberry			Organization:	HDR
Project Location:	El Paso County, CO			Performed By:	PJ
Scenario Description:	MUC1 Commercial uses only			Date:	1/30/2025
Analysis Year:				Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	712	4	KSF	7	6	1
Retail	15,850,876,88	73	KSF	210	128	82
Restaurant	930,932,934	12	KSF	205	106	99
Cinema/Entertainment	N/A			0		
Residential	N/A		DU	0	0	0
Hotel	N/A			0		
All Other Land Uses ²				0	0	0
Total				422	240	182

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		11	0	0	0
Restaurant	1	10		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	422	240	182
Internal Capture Percentage	10%	9%	12%
External Vehicle-Trips ³	378	218	160
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	17%	0%
Retail	8%	13%
Restaurant	10%	11%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Mayberry
Analysis Period:	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	6	6	1.00	1	1
Retail	1.00	128	128	1.00	82	82
Restaurant	1.00	106	106	1.00	99	99
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	1	0	0	0
Retail	24		11	0	11	0
Restaurant	31	14		0	4	3
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		41	24	0	0	0
Retail	0		53	0	0	0
Restaurant	1	10		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	22	21	0		0
Hotel	0	5	6	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	1	5	6	5	0	0
Retail	10	118	128	118	0	0
Restaurant	11	95	106	95	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	1	1	1	0	0
Retail	11	71	82	71	0	0
Restaurant	11	88	99	88	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
²Person-Trips
³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Mayberry			Organization:	HDR
Project Location:	El Paso County, CO			Performed By:	PJ
Scenario Description:	MUC1 Commercial uses only			Date:	1/30/2025
Analysis Year:				Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	712	4	KSF	9	3	6
Retail	15,850,876,88	73	KSF	675	337	338
Restaurant	930,932,934	12	KSF	211	115	96
Cinema/Entertainment	N/A			0		
Residential	N/A		DU	0		
Hotel	N/A			0		
All Other Land Uses ²				0		
Total				895	455	440

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	0	0
Retail	1		33	0	0	0
Restaurant	1	39		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	895	455	440
Internal Capture Percentage	17%	16%	17%
External Vehicle-Trips ³	745	380	365
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	67%	17%
Retail	12%	10%
Restaurant	29%	42%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Mayberry
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	3	3	1.00	6	6
Retail	1.00	337	337	1.00	338	338
Restaurant	1.00	115	115	1.00	96	96
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	0	0
Retail	7		98	14	88	17
Restaurant	3	39		8	17	7
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		27	2	0	0	0
Retail	1		33	0	0	0
Restaurant	1	169		0	0	0
Cinema/Entertainment	0	13	3		0	0
Residential	2	34	16	0		0
Hotel	0	7	6	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	2	1	3	1	0	0
Retail	40	297	337	297	0	0
Restaurant	33	82	115	82	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	1	5	6	5	0	0
Retail	34	304	338	304	0	0
Restaurant	40	56	96	56	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Appendix F - Highway Capacity Manual Descriptions

Signalized Intersection Level of Service

Intersection level of service (LOS) is determined by delay, which measures driver discomfort, frustration, fuel consumption, and lost travel time. LOS is based on driver acceptability of various delays, with factors such as lane geometrics, percentage of trucks, peak hour factor, number of lanes, signal progression, volume, signal green time to total cycle time ratio, roadway grades, parking conditions, and pedestrian flows affecting the delay calculation.

Delay and its relationship to capacity are complex. **Table 14** summarizes the service levels for different average control delays and provides a qualitative description for each. The HCM 6th Edition uses the average control delay criteria, including initial deceleration, delay, queue move-up time, stopped delay, and final acceleration delay.

Table 14. Signalized Intersection: Level of Service Measurement and Qualitative Descriptions

Level of Service	Control Delay Per Vehicle (sec)	Qualitative Description
A	< 10	Good progression and short cycle lengths
B	> 10 and < 20	Good progression or short cycle lengths, more vehicle stops
C	> 20 and < 35	Fair progression and/or longer cycle lengths, some cycle failures
D	> 35 and < 55	Congestion becomes noticeable, high volume to capacity ratio
E	> 55 and < 80	Limit of acceptable delay, poor progression, long cycles, and/or high volume
F	> 80	Unacceptable to drivers, volume greater than capacity

Unsignalized Intersection Level of Service

Unsignalized intersection LOS is determined by average control delay and, in some cases, v/c ratio. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay and is attributed to traffic control measures such as traffic signals or stop signs.

At two-way stop-controlled intersections, the traffic on the major approach remains unaffected by minor street flows, with stop or yield signs assigning right-of-way to the major street. Controlled leg capacity relies on gap distribution in the major street traffic stream and driver judgment in selecting gaps for executing maneuvers. The LOS procedure computes movement capacity based on critical time gap and opposing traffic volume. The average control delay is calculated as a function of approach capacity and degree of saturation (v/c ratio).

The HCM 6th Edition methodology bases overall intersection LOS on minor street movement average control delay and adjusts individual movement delay for v/c ratios greater than 1.0. Engineering judgment determines overall intersection LOS and whether unacceptable minor street movement LOS reflects overall intersection LOS.

Table 15 presents the relationship between average control delay and LOS, with unsignalized intersections having different LOS ranges than signalized intersections due to different performance expectations and traffic volumes. Overall approach LOS, computed as a weighted average of vehicle delay for each movement, may differ from individual movement LOS.

Analysis was performed using the software "Synchro 11" by Trafficware, based on the procedures in the Highway Capacity Manual.

Table 15. Unsignalized Intersection: Level of Service Measurement

Level of Service	Control Delay Per Vehicle (sec)
A	< 10
B	> 10 and < 15
C	> 15 and < 25
D	> 25 and < 35
E	> 35 and < 50
F	> 50

Roundabout Intersection Level of Service

Roundabouts share the same basic control delay formulation with unsignalized intersections as discussed above. Adjustments are made to account for the effect of Yield control typically seen at roundabouts. Currently, no research is available within the HCM regarding traveler perception of quality of service at roundabouts. In the absence of such research, the service measure and thresholds are made consistent with those for other unsignalized intersections, primarily on the basis of the similar control delay formulation. The LOS criteria are thus presented in Table 15 above.

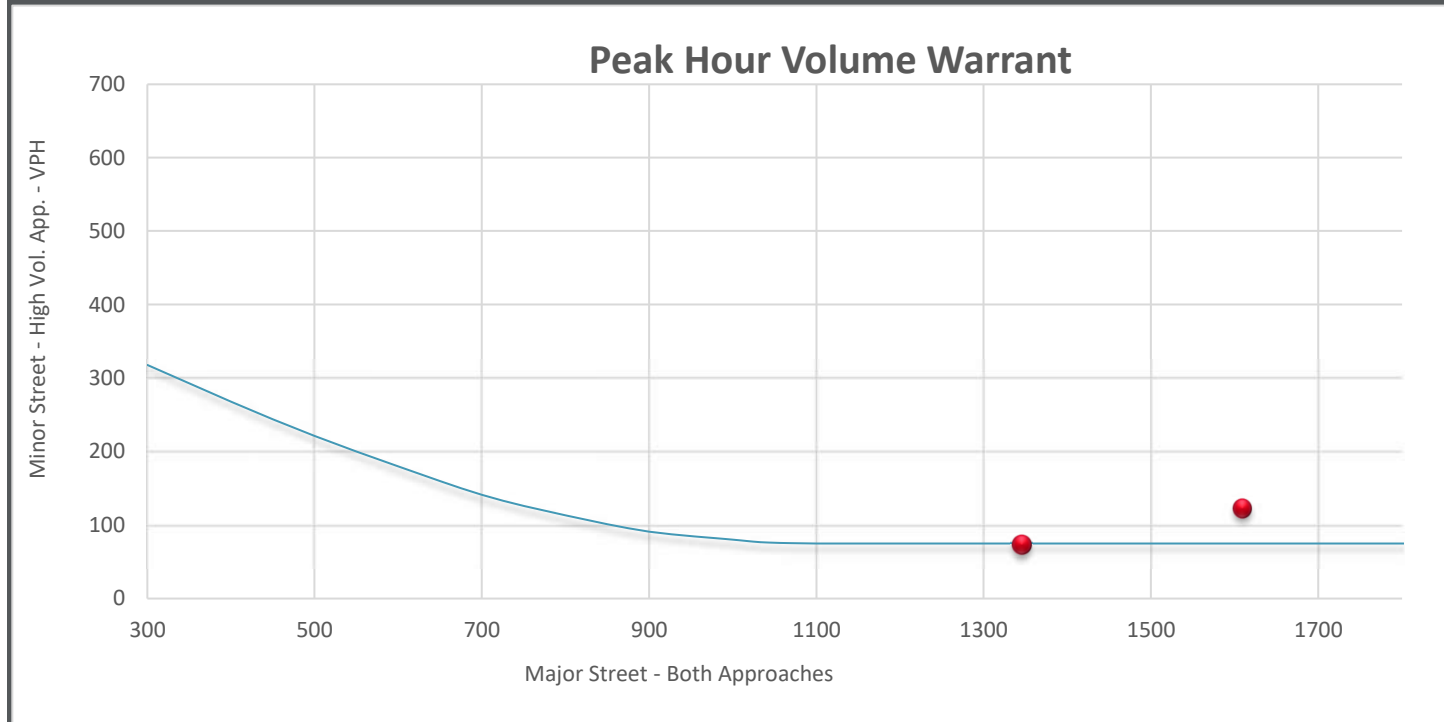
Appendix G – Traffic Signal Warrant Analysis Sheets

State Highway 94 and Peyton Hwy 2030

Peak Hour Signal Warrant (Warrant 3)

Major Street Lanes: 1

Minor Street Lanes: 1



Above 40 MPH on Major Street

Taken from Figure 4C-4 of the MUTCD 2009

100 vph is the lower threshold for a minor street approach with two or more lanes and 75 vph is the threshold for a minor street with one lane.

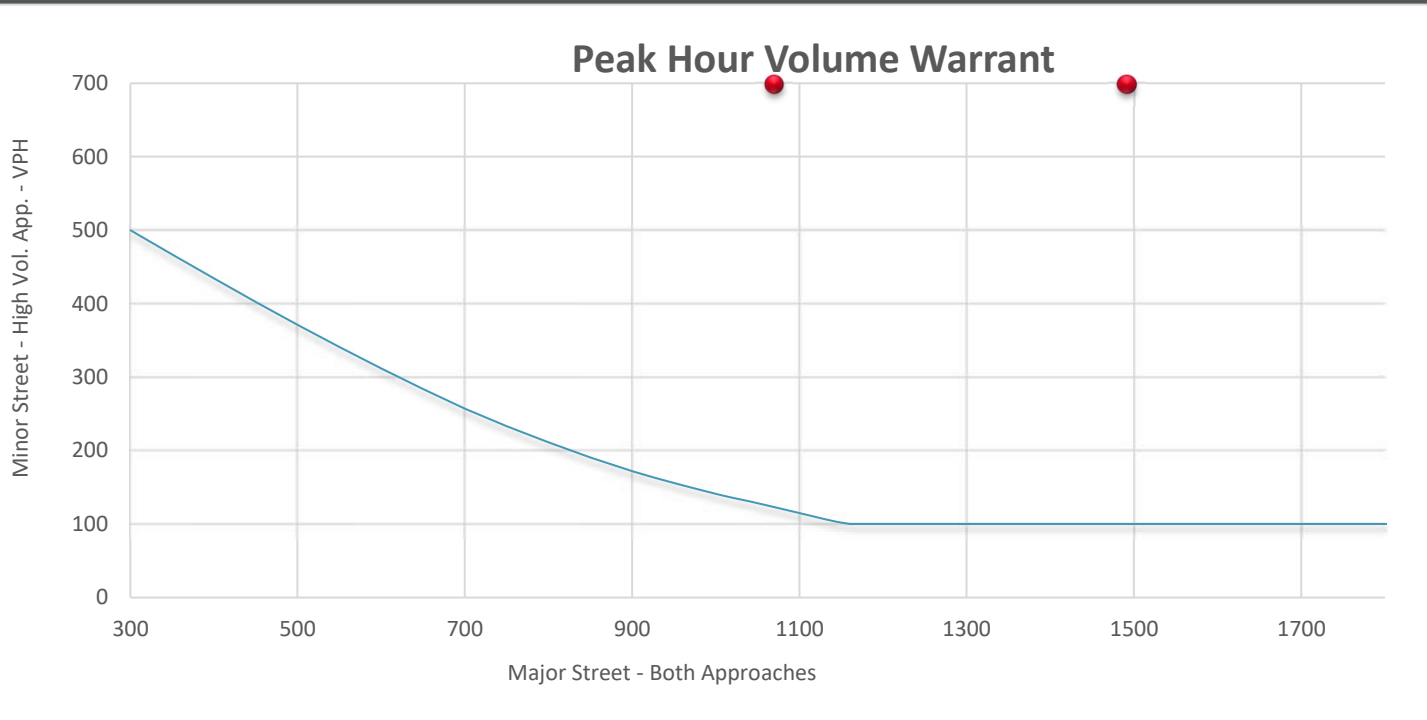
Number of Hours Satisfied: 1

Warranted? YES

State Highway 94 and Mayberry Dr 2030

Peak Hour Signal Warrant (Warrant 3)

Major Street Lanes: 2
Minor Street Lanes: 2



Above 40 MPH on Major Street

Taken from Figure 4C-4 of the MUTCD 2009

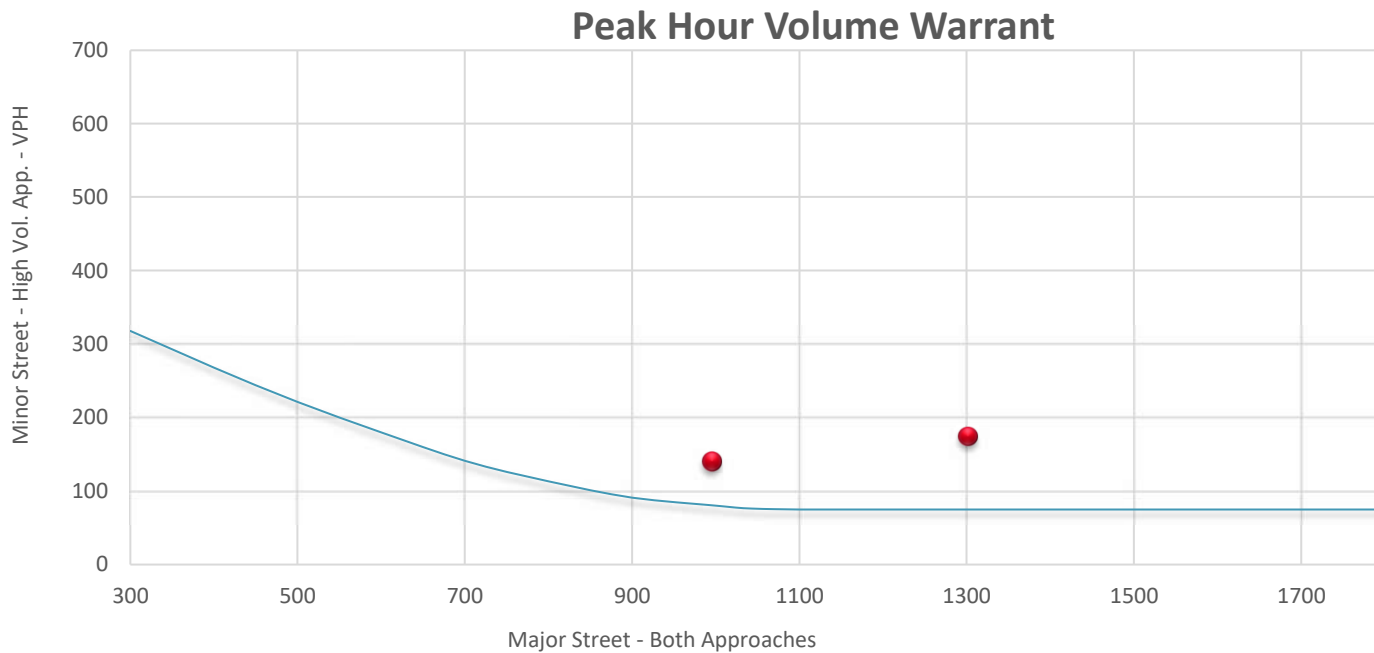
100 vph is the lower threshold for a minor street approach with two or more lanes and 75 vph is the threshold for a minor street with one lane.

Number of Hours Satisfied: 2
Warranted? YES

State Highway 94 and Log Rd 2030

Peak Hour Signal Warrant (Warrant 3)

Major Street Lanes: 1
Minor Street Lanes: 1



Above 40 MPH on Major Street

Taken from Figure 4C-4 of the MUTCD 2009

100 vph is the lower threshold for a minor street approach with two or more lanes and 75 vph is the threshold for a minor street with one lane.

Number of Hours Satisfied: 2

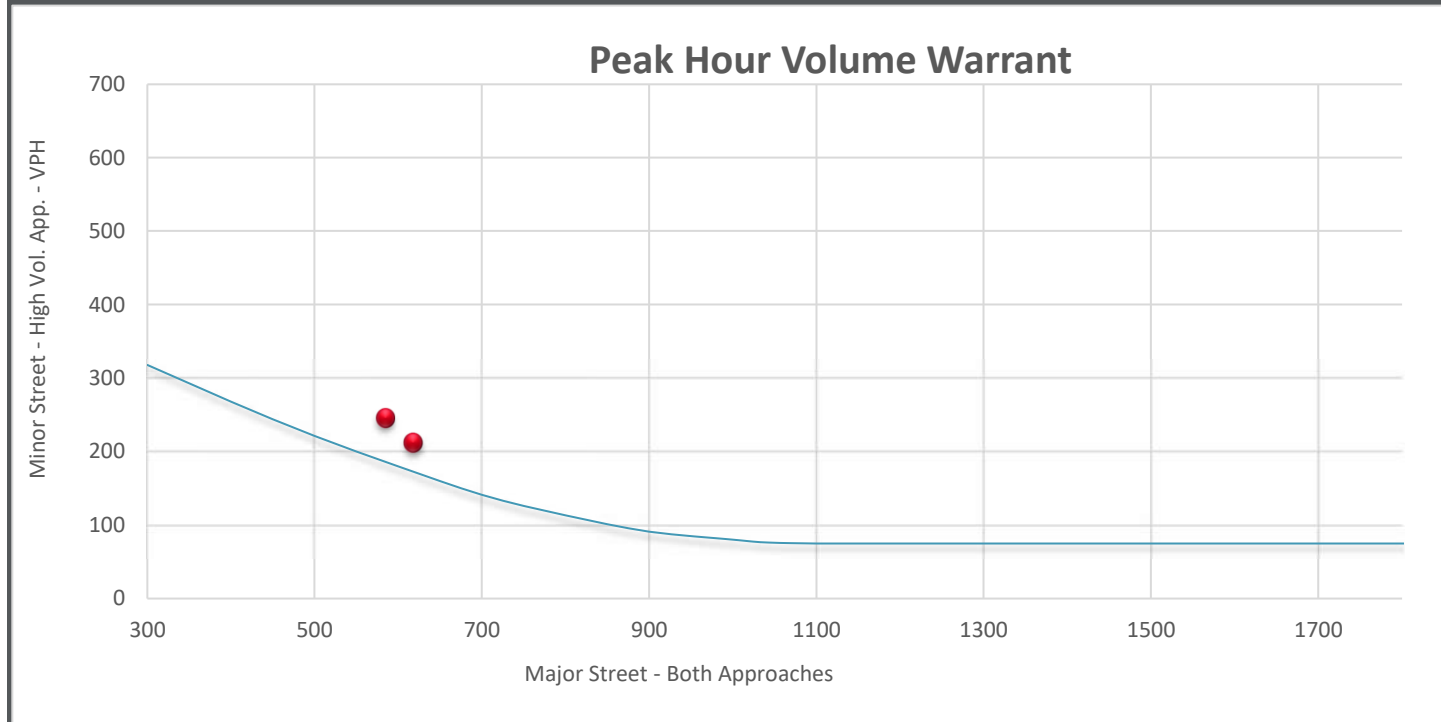
Warranted? YES

State Highway 94 and Ellicott Hwy 2030

Peak Hour Signal Warrant (Warrant 3)

Major Street Lanes: 1

Minor Street Lanes: 1



Above 40 MPH on Major Street

Taken from Figure 4C-4 of the MUTCD 2009

100 vph is the lower threshold for a minor street approach with two or more lanes and 75 vph is the threshold for a minor street with one lane.

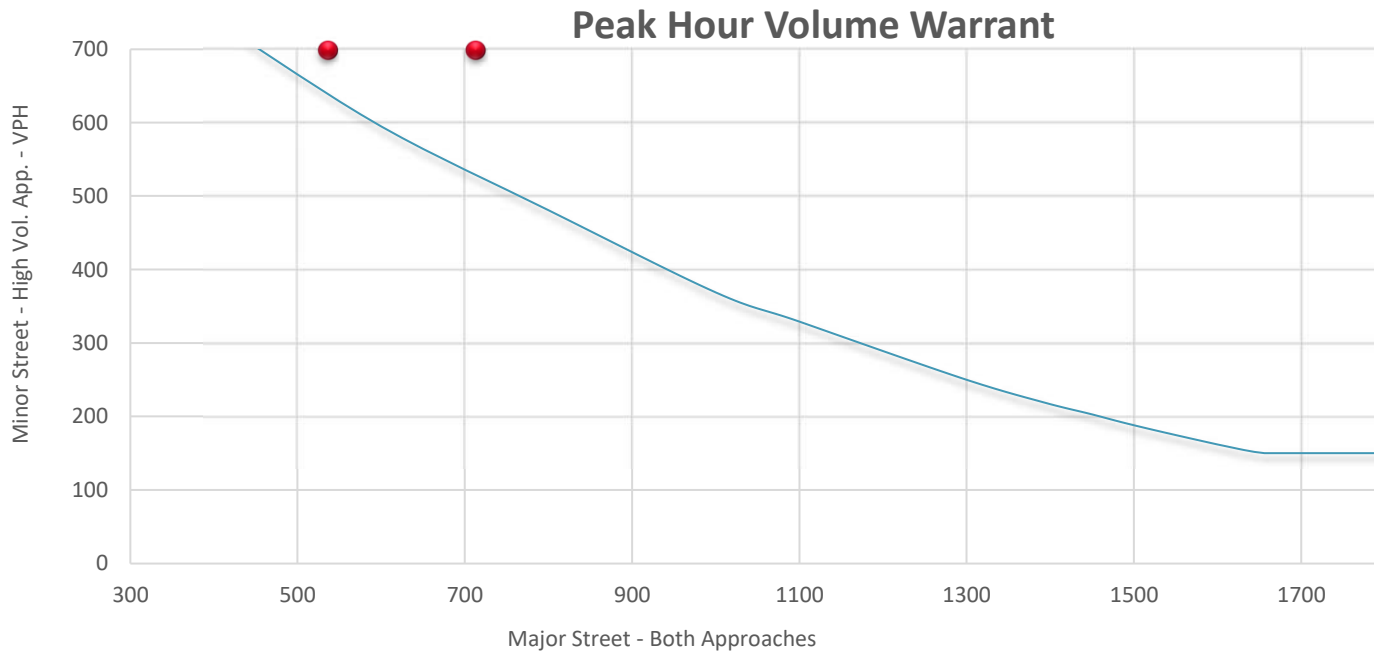
Number of Hours Satisfied: 2

Warranted? YES

SB Mayberry Dr and Village Main St 2035

Peak Hour Signal Warrant (Warrant 3)

Major Street Lanes: 2
Minor Street Lanes: 2



Less than 40 MPH on Major Street

Taken from Figure 4C-3 of the MUTCD 2009

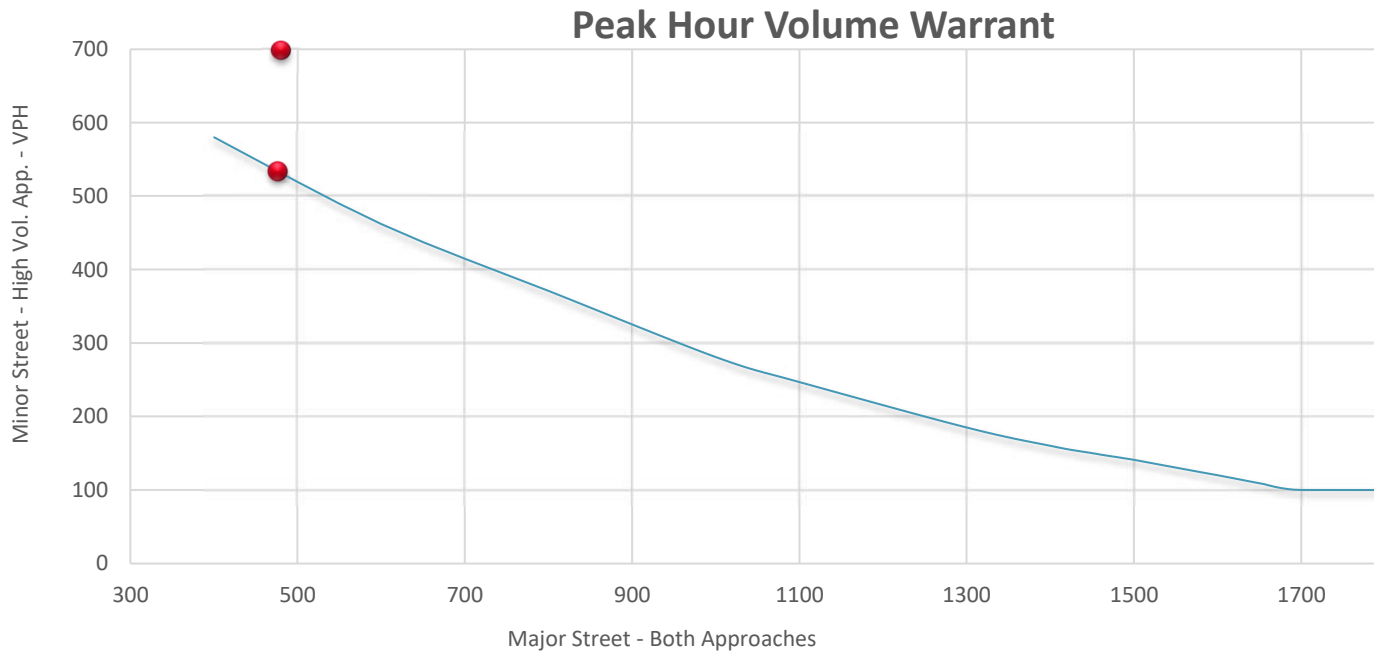
150 vph is the lower threshold for a minor street approach with two or more lanes and 100 vph is the threshold for a minor street with one lane.

Number of Hours Satisfied: 2
Warranted? YES

NB Mayberry Dr and Village Main St 2035

Peak Hour Signal Warrant (Warrant 3)

Major Street Lanes: 2
Minor Street Lanes: 1



Less than 40 MPH on Major Street

Taken from Figure 4C-3 of the MUTCD 2009

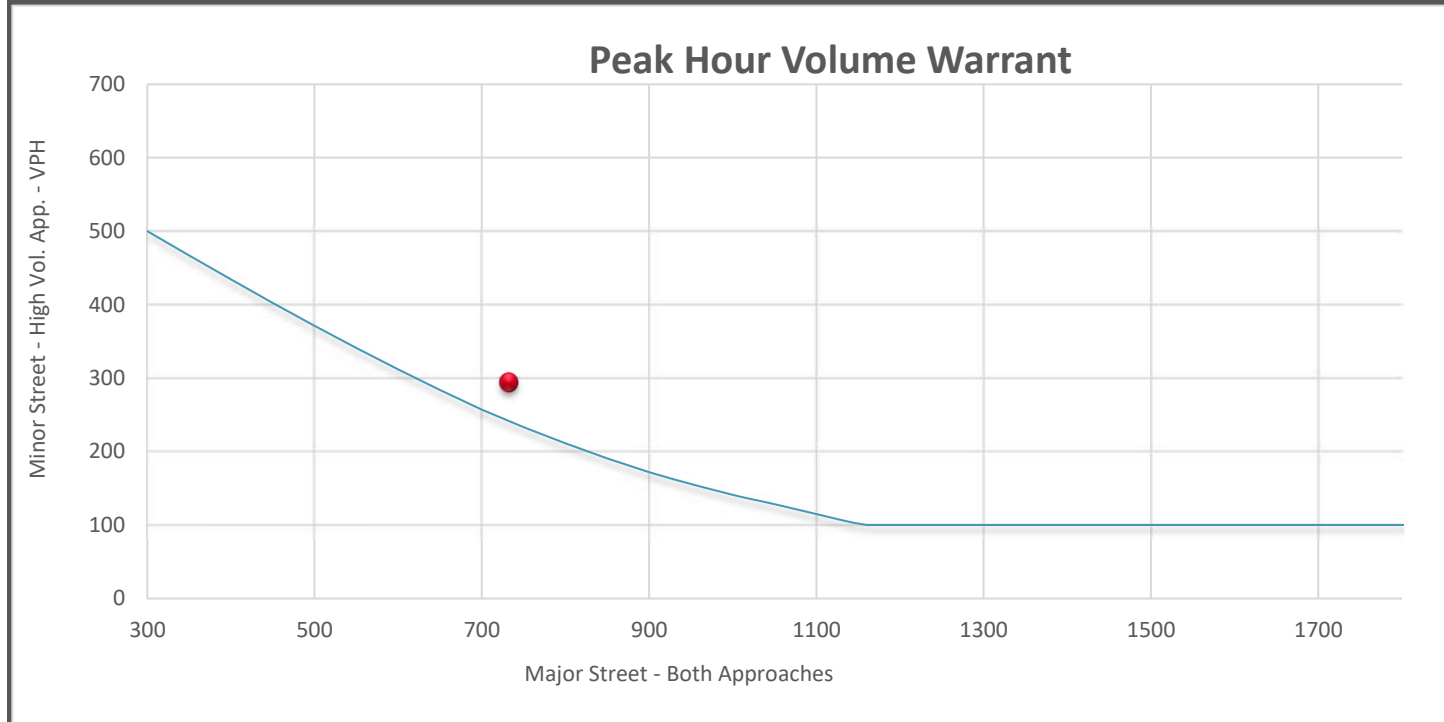
150 vph is the lower threshold for a minor street approach with two or more lanes and 100 vph is the threshold for a minor street with one lane.

Number of Hours Satisfied: 1
Warranted? YES

SB Mayberry Dr and Positive PI 2040

Peak Hour Signal Warrant (Warrant 3)

Major Street Lanes: 2
Minor Street Lanes: 2



Above 40 MPH on Major Street

Taken from Figure 4C-4 of the MUTCD 2009

100 vph is the lower threshold for a minor street approach with two or more lanes and 75 vph is the threshold for a minor street with one lane.

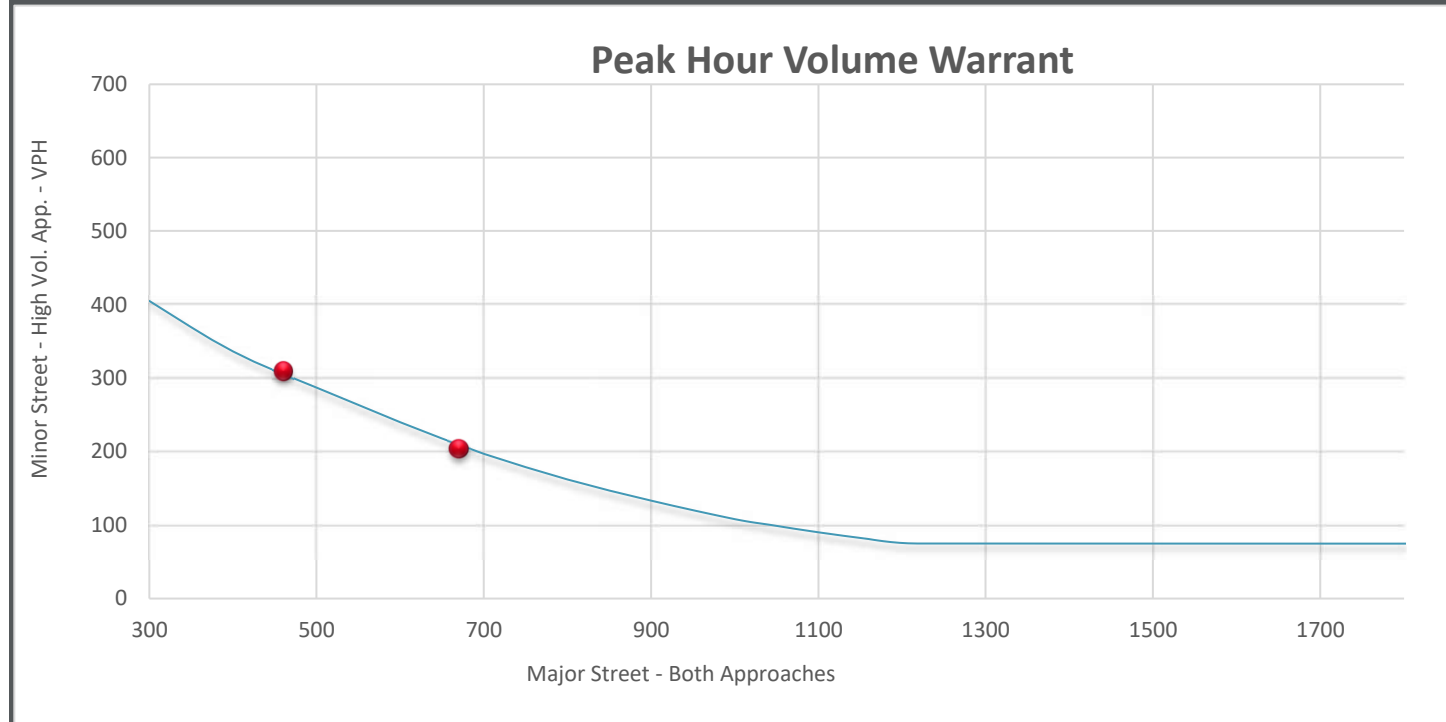
Number of Hours Satisfied: 1

Warranted? YES

NB Mayberry Dr and Positive PI 2040

Peak Hour Signal Warrant (Warrant 3)

Major Street Lanes: 2
Minor Street Lanes: 1



Above 40 MPH on Major Street

Taken from Figure 4C-4 of the MUTCD 2009

100 vph is the lower threshold for a minor street approach with two or more lanes and 75 vph is the threshold for a minor street with one lane.

Number of Hours Satisfied: 1

Warranted? YES

Appendix H – CDOT Intersection Control Assessment Tool



INTERSECTION CONTROL ASSESSMENT TOOL (ICAT) INTERSECTION DATA

Developed and Maintained in Cooperation with Georgia DOT

CDOT ICAT Version 1.2 | Release Date: 4/26/2021

CDOT Project No: **XXXXX** Requested by: **CDOT**

County: **El Paso** CDOT Region: **Region 2**

Eastbound Approach: **SH 94** 4-In undivided 120' ROW
NR-B Arterial Single LT, shared TH/RT 60 MPH

Westbound Approach: **SH 94** 4-In undivided 120' ROW
NR-B Arterial Single LT, shared TH/RT 60 MPH

Northbound Approach: **Peyton Hwy** 2-In undivided 0' ROW
NR-C Arterial Shared LT/TH, RT/TH lanes 55 MPH

Southbound Approach: **Peyton Hwy** 2-In undivided 0' ROW
NR-C Arterial Shared LT/TH, RT/TH lanes 55 MPH

Major Rd Direction: **East/West** Area Type: **Rural**

Intersection Control: **Conventional Minor Stop** Terrain: **Plains**

Prepared By: **HDR, Inc.** Date: **11/20/2024**

Project Description: **Mayberry TIS**

Type of Project: **Operational Improvement Project**

VOLUME FACTOR DATA

2028	Existing Data Year *
2040	Project Open Year
2045	Project Design Year
9%	K Factor**

ICAT Users Guide (Double Click to Open)



* If current count data is older than 2016, collection of new (current) count data is recommended
 ** K Factor = proportion of average annual daily traffic occurring in the highest hour of the day

CRASH DATA:

Use DiExSys Data or LOSS Database to document no. of PDO, injury, fatal crashes and LOSS at intersection in past 5 years:

Use below link to access CDOT Crash Patterns/LOSS:
<https://cdot.maps.arcgis.com/apps/MapSeries/index.html>

2	Number of PDO crashes in last 5 year period ***
5	Number of Injury crashes in last 5 year period ***
1	Number of Fatal crashes in last 5 year period ***
8	Total number of crashes in last 5 year period

*** **Note:** Enter number of injury and fatal crashes, NOT the number of persons injured or killed.

4	LOSS Total
4	LOSS Severe

2028 Existing Volumes

		SB Peyton Hwy				1.0%			
		49 (47) [1000]							
		(0)	(3)	(11)	(33)			1.0%	
		0	23	10	16				
Critical Lane V/C: 0.14		Peds	↔	↘	↓	↙	Peds	↔	
EB SH 94	162 (386) [7700]	(19)	4	↘	2028 Intersection Daily Entering Volume (est): 7,650		↙	24	(17)
		(331)	147	↔			↔	328	(110)
		(36)	11	↙			↙	12	(11)
		(0)	0	Peds			↔	↔	↔
1.0%		30	16	5	0			Peak Hour % Trucks	
		(10)	(10)	(13)	(0)	EB	14%		
Roadway Volume Splits		SH 94: 87%						WB	6%
		Peyton Hwy: 13%						NB	10%
		51 (33) [1000]						SB	5%
		NB Peyton Hwy							

2040 Opening Year Volumes

		SB Peyton Hwy				1.0%			
		62 (80) [1810]							
		(0)	(4)	(12)	(64)			Legend: 000 = AM Peak Hr Movement/ Approach Volume (000) = PM Peak Hr Movement/ Approach Volume [0000]= ADT Approach Volume (Estimate)	
		0	25	11	26				
Critical Lane V/C: 0.53		Peds	↔	↘	↓	↙	Peds	↔	
EB SH 94	636 (1513) [19555]	(23)	5	↘	2040 Intersection Daily Entering Volume (est): 21,630		↙	87	(118)
		(1447)	618	↔			↔	1153	(904)
		(43)	13	↙			↙	44	(38)
		(0)	0	Peds			↔	↔	↔
1.0%		32	17	11	0			WB SH 94	
		(11)	(11)	(21)	(0)	1284 (1060) [20540]			
		60 (43) [1355]							
		NB Peyton Hwy							

2045 Design Year Volumes

		SB Peyton Hwy				1.0%			
		89 (150) [1950]							
		(0)	(4)	(14)	(132)			1.0%	
		0	29	13	47				
Critical Lane V/C: 0.46		Peds	↔	↘	↓	↙	Peds	↔	
EB SH 94	553 (1199) [16315]	(24)	5	↘	2045 Intersection Daily Entering Volume (est): 18,485		↙	70	(93)
		(1130)	534	↔			↔	921	(697)
		(45)	14	↙			↙	35	(32)
		(0)	0	Peds			↔	↔	↔
1.0%		37	20	20	0			WB SH 94	
		(13)	(13)	(40)	(0)	1026 (822) [17235]			
		77 (66) [1470]							
		NB Peyton Hwy							



ICAT STAGE 1: ALTERNATIVE SHORT-LIST DECISION RECORD

		Right of Way		Safety				Roadway Context				Operations/Maintenance		Costs		Total Stage 1 Screening Evaluation Score	Alternative choice override (justification required)	Use this Stage 1 assessment form to select 2 to 5 alternatives to be carried into Stage 2 evaluations; Intersection control alternatives with the highest total weighted scores will be highlighted in BLUE and automatically carried forward into the Stage 2 assessment worksheet.
Project Number:	XXXXX	Q1*: Is ROW on major road constrained? (0=no, 1=somewhat, 2=highly)	Q2*: Is ROW on minor road constrained? (0=no, 1=somewhat, 2=highly)	Q3: Intersection quadrants constrained? (0=no, 1=somewhat, 2=highly)	Q4: Are there intersection safety issues? (0=low, 1=moderate, 2=crash hot spot)	Q5: Are there significant pedestrian crossings? (0=none/low, 1=moderate, 2=high)	Q6: Is there significant bicycle activity? (0=none/low, 1=moderate, 2=high)	Q7: Are one or more approach speeds high? (0=no, 1=moderate, 2=high)	Q8: Do roadway contexts, characteristics transition at intersection? (0=no, 1=yes)	Q9: Are there driveways or other access points within the intersection's functional area? (0=no, 1=few, 2=many)	Q10: What is adjacent intersection spacing? (0=isolated, 1=network, 2= dense network)	Q11: Is this a T-intersection? Or can minor ST thru or left turns be eliminated? (0=No, 2=Yes)	Q12: Are design yr no-build volumes high? No-Build 2045 V/C=0.46; (0=low, 2=mod, 4=high)	Q13: Are exist LT volumes high? (Max 2028 LT =33 vph); (0=no, 1=somewhat, 2=yes)	Q14: Could intersection become interchange in next 20 yrs? (0=no, 1=maybe, 2=probably)			
1	Answer questions 1-16 with rating of 0, 1 or 2.																	
2	Deselect or select any alternative by placing an X or Y (respectively) in column to right of score; Enter change justification in rightmost column																	
Intersection Alternatives: (see Intersections tab for detailed description of intersection/interchange type)		1	2	0	2	0	0	2	0	0	0	0	0	0	0	2		
Conventional Improvement	-- select --																	
	Minor Street Stop	2.00	-5.20	3	1	1	3	2	0	0	3	2	0	0	0	3	3.6	
	All-Way Stop	2.00	-5.20	3	3	1	2	1	1	0	1	2	0	0	0	3	5.6	
Unsignalized Intersections	Right-In/Right-out	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
	Right-in/Right-out/Left-in (3/4 access)	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
	RIRO w/downstream U-Turn	1.48	-5.20	1	3	2	2	2	1	-1	2	2	0	0	0	2	5.1	
	Mini Roundabout	2.00	-3.68	3	2	1	2	1	2	-1	2	3	0	1	0	3	6.6	
	Single Lane Roundabout	2.00	-3.68	2	3	1	2	2	3	-1	2	3	1	2	0	2	8.6	
	Multilane Roundabout	2.00	-6.25	1	2	1	1	1	3	-2	1	2	2	3	1	1	-2.5	
	RCUT / J-Turn (stop control)	1.48	-2.89	1	2	2	2	2	2	-1	2	2	1	2	1	3	9.7	
	High-T (unsignalized)	0.00	0.00	0	0	0	0	0	0	0	0	6	0	0	0	0	0.0	
	Unsignalized Offset-T Intersection	2.00	-5.20	3	1	1	2	2	2	-1	0	4	1	1	0	2	1.6	
Other Unsignalized Intersection (Describe)																		
Signalized Intersections	Signalized Intersection	2.00	-5.20	3	2	2	2	2	1	-1	2	2	2	0	2	3.6	Y	Standard Intersection Treatment
	Median U-Turn	1.48	-2.89	1	2	2	3	3	1	-1	2	-1	3	1	3	1	7.7	
	Superstreet / RCI	1.48	-2.89	1	2	2	3	3	1	-1	2	2	3	2	3	1	7.7	
	Displaced Left-Turn / CFI	1.42	-10.73	0	1	0	1	2	1	-2	0	1	3	3	0	0	-14.0	
	Continuous Green-T	0.00	0.00	3	0	0	0	0	0	0	0	6	0	0	0	0	0.0	
	Signalized Offset-T Intersection	2.00	-5.20	3	1	1	2	2	2	-1	3	2	2	2	1	2	1.6	
	Jughandle	2.00	-2.52	0	1	1	2	3	1	-2	0	0	3	1	3	0	5.0	
	Quadrant Roadway	2.00	-4.11	1	1	3	2	2	2	-1	2	0	2	2	2	1	1.8	
	Split Intersection	-1.27	-4.11	0	1	1	2	3	1	-2	0	0	3	2	3	0	-1.5	
Bowtie Intersection	2.00	-4.11	3	2	2	3	1	3	-1	2	0	2	1	0	2	3.8		
Other Signalized Intersection (Describe)																		
Grade-Separated Intersections	Echelon	2.00	-18.00	2	2	2	1	2	2	-1	0	0	3	3	0	-3	-32.0	
	Center Turn Overpass	2.00	-18.00	2	2	2	3	2	1	-2	0	0	3	3	0	-3	-32.0	
	Grade-Separated T-Interchange	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
	Diamond Interchange	2.00	-18.00	0	1	1	1	3	1	-2	0	0	3	3	0	-2	-30.0	
	Single Quadrant Interchange	2.00	-18.00	0	1	2	2	2	2	-1	1	0	2	2	2	-2	-32.0	
Other Interchange (provide description)																		

■ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



ICAT STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Developed and Maintained in Cooperation with Georgia DOT

CDOT ICAT Version 1.2 | Release Date: 4/26/2021

CDOT Project Number: XXXXX

Project Location: SH 94 @ Peyton Hwy

Existing Intersection Control: Conventional Minor Stop

County/Region: El Paso / CDOT Region 2

Area Type: Rural

Prepared by: HDR, Inc.

