

Traffic Impact Study

Mayberry Communities

Filing 4 Traffic Impact Study

PCD File No. CS233 and SF2317

El Paso County, Colorado

Updated

October 19, 2023

Traffic Impact Studies

Traffic Engineer's Statement

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

Joshua Hoffmann, P.E. # 0062304

[Name, P.E. #]

August 30, 2023

Date

Developer's Statement

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

[Name, Title]

[Business Name]

[Address]

Date

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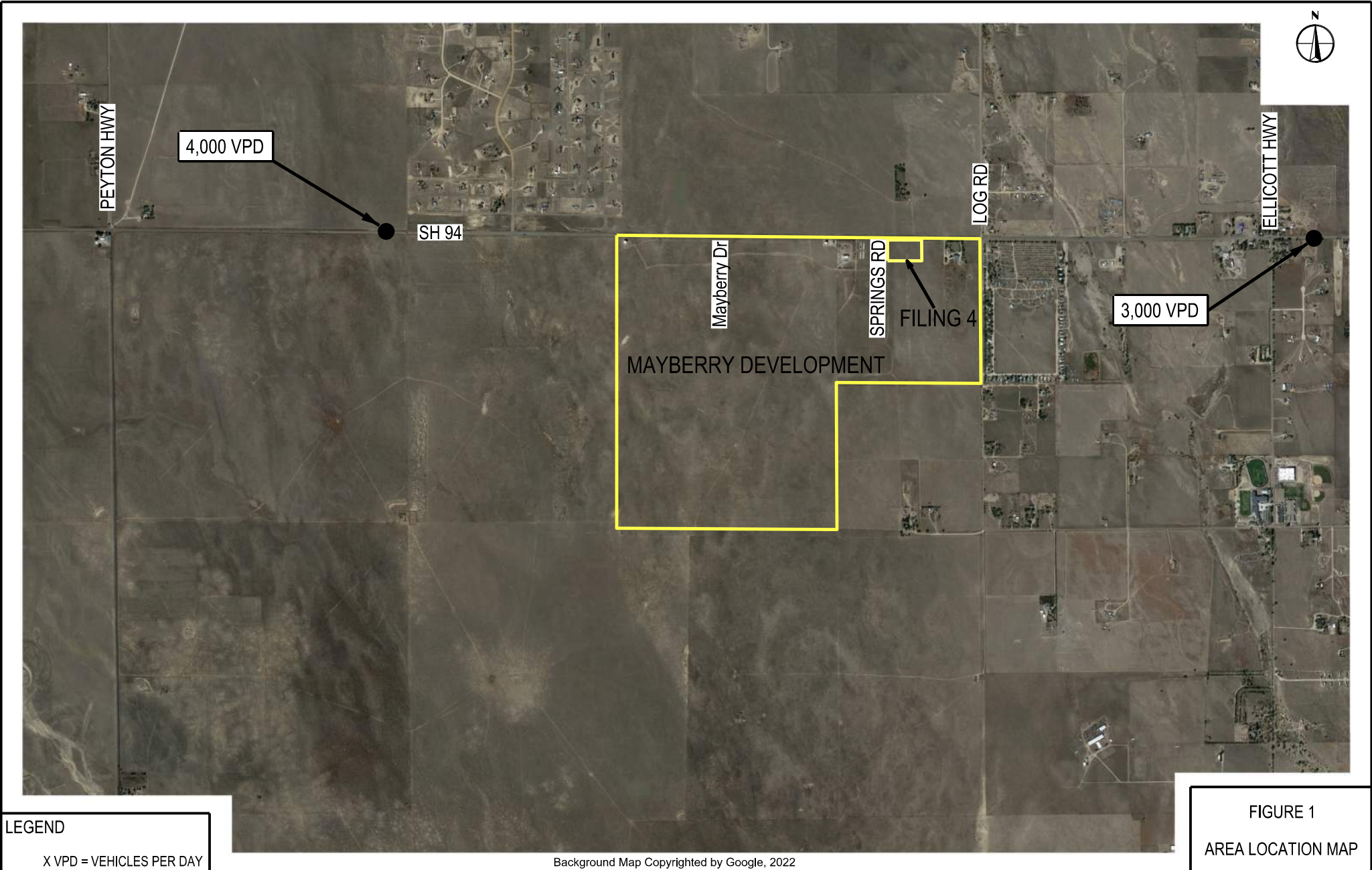
Introduction

Mayberry Communities have retained HDR Engineering, Inc. to perform a Traffic Impact Study (TIS) for the proposed Filing 4 development located in the southeast quadrant of Springs Road and SH 94, as shown in Figure 1. The development is currently a Planned Unit Development (PUD) and is being rezoned to commercial services (CS). This study serves as part of an update to the approved *2020 - June - Ellicott Town Center Commercial Rezone TIS Report (LSC 194060) (Ref 1)* and uses assumptions and traffic data from the *2022 - September - Mayberry Filing No. 3 (Ref 2) TIS*.

Filing 4 is part of the broader proposed Mayberry Communities Development just west of Ellicott between Peyton Highway and Log Road. This community is being developed in phases, and this report details the traffic impacts only due to the Filing 4 development phase.

The project site is vacant, and the development is expected to be complete by 2026. The development will comprise eight lots totaling 88,000 square feet of light industrial space. Discussing with El Paso County and Mayberry, light industrial was selected because the type of land use will be warehouse-type facilities that share office/retail space. Typical business includes auto/boat storage, mini-warehouse, repair/rental shop, and recreational vehicle repair. These businesses fall outside manufacturing and closely align with light industrial. Any business that falls outside the anticipated land use type will go through the appropriate approvals to gain county conditional approval before building their business.

The current connections to the Mayberry Community Development are at Mayberry Drive (formerly New Log Road) and Springs Road. Mayberry Drive is the main entrance to the development, which provides full movement and is located on the west side of the development. Springs Road, located on the east side of the development, is a Right-In Right-Out connection. The impact that Filing 4 will have on the network is anticipated to be negligible and Cattlemen Run will remain as a Local Street.



LEGEND
X VPD = VEHICLES PER DAY

FIGURE 1
AREA LOCATION MAP

Analysis Assumptions

This traffic impact study uses the Highway Capacity Manual 6 (HCM) as a basis for the capacity analysis as well as primary data and engineering judgment, which is required to estimate background traffic, pass-by trips, and internal capture reductions. These assumptions and engineering judgments are further described in the following paragraphs. See Appendix A for a brief description of the HCM methods.

Directional Distribution

Existing traffic projections are based on data collected for the development of the *2022 - September - Mayberry Filing No. 3*. Turning movement counts were collected for the Peyton Highway/SH 94 intersection (west of Mayberry Communities) and the Ellicott Highway/SH 94 intersection (east of Mayberry Communities).

This study follows the assumption established in the *2022 - September - Mayberry Filing No. 3* that 90% of vehicle trips go to and come from points west of the development, while 10% go to and come from points east of the development. Following the 90/10 assumption, future traffic is then assumed to be proportional to the turning movement counts collected at Peyton Highway and Ellicott Highway intersections. These counts provide the basis for the overall directional distribution of the generated traffic approaching and departing the project site at these two adjacent intersections, as summarized in **Table 1**.

Table 1: Forecasted Overall Directional Distribution Site-Oriented Traffic

Direction/Roadway	AM % Overall Distribution	PM % Overall Distribution
SH 94 W	82.4%	76.6%
SH 94 E	5.3%	6.0%
Peyton Hwy S	2.3%	5.9%
Peyton Hwy N	5.3%	7.5%
Ellicott Hwy S	4.0%	2.3%
Ellicott Hwy N	0.6%	1.7%
N/S indicates the direction traffic is originating from or destined to for both Peyton Highway and Ellicott Highway.		

Based on current land use at the site, this study takes a careful approach, assuming no use of pass-by, pedestrian, and bicycle reductions. Given the unique nature of the site and the desire to provide a comprehensive understanding of potential impacts, the analysis did not assume internal capture. HDR has not found other TIS in the project area, therefore, no cumulative projects are assumed in this analysis.

Filing 3 Roadway Improvements

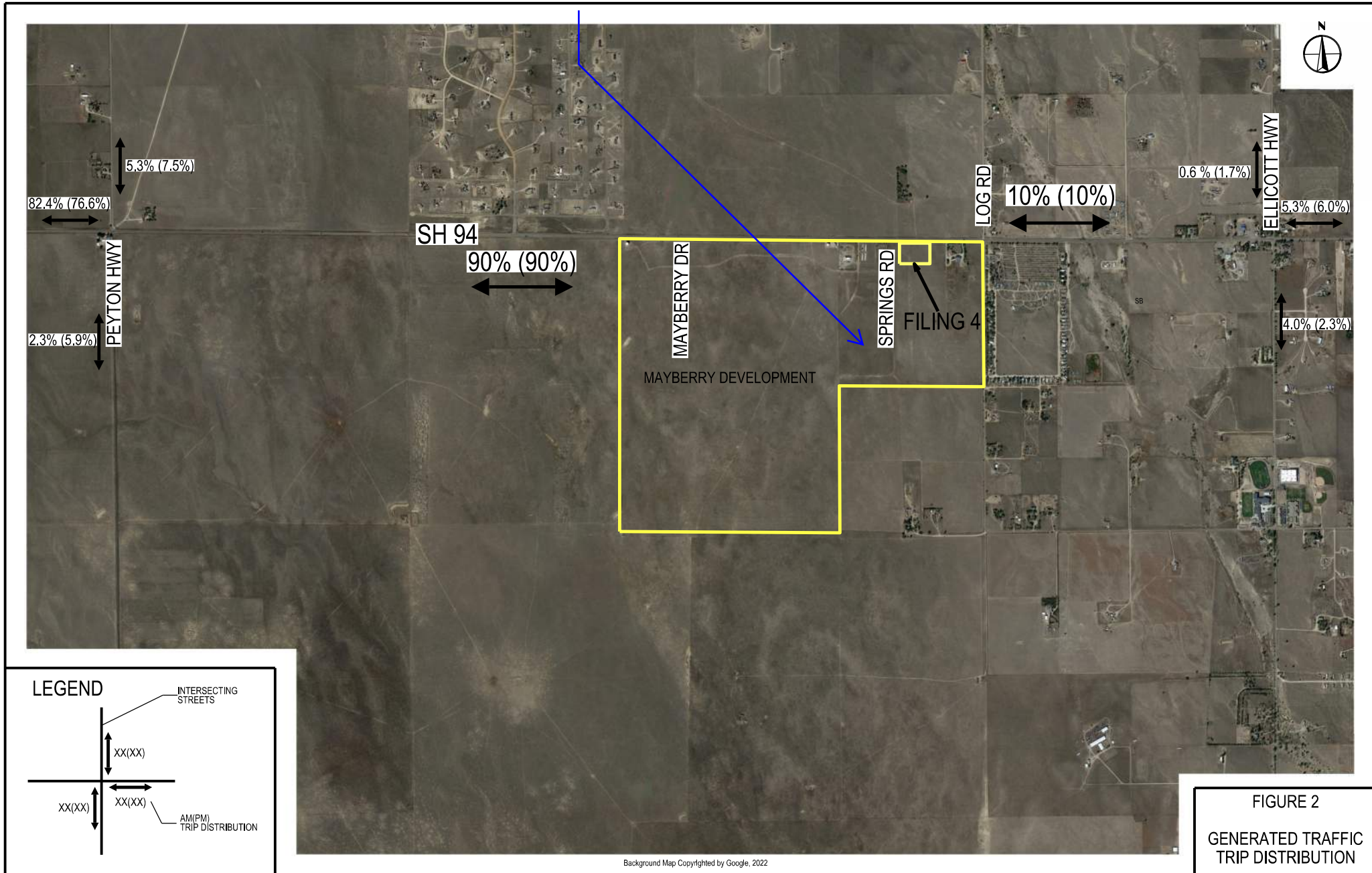
The Filing 4 analysis is based on the proposed improvements from 2022 - *September - Mayberry Filing No. 3*. The roadway network proposed in Filing 3 is assumed to be in place at the time of completion for Filing 4.

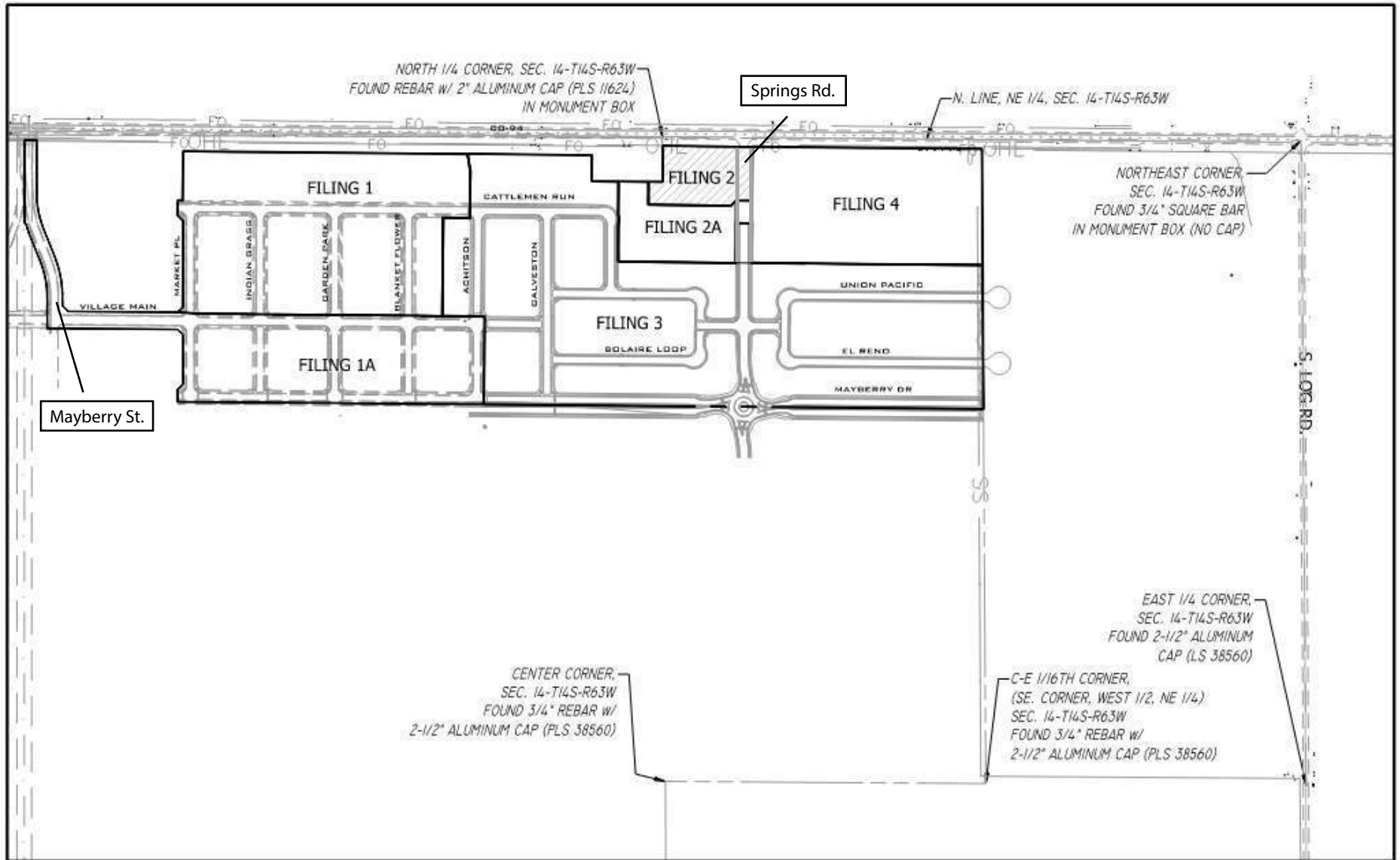
Mayberry Drive and SH 94 will be an unsignalized intersection with stop control on the northbound approach. The approaches will be constructed according to the following parameters:

- One left-turn lane and one right-turn lane for the northbound approach on Mayberry Drive
- One through lane and one dedicated right-turn lane on the eastbound approach of SH 94
- One dedicated left-turn lane and one through lane on the westbound approach of SH 94

The ability of the roadway network to accommodate the generated traffic of Filing 4 is contingent upon the completion of an internal roadway network comprised of Village Main and Mayberry Drive, and the construction of Mayberry Drive and Springs Road.

