Traffic Impact Study

Monument Hill

El Paso County, Colorado

Prepared for:

The Garrett Companies

Kimley»Horn

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

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.

Curtis D. Rowe, P.E., PTOE PE #36355 — June 27, 2022
Date

Developer's Statement

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

Mr. Karl Stout — July 05, 2022
Date

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1051 Greenwood Springs Boulevard
Suite 101
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Monument Hill

El Paso County, Colorado

Prepared for
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June 2022

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1.0 EXECUTIVE SUMMARY

Caliber at Woodmoor is proposed to be located at 18950 Base Camp Road in El Paso County, Colorado. The project is proposed to include approximately 264 multifamily dwelling units. It is expected that Caliber at Woodmoor will be completed in the next several years. Therefore, analysis was conducted for the 2025 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study per El Paso County and CDOT standards and requirements:

- Palmer Divide Road and Monument Hill Road (#1)
- Misty Acres Boulevard and Monument Hill Road (#2)
- Deer Creek Road and Monument Hill Road (#3)
- Deer Creek Road and Base Camp Road (#4)
- Deer Creek Road and Woodmoor Drive (#5)
- Monument Hill Road and Woodmoor Drive (#6)
- State Highway 105 (SH-105) and Woodmoor Drive (#7)

In addition, the proposed Southern Right-In/Right-Out Movement Access (#8) and Northern Full Movement Access (#9) along Monument Hill Road were included for evaluation.

Regional access to Caliber at Woodmoor will be provided by Interstate 25 (I-25) and SH-105. Primary access will be provided by Woodmoor Drive and Monument Hill Road. Direct access will be provided by a proposed northern full movement access located approximately 675 feet south of the Palmer Ridge High School bus loop access (measured right-of-way to center) and a southern right-in/right-out access located approximately 600 feet south of the full movement access (measured center to center). Likewise, access to the development will be available at the northern cul-de-sac terminus of Base Camp Road. Traffic using this access will arrive and depart Base Camp Road at the Deer Creek Road intersection.

List any reports from other projects which may have been used/researched.

Caliber at Woodmoor is expected to generate approximately 1,768 weekday daily trips, with 106 of these trips occurring during the morning peak hour and 136 of these trips occurring during the afternoon peak hour. Include reference to appendix C for the calculations

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

- The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent or modifications are needed at the intersection. Based on traffic projections, the addition of project traffic on the north leg of Woodmoor Drive at SH-105 is not anticipated to increase existing access traffic volumes by more than 20 percent, with the maximum expected increase at 10 percent during the afternoon peak hour on the north leg (109 project / 1144 existing 2022 counts (unadjusted)). In addition, improvements are not anticipated to be needed or recommended at the SH-105 and Woodmoor Drive intersection in the short-term horizon. Therefore, a CDOT access permit is not anticipated to be required in association with this project.

  Where did this number come from? Did not see any counts in Appendix A (Intersection Counts) to correlate with this count.

- With completion of the Caliber at Woodmoor project, a northern full movement access is proposed to be located approximately 675 feet south of the Palmer Ridge High School bus loop access (measured right-of-way to center). The access is recommended to operate with stop control with installation of an R1-1 “STOP” sign on the westbound exiting driveway approach. Provide an exhibit which shows the dimensions between accesses.

- A southern right-in/right-out access is proposed to be located approximately 600 feet south of the full movement access (measured center to center). An R1-1 “STOP” sign is recommended to be installed on the exiting westbound approach. In addition, an R3-2 No Left Turn sign is recommended to be installed below the “STOP” sign to identify the restriction to right out only and on the southeast corner of the intersection visible to southbound drivers to identify the restriction to right in only.

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of El Paso County and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

2.0 INTRODUCTION

Kimley-Horn and Associates, Inc. has prepared this report to document the results of a Traffic Impact Study for the Caliber at Woodmoor residential project proposed to be located at 18950 Base Camp Road in El Paso County, Colorado. A vicinity map illustrating the Caliber at Woodmoor development location is shown in **Figure 1**. For the purposes of this study, Caliber at Woodmoor is anticipated to include approximately 264 multifamily dwelling units. A conceptual site plan is attached in **Appendix F**. It is expected that Caliber at Woodmoor will be completed within the next several years; therefore, analysis was conducted for the 2025 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study per El Paso County and CDOT standards and requirements:

- Palmer Divide Road and Monument Hill Road (#1)
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- State Highway 105 (SH-105) and Woodmoor Drive (#7)

In addition, the proposed Southern Right-In/Right-Out Movement Access (#8) and Northern Full Movement Access (#9) along Monument Hill Road were included for evaluation.

Include Access at Base Camp Road

NORTH
NTS 096481007

FIGURE 1
CALIBER AT WOODMOOR
EL PASO COUNTY, COLORADO
VICINITY MAP

Regional access to Caliber at Woodmoor will be provided by Interstate 25 (I-25) and SH-105. Primary access will be provided by Woodmoor Drive and Monument Hill Road. Direct access will be provided by a proposed northern full movement access located approximately 675 feet south of the Palmer Ridge High School bus loop access (measured right-of-way to center) and a southern right-in/right-out access located approximately 600 feet south of the full movement access (measured center to center). Likewise, access to the development will be available at the northern cul-de-sac terminus of Base Camp Road. Traffic using this access will arrive and depart Base Camp Road at the Deer Creek Road intersection.

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

The existing site is comprised of vacant land. Directly east of the development is Palmer Ridge High School and directly west is Interstate 25 (I-25). Extending to the east and north are single family residential homes and to the south are mixed use industrial and retail uses.

Road

3.2 Existing Roadway Network

Palmer Divide Drive provides one through lane of travel in each direction, eastbound and westbound, with posted speed limit of 45 miles per hour.

e

Monument Hill Road extends in the north/south direction as a two-lane roadway. The posted speed limit along Monument Hill Road is 35 miles per hour.

Deer Creek Road is a two-lane roadway with one through lane in the eastbound and westbound direction with a 35 mile per hour speed limit through the study area.

Base Camp Road extends in the northbound and southbound direction with one through lane each way. A posted speed limit could not be determined from the Google street-view. Base Camp Road terminates as a cul-de-sac approximately 700 feet north of the Deer Creek Road intersection.

Woodmoor Drive is a two-lane roadway with one through lane in the north/south direction. The posted speed limit is 30 miles per hour that reduces to 20 miles per hour near the Lewis Palmer Middle School during school arrival and departure times.

Include Misty Acres Drive in this section since it is shown on exhibits and has a studied intersection.

Although SH-105 is a north/south state highway, within the study area it extends east/west with two through lanes in each direction through the Woodmoor Drive study intersection. For purposes of this analysis, SH-105 will be referred to in the eastbound/westbound directions. The posted speed limit near the study intersection is 35 miles per hour. The Colorado Department of Transportation classifies this roadway as a Non-Rural Principal Highway (NR-A).

The unsignalized intersection of Palmer Divide Road and Monument Hill Road (#1) operates with stop control on the northbound and southbound approaches of Monument Hill Road. All four approaches provide a single lane for shared movements. An aerial photo of the existing intersection configuration is below (north is up - typical).

Palmer Divide Road & Monument Hill Road (#1)

The unsignalized 'T'-intersection of Misty Acres Boulevard and Monument Hill Road (#2) operates with stop control on the westbound approach of Misty Acres Boulevard. The northbound approach of Monument Hill Road provides a through lane and a separate right turn lane while the southbound approach provides a separate left turn lane and a through lane. The westbound approach provides a separate left and right turn lane. An aerial photo of the existing intersection configuration is below.

Misty Acres Boulevard & Monument Hill Road (#2)

The unsignalized 'T'-intersection of Deer Creek Road and Monument Hill Road (#3) operates with stop control on the westbound approach of Deer Creek Road. The northbound approach of Monument Hill Road provides a through lane and a separate right turn lane while the southbound approach provides a separate left turn lane and a through lane. The westbound approach provides a separate left and right turn lane. An aerial photo of the existing intersection configuration is below.

Deer Creek Road & Monument Hill Road (#3)

The Deer Creek Road and Base Camp Road (#4) 'T'-intersection operates with stop control on the southbound approach of Base Camp Road. All three approaches provide a single lane shared with all movements. An aerial photo of the existing intersection configuration is below.

Deer Creek Road & Base Camp Road (#4)

The unsignalized intersection of Deer Creek Road and Woodmoor Drive (#5) operates with stop control on the eastbound and westbound approach of Deer Creek Road. All four approaches provide a single lane shared with all movements. An aerial photo of the existing intersection configuration is below.

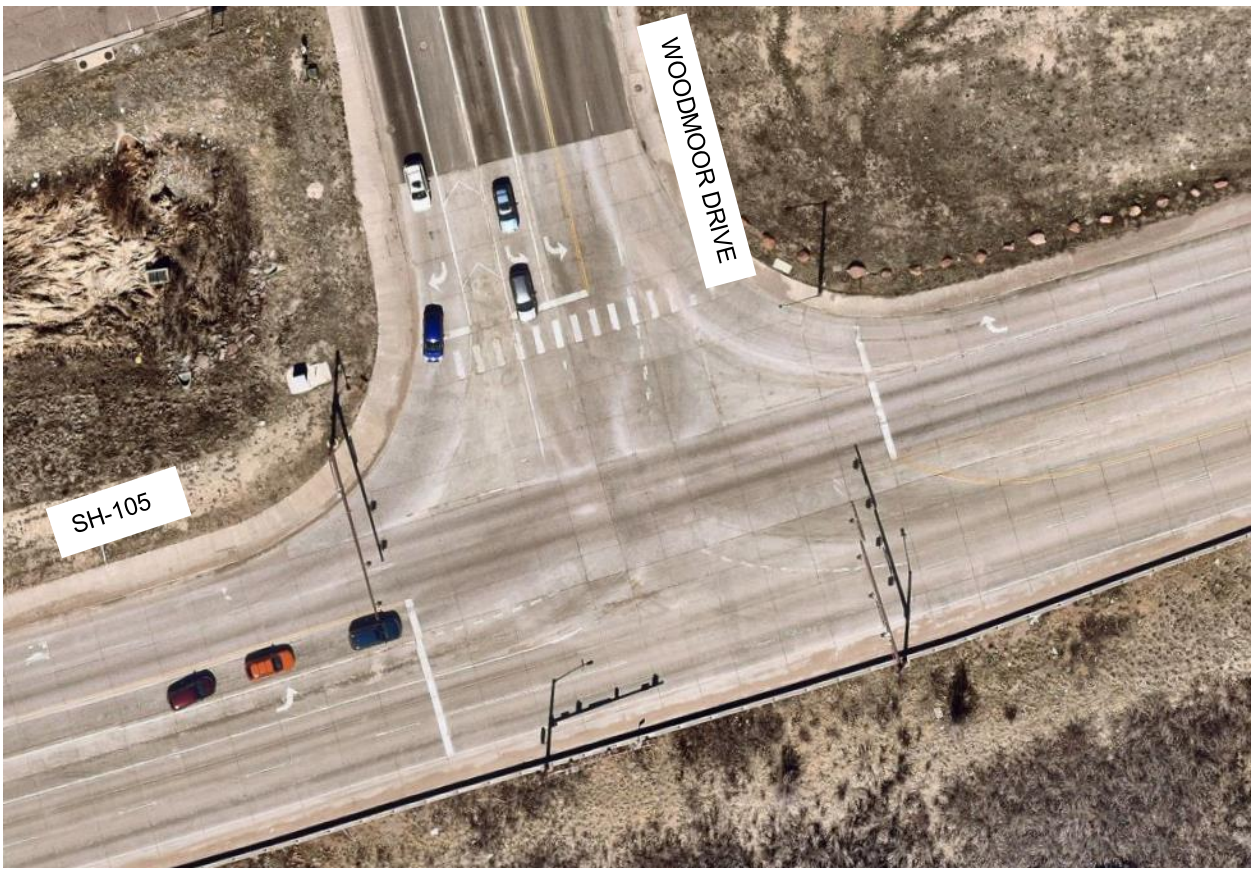
Deer Creek Road & Woodmoor Drive (#5)

The Monument Hill Road and Woodmoor Drive (#6) unsignalized intersection operates with stop control on the eastbound and westbound approach of Monument Hill Road. The northbound and southbound approaches of Woodmoor Drive provide a left turn lane and a shared through/right turn lane. The eastbound approach of Monument Hill Road provides a separate shared left turn/through lane and a channelized right turn lane. The westbound approach provides a single lane shared with all movements. An aerial photo of the existing intersection configuration is below.

Make note that east/west legs of Monument Hill are offset from each other

Monument Hill Road & Woodmoor Drive (#6)

The signalized T-intersection of SH-105 and Woodmoor Drive (#7) operates with protected only left turn phasing on the eastbound approach of SH-105. The southbound approach provides dual left turn lanes and a separate right turn lane. The eastbound approach of SH-105 provides dual left turn lanes and two through lanes while the westbound approach provides two through lanes and a separate right turn lane. An aerial photo of the existing intersection configuration is below.



SH-105 & Woodmoor Drive (#7)

The intersection lane configuration and control for the study area intersections are shown in **Figure 2**.

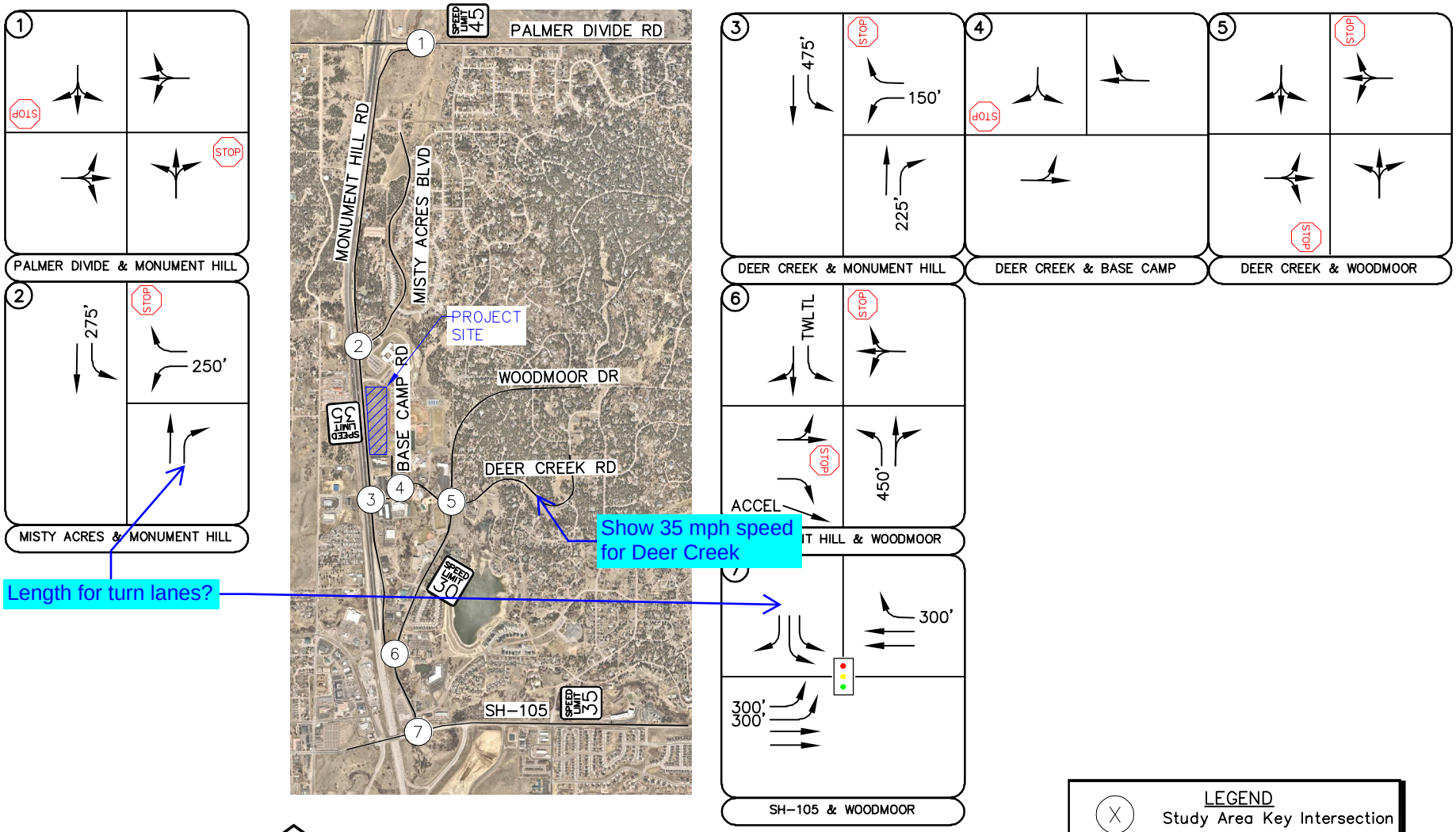


FIGURE 2
CALIBER AT WOODMOOR
EL PASO COUNTY, COLORADO
EXISTING GEOMETRY AND CONTROL

3.3 Existing Traffic Volumes

Existing turning movement counts were conducted at the study intersections on Wednesday, June 8, 2022, Wednesday June 15, 2022, and Thursday June 16, 2022 during the morning and afternoon peak hours. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on these count dates. The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix A**.

Include this calculation in report or appendix. Indicate what intersections are adjusted with this calculation

The counts were not able to be collected when Palmer Ridge High School was in session. Therefore, a trip generation for the 1,200 students was completed. This traffic was distributed and assigned to the study intersections during the peak hours of adjacent street traffic. These traffic volumes were added directly to the existing counts and are shown in **Figure 4** representing the adjusted existing traffic volume counts for when school is in session.

3.4 Unspecified Development Traffic Growth

According to information provided on the website for the Colorado Department of Transportation (CDOT), the 20-year growth factor along SH-105 in the vicinity of the site is 1.39. This 20-year growth factor equates to annual growth rate of 1.66 percent. Therefore, a 1.66 percent annual growth rate was used to estimate the short-term 2025 and long-term 2045 traffic volume projections along SH-105. Likewise, Palmer ~~Road~~ Divide Road is a corridor similar in nature to SH-105 for growth potential; therefore, a 1.66 percent annual growth was also used to estimate 2025 and 2045 traffic volumes. However, the area surrounding the internal intersections along Monument Hill Road, Deer Creek Road, Woodmoor Drive, and Misty Acres Boulevard are primarily built out. To provide a conservative analysis along these roadways, a 1.0 percent annual growth rate was applied at these intersections. Traffic information from the CDOT Online Transportation Information System (OTIS) website is included in **Appendix B**. Background traffic volumes for 2025 and 2045 are shown in **Figures 5** and **6**, respectively.

There are 2 project in the area which may impact some intersections & should be included in future analysis, Northbay at Woodmoor (PUDSP228) & Waterside PUDSP229).

