TRAFFIC IMPACT STUDY

For

SEC Peyton & Garrett Residential
El Paso County, Colorado

October 2026

Prepared for:

HR Green Development, LLC
1975 Research Parkway, Suite 160
Colorado Springs, Colorado 80920

Prepared by:

SM ROCHA, LLC
TRAFFIC & TRANSPORTATION ENGINEERING

8700 Turnpike Drive, Suite 240
Westminster, Colorado 80031
(303) 458-9798

6 South Tejon Street, Suite 618
Colorado Springs, Colorado 80903
(719) 203-6639



Project Engineer:
Leo Ornelas, EIT

Engineer in Responsible Charge:
Brandon Wilson, PE

26-082715

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.

Brandon Wilson 10/23/2026

Brandon Wilson, P.E. #68282 Date

Developer's Statement

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

_____ _____

Dan Haberkost Date
Front Range Land LLC
1540 S 8th Street, #38754
Colorado Springs, CO 80905

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I. Introduction

Project Overview

This traffic impact study is provided as a planning document and addresses the capacity, geometric, and control requirements associated with the development entitled SEC Peyton and Garrett Residential. This analysis was prepared in accordance with Appendix B of the County's Engineering Criteria Manual (ECM)[1].

This proposed residential development is located on the southeast corner of S Peyton Highway and E Garrett Road in El Paso County, Colorado.

Study Area

The study area to be examined in this analysis encompasses the intersections of S Peyton Highway with State Highway 94, Jones Road, E Garrett Road, and Falcon Highway, as well as the intersection of Jones Road and Curtis Road, and includes proposed site access drives.

Figure 1 illustrates location of the site and study intersections.

Site Description

Land for the development is approximately 310 acres in size, currently vacant, and zoned as A-35 (Agricultural), a 35-acre zoning district primarily intended to accommodate rural communities and lifestyles, including the conservation of farming, ranching, and agricultural resources. The area is surrounded by a mix of agricultural and residential land uses.

The proposed development will rezone the 310-acre site to RR-2.5 (Residential Rural), a 2.5-acre zoning district intended to accommodate low-density, rural, single-family residential developments. As such, the northern portion of the site will subdivide approximately 175 acres to allow for five 35-acre residential lots, while the southern portion proposes development of 36 2.5-acre residential lots.

Proposed access to the development is provided at the following locations: one full-movement access onto E Garrett Road to serve the five 35-acre lots (referred to as Access A), one full-movement access onto S Peyton Highway to serve 19 2.5-acre lots (referred to as Access B), and one full-movement access onto Jones Road to serve the remaining 17 2.5-acre lots (referred to as Access C).

For purposes of this study, it is anticipated that development construction would be completed by end of Year 2028.

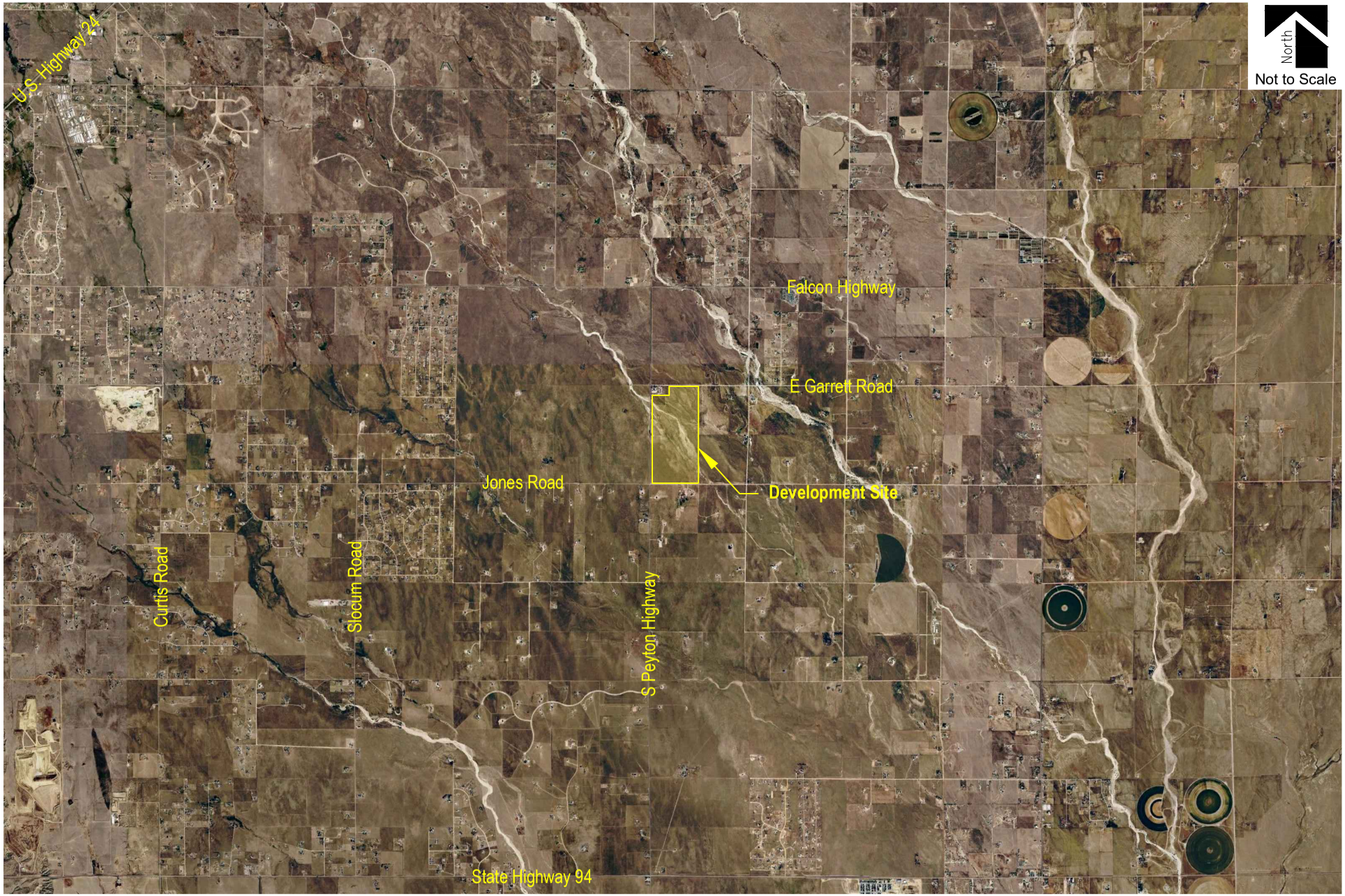
[1] El Paso County Engineering Criteria Manual, El Paso County, January 9, 2025.

General site and access locations are shown on Figure 1.

An overall site plan, as prepared by HR Green Development, LLC, is shown in Figure 2. This plan is provided for illustrative purposes only.

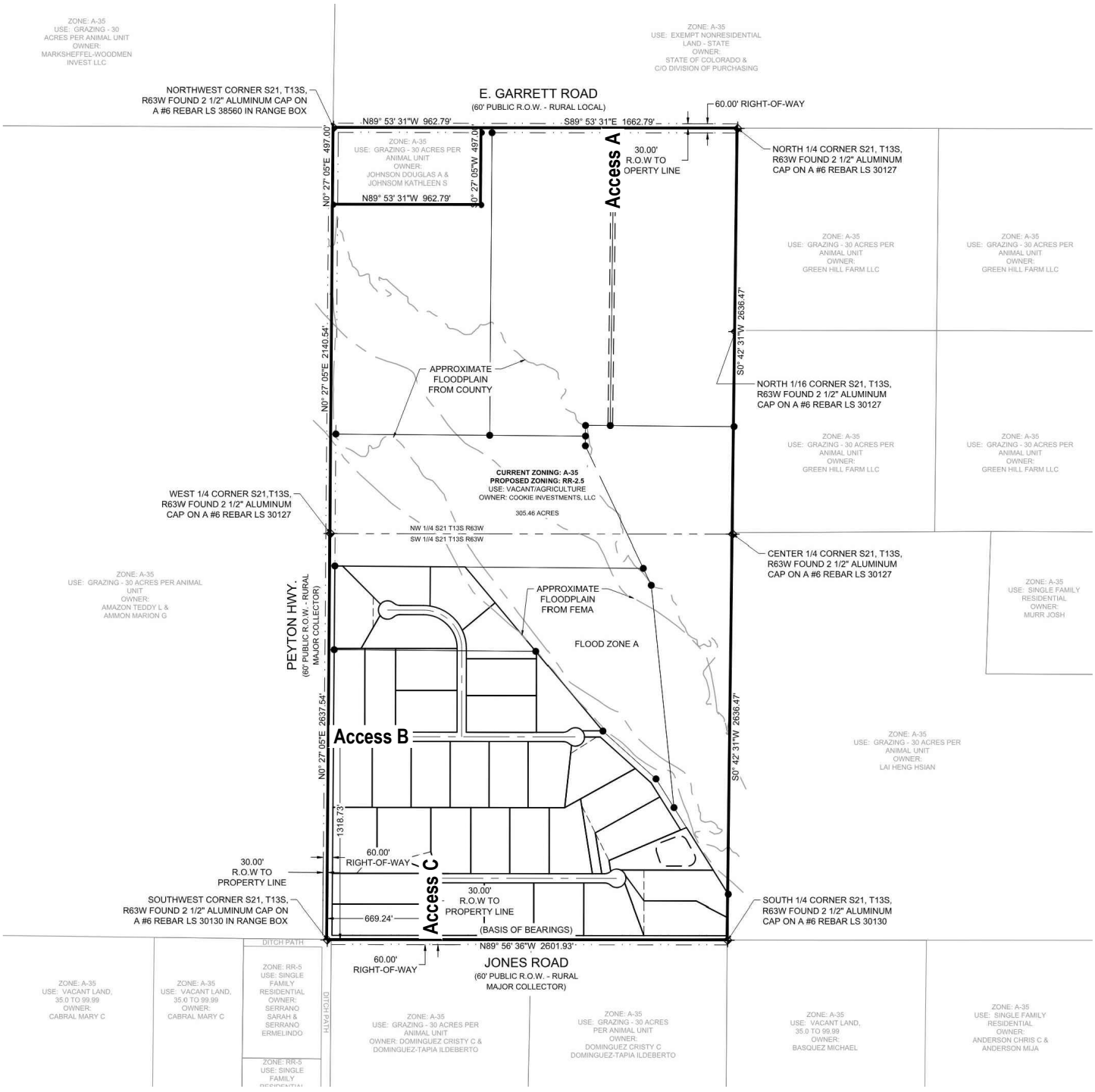
A conceptual sight distance exhibit, illustrating approximate entering sight distance triangles, is included for reference in Appendix D. This two-dimensional exhibit does not consider the potential for landscaping, utility, nor vertical curve obstructions, and was prepared in accordance to Section 2.4 of the County's ECM and Section 9.5.3.2 of the American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Geometric Design of Highway and Streets (Green Book)[2], and is provided for illustrative purposes only.

[2] A Policy on Geometric Design of Highways and Streets (7th Edition), American Association of State Highway and Transportation Officials, 2018.


North
Not to Scale
U.S. Highway 24
Falcon Highway
E Garrett Road
Jones Road
Development Site
Curtis Road
Slocum Road
S Peyton Highway
State Highway 94

North

Not to Scale



Existing and Committed Surface Transportation Network

Within the study area, S Peyton Highway, Jones Road, and E Garrett Road are the primary roadways that will accommodate traffic to and from the proposed development. The secondary roadways include Curtis Road, Falcon Highway, and State Highway 94. A brief description of each roadway, based on the County's Major Transportation Corridors Plan (MTCP)[3] and the County's ECM, is provided below:

S Peyton Highway is a north-south rural major collector roadway supplying two through lanes (one lane in each direction) with shared turn lanes at the intersections within the study area. S Peyton Highway provides a posted speed limit of 55 MPH.

Jones Road is an east-west rural major collector roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersections within the study area. Jones Road provides a posted speed limit of 45 MPH.

E Garrett Road is an east-west rural local roadway offering two through lanes (one lane in each direction) with shared turn lanes at the intersections within the study area. E Garrett Road accommodates a gravel surface without a posted speed limit. However, pursuant to Section 2.3.2, Table 2-5 of the County's ECM, E Garrett Road is assumed to provide a 30 MPH speed limit.

Curtis Road is a north-south rural minor arterial roadway providing two through lanes (one lane in each direction) with shared turn lanes at the intersection within the study area. Curtis Road provides a posted speed limit of 45 MPH.

The County's MTCP declares how the study segment of Curtis Road currently functions as an unimproved County roadway with planned upgrades by year 2045 to function as a two-lane rural minor arterial roadway.

Falcon Highway is an east-west rural major collector roadway providing two through lanes (one lane in each direction) with shared turn lanes at the intersections within the study area. Falcon Highway provides a posted speed limit of 55 MPH.

State Highway 94 is an east-west Colorado Department of Transportation (CDOT) facility accommodating two through lanes (one lane in each direction) with a combination of shared and exclusive turn lanes at the intersection within the study area. CDOT categorizes the adjacent segment of State Highway 94 as a Non-Rural Principal Highway (NR-A) and provides a posted speed limit of 65 MPH.

All study intersections operate under stop-controlled conditions. A stop-controlled intersection is defined as a roadway intersection where vehicle rights-of-way are controlled by one or more "STOP" signs.

No regional or specific improvements for the above-described roadways are known to be planned or committed at this time. With exception to Curtis Road, the study area roadways appear to be built to their ultimate cross-sections.

[3] El Paso County Major Transportation Corridors Plan, Felsburg Holt & Ullevig, July 18, 2024.

II. Existing Traffic Conditions

Morning (AM) and afternoon (PM) peak hour traffic counts were collected at the following intersections:

- S Peyton Highway / Falcon Highway
- S Peyton Highway / E Garrett Road
- S Peyton Highway / Jones Road
- S Peyton Highway / State Highway 94
- Curtis Road / Jones Road

Average daily traffic (ADT) volumes were collected over a 24-hour period along the following roadways:

- S Peyton Highway
- E Garrett Road

Counts were collected on Thursday, September 17, 2026, with AM peak hour counts being collected during the period of 7:00 a.m. to 9:00 a.m. and PM peak hour counts being collected during the period of 4:00 p.m. to 6:00 p.m.

ADT volumes shown for Jones Road were estimated using standard relationships between ADT volumes versus peak hour volumes (i.e., morning and afternoon peak hour volumes assumed to represent approximately eight and twelve percent of the average daily volume, respectively).

Newly collected and referenced counts representing existing traffic volumes are shown in Figure 3. Existing intersection geometry is shown in Figure 4. Traffic count data is included for reference in Appendix A.

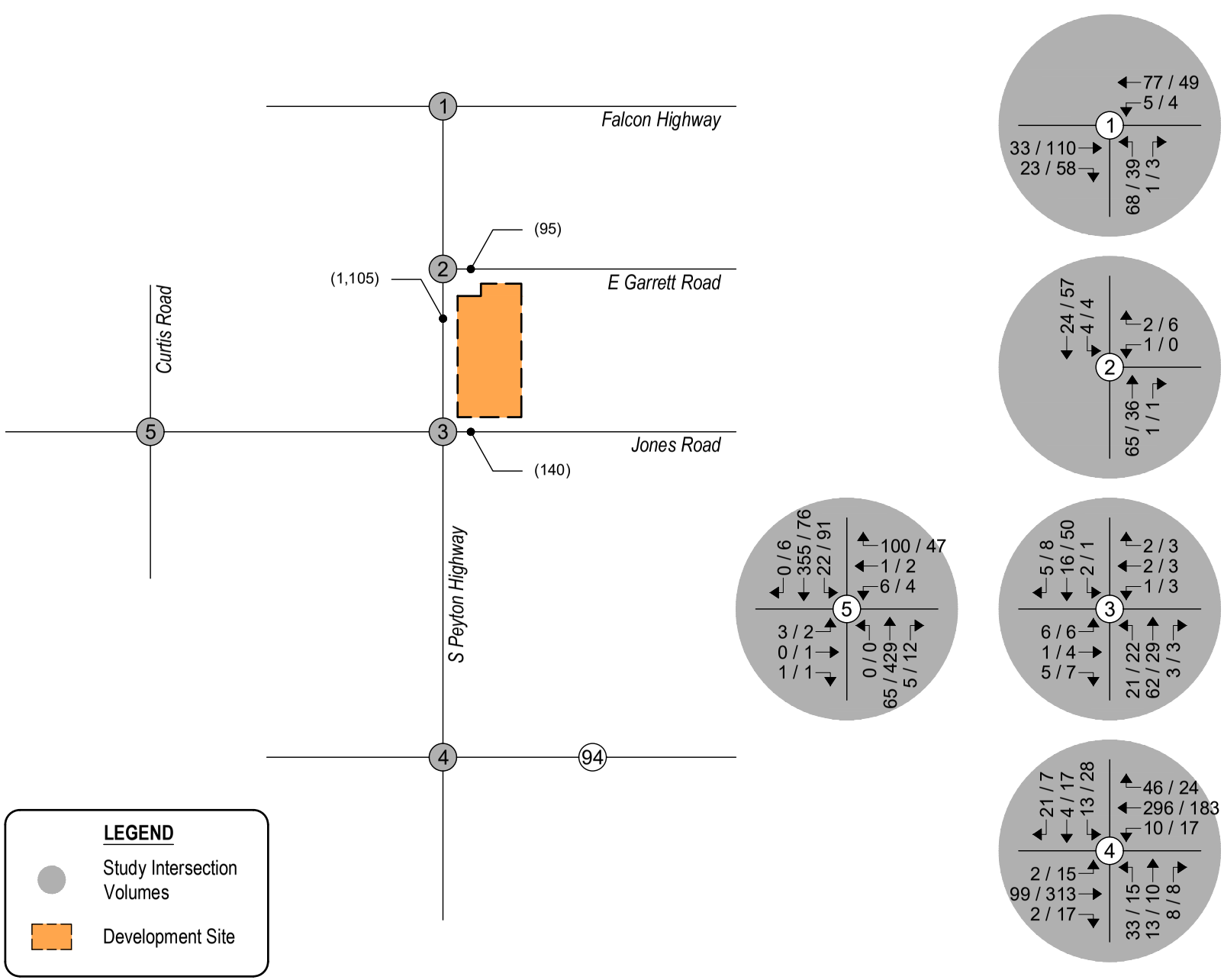
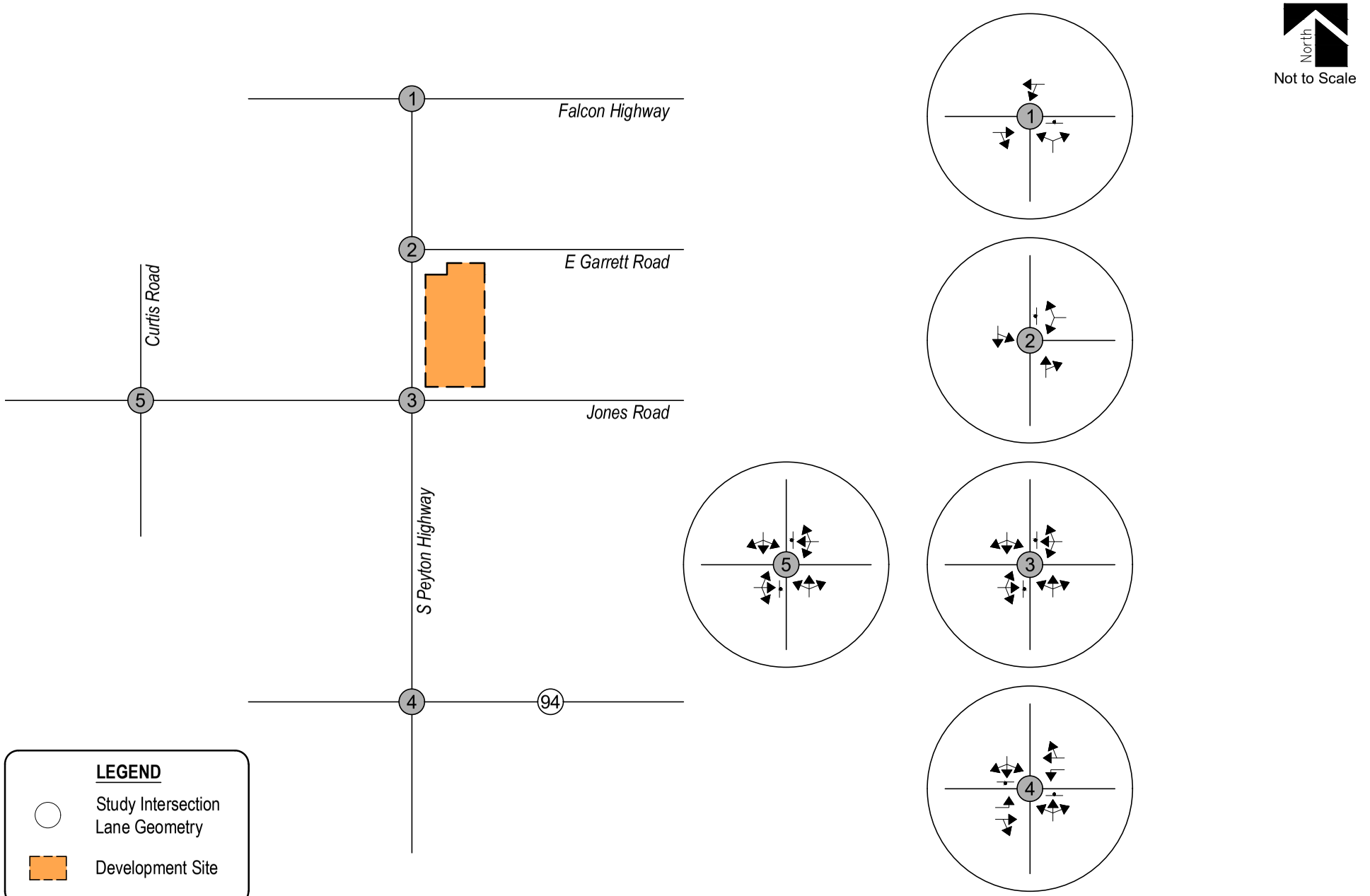


Figure 3
EXISTING TRAFFIC
Volumes
AM / PM Peak Traffic Hour
(ADT) : Average Daily Traffic


North
Not to Scale
1
Falcon Highway
2
E Garrett Road
Curtis Road
5
3
Jones Road
S Peyton Highway
4
94
LEGEND
Study Intersection
Lane Geometry
Development Site

Existing Traffic Auxiliary Lane Analysis

Auxiliary lane requirements for the study area intersections are to be based on the County's ECM and CDOT's State Highway Access Code (SHAC)[4] where applicable.