Date: 11/20/2024

Type of Project: Operational Improvement Project

Existing / Design Year No-Build Traffic Operations

Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro 10	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2028 Existing No-Build Peak Hr Intersection Delay	2.4 sec	2.3 sec
2028 Existing No-Build Peak Hr Intersection V/C ratio	0.13	0.12
2045 Design Yr No-Build Peak Hr Intersection Delay	3.3 sec	3.5 sec
2045 Design Yr No-Build Peak Hr Intersection V/C ratio	0.27	0.34

Alternatives Analysis

Proposed Control Type Improvement:

Alternative 1	Alternative 2	Alternative 3
Signalized Intersection	RCUT / J-Turn (stop control)	Single Lane Roundabout

Project Cost (From Cost Worksheet)

	Alternative 1	Alternative 2	Alternative 3
Construction Cost	\$365,013	\$371,433	\$452,249
ROW Cost	\$24,793	\$13,407	\$8,678
Environmental Cost	\$0	\$0	\$0
Reimbursable Utility Cost	\$10,950	\$11,143	\$13,567
Design & Contingency Cost	\$0	\$0	\$0
Cost Adjustment (justification req'd)	0%	0%	0%
Total Cost	\$400,757	\$395,982	\$474,494

Traffic Operations

Traffic Analysis Software Used	Synchro 10		Synchro 10		Synchro 10	
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
2045 Design Yr Build Intersection Delay	7.1 sec	12.2 sec	27.1 sec	41.2 sec	17.3 sec	61.3 sec
2045 Design Yr Build Intersection V/C	0.84	0.74	0.68	0.84	0.82	1.07

Safety Analysis

Predefined CRF: PDO	44%	72%	71%
Predefined CRF: Fatal/Inj	40%	51%	87%
Predefined CRF Source:	FHWA Clearinghouse IDs: 325 / 7984	FHWA Clearinghouse IDs: 2070 / 2069	FHWA Clearinghouse IDs: 229 / 230
User Defined CRF: PDO			
User Defined CRF: Fatal/Inj			
User Defined CRF Source (write in if applicable):			

Environmental Impacts

Historic District/Property:	None	None	None
Archaeology Resources:	None	None	None
Graveyard:	None	None	None
Stream:	None	None	None
UST/Hazmat:	None	None	None
Park Land:	None	None	None
EJ Community:	None	None	None
Floodplain:	None	None	None
Wetland:	None	None	None
T&E Species Habitat:	None	None	None

Stakeholder Support:

Note: Be sure to go back to **Costs** worksheet to enter mitigation costs for each noted impact

Local Community Support	Unknown	Unknown	Unknown
CDOT Region Support	Unknown	Unknown	Unknown

Final ICAT Stage 2 Score:	6.3	6.2	6.3
Rank of Control Type Alternatives:	1	3	2

Note: Based on extrapolated volumes from peak hr data, this intersection MAY not meet MUTCD 8-hour signal warrants; a detailed warrant analysis should be conducted prior to recommending an alternative that assumes signal control

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):



INTERSECTION CONTROL ASSESSMENT TOOL (ICAT) INTERSECTION DATA

Developed and Maintained in Cooperation with Georgia DOT

CDOT ICAT Version 1.2 | Release Date: 4/26/2021

CDOT Project No: **XXXXX** Requested by: **CDOT**

County: **El Paso** CDOT Region: **Region 2**

Eastbound Approach: **SH 94** 4-In undivided 120' ROW
NR-B Arterial Single LT, shared TH/RT 60 MPH

Westbound Approach: **SH 94** 4-In undivided 120' ROW
NR-B Arterial Single LT, shared TH/RT 60 MPH

Northbound Approach: **Log Rd** 2-In undivided 0' ROW
NR-C Arterial Single LT and RT lanes 45 MPH

Southbound Approach: **Log Rd** 2-In undivided 0' ROW
NR-C Arterial Single LT and RT lanes 45 MPH

Major Rd Direction: **East/West** Area Type: **Suburban**

Intersection Control: **Conventional Minor Stop** Terrain: **Plains**

Prepared By: **HDR, Inc.** Date: **11/20/2024**

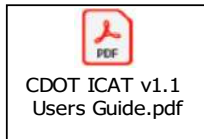
Project Description: **Mayberry TIS**

Type of Project: **Operational Improvement Project**

VOLUME FACTOR DATA

2024	Existing Data Year *
2030	Project Open Year
2045	Project Design Year
10%	K Factor**

ICAT Users Guide (Double Click to Open)



* If current count data is older than 2016, collection of new (current) count data is recommended
 ** K Factor = proportion of average annual daily traffic occurring in the highest hour of the day

CRASH DATA:

Use DiExSys Data or LOSS Database to document no. of PDO, injury, fatal crashes and LOSS at intersection in past 5 years:

Use below link to access CDOT Crash Patterns/LOSS:
<https://cdot.maps.arcgis.com/apps/MapSeries/index.html>

2	Number of PDO crashes in last 5 year period ***
3	Number of Injury crashes in last 5 year period ***
0	Number of Fatal crashes in last 5 year period ***
5	Total number of crashes in last 5 year period

*** **Note:** Enter number of injury and fatal crashes, NOT the number of persons injured or killed.

0	LOSS Total
0	LOSS Severe

2024 Existing Volumes

		SB Log Rd						0.0%	
		24 (13) [300]							
		(0)	(2)	(3)	(8)				
		0	5	11	8			1.0%	
		Critical Lane V/C: 0.11							
EB SH 94	171 (341) [6500]	(10)	0	↔	2024 Intersection Daily Entering Volume (est): 6,150	↔	0	(0)	WB SH 94
		(295)	163	↔		↔	283	(123)	
		(36)	8	↔		↔	2	(2)	
		(0)	0	↔		↔			
		1.0%							
		25 5 6 0							
		(4) (3) (3) (0)							
		36 (10) [600]							
		NB Log Rd							
		SH 94: 93%							
		Log Rd: 7%							



Roadway Volume Splits

Peak Hour % Trucks	
EB	12%
WB	7%
NB	3%
SB	5%

2030 Opening Year Volumes

		SB Log Rd							
		27 (16) [395]							
		(0)	(3)	(4)	(9)				
		0	6	12	9				
		Critical Lane V/C: 0.25							
EB SH 94	371 (605) [8960]	(11)	0	↔	2030 Intersection Daily Entering Volume (est): 10,115	↔	0	(0)	WB SH 94
		(500)	323	↔		↔	5	(7)	
		(94)	48	↔		↔	393	(288)	
		(0)	0	↔		↔	62	(45)	
		1.0%							
		90 6 17 0							
		(104) (4) (25) (0)							
		113 (133) [2450]							
		NB Log Rd							

Legend:
 000 = AM Peak Hr Movement/
 Approach Volume
 (000) = PM Peak Hr Movement/
 Approach Volume
 [0000]= ADT Approach Volume
 (Estimate)

2045 Design Year Volumes

		SB Log Rd							
		31 (17) [450]							
		(0)	(3)	(4)	(10)				
		0	7	14	10				
		Critical Lane V/C: 0.26							
EB SH 94	450 (741) [10520]	(13)	0	↔	2045 Intersection Daily Entering Volume (est): 12,295	↔	0	(0)	WB SH 94
		(614)	370	↔		↔	5	(8)	
		(114)	80	↔		↔	454	(361)	
		(0)	0	↔		↔	102	(72)	
		1.0%							
		99 7 32 0							
		(35) (4) (48) (0)							
		138 (87) [3480]							
		NB Log Rd							



ICAT STAGE 1: ALTERNATIVE SHORT-LIST DECISION RECORD

		Right of Way		Safety				Roadway Context				Operations/Maintenance		Costs				
Project Number:	XXXXX	Q1*: Is ROW on major road constrained? (0=no, 1=somewhat, 2=highly)	Q2*: Is ROW on minor road constrained? (0=no, 1=somewhat, 2=highly)	Q3: Intersection quadrants constrained? (0=no, 1=somewhat, 2=highly)	Q4: Are there intersection safety issues? (0=low, 1=moderate, 2=crash hot spot)	Q5: Are there significant pedestrian crossings? (0=none/low, 1=moderate, 2=high)	Q6: Is there significant bicycle activity? (0=none/low, 1=moderate, 2=high)	Q7: Are one or more approach speeds high? (0=no, 1=moderate, 2=high)	Q8: Do roadway contexts, characteristics transition at intersection? (0=no, 1=yes)	Q9: Are there driveways or other access points within the intersection's functional area? (0=no, 1=few, 2=many)	Q10: What is adjacent intersection spacing? (0=isolated, 1=network, 2= dense network)	Q11: Is this a T-intersection? Or can minor ST thru or left turns be eliminated? (0=No, 2=Yes)	Q12: Are design yr no-build volumes high? No-Build 2045 V/C=0.26; (0=low, 2=mod, 4=high)	Q13: Are exist LT volumes high? (Max 2024 LT =25 vph); (0=no, 1=somewhat, 2=yes)	Q14: Could intersection become interchange in next 20 yrs? (0=no, 1=maybe, 2=probably)	Q15: Are costs a primary decision factor? (0=no, 1=somewhat, 2=yes)	Total Stage 1 Screening Evaluation Score	Alternative choice override (justification required)
1	Answer questions 1-16 with rating of 0, 1 or 2.																	
2	Deselect or select any alternative by placing an X or Y (respectively) in column to right of score; Enter change justification in rightmost column																	
Intersection Alternatives: (see Intersections tab for detailed description of intersection/interchange type)		1	1	1	0	0	0	2	0	0	0	0	0	0	2			
Conventional Improvement	-- select --																	
	-- select --																	
	Minor Street Stop	2.00	-5.20	3	1	1	3	2	0	0	3	2	0	0	0	3	9.8	
	All-Way Stop	2.00	-5.20	3	3	1	2	1	1	0	1	2	0	0	0	3	7.8	
Unsignalized Intersections	Right-In/Right-out	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
	Right-in/Right-out/Left-in (3/4 access)	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
	RIRO w/downstream U-Turn	1.48	-5.20	1	3	2	2	2	1	-1	2	2	0	0	0	2	5.3	
	Mini Roundabout	2.00	-3.68	3	2	1	2	1	2	-1	2	3	0	1	0	3	9.3	
	Single Lane Roundabout	2.00	-3.68	2	3	1	2	2	3	-1	2	3	1	2	0	2	8.3	
	Multilane Roundabout	2.00	-6.25	1	2	1	1	1	3	-2	1	2	2	3	1	1	0.8	
	RCUT / J-Turn (stop control)	1.48	-2.89	1	2	2	2	2	2	-1	2	2	1	2	1	3	9.6	
	High-T (unsignalized)	0.00	0.00	0	0	0	0	0	0	0	0	6	0	0	0	0	0.0	
	Unsignalized Offset-T Intersection	2.00	-5.20	3	1	1	2	2	2	-1	0	4	1	1	0	2	7.8	
Other Unsignalized Intersection (Describe)																		
Signalized Intersections	Signalized Intersection	2.00	-5.20	3	2	2	2	2	1	-1	2	2	2	2	0	2	7.8	
	Median U-Turn	1.48	-2.89	1	2	2	3	3	1	-1	2	-1	3	1	3	1	7.6	
	Superstreet / RCI	1.48	-2.89	1	2	2	3	3	1	-1	2	2	3	2	3	1	7.6	
	Displaced Left-Turn / CFI	1.42	-10.73	0	1	0	1	2	1	-2	0	1	3	3	0	0	-5.3	
	Continuous Green-T	0.00	0.00	3	0	0	0	0	0	0	0	6	0	0	0	0	3.0	
	Signalized Offset-T Intersection	2.00	-5.20	3	1	1	2	2	2	-1	3	2	2	2	1	2	7.8	
	Jughandle	2.00	-2.52	0	1	1	2	3	1	-2	0	0	3	1	3	0	5.5	
	Quadrant Roadway	2.00	-4.11	1	1	3	2	2	2	-1	2	0	2	2	2	1	4.9	
	Split Intersection	-1.27	-4.11	0	1	1	2	3	1	-2	0	0	3	2	3	0	0.6	
	Bowtie Intersection	2.00	-4.11	3	2	2	3	1	3	-1	2	0	2	1	0	2	6.9	
Other Signalized Intersection (Describe)																		
Grade-Separated Intersections	Echelon	2.00	-18.00	2	2	2	1	2	2	-1	0	0	3	3	0	-3	-16.0	
	Center Turn Overpass	2.00	-18.00	2	2	2	3	2	1	-2	0	0	3	3	0	-3	-16.0	
	Grade-Separated T-Interchange	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
	Diamond Interchange	2.00	-18.00	0	1	1	1	3	1	-2	0	0	3	3	0	-2	-14.0	
	Single Quadrant Interchange	2.00	-18.00	0	1	2	2	2	2	-1	1	0	2	2	2	-2	-16.0	
	Other Interchange (provide description)																	

Use this Stage 1 assessment form to select **2 to 5 alternatives** to be carried into Stage 2 evaluations; Intersection control alternatives with the highest total weighted scores will be highlighted in **BLUE** and automatically carried forward into the Stage 2 assessment worksheet.

Number of Alternatives to be Evaluated in Stage 2: **3**

Scoring Override Justification:

█ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



ICAT STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Developed and Maintained in Cooperation with Georgia DOT

CDOT ICAT Version 1.2 | Release Date: 4/26/2021

CDOT Project Number: XXXXX

Project Location: SH 94 @ Log Rd

Existing Intersection Control: Conventional Minor Stop

County/Region: El Paso / CDOT Region 2

Area Type: Suburban

Prepared by: HDR, Inc.

Date: 11/20/2024

Type of Project: Operational Improvement Project

Existing / Design Year No-Build Traffic Operations

Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro 10	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2024 Existing No-Build Peak Hr Intersection Delay	1.5 sec	0.7 sec
2024 Existing No-Build Peak Hr Intersection V/C ratio	0.08	0.03
2045 Design Yr No-Build Peak Hr Intersection Delay	1.8 sec	0.9 sec
2045 Design Yr No-Build Peak Hr Intersection V/C ratio	0.12	0.43

Alternatives Analysis

Proposed Control Type Improvement:

Alternative 1	Alternative 2	Alternative 3
Signalized Intersection	Minor Street Stop	RCUT / J-Turn (stop control)

Project Cost (From Cost Worksheet)

	Alternative 1	Alternative 2	Alternative 3
Construction Cost	\$322,338	\$7,655	\$329,470
ROW Cost	\$24,793	\$4,959	\$13,407
Environmental Cost	\$0	\$0	\$0
Reimbursable Utility Cost	\$9,670	\$230	\$9,884
Design & Contingency Cost	\$0	\$0	\$0
Cost Adjustment (justification req'd)	0%	0%	0%
Total Cost	\$356,801	\$12,843	\$352,761

Traffic Operations

Traffic Analysis Software Used	Synchro 10		Synchro 10		Synchro 10	
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
2045 Design Yr Build Intersection Delay	5.9 sec	6.8 sec	96.7 sec	39.1 sec	13.1 sec	20.9 sec
2045 Design Yr Build Intersection V/C	0.41	0.33	0.87	0.47	0.38	0.55

Safety Analysis

Predefined CRF: PDO	39%	0%	72%
Predefined CRF: Fatal/Inj	40%	0%	51%
Predefined CRF Source:	FHWA Clearinghouse IDs: 7982 / 7984	-	FHWA Clearinghouse IDs: 2070 / 2069
User Defined CRF: PDO			
User Defined CRF: Fatal/Inj			
User Defined CRF Source (write in if applicable):			

Environmental Impacts

Historic District/Property:	None	None	None
Archaeology Resources:	None	None	None
Graveyard:	None	None	None
Stream:	None	None	None
UST/Hazmat:	None	None	None
Park Land:	None	None	None
EJ Community:	None	None	None
Floodplain:	None	None	None
Wetland:	None	None	None
T&E Species Habitat:	None	None	None

Stakeholder Support:

Note: Be sure to go back to **Costs** worksheet to enter mitigation costs for each noted impact

Local Community Support	Unknown	Unknown	Unknown
CDOT Region Support	Unknown	Unknown	Unknown

Final ICAT Stage 2 Score:	6.8	3.7	6.8
Rank of Control Type Alternatives:	1	3	2

Note: Based on extrapolated volumes from peak hr data, this intersection MAY not meet MUTCD 8-hour signal warrants; a detailed warrant analysis should be conducted prior to recommending an alternative that assumes signal control

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):



INTERSECTION CONTROL ASSESSMENT TOOL (ICAT) INTERSECTION DATA

Developed and Maintained in Cooperation with Georgia DOT

CDOT ICAT Version 1.2 | Release Date: 4/26/2021

CDOT Project No: **XXXXX** Requested by: **CDOT**

County: **El Paso** CDOT Region: **Region 2**

Eastbound Approach: **SH 94** 2-In undivided 120' ROW
NR-B Arterial Single LT, shared TH/RT 60 MPH

Westbound Approach: **SH 94** 2-In undivided 120' ROW
NR-B Arterial Single LT, shared TH/RT 60 MPH

Northbound Approach: **Ellicott Hwy** 2-In undivided 0' ROW
NR-C Arterial Single LT and RT lanes 45 MPH

Southbound Approach: **Ellicott Hwy** 2-In undivided 0' ROW
NR-C Arterial Single LT and RT lanes 45 MPH

Major Rd Direction: **East/West** Area Type: **Rural**

Intersection Control: **Conventional Minor Stop** Terrain: **Plains**

Prepared By: **HDR, Inc.** Date: **11/20/2024**

Project Description: **Mayberry TIS**

Type of Project: **Operational Improvement Project**

VOLUME FACTOR DATA

2024	Existing Data Year *
2028	Project Open Year
2045	Project Design Year
10%	K Factor**

ICAT Users Guide (Double Click to Open)



* If current count data is older than 2016, collection of new (current) count data is recommended
 ** K Factor = proportion of average annual daily traffic occurring in the highest hour of the day

CRASH DATA:

Use DiExSys Data or LOSS Database to document no. of PDO, injury, fatal crashes and LOSS at intersection in past 5 years:

Use below link to access CDOT Crash Patterns/LOSS:
<https://cdot.maps.arcgis.com/apps/MapSeries/index.html>

3	Number of PDO crashes in last 5 year period ***
4	Number of Injury crashes in last 5 year period ***
1	Number of Fatal crashes in last 5 year period ***
8	Total number of crashes in last 5 year period

*** **Note:** Enter number of injury and fatal crashes, NOT the number of persons injured or killed.

0	LOSS Total
0	LOSS Severe

2024 Existing Volumes

		SB Ellicott Hwy				0.0%			
		121 (82) [2100]							
		(0)	(38)	(27)	(17)				
		0	43	66	12			1.0%	
		Critical Lane V/C: 0.23				Peds		0 (0)	
EB SH 94	202 (278) [5000]	(52)	19	2024 Intersection Daily Entering Volume (est): 7,500		Peds		20 (11)	
		(161)	60						
		(65)	123						
		(0)	0						
1.0%		105 41 10 0						222 (86) [4000]	
		(21) (45) (122) (0)						WB SH 94	
		Roadway Volume Splits						Peak Hour % Trucks	
		SH 94: 60%						EB 12%	
		Ellicott Hwy: 40%						WB 9%	
		156 (188) [3900]						NB 3%	
		NB Ellicott Hwy						SB 6%	

2028 Opening Year Volumes

		SB Ellicott Hwy				Legend:			
		143 (100) [2490]				000 = AM Peak Hr Movement/ Approach Volume			
		(0)	(53)	(29)	(18)	000 = PM Peak Hr Movement/ Approach Volume			
		0	60	70	13	[0000]= ADT Approach Volume (Estimate)			
		Critical Lane V/C: 0.28				Peds		0 (0)	
EB SH 94	261 (376) [6980]	(68)	30	2028 Intersection Daily Entering Volume (est): 8,930		Peds		22 (12)	
		(206)	81						
		(102)	150						
		(0)	0						
1.0%		138 44 11 0						260 (124) [3800]	
		(55) (48) (129) (0)						WB SH 94	
		193 (232) [4585]							
		NB Ellicott Hwy							

2045 Design Year Volumes

		SB Ellicott Hwy							
		191 (146) [3440]							
		(0)	(91)	(34)	(21)				
		0	94	82	15				
		Critical Lane V/C: 0.41				Peds		0 (0)	
EB SH 94	443 (638) [10915]	(110)	63	2045 Intersection Daily Entering Volume (est): 13,180		Peds		25 (14)	
		(333)	150						
		(195)	230						
		(0)	0						
1.0%		212 51 13 0						355 (232) [5550]	
		(135) (56) (151) (0)						WB SH 94	
		276 (342) [6450]							
		NB Ellicott Hwy							



ICAT STAGE 1: ALTERNATIVE SHORT-LIST DECISION RECORD

		Right of Way		Safety				Roadway Context				Operations/Maintenance		Costs	Total Stage 1 Screening Evaluation Score	Alternative choice override (justification required)	Use this Stage 1 assessment form to select 2 to 5 alternatives to be carried into Stage 2 evaluations; Intersection control alternatives with the highest total weighted scores will be highlighted in BLUE and automatically carried forward into the Stage 2 assessment worksheet.
Project Number:	XXXXX	Q1*: Is ROW on major road constrained? (0=no, 1=somewhat, 2=highly)	Q2*: Is ROW on minor road constrained? (0=no, 1=somewhat, 2=highly)	Q3: Intersection quadrants constrained? (0=no, 1=somewhat, 2=highly)	Q4: Are there intersection safety issues? (0=low, 1=moderate, 2=crash hot spot)	Q5: Are there significant pedestrian crossings? (0=no/low, 1=moderate, 2=high)	Q6: Is there significant bicycle activity? (0=no/low, 1=moderate, 2=high)	Q7: Are one or more approach speeds high? (0=no, 1=moderate, 2=high)	Q8: Do roadway contexts, characteristics transition at intersection? (0=no, 1=yes)	Q9: Are there driveways or other access points within the intersection's functional area? (0=no, 1=few, 2=many)	Q10: What is adjacent intersection spacing? (0=isolated, 1=network, 2= dense network)	Q11: Is this a T-intersection? Or can minor ST thru or left turns be eliminated? (0=No, 2=Yes)	Q12: Are design yr no-build volumes high? No-Build 2045 V/C=0.41; (0=low, 2=mod, 4=high)	Q13: Are exist LT volumes high? (Max 2024 LT =105 vph) ; (0=no, 1=somewhat, 2=yes)			
1	Answer questions 1-16 with rating of 0, 1 or 2.																
2	Deselect or select any alternative by placing an X or Y (respectively) in column to right of score; Enter change justification in rightmost column																
Intersection Alternatives: (see Intersections tab for detailed description of intersection/interchange type)		1	1	2	0	0	0	2	0	1	0	0	0	0	0	2	
Conventional Improvement	-- select --																
	-- select --																
Unsignalized Intersections	Minor Street Stop	2.00	-5.20	3	1	1	3	2	0	0	3	2	0	0	0	3	12.8
	All-Way Stop	2.00	-5.20	3	3	1	2	1	1	0	1	2	0	0	0	3	10.8
	Right-In/Right-out	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
	Right-in/Right-out/Left-in (3/4 access)	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
	RIRO w/downstream U-Turn	1.67	-5.20	1	3	2	2	2	1	-1	2	2	0	0	0	2	5.5
	Mini Roundabout	2.00	-3.68	3	2	1	2	1	2	-1	2	3	0	1	0	3	11.3
	Single Lane Roundabout	2.00	-3.68	2	3	1	2	2	3	-1	2	3	1	2	0	2	9.3
	Multilane Roundabout	2.00	-5.20	1	2	1	1	1	3	-2	1	2	2	3	1	1	0.8
	RCUT / J-Turn (stop control)	1.67	-2.89	1	2	2	2	2	2	-1	2	2	1	2	1	3	9.8
	High-T (unsignalized)	0.00	0.00	0	0	0	0	0	0	0	0	6	0	0	0	0	0.0
Unsignalized Offset-T Intersection	2.00	-5.20	3	1	1	2	2	2	-1	0	4	1	1	0	2	9.8	
Other Unsignalized Intersection (Describe)																	
Signalized Intersections	Signalized Intersection	2.00	-5.20	3	2	2	2	2	1	-1	2	2	2	2	0	2	9.8
	Median U-Turn	1.67	-2.89	1	2	2	3	3	1	-1	2	-1	3	1	3	1	7.8
	Superstreet / RCI	1.67	-2.89	1	2	2	3	3	1	-1	2	2	3	2	3	1	7.8
	Displaced Left-Turn / CFI	1.91	-10.73	0	1	0	1	2	1	-2	0	1	3	3	0	0	-6.8
	Continuous Green-T	0.00	0.00	3	0	0	0	0	0	0	0	6	0	0	0	0	6.0
	Signalized Offset-T Intersection	2.00	-5.20	3	1	1	2	2	2	-1	3	2	2	2	1	2	9.8
	Jughandle	2.00	-2.52	0	1	1	2	3	1	-2	0	0	3	1	3	0	3.5
	Quadrant Roadway	2.00	-4.11	1	1	3	2	2	2	-1	2	0	2	2	2	1	4.9
	Split Intersection	-1.08	-4.11	0	1	1	2	3	1	-2	0	0	3	2	3	0	-1.2
	Bowtie Intersection	2.00	-4.11	3	2	2	3	1	3	-1	2	0	2	1	0	2	8.9
Other Signalized Intersection (Describe)																	
Grade-Separated Intersections	Echelon	2.00	-18.00	2	2	2	1	2	2	-1	0	0	3	3	0	-3	-15.0
	Center Turn Overpass	2.00	-18.00	2	2	2	3	2	1	-2	0	0	3	3	0	-3	-16.0
	Grade-Separated T-Interchange	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
	Diamond Interchange	2.00	-18.00	0	1	1	1	3	1	-2	0	0	3	3	0	-2	-16.0
	Single Quadrant Interchange	2.00	-18.00	0	1	2	2	2	2	-1	1	0	2	2	2	-2	-17.0
Other Interchange (provide description)																	

█ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



ICAT STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Developed and Maintained in Cooperation with Georgia DOT

CDOT ICAT Version 1.2 | Release Date: 4/26/2021

CDOT Project Number: XXXXX

Project Location: SH 94 @ Ellicott Hwy

Existing Intersection Control: Conventional Minor Stop

County/Region: El Paso / CDOT Region 2

Area Type: Rural

Prepared by: HDR, Inc.

Date: 11/20/2024

Type of Project: Operational Improvement Project

Existing / Design Year No-Build Traffic Operations

Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro 10	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2024 Existing No-Build Peak Hr Intersection Delay	7.0 sec	6.1 sec
2024 Existing No-Build Peak Hr Intersection V/C ratio	0.40	0.31
2045 Design Yr No-Build Peak Hr Intersection Delay	11.1 sec	7.4 sec
2045 Design Yr No-Build Peak Hr Intersection V/C ratio	0.67	0.45

Alternatives Analysis

Proposed Control Type Improvement:

Alternative 1	Alternative 2	Alternative 3
Signalized Intersection	Minor Street Stop	Mini Roundabout

Project Cost (From Cost Worksheet)

	Add addtl description here	Add addtl description here	Add addtl description here
Construction Cost	\$50,921	\$6,921	\$236,867
ROW Cost	\$4,959	\$4,959	\$4,959
Environmental Cost	\$0	\$0	\$0
Reimbursable Utility Cost	\$1,528	\$208	\$7,106
Design & Contingency Cost	\$0	\$0	\$0
Cost Adjustment (justification req'd)	0%	0%	0%
Total Cost	\$57,408	\$12,088	\$248,932

Traffic Operations

Traffic Analysis Software Used	Synchro 10		Synchro 10		Synchro 10	
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
2045 Design Yr Build Intersection Delay	9.7 sec	12.5 sec	454.0 sec	301.0 sec	8.2 sec	10.6 sec
2045 Design Yr Build Intersection V/C	0.59	0.74	1.85	1.54	0.35	0.46

Safety Analysis

Predefined CRF: PDO	44%	0%	-10%
Predefined CRF: Fatal/Inj	40%	0%	53%
Predefined CRF Source:	FHWA Clearinghouse IDs: 325 / 7984	-	FHWA Clearinghouse IDs: 5227 / 5228
User Defined CRF: PDO			
User Defined CRF: Fatal/Inj			
User Defined CRF Source (write in if applicable):			

Environmental Impacts

Historic District/Property:	None	None	None
Archaeology Resources:	None	None	None
Graveyard:	None	None	None
Stream:	None	None	None
UST/Hazmat:	None	None	None
Park Land:	None	None	None
EJ Community:	None	None	None
Floodplain:	None	None	None
Wetland:	None	None	None
T&E Species Habitat:	None	None	None

Stakeholder Support:

Note: Be sure to go back to **Costs** worksheet to enter mitigation costs for each noted impact

Local Community Support	Unknown	Unknown	Unknown
CDOT Region Support	Unknown	Unknown	Unknown

Final ICAT Stage 2 Score:	6.5	-1.5	5.5
Rank of Control Type Alternatives:	1	5	2

Note: Based on extrapolated volumes from peak hr data, this intersection MAY not meet MUTCD 8-hour signal warrants; a detailed warrant analysis should be conducted prior to recommending an alternative that assumes signal control

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):



INTERSECTION CONTROL ASSESSMENT TOOL (ICAT) INTERSECTION DATA

Developed and Maintained in Cooperation with Georgia DOT

CDOT ICAT Version 1.2 | Release Date: 4/26/2021

CDOT Project No: **XXXXX** Requested by: **CDOT**

County: **El Paso** CDOTRegion: **Region 2**

Eastbound Approach: **SH 94** 4-In undivided 120' ROW
NR-B Arterial Single LT, shared TH/RT 60 MPH

Westbound Approach: **SH 94** 4-In undivided 120' ROW
NR-B Arterial Single LT, shared TH/RT 60 MPH

Northbound Approach: **Mayberry Dr** 2-In undivided 0' ROW
NR-C Arterial Single LT and RT lanes 35 MPH

Southbound Approach: **Mayberry Dr** 2-In undivided 0' ROW
NR-C Arterial Single LT and RT lanes 35 MPH

Major Rd Direction: **East/West** Area Type: **Suburban**

Intersection Control: **Conventional Minor Stop** Terrain: **Plains**

Prepared By: **HDR, Inc.** Date: **11/20/2024**

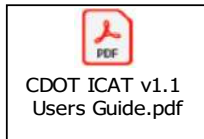
Project Description: **Mayberry TIS**

Type of Project: **Operational Improvement Project**

VOLUME FACTOR DATA

2024	Existing Data Year *
2028	Project Open Year
2045	Project Design Year
9%	K Factor**

ICAT Users Guide (Double Click to Open)



* If current count data is older than 2016, collection of new (current) count data is recommended
 ** K Factor = proportion of average annual daily traffic occurring in the highest hour of the day

CRASH DATA:

Use DiExSys Data or LOSS Database to document no. of PDO, injury, fatal crashes and LOSS at intersection in past 5 years:

Use below link to access CDOT Crash Patterns/LOSS:
<https://cdot.maps.arcgis.com/apps/MapSeries/index.html>

1	Number of PDO crashes in last 5 year period ***
0	Number of Injury crashes in last 5 year period ***
0	Number of Fatal crashes in last 5 year period ***
1	Total number of crashes in last 5 year period

*** **Note:** Enter number of injury and fatal crashes, NOT the number of persons injured or killed.

0	LOSS Total
0	LOSS Severe

2024 Existing Volumes

		SB Mayberry Dr				0.0%			
		0 (0) [0]							
		(0)	(0)	(0)	(0)				
		0	0	0	0		1.0%		
		Peds	↔	↘	↙	Peds	↔		
Critical Lane V/C: 0.13							0	(0)	
EB SH 94	171 (340) [7100]	(0)	0	↘		↙	0	(0)	
		(340)	171	↔		↔	312	(184)	
		(0)	0	↙		↘	1	(6)	
		(0)	0	Peds	↔	↘			
1.0%							Peak Hour % Trucks		
							EB	12%	
							WB	6%	
							NB	8%	
							SB	0%	
Roadway Volume Splits		SH 94: 97%							
		Mayberry Dr: 3%							
		1.0%				35 (22) [400]			
						NB Mayberry Dr			

2028 Opening Year Volumes

		SB Mayberry Dr							
		0 (0) [0]							
		(0)	(0)	(0)	(0)				
		0	0	0	0				
		Peds	↔	↘	↙	Peds	↔		
Critical Lane V/C: 0.34							0	(0)	
EB SH 94	312 (562) [10530]	(0)	0	↘		↙	0	(0)	
		(321)	176	↔		↔	328	(194)	
		(241)	136	↙		↘	116	(142)	
		(0)	0	Peds	↔	↘			
							444 (336) [8265]		
							WB SH 94		
							230 0 108 0		
							(238) (0) (123) (0)		
		338 (361) [7880]							
		NB Mayberry Dr							

Legend:
 000 = AM Peak Hr Movement/
 Approach Volume
 (000) = PM Peak Hr Movement/
 Approach Volume
 [0000]= ADT Approach Volume
 (Estimate)

2045 Design Year Volumes

		SB Mayberry Dr							
		0 (0) [0]							
		(0)	(0)	(0)	(0)				
		0	0	0	0				
		Peds	↔	↘	↙	Peds	↔		
Critical Lane V/C: 0.60							0	(0)	
EB SH 94	432 (672) [19895]	(0)	0	↘		↙	0	(0)	
		(463)	295	↔		↔	561	(493)	
		(209)	137	↙		↘	5	(10)	
		(0)	0	Peds	↔	↘			
							566 (503) [13720]		
							WB SH 94		
							670 0 262 0		
							(713) (0) (329) (0)		
		932 (1042) [13360]							
		NB Mayberry Dr							



ICAT STAGE 1: ALTERNATIVE SHORT-LIST DECISION RECORD

		Right of Way		Safety				Roadway Context				Operations/Maintenance		Costs				
Project Number:	XXXXX	Q1*: Is ROW on major road constrained? (0=no, 1=somewhat, 2=highly)	Q2*: Is ROW on minor road constrained? (0=no, 1=somewhat, 2=highly)	Q3: Intersection quadrants constrained? (0=no, 1=somewhat, 2=highly)	Q4: Are there intersection safety issues? (0=low, 1=moderate, 2=crash hot spot)	Q5: Are there significant pedestrian crossings? (0=no/low, 1=moderate, 2=high)	Q6: Is there significant bicycle activity? (0=no/low, 1=moderate, 2=high)	Q7: Are one or more approach speeds high? (0=no, 1=moderate, 2=high)	Q8: Do roadway contexts, characteristics transition at intersection? (0=no, 1=yes)	Q9: Are there driveways or other access points within the intersection's functional area? (0=no, 1=few, 2=many)	Q10: What is adjacent intersection spacing? (0=isolated, 1=network, 2= dense network)	Q11: Is this a T-intersection? Or can minor ST thru or left turns be eliminated? (0=No, 2=Yes)	Q12: Are design yr no-build volumes high? No-Build 2045 V/C=0.6; (0=low, 2=mod, 4=high)	Q13: Are exist LT volumes high? (Max 2024 LT =32 vph); (0=no, 1=somewhat, 2=yes)	Q14: Could intersection become interchange in next 20 yrs? (0=no, 1=maybe, 2=probably)	Q15: Are costs a primary decision factor? (0=no, 1=somewhat, 2=yes)	Total Stage 1 Screening Evaluation Score	Alternative choice override (justification required)
Project Location:	SH 94 @ Mayberry Dr	Use this Stage 1 assessment form to select 2 to 5 alternatives to be carried into Stage 2 evaluations; Intersection control alternatives with the highest total weighted scores will be highlighted in BLUE and automatically carried forward into the Stage 2 assessment worksheet.																
Existing Control:	Conventional Minor Stop	Number of Alternatives to be Evaluated in Stage 2: 3																
Prepared by:	HDR, Inc.	Scoring Override Justification:																
Date:	11/20/2024																	
1	Answer questions 1-16 with rating of 0, 1 or 2.																	
2	Deselect or select any alternative by placing an X or Y (respectively) in column to right of score; Enter change justification in rightmost column																	
Intersection Alternatives: (see Intersections tab for detailed description of intersection/interchange type)		1	1	1	0	0	0	2	0	0	2	2	0	0	0	2		
Conventional Improvement	-- select --																	
	-- select --																	
	Minor Street Stop	2.00	-5.20	3	1	1	3	2	0	0	3	2	0	0	0	3	19.8	
	All-Way Stop	2.00	-5.20	3	3	1	2	1	1	0	1	2	0	0	0	3	13.8	
Unsignalized Intersections	Right-In/Right-out	2.00	-5.20	3	3	2	2	2	0	0	3	3	0	0	0	3	21.8	X Too many left turn movements
	Right-in/Right-out/Left-in (3/4 access)	2.00	-5.20	3	2	2	2	2	1	0	3	3	1	0	0	3	21.8	X Too many left turn movements
	RIRO w/downstream U-Turn	1.48	-5.20	1	3	2	2	2	1	-1	2	2	0	0	0	2	13.3	
	Mini Roundabout	2.00	-3.68	3	2	1	2	1	2	-1	2	3	0	1	0	3	19.3	
	Single Lane Roundabout	2.00	-3.68	2	3	1	2	2	3	-1	2	3	1	2	0	2	18.3	
	Multilane Roundabout	2.00	-6.25	1	2	1	1	1	3	-2	1	2	2	3	1	1	6.8	
	RCUT / J-Turn (stop control)	1.48	-2.89	1	2	2	2	2	2	-1	2	2	1	2	1	3	17.6	
	High-T (unsignalized)	2.00	-5.73	3	1	0	1	2	1	-2	0	6	1	0	0	2	19.3	
	Unsignalized Offset-T Intersection	2.00	-5.20	3	1	1	2	2	2	-1	0	4	1	1	0	2	15.8	
	Other Unsignalized Intersection (Describe)																	
Signalized Intersections	Signalized Intersection	2.00	-5.20	3	2	2	2	2	1	-1	2	2	2	2	0	2	15.8	Y Standard Intersection Treatment
	Median U-Turn	1.48	-2.89	1	2	2	3	3	1	-1	2	-1	3	1	3	1	9.6	
	Superstreet / RCI	1.48	-2.89	1	2	2	3	3	1	-1	2	2	3	2	3	1	15.6	
	Displaced Left-Turn / CFI	1.42	-10.73	0	1	0	1	2	1	-2	0	1	3	3	0	0	-3.3	
	Continuous Green-T	2.00	-4.11	3	1	0	2	2	1	-2	0	6	2	2	0		16.9	
	Signalized Offset-T Intersection	2.00	-5.20	3	1	1	2	2	2	-1	3	2	2	2	1	2	17.8	X No through movements to be analyzed
	Jughandle	2.00	-2.52	0	1	1	2	3	1	-2	0	0	3	1	3	0	5.5	
	Quadrant Roadway	2.00	-4.11	1	1	3	2	2	2	-1	2	0	2	2	2	1	8.9	
	Split Intersection	-1.27	-4.11	0	1	1	2	3	1	-2	0	0	3	2	3	0	0.6	
	Bowtie Intersection	2.00	-4.11	3	2	2	3	1	3	-1	2	0	2	1	0	2	10.9	
Other Signalized Intersection (Describe)																		
Grade-Separated Intersections	Echelon	2.00	-18.00	2	2	2	1	2	2	-1	0	0	3	3	0	-3	-16.0	
	Center Turn Overpass	2.00	-18.00	2	2	2	3	2	1	-2	0	0	3	3	0	-3	-16.0	
	Grade-Separated T-Interchange	2.00	-18.00	2	2	2	2	2	1	-1	0	2	2	2	0	-2	-10.0	
	Diamond Interchange	2.00	-18.00	0	1	1	1	3	1	-2	0	0	3	3	0	-2	-14.0	
	Single Quadrant Interchange	2.00	-18.00	0	1	2	2	2	2	-1	1	0	2	2	2	-2	-14.0	
	Other Interchange (provide description)																	

█ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



ICAT STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Developed and Maintained in Cooperation with Georgia DOT

CDOT ICAT Version 1.2 | Release Date: 4/26/2021

CDOT Project Number: XXXXX

Project Location: SH 94 @ Mayberry Dr

Existing Intersection Control: Conventional Minor Stop

County/Region: El Paso / CDOT Region 2

Area Type: Suburban

Prepared by: HDR, Inc.