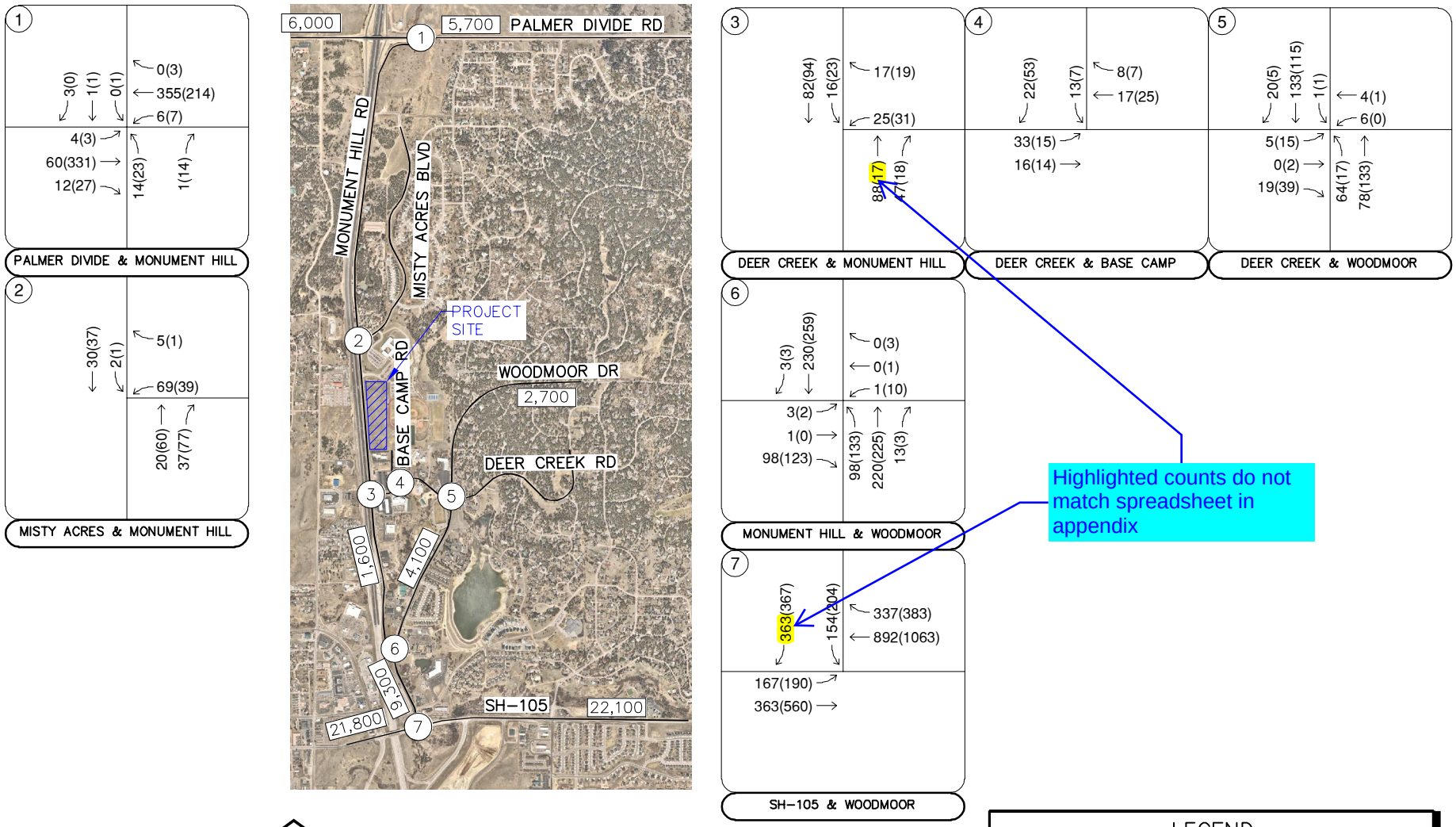
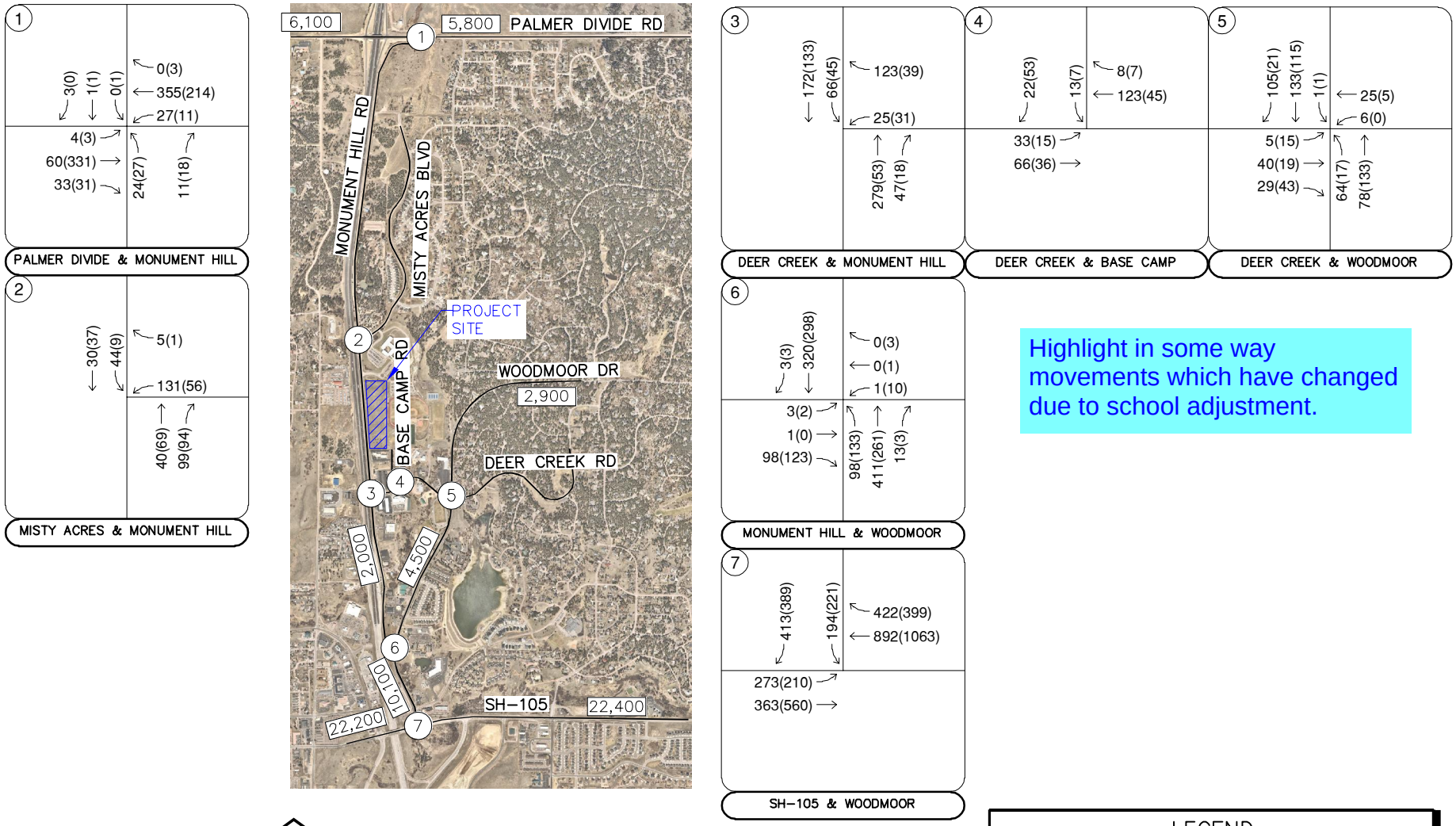


FIGURE 3
CALIBER AT WOODMOOR
EL PASO COUNTY, COLORADO
2022 EXISTING TRAFFIC VOLUMES



Highlight in some way movements which have changed due to school adjustment.

Kimley»Horn NORTH
NTS 096481007

LEGEND

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

FIGURE 4
CALIBER AT WOODMOOR
EL PASO COUNTY, COLORADO
2022 ADJUSTED TRAFFIC VOLUMES (includes School Traffic)

Kimley»Horn

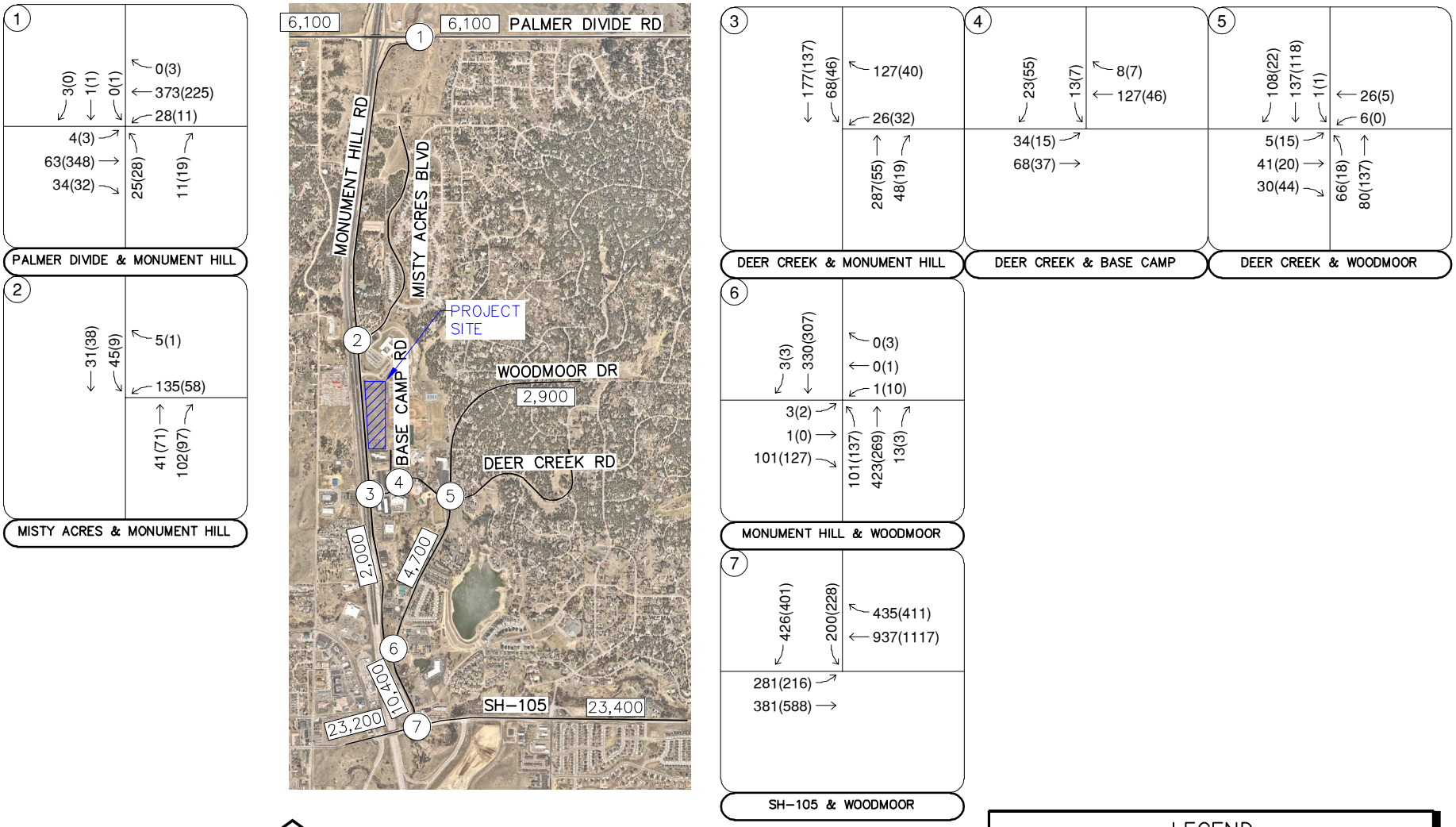
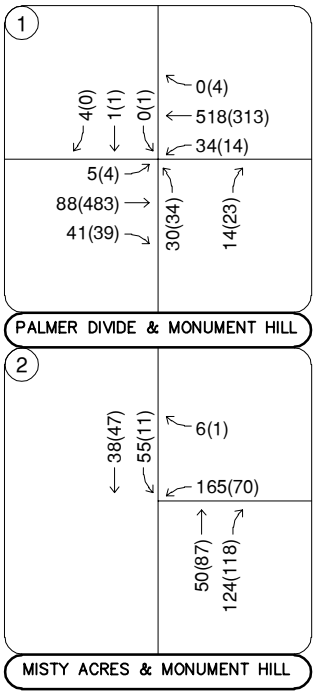
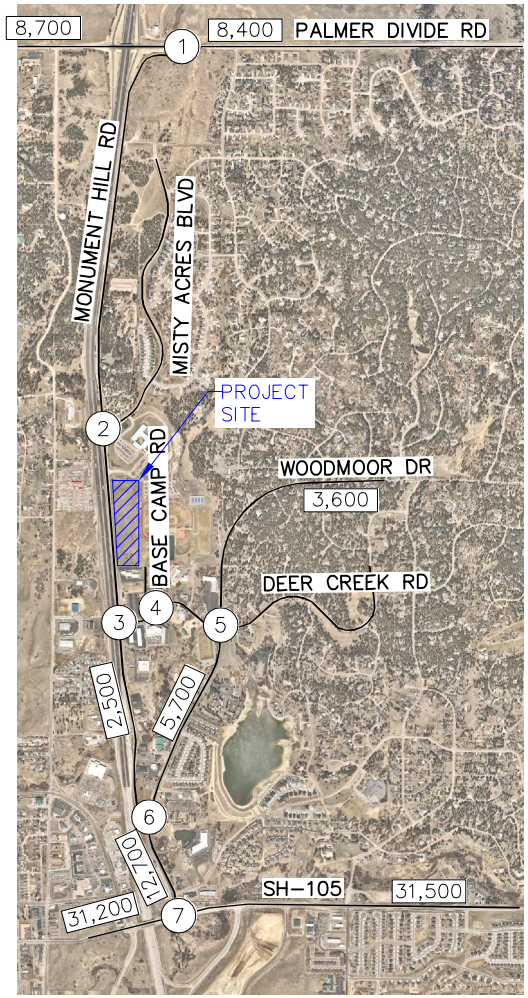
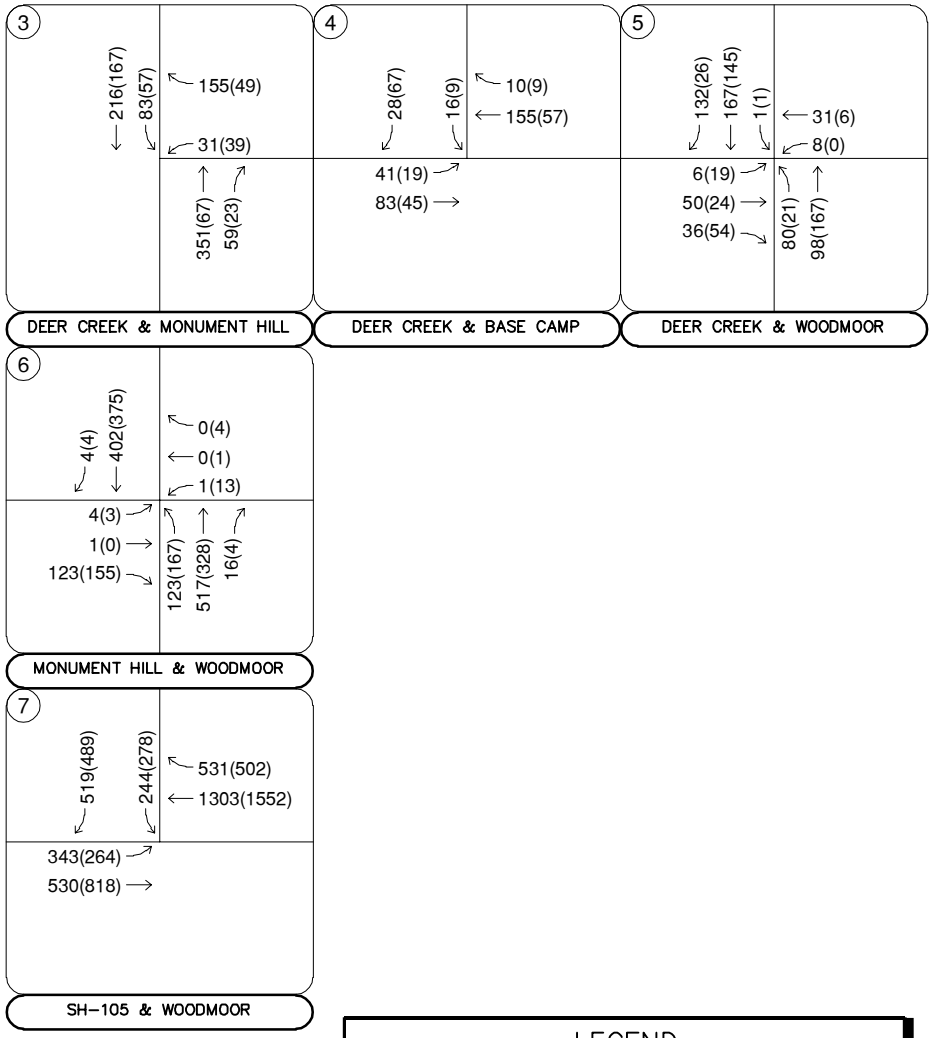


FIGURE 5
CALIBER AT WOODMOOR
EL PASO COUNTY, COLORADO
2025 BACKGROUND TRAFFIC VOLUMES







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NORTH
NTS 096481007

LEGEND

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

FIGURE 6
CALIBER AT WOODMOOR
EL PASO COUNTY, COLORADO
2045 BACKGROUND TRAFFIC VOLUMES

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4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report fitted curve equation that applies to Multifamily Low-Rise Housing (ITE Land Use Code 220) for the 264 dwelling units for traffic associated with the development per ITE recommendations.

Caliber at Woodmoor is expected to generate approximately 1,768 weekday daily trips, with 106 of these trips occurring during the morning peak hour and 136 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 11th Edition – Volume 1: User's Guide and Handbook*, 2021. **Table 1** summarizes the estimated trip generation for the Caliber at Woodmoor development. The trip generation worksheets are included in **Appendix C**.

Table 1 – Caliber at Woodmoor Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Low-Rise Housing (ITE 220) – 264 Dwelling Units	**1,768**	**25**	**81**	**106**	**86**	**50**	**136**

[1] Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

4.2 Trip Distribution

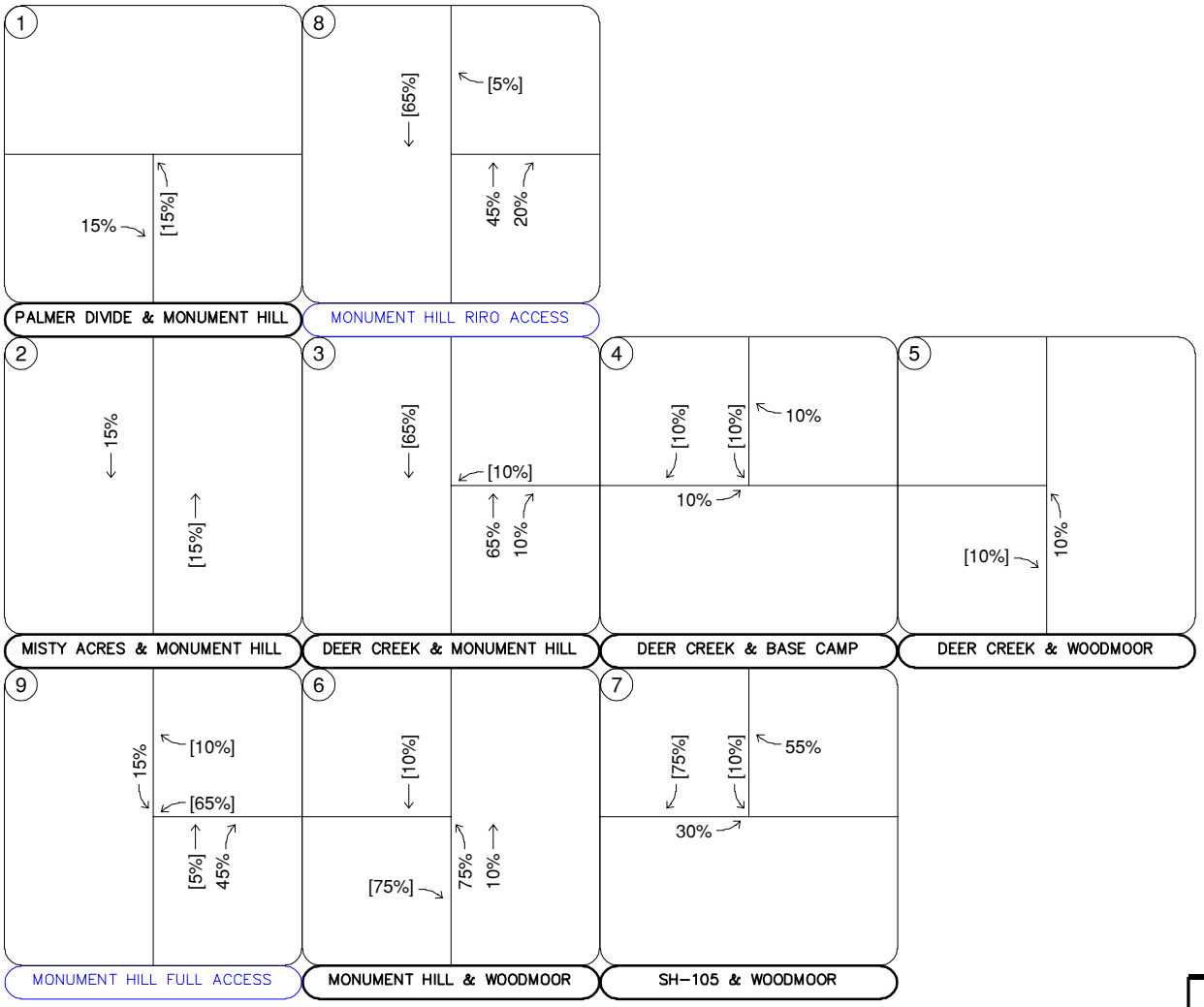
Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution for the proposed development is illustrated in **Figure 7**.