An evaluation of auxiliary lane requirements, pursuant to Section 2.3.7 of the County's ECM, reveals how exclusive left turn lanes are required along minor arterial roadways and lower classifications if projected left turn peak hour volumes meet or exceed 25 vehicles per hour (VPH). Additionally, right turn lanes are required along minor arterial roadways and lower classifications if projected right turn peak hour volumes meet or exceed 50 VPH.

Regarding turn lane requirements along State Highway 94, Section 3.10(7) of CDOT's SHAC describes how left and right turn deceleration lanes are warranted if peak hour turning volumes exceed 10 VPH and 25 VPH, respectively.

Under existing conditions, and pursuant to the County's ECM and CDOT's SHAC, left and right turn deceleration lanes are already warranted at the following study intersections:

- S Peyton Highway & Falcon Highway
    - Eastbound right turn deceleration lane
    - Northbound left turn deceleration lane
- Jones Road & Curtis Road
    - Westbound right turn deceleration lane
    - Southbound left turn deceleration lane
- S Peyton Highway & Stage Highway 94
    - Eastbound left turn deceleration lane
    - Westbound left turn deceleration lane
    - Westbound right turn deceleration lane
    - Northbound left turn deceleration lane
    - Southbound left turn deceleration lane

Peak Hour Intersection Levels of Service – Existing Traffic

The Unsignalized Intersection Analysis technique, as published in the Highway Capacity Manual (HCM), 7th Edition, by the Transportation Research Board and as incorporated into the SYNCHRO computer program, was used to analyze the study intersections for existing and future traffic conditions. This nationally accepted technique allows for the determination of intersection level of service (LOS) based on the congestion and delay of each traffic movement.

[4] State Highway Access Code, The Transportation Commission of Colorado, March 2002.

Pursuant to Section B.4.1.A of the County's ECM, the design objective for each scenario of this study shall be level of service "D". Level of service is a method of measurement used by transportation professionals to quantify a driver's perception of travel conditions that include travel time, number of stops, and total amount of stopped delay experienced on a roadway network. The HCM categorizes level of service into a range from "A" which indicates little, if any, vehicle delay, to "F" which indicates a level of operation considered unacceptable to most drivers. These levels of service grades with brief descriptions of the operating condition, for unsignalized and signalized intersections, are included for reference in Appendix B and have been used throughout this study.

The level of service analyses results for existing conditions are summarized in Table 1.

Intersection capacity worksheets developed for this study are provided in Appendix C.

Table 1 – Intersection Capacity Analysis Summary – Existing Traffic

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
S Peyton Highway / Falcon Highway (Stop-Controlled)		
Westbound Left and Through	A	A
Northbound Left and Right	A	A
S Peyton Highway / E Garrett Road (Stop-Controlled)		
Westbound Left and Right	A	A
Southbound Left and Through	A	A
S Peyton Highway / Jones Road (Stop-Controlled)		
Eastbound Left, Through, and Right	A	A
Westbound Left, Through, and Right	A	A
Northbound Left, Through, and Right	A	A
Southbound Left, Through, and Right	A	A
S Peyton Highway / State Highway 94 (Stop-Controlled)		
Eastbound Left	A	A
Westbound Left	A	A
Northbound Left, Through, and Right	B	B
Southbound Left, Through, and Right	B	C
Jones Road / Curtis Road (Stop-Controlled)		
Eastbound Left, Through, and Right	B	C
Westbound Left, Through, and Right	A	B
Northbound Left, Through, and Right	A	A
Southbound Left, Through, and Right	A	A

Key: Stop-Controlled Intersection: Level of Service

Existing Traffic Analysis Results

Under existing conditions, operational analysis shows that all stop-controlled intersections within the study area have turning movement operations at or better than LOS B during the morning peak traffic hour and LOS C or better during the afternoon peak traffic hour.

III. Future Traffic Conditions Without Proposed Development

Background traffic is the traffic projected to be on area roadways without consideration of the proposed development. Background traffic includes traffic generated by development of vacant parcels in the area.

To account for projected increases in background traffic for Years 2028 and 2045, a compounded annual growth rate was determined using historical traffic data provided by CDOT's Online Transportation Information System (OTIS) along the adjacent segment of State Highway 94, which anticipates a 20-year growth rate between one and two percent. Therefore, in order to provide for a conservative analysis, a growth rate of approximately two percent was applied to existing traffic volumes. This annual growth rate is considered to be consistent with regional growth projections and the level of in-fill development expected within the area.

To account for projected traffic from adjacent developments not yet built, trip generations from the Triple H Ranch Traffic Impact Study[5] were added to background traffic volumes.

Pursuant to the roadway improvements discussed in Section I, Year 2028 and Year 2045 background traffic conditions assume no roadway improvements to accommodate regional transportation demands. This assumption provides for a conservative analysis.

Background Traffic Auxiliary Lane Analysis

Auxiliary lane requirements for the study area intersections are to be based on the County's ECM and CDOT's SHAC, where applicable.

As discussed in Section II, an evaluation of auxiliary lane requirements, pursuant to Section 2.3.7 of the County's ECM, reveals how exclusive left turn lanes are required along minor arterial roadways and lower classifications if projected left turn peak hour volumes meet or exceed 25 vehicles per hour (VPH). Additionally, right turn lanes are required along minor arterial roadways and lower classifications if projected right turn peak hour volumes meet or exceed 50 VPH.

In regard to turn lane requirements along State Highway 94, Section 3.10(7) of CDOT's SHAC describes how left and right turn deceleration lanes are warranted if peak hour turning volumes exceed 10 VPH and 25 VPH, respectively.

In reference to turn lane requirements warranted under existing conditions discussed in Section II, Year 2028 background traffic conditions shows how additional turn lanes are being warranted at the following study intersections, consistent with referenced Triple H Ranch Traffic Impact Study:

[5] Triple H Ranch: Traffic Impact Study, SM ROCHA, LLC, June 2025.

- S Peyton Highway & Jones Road
    - Northbound left turn deceleration lane
- Curtis Road & Jones Road
    - Westbound left turn deceleration lane
    - Northbound right turn deceleration lane

Projected background traffic volumes and intersection geometry for Year 2028 are shown on Figure 5 and Figure 6, respectively.

Projected background traffic volumes and intersection geometry for Year 2045 are shown on Figure 7 and Figure 8, respectively.

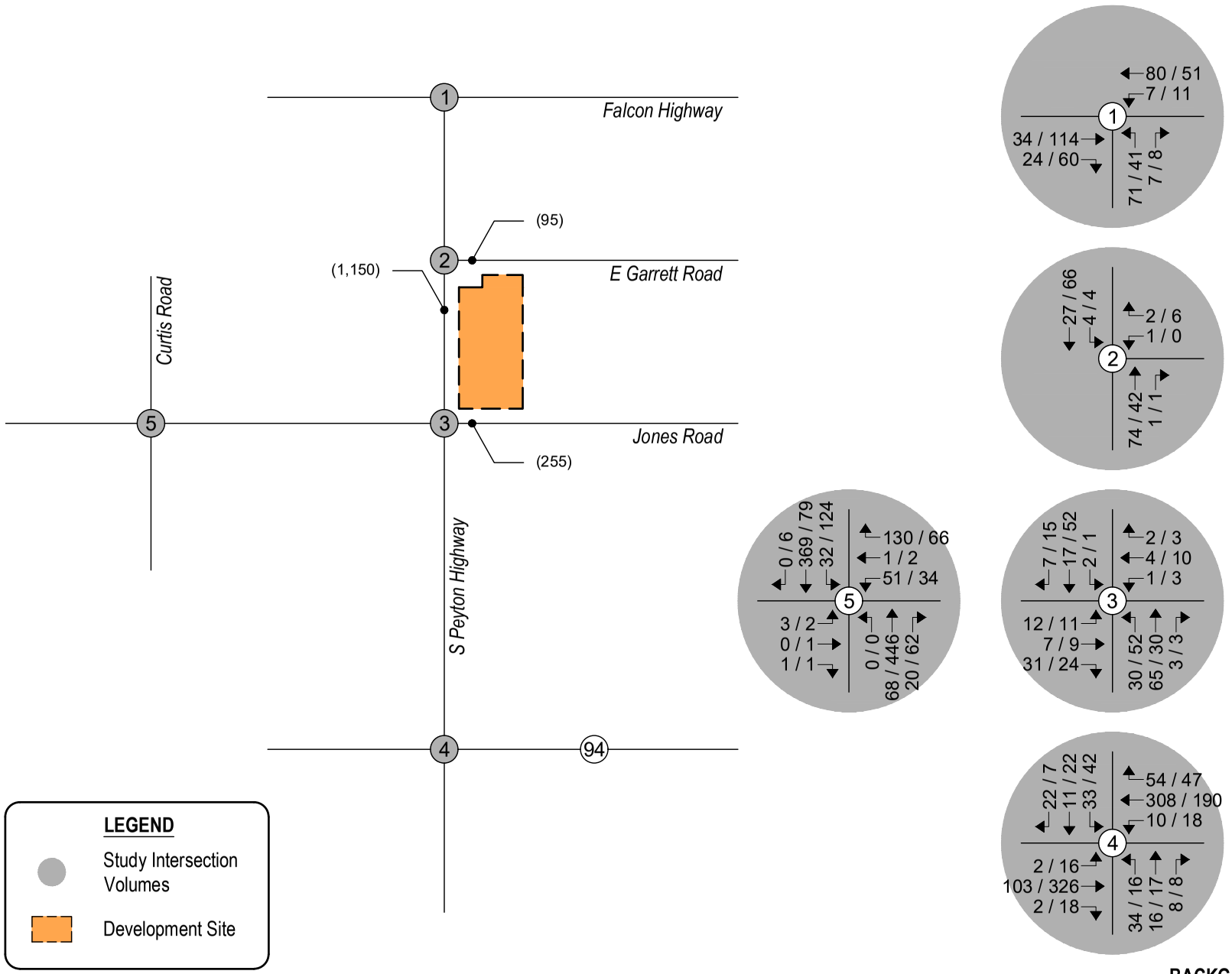


Figure 5
BACKGROUND TRAFFIC - YEAR 2028
Volumes
AM / PM Peak Traffic Hour
(ADT) : Average Daily Traffic

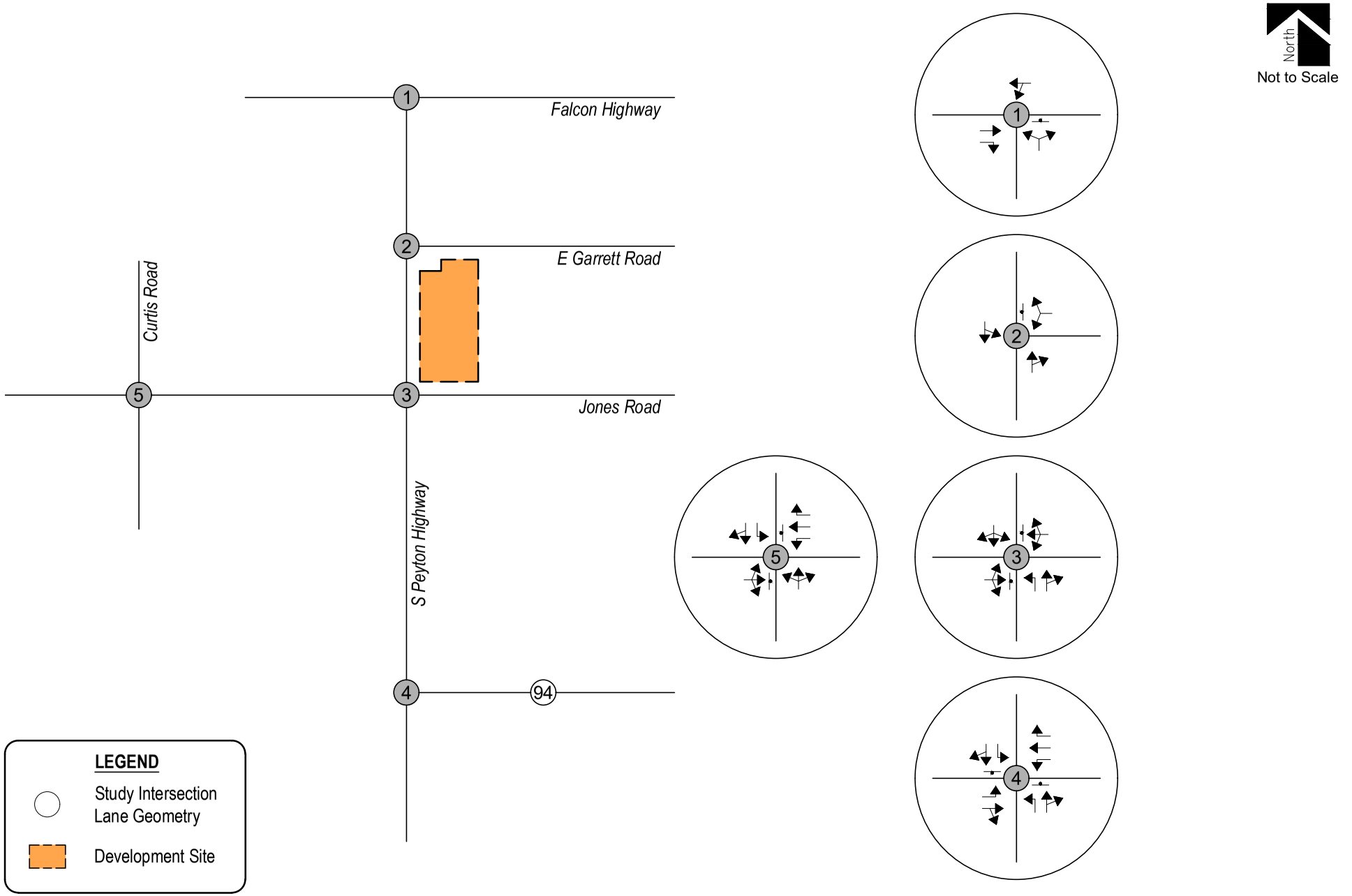


Figure 6
BACKGROUND TRAFFIC - YEAR 2028
Intersection Geometry

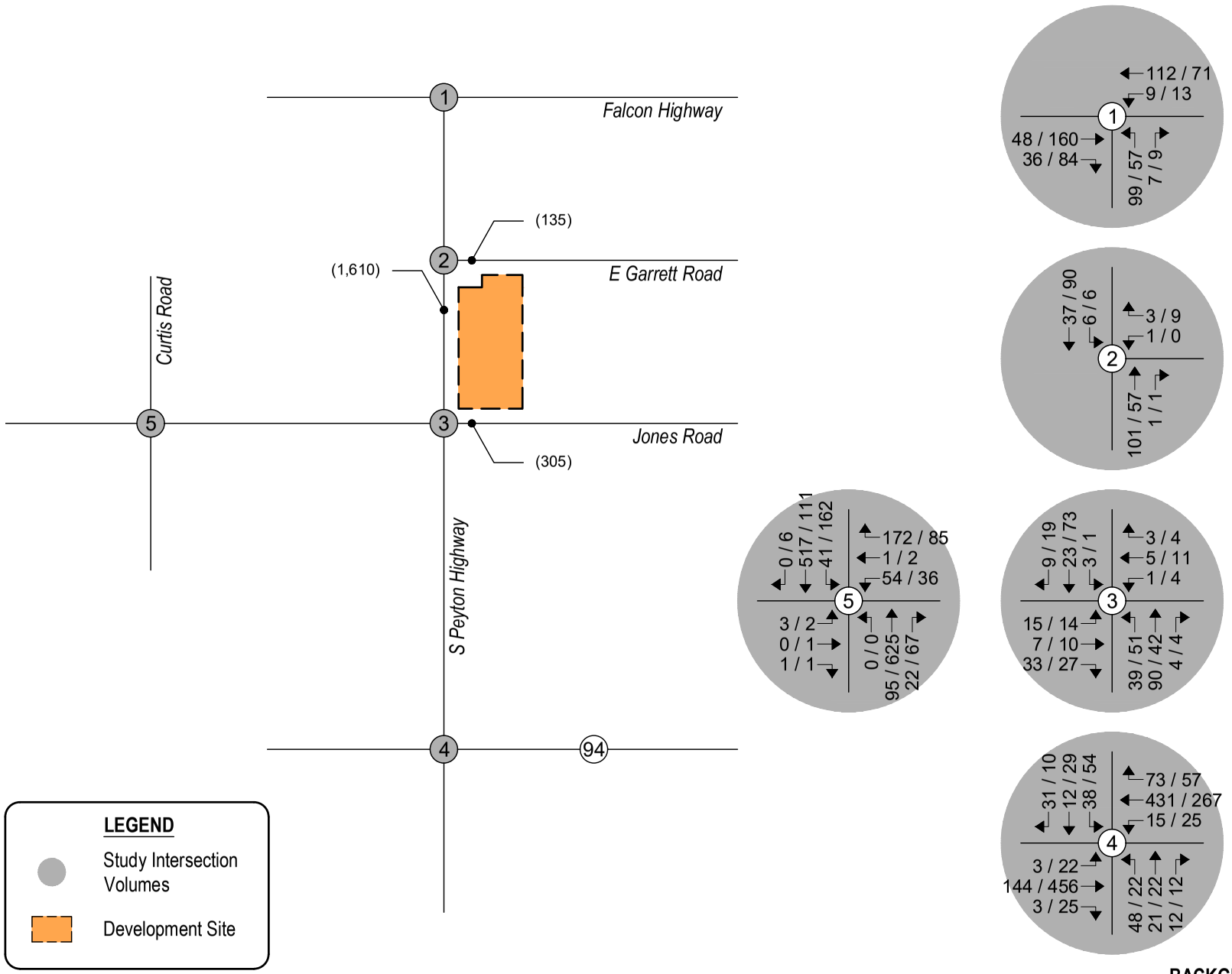


Figure 7
BACKGROUND TRAFFIC - YEAR 2045
Volumes
AM / PM Peak Traffic Hour
(ADT) : Average Daily Traffic

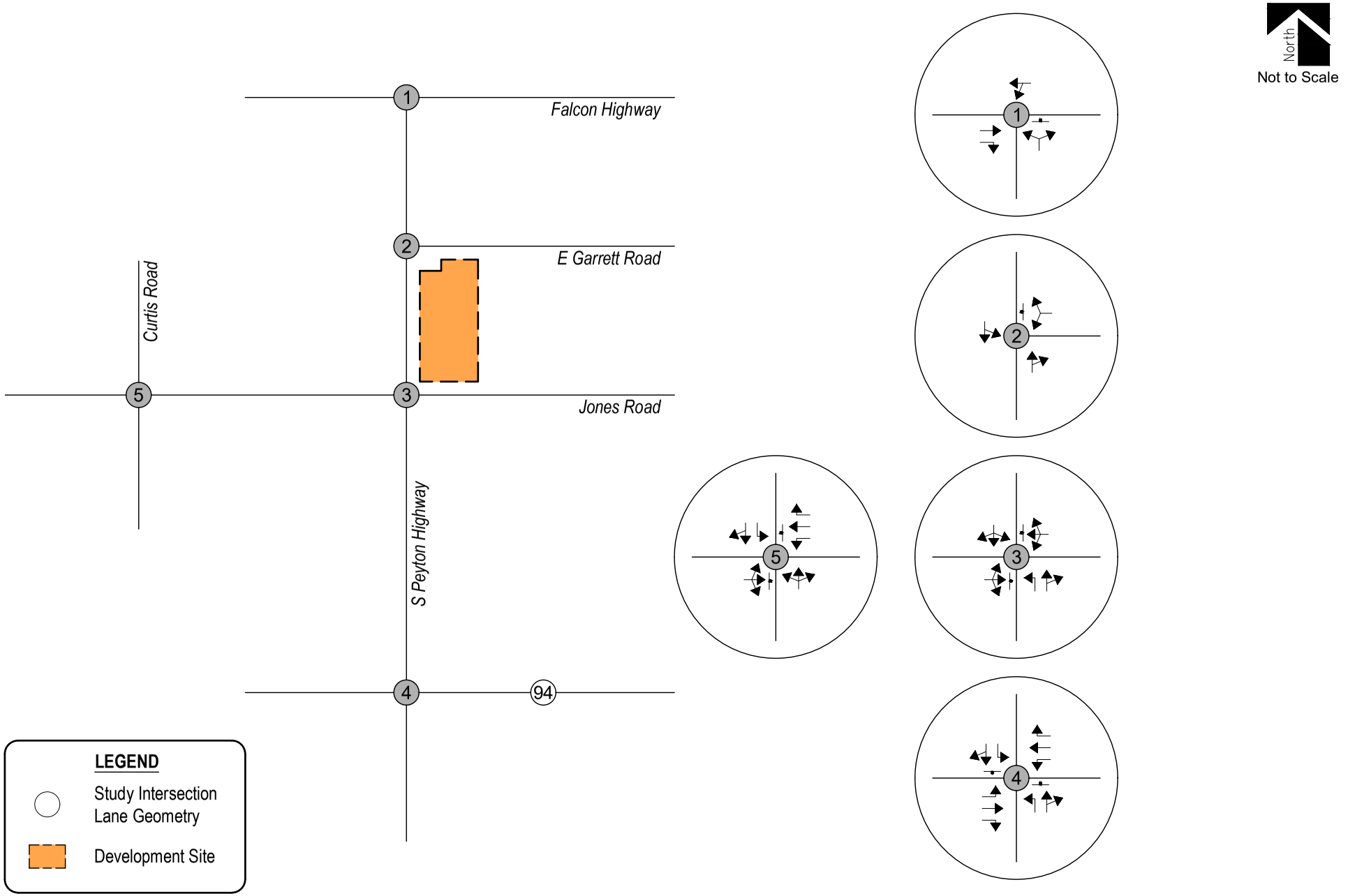


Figure 8
BACKGROUND TRAFFIC - YEAR 2045
Intersection Geometry

Peak Hour Intersection Levels of Service – Background Traffic

As with existing traffic conditions, the operations of study intersections were analyzed under background conditions, without the proposed development, using the SYNCHRO computer program.