Unresolved: Address internal trips also. This includes traffic traveling to Mayberry Road to make left turns. Provide a plan showing the internal streets and intersections. If this was provided in the previous report, add that to the appendix of this report.





SITE MAP
SCALE 1" = 500'

FIGURE 3: FILING 4 CONCEPTUAL SITE PLAN

Existing Thoroughfare System

As indicated on the area location map (Figure 1) and the conceptual site plan (Figure 3), the project is located in the southeast quadrant of Mayberry Drive and SH 94, near Ellicott, CO.

Average daily traffic estimates on SH 94 were obtained from the Colorado Department of Transportation (CDOT) Online Transportation Information System (OTIS) (Ref. 3) and turning movement counts provided in the previous TIAS dated September 2022. To adequately describe these roadways, further characterization is provided for each adjacent major roadway to the development.

SH 94

CDOT classifies SH 94 as a functional type Minor Arterial and an access control type as a Non-Rural Principal Highway (NR-A) west of County Road 493 and a Regional Highway (R-A) east of County Road 493. The posted speed limit is 65 miles per hour near the development. An OTIS straight-line diagram of SH 94 near the project site is provided in Appendix A. According to CDOT's traffic volume database, the existing daily traffic volume on SH 94 is listed below:

- 4,000 vpd between Peyton Highway and Ellicott Highway
- 3,000 vpd east of Ellicott Highway

Peyton Highway

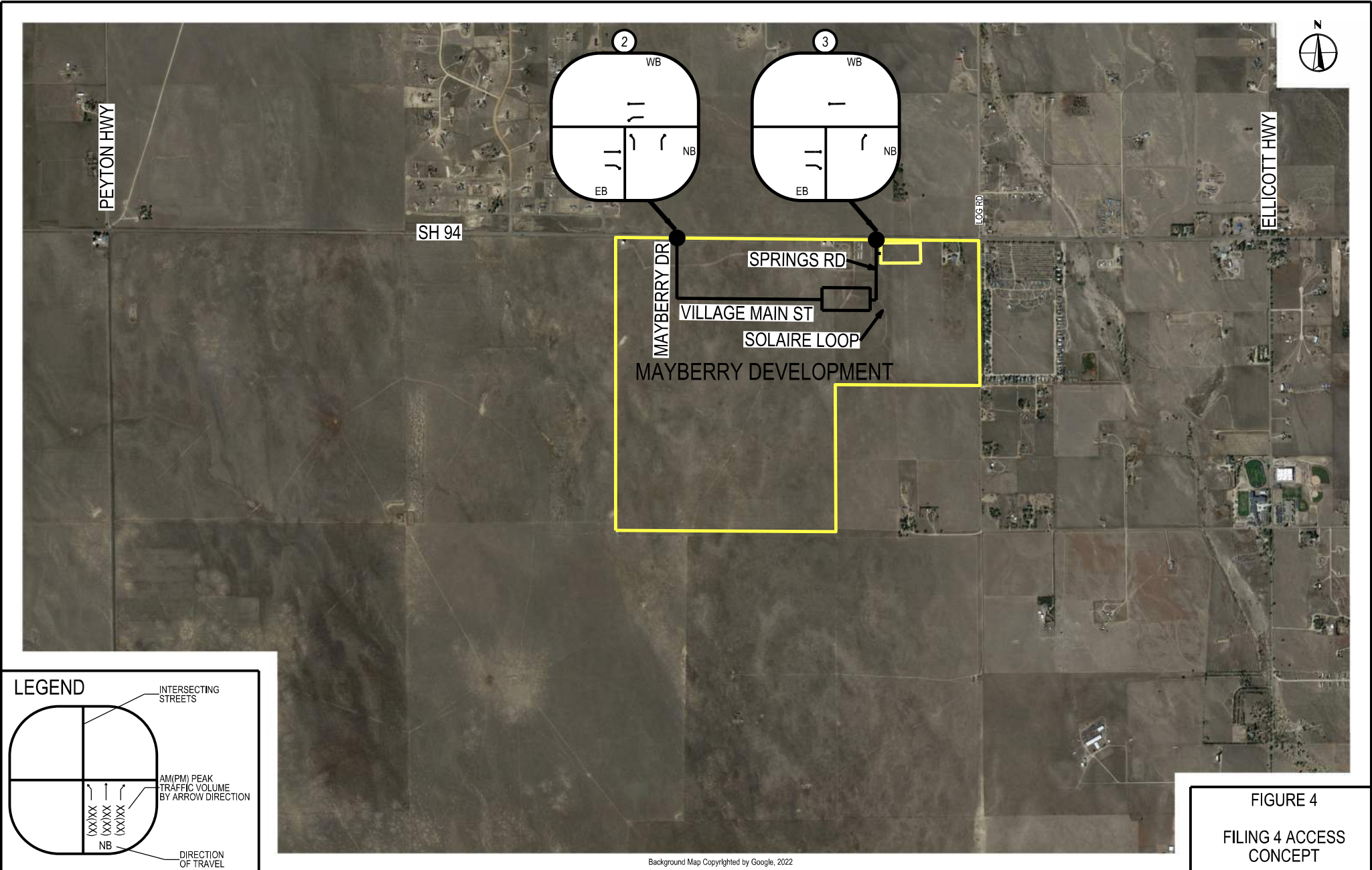
The El Paso County 2040 Major Transportation Corridor Plan (MTCP)(Ref. 4) classifies Peyton Highway as a Minor Arterial and has a speed limit of 55 mph.

Ellicott Highway

The El Paso County MTCP classifies Ellicott Highway as a Minor Arterial and has a speed limit of 55 mph.

Site and Access Characteristics

As shown in Figure 4, access to Filing 4 will be provided via one full-movement driveway on Springs Road.



Background Map Copyrighted by Google, 2022

FIGURE 4
 FILING 4 ACCESS
 CONCEPT

Traffic Analysis

To assess the traffic impacts of the proposed development, two (2) time periods (AM Peak Hour and PM Peak Hour) and three (3) travel conditions were evaluated:

- 2026 Opening Year
- 2026 Forecasted plus Previous Filing 3 Background Traffic Conditions
- 2026 Background plus Site-Generated Traffic Conditions
- 2044 Background
- 2044 Forecasted plus Previous Filing 3 Background Traffic Conditions
- 2044 Background plus Site-Generated Traffic Conditions

Intersections in the vicinity of the site are considered to be the locations of principal concern because they are the locations of the highest traffic conflict and delay. The standard used to evaluate traffic conditions at intersections is level of service (LOS), which is a qualitative measure of the effect of a number of factors such as speed, the volume of traffic, geometric features, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience, and operating cost.

2026 Forecasted Traffic Conditions

The analysis of existing traffic conditions required the collection of data on the major roadways and intersections. Traffic counts for the following study area intersections were collected in March and August 2022 on a typical weekday while schools were in session unless otherwise noted:

- Peyton Highway and SH 94
- Ellicott Highway and SH 94

The existing TMC values were grown by a one (1) percent per year as a growth rate provided by OTIS to reach a 2026 forecast year. This process used trends established by prior data for the major roadways and intersections near the project site. The 2026 existing turning movement volumes are provided in Figure 5. Descriptions of existing study intersections are discussed in the following sections as well as the forecasted LOS for the Year 2026. Table 2 provides the summary of both LOS and delay.

Peyton Highway and SH 94

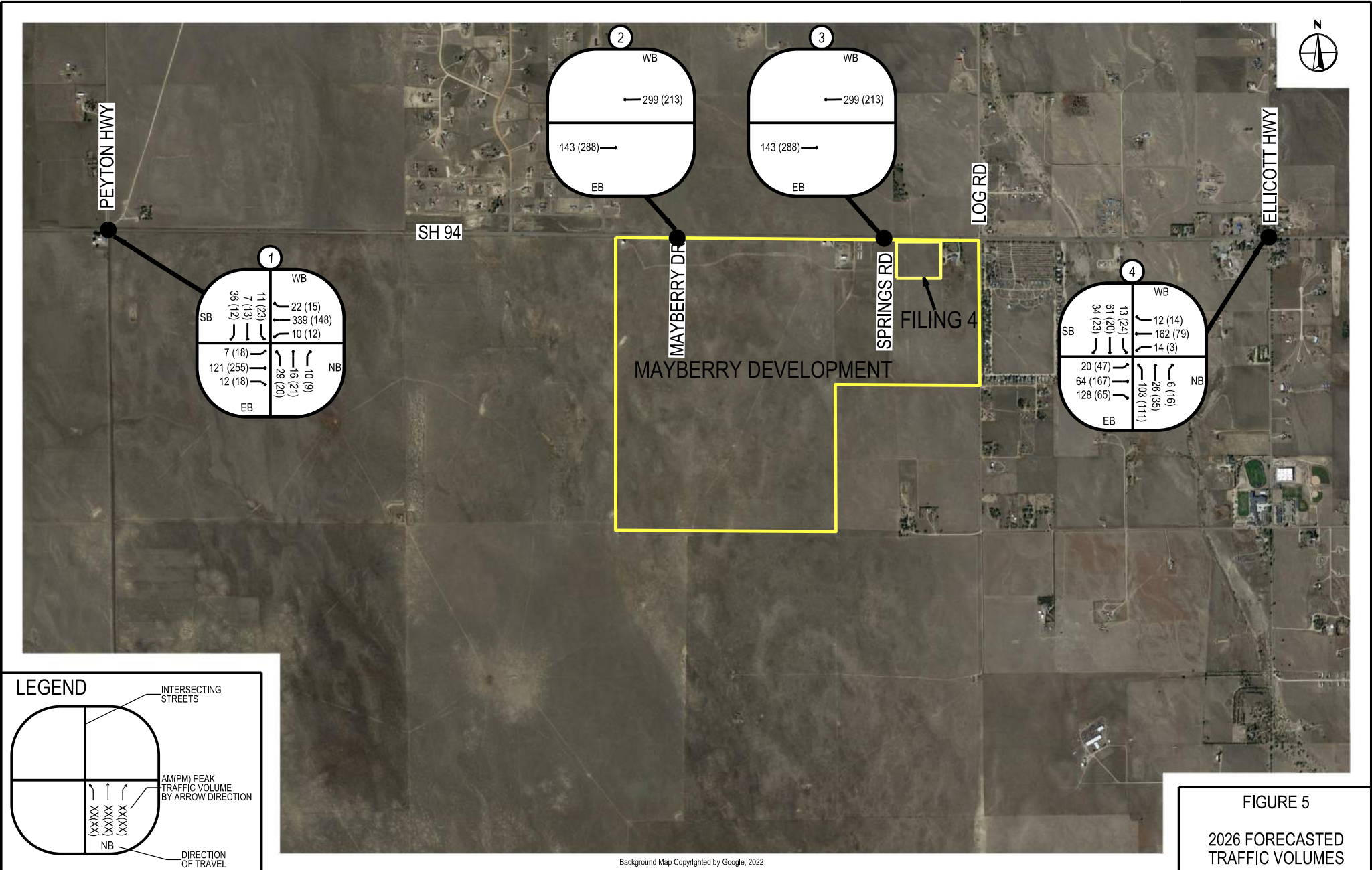
Peyton Highway and SH 94 is currently an unsignalized intersection with stop controls on the northbound and southbound approaches. The northbound and southbound approaches of Peyton Highway provide one left-turn/through/right-turn shared lane. The eastbound and westbound approaches of SH 94 provide one left-turn lane and one through/right-turn shared lane. The northbound leg of the intersection currently operates at LOS B under the existing traffic conditions during both the AM and PM peak periods.

Ellicott Highway and SH 94

Ellicott Highway and SH 94 is currently an unsignalized intersection with stop controls on the northbound and southbound approaches. The northbound and southbound approaches of Ellicott Highway provide one left-turn/through/right-turn shared lane. The eastbound and westbound approaches of SH 94 provide one left-turn lane and one through/right-turn shared lane. The northbound leg of the intersection currently operates at LOS C under the existing traffic conditions during both the AM and PM peak periods.

Table 2: 2026 Existing Forecasted Level of Service Summary

Intersection	2026 Existing	
	AM	PM
Peyton Highway and SH 94	B (14.2)	B (13.6)
Ellicott Highway and SH 94	C (16.4)	C (15.5)



Background Map Copyrighted by Google, 2022

FIGURE 5
2026 FORECASTED TRAFFIC VOLUMES

2026 Existing plus Previous Filing Conditions

The generated traffic from the previous Filings 1, 2, and 3 are assumed to be part of the background traffic. The proposed access roads that will accommodate this traffic are studied for the background traffic and the development traffic to follow. The additional intersections that will be built as part of Mayberry Filing 3 are listed below:

- Mayberry Drive and SH 94
- Spring Road and SH 94

Filings 1, 2, and 3 Site-Generated Traffic

Determining the site-generated traffic, or the traffic generated due to the development of the previous Filings is the goal of this analysis. Unadjusted daily trips and the peak hour traffic associated with these Filings were estimated using recommendations and data contained in the Institute of Transportation Engineers Trip Generation Manual, 11th Edition (Ref. 6).

These previous Filings generate approximately 2,420 unadjusted daily trips upon build-out. Table 3 provides a detailed traffic generation summary related to the assumed land use plan.

Table 3: Summary of Unadjusted Daily and Peak Hour Trip Generation from Previous Filings

Site	Land Use	Land Use Code	Size	Trip Generation Method ¹	24-Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
						Enter	Exit	Enter	Exit
Filing 1/1A/3	Single Family Detached Housing	210	240 DU	Fitted Curve	2,257	43	123	143	84
Filing 2	General Light Industrial	110	30 KSF	Fitted Curve	163	21	3	2	15
Total					2,420	64	126	145	99

¹Trip Generation is based on the higher of the ITE's average rate and fitted curve method for all land uses.

The LOS summary for the trips generated from the previous Filings are discussed below. Table 4 provides the summary of both LOS and delay. Background plus Filing 3 volumes are shown in Figure 5.

Peyton Highway and SH 94

The intersection will operate at LOS C under 2026 Forecasted plus Previous Filing 3 Background Traffic Conditions during the AM and PM peak periods.

Mayberry Drive and SH 94

Mayberry Drive and SH 94 will be an unsignalized intersection with stop controls on the northbound approach. The northbound approach of Mayberry Drive will provide one left-turn

lane and one right-turn lane. The eastbound approach of SH 94 will provide one through lane and one right-turn lane. The westbound approach of SH 94 will provide one left-turn lane and one through lane. These improvements will be built concurrently with Filings 1, 2, and 3 and will be in place by the time Filing 4 is occupied. The intersection will operate at LOS B under 2026 Forecasted plus the full build out of Filing 3 Background Traffic Conditions during the AM and PM peak periods.

Springs Road and SH 94

Under CDOT's permitting requirements, a eastbound right-turn deceleration lane was constructed in 2022. Concurrently, CDOT has prohibited the left-turn movement from westbound SH 94 to Spring Road. With this intersection only being a right-in/right-out type facility, the intersection is anticipated to operate at LOS A and B under 2026 Forecasted plus Previous Filing 3 Background Traffic Conditions during the AM and PM peak periods, respectively.

Ellicott Highway and SH 94

The intersection will operate at LOS C under 2026 Forecasted plus Previous Filing 3 Background Traffic Conditions during the AM and PM peak periods.