Date: 11/20/2024

Type of Project: Operational Improvement Project

Existing / Design Year No-Build Traffic Operations

Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro 10	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2024 Existing No-Build Peak Hr Intersection Delay	0.8 sec	0.6 sec
2024 Existing No-Build Peak Hr Intersection V/C ratio	0.07	0.04
2045 Design Yr No-Build Peak Hr Intersection Delay	3.0 sec	2.9 sec
2045 Design Yr No-Build Peak Hr Intersection V/C ratio	0.35	0.34

Alternatives Analysis

Proposed Control Type Improvement:

Alternative 1	Alternative 2	Alternative 3
Signalized Intersection	Minor Street Stop	Mini Roundabout

Project Cost (From Cost Worksheet)

	Add addt'l description here	Add addt'l description here	Add addt'l description here
Construction Cost	\$79,156	\$7,655	\$262,045
ROW Cost	\$24,793	\$4,959	\$4,959
Environmental Cost	\$0	\$0	\$0
Reimbursable Utility Cost	\$2,375	\$230	\$7,861
Design & Contingency Cost	\$0	\$0	\$0
Cost Adjustment (justification req'd)	0%	0%	0%
Total Cost	\$106,324	\$12,843	\$274,865

Traffic Operations

Traffic Analysis Software Used	Synchro 10		Synchro 10		Synchro 10	
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
2045 Design Yr Build Intersection Delay	22.3 sec	44.1 sec	500.0 sec	500.0 sec	10.8 sec	19.3 sec
2045 Design Yr Build Intersection V/C	0.91	1.07	5.00	5.00	0.70	0.89

Safety Analysis

Predefined CRF: PDO	39%	0%	-10%
Predefined CRF: Fatal/Inj	40%	0%	53%
Predefined CRF Source:	FHWA Clearinghouse IDs: 7982 / 7984	-	FHWA Clearinghouse IDs: 5227 / 5228
User Defined CRF: PDO			
User Defined CRF: Fatal/Inj			
User Defined CRF Source (write in if applicable):			

Environmental Impacts

Historic District/Property:	None	None	None
Archaeology Resources:	None	None	None
Graveyard:	None	None	None
Stream:	None	None	None
UST/Hazmat:	None	None	None
Park Land:	None	None	None
EJ Community:	None	None	None
Floodplain:	None	None	None
Wetland:	None	None	None
T&E Species Habitat:	None	None	None

Stakeholder Support:

Note: Be sure to go back to **Costs** worksheet to enter mitigation costs for each noted impact

Local Community Support	Unknown	Unknown	Unknown
CDOT Region Support	Unknown	Unknown	Unknown

Final ICAT Stage 2 Score:	5.3	-6.4	2.8
Rank of Control Type Alternatives:	1	5	2

Note: Based on extrapolated volumes from peak hr data, this intersection MAY not meet MUTCD 8-hour signal warrants; a detailed warrant analysis should be conducted prior to recommending an alternative that assumes signal control

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

Appendix I – Synchro Outputs

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	4	147	11	12	328	24	30	16	5	16	10	23
Future Vol, veh/h	4	147	11	12	328	24	30	16	5	16	10	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	160	12	13	357	26	33	17	5	17	11	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	383	0	0	172	0	0	588	583	166	581	576	370
Stage 1	-	-	-	-	-	-	174	174	-	396	396	-
Stage 2	-	-	-	-	-	-	414	409	-	185	180	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1175	-	-	1405	-	-	421	424	878	425	428	676
Stage 1	-	-	-	-	-	-	828	755	-	629	604	-
Stage 2	-	-	-	-	-	-	616	596	-	817	750	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1175	-	-	1405	-	-	394	419	878	405	423	676
Mov Cap-2 Maneuver	-	-	-	-	-	-	394	419	-	405	423	-
Stage 1	-	-	-	-	-	-	826	753	-	627	599	-
Stage 2	-	-	-	-	-	-	577	591	-	790	748	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			14.7			13		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	425	1175	-	-	1405	-	-	504
HCM Lane V/C Ratio	0.13	0.004	-	-	0.009	-	-	0.106
HCM Control Delay (s)	14.7	8.1	-	-	7.6	-	-	13
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.4

HCM 6th TWSC
2: Log Road & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	0	163	8	2	283	4	25	5	6	8	11	5
Future Vol, veh/h	0	163	8	2	283	4	25	5	6	8	11	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	177	9	2	308	4	27	5	7	9	12	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	312	0	0	186	0	0	505	498	182	502	500	310
Stage 1	-	-	-	-	-	-	182	182	-	314	314	-
Stage 2	-	-	-	-	-	-	323	316	-	188	186	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1248	-	-	1388	-	-	478	474	861	480	473	730
Stage 1	-	-	-	-	-	-	820	749	-	697	656	-
Stage 2	-	-	-	-	-	-	689	655	-	814	746	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1248	-	-	1388	-	-	465	474	861	472	473	730
Mov Cap-2 Maneuver	-	-	-	-	-	-	465	474	-	472	473	-
Stage 1	-	-	-	-	-	-	820	749	-	697	655	-
Stage 2	-	-	-	-	-	-	670	654	-	802	746	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			12.7			12.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	505	1248	-	-	1388	-	-	510
HCM Lane V/C Ratio	0.077	-	-	-	0.002	-	-	0.051
HCM Control Delay (s)	12.7	0	-	-	7.6	-	-	12.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

HCM 6th TWSC
3: Ellicott Highway & SH 94

01/27/2025

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	19	60	123	25	177	20	105	41	10	12	66	43
Future Vol, veh/h	19	60	123	25	177	20	105	41	10	12	66	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	65	134	27	192	22	114	45	11	13	72	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	199	0	0	491	442	132	459	498	203
Stage 1	-	-	-	-	-	-	174	174	-	257	257	-
Stage 2	-	-	-	-	-	-	317	268	-	202	241	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1356	-	-	1373	-	-	488	510	917	512	474	838
Stage 1	-	-	-	-	-	-	828	755	-	748	695	-
Stage 2	-	-	-	-	-	-	694	687	-	800	706	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1356	-	-	1373	-	-	395	492	917	459	457	838
Mov Cap-2 Maneuver	-	-	-	-	-	-	395	492	-	459	457	-
Stage 1	-	-	-	-	-	-	816	744	-	737	681	-
Stage 2	-	-	-	-	-	-	575	673	-	732	695	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.9			18.6			13.7		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	433	1356	-	-	1373	-	-	545
HCM Lane V/C Ratio	0.392	0.015	-	-	0.02	-	-	0.241
HCM Control Delay (s)	18.6	7.7	-	-	7.7	-	-	13.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.8	0	-	-	0.1	-	-	0.9

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Vol, veh/h	166	14	1	312	32	3
Future Vol, veh/h	166	14	1	312	32	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	-	570	-	-	0	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	180	15	1	339	35	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	195	0	521
Stage 1	-	-	-	-	180
Stage 2	-	-	-	-	341
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1378	-	516
Stage 1	-	-	-	-	851
Stage 2	-	-	-	-	720
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1378	-	515
Mov Cap-2 Maneuver	-	-	-	-	515
Stage 1	-	-	-	-	851
Stage 2	-	-	-	-	719

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	515	863	-	-	1378	-
HCM Lane V/C Ratio	0.068	0.004	-	-	0.001	-
HCM Control Delay (s)	12.5	9.2	-	-	7.6	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	171	0	0	313	0	0
Future Vol, veh/h	171	0	0	313	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	186	0	0	340	0	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	186
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	856
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	856
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

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	19	331	36	11	110	17	10	10	13	33	11	3
Future Vol, veh/h	19	331	36	11	110	17	10	10	13	33	11	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	360	39	12	120	18	11	11	14	36	12	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	138	0	0	399	0	0	583	584	380	587	594	129
Stage 1	-	-	-	-	-	-	422	422	-	153	153	-
Stage 2	-	-	-	-	-	-	161	162	-	434	441	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1446	-	-	1160	-	-	424	423	667	421	418	921
Stage 1	-	-	-	-	-	-	609	588	-	849	771	-
Stage 2	-	-	-	-	-	-	841	764	-	600	577	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1446	-	-	1160	-	-	405	412	667	396	408	921
Mov Cap-2 Maneuver	-	-	-	-	-	-	405	412	-	396	408	-
Stage 1	-	-	-	-	-	-	600	579	-	836	763	-
Stage 2	-	-	-	-	-	-	816	756	-	568	568	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.6			13.1			14.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	482	1446	-	-	1160	-	-	414
HCM Lane V/C Ratio	0.074	0.014	-	-	0.01	-	-	0.123
HCM Control Delay (s)	13.1	7.5	-	-	8.1	-	-	14.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.4

HCM 6th TWSC
2: Log Road & SH 94

01/27/2025

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	10	295	36	2	123	6	4	3	3	8	3	2
Future Vol, veh/h	10	295	36	2	123	6	4	3	3	8	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	321	39	2	134	7	4	3	3	9	3	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	141	0	0	360	0	0	507	508	341	508	524	138
Stage 1	-	-	-	-	-	-	363	363	-	142	142	-
Stage 2	-	-	-	-	-	-	144	145	-	366	382	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1442	-	-	1199	-	-	476	468	701	475	458	910
Stage 1	-	-	-	-	-	-	656	625	-	861	779	-
Stage 2	-	-	-	-	-	-	859	777	-	653	613	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1442	-	-	1199	-	-	468	462	701	466	453	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	468	462	-	466	453	-
Stage 1	-	-	-	-	-	-	649	619	-	852	777	-
Stage 2	-	-	-	-	-	-	852	775	-	640	607	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			12.1			12.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	518	1442	-	-	1199	-	-	500
HCM Lane V/C Ratio	0.021	0.008	-	-	0.002	-	-	0.028
HCM Control Delay (s)	12.1	7.5	0	-	8	-	-	12.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 6th TWSC
 3: Ellicott Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	52	161	65	7	68	11	21	45	122	17	27	38
Future Vol, veh/h	52	161	65	7	68	11	21	45	122	17	27	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	175	71	8	74	12	23	49	133	18	29	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	86	0	0	246	0	0	456	427	211	512	456	80
Stage 1	-	-	-	-	-	-	325	325	-	96	96	-
Stage 2	-	-	-	-	-	-	131	102	-	416	360	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1510	-	-	1320	-	-	515	520	829	472	501	980
Stage 1	-	-	-	-	-	-	687	649	-	911	815	-
Stage 2	-	-	-	-	-	-	873	811	-	614	626	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1510	-	-	1320	-	-	455	497	829	354	479	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	455	497	-	354	479	-
Stage 1	-	-	-	-	-	-	661	624	-	876	810	-
Stage 2	-	-	-	-	-	-	801	806	-	457	602	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.6			12.8			12.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	662	1510	-	-	1320	-	-	573
HCM Lane V/C Ratio	0.309	0.037	-	-	0.006	-	-	0.156
HCM Control Delay (s)	12.8	7.5	-	-	7.7	-	-	12.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0	-	-	0.5

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Vol, veh/h	274	16	6	184	21	1
Future Vol, veh/h	274	16	6	184	21	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	-	-	0	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	298	17	7	200	23	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	315	0	512	298
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	214	-
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	-	-	1245	-	522	741
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	822	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1245	-	519	741
Mov Cap-2 Maneuver	-	-	-	-	519	-
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	519	741	-	-	1245	-
HCM Lane V/C Ratio	0.044	0.001	-	-	0.005	-
HCM Control Delay (s)	12.3	9.9	-	-	7.9	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	340	0	0	129	0	1
Future Vol, veh/h	340	0	0	129	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	370	0	0	140	0	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	370
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	676
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	676
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	676	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Control Delay (s)	10.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

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	5	237	12	16	418	33	32	17	9	24	11	25
Future Vol, veh/h	5	237	12	16	418	33	32	17	9	24	11	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	258	13	17	454	36	35	18	10	26	12	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	490	0	0	271	0	0	801	799	265	795	787	472
Stage 1	-	-	-	-	-	-	275	275	-	506	506	-
Stage 2	-	-	-	-	-	-	526	524	-	289	281	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1073	-	-	1292	-	-	303	319	774	305	324	592
Stage 1	-	-	-	-	-	-	731	683	-	549	540	-
Stage 2	-	-	-	-	-	-	535	530	-	719	678	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1073	-	-	1292	-	-	277	313	774	284	318	592
Mov Cap-2 Maneuver	-	-	-	-	-	-	277	313	-	284	318	-
Stage 1	-	-	-	-	-	-	727	680	-	546	533	-
Stage 2	-	-	-	-	-	-	492	523	-	687	675	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			19			16.7		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	320	1073	-	-	1292	-	-	372
HCM Lane V/C Ratio	0.197	0.005	-	-	0.013	-	-	0.175
HCM Control Delay (s)	19	8.4	-	-	7.8	-	-	16.7
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.6

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	169	9	3	296	5	27	6	7	9	12	6
Future Vol, veh/h	0	169	9	3	296	5	27	6	7	9	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	184	10	3	322	5	29	7	8	10	13	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	327	0	0	194	0	0	530	522	189	528	525	325
Stage 1	-	-	-	-	-	-	189	189	-	331	331	-
Stage 2	-	-	-	-	-	-	341	333	-	197	194	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1233	-	-	1379	-	-	460	459	853	461	458	716
Stage 1	-	-	-	-	-	-	813	744	-	682	645	-
Stage 2	-	-	-	-	-	-	674	644	-	805	740	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1233	-	-	1379	-	-	445	458	853	451	457	716
Mov Cap-2 Maneuver	-	-	-	-	-	-	445	458	-	451	457	-
Stage 1	-	-	-	-	-	-	813	744	-	682	643	-
Stage 2	-	-	-	-	-	-	652	642	-	791	740	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			13.1			12.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	488	1233	-	-	1379	-	-	495
HCM Lane V/C Ratio	0.089	-	-	-	0.002	-	-	0.059
HCM Control Delay (s)	13.1	0	-	-	7.6	0	-	12.7
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

HCM 6th TWSC
3: Ellicott Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	70	137	27	191	22	116	44	11	13	70	47
Future Vol, veh/h	21	70	137	27	191	22	116	44	11	13	70	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	76	149	29	208	24	126	48	12	14	76	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	232	0	0	225	0	0	539	487	151	505	549	220
Stage 1	-	-	-	-	-	-	197	197	-	278	278	-
Stage 2	-	-	-	-	-	-	342	290	-	227	271	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1336	-	-	1344	-	-	453	481	895	478	443	820
Stage 1	-	-	-	-	-	-	805	738	-	728	680	-
Stage 2	-	-	-	-	-	-	673	672	-	776	685	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1336	-	-	1344	-	-	356	462	895	422	426	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	356	462	-	422	426	-
Stage 1	-	-	-	-	-	-	791	725	-	716	665	-
Stage 2	-	-	-	-	-	-	547	657	-	703	673	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.9			22			14.6		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	395	1336	-	-	1344	-	-	515
HCM Lane V/C Ratio	0.471	0.017	-	-	0.022	-	-	0.274
HCM Control Delay (s)	22	7.7	-	-	7.7	-	-	14.6
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.4	0.1	-	-	0.1	-	-	1.1

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	267	15	13	0	116	8
Future Vol, veh/h	267	15	13	0	116	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	300	-	0	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	290	16	14	0	126	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	306	0	318
Stage 1	-	-	-	-	290
Stage 2	-	-	-	-	28
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1255	-	675
Stage 1	-	-	-	-	759
Stage 2	-	-	-	-	995
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1255	-	668
Mov Cap-2 Maneuver	-	-	-	-	668
Stage 1	-	-	-	-	759
Stage 2	-	-	-	-	984

Approach	EB	WB	NB
HCM Control Delay, s	0	7.9	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	668	749	-	-	1255	-
HCM Lane V/C Ratio	0.189	0.012	-	-	0.011	-
HCM Control Delay (s)	11.6	9.9	-	-	7.9	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	185	92	0	342	0	10
Future Vol, veh/h	185	92	0	342	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	201	100	0	372	0	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	201
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	840
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	840
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	840	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

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	20	446	38	20	195	27	11	11	22	47	12	4
Future Vol, veh/h	20	446	38	20	195	27	11	11	22	47	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	485	41	22	212	29	12	12	24	51	13	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	241	0	0	526	0	0	829	835	506	839	841	227
Stage 1	-	-	-	-	-	-	550	550	-	271	271	-
Stage 2	-	-	-	-	-	-	279	285	-	568	570	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1326	-	-	1041	-	-	290	304	566	285	301	812
Stage 1	-	-	-	-	-	-	519	516	-	735	685	-
Stage 2	-	-	-	-	-	-	728	676	-	508	505	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1326	-	-	1041	-	-	271	292	566	257	290	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	271	292	-	257	290	-
Stage 1	-	-	-	-	-	-	510	507	-	723	671	-
Stage 2	-	-	-	-	-	-	695	662	-	467	496	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.7			16			22.4		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	376	1326	-	-	1041	-	-	275
HCM Lane V/C Ratio	0.127	0.016	-	-	0.021	-	-	0.249
HCM Control Delay (s)	16	7.8	-	-	8.5	-	-	22.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	1

HCM 6th TWSC
2: Log Road & SH 94

01/27/2025

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	11	308	38	3	123	7	5	4	4	9	4	3
Future Vol, veh/h	11	308	38	3	123	7	5	4	4	9	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	335	41	3	134	8	5	4	4	10	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	142	0	0	376	0	0	528	528	356	528	544	138
Stage 1	-	-	-	-	-	-	380	380	-	144	144	-
Stage 2	-	-	-	-	-	-	148	148	-	384	400	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1441	-	-	1182	-	-	461	456	688	461	446	910
Stage 1	-	-	-	-	-	-	642	614	-	859	778	-
Stage 2	-	-	-	-	-	-	855	775	-	639	602	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1441	-	-	1182	-	-	451	450	688	450	440	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	451	450	-	450	440	-
Stage 1	-	-	-	-	-	-	635	607	-	850	776	-
Stage 2	-	-	-	-	-	-	845	773	-	623	595	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			12.3			12.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	504	1441	-	-	1182	-	-	494
HCM Lane V/C Ratio	0.028	0.008	-	-	0.003	-	-	0.035
HCM Control Delay (s)	12.3	7.5	0	-	8.1	0	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 6th TWSC
3: Ellicott Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	56	177	72	8	76	12	26	48	129	18	29	43
Future Vol, veh/h	56	177	72	8	76	12	26	48	129	18	29	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	192	78	9	83	13	28	52	140	20	32	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	96	0	0	270	0	0	500	467	231	557	500	90
Stage 1	-	-	-	-	-	-	353	353	-	108	108	-
Stage 2	-	-	-	-	-	-	147	114	-	449	392	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1498	-	-	1293	-	-	481	493	808	441	473	968
Stage 1	-	-	-	-	-	-	664	631	-	897	806	-
Stage 2	-	-	-	-	-	-	856	801	-	589	606	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1498	-	-	1293	-	-	418	469	808	321	450	968
Mov Cap-2 Maneuver	-	-	-	-	-	-	418	469	-	321	450	-
Stage 1	-	-	-	-	-	-	637	605	-	860	800	-
Stage 2	-	-	-	-	-	-	777	795	-	427	581	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.7			13.8			13		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	626	1498	-	-	1293	-	-	546
HCM Lane V/C Ratio	0.352	0.041	-	-	0.007	-	-	0.179
HCM Control Delay (s)	13.8	7.5	-	-	7.8	-	-	13
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0	-	-	0.6

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	369	53	16	0	118	3
Future Vol, veh/h	369	53	16	0	118	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	-	570	300	-	0	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	401	58	17	0	128	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	459	0	435
Stage 1	-	-	-	-	401
Stage 2	-	-	-	-	34
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1102	-	578
Stage 1	-	-	-	-	676
Stage 2	-	-	-	-	988
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1102	-	569
Mov Cap-2 Maneuver	-	-	-	-	569
Stage 1	-	-	-	-	676
Stage 2	-	-	-	-	973

Approach	EB	WB	NB
HCM Control Delay, s	0	8.3	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	569	649	-	-	1102	-
HCM Lane V/C Ratio	0.225	0.005	-	-	0.016	-
HCM Control Delay (s)	13.2	10.6	-	-	8.3	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	360	81	0	152	0	10
Future Vol, veh/h	360	81	0	152	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	391	88	0	165	0	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	391
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	658
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	658
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	658	-	-	-
HCM Lane V/C Ratio	0.017	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

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	5	263	12	19	481	38	32	17	11	26	11	25
Future Vol, veh/h	5	263	12	19	481	38	32	17	11	26	11	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	286	13	21	523	41	35	18	12	28	12	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	564	0	0	299	0	0	908	909	293	904	895	544
Stage 1	-	-	-	-	-	-	303	303	-	586	586	-
Stage 2	-	-	-	-	-	-	605	606	-	318	309	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1008	-	-	1262	-	-	256	275	746	258	280	539
Stage 1	-	-	-	-	-	-	706	664	-	496	497	-
Stage 2	-	-	-	-	-	-	485	487	-	693	660	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1008	-	-	1262	-	-	231	269	746	237	274	539
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	269	-	237	274	-
Stage 1	-	-	-	-	-	-	702	661	-	494	489	-
Stage 2	-	-	-	-	-	-	442	479	-	660	657	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			22			19.5		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	277	1008	-	-	1262	-	-	316
HCM Lane V/C Ratio	0.235	0.005	-	-	0.016	-	-	0.213
HCM Control Delay (s)	22	8.6	-	-	7.9	-	-	19.5
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.8

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	0	215	26	33	334	5	62	6	12	9	12	6
Future Vol, veh/h	0	215	26	33	334	5	62	6	12	9	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	234	28	36	363	5	67	7	13	10	13	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	368	0	0	262	0	0	696	688	248	696	700	366
Stage 1	-	-	-	-	-	-	248	248	-	438	438	-
Stage 2	-	-	-	-	-	-	448	440	-	258	262	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1191	-	-	1302	-	-	356	369	791	356	363	679
Stage 1	-	-	-	-	-	-	756	701	-	597	579	-
Stage 2	-	-	-	-	-	-	590	578	-	747	691	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1191	-	-	1302	-	-	334	356	791	336	350	679
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	356	-	336	350	-
Stage 1	-	-	-	-	-	-	756	701	-	597	559	-
Stage 2	-	-	-	-	-	-	551	558	-	728	691	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			17.8			15.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	368	1191	-	-	1302	-	-	386
HCM Lane V/C Ratio	0.236	-	-	-	0.028	-	-	0.076
HCM Control Delay (s)	17.8	0	-	-	7.8	0	-	15.1
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.2

HCM 6th TWSC
3: Ellicott Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	30	81	150	27	211	22	138	44	11	13	70	60
Future Vol, veh/h	30	81	150	27	211	22	138	44	11	13	70	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	88	163	29	229	24	150	48	12	14	76	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	253	0	0	251	0	0	606	547	170	565	616	241
Stage 1	-	-	-	-	-	-	236	236	-	299	299	-
Stage 2	-	-	-	-	-	-	370	311	-	266	317	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1312	-	-	1314	-	-	409	445	874	436	406	798
Stage 1	-	-	-	-	-	-	767	710	-	710	666	-
Stage 2	-	-	-	-	-	-	650	658	-	739	654	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1312	-	-	1314	-	-	308	425	874	379	387	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	308	425	-	379	387	-
Stage 1	-	-	-	-	-	-	748	692	-	692	651	-
Stage 2	-	-	-	-	-	-	515	644	-	661	638	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.8			30.9			15.7		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	342	1312	-	-	1314	-	-	492
HCM Lane V/C Ratio	0.613	0.025	-	-	0.022	-	-	0.316
HCM Control Delay (s)	30.9	7.8	-	-	7.8	-	-	15.7
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	3.9	0.1	-	-	0.1	-	-	1.3

Intersection						
Int Delay, s/veh	8.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	176	136	116	0	230	108
Future Vol, veh/h	176	136	116	0	230	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	300	-	0	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	191	148	126	0	250	117
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	339	0	443	191
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	252	-
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	-	-	1220	-	572	851
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	790	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1220	-	513	851
Mov Cap-2 Maneuver	-	-	-	-	513	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	709	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	8.3	15.8			
HCM LOS			C			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	513	851	-	-	1220	-
HCM Lane V/C Ratio	0.487	0.138	-	-	0.103	-
HCM Control Delay (s)	18.5	9.9	-	-	8.3	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	2.6	0.5	-	-	0.3	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	227	59	0	402	0	14
Future Vol, veh/h	227	59	0	402	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	247	64	0	437	0	15

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	247
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	792
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	792
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	792	-	-	-
HCM Lane V/C Ratio	0.019	-	-	-
HCM Control Delay (s)	9.6	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

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	0	196	0	8	4	0	0	0	0	18	23	211
Future Vol, veh/h	0	196	0	8	4	0	0	0	0	18	23	211
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	213	0	9	4	0	0	0	0	20	25	229

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	65	25	286	294	-	0	0	0
Stage 1	-	65	-	0	0	-	-	-	-
Stage 2	-	0	-	286	294	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	826	1051	666	617	0	-	-	-
Stage 1	0	841	-	-	-	0	-	-	-
Stage 2	0	-	-	721	670	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	826	1051	533	617	-	-	-	-
Mov Cap-2 Maneuver	-	826	-	533	617	-	-	-	-
Stage 1	-	841	-	-	-	-	-	-	-
Stage 2	-	-	-	538	670	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	10.9		11.6			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	826	558	-	-	-
HCM Lane V/C Ratio	0.258	0.023	-	-	-
HCM Control Delay (s)	10.9	11.6	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	1	0.1	-	-	-

HCM 6th TWSC
7: NB Mayberry Dr & Village Main St

01/27/2025

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	194	20	0	0	12	50	1	94	3	0	0	0
Future Vol, veh/h	194	20	0	0	12	50	1	94	3	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	0	2	0	2	0	2	2	2
Mvmt Flow	211	22	0	0	13	54	1	102	3	0	0	0

Major/Minor	Minor2		Minor1		Major1		
Conflicting Flow All	60	107	-	-	106	53	0
Stage 1	0	0	-	-	106	-	-
Stage 2	60	107	-	-	0	-	-
Critical Hdwy	7.5	6.54	-	-	6.5	6.94	4.1
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-
Critical Hdwy Stg 2	6.5	5.54	-	-	-	-	-
Follow-up Hdwy	3.5	4.02	-	-	4	3.32	2.2
Pot Cap-1 Maneuver	934	782	0	0	788	1003	-
Stage 1	-	-	0	0	811	-	-
Stage 2	950	806	0	0	-	-	-
Platoon blocked, %							-
Mov Cap-1 Maneuver	872	782	-	-	788	1003	-
Mov Cap-2 Maneuver	872	782	-	-	788	-	-
Stage 1	-	-	-	-	811	-	-
Stage 2	884	806	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	10.7	9	
HCM LOS	B	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	863	788	1003
HCM Lane V/C Ratio	-	-	-	0.27	0.017	0.054
HCM Control Delay (s)	-	-	-	10.7	9.6	8.8
HCM Lane LOS	-	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	-	1.1	0.1	0.2

HCM 6th TWSC
8: Positive Place & SB Mayberry Dr

01/27/2025

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	32	7	34	7	0	0	0	0	16	9	6
Future Vol, veh/h	0	32	7	34	7	0	0	0	0	16	9	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	8	37	8	0	0	0	0	17	10	7

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	48	9	57	51	-	0	0	0
Stage 1	-	48	-	0	0	-	-	-	-
Stage 2	-	0	-	57	51	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	843	1070	933	840	0	-	-	-
Stage 1	0	854	-	-	-	0	-	-	-
Stage 2	0	-	-	948	852	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	843	1070	898	840	-	-	-	-
Mov Cap-2 Maneuver	-	843	-	898	840	-	-	-	-
Stage 1	-	854	-	-	-	-	-	-	-
Stage 2	-	-	-	903	852	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	876	898	840	-	-	-
HCM Lane V/C Ratio	0.048	0.041	0.009	-	-	-
HCM Control Delay (s)	9.3	9.2	9.3	-	-	-
HCM Lane LOS	A	A	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	-

HCM 6th TWSC
 9: NB Mayberry Dr & Positive Place

01/27/2025

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	31	18	0	0	38	53	3	13	13	0	0	0
Future Vol, veh/h	31	18	0	0	38	53	3	13	13	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	20	0	0	41	58	3	14	14	0	0	0

Major/Minor	Minor2		Minor1		Major1		
Conflicting Flow All	34	34	-	-	27	14	0
Stage 1	0	0	-	-	27	-	-
Stage 2	34	34	-	-	0	-	-
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22
Pot Cap-1 Maneuver	968	858	0	0	866	1062	-
Stage 1	-	-	0	0	872	-	-
Stage 2	978	866	0	0	-	-	-
Platoon blocked, %							-
Mov Cap-1 Maneuver	882	858	-	-	866	1062	-
Mov Cap-2 Maneuver	882	858	-	-	866	-	-
Stage 1	-	-	-	-	872	-	-
Stage 2	881	866	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	882	858	866	1062
HCM Lane V/C Ratio	-	-	-	0.038	0.023	0.048	0.054
HCM Control Delay (s)	-	-	-	9.2	9.3	9.4	8.6
HCM Lane LOS	-	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	0.1	0.1	0.2

Intersection				
Intersection Delay, s/veh	3.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	26	50	1	50
Demand Flow Rate, veh/h	26	51	1	51
Vehicles Circulating, veh/h	15	16	38	30
Vehicles Exiting, veh/h	66	23	3	37
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.8	3.0	2.8	3.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	26	51	1	51
Cap Entry Lane, veh/h	1359	1358	1327	1338
Entry HV Adj Factor	0.992	0.988	0.980	0.979
Flow Entry, veh/h	26	50	1	50
Cap Entry, veh/h	1348	1342	1301	1310
V/C Ratio	0.019	0.038	0.001	0.038
Control Delay, s/veh	2.8	3.0	2.8	3.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗
Traffic Vol, veh/h	32	4	3	5	6	22
Future Vol, veh/h	32	4	3	5	6	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	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	35	4	3	5	7	24

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	18	7	31	0	0
Stage 1	7	-	-	-	-
Stage 2	11	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	1000	1075	1582	-	-
Stage 1	1016	-	-	-	-
Stage 2	1012	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	998	1075	1582	-	-
Mov Cap-2 Maneuver	998	-	-	-	-
Stage 1	1014	-	-	-	-
Stage 2	1012	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	2.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1582	-	998	1075	-	-
HCM Lane V/C Ratio	0.002	-	0.035	0.004	-	-
HCM Control Delay (s)	7.3	0	8.7	8.4	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

Intersection					
Intersection Delay, s/veh	2.7				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	2	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	0	11	0	1	
Demand Flow Rate, veh/h	0	11	0	1	
Vehicles Circulating, veh/h	1	0	1	0	
Vehicles Exiting, veh/h	0	1	0	11	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	0.0	2.7	0.0	2.5	
Approach LOS	-	A	-	A	
Lane	Left	Left	Left	Left	Right
Designated Moves	LTR	LTR	LTR	L	TR
Assumed Moves	LTR	LTR	LTR	L	TR
RT Channelized					
Lane Util	1.000	1.000	1.000	1.000	0.000
Follow-Up Headway, s	2.609	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.976	4.544	4.544
Entry Flow, veh/h	0	11	0	1	0
Cap Entry Lane, veh/h	1378	1380	1378	1420	1420
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	11	0	1	0
Cap Entry, veh/h	1378	1380	1378	1420	1420
V/C Ratio	0.000	0.008	0.000	0.001	0.000
Control Delay, s/veh	2.6	2.7	2.6	2.5	2.5
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0

HCM 6th Roundabout
13: Springs Road & Boulevard A

01/27/2025

Intersection				
Intersection Delay, s/veh	2.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1	12	0	0
Demand Flow Rate, veh/h	1	12	0	0
Vehicles Circulating, veh/h	0	0	1	11
Vehicles Exiting, veh/h	11	1	0	1
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.7	0.0	0.0
Approach LOS	A	A	-	-
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	1	12	0	0
Cap Entry Lane, veh/h	1380	1380	1378	1364
Entry HV Adj Factor	0.980	0.982	1.000	1.000
Flow Entry, veh/h	1	12	0	0
Cap Entry, veh/h	1353	1355	1378	1364
V/C Ratio	0.001	0.009	0.000	0.000
Control Delay, s/veh	2.7	2.7	2.6	2.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

HCM 6th TWSC
14: Log Road & Boulevard A

01/27/2025

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	8	7	3
Future Vol, veh/h	0	0	0	8	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	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	0	0	0	9	8	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	19	10	11	0	0
Stage 1	10	-	-	-	-
Stage 2	9	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	998	1071	1608	-	-
Stage 1	1013	-	-	-	-
Stage 2	1014	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	998	1071	1608	-	-
Mov Cap-2 Maneuver	998	-	-	-	-
Stage 1	1013	-	-	-	-
Stage 2	1014	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1608	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

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	20	570	38	18	270	40	11	11	21	64	12	4
Future Vol, veh/h	20	570	38	18	270	40	11	11	21	64	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	620	41	20	293	43	12	12	23	70	13	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	336	0	0	661	0	0	1048	1061	641	1057	1060	315
Stage 1	-	-	-	-	-	-	685	685	-	355	355	-
Stage 2	-	-	-	-	-	-	363	376	-	702	705	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1223	-	-	927	-	-	206	224	475	203	224	725
Stage 1	-	-	-	-	-	-	438	448	-	662	630	-
Stage 2	-	-	-	-	-	-	656	616	-	429	439	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1223	-	-	927	-	-	190	215	475	179	215	725
Mov Cap-2 Maneuver	-	-	-	-	-	-	190	215	-	179	215	-
Stage 1	-	-	-	-	-	-	430	440	-	650	616	-
Stage 2	-	-	-	-	-	-	624	602	-	390	431	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.5			20.4			38.7		
HCM LOS							C			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	281	1223	-	-	927	-	-	191
HCM Lane V/C Ratio	0.166	0.018	-	-	0.021	-	-	0.455
HCM Control Delay (s)	20.4	8	-	-	9	-	-	38.7
HCM Lane LOS	C	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	2.2

HCM 6th TWSC
2: Log Road & SH 94

01/27/2025

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	11	383	71	24	185	7	51	4	13	9	4	3
Future Vol, veh/h	11	383	71	24	185	7	51	4	13	9	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	416	77	26	201	8	55	4	14	10	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	209	0	0	493	0	0	740	740	455	745	774	205
Stage 1	-	-	-	-	-	-	479	479	-	257	257	-
Stage 2	-	-	-	-	-	-	261	261	-	488	517	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1362	-	-	1071	-	-	333	345	605	330	329	836
Stage 1	-	-	-	-	-	-	568	555	-	748	695	-
Stage 2	-	-	-	-	-	-	744	692	-	561	534	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1362	-	-	1071	-	-	319	332	605	310	316	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	332	-	310	316	-
Stage 1	-	-	-	-	-	-	561	548	-	739	676	-
Stage 2	-	-	-	-	-	-	716	673	-	537	528	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.9			17.9			15.7		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	352	1362	-	-	1071	-	-	353
HCM Lane V/C Ratio	0.21	0.009	-	-	0.024	-	-	0.049
HCM Control Delay (s)	17.9	7.7	0	-	8.4	0	-	15.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.2