Background traffic level of service analysis results for Year 2028 are listed in Table 2. Year 2045 operational results are summarized in Table 3.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2028

INTERSECTION	LEVEL OF SERVICE	
LANE GROUPS	AM PEAK HOUR	PM PEAK HOUR
S Peyton Highway / Falcon Highway (Stop-Controlled)		
Westbound Left and Through	A	A
Northbound Left and Right	A	A
S Peyton Highway / E Garrett Road (Stop-Controlled)		
Westbound Left and Right	A	A
Southbound Left and Through	A	A
S Peyton Highway / Jones Road (Stop-Controlled)		
Eastbound Left, Through, and Right	A	A
Westbound Left, Through, and Right	A	B
Northbound Left	A	A
Southbound Left, Through, and Right	A	A
S Peyton Highway / State Highway 94 (Stop-Controlled)		
Eastbound Left	A	A
Westbound Left	A	A
Northbound Left	B	C
Northbound Through and Right	B	B
Southbound Left	B	C
Southbound Through and Right	B	B
Jones Road / Curtis Road (Stop-Controlled)		
Eastbound Left, Through, and Right	B	C
Westbound Left	B	C
Westbound Through	B	C
Westbound Right	A	B
Northbound Left, Through, and Right	A	A
Southbound Left	A	A

Key: Stop-Controlled Intersection: Level of Service

Background Traffic Analysis Results – Year 2028

Year 2028 background traffic analysis indicates that the unsignalized intersections within the study area are projected to sustain turning movement operations at or better than LOS B and C during the AM and PM peak traffic periods, respectively.

Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2045

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
S Peyton Highway / Falcon Highway (Stop-Controlled)		
Westbound Left and Through	A	A
Northbound Left and Right	B	B
S Peyton Highway / E Garrett Road (Stop-Controlled)		
Westbound Left and Right	A	A
Southbound Left and Through	A	A
S Peyton Highway / Jones Road (Stop-Controlled)		
Eastbound Left, Through, and Right	A	A
Westbound Left, Through, and Right	A	B
Northbound Left	A	A
Southbound Left, Through, and Right	A	A
S Peyton Highway / State Highway 94 (Stop-Controlled)		
Eastbound Left	A	A
Westbound Left	A	A
Northbound Left	C	C
Northbound Through and Right	B	C
Southbound Left	C	D
Southbound Through and Right	B	C
Jones Road / Curtis Road (Stop-Controlled)		
Eastbound Left, Through, and Right	C	D
Westbound Left	C	E
Westbound Through	C	D
Westbound Right	A	C
Northbound Left, Through, and Right	A	A
Southbound Left	A	B

Key: Stop-Controlled Intersection: Level of Service

Background Traffic Analysis Results – Year 2045

By Year 2045 and without the proposed development, the study intersections anticipate turning movement operations at or better than LOS C during the morning peak traffic hours and LOS D or better during the afternoon peak traffic hour. Exceptions would include the westbound left turning movement along Jones Road at Curtis Road which operates at LOS E during the afternoon peak traffic hour. The LOS E operation is attributed to the through traffic volume along Curtis Road and the stop-controlled nature of the intersection. Consistent with the Triple H Ranch Traffic Impact Study, a possible mitigating solution may include the implementation of all-way stop-control at the study intersection, as well as the widening of Curtis Road to offer two northbound through lanes.

IV. Proposed Project Traffic

Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 12th Edition, were applied to the proposed land use in order to estimate average daily traffic (ADT), AM Peak Hour, and PM Peak Hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from a point of origin to a point of destination.

The ITE land use code 210 (Single-Family Detached Housing) was used for estimating trip generation because of its best fit to the proposed land use description.

Trip generation rates used in this study are presented in Table 4.

Table 4 – Trip Generation Rates

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	DU	9.09	0.19	0.51	0.70	0.58	0.35	0.93

Key: DU = Dwelling Units.
Note: All data and calculations above are subject to being rounded to nearest value.

Table 5 illustrates projected ADT, AM Peak Hour, and PM Peak Hour traffic volumes likely generated by the proposed development upon build-out.

Table 5 – Trip Generation Summary

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Site Development - North Parcel									
210	Single-Family Detached Housing	5 DU	45	1	3	4	3	2	5
	North Parcel Total:		*45*	*1*	*3*	*4*	*3*	*2*	*5*
Site Development - South Parcel									
210	Single-Family Detached Housing	36 DU	327	7	18	25	21	13	33
	South Parcel Total:		*327*	*7*	*18*	*25*	*21*	*13*	*33*
	Build-Out Total:		***373***	***8***	***21***	***29***	***24***	***14***	***38***

Key: DU = Dwelling Units.
Note: All data and calculations above are subject to being rounded to nearest value.

Upon build-out, Table 5 illustrates that the proposed development has the potential to generate approximately 373 daily vehicle trips with 29 of those occurring during the morning peak hour and 38 during the afternoon peak hour.

Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

Trip Distribution

The overall directional distribution of site-generated traffic was determined based on the location of development site within the County, proposed and existing area land uses, allowed turning movements, available roadway network, in reference to historical traffic count data provided by CDOT's Traffic Count Database System (TCDS)[6], and in conjunction with distribution patterns applied within the previously-referenced Triple H Ranch Traffic Impact Study.

Overall trip distribution patterns for the development are shown on Figure 9.

Trip Assignment

Traffic assignment is how generated and distributed vehicle trips are expected to be loaded onto the available roadway network.

Applying trip distribution patterns to site-generated traffic provides the overall site-generated trip assignments shown on Figure 9.

[6] Transportation Data Management System, MS2, 2022.

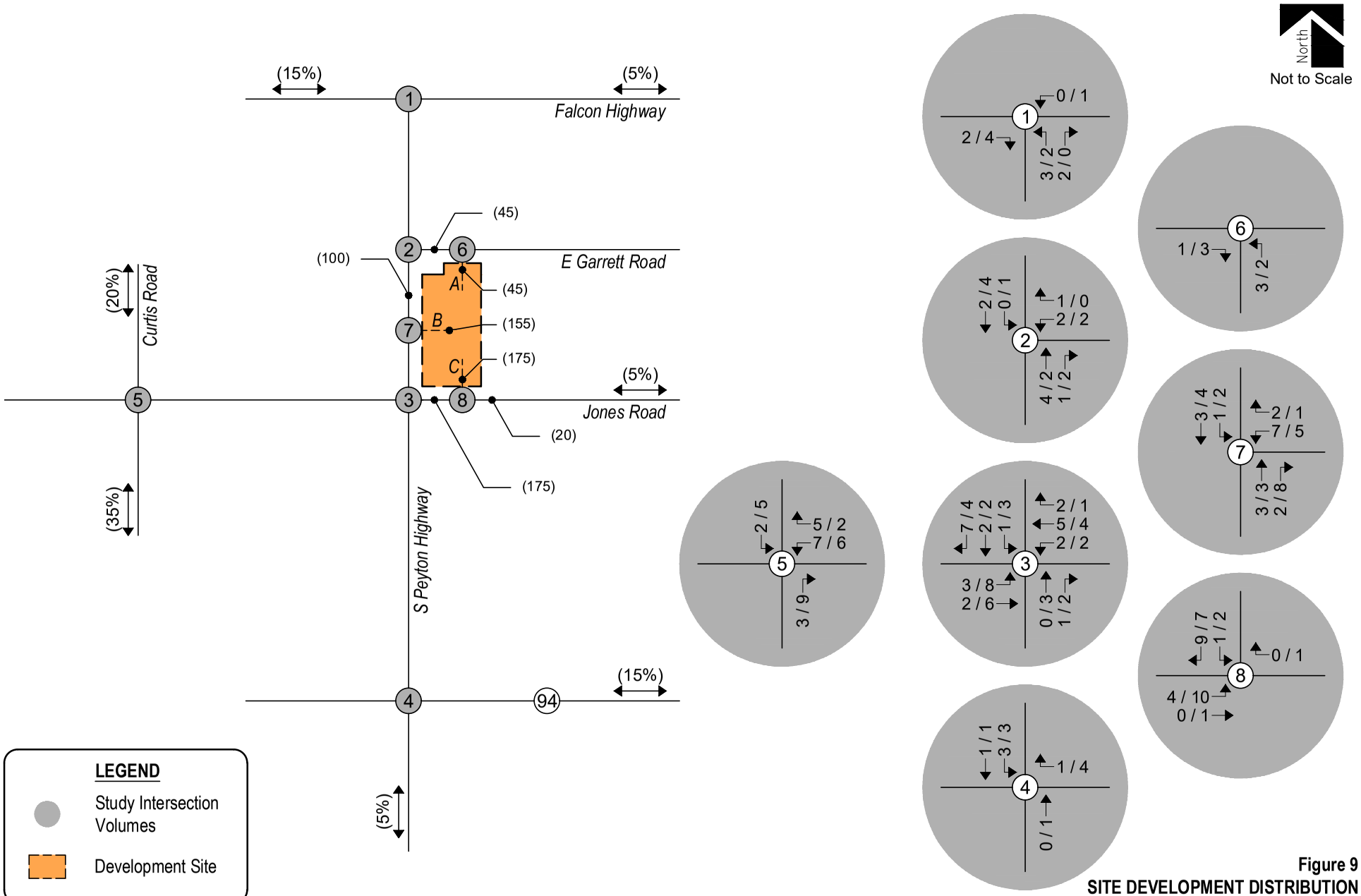


Figure 9
SITE DEVELOPMENT DISTRIBUTION
(%) : Overall
SITE-GENERATED TRIPS
AM / PM Peak Hour
(ADT) : Average Daily Traffic

V. Future Traffic Conditions With Proposed Development

Total traffic is the traffic projected to be on area roadways with consideration of the proposed development. Total traffic includes background traffic projections for Years 2028 and 2045 with consideration of site-generated traffic. For analysis purposes, it was assumed that development construction would be completed by end of Year 2028.

Pursuant to area roadway improvement discussions provided in Section III, Year 2028 and Year 2045 total traffic conditions assume no roadway improvements to accommodate regional transportation demands. Roadway improvements associated with site development are expected to be limited to site access and frontage as required by the governing agency.

Total Traffic Auxiliary Lane Analysis

Auxiliary lane requirements for the study area intersections are to be based on the County's ECM and CDOT's SHAC, where applicable.

As discussed previously, an evaluation of auxiliary lane requirements, pursuant to Section 2.3.7 of the County's ECM, reveals how exclusive left turn lanes are required along minor arterial roadways and lower classifications if projected left turn peak hour volumes meet or exceed 25 vehicles per hour (VPH). Additionally, right turn lanes are required along minor arterial roadways and lower classifications if projected right turn peak hour volumes meet or exceed 50 VPH.

In regard to turn lane requirements along State Highway 94, Section 3.10(7) of CDOT's SHAC describes how left and right turn deceleration lanes are warranted if peak hour turning volumes exceed 10 VPH and 25 VPH, respectively.

In reference to turn lane requirements warranted under background traffic conditions discussed in Section III, no additional left or right turn deceleration lanes are being warranted upon build-out of the proposed development. Moreover, in further review of CDOT's SHAC, no acceleration lanes are being warranted along State Highway 94 at S Peyton Highway.

Projected Year 2028 total traffic volumes and intersection geometry are shown in Figure 10 and Figure 11, respectively.

Figure 12 and Figure 13 shows projected total traffic volumes and intersection geometry for Year 2045, respectively.

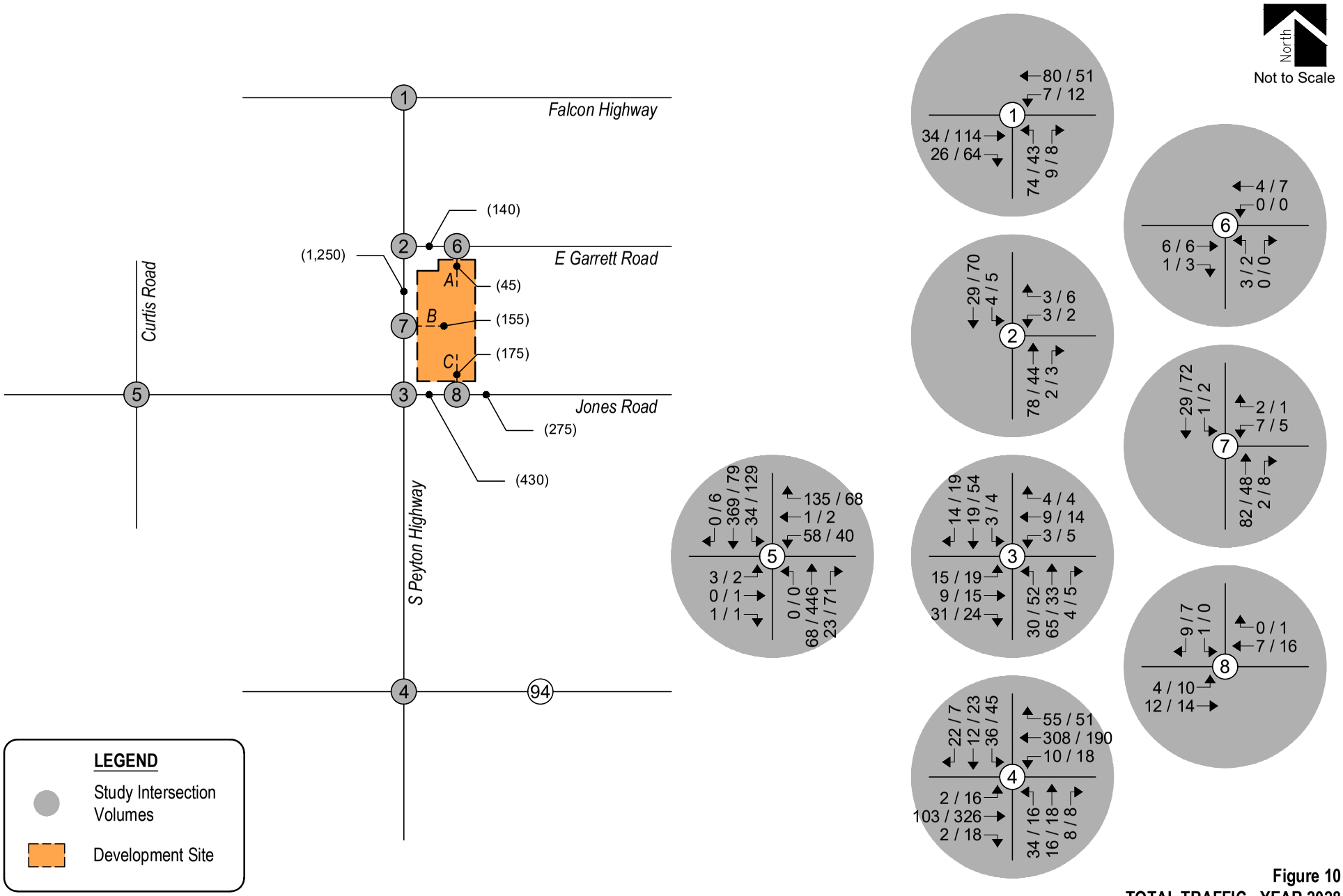
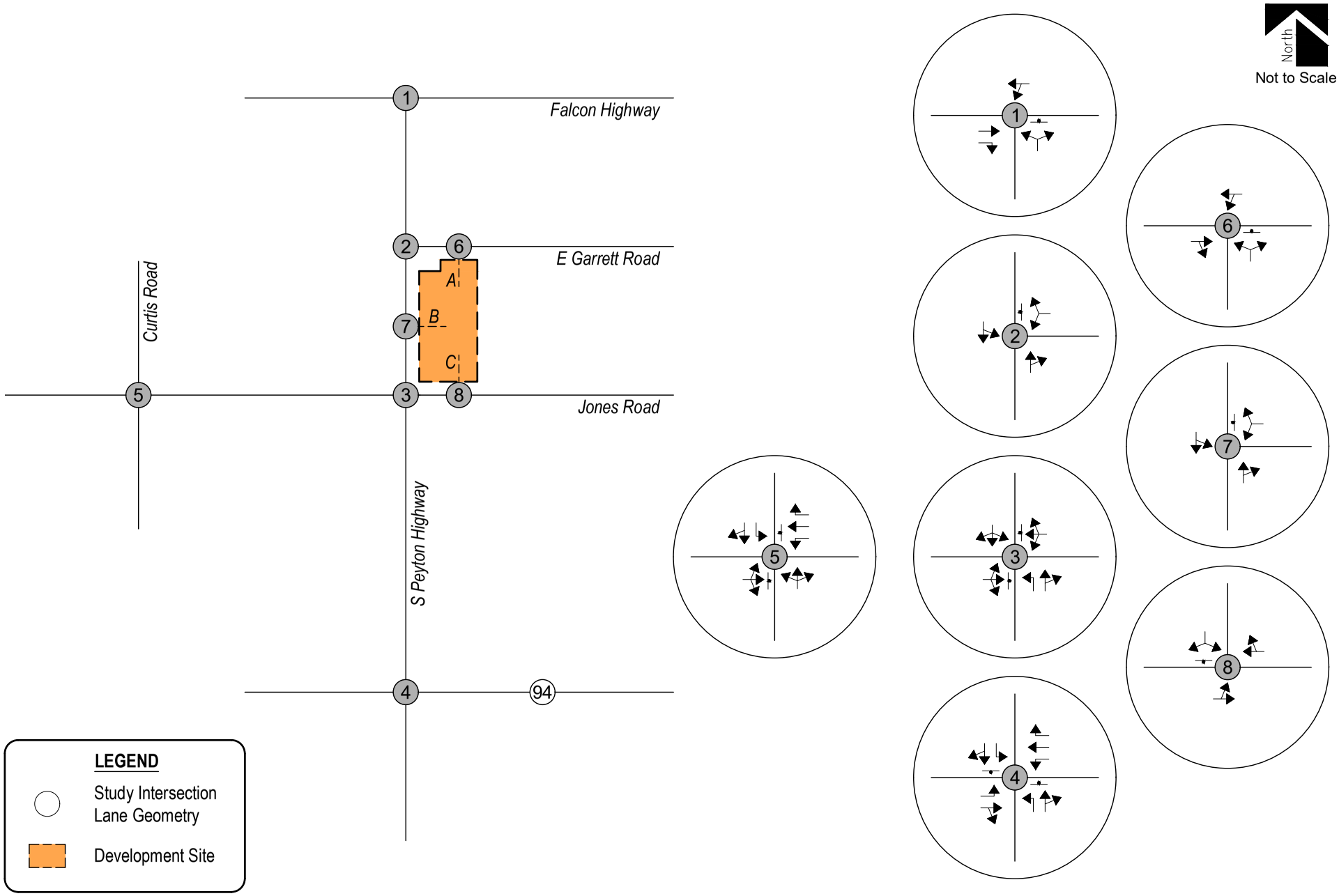


Figure 10
TOTAL TRAFFIC - YEAR 2028
Volumes
AM / PM Peak Traffic Hour
(ADT) : Average Daily Traffic


North
Not to Scale
Falcon Highway
E Garrett Road
Curtis Road
Jones Road
S Peyton Highway
94
A
B
C
1
2
3
4
5
6
7
8
LEGEND
Study Intersection
Lane Geometry
Development Site

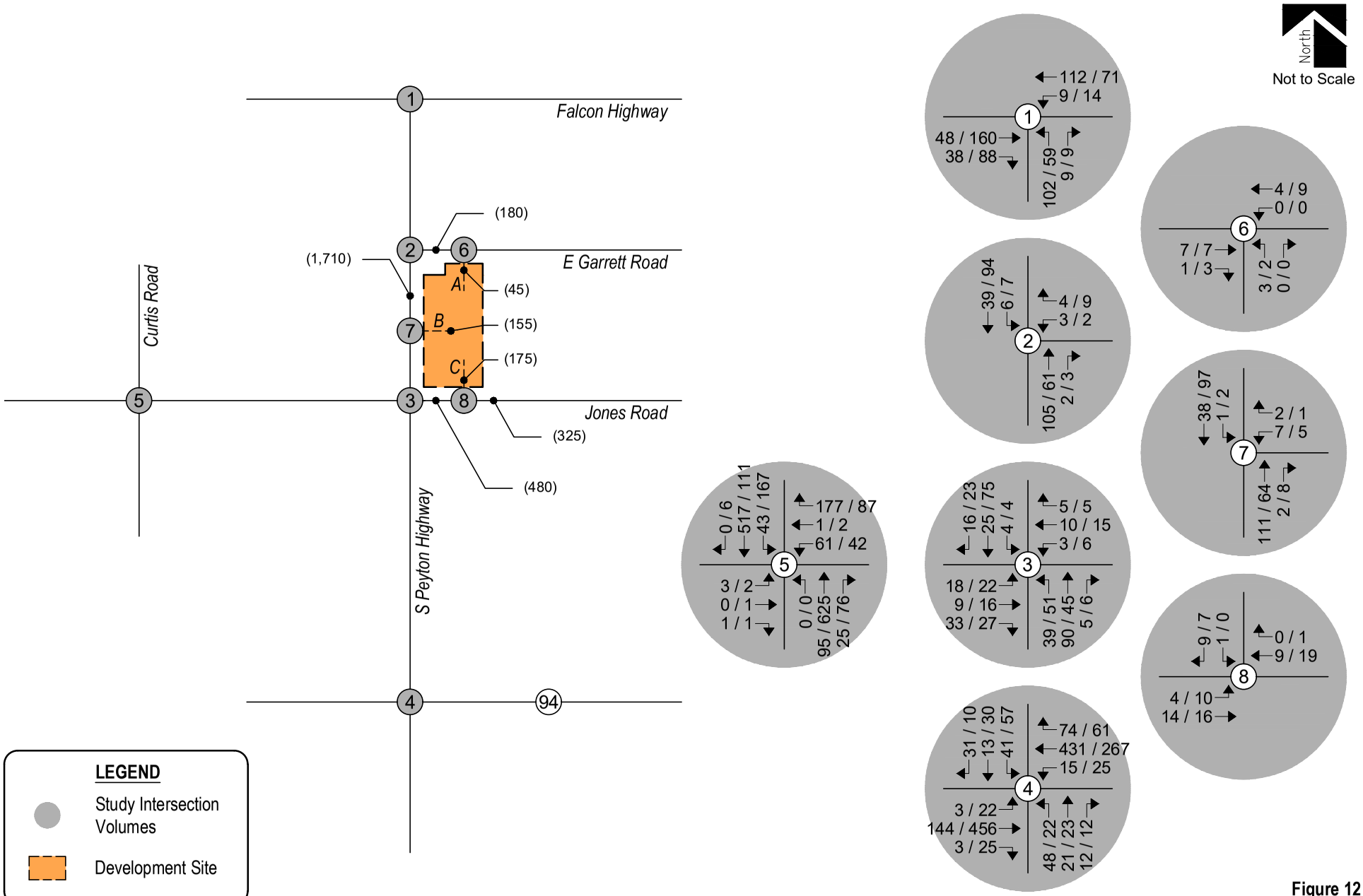


Figure 12
TOTAL TRAFFIC - YEAR 2045
Volumes
AM / PM Peak Traffic Hour
(ADT) : Average Daily Traffic