Table 4: Filing 1, 2 and 3 Level of Service Summary

Intersection	2026 Background + Filings 1,2 & ,3	
	AM	PM
Peyton Highway and SH 94	C (15.1)	C (18.4)
Mayberry Drive and SH 94	B (14.6)	C (15.6)
Springs Road and SH 94	A (9.1)	B (10.0)
Ellicott Highway and SH 94	C (17.0)	C (16.7)

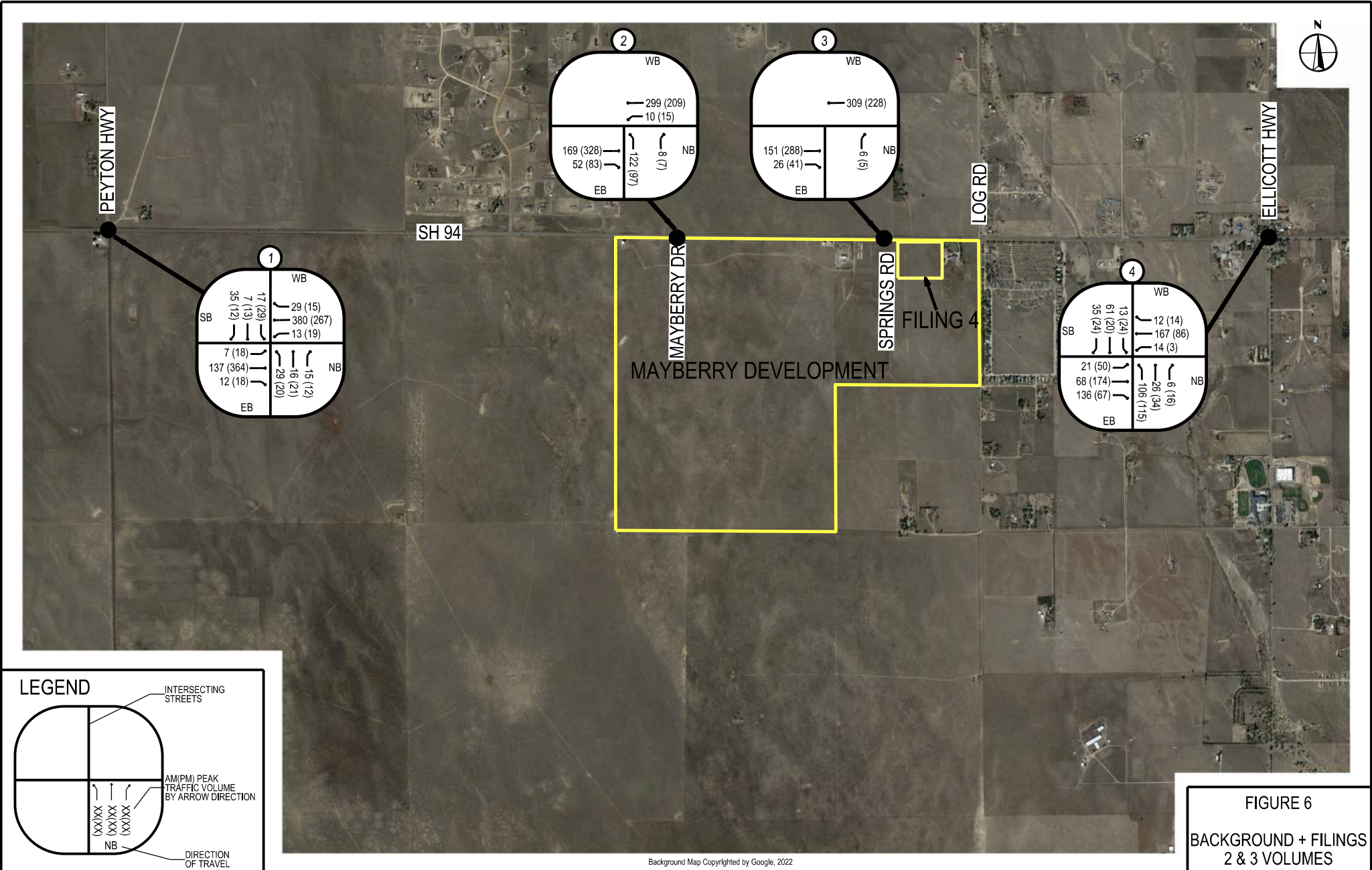


FIGURE 6
BACKGROUND + FILINGS
2 & 3 VOLUMES

PEYTON HWY

SH 94

MAYBERRY DR

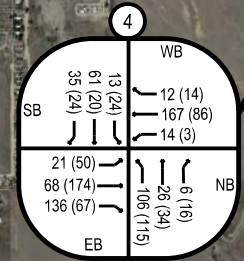
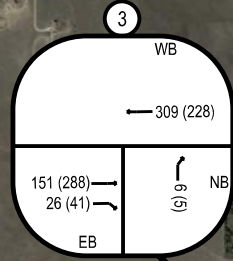
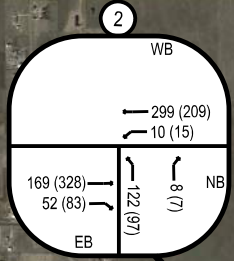
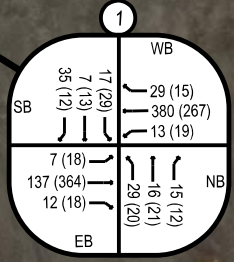
SPRINGS RD

LOG RD

ELLICOTT HWY

MAYBERRY DEVELOPMENT

FILING 4



2026 Filing 4 Site-Generated Traffic Conditions

The proposed Filing 4 is anticipated to be completed in 2026. The forecasted traffic was projected using available information and was used to assess the major roadway impacts and evaluate potential improvements. All analysis assumes the completion of Mayberry Drive and Springs Road improvements upon which previous filings are contingent.

Filing 4 Site Generated Traffic

Unadjusted total trips per day and the peak hour traffic associated with the project were estimated using recommendations and data contained in the Institute of Transportation Engineers Trip Generation Manual, 11th Edition.

As discussed in the Letter of Intent, found in **Appendix B**, Filing 4 is anticipated to consist of general light industrial development, which according to ITE, “has an emphasis on activities other than manufacturing” and supports activities such as “printing, material testing, and assembly of data processing equipment.” Light industrial development generates more trips per floor area than related uses such as Industrial Park and Manufacturing, so light industrial is chosen as the most conservative choice given uncertainty about the commercial uses of Filing 4 land.

The proposed Filing 4 development will generate approximately 381 unadjusted daily trips upon build-out. Table 5 provides a detailed trip generation summary based on the land use plan.

Table 5: Summary of Unadjusted Daily and Peak Hour Trip Generation from Filing 4

Site	Land Use	Land Use Code	Size	Trip Generation Method ¹	24-Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
						Enter	Exit	Enter	Exit
Filing 4	General Light Industrial	110	88 KSF	Fitted Curve	381	56	8	5	32

¹Trip Generation is based on the higher of the ITE’s average rate and fitted curve method for all land uses.

The LOS summary for the trips generated from Filing 4 are discussed below. Table 6 provides the summary of both LOS and delay. Filing 4 generated volumes are shown in Figure 7, and Background + Filing 3 + Filing 4 volumes are shown in Figure 8.

Peyton Highway and SH 94

The intersection will operate at LOS C under 2026 site plus forecasted traffic conditions during the AM and PM peak periods. There are no improvements recommended at this intersection as part of this TIS.

Mayberry Drive and SH 94

The intersection will operate at LOS C under 2026 site plus forecasted traffic conditions during the AM and PM peak periods with the improvements identified in the previous section.

Assuming the connections at both Mayberry Drive and Springs Road are provided, there are no improvements recommended at this intersection as part of this TIS.

Springs Road and SH 94

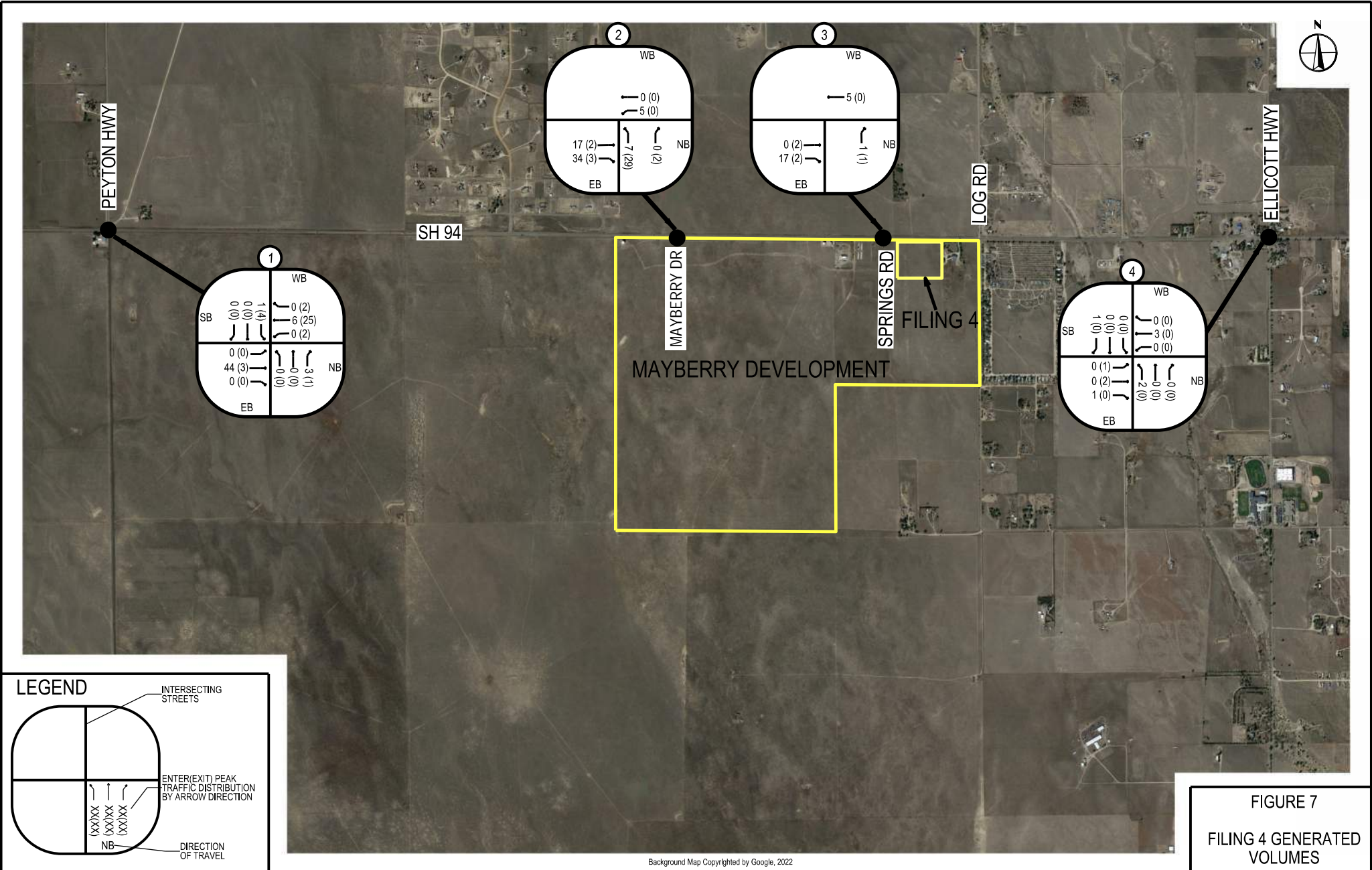
The intersection will operate at LOS A and B under 2026 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. Assuming the connections at both Mayberry Drive and Springs Road are provided, there are no improvements recommended at this intersection as part of this TIS.

Ellicott Highway and SH 94

The intersection will operate at LOS C under 2026 site plus forecasted traffic conditions during the AM and PM peak periods. There are no improvements recommended at this intersection as part of this TIS.

Table 6: Filing 4 Level of Service Summary

Intersection	2026 Background + Previous Filings + Filing 4	
	AM	PM
Peyton Highway and SH 94	C (17.0)	C (19.8)
Mayberry Drive and SH 94	C (15.3)	C (16.4)
Springs Road and SH 94	A (9.1)	B (10.2)
Ellicott Highway and SH 94	C (17.3)	C (16.5)



Background Map Copyrighted by Google, 2022

FIGURE 7
FILING 4 GENERATED VOLUMES

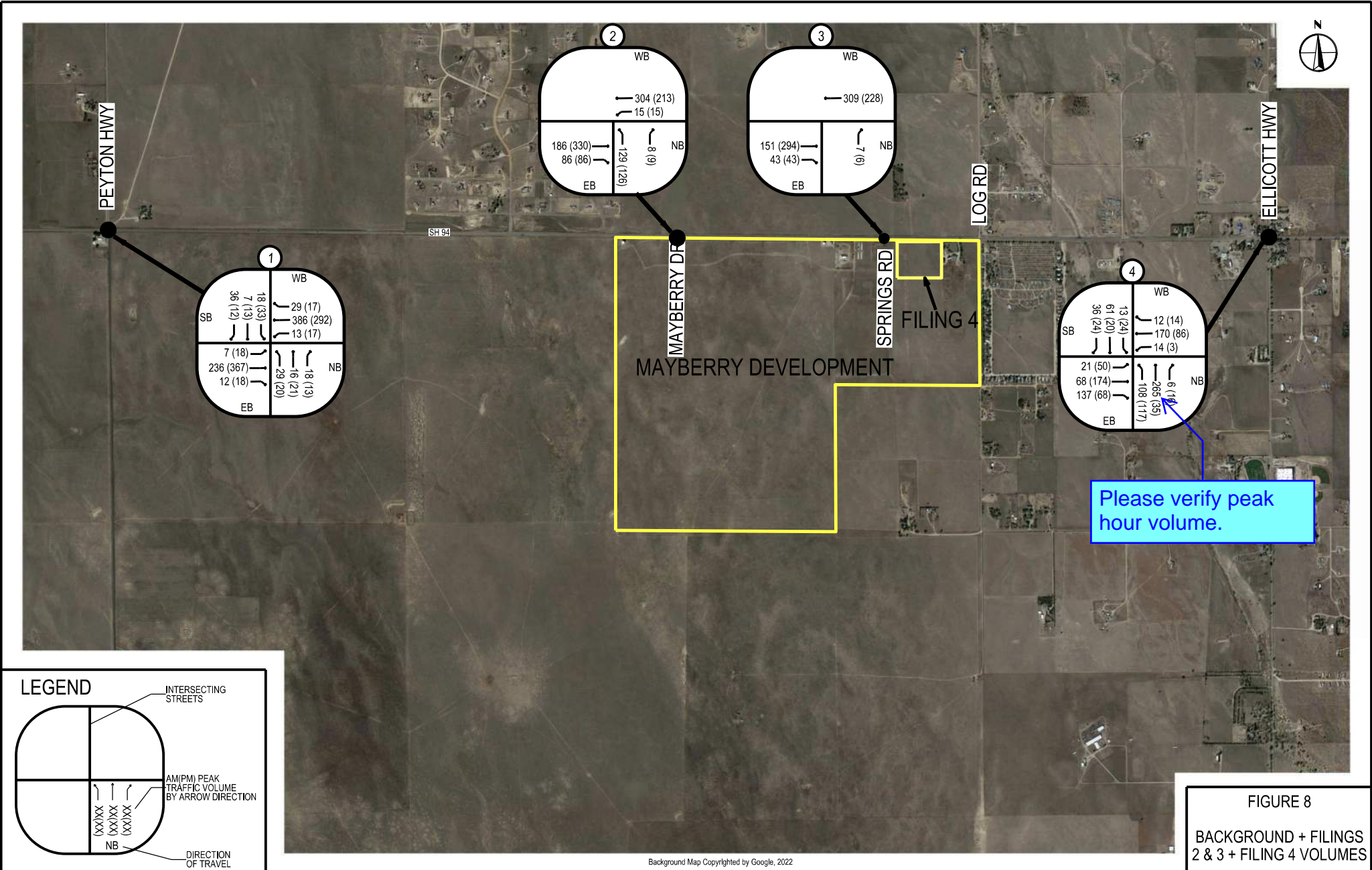
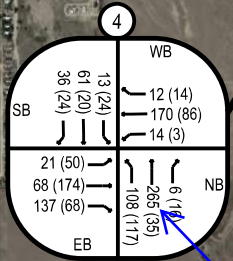
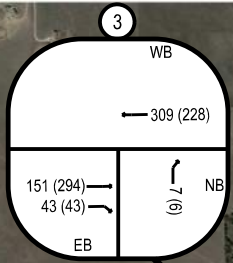
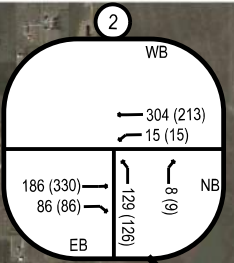
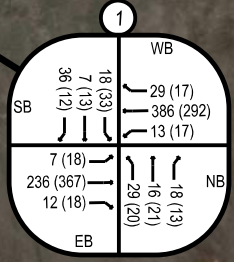


FIGURE 8
BACKGROUND + FILINGS
2 & 3 + FILING 4 VOLUMES

Please verify peak hour volume.



2044 Forecasted Traffic Conditions

The proposed Filing 4 is anticipated to be completed in 2026. However, a horizon year 2044 analysis was performed in accordance with the Engineering Criteria Manual. The existing TMC values were grown by a one (1) percent per year growth rate provided by OTIS to reach a 2044 forecast year. This process used trends established by prior data for the major roadways and intersections near the project site. The 2044 forecasted turning movement volumes are provided in **Figure 9**. Descriptions of existing study intersections are discussed in the following sections as well as the forecasted LOS for the Year 2044. **Table 7** provides the summary of both LOS and delay for Python Highway and Ellicott Highway.