HCM 6th TWSC
 3: Ellicott Highway & SH 94

01/27/2025

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	68	206	102	8	104	12	55	48	129	18	29	53
Future Vol, veh/h	68	206	102	8	104	12	55	48	129	18	29	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	224	111	9	113	13	60	52	140	20	32	58

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	335	0	0	611	572	280	662	621	120
Stage 1	-	-	-	-	-	-	428	428	-	138	138	-
Stage 2	-	-	-	-	-	-	183	144	-	524	483	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1460	-	-	1224	-	-	406	430	759	375	403	931
Stage 1	-	-	-	-	-	-	605	585	-	865	782	-
Stage 2	-	-	-	-	-	-	819	778	-	537	553	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1460	-	-	1224	-	-	341	405	759	264	380	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	341	405	-	264	380	-
Stage 1	-	-	-	-	-	-	574	555	-	821	777	-
Stage 2	-	-	-	-	-	-	732	773	-	377	525	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.5			18.5			14.3		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	516	1460	-	-	1224	-	-	496
HCM Lane V/C Ratio	0.489	0.051	-	-	0.007	-	-	0.219
HCM Control Delay (s)	18.5	7.6	-	-	8	-	-	14.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.7	0.2	-	-	0	-	-	0.8

Intersection						
Int Delay, s/veh	10.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	321	241	142	0	238	123
Future Vol, veh/h	321	241	142	0	238	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	300	-	0	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	349	262	154	0	259	134

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	611	0	657 349
Stage 1	-	-	-	-	349 -
Stage 2	-	-	-	-	308 -
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	-	-	968	-	430 694
Stage 1	-	-	-	-	714 -
Stage 2	-	-	-	-	745 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	968	-	362 694
Mov Cap-2 Maneuver	-	-	-	-	362 -
Stage 1	-	-	-	-	714 -
Stage 2	-	-	-	-	627 -

Approach	EB	WB	NB
HCM Control Delay, s	0	9.4	27.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	362	694	-	-	968	-
HCM Lane V/C Ratio	0.715	0.193	-	-	0.159	-
HCM Control Delay (s)	36.3	11.4	-	-	9.4	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	5.3	0.7	-	-	0.6	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	434	79	0	244	0	31
Future Vol, veh/h	434	79	0	244	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	472	86	0	265	0	34

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	472
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	592
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	592
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	592	-	-	-
HCM Lane V/C Ratio	0.057	-	-	-
HCM Control Delay (s)	11.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

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	210	0	1	3	0	0	0	0	70	55	258
Future Vol, veh/h	0	210	0	1	3	0	0	0	0	70	55	258
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	228	0	1	3	0	0	0	0	76	60	280

Major/Minor	Minor2		Minor1				Major2			
Conflicting Flow All	-	212	60	466	492	-	-	0	0	0
Stage 1	-	212	-	0	0	-	-	-	-	-
Stage 2	-	0	-	466	492	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	685	1005	507	478	0	-	-	-	-
Stage 1	0	727	-	-	-	0	-	-	-	-
Stage 2	0	-	-	577	548	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	685	1005	376	478	-	-	-	-	-
Mov Cap-2 Maneuver	-	685	-	376	478	-	-	-	-	-
Stage 1	-	727	-	-	-	-	-	-	-	-
Stage 2	-	-	-	396	548	-	-	-	-	-

Approach	EB		WB				SB		
HCM Control Delay, s	12.9		13.1						
HCM LOS	B		B						

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	685	448	-	-	-
HCM Lane V/C Ratio	0.333	0.01	-	-	-
HCM Control Delay (s)	12.9	13.1	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	1.5	0	-	-	-

HCM 6th TWSC
7: NB Mayberry Dr & Village Main St

01/27/2025

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↗		↔				
Traffic Vol, veh/h	206	74	0	0	3	42	1	113	2	0	0	0
Future Vol, veh/h	206	74	0	0	3	42	1	113	2	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	0	2	0	2	0	2	2	2
Mvmt Flow	224	80	0	0	3	46	1	123	2	0	0	0

Major/Minor	Minor2		Minor1		Major1		
Conflicting Flow All	65	127	-	-	126	63	0
Stage 1	0	0	-	-	126	-	-
Stage 2	65	127	-	-	0	-	-
Critical Hdwy	7.5	6.54	-	-	6.5	6.94	4.1
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-
Critical Hdwy Stg 2	6.5	5.54	-	-	-	-	-
Follow-up Hdwy	3.5	4.02	-	-	4	3.32	2.2
Pot Cap-1 Maneuver	927	763	0	0	768	988	-
Stage 1	-	-	0	0	796	-	-
Stage 2	944	790	0	0	-	-	-
Platoon blocked, %							-
Mov Cap-1 Maneuver	882	763	-	-	768	988	-
Mov Cap-2 Maneuver	882	763	-	-	768	-	-
Stage 1	-	-	-	-	796	-	-
Stage 2	897	790	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.6	8.9	
HCM LOS	B	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	847	768	988
HCM Lane V/C Ratio	-	-	-	0.359	0.004	0.046
HCM Control Delay (s)	-	-	-	11.6	9.7	8.8
HCM Lane LOS	-	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	-	1.6	0	0.1

HCM 6th TWSC
8: Positive Place & SB Mayberry Dr

01/27/2025

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑						↔↔	
Traffic Vol, veh/h	0	54	2	6	6	0	0	0	0	27	5	24
Future Vol, veh/h	0	54	2	6	6	0	0	0	0	27	5	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	2	7	7	0	0	0	0	29	5	26

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	76	16	90	89	-	0	0	0
Stage 1	-	76	-	0	0	-	-	-	-
Stage 2	-	0	-	90	89	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	814	1059	885	800	0	-	-	-
Stage 1	0	831	-	-	-	0	-	-	-
Stage 2	0	-	-	907	820	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	814	1059	835	800	-	-	-	-
Mov Cap-2 Maneuver	-	814	-	835	800	-	-	-	-
Stage 1	-	831	-	-	-	-	-	-	-
Stage 2	-	-	-	841	820	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	9.7		9.4			
HCM LOS	A		A			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	821	835	800	-	-	-
HCM Lane V/C Ratio	0.074	0.008	0.008	-	-	-
HCM Control Delay (s)	9.7	9.3	9.5	-	-	-
HCM Lane LOS	A	A	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0	0	-	-	-

HCM 6th TWSC
 9: NB Mayberry Dr & Positive Place

01/27/2025

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑			↑	↗		↔				
Traffic Vol, veh/h	47	35	0	0	10	57	2	12	8	0	0	0
Future Vol, veh/h	47	35	0	0	10	57	2	12	8	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	38	0	0	11	62	2	13	9	0	0	0

Major/Minor	Minor2		Minor1		Major1		
Conflicting Flow All	16	26	-	-	22	11	0
Stage 1	0	0	-	-	22	-	-
Stage 2	16	26	-	-	0	-	-
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22
Pot Cap-1 Maneuver	997	867	0	0	871	1067	-
Stage 1	-	-	0	0	876	-	-
Stage 2	1001	873	0	0	-	-	-
Platoon blocked, %							-
Mov Cap-1 Maneuver	930	867	-	-	871	1067	-
Mov Cap-2 Maneuver	930	867	-	-	871	-	-
Stage 1	-	-	-	-	876	-	-
Stage 2	931	873	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	9.2	8.7	
HCM LOS	A	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	930	867	871	1067
HCM Lane V/C Ratio	-	-	-	0.055	0.044	0.012	0.058
HCM Control Delay (s)	-	-	-	9.1	9.3	9.2	8.6
HCM Lane LOS	-	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0.2	0.1	0	0.2

HCM 6th Roundabout
10: Springs Road & Positive Place

01/27/2025

Intersection				
Intersection Delay, s/veh	3.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	18	27	1	89
Demand Flow Rate, veh/h	18	27	1	91
Vehicles Circulating, veh/h	52	10	55	19
Vehicles Exiting, veh/h	58	46	15	18
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.9	2.8	2.8	3.3
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	18	27	1	91
Cap Entry Lane, veh/h	1309	1366	1305	1353
Entry HV Adj Factor	0.990	0.988	0.980	0.975
Flow Entry, veh/h	18	27	1	89
Cap Entry, veh/h	1296	1349	1279	1320
V/C Ratio	0.014	0.020	0.001	0.067
Control Delay, s/veh	2.9	2.8	2.8	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗
Traffic Vol, veh/h	32	3	2	8	15	37
Future Vol, veh/h	32	3	2	8	15	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	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	35	3	2	9	16	40

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	29	16	56	0	-	0
Stage 1	16	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	986	1063	1549	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	985	1063	1549	-	-	-
Mov Cap-2 Maneuver	985	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1549	-	985	1063	-	-
HCM Lane V/C Ratio	0.001	-	0.035	0.003	-	-
HCM Control Delay (s)	7.3	0	8.8	8.4	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th Roundabout
12: Mayberry Dr & Boulevard A

01/27/2025

Intersection					
Intersection Delay, s/veh	2.6				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	2	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	0	7	0	1	
Demand Flow Rate, veh/h	0	7	0	1	
Vehicles Circulating, veh/h	1	0	1	0	
Vehicles Exiting, veh/h	0	1	0	7	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	0.0	2.6	0.0	2.5	
Approach LOS	-	A	-	A	
Lane	Left	Left	Left	Left	Right
Designated Moves	LTR	LTR	LTR	L	TR
Assumed Moves	LTR	LTR	LTR	L	TR
RT Channelized					
Lane Util	1.000	1.000	1.000	1.000	0.000
Follow-Up Headway, s	2.609	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.976	4.544	4.544
Entry Flow, veh/h	0	7	0	1	0
Cap Entry Lane, veh/h	1378	1380	1378	1420	1420
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	7	0	1	0
Cap Entry, veh/h	1378	1380	1378	1420	1420
V/C Ratio	0.000	0.005	0.000	0.001	0.000
Control Delay, s/veh	2.6	2.6	2.6	2.5	2.5
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0

HCM 6th Roundabout
13: Springs Road & Boulevard A

01/27/2025

Intersection				
Intersection Delay, s/veh	2.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1	9	0	0
Demand Flow Rate, veh/h	1	9	0	0
Vehicles Circulating, veh/h	0	0	1	8
Vehicles Exiting, veh/h	8	1	0	1
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.7	0.0	0.0
Approach LOS	A	A	-	-
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	1	9	0	0
Cap Entry Lane, veh/h	1380	1380	1378	1369
Entry HV Adj Factor	0.980	0.983	1.000	1.000
Flow Entry, veh/h	1	9	0	0
Cap Entry, veh/h	1353	1356	1378	1369
V/C Ratio	0.001	0.007	0.000	0.000
Control Delay, s/veh	2.7	2.7	2.6	2.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

HCM 6th TWSC
 14: Log Road & Boulevard A

01/27/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	10	10	9
Future Vol, veh/h	0	0	1	10	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	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	0	0	1	11	11	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	29	16	21	0	0
Stage 1	16	-	-	-	-
Stage 2	13	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	986	1063	1595	-	-
Stage 1	1007	-	-	-	-
Stage 2	1010	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	985	1063	1595	-	-
Mov Cap-2 Maneuver	985	-	-	-	-
Stage 1	1006	-	-	-	-
Stage 2	1010	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.3	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th Signalized Intersection Summary

1: Peyton Highway & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Volume (veh/h)	5	263	12	19	481	38	32	17	11	26	11	25
Future Volume (veh/h)	5	263	12	19	481	38	32	17	11	26	11	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1796	1796	1870	1796
Adj Flow Rate, veh/h	5	286	13	21	523	41	35	18	12	28	12	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	452	722	33	645	697	55	385	167	68	327	124	148
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	847	1775	81	1080	1712	134	578	730	296	414	546	647
Grp Volume(v), veh/h	5	0	299	21	0	564	65	0	0	67	0	0
Grp Sat Flow(s),veh/h/ln	847	0	1856	1080	0	1846	1605	0	0	1607	0	0
Q Serve(g_s), s	0.1	0.0	2.5	0.3	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	2.5	2.8	0.0	5.7	0.6	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.07	0.54		0.18	0.42		0.40
Lane Grp Cap(c), veh/h	452	0	755	645	0	751	619	0	0	599	0	0
V/C Ratio(X)	0.01	0.00	0.40	0.03	0.00	0.75	0.11	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	726	0	1355	994	0	1348	1381	0	0	1368	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.0	0.0	4.6	5.6	0.0	5.6	6.8	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	1.5	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.3	0.1	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	0.0	4.9	5.6	0.0	7.1	6.8	0.0	0.0	6.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		304			585			65				67
Approach Delay, s/veh		5.0			7.0			6.8				6.9
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.0		12.9		9.0		12.9				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		2.6		7.8		2.7		7.7				
Green Ext Time (p_c), s		0.2		0.9		0.2		1.2				
Intersection Summary												
HCM 6th Ctrl Delay				6.4								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 4: Mayberry Dr & SH 94

01/27/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	176	136	116	328	230	108
Future Volume (veh/h)	176	136	116	328	230	108
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	148	126	357	250	117
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	656	556	638	656	465	414
Arrive On Green	0.35	0.35	0.35	0.35	0.26	0.26
Sat Flow, veh/h	1870	1585	1041	1870	1781	1585
Grp Volume(v), veh/h	191	148	126	357	250	117
Grp Sat Flow(s),veh/h/ln	1870	1585	1041	1870	1781	1585
Q Serve(g_s), s	1.5	1.4	2.1	3.2	2.5	1.2
Cycle Q Clear(g_c), s	1.5	1.4	3.6	3.2	2.5	1.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	656	556	638	656	465	414
V/C Ratio(X)	0.29	0.27	0.20	0.54	0.54	0.28
Avail Cap(c_a), veh/h	1451	1230	1080	1451	1382	1230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.8	4.8	6.1	5.4	6.5	6.1
Incr Delay (d2), s/veh	0.2	0.3	0.2	0.7	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	5.0	6.3	6.1	7.5	6.4
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	339			483	367	
Approach Delay, s/veh	5.1			6.1	7.2	
Approach LOS	A			A	A	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		9.4		11.2		11.2
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		4.5		3.5		5.6
Green Ext Time (p_c), s		0.9		1.1		1.7
Intersection Summary						
HCM 6th Ctrl Delay			6.1			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

1: Peyton Highway & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	570	38	18	270	40	11	11	21	64	12	4
Future Volume (veh/h)	20	570	38	18	270	40	11	11	21	64	12	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1796	1796	1870	1796
Adj Flow Rate, veh/h	22	620	41	20	293	43	12	12	23	70	13	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	686	879	58	453	808	119	215	116	153	447	69	13
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1044	1735	115	774	1594	234	232	609	806	1055	365	68
Grp Volume(v), veh/h	22	0	661	20	0	336	47	0	0	87	0	0
Grp Sat Flow(s),veh/h/ln	1044	0	1850	774	0	1828	1647	0	0	1488	0	0
Q Serve(g_s), s	0.3	0.0	7.2	0.5	0.0	2.9	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	7.2	7.8	0.0	2.9	0.6	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.13	0.26		0.49	0.80		0.05
Lane Grp Cap(c), veh/h	686	0	937	453	0	926	484	0	0	529	0	0
V/C Ratio(X)	0.03	0.00	0.71	0.04	0.00	0.36	0.10	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	1584	0	2527	1118	0	2498	1148	0	0	1130	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.9	0.0	5.0	8.0	0.0	3.9	8.9	0.0	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.0	0.0	0.0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	0.1	0.1	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.9	0.0	6.0	8.0	0.0	4.2	9.0	0.0	0.0	9.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		683			356			47				87
Approach Delay, s/veh		5.9			4.4			9.0				9.2
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.0		17.4		9.0		17.4				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		36.0		16.0		36.0				
Max Q Clear Time (g_c+I1), s		2.6		9.2		3.2		9.8				
Green Ext Time (p_c), s		0.1		4.1		0.2		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				5.8								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 4: Mayberry Dr & SH 94

01/27/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Volume (veh/h)	321	241	142	194	238	123
Future Volume (veh/h)	321	241	142	194	238	123
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	349	262	154	211	259	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	792	671	531	792	443	394
Arrive On Green	0.42	0.42	0.42	0.42	0.25	0.25
Sat Flow, veh/h	1870	1585	810	1870	1781	1585
Grp Volume(v), veh/h	349	262	154	211	259	134
Grp Sat Flow(s),veh/h/ln	1870	1585	810	1870	1781	1585
Q Serve(g_s), s	3.2	2.8	4.1	1.8	3.1	1.7
Cycle Q Clear(g_c), s	3.2	2.8	7.3	1.8	3.1	1.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	792	671	531	792	443	394
V/C Ratio(X)	0.44	0.39	0.29	0.27	0.58	0.34
Avail Cap(c_a), veh/h	1226	1039	719	1226	1168	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.0	4.9	7.6	4.6	8.1	7.5
Incr Delay (d2), s/veh	0.4	0.4	0.3	0.2	1.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.2	0.0	0.8	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.4	5.2	7.9	4.8	9.3	8.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	611			365	393	
Approach Delay, s/veh	5.3			6.1	8.9	
Approach LOS	A			A	A	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		10.1		14.3		14.3
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		5.1		5.2		9.3
Green Ext Time (p_c), s		1.0		2.0		1.1
Intersection Summary						
HCM 6th Ctrl Delay			6.5			
HCM 6th LOS			A			

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	5	240	12	16	424	33	33	18	9	25	11	25
Future Vol, veh/h	5	240	12	16	424	33	33	18	9	25	11	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	261	13	17	461	36	36	20	10	27	12	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	497	0	0	274	0	0	811	809	268	806	797	479
Stage 1	-	-	-	-	-	-	278	278	-	513	513	-
Stage 2	-	-	-	-	-	-	533	531	-	293	284	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1067	-	-	1289	-	-	298	314	771	300	319	587
Stage 1	-	-	-	-	-	-	728	680	-	544	536	-
Stage 2	-	-	-	-	-	-	531	526	-	715	676	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1067	-	-	1289	-	-	272	308	771	278	313	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	272	308	-	278	313	-
Stage 1	-	-	-	-	-	-	724	677	-	541	529	-
Stage 2	-	-	-	-	-	-	488	519	-	682	673	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			19.5			17.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	313	1067	-	-	1289	-	-	364
HCM Lane V/C Ratio	0.208	0.005	-	-	0.013	-	-	0.182
HCM Control Delay (s)	19.5	8.4	-	-	7.8	-	-	17.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.7

HCM 6th TWSC
2: Log Road & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	172	9	3	302	5	27	6	7	9	12	6
Future Vol, veh/h	0	172	9	3	302	5	27	6	7	9	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	187	10	3	328	5	29	7	8	10	13	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	333	0	0	197	0	0	539	531	192	537	534	331
Stage 1	-	-	-	-	-	-	192	192	-	337	337	-
Stage 2	-	-	-	-	-	-	347	339	-	200	197	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1226	-	-	1376	-	-	453	454	850	455	452	711
Stage 1	-	-	-	-	-	-	810	742	-	677	641	-
Stage 2	-	-	-	-	-	-	669	640	-	802	738	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1226	-	-	1376	-	-	438	453	850	445	451	711
Mov Cap-2 Maneuver	-	-	-	-	-	-	438	453	-	445	451	-
Stage 1	-	-	-	-	-	-	810	742	-	677	639	-
Stage 2	-	-	-	-	-	-	647	638	-	788	738	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			13.2			12.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	481	1226	-	-	1376	-	-	489
HCM Lane V/C Ratio	0.09	-	-	-	0.002	-	-	0.06
HCM Control Delay (s)	13.2	0	-	-	7.6	0	-	12.8
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

HCM 6th TWSC
3: Ellicott Highway & SH 94

01/27/2025

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	22	72	139	27	195	22	118	44	11	13	71	48
Future Vol, veh/h	22	72	139	27	195	22	118	44	11	13	71	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	78	151	29	212	24	128	48	12	14	77	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	236	0	0	229	0	0	549	496	154	514	559	224
Stage 1	-	-	-	-	-	-	202	202	-	282	282	-
Stage 2	-	-	-	-	-	-	347	294	-	232	277	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1331	-	-	1339	-	-	446	475	892	471	438	815
Stage 1	-	-	-	-	-	-	800	734	-	725	678	-
Stage 2	-	-	-	-	-	-	669	670	-	771	681	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1331	-	-	1339	-	-	348	456	892	415	420	815
Mov Cap-2 Maneuver	-	-	-	-	-	-	348	456	-	415	420	-
Stage 1	-	-	-	-	-	-	786	721	-	712	663	-
Stage 2	-	-	-	-	-	-	541	655	-	697	669	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.9			22.9			14.8		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	386	1331	-	-	1339	-	-	509
HCM Lane V/C Ratio	0.487	0.018	-	-	0.022	-	-	0.282
HCM Control Delay (s)	22.9	7.8	-	-	7.7	-	-	14.8
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.1	-	-	1.1

Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	270	15	13	0	116	8
Future Vol, veh/h	270	15	13	0	116	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	300	-	0	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	293	16	14	0	126	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	309	0	321 293
Stage 1	-	-	-	-	293 -
Stage 2	-	-	-	-	28 -
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	-	-	1252	-	673 746
Stage 1	-	-	-	-	757 -
Stage 2	-	-	-	-	995 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1252	-	666 746
Mov Cap-2 Maneuver	-	-	-	-	666 -
Stage 1	-	-	-	-	757 -
Stage 2	-	-	-	-	984 -

Approach	EB	WB	NB
HCM Control Delay, s	0	7.9	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	666	746	-	-	1252	-
HCM Lane V/C Ratio	0.189	0.012	-	-	0.011	-
HCM Control Delay (s)	11.7	9.9	-	-	7.9	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	189	92	0	349	0	10
Future Vol, veh/h	189	92	0	349	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	205	100	0	379	0	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	205
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	836
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	836
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	836	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s)	9.4	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

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	21	452	39	20	197	28	11	11	22	48	12	4
Future Vol, veh/h	21	452	39	20	197	28	11	11	22	48	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	491	42	22	214	30	12	12	24	52	13	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	244	0	0	533	0	0	840	846	512	849	852	229
Stage 1	-	-	-	-	-	-	558	558	-	273	273	-
Stage 2	-	-	-	-	-	-	282	288	-	576	579	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1322	-	-	1035	-	-	285	299	562	281	297	810
Stage 1	-	-	-	-	-	-	514	512	-	733	684	-
Stage 2	-	-	-	-	-	-	725	674	-	503	501	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1322	-	-	1035	-	-	266	288	562	253	286	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	266	288	-	253	286	-
Stage 1	-	-	-	-	-	-	505	503	-	721	670	-
Stage 2	-	-	-	-	-	-	692	660	-	462	492	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.7			16.1			22.9		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	371	1322	-	-	1035	-	-	270
HCM Lane V/C Ratio	0.129	0.017	-	-	0.021	-	-	0.258
HCM Control Delay (s)	16.1	7.8	-	-	8.6	-	-	22.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	1

HCM 6th TWSC
2: Log Road & SH 94

01/27/2025

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	11	315	39	3	126	7	5	4	4	9	4	3
Future Vol, veh/h	11	315	39	3	126	7	5	4	4	9	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	342	42	3	137	8	5	4	4	10	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	145	0	0	384	0	0	538	538	363	538	555	141
Stage 1	-	-	-	-	-	-	387	387	-	147	147	-
Stage 2	-	-	-	-	-	-	151	151	-	391	408	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1437	-	-	1174	-	-	454	450	682	454	440	907
Stage 1	-	-	-	-	-	-	637	610	-	856	775	-
Stage 2	-	-	-	-	-	-	851	772	-	633	597	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1437	-	-	1174	-	-	444	444	682	443	434	907
Mov Cap-2 Maneuver	-	-	-	-	-	-	444	444	-	443	434	-
Stage 1	-	-	-	-	-	-	630	603	-	847	773	-
Stage 2	-	-	-	-	-	-	841	770	-	618	590	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			12.5			12.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	497	1437	-	-	1174	-	-	487
HCM Lane V/C Ratio	0.028	0.008	-	-	0.003	-	-	0.036
HCM Control Delay (s)	12.5	7.5	0	-	8.1	0	-	12.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 6th TWSC
3: Ellicott Highway & SH 94

01/27/2025

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	57	180	73	8	77	12	26	49	131	19	29	44
Future Vol, veh/h	57	180	73	8	77	12	26	49	131	19	29	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	196	79	9	84	13	28	53	142	21	32	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	97	0	0	275	0	0	509	475	236	566	508	91
Stage 1	-	-	-	-	-	-	360	360	-	109	109	-
Stage 2	-	-	-	-	-	-	149	115	-	457	399	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1496	-	-	1288	-	-	475	488	803	435	468	967
Stage 1	-	-	-	-	-	-	658	626	-	896	805	-
Stage 2	-	-	-	-	-	-	854	800	-	583	602	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1496	-	-	1288	-	-	411	465	803	315	446	967
Mov Cap-2 Maneuver	-	-	-	-	-	-	411	465	-	315	446	-
Stage 1	-	-	-	-	-	-	631	600	-	859	799	-
Stage 2	-	-	-	-	-	-	774	794	-	419	577	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.6			14			13.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	621	1496	-	-	1288	-	-	539
HCM Lane V/C Ratio	0.361	0.041	-	-	0.007	-	-	0.186
HCM Control Delay (s)	14	7.5	-	-	7.8	-	-	13.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0	-	-	0.7

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	375	53	16	0	118	3
Future Vol, veh/h	375	53	16	0	118	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	-	570	300	-	0	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	408	58	17	0	128	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	466	0	442 408
Stage 1	-	-	-	-	408 -
Stage 2	-	-	-	-	34 -
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	-	-	1095	-	573 643
Stage 1	-	-	-	-	671 -
Stage 2	-	-	-	-	988 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1095	-	564 643
Mov Cap-2 Maneuver	-	-	-	-	564 -
Stage 1	-	-	-	-	671 -
Stage 2	-	-	-	-	972 -

Approach	EB	WB	NB
HCM Control Delay, s	0	8.3	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	564	643	-	-	1095	-
HCM Lane V/C Ratio	0.227	0.005	-	-	0.016	-
HCM Control Delay (s)	13.3	10.6	-	-	8.3	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	367	81	0	155	0	10
Future Vol, veh/h	367	81	0	155	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	399	88	0	168	0	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	399
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	651
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	651
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	651	-	-	-
HCM Lane V/C Ratio	0.017	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

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	5	394	12	26	681	52	33	18	15	36	11	25
Future Vol, veh/h	5	394	12	26	681	52	33	18	15	36	11	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	428	13	28	740	57	36	20	16	39	12	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	797	0	0	441	0	0	1289	1298	435	1288	1276	769
Stage 1	-	-	-	-	-	-	445	445	-	825	825	-
Stage 2	-	-	-	-	-	-	844	853	-	463	451	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	825	-	-	1119	-	-	141	162	621	141	167	401
Stage 1	-	-	-	-	-	-	592	575	-	367	387	-
Stage 2	-	-	-	-	-	-	358	376	-	579	571	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	825	-	-	1119	-	-	121	157	621	121	162	401
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	157	-	121	162	-
Stage 1	-	-	-	-	-	-	588	572	-	365	377	-
Stage 2	-	-	-	-	-	-	315	367	-	541	568	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			44.6			43.9		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	160	825	-	-	1119	-	-	168
HCM Lane V/C Ratio	0.448	0.007	-	-	0.025	-	-	0.466
HCM Control Delay (s)	44.6	9.4	-	-	8.3	-	-	43.9
HCM Lane LOS	E	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	2.1	0	-	-	0.1	-	-	2.2

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	0	323	48	62	393	5	90	6	17	9	12	6
Future Vol, veh/h	0	323	48	62	393	5	90	6	17	9	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	351	52	67	427	5	98	7	18	10	13	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	432	0	0	403	0	0	951	943	377	954	967	430
Stage 1	-	-	-	-	-	-	377	377	-	564	564	-
Stage 2	-	-	-	-	-	-	574	566	-	390	403	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1128	-	-	1156	-	-	240	263	670	238	254	625
Stage 1	-	-	-	-	-	-	644	616	-	510	508	-
Stage 2	-	-	-	-	-	-	504	507	-	634	600	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1128	-	-	1156	-	-	214	243	670	213	235	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	214	243	-	213	235	-
Stage 1	-	-	-	-	-	-	644	616	-	510	469	-
Stage 2	-	-	-	-	-	-	448	468	-	610	600	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.1			34.7			20.5		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	240	1128	-	-	1156	-	-	262
HCM Lane V/C Ratio	0.512	-	-	-	0.058	-	-	0.112
HCM Control Delay (s)	34.7	0	-	-	8.3	0	-	20.5
HCM Lane LOS	D	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	2.7	0	-	-	0.2	-	-	0.4

HCM 6th TWSC
3: Ellicott Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	29.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	53	126	196	27	248	22	173	44	11	13	71	77
Future Vol, veh/h	53	126	196	27	248	22	173	44	11	13	71	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	137	213	29	270	24	188	48	12	14	77	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	294	0	0	350	0	0	781	712	244	730	806	282
Stage 1	-	-	-	-	-	-	360	360	-	340	340	-
Stage 2	-	-	-	-	-	-	421	352	-	390	466	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1268	-	-	1209	-	-	312	358	795	338	316	757
Stage 1	-	-	-	-	-	-	658	626	-	675	639	-
Stage 2	-	-	-	-	-	-	610	632	-	634	562	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1268	-	-	1209	-	-	210	333	795	281	294	757
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	333	-	281	294	-
Stage 1	-	-	-	-	-	-	628	597	-	644	624	-
Stage 2	-	-	-	-	-	-	464	617	-	548	536	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.7			118.7			20		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	235	1268	-	-	1209	-	-	413
HCM Lane V/C Ratio	1.055	0.045	-	-	0.024	-	-	0.424
HCM Control Delay (s)	118.7	8	-	-	8.1	-	-	20
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	10.5	0.1	-	-	0.1	-	-	2.1

Intersection						
Int Delay, s/veh	97.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	201	255	212	0	460	245
Future Vol, veh/h	201	255	212	0	460	245
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	300	-	0	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	218	277	230	0	500	266

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	495	0	678 218
Stage 1	-	-	-	-	218 -
Stage 2	-	-	-	-	460 -
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	-	-	1069	-	~ 418 822
Stage 1	-	-	-	-	818 -
Stage 2	-	-	-	-	636 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1069	-	~ 328 822
Mov Cap-2 Maneuver	-	-	-	-	~ 328 -
Stage 1	-	-	-	-	818 -
Stage 2	-	-	-	-	~ 499 -

Approach	EB	WB	NB
HCM Control Delay, s	0	9.3	187
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	328	822	-	-	1069	-
HCM Lane V/C Ratio	1.524	0.324	-	-	0.216	-
HCM Control Delay (s)	280.4	11.5	-	-	9.3	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	28.2	1.4	-	-	0.8	-

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	350	99	0	490	0	20
Future Vol, veh/h	350	99	0	490	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	380	108	0	533	0	22

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	380
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	667
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	667
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	667	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

HCM 6th TWSC
6: SB Mayberry Dr & Village Main St

01/27/2025

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻	↻
Traffic Vol, veh/h	0	318	0	8	10	0	0	0	0	18	59	389
Future Vol, veh/h	0	318	0	8	10	0	0	0	0	18	59	389
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	346	0	9	11	0	0	0	0	20	64	423

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	104	64	489	527	-	0	0	0
Stage 1	-	104	-	0	0	-	-	-	-
Stage 2	-	0	-	489	527	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	786	1000	489	456	0	-	-	-
Stage 1	0	809	-	-	-	0	-	-	-
Stage 2	0	-	-	561	528	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	786	1000	321	456	-	-	-	-
Mov Cap-2 Maneuver	-	786	-	321	456	-	-	-	-
Stage 1	-	809	-	-	-	-	-	-	-
Stage 2	-	-	-	321	528	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	13.1		14.9			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	786	384	-	-	-
HCM Lane V/C Ratio	0.44	0.051	-	-	-
HCM Control Delay (s)	13.1	14.9	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	2.3	0.2	-	-	-

HCM 6th TWSC
7: NB Mayberry Dr & Village Main St

01/27/2025

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↗		↔				
Traffic Vol, veh/h	317	20	0	0	12	50	6	339	3	0	0	0
Future Vol, veh/h	317	20	0	0	12	50	6	339	3	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	0	2	0	2	0	2	2	2
Mvmt Flow	345	22	0	0	13	54	7	368	3	0	0	0

Major/Minor	Minor2		Minor1		Major1						
Conflicting Flow All	205	385	-	-	384	186	0	0	0		
Stage 1	0	0	-	-	384	-	-	-	-		
Stage 2	205	385	-	-	0	-	-	-	-		
Critical Hdwy	7.5	6.54	-	-	6.5	6.94	4.1	-	-		
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-		
Critical Hdwy Stg 2	6.5	5.54	-	-	-	-	-	-	-		
Follow-up Hdwy	3.5	4.02	-	-	4	3.32	2.2	-	-		
Pot Cap-1 Maneuver	740	547	0	0	553	824	-	-	-		
Stage 1	-	-	0	0	615	-	-	-	-		
Stage 2	784	609	0	0	-	-	-	-	-		
Platoon blocked, %								-	-		
Mov Cap-1 Maneuver	679	547	-	-	553	824	-	-	-		
Mov Cap-2 Maneuver	679	547	-	-	553	-	-	-	-		
Stage 1	-	-	-	-	615	-	-	-	-		
Stage 2	717	609	-	-	-	-	-	-	-		

Approach	EB		WB		NB		
HCM Control Delay, s	16.7		10.1				
HCM LOS	C		B				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	669	553	824
HCM Lane V/C Ratio	-	-	-	0.548	0.024	0.066
HCM Control Delay (s)	-	-	-	16.7	11.7	9.7
HCM Lane LOS	-	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	-	3.3	0.1	0.2

HCM 6th TWSC
8: Positive Place & SB Mayberry Dr

01/27/2025

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	82	12	36	10	0	0	0	0	22	35	11
Future Vol, veh/h	0	82	12	36	10	0	0	0	0	22	35	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	89	13	39	11	0	0	0	0	24	38	12

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	92	25	112	98	-	0	0	0
Stage 1	-	92	-	0	0	-	-	-	-
Stage 2	-	0	-	112	98	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	797	1045	854	791	0	-	-	-
Stage 1	0	818	-	-	-	0	-	-	-
Stage 2	0	-	-	881	813	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	797	1045	771	791	-	-	-	-
Mov Cap-2 Maneuver	-	797	-	771	791	-	-	-	-
Stage 1	-	818	-	-	-	-	-	-	-
Stage 2	-	-	-	775	813	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	10		9.8			
HCM LOS	B		A			

Minor Lane/Major Mvmt	EBLn1WBLn1WBLn2		SBL	SBT	SBR	
Capacity (veh/h)	822	771	791	-	-	-
HCM Lane V/C Ratio	0.124	0.051	0.014	-	-	-
HCM Control Delay (s)	10	9.9	9.6	-	-	-
HCM Lane LOS	B	A	A	-	-	-
HCM 95th %tile Q(veh)	0.4	0.2	0	-	-	-

HCM 6th TWSC
 9: NB Mayberry Dr & Positive Place

01/27/2025

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	76	28	0	0	41	68	5	204	33	0	0	0
Future Vol, veh/h	76	28	0	0	41	68	5	204	33	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	83	30	0	0	45	74	5	222	36	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	144	268	-	-	250	129	0	0	0	
Stage 1	0	0	-	-	250	-	-	-	-	
Stage 2	144	268	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	811	637	0	0	652	897	-	-	-	
Stage 1	-	-	0	0	699	-	-	-	-	
Stage 2	844	686	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	706	637	-	-	652	897	-	-	-	
Mov Cap-2 Maneuver	706	637	-	-	652	-	-	-	-	
Stage 1	-	-	-	-	699	-	-	-	-	
Stage 2	725	686	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	10.8		10			
HCM LOS	B		B			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	706	637	652	897
HCM Lane V/C Ratio	-	-	-	0.117	0.048	0.068	0.082
HCM Control Delay (s)	-	-	-	10.8	10.9	10.9	9.4
HCM Lane LOS	-	-	-	B	B	B	A
HCM 95th %tile Q(veh)	-	-	-	0.4	0.1	0.2	0.3

Intersection				
Intersection Delay, s/veh	3.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	54	62	16	67
Demand Flow Rate, veh/h	55	64	16	68
Vehicles Circulating, veh/h	32	36	74	47
Vehicles Exiting, veh/h	83	54	13	53
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.2	2.9	3.2
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	55	64	16	68
Cap Entry Lane, veh/h	1336	1330	1280	1315
Entry HV Adj Factor	0.988	0.974	0.995	0.982
Flow Entry, veh/h	54	62	16	67
Cap Entry, veh/h	1319	1296	1273	1292
V/C Ratio	0.041	0.048	0.013	0.052
Control Delay, s/veh	3.1	3.2	2.9	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗
Traffic Vol, veh/h	53	23	5	13	15	29
Future Vol, veh/h	53	23	5	13	15	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	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	58	25	5	14	16	32

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	40	16	48	0	-	0
Stage 1	16	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	972	1063	1559	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	969	1063	1559	-	-	-
Mov Cap-2 Maneuver	969	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1559	-	969	1063	-	-
HCM Lane V/C Ratio	0.003	-	0.059	0.024	-	-
HCM Control Delay (s)	7.3	0	9	8.5	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

Intersection					
Intersection Delay, s/veh	3.0				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	2	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	37	64	30	31	
Demand Flow Rate, veh/h	38	65	31	31	
Vehicles Circulating, veh/h	18	68	45	0	
Vehicles Exiting, veh/h	13	8	11	133	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	2.9	3.2	3.0	2.7	
Approach LOS	A	A	A	A	
Lane	Left	Left	Left	Left	Right
Designated Moves	LTR	LTR	LTR	L	TR
Assumed Moves	LTR	LTR	LTR	L	TR
RT Channelized					
Lane Util	1.000	1.000	1.000	0.226	0.774
Follow-Up Headway, s	2.609	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.976	4.544	4.544
Entry Flow, veh/h	38	65	31	7	24
Cap Entry Lane, veh/h	1355	1287	1318	1420	1420
Entry HV Adj Factor	0.974	0.985	0.981	1.000	0.991
Flow Entry, veh/h	37	64	30	7	24
Cap Entry, veh/h	1319	1268	1293	1420	1407
V/C Ratio	0.028	0.050	0.024	0.005	0.017
Control Delay, s/veh	2.9	3.2	3.0	2.6	2.7
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0

HCM 6th Roundabout
13: Springs Road & Boulevard A

01/27/2025

Intersection				
Intersection Delay, s/veh	2.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	6	31	0	9
Demand Flow Rate, veh/h	6	32	0	9
Vehicles Circulating, veh/h	0	1	6	30
Vehicles Exiting, veh/h	39	5	0	3
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.8	0.0	2.7
Approach LOS	A	A	-	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	6	32	0	9
Cap Entry Lane, veh/h	1380	1378	1371	1338
Entry HV Adj Factor	0.984	0.982	1.000	1.000
Flow Entry, veh/h	6	31	0	9
Cap Entry, veh/h	1357	1353	1371	1338
V/C Ratio	0.004	0.023	0.000	0.007
Control Delay, s/veh	2.7	2.8	2.6	2.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	0	3	6	18	31	7
Future Vol, veh/h	0	3	6	18	31	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	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	0	3	7	20	34	8