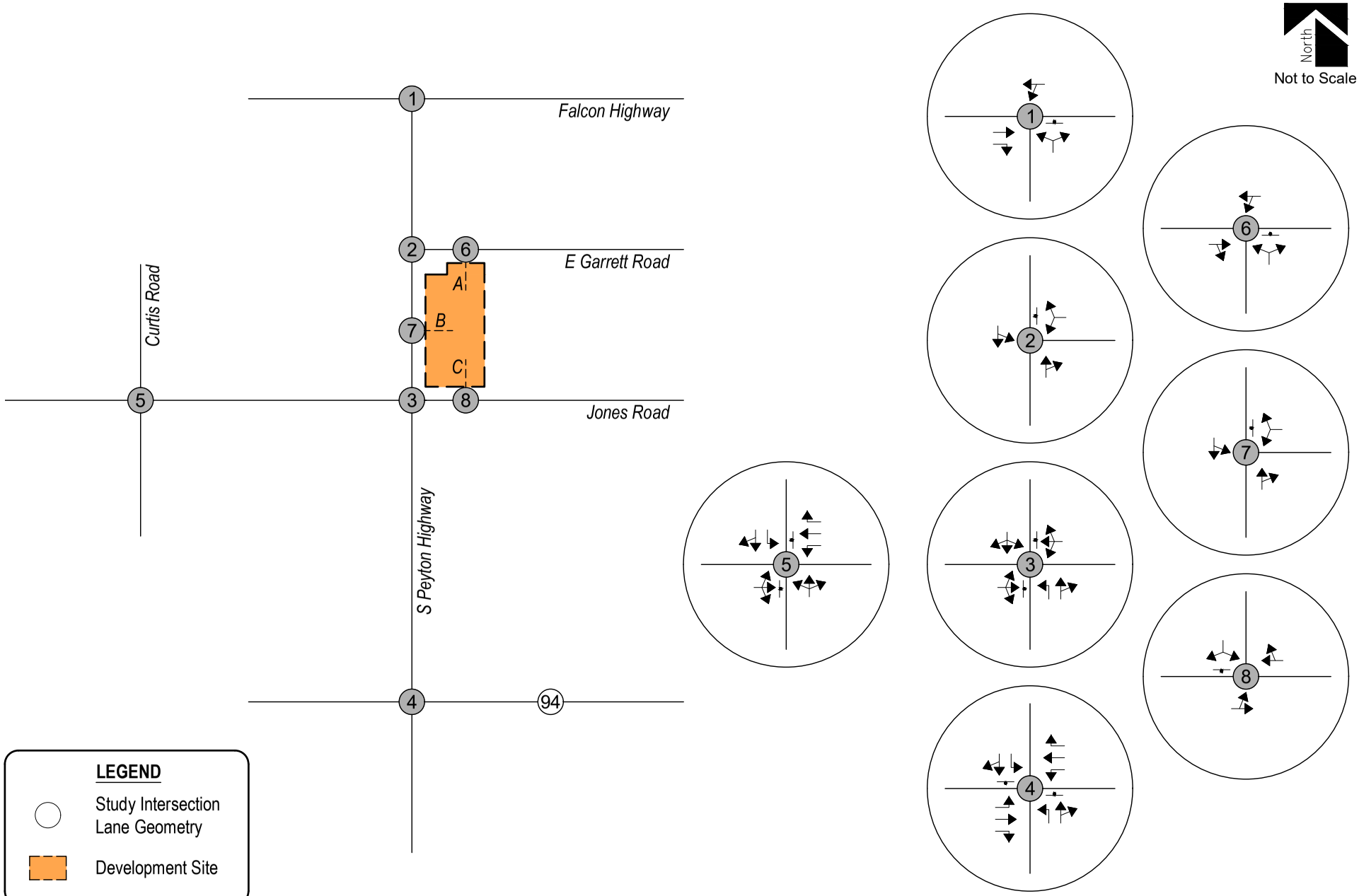


Figure 13
TOTAL TRAFFIC - YEAR 2045
Intersection Geometry

Peak Hour Intersection Levels of Service – Total Traffic

As with background traffic, the operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program. The analyses and procedures were performed in accordance with the latest HCM and are based upon the worst-case conditions that occur during a typical weekday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of weekday operations only.

Total traffic level of service analysis results for Years 2028 and 2045 are summarized in Table 6 and Table 7, respectively.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

Total Traffic Analysis Results Upon Development Build-Out

Table 7 illustrates how, by Year 2045 and upon development build-out, all stop-controlled intersections within the study area are anticipated to sustain LOS C turning movement operations, or better, during peak traffic periods. Exceptions still include the westbound left turn movement along Jones Road at Curtis Road which operates at LOS E during the PM peak traffic period. As with background traffic, the reported delay is attributed to the through traffic volume along Curtis Road and the stop-controlled nature of the intersection. In order to successfully mitigate delay and as consistent with the Triple H Ranch Traffic Impact Study, a possible mitigating solution may include the implementation of all-way stop-control at the study intersection in combination with the widening of Curtis Road to offer two northbound through lanes.

These intersection operations are similar to background conditions.

Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2028

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
S Peyton Highway / Falcon Highway (Stop-Controlled)		
Westbound Left and Through	A	A
Northbound Left and Right	A	A
S Peyton Highway / E Garrett Road (Stop-Controlled)		
Westbound Left and Right	A	A
Southbound Left and Through	A	A
S Peyton Highway / Jones Road (Stop-Controlled)		
Eastbound Left, Through, and Right	A	B
Westbound Left, Through, and Right	A	B
Northbound Left	A	A
Southbound Left, Through, and Right	A	A
S Peyton Highway / State Highway 94 (Stop-Controlled)		
Eastbound Left	A	B
Westbound Left	A	B
Northbound Left	B	C
Northbound Through and Right	B	B
Southbound Left	B	C
Southbound Through and Right	B	B
Jones Road / Curtis Road (Stop-Controlled)		
Eastbound Left, Through, and Right	B	C
Westbound Left	B	C
Westbound Through	B	C
Westbound Right	A	B
Northbound Left, Through, and Right	A	A
Southbound Left	A	A
E Garrett Road / Access A (Stop-Controlled)		
Westbound Left and Through	A	A
Northbound Left and Right	A	A
S Peyton Highway / Access B (Stop-Controlled)		
Westbound Left and Right	A	A
Southbound Left and Through	A	A
Jones Road / Access C (Stop-Controlled)		
Eastbound Left and Through	A	A
Southbound Left and Right	A	A

Key: Stop-Controlled Intersection: Level of Service

Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2045

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
S Peyton Highway / Falcon Highway (Stop-Controlled)		
Westbound Left and Through	A	A
Northbound Left and Right	B	B
S Peyton Highway / E Garrett Road (Stop-Controlled)		
Westbound Left and Right	A	A
Southbound Left and Through	A	A
S Peyton Highway / Jones Road (Stop-Controlled)		
Eastbound Left, Through, and Right	A	B
Westbound Left, Through, and Right	B	B
Northbound Left	A	A
Southbound Left, Through, and Right	A	A
S Peyton Highway / State Highway 94 (Stop-Controlled)		
Eastbound Left	A	A
Westbound Left	A	A
Northbound Left	C	C
Northbound Through and Right	B	C
Southbound Left	C	D
Southbound Through and Right	B	C
Jones Road / Curtis Road (Stop-Controlled)		
Eastbound Left, Through, and Right	C	D
Westbound Left	C	E
Westbound Through	C	D
Westbound Right	A	C
Northbound Left, Through, and Right	A	A
Southbound Left	A	B
E Garrett Road / Access A (Stop-Controlled)		
Westbound Left and Through	A	A
Northbound Left and Right	A	A
S Peyton Highway / Access B (Stop-Controlled)		
Westbound Left and Right	A	A
Southbound Left and Through	A	A
Jones Road / Access C (Stop-Controlled)		
Eastbound Left and Through	A	A
Southbound Left and Right	A	A

Key: Stop-Controlled Intersection: Level of Service

VI. Project Impacts

It is emphasized that the analyses and procedures described in this study were performed in accordance with the latest HCM and are based upon the worst-case conditions that occur during a typical weekday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of weekday operations only.

Queue Length Analysis

Queue lengths for the study intersections were analyzed using Year 2045 total traffic conditions. The analysis yields estimate of 95th percentile queue lengths, which have only a five percent probability of being exceeded during the analysis time period. An average vehicle length of 25 feet was assumed. Queue lengths were modeled and are included with the Synchro worksheets in Appendix C.

In general, auxiliary lane lengths are recommended to accommodate El Paso County or CDOT minimum required turn lane lengths, or accommodate long-term 95th percentile vehicle queues, whichever is greater.

Table 8 summarizes the 95th percentile queue results in comparison to the projected storage requirements for turn movements within study area for Year 2045.

Table 8 – Turn Lane Queues and Storage Requirements – Year 2045

Intersection	Turn Movement		Existing Turn Lane Length (feet)	Background 2045		Total 2045		Recommended Turn Lane Length (feet)
				AM Peak Hour (feet)	PM Peak Hour (feet)	AM Peak Hour (feet)	PM Peak Hour (feet)	
Stop-Controlled Intersections								
S Peyton Highway / Falcon Highway	EB	T	-	0'	0'	0'	0'	-
		R	-	0'	0'	0'	0'	235'
	WB	L,T	-	0'	0'	0'	0'	-
	NB	L,R	-	13'	8'	13'	8'	-
S Peyton Highway / E Garrett Road	WB	L,R	-	0'	0'	0'	0'	-
	NB	T,R	-	0'	0'	0'	0'	-
	SB	L,T	-	0'	0'	0'	0'	-
S Peyton Highway / Jones Road	EB	L,T,R	-	5'	5'	8'	8'	-
	WB	L,T,R	-	0'	3'	3'	3'	-
	NB	L	-	3'	3'	3'	3'	235'
		T,R	-	0'	0'	0'	0'	-
	SB	L,T,R	-	0'	0'	0'	0'	-
S Peyton Highway / State Highway 94	EB	L	515'	0'	3'	0'	3'	515'
		T	-	0'	0'	0'	0'	-
		R	-	0'	0'	0'	0'	500'
	WB	L	525'	0'	3'	0'	3'	525'
		T	-	0'	0'	0'	0'	-
		R	-	0'	0'	0'	0'	500'
	NB	L	-	15'	10'	15'	10'	285'
		T,R	-	8'	10'	8'	10'	-
	SB	L	-	10'	25'	13'	28'	285'
		T,R	-	8'	13'	8'	13'	-
Jones Road / Curtis Road	EB	L,T,R	-	0'	3'	0'	3'	-
	WB	L	-	18'	30'	20'	38'	335'
		T	-	0'	0'	0'	0'	-
		R	-	18'	20'	20'	20'	335'
	NB	L,T,R	-	0'	0'	0'	0'	-
	SB	L	-	3'	20'	3'	20'	290'
		T,R	-	0'	0'	0'	0'	-
E Garrett Road / Access A	EB	T,R	-	-	-	0'	0'	-
	WB	L,T	-	-	-	0'	0'	-
	NB	L,R	-	-	-	0'	0'	-
S Peyton Highway / Access B	WB	L,R	-	-	-	0'	0'	-
	NB	T,R	-	-	-	0'	0'	-
	SB	L,T	-	-	-	0'	0'	-
Jones Road / Access C	EB	L,T	-	-	-	0'	0'	-
	WB	T,R	-	-	-	0'	0'	-
	SB	L,R	-	-	-	0'	0'	-

Note: Turn Lane Length does not include taper length.

Development Impacts

By Year 2045 and without the proposed development, Table 3 reveals how the study area intersections are anticipated to operate within the County's design objective of LOS D during peak traffic periods, with exception to the westbound left turning movement along Jones Road at Curtis Road.

Upon development build-out, Table 7 indicates that all study intersection operations are expected to remain within the County's design objective. The westbound left turning movement at the Curtis Road and Jones Road intersection remains beyond the LOS D limit. In order to successfully mitigate the delay reported, a possible solution is the implementation of all-way stop-control as well as the widening of Curtis Road to two through lanes in the northbound direction.

In combination with intersection LOS projections, review of vehicular queuing results illustrated in Table 8 further concludes how this development is anticipated to produce an insignificant impact to traffic operations for the existing and surrounding roadway system.

Recommended Improvements

Roadway and intersection improvement recommendations were assessed pursuant to roadway descriptions discussed in Section I, projected peak hour traffic volumes, level of service results, projected 95th percentile queue lengths, and per requirements defined within the County's ECM.

Pursuant to Section 2.3.2, Table 2-5 of the County's ECM, rural local gravel roadways have a design ADT of 200 trips/day. Moreover, Section 2.2.7.2 of the ECM states how existing gravel roadways shall be paved only when a development causes an existing gravel roadway to exceed a projected ADT of 200. As a result, and with consideration of future local and regional traffic volume projections evaluated in Section III, Jones Road is anticipated to exceed that 200 trips/day threshold by Year 2028. Therefore, Jones Road is recommended to be paved along the property's frontage with development of the proposed site.

VII. Conclusion

This traffic impact study addressed the capacity, geometric, and control requirements associated with the development entitled SEC Peyton and Garrett Residential. This proposed residential development consists of 41 single-family detached homes and is located on the southeast corner of S Peyton Highway and E Garrett Road in El Paso County, Colorado.

The study area examined in this analysis encompassed the intersections of S Peyton Highway with State Highway 94, Jones Road, E Garrett Road, and Falcon Highway, as well as the intersection of Jones Road and Curtis Road, and included the proposed site access drives.

Analysis was conducted for critical AM Peak Hour and PM Peak Hour traffic operations for existing traffic conditions, Year 2028 and Year 2045 background traffic conditions, and Year 2028 and Year 2045 total traffic conditions.

Analysis of existing traffic conditions indicates that all study intersections operate with LOS C turning movement operations, or better, during their respective peak hour periods.

Under Year 2028 and 2045 background traffic conditions, operational analysis shows that all stop-controlled intersections are projected to operate with LOS D turning movement operations during peak traffic periods, which exception to the westbound left turn movement along Jones Road at Curtis Road, which was projected to experience LOS E operations during the afternoon peak traffic period by Year 2045.

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create an insignificant impact to traffic operations for the existing and surrounding roadway system upon roadway and intersection control improvements assumed within this analysis. With all conservative assumptions defined in this analysis, the study intersections are projected to operate at future levels of service comparable to Year 2045 background traffic conditions. Proposed site access drives have long-term operations at LOS A during peak traffic periods and upon build-out.

This site is subject to the El Paso County Road Impact Fee Program (Resolution 24-377), as amended. An option for payment will be selected at the final land use approval stage.

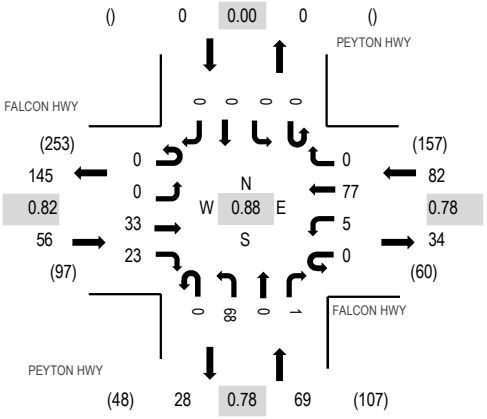
APPENDIX A

Traffic Count Data

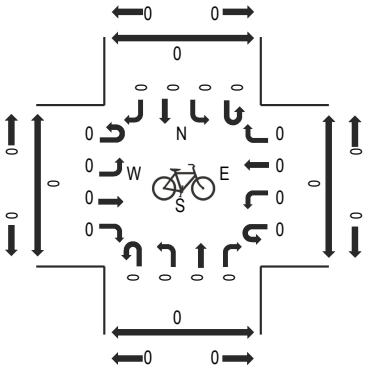
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 PEYTON HWY & FALCON HWY AM
Date: Thursday, September 17, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

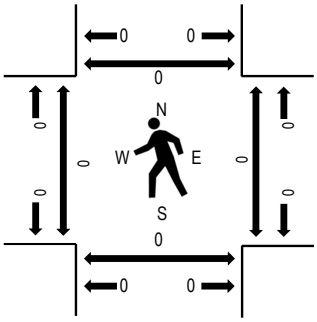
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

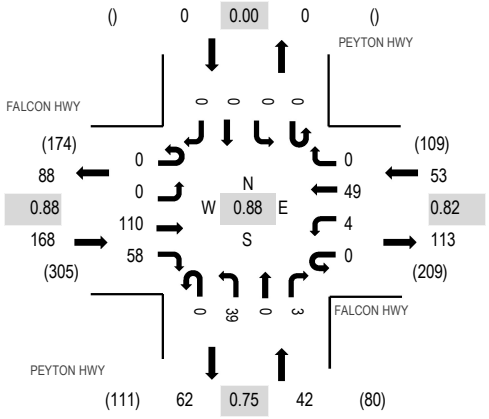
Traffic Counts - Motorized Vehicles

Interval Start Time	FALCON HWY Eastbound				FALCON HWY Westbound				PEYTON HWY Northbound				PEYTON HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	9	8	0	2	18	0	0	21	0	1	0	0	0	0	59	207	0	0	0	0
7:15 AM	0	0	8	5	0	2	26	0	0	16	0	0	0	0	0	0	57	191	0	0	0	0
7:30 AM	0	0	7	3	0	0	22	0	0	22	0	0	0	0	0	0	54	177	0	0	0	0
7:45 AM	0	0	9	7	0	1	11	0	0	9	0	0	0	0	0	0	37	155	0	0	0	0
8:00 AM	0	0	1	5	0	1	24	0	0	11	0	1	0	0	0	0	43	154	0	0	0	0
8:15 AM	0	0	5	5	0	1	20	0	0	12	0	0	0	0	0	0	43		0	0	0	0
8:30 AM	0	0	10	2	0	0	15	0	0	5	0	0	0	0	0	0	32		0	0	0	0
8:45 AM	0	0	8	5	0	1	13	0	0	8	0	1	0	0	0	0	36		0	0	0	0
Count Total	0	0	57	40	0	8	149	0	0	104	0	3	0	0	0	0	361		0	0	0	0
Peak Hour	0	0	33	23	0	5	77	0	0	68	0	1	0	0	0	0	207		0	0	0	0

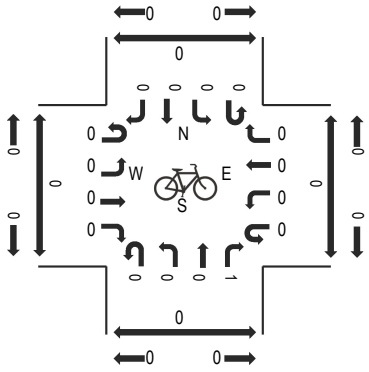
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 PEYTON HWY & FALCON HWY PM
Date: Thursday, September 17, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

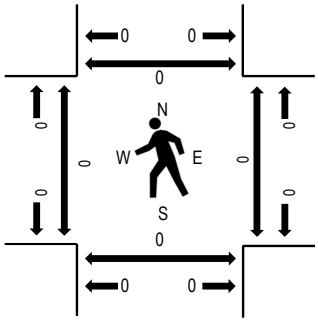
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

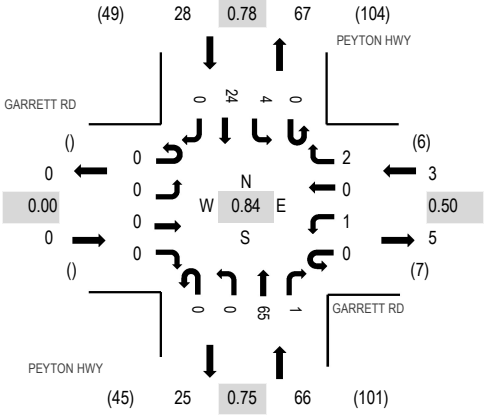
Traffic Counts - Motorized Vehicles

Interval Start Time	FALCON HWY Eastbound				FALCON HWY Westbound				PEYTON HWY Northbound				PEYTON HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	26	8	0	1	16	0	0	11	0	1	0	0	0	0	63	243	0	0	0	0
4:15 PM	0	0	16	11	0	1	13	0	0	6	0	4	0	0	0	0	51	239	0	0	0	0
4:30 PM	0	0	25	14	0	1	11	0	0	12	0	0	0	0	0	0	63	263	0	0	0	0
4:45 PM	0	0	32	16	0	0	10	0	0	6	0	2	0	0	0	0	66	261	0	0	0	0
5:00 PM	0	0	28	9	0	2	12	0	0	8	0	0	0	0	0	0	59	251	0	0	0	0
5:15 PM	0	0	25	19	0	1	16	0	0	13	0	1	0	0	0	0	75		0	0	0	0
5:30 PM	0	0	25	14	0	0	14	0	0	7	0	1	0	0	0	0	61		0	0	0	0
5:45 PM	0	0	23	14	0	0	11	0	0	8	0	0	0	0	0	0	56		0	0	0	0
Count Total	0	0	200	105	0	6	103	0	0	71	0	9	0	0	0	0	494		0	0	0	0
Peak Hour	0	0	110	58	0	4	49	0	0	39	0	3	0	0	0	0	263		0	0	0	0