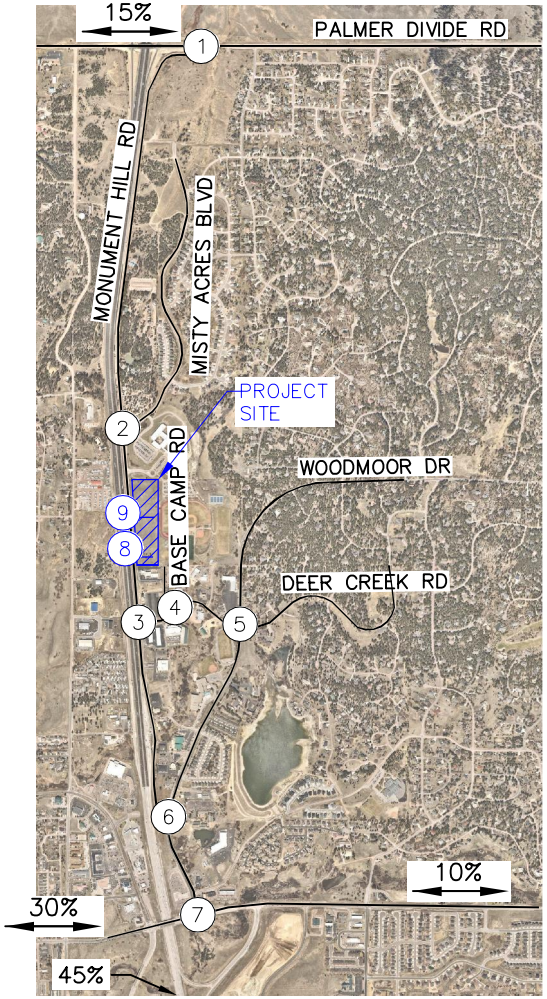
4.3 Traffic Assignment

Caliber at Woodmoor traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Traffic assignment is shown in **Figure 8.**

4.4 Total (Background Plus Project) Traffic

Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2025 buildout horizon and long-term 2045 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2025 and 2045 horizon years in **Figures 9** and **10**, respectively.





LEGEND

(X)	Study Area Key Intersection
(X)	Project Access Intersection
XX%	External Trip Distribution Percentage
XX%[XX%]	Entering[Exiting] Trip Distribution Percentage

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FIGURE 7
CALIBER AT WOODMOOR
EL PASO COUNTY, COLORADO
PROJECT TRIP DISTRIBUTION

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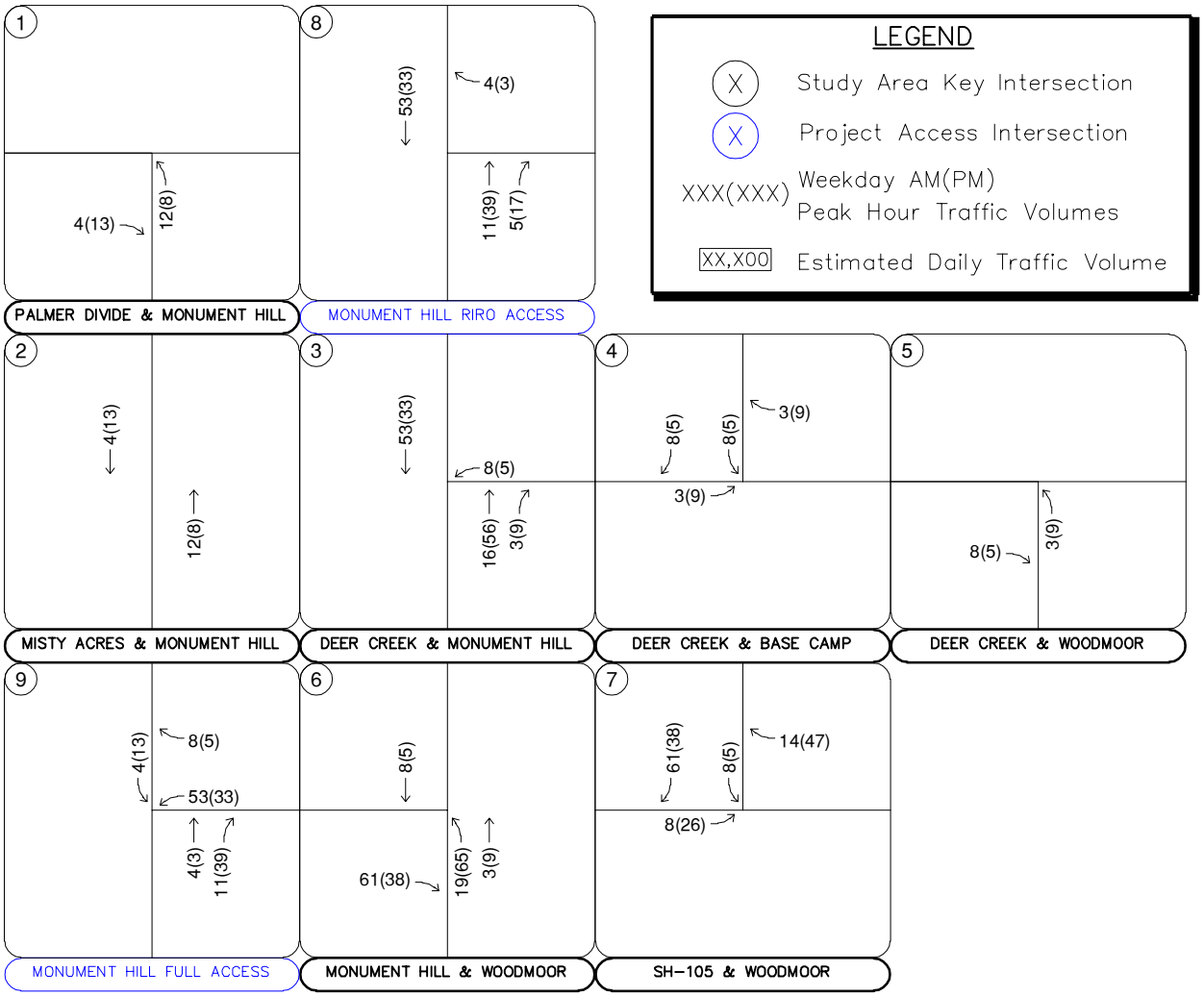

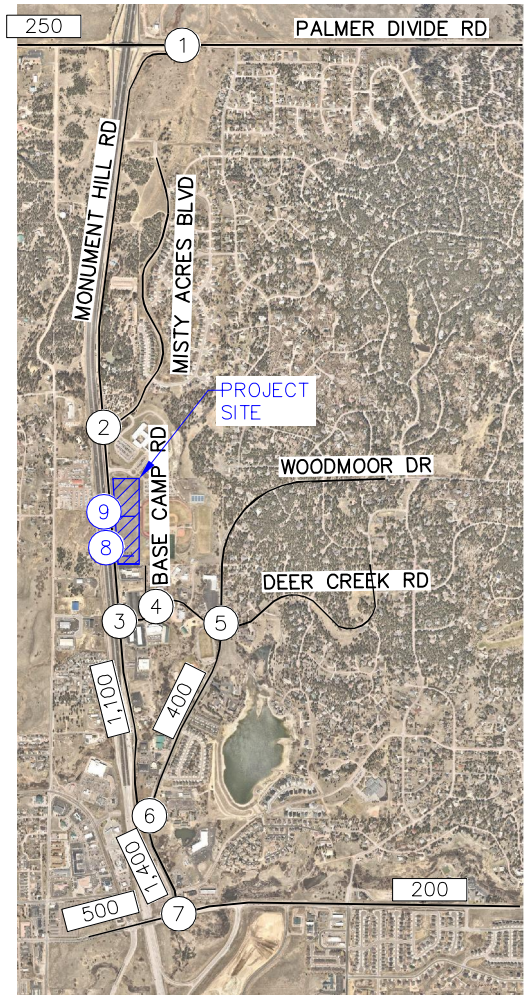

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FIGURE 8
CALIBER AT WOODMOOR
EL PASO COUNTY, COLORADO
PROJECT TRAFFIC ASSIGNMENT

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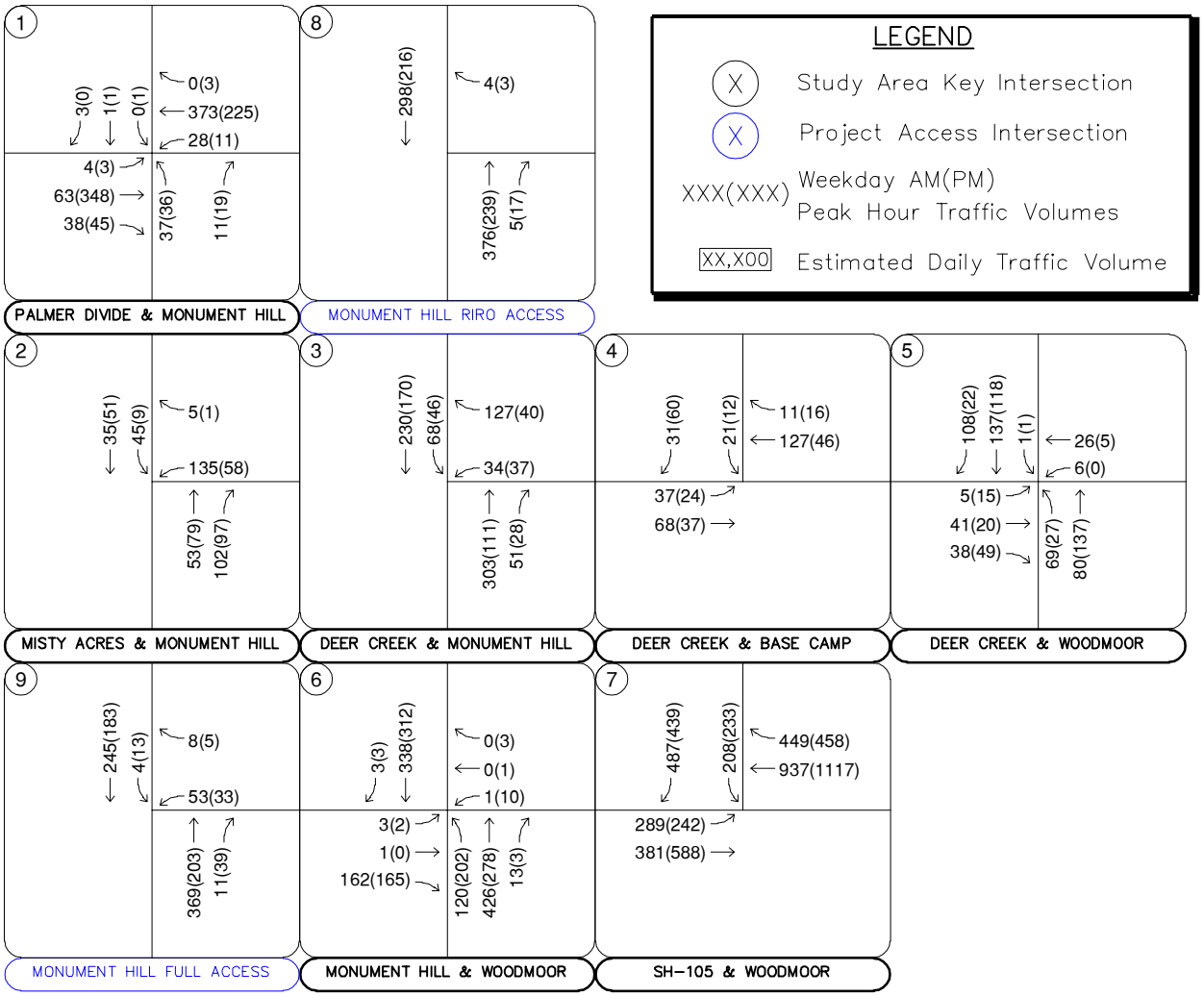

LEGEND

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

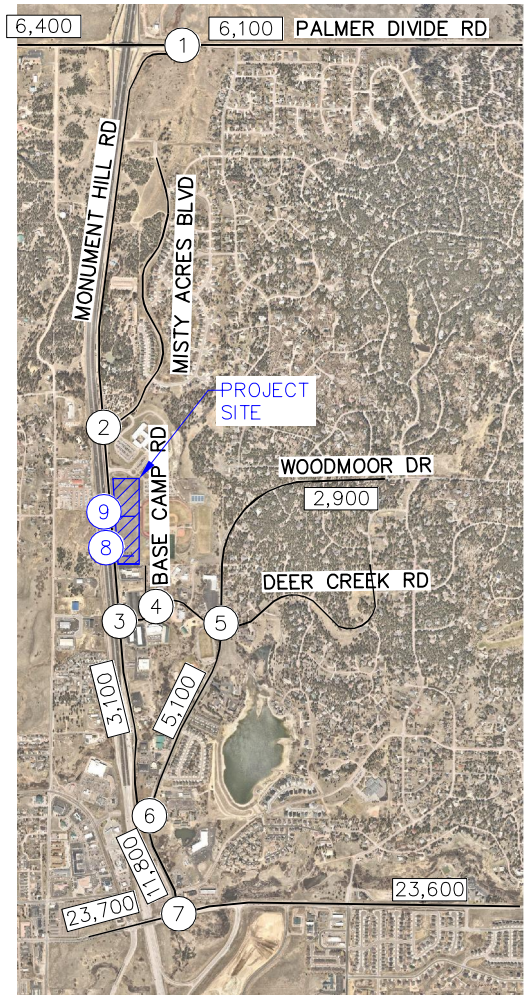

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FIGURE 9
CALIBER AT WOODMOOR
EL PASO COUNTY, COLORADO
2025 TOTAL TRAFFIC VOLUMES

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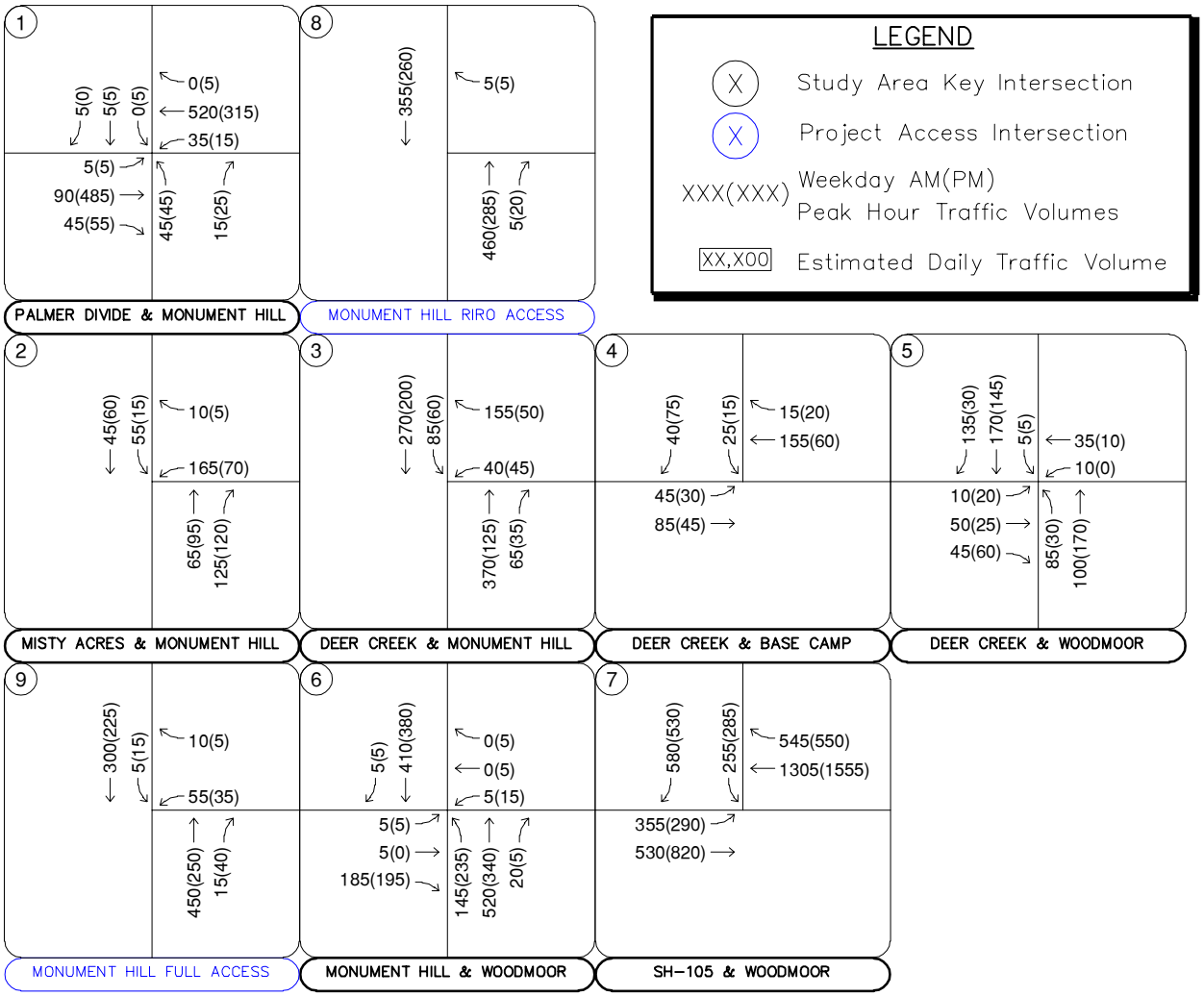
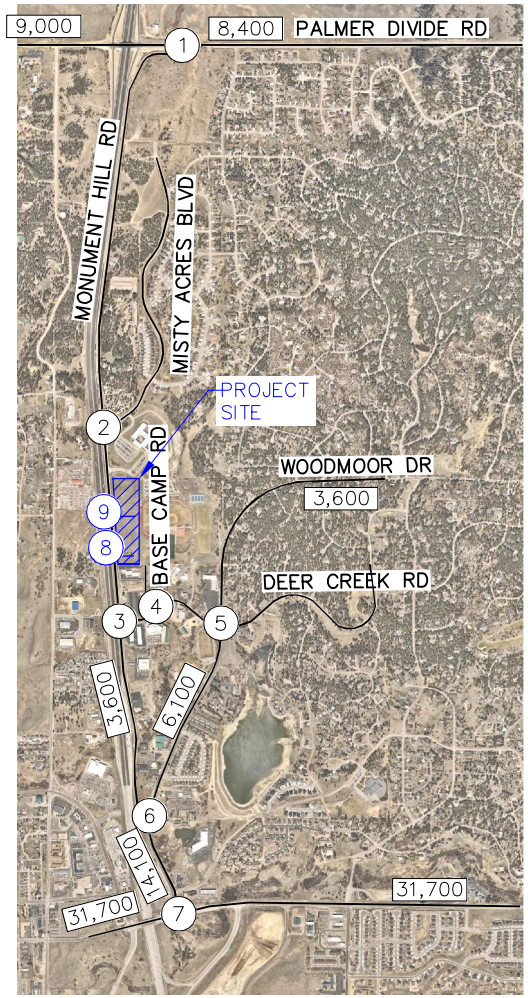


LEGEND

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



NORTH
NTS 096481007

FIGURE 10
CALIBER AT WOODMOOR
EL PASO COUNTY, COLORADO
2045 TOTAL TRAFFIC VOLUMES

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5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2025 and 2045 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual (HCM)*[2].