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	72	38	42	0	0
Stage 1	38	-	-	-	-
Stage 2	34	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	932	1034	1567	-	-
Stage 1	984	-	-	-	-
Stage 2	988	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	928	1034	1567	-	-
Mov Cap-2 Maneuver	928	-	-	-	-
Stage 1	980	-	-	-	-
Stage 2	988	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1567	-	1034	-	-
HCM Lane V/C Ratio	0.004	-	0.003	-	-
HCM Control Delay (s)	7.3	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	29											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	21	806	39	24	472	65	11	11	28	93	12	4
Future Vol, veh/h	21	806	39	24	472	65	11	11	28	93	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	876	42	26	513	71	12	12	30	101	13	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	584	0	0	918	0	0	1552	1579	897	1565	1565	549
Stage 1	-	-	-	-	-	-	943	943	-	601	601	-
Stage 2	-	-	-	-	-	-	609	636	-	964	964	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	991	-	-	743	-	-	92	109	339	~ 90	111	535
Stage 1	-	-	-	-	-	-	315	341	-	487	489	-
Stage 2	-	-	-	-	-	-	482	472	-	307	334	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	991	-	-	743	-	-	79	103	339	~ 71	105	535
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	103	-	~ 71	105	-
Stage 1	-	-	-	-	-	-	308	333	-	476	472	-
Stage 2	-	-	-	-	-	-	449	455	-	263	326	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.4			41.3			\$ 399.6		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	152	991	-	-	743	-	-	76
HCM Lane V/C Ratio	0.358	0.023	-	-	0.035	-	-	1.559
HCM Control Delay (s)	41.3	8.7	-	-	10	-	-	\$ 399.6
HCM Lane LOS	E	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.1	-	-	9.8

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

HCM 6th TWSC
2: Log Road & SH 94

01/27/2025

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	11	500	94	45	288	7	104	4	25	9	4	3
Future Vol, veh/h	11	500	94	45	288	7	104	4	25	9	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	543	102	49	313	8	113	4	27	10	4	3

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	321	0	0	645	0	0	1037	1037	594	1049	1084	317
Stage 1	-	-	-	-	-	-	618	618	-	415	415	-
Stage 2	-	-	-	-	-	-	419	419	-	634	669	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1239	-	-	940	-	-	209	231	505	205	217	724
Stage 1	-	-	-	-	-	-	477	481	-	615	592	-
Stage 2	-	-	-	-	-	-	612	590	-	467	456	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1239	-	-	940	-	-	192	213	505	180	200	724
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	213	-	180	200	-
Stage 1	-	-	-	-	-	-	470	474	-	606	555	-
Stage 2	-	-	-	-	-	-	566	553	-	431	449	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.1		1.2		49		23.1	
HCM LOS					E		C	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	218	1239	-	-	940	-	-	216
HCM Lane V/C Ratio	0.663	0.01	-	-	0.052	-	-	0.081
HCM Control Delay (s)	49	7.9	0	-	9	0	-	23.1
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	4.1	0	-	-	0.2	-	-	0.3

HCM 6th TWSC
3: Ellicott Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	16.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	88	266	149	8	161	12	102	49	131	19	29	72
Future Vol, veh/h	88	266	149	8	161	12	102	49	131	19	29	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	289	162	9	175	13	111	53	142	21	32	78

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	451	0	0	817	768	370	860	843	182
Stage 1	-	-	-	-	-	-	562	562	-	200	200	-
Stage 2	-	-	-	-	-	-	255	206	-	660	643	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1386	-	-	1109	-	-	295	332	676	276	300	861
Stage 1	-	-	-	-	-	-	512	510	-	802	736	-
Stage 2	-	-	-	-	-	-	749	731	-	452	468	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1386	-	-	1109	-	-	231	307	676	178	277	861
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	307	-	178	277	-
Stage 1	-	-	-	-	-	-	477	475	-	747	730	-
Stage 2	-	-	-	-	-	-	646	725	-	295	436	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.4			54.3			18		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	355	1386	-	-	1109	-	-	407
HCM Lane V/C Ratio	0.863	0.069	-	-	0.008	-	-	0.32
HCM Control Delay (s)	54.3	7.8	-	-	8.3	-	-	18
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	8.1	0.2	-	-	0	-	-	1.4

Intersection						
Int Delay, s/veh	333.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	331	502	312	0	485	280
Future Vol, veh/h	331	502	312	0	485	280
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	300	-	0	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	360	546	339	0	527	304
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	906	0	1038	360
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	678	-
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	-	-	751	-	~ 256	684
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	~ 504	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	751	-	~ 141	684
Mov Cap-2 Maneuver	-	-	-	-	~ 141	-
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	~ 277	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	13.7	\$ 827.5			
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	141	684	-	-	751	-
HCM Lane V/C Ratio	3.739	0.445	-	-	0.452	-
HCM Control Delay (s)	\$ 1296.9	14.4	-	-	13.7	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	52.1	2.3	-	-	2.4	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	552	129	0	400	0	52
Future Vol, veh/h	552	129	0	400	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	600	140	0	435	0	57

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	600
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	501
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	501
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	501	-	-	-
HCM Lane V/C Ratio	0.113	-	-	-
HCM Control Delay (s)	13.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

HCM 6th TWSC
6: SB Mayberry Dr & Village Main St

01/27/2025

Intersection												
Int Delay, s/veh	11.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	↔
Traffic Vol, veh/h	0	429	0	1	6	0	0	0	0	70	177	568
Future Vol, veh/h	0	429	0	1	6	0	0	0	0	70	177	568
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	466	0	1	7	0	0	0	0	76	192	617

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	344	192	886	961	-	0	0	0
Stage 1	-	344	-	0	0	-	-	-	-
Stage 2	-	0	-	886	961	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	579	850	265	256	0	-	-	-
Stage 1	0	637	-	-	-	0	-	-	-
Stage 2	0	-	-	339	335	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	579	850	87	256	-	-	-	-
Mov Cap-2 Maneuver	-	579	-	87	256	-	-	-	-
Stage 1	-	637	-	-	-	-	-	-	-
Stage 2	-	-	-	91	335	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	32		23.7			
HCM LOS	D		C			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	579	200	-	-	-
HCM Lane V/C Ratio	0.805	0.038	-	-	-
HCM Control Delay (s)	32	23.7	-	-	-
HCM Lane LOS	D	C	-	-	-
HCM 95th %tile Q(veh)	7.9	0.1	-	-	-

Intersection												
Int Delay, s/veh	15											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↗		↔				
Traffic Vol, veh/h	425	74	0	0	3	42	4	298	2	0	0	0
Future Vol, veh/h	425	74	0	0	3	42	4	298	2	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	0	2	0	2	0	2	2	2
Mvmt Flow	462	80	0	0	3	46	4	324	2	0	0	0

Major/Minor	Minor2		Minor1		Major1						
Conflicting Flow All	172	334	-	-	333	163	0	0	0		
Stage 1	0	0	-	-	333	-	-	-	-		
Stage 2	172	334	-	-	0	-	-	-	-		
Critical Hdwy	7.5	6.54	-	-	6.5	6.94	4.1	-	-		
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-		
Critical Hdwy Stg 2	6.5	5.54	-	-	-	-	-	-	-		
Follow-up Hdwy	3.5	4.02	-	-	4	3.32	2.2	-	-		
Pot Cap-1 Maneuver	781	585	0	0	590	853	-	-	-		
Stage 1	-	-	0	0	647	-	-	-	-		
Stage 2	819	642	0	0	-	-	-	-	-		
Platoon blocked, %								-	-		
Mov Cap-1 Maneuver	736	585	-	-	590	853	-	-	-		
Mov Cap-2 Maneuver	736	585	-	-	590	-	-	-	-		
Stage 1	-	-	-	-	647	-	-	-	-		
Stage 2	771	642	-	-	-	-	-	-	-		

Approach	EB		WB		NB		
HCM Control Delay, s	24.6		9.6				
HCM LOS	C		A				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	709	590	853
HCM Lane V/C Ratio	-	-	-	0.765	0.006	0.054
HCM Control Delay (s)	-	-	-	24.6	11.1	9.5
HCM Lane LOS	-	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	-	7.2	0	0.2

HCM 6th TWSC
 8: Positive Place & SB Mayberry Dr

01/27/2025

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	0	155	5	7	7	0	0	0	0	37	99	43
Future Vol, veh/h	0	155	5	7	7	0	0	0	0	37	99	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	168	5	8	8	0	0	0	0	40	108	47

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	212	78	218	235	-	0	0	0
Stage 1	-	212	-	0	0	-	-	-	-
Stage 2	-	0	-	218	235	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	684	967	719	664	0	-	-	-
Stage 1	0	726	-	-	0	-	-	-	-
Stage 2	0	-	-	764	709	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	684	967	579	664	-	-	-	-
Mov Cap-2 Maneuver	-	684	-	579	664	-	-	-	-
Stage 1	-	726	-	-	-	-	-	-	-
Stage 2	-	-	-	583	709	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	12	10.9	
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	690	579	664	-	-	-
HCM Lane V/C Ratio	0.252	0.013	0.011	-	-	-
HCM Control Delay (s)	12	11.3	10.5	-	-	-
HCM Lane LOS	B	B	B	-	-	-
HCM 95th %tile Q(veh)	1	0	0	-	-	-

HCM 6th TWSC
 9: NB Mayberry Dr & Positive Place

01/27/2025

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑	↗		↔				
Traffic Vol, veh/h	140	53	0	0	12	73	3	92	12	0	0	0
Future Vol, veh/h	140	53	0	0	12	73	3	92	12	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	152	58	0	0	13	79	3	100	13	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	63	119	-	-	113	57	0	0	0	
Stage 1	0	0	-	-	113	-	-	-	-	
Stage 2	63	119	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	924	770	0	0	776	997	-	-	-	
Stage 1	-	-	0	0	801	-	-	-	-	
Stage 2	941	796	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	840	770	-	-	776	997	-	-	-	
Mov Cap-2 Maneuver	840	770	-	-	776	-	-	-	-	
Stage 1	-	-	-	-	801	-	-	-	-	
Stage 2	852	796	-	-	-	-	-	-	-	

Approach	EB	WB	NB
HCM Control Delay, s	10.2	9	
HCM LOS	B	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	840	770	776	997
HCM Lane V/C Ratio	-	-	-	0.181	0.075	0.017	0.08
HCM Control Delay (s)	-	-	-	10.2	10.1	9.7	8.9
HCM Lane LOS	-	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	-	0.7	0.2	0.1	0.3

HCM 6th Roundabout
10: Springs Road & Positive Place

01/27/2025

Intersection				
Intersection Delay, s/veh	3.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	27	39	13	144
Demand Flow Rate, veh/h	27	39	13	147
Vehicles Circulating, veh/h	109	23	85	39
Vehicles Exiting, veh/h	77	75	51	23
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.1	2.9	2.9	3.7
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	27	39	13	147
Cap Entry Lane, veh/h	1235	1348	1265	1326
Entry HV Adj Factor	0.988	0.990	0.994	0.981
Flow Entry, veh/h	27	39	13	144
Cap Entry, veh/h	1220	1334	1258	1301
V/C Ratio	0.022	0.029	0.010	0.111
Control Delay, s/veh	3.1	2.9	2.9	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	8	3	19	37	46
Future Vol, veh/h	46	8	3	19	37	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	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	50	9	3	21	40	50

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	67	40	90	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	938	1031	1505	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	936	1031	1505	-	-	-
Mov Cap-2 Maneuver	936	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1505	-	936	1031	-	-
HCM Lane V/C Ratio	0.002	-	0.053	0.008	-	-
HCM Control Delay (s)	7.4	0	9.1	8.5	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

Intersection					
Intersection Delay, s/veh	3.0				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	2	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	26	57	20	81	
Demand Flow Rate, veh/h	27	58	20	83	
Vehicles Circulating, veh/h	45	47	40	2	
Vehicles Exiting, veh/h	40	13	32	103	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	3.0	3.1	2.9	2.9	
Approach LOS	A	A	A	A	
Lane	Left	Left	Left	Left	Right
Designated Moves	LTR	LTR	LTR	L	TR
Assumed Moves	LTR	LTR	LTR	L	TR
RT Channelized					
Lane Util	1.000	1.000	1.000	0.157	0.843
Follow-Up Headway, s	2.609	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.976	4.544	4.544
Entry Flow, veh/h	27	58	20	13	70
Cap Entry Lane, veh/h	1318	1315	1325	1418	1418
Entry HV Adj Factor	0.963	0.982	0.980	1.000	0.977
Flow Entry, veh/h	26	57	20	13	68
Cap Entry, veh/h	1269	1292	1299	1418	1385
V/C Ratio	0.020	0.044	0.015	0.009	0.049
Control Delay, s/veh	3.0	3.1	2.9	2.6	3.0
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0

HCM 6th Roundabout
13: Springs Road & Boulevard A

01/27/2025

Intersection				
Intersection Delay, s/veh	2.9			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	3	41	0	17
Demand Flow Rate, veh/h	3	42	0	17
Vehicles Circulating, veh/h	0	1	3	38
Vehicles Exiting, veh/h	55	2	0	5
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.9	0.0	2.8
Approach LOS	A	A	-	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	3	42	0	17
Cap Entry Lane, veh/h	1380	1378	1376	1327
Entry HV Adj Factor	0.987	0.982	1.000	1.000
Flow Entry, veh/h	3	41	0	17
Cap Entry, veh/h	1362	1354	1376	1327
V/C Ratio	0.002	0.030	0.000	0.013
Control Delay, s/veh	2.7	2.9	2.6	2.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	23	23	27	18
Future Vol, veh/h	0	1	23	23	27	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	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	0	1	25	25	29	20

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	114	39	49	0	0
Stage 1	39	-	-	-	-
Stage 2	75	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	882	1033	1558	-	-
Stage 1	983	-	-	-	-
Stage 2	948	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	868	1033	1558	-	-
Mov Cap-2 Maneuver	868	-	-	-	-
Stage 1	967	-	-	-	-
Stage 2	948	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	3.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1558	-	1033	-	-
HCM Lane V/C Ratio	0.016	-	0.001	-	-
HCM Control Delay (s)	7.3	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th Signalized Intersection Summary

1: Peyton Highway & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Volume (veh/h)	5	394	12	26	681	52	33	18	15	36	11	25
Future Volume (veh/h)	5	394	12	26	681	52	33	18	15	36	11	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1796	1796	1870	1796
Adj Flow Rate, veh/h	5	428	13	28	740	57	36	20	16	39	12	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	368	928	28	613	881	68	304	132	67	304	90	102
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	682	1806	55	948	1715	132	545	704	357	546	483	545
Grp Volume(v), veh/h	5	0	441	28	0	797	72	0	0	78	0	0
Grp Sat Flow(s),veh/h/ln	682	0	1860	948	0	1847	1606	0	0	1574	0	0
Q Serve(g_s), s	0.2	0.0	4.0	0.5	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.0	0.0	4.0	4.6	0.0	9.9	0.9	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.07	0.50		0.22	0.50		0.35
Lane Grp Cap(c), veh/h	368	0	957	613	0	949	502	0	0	496	0	0
V/C Ratio(X)	0.01	0.00	0.46	0.05	0.00	0.84	0.14	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	425	0	1113	693	0	1104	1131	0	0	1114	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.8	0.0	4.1	5.6	0.0	5.6	9.2	0.0	0.0	9.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	5.2	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.0	1.4	0.2	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	4.5	5.6	0.0	10.8	9.3	0.0	0.0	9.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	B	A	A	A	A	A	A
Approach Vol, veh/h		446			825			72			78	
Approach Delay, s/veh		4.5			10.6			9.3			9.4	
Approach LOS		A			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.0		17.8		9.0		17.8				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		2.9		12.0		3.0		11.9				
Green Ext Time (p_c), s		0.2		0.9		0.2		1.9				
Intersection Summary												
HCM 6th Ctrl Delay				8.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 2: Log Road & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	0	323	48	62	393	5	90	6	17	9	12	6
Future Volume (veh/h)	0	323	48	62	393	5	90	6	17	9	12	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	351	52	67	427	5	98	7	18	10	13	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	681	101	237	682	7	512	50	48	275	222	87
Arrive On Green	0.00	0.43	0.43	0.43	0.43	0.43	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	0	1592	236	134	1594	17	1032	229	216	291	1011	396
Grp Volume(v), veh/h	0	0	403	499	0	0	123	0	0	30	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1828	1746	0	0	1477	0	0	1697	0	0
Q Serve(g_s), s	0.0	0.0	3.7	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	3.7	4.9	0.0	0.0	1.5	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.00		0.13	0.13		0.01	0.80		0.15	0.33		0.23
Lane Grp Cap(c), veh/h	0	0	782	927	0	0	610	0	0	585	0	0
V/C Ratio(X)	0.00	0.00	0.52	0.54	0.00	0.00	0.20	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	0	0	2494	2486	0	0	1306	0	0	1366	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	4.8	5.1	0.0	0.0	7.5	0.0	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	5.3	5.6	0.0	0.0	7.6	0.0	0.0	7.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		403			499			123				30
Approach Delay, s/veh		5.3			5.6			7.6				7.1
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.0		13.7		9.0		13.7				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		31.0		16.0		31.0				
Max Q Clear Time (g_c+I1), s		3.5		5.7		2.3		6.9				
Green Ext Time (p_c), s		0.4		2.1		0.1		2.9				
Intersection Summary												
HCM 6th Ctrl Delay				5.7								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 3: Ellicott Highway & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	126	196	27	248	22	173	44	11	13	71	77
Future Volume (veh/h)	53	126	196	27	248	22	173	44	11	13	71	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1817	1817	1817	1870	1870	1796	1870	1870	1796	1796	1870	1870
Adj Flow Rate, veh/h	58	137	213	29	270	24	188	48	12	14	77	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	562	541	458	637	504	45	674	390	98	263	452	428
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1054	1817	1540	1031	1693	150	1225	1444	361	142	1672	1585
Grp Volume(v), veh/h	58	137	213	29	0	294	188	0	60	91	0	84
Grp Sat Flow(s),veh/h/ln	1054	1817	1540	1031	0	1843	1225	0	1805	1814	0	1585
Q Serve(g_s), s	0.9	1.1	2.1	0.4	0.0	2.5	2.6	0.0	0.5	0.0	0.0	0.8
Cycle Q Clear(g_c), s	3.4	1.1	2.1	1.5	0.0	2.5	3.3	0.0	0.5	0.7	0.0	0.8
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.20	0.15		1.00
Lane Grp Cap(c), veh/h	562	541	458	637	0	548	674	0	488	715	0	428
V/C Ratio(X)	0.10	0.25	0.46	0.05	0.00	0.54	0.28	0.00	0.12	0.13	0.00	0.20
Avail Cap(c_a), veh/h	1160	1571	1332	1221	0	1594	1403	0	1561	1763	0	1371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.8	4.9	5.3	5.5	0.0	5.4	6.4	0.0	5.1	5.2	0.0	5.2
Incr Delay (d2), s/veh	0.1	0.2	0.7	0.0	0.0	0.8	0.2	0.0	0.1	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.9	5.2	6.0	5.5	0.0	6.3	6.7	0.0	5.2	5.3	0.0	5.4
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		408			323			248				175
Approach Delay, s/veh		5.9			6.2			6.3				5.3
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.0		9.5		9.0		9.5				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		2.5		5.4		2.7		4.5				
Green Ext Time (p_c), s		0.1		0.3		0.1		1.2				
Intersection Summary												
HCM 6th Ctrl Delay				6.0								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary

4: Mayberry Dr & SH 94

01/27/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	201	255	212	335	460	245
Future Volume (veh/h)	201	255	212	335	460	245
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	218	277	230	364	500	266
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	771	654	498	771	659	587
Arrive On Green	0.41	0.41	0.41	0.41	0.37	0.37
Sat Flow, veh/h	1870	1585	902	1870	1781	1585
Grp Volume(v), veh/h	218	277	230	364	500	266
Grp Sat Flow(s),veh/h/ln	1870	1585	902	1870	1781	1585
Q Serve(g_s), s	2.9	4.6	8.4	5.2	9.0	4.7
Cycle Q Clear(g_c), s	2.9	4.6	11.2	5.2	9.0	4.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	771	654	498	771	659	587
V/C Ratio(X)	0.28	0.42	0.46	0.47	0.76	0.45
Avail Cap(c_a), veh/h	1068	905	641	1068	1501	1336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.2	7.7	10.9	7.9	10.1	8.8
Incr Delay (d2), s/veh	0.2	0.4	0.7	0.4	1.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	0.9	1.0	2.8	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.4	8.1	11.6	8.3	12.0	9.3
LnGrp LOS	A	A	B	A	B	A
Approach Vol, veh/h	495			594	766	
Approach Delay, s/veh	7.8			9.6	11.0	
Approach LOS	A			A	B	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		17.6		19.2		19.2
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		31.0		21.0		21.0
Max Q Clear Time (g_c+I1), s		11.0		6.6		13.2
Green Ext Time (p_c), s		2.6		1.7		1.9
Intersection Summary						
HCM 6th Ctrl Delay			9.7			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

1: Peyton Highway & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	806	39	24	472	65	11	11	28	93	12	4
Future Volume (veh/h)	21	806	39	24	472	65	11	11	28	93	12	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1796	1796	1870	1796
Adj Flow Rate, veh/h	23	876	42	26	513	71	12	12	30	101	13	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	531	975	47	316	885	123	187	90	157	431	47	9
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	831	1770	85	609	1608	223	205	523	909	1158	269	50
Grp Volume(v), veh/h	23	0	918	26	0	584	54	0	0	118	0	0
Grp Sat Flow(s),veh/h/ln	831	0	1855	609	0	1830	1637	0	0	1478	0	0
Q Serve(g_s), s	0.5	0.0	12.7	1.1	0.0	6.1	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	12.7	13.9	0.0	6.1	0.8	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.12	0.22		0.56	0.86		0.03
Lane Grp Cap(c), veh/h	531	0	1021	316	0	1008	435	0	0	486	0	0
V/C Ratio(X)	0.04	0.00	0.90	0.08	0.00	0.58	0.12	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	533	0	1026	318	0	1012	1040	0	0	1024	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.5	0.0	5.8	12.0	0.0	4.3	10.2	0.0	0.0	10.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	10.6	0.1	0.0	0.8	0.1	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.0	0.1	0.0	0.2	0.2	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.0	16.4	12.1	0.0	5.1	10.3	0.0	0.0	10.9	0.0	0.0
LnGrp LOS	A	A	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		941			610			54			118	
Approach Delay, s/veh		16.1			5.4			10.3			10.9	
Approach LOS		B			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.0		19.9		9.0		19.9				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		2.8		14.7		3.9		15.9				
Green Ext Time (p_c), s		0.1		0.8		0.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				11.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

2: Log Road & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	11	500	94	45	288	7	104	4	25	9	4	3
Future Volume (veh/h)	11	500	94	45	288	7	104	4	25	9	4	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	543	102	49	313	8	113	4	27	10	4	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	766	142	211	801	19	447	26	53	352	125	55
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	11	1520	281	110	1588	38	1060	136	276	702	653	290
Grp Volume(v), veh/h	657	0	0	370	0	0	144	0	0	17	0	0
Grp Sat Flow(s),veh/h/ln	1812	0	0	1735	0	0	1473	0	0	1645	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.3	0.0	0.0	3.2	0.0	0.0	2.2	0.0	0.0	0.2	0.0	0.0
Prop In Lane	0.02		0.16	0.13		0.02	0.78		0.19	0.59		0.18
Lane Grp Cap(c), veh/h	1053	0	0	1030	0	0	526	0	0	532	0	0
V/C Ratio(X)	0.62	0.00	0.00	0.36	0.00	0.00	0.27	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	2271	0	0	2099	0	0	1134	0	0	1164	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.0	0.0	0.0	4.0	0.0	0.0	9.5	0.0	0.0	8.7	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	0.0	0.0	4.2	0.0	0.0	9.7	0.0	0.0	8.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		657			370			144				17
Approach Delay, s/veh		5.7			4.2			9.7				8.7
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.0		17.2		9.0		17.2				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		31.0		16.0		31.0				
Max Q Clear Time (g_c+I1), s		4.2		9.3		2.2		5.2				
Green Ext Time (p_c), s		0.5		3.9		0.0		2.1				
Intersection Summary												
HCM 6th Ctrl Delay				5.8								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 3: Ellicott Highway & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	266	149	8	161	12	102	49	131	19	29	72
Future Volume (veh/h)	88	266	149	8	161	12	102	49	131	19	29	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1817	1817	1817	1870	1870	1796	1870	1870	1796	1796	1870	1870
Adj Flow Rate, veh/h	96	289	162	9	175	13	111	53	142	21	32	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	645	548	465	546	519	39	704	121	323	362	358	426
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1162	1817	1540	940	1720	128	1283	449	1204	341	1334	1585
Grp Volume(v), veh/h	96	289	162	9	0	188	111	0	195	53	0	78
Grp Sat Flow(s),veh/h/ln	1162	1817	1540	940	0	1847	1283	0	1654	1675	0	1585
Q Serve(g_s), s	1.3	2.5	1.5	0.1	0.0	1.5	1.3	0.0	1.8	0.0	0.0	0.7
Cycle Q Clear(g_c), s	2.8	2.5	1.5	2.6	0.0	1.5	1.7	0.0	1.8	0.4	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.73	0.40		1.00
Lane Grp Cap(c), veh/h	645	548	465	546	0	557	704	0	444	720	0	426
V/C Ratio(X)	0.15	0.53	0.35	0.02	0.00	0.34	0.16	0.00	0.44	0.07	0.00	0.18
Avail Cap(c_a), veh/h	1293	1562	1324	1070	0	1588	1462	0	1421	1620	0	1362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.1	5.4	5.1	6.5	0.0	5.1	5.8	0.0	5.6	5.1	0.0	5.2
Incr Delay (d2), s/veh	0.1	0.8	0.4	0.0	0.0	0.4	0.1	0.0	0.7	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.2	6.2	5.5	6.5	0.0	5.4	5.9	0.0	6.3	5.2	0.0	5.4
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		547			197			306			131	
Approach Delay, s/veh		6.0			5.5			6.2			5.3	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.0		9.6		9.0		9.6				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		3.8		4.8		2.4		4.6				
Green Ext Time (p_c), s		0.5		1.0		0.1		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				5.9								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 4: Mayberry Dr & SH 94

01/27/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	331	502	312	198	485	280
Future Volume (veh/h)	331	502	312	198	485	280
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	360	546	339	215	527	304
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	855	725	359	855	656	584
Arrive On Green	0.46	0.46	0.46	0.46	0.37	0.37
Sat Flow, veh/h	1870	1585	615	1870	1781	1585
Grp Volume(v), veh/h	360	546	339	215	527	304
Grp Sat Flow(s),veh/h/ln	1870	1585	615	1870	1781	1585
Q Serve(g_s), s	5.9	13.1	15.1	3.2	12.2	6.9
Cycle Q Clear(g_c), s	5.9	13.1	21.0	3.2	12.2	6.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	855	725	359	855	656	584
V/C Ratio(X)	0.42	0.75	0.95	0.25	0.80	0.52
Avail Cap(c_a), veh/h	855	725	359	855	1203	1070
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	10.3	18.5	7.6	13.0	11.3
Incr Delay (d2), s/veh	0.3	4.5	33.5	0.2	2.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.3	6.3	0.7	4.3	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	14.8	52.0	7.8	15.4	12.1
LnGrp LOS	A	B	D	A	B	B
Approach Vol, veh/h	906			554	831	
Approach Delay, s/veh	12.4			34.8	14.1	
Approach LOS	B			C	B	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		20.9		25.0		25.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		31.0		21.0		21.0
Max Q Clear Time (g_c+I1), s		14.2		15.1		23.0
Green Ext Time (p_c), s		2.7		2.1		0.0
Intersection Summary						
HCM 6th Ctrl Delay			18.4			
HCM 6th LOS			B			

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

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	5	246	13	17	437	34	34	18	9	25	12	26
Future Vol, veh/h	5	246	13	17	437	34	34	18	9	25	12	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	267	14	18	475	37	37	20	10	27	13	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	512	0	0	281	0	0	834	832	274	829	821	494
Stage 1	-	-	-	-	-	-	284	284	-	530	530	-
Stage 2	-	-	-	-	-	-	550	548	-	299	291	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1053	-	-	1282	-	-	288	305	765	290	309	575
Stage 1	-	-	-	-	-	-	723	676	-	533	527	-
Stage 2	-	-	-	-	-	-	519	517	-	710	672	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1053	-	-	1282	-	-	261	299	765	268	303	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	261	299	-	268	303	-
Stage 1	-	-	-	-	-	-	719	673	-	530	520	-
Stage 2	-	-	-	-	-	-	474	510	-	677	669	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			20.2			17.6		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	302	1053	-	-	1282	-	-	354
HCM Lane V/C Ratio	0.22	0.005	-	-	0.014	-	-	0.193
HCM Control Delay (s)	20.2	8.4	-	-	7.8	-	-	17.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.7

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	179	9	3	314	5	28	6	7	9	13	6
Future Vol, veh/h	0	179	9	3	314	5	28	6	7	9	13	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	195	10	3	341	5	30	7	8	10	14	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	346	0	0	205	0	0	560	552	200	558	555	344
Stage 1	-	-	-	-	-	-	200	200	-	350	350	-
Stage 2	-	-	-	-	-	-	360	352	-	208	205	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1213	-	-	1366	-	-	439	442	841	440	440	699
Stage 1	-	-	-	-	-	-	802	736	-	666	633	-
Stage 2	-	-	-	-	-	-	658	632	-	794	732	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1213	-	-	1366	-	-	423	441	841	430	439	699
Mov Cap-2 Maneuver	-	-	-	-	-	-	423	441	-	430	439	-
Stage 1	-	-	-	-	-	-	802	736	-	666	631	-
Stage 2	-	-	-	-	-	-	635	630	-	780	732	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			13.6			13.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	465	1213	-	-	1366	-	-	474
HCM Lane V/C Ratio	0.096	-	-	-	0.002	-	-	0.064
HCM Control Delay (s)	13.6	0	-	-	7.6	0	-	13.1
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

HCM 6th TWSC
3: Ellicott Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	8.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	23	74	145	28	203	23	123	46	12	14	74	49
Future Vol, veh/h	23	74	145	28	203	23	123	46	12	14	74	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	80	158	30	221	25	134	50	13	15	80	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	246	0	0	238	0	0	569	515	159	535	582	234
Stage 1	-	-	-	-	-	-	209	209	-	294	294	-
Stage 2	-	-	-	-	-	-	360	306	-	241	288	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1320	-	-	1329	-	-	433	464	886	456	425	805
Stage 1	-	-	-	-	-	-	793	729	-	714	670	-
Stage 2	-	-	-	-	-	-	658	662	-	762	674	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1320	-	-	1329	-	-	333	445	886	398	407	805
Mov Cap-2 Maneuver	-	-	-	-	-	-	333	445	-	398	407	-
Stage 1	-	-	-	-	-	-	778	715	-	700	655	-
Stage 2	-	-	-	-	-	-	527	647	-	685	661	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.9			25			15.4		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	372	1320	-	-	1329	-	-	493
HCM Lane V/C Ratio	0.529	0.019	-	-	0.023	-	-	0.302
HCM Control Delay (s)	25	7.8	-	-	7.8	-	-	15.4
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	3	0.1	-	-	0.1	-	-	1.3

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	278	15	13	0	116	8
Future Vol, veh/h	278	15	13	0	116	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	200	-	0	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	302	16	14	0	126	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	318	0	330
Stage 1	-	-	-	-	302
Stage 2	-	-	-	-	28
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1242	-	665
Stage 1	-	-	-	-	750
Stage 2	-	-	-	-	995
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1242	-	658
Mov Cap-2 Maneuver	-	-	-	-	658
Stage 1	-	-	-	-	750
Stage 2	-	-	-	-	984

Approach	EB	WB	NB
HCM Control Delay, s	0	7.9	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	658	738	-	-	1242	-
HCM Lane V/C Ratio	0.192	0.012	-	-	0.011	-
HCM Control Delay (s)	11.8	9.9	-	-	7.9	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	196	92	0	363	0	10
Future Vol, veh/h	196	92	0	363	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	213	100	0	395	0	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	213
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	827
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	827
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	827	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s)	9.4	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

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	22	466	41	21	201	28	12	12	23	49	13	4
Future Vol, veh/h	22	466	41	21	201	28	12	12	23	49	13	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	507	45	23	218	30	13	13	25	53	14	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	248	0	0	552	0	0	866	872	530	876	879	233
Stage 1	-	-	-	-	-	-	578	578	-	279	279	-
Stage 2	-	-	-	-	-	-	288	294	-	597	600	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1318	-	-	1018	-	-	274	289	549	269	286	806
Stage 1	-	-	-	-	-	-	501	501	-	728	680	-
Stage 2	-	-	-	-	-	-	720	670	-	490	490	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1318	-	-	1018	-	-	254	277	549	240	274	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	254	277	-	240	274	-
Stage 1	-	-	-	-	-	-	492	492	-	715	664	-
Stage 2	-	-	-	-	-	-	685	655	-	447	481	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.7			16.8			24.3		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	355	1318	-	-	1018	-	-	257
HCM Lane V/C Ratio	0.144	0.018	-	-	0.022	-	-	0.279
HCM Control Delay (s)	16.8	7.8	-	-	8.6	-	-	24.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-	-	1.1

HCM 6th TWSC
2: Log Road & SH 94

01/27/2025

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	12	327	41	3	131	7	5	4	4	9	4	3
Future Vol, veh/h	12	327	41	3	131	7	5	4	4	9	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	355	45	3	142	8	5	4	4	10	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	150	0	0	400	0	0	560	560	378	560	578	146
Stage 1	-	-	-	-	-	-	404	404	-	152	152	-
Stage 2	-	-	-	-	-	-	156	156	-	408	426	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1431	-	-	1159	-	-	439	437	669	439	427	901
Stage 1	-	-	-	-	-	-	623	599	-	850	772	-
Stage 2	-	-	-	-	-	-	846	769	-	620	586	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1431	-	-	1159	-	-	429	430	669	428	421	901
Mov Cap-2 Maneuver	-	-	-	-	-	-	429	430	-	428	421	-
Stage 1	-	-	-	-	-	-	616	592	-	840	770	-
Stage 2	-	-	-	-	-	-	836	767	-	604	579	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			12.7			12.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	483	1431	-	-	1159	-	-	473
HCM Lane V/C Ratio	0.029	0.009	-	-	0.003	-	-	0.037
HCM Control Delay (s)	12.7	7.5	0	-	8.1	0	-	12.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

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	60	187	76	8	80	13	27	51	137	19	31	46
Future Vol, veh/h	60	187	76	8	80	13	27	51	137	19	31	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	203	83	9	87	14	29	55	149	21	34	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	101	0	0	286	0	0	529	494	245	589	528	94
Stage 1	-	-	-	-	-	-	375	375	-	112	112	-
Stage 2	-	-	-	-	-	-	154	119	-	477	416	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1491	-	-	1276	-	-	460	476	794	420	456	963
Stage 1	-	-	-	-	-	-	646	617	-	893	803	-
Stage 2	-	-	-	-	-	-	848	797	-	569	592	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1491	-	-	1276	-	-	395	452	794	297	433	963
Mov Cap-2 Maneuver	-	-	-	-	-	-	395	452	-	297	433	-
Stage 1	-	-	-	-	-	-	618	590	-	854	797	-
Stage 2	-	-	-	-	-	-	765	791	-	401	566	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.6			14.6			13.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	608	1491	-	-	1276	-	-	524
HCM Lane V/C Ratio	0.384	0.044	-	-	0.007	-	-	0.199
HCM Control Delay (s)	14.6	7.5	-	-	7.8	-	-	13.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.8	0.1	-	-	0	-	-	0.7

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	387	53	16	0	118	3
Future Vol, veh/h	387	53	16	0	118	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	-	570	200	-	0	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	421	58	17	0	128	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	479	0	455
Stage 1	-	-	-	-	421
Stage 2	-	-	-	-	34
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1083	-	563
Stage 1	-	-	-	-	662
Stage 2	-	-	-	-	988
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1083	-	554
Mov Cap-2 Maneuver	-	-	-	-	554
Stage 1	-	-	-	-	662
Stage 2	-	-	-	-	972

Approach	EB	WB	NB
HCM Control Delay, s	0	8.4	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	554	632	-	-	1083	-
HCM Lane V/C Ratio	0.232	0.005	-	-	0.016	-
HCM Control Delay (s)	13.4	10.7	-	-	8.4	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	382	81	0	160	0	10
Future Vol, veh/h	382	81	0	160	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	415	88	0	174	0	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	415
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	637
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	637
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	637	-	-	-
HCM Lane V/C Ratio	0.017	-	-	-
HCM Control Delay (s)	10.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	17											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	5	519	13	34	887	67	34	18	19	45	12	26
Future Vol, veh/h	5	519	13	34	887	67	34	18	19	45	12	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	564	14	37	964	73	37	20	21	49	13	28

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	1037	0	0	578	0	0	1676	1692	571	1677	1663	1001
Stage 1	-	-	-	-	-	-	581	581	-	1075	1075	-
Stage 2	-	-	-	-	-	-	1095	1111	-	602	588	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	670	-	-	996	-	-	76	93	520	75	97	295
Stage 1	-	-	-	-	-	-	499	500	-	266	296	-
Stage 2	-	-	-	-	-	-	259	285	-	486	496	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	670	-	-	996	-	-	59	89	520	58	93	295
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	89	-	58	93	-
Stage 1	-	-	-	-	-	-	496	497	-	264	285	-
Stage 2	-	-	-	-	-	-	215	274	-	445	493	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.1		0.3		152		209.4	
HCM LOS					F		F	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	87	670	-	-	996	-	-	84
HCM Lane V/C Ratio	0.887	0.008	-	-	0.037	-	-	1.074
HCM Control Delay (s)	152	10.4	-	-	8.8	-	-	209.4
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	4.8	0	-	-	0.1	-	-	6.2

Intersection												
Int Delay, s/veh	9.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	351	79	102	421	5	96	6	31	9	13	6
Future Vol, veh/h	0	351	79	102	421	5	96	6	31	9	13	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	382	86	111	458	5	104	7	34	10	14	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	463	0	0	468	0	0	1118	1110	425	1129	1151	461
Stage 1	-	-	-	-	-	-	425	425	-	683	683	-
Stage 2	-	-	-	-	-	-	693	685	-	446	468	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1098	-	-	1094	-	-	184	209	629	181	198	600
Stage 1	-	-	-	-	-	-	607	586	-	439	449	-
Stage 2	-	-	-	-	-	-	434	448	-	591	561	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1098	-	-	1094	-	-	153	180	629	149	171	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	153	180	-	149	171	-
Stage 1	-	-	-	-	-	-	607	586	-	439	387	-
Stage 2	-	-	-	-	-	-	357	387	-	553	561	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.7			69.7			27.4		
HCM LOS							F			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	187	1098	-	-	1094	-	-	191
HCM Lane V/C Ratio	0.773	-	-	-	0.101	-	-	0.159
HCM Control Delay (s)	69.7	0	-	-	8.7	0	-	27.4
HCM Lane LOS	F	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	5.2	0	-	-	0.3	-	-	0.6

HCM 6th TWSC
3: Ellicott Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	67.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	61	143	216	28	279	23	200	46	12	14	74	89
Future Vol, veh/h	61	143	216	28	279	23	200	46	12	14	74	89
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	155	235	30	303	25	217	50	13	15	80	97

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	328	0	0	390	0	0	869	793	273	812	898	316
Stage 1	-	-	-	-	-	-	405	405	-	376	376	-
Stage 2	-	-	-	-	-	-	464	388	-	436	522	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1232	-	-	1169	-	-	272	321	766	298	279	724
Stage 1	-	-	-	-	-	-	622	598	-	645	616	-
Stage 2	-	-	-	-	-	-	578	609	-	599	531	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1232	-	-	1169	-	-	~ 168	296	766	240	257	724
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 168	296	-	240	257	-
Stage 1	-	-	-	-	-	-	588	566	-	610	600	-
Stage 2	-	-	-	-	-	-	423	593	-	508	502	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.7			289.6			24.1		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	189	1232	-	-	1169	-	-	377
HCM Lane V/C Ratio	1.484	0.054	-	-	0.026	-	-	0.51
HCM Control Delay (s)	289.6	8.1	-	-	8.2	-	-	24.1
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	17.5	0.2	-	-	0.1	-	-	2.8