Table 7: 2044 Forecasted Level of Service Summary

Intersection	2026 Existing	
	AM	PM
Peyton Highway and SH 94	C (16.4)	C (15.4)
Ellicott Highway and SH 94	C (21.1)	C (20.0)

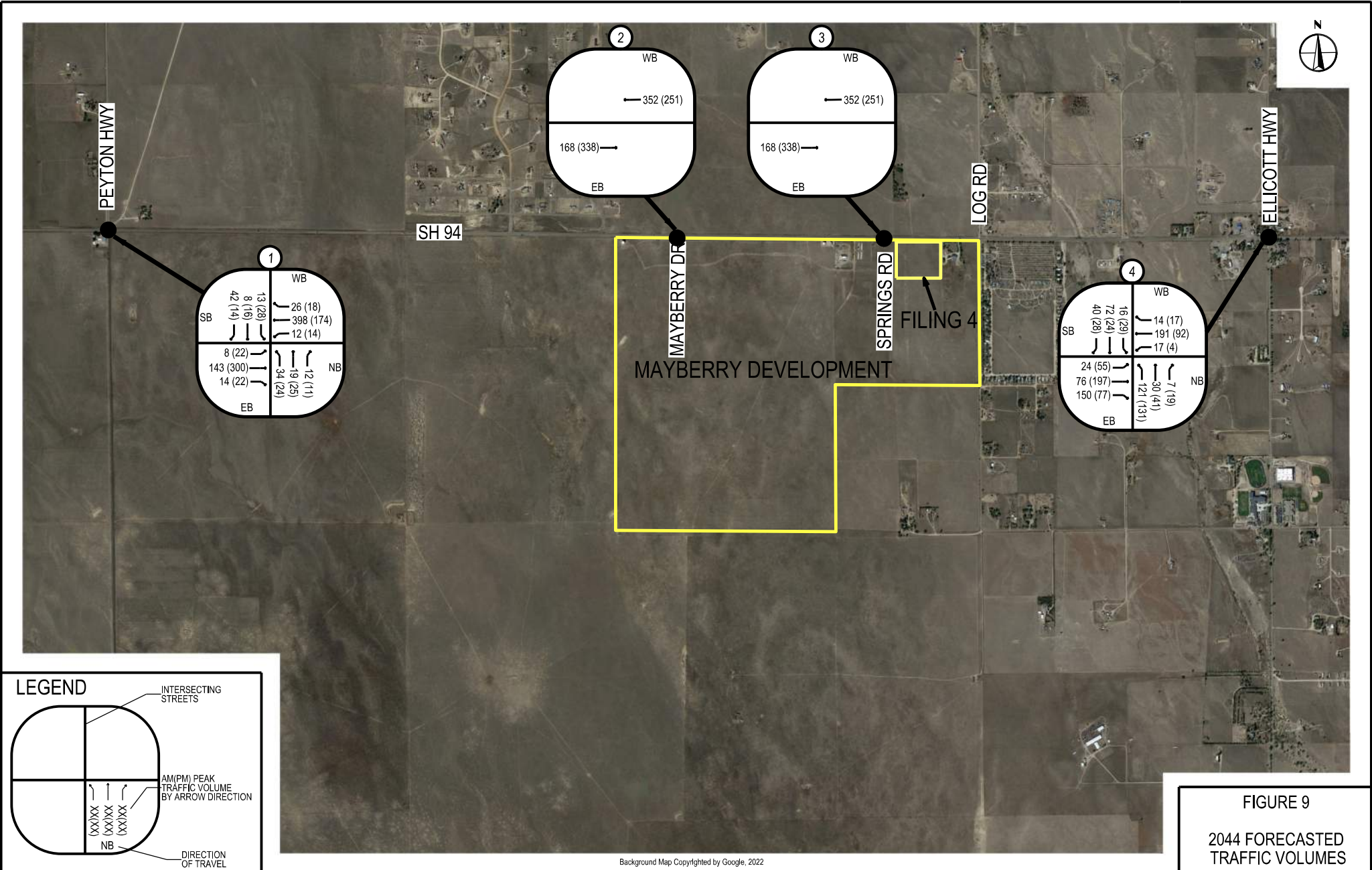


FIGURE 9
2044 FORECASTED TRAFFIC VOLUMES

2044 plus Previous Filing Background Traffic Conditions

The 2044 plus previous filings background traffic was projected using the growth rate obtained from OTIS and traffic from previous project filings, and was used to assess the major roadway impacts and evaluate potential improvements. All analysis assumes the completion of Mayberry Drive and Springs Road improvements upon which previous filings are contingent.

Peyton Highway and SH 94

The intersection will operate at LOS C under 2044 plus previous filing traffic conditions during the AM and PM peak periods. There are no improvements recommended at this intersection as part of this TIS.

Mayberry Drive and SH 94

The intersection will operate at LOS C under 2044 plus previous filings traffic conditions during the AM and PM peak periods with the improvements identified in the previous section. Assuming the connections at both Mayberry Drive and Springs Road are provided, there are no improvements recommended at this intersection as part of this TIS.

Springs Road and SH 94

The intersection will operate at LOS A and B under 2044 plus previous filings traffic conditions during the AM and PM peak periods, respectively. Assuming the connections at both Mayberry Drive and Springs Road are provided, there are no improvements recommended at this intersection as part of this TIS.

Ellicott Highway and SH 94

The intersection will operate at LOS C under 2044 plus previous filings traffic conditions during the AM and PM peak periods. There are no improvements recommended at this intersection as part of this TIS.

Table 8: 2044 Background plus Previous Filings

Intersection	2044 Background + Previous Filings	
	AM	PM
Peyton Highway and SH 94	C (17.6)	C (22.1)
Mayberry Drive and SH 94	C (16.7)	C (18.1)
Springs Road and SH 94	A (9.4)	B (10.6)
Ellicott Highway and SH 94	C (22.3)	C (21.6)

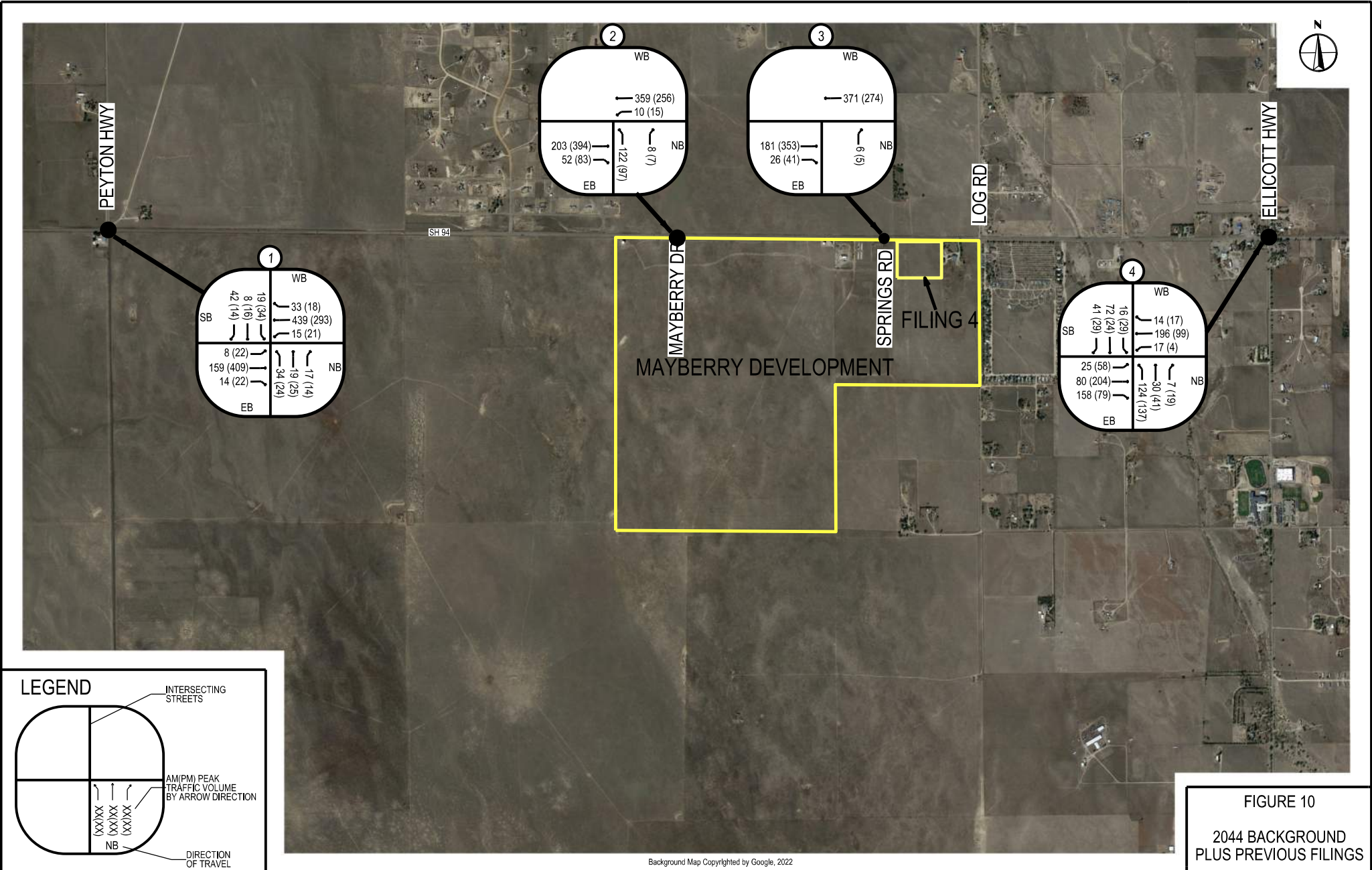


FIGURE 10
2044 BACKGROUND PLUS PREVIOUS FILINGS

Background Map Copyrighted by Google, 2022

2044 Conditions with Filing 4 Site-Generated Traffic

The forecasted traffic was projected using the 2044 plus previous filings background traffic, plus Filing 4 traffic, and was used to assess the major roadway impacts and evaluate potential improvements. All analysis assumes the completion of Mayberry Drive and Springs Road improvements upon which previous filings are contingent.

Peyton Highway and SH 94

The intersection will operate at LOS C under 2044 background plus Filing 4 traffic conditions during the AM and PM peak periods. There are no improvements recommended at this intersection as part of this TIS.

Mayberry Drive and SH 94

The intersection will operate at LOS C under 2044 background plus Filing 4 traffic conditions during the AM and PM peak periods with the improvements identified in the previous section. Assuming the connections at both Mayberry Drive and Springs Road are provided, there are no improvements recommended at this intersection as part of this TIS.

Springs Road and SH 94

The intersection will operate at LOS A and B under 2044 background plus Filing 4 traffic conditions during the AM and PM peak periods, respectively. Assuming the connections at both Mayberry Drive and Springs Road are provided, there are no improvements recommended at this intersection as part of this TIS.

Ellicott Highway and SH 94

The intersection will operate at LOS C under 2044 background plus Filing 4 traffic conditions during the AM and PM peak periods. There are no improvements recommended at this intersection as part of this TIS.

Table 9: Filing 4 Level of Service Summary

Intersection	2044 Background + Previous Filings + Filing 4	
	AM	PM
Peyton Highway and SH 94	C (20.2)	C (24.2)
Mayberry Drive and SH 94	C (16.2)	C (18.3)
Springs Road and SH 94	A (9.4)	B (10.6)
Ellicott Highway and SH 94	C (22.7)	C (21.7)

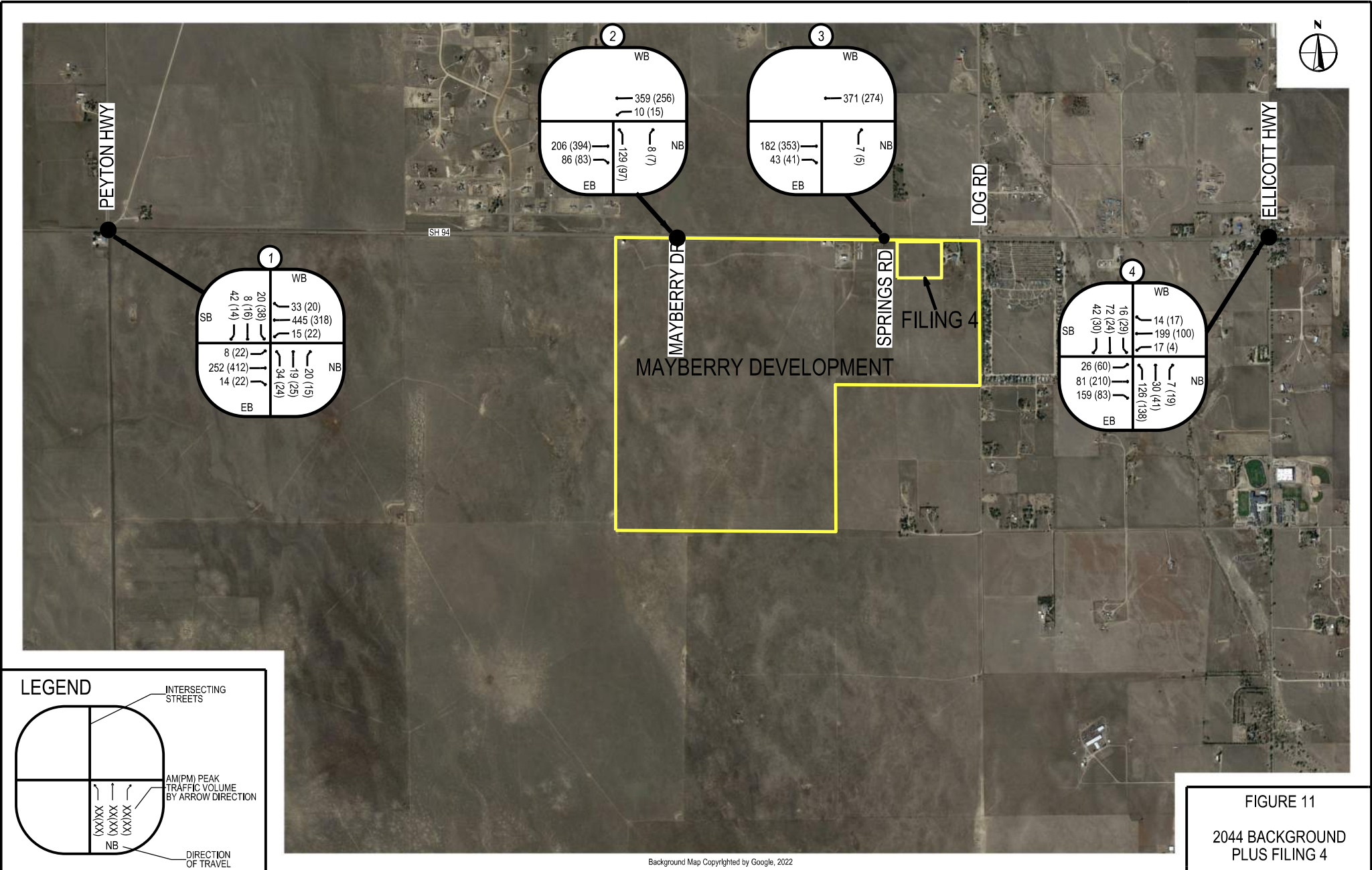


FIGURE 11
2044 BACKGROUND PLUS FILING 4

Background Map Copyrighted by Google, 2022

Summary of Findings

Intersections adjacent to the development on SH 94 will operate at LOS C or better for all scenarios analyzed in this TIS. Therefore, the infrastructure that is anticipated to be in place by the time Filing 3 and Filing 4 are developed and occupied will have the capacity to handle the generated traffic. No improvements are needed for the addition of Filing 4 to the Mayberry Communities Development. Intersection LOS and delay results are presented in **Table 10**.