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). Based on El Paso County standards, the threshold for acceptable LOS is not worse than LOS D during peak hours. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

Table 2 – Level of Service Definitions

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

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

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for signalized, roundabout, and all-way stop controlled intersections are defined for each approach and for the overall intersection.

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

5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections for the study area are provided in **Appendix D**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 2.** Existing peak hour factors were used for all horizons while the recommended HCM urban area peak hour factor of 0.92 was used for the project accesses. The signalized intersection analysis utilizes the observed cycle lengths with optimized phasing and timing. Based on increased national attention given to establishing appropriate yellow and all-red clearance intervals to improve intersection safety, these have been calculated and are applied for approaches at the signalized intersection. The increase in yellow and all red time sacrifices intersection capacity for improved safety. Synchro traffic analysis software was used to analyze the signalized and unsignalized key intersections for HCM level of service.

Palmer Divide Road and Monument Hill Road (#1)

The unsignalized intersection of Palmer Divide Road and Monument Hill Road (#1) operates with stop control on the northbound and southbound approaches of Monument Hill Road. The movements operate acceptably at LOS C or better during both peak hours under existing conditions. With project traffic, the intersection movements are expected to continue operating with LOS C or better during both peak hours. Therefore, improvements or modifications are not anticipated to be needed at this intersection based on the addition of project traffic. **Table 3** provides the results of the LOS analysis conducted at this intersection.

Table 3 – Palmer Divide Road & Monument Hill Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Adjusted Existing				
Northbound Approach	13.5	B	14.0	B
Eastbound Left	8.3	A	7.7	A
Westbound Left	7.5	A	8.2	A
Southbound Approach	12.4	B	15.0	C
2025 Background				
Northbound Approach	14.0	B	14.5	B
Eastbound Left	8.4	A	7.8	A
Westbound Left	7.5	A	8.2	A
Southbound Approach	12.6	B	15.5	C
2025 Background Plus Project				
Northbound Approach	15.0	C	15.2	C
Eastbound Left	8.4	A	7.8	A
Westbound Left	7.5	A	8.3	A
Southbound Approach	12.6	B	15.7	C
2045 Background				
Northbound Approach	18.6	C	20.4	C
Eastbound Left	9.0	A	8.0	A
Westbound Left	7.6	A	8.7	A
Southbound Approach	14.8	B	20.9	C
2045 Background Plus Project				
Northbound Approach	21.8	C	23.2	C
Eastbound Left	9.0	A	8.0	A
Westbound Left	7.6	A	8.8	A
Southbound Approach	17.3	C	22.3	C

Misty Acres Boulevard and Monument Hill Road (#2)

The unsignalized 'T'-intersection of Misty Acres Boulevard and Monument Hill Road (#2) operates with stop control on the westbound approach of Misty Acres Boulevard. The movements operate with LOS B or better during both peak hours under existing conditions. The movements are expected to continue operating with LOS B or better during both peak hours through the 2045 long-term horizon. **Table 4** provides the results of the LOS analysis conducted at this intersection.

Table 4 – Misty Acres Boulevard & Monument Hill Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Adjusted Existing				
Westbound Left	10.5	B	9.4	A
Southbound Left	7.6	A	7.6	A
2025 Background				
Westbound Left	10.6	B	9.4	A
Southbound Left	7.6	A	7.6	A
2025 Background Plus Project				
Westbound Left	10.6	B	9.5	A
Southbound Left	7.7	A	7.6	A
2045 Background				
Westbound Left	11.2	B	9.6	A
Southbound Left	7.7	A	7.7	A
2045 Background Plus Project				
Westbound Left	11.3	B	9.8	A
Southbound Left	7.8	A	7.7	A

Deer Creek Road and Monument Hill Road (#3)

The unsignalized 'T'-intersection of Deer Creek Road and Monument Hill Road (#3) operates with stop control on the westbound approach of Deer Creek Road. The movements at the intersection currently operate with LOS B or better during both peak hours. With the addition of project traffic, the movements are expected to continue operating with LOS C or better during the morning and afternoon peak hours through 2045.**Table 5** provides the results of the LOS analysis conducted at this intersection.

Table 5 – Deer Creek Road & Monument Hill Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Adjusted Existing				
Westbound Left	13.5	B	10.5	B
Westbound Right	13.4	B	8.8	A
Southbound Left	8.8	A	7.5	A
2025 Background				
Westbound Left	13.7	B	10.6	B
Westbound Right	13.8	B	8.8	A
Southbound Left	8.8	A	7.5	A
2025 Background Plus Project				
Westbound Left	14.8	B	11.0	B
Westbound Right	14.2	B	9.2	A
Southbound Left	9.0	A	7.7	A
2045 Background				
Westbound Left	15.7	C	11.1	B
Westbound Right	17.1	C	9.0	A
Southbound Left	9.4	A	7.6	A
2045 Background Plus Project				
Westbound Left	17.5	C	11.8	B
Westbound Right	18.0	C	9.4	A
Southbound Left	9.6	A	7.8	A

Deer Creek Road and Base Camp Road (#4)

The Deer Creek Road and Base Camp Road (#4) 'T'-intersection operates with stop control on the southbound approach of Base Camp Road. Currently, the movements at the intersection operate with LOS B or better during the morning and afternoon peak hours. The movements at the intersection are anticipated to continue operating with LOS B or better during both peak hours with the addition of project traffic through the long-term horizon. Therefore, no improvements or modifications are anticipated to be needed at the intersection. **Table 6** provides the results of the LOS analysis conducted at this intersection.

Table 6 – Deer Creek Road and Base Camp Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Adjusted Existing				
Eastbound Left	7.7	A	7.4	A
Southbound Approach	10.2	B	8.9	A
2025 Background				
Eastbound Left	7.7	A	7.4	A
Southbound Approach	10.2	B	8.9	A
2025 Background Plus Project				
Eastbound Left	7.7	A	7.4	A
Southbound Approach	10.6	B	9.0	A
2045 Background				
Eastbound Left	7.9	A	7.4	A
Southbound Approach	10.8	B	9.0	A
2045 Background Plus Project				
Eastbound Left	7.9	A	7.4	A
Southbound Approach	11.3	B	9.3	A

Deer Creek Road and Woodmoor Drive (#5)

The unsignalized intersection of Deer Creek Road and Woodmoor Drive (#5) operates with stop control on the eastbound and westbound approach of Deer Creek Road. With existing geometry and control, the movements at the intersection operate with LOS C or better during both peak hours. With the addition of project traffic, the intersection movements are expected to continue operating with LOS C or better during both peak hours. **Table 7** provides the results of the LOS analysis conducted at this intersection.

Table 7 – Deer Creek Road & Woodmoor Drive LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Adjusted Existing				
Northbound Left	8.1	A	7.5	A
Eastbound Approach	13.4	B	10.4	B
Westbound Approach	15.0	C	11.2	B
Southbound Left	7.4	A	7.5	A
2025 Background				
Northbound Left	8.1	A	7.5	A
Eastbound Approach	13.6	B	10.5	B
Westbound Approach	15.4	C	11.3	B
Southbound Left	7.4	A	7.5	A
2025 Background Plus Project				
Northbound Left	8.1	A	7.6	A
Eastbound Approach	13.5	B	10.5	B
Westbound Approach	15.6	C	11.5	B
Southbound Left	7.4	A	7.5	A
2045 Background				
Northbound Left	8.4	A	7.6	A
Eastbound Approach	16.0	C	11.1	B
Westbound Approach	18.5	C	11.9	B
Southbound Left	7.5	A	7.6	A
2045 Background Plus Project				
Northbound Left	8.4	A	7.7	A
Eastbound Approach	17.0	C	11.4	B
Westbound Approach	20.2	C	12.4	B
Southbound Left	7.5	A	7.6	A

There's talk of this intersection possibly becoming a roundabout. Include some small discussion of this and that scenario could be looked at the next iterations of the TIS, as needed.

Monument Hill Road and Woodmoor Drive (#6)

The Monument Hill Road and Woodmoor Drive (#6) unsignalized intersection operates with stop control on the eastbound and westbound approach of Monument Hill Road. The movements at the intersection currently operate with LOS C or better during the morning and afternoon peak hours. With the addition of project traffic, the intersection movements are expected to continue operating with LOS D or better during both peak hours. **Table 8** provides the results of the LOS analysis conducted at this intersection.

Table 8 – Monument Hill Road & Woodmoor Drive LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Adjusted Existing				
Northbound Left	8.5	A	8.3	A
Eastbound Left/Through	18.7	C	15.5	C
Westbound Approach	18.8	C	14.7	B
Southbound Left	0.0	A	0.0	A
2025 Background				
Northbound Left	8.6	A	8.3	A
Eastbound Left/Through	19.4	C	15.8	C
Westbound Approach	19.6	C	15.0	C
Southbound Left	0.0	A	0.0	A
2025 Background Plus Project				
Northbound Left	8.7	A	8.5	A
Eastbound Left/Through	20.7	C	18.6	C
Westbound Approach	21.1	C	17.5	C
Southbound Left	0.0	A	0.0	A
2045 Background				
Northbound Left	9.0	A	8.7	A
Eastbound Left/Through	24.3	C	18.6	C
Westbound Approach	24.7	C	17.7	C
Southbound Left	0.0	A	0.0	A
2045 Background Plus Project				
Northbound Left	9.2	A	9.0	A
Eastbound Left/Through	26.4	D	22.9	C
Westbound Approach	28.0	D	22.2	C
Southbound Left	0.0	A	0.0	A

SH-105 and Woodmoor Drive (#7)

The signalized intersection of SH-105 and Woodmoor Drive (#7) operates with protected only left turn phasing on the eastbound approach of SH-105. The intersection currently operates with LOS C or better during the morning and afternoon peak hours. With the addition of project traffic, the intersection is expected to operate with an acceptable LOS C or better during the morning and afternoon peak hours for the short-term 2025 and long-term 2045 horizons. **Table 9** provides the results of the LOS analysis conducted at this intersection.

Table 9 – SH-105 & Woodmoor Drive LOS Results

2022 Adjusted

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Existing	21.9	C	18.3	B
2025 Background	22.2	C	18.5	B
2025 Background Plus Project	22.6	C	19.4	B
2045 Background	25.9	C	21.2	C
2045 Background Plus Project	26.7	C	22.2	C

Project Accesses

With completion of the Caliber at Woodmoor project, a northern full movement access is proposed to be located approximately 675 feet south of the Palmer Ridge High School bus loop access (measured right-of-way to center) and a southern right-in/right-out access is proposed to be located approximately 600 feet south of the full movement access (measured centerline to centerline). In addition, a full movement access will be provided within the Base Camp Road cul-de-sac.

The northern full movement access along Monument Hill Road is recommended to operate with stop-control with an R1-1 "STOP" sign is recommended to be installed on the exiting westbound approach. The southern right-in/right-out access along Monument Hill Road is recommended to operate with stop control with installation of an R1-1 "STOP" sign on the westbound exiting driveway approach. In addition, an R3-2 No Left Turn sign is recommended to be installed below the "STOP" sign to identify the restriction to right out only and on the southeast corner of the intersection visible to southbound drivers to identify the restriction to right in only.

Table 10 provides the results of the level of service for the proposed project access intersections. As shown in the table, the project access intersections along Monument Hill Road are anticipated to have all movements operating with acceptable LOS B or better during the peak hours in both the buildout year 2025 and the 2045 long term horizons.

Table 10 – Project Access Level of Service Results

Intersection	2025 Total				2045 Total			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS
Monument Hill South Access (RIRO) (#8)								
Westbound Right	10.7	B	9.7	A	11.4	B	10.0	B
Monument Hill North Access (Full) (#9)								
Westbound Approach	12.8	B	11.1	B	14.1	B	11.7	B
Southbound Left	8.2	A	7.8	A	8.4	A	7.9	A

Include full movement access at Base Camp

5.3 CDOT Analysis

The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent or modifications are needed at the intersection. Based on traffic projections, the addition of project traffic on the north leg of Woodmoor Drive at SH-105 is not anticipated to increase existing access traffic volumes by more than 20 percent, with the maximum expected increase at 10 percent during the afternoon peak hour on the north leg (109 project / 1144 existing 2022 counts (not adjusted)). In addition, improvements are not anticipated to be needed or recommended at the SH-105 and Woodmoor Drive intersection. Therefore, a CDOT access permit is not anticipated to be required in association with this project.

5.4 El Paso County Turn Lane Requirement Analysis

The El Paso County Engineering Criteria Manual (ECM) was used to determine if left and right turn lanes are warranted along Monument Hill Road and Woodmoor Drive. El Paso County classifies Monument Hill Road and Woodmoor Drive as Collector roadways. According to El Paso County ECM guidelines for Minor Arterials and Lower Classifications, a left turn lane is required for any access with a projected peak hour left turning volume of 25 vehicles per hour or greater, a right turn lane is required for any access with a projected peak hour right turning volume of 50 vehicles per hour or greater, and a right turn acceleration lane is generally not required.

Based on Monument Hill Road providing a posted speed limit of 35 miles per hour and Woodmoor Drive providing a speed limit of 30 miles per hour, the turn lane requirements that the project traffic contributes to are as follows:

<u>Deer Creek Road & Monument Hill Road (#3):</u>

- A northbound right turn lane exists and **<u>is</u>** warranted at this intersection based on projected 2025 total traffic volumes being 51 northbound right turns during the peak hour and the threshold being 50 vehicles per hour. The existing northbound right turn provides a length of 225 feet.
- A southbound left turn lane exists and **<u>is</u>** warranted at this intersection based on projected 2025 total traffic volumes being 68 southbound left turns during the peak hour and the threshold being 25 vehicles per hour. The existing southbound left turn lane is 475 feet.

In this section, indicate if the existing turn lane lengths are adequate for future design or will need to be revised.

- A westbound left turn lane exists and **is** warranted at this intersection based on projected 2025 total traffic volumes being 37 westbound left turns during the peak hour and the threshold being 25 vehicles per hour. The existing westbound left turn lane is 150 feet.

Monument Hill Road & Woodmoor Drive (#6):

- A northbound left turn lane exists and **is** warranted at this intersection based on projected 2025 total traffic volumes being 202 northbound left turns during the peak hour and the threshold being 25 vehicles per hour. The existing southbound left turn lane is 450 feet and is within a two-way left turn lane median.
- An eastbound right turn lane exists and **is** warranted at this intersection based on projected 2025 total traffic volumes being 165 eastbound right turns during the peak hour and the threshold being 50 vehicles per hour. The eastbound right turn lane is channelized, and the movement operates under FREE conditions.

Southern RIRO Access & Monument Hill Road (#8):

- A northbound right turn lane **is not** warranted at this intersection based on projected 2025 total traffic volumes being 17 northbound right turns during the peak hour and the threshold being 50 vehicles per hour.

Northern Full Access & Monument Hill Road (#9):

- A northbound right turn lane **is not** warranted at this intersection based on projected 2025 total traffic volumes being 39 northbound right turns during the peak hour and the threshold being 50 vehicles per hour.

- A southbound left turn lane **is not** warranted at this intersection based on projected 2025 total traffic volumes being 13 southbound left turns during the peak hour and the threshold being 25 vehicles per hour.

5.5 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 11** with calculations provided within the level of service

operational sheets of **Appendix D** for unsignalized intersections and **Appendix E** for signalized intersections.

Table 11 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length (feet)	2025 Calculated Queue (feet)	2025 Recommended Length (feet)	2045 Calculated Queue (feet)	2045 Recommended Length (feet)
Misty Acres & Monument (#2)					
Westbound Left	250’	25’	250’	25’	250’
Southbound Left	275’	25’	275’	25’	275’
Deer Creek & Monument (#3)					
Westbound Left	150’	25’	150’	25’	150’
Southbound Left	475’	25’	475’	25’	475’
Northbound Right	225’	25’	225’	25’	225’
Deer Creek & Monument (#6)					
Northbound Left	450’	25’	450’	25’	450’
Southbound Left	TWLTL	25’	TWLTL	25’	TWLTL
SH-105 & Woodmoor Dr (#7)					
Eastbound Left	300’ DL	173’ DL	300’ DL	251’ DL	300’ DL
Westbound Right	300’	61’	300’	110’	300’
Southbound Left	C DL	105’ DL	C DL	134’ DL	C DL
Southbound Right	C	305’	C	593’	C

DL = Dual Left Turn Lanes; C = Continuous

All queues are anticipated to remain within the existing or recommended turn lane lengths through 2045.

5.6 Access Spacing Requirements and Internal Roadway Classifications

According to El Paso County 2016 Major Transportation Corridors Plan Update, Monument Hill Road is classified as a collector roadway. The following identifies the intersection spacing requirements for the access intersections associated with the project:

<u>Monument Hill Road South Access (RIRO)</u>

The proposed right-in/right-out South Access is located approximately 600 feet south of the proposed North Access (measured centerline to centerline). According to the El Paso County Engineering Criteria Manual, spacing of intersections along urban collector roadways from a local roadway (North Access) should be 330 feet from the right-of-way line of the local roadway to the centerline of the access roadway. Therefore, the South Access meets El Paso County spacing requirements.