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

Intersection						
Int Delay, s/veh	325.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	276	320	229	0	670	262
Future Vol, veh/h	276	320	229	0	670	262
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	300	-	0	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	300	348	249	0	728	285

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	648	0	798
Stage 1	-	-	-	-	300
Stage 2	-	-	-	-	498
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	938	-	~ 355
Stage 1	-	-	-	-	752
Stage 2	-	-	-	-	~ 611
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	938	-	~ 261
Mov Cap-2 Maneuver	-	-	-	-	~ 261
Stage 1	-	-	-	-	752
Stage 2	-	-	-	-	~ 449

Approach	EB	WB	NB
HCM Control Delay, s	0	10.2	\$ 611.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	261	740	-	-	938	-
HCM Lane V/C Ratio	2.79	0.385	-	-	0.265	-
HCM Control Delay (s)	\$ 845.4	12.9	-	-	10.2	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	62.8	1.8	-	-	1.1	-

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

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	403	137	0	525	0	27
Future Vol, veh/h	403	137	0	525	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	438	149	0	571	0	29

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	438
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	619
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	619
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	619	-	-	-
HCM Lane V/C Ratio	0.047	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

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	321	0	8	25	0	0	0	0	18	119	412
Future Vol, veh/h	0	321	0	8	25	0	0	0	0	18	119	412
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	349	0	9	27	0	0	0	0	20	129	448

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	169	129	568	617	-	0	0	0
Stage 1	-	169	-	0	0	-	-	-	-
Stage 2	-	0	-	568	617	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	724	921	434	405	0	-	-	-
Stage 1	0	759	-	-	-	0	-	-	-
Stage 2	0	-	-	508	481	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	724	921	270	405	-	-	-	-
Mov Cap-2 Maneuver	-	724	-	270	405	-	-	-	-
Stage 1	-	759	-	-	-	-	-	-	-
Stage 2	-	-	-	274	481	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	14.5		16.1			
HCM LOS	B		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	724	361	-	-	-
HCM Lane V/C Ratio	0.482	0.099	-	-	-
HCM Control Delay (s)	14.5	16.1	-	-	-
HCM Lane LOS	B	C	-	-	-
HCM 95th %tile Q(veh)	2.6	0.3	-	-	-

HCM 6th TWSC
7: NB Mayberry Dr & Village Main St

01/27/2025

Intersection												
Int Delay, s/veh	10.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↗		↔				
Traffic Vol, veh/h	320	20	0	0	12	50	21	563	3	0	0	0
Future Vol, veh/h	320	20	0	0	12	50	21	563	3	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	0	2	0	2	0	2	2	2
Mvmt Flow	348	22	0	0	13	54	23	612	3	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	359	661	-	-	660	308	0	0	0	
Stage 1	0	0	-	-	660	-	-	-	-	
Stage 2	359	661	-	-	0	-	-	-	-	
Critical Hdwy	7.5	6.54	-	-	6.5	6.94	4.1	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-	
Critical Hdwy Stg 2	6.5	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4.02	-	-	4	3.32	2.2	-	-	
Pot Cap-1 Maneuver	577	381	0	0	386	688	-	-	-	
Stage 1	-	-	0	0	463	-	-	-	-	
Stage 2	637	458	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	518	381	-	-	386	688	-	-	-	
Mov Cap-2 Maneuver	518	381	-	-	386	-	-	-	-	
Stage 1	-	-	-	-	463	-	-	-	-	
Stage 2	570	458	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	28.9		11.5			
HCM LOS	D		B			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	507	386	688
HCM Lane V/C Ratio	-	-	-	0.729	0.034	0.079
HCM Control Delay (s)	-	-	-	28.9	14.7	10.7
HCM Lane LOS	-	-	-	D	B	B
HCM 95th %tile Q(veh)	-	-	-	6	0.1	0.3

HCM 6th TWSC
 8: Positive Place & SB Mayberry Dr

01/27/2025

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑						↔↔	
Traffic Vol, veh/h	0	84	17	36	10	0	0	0	0	22	94	11
Future Vol, veh/h	0	84	17	36	10	0	0	0	0	22	94	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	91	18	39	11	0	0	0	0	24	102	12

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	156	57	145	162	-	0	0	0
Stage 1	-	156	-	0	0	-	-	-	-
Stage 2	-	0	-	145	162	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	735	997	810	729	0	-	-	-
Stage 1	0	768	-	-	-	0	-	-	-
Stage 2	0	-	-	843	763	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	735	997	719	729	-	-	-	-
Mov Cap-2 Maneuver	-	735	-	719	729	-	-	-	-
Stage 1	-	768	-	-	-	-	-	-	-
Stage 2	-	-	-	729	763	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	10.5		10.2			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1WBLn1WBLn2		SBL	SBT	SBR	
Capacity (veh/h)	769	719	729	-	-	-
HCM Lane V/C Ratio	0.143	0.054	0.015	-	-	-
HCM Control Delay (s)	10.5	10.3	10	-	-	-
HCM Lane LOS	B	B	B	-	-	-
HCM 95th %tile Q(veh)	0.5	0.2	0	-	-	-

HCM 6th TWSC
9: NB Mayberry Dr & Positive Place

01/27/2025

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	78	28	0	0	41	84	5	425	33	0	0	0
Future Vol, veh/h	78	28	0	0	41	84	5	425	33	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	85	30	0	0	45	91	5	462	36	0	0	0

Major/Minor	Minor2		Minor1		Major1						
Conflicting Flow All	264	508	-	-	490	249	0	0	0		
Stage 1	0	0	-	-	490	-	-	-	-		
Stage 2	264	508	-	-	0	-	-	-	-		
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-		
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-		
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-		
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-		
Pot Cap-1 Maneuver	668	466	0	0	477	751	-	-	-		
Stage 1	-	-	0	0	547	-	-	-	-		
Stage 2	718	537	0	0	-	-	-	-	-		
Platoon blocked, %								-	-		
Mov Cap-1 Maneuver	545	466	-	-	477	751	-	-	-		
Mov Cap-2 Maneuver	545	466	-	-	477	-	-	-	-		
Stage 1	-	-	-	-	547	-	-	-	-		
Stage 2	579	537	-	-	-	-	-	-	-		

Approach	EB		WB		NB		
HCM Control Delay, s	12.9		11.4				
HCM LOS	B		B				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	545	466	477	751
HCM Lane V/C Ratio	-	-	-	0.156	0.065	0.093	0.122
HCM Control Delay (s)	-	-	-	12.8	13.3	13.3	10.5
HCM Lane LOS	-	-	-	B	B	B	B
HCM 95th %tile Q(veh)	-	-	-	0.5	0.2	0.3	0.4

HCM 6th Roundabout
 10: Springs Road & Positive Place

01/27/2025

Intersection				
Intersection Delay, s/veh	3.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	54	74	33	107
Demand Flow Rate, veh/h	55	76	34	110
Vehicles Circulating, veh/h	75	50	95	66
Vehicles Exiting, veh/h	101	78	35	60
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.2	3.3	3.2	3.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	55	76	34	110
Cap Entry Lane, veh/h	1278	1311	1252	1290
Entry HV Adj Factor	0.988	0.977	0.968	0.976
Flow Entry, veh/h	54	74	33	107
Cap Entry, veh/h	1263	1281	1212	1259
V/C Ratio	0.043	0.058	0.027	0.085
Control Delay, s/veh	3.2	3.3	3.2	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗
Traffic Vol, veh/h	59	23	8	26	18	97
Future Vol, veh/h	59	23	8	26	18	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	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	64	25	9	28	20	105

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	66	20	125	0	-	0
Stage 1	20	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	939	1058	1462	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	933	1058	1462	-	-	-
Mov Cap-2 Maneuver	933	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	976	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1462	-	933	1058	-	-
HCM Lane V/C Ratio	0.006	-	0.069	0.024	-	-
HCM Control Delay (s)	7.5	0	9.1	8.5	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

Intersection					
Intersection Delay, s/veh	4.1				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	2	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	89	133	202	120	
Demand Flow Rate, veh/h	91	136	206	122	
Vehicles Circulating, veh/h	86	294	115	0	
Vehicles Exiting, veh/h	36	27	62	430	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	3.5	4.8	4.4	3.0	
Approach LOS	A	A	A	A	
Lane	Left	Left	Left	Left	Right
Designated Moves	LTR	LTR	LTR	L	TR
Assumed Moves	LTR	LTR	LTR	L	TR
RT Channelized					
Lane Util	1.000	1.000	1.000	0.197	0.803
Follow-Up Headway, s	2.609	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.976	4.544	4.544
Entry Flow, veh/h	91	136	206	24	98
Cap Entry Lane, veh/h	1264	1022	1227	1420	1420
Entry HV Adj Factor	0.978	0.978	0.981	1.000	0.977
Flow Entry, veh/h	89	133	202	24	96
Cap Entry, veh/h	1236	1000	1203	1420	1388
V/C Ratio	0.072	0.133	0.168	0.017	0.069
Control Delay, s/veh	3.5	4.8	4.4	2.7	3.1
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	1	0	0

HCM 6th Roundabout
13: Springs Road & Boulevard A

01/27/2025

Intersection				
Intersection Delay, s/veh	3.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	30	35	71	32
Demand Flow Rate, veh/h	30	36	72	32
Vehicles Circulating, veh/h	25	76	27	92
Vehicles Exiting, veh/h	99	23	28	20
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.9	3.1	3.1	3.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	30	36	72	32
Cap Entry Lane, veh/h	1345	1277	1342	1256
Entry HV Adj Factor	0.992	0.984	0.986	0.986
Flow Entry, veh/h	30	35	71	32
Cap Entry, veh/h	1335	1256	1323	1239
V/C Ratio	0.022	0.028	0.054	0.025
Control Delay, s/veh	2.9	3.1	3.1	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

HCM 6th TWSC
14: Log Road & Boulevard A

01/27/2025

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑	↑	
Traffic Vol, veh/h	12	8	8	22	32	9
Future Vol, veh/h	12	8	8	22	32	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	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	13	9	9	24	35	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	82	40	45	0	0
Stage 1	40	-	-	-	-
Stage 2	42	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	920	1031	1563	-	-
Stage 1	982	-	-	-	-
Stage 2	980	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	914	1031	1563	-	-
Mov Cap-2 Maneuver	914	-	-	-	-
Stage 1	976	-	-	-	-
Stage 2	980	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1563	-	957	-	-
HCM Lane V/C Ratio	0.006	-	0.023	-	-
HCM Control Delay (s)	7.3	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection			
Intersection Delay, s/veh	3.0		
Intersection LOS	A		
Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	33	71	29
Demand Flow Rate, veh/h	34	72	29
Vehicles Circulating, veh/h	17	34	0
Vehicles Exiting, veh/h	12	17	106
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	2.9	3.2	2.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	34	72	29
Cap Entry Lane, veh/h	1356	1333	1380
Entry HV Adj Factor	0.971	0.986	1.000
Flow Entry, veh/h	33	71	29
Cap Entry, veh/h	1316	1314	1380
V/C Ratio	0.025	0.054	0.021
Control Delay, s/veh	2.9	3.2	2.8
LOS	A	A	A
95th %tile Queue, veh	0	0	0

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	214.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	22	1093	41	31	687	91	12	12	38	128	13	4
Future Vol, veh/h	22	1093	41	31	687	91	12	12	38	128	13	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	1188	45	34	747	99	13	13	41	139	14	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	846	0	0	1233	0	0	2133	2173	1211	2151	2146	797
Stage 1	-	-	-	-	-	-	1259	1259	-	865	865	-
Stage 2	-	-	-	-	-	-	874	914	-	1286	1281	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	791	-	-	565	-	-	36	47	222	~ 35	48	387
Stage 1	-	-	-	-	-	-	209	242	-	348	371	-
Stage 2	-	-	-	-	-	-	344	352	-	202	236	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	791	-	-	565	-	-	25	43	222	~ 20	44	387
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	43	-	~ 20	44	-
Stage 1	-	-	-	-	-	-	203	235	-	338	349	-
Stage 2	-	-	-	-	-	-	307	331	-	151	229	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.5			216			\$ 3121.1		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	67	791	-	-	565	-	-	22
HCM Lane V/C Ratio	1.006	0.03	-	-	0.06	-	-	7.164
HCM Control Delay (s)	216	9.7	-	-	11.8	-	-	\$ 3121.1
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	5.1	0.1	-	-	0.2	-	-	19.9

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

HCM 6th TWSC
2: Log Road & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	25.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	579	110	72	347	7	124	4	48	9	4	3
Future Vol, veh/h	12	579	110	72	347	7	124	4	48	9	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	629	120	78	377	8	135	4	52	10	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	385	0	0	749	0	0	1256	1256	689	1280	1312	381
Stage 1	-	-	-	-	-	-	715	715	-	537	537	-
Stage 2	-	-	-	-	-	-	541	541	-	743	775	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1173	-	-	860	-	-	148	171	446	143	159	666
Stage 1	-	-	-	-	-	-	422	434	-	528	523	-
Stage 2	-	-	-	-	-	-	525	521	-	407	408	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1173	-	-	860	-	-	~ 129	148	446	111	138	666
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 129	148	-	111	138	-
Stage 1	-	-	-	-	-	-	414	426	-	518	463	-
Stage 2	-	-	-	-	-	-	458	461	-	349	400	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.6			187			34.3		
HCM LOS							F			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	161	1173	-	-	860	-	-	140
HCM Lane V/C Ratio	1.188	0.011	-	-	0.091	-	-	0.124
HCM Control Delay (s)	187	8.1	0	-	9.6	0	-	34.3
HCM Lane LOS	F	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	10.6	0	-	-	0.3	-	-	0.4

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

HCM 6th TWSC
3: Ellicott Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	56.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	104	315	187	8	202	13	133	51	137	19	31	87
Future Vol, veh/h	104	315	187	8	202	13	133	51	137	19	31	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	113	342	203	9	220	14	145	55	149	21	34	95

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	234	0	0	545	0	0	980	922	444	1017	1016	227
Stage 1	-	-	-	-	-	-	670	670	-	245	245	-
Stage 2	-	-	-	-	-	-	310	252	-	772	771	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1333	-	-	1024	-	-	229	270	614	216	238	812
Stage 1	-	-	-	-	-	-	446	455	-	759	703	-
Stage 2	-	-	-	-	-	-	700	698	-	392	410	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1333	-	-	1024	-	-	166	245	614	126	216	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	166	245	-	126	216	-
Stage 1	-	-	-	-	-	-	408	416	-	694	697	-
Stage 2	-	-	-	-	-	-	583	692	-	236	375	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.3			215.3			23.5		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	260	1333	-	-	1024	-	-	341
HCM Lane V/C Ratio	1.342	0.085	-	-	0.008	-	-	0.437
HCM Control Delay (s)	215.3	8	-	-	8.5	-	-	23.5
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	18.3	0.3	-	-	0	-	-	2.1

Intersection						
Int Delay, s/veh	1857					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	431	730	370	0	713	329
Future Vol, veh/h	431	730	370	0	713	329
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	300	-	0	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	468	793	402	0	775	358

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1261	0	1272 468
Stage 1	-	-	-	-	468 -
Stage 2	-	-	-	-	804 -
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	-	-	551	-	~ 185 595
Stage 1	-	-	-	-	~ 630 -
Stage 2	-	-	-	-	~ 440 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	551	-	~ 50 595
Mov Cap-2 Maneuver	-	-	-	-	~ 50 -
Stage 1	-	-	-	-	~ 630 -
Stage 2	-	-	-	-	~ 119 -

Approach	EB	WB	NB
HCM Control Delay, s	0	27.2	\$ 4575.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	50	595	-	-	551	-
HCM Lane V/C Ratio	15.5	0.601	-	-	0.73	-
HCM Control Delay (s)	\$ 6678.1	19.7	-	-	27.2	-
HCM Lane LOS	F	C	-	-	D	-
HCM 95th %tile Q(veh)	93.7	4	-	-	6.1	-

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

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	624	209	0	478	0	76
Future Vol, veh/h	624	209	0	478	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	678	227	0	520	0	83

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	678
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	452
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	452
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	452	-	-	-
HCM Lane V/C Ratio	0.183	-	-	-
HCM Control Delay (s)	14.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-

HCM 6th TWSC
6: SB Mayberry Dr & Village Main St

01/27/2025

Intersection												
Int Delay, s/veh	41.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻	↻
Traffic Vol, veh/h	0	464	0	1	17	0	0	0	0	70	404	627
Future Vol, veh/h	0	464	0	1	17	0	0	0	0	70	404	627
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	504	0	1	18	0	0	0	0	76	439	682

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	591	439	1184	1273	-	0	0	0
Stage 1	-	591	-	0	0	-	-	-	-
Stage 2	-	0	-	1184	1273	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	~ 420	618	166	167	0	-	-	-
Stage 1	0	~ 494	-	-	-	0	-	-	-
Stage 2	0	-	-	231	238	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	~ 420	618	-	167	-	-	-	-
Mov Cap-2 Maneuver	-	~ 420	-	-	167	-	-	-	-
Stage 1	-	~ 494	-	-	-	-	-	-	-
Stage 2	-	-	-	-	238	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	140.5		
HCM LOS	F	-	

Minor Lane/Major Mvmt	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	420	-	-	-
HCM Lane V/C Ratio	1.201	-	-	-
HCM Control Delay (s)	140.5	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	20	-	-	-

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

HCM 6th TWSC
7: NB Mayberry Dr & Village Main St

01/27/2025

Intersection												
Int Delay, s/veh	43.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↔		↔				
Traffic Vol, veh/h	460	74	0	0	3	42	15	539	2	0	0	0
Future Vol, veh/h	460	74	0	0	3	42	15	539	2	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	0	2	0	2	0	2	2	2
Mvmt Flow	500	80	0	0	3	46	16	586	2	0	0	0

Major/Minor	Minor2		Minor1		Major1		
Conflicting Flow All	327	620	-	-	619	294	0
Stage 1	0	0	-	-	619	-	-
Stage 2	327	620	-	-	0	-	-
Critical Hdwy	7.5	6.54	-	-	6.5	6.94	4.1
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-
Critical Hdwy Stg 2	6.5	5.54	-	-	-	-	-
Follow-up Hdwy	3.5	4.02	-	-	4	3.32	2.2
Pot Cap-1 Maneuver	608	402	0	0	407	702	-
Stage 1	-	-	0	0	483	-	-
Stage 2	665	478	0	0	-	-	-
Platoon blocked, %							-
Mov Cap-1 Maneuver	565	402	-	-	407	702	-
Mov Cap-2 Maneuver	565	402	-	-	407	-	-
Stage 1	-	-	-	-	483	-	-
Stage 2	618	478	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	91.3	10.7	
HCM LOS	F	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	535	407	702
HCM Lane V/C Ratio	-	-	-	1.085	0.008	0.065
HCM Control Delay (s)	-	-	-	91.3	13.9	10.5
HCM Lane LOS	-	-	-	F	B	B
HCM 95th %tile Q(veh)	-	-	-	17.9	0	0.2

HCM 6th TWSC
 8: Positive Place & SB Mayberry Dr

01/27/2025

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	187	21	7	7	0	0	0	0	37	326	43
Future Vol, veh/h	0	187	21	7	7	0	0	0	0	37	326	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	203	23	8	8	0	0	0	0	40	354	47

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	458	201	359	481	-	0	0	0
Stage 1	-	458	-	0	0	-	-	-	-
Stage 2	-	0	-	359	481	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	498	806	572	483	0	-	-	-
Stage 1	0	565	-	-	-	0	-	-	-
Stage 2	0	-	-	632	552	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	498	806	379	483	-	-	-	-
Mov Cap-2 Maneuver	-	498	-	379	483	-	-	-	-
Stage 1	-	565	-	-	-	-	-	-	-
Stage 2	-	-	-	393	552	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	17.2		13.7					
HCM LOS	C		B					

Minor Lane/Major Mvmt	EBLn1WBLn1WBLn2		SBL	SBT	SBR	
Capacity (veh/h)	518	379	483	-	-	-
HCM Lane V/C Ratio	0.436	0.02	0.016	-	-	-
HCM Control Delay (s)	17.2	14.7	12.6	-	-	-
HCM Lane LOS	C	B	B	-	-	-
HCM 95th %tile Q(veh)	2.2	0.1	0	-	-	-

HCM 6th TWSC
 9: NB Mayberry Dr & Positive Place

01/27/2025

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	170	54	0	0	12	110	3	277	12	0	0	0
Future Vol, veh/h	170	54	0	0	12	110	3	277	12	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	185	59	0	0	13	120	3	301	13	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	163	320	-	-	314	157	0	0	0	
Stage 1	0	0	-	-	314	-	-	-	-	
Stage 2	163	320	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	786	596	0	0	600	861	-	-	-	
Stage 1	-	-	0	0	655	-	-	-	-	
Stage 2	823	651	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	666	596	-	-	600	861	-	-	-	
Mov Cap-2 Maneuver	666	596	-	-	600	-	-	-	-	
Stage 1	-	-	-	-	655	-	-	-	-	
Stage 2	695	651	-	-	-	-	-	-	-	

Approach	EB	WB	NB
HCM Control Delay, s	12.3	10	
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	666	596	600	861
HCM Lane V/C Ratio	-	-	-	0.277	0.098	0.022	0.139
HCM Control Delay (s)	-	-	-	12.5	11.7	11.1	9.9
HCM Lane LOS	-	-	-	B	B	B	A
HCM 95th %tile Q(veh)	-	-	-	1.1	0.3	0.1	0.5

Intersection				
Intersection Delay, s/veh	4.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	28	100	29	232
Demand Flow Rate, veh/h	28	102	29	236
Vehicles Circulating, veh/h	206	37	92	88
Vehicles Exiting, veh/h	118	84	142	51
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.4	3.1	4.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	28	102	29	236
Cap Entry Lane, veh/h	1118	1329	1256	1261
Entry HV Adj Factor	0.988	0.981	0.995	0.981
Flow Entry, veh/h	28	100	29	232
Cap Entry, veh/h	1105	1303	1250	1238
V/C Ratio	0.025	0.077	0.023	0.187
Control Delay, s/veh	3.5	3.4	3.1	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	11	4	33	50	74
Future Vol, veh/h	76	11	4	33	50	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	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	83	12	4	36	54	80

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	98	54	134	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	44	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	901	1013	1451	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	898	1013	1451	-	-	-
Mov Cap-2 Maneuver	898	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1451	-	898	1013	-	-
HCM Lane V/C Ratio	0.003	-	0.092	0.012	-	-
HCM Control Delay (s)	7.5	0	9.4	8.6	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0	-	-

HCM 6th Roundabout
12: Mayberry Dr & Boulevard A

01/27/2025

Intersection					
Intersection Delay, s/veh	4.0				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	2	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	65	106	129	332	
Demand Flow Rate, veh/h	66	108	132	339	
Vehicles Circulating, veh/h	249	196	120	5	
Vehicles Exiting, veh/h	95	56	195	299	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	3.9	4.1	3.9	4.0	
Approach LOS	A	A	A	A	
Lane	Left	Left	Left	Left	Right
Designated Moves	LTR	LTR	LTR	L	TR
Assumed Moves	LTR	LTR	LTR	L	TR
RT Channelized					
Lane Util	1.000	1.000	1.000	0.159	0.841
Follow-Up Headway, s	2.609	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.976	4.544	4.544
Entry Flow, veh/h	66	108	132	54	285
Cap Entry Lane, veh/h	1070	1130	1221	1414	1414
Entry HV Adj Factor	0.985	0.981	0.981	0.981	0.980
Flow Entry, veh/h	65	106	129	53	279
Cap Entry, veh/h	1054	1109	1197	1387	1385
V/C Ratio	0.062	0.096	0.108	0.038	0.202
Control Delay, s/veh	3.9	4.1	3.9	2.9	4.3
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	1

HCM 6th Roundabout
13: Springs Road & Boulevard A

01/27/2025

Intersection				
Intersection Delay, s/veh	3.3			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	26	58	51	107
Demand Flow Rate, veh/h	26	59	52	109
Vehicles Circulating, veh/h	105	55	23	95
Vehicles Exiting, veh/h	99	20	108	19
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.2	3.0	3.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	26	59	52	109
Cap Entry Lane, veh/h	1240	1305	1348	1252
Entry HV Adj Factor	0.992	0.986	0.980	0.983
Flow Entry, veh/h	26	58	51	107
Cap Entry, veh/h	1230	1287	1321	1232
V/C Ratio	0.021	0.045	0.039	0.087
Control Delay, s/veh	3.1	3.2	3.0	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	6	31	27	35	26
Future Vol, veh/h	10	6	31	27	35	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	7	34	29	38	28

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	149	52	66	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	97	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	843	1016	1536	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	824	1016	1536	-	-	-
Mov Cap-2 Maneuver	824	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	927	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1536	-	887	-	-
HCM Lane V/C Ratio	0.022	-	0.02	-	-
HCM Control Delay (s)	7.4	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection			
Intersection Delay, s/veh	3.1		
Intersection LOS	A		
Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	21	46	87
Demand Flow Rate, veh/h	21	47	89
Vehicles Circulating, veh/h	53	21	1
Vehicles Exiting, veh/h	37	53	67
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	2.9	3.0	3.2
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	21	47	89
Cap Entry Lane, veh/h	1307	1351	1378
Entry HV Adj Factor	1.000	0.978	0.978
Flow Entry, veh/h	21	46	87
Cap Entry, veh/h	1307	1321	1347
V/C Ratio	0.016	0.035	0.065
Control Delay, s/veh	2.9	3.0	3.2
LOS	A	A	A
95th %tile Queue, veh	0	0	0

HCM 6th Signalized Intersection Summary

1: Peyton Highway & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Volume (veh/h)	5	519	13	34	887	67	34	18	19	45	12	26
Future Volume (veh/h)	5	519	13	34	887	67	34	18	19	45	12	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1796	1796	1870	1796
Adj Flow Rate, veh/h	5	564	14	37	964	73	37	20	21	49	13	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	1105	27	578	1044	79	244	94	65	268	62	73
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	544	1817	45	836	1717	130	556	621	433	665	413	487
Grp Volume(v), veh/h	5	0	578	37	0	1037	78	0	0	90	0	0
Grp Sat Flow(s),veh/h/ln	544	0	1862	836	0	1847	1610	0	0	1564	0	0
Q Serve(g_s), s	0.3	0.0	5.9	0.9	0.0	16.6	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	16.9	0.0	5.9	6.7	0.0	16.6	1.3	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.07	0.47		0.27	0.54		0.31
Lane Grp Cap(c), veh/h	275	0	1133	578	0	1123	403	0	0	403	0	0
V/C Ratio(X)	0.02	0.00	0.51	0.06	0.00	0.92	0.19	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	288	0	1179	599	0	1169	909	0	0	897	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.4	0.0	3.7	5.6	0.0	5.8	12.5	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.0	0.0	11.8	0.2	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.1	0.0	3.7	0.3	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	0.0	4.1	5.6	0.0	17.6	12.7	0.0	0.0	12.9	0.0	0.0
LnGrp LOS	B	A	A	A	A	B	B	A	A	B	A	A
Approach Vol, veh/h		583			1074			78			90	
Approach Delay, s/veh		4.1			17.2			12.7			12.9	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.0		24.2		9.0		24.2				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		21.0		16.0		21.0				
Max Q Clear Time (g_c+I1), s		3.3		18.9		3.5		18.6				
Green Ext Time (p_c), s		0.2		0.7		0.2		1.5				

Intersection Summary

HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 2: Log Road & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	0	351	79	102	421	5	96	6	31	9	13	6
Future Volume (veh/h)	0	351	79	102	421	5	96	6	31	9	13	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	382	86	111	458	5	104	7	34	10	14	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	728	164	263	684	7	426	37	68	242	200	75
Arrive On Green	0.00	0.49	0.49	0.49	0.49	0.49	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	0	1478	333	193	1387	14	946	188	347	286	1026	383
Grp Volume(v), veh/h	0	0	468	574	0	0	145	0	0	31	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1810	1594	0	0	1482	0	0	1696	0	0
Q Serve(g_s), s	0.0	0.0	4.5	2.6	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	4.5	7.1	0.0	0.0	2.2	0.0	0.0	0.4	0.0	0.0
Prop In Lane	0.00		0.18	0.19		0.01	0.72		0.23	0.32		0.23
Lane Grp Cap(c), veh/h	0	0	892	953	0	0	530	0	0	516	0	0
V/C Ratio(X)	0.00	0.00	0.52	0.60	0.00	0.00	0.27	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	0	0	2189	2071	0	0	1153	0	0	1208	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	4.4	4.9	0.0	0.0	9.1	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.6	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.2	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	4.9	5.5	0.0	0.0	9.4	0.0	0.0	8.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		468			574			145				31
Approach Delay, s/veh		4.9			5.5			9.4				8.5
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.0		16.6		9.0		16.6				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		31.0		16.0		31.0				
Max Q Clear Time (g_c+I1), s		4.2		6.5		2.4		9.1				
Green Ext Time (p_c), s		0.5		2.5		0.1		3.5				
Intersection Summary												
HCM 6th Ctrl Delay				5.8								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 3: Ellicott Highway & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	143	216	28	279	23	200	46	12	14	74	89
Future Volume (veh/h)	61	143	216	28	279	23	200	46	12	14	74	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1796	1870	1870	1796	1796	1870	1796	1796	1870	1796
Adj Flow Rate, veh/h	66	155	235	30	303	25	217	50	13	15	80	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	550	240	364	483	609	50	591	93	19	191	222	246
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1052	671	1017	994	1704	141	1071	324	68	63	774	856
Grp Volume(v), veh/h	66	0	390	30	0	328	280	0	0	192	0	0
Grp Sat Flow(s),veh/h/ln	1052	0	1687	994	0	1845	1462	0	0	1693	0	0
Q Serve(g_s), s	1.2	0.0	4.3	0.6	0.0	3.1	1.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	4.3	4.9	0.0	3.1	3.4	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.60	1.00		0.08	0.77		0.05	0.08		0.51
Lane Grp Cap(c), veh/h	550	0	603	483	0	660	704	0	0	659	0	0
V/C Ratio(X)	0.12	0.00	0.65	0.06	0.00	0.50	0.40	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	921	0	1199	834	0	1311	1256	0	0	1364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.3	0.0	6.0	8.1	0.0	5.7	6.8	0.0	0.0	6.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.2	0.1	0.0	0.6	0.4	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.0	0.0	0.1	0.2	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.4	0.0	7.2	8.2	0.0	6.2	7.2	0.0	0.0	6.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		456			358			280				192
Approach Delay, s/veh		7.2			6.4			7.2				6.7
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.5		12.1		10.5		12.1				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		5.4		6.3		4.0		6.9				
Green Ext Time (p_c), s		1.1		1.7		0.7		1.2				
Intersection Summary												
HCM 6th Ctrl Delay				6.9								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary

4: Mayberry Dr & SH 94

01/27/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	276	320	229	349	670	262
Future Volume (veh/h)	276	320	229	349	670	262
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	300	348	249	379	728	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	871	738	480	871	1098	504
Arrive On Green	0.47	0.47	0.47	0.47	0.32	0.32
Sat Flow, veh/h	1870	1585	783	1870	3456	1585
Grp Volume(v), veh/h	300	348	249	379	728	285
Grp Sat Flow(s),veh/h/ln	1870	1585	783	1870	1728	1585
Q Serve(g_s), s	3.8	5.6	11.0	5.0	6.7	5.5
Cycle Q Clear(g_c), s	3.8	5.6	14.7	5.0	6.7	5.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	871	738	480	871	1098	504
V/C Ratio(X)	0.34	0.47	0.52	0.43	0.66	0.57
Avail Cap(c_a), veh/h	910	771	496	910	1775	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.3	6.8	11.0	6.6	10.9	10.5
Incr Delay (d2), s/veh	0.2	0.5	0.9	0.3	0.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.8	1.0	0.8	2.0	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	7.2	11.9	7.0	11.6	11.5
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	648			628	1013	
Approach Delay, s/veh	6.9			8.9	11.6	
Approach LOS	A			A	B	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		15.8		21.2		21.2
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		19.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		8.7		7.6		16.7
Green Ext Time (p_c), s		3.0		1.6		0.5
Intersection Summary						
HCM 6th Ctrl Delay			9.5			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 6: SB Mayberry Dr & Village Main St

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	↔
Traffic Volume (veh/h)	0	321	0	8	25	0	0	0	0	18	119	412
Future Volume (veh/h)	0	321	0	8	25	0	0	0	0	18	119	412
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	349	0	9	27	0				20	129	448
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	529	0	230	427	0				97	628	619
Arrive On Green	0.00	0.28	0.00	0.28	0.28	0.00				0.39	0.39	0.39
Sat Flow, veh/h	0	1870	0	163	1510	0				249	1609	1585
Grp Volume(v), veh/h	0	349	0	36	0	0				149	0	448
Grp Sat Flow(s),veh/h/ln	0	1870	0	1672	0	0				1858	0	1585
Q Serve(g_s), s	0.0	4.0	0.0	0.0	0.0	0.0				1.3	0.0	5.9
Cycle Q Clear(g_c), s	0.0	4.0	0.0	4.0	0.0	0.0				1.3	0.0	5.9
Prop In Lane	0.00		0.00	0.25		0.00				0.13		1.00
Lane Grp Cap(c), veh/h	0	529	0	657	0	0				726	0	619
V/C Ratio(X)	0.00	0.66	0.00	0.05	0.00	0.00				0.21	0.00	0.72
Avail Cap(c_a), veh/h	0	1221	0	1231	0	0				1212	0	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.7	0.0	6.4	0.0	0.0				4.9	0.0	6.3
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	0.0				0.1	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.0	0.1	0.0	0.0				0.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.2	0.0	6.5	0.0	0.0				5.1	0.0	8.0
LnGrp LOS	A	A	A	A	A	A				A	A	A
Approach Vol, veh/h		349			36							597
Approach Delay, s/veh		9.2			6.5							7.2
Approach LOS		A			A							A
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				10.9		13.6		10.9				
Change Period (Y+Rc), s				4.0		4.0		4.0				
Max Green Setting (Gmax), s				16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s				6.0		7.9		6.0				
Green Ext Time (p_c), s				1.5		1.7		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				7.9								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 7: NB Mayberry Dr & Village Main St

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑	↗		↕↗				
Traffic Volume (veh/h)	320	20	0	0	12	50	21	563	3	0	0	0
Future Volume (veh/h)	320	20	0	0	12	50	21	563	3	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1824	1870	0	0	1900	1796	1824	1870	1824			
Adj Flow Rate, veh/h	348	22	0	0	13	54	23	612	3			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	0	0	0	2	0	2	0			
Cap, veh/h	810	42	0	0	742	594	31	875	4			
Arrive On Green	0.39	0.39	0.00	0.00	0.39	0.39	0.24	0.24	0.24			
Sat Flow, veh/h	1258	107	0	0	1900	1522	128	3584	18			
Grp Volume(v), veh/h	370	0	0	0	13	54	334	0	304			
Grp Sat Flow(s),veh/h/ln	1365	0	0	0	1900	1522	1864	0	1867			
Q Serve(g_s), s	4.8	0.0	0.0	0.0	0.1	0.5	3.6	0.0	3.2			
Cycle Q Clear(g_c), s	4.9	0.0	0.0	0.0	0.1	0.5	3.6	0.0	3.2			
Prop In Lane	0.94		0.00	0.00		1.00	0.07		0.01			
Lane Grp Cap(c), veh/h	852	0	0	0	742	594	455	0	456			
V/C Ratio(X)	0.43	0.00	0.00	0.00	0.02	0.09	0.73	0.00	0.67			
Avail Cap(c_a), veh/h	1934	0	0	0	2257	1808	1363	0	1365			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.6	0.0	0.0	0.0	4.1	4.2	7.6	0.0	7.5			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.1	2.3	0.0	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.0	0.0	0.1	1.0	0.0	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.9	0.0	0.0	0.0	4.1	4.3	9.9	0.0	9.2			
LnGrp LOS	A	A	A	A	A	A	A	A	A			
Approach Vol, veh/h		370			67			638				
Approach Delay, s/veh		5.9			4.2			9.6				
Approach LOS		A			A			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		9.3		12.5				12.5				
Change Period (Y+Rc), s		4.0		4.0				4.0				
Max Green Setting (Gmax), s		16.0		26.0				26.0				
Max Q Clear Time (g_c+I1), s		2.0		6.9				2.1				
Green Ext Time (p_c), s		3.3		2.3				0.0				
Intersection Summary												
HCM 6th Ctrl Delay				8.0								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary

1: Peyton Highway & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1093	41	31	687	91	12	12	38	128	13	4
Future Volume (veh/h)	22	1093	41	31	687	91	12	12	38	128	13	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1796	1796	1870	1796
Adj Flow Rate, veh/h	24	1188	45	34	747	99	13	13	41	139	14	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	1082	41	207	977	129	153	78	169	409	24	6
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	651	1790	68	452	1617	214	178	469	1019	1292	145	38
Grp Volume(v), veh/h	24	0	1233	34	0	846	67	0	0	157	0	0
Grp Sat Flow(s),veh/h/ln	651	0	1858	452	0	1832	1666	0	0	1474	0	0
Q Serve(g_s), s	1.0	0.0	21.0	0.0	0.0	11.8	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	12.8	0.0	21.0	21.0	0.0	11.8	1.2	0.0	0.0	3.3	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.12	0.19		0.61	0.89		0.03
Lane Grp Cap(c), veh/h	379	0	1123	207	0	1107	400	0	0	440	0	0
V/C Ratio(X)	0.06	0.00	1.10	0.16	0.00	0.76	0.17	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	379	0	1123	207	0	1107	868	0	0	849	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.8	0.0	6.9	17.4	0.0	5.1	12.6	0.0	0.0	13.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	58.0	0.4	0.0	3.2	0.2	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	18.1	0.2	0.0	1.0	0.3	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	0.0	64.8	17.7	0.0	8.3	12.8	0.0	0.0	13.9	0.0	0.0
LnGrp LOS	A	A	F	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		1257			880			67			157	
Approach Delay, s/veh		63.8			8.7			12.8			13.9	
Approach LOS		E			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.8		25.0		9.8		25.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		21.0		16.0		21.0				
Max Q Clear Time (g_c+I1), s		3.2		23.0		5.3		23.0				
Green Ext Time (p_c), s		0.2		0.0		0.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				38.5								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
 2: Log Road & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	12	579	110	72	347	7	35	4	48	9	4	3
Future Volume (veh/h)	12	579	110	72	347	7	35	4	48	9	4	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	629	120	78	377	8	38	4	52	10	4	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	837	157	233	832	16	252	43	149	311	110	48
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	10	1516	285	160	1508	29	451	249	867	662	637	278
Grp Volume(v), veh/h	762	0	0	463	0	0	94	0	0	17	0	0
Grp Sat Flow(s),veh/h/ln	1811	0	0	1697	0	0	1566	0	0	1578	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	0.0	4.3	0.0	0.0	1.4	0.0	0.0	0.2	0.0	0.0
Prop In Lane	0.02		0.16	0.17		0.02	0.40		0.55	0.59		0.18
Lane Grp Cap(c), veh/h	1126	0	0	1082	0	0	444	0	0	469	0	0
V/C Ratio(X)	0.68	0.00	0.00	0.43	0.00	0.00	0.21	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	2051	0	0	1838	0	0	1019	0	0	1031	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.0	0.0	0.0	3.9	0.0	0.0	10.5	0.0	0.0	10.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	0.0	0.0	4.1	0.0	0.0	10.8	0.0	0.0	10.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		762			463			94				17
Approach Delay, s/veh		5.7			4.1			10.8				10.1
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.0		20.0		9.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		31.0		16.0		31.0				
Max Q Clear Time (g_c+I1), s		3.4		11.4		2.2		6.3				
Green Ext Time (p_c), s		0.3		4.6		0.0		2.9				
Intersection Summary												
HCM 6th Ctrl Delay				5.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 3: Ellicott Highway & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	315	187	8	202	13	133	51	137	19	31	87
Future Volume (veh/h)	104	315	187	8	202	13	133	51	137	19	31	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1796	1870	1870	1796	1796	1870	1796	1796	1870	1796
Adj Flow Rate, veh/h	113	342	203	9	220	14	145	55	149	21	34	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	622	447	265	374	707	45	340	112	203	178	155	326
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1146	1100	653	862	1740	111	515	360	653	107	500	1049
Grp Volume(v), veh/h	113	0	545	9	0	234	349	0	0	150	0	0
Grp Sat Flow(s),veh/h/ln	1146	0	1753	862	0	1850	1528	0	0	1656	0	0
Q Serve(g_s), s	2.1	0.0	7.6	0.3	0.0	2.4	3.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	7.6	7.8	0.0	2.4	5.6	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.06	0.42		0.43	0.14		0.63
Lane Grp Cap(c), veh/h	622	0	713	374	0	752	655	0	0	660	0	0
V/C Ratio(X)	0.18	0.00	0.76	0.02	0.00	0.31	0.53	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	804	0	991	511	0	1046	1028	0	0	1058	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	0.0	7.2	10.6	0.0	5.7	8.5	0.0	0.0	7.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.4	0.0	0.0	0.2	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.0	0.0	0.0	0.2	0.7	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.4	0.0	9.6	10.6	0.0	5.9	9.2	0.0	0.0	7.6	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		658			243			349				150
Approach Delay, s/veh		9.2			6.1			9.2				7.6
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.8		15.5		12.8		15.5				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		7.6		9.6		3.9		9.8				
Green Ext Time (p_c), s		1.2		1.9		0.5		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				8.5								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary