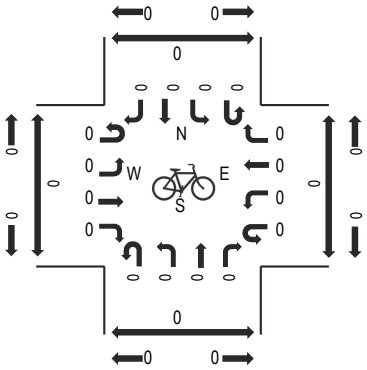
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 PEYTON HWY & GARRETT RD AM
Date: Thursday, September 17, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

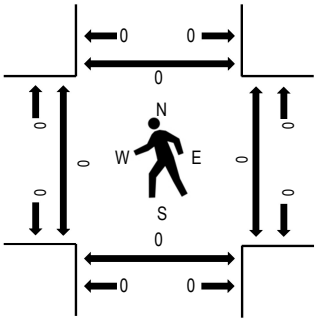
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

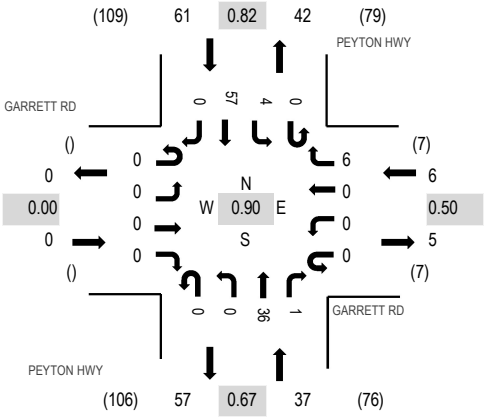
Traffic Counts - Motorized Vehicles

Interval Start Time	GARRETT RD Eastbound				GARRETT RD Westbound				PEYTON HWY Northbound				PEYTON HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	2	0	0	18	0	0	1	8	0	29	97	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	15	1	0	2	6	0	24	85	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	22	0	0	0	2	0	25	81	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	1	8	0	19	65	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	10	0	0	0	6	0	17	59	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	1	0	0	12	0	0	1	5	0	20		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	9		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	1	5	0	13		0	0	0	0
Count Total	0	0	0	0	0	2	0	4	0	0	100	1	0	6	43	0	156		0	0	0	0
Peak Hour	0	0	0	0	0	1	0	2	0	0	65	1	0	4	24	0	97		0	0	0	0

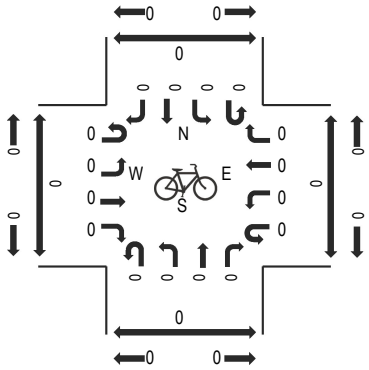
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 PEYTON HWY & GARRETT RD PM
Date: Thursday, September 17, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

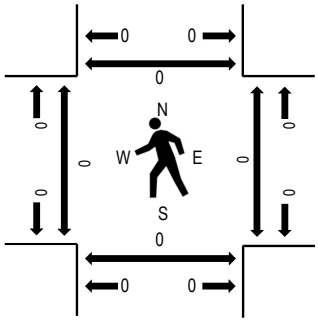
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

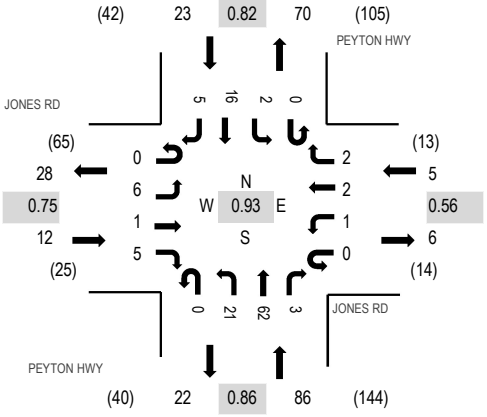
Traffic Counts - Motorized Vehicles

Interval Start Time	GARRETT RD Eastbound				GARRETT RD Westbound				PEYTON HWY Northbound				PEYTON HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	0	0	0	0	0	14	1	0	0	10	0	25	93	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	11	0	18	93	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	3	0	0	12	0	0	1	12	0	28	104	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	5	1	0	0	16	0	22	98	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	10	0	0	1	12	0	25	99	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	9	0	0	2	17	0	29		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	14	0	22		0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	8	1	0	0	13	0	23		0	0	0	0
Count Total	0	0	0	0	0	1	0	6	0	0	73	3	0	4	105	0	192		0	0	0	0
Peak Hour	0	0	0	0	0	0	0	6	0	0	36	1	0	4	57	0	104		0	0	0	0

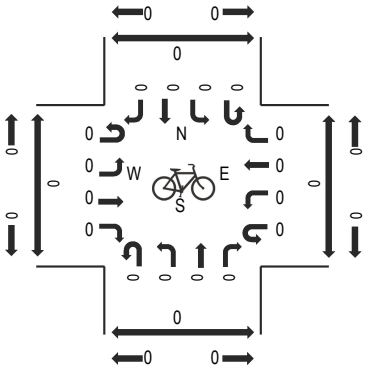
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 PEYTON HWY & JONES RD AM
Date: Thursday, September 17, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

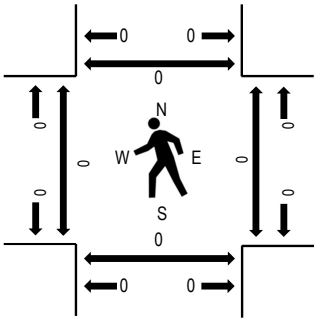
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

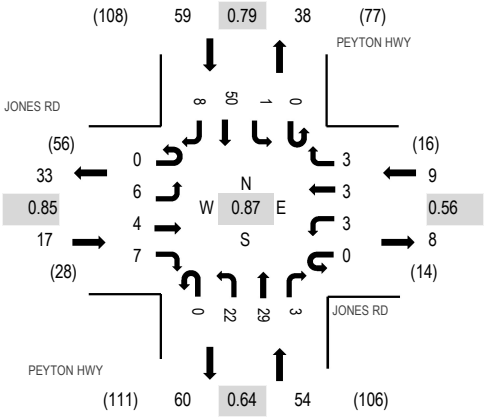
Traffic Counts - Motorized Vehicles

Interval Start Time	JONES RD Eastbound				JONES RD Westbound				PEYTON HWY Northbound				PEYTON HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	0	1	0	0	0	1	0	7	17	0	0	1	5	1	34	126	0	0	0	0
7:15 AM	0	2	0	2	0	0	1	0	0	5	16	1	0	0	4	2	33	122	0	0	0	0
7:30 AM	0	1	1	0	0	1	0	0	0	4	21	0	0	0	2	1	31	121	0	0	0	0
7:45 AM	0	2	0	2	0	0	1	1	0	5	8	2	0	1	5	1	28	102	0	0	0	0
8:00 AM	0	1	2	1	0	1	2	1	0	7	8	1	0	0	3	3	30	98	0	0	0	0
8:15 AM	0	2	1	2	0	1	1	0	0	9	10	0	0	1	4	1	32		0	0	0	0
8:30 AM	0	1	0	0	0	0	0	1	0	4	4	0	0	0	2	0	12		0	0	0	0
8:45 AM	0	1	1	1	0	0	1	0	0	8	6	1	0	1	3	1	24		0	0	0	0
Count Total	0	11	5	9	0	3	6	4	0	49	90	5	0	4	28	10	224		0	0	0	0
Peak Hour	0	6	1	5	0	1	2	2	0	21	62	3	0	2	16	5	126		0	0	0	0

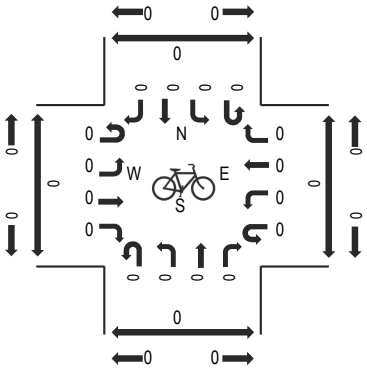
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 PEYTON HWY & JONES RD PM
Date: Thursday, September 17, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

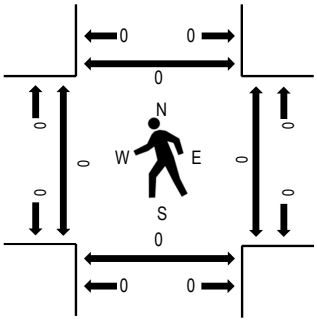
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

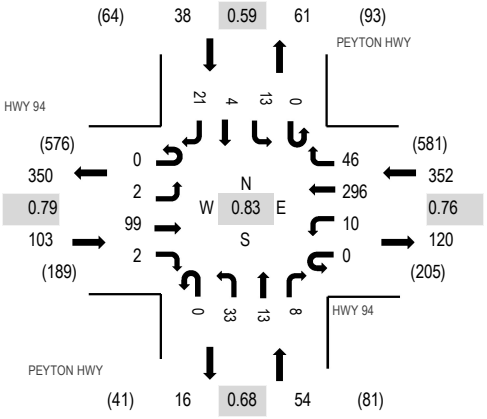
Traffic Counts - Motorized Vehicles

Interval Start Time	JONES RD Eastbound				JONES RD Westbound				PEYTON HWY Northbound				PEYTON HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	0	3	0	0	1	0	0	7	14	1	0	1	7	2	37	126	0	0	0	0
4:15 PM	0	0	0	2	0	0	1	2	0	3	5	0	0	1	10	1	25	124	0	0	0	0
4:30 PM	0	1	1	2	0	1	1	1	0	5	11	0	0	0	10	2	35	139	0	0	0	0
4:45 PM	0	1	0	4	0	0	0	0	0	3	5	2	0	1	12	1	29	130	0	0	0	0
5:00 PM	0	2	1	0	0	0	1	1	0	8	7	1	0	0	12	2	35	132	0	0	0	0
5:15 PM	0	2	2	1	0	2	1	1	0	6	6	0	0	0	16	3	40		0	0	0	0
5:30 PM	0	1	1	0	0	1	0	0	0	4	7	0	0	0	12	0	26		0	0	0	0
5:45 PM	0	1	0	2	0	1	0	1	0	3	7	1	0	1	13	1	31		0	0	0	0
Count Total	0	9	5	14	0	5	5	6	0	39	62	5	0	4	92	12	258		0	0	0	0
Peak Hour	0	6	4	7	0	3	3	3	0	22	29	3	0	1	50	8	139		0	0	0	0

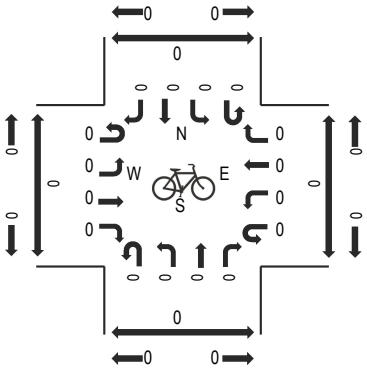
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 PEYTON HWY & HWY 94 AM
Date: Thursday, September 17, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

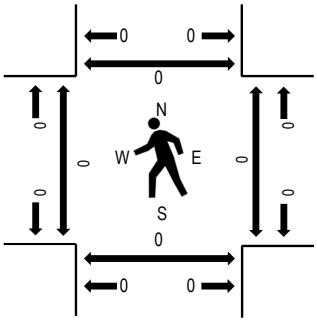
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

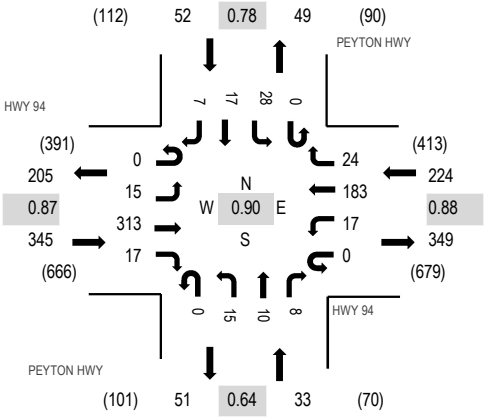
Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 94 Eastbound				HWY 94 Westbound				PEYTON HWY Northbound				PEYTON HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	15	2	0	4	93	10	0	5	3	0	0	2	2	7	144	547	0	0	0	0
7:15 AM	0	1	26	0	0	3	95	18	0	9	5	1	0	2	0	4	164	495	0	0	0	0
7:30 AM	0	0	23	0	0	1	62	10	0	7	0	4	0	1	2	2	112	434	0	0	0	0
7:45 AM	0	0	35	0	0	2	46	8	0	12	5	3	0	8	0	8	127	408	0	0	0	0
8:00 AM	0	3	18	5	0	0	45	7	0	3	2	2	0	4	1	2	92	368	0	0	0	0
8:15 AM	0	2	16	3	0	5	61	4	0	4	2	2	0	2	0	2	103		0	0	0	0
8:30 AM	0	1	17	2	0	1	46	4	0	4	2	1	0	3	3	2	86		0	0	0	0
8:45 AM	0	1	17	1	0	2	51	3	0	3	1	1	0	2	2	3	87		0	0	0	0
Count Total	0	9	167	13	0	18	499	64	0	47	20	14	0	24	10	30	915		0	0	0	0
Peak Hour	0	2	99	2	0	10	296	46	0	33	13	8	0	13	4	21	547		0	0	0	0

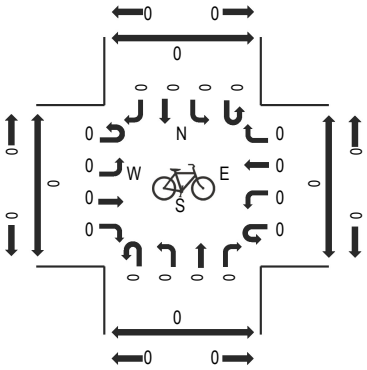
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 PEYTON HWY & HWY 94 PM
Date: Thursday, September 17, 2026
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

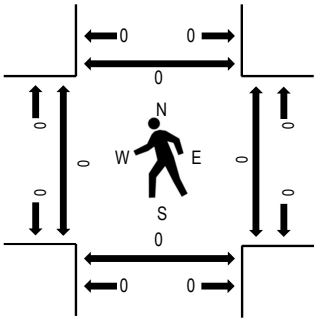
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

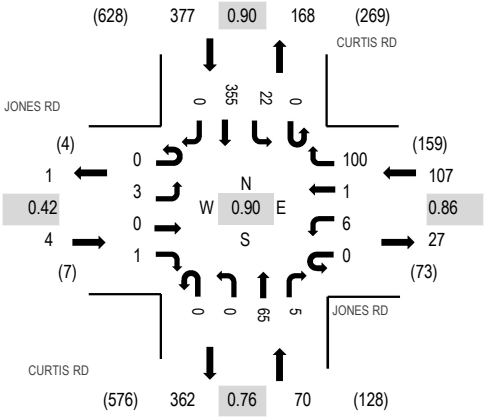
Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 94 Eastbound				HWY 94 Westbound				PEYTON HWY Northbound				PEYTON HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	61	7	0	3	55	9	0	4	1	5	0	6	5	2	162	634	0	0	0	0
4:15 PM	0	5	66	4	0	4	58	8	0	4	2	2	0	3	4	4	164	654	0	0	0	0
4:30 PM	0	1	68	4	0	4	54	4	0	8	3	3	0	6	3	0	158	648	0	0	0	0
4:45 PM	0	4	81	5	0	6	34	6	0	1	3	0	0	5	5	0	150	642	0	0	0	0
5:00 PM	0	5	98	4	0	3	37	6	0	2	2	3	0	14	5	3	182	627	0	0	0	0
5:15 PM	0	4	76	7	0	1	41	4	0	5	1	4	0	8	3	4	158		0	0	0	0
5:30 PM	0	6	77	7	0	2	34	1	0	2	2	5	0	9	5	2	152		0	0	0	0
5:45 PM	0	2	63	7	0	0	33	6	0	3	1	4	0	12	3	1	135		0	0	0	0
Count Total	0	31	590	45	0	23	346	44	0	29	15	26	0	63	33	16	1,261		0	0	0	0
Peak Hour	0	15	313	17	0	17	183	24	0	15	10	8	0	28	17	7	654		0	0	0	0

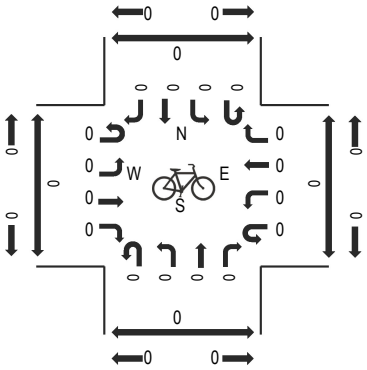
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 CURTIS RD & JONES RD AM
Date: Thursday, September 17, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

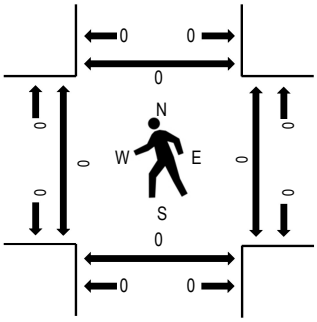
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

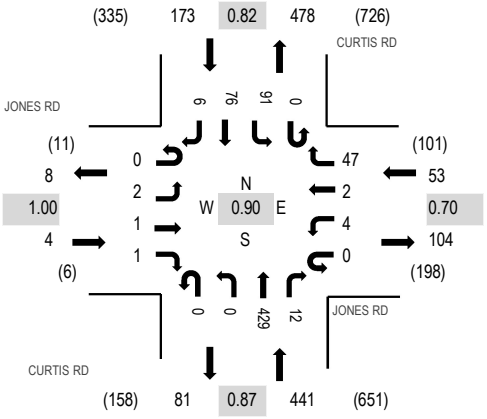
Traffic Counts - Motorized Vehicles

Interval Start Time	JONES RD Eastbound				JONES RD Westbound				CURTIS RD Northbound				CURTIS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	1	20	0	0	14	0	0	5	92	0	132	558	0	0	0	0
7:15 AM	0	0	0	1	0	2	0	29	0	0	12	2	0	3	83	0	132	512	0	0	0	0
7:30 AM	0	3	0	0	0	1	0	27	0	0	18	1	0	5	100	0	155	497	0	0	0	0
7:45 AM	0	0	0	0	0	3	0	24	0	0	21	2	0	9	80	0	139	435	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	12	0	0	11	1	0	8	52	1	86	364	0	0	0	0
8:15 AM	0	0	0	0	0	5	0	9	0	0	15	0	0	16	70	2	117		0	0	0	0
8:30 AM	0	0	1	0	0	2	0	10	0	0	14	1	0	7	58	0	93		0	0	0	0
8:45 AM	0	1	0	0	0	1	0	13	0	0	15	1	0	11	26	0	68		0	0	0	0
Count Total	0	5	1	1	0	14	1	144	0	0	120	8	0	64	561	3	922		0	0	0	0
Peak Hour	0	3	0	1	0	6	1	100	0	0	65	5	0	22	355	0	558		0	0	0	0

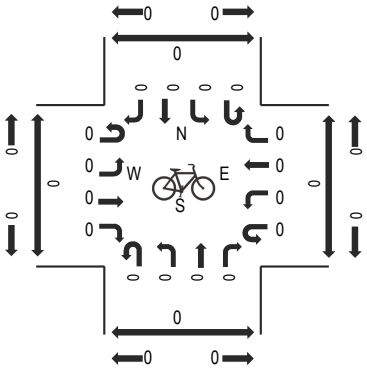
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 CURTIS RD & JONES RD PM
Date: Thursday, September 17, 2026
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

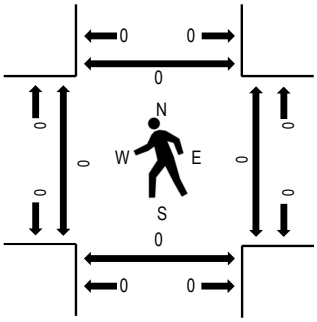
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JONES RD Eastbound				JONES RD Westbound				CURTIS RD Northbound				CURTIS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	0	0	0	2	0	9	0	0	102	3	0	28	19	2	166	671	0	0	0	0
4:15 PM	0	0	1	0	0	2	2	17	0	0	124	3	0	11	26	1	187	643	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	13	0	0	92	3	0	19	11	3	142	568	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	8	0	0	111	3	0	33	20	0	176	511	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	17	0	0	78	4	0	20	18	1	138	422	0	0	0	0
5:15 PM	0	0	0	1	0	2	0	13	0	0	58	1	0	22	14	1	112		0	0	0	0
5:30 PM	0	0	0	0	0	2	0	6	0	0	32	0	0	25	20	0	85		0	0	0	0
5:45 PM	0	0	0	1	0	0	0	8	0	0	36	1	0	21	19	1	87		0	0	0	0
Count Total	0	2	1	3	0	8	2	91	0	0	633	18	0	179	147	9	1,093		0	0	0	0
Peak Hour	0	2	1	1	0	4	2	47	0	0	429	12	0	91	76	6	671		0	0	0	0