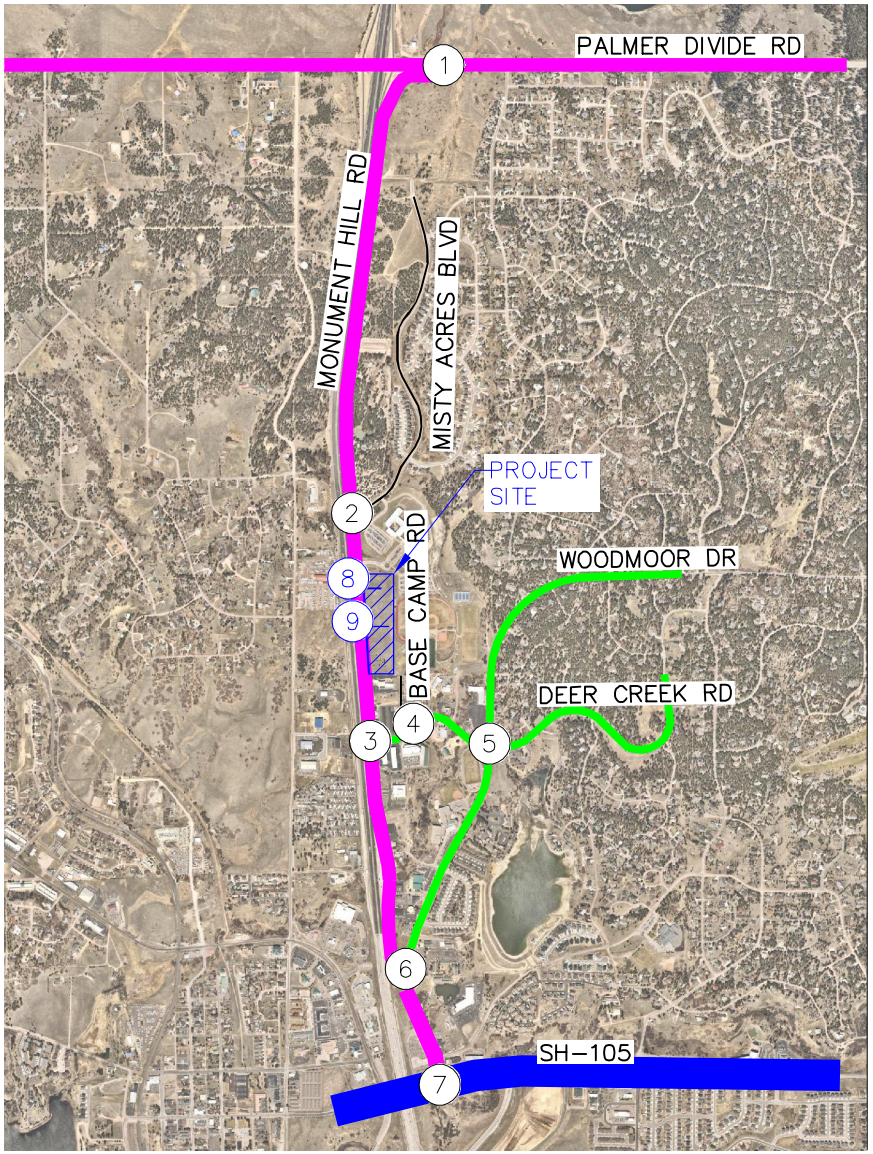
Monument Hill Road North Access (Full)

The proposed full movement North Access is located approximately 675 feet south of the Palmer Ridge High School Bus Loop intersection (measured centerline to centerline). According to the El Paso County Engineering Criteria Manual, spacing of intersections along urban collector roadways from a local roadway should be 330 feet from the right-of-way line of the local roadway to the centerline of the access roadway. Therefore, the North Access meets El Paso County spacing requirements.

SH-105 is projected to have a volume of 23,600 to 23,700 vehicles per day and is classified as a four-lane minor arterial. The section of Woodmoor Drive from SH-105 to Monument Hill Road is classified as a non-residential collector roadway with an average daily traffic threshold standard of 20,000 vehicles per day and is projecting to carry 11,800 vehicles per day. North of Monument Hill Road, Woodmoor Drive is classified as a residential collector roadway with 5,100 vehicles per day and the El Paso County Threshold is 10,000 vehicles per day. In addition, Palmer Divide Road is classified as a non-residential collector roadway with 6,100 to 6,400 vehicles per day anticipated. **Figure 11** illustrates the circulation plan and street classification map for roadways internal and external to the Caliber at Woodmoor project.

LEGEND

- 2-Lane Residential Collector
- 2-Lane Non-Residential Collector
- 4-Lane Minor Arterial



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NORTH
NTS 096481007

FIGURE 11
CALIBER AT WOODMOOR
EL PASO COUNTY, COLORADO
ROADWAY CLASSIFICATION

Kimley»Horn

update to correct roadway

5.7 Sight Distance Evaluation

It is recommended that sight triangles be provided at all site access points to give drivers exiting the site a clear view of oncoming traffic. Landscaping and objects within sight triangles must not obstruct drivers' views of the adjacent travel lanes. ECM design intersection sight distances for left turn from stop were evaluated at the accesses along Meadowbrook Parkway. ECM does not provide sight distances for right-turning vehicles from stop; therefore, AASHTO standards were used for right-turn from stop distances at the project accesses. The following identifies sight distance requirements for the access intersections associated with the project:

Monument Hill Road South Access (RIRO)

With AASHTO standards and design speed of 40 mph (consistent with ECM Table 2-7, speed limit of 35 mph), the sight distance for a vehicle turning right from stop is 445 feet as stated in the ECM Table 2-21. Therefore, all obstructions for right turning vehicles from stop should be clear to the left within the triangle created with a vertex point located 13 feet from the edge of the major road traveled way and a line-of-sight distance of 445 feet located in the middle of the northbound through lane along Monument Hill Road. Therefore, it is believed that the proposed south access along Monument Hill Road is appropriately located to provide necessary sight distances.

update to correct roadway

Monument Hill Road North Access (Full)

With El Paso County standards and a roadway design speed of 40 miles per hour along Meadowbrook Parkway (consistent with ECM Table 2-7, speed limit of 35 mph), the intersection sight distance for a vehicle turning left from stop is 390 feet, while with AASHTO standards, the sight distance for a vehicle turning right from stop is 445 feet. Therefore, all obstructions for left turning vehicles from stop should be clear to the right within the triangle created with a vertex point located 13 feet from the edge of the major road traveled way and a line-of-sight distance of 390 feet located in the middle of the southbound through lane along Monument Hill Road. Likewise, all obstructions for right turning vehicles from stop should be clear to the left within the triangle created with a vertex point located 13 feet from the edge of the major road traveled way and a line-of-sight distance of 445 feet located in the middle of the northbound through lane along Meadowbrook Parkway. Therefore, it is believed that the proposed north access along Monument Hill Road is appropriately located to provide necessary sight distances.

5.8 Bicycle and Pedestrian Access

Sidewalks are not present on either side of the Monument Hill Road, Deer Creek Road, Misty Acres Boulevard, or along the majority of Woodmoor Drive. Sidewalks are provided on either side of Woodmoor Drive from SH-105 to approximately 800 feet north of SH-105. Bicycle lanes are not provided along any of the study roadways. The development is not proposing to provide sidewalks or bicycle lanes along Monument Hill Road to match the characteristic of the surrounding areas.

Project PPR2240 (Lewis Palmer SD Trail System) is proposing a "Safe Routes to School" pedestrian system in this area. Reference this project.

5.9 Road Impact Fees

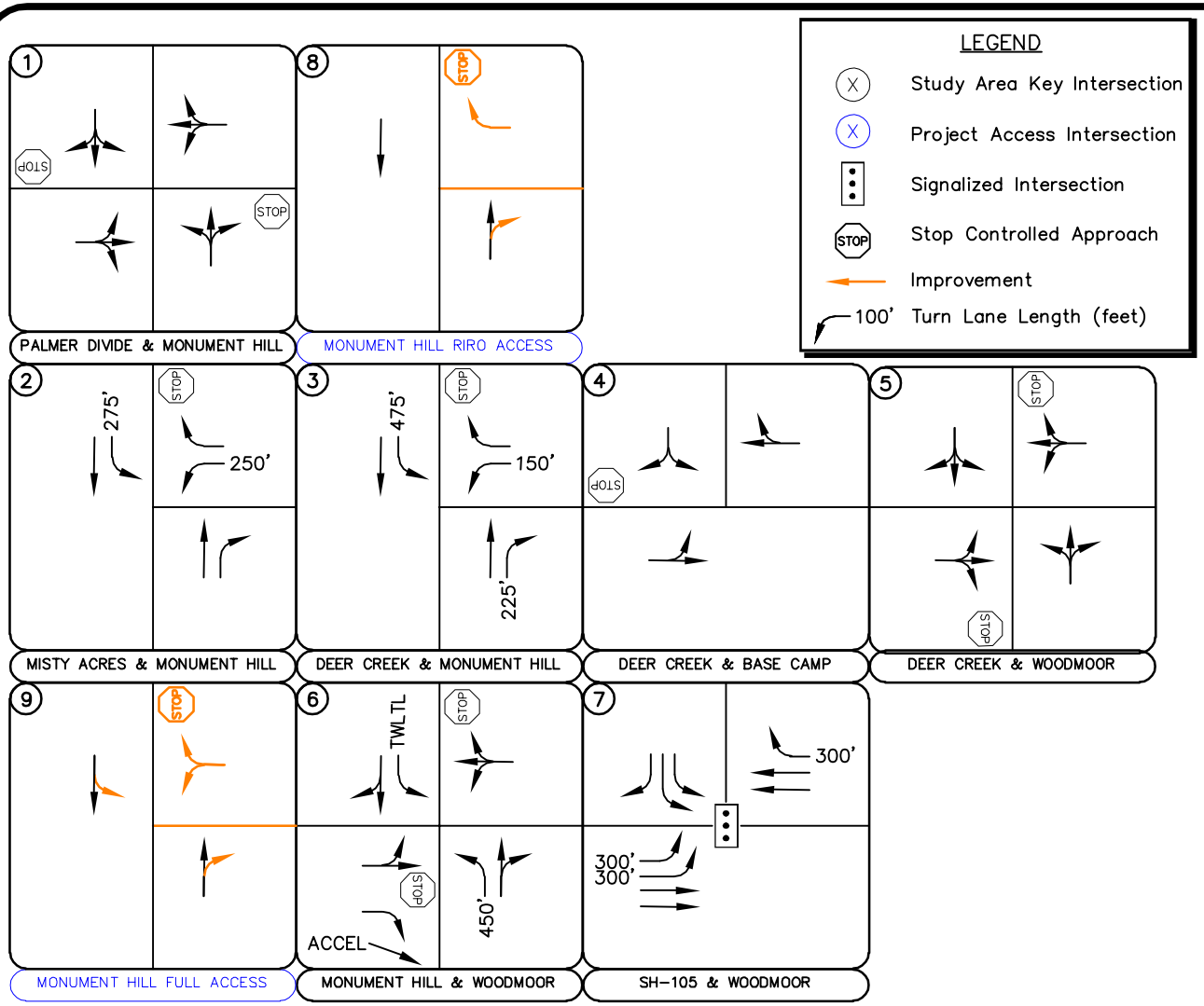
Road impact fees were evaluated based on the El Paso County Road Impact Fee Schedule. Based on these fee schedule guidelines, the fee per multi-family dwelling unit is $2,407. Therefore, the road impact fee for the proposed 264 multi-family residences is expected to be $635,448. Road impact fee calculations are shown in **Table 12**. During the final plat process, the project team will determine if the impact fees are paid up front or if the property will be included in one of the available public improvement districts with reduced upfront costs. The project team will determine payment methods with the final plat.

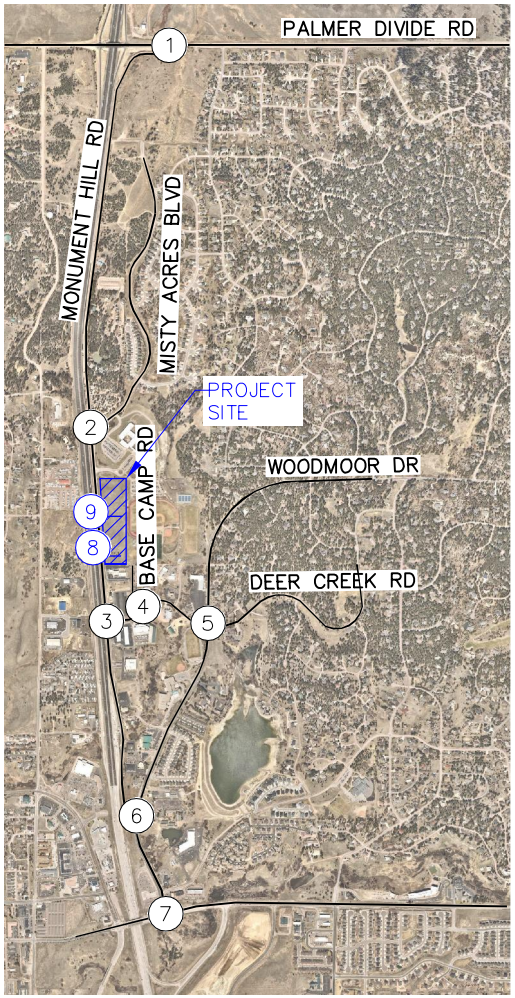
Table 12 – Road Impact Fees

Use	Units	Fee / Unit	Total Fee
Multi-Family Housing	264	$2,407	$635,448

5.10 Improvement Summary

Based on the results of the intersection operational, turn lane evaluations, and vehicle queuing analysis, the key intersection recommended improvements and control is shown in **Figure 12.**





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NTS 096481007

FIGURE 12
CALIBER AT WOODMOOR
EL PASO COUNTY, COLORADO
RECOMMENDED GEOMETRY AND CONTROL

Kimley»Horn

6.0 CONCLUSIONS AND RECOMMENDATIONS

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

- The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent or modifications are needed at the intersection. Based on traffic projections, the addition of project traffic on the north leg of Woodmoor Drive at SH-105 is not anticipated to increase existing access traffic volumes by more than 20 percent, with the maximum expected increase at 10 percent during the afternoon peak hour on the north leg (109 project / 1144 existing 2022 counts (unadjusted)). In addition, improvements are not anticipated to be needed or recommended at the SH-105 and Woodmoor Drive intersection in the short-term horizon. Therefore, a CDOT access permit is not anticipated to be required in association with this project.

- With completion of the Caliber at Woodmoor project, a northern full movement access is proposed to be located approximately 675 feet south of the Palmer Ridge High School bus loop access (measured right-of-way to center). The access is recommended to operate with stop control with installation of an R1-1 “STOP” sign on the westbound exiting approach.

- A southern right-in/right-out access is proposed to be located approximately 600 feet south of the full movement access (measured center to center). An R1-1 “STOP” sign is recommended to be installed on the exiting westbound approach. In addition, an R3-2 No Left Turn sign is recommended to be installed below the “STOP” sign to identify the restriction to right out only and on the southeast corner of the intersection visible to southbound drivers to identify the restriction to right in only.

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of El Paso County and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

APPENDICES

APPENDIX A

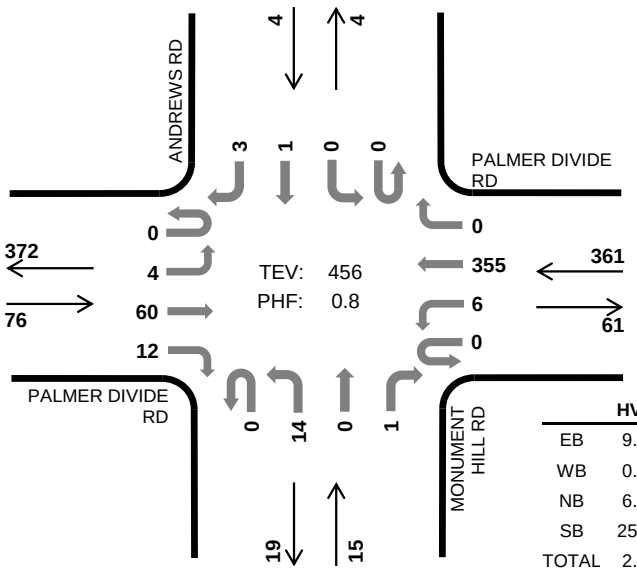
Intersection Count Sheets

ANDREWS RD
PALMER DIVIDE RD

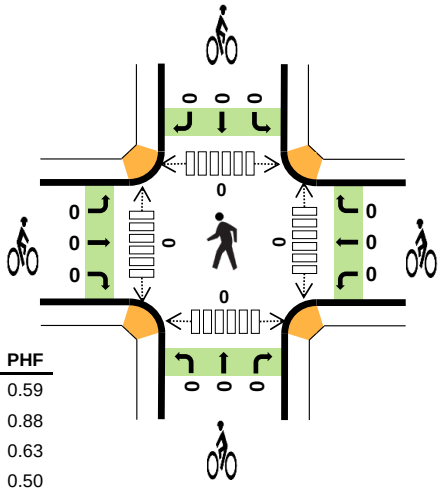
Date: 06/08/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM

N

Peak Hour



	HV %:	PHF
EB	9.2%	0.59
WB	0.3%	0.88
NB	6.7%	0.63
SB	25.0%	0.50
TOTAL	2.2%	0.80



Two-Hour Count Summaries

Interval Start		PALMER DIVIDE RD Eastbound				PALMER DIVIDE RD Westbound				MONUMENT HILL RD Northbound				ANDREWS RD Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		**0**	**1**	**10**	**3**	**0**	**1**	**92**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**109**	0
7:15 AM		**0**	**2**	**11**	**2**	**0**	**3**	**76**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**100**	0
7:30 AM		**0**	**0**	**13**	**2**	**0**	**1**	**85**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**105**	0
7:45 AM		**0**	**1**	**26**	**5**	**0**	**1**	**102**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**1**	**0**	**142**	**456**
8:00 AM		0	1	22	0	0	2	77	0	0	4	0	0	0	0	0	0	106	453
8:15 AM		0	1	26	1	0	4	53	0	0	3	0	0	0	1	0	0	89	442
8:30 AM		0	0	29	6	0	0	78	0	0	3	0	2	0	0	0	0	118	455
8:45 AM		0	1	31	7	0	1	54	0	0	6	0	2	0	0	0	0	102	415
Count Total		0	7	168	26	0	13	617	0	0	30	0	5	0	1	1	3	871	0
Peak Hour	**All**	**0**	**4**	**60**	**12**	**0**	**6**	**355**	**0**	**0**	**14**	**0**	**1**	**0**	**0**	**1**	**3**	**456**	**0**
	HV	**0**	**1**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**
	HV%	**-**	**25%**	**10%**	**0%**	**-**	**0%**	**0%**	**-**	**-**	**7%**	**-**	**0%**	**-**	**-**	**0%**	**33%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:15 AM	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**1**	**1**	**0**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**2**	**0**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	2	8	0	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	2	3	1	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	16	15	2	1	*34*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**7**	**1**	**1**	**1**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	PALMER DIVIDE RD				PALMER DIVIDE RD				MONUMENT HILL RD				ANDREWS RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	0
7:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	0
7:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	0
7:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10**
8:00 AM	0	0	2	0	0	0	8	0	0	0	0	0	0	0	0	0	10	18
8:15 AM	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	4	20
8:30 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	21
8:45 AM	0	0	0	2	0	0	3	0	0	1	0	0	0	0	0	0	6	24
Count Total	0	2	12	2	0	1	14	0	0	2	0	0	0	0	0	1	34	0
Peak Hour	**0**	**1**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**

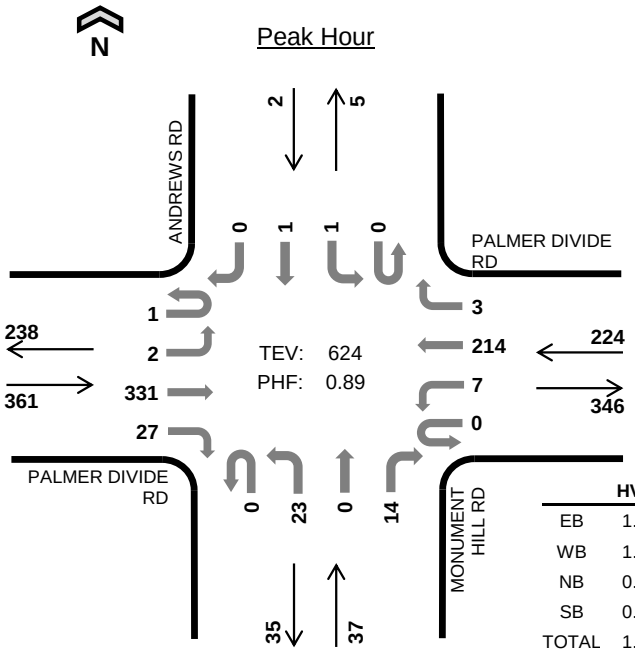
Two-Hour Count Summaries - Bikes

Interval Start	PALMER DIVIDE RD			PALMER DIVIDE RD			MONUMENT HILL RD			ANDREWS RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