4: Mayberry Dr & SH 94

01/27/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Volume (veh/h)	431	730	370	206	713	329
Future Volume (veh/h)	431	730	370	206	713	329
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	468	793	402	224	775	358
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1113	944	312	1113	977	448
Arrive On Green	0.60	0.60	0.60	0.60	0.28	0.28
Sat Flow, veh/h	1870	1585	440	1870	3456	1585
Grp Volume(v), veh/h	468	793	402	224	775	358
Grp Sat Flow(s),veh/h/ln	1870	1585	440	1870	1728	1585
Q Serve(g_s), s	8.8	26.5	30.2	3.6	13.6	13.7
Cycle Q Clear(g_c), s	8.8	26.5	39.0	3.6	13.6	13.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1113	944	312	1113	977	448
V/C Ratio(X)	0.42	0.84	1.29	0.20	0.79	0.80
Avail Cap(c_a), veh/h	1113	944	312	1113	1213	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.2	10.7	23.0	6.1	21.7	21.8
Incr Delay (d2), s/veh	0.3	6.9	151.2	0.1	3.0	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	7.2	17.5	0.9	5.5	5.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.4	17.6	174.2	6.2	24.7	28.4
LnGrp LOS	A	B	F	A	C	C
Approach Vol, veh/h	1261			626	1133	
Approach Delay, s/veh	13.8			114.1	25.9	
Approach LOS	B			F	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		22.5		43.0		43.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		23.0		39.0		39.0
Max Q Clear Time (g_c+I1), s		15.7		28.5		41.0
Green Ext Time (p_c), s		2.8		3.6		0.0
Intersection Summary						
HCM 6th Ctrl Delay			39.1			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary
 6: SB Mayberry Dr & Village Main St

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	↔
Traffic Volume (veh/h)	0	464	0	1	17	0	0	0	0	70	404	627
Future Volume (veh/h)	0	464	0	1	17	0	0	0	0	70	404	627
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	504	0	1	18	0				76	439	682
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	632	0	111	618	0				121	699	700
Arrive On Green	0.00	0.34	0.00	0.34	0.34	0.00				0.44	0.44	0.44
Sat Flow, veh/h	0	1870	0	20	1829	0				274	1583	1585
Grp Volume(v), veh/h	0	504	0	19	0	0				515	0	682
Grp Sat Flow(s),veh/h/ln	0	1870	0	1849	0	0				1857	0	1585
Q Serve(g_s), s	0.0	8.9	0.0	0.0	0.0	0.0				7.8	0.0	15.3
Cycle Q Clear(g_c), s	0.0	8.9	0.0	0.2	0.0	0.0				7.8	0.0	15.3
Prop In Lane	0.00		0.00	0.05		0.00				0.15		1.00
Lane Grp Cap(c), veh/h	0	632	0	729	0	0				820	0	700
V/C Ratio(X)	0.00	0.80	0.00	0.03	0.00	0.00				0.63	0.00	0.97
Avail Cap(c_a), veh/h	0	826	0	913	0	0				820	0	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.9	0.0	8.0	0.0	0.0				7.8	0.0	9.9
Incr Delay (d2), s/veh	0.0	4.2	0.0	0.0	0.0	0.0				1.5	0.0	27.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	0.0	0.1	0.0	0.0				2.3	0.0	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.1	0.0	8.0	0.0	0.0				9.4	0.0	37.6
LnGrp LOS	A	B	A	A	A	A				A	A	D
Approach Vol, veh/h		504			19						1197	
Approach Delay, s/veh		15.1			8.0						25.4	
Approach LOS		B			A						C	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				16.2		20.0		16.2				
Change Period (Y+Rc), s				4.0		4.0		4.0				
Max Green Setting (Gmax), s				16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s				10.9		17.3		2.2				
Green Ext Time (p_c), s				1.4		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				22.2								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 7: NB Mayberry Dr & Village Main St

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑	↗		↕↔				
Traffic Volume (veh/h)	460	74	0	0	3	42	15	539	2	0	0	0
Future Volume (veh/h)	460	74	0	0	3	42	15	539	2	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1824	1870	0	0	1900	1796	1824	1870	1824			
Adj Flow Rate, veh/h	500	80	0	0	3	46	16	586	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	0	0	0	2	0	2	0			
Cap, veh/h	880	102	0	0	1000	801	17	672	2			
Arrive On Green	0.53	0.53	0.00	0.00	0.53	0.53	0.19	0.19	0.19			
Sat Flow, veh/h	1213	194	0	0	1900	1522	94	3626	13			
Grp Volume(v), veh/h	580	0	0	0	3	46	316	0	288			
Grp Sat Flow(s),veh/h/ln	1408	0	0	0	1900	1522	1866	0	1868			
Q Serve(g_s), s	9.2	0.0	0.0	0.0	0.0	0.4	4.6	0.0	4.1			
Cycle Q Clear(g_c), s	9.2	0.0	0.0	0.0	0.0	0.4	4.6	0.0	4.1			
Prop In Lane	0.86		0.00	0.00		1.00	0.05		0.01			
Lane Grp Cap(c), veh/h	983	0	0	0	1000	801	346	0	346			
V/C Ratio(X)	0.59	0.00	0.00	0.00	0.00	0.06	0.91	0.00	0.83			
Avail Cap(c_a), veh/h	1561	0	0	0	1781	1426	1076	0	1077			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.3	0.0	0.0	0.0	3.1	3.2	11.1	0.0	10.9			
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.0	9.7	0.0	5.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.0	0.0	2.2	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.9	0.0	0.0	0.0	3.1	3.2	20.7	0.0	16.1			
LnGrp LOS	A	A	A	A	A	A	C	A	B			
Approach Vol, veh/h		580			49			604				
Approach Delay, s/veh		5.9			3.2			18.5				
Approach LOS		A			A			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		9.1		18.6				18.6				
Change Period (Y+Rc), s		4.0		4.0				4.0				
Max Green Setting (Gmax), s		16.0		26.0				26.0				
Max Q Clear Time (g_c+I1), s		2.0		11.2				2.0				
Green Ext Time (p_c), s		3.1		3.5				0.0				
Intersection Summary												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	5	261	14	18	471	37	37	20	10	27	13	29
Future Vol, veh/h	5	261	14	18	471	37	37	20	10	27	13	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	284	15	20	512	40	40	22	11	29	14	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	552	0	0	299	0	0	897	894	292	890	881	532
Stage 1	-	-	-	-	-	-	302	302	-	572	572	-
Stage 2	-	-	-	-	-	-	595	592	-	318	309	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1018	-	-	1262	-	-	261	280	747	264	285	547
Stage 1	-	-	-	-	-	-	707	664	-	505	504	-
Stage 2	-	-	-	-	-	-	491	494	-	693	660	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1018	-	-	1262	-	-	233	274	747	241	279	547
Mov Cap-2 Maneuver	-	-	-	-	-	-	233	274	-	241	279	-
Stage 1	-	-	-	-	-	-	703	661	-	502	496	-
Stage 2	-	-	-	-	-	-	442	486	-	657	657	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			22.9			19.3		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	273	1018	-	-	1262	-	-	326
HCM Lane V/C Ratio	0.267	0.005	-	-	0.016	-	-	0.23
HCM Control Delay (s)	22.9	8.6	-	-	7.9	-	-	19.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	0.9

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	198	10	3	347	5	31	7	8	10	14	7
Future Vol, veh/h	0	198	10	3	347	5	31	7	8	10	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	215	11	3	377	5	34	8	9	11	15	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	382	0	0	226	0	0	618	609	221	615	612	380
Stage 1	-	-	-	-	-	-	221	221	-	386	386	-
Stage 2	-	-	-	-	-	-	397	388	-	229	226	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1176	-	-	1342	-	-	402	410	819	403	408	667
Stage 1	-	-	-	-	-	-	781	720	-	637	610	-
Stage 2	-	-	-	-	-	-	629	609	-	774	717	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1176	-	-	1342	-	-	385	409	819	392	407	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	385	409	-	392	407	-
Stage 1	-	-	-	-	-	-	781	720	-	637	608	-
Stage 2	-	-	-	-	-	-	604	607	-	758	717	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			14.5			13.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	428	1176	-	-	1342	-	-	440
HCM Lane V/C Ratio	0.117	-	-	-	0.002	-	-	0.077
HCM Control Delay (s)	14.5	0	-	-	7.7	0	-	13.9
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.2

HCM 6th TWSC
 3: Ellicott Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	11.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	25	81	159	31	223	25	135	51	13	15	82	54
Future Vol, veh/h	25	81	159	31	223	25	135	51	13	15	82	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	88	173	34	242	27	147	55	14	16	89	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	269	0	0	261	0	0	627	566	175	587	639	256
Stage 1	-	-	-	-	-	-	229	229	-	324	324	-
Stage 2	-	-	-	-	-	-	398	337	-	263	315	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1295	-	-	1303	-	-	396	434	868	421	394	783
Stage 1	-	-	-	-	-	-	774	715	-	688	650	-
Stage 2	-	-	-	-	-	-	628	641	-	742	656	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1295	-	-	1303	-	-	289	414	868	359	376	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	414	-	359	376	-
Stage 1	-	-	-	-	-	-	758	700	-	674	633	-
Stage 2	-	-	-	-	-	-	486	624	-	658	642	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.9			34.7			17.1		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	329	1295	-	-	1303	-	-	459
HCM Lane V/C Ratio	0.657	0.021	-	-	0.026	-	-	0.358
HCM Control Delay (s)	34.7	7.8	-	-	7.8	-	-	17.1
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	4.4	0.1	-	-	0.1	-	-	1.6

Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	297	15	13	0	116	8
Future Vol, veh/h	297	15	13	0	116	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	300	-	0	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	323	16	14	0	126	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	339	0	351 323
Stage 1	-	-	-	-	323 -
Stage 2	-	-	-	-	28 -
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	-	-	1220	-	646 718
Stage 1	-	-	-	-	734 -
Stage 2	-	-	-	-	995 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1220	-	639 718
Mov Cap-2 Maneuver	-	-	-	-	639 -
Stage 1	-	-	-	-	734 -
Stage 2	-	-	-	-	984 -

Approach	EB	WB	NB
HCM Control Delay, s	0	8	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	639	718	-	-	1220	-
HCM Lane V/C Ratio	0.197	0.012	-	-	0.012	-
HCM Control Delay (s)	12	10.1	-	-	8	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	216	92	0	399	0	10
Future Vol, veh/h	216	92	0	399	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	235	100	0	434	0	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	235
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	804
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	804
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	804	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-
HCM Control Delay (s)	9.5	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	24	503	45	22	211	30	13	13	25	53	14	4
Future Vol, veh/h	24	503	45	22	211	30	13	13	25	53	14	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	547	49	24	229	33	14	14	27	58	15	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	262	0	0	596	0	0	927	934	572	938	942	246
Stage 1	-	-	-	-	-	-	624	624	-	294	294	-
Stage 2	-	-	-	-	-	-	303	310	-	644	648	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1302	-	-	980	-	-	249	266	520	244	263	793
Stage 1	-	-	-	-	-	-	473	478	-	714	670	-
Stage 2	-	-	-	-	-	-	706	659	-	461	466	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1302	-	-	980	-	-	228	254	520	214	251	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	254	-	214	251	-
Stage 1	-	-	-	-	-	-	464	468	-	700	654	-
Stage 2	-	-	-	-	-	-	669	643	-	415	457	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.7			18.3			28.4		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	1302	-	-	980	-	-	230
HCM Lane V/C Ratio	0.17	0.02	-	-	0.024	-	-	0.336
HCM Control Delay (s)	18.3	7.8	-	-	8.8	-	-	28.4
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	1.4

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	13	362	45	3	145	8	5	4	4	10	4	3
Future Vol, veh/h	13	362	45	3	145	8	5	4	4	10	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	393	49	3	158	9	5	4	4	11	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	167	0	0	442	0	0	618	619	418	619	639	163
Stage 1	-	-	-	-	-	-	446	446	-	169	169	-
Stage 2	-	-	-	-	-	-	172	173	-	450	470	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1411	-	-	1118	-	-	402	404	635	401	394	882
Stage 1	-	-	-	-	-	-	591	574	-	833	759	-
Stage 2	-	-	-	-	-	-	830	756	-	589	560	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1411	-	-	1118	-	-	392	398	635	390	388	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	392	398	-	390	388	-
Stage 1	-	-	-	-	-	-	583	567	-	822	757	-
Stage 2	-	-	-	-	-	-	820	754	-	573	553	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			13.3			13.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	447	1411	-	-	1118	-	-	432
HCM Lane V/C Ratio	0.032	0.01	-	-	0.003	-	-	0.043
HCM Control Delay (s)	13.3	7.6	0	-	8.2	0	-	13.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 6th TWSC
3: Ellicott Highway & SH 94

01/27/2025

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	66	205	84	9	87	14	29	56	151	21	34	50
Future Vol, veh/h	66	205	84	9	87	14	29	56	151	21	34	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	223	91	10	95	15	32	61	164	23	37	54

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	314	0	0	581	543	269	648	581	103
Stage 1	-	-	-	-	-	-	413	413	-	123	123	-
Stage 2	-	-	-	-	-	-	168	130	-	525	458	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1480	-	-	1246	-	-	425	447	770	383	425	952
Stage 1	-	-	-	-	-	-	616	594	-	881	794	-
Stage 2	-	-	-	-	-	-	834	789	-	536	567	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1480	-	-	1246	-	-	357	422	770	257	401	952
Mov Cap-2 Maneuver	-	-	-	-	-	-	357	422	-	257	401	-
Stage 1	-	-	-	-	-	-	586	565	-	838	788	-
Stage 2	-	-	-	-	-	-	743	783	-	358	539	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.6			16.2			14.9		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	576	1480	-	-	1246	-	-	479
HCM Lane V/C Ratio	0.445	0.048	-	-	0.008	-	-	0.238
HCM Control Delay (s)	16.2	7.6	-	-	7.9	-	-	14.9
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.3	0.2	-	-	0	-	-	0.9

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	419	53	16	0	118	3
Future Vol, veh/h	419	53	16	0	118	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	-	570	300	-	0	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	455	58	17	0	128	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	513	0	489	455
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	34	-
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	-	-	1052	-	538	605
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1052	-	529	605
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	972	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8.5	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	529	605	-	-	1052	-
HCM Lane V/C Ratio	0.242	0.005	-	-	0.017	-
HCM Control Delay (s)	14	11	-	-	8.5	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	421	81	0	175	0	10
Future Vol, veh/h	421	81	0	175	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	458	88	0	190	0	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	458
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	603
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	603
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	603	-	-	-
HCM Lane V/C Ratio	0.018	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	24.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	5	534	14	35	921	70	37	20	20	47	13	29
Future Vol, veh/h	5	534	14	35	921	70	37	20	20	47	13	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	580	15	38	1001	76	40	22	22	51	14	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1077	0	0	595	0	0	1736	1751	588	1735	1720	1039
Stage 1	-	-	-	-	-	-	598	598	-	1115	1115	-
Stage 2	-	-	-	-	-	-	1138	1153	-	620	605	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	647	-	-	981	-	-	69	86	509	69	89	280
Stage 1	-	-	-	-	-	-	489	491	-	252	283	-
Stage 2	-	-	-	-	-	-	245	272	-	476	487	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	647	-	-	981	-	-	52	82	509	~ 51	85	280
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	82	-	~ 51	85	-
Stage 1	-	-	-	-	-	-	485	487	-	250	272	-
Stage 2	-	-	-	-	-	-	198	261	-	432	483	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			223.8			289.6		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	77	647	-	-	981	-	-	76
HCM Lane V/C Ratio	1.087	0.008	-	-	0.039	-	-	1.273
HCM Control Delay (s)	223.8	10.6	-	-	8.8	-	-	289.6
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	6	0	-	-	0.1	-	-	7.5

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

Intersection												
Int Delay, s/veh	12.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	370	80	102	454	5	99	7	32	10	14	7
Future Vol, veh/h	0	370	80	102	454	5	99	7	32	10	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	402	87	111	493	5	108	8	35	11	15	8

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	498	0	0	489	0	0	1175	1166	446	1185	1207	496
Stage 1	-	-	-	-	-	-	446	446	-	718	718	-
Stage 2	-	-	-	-	-	-	729	720	-	467	489	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1066	-	-	1074	-	-	168	194	612	166	183	574
Stage 1	-	-	-	-	-	-	591	574	-	420	433	-
Stage 2	-	-	-	-	-	-	414	432	-	576	549	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1066	-	-	1074	-	-	137	166	612	135	157	574
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	166	-	135	157	-
Stage 1	-	-	-	-	-	-	591	574	-	420	371	-
Stage 2	-	-	-	-	-	-	336	370	-	536	549	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.6	96.7	30.1
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	169	1066	-	-	1074	-	-	177
HCM Lane V/C Ratio	0.888	-	-	-	0.103	-	-	0.19
HCM Control Delay (s)	96.7	0	-	-	8.7	0	-	30.1
HCM Lane LOS	F	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	6.4	0	-	-	0.3	-	-	0.7

HCM 6th TWSC
3: Ellicott Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	104.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	63	150	230	31	299	25	212	51	13	15	82	94
Future Vol, veh/h	63	150	230	31	299	25	212	51	13	15	82	94
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	163	250	34	325	27	230	55	14	16	89	102

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	352	0	0	413	0	0	926	844	288	866	956	339
Stage 1	-	-	-	-	-	-	424	424	-	407	407	-
Stage 2	-	-	-	-	-	-	502	420	-	459	549	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1207	-	-	1146	-	-	249	300	751	274	258	703
Stage 1	-	-	-	-	-	-	608	587	-	621	597	-
Stage 2	-	-	-	-	-	-	552	589	-	582	516	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1207	-	-	1146	-	-	~ 141	275	751	213	236	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 141	275	-	213	236	-
Stage 1	-	-	-	-	-	-	574	554	-	586	579	-
Stage 2	-	-	-	-	-	-	387	571	-	485	487	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.7			\$ 454			29.9		
HCM LOS							F			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	162	1207	-	-	1146	-	-	346
HCM Lane V/C Ratio	1.852	0.057	-	-	0.029	-	-	0.6
HCM Control Delay (s)	\$ 454	8.2	-	-	8.2	-	-	29.9
HCM Lane LOS	F	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	22.3	0.2	-	-	0.1	-	-	3.7

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

Intersection						
Int Delay, s/veh	339.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	295	320	229	0	670	262
Future Vol, veh/h	295	320	229	0	670	262
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	300	-	0	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	321	348	249	0	728	285

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	669	0	819 321
Stage 1	-	-	-	-	321 -
Stage 2	-	-	-	-	498 -
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	-	-	921	-	~ 345 720
Stage 1	-	-	-	-	735 -
Stage 2	-	-	-	-	~ 611 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	921	-	~ 252 720
Mov Cap-2 Maneuver	-	-	-	-	~ 252 -
Stage 1	-	-	-	-	735 -
Stage 2	-	-	-	-	~ 446 -

Approach	EB	WB	NB
HCM Control Delay, s	0	10.4	\$ 644.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	252	720	-	-	921	-
HCM Lane V/C Ratio	2.89	0.396	-	-	0.27	-
HCM Control Delay (s)	\$ 891.1	13.2	-	-	10.3	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	63.8	1.9	-	-	1.1	-

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

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	423	137	0	561	0	27
Future Vol, veh/h	423	137	0	561	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	460	149	0	610	0	29

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	460
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	601
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	601
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	601	-	-	-
HCM Lane V/C Ratio	0.049	-	-	-
HCM Control Delay (s)	11.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

HCM 6th TWSC
6: SB Mayberry Dr & Village Main St

01/27/2025

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	321	0	8	25	0	0	0	0	18	119	412
Future Vol, veh/h	0	321	0	8	25	0	0	0	0	18	119	412
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	349	0	9	27	0	0	0	0	20	129	448

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	169	129	568	617	-	0	0	0
Stage 1	-	169	-	0	0	-	-	-	-
Stage 2	-	0	-	568	617	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	724	921	434	405	0	-	-	-
Stage 1	0	759	-	-	-	0	-	-	-
Stage 2	0	-	-	508	481	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	724	921	270	405	-	-	-	-
Mov Cap-2 Maneuver	-	724	-	270	405	-	-	-	-
Stage 1	-	759	-	-	-	-	-	-	-
Stage 2	-	-	-	274	481	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	14.5		16.1			
HCM LOS	B		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	724	361	-	-	-
HCM Lane V/C Ratio	0.482	0.099	-	-	-
HCM Control Delay (s)	14.5	16.1	-	-	-
HCM Lane LOS	B	C	-	-	-
HCM 95th %tile Q(veh)	2.6	0.3	-	-	-

HCM 6th TWSC
7: NB Mayberry Dr & Village Main St

01/27/2025

Intersection												
Int Delay, s/veh	10.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↗		↔				
Traffic Vol, veh/h	320	20	0	0	12	50	21	563	3	0	0	0
Future Vol, veh/h	320	20	0	0	12	50	21	563	3	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	0	2	0	2	0	2	2	2
Mvmt Flow	348	22	0	0	13	54	23	612	3	0	0	0

Major/Minor	Minor2		Minor1		Major1		
Conflicting Flow All	359	661	-	-	660	308	0
Stage 1	0	0	-	-	660	-	-
Stage 2	359	661	-	-	0	-	-
Critical Hdwy	7.5	6.54	-	-	6.5	6.94	4.1
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-
Critical Hdwy Stg 2	6.5	5.54	-	-	-	-	-
Follow-up Hdwy	3.5	4.02	-	-	4	3.32	2.2
Pot Cap-1 Maneuver	577	381	0	0	386	688	-
Stage 1	-	-	0	0	463	-	-
Stage 2	637	458	0	0	-	-	-
Platoon blocked, %							-
Mov Cap-1 Maneuver	518	381	-	-	386	688	-
Mov Cap-2 Maneuver	518	381	-	-	386	-	-
Stage 1	-	-	-	-	463	-	-
Stage 2	570	458	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	28.9	11.5	
HCM LOS	D	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	507	386	688
HCM Lane V/C Ratio	-	-	-	0.729	0.034	0.079
HCM Control Delay (s)	-	-	-	28.9	14.7	10.7
HCM Lane LOS	-	-	-	D	B	B
HCM 95th %tile Q(veh)	-	-	-	6	0.1	0.3

HCM 6th TWSC
8: Positive Place & SB Mayberry Dr

01/27/2025

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑						↔↔	
Traffic Vol, veh/h	0	84	17	36	10	0	0	0	0	22	94	11
Future Vol, veh/h	0	84	17	36	10	0	0	0	0	22	94	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	91	18	39	11	0	0	0	0	24	102	12

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	156	57	145	162	-	0	0	0
Stage 1	-	156	-	0	0	-	-	-	-
Stage 2	-	0	-	145	162	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	735	997	810	729	0	-	-	-
Stage 1	0	768	-	-	-	0	-	-	-
Stage 2	0	-	-	843	763	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	735	997	719	729	-	-	-	-
Mov Cap-2 Maneuver	-	735	-	719	729	-	-	-	-
Stage 1	-	768	-	-	-	-	-	-	-
Stage 2	-	-	-	729	763	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	10.5		10.2			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1WBLn1WBLn2		SBL	SBT	SBR	
Capacity (veh/h)	769	719	729	-	-	-
HCM Lane V/C Ratio	0.143	0.054	0.015	-	-	-
HCM Control Delay (s)	10.5	10.3	10	-	-	-
HCM Lane LOS	B	B	B	-	-	-
HCM 95th %tile Q(veh)	0.5	0.2	0	-	-	-

HCM 6th TWSC
 9: NB Mayberry Dr & Positive Place

01/27/2025

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	78	28	0	0	41	84	5	425	33	0	0	0
Future Vol, veh/h	78	28	0	0	41	84	5	425	33	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	85	30	0	0	45	91	5	462	36	0	0	0

Major/Minor	Minor2		Minor1		Major1		
Conflicting Flow All	264	508	-	-	490	249	0
Stage 1	0	0	-	-	490	-	-
Stage 2	264	508	-	-	0	-	-
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22
Pot Cap-1 Maneuver	668	466	0	0	477	751	-
Stage 1	-	-	0	0	547	-	-
Stage 2	718	537	0	0	-	-	-
Platoon blocked, %							-
Mov Cap-1 Maneuver	545	466	-	-	477	751	-
Mov Cap-2 Maneuver	545	466	-	-	477	-	-
Stage 1	-	-	-	-	547	-	-
Stage 2	579	537	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	12.9	11.4	
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	545	466	477	751
HCM Lane V/C Ratio	-	-	-	0.156	0.065	0.093	0.122
HCM Control Delay (s)	-	-	-	12.8	13.3	13.3	10.5
HCM Lane LOS	-	-	-	B	B	B	B
HCM 95th %tile Q(veh)	-	-	-	0.5	0.2	0.3	0.4

Intersection				
Intersection Delay, s/veh	3.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	54	74	33	107
Demand Flow Rate, veh/h	55	76	34	110
Vehicles Circulating, veh/h	75	50	95	66
Vehicles Exiting, veh/h	101	78	35	60
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.2	3.3	3.2	3.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	55	76	34	110
Cap Entry Lane, veh/h	1278	1311	1252	1290
Entry HV Adj Factor	0.988	0.977	0.968	0.976
Flow Entry, veh/h	54	74	33	107
Cap Entry, veh/h	1263	1281	1212	1259
V/C Ratio	0.043	0.058	0.027	0.085
Control Delay, s/veh	3.2	3.3	3.2	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗
Traffic Vol, veh/h	59	23	8	26	18	97
Future Vol, veh/h	59	23	8	26	18	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	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	64	25	9	28	20	105

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	66	20	125	0	-	0
Stage 1	20	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	939	1058	1462	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	933	1058	1462	-	-	-
Mov Cap-2 Maneuver	933	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	976	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1462	-	933	1058	-	-
HCM Lane V/C Ratio	0.006	-	0.069	0.024	-	-
HCM Control Delay (s)	7.5	0	9.1	8.5	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

HCM 6th Roundabout
12: Mayberry Dr & Boulevard A

01/27/2025

Intersection					
Intersection Delay, s/veh	4.1				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	2	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	89	133	202	120	
Demand Flow Rate, veh/h	91	136	206	122	
Vehicles Circulating, veh/h	86	294	115	0	
Vehicles Exiting, veh/h	36	27	62	430	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	3.5	4.8	4.4	3.0	
Approach LOS	A	A	A	A	
Lane	Left	Left	Left	Left	Right
Designated Moves	LTR	LTR	LTR	L	TR
Assumed Moves	LTR	LTR	LTR	L	TR
RT Channelized					
Lane Util	1.000	1.000	1.000	0.197	0.803
Follow-Up Headway, s	2.609	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.976	4.544	4.544
Entry Flow, veh/h	91	136	206	24	98
Cap Entry Lane, veh/h	1264	1022	1227	1420	1420
Entry HV Adj Factor	0.978	0.978	0.981	1.000	0.977
Flow Entry, veh/h	89	133	202	24	96
Cap Entry, veh/h	1236	1000	1203	1420	1388
V/C Ratio	0.072	0.133	0.168	0.017	0.069
Control Delay, s/veh	3.5	4.8	4.4	2.7	3.1
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	1	0	0

HCM 6th Roundabout
13: Springs Road & Boulevard A

01/27/2025

Intersection				
Intersection Delay, s/veh	3.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	30	35	71	32
Demand Flow Rate, veh/h	30	36	72	32
Vehicles Circulating, veh/h	25	76	27	92
Vehicles Exiting, veh/h	99	23	28	20
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.9	3.1	3.1	3.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	30	36	72	32
Cap Entry Lane, veh/h	1345	1277	1342	1256
Entry HV Adj Factor	0.992	0.984	0.986	0.986
Flow Entry, veh/h	30	35	71	32
Cap Entry, veh/h	1335	1256	1323	1239
V/C Ratio	0.022	0.028	0.054	0.025
Control Delay, s/veh	2.9	3.1	3.1	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

HCM 6th TWSC
 14: Log Road & Boulevard A

01/27/2025

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑	↑	
Traffic Vol, veh/h	12	8	8	22	32	9
Future Vol, veh/h	12	8	8	22	32	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	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	13	9	9	24	35	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	82	40	45	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	920	1031	1563	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	914	1031	1563	-	-	-
Mov Cap-2 Maneuver	914	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1563	-	957	-	-
HCM Lane V/C Ratio	0.006	-	0.023	-	-
HCM Control Delay (s)	7.3	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection			
Intersection Delay, s/veh	3.0		
Intersection LOS	A		
Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	33	71	29
Demand Flow Rate, veh/h	34	72	29
Vehicles Circulating, veh/h	17	34	0
Vehicles Exiting, veh/h	12	17	106
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	2.9	3.2	2.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	34	72	29
Cap Entry Lane, veh/h	1356	1333	1380
Entry HV Adj Factor	0.971	0.986	1.000
Flow Entry, veh/h	33	71	29
Cap Entry, veh/h	1316	1314	1380
V/C Ratio	0.025	0.054	0.021
Control Delay, s/veh	2.9	3.2	2.8
LOS	A	A	A
95th %tile Queue, veh	0	0	0

HCM 6th TWSC
1: Peyton Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	298.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	24	1130	45	32	697	93	13	13	40	132	14	4
Future Vol, veh/h	24	1130	45	32	697	93	13	13	40	132	14	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	1228	49	35	758	101	14	14	43	143	15	4

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	859	0	0	1277	0	0	2193	2234	1253	2212	2208	809
Stage 1	-	-	-	-	-	-	1305	1305	-	879	879	-
Stage 2	-	-	-	-	-	-	888	929	-	1333	1329	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	782	-	-	544	-	-	32	43	210	~ 31	44	380
Stage 1	-	-	-	-	-	-	197	230	-	342	365	-
Stage 2	-	-	-	-	-	-	338	346	-	190	224	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	782	-	-	544	-	-	21	39	210	~ 16	40	380
Mov Cap-2 Maneuver	-	-	-	-	-	-	21	39	-	~ 16	40	-
Stage 1	-	-	-	-	-	-	190	222	-	331	342	-
Stage 2	-	-	-	-	-	-	299	324	-	~ 136	217	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.2		0.5		\$ 313.7		\$ 4306.1	
HCM LOS					F		F	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	58	782	-	-	544	-	-	17
HCM Lane V/C Ratio	1.237	0.033	-	-	0.064	-	-	9.591
HCM Control Delay (s)	\$ 313.7	9.8	-	-	12.1	-	-	\$ 4306.1
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	6.1	0.1	-	-	0.2	-	-	21.1

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

Intersection												
Int Delay, s/veh	31.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	614	114	72	361	8	124	4	48	10	4	3
Future Vol, veh/h	13	614	114	72	361	8	124	4	48	10	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	667	124	78	392	9	135	4	52	11	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	401	0	0	791	0	0	1313	1314	729	1338	1372	397
Stage 1	-	-	-	-	-	-	757	757	-	553	553	-
Stage 2	-	-	-	-	-	-	556	557	-	785	819	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1158	-	-	829	-	-	135	158	423	130	146	652
Stage 1	-	-	-	-	-	-	400	416	-	517	514	-
Stage 2	-	-	-	-	-	-	515	512	-	386	389	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1158	-	-	829	-	-	~ 117	136	423	99	126	652
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 117	136	-	99	126	-
Stage 1	-	-	-	-	-	-	391	407	-	506	452	-
Stage 2	-	-	-	-	-	-	446	450	-	327	380	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.6			238.8			39.1		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	1158	-	-	829	-	-	124
HCM Lane V/C Ratio	1.31	0.012	-	-	0.094	-	-	0.149
HCM Control Delay (s)	238.8	8.1	0	-	9.8	0	-	39.1
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	11.8	0	-	-	0.3	-	-	0.5

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

HCM 6th TWSC
3: Ellicott Highway & SH 94

01/27/2025

Intersection												
Int Delay, s/veh	79.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	110	333	195	9	209	14	135	56	151	21	34	91
Future Vol, veh/h	110	333	195	9	209	14	135	56	151	21	34	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	362	212	10	227	15	147	61	164	23	37	99

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	242	0	0	574	0	0	1031	970	468	1076	1069	235
Stage 1	-	-	-	-	-	-	708	708	-	255	255	-
Stage 2	-	-	-	-	-	-	323	262	-	821	814	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1324	-	-	999	-	-	211	253	595	197	221	804
Stage 1	-	-	-	-	-	-	426	438	-	749	696	-
Stage 2	-	-	-	-	-	-	689	691	-	369	391	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1324	-	-	999	-	-	147	228	595	105	199	804
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	228	-	105	199	-
Stage 1	-	-	-	-	-	-	387	398	-	681	689	-
Stage 2	-	-	-	-	-	-	566	684	-	206	355	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.3			\$ 301			29.4		
HCM LOS							F			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	1324	-	-	999	-	-	302
HCM Lane V/C Ratio	1.542	0.09	-	-	0.01	-	-	0.525
HCM Control Delay (s)	\$ 301	8	-	-	8.6	-	-	29.4
HCM Lane LOS	F	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	22.5	0.3	-	-	0	-	-	2.9

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

Intersection

Int Delay, s/veh 2100.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	463	730	370	0	713	329
Future Vol, veh/h	463	730	370	0	713	329
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	300	-	0	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	503	793	402	0	775	358

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1296
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	535
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	535
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	29.3	\$ 5240.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	44	569	-	-	535	-
HCM Lane V/C Ratio	17.614	0.628	-	-	0.752	-
HCM Control Delay (s)	\$ 7648.7	21.4	-	-	29.3	-
HCM Lane LOS	F	C	-	-	D	-
HCM 95th %tile Q(veh)	94.5	4.4	-	-	6.5	-

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

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	663	209	0	493	0	76
Future Vol, veh/h	663	209	0	493	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	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	721	227	0	536	0	83

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	721
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	427
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	427
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	427	-	-	-
HCM Lane V/C Ratio	0.193	-	-	-
HCM Control Delay (s)	15.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-

HCM 6th TWSC
6: SB Mayberry Dr & Village Main St

01/27/2025

Intersection												
Int Delay, s/veh	41.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻	↻
Traffic Vol, veh/h	0	464	0	1	17	0	0	0	0	70	404	627
Future Vol, veh/h	0	464	0	1	17	0	0	0	0	70	404	627
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	504	0	1	18	0	0	0	0	76	439	682

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	591	439	1184	1273	-	0	0	0
Stage 1	-	591	-	0	0	-	-	-	-
Stage 2	-	0	-	1184	1273	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	~ 420	618	166	167	0	-	-	-
Stage 1	0	~ 494	-	-	-	0	-	-	-
Stage 2	0	-	-	231	238	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 420	618	-	167	-	-	-	-
Mov Cap-2 Maneuver	-	~ 420	-	-	167	-	-	-	-
Stage 1	-	~ 494	-	-	-	-	-	-	-
Stage 2	-	-	-	-	238	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	140.5		
HCM LOS	F	-	

Minor Lane/Major Mvmt	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	420	-	-	-
HCM Lane V/C Ratio	1.201	-	-	-
HCM Control Delay (s)	140.5	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	20	-	-	-

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

HCM 6th TWSC
7: NB Mayberry Dr & Village Main St

01/27/2025

Intersection												
Int Delay, s/veh	43.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↗		↔				
Traffic Vol, veh/h	460	74	0	0	3	42	15	539	2	0	0	0
Future Vol, veh/h	460	74	0	0	3	42	15	539	2	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	0	2	0	2	0	2	2	2
Mvmt Flow	500	80	0	0	3	46	16	586	2	0	0	0

Major/Minor	Minor2		Minor1		Major1		
Conflicting Flow All	327	620	-	-	619	294	0
Stage 1	0	0	-	-	619	-	-
Stage 2	327	620	-	-	0	-	-
Critical Hdwy	7.5	6.54	-	-	6.5	6.94	4.1
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-
Critical Hdwy Stg 2	6.5	5.54	-	-	-	-	-
Follow-up Hdwy	3.5	4.02	-	-	4	3.32	2.2
Pot Cap-1 Maneuver	608	402	0	0	407	702	-
Stage 1	-	-	0	0	483	-	-
Stage 2	665	478	0	0	-	-	-
Platoon blocked, %							-
Mov Cap-1 Maneuver	565	402	-	-	407	702	-
Mov Cap-2 Maneuver	565	402	-	-	407	-	-
Stage 1	-	-	-	-	483	-	-
Stage 2	618	478	-	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s	91.3		10.7			
HCM LOS	F		B			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	535	407	702
HCM Lane V/C Ratio	-	-	-	1.085	0.008	0.065
HCM Control Delay (s)	-	-	-	91.3	13.9	10.5
HCM Lane LOS	-	-	-	F	B	B
HCM 95th %tile Q(veh)	-	-	-	17.9	0	0.2

HCM 6th TWSC
8: Positive Place & SB Mayberry Dr

01/27/2025

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	187	21	7	7	0	0	0	0	37	326	43
Future Vol, veh/h	0	187	21	7	7	0	0	0	0	37	326	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	203	23	8	8	0	0	0	0	40	354	47

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	458	201	359	481	-	0	0	0
Stage 1	-	458	-	0	0	-	-	-	-
Stage 2	-	0	-	359	481	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	498	806	572	483	0	-	-	-
Stage 1	0	565	-	-	-	0	-	-	-
Stage 2	0	-	-	632	552	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	498	806	379	483	-	-	-	-
Mov Cap-2 Maneuver	-	498	-	379	483	-	-	-	-
Stage 1	-	565	-	-	-	-	-	-	-
Stage 2	-	-	-	393	552	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	17.2		13.7			
HCM LOS	C		B			

Minor Lane/Major Mvmt	EBLn1WBLn1WBLn2		SBL	SBT	SBR
Capacity (veh/h)	518	379	483	-	-
HCM Lane V/C Ratio	0.436	0.02	0.016	-	-
HCM Control Delay (s)	17.2	14.7	12.6	-	-
HCM Lane LOS	C	B	B	-	-
HCM 95th %tile Q(veh)	2.2	0.1	0	-	-

HCM 6th TWSC
9: NB Mayberry Dr & Positive Place

01/27/2025

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	170	54	0	0	12	110	3	277	12	0	0	0
Future Vol, veh/h	170	54	0	0	12	110	3	277	12	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	185	59	0	0	13	120	3	301	13	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	163	320	-	-	314	157	0	0	0	
Stage 1	0	0	-	-	314	-	-	-	-	
Stage 2	163	320	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	786	596	0	0	600	861	-	-	-	
Stage 1	-	-	0	0	655	-	-	-	-	
Stage 2	823	651	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	666	596	-	-	600	861	-	-	-	
Mov Cap-2 Maneuver	666	596	-	-	600	-	-	-	-	
Stage 1	-	-	-	-	655	-	-	-	-	
Stage 2	695	651	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	12.3		10			
HCM LOS	B		B			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	666	596	600	861
HCM Lane V/C Ratio	-	-	-	0.277	0.098	0.022	0.139
HCM Control Delay (s)	-	-	-	12.5	11.7	11.1	9.9
HCM Lane LOS	-	-	-	B	B	B	A
HCM 95th %tile Q(veh)	-	-	-	1.1	0.3	0.1	0.5