Table 10: Level of Service Summary

Intersection	2026 Existing		2026 Background + Filings 1,2 & ,3		2026 Background + Filing 4		2044 Existing		2044 Background + Filings 1,2 & ,3		2026 Background + Filing 4	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Highest delay minor street approach is reported for all unsignalized intersections.												
Peyton Highway and SH 94	B (14.2)	B (13.6)	C (15.1)	C (18.4)	C (17.0)	C (19.8)	C (16.4)	C (15.4)	C (17.6)	C (22.1)	C (20.2)	C (24.2)
Mayberry Drive and SH 94	-	-	B (14.6)	B (15.6)	C (15.3)	C (16.4)			C (16.7)	C (18.1)	C (16.2)	C (18.3)
Springs Road and SH 94	-	-	A (9.1)	B (10.0)	A (9.1)	B (10.2)			A (9.4)	B (10.6)	A (9.4)	B (10.6)
Ellicott Highway and SH 94	C (16.4)	C (15.5)	C (17.0)	C (16.7)	C (17.3)	C (16.5)	C (21.1)	C (20.0)	C (22.3)	C (21.6)	C (22.7)	C (21.7)

Table 11: 2022 - September - Mayberry Filing No. 3 Table 12a

Table 12a El Paso County Roadway Improvements Revised August 2022				
Item	Improvement	Timing	Responsibility	Change
El Paso County Roadway Segment Improvements				
1	New Log Road (Highway 94 south into the project) construct as an Urban Minor Arterial per the PUD	With Filing No. 1: Note: Phased half - section (northbound couplet) for Filing 1 and full couplet segments beyond Filing 1 per the PUD plans.	Applicant	No Change
2a	Mayberry Drive (Garden Park Avenue to Springs Road) construct as a gravel, secondary access road	With Filing No. 1: Note: An interim gravel street connection (to be paved once ADT exceeds 200 vpd) will be provided with Filing No. 1	Applicant	No Change
2b	Mayberry Drive - construct half - section	With Filing No. 3	Applicant	See discussion below regarding Mayberry Drive ADT threshold
2c	Mayberry Drive - Complete Full section (IE construct the remaining half - section	Future - To be determined w/Future PUD's beyond Phase 1	Applicant	
3	Springs Road (Highway 94 south into the project) construct street with 65' ROW; design attributes to meet Urban Collector standards.	Future - To be determined w/Future PUD's beyond Phase 1	Applicant	No Change
4	Cattlemen Run west of Springs Road into Filing Nos. 2 and 2A as a Local Street	With future Filing No. 4 commercial development east of Springs Road [For reference only - not part of the phase 1 PUD Amendment or the Filing 3 Plat application	Applicant	No Change
5	Cattlemen Run east of Springs Road (into future Filing No. 4 commercial development east of Springs Road) as a Local Street	With future Filing No. 4 commercial development east of Springs Road [For reference only - not part of the phase 1 PUD Amendment or the Filing 3 Plat application	Applicant	No Change
6	Mayberry Drive & Springs Road Intersection	With Filing No. 3. - Construct as a one-lane roundabout intersection	Applicant	No Change
7	Besseyi & Springs Road Intersection	With Filing No. 3. Construct as four leg, conventional, two-way, stop-sign controlled (TWSC) intersection.	Applicant	No Change

Mayberry ADT Threshold

The 2020 - June - Ellicott Town Center Commercial Rezone TIS Report (LSC 194060) stated that a volume of over 3,000 vehicles per day on Mayberry Drive would require the couplet southbound lanes built. Traffic generated from the previous Filing plus Filing 4 would remain under that threshold.

CDOT Permits

Because the posted speed limit on SH 94 is greater than 40 MPH, auxiliary turn lanes may be necessary for public safety and traffic operations. These requirements have been explored in the previously submitted TIS and are currently being implemented at Mayberry Drive and SH 94 and have been completed in 2022 for Springs Road and SH 94.

Road Impact Fees

The impact that Filing 4 will be addressed through the Road Impact Fee schedule. The following table provides the options that will be addressed before the final plat.

Table 12: Road Impact Fee Schedule

Land Use	Unit	Development Size	Full Fee	Upfront Fee in 5 mill PID	Upfront Fee in 10 mill PID
General Commercial	1,000 sf	88K sf	\$4,958	\$3,851	\$2,745
Cost per Option			\$436,304	\$338,888	\$241,560

References

1. 2020 - June - Ellicott Town Center Commercial Rezone TIS Report, LSC, PCD File Nos. CS192 & SF1910
2. 2022 - September - Mayberry Filing No. 3, LSC, PCD File No. SF2219
3. El Paso County 2016 Major Transportation Corridor Plan Update
4. El Paso County Engineering Criteria Manual Appendix B, October 14, 2020
5. Transportation Research Board 2016 Highway Capacity Manual, 6th Edition, Washington, D.C.
6. Trafficware Ltd 2017 Synchro 11, Sugar Land, Texas
7. Institute of Transportation Engineers 2017 Trip Generation Manual, An Informational Report, 11th Edition, Washington D.C.

Appendix A: Highway Capacity Manual Description

HCM Unsignalized Intersection Level of Service

Unsignalized intersections were analyzed for this study. Unsignalized intersection LOS is defined in terms of average control delay and, in some cases, volume to capacity (v/c) ratio. Control delay is that portion of total delay attributed to traffic control measures, either traffic signals or stop signs. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

For two-way stop-controlled intersections, the analysis method assumes that major street-through traffic is not affected by minor street flows. Major street left-turning traffic and the traffic on the minor approaches will be affected by opposing movements. Stop or yield signs are used to assign the right-of-way to the major street, and this designation forces drivers on the controlled street to judgmentally select gaps in the major street flow through which to execute crossing or turning maneuvers. Thus, the capacity of the controlled legs is based on two factors:

- The distribution of gaps in the major street traffic stream.
- Driver judgment in selecting gaps through which to execute their desired maneuvers.

The LOS procedure computes a capacity for each movement based on the critical time gap required to complete the maneuver and the volume of traffic that is opposing the movement. The average control delay for any particular movement is calculated as a function of the capacity of the approach and the degree of saturation (v/c ratio). The degree of saturation is defined as the volume for a movement, expressed as an hourly flow rate, divided by the movement's capacity, expressed as an hourly flow rate. With the HCM 6 methodology (Ref. 5), overall intersection LOS is best quantified based on minor street movement average control delay. The HCM 6 methodology adjusts individual movement delay to account for a degree of saturation (v/c ratio) that is greater than 1.0. Those movements are assigned a LOS of F, regardless of the average control delay. Engineering judgment must be used to determine which minor street movement controls for overall intersection LOS and whether unacceptable LOS on minor street movements appropriately reflects unacceptable LOS for the overall intersection.

Table 2 shows the relationship between the average control delay and the LOS. The LOS range for unsignalized intersections is different than that for signalized intersections, and this difference is because drivers expect different levels of performance from other kinds of transportation facilities. Unsignalized intersections carry less traffic volume than signalized intersections, and delays at unsignalized intersections are variable. For these reasons, control delay would be less for an unsignalized intersection than for a signalized intersection. The overall approach LOS is computed as a weighted average of the vehicle delay for each movement; therefore, an approach may have an overall LOS of C or D and have individual movements, which are LOS E or F.

Analysis was performed using the microcomputer program "Synchro 11" (Ref. 6), based on the procedures contained in the Highway Capacity Manual.

**Table 1: Unsignalized Intersection:
Level of Service Measurement**

Level of Service	Control Delay Per Vehicle (sec)
A	< 10
B	> 10 and < 15
C	> 15 and < 25
D	> 25 and < 35
E	> 35 and < 50
F	> 50

Appendix B: Letter of Intent

APPLICANT-OWNER/CONSULTANT INFORMATION:

OWNER/APPLICANT

MAYBERRY COMMUNITIES, LLC
428 GARDEN PARK AVENUE,
MAYBERRY, CO 80808
scottsouders@mayberrycoloradosprings.com
719-922-2181

PLANNING SUPPORT

KIMLEY-HORN AND ASSOCIATES, INC.
2 NORTH NEVADA AVENUE, SUITE 900
COLORADO SPRINGS, CO 80903
Larry.salazar@kimley-horn.com
719-284-7829

ENGINEERING/SURVEYING

R&R ENGINEERING AND SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, CO 80204
cdayton@rrengineers.com
720-390-5513

LOCATION, ACREAGE, PARCEL ID INFO, & ZONING

The application for a map amendment (rezoning) includes Parcel No. 3414102015. The proposed rezoning is located near the southeast corner of the intersection of State Highway 94 and future Springs Road (see vicinity map insert and map exhibit for details). The total acreage of the proposed rezone is ±4.28. (Currently Zoned: Planned Unit Development [PUD]).



REQUEST

The application is to Rezone 4.28 acres from the PUD zone to the Commercial Services zoning district (CS). The application includes the following request:

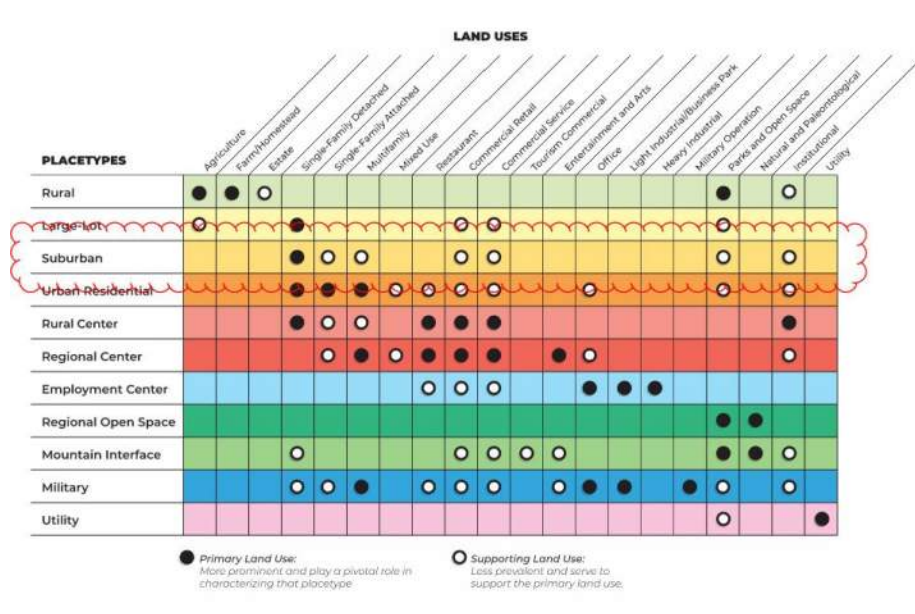
- Approval to rezone Parcel No. 3414102015 to CS to match adjacent Parcels, 3414102013 and 3414102014, located west of said parcel.
- The Rezone process is projected to run concurrently with the site development plan of all three parcels for the purpose of being replatted at a later date to include a total of eight (8) commercial lots.
- The rezone of will be for commercial use. Conditions of approval are guaranteed upon approval of the final plat, the traffic report shall be amended if alternative or intensive uses are proposed.

JUSTIFICATION

The applicant requests approval of the rezoning based on findings of compliance with the following Goals:

- Goal 1.1 - Ensure compatibility with established character and infrastructure capacity.
- Goal 1.3 - Encourage a range of development types to support a variety of land uses.

The proposed Rezone from the PUD district to the CS district provides opportunity for the developer to include additional commercial uses in this area, designating a CS zoned district creates a buffer from the residential use PUD development to the south from the State Highway 94 corridor. The proposed CS district and future plans to subdivide the parcels into eight (8) commercial lots allow the developer to maintain compliance with the previously approved Ellicott Town Center (SKP-05-005), soon to be amended to the proposed "Mayberry Communities Sketch Plan". In addition, the subject parcels directly abut State Highway 94 which is a busy corridor with vehicles traveling at high rates of speed creating above average noise. Providing commercial development directly adjacent to this expressway will act as a transition from this corridor into the Mayberry development. Furthermore, this commercial development, with any buffering and code compliant landscaping, will buffer future and planned residential developments in the surrounding area that are located within the Suburban and Rural placetypes to the east, west, and south.



Key Areas:

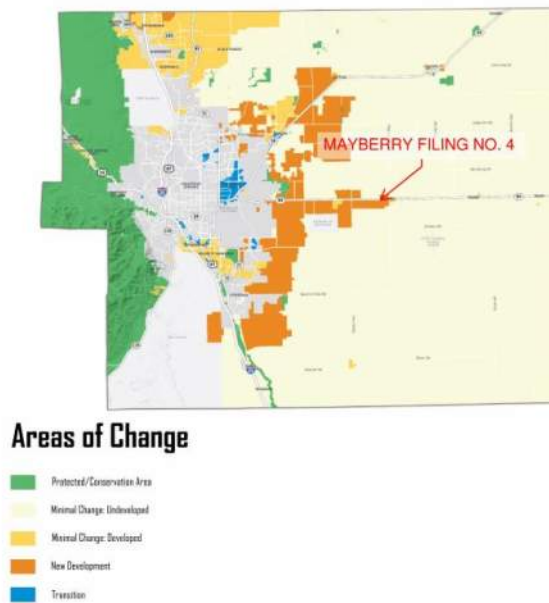


Key Areas

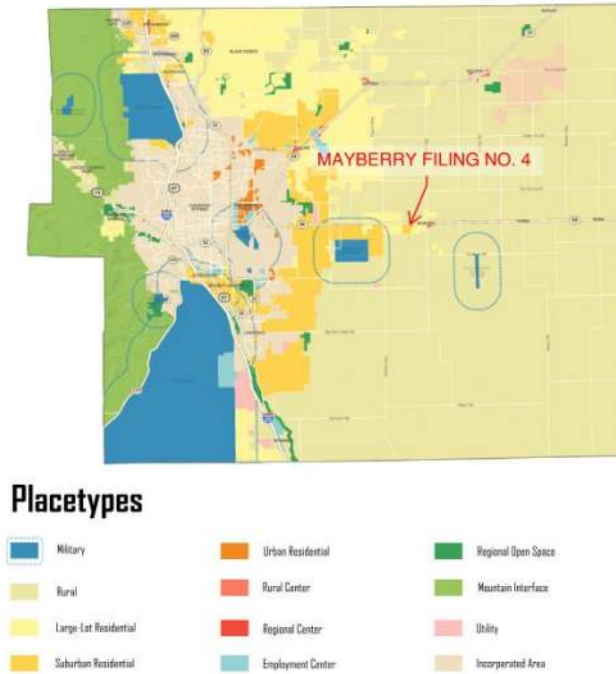
- Military Installations and 2-Mile Notification Zone
- Potential Area For Association
- Enclaves or Near-Enclaves
- Pikes Peak Influence Area
- Small Town & Rural Communities
- Forested Area
- Fountain Creek Watershed Flood Control & Greenway District
- Tri-Lakes Area
- Colorado Springs Airport/Petersen Air Force Base
- Uncommon Natural Resources

The property is not located within the ten (10) classifications of key areas.

Areas of Change:



Mayberry Filing No 4 Rezone is located in the area expected for “New Development”. It is understood that these areas will be significantly transformed as new development takes place on lands currently largely designated as undeveloped or agricultural areas. Undeveloped portions of the County that are adjacent to a built out area will be developed to match the character of that adjacent development or to a different supporting or otherwise complementary one, such as an employment hub or business park adjacent to an urban neighborhood.



Mayberry Filing No. 4 is located within the Suburban Residential type. This land use is designated for Suburban Residential, Traditional Residential neighborhoods with supporting commercial uses at key intersections. The Suburban place type generally supports the proposed development pattern and the support of limited accessory dwelling units as well.

- The rezone would be consistent with this placetype.
- The rezone and the code would protect the intent of the Placetype, by the procedures and standards intended to promote safe and orderly development.
- The proposal would provide for the land uses in relation to existing and predicted patterns of growth in the area.
- The proposal is consistent with available and necessary services.
- The rezone would have no impact on any currently approved sketch plans.

Sec. 5.3.5.B Map Amendment (Rezoning)

(B) Criteria for Approval. In approving a Map Amendment, the following findings shall be made:

- The application is in general conformance with the El Paso County Master Plan including applicable Small Area Plans or there has been a substantial change in the character of the neighborhood since the land was last zoned;

The site, and zone change are in conformance with the El Paso County Master Plan, the rezone is a minor portion of the overall Mayberry Communities Sketch Plan Amendment (SKP-05-005), adjacent properties are zoned CS and PUD.

- The rezoning is in compliance with all applicable statutory provisions, including but not limited to C.R.S. § 30-28-111 § 30-28-113, and § 30-28-116;
The requested rezone is in compliance with applicable statutory provisions.
- The proposed land use or zone district is compatible with the existing and permitted land uses and zone districts in all directions;
The proposed land use of CS is adjacent to existing CS zones and is in compliance with the existing Sketch Plan (SKP-05-005) and proposed Mayberry Communities Sketch Plan Amendment, to be approved.
- The site is suitable for the intended use, including the ability to meet the standards as described in Chapter 5 of the Land Development Code, for the intended zone district.
Site is suitable for intended use.