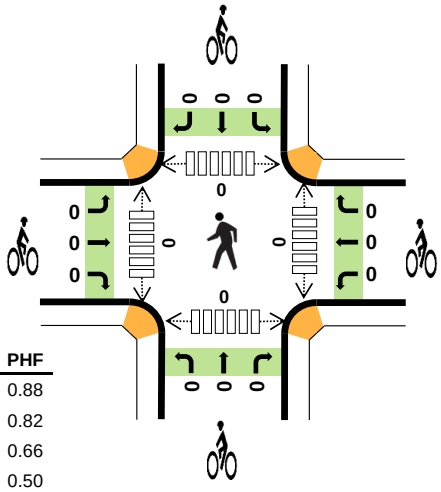
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

ANDREWS RD
PALMER DIVIDE RD

Date: 06/08/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	1.7%	0.88
WB	1.8%	0.82
NB	0.0%	0.66
SB	0.0%	0.50
TOTAL	1.6%	0.89



Two-Hour Count Summaries

Interval Start		PALMER DIVIDE RD Eastbound				PALMER DIVIDE RD Westbound				MONUMENT HILL RD Northbound				ANDREWS RD Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	66	9	0	0	42	0	0	7	0	2	0	0	0	0	126	0
4:15 PM		0	0	70	10	0	4	44	1	0	5	0	3	0	0	1	0	138	0
4:30 PM		0	0	69	6	0	1	42	0	0	5	0	7	0	0	0	0	130	0
4:45 PM		**0**	**1**	**79**	**3**	**0**	**2**	**39**	**0**	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**131**	525
5:00 PM		**1**	**0**	**83**	**10**	**0**	**3**	**47**	**0**	**0**	**6**	**0**	**3**	**0**	**0**	**1**	**0**	**154**	553
5:15 PM		**0**	**1**	**74**	**6**	**0**	**1**	**66**	**1**	**0**	**11**	**0**	**3**	**0**	**1**	**0**	**0**	**164**	579
5:30 PM		**0**	**0**	**95**	**8**	**0**	**1**	**62**	**2**	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**175**	**624**
5:45 PM		0	1	79	3	0	4	34	0	0	6	0	2	0	0	0	1	130	623
Count Total		1	3	615	55	0	16	376	4	0	46	0	28	0	1	2	1	1,148	0
Peak Hour	**All**	**1**	**2**	**331**	**27**	**0**	**7**	**214**	**3**	**0**	**23**	**0**	**14**	**0**	**1**	**1**	**0**	**624**	**0**
	HV	**0**	**0**	**4**	**2**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**
	HV%	**0%**	**0%**	**1%**	**7%**	**-**	**0%**	**1%**	**33%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**0%**	**-**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	5	0	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	2	0	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**3**	**0**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	13	6	0	0	*19*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**6**	**4**	**0**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	PALMER DIVIDE RD				PALMER DIVIDE RD				MONUMENT HILL RD				ANDREWS RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	10
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	10
5:15 PM	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	8
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**10**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Count Total	0	0	10	3	0	0	5	1	0	0	0	0	0	0	0	0	19	0
Peak Hour	**0**	**0**	**4**	**2**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	PALMER DIVIDE RD			PALMER DIVIDE RD			MONUMENT HILL RD			ANDREWS RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

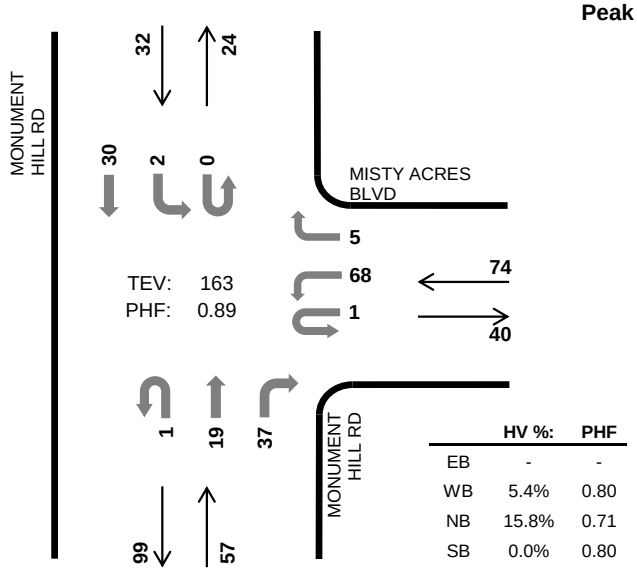
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

MONUMENT HILL RD
MISTY ACRES BLVD

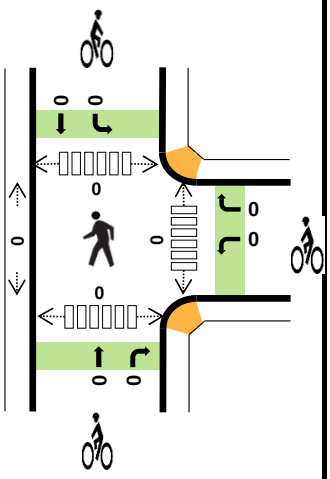
Date: 06/08/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	5.4%	0.80
NB	15.8%	0.71
SB	0.0%	0.80
TOTAL	8.0%	0.89



Two-Hour Count Summaries

Interval Start		n/a				MISTY ACRES BLVD				MONUMENT HILL RD				MONUMENT HILL RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	18	0	0	0	0	5	6	0	0	7	0	36	0
7:15 AM		0	0	0	0	0	13	0	0	0	0	4	5	0	1	6	0	29	0
7:30 AM		0	0	0	0	0	18	0	1	0	0	2	4	0	2	3	0	30	0
7:45 AM		**0**	**0**	**0**	**0**	**1**	**19**	**0**	**1**	**0**	**0**	**5**	**4**	**0**	**0**	**8**	**0**	**38**	133
8:00 AM		**0**	**0**	**0**	**0**	**0**	**15**	**0**	**3**	**0**	**0**	**7**	**13**	**0**	**1**	**7**	**0**	**46**	143
8:15 AM		**0**	**0**	**0**	**0**	**0**	**22**	**0**	**1**	**0**	**0**	**4**	**7**	**0**	**0**	**6**	**0**	**40**	154
8:30 AM		**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**1**	**0**	**3**	**13**	**0**	**1**	**9**	**0**	**39**	**163**
8:45 AM		0	0	0	0	0	12	0	1	0	0	5	12	0	1	7	0	38	163
Count Total		0	0	0	0	1	129	0	7	1	0	35	64	0	6	53	0	296	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**1**	**68**	**0**	**5**	**1**	**0**	**19**	**37**	**0**	**2**	**30**	**0**	**163**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**2**	**7**	**0**	**0**	**0**	**0**	**13**	**0**
	HV%	**-**	**-**	**-**	**-**	**0%**	**6%**	**-**	**0%**	**0%**	**-**	**11%**	**19%**	**-**	**0%**	**0%**	**-**	**8%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**1**	**3**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**2**	**5**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:45 AM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	4	11	1	*16*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**0**	**4**	**9**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	n/a				MISTY ACRES BLVD				MONUMENT HILL RD				MONUMENT HILL RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**4**	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**7**	11
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	12
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**13**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	12
Count Total	0	0	0	0	0	4	0	0	0	0	3	8	0	0	1	0	16	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**2**	**7**	**0**	**0**	**0**	**0**	**13**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	n/a			MISTY ACRES BLVD			MONUMENT HILL RD			MONUMENT HILL RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

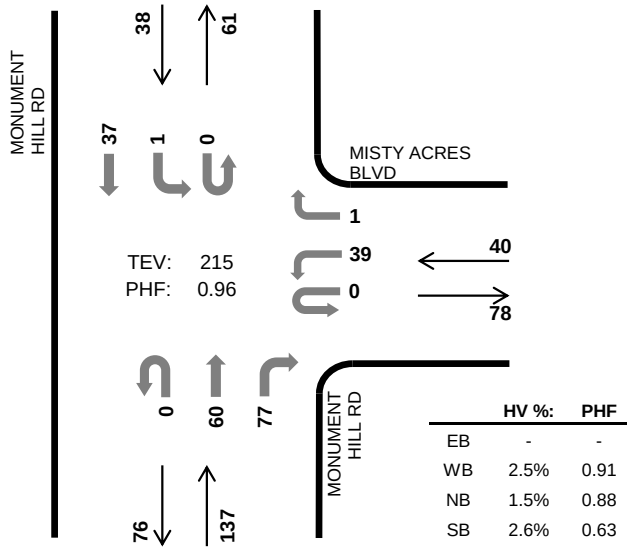
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

MONUMENT HILL RD
MISTY ACRES BLVD

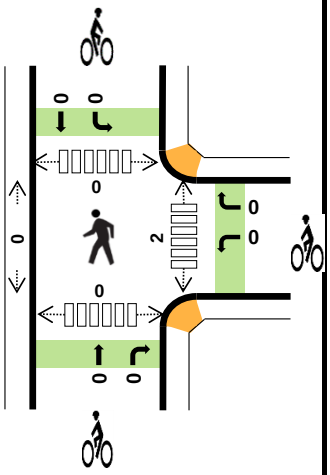
Date: 06/08/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	2.5%	0.91
NB	1.5%	0.88
SB	2.6%	0.63
TOTAL	1.9%	0.96



Two-Hour Count Summaries

Interval Start		n/a				MISTY ACRES BLVD				MONUMENT HILL RD				MONUMENT HILL RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	16	0	0	0	0	10	20	0	0	8	0	54	0
4:15 PM		0	0	0	0	0	10	0	0	0	0	13	18	0	2	14	0	57	0
4:30 PM		0	0	0	0	0	11	0	0	0	0	11	17	0	0	7	0	46	0
4:45 PM		**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**11**	**21**	**0**	**0**	**8**	**0**	**51**	208
5:00 PM		**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**16**	**16**	**0**	**1**	**14**	**0**	**56**	210
5:15 PM		**0**	**0**	**0**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**18**	**21**	**0**	**0**	**8**	**0**	**56**	209
5:30 PM		**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**15**	**19**	**0**	**0**	**7**	**0**	**52**	**215**
5:45 PM		0	0	0	0	0	14	0	0	0	0	11	14	0	0	10	0	49	213
Count Total		0	0	0	0	0	90	0	1	0	0	105	146	0	3	76	0	421	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**39**	**0**	**1**	**0**	**0**	**60**	**77**	**0**	**1**	**37**	**0**	**215**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**4**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**0%**	**-**	**-**	**2%**	**1%**	**-**	**0%**	**3%**	**-**	**2%**	**0**

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

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

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	n/a				MISTY ACRES BLVD				MONUMENT HILL RD				MONUMENT HILL RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**4**
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
Count Total	0	0	0	0	0	2	0	0	0	0	2	1	0	0	2	0	7	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**4**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	n/a			MISTY ACRES BLVD			MONUMENT HILL RD			MONUMENT HILL RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

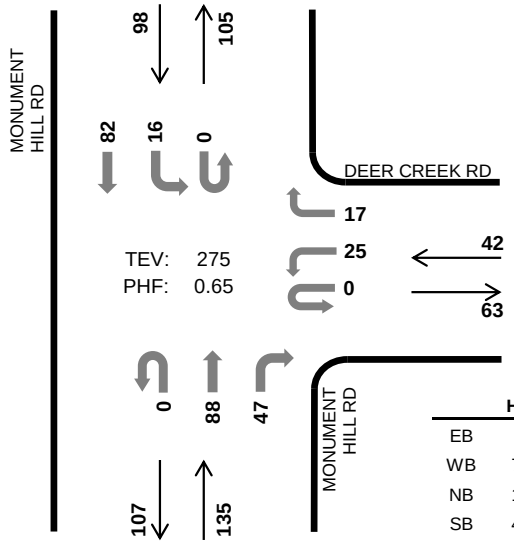
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

MONUMENT HILL RD
DEER CREEK RD

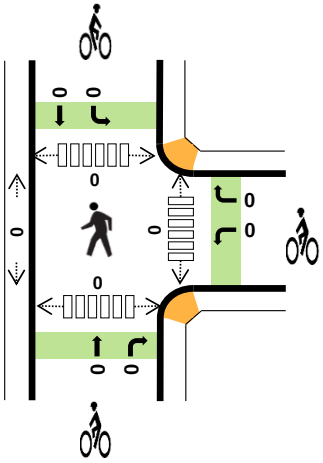
Date: 06/15/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	7.1%	0.66
NB	1.5%	0.63
SB	4.1%	0.68
TOTAL	3.3%	0.65



Two-Hour Count Summaries

Interval Start		n/a Eastbound UT	LT	TH	RT	DEER CREEK RD Westbound UT	LT	TH	RT	MONUMENT HILL RD Northbound UT	LT	TH	RT	MONUMENT HILL RD Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	0	0	0	0	2	0	3	0	0	8	6	0	4	15	0	38	0
7:15 AM		0	0	0	0	0	3	0	5	0	0	5	10	0	5	17	0	45	0
7:30 AM		0	0	0	0	0	10	0	7	0	0	5	10	0	6	25	0	63	0
7:45 AM		0	0	0	0	0	4	0	4	0	0	18	13	0	4	27	0	70	216
8:00 AM		**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**11**	**10**	**0**	**1**	**21**	**0**	**51**	229
8:15 AM		**0**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**13**	**13**	**0**	**2**	**18**	**0**	**51**	235
8:30 AM		**0**	**0**	**0**	**0**	**0**	**4**	**0**	**9**	**0**	**0**	**24**	**10**	**0**	**4**	**16**	**0**	**67**	239
8:45 AM		**0**	**0**	**0**	**0**	**0**	**13**	**0**	**3**	**0**	**0**	**40**	**14**	**0**	**9**	**27**	**0**	**106**	**275**
Count Total		0	0	0	0	0	44	0	36	0	0	124	86	0	35	166	0	491	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**17**	**0**	**0**	**88**	**47**	**0**	**16**	**82**	**0**	**275**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**1**	**3**	**0**	**9**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**8%**	**-**	**6%**	**-**	**-**	**0%**	**4%**	**-**	**6%**	**4%**	**-**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	1	0	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	1	3	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**1**	**0**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**0**	**1**	**0**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	0	5	5	5	*15*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**0**	**3**	**2**	**4**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	n/a				DEER CREEK RD				MONUMENT HILL RD				MONUMENT HILL RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	4	6
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	9
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	10
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	10
8:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**3**	**9**
Count Total	0	0	0	0	0	3	0	2	0	0	3	2	0	2	3	0	15	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**1**	**3**	**0**	**9**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	n/a			DEER CREEK RD			MONUMENT HILL RD			MONUMENT HILL RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

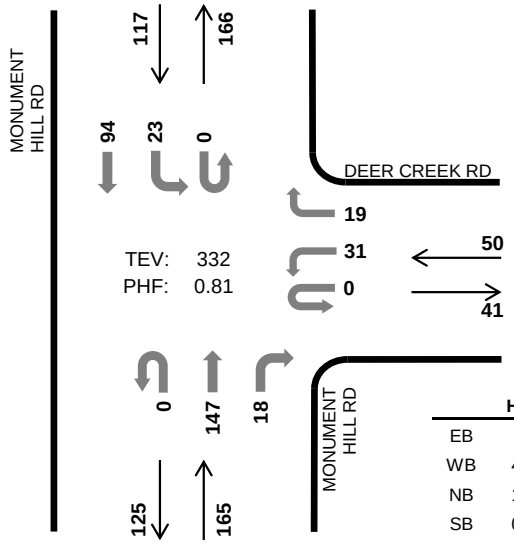
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

MONUMENT HILL RD
DEER CREEK RD

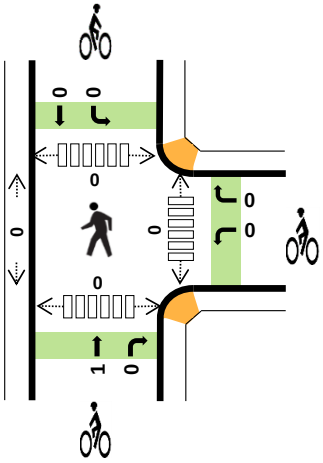
Date: 06/16/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	4.0%	0.63
NB	1.2%	0.79
SB	0.9%	0.79
TOTAL	1.5%	0.81



Two-Hour Count Summaries

Interval Start		n/a Eastbound UT	LT	TH	RT	DEER CREEK RD Westbound UT	LT	TH	RT	MONUMENT HILL RD Northbound UT	LT	TH	RT	MONUMENT HILL RD Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	0	0	0	0	6	0	3	0	0	30	5	0	3	30	0	77	0
4:15 PM		0	0	0	0	0	11	0	2	0	0	22	2	0	6	24	0	67	0
4:30 PM		0	0	0	0	0	6	0	3	0	0	31	5	0	4	21	0	70	0
4:45 PM		0	0	0	0	0	10	0	3	0	0	30	1	0	5	17	0	66	280
5:00 PM		**0**	**0**	**0**	**0**	**0**	**15**	**0**	**5**	**0**	**0**	**29**	**4**	**0**	**4**	**18**	**0**	**75**	278
5:15 PM		**0**	**0**	**0**	**0**	**0**	**8**	**0**	**7**	**0**	**0**	**50**	**1**	**0**	**7**	**30**	**0**	**103**	314
5:30 PM		**0**	**0**	**0**	**0**	**0**	**6**	**0**	**4**	**0**	**0**	**26**	**3**	**0**	**4**	**25**	**0**	**68**	312
5:45 PM		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**42**	**10**	**0**	**8**	**21**	**0**	**86**	**332**
Count Total		0	0	0	0	0	64	0	30	0	0	260	31	0	41	186	0	612	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**31**	**0**	**19**	**0**	**0**	**147**	**18**	**0**	**23**	**94**	**0**	**332**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**5**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**5%**	**-**	**-**	**1%**	**6%**	**-**	**4%**	**0%**	**-**	**2%**	**0**

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

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

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	n/a				DEER CREEK RD				MONUMENT HILL RD				MONUMENT HILL RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**4**	6
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
Count Total	0	0	0	0	0	2	0	1	0	0	1	1	0	1	0	0	6	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**5**	**0**

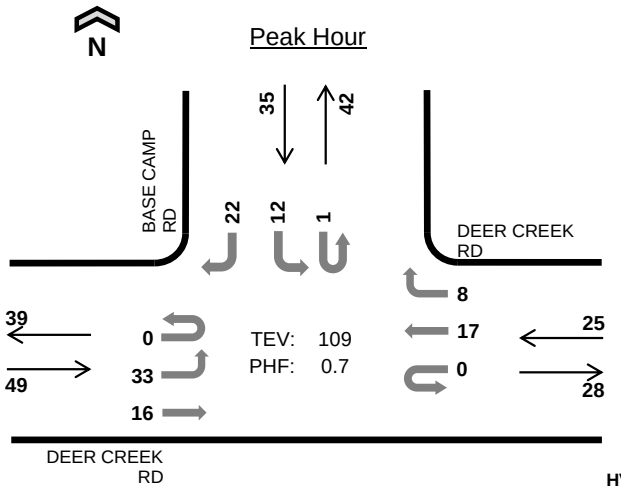
Two-Hour Count Summaries - Bikes

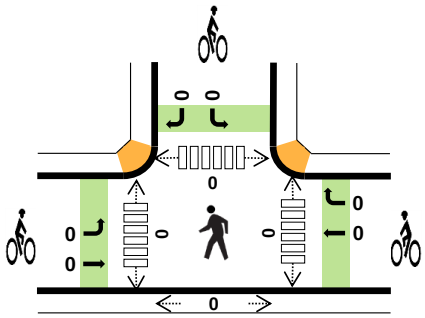
Interval Start	n/a			DEER CREEK RD			MONUMENT HILL RD			MONUMENT HILL RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	1
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

BASE CAMP RD
DEER CREEK RD

Date: 06/15/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	4.1%	0.88
WB	12.0%	0.89
NB	-	-
SB	0.0%	0.44
TOTAL	4.6%	0.70