All Traffic Data Services

6 - PEYTON HWY SOUTH OF GARRETT RD

Time	NB	SB	Total
9/17/2026	0	3	3
9/17/2026 12:15:00 AM	0	1	1
9/17/2026 12:30:00 AM	2	0	2
9/17/2026 12:45:00 AM	0	0	0
9/17/2026 1:00:00 AM	0	1	1
9/17/2026 1:15:00 AM	0	0	0
9/17/2026 1:30:00 AM	0	0	0
9/17/2026 1:45:00 AM	0	0	0
9/17/2026 2:00:00 AM	0	0	0
9/17/2026 2:15:00 AM	0	0	0
9/17/2026 2:30:00 AM	2	0	2
9/17/2026 2:45:00 AM	0	0	0
9/17/2026 3:00:00 AM	2	0	2
9/17/2026 3:15:00 AM	1	0	1
9/17/2026 3:30:00 AM	1	0	1
9/17/2026 3:45:00 AM	0	0	0
9/17/2026 4:00:00 AM	1	1	2
9/17/2026 4:15:00 AM	0	0	0
9/17/2026 4:30:00 AM	4	0	4
9/17/2026 4:45:00 AM	2	0	2
9/17/2026 5:00:00 AM	2	0	2
9/17/2026 5:15:00 AM	2	2	4
9/17/2026 5:30:00 AM	12	0	12
9/17/2026 5:45:00 AM	3	2	5
9/17/2026 6:00:00 AM	10	0	10
9/17/2026 6:15:00 AM	9	8	17
9/17/2026 6:30:00 AM	16	3	19
9/17/2026 6:45:00 AM	21	3	24
9/17/2026 7:00:00 AM	18	8	26
9/17/2026 7:15:00 AM	16	6	22
9/17/2026 7:30:00 AM	22	3	25
9/17/2026 7:45:00 AM	10	8	18
9/17/2026 8:00:00 AM	10	6	16
9/17/2026 8:15:00 AM	12	6	18
9/17/2026 8:30:00 AM	6	3	9
9/17/2026 8:45:00 AM	7	5	12
9/17/2026 9:00:00 AM	7	8	15
9/17/2026 9:15:00 AM	8	4	12
9/17/2026 9:30:00 AM	6	3	9
9/17/2026 9:45:00 AM	7	7	14
9/17/2026 10:00:00 AM	7	10	17
9/17/2026 10:15:00 AM	14	7	21
9/17/2026 10:30:00 AM	11	5	16
9/17/2026 10:45:00 AM	9	7	16
9/17/2026 11:00:00 AM	9	10	19
9/17/2026 11:15:00 AM	11	9	20
9/17/2026 11:30:00 AM	12	4	16
9/17/2026 11:45:00 AM	7	16	23
Total	299	159	458
Percentage	65.3%	34.7%	
Peak Hour	6:45 AM	11:00 AM	6:45 AM
Volume	77	40	97
PHF	0.875	0.625	0.933

All Traffic Data Services

6 - PEYTON HWY SOUTH OF GARRETT RD

Time	NB	SB	Total
9/17/2026 12:00:00 PM	6	9	15
9/17/2026 12:15:00 PM	6	10	16
9/17/2026 12:30:00 PM	9	11	20
9/17/2026 12:45:00 PM	11	9	20
9/17/2026 1:00:00 PM	16	10	26
9/17/2026 1:15:00 PM	7	10	17
9/17/2026 1:30:00 PM	7	11	18
9/17/2026 1:45:00 PM	8	6	14
9/17/2026 2:00:00 PM	4	8	12
9/17/2026 2:15:00 PM	9	11	20
9/17/2026 2:30:00 PM	3	5	8
9/17/2026 2:45:00 PM	11	4	15
9/17/2026 3:00:00 PM	13	6	19
9/17/2026 3:15:00 PM	8	12	20
9/17/2026 3:30:00 PM	10	13	23
9/17/2026 3:45:00 PM	11	19	30
9/17/2026 4:00:00 PM	15	10	25
9/17/2026 4:15:00 PM	7	11	18
9/17/2026 4:30:00 PM	12	12	24
9/17/2026 4:45:00 PM	6	16	22
9/17/2026 5:00:00 PM	10	12	22
9/17/2026 5:15:00 PM	9	17	26
9/17/2026 5:30:00 PM	8	14	22
9/17/2026 5:45:00 PM	9	14	23
9/17/2026 6:00:00 PM	4	18	22
9/17/2026 6:15:00 PM	5	7	12
9/17/2026 6:30:00 PM	5	6	11
9/17/2026 6:45:00 PM	4	13	17
9/17/2026 7:00:00 PM	2	11	13
9/17/2026 7:15:00 PM	5	7	12
9/17/2026 7:30:00 PM	4	12	16
9/17/2026 7:45:00 PM	4	5	9
9/17/2026 8:00:00 PM	1	5	6
9/17/2026 8:15:00 PM	0	2	2
9/17/2026 8:30:00 PM	1	5	6
9/17/2026 8:45:00 PM	2	7	9
9/17/2026 9:00:00 PM	2	7	9
9/17/2026 9:15:00 PM	1	1	2
9/17/2026 9:30:00 PM	1	6	7
9/17/2026 9:45:00 PM	0	3	3
9/17/2026 10:00:00 PM	2	3	5
9/17/2026 10:15:00 PM	0	1	1
9/17/2026 10:30:00 PM	2	0	2
9/17/2026 10:45:00 PM	0	0	0
9/17/2026 11:00:00 PM	0	2	2
9/17/2026 11:15:00 PM	0	2	2
9/17/2026 11:30:00 PM	0	4	4
9/17/2026 11:45:00 PM	0	1	1
Total	260	388	648
Percentage	40.1%	59.9%	
Peak Hour	3:45 PM	5:15 PM	3:15 PM
Volume	45	63	98
PHF	0.750	0.875	0.817
Grand Total	559	547	1,106
Percentage	50.5%	49.5%	

All Traffic Data Services

7 - GARRETT RD EAST OF PEYTON HWY

Time	EB	WB	Total
9/17/2026	0	0	0
9/17/2026 12:15:00 AM	0	0	0
9/17/2026 12:30:00 AM	0	0	0
9/17/2026 12:45:00 AM	0	0	0
9/17/2026 1:00:00 AM	0	0	0
9/17/2026 1:15:00 AM	0	0	0
9/17/2026 1:30:00 AM	0	0	0
9/17/2026 1:45:00 AM	0	0	0
9/17/2026 2:00:00 AM	0	0	0
9/17/2026 2:15:00 AM	0	0	0
9/17/2026 2:30:00 AM	0	0	0
9/17/2026 2:45:00 AM	0	0	0
9/17/2026 3:00:00 AM	0	0	0
9/17/2026 3:15:00 AM	0	0	0
9/17/2026 3:30:00 AM	0	0	0
9/17/2026 3:45:00 AM	0	0	0
9/17/2026 4:00:00 AM	0	1	1
9/17/2026 4:15:00 AM	0	0	0
9/17/2026 4:30:00 AM	0	0	0
9/17/2026 4:45:00 AM	0	0	0
9/17/2026 5:00:00 AM	0	0	0
9/17/2026 5:15:00 AM	0	0	0
9/17/2026 5:30:00 AM	1	0	1
9/17/2026 5:45:00 AM	0	0	0
9/17/2026 6:00:00 AM	0	0	0
9/17/2026 6:15:00 AM	0	1	1
9/17/2026 6:30:00 AM	0	2	2
9/17/2026 6:45:00 AM	2	1	3
9/17/2026 7:00:00 AM	1	2	3
9/17/2026 7:15:00 AM	3	0	3
9/17/2026 7:30:00 AM	0	1	1
9/17/2026 7:45:00 AM	1	0	1
9/17/2026 8:00:00 AM	0	1	1
9/17/2026 8:15:00 AM	1	2	3
9/17/2026 8:30:00 AM	0	0	0
9/17/2026 8:45:00 AM	1	0	1
9/17/2026 9:00:00 AM	0	2	2
9/17/2026 9:15:00 AM	3	0	3
9/17/2026 9:30:00 AM	1	0	1
9/17/2026 9:45:00 AM	1	0	1
9/17/2026 10:00:00 AM	1	0	1
9/17/2026 10:15:00 AM	0	0	0
9/17/2026 10:30:00 AM	1	0	1
9/17/2026 10:45:00 AM	0	1	1
9/17/2026 11:00:00 AM	0	0	0
9/17/2026 11:15:00 AM	0	2	2
9/17/2026 11:30:00 AM	2	0	2
9/17/2026 11:45:00 AM	2	1	3
Total	21	17	38
Percentage	55.3%	44.7%	
Peak Hour	6:30 AM	6:15 AM	6:30 AM
Volume	6	6	11
PHF	0.500	0.750	0.917

All Traffic Data Services

7 - GARRETT RD EAST OF PEYTON HWY

Time	EB	WB	Total
9/17/2026 12:00:00 PM	0	1	1
9/17/2026 12:15:00 PM	1	0	1
9/17/2026 12:30:00 PM	1	1	2
9/17/2026 12:45:00 PM	1	1	2
9/17/2026 1:00:00 PM	2	1	3
9/17/2026 1:15:00 PM	2	0	2
9/17/2026 1:30:00 PM	2	1	3
9/17/2026 1:45:00 PM	0	0	0
9/17/2026 2:00:00 PM	1	0	1
9/17/2026 2:15:00 PM	0	1	1
9/17/2026 2:30:00 PM	2	1	3
9/17/2026 2:45:00 PM	1	2	3
9/17/2026 3:00:00 PM	0	2	2
9/17/2026 3:15:00 PM	0	0	0
9/17/2026 3:30:00 PM	1	1	2
9/17/2026 3:45:00 PM	1	2	3
9/17/2026 4:00:00 PM	1	0	1
9/17/2026 4:15:00 PM	0	0	0
9/17/2026 4:30:00 PM	1	3	4
9/17/2026 4:45:00 PM	1	0	1
9/17/2026 5:00:00 PM	1	2	3
9/17/2026 5:15:00 PM	2	1	3
9/17/2026 5:30:00 PM	0	0	0
9/17/2026 5:45:00 PM	1	1	2
9/17/2026 6:00:00 PM	0	0	0
9/17/2026 6:15:00 PM	2	1	3
9/17/2026 6:30:00 PM	0	1	1
9/17/2026 6:45:00 PM	0	0	0
9/17/2026 7:00:00 PM	0	0	0
9/17/2026 7:15:00 PM	0	1	1
9/17/2026 7:30:00 PM	1	0	1
9/17/2026 7:45:00 PM	2	1	3
9/17/2026 8:00:00 PM	0	0	0
9/17/2026 8:15:00 PM	0	0	0
9/17/2026 8:30:00 PM	1	0	1
9/17/2026 8:45:00 PM	0	0	0
9/17/2026 9:00:00 PM	0	0	0
9/17/2026 9:15:00 PM	0	1	1
9/17/2026 9:30:00 PM	0	0	0
9/17/2026 9:45:00 PM	0	0	0
9/17/2026 10:00:00 PM	1	0	1
9/17/2026 10:15:00 PM	0	0	0
9/17/2026 10:30:00 PM	0	0	0
9/17/2026 10:45:00 PM	0	0	0
9/17/2026 11:00:00 PM	0	0	0
9/17/2026 11:15:00 PM	0	0	0
9/17/2026 11:30:00 PM	0	0	0
9/17/2026 11:45:00 PM	0	0	0
Total	29	26	55
Percentage	52.7%	47.3%	
Peak Hour	12:45 PM	2:15 PM	4:30 PM
Volume	7	6	11
PHF	0.875	0.750	0.688
Grand Total	50	43	93
Percentage	53.8%	46.2%	

APPENDIX B

Level of Service Definitions

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 7th Edition, Transportation Research Board, 2022: Chapter 19 – Signalized Intersections.

Motorized Vehicle Level of Service (LOS) for Signalized Intersections

Levels of service are defined to represent reasonable ranges in control delay.

LOS A Describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B Describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C Describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D Describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio[a]	
	$v/c \leq 1.0$	$v/c > 1.0$
≤ 10	A	F
> 10 – 20	B	F
> 20 – 35	C	F
> 35 – 55	D	F
> 55 – 80	E	F
> 80	F	F

Note: [a] For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 7th Edition, Transportation Research Board, 2022: Chapter 20 – Two-Way Stop-Controlled Intersections, Chapter 21 – All-Way Stop-Controlled Intersections, and Chapter 22 - Roundabouts.

Motorized Vehicle Level of Service (LOS) for Unsignalized & Roundabout Intersections

LOS is a quantitative stratification of performance measure(s) representing quality of service. Quality of service describes how well a transportation facility or service operates from a traveler's perspective. LOS is measured on an A – F scale, with LOS A representing the best operating conditions from a traveler's perspective.

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio[a]	
	$v/c \leq 1.0$	$v/c > 1.0$
0 – 10	A	F
> 10 – 15	B	F
> 15 – 25	C	F
> 25 – 35	D	F
> 35 – 50	E	F
> 50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

[a] For approaches and intersectionwide assessment, LOS is defined solely by control delay.

APPENDIX C

Capacity Worksheets

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	23	5	77	68	1
Future Vol, veh/h	33	23	5	77	68	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	-	-	-	-	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	36	25	5	84	74	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	61	0	143	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	95	-
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	-	-	1542	-	850	1020
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	847	1020
Mov Cap-2 Maneuver	-	-	-	-	847	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.45	9.65
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	849	-	-	110	-
HCM Lane V/C Ratio	0.088	-	-	0.004	-
HCM Ctrl Dly (s/v)	9.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	65	1	4	24
Future Vol, veh/h	1	2	65	1	4	24
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	71	1	4	26

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	106	71	0	0	72	0
Stage 1	71	-	-	-	-	-
Stage 2	35	-	-	-	-	-
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	892	991	-	-	1528	-
Stage 1	952	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	889	991	-	-	1528	-
Mov Cap-2 Maneuver	889	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.78	0	1.05
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	955	257	-
HCM Lane V/C Ratio	-	-	0.003	0.003	-
HCM Ctrl Dly (s/v)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	5	1	2	2	21	62	3	2	16	5
Future Vol, veh/h	6	1	5	1	2	2	21	62	3	2	16	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	5	1	2	2	23	67	3	2	17	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	139	141	20	137	142	69	23	0	0	71	0	0
Stage 1	24	24	-	115	115	-	-	-	-	-	-	-
Stage 2	114	116	-	22	27	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	832	750	1058	834	749	994	1592	-	-	1530	-	-
Stage 1	993	875	-	890	801	-	-	-	-	-	-	-
Stage 2	891	799	-	996	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	814	738	1058	815	737	994	1592	-	-	1530	-	-
Mov Cap-2 Maneuver	814	738	-	815	737	-	-	-	-	-	-	-
Stage 1	992	874	-	877	789	-	-	-	-	-	-	-
Stage 2	873	787	-	988	871	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.1	9.31	1.78	0.64
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	436	-	-	892	840	149	-	-
HCM Lane V/C Ratio	0.014	-	-	0.015	0.006	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.1	9.3	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	99	2	10	296	46	33	13	8	13	4	21
Future Vol, veh/h	2	99	2	10	296	46	33	13	8	13	4	21
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	515	-	-	525	-	-	-	-	-	-	-	-
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	2	108	2	11	322	50	36	14	9	14	4	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	372	0	0	110	0	0	459	507	109	487	483	347
Stage 1	-	-	-	-	-	-	113	113	-	368	368	-
Stage 2	-	-	-	-	-	-	346	393	-	119	114	-
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	1187	-	-	1480	-	-	513	469	945	490	484	696
Stage 1	-	-	-	-	-	-	892	802	-	651	621	-
Stage 2	-	-	-	-	-	-	670	606	-	885	801	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1187	-	-	1480	-	-	487	464	945	467	479	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	487	464	-	467	479	-
Stage 1	-	-	-	-	-	-	890	800	-	647	617	-
Stage 2	-	-	-	-	-	-	639	601	-	860	800	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.16	0.21	12.84	11.77
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	518	1187	-	-	1480	-	-	573
HCM Lane V/C Ratio	0.113	0.002	-	-	0.007	-	-	0.072
HCM Ctrl Dly (s/v)	12.8	8	-	-	7.4	-	-	11.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	1	6	1	100	0	65	5	22	355	0
Future Vol, veh/h	3	0	1	6	1	100	0	65	5	22	355	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	3	0	1	7	1	109	0	71	5	24	386	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	505	510	386	507	507	73	386	0	0	76	0	0
Stage 1	434	434	-	73	73	-	-	-	-	-	-	-
Stage 2	71	76	-	434	434	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	478	467	662	476	468	988	1173	-	-	1523	-	-
Stage 1	601	581	-	936	834	-	-	-	-	-	-	-
Stage 2	939	832	-	601	581	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	416	457	662	466	459	988	1173	-	-	1523	-	-
Mov Cap-2 Maneuver	416	457	-	466	459	-	-	-	-	-	-	-
Stage 1	589	570	-	936	834	-	-	-	-	-	-	-
Stage 2	834	832	-	588	570	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.93	9.48	0	0.43
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1173	-	-	458	921	105	-	-
HCM Lane V/C Ratio	-	-	-	0.009	0.126	0.016	-	-
HCM Ctrl Dly (s/v)	0	-	-	12.9	9.5	7.4	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	110	58	4	49	39	3
Future Vol, veh/h	110	58	4	49	39	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	63	4	53	42	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	183	0	213	151
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	62	-
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	-	-	1392	-	775	895
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1392	-	773	895
Mov Cap-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.57	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	780	-	-	136	-
HCM Lane V/C Ratio	0.059	-	-	0.003	-
HCM Ctrl Dly (s/v)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	36	1	4	57
Future Vol, veh/h	0	6	36	1	4	57
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	-	-	-	-	-
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	7	39	1	4	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	110	40	0	0	40	0
Stage 1	40	-	-	-	-	-
Stage 2	71	-	-	-	-	-
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	887	1032	-	-	1569	-
Stage 1	983	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	884	1032	-	-	1569	-
Mov Cap-2 Maneuver	884	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	949	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.51	0	0.48
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1032	118	-
HCM Lane V/C Ratio	-	-	0.006	0.003	-
HCM Ctrl Dly (s/v)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	4	7	3	3	3	22	29	3	1	50	8
Future Vol, veh/h	6	4	7	3	3	3	22	29	3	1	50	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	4	8	3	3	3	24	32	3	1	54	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	142	143	59	140	146	33	63	0	0	35	0	0
Stage 1	61	61	-	81	81	-	-	-	-	-	-	-
Stage 2	81	83	-	59	65	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	828	748	1007	830	745	1040	1540	-	-	1577	-	-
Stage 1	950	844	-	927	828	-	-	-	-	-	-	-
Stage 2	927	826	-	953	841	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	808	735	1007	806	733	1040	1540	-	-	1577	-	-
Mov Cap-2 Maneuver	808	735	-	806	733	-	-	-	-	-	-	-
Stage 1	950	844	-	913	815	-	-	-	-	-	-	-
Stage 2	906	813	-	940	840	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.29	9.33	3	0.12
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	720	-	-	858	841	30	-	-
HCM Lane V/C Ratio	0.016	-	-	0.022	0.012	0.001	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.3	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	313	17	17	183	24	15	10	8	28	17	7
Future Vol, veh/h	15	313	17	17	183	24	15	10	8	28	17	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	515	-	-	525	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	340	18	18	199	26	16	11	9	30	18	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	225	0	0	359	0	0	627	644	349	627	640	212
Stage 1	-	-	-	-	-	-	382	382	-	249	249	-
Stage 2	-	-	-	-	-	-	245	262	-	378	391	-
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	1344	-	-	1200	-	-	396	391	694	396	393	828
Stage 1	-	-	-	-	-	-	640	613	-	755	701	-
Stage 2	-	-	-	-	-	-	759	692	-	643	607	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1344	-	-	1200	-	-	364	381	694	370	383	828
Mov Cap-2 Maneuver	-	-	-	-	-	-	364	381	-	370	383	-
Stage 1	-	-	-	-	-	-	633	605	-	743	690	-
Stage 2	-	-	-	-	-	-	720	681	-	616	600	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.34	0.61	14.43	15.35
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	417	1344	-	-	1200	-	-	404
HCM Lane V/C Ratio	0.086	0.012	-	-	0.015	-	-	0.14
HCM Ctrl Dly (s/v)	14.4	7.7	-	-	8	-	-	15.3
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.5