Water Master Plan:

Under the Colorado Revised Statutes, Title 32. This property is within the Ellicott Utilities district boundary and will consistently follow the rules and regulations per the El Paso County Water Master Plan,

- A sufficient water supply has been clarified or provided through existing private wells. The wells have been permitted per quantity and quality standards set forth in the State water supply standards.

Wastewater systems:

- Wastewater services will be provided by way of Ellicott Utilities district boundary.

Electric

- Electric service will be provided through Mountain View Electric.

Gas

- Gas service will be provided through Black Hills Energy.

Natural or Physical site features:

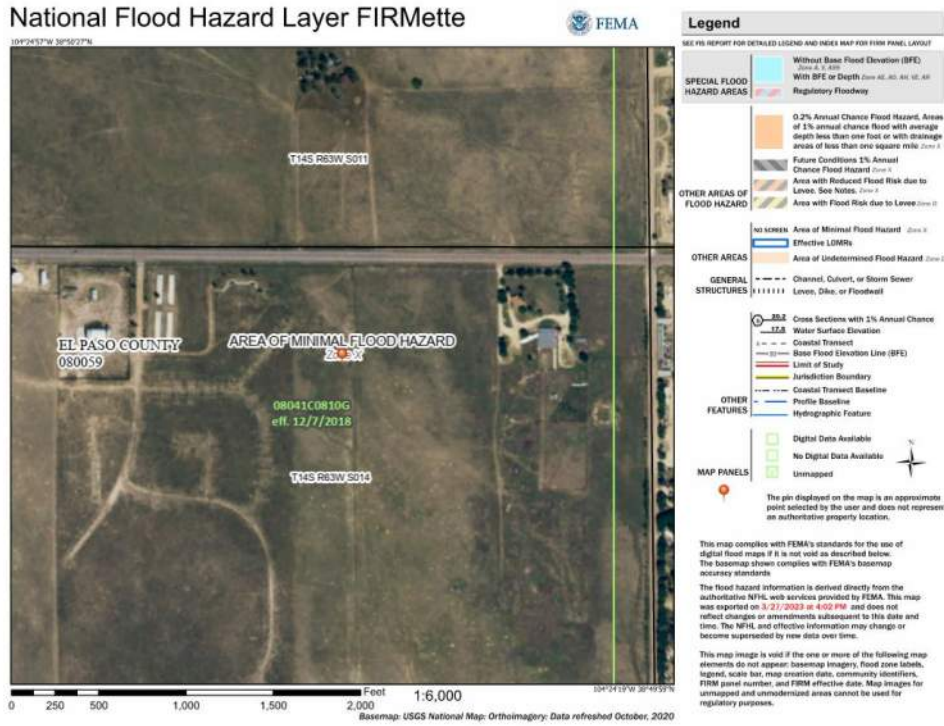
The Zone Change will support the preservation of the natural features and drainages of the site and surrounding lands:

- Site Natural Features:
 - Site is located within the Ellicott Consolidated drainage basin (CHWS0200). Data provided by Muller Engineering Company; (1988)

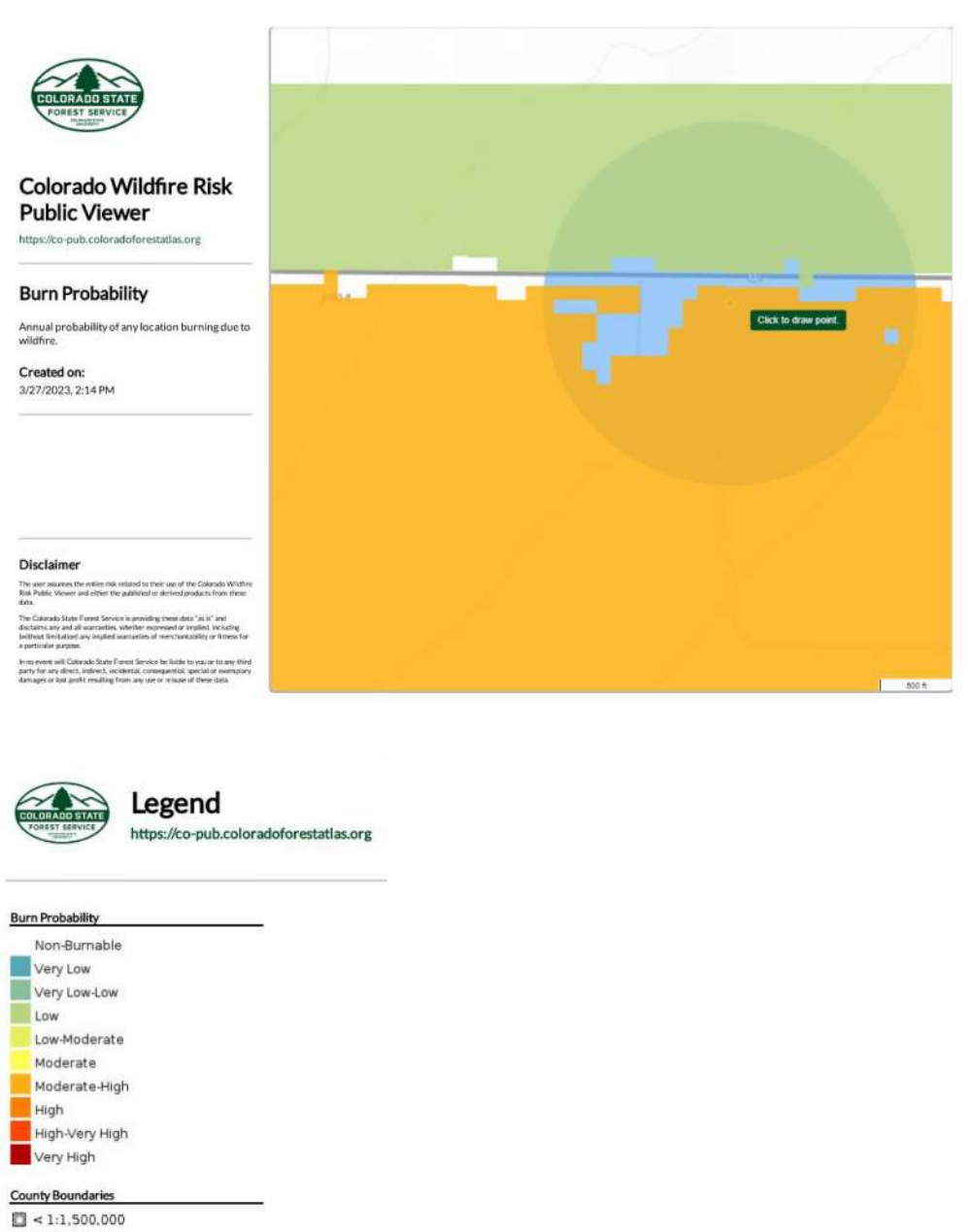


- The topography of the site includes rolling hills with one drainage way, extending from north to south through the property. The existing drainage ways are wide and without a defined flow path; no erosion is anticipated.

- o The site consists of;
 - An area of minimal flood hazard "Zone X" per the National Flood Hazard Layer FIRMette (08041C0820G)



- o Said Site is mapped as low to moderate-high per the wildfire risk public viewer.



Wildlife:

Impacts are expected to be very low.

Community Outreach:

Summarizing any community outreach efforts by the applicant that have occurred or are planned as part of the request.

- **Adjacent owner notification letters were sent out 3/24/2023 informing neighbors that a rezone and replat of said property will be completed. No comments have been received at this time.**
- **No additional community outreach has been conducted on the zone change to date.**

A Summary of anticipated traffic generation and access

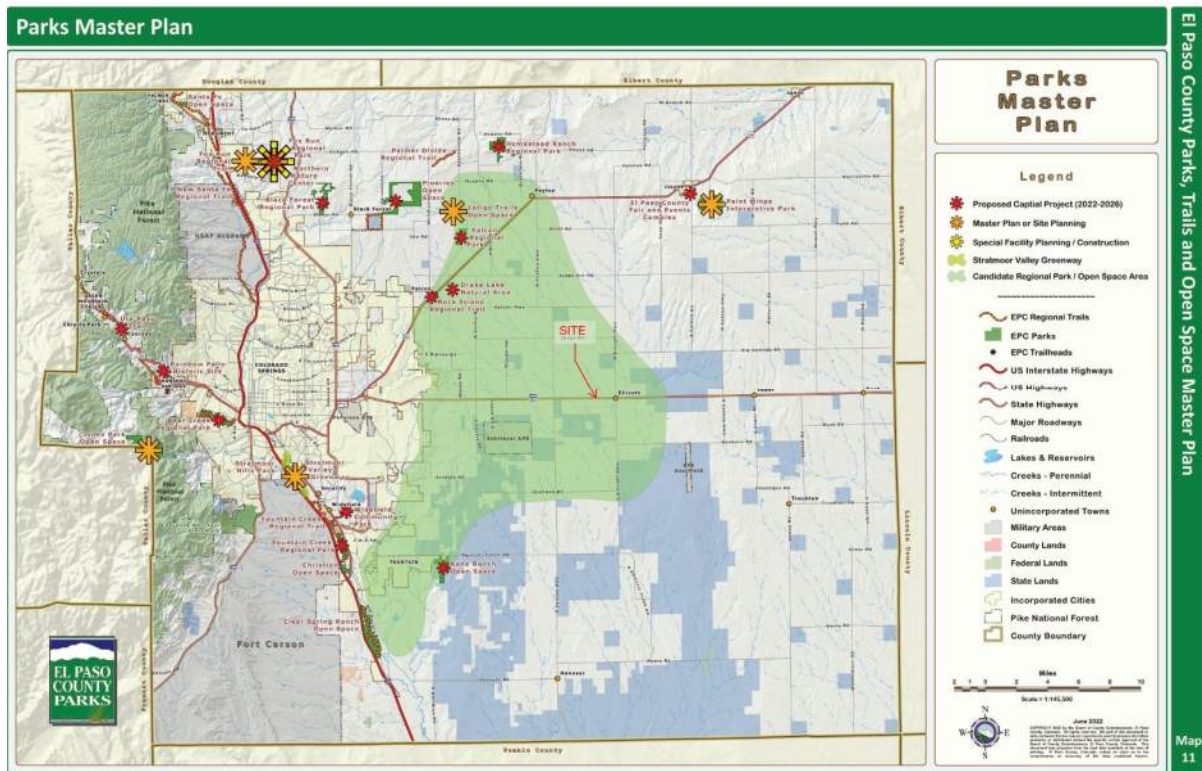
A traffic study has been completed by HDR Engineering, Inc.

- The intersection will operate at LOS A and B under 2024 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. Assuming the connections at both New Log Road and Springs Road are provided, there are no improvements recommended at this intersection as part of this TIS.
- Intersections adjacent to the development on SH 94 will operate at LOS C or better for all scenarios analyzed in this TIA. Therefore, the infrastructure that is anticipated to be in place by the time Filing 3 and Filing 4 are developed and occupied will have the capacity to handle the generated traffic. No improvements are needed for the addition of Filing 4 to the Mayberry Communities development. Intersection LOS and delay results are presented in Table 7 below.

Table 7: Level of Service Summary

Intersection	2024 Existing		2024 Background + Filings 1,2 & ,3		2024 Background + Filing 4	
	AM	PM	AM	PM	AM	PM
Highest delay minor street approach is reported for all unsignalized intersections.						
Peyton Highway and SH 94	B (14.1)	B (13.5)	C (15.8)	C (18.7)	C (16.7)	C (19.8)
New Log Road and SH 94	-	-	B (14.5)	B (15.4)	C (15.2)	C (16.4)
Springs Road and SH 94	-	-	A (9.2)	B (10.1)	A (9.2)	B (10.2)
Ellicott Highway and SH 94	C (16.0)	C (15.5)	C (16.7)	C (16.4)	C (16.9)	C (16.5)

Parks Master Plan



The site can is located in the “Candidate for Regional Park/Open Space Areas”.

The Developer of the Mayberry Communities Sketch Plan Amendment has the intention to incorporate Filing No. 4 with trails for connectivity to parks throughout the Proposed Mayberry Communities Sketch Plan Amendment.

Connectivity throughout said sketch plan will help with the work live play aspect allowing individuals to live and work within 5-minute walk.

The proposed Sketch Plan Amendment, to be recorded, incorporates the goals and objectives of the El Paso County Parks Master Plan.

Goal 1.B to provide and support large community events and provide visitor destinations and experiences between parks within the Sketch Plan Amendment, to be recorded.

Goal 2.A to provide regional parks, recreation areas, trails and open space

Goal 2.B to continue participation in development review for long range planning within the El Paso County development services, transportation and public park needs to anticipate future growth.

Goal 3.A to refine the definition of active trails between residential and commercial uses.

Regional Trails

Goal 1.A a regional trail is proposed along the State Highway 94 corridor, Mayberry Communities Sketch Plan Amendment, to be approved, acknowledges the proposed regional trail system and has incorporated an east/west trail within the community that ties into the adjacent proposed trail easement.

Additional Park and Open Space items are to be provided on the Proposed Mayberry Communities Sketch Plan Amendment (SKP-05-005).

Appendix C: Synchro Outputs

HCM 6th TWSC
13: Ellicott Highway & SH 94

08/31/2023

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	20	63	125	14	159	12	101	25	6	13	60	33
Future Vol, veh/h	20	63	125	14	159	12	101	25	6	13	60	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	70	139	16	176	13	112	28	7	14	67	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	189	0	0	209	0	0	451	405	140	416	468	183
Stage 1	-	-	-	-	-	-	184	184	-	215	215	-
Stage 2	-	-	-	-	-	-	267	221	-	201	253	-
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	1385	-	-	1362	-	-	519	535	908	547	493	859
Stage 1	-	-	-	-	-	-	818	747	-	787	725	-
Stage 2	-	-	-	-	-	-	738	720	-	801	698	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1385	-	-	1362	-	-	435	520	908	510	479	859
Mov Cap-2 Maneuver	-	-	-	-	-	-	435	520	-	510	479	-
Stage 1	-	-	-	-	-	-	805	735	-	774	716	-
Stage 2	-	-	-	-	-	-	633	711	-	753	687	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.6			16.4			13.1		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	460	1385	-	-	1362	-	-	560
HCM Lane V/C Ratio	0.318	0.016	-	-	0.011	-	-	0.21
HCM Control Delay (s)	16.4	7.6	-	-	7.7	-	-	13.1
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.4	0	-	-	0	-	-	0.8

HCM 6th TWSC
14: Peyton Highway & SH 94

08/31/2023

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	7	119	12	10	332	22	28	16	10	11	7	35
Future Vol, veh/h	7	119	12	10	332	22	28	16	10	11	7	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	132	13	11	368	24	31	18	11	12	8	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	392	0	0	145	0	0	581	569	139	571	563	380
Stage 1	-	-	-	-	-	-	155	155	-	402	402	-
Stage 2	-	-	-	-	-	-	426	414	-	169	161	-
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	1167	-	-	1437	-	-	425	432	909	432	435	667
Stage 1	-	-	-	-	-	-	847	769	-	625	600	-
Stage 2	-	-	-	-	-	-	606	593	-	833	765	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1167	-	-	1437	-	-	391	426	909	409	428	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	391	426	-	409	428	-
Stage 1	-	-	-	-	-	-	841	764	-	621	595	-
Stage 2	-	-	-	-	-	-	559	588	-	798	760	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.2			14.2			12.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	449	1167	-	-	1437	-	-	554
HCM Lane V/C Ratio	0.133	0.007	-	-	0.008	-	-	0.106
HCM Control Delay (s)	14.2	8.1	-	-	7.5	-	-	12.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.4

HCM 6th TWSC
13: Ellicott Highway & SH 94

08/31/2023

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	46	164	64	3	77	14	109	34	16	24	20	23
Future Vol, veh/h	46	164	64	3	77	14	109	34	16	24	20	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	182	71	3	85	16	121	38	18	27	22	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	101	0	0	253	0	0	443	427	218	447	454	93
Stage 1	-	-	-	-	-	-	320	320	-	99	99	-
Stage 2	-	-	-	-	-	-	123	107	-	348	355	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1491	-	-	1312	-	-	525	520	822	522	502	964
Stage 1	-	-	-	-	-	-	692	652	-	907	813	-
Stage 2	-	-	-	-	-	-	881	807	-	668	630	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1491	-	-	1312	-	-	480	501	822	468	484	964
Mov Cap-2 Maneuver	-	-	-	-	-	-	480	501	-	468	484	-
Stage 1	-	-	-	-	-	-	668	630	-	876	811	-
Stage 2	-	-	-	-	-	-	832	805	-	593	609	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.2			15.9			12.2		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	506	1491	-	-	1312	-	-	575
HCM Lane V/C Ratio	0.348	0.034	-	-	0.003	-	-	0.129
HCM Control Delay (s)	15.9	7.5	-	-	7.8	-	-	12.2
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0	-	-	0.4