Two-Hour Count Summaries

Interval Start		DEER CREEK RD Eastbound				DEER CREEK RD Westbound				n/a Northbound				BASE CAMP RD Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	3	4	0	0	0	2	2	0	0	0	0	0	1	0	2	14	0
7:15 AM		0	10	5	0	0	0	4	2	0	0	0	0	0	0	0	2	23	0
7:30 AM		**0**	**6**	**6**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**8**	**0**	**11**	**39**	0
7:45 AM		**0**	**11**	**2**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**27**	103
8:00 AM		**0**	**8**	**2**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**19**	108
8:15 AM		**0**	**8**	**6**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**24**	**109**
8:30 AM		0	8	4	0	0	0	10	1	0	0	0	0	0	1	0	1	25	95
8:45 AM		0	9	9	0	0	0	5	5	0	0	0	0	0	1	0	8	37	105
Count Total		0	63	38	0	0	0	38	18	0	0	0	0	1	15	0	35	208	0
Peak Hour	**All**	**0**	**33**	**16**	**0**	**0**	**0**	**17**	**8**	**0**	**0**	**0**	**0**	**1**	**12**	**0**	**22**	**109**	**0**
	HV	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
	HV%	**-**	**0%**	**13%**	**-**	**-**	**-**	**18%**	**0%**	**-**	**-**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**5%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	1	1	0	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	4	5	0	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**2**	**3**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	DEER CREEK RD				DEER CREEK RD				n/a				BASE CAMP RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
8:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	5
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	3	7
Count Total	0	0	4	0	0	0	5	0	0	0	0	0	0	1	0	0	10	0
Peak Hour	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**

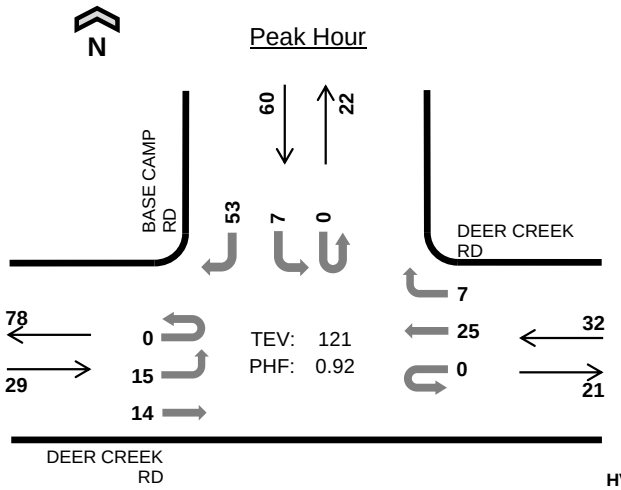
Two-Hour Count Summaries - Bikes

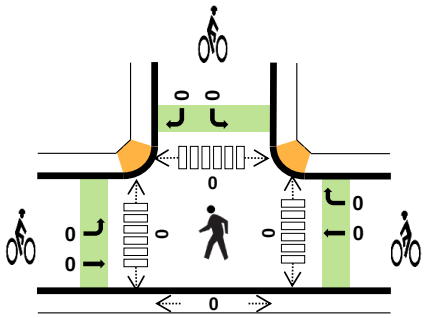
Interval Start	DEER CREEK RD			DEER CREEK RD			n/a			BASE CAMP RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

BASE CAMP RD
DEER CREEK RD

Date: 06/15/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	0.0%	0.73
WB	3.1%	0.73
NB	-	-
SB	0.0%	0.75
TOTAL	0.8%	0.92

Two-Hour Count Summaries

Interval Start		DEER CREEK RD Eastbound				DEER CREEK RD Westbound				n/a Northbound				BASE CAMP RD Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	3	0	0	0	6	1	0	0	0	0	0	2	0	3	15	0
4:15 PM		0	2	1	0	0	0	7	0	0	0	0	0	0	1	0	9	20	0
4:30 PM		**0**	**6**	**3**	**0**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**8**	**31**	0
4:45 PM		**0**	**5**	**3**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**30**	96
5:00 PM		**0**	**1**	**1**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**18**	**27**	108
5:15 PM		**0**	**3**	**7**	**0**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**11**	**33**	**121**
5:30 PM		0	1	4	0	0	0	1	1	0	0	0	0	0	4	0	4	15	105
5:45 PM		0	8	6	0	0	0	4	2	0	0	0	0	0	0	0	8	28	103
Count Total		0	26	28	0	0	0	43	11	0	0	0	0	0	14	0	77	199	0
Peak Hour	**All**	**0**	**15**	**14**	**0**	**0**	**0**	**25**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**53**	**121**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
	HV%	**-**	**0%**	**0%**	**-**	**-**	**-**	**4%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**1%**	**0**

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

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

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	DEER CREEK RD				DEER CREEK RD				n/a				BASE CAMP RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	DEER CREEK RD			DEER CREEK RD			n/a			BASE CAMP RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

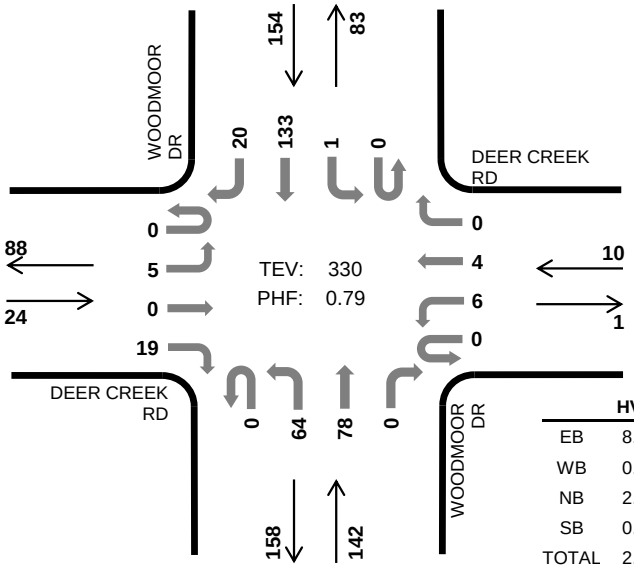
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

WOODMOOR DR
DEER CREEK RD

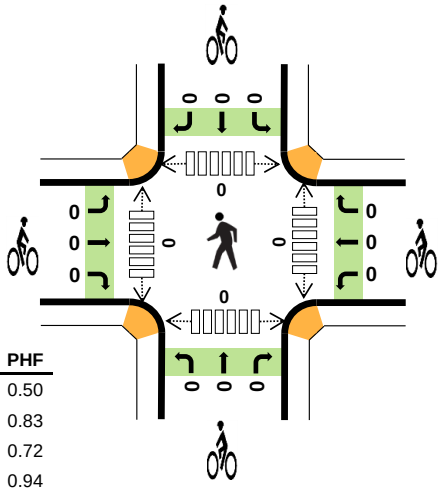
Date: 06/08/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

N

Peak Hour



	HV %:	PHF
EB	8.3%	0.50
WB	0.0%	0.83
NB	2.8%	0.72
SB	0.6%	0.94
TOTAL	2.1%	0.79



Two-Hour Count Summaries

Interval Start		DEER CREEK RD Eastbound				DEER CREEK RD Westbound				WOODMOOR DR Northbound				WOODMOOR DR Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	2	0	0	2	0	0	9	6	0	0	0	23	1	43	0
7:15 AM		0	1	0	0	0	0	1	0	0	6	6	0	0	0	27	3	44	0
7:30 AM		0	1	0	9	0	0	0	0	0	6	8	0	0	0	46	1	71	0
7:45 AM		0	2	0	7	0	0	1	0	0	7	13	0	0	0	43	1	74	232
8:00 AM		**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**13**	**15**	**0**	**0**	**0**	**34**	**3**	**69**	258
8:15 AM		**0**	**1**	**0**	**5**	**0**	**3**	**0**	**0**	**0**	**11**	**17**	**0**	**0**	**0**	**32**	**3**	**72**	286
8:30 AM		**0**	**1**	**0**	**2**	**0**	**2**	**1**	**0**	**0**	**19**	**18**	**0**	**0**	**1**	**36**	**4**	**84**	299
8:45 AM		**0**	**3**	**0**	**9**	**0**	**1**	**2**	**0**	**0**	**21**	**28**	**0**	**0**	**0**	**31**	**10**	**105**	**330**
Count Total		0	9	0	37	0	6	8	0	0	92	111	0	0	1	272	26	562	0
Peak Hour	**All**	**0**	**5**	**0**	**19**	**0**	**6**	**4**	**0**	**0**	**64**	**78**	**0**	**0**	**1**	**133**	**20**	**330**	**0**
	HV	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**7**	**0**
	HV%	**-**	**0%**	**-**	**11%**	**-**	**0%**	**0%**	**-**	**-**	**5%**	**1%**	**-**	**-**	**0%**	**1%**	**0%**	**2%**	**0**

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

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

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	DEER CREEK RD				DEER CREEK RD				WOODMOOR DR				WOODMOOR DR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	6
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	**7**
Count Total	0	0	0	3	0	0	0	0	0	3	4	0	0	0	1	0	11	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**7**	**0**

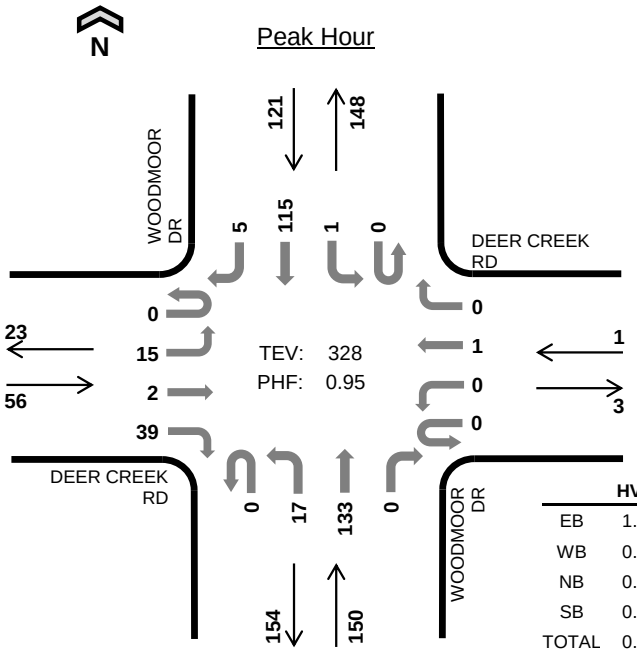
Two-Hour Count Summaries - Bikes

Interval Start	DEER CREEK RD			DEER CREEK RD			WOODMOOR DR			WOODMOOR DR			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

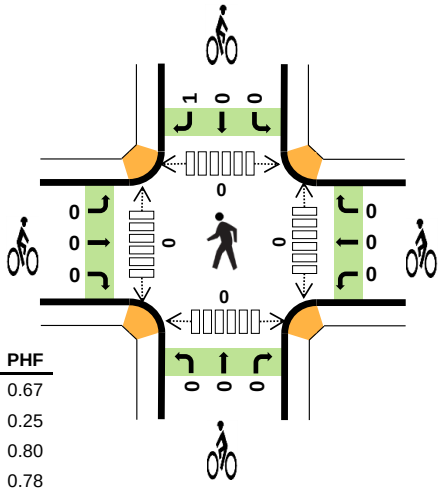
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

WOODMOOR DR
DEER CREEK RD

Date: 06/08/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.8%	0.67
WB	0.0%	0.25
NB	0.7%	0.80
SB	0.8%	0.78
TOTAL	0.9%	0.95



Two-Hour Count Summaries

Interval Start		DEER CREEK RD Eastbound				DEER CREEK RD Westbound				WOODMOOR DR Northbound				WOODMOOR DR Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**4**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**3**	**40**	**0**	**0**	**1**	**20**	**1**	**86**	0
4:15 PM		**0**	**3**	**0**	**9**	**0**	**0**	**1**	**0**	**0**	**3**	**27**	**0**	**0**	**0**	**37**	**2**	**82**	0
4:30 PM		**0**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**4**	**43**	**0**	**0**	**0**	**30**	**1**	**85**	0
4:45 PM		**0**	**6**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**7**	**23**	**0**	**0**	**0**	**28**	**1**	**75**	**328**
5:00 PM		0	4	2	16	0	0	0	0	0	3	38	0	0	0	19	1	83	325
5:15 PM		0	2	1	6	0	0	0	0	1	4	34	0	0	0	27	3	78	321
5:30 PM		0	2	4	0	0	0	1	0	0	0	27	0	0	0	34	0	68	304
5:45 PM		0	2	1	5	0	0	0	0	0	3	25	0	0	0	36	3	75	304
Count Total		0	25	10	66	0	0	2	0	1	27	257	0	0	1	231	12	632	0
Peak Hour	**All**	**0**	**15**	**2**	**39**	**0**	**0**	**1**	**0**	**0**	**17**	**133**	**0**	**0**	**1**	**115**	**5**	**328**	**0**
	HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**
	HV%	**-**	**7%**	**0%**	**0%**	**-**	**-**	**0%**	**-**	**-**	**6%**	**0%**	**-**	**-**	**0%**	**0%**	**20%**	**1%**	**0**

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

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

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	DEER CREEK RD				DEER CREEK RD				WOODMOOR DR				WOODMOOR DR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
5:15 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	1	0	1	0	0	0	0	0	2	1	0	0	0	0	1	6	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**

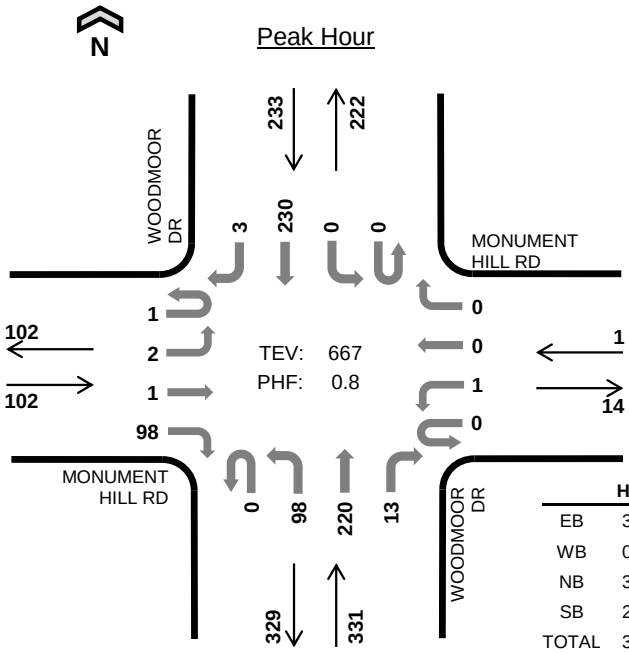
Two-Hour Count Summaries - Bikes

Interval Start	DEER CREEK RD			DEER CREEK RD			WOODMOOR DR			WOODMOOR DR			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	2	0	0	0	0	0	1	0	0	0	1	4	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**

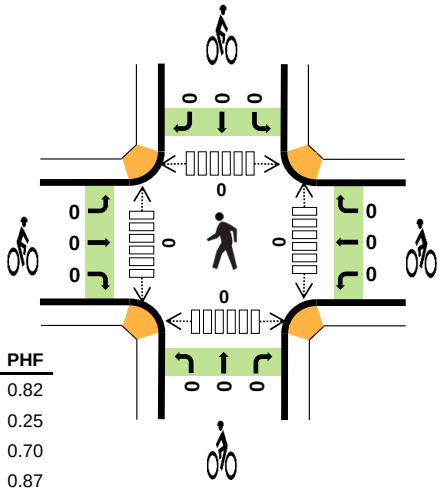
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

WOODMOOR DR
MONUMENT HILL RD

Date: 06/08/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	3.9%	0.82
WB	0.0%	0.25
NB	3.0%	0.70
SB	2.6%	0.87
TOTAL	3.0%	0.80



Two-Hour Count Summaries

Interval Start		MONUMENT HILL RD Eastbound				MONUMENT HILL RD Westbound				WOODMOOR DR Northbound				WOODMOOR DR Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	1	17	0	0	0	0	0	23	30	1	0	0	36	0	110	0
7:15 AM		0	0	0	27	0	1	0	0	0	12	23	3	0	0	36	0	102	0
7:30 AM		0	1	0	28	0	0	0	0	0	15	33	1	0	1	58	0	137	0
7:45 AM		0	1	1	26	0	0	0	0	0	20	44	4	0	0	65	0	161	510
8:00 AM		**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**18**	**43**	**1**	**0**	**0**	**54**	**0**	**141**	541
8:15 AM		**0**	**0**	**1**	**30**	**0**	**0**	**0**	**0**	**0**	**23**	**43**	**3**	**0**	**0**	**57**	**1**	**158**	597
8:30 AM		**1**	**2**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**23**	**54**	**5**	**0**	**0**	**54**	**0**	**159**	619
8:45 AM		**0**	**0**	**0**	**23**	**0**	**1**	**0**	**0**	**0**	**34**	**80**	**4**	**0**	**0**	**65**	**2**	**209**	**667**
Count Total		1	6	3	196	0	2	0	0	0	168	350	22	0	1	425	3	1,177	0
Peak Hour	**All**	**1**	**2**	**1**	**98**	**0**	**1**	**0**	**0**	**0**	**98**	**220**	**13**	**0**	**0**	**230**	**3**	**667**	**0**
	HV	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**	**6**	**0**	**20**	**0**
	HV%	**0%**	**0%**	**0%**	**4%**	**-**	**0%**	**-**	**-**	**-**	**5%**	**2%**	**0%**	**-**	**-**	**3%**	**0%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	2	0	3	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**2**	**0**	**5**	**1**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**2**	**0**	**1**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	6	0	17	8	*31*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	**4**	**0**	**10**	**6**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	MONUMENT HILL RD				MONUMENT HILL RD				WOODMOOR DR				WOODMOOR DR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0
7:45 AM	0	0	0	2	0	0	0	0	0	2	1	0	0	0	2	0	7	11
8:00 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**1**	**0**	**8**	18
8:15 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**5**	22
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	22
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**0**	**5**	**20**
Count Total	0	0	0	6	0	0	0	0	0	8	9	0	0	0	8	0	31	0
Peak Hour	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**	**6**	**0**	**20**	**0**

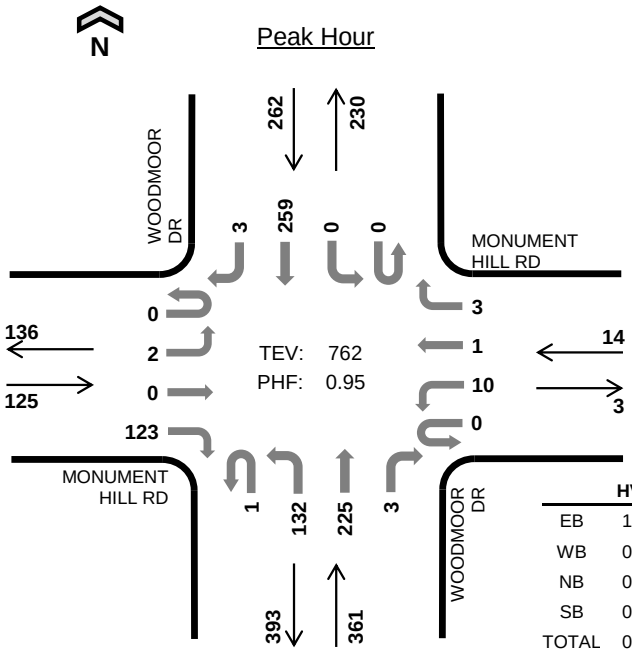
Two-Hour Count Summaries - Bikes

Interval Start	MONUMENT HILL RD			MONUMENT HILL RD			WOODMOOR DR			WOODMOOR DR			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