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	2	1	1	4	2	47	0	429	12	91	76	6
Future Vol, veh/h	2	1	1	4	2	47	0	429	12	91	76	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	2	1	1	4	2	51	0	466	13	99	83	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	751	763	86	754	760	473	89	0	0	479	0	0
Stage 1	284	284	-	473	473	-	-	-	-	-	-	-
Stage 2	467	479	-	281	287	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	327	334	973	326	336	591	1506	-	-	1083	-	-
Stage 1	723	677	-	572	558	-	-	-	-	-	-	-
Stage 2	576	555	-	726	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	268	302	973	293	303	591	1506	-	-	1083	-	-
Mov Cap-2 Maneuver	268	302	-	293	303	-	-	-	-	-	-	-
Stage 1	654	612	-	572	558	-	-	-	-	-	-	-
Stage 2	524	555	-	654	610	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.75	12.6	0	4.55
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1506	-	-	339	531	933	-	-
HCM Lane V/C Ratio	-	-	-	0.013	0.108	0.091	-	-
HCM Ctrl Dly (s/v)	0	-	-	15.8	12.6	8.7	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.3	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	24	7	80	71	7
Future Vol, veh/h	34	24	7	80	71	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	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	37	26	8	87	77	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	63	0	139	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	102	-
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	-	-	1540	-	854	1035
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1540	-	850	1035
Mov Cap-2 Maneuver	-	-	-	-	850	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	917	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.59	9.62
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	863	-	-	145	-
HCM Lane V/C Ratio	0.098	-	-	0.005	-
HCM Ctrl Dly (s/v)	9.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	74	1	4	27
Future Vol, veh/h	1	2	74	1	4	27
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	80	1	4	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	119	81	0	0	82	0
Stage 1	81	-	-	-	-	-
Stage 2	38	-	-	-	-	-
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	877	979	-	-	1516	-
Stage 1	942	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	874	979	-	-	1516	-
Mov Cap-2 Maneuver	874	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.84	0	0.95
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	941	232	-
HCM Lane V/C Ratio	-	-	0.003	0.003	-
HCM Ctrl Dly (s/v)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑			↕	
Traffic Vol, veh/h	12	7	31	1	4	2	30	65	3	2	17	7
Future Vol, veh/h	12	7	31	1	4	2	30	65	3	2	17	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	290	-	-	-	-	-
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	8	34	1	4	2	33	71	3	2	18	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	165	166	22	164	168	72	26	0	0	74	0	0
Stage 1	27	27	-	138	138	-	-	-	-	-	-	-
Stage 2	138	139	-	27	30	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	800	727	1055	801	725	990	1588	-	-	1526	-	-
Stage 1	991	873	-	866	783	-	-	-	-	-	-	-
Stage 2	865	781	-	991	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	776	711	1055	750	709	990	1588	-	-	1526	-	-
Mov Cap-2 Maneuver	776	711	-	750	709	-	-	-	-	-	-	-
Stage 1	989	872	-	848	767	-	-	-	-	-	-	-
Stage 2	841	765	-	949	868	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.19	9.67	2.24	0.57
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1588	-	-	914	778	131	-	-
HCM Lane V/C Ratio	0.021	-	-	0.059	0.01	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	-	-	9.2	9.7	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	103	2	10	308	54	34	16	8	33	11	22
Future Vol, veh/h	2	103	2	10	308	54	34	16	8	33	11	22
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	515	-	-	525	-	500	285	-	-	285	-	-
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	2	112	2	11	335	59	37	17	9	36	12	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	393	0	0	114	0	0	480	533	113	482	475	335
Stage 1	-	-	-	-	-	-	117	117	-	357	357	-
Stage 2	-	-	-	-	-	-	363	415	-	125	118	-
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	1165	-	-	1475	-	-	496	453	940	495	488	707
Stage 1	-	-	-	-	-	-	887	798	-	661	629	-
Stage 2	-	-	-	-	-	-	656	592	-	879	798	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1165	-	-	1475	-	-	463	449	940	467	484	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	463	449	-	467	484	-
Stage 1	-	-	-	-	-	-	886	797	-	656	624	-
Stage 2	-	-	-	-	-	-	617	588	-	850	796	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.15	0.2	12.83	12.29
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	463	543	1165	-	-	1475	-	-	467	613
HCM Lane V/C Ratio	0.08	0.048	0.002	-	-	0.007	-	-	0.077	0.059
HCM Ctrl Dly (s/v)	13.4	12	8.1	-	-	7.5	-	-	13.3	11.2
HCM Lane LOS	B	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.3	0.2	0	-	-	0	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	1	51	1	130	0	68	20	32	369	0
Future Vol, veh/h	3	0	1	51	1	130	0	68	20	32	369	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	285	-	335	-	-	-	390	-	-
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	3	0	1	55	1	141	0	74	22	35	401	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	545	566	401	555	555	85	401	0	0	96	0	0
Stage 1	471	471	-	85	85	-	-	-	-	-	-	-
Stage 2	74	96	-	471	471	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	449	433	649	442	440	974	1158	-	-	1498	-	-
Stage 1	574	560	-	923	825	-	-	-	-	-	-	-
Stage 2	935	816	-	574	560	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	374	423	649	431	429	974	1158	-	-	1498	-	-
Mov Cap-2 Maneuver	374	423	-	431	429	-	-	-	-	-	-	-
Stage 1	560	547	-	923	825	-	-	-	-	-	-	-
Stage 2	798	816	-	559	547	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.69	10.82	0	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1158	-	-	418	431	429	974	1498	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.129	0.003	0.145	0.023	-	-
HCM Ctrl Dly (s/v)	0	-	-	13.7	14.6	13.4	9.3	7.5	-	-
HCM Lane LOS	A	-	-	B	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	114	60	11	51	41	8
Future Vol, veh/h	114	60	11	51	41	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	-	335	-	-	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	124	65	12	55	45	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	189	0	203	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	79	-
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	-	-	1385	-	785	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1385	-	778	927
Mov Cap-2 Maneuver	-	-	-	-	778	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	935	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.35	9.83
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	799	-	-	319	-
HCM Lane V/C Ratio	0.067	-	-	0.009	-
HCM Ctrl Dly (s/v)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	42	1	4	66
Future Vol, veh/h	0	6	42	1	4	66
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	-	-	-	-	-
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	7	46	1	4	72

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	127	46	0	0	47	0
Stage 1	46	-	-	-	-	-
Stage 2	80	-	-	-	-	-
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	868	1023	-	-	1561	-
Stage 1	976	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	865	1023	-	-	1561	-
Mov Cap-2 Maneuver	865	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.54	0	0.42
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1023	103	-
HCM Lane V/C Ratio	-	-	0.006	0.003	-
HCM Ctrl Dly (s/v)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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	11	9	24	3	10	3	52	30	3	1	52	15
Future Vol, veh/h	11	9	24	3	10	3	52	30	3	1	52	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	290	-	-	-	-	-
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	10	26	3	11	3	57	33	3	1	57	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	218	216	65	211	222	34	73	0	0	36	0	0
Stage 1	67	67	-	147	147	-	-	-	-	-	-	-
Stage 2	151	149	-	64	75	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	738	682	999	746	676	1039	1527	-	-	1575	-	-
Stage 1	944	839	-	855	775	-	-	-	-	-	-	-
Stage 2	851	774	-	947	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	697	656	999	689	651	1039	1527	-	-	1575	-	-
Mov Cap-2 Maneuver	697	656	-	689	651	-	-	-	-	-	-	-
Stage 1	943	839	-	824	747	-	-	-	-	-	-	-
Stage 2	805	745	-	911	832	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.65	10.21	4.56	0.11
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1527	-	-	822	708	25	-	-
HCM Lane V/C Ratio	0.037	-	-	0.058	0.025	0.001	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	9.6	10.2	7.3	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	326	18	18	190	47	16	17	8	42	22	7
Future Vol, veh/h	16	326	18	18	190	47	16	17	8	42	22	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	515	-	-	525	-	500	285	-	-	285	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	354	20	20	207	51	17	18	9	46	24	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	258	0	0	374	0	0	657	696	364	644	654	207
Stage 1	-	-	-	-	-	-	399	399	-	246	246	-
Stage 2	-	-	-	-	-	-	258	297	-	398	409	-
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	1307	-	-	1185	-	-	378	365	681	386	386	834
Stage 1	-	-	-	-	-	-	627	602	-	758	703	-
Stage 2	-	-	-	-	-	-	747	668	-	628	596	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1307	-	-	1185	-	-	341	355	681	351	375	834
Mov Cap-2 Maneuver	-	-	-	-	-	-	341	355	-	351	375	-
Stage 1	-	-	-	-	-	-	619	594	-	746	691	-
Stage 2	-	-	-	-	-	-	703	657	-	592	588	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.35	0.57	14.94	15.64
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	341	419	1307	-	-	1185	-	-	351	432
HCM Lane V/C Ratio	0.051	0.065	0.013	-	-	0.017	-	-	0.13	0.073
HCM Ctrl Dly (s/v)	16.1	14.2	7.8	-	-	8.1	-	-	16.8	14
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.2	0	-	-	0.1	-	-	0.4	0.2

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	2	1	1	34	2	66	0	446	62	124	79	6
Future Vol, veh/h	2	1	1	34	2	66	0	446	62	124	79	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	285	-	335	-	-	-	390	-	-
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	2	1	1	37	2	72	0	485	67	135	86	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	845	911	89	874	880	518	92	0	0	552	0	0
Stage 1	359	359	-	518	518	-	-	-	-	-	-	-
Stage 2	486	552	-	356	362	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	283	274	969	270	286	557	1502	-	-	1018	-	-
Stage 1	659	627	-	540	533	-	-	-	-	-	-	-
Stage 2	563	515	-	662	625	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	212	238	969	233	248	557	1502	-	-	1018	-	-
Mov Cap-2 Maneuver	212	238	-	233	248	-	-	-	-	-	-	-
Stage 1	572	544	-	540	533	-	-	-	-	-	-	-
Stage 2	488	515	-	572	542	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.41	16.2	0	5.38
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1502	-	-	273	233	248	557	1018	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.159	0.009	0.129	0.132	-	-
HCM Ctrl Dly (s/v)	0	-	-	18.4	23.3	19.7	12.4	9.1	-	-
HCM Lane LOS	A	-	-	C	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0	0.4	0.5	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	48	36	9	112	99	7
Future Vol, veh/h	48	36	9	112	99	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	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	52	39	10	122	108	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	193	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	141	-
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	-	-	1504	-	795	1015
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1504	-	790	1015
Mov Cap-2 Maneuver	-	-	-	-	790	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	879	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.55	10.24
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	802	-	-	134	-
HCM Lane V/C Ratio	0.144	-	-	0.007	-
HCM Ctrl Dly (s/v)	10.2	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	101	1	6	37
Future Vol, veh/h	1	3	101	1	6	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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	110	1	7	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	164	110	0	0	111	0
Stage 1	110	-	-	-	-	-
Stage 2	53	-	-	-	-	-
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	827	943	-	-	1479	-
Stage 1	914	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	823	943	-	-	1479	-
Mov Cap-2 Maneuver	823	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.98	0	1.04
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	910	251	-
HCM Lane V/C Ratio	-	-	0.005	0.004	-
HCM Ctrl Dly (s/v)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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	15	7	33	1	5	3	39	90	4	3	23	9
Future Vol, veh/h	15	7	33	1	5	3	39	90	4	3	23	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	290	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	8	36	1	5	3	42	98	4	3	25	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	222	223	30	220	226	100	35	0	0	102	0	0
Stage 1	36	36	-	185	185	-	-	-	-	-	-	-
Stage 2	185	187	-	35	41	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	734	675	1045	736	673	956	1577	-	-	1490	-	-
Stage 1	979	865	-	817	747	-	-	-	-	-	-	-
Stage 2	816	745	-	980	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	705	656	1045	682	654	956	1577	-	-	1490	-	-
Mov Cap-2 Maneuver	705	656	-	682	654	-	-	-	-	-	-	-
Stage 1	977	863	-	795	727	-	-	-	-	-	-	-
Stage 2	786	725	-	936	859	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.47	9.97	2.15	0.64
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1577	-	-	865	734	146	-	-
HCM Lane V/C Ratio	0.027	-	-	0.069	0.013	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	-	-	9.5	10	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	144	3	15	431	73	48	21	12	38	12	31
Future Vol, veh/h	3	144	3	15	431	73	48	21	12	38	12	31
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	515	-	500	525	-	500	285	-	-	285	-	-
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	3	157	3	16	468	79	52	23	13	41	13	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	548	0	0	160	0	0	671	743	157	676	667	468
Stage 1	-	-	-	-	-	-	163	163	-	501	501	-
Stage 2	-	-	-	-	-	-	508	580	-	174	166	-
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	1022	-	-	1419	-	-	370	343	889	367	379	595
Stage 1	-	-	-	-	-	-	839	763	-	552	543	-
Stage 2	-	-	-	-	-	-	548	500	-	827	761	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1022	-	-	1419	-	-	332	338	889	333	374	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	332	338	-	333	374	-
Stage 1	-	-	-	-	-	-	836	761	-	546	536	-
Stage 2	-	-	-	-	-	-	498	494	-	788	758	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	0.22	16.27	14.91
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	332	436	1022	-	-	1419	-	-	333	511
HCM Lane V/C Ratio	0.157	0.082	0.003	-	-	0.011	-	-	0.124	0.092
HCM Ctrl Dly (s/v)	17.8	14	8.5	-	-	7.6	-	-	17.3	12.8
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.6	0.3	0	-	-	0	-	-	0.4	0.3

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	3	0	1	54	1	172	0	95	22	41	517	0
Future Vol, veh/h	3	0	1	54	1	172	0	95	22	41	517	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	285	-	335	-	-	-	390	-	-
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	3	0	1	59	1	187	0	103	24	45	562	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	755	778	562	766	766	115	562	0	0	127	0	0
Stage 1	651	651	-	115	115	-	-	-	-	-	-	-
Stage 2	104	127	-	651	651	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	325	327	526	319	333	937	1009	-	-	1459	-	-
Stage 1	457	465	-	890	800	-	-	-	-	-	-	-
Stage 2	902	791	-	457	465	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	251	317	526	309	323	937	1009	-	-	1459	-	-
Mov Cap-2 Maneuver	251	317	-	309	323	-	-	-	-	-	-	-
Stage 1	443	450	-	890	800	-	-	-	-	-	-	-
Stage 2	721	791	-	442	450	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.64	12.1	0	0.55
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1009	-	-	289	309	323	937	1459	-	-
HCM Lane V/C Ratio	-	-	-	0.015	0.19	0.003	0.199	0.031	-	-
HCM Ctrl Dly (s/v)	0	-	-	17.6	19.4	16.2	9.8	7.5	-	-
HCM Lane LOS	A	-	-	C	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0	0.7	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	84	13	71	57	9
Future Vol, veh/h	160	84	13	71	57	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	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	174	91	14	77	62	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	265	0	279	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	105	-
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	-	-	1299	-	711	870
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1299	-	702	870
Mov Cap-2 Maneuver	-	-	-	-	702	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	908	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.21	10.54
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	721	-	-	279	-
HCM Lane V/C Ratio	0.099	-	-	0.011	-
HCM Ctrl Dly (s/v)	10.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	57	1	6	90
Future Vol, veh/h	0	9	57	1	6	90
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	-	-	-	-	-
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	10	62	1	7	98

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	173	62	0	0	63	0
Stage 1	62	-	-	-	-	-
Stage 2	111	-	-	-	-	-
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	817	1002	-	-	1540	-
Stage 1	960	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	813	1002	-	-	1540	-
Mov Cap-2 Maneuver	813	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.63	0	0.46
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1002	113	-
HCM Lane V/C Ratio	-	-	0.01	0.004	-
HCM Ctrl Dly (s/v)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑			↕	
Traffic Vol, veh/h	14	10	27	4	11	4	51	42	4	1	73	19
Future Vol, veh/h	14	10	27	4	11	4	51	42	4	1	73	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	290	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	11	29	4	12	4	55	46	4	1	79	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	254	253	90	246	261	48	100	0	0	50	0	0
Stage 1	92	92	-	159	159	-	-	-	-	-	-	-
Stage 2	163	161	-	87	102	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	699	651	968	708	644	1021	1493	-	-	1557	-	-
Stage 1	915	819	-	843	766	-	-	-	-	-	-	-
Stage 2	840	765	-	921	811	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	657	626	968	650	619	1021	1493	-	-	1557	-	-
Mov Cap-2 Maneuver	657	626	-	650	619	-	-	-	-	-	-	-
Stage 1	915	818	-	812	738	-	-	-	-	-	-	-
Stage 2	792	736	-	880	810	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.95	10.44	3.95	0.08
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1493	-	-	783	683	19	-	-
HCM Lane V/C Ratio	0.037	-	-	0.071	0.03	0.001	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	10	10.4	7.3	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	456	25	25	267	57	22	22	12	54	29	10
Future Vol, veh/h	22	456	25	25	267	57	22	22	12	54	29	10
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	515	-	500	525	-	500	285	-	-	285	-	-
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	496	27	27	290	62	24	24	13	59	32	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	352	0	0	523	0	0	904	950	496	900	915	290
Stage 1	-	-	-	-	-	-	543	543	-	345	345	-
Stage 2	-	-	-	-	-	-	360	407	-	555	571	-
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	-	-	1044	-	-	258	260	574	259	273	749
Stage 1	-	-	-	-	-	-	524	519	-	671	636	-
Stage 2	-	-	-	-	-	-	658	598	-	516	505	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1207	-	-	1044	-	-	214	248	574	220	260	749
Mov Cap-2 Maneuver	-	-	-	-	-	-	214	248	-	220	260	-
Stage 1	-	-	-	-	-	-	513	509	-	653	620	-
Stage 2	-	-	-	-	-	-	599	582	-	471	495	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.35	0.61	20.41	23.51
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	214	310	1207	-	-	1044	-	-	220	313
HCM Lane V/C Ratio	0.112	0.119	0.02	-	-	0.026	-	-	0.267	0.136
HCM Ctrl Dly (s/v)	23.9	18.2	8	-	-	8.5	-	-	27.3	18.3
HCM Lane LOS	C	C	A	-	-	A	-	-	D	C
HCM 95th %tile Q(veh)	0.4	0.4	0.1	-	-	0.1	-	-	1	0.5

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	1	36	2	85	0	625	67	162	111	6
Future Vol, veh/h	2	1	1	36	2	85	0	625	67	162	111	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	285	-	335	-	-	-	390	-	-
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	2	1	1	39	2	92	0	679	73	176	121	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1157	1228	124	1189	1195	716	127	0	0	752	0	0
Stage 1	476	476	-	716	716	-	-	-	-	-	-	-
Stage 2	680	752	-	473	479	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	173	178	927	165	186	430	1459	-	-	858	-	-
Stage 1	570	557	-	421	434	-	-	-	-	-	-	-
Stage 2	441	418	-	572	555	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	141	927	130	148	430	1459	-	-	858	-	-
Mov Cap-2 Maneuver	107	141	-	130	148	-	-	-	-	-	-	-
Stage 1	453	442	-	421	434	-	-	-	-	-	-	-
Stage 2	344	418	-	453	441	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	29.89	24.23	0	5.97
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1459	-	-	149	130	148	430	858	-	-
HCM Lane V/C Ratio	-	-	-	0.029	0.301	0.015	0.215	0.205	-	-
HCM Ctrl Dly (s/v)	0	-	-	29.9	44.2	29.7	15.6	10.3	-	-
HCM Lane LOS	A	-	-	D	E	D	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.2	0	0.8	0.8	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	26	7	80	74	9
Future Vol, veh/h	34	26	7	80	74	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	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	37	28	8	87	80	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	65	0	139	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	102	-
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	-	-	1537	-	854	1035
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1537	-	850	1035
Mov Cap-2 Maneuver	-	-	-	-	850	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	917	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.59	9.64
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	866	-	-	145	-
HCM Lane V/C Ratio	0.104	-	-	0.005	-
HCM Ctrl Dly (s/v)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	78	2	4	29
Future Vol, veh/h	3	3	78	2	4	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	-	-	-	-	-
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	3	3	85	2	4	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	126	86	0	0	87	0
Stage 1	86	-	-	-	-	-
Stage 2	40	-	-	-	-	-
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	869	973	-	-	1509	-
Stage 1	937	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	866	973	-	-	1509	-
Mov Cap-2 Maneuver	866	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.96	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	916	218	-
HCM Lane V/C Ratio	-	-	0.007	0.003	-
HCM Ctrl Dly (s/v)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑			↕	
Traffic Vol, veh/h	15	9	31	3	9	4	30	65	4	3	19	14
Future Vol, veh/h	15	9	31	3	9	4	30	65	4	3	19	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	290	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	10	34	3	10	4	33	71	4	3	21	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	176	175	28	170	180	73	36	0	0	75	0	0
Stage 1	35	35	-	138	138	-	-	-	-	-	-	-
Stage 2	141	140	-	32	42	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	787	718	1047	793	713	989	1575	-	-	1524	-	-
Stage 1	981	866	-	865	782	-	-	-	-	-	-	-
Stage 2	862	781	-	984	860	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	755	702	1047	740	697	989	1575	-	-	1524	-	-
Mov Cap-2 Maneuver	755	702	-	740	697	-	-	-	-	-	-	-
Stage 1	979	864	-	847	766	-	-	-	-	-	-	-
Stage 2	830	764	-	940	858	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.37	9.84	2.22	0.61
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1575	-	-	883	762	138	-	-
HCM Lane V/C Ratio	0.021	-	-	0.068	0.023	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	-	-	9.4	9.8	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-	-

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	2	103	2	10	308	55	34	16	8	36	12	22
Future Vol, veh/h	2	103	2	10	308	55	34	16	8	36	12	22
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	515	-	-	525	-	500	285	-	-	285	-	-
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	2	112	2	11	335	60	37	17	9	39	13	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	395	0	0	114	0	0	480	534	113	482	475	335
Stage 1	-	-	-	-	-	-	117	117	-	357	357	-
Stage 2	-	-	-	-	-	-	363	416	-	125	118	-
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	1164	-	-	1475	-	-	496	452	940	495	488	707
Stage 1	-	-	-	-	-	-	887	798	-	661	629	-
Stage 2	-	-	-	-	-	-	656	592	-	879	798	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1164	-	-	1475	-	-	462	448	940	467	484	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	462	448	-	467	484	-
Stage 1	-	-	-	-	-	-	886	797	-	656	624	-
Stage 2	-	-	-	-	-	-	616	587	-	850	796	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.15	0.2	12.85	12.39
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	462	543	1164	-	-	1475	-	-	467	608
HCM Lane V/C Ratio	0.08	0.048	0.002	-	-	0.007	-	-	0.084	0.061
HCM Ctrl Dly (s/v)	13.5	12	8.1	-	-	7.5	-	-	13.4	11.3
HCM Lane LOS	B	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.3	0.2	0	-	-	0	-	-	0.3	0.2

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	3	0	1	58	1	135	0	68	23	34	369	0
Future Vol, veh/h	3	0	1	58	1	135	0	68	23	34	369	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	285	-	335	-	-	-	390	-	-
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	3	0	1	63	1	147	0	74	25	37	401	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	549	574	401	561	561	86	401	0	0	99	0	0
Stage 1	475	475	-	86	86	-	-	-	-	-	-	-
Stage 2	74	99	-	475	475	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	446	429	649	438	436	972	1158	-	-	1494	-	-
Stage 1	570	557	-	921	823	-	-	-	-	-	-	-
Stage 2	935	813	-	570	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	368	418	649	426	425	972	1158	-	-	1494	-	-
Mov Cap-2 Maneuver	368	418	-	426	425	-	-	-	-	-	-	-
Stage 1	556	543	-	921	823	-	-	-	-	-	-	-
Stage 2	793	813	-	555	543	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.81	11.04	0	0.63
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1158	-	-	413	426	425	972	1494	-	-
HCM Lane V/C Ratio	-	-	-	0.011	0.148	0.003	0.151	0.025	-	-
HCM Ctrl Dly (s/v)	0	-	-	13.8	14.9	13.5	9.4	7.5	-	-
HCM Lane LOS	A	-	-	B	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	1	0	4	3	0
Future Vol, veh/h	6	1	0	4	3	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	-	-	-	-	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	7	1	0	4	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	11	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	4	-
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	-	-	1613	-	1008	1075
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1613	-	1008	1075
Mov Cap-2 Maneuver	-	-	-	-	1008	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.58
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1008	-	-	1613	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Ctrl Dly (s/v)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	2	82	2	1	29
Future Vol, veh/h	7	2	82	2	1	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	-	-	-	-	-
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	8	2	89	2	1	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	124	90	0	0	91	0
Stage 1	90	-	-	-	-	-
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	871	968	-	-	1504	-
Stage 1	933	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	870	968	-	-	1504	-
Mov Cap-2 Maneuver	870	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	988	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.09	0	0.25
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	890	60	-
HCM Lane V/C Ratio	-	-	0.011	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	12	7	0	1	9
Future Vol, veh/h	4	12	7	0	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	13	8	0	1	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	8	0	-	0	29	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	22	-
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	1613	-	-	-	985	1075
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1613	-	-	-	982	1075
Mov Cap-2 Maneuver	-	-	-	-	982	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1001	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.81	0	8.42
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	450	-	-	-	1065
HCM Lane V/C Ratio	0.003	-	-	-	0.01
HCM Ctrl Dly (s/v)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	114	64	12	51	43	8
Future Vol, veh/h	114	64	12	51	43	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	-	335	-	-	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	124	70	13	55	47	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	193	0	205	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	82	-
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	-	-	1380	-	783	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	942	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1380	-	775	927
Mov Cap-2 Maneuver	-	-	-	-	775	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.45	9.86
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	796	-	-	343	-
HCM Lane V/C Ratio	0.07	-	-	0.009	-
HCM Ctrl Dly (s/v)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	6	44	3	5	70
Future Vol, veh/h	2	6	44	3	5	70
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	-	-	-	-	-
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	2	7	48	3	5	76