HCM 6th TWSC
 14: Peyton Highway & SH 94

08/31/2023

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	18	250	18	12	145	15	20	21	9	23	13	12
Future Vol, veh/h	18	250	18	12	145	15	20	21	9	23	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	277	20	13	161	17	22	23	10	26	14	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	178	0	0	297	0	0	536	531	287	540	533	170
Stage 1	-	-	-	-	-	-	327	327	-	196	196	-
Stage 2	-	-	-	-	-	-	209	204	-	344	337	-
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	1398	-	-	1264	-	-	455	454	752	453	453	874
Stage 1	-	-	-	-	-	-	686	648	-	806	739	-
Stage 2	-	-	-	-	-	-	793	733	-	671	641	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1398	-	-	1264	-	-	429	443	752	421	442	874
Mov Cap-2 Maneuver	-	-	-	-	-	-	429	443	-	421	442	-
Stage 1	-	-	-	-	-	-	676	639	-	795	732	-
Stage 2	-	-	-	-	-	-	758	726	-	629	632	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.5			13.6			13.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	472	1398	-	-	1264	-	-	491
HCM Lane V/C Ratio	0.117	0.014	-	-	0.011	-	-	0.108
HCM Control Delay (s)	13.6	7.6	-	-	7.9	-	-	13.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.4

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	169	52	10	299	122	8
Future Vol, veh/h	169	52	10	299	122	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	570	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	57	11	325	133	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	241
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1326
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1326
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	505	858	-	-	1326	-
HCM Lane V/C Ratio	0.263	0.01	-	-	0.008	-
HCM Control Delay (s)	14.6	9.2	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	1	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	151	26	0	309	0	6
Future Vol, veh/h	151	26	0	309	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	164	28	0	336	0	7

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	164
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	881
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	881
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	881	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s)	9.1	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th TWSC
13: Ellicott Highway & SH 94

08/31/2023

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	68	136	14	167	12	106	26	6	13	61	35
Future Vol, veh/h	21	68	136	14	167	12	106	26	6	13	61	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	74	148	15	182	13	115	28	7	14	66	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	195	0	0	222	0	0	465	419	148	431	487	189
Stage 1	-	-	-	-	-	-	194	194	-	219	219	-
Stage 2	-	-	-	-	-	-	271	225	-	212	268	-
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	1378	-	-	1347	-	-	508	525	899	535	481	853
Stage 1	-	-	-	-	-	-	808	740	-	783	722	-
Stage 2	-	-	-	-	-	-	735	718	-	790	687	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1378	-	-	1347	-	-	424	510	899	498	468	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	424	510	-	498	468	-
Stage 1	-	-	-	-	-	-	794	727	-	770	714	-
Stage 2	-	-	-	-	-	-	630	710	-	741	675	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.6			17			13.3		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	449	1378	-	-	1347	-	-	552
HCM Lane V/C Ratio	0.334	0.017	-	-	0.011	-	-	0.215
HCM Control Delay (s)	17	7.7	-	-	7.7	-	-	13.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0	-	-	0.8

HCM 6th TWSC
 14: Peyton Highway & SH 94

08/31/2023

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	7	137	12	13	380	29	29	16	15	17	7	36
Future Vol, veh/h	7	137	12	13	380	29	29	16	15	17	7	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	149	13	14	413	32	32	17	16	18	8	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	445	0	0	162	0	0	653	645	156	645	635	429
Stage 1	-	-	-	-	-	-	172	172	-	457	457	-
Stage 2	-	-	-	-	-	-	481	473	-	188	178	-
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	1115	-	-	1417	-	-	380	391	890	385	396	626
Stage 1	-	-	-	-	-	-	830	756	-	583	568	-
Stage 2	-	-	-	-	-	-	566	558	-	814	752	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1115	-	-	1417	-	-	347	384	890	360	389	626
Mov Cap-2 Maneuver	-	-	-	-	-	-	347	384	-	360	389	-
Stage 1	-	-	-	-	-	-	824	751	-	579	562	-
Stage 2	-	-	-	-	-	-	518	552	-	775	747	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.2			15.1			13.5		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	422	1115	-	-	1417	-	-	489
HCM Lane V/C Ratio	0.155	0.007	-	-	0.01	-	-	0.133
HCM Control Delay (s)	15.1	8.3	-	-	7.6	-	-	13.5
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.5

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	328	83	15	213	97	7
Future Vol, veh/h	328	83	15	213	97	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	-	570	570	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	357	90	16	232	105	8

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	447	0	621	357
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	264	-
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	-	-	1113	-	451	687
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	780	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1113	-	445	687
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	445	687	-	-	1113	-
HCM Lane V/C Ratio	0.237	0.011	-	-	0.015	-
HCM Control Delay (s)	15.6	10.3	-	-	8.3	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	294	41	0	228	0	5
Future Vol, veh/h	294	41	0	228	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	320	45	0	248	0	5

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	320
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	721
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	721
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	721	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	10	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	50	174	67	3	86	14	117	35	16	24	20	24
Future Vol, veh/h	50	174	67	3	86	14	117	35	16	24	20	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	189	73	3	93	15	127	38	17	26	22	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	262	0	0	465	448	226	468	477	101
Stage 1	-	-	-	-	-	-	334	334	-	107	107	-
Stage 2	-	-	-	-	-	-	131	114	-	361	370	-
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	1483	-	-	1302	-	-	508	506	813	505	487	954
Stage 1	-	-	-	-	-	-	680	643	-	898	807	-
Stage 2	-	-	-	-	-	-	873	801	-	657	620	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1483	-	-	1302	-	-	463	487	813	451	468	954
Mov Cap-2 Maneuver	-	-	-	-	-	-	463	487	-	451	468	-
Stage 1	-	-	-	-	-	-	656	620	-	866	805	-
Stage 2	-	-	-	-	-	-	824	799	-	582	598	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.2			16.7			12.4		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	488	1483	-	-	1302	-	-	561
HCM Lane V/C Ratio	0.374	0.037	-	-	0.003	-	-	0.132
HCM Control Delay (s)	16.7	7.5	-	-	7.8	-	-	12.4
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.7	0.1	-	-	0	-	-	0.5

HCM 6th TWSC
 14: Peyton Highway & SH 94

08/31/2023

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	18	364	18	19	267	15	20	21	12	29	13	12
Future Vol, veh/h	18	364	18	19	267	15	20	21	12	29	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	396	20	21	290	16	22	23	13	32	14	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	306	0	0	416	0	0	800	794	406	804	796	298
Stage 1	-	-	-	-	-	-	446	446	-	340	340	-
Stage 2	-	-	-	-	-	-	354	348	-	464	456	-
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	1255	-	-	1143	-	-	303	321	645	301	320	741
Stage 1	-	-	-	-	-	-	591	574	-	675	639	-
Stage 2	-	-	-	-	-	-	663	634	-	578	568	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1255	-	-	1143	-	-	280	310	645	271	309	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	280	310	-	271	309	-
Stage 1	-	-	-	-	-	-	582	565	-	664	627	-
Stage 2	-	-	-	-	-	-	625	623	-	535	559	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.5			17.9			18.4		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	336	1255	-	-	1143	-	-	327
HCM Lane V/C Ratio	0.171	0.016	-	-	0.018	-	-	0.179
HCM Control Delay (s)	17.9	7.9	-	-	8.2	-	-	18.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.6

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	186	86	10	304	129	8
Future Vol, veh/h	186	86	10	304	129	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	570	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	202	93	11	330	140	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	295
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1266
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1266
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	489	839	-	-	1266	-
HCM Lane V/C Ratio	0.287	0.01	-	-	0.009	-
HCM Control Delay (s)	15.3	9.3	-	-	7.9	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	1.2	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	151	43	0	309	0	7
Future Vol, veh/h	151	43	0	309	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	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	164	47	0	336	0	8

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	164
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	881
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	881
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	881	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	9.1	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th TWSC
13: Ellicott Highway & SH 94

08/31/2023

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	68	137	14	170	12	108	26	6	13	61	36
Future Vol, veh/h	21	68	137	14	170	12	108	26	6	13	61	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	74	149	15	185	13	117	28	7	14	66	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	198	0	0	223	0	0	469	423	149	434	491	192
Stage 1	-	-	-	-	-	-	195	195	-	222	222	-
Stage 2	-	-	-	-	-	-	274	228	-	212	269	-
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	1375	-	-	1346	-	-	505	522	898	532	478	850
Stage 1	-	-	-	-	-	-	807	739	-	780	720	-
Stage 2	-	-	-	-	-	-	732	715	-	790	687	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1375	-	-	1346	-	-	420	507	898	495	465	850
Mov Cap-2 Maneuver	-	-	-	-	-	-	420	507	-	495	465	-
Stage 1	-	-	-	-	-	-	793	726	-	767	712	-
Stage 2	-	-	-	-	-	-	626	707	-	741	675	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.6			17.3			13.3		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	444	1375	-	-	1346	-	-	551
HCM Lane V/C Ratio	0.343	0.017	-	-	0.011	-	-	0.217
HCM Control Delay (s)	17.3	7.7	-	-	7.7	-	-	13.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0	-	-	0.8

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	7	236	12	13	386	29	29	16	18	18	7	36
Future Vol, veh/h	7	236	12	13	386	29	29	16	18	18	7	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	257	13	14	420	32	32	17	20	20	8	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	452	0	0	270	0	0	768	760	264	762	750	436
Stage 1	-	-	-	-	-	-	280	280	-	464	464	-
Stage 2	-	-	-	-	-	-	488	480	-	298	286	-
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	1109	-	-	1293	-	-	319	336	775	322	340	620
Stage 1	-	-	-	-	-	-	727	679	-	578	564	-
Stage 2	-	-	-	-	-	-	561	554	-	711	675	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1109	-	-	1293	-	-	290	330	775	297	334	620
Mov Cap-2 Maneuver	-	-	-	-	-	-	290	330	-	297	334	-
Stage 1	-	-	-	-	-	-	722	674	-	574	558	-
Stage 2	-	-	-	-	-	-	513	548	-	670	670	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			17			14.7		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	367	1109	-	-	1293	-	-	437
HCM Lane V/C Ratio	0.187	0.007	-	-	0.011	-	-	0.152
HCM Control Delay (s)	17	8.3	-	-	7.8	-	-	14.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.5

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	330	86	15	213	126	9
Future Vol, veh/h	330	86	15	213	126	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	-	570	570	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	359	93	16	232	137	10

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	452	0	623	359
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	264	-
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	-	-	1109	-	450	685
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	780	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1109	-	444	685
Mov Cap-2 Maneuver	-	-	-	-	444	-
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	444	685	-	-	1109	-
HCM Lane V/C Ratio	0.308	0.014	-	-	0.015	-
HCM Control Delay (s)	16.7	10.3	-	-	8.3	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	294	43	0	228	0	6
Future Vol, veh/h	294	43	0	228	0	6
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	320	47	0	248	0	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	344
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	699
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	699
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	699	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	10.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	50	174	68	3	86	14	117	35	16	24	20	24
Future Vol, veh/h	50	174	68	3	86	14	117	35	16	24	20	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	189	74	3	93	15	127	38	17	26	22	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	263	0	0	465	448	226	469	478	101
Stage 1	-	-	-	-	-	-	334	334	-	107	107	-
Stage 2	-	-	-	-	-	-	131	114	-	362	371	-
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	1483	-	-	1301	-	-	508	506	813	505	486	954
Stage 1	-	-	-	-	-	-	680	643	-	898	807	-
Stage 2	-	-	-	-	-	-	873	801	-	657	620	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1483	-	-	1301	-	-	463	487	813	451	468	954
Mov Cap-2 Maneuver	-	-	-	-	-	-	463	487	-	451	468	-
Stage 1	-	-	-	-	-	-	656	620	-	866	805	-
Stage 2	-	-	-	-	-	-	824	799	-	582	598	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.2			16.7			12.4		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	488	1483	-	-	1301	-	-	561
HCM Lane V/C Ratio	0.374	0.037	-	-	0.003	-	-	0.132
HCM Control Delay (s)	16.7	7.5	-	-	7.8	-	-	12.4
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.7	0.1	-	-	0	-	-	0.5

HCM 6th TWSC
 14: Peyton Highway & SH 94

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Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	18	367	18	17	292	17	20	21	13	33	13	12
Future Vol, veh/h	18	367	18	17	292	17	20	21	13	33	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	399	20	18	317	18	22	23	14	36	14	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	335	0	0	419	0	0	825	820	409	830	821	326
Stage 1	-	-	-	-	-	-	449	449	-	362	362	-
Stage 2	-	-	-	-	-	-	376	371	-	468	459	-
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	1224	-	-	1140	-	-	292	310	642	289	309	715
Stage 1	-	-	-	-	-	-	589	572	-	657	625	-
Stage 2	-	-	-	-	-	-	645	620	-	575	566	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1224	-	-	1140	-	-	270	300	642	260	299	715
Mov Cap-2 Maneuver	-	-	-	-	-	-	270	300	-	260	299	-
Stage 1	-	-	-	-	-	-	580	563	-	646	615	-
Stage 2	-	-	-	-	-	-	609	610	-	531	557	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			18.3			19.6		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	329	1224	-	-	1140	-	-	310
HCM Lane V/C Ratio	0.178	0.016	-	-	0.016	-	-	0.203
HCM Control Delay (s)	18.3	8	-	-	8.2	-	-	19.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.7

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	140	0	0	293	0	0
Future Vol, veh/h	140	0	0	293	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	570	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	183	0	0	382	0	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	183	0	565	183
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	382	-
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	-	486	859
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1392	-	486	859
Mov Cap-2 Maneuver	-	-	-	-	486	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	690	-

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

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	-	1392	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	140	0	0	293	0	0
Future Vol, veh/h	140	0	0	293	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	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	155	0	0	382	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	- 155
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	- 6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	- 3.318
Pot Cap-1 Maneuver	-	-	0	-	0 891
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	- 891
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

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

HCM 6th TWSC
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Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	63	125	14	159	12	101	25	6	13	60	33
Future Vol, veh/h	20	63	125	14	159	12	101	25	6	13	60	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	82	163	18	207	16	132	33	8	17	78	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	223	0	0	245	0	0	528	475	164	487	548	215
Stage 1	-	-	-	-	-	-	216	216	-	251	251	-
Stage 2	-	-	-	-	-	-	312	259	-	236	297	-
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	1346	-	-	1321	-	-	461	488	881	491	444	825
Stage 1	-	-	-	-	-	-	786	724	-	753	699	-
Stage 2	-	-	-	-	-	-	699	694	-	767	668	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1346	-	-	1321	-	-	366	472	881	450	429	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	366	472	-	450	429	-
Stage 1	-	-	-	-	-	-	771	710	-	739	689	-
Stage 2	-	-	-	-	-	-	579	684	-	711	655	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.6			21.1			14.7		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	393	1346	-	-	1321	-	-	508
HCM Lane V/C Ratio	0.438	0.019	-	-	0.014	-	-	0.272
HCM Control Delay (s)	21.1	7.7	-	-	7.8	-	-	14.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.2	0.1	-	-	0	-	-	1.1

HCM 6th TWSC
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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	7	119	12	10	332	22	28	16	10	11	7	35
Future Vol, veh/h	7	119	12	10	332	22	28	16	10	11	7	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	155	16	13	433	29	37	21	13	14	9	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	462	0	0	171	0	0	682	669	163	672	663	448
Stage 1	-	-	-	-	-	-	181	181	-	474	474	-
Stage 2	-	-	-	-	-	-	501	488	-	198	189	-
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	1099	-	-	1406	-	-	364	379	882	370	382	611
Stage 1	-	-	-	-	-	-	821	750	-	571	558	-
Stage 2	-	-	-	-	-	-	552	550	-	804	744	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1099	-	-	1406	-	-	326	373	882	344	376	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	326	373	-	344	376	-
Stage 1	-	-	-	-	-	-	814	744	-	566	553	-
Stage 2	-	-	-	-	-	-	498	545	-	764	738	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.2			16.4			13.5		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	385	1099	-	-	1406	-	-	491
HCM Lane V/C Ratio	0.183	0.008	-	-	0.009	-	-	0.141
HCM Control Delay (s)	16.4	8.3	-	-	7.6	-	-	13.5
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.5