HCM 6th Roundabout
 10: Springs Road & Positive Place

01/27/2025

Intersection				
Intersection Delay, s/veh	4.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	28	100	29	232
Demand Flow Rate, veh/h	28	102	29	236
Vehicles Circulating, veh/h	206	37	92	88
Vehicles Exiting, veh/h	118	84	142	51
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.4	3.1	4.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	28	102	29	236
Cap Entry Lane, veh/h	1118	1329	1256	1261
Entry HV Adj Factor	0.988	0.981	0.995	0.981
Flow Entry, veh/h	28	100	29	232
Cap Entry, veh/h	1105	1303	1250	1238
V/C Ratio	0.025	0.077	0.023	0.187
Control Delay, s/veh	3.5	3.4	3.1	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	11	4	33	50	74
Future Vol, veh/h	76	11	4	33	50	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	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	83	12	4	36	54	80

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	98	54	134	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	44	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	901	1013	1451	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	898	1013	1451	-	-	-
Mov Cap-2 Maneuver	898	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1451	-	898	1013	-	-
HCM Lane V/C Ratio	0.003	-	0.092	0.012	-	-
HCM Control Delay (s)	7.5	0	9.4	8.6	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0	-	-

Intersection					
Intersection Delay, s/veh	4.0				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	2	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	65	106	129	332	
Demand Flow Rate, veh/h	66	108	132	339	
Vehicles Circulating, veh/h	249	196	120	5	
Vehicles Exiting, veh/h	95	56	195	299	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	3.9	4.1	3.9	4.0	
Approach LOS	A	A	A	A	
Lane	Left	Left	Left	Left	Right
Designated Moves	LTR	LTR	LTR	L	TR
Assumed Moves	LTR	LTR	LTR	L	TR
RT Channelized					
Lane Util	1.000	1.000	1.000	0.159	0.841
Follow-Up Headway, s	2.609	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.976	4.544	4.544
Entry Flow, veh/h	66	108	132	54	285
Cap Entry Lane, veh/h	1070	1130	1221	1414	1414
Entry HV Adj Factor	0.985	0.981	0.981	0.981	0.980
Flow Entry, veh/h	65	106	129	53	279
Cap Entry, veh/h	1054	1109	1197	1387	1385
V/C Ratio	0.062	0.096	0.108	0.038	0.202
Control Delay, s/veh	3.9	4.1	3.9	2.9	4.3
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	1

HCM 6th Roundabout
13: Springs Road & Boulevard A

01/27/2025

Intersection				
Intersection Delay, s/veh	3.3			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	26	58	51	107
Demand Flow Rate, veh/h	26	59	52	109
Vehicles Circulating, veh/h	105	55	23	95
Vehicles Exiting, veh/h	99	20	108	19
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.2	3.0	3.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	26	59	52	109
Cap Entry Lane, veh/h	1240	1305	1348	1252
Entry HV Adj Factor	0.992	0.986	0.980	0.983
Flow Entry, veh/h	26	58	51	107
Cap Entry, veh/h	1230	1287	1321	1232
V/C Ratio	0.021	0.045	0.039	0.087
Control Delay, s/veh	3.1	3.2	3.0	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

HCM 6th TWSC
 14: Log Road & Boulevard A

01/27/2025

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	6	31	27	35	26
Future Vol, veh/h	10	6	31	27	35	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	7	34	29	38	28

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	149	52	66	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	97	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	843	1016	1536	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	824	1016	1536	-	-	-
Mov Cap-2 Maneuver	824	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	927	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1536	-	887	-	-
HCM Lane V/C Ratio	0.022	-	0.02	-	-
HCM Control Delay (s)	7.4	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection			
Intersection Delay, s/veh	3.1		
Intersection LOS	A		
Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	21	46	87
Demand Flow Rate, veh/h	21	47	89
Vehicles Circulating, veh/h	53	21	1
Vehicles Exiting, veh/h	37	53	67
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	2.9	3.0	3.2
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	21	47	89
Cap Entry Lane, veh/h	1307	1351	1378
Entry HV Adj Factor	1.000	0.978	0.978
Flow Entry, veh/h	21	46	87
Cap Entry, veh/h	1307	1321	1347
V/C Ratio	0.016	0.035	0.065
Control Delay, s/veh	2.9	3.0	3.2
LOS	A	A	A
95th %tile Queue, veh	0	0	0

HCM 6th Signalized Intersection Summary

1: Peyton Highway & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗		↖	↗	
Traffic Volume (veh/h)	5	534	14	35	921	70	37	20	20	47	13	29
Future Volume (veh/h)	5	534	14	35	921	70	37	20	20	47	13	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1796	1796	1870	1796
Adj Flow Rate, veh/h	5	580	15	38	1001	76	40	22	22	51	14	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	1083	918	447	1083	918	466	241	241	468	142	324
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	524	1870	1585	823	1870	1585	1305	858	858	1308	506	1156
Grp Volume(v), veh/h	5	580	15	38	1001	76	40	0	44	51	0	46
Grp Sat Flow(s),veh/h/ln	524	1870	1585	823	1870	1585	1305	0	1716	1308	0	1662
Q Serve(g_s), s	0.5	10.8	0.2	1.7	27.6	1.2	1.3	0.0	1.1	1.7	0.0	1.2
Cycle Q Clear(g_c), s	28.1	10.8	0.2	12.5	27.6	1.2	2.5	0.0	1.1	2.8	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		0.70
Lane Grp Cap(c), veh/h	176	1083	918	447	1083	918	466	0	481	468	0	466
V/C Ratio(X)	0.03	0.54	0.02	0.09	0.92	0.08	0.09	0.00	0.09	0.11	0.00	0.10
Avail Cap(c_a), veh/h	203	1181	1001	490	1181	1001	466	0	481	468	0	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	7.3	5.1	11.1	10.9	5.3	16.1	0.0	15.1	16.2	0.0	15.2
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.1	11.5	0.0	0.4	0.0	0.4	0.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.3	0.0	0.2	9.2	0.2	0.4	0.0	0.4	0.5	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	7.7	5.1	11.2	22.4	5.3	16.5	0.0	15.5	16.6	0.0	15.6
LnGrp LOS	C	A	A	B	C	A	B	A	B	B	A	B
Approach Vol, veh/h		600			1115			84				97
Approach Delay, s/veh		7.8			20.8			16.0				16.2
Approach LOS		A			C			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		37.0		20.0		37.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		36.0		16.0		36.0				
Max Q Clear Time (g_c+I1), s		3.1		30.1		3.2		29.6				
Green Ext Time (p_c), s		0.1		1.6		0.1		3.4				
Intersection Summary												
HCM 6th Ctrl Delay				16.3								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

2: Log Road & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	370	80	102	454	5	99	7	32	10	14	7
Future Volume (veh/h)	0	370	80	102	454	5	99	7	32	10	14	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	402	87	111	493	5	108	8	35	11	15	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	810	687	566	801	8	622	66	289	270	220	87
Arrive On Green	0.00	0.43	0.43	0.43	0.43	0.43	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	900	1870	1585	907	1848	19	1388	304	1328	286	1008	398
Grp Volume(v), veh/h	0	402	87	111	0	498	108	0	43	34	0	0
Grp Sat Flow(s),veh/h/ln	900	1870	1585	907	0	1867	1388	0	1631	1692	0	0
Q Serve(g_s), s	0.0	3.6	0.8	2.3	0.0	4.7	1.1	0.0	0.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.6	0.8	5.9	0.0	4.7	1.4	0.0	0.5	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.81	0.32		0.24
Lane Grp Cap(c), veh/h	314	810	687	566	0	809	622	0	356	577	0	0
V/C Ratio(X)	0.00	0.50	0.13	0.20	0.00	0.62	0.17	0.00	0.12	0.06	0.00	0.00
Avail Cap(c_a), veh/h	552	1305	1106	806	0	1302	1288	0	1138	1348	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	4.7	3.9	6.8	0.0	5.0	7.5	0.0	7.2	7.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.1	0.2	0.0	0.8	0.1	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.1	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.2	4.0	7.0	0.0	5.8	7.7	0.0	7.4	7.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		489			609			151			34	
Approach Delay, s/veh		5.0			6.0			7.6			7.2	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.0		13.9		9.0		13.9				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		3.4		5.6		2.3		7.9				
Green Ext Time (p_c), s		0.3		1.7		0.1		2.1				
Intersection Summary												
HCM 6th Ctrl Delay				5.8								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 3: Ellicott Highway & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	150	230	31	299	25	212	51	13	15	82	94
Future Volume (veh/h)	63	150	230	31	299	25	212	51	13	15	82	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1796	1870	1870	1870	1796	1870	1870
Adj Flow Rate, veh/h	68	163	250	34	325	27	230	55	14	16	89	102
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	526	445	422	526	428	750	896	760	187	808	760
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1029	1870	1585	973	1870	1522	1192	1870	1585	132	1686	1585
Grp Volume(v), veh/h	68	163	250	34	325	27	230	55	14	105	0	102
Grp Sat Flow(s),veh/h/ln	1029	1870	1585	973	1870	1522	1192	1870	1585	1817	0	1585
Q Serve(g_s), s	2.1	2.3	4.5	1.0	5.0	0.4	4.4	0.5	0.2	0.0	0.0	1.2
Cycle Q Clear(g_c), s	7.1	2.3	4.5	3.2	5.0	0.4	5.4	0.5	0.2	1.0	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.15		1.00
Lane Grp Cap(c), veh/h	349	526	445	422	526	428	750	896	760	995	0	760
V/C Ratio(X)	0.19	0.31	0.56	0.08	0.62	0.06	0.31	0.06	0.02	0.11	0.00	0.13
Avail Cap(c_a), veh/h	553	896	760	615	896	729	750	896	760	995	0	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.5	9.5	10.2	10.7	10.4	8.8	6.3	4.7	4.6	4.8	0.0	4.8
Incr Delay (d2), s/veh	0.3	0.3	1.1	0.1	1.2	0.1	1.1	0.1	0.0	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.9	0.1	1.2	0.1	0.5	0.1	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	9.8	11.4	10.8	11.6	8.8	7.4	4.8	4.6	5.0	0.0	5.2
LnGrp LOS	B	A	B	B	B	A	A	A	A	A	A	A
Approach Vol, veh/h		481			386			299			207	
Approach Delay, s/veh		11.2			11.4			6.8			5.1	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		13.4		20.0		13.4				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		2.5		9.1		3.0		7.0				
Green Ext Time (p_c), s		0.1		0.3		0.2		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			9.3									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
 4: Mayberry Dr & SH 94

01/27/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑↑	↑
Traffic Volume (veh/h)	295	320	229	385	670	262
Future Volume (veh/h)	295	320	229	385	670	262
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	321	348	249	418	728	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	433	956	453	848	1284	803
Arrive On Green	0.23	0.23	0.13	0.45	0.37	0.37
Sat Flow, veh/h	1870	1585	1781	1870	3456	1585
Grp Volume(v), veh/h	321	348	249	418	728	285
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1728	1585
Q Serve(g_s), s	7.3	5.1	4.4	7.2	7.7	4.9
Cycle Q Clear(g_c), s	7.3	5.1	4.4	7.2	7.7	4.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	433	956	453	848	1284	803
V/C Ratio(X)	0.74	0.36	0.55	0.49	0.57	0.36
Avail Cap(c_a), veh/h	572	1074	485	1022	1284	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	4.6	10.6	8.8	11.4	6.8
Incr Delay (d2), s/veh	3.6	0.2	1.1	0.4	1.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.6	1.1	1.7	2.7	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	4.9	11.8	9.2	13.3	8.0
LnGrp LOS	B	A	B	A	B	A
Approach Vol, veh/h	669			667	1013	
Approach Delay, s/veh	12.1			10.2	11.8	
Approach LOS	B			B	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		21.0	10.2	14.6		24.7
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		17.0	7.0	14.0		25.0
Max Q Clear Time (g_c+I1), s		9.7	6.4	9.3		9.2
Green Ext Time (p_c), s		2.5	0.0	1.3		1.9
Intersection Summary						
HCM 6th Ctrl Delay			11.4			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 6: SB Mayberry Dr & Village Main St

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻	↻
Traffic Volume (veh/h)	0	321	0	8	25	0	0	0	0	18	119	412
Future Volume (veh/h)	0	321	0	8	25	0	0	0	0	18	119	412
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	349	0	9	27	0				20	129	448
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	529	0	230	427	0				97	628	619
Arrive On Green	0.00	0.28	0.00	0.28	0.28	0.00				0.39	0.39	0.39
Sat Flow, veh/h	0	1870	0	163	1510	0				249	1609	1585
Grp Volume(v), veh/h	0	349	0	36	0	0				149	0	448
Grp Sat Flow(s),veh/h/ln	0	1870	0	1672	0	0				1858	0	1585
Q Serve(g_s), s	0.0	4.0	0.0	0.0	0.0	0.0				1.3	0.0	5.9
Cycle Q Clear(g_c), s	0.0	4.0	0.0	4.0	0.0	0.0				1.3	0.0	5.9
Prop In Lane	0.00		0.00	0.25		0.00				0.13		1.00
Lane Grp Cap(c), veh/h	0	529	0	657	0	0				726	0	619
V/C Ratio(X)	0.00	0.66	0.00	0.05	0.00	0.00				0.21	0.00	0.72
Avail Cap(c_a), veh/h	0	1221	0	1231	0	0				1212	0	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.7	0.0	6.4	0.0	0.0				4.9	0.0	6.3
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	0.0				0.1	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.0	0.1	0.0	0.0				0.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.2	0.0	6.5	0.0	0.0				5.1	0.0	8.0
LnGrp LOS	A	A	A	A	A	A				A	A	A
Approach Vol, veh/h		349			36							597
Approach Delay, s/veh		9.2			6.5							7.2
Approach LOS		A			A							A
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				10.9		13.6		10.9				
Change Period (Y+Rc), s				4.0		4.0		4.0				
Max Green Setting (Gmax), s				16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s				6.0		7.9		6.0				
Green Ext Time (p_c), s				1.5		1.7		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				7.9								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 7: NB Mayberry Dr & Village Main St

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑	↗		↕↗				
Traffic Volume (veh/h)	320	20	0	0	12	50	21	563	3	0	0	0
Future Volume (veh/h)	320	20	0	0	12	50	21	563	3	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1824	1870	0	0	1900	1796	1824	1870	1824			
Adj Flow Rate, veh/h	348	22	0	0	13	54	23	612	3			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	0	0	0	2	0	2	0			
Cap, veh/h	799	34	0	0	708	567	32	901	5			
Arrive On Green	0.37	0.37	0.00	0.00	0.37	0.37	0.25	0.25	0.25			
Sat Flow, veh/h	1262	91	0	0	1900	1522	128	3584	18			
Grp Volume(v), veh/h	370	0	0	0	13	54	334	0	304			
Grp Sat Flow(s),veh/h/ln	1353	0	0	0	1900	1522	1864	0	1867			
Q Serve(g_s), s	4.9	0.0	0.0	0.0	0.1	0.5	3.5	0.0	3.1			
Cycle Q Clear(g_c), s	5.0	0.0	0.0	0.0	0.1	0.5	3.5	0.0	3.1			
Prop In Lane	0.94		0.00	0.00		1.00	0.07		0.01			
Lane Grp Cap(c), veh/h	832	0	0	0	708	567	468	0	469			
V/C Ratio(X)	0.44	0.00	0.00	0.00	0.02	0.10	0.71	0.00	0.65			
Avail Cap(c_a), veh/h	1348	0	0	0	1430	1145	1402	0	1405			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.8	0.0	0.0	0.0	4.2	4.3	7.3	0.0	7.1			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.1	2.0	0.0	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.0	0.0	0.1	0.9	0.0	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.2	0.0	0.0	0.0	4.2	4.4	9.3	0.0	8.6			
LnGrp LOS	A	A	A	A	A	A	A	A	A			
Approach Vol, veh/h		370			67			638				
Approach Delay, s/veh		6.2			4.4			9.0				
Approach LOS		A			A			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		9.3		11.9				11.9				
Change Period (Y+Rc), s		4.0		4.0				4.0				
Max Green Setting (Gmax), s		16.0		16.0				16.0				
Max Q Clear Time (g_c+I1), s		2.0		7.0				2.1				
Green Ext Time (p_c), s		3.3		1.5				0.0				
Intersection Summary												
HCM 6th Ctrl Delay				7.7								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary

1: Peyton Highway & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1130	45	32	697	93	13	13	40	132	14	4
Future Volume (veh/h)	24	1130	45	32	697	93	13	13	40	132	14	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1796	1796	1870	1796
Adj Flow Rate, veh/h	26	1228	49	35	758	101	14	14	43	143	15	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	1301	1103	130	1301	1103	357	87	266	322	305	81
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	643	1870	1585	433	1870	1585	1338	404	1242	1292	1423	379
Grp Volume(v), veh/h	26	1228	49	35	758	101	14	0	57	143	0	19
Grp Sat Flow(s),veh/h/ln	643	1870	1585	433	1870	1585	1338	0	1647	1292	0	1802
Q Serve(g_s), s	1.9	51.6	0.9	6.9	18.4	1.8	0.7	0.0	2.5	9.0	0.0	0.7
Cycle Q Clear(g_c), s	20.3	51.6	0.9	58.5	18.4	1.8	1.5	0.0	2.5	11.5	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.75	1.00		0.21
Lane Grp Cap(c), veh/h	395	1301	1103	130	1301	1103	357	0	353	322	0	386
V/C Ratio(X)	0.07	0.94	0.04	0.27	0.58	0.09	0.04	0.00	0.16	0.44	0.00	0.05
Avail Cap(c_a), veh/h	405	1329	1126	137	1329	1126	357	0	353	322	0	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.1	12.0	4.2	37.9	6.9	4.4	28.3	0.0	28.4	33.0	0.0	27.7
Incr Delay (d2), s/veh	0.1	13.4	0.0	1.1	0.6	0.0	0.2	0.0	1.0	4.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	17.3	0.2	0.7	4.7	0.4	0.2	0.0	1.0	3.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	25.4	4.3	39.0	7.5	4.4	28.5	0.0	29.3	37.4	0.0	27.9
LnGrp LOS	B	C	A	D	A	A	C	A	C	D	A	C
Approach Vol, veh/h		1303			894			71			162	
Approach Delay, s/veh		24.3			8.4			29.2			36.3	
Approach LOS		C			A			C			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		65.7		23.0		65.7				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		19.0		63.0		19.0		63.0				
Max Q Clear Time (g_c+I1), s		4.5		53.6		2.7		60.5				
Green Ext Time (p_c), s		0.1		6.0		0.0		1.2				

Intersection Summary

HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary

2: Log Road & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	614	114	72	361	8	35	4	48	10	4	3
Future Volume (veh/h)	13	614	114	72	361	8	35	4	48	10	4	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	667	124	78	392	9	38	4	52	11	4	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	648	972	824	440	946	22	529	21	275	342	111	48
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	984	1870	1585	685	1821	42	1409	114	1488	694	601	259
Grp Volume(v), veh/h	14	667	124	78	0	401	38	0	56	18	0	0
Grp Sat Flow(s),veh/h/ln	984	1870	1585	685	0	1863	1409	0	1603	1554	0	0
Q Serve(g_s), s	0.2	7.2	1.1	2.6	0.0	3.6	0.3	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.8	7.2	1.1	9.8	0.0	3.6	0.6	0.0	0.8	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.93	0.61		0.17
Lane Grp Cap(c), veh/h	648	972	824	440	0	968	529	0	296	501	0	0
V/C Ratio(X)	0.02	0.69	0.15	0.18	0.00	0.41	0.07	0.00	0.19	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1081	1797	1522	742	0	1789	1102	0	947	1101	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	4.9	3.4	8.5	0.0	4.0	9.2	0.0	9.3	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.1	0.2	0.0	0.3	0.1	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.2	0.0	0.1	0.1	0.0	0.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.2	5.7	3.5	8.7	0.0	4.3	9.3	0.0	9.6	9.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		805			479			94			18	
Approach Delay, s/veh		5.4			5.0			9.5			9.1	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.0		18.1		9.0		18.1				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		26.0		16.0		26.0				
Max Q Clear Time (g_c+I1), s		2.8		9.2		2.2		11.8				
Green Ext Time (p_c), s		0.2		4.0		0.0		2.3				
Intersection Summary												
HCM 6th Ctrl Delay				5.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary

3: Ellicott Highway & SH 94

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	333	195	9	209	14	135	56	151	21	34	91
Future Volume (veh/h)	110	333	195	9	209	14	135	56	151	21	34	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1796	1870	1870	1870	1796	1870	1870
Adj Flow Rate, veh/h	120	362	212	10	227	15	147	61	164	23	37	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	427	534	452	310	534	434	790	891	755	370	532	755
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1138	1870	1585	839	1870	1522	1253	1870	1585	465	1117	1585
Grp Volume(v), veh/h	120	362	212	10	227	15	147	61	164	60	0	99
Grp Sat Flow(s),veh/h/ln	1138	1870	1585	839	1870	1522	1253	1870	1585	1583	0	1585
Q Serve(g_s), s	3.2	5.8	3.7	0.4	3.3	0.2	2.4	0.6	2.0	0.0	0.0	1.2
Cycle Q Clear(g_c), s	6.5	5.8	3.7	6.1	3.3	0.2	3.0	0.6	2.0	0.6	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.38		1.00
Lane Grp Cap(c), veh/h	427	534	452	310	534	434	790	891	755	902	0	755
V/C Ratio(X)	0.28	0.68	0.47	0.03	0.43	0.03	0.19	0.07	0.22	0.07	0.00	0.13
Avail Cap(c_a), veh/h	644	891	755	470	891	725	790	891	755	902	0	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	10.6	9.9	13.3	9.8	8.7	5.6	4.8	5.1	4.8	0.0	4.9
Incr Delay (d2), s/veh	0.4	1.5	0.8	0.0	0.5	0.0	0.5	0.1	0.7	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.4	0.7	0.0	0.8	0.0	0.3	0.1	0.3	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	12.2	10.7	13.4	10.3	8.7	6.1	4.9	5.8	4.9	0.0	5.3
LnGrp LOS	B	B	B	B	B	A	A	A	A	A	A	A
Approach Vol, veh/h		694			252			372				159
Approach Delay, s/veh		11.8			10.3			5.8				5.1
Approach LOS		B			B			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		13.6		20.0		13.6				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		2.6		8.5		2.6		8.1				
Green Ext Time (p_c), s		0.1		1.1		0.1		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			9.3									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
 4: Mayberry Dr & SH 94

01/27/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	463	730	370	227	713	329
Future Volume (veh/h)	463	730	370	227	713	329
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	503	793	402	247	775	358
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	611	981	468	1066	1010	740
Arrive On Green	0.33	0.33	0.17	0.57	0.29	0.29
Sat Flow, veh/h	1870	1585	1781	1870	3456	1585
Grp Volume(v), veh/h	503	793	402	247	775	358
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1728	1585
Q Serve(g_s), s	14.4	19.0	7.9	3.8	11.9	9.0
Cycle Q Clear(g_c), s	14.4	19.0	7.9	3.8	11.9	9.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	611	981	468	1066	1010	740
V/C Ratio(X)	0.82	0.81	0.86	0.23	0.77	0.48
Avail Cap(c_a), veh/h	611	981	525	1126	1010	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	7.8	11.7	6.2	18.8	10.7
Incr Delay (d2), s/veh	8.9	5.1	12.3	0.1	5.6	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	11.0	3.4	0.9	5.1	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.9	12.9	24.0	6.3	24.3	12.9
LnGrp LOS	C	B	C	A	C	B
Approach Vol, veh/h	1296			649	1133	
Approach Delay, s/veh	18.4			17.3	20.7	
Approach LOS	B			B	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		21.0	14.1	23.0		37.1
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		17.0	12.0	19.0		35.0
Max Q Clear Time (g_c+I1), s		13.9	9.9	21.0		5.8
Green Ext Time (p_c), s		1.5	0.3	0.0		1.2
Intersection Summary						
HCM 6th Ctrl Delay			19.0			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 6: SB Mayberry Dr & Village Main St

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	↔
Traffic Volume (veh/h)	0	464	0	1	17	0	0	0	0	70	404	627
Future Volume (veh/h)	0	464	0	1	17	0	0	0	0	70	404	627
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	504	0	1	18	0				76	439	682
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	632	0	111	618	0				121	699	700
Arrive On Green	0.00	0.34	0.00	0.34	0.34	0.00				0.44	0.44	0.44
Sat Flow, veh/h	0	1870	0	20	1829	0				274	1583	1585
Grp Volume(v), veh/h	0	504	0	19	0	0				515	0	682
Grp Sat Flow(s),veh/h/ln	0	1870	0	1849	0	0				1857	0	1585
Q Serve(g_s), s	0.0	8.9	0.0	0.0	0.0	0.0				7.8	0.0	15.3
Cycle Q Clear(g_c), s	0.0	8.9	0.0	0.2	0.0	0.0				7.8	0.0	15.3
Prop In Lane	0.00		0.00	0.05		0.00				0.15		1.00
Lane Grp Cap(c), veh/h	0	632	0	729	0	0				820	0	700
V/C Ratio(X)	0.00	0.80	0.00	0.03	0.00	0.00				0.63	0.00	0.97
Avail Cap(c_a), veh/h	0	826	0	913	0	0				820	0	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.9	0.0	8.0	0.0	0.0				7.8	0.0	9.9
Incr Delay (d2), s/veh	0.0	4.2	0.0	0.0	0.0	0.0				1.5	0.0	27.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	0.0	0.1	0.0	0.0				2.3	0.0	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.1	0.0	8.0	0.0	0.0				9.4	0.0	37.6
LnGrp LOS	A	B	A	A	A	A				A	A	D
Approach Vol, veh/h		504			19						1197	
Approach Delay, s/veh		15.1			8.0						25.4	
Approach LOS		B			A						C	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				16.2		20.0		16.2				
Change Period (Y+Rc), s				4.0		4.0		4.0				
Max Green Setting (Gmax), s				16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s				10.9		17.3		2.2				
Green Ext Time (p_c), s				1.4		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				22.2								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

7: NB Mayberry Dr & Village Main St

01/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑	↗		↕↗				
Traffic Volume (veh/h)	460	74	0	0	3	42	15	539	2	0	0	0
Future Volume (veh/h)	460	74	0	0	3	42	15	539	2	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1824	1870	0	0	1900	1796	1824	1870	1824			
Adj Flow Rate, veh/h	500	80	0	0	3	46	16	586	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	0	0	0	2	0	2	0			
Cap, veh/h	886	104	0	0	1015	813	17	661	2			
Arrive On Green	0.53	0.53	0.00	0.00	0.53	0.53	0.18	0.18	0.18			
Sat Flow, veh/h	1213	194	0	0	1900	1522	94	3626	13			
Grp Volume(v), veh/h	580	0	0	0	3	46	316	0	288			
Grp Sat Flow(s),veh/h/ln	1408	0	0	0	1900	1522	1866	0	1868			
Q Serve(g_s), s	9.2	0.0	0.0	0.0	0.0	0.4	4.7	0.0	4.2			
Cycle Q Clear(g_c), s	9.2	0.0	0.0	0.0	0.0	0.4	4.7	0.0	4.2			
Prop In Lane	0.86		0.00	0.00		1.00	0.05		0.01			
Lane Grp Cap(c), veh/h	990	0	0	0	1015	813	340	0	340			
V/C Ratio(X)	0.59	0.00	0.00	0.00	0.00	0.06	0.93	0.00	0.85			
Avail Cap(c_a), veh/h	1786	0	0	0	2088	1672	1058	0	1060			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.2	0.0	0.0	0.0	3.1	3.2	11.4	0.0	11.2			
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.0	11.2	0.0	5.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.0	0.0	2.4	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.8	0.0	0.0	0.0	3.1	3.2	22.6	0.0	17.0			
LnGrp LOS	A	A	A	A	A	A	C	A	B			
Approach Vol, veh/h		580			49			604				
Approach Delay, s/veh		5.8			3.2			19.9				
Approach LOS		A			A			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		9.1		19.1				19.1				
Change Period (Y+Rc), s		4.0		4.0				4.0				
Max Green Setting (Gmax), s		16.0		31.0				31.0				
Max Q Clear Time (g_c+I1), s		2.0		11.2				2.0				
Green Ext Time (p_c), s		3.1		4.0				0.0				
Intersection Summary												
HCM 6th Ctrl Delay				12.6								
HCM 6th LOS				B								

Appendix J – Table of Improvements Filing 4

Table 11: El Paso County Roadway Improvements

El Paso County Roadway Improvements Revised January 2024			
Item	Improvement	Timing	Responsibility
1	Mayberry Drive (formerly New Log Road) (Highway 94 south into the project) construct as an Urban Minor Arterial per the PUD	With Filing No. 1: <i>Note: Phased half-section (northbound couplet) for Filing 1 and full couplet segments beyond Filing 1 per the PUD plans.</i>	Applicant
2a	Positive Place (formerly Mayberry Drive) (Garden Park Avenue to Springs Road) construct as a gravel, secondary access road	With Filing No. 1: <i>Note: An interim gravel street connection (to be paved once ADT exceeds 200 vpd) will be provided with Filing No. 1.</i>	Applicant
2b	Positive Place (formerly Mayberry Drive) - construct half - section	With Filing No. 3.	Applicant
2c	Positive Place (formerly Mayberry Drive) - Complete Full section (IE construct the remaining half - section)	Future - To be determined w/Future PUD's beyond Phase 1.	Applicant
3	Springs Road (Highway 94 south into the project) construct street with 65' ROW; design attributes to meet Urban Collector standards.	With Filing No. 1: The classification of Springs Road is: Urban Minor Collector with 65' of ROW adjacent to Filings 2 and an Urban Local with 65' of ROW south of that point adjacent to Filing No. 3. Design attributes will meet Collector standards.	Applicant
4	Cattlemen Run west of Springs Road into Filing Nos. 2 and 2A as a Local Street	With Filing Nos. 2 and 2a.	Applicant
5	Cattlemen Run east of Springs Road (into Filing No. 4 commercial development east of Springs Road) as a Local Street	With Filing No. 4.	Applicant
6	Positive Place (formerly Mayberry Drive) & Springs Road Intersection	With Filing No. 3. - Construct as a one-lane roundabout intersection.	Applicant
7	Besseyi Way & Springs Road Intersection	With Filing No. 3. Construct as four leg, conventional, two-way, stop-sign controlled (TWSC) intersection.	Applicant

Appendix K – Approved Deviations



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Mayberry Phase 1
Amendment to the Ellicott Town Center
Phase 1 PUD/Preliminary Plan
Transportation Memorandum
PCD FILE NO.: PUDSP219
(LSC #S214300)
February 17, 2022

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.





Date

STREET CLASSIFICATIONS

The attached Exhibit 1 shows the proposed street classifications. This exhibit is a modified version of Figure 13 from the June 2020 TIS report. The figure has been modified to illustrate the minor street network modifications. These modifications include:

- Removal of local street connections through commercial Filings 2 and 3 (except Springs Road).
- Modification to Village Main Street. This PUD has been updated to include a discontinuity between New Log Road and Springs Road. The resulting short segment west of Springs Road is now shown as Besseyi Way. This change will likely result in a shift of some traffic to Mayberry Drive, a Collector Street. This is actually an improvement in the plan, as it would shift through traffic to the collector street – such as future commercial traffic which will need to travel east/west internally to and from New Log Road due to the left-turn restriction at SH 94/Springs Road. This would not affect the SH 94 projections and intersection analysis because a minor shift in travel route to Mayberry Drive would not likely change the turning volumes at the SH 94 intersections.

In the interim (Filings 1 and 4), prior to full construction of Mayberry Drive, a temporary 24-foot-wide, gravel road segment (to be paved once ADT exceeds 200 vehicles per day) connecting Garden Park Avenue in Filing 1 with Springs Road via the Mayberry Drive alignment – as shown in the attached exhibit – will be used until Filing 4 is developed and Mayberry Drive is completed.

- Several deviations have been approved for variations to the standard *ECM* cross sections by classification. Copies are attached for reference.

APPROVED DEVIATIONS

Attached are several approved deviations which apply to this application. Proposed Changes are indicated in **bold**.

- **Village Main Street** is ultimately classified as an Urban Non-Residential Collector through the Town Center area, and an Urban Local through the residential areas. The approved deviation consists of modified cross-section elements including a 36-foot asphalt width for the Non-Residential Collector and a 30-foot asphalt width for the Urban Local road segments. The right-of-way through the residential area will be 60 feet (matching the deviation).

PROPOSED CHANGES: The segment through the residential areas is no longer proposed to be continuous east to Springs Road. The interim secondary road connecting Filing 1 and Springs Road will not be on the Village Main Street alignment, rather on the Mayberry Drive alignment.

- **New Log Road** is ultimately classified as an Urban Minor Arterial roadway. The approved deviation consists of:
 - Modified cross-section elements including 15-foot attached sidewalks, bike lanes permitted, and on-street parking allowed for the ultimate road section, as well as an interim rural-asphalt-road section during the initial phase of development.
 - The *ECM*-prescribed minimum horizontal-centerline radius for an Urban Minor Arterial is 565 feet. This approved deviation also allows for a slightly reduced minimum centerline radius of 527 feet at couplet transitions as depicted on the attached Plan & Profile Drawing.

PROPOSED CHANGES: None

- **Mayberry Boulevard** is classified as a Collector. The approved deviation consists of modified cross-section elements including an ultimate divided section with landscaped median and a Phase 1 half-section with a 29-foot asphalt width.

PROPOSED CHANGES: The interim secondary road connecting Filing 1 and Springs Road will not be on the Village Main Street alignment, rather on the Mayberry Drive alignment. It is planned to be gravel, initially, but must be paved once ADT exceeds 200 vehicles per day.

- **Springs Road:** Prior PUD approvals addressed deviations for the 65' Springs Road ROW. **CURRENT NOTES (May reflect changes): With this Phase 1 development, Springs Road would extend from SH 94 to the south boundary of Filing 4. Although classified as Urban Minor Collector adjacent to Filings 2 and 3 and Urban Local south of that point (as shown in the attached Exhibit 1-Roadway Classifications), the design attributes shown on the plans are consistent with current Urban Collector standards, and no lots are shown fronting Springs Road.**

CHANGES FROM THE JUNE 2020 TIS REPORT

- The classification figure, Figure 13 from the June 2020 TIS Report, has been revised. The updated version (updated February 17, 2022) is presented in this memo as "**Exhibit 1.**"
- The improvements Table, Table 12 from the June 2020 TIS Report, was updated with the last submittal. The updated version is attached to this memo and was expanded into a two-part table: Table 12 – Roadway Improvements (basically containing only the CDOT improvements) **and** a new Table 12a – El Paso County Roadway Improvements (updated February 17, 2022).
- This PUD has been updated to include a Village Main discontinuity west of Springs Road. The resulting short segment west of Springs Road is now shown as Besseyi Way. This change will likely result in a shift of some traffic to Mayberry Drive, a Collector Street. This is actually an improvement in the plan, as it would shift through traffic to the Collector street – such as Filings 2 and 3 future commercial traffic which will need to



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Mayberry Filing No. 3
Traffic Technical Memorandum
PCD File No. SF2219
(LSC #S224210)
September 1, 2022

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.





Date

Also, regarding CDOT improvements, please refer to the separate “Mayberry Filing No. 3 CDOT Access Permit Memo” included with this submittal. This memo has been prepared to accompany the CDOT access permit application for Filing 3 and is essentially an “addendum” to the **June 2020** TIS report entitled *Ellicott Town Center Filings 2 and 3 Traffic Impact Study March 31, 2020** (*Note: *Minor Revision June 2, 2020*). That report addressed the traffic impacts of Mayberry Phase 1 (Filings 1 through 4). As part of this CDOT memo, Improvements Table 12 has been updated/ revised and a copy of that table has been attached to this report.

New Log Road Phasing

Following with review of the PUD/Preliminary Plan TIS, the PCD Engineering Manager requested that the phasing of the one-way, New Log Road couplet south of SH 94 be addressed in this report.

The ultimate northbound-only portion of the one-way couplet has been and is proposed for interim use for **both** directions of travel and the separate, southbound-only portion of the couplet would be constructed later as future development occurs.

The trips on New Log Road would not exceed 3,000 vehicles per day (vpd) ADT with the buildout of Filings 1, 2, and 3. Given the northbound “half couplet” would have a similar cross section to an Urban Local roadway, and the design ADT of an Urban Local is 3,000 ADT, staff has indicated this volume as an approximate trigger for construction and use of the southbound lanes of the couplet. As shown in Table 1 the total trip generation for Filings 1-3 (including trips projected to use Springs Road instead of New Log Road) would be below 3,000 ADT.

SUBDIVISION STREET CLASSIFICATIONS

Please refer to the *Mayberry Phase 1 PUD Amendment Transportation Memorandum* dated February 17, 2022, which contains a “Street Classifications” section and an associated exhibit.

ROADWAY IMPROVEMENT FEE PROGRAM

This project will be required to participate in the El Paso County Road Improvement Fee Program. Mayberry Filing 3 will join the ten-mil PID. The ten-mil PID building permit fee portion associated with this option is \$1,221 per single-family dwelling unit. The total building permit fee would be \$172,382 for the 142 dwelling units. Note: This is based on the current rate, which is subject to change. El Paso County updates this rate periodically.

DEVIATIONS

Please refer to the *Mayberry Phase 1 PUD Amendment Transportation Memorandum* dated February 17, 2022, which contains an “Approved Deviations” section.

An additional deviation (PUD Modification) was submitted with the PUD, which modifies the corner clearance across lots on the inside of and adjacent to ninety-degree “knuckles.”

ROUNABOUT ANALYSIS & DESIGN

A modern roundabout with a 120-foot inscribed circle diameter is proposed as the traffic control for the intersection of Mayberry Drive/Springs Road. Exhibits containing roundabout technical analysis are attached, along with a roundabout parameters table.

The horizontal layout, analysis, and roundabout report have been completed using the criteria contained in the Wisconsin DOT roundabout design manual (as required by El Paso County). The attached exhibits and roundabout parameters table contain all the details for the currently-proposed roundabout. The inscribed circle diameter is 120-feet and the design vehicle is a WB-50 truck (per the *ECM*). However, the roundabout has also been designed to accommodate a larger WB-67 truck. The roundabout will also accommodate the standard county snowplow vehicle. The design accommodates pedestrians. Please refer to the attached roundabout parameters table and exhibits for details. Also, please refer to the roundabout design report, which is included with the CD submittal.

CDOT ACCESS PERMITS

The CDOT access permits for New Log Road and Springs Road public street connections (access points) to SH 94 are 218053 and 218054. Both permits have been finalized. These permits were issued for Filings 1 and 2. A new “change of use” access-permit application is being submitted for Filing No. 3. This application has been submitted to CDOT, along with the **addendum memo** to the June 2020 TIS report, which addressed the impacts of the Phase 1 development, including the currently-proposed Filing No. 3. Please refer to the “Filing No. 3 CDOT Access Permits Memo,” which is a separate document included with this submittal.

The number of lots (142) in Filing 3 is the same number as studied in the June 2020 comprehensive TIS report for the commercial rezone submitted to and accepted by CDOT. The Filing No. 3 site circulation and connections to Highway 94 also remain consistent with the 2020 study. The primary change is that Filing No. 3 is being developed ahead of the commercial Filing No. 4 (previously called Filing No. 3 in that 2020 TIS report). The addendum memo addresses this change in development order.

Note: The Improvements Table in the February 2022 PUD TIS report references these approved access permits for all CDOT-facility improvements. This improvements table (Table 12 – CDOT Improvements) has been updated as requested by County staff. Note: Table 12a, which addresses El Paso County road improvements, has also been updated (and is also attached). Table 12 (attached) has been updated with the new plat numbers and contains revisions to address the