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	136	49	0	0	51	0
Stage 1	49	-	-	-	-	-
Stage 2	87	-	-	-	-	-
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	857	1019	-	-	1555	-
Stage 1	973	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	854	1019	-	-	1555	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.74	0	0.49
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	972	120	-
HCM Lane V/C Ratio	-	-	0.009	0.003	-
HCM Ctrl Dly (s/v)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑			↕	
Traffic Vol, veh/h	19	15	24	5	14	4	52	33	5	4	54	19
Future Vol, veh/h	19	15	24	5	14	4	52	33	5	4	54	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	290	-	-	-	-	-
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	16	26	5	15	4	57	36	5	4	59	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	234	232	69	227	240	39	79	0	0	41	0	0
Stage 1	78	78	-	152	152	-	-	-	-	-	-	-
Stage 2	157	154	-	76	88	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	720	668	994	728	662	1033	1519	-	-	1568	-	-
Stage 1	931	830	-	851	772	-	-	-	-	-	-	-
Stage 2	846	770	-	934	822	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	673	641	994	664	635	1033	1519	-	-	1568	-	-
Mov Cap-2 Maneuver	673	641	-	664	635	-	-	-	-	-	-	-
Stage 1	928	828	-	819	743	-	-	-	-	-	-	-
Stage 2	794	741	-	889	820	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.13	10.43	4.31	0.38
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1519	-	-	765	688	89	-	-
HCM Lane V/C Ratio	0.037	-	-	0.082	0.036	0.003	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	10.1	10.4	7.3	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-

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	16	326	18	18	190	51	16	18	8	45	23	7
Future Vol, veh/h	16	326	18	18	190	51	16	18	8	45	23	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	515	-	-	525	-	500	285	-	-	285	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	354	20	20	207	55	17	20	9	49	25	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	262	0	0	374	0	0	657	700	364	645	654	207
Stage 1	-	-	-	-	-	-	399	399	-	246	246	-
Stage 2	-	-	-	-	-	-	258	301	-	399	409	-
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	-	-	1185	-	-	378	363	681	385	386	834
Stage 1	-	-	-	-	-	-	627	602	-	758	703	-
Stage 2	-	-	-	-	-	-	747	665	-	627	596	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1302	-	-	1185	-	-	340	353	681	349	375	834
Mov Cap-2 Maneuver	-	-	-	-	-	-	340	353	-	349	375	-
Stage 1	-	-	-	-	-	-	619	594	-	746	691	-
Stage 2	-	-	-	-	-	-	701	654	-	591	588	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.35	0.56	15.03	15.81
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	340	414	1302	-	-	1185	-	-	349	430
HCM Lane V/C Ratio	0.051	0.068	0.013	-	-	0.017	-	-	0.14	0.076
HCM Ctrl Dly (s/v)	16.2	14.3	7.8	-	-	8.1	-	-	17	14.1
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.2	0	-	-	0.1	-	-	0.5	0.2

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	1	40	2	68	0	446	71	129	79	6
Future Vol, veh/h	2	1	1	40	2	68	0	446	71	129	79	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	285	-	335	-	-	-	390	-	-
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	2	1	1	43	2	74	0	485	77	140	86	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	855	932	89	890	896	523	92	0	0	562	0	0
Stage 1	370	370	-	523	523	-	-	-	-	-	-	-
Stage 2	486	562	-	367	373	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	278	267	969	263	280	554	1502	-	-	1009	-	-
Stage 1	650	620	-	537	530	-	-	-	-	-	-	-
Stage 2	563	510	-	653	618	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	206	230	969	226	241	554	1502	-	-	1009	-	-
Mov Cap-2 Maneuver	206	230	-	226	241	-	-	-	-	-	-	-
Stage 1	560	534	-	537	530	-	-	-	-	-	-	-
Stage 2	486	510	-	560	532	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.82	17.08	0	5.51
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1502	-	-	265	226	241	554	1009	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.193	0.009	0.133	0.139	-	-
HCM Ctrl Dly (s/v)	0	-	-	18.8	24.7	20.1	12.5	9.1	-	-
HCM Lane LOS	A	-	-	C	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0	0.5	0.5	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	3	0	7	2	0
Future Vol, veh/h	6	3	0	7	2	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	-	-	-	-	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	7	3	0	8	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	10	0	16	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	8	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1610	-	1003	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	1003	1074
Mov Cap-2 Maneuver	-	-	-	-	1003	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1015	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1003	-	-	1610	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Ctrl Dly (s/v)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	5	48	8	2	72
Future Vol, veh/h	1	5	48	8	2	72
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	52	9	2	78

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	139	57	0	0	61	0
Stage 1	57	-	-	-	-	-
Stage 2	83	-	-	-	-	-
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	854	1010	-	-	1542	-
Stage 1	966	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	853	1010	-	-	1542	-
Mov Cap-2 Maneuver	853	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.7	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	980	49	-
HCM Lane V/C Ratio	-	-	0.007	0.001	-
HCM Ctrl Dly (s/v)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	14	16	1	0	7
Future Vol, veh/h	10	14	16	1	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	15	17	1	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	18	0	-	0	55	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	37	-
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	1598	-	-	-	953	1061
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1598	-	-	-	946	1061
Mov Cap-2 Maneuver	-	-	-	-	946	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	986	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.03	0	8.42
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	750	-	-	-	1061
HCM Lane V/C Ratio	0.007	-	-	-	0.007
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	48	38	9	112	102	9
Future Vol, veh/h	48	38	9	112	102	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	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	52	41	10	122	111	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	193	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	141	-
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	-	-	1501	-	795	1015
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	790	1015
Mov Cap-2 Maneuver	-	-	-	-	790	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	879	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.55	10.26
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	804	-	-	134	-
HCM Lane V/C Ratio	0.15	-	-	0.007	-
HCM Ctrl Dly (s/v)	10.3	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	4	105	2	6	39
Future Vol, veh/h	3	4	105	2	6	39
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	-	-	-	-	-
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	3	4	114	2	7	42

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	171	115	0	0	116	0
Stage 1	115	-	-	-	-	-
Stage 2	55	-	-	-	-	-
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	819	937	-	-	1472	-
Stage 1	910	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	816	937	-	-	1472	-
Mov Cap-2 Maneuver	816	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.12	0	0.99
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	881	240	-
HCM Lane V/C Ratio	-	-	0.009	0.004	-
HCM Ctrl Dly (s/v)	-	-	9.1	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑			↕	
Traffic Vol, veh/h	18	9	33	3	10	5	39	90	5	4	25	16
Future Vol, veh/h	18	9	33	3	10	5	39	90	5	4	25	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	290	-	-	-	-	-
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	20	10	36	3	11	5	42	98	5	4	27	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	233	233	36	226	239	101	45	0	0	103	0	0
Stage 1	45	45	-	185	185	-	-	-	-	-	-	-
Stage 2	188	188	-	41	53	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	722	668	1037	729	662	955	1564	-	-	1489	-	-
Stage 1	969	858	-	816	746	-	-	-	-	-	-	-
Stage 2	814	744	-	974	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	685	648	1037	673	643	955	1564	-	-	1489	-	-
Mov Cap-2 Maneuver	685	648	-	673	643	-	-	-	-	-	-	-
Stage 1	967	855	-	794	726	-	-	-	-	-	-	-
Stage 2	775	724	-	927	848	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.69	10.19	2.14	0.66
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1564	-	-	833	713	148	-	-
HCM Lane V/C Ratio	0.027	-	-	0.078	0.027	0.003	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	9.7	10.2	7.4	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-

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	3	144	3	15	431	74	48	21	12	41	13	31
Future Vol, veh/h	3	144	3	15	431	74	48	21	12	41	13	31
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	515	-	500	525	-	500	285	-	-	285	-	-
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	3	157	3	16	468	80	52	23	13	45	14	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	549	0	0	160	0	0	671	745	157	676	667	468
Stage 1	-	-	-	-	-	-	163	163	-	501	501	-
Stage 2	-	-	-	-	-	-	508	582	-	174	166	-
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	1021	-	-	1419	-	-	370	343	889	367	379	595
Stage 1	-	-	-	-	-	-	839	763	-	552	543	-
Stage 2	-	-	-	-	-	-	547	499	-	827	761	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1021	-	-	1419	-	-	331	337	889	333	374	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	331	337	-	333	374	-
Stage 1	-	-	-	-	-	-	836	761	-	546	536	-
Stage 2	-	-	-	-	-	-	497	494	-	788	758	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	0.22	16.31	15.08
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	331	436	1021	-	-	1419	-	-	333	506
HCM Lane V/C Ratio	0.158	0.082	0.003	-	-	0.011	-	-	0.134	0.094
HCM Ctrl Dly (s/v)	17.9	14	8.5	-	-	7.6	-	-	17.5	12.9
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.6	0.3	0	-	-	0	-	-	0.5	0.3

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	1	61	1	177	0	95	25	43	517	0
Future Vol, veh/h	3	0	1	61	1	177	0	95	25	43	517	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	285	-	335	-	-	-	390	-	-
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	3	0	1	66	1	192	0	103	27	47	562	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	759	786	562	772	772	117	562	0	0	130	0	0
Stage 1	655	655	-	117	117	-	-	-	-	-	-	-
Stage 2	104	130	-	655	655	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	323	324	526	316	330	935	1009	-	-	1455	-	-
Stage 1	455	462	-	888	799	-	-	-	-	-	-	-
Stage 2	902	788	-	455	462	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	247	314	526	306	320	935	1009	-	-	1455	-	-
Mov Cap-2 Maneuver	247	314	-	306	320	-	-	-	-	-	-	-
Stage 1	440	448	-	888	799	-	-	-	-	-	-	-
Stage 2	715	788	-	439	448	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.82	12.47	0	0.58
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1009	-	-	285	306	320	935	1455	-	-
HCM Lane V/C Ratio	-	-	-	0.015	0.217	0.003	0.206	0.032	-	-
HCM Ctrl Dly (s/v)	0	-	-	17.8	20	16.3	9.8	7.6	-	-
HCM Lane LOS	A	-	-	C	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0	0.8	0.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	1	0	4	3	0
Future Vol, veh/h	7	1	0	4	3	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	-	-	-	-	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	8	1	0	4	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	9	0	13	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	4	-
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	-	-	1611	-	1007	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1611	-	1007	1074
Mov Cap-2 Maneuver	-	-	-	-	1007	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.59
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1007	-	-	1611	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Ctrl Dly (s/v)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	2	111	2	1	38
Future Vol, veh/h	7	2	111	2	1	38
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	-	-	-	-	-
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	8	2	121	2	1	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	165	122	0	0	123	0
Stage 1	122	-	-	-	-	-
Stage 2	43	-	-	-	-	-
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	825	929	-	-	1464	-
Stage 1	904	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	825	929	-	-	1464	-
Mov Cap-2 Maneuver	825	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.31	0	0.19
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	846	46	-
HCM Lane V/C Ratio	-	-	0.012	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.3	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	14	9	0	1	9
Future Vol, veh/h	4	14	9	0	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	15	10	0	1	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	10	0	-	0	34	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1610	-	-	-	980	1072
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1610	-	-	-	977	1072
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	999	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.61	0	8.43
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	400	-	-	-	1061
HCM Lane V/C Ratio	0.003	-	-	-	0.01
HCM Ctrl Dly (s/v)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	88	14	71	59	9
Future Vol, veh/h	160	88	14	71	59	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	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	174	96	15	77	64	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	270	0	282	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	108	-
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	-	-	1294	-	709	870
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	917	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1294	-	700	870
Mov Cap-2 Maneuver	-	-	-	-	700	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	906	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.29	10.59
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	718	-	-	296	-
HCM Lane V/C Ratio	0.103	-	-	0.012	-
HCM Ctrl Dly (s/v)	10.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	9	61	3	7	94
Future Vol, veh/h	2	9	61	3	7	94
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	-	-	-	-	-
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	2	10	66	3	8	102

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	185	68	0	0	70	0
Stage 1	68	-	-	-	-	-
Stage 2	117	-	-	-	-	-
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	804	995	-	-	1531	-
Stage 1	955	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	800	995	-	-	1531	-
Mov Cap-2 Maneuver	800	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.83	0	0.51
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	953	125	-
HCM Lane V/C Ratio	-	-	0.013	0.005	-
HCM Ctrl Dly (s/v)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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	22	16	27	6	15	5	51	45	6	4	75	23
Future Vol, veh/h	22	16	27	6	15	5	51	45	6	4	75	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	290	-	-	-	-	-
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	17	29	7	16	5	55	49	7	4	82	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	271	269	94	262	278	52	107	0	0	55	0	0
Stage 1	103	103	-	163	163	-	-	-	-	-	-	-
Stage 2	168	166	-	99	115	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	682	637	963	691	630	1015	1484	-	-	1549	-	-
Stage 1	903	810	-	839	763	-	-	-	-	-	-	-
Stage 2	834	761	-	907	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	634	612	963	625	604	1015	1484	-	-	1549	-	-
Mov Cap-2 Maneuver	634	612	-	625	604	-	-	-	-	-	-	-
Stage 1	901	808	-	808	735	-	-	-	-	-	-	-
Stage 2	781	732	-	858	798	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.45	10.69	3.76	0.29
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1484	-	-	731	661	67	-	-
HCM Lane V/C Ratio	0.037	-	-	0.097	0.043	0.003	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	10.4	10.7	7.3	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	456	25	25	267	61	22	23	12	57	30	10
Future Vol, veh/h	22	456	25	25	267	61	22	23	12	57	30	10
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	515	-	500	525	-	500	285	-	-	285	-	-
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	496	27	27	290	66	24	25	13	62	33	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	357	0	0	523	0	0	904	954	496	901	915	290
Stage 1	-	-	-	-	-	-	543	543	-	345	345	-
Stage 2	-	-	-	-	-	-	361	411	-	556	571	-
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	1202	-	-	1044	-	-	258	259	574	259	273	749
Stage 1	-	-	-	-	-	-	524	519	-	671	636	-
Stage 2	-	-	-	-	-	-	658	595	-	515	505	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1202	-	-	1044	-	-	213	247	574	218	260	749
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	247	-	218	260	-
Stage 1	-	-	-	-	-	-	513	509	-	653	620	-
Stage 2	-	-	-	-	-	-	598	579	-	469	495	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.35	0.6	20.56	24
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	213	307	1202	-	-	1044	-	-	218	311
HCM Lane V/C Ratio	0.112	0.124	0.02	-	-	0.026	-	-	0.284	0.14
HCM Ctrl Dly (s/v)	24	18.4	8.1	-	-	8.5	-	-	27.9	18.5
HCM Lane LOS	C	C	A	-	-	A	-	-	D	C
HCM 95th %tile Q(veh)	0.4	0.4	0.1	-	-	0.1	-	-	1.1	0.5

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	1	42	2	87	0	625	76	167	111	6
Future Vol, veh/h	2	1	1	42	2	87	0	625	76	167	111	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	285	-	335	-	-	-	390	-	-
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	2	1	1	46	2	95	0	679	83	182	121	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1167	1249	124	1205	1211	721	127	0	0	762	0	0
Stage 1	487	487	-	721	721	-	-	-	-	-	-	-
Stage 2	680	762	-	484	490	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	170	173	927	161	182	428	1459	-	-	850	-	-
Stage 1	562	550	-	419	432	-	-	-	-	-	-	-
Stage 2	441	414	-	564	549	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	103	136	927	125	143	428	1459	-	-	850	-	-
Mov Cap-2 Maneuver	103	136	-	125	143	-	-	-	-	-	-	-
Stage 1	442	433	-	419	432	-	-	-	-	-	-	-
Stage 2	341	414	-	442	431	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	30.81	26.75	0	6.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1459	-	-	144	125	143	428	850	-	-
HCM Lane V/C Ratio	-	-	-	0.03	0.364	0.015	0.221	0.213	-	-
HCM Ctrl Dly (s/v)	0	-	-	30.8	49.3	30.5	15.8	10.4	-	-
HCM Lane LOS	A	-	-	D	E	D	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.5	0	0.8	0.8	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	3	0	9	2	0
Future Vol, veh/h	7	3	0	9	2	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	-	-	-	-	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	8	3	0	10	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	11	0	19	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1608	-	998	1072
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1608	-	998	1072
Mov Cap-2 Maneuver	-	-	-	-	998	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1013	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.61
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	998	-	-	1608	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Ctrl Dly (s/v)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	1	64	8	2	97
Future Vol, veh/h	5	1	64	8	2	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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1	70	9	2	105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	184	74	0	0	78	0
Stage 1	74	-	-	-	-	-
Stage 2	110	-	-	-	-	-
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	806	988	-	-	1520	-
Stage 1	949	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	804	988	-	-	1520	-
Mov Cap-2 Maneuver	804	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	913	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.37	0	0.15
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	830	36	-
HCM Lane V/C Ratio	-	-	0.008	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.4	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	16	19	1	0	7
Future Vol, veh/h	10	16	19	1	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	17	21	1	0	8

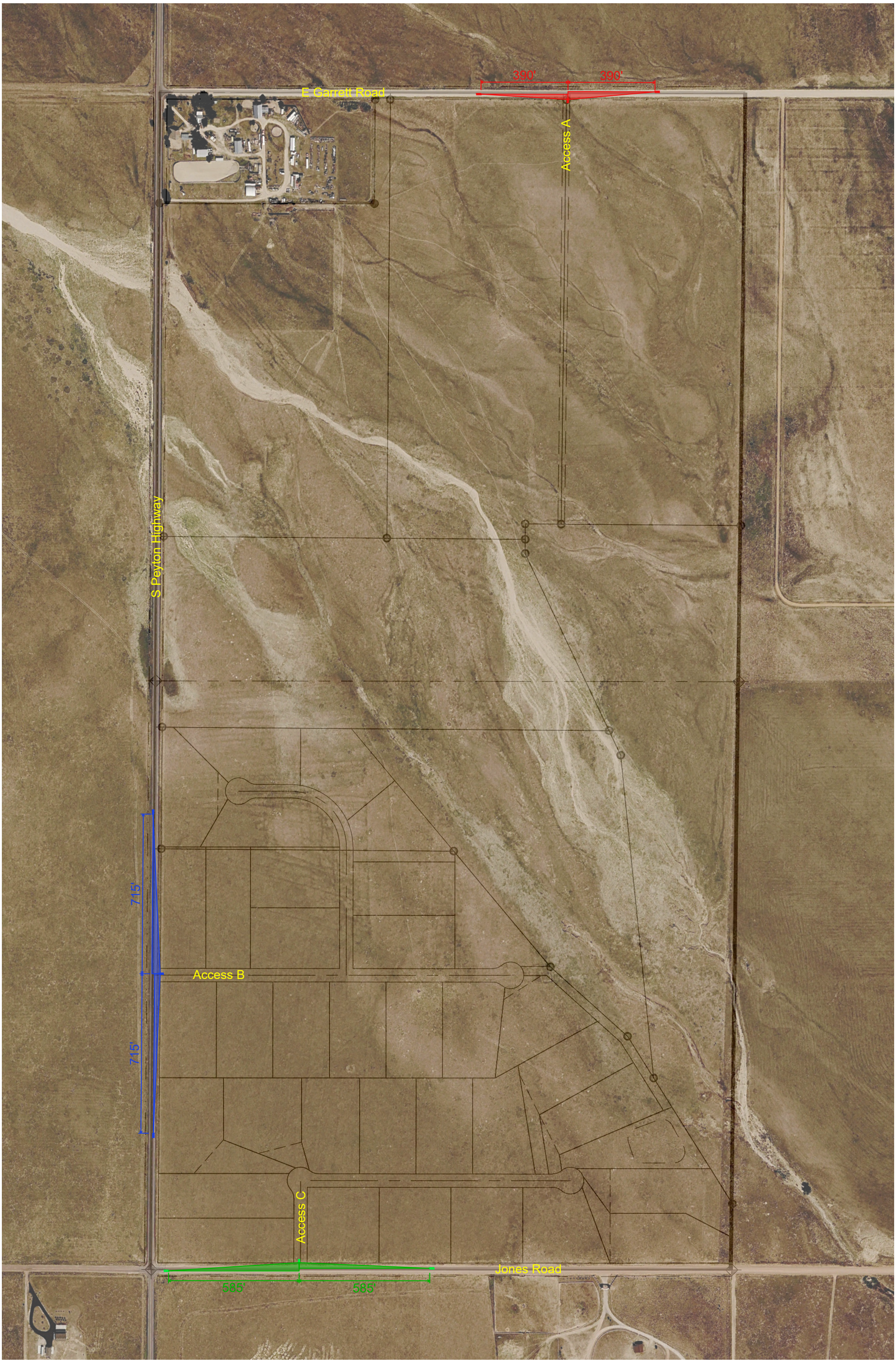
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	22	0	-	0	60	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	39	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1594	-	-	-	946	1056
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1594	-	-	-	940	1056
Mov Cap-2 Maneuver	-	-	-	-	940	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.8	0	8.43
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	692	-	-	-	1056
HCM Lane V/C Ratio	0.007	-	-	-	0.007
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

APPENDIX D

Conceptual Sight Distance Exhibit



SEC PEYTON & GARRETT RESIDENTIAL
Conceptual Sight Distance Exhibit

SM ROCHA, LLC
Traffic & Transportation Engineering

October 2016

0 400 North