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	282	0	0	209	0	0
Future Vol, veh/h	282	0	0	209	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	570	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	368	0	0	273	0	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	368	0	641	368
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	273	-
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	-	-	1191	-	439	677
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1191	-	439	677
Mov Cap-2 Maneuver	-	-	-	-	439	-
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	773	-

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

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	-	1191	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection

Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	282	0	0	209	0	0
Future Vol, veh/h	282	0	0	209	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	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	368	0	0	273	0	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	368
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	677
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	677
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

HCM 6th TWSC
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Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	46	164	64	3	77	14	109	34	16	24	20	23
Future Vol, veh/h	46	164	64	3	77	14	109	34	16	24	20	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	214	83	4	100	18	142	44	21	31	26	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	118	0	0	297	0	0	521	502	256	525	534	109
Stage 1	-	-	-	-	-	-	376	376	-	117	117	-
Stage 2	-	-	-	-	-	-	145	126	-	408	417	-
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	1470	-	-	1264	-	-	466	471	783	463	452	945
Stage 1	-	-	-	-	-	-	645	616	-	888	799	-
Stage 2	-	-	-	-	-	-	858	792	-	620	591	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1470	-	-	1264	-	-	416	450	783	403	432	945
Mov Cap-2 Maneuver	-	-	-	-	-	-	416	450	-	403	432	-
Stage 1	-	-	-	-	-	-	619	591	-	852	797	-
Stage 2	-	-	-	-	-	-	801	790	-	535	567	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.3			20			13.4		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	444	1470	-	-	1264	-	-	515
HCM Lane V/C Ratio	0.467	0.041	-	-	0.003	-	-	0.17
HCM Control Delay (s)	20	7.6	-	-	7.9	-	-	13.4
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.4	0.1	-	-	0	-	-	0.6

HCM 6th TWSC
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Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	18	250	18	12	145	15	20	21	9	23	13	12
Future Vol, veh/h	18	250	18	12	145	15	20	21	9	23	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	326	23	16	189	20	26	27	12	30	17	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	209	0	0	349	0	0	632	625	338	634	626	199
Stage 1	-	-	-	-	-	-	384	384	-	231	231	-
Stage 2	-	-	-	-	-	-	248	241	-	403	395	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1362	-	-	1210	-	-	393	401	704	392	401	842
Stage 1	-	-	-	-	-	-	639	611	-	772	713	-
Stage 2	-	-	-	-	-	-	756	706	-	624	605	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1362	-	-	1210	-	-	364	389	704	356	389	842
Mov Cap-2 Maneuver	-	-	-	-	-	-	364	389	-	356	389	-
Stage 1	-	-	-	-	-	-	628	601	-	759	704	-
Stage 2	-	-	-	-	-	-	715	697	-	576	595	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.6			15.4			14.8		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	411	1362	-	-	1210	-	-	428
HCM Lane V/C Ratio	0.159	0.017	-	-	0.013	-	-	0.146
HCM Control Delay (s)	15.4	7.7	-	-	8	-	-	14.8
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0.5

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	169	52	10	299	122	8
Future Vol, veh/h	169	52	10	299	122	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	570	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	220	57	11	390	133	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	277	0	632
Stage 1	-	-	-	-	220
Stage 2	-	-	-	-	412
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1286	-	444
Stage 1	-	-	-	-	817
Stage 2	-	-	-	-	669
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1286	-	440
Mov Cap-2 Maneuver	-	-	-	-	440
Stage 1	-	-	-	-	817
Stage 2	-	-	-	-	663

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	440	820	-	-	1286	-
HCM Lane V/C Ratio	0.301	0.011	-	-	0.008	-
HCM Control Delay (s)	16.7	9.4	-	-	7.8	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	151	26	0	309	0	6
Future Vol, veh/h	151	26	0	309	0	6
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	197	28	0	403	0	7

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	211
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	829
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	829
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	829	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	9.4	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

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Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	25	80	158	17	196	14	124	30	7	16	72	41
Future Vol, veh/h	25	80	158	17	196	14	124	30	7	16	72	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	87	172	18	213	15	135	33	8	17	78	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	228	0	0	259	0	0	545	491	173	505	570	221
Stage 1	-	-	-	-	-	-	227	227	-	257	257	-
Stage 2	-	-	-	-	-	-	318	264	-	248	313	-
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	1340	-	-	1306	-	-	449	478	871	478	431	819
Stage 1	-	-	-	-	-	-	776	716	-	748	695	-
Stage 2	-	-	-	-	-	-	693	690	-	756	657	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1340	-	-	1306	-	-	354	462	871	437	416	819
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	462	-	437	416	-
Stage 1	-	-	-	-	-	-	760	702	-	733	685	-
Stage 2	-	-	-	-	-	-	572	680	-	700	644	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.6			22.3			15.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	380	1340	-	-	1306	-	-	497
HCM Lane V/C Ratio	0.461	0.02	-	-	0.014	-	-	0.282
HCM Control Delay (s)	22.3	7.7	-	-	7.8	-	-	15.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.3	0.1	-	-	0	-	-	1.1

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Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	8	159	14	15	439	33	34	19	17	19	8	42
Future Vol, veh/h	8	159	14	15	439	33	34	19	17	19	8	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	173	15	16	477	36	37	21	18	21	9	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	513	0	0	188	0	0	754	744	181	745	733	495
Stage 1	-	-	-	-	-	-	199	199	-	527	527	-
Stage 2	-	-	-	-	-	-	555	545	-	218	206	-
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	1052	-	-	1386	-	-	326	343	862	330	348	575
Stage 1	-	-	-	-	-	-	803	736	-	535	528	-
Stage 2	-	-	-	-	-	-	516	519	-	784	731	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1052	-	-	1386	-	-	290	336	862	303	341	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	290	336	-	303	341	-
Stage 1	-	-	-	-	-	-	796	729	-	530	522	-
Stage 2	-	-	-	-	-	-	462	513	-	739	724	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.2			17.6			15		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	362	1052	-	-	1386	-	-	433
HCM Lane V/C Ratio	0.21	0.008	-	-	0.012	-	-	0.173
HCM Control Delay (s)	17.6	8.5	-	-	7.6	-	-	15
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.6

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	328	83	15	213	97	7
Future Vol, veh/h	328	83	15	213	97	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	-	570	570	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	428	90	16	278	105	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	518	0	738
Stage 1	-	-	-	-	428
Stage 2	-	-	-	-	310
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1048	-	385
Stage 1	-	-	-	-	657
Stage 2	-	-	-	-	744
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1048	-	379
Mov Cap-2 Maneuver	-	-	-	-	379
Stage 1	-	-	-	-	657
Stage 2	-	-	-	-	733

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	379	627	-	-	1048	-
HCM Lane V/C Ratio	0.278	0.012	-	-	0.016	-
HCM Control Delay (s)	18.1	10.8	-	-	8.5	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	294	41	0	228	0	5
Future Vol, veh/h	294	41	0	228	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	383	45	0	297	0	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	406
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	645
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	645
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	645	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th TWSC
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Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	58	204	79	4	99	17	137	41	19	29	24	29
Future Vol, veh/h	58	204	79	4	99	17	137	41	19	29	24	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	222	86	4	108	18	149	45	21	32	26	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	308	0	0	545	525	265	549	559	117
Stage 1	-	-	-	-	-	-	391	391	-	125	125	-
Stage 2	-	-	-	-	-	-	154	134	-	424	434	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1460	-	-	1253	-	-	449	458	774	446	438	935
Stage 1	-	-	-	-	-	-	633	607	-	879	792	-
Stage 2	-	-	-	-	-	-	848	785	-	608	581	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1460	-	-	1253	-	-	399	437	774	386	418	935
Mov Cap-2 Maneuver	-	-	-	-	-	-	399	437	-	386	418	-
Stage 1	-	-	-	-	-	-	606	581	-	841	790	-
Stage 2	-	-	-	-	-	-	790	783	-	523	556	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.3			21.6			13.7		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	427	1460	-	-	1253	-	-	501
HCM Lane V/C Ratio	0.501	0.043	-	-	0.003	-	-	0.178
HCM Control Delay (s)	21.6	7.6	-	-	7.9	-	-	13.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.7	0.1	-	-	0	-	-	0.6

HCM 6th TWSC
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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	22	409	22	21	293	18	24	25	14	34	16	14
Future Vol, veh/h	22	409	22	21	293	18	24	25	14	34	16	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	445	24	23	318	20	26	27	15	37	17	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	338	0	0	469	0	0	895	889	457	900	891	328
Stage 1	-	-	-	-	-	-	505	505	-	374	374	-
Stage 2	-	-	-	-	-	-	390	384	-	526	517	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1221	-	-	1093	-	-	261	282	604	259	282	713
Stage 1	-	-	-	-	-	-	549	540	-	647	618	-
Stage 2	-	-	-	-	-	-	634	611	-	535	534	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1221	-	-	1093	-	-	235	270	604	226	270	713
Mov Cap-2 Maneuver	-	-	-	-	-	-	235	270	-	226	270	-
Stage 1	-	-	-	-	-	-	538	529	-	634	605	-
Stage 2	-	-	-	-	-	-	590	598	-	485	523	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.5			21.3			22.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	289	1221	-	-	1093	-	-	279
HCM Lane V/C Ratio	0.237	0.02	-	-	0.021	-	-	0.249
HCM Control Delay (s)	21.3	8	-	-	8.4	-	-	22.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	1

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	288	86	15	213	126	9
Future Vol, veh/h	288	86	15	213	126	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	-	570	570	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	376	93	16	278	137	10

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	469	0	686	376
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	310	-
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	-	-	1093	-	413	670
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	744	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1093	-	407	670
Mov Cap-2 Maneuver	-	-	-	-	407	-
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	733	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	17.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	407	670	-	-	1093	-
HCM Lane V/C Ratio	0.337	0.015	-	-	0.015	-
HCM Control Delay (s)	18.3	10.5	-	-	8.3	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	1.5	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	288	43	0	213	0	6
Future Vol, veh/h	288	43	0	213	0	6
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	376	47	0	278	0	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	400
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	650
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	650
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	650	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

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Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	210	83	4	100	17	138	41	19	29	24	30
Future Vol, veh/h	60	210	83	4	100	17	138	41	19	29	24	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	228	90	4	109	18	150	45	21	32	26	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	127	0	0	318	0	0	559	538	273	562	574	118
Stage 1	-	-	-	-	-	-	403	403	-	126	126	-
Stage 2	-	-	-	-	-	-	156	135	-	436	448	-
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	1459	-	-	1242	-	-	440	450	766	438	429	934
Stage 1	-	-	-	-	-	-	624	600	-	878	792	-
Stage 2	-	-	-	-	-	-	846	785	-	599	573	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1459	-	-	1242	-	-	389	428	766	378	408	934
Mov Cap-2 Maneuver	-	-	-	-	-	-	389	428	-	378	408	-
Stage 1	-	-	-	-	-	-	596	573	-	838	790	-
Stage 2	-	-	-	-	-	-	787	783	-	514	547	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.3			22.5			13.9		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	417	1459	-	-	1242	-	-	495
HCM Lane V/C Ratio	0.516	0.045	-	-	0.004	-	-	0.182
HCM Control Delay (s)	22.5	7.6	-	-	7.9	-	-	13.9
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.9	0.1	-	-	0	-	-	0.7

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Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	22	412	22	22	318	20	24	25	15	38	16	14
Future Vol, veh/h	22	412	22	22	318	20	24	25	15	38	16	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	448	24	24	346	22	26	27	16	41	17	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	368	0	0	472	0	0	929	924	460	935	925	357
Stage 1	-	-	-	-	-	-	508	508	-	405	405	-
Stage 2	-	-	-	-	-	-	421	416	-	530	520	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1191	-	-	1090	-	-	248	269	601	246	269	687
Stage 1	-	-	-	-	-	-	547	539	-	622	598	-
Stage 2	-	-	-	-	-	-	610	592	-	533	532	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1191	-	-	1090	-	-	223	258	601	213	258	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	223	258	-	213	258	-
Stage 1	-	-	-	-	-	-	536	528	-	610	585	-
Stage 2	-	-	-	-	-	-	566	579	-	482	521	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.5			22.1			24.2		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	279	1191	-	-	1090	-	-	261
HCM Lane V/C Ratio	0.249	0.02	-	-	0.022	-	-	0.283
HCM Control Delay (s)	22.1	8.1	-	-	8.4	-	-	24.2
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	1.1

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	206	86	10	299	129	8
Future Vol, veh/h	206	86	10	299	129	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	570	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	224	93	11	390	140	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	317	0	636
Stage 1	-	-	-	-	224
Stage 2	-	-	-	-	412
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1243	-	442
Stage 1	-	-	-	-	813
Stage 2	-	-	-	-	669
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1243	-	438
Mov Cap-2 Maneuver	-	-	-	-	438
Stage 1	-	-	-	-	813
Stage 2	-	-	-	-	663

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	438	815	-	-	1243	-
HCM Lane V/C Ratio	0.32	0.011	-	-	0.009	-
HCM Control Delay (s)	17	9.5	-	-	7.9	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	1.4	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	182	43	0	371	0	7
Future Vol, veh/h	182	43	0	371	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	198	47	0	403	0	8

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	222
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	818
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	818
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	818	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	9.4	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

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Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	26	81	159	17	199	14	126	30	7	16	72	42
Future Vol, veh/h	26	81	159	17	199	14	126	30	7	16	72	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	88	173	18	216	15	137	33	8	17	78	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	231	0	0	261	0	0	553	498	175	511	577	224
Stage 1	-	-	-	-	-	-	231	231	-	260	260	-
Stage 2	-	-	-	-	-	-	322	267	-	251	317	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1337	-	-	1303	-	-	444	474	868	473	427	815
Stage 1	-	-	-	-	-	-	772	713	-	745	693	-
Stage 2	-	-	-	-	-	-	690	688	-	753	654	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1337	-	-	1303	-	-	349	457	868	432	412	815
Mov Cap-2 Maneuver	-	-	-	-	-	-	349	457	-	432	412	-
Stage 1	-	-	-	-	-	-	756	698	-	729	683	-
Stage 2	-	-	-	-	-	-	569	678	-	697	640	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.6			22.9			15.2		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	375	1337	-	-	1303	-	-	494
HCM Lane V/C Ratio	0.472	0.021	-	-	0.014	-	-	0.286
HCM Control Delay (s)	22.9	7.8	-	-	7.8	-	-	15.2
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.4	0.1	-	-	0	-	-	1.2

HCM 6th TWSC
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Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	8	252	14	15	445	33	34	19	20	20	8	42
Future Vol, veh/h	8	252	14	15	445	33	34	19	20	20	8	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	274	15	16	484	36	37	21	22	22	9	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	520	0	0	289	0	0	862	852	282	855	841	502
Stage 1	-	-	-	-	-	-	300	300	-	534	534	-
Stage 2	-	-	-	-	-	-	562	552	-	321	307	-
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	1046	-	-	1273	-	-	275	297	757	278	301	569
Stage 1	-	-	-	-	-	-	709	666	-	530	524	-
Stage 2	-	-	-	-	-	-	512	515	-	691	661	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1046	-	-	1273	-	-	243	290	757	251	294	569
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	290	-	251	294	-
Stage 1	-	-	-	-	-	-	703	660	-	525	517	-
Stage 2	-	-	-	-	-	-	457	508	-	645	655	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			20.2			16.6		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	315	1046	-	-	1273	-	-	387
HCM Lane V/C Ratio	0.252	0.008	-	-	0.013	-	-	0.197
HCM Control Delay (s)	20.2	8.5	-	-	7.9	-	-	16.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	0.7

V3_Traffic Impact Study_Comments.pdf Markup Summary

Callout (2)



Subject: Callout
Page Label: 22
Author: Carlos
Date: 11/7/2023 4:51:42 PM
Status:
Color: ■
Layer:
Space:
Closed: Unchecked

Please verify peak hour volume.



Subject: Callout
Page Label: 9
Author: Carlos
Date: 11/7/2023 4:57:10 PM
Status:
Color: ■
Layer:
Space:
Closed: Unchecked

Unresolved: Address internal trips also. This includes traffic traveling to Mayberry Road to make left turns. Provide a plan showing the internal streets and intersections. If this was provided in the previous report, add that to the appendix of this report.