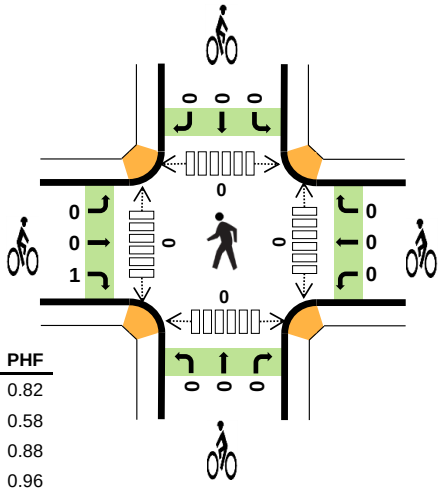
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

WOODMOOR DR
MONUMENT HILL RD

Date: 06/08/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	1.6%	0.82
WB	0.0%	0.58
NB	0.6%	0.88
SB	0.8%	0.96
TOTAL	0.8%	0.95



Two-Hour Count Summaries

Interval Start		MONUMENT HILL RD Eastbound				MONUMENT HILL RD Westbound				WOODMOOR DR Northbound				WOODMOOR DR Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	34	0	2	0	0	0	26	53	0	0	0	54	2	171	0
4:15 PM		**0**	**0**	**0**	**31**	**0**	**2**	**0**	**1**	**1**	**31**	**50**	**0**	**0**	**0**	**68**	**0**	**184**	0
4:30 PM		**0**	**1**	**0**	**25**	**0**	**4**	**0**	**2**	**0**	**33**	**69**	**0**	**0**	**0**	**61**	**2**	**197**	0
4:45 PM		**0**	**1**	**0**	**29**	**0**	**1**	**1**	**0**	**0**	**33**	**50**	**1**	**0**	**0**	**64**	**1**	**181**	733
5:00 PM		**0**	**0**	**0**	**38**	**0**	**3**	**0**	**0**	**0**	**35**	**56**	**2**	**0**	**0**	**66**	**0**	**200**	**762**
5:15 PM		0	0	0	31	0	5	1	0	0	40	52	1	0	0	53	0	183	761
5:30 PM		0	1	0	19	0	6	0	0	0	31	53	0	0	0	52	1	163	727
5:45 PM		0	0	0	23	0	2	0	0	0	27	48	1	0	1	64	0	166	712
Count Total		0	3	0	230	0	25	2	3	1	256	431	5	0	1	482	6	1,445	0
Peak Hour	**All**	**0**	**2**	**0**	**123**	**0**	**10**	**1**	**3**	**1**	**132**	**225**	**3**	**0**	**0**	**259**	**3**	**762**	**0**
	HV	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**6**	**0**
	HV%	**-**	**50%**	**-**	**1%**	**-**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	**-**	**-**	**1%**	**0%**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**1**	**0**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**1**	**0**	**0**	**1**	***2***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	2	0	1	1	*4*	0	0	1	0	*1*	0	0	0	0	*0*
5:45 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	5	0	4	5	*14*	1	0	1	0	*2*	0	0	0	0	*0*
Peak Hour	**2**	**0**	**2**	**2**	***6***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	MONUMENT HILL RD				MONUMENT HILL RD				WOODMOOR DR				WOODMOOR DR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	6
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	6
5:30 PM	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	4	9
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8
Count Total	0	1	0	4	0	0	0	0	0	1	3	0	0	0	5	0	14	0
Peak Hour	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**6**	**0**

Two-Hour Count Summaries - Bikes

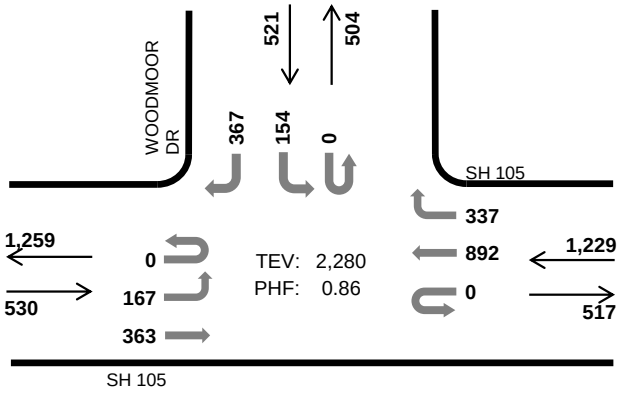
Interval Start	MONUMENT HILL RD			MONUMENT HILL RD			WOODMOOR DR			WOODMOOR DR			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	1	0	0	0	0	2	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

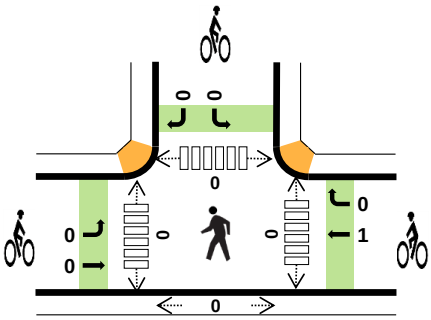
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

WOODMOOR DR
SH 105

Date: 06/08/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	3.8%	0.77
WB	3.4%	0.86
NB	-	-
SB	2.9%	0.88
TOTAL	3.4%	0.86

Two-Hour Count Summaries

Interval Start		SH 105 Eastbound				SH 105 Westbound				n/a Northbound				WOODMOOR DR Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	14	59	0	0	0	139	66	0	0	0	0	0	14	0	52	344	0
7:15 AM		0	16	64	0	0	0	219	44	0	0	0	0	0	15	0	69	427	0
7:30 AM		0	22	82	0	0	0	254	52	0	0	0	0	0	21	0	84	515	0
7:45 AM		0	44	89	0	0	0	260	87	0	0	0	0	1	38	0	97	616	1,902
8:00 AM		**0**	**30**	**78**	**0**	**0**	**0**	**207**	**80**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**79**	**502**	2,060
8:15 AM		**0**	**46**	**70**	**0**	**0**	**0**	**201**	**75**	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**95**	**525**	2,158
8:30 AM		**0**	**37**	**97**	**0**	**0**	**0**	**229**	**80**	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**102**	**591**	2,234
8:45 AM		**0**	**54**	**118**	**0**	**0**	**0**	**255**	**102**	**0**	**0**	**0**	**0**	**0**	**42**	**0**	**91**	**662**	**2,280**
Count Total		0	263	657	0	0	0	1,764	586	0	0	0	0	1	242	0	669	4,182	0
Peak Hour	**All**	**0**	**167**	**363**	**0**	**0**	**0**	**892**	**337**	**0**	**0**	**0**	**0**	**0**	**154**	**0**	**367**	**2,280**	**0**
	HV	**0**	**4**	**16**	**0**	**0**	**0**	**28**	**14**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**10**	**77**	**0**
	HV%	**-**	**2%**	**4%**	**-**	**-**	**-**	**3%**	**4%**	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**3%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	2	0	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	5	0	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	5	7	0	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	2	13	0	5	*20*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**6**	**9**	**0**	**4**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**4**	**14**	**0**	**6**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**6**	**8**	**0**	**1**	***15***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**4**	**11**	**0**	**4**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	30	69	0	23	*122*	0	1	0	0	*1*	0	0	0	0	*0*
Peak Hr	**20**	**42**	**0**	**15**	***77***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	SH 105				SH 105				n/a				WOODMOOR DR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	1	6	0
7:15 AM	0	0	1	0	0	0	3	2	0	0	0	0	0	1	0	0	7	0
7:30 AM	0	0	5	0	0	0	4	3	0	0	0	0	0	0	0	0	12	0
7:45 AM	0	0	2	0	0	0	9	4	0	0	0	0	0	3	0	2	20	45
8:00 AM	**0**	**2**	**4**	**0**	**0**	**0**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**19**	58
8:15 AM	**0**	**1**	**3**	**0**	**0**	**0**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**24**	75
8:30 AM	**0**	**1**	**5**	**0**	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**15**	78
8:45 AM	**0**	**0**	**4**	**0**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**19**	**77**
Count Total	0	4	26	0	0	0	46	23	0	0	0	0	0	10	0	13	122	0
Peak Hour	**0**	**4**	**16**	**0**	**0**	**0**	**28**	**14**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**10**	**77**	**0**

Two-Hour Count Summaries - Bikes

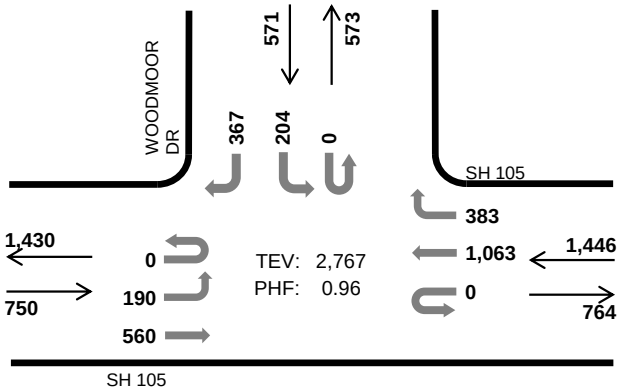
Interval Start	SH 105			SH 105			n/a			WOODMOOR DR			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

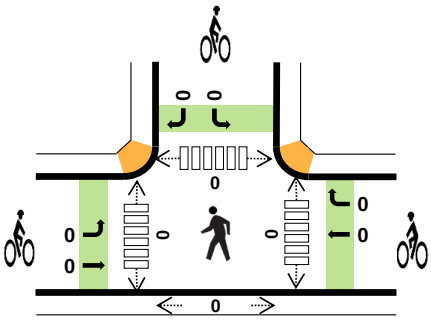
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

WOODMOOR DR
SH 105

Date: 06/08/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

Peak Hour





	HV %:	PHF
EB	1.6%	0.94
WB	2.1%	0.94
NB	-	-
SB	1.4%	0.91
TOTAL	1.8%	0.96

Two-Hour Count Summaries

Interval Start		SH 105 Eastbound				SH 105 Westbound				n/a Northbound				WOODMOOR DR Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	63	158	0	0	0	218	81	0	0	0	0	1	35	0	104	660	0
4:15 PM		0	42	126	0	0	0	233	95	0	0	0	0	0	62	0	98	656	0
4:30 PM		**0**	**54**	**137**	**0**	**0**	**0**	**282**	**87**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**81**	**684**	0
4:45 PM		**0**	**47**	**133**	**0**	**0**	**0**	**256**	**85**	**0**	**0**	**0**	**0**	**0**	**60**	**0**	**88**	**669**	2,669
5:00 PM		**0**	**41**	**158**	**0**	**0**	**0**	**243**	**108**	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**96**	**692**	2,701
5:15 PM		**0**	**48**	**132**	**0**	**0**	**0**	**282**	**103**	**0**	**0**	**0**	**0**	**0**	**55**	**0**	**102**	**722**	**2,767**
5:30 PM		0	53	147	0	0	0	262	80	0	0	0	0	0	34	0	87	663	2,746
5:45 PM		0	45	122	0	0	0	274	77	0	0	0	0	0	33	0	92	643	2,720
Count Total		0	393	1,113	0	0	0	2,050	716	0	0	0	0	1	368	0	748	5,389	0
Peak Hour	**All**	**0**	**190**	**560**	**0**	**0**	**0**	**1,063**	**383**	**0**	**0**	**0**	**0**	**0**	**204**	**0**	**367**	**2,767**	**0**
	HV	**0**	**6**	**6**	**0**	**0**	**0**	**23**	**8**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**51**	**0**
	HV%	**-**	**3%**	**1%**	**-**	**-**	**-**	**2%**	**2%**	**-**	**-**	**-**	**-**	**-**	**2%**	**-**	**1%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	5	0	1	*8*	0	0	0	0	*0*	0	0	1	0	*1*
4:15 PM	2	4	0	3	*9*	0	0	0	0	*0*	0	0	2	0	*2*
4:30 PM	**3**	**5**	**0**	**1**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**9**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**5**	**8**	**0**	**2**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**4**	**9**	**0**	**5**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	3	7	0	2	*12*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	2	5	0	1	*8*	0	0	0	0	*0*	0	0	1	0	*1*
Count Total	21	52	0	15	*88*	0	0	0	0	*0*	0	0	4	0	*4*
Peak Hr	**12**	**31**	**0**	**8**	***51***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	SH 105				SH 105				n/a				WOODMOOR DR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	4	1	0	0	0	0	0	0	0	1	8	0
4:15 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	2	0	1	9	0
4:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	35
5:00 PM	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**15**	42
5:15 PM	**0**	**3**	**1**	**0**	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**18**	**51**
5:30 PM	0	0	3	0	0	0	5	2	0	0	0	0	0	1	0	1	12	54
5:45 PM	0	0	2	0	0	0	3	2	0	0	0	0	0	0	0	1	8	53
Count Total	0	6	15	0	0	0	39	13	0	0	0	0	0	7	0	8	88	0
Peak Hour	**0**	**6**	**6**	**0**	**0**	**0**	**23**	**8**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**51**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	SH 105			SH 105			n/a			WOODMOOR DR			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

APPENDIX B

Future Traffic Projections

CDOT OTIS: Caliber at Woodmoor

ROUTE	REFPT	ENDREFPT	LENGTH	UPDATEYR	AADT	YR20FACTOR	Annual Growth Rate	DHV	LOCATION
105A	4.731	5.211	0.42	2020	19000	1.39	1.66%	11	ON SH 105 E/O I-25 E/O WOODMOOR DR MONUMENT

APPENDIX C

Trip Generation Worksheets

Kimley»Horn

Project	Caliber at Woodmoor				
Subject	Trip Generation for Multifamily Housing (Low-Rise)				
Designed by	TJD	*Date*	June 24, 2022	*Job No.*	096481007
Checked by		*Date*		*Sheet No.*	of

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Low-Rise) (220)

Independent Variable - Dwelling Units (X)

X = 264
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 255)

Directional Distribution: 24% ent. 76% exit.

(T) = 0.31 (X) + 22.85
(T) = 0.31 * (264.0) + 22.85

T = 106 Average Vehicle Trip Ends
25 entering 81 exiting

25 + 81 = 106

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 256)

Directional Distribution: 63% ent. 37% exit.

(T) = 0.43 (X) + 20.55
(T) = 0.43 * (264.0) + 20.55

T = 136 Average Vehicle Trip Ends
86 entering 50 exiting

86 + 50 = 136

Weekday (200 Series Page 254)

Directional Distribution: 50% ent. 50% exit.

(T) = 6.41 (X) + 75.31
(T) = 6.41 * (264.0) + 75.31

T = 1768 Average Vehicle Trip Ends
884 entering 884 exiting

884 + 884 = 1768

APPENDIX D

Intersection Analysis Worksheets

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	60	33	27	355	0	24	0	11	0	1	3
Future Vol, veh/h	4	60	33	27	355	0	24	0	11	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	9	9	9	2	2	2	7	7	7	25	25	25
Mvmt Flow	5	75	41	34	444	0	30	0	14	0	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	444	0	0	116	0	0	621	618	96	625	638	444
Stage 1	-	-	-	-	-	-	106	106	-	512	512	-
Stage 2	-	-	-	-	-	-	515	512	-	113	126	-
Critical Hdwy	4.19	-	-	4.12	-	-	7.17	6.57	6.27	7.35	6.75	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.35	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.35	5.75	-
Follow-up Hdwy	2.281	-	-	2.218	-	-	3.563	4.063	3.363	3.725	4.225	3.525
Pot Cap-1 Maneuver	1080	-	-	1473	-	-	393	398	947	366	366	568
Stage 1	-	-	-	-	-	-	888	798	-	505	500	-
Stage 2	-	-	-	-	-	-	534	528	-	839	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1080	-	-	1473	-	-	379	384	947	351	353	568
Mov Cap-2 Maneuver	-	-	-	-	-	-	379	384	-	351	353	-
Stage 1	-	-	-	-	-	-	884	794	-	502	485	-
Stage 2	-	-	-	-	-	-	513	512	-	823	746	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	13.5	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	467	1080	-	-	1473	-	-	493
HCM Lane V/C Ratio	0.094	0.005	-	-	0.023	-	-	0.01
HCM Control Delay (s)	13.5	8.3	0	-	7.5	0	-	12.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	331	31	11	214	3	27	0	18	1	1	0
Future Vol, veh/h	3	331	31	11	214	3	27	0	18	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	372	35	12	240	3	30	0	20	1	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	243	0	0	407	0	0	662	663	390	672	679	242
Stage 1	-	-	-	-	-	-	396	396	-	266	266	-
Stage 2	-	-	-	-	-	-	266	267	-	406	413	-
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	1323	-	-	1152	-	-	375	382	658	370	374	797
Stage 1	-	-	-	-	-	-	629	604	-	739	689	-
Stage 2	-	-	-	-	-	-	739	688	-	622	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1323	-	-	1152	-	-	370	376	658	354	368	797
Mov Cap-2 Maneuver	-	-	-	-	-	-	370	376	-	354	368	-
Stage 1	-	-	-	-	-	-	627	602	-	737	681	-
Stage 2	-	-	-	-	-	-	729	680	-	601	592	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	14	15
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	449	1323	-	-	1152	-	-	361
HCM Lane V/C Ratio	0.113	0.003	-	-	0.011	-	-	0.006
HCM Control Delay (s)	14	7.7	0	-	8.2	0	-	15
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	63	34	28	373	0	25	0	11	0	1	3
Future Vol, veh/h	4	63	34	28	373	0	25	0	11	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	9	9	9	2	2	2	7	7	7	25	25	25
Mvmt Flow	5	79	43	35	466	0	31	0	14	0	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	466	0	0	122	0	0	650	647	101	654	668	466
Stage 1	-	-	-	-	-	-	111	111	-	536	536	-
Stage 2	-	-	-	-	-	-	539	536	-	118	132	-
Critical Hdwy	4.19	-	-	4.12	-	-	7.17	6.57	6.27	7.35	6.75	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.35	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.35	5.75	-
Follow-up Hdwy	2.281	-	-	2.218	-	-	3.563	4.063	3.363	3.725	4.225	3.525
Pot Cap-1 Maneuver	1060	-	-	1465	-	-	375	383	941	350	351	552
Stage 1	-	-	-	-	-	-	882	794	-	489	488	-
Stage 2	-	-	-	-	-	-	518	515	-	834	745	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1060	-	-	1465	-	-	361	369	941	335	338	552
Mov Cap-2 Maneuver	-	-	-	-	-	-	361	369	-	335	338	-
Stage 1	-	-	-	-	-	-	878	790	-	487	472	-
Stage 2	-	-	-	-	-	-	497	499	-	818	741	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	14	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	445	1060	-	-	1465	-	-	477
HCM Lane V/C Ratio	0.101	0.005	-	-	0.024	-	-	0.01
HCM Control Delay (s)	14	8.4	0	-	7.5	0	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	348	32	11	225	3	28	0	19	1	1	0
Future Vol, veh/h	3	348	32	11	225	3	28	0	19	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	391	36	12	253	3	31	0	21	1	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	256	0	0	427	0	0	694	695	409	705	712	255
Stage 1	-	-	-	-	-	-	415	415	-	279	279	-
Stage 2	-	-	-	-	-	-	279	280	-	426	433	-
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	1309	-	-	1132	-	-	357	366	642	351	358	784
Stage 1	-	-	-	-	-	-	615	592	-	728	680	-
Stage 2	-	-	-	-	-	-	728	679	-	606	582	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1309	-	-	1132	-	-	352	361	642	336	353	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	352	361	-	336	353	-
Stage 1	-	-	-	-	-	-	613	590	-	726	672	-
Stage 2	-	-	-	-	-	-	718	671	-	584	580	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	14.5	15.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	431	1309	-	-	1132	-	-	344
HCM Lane V/C Ratio	0.123	0.003	-	-	0.011	-	-	0.007
HCM Control Delay (s)	14.5	7.8	0	-	8.2	0	-	15.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	63	38	28	373	0	37	0	11	0	1	3
Future Vol, veh/h	4	63	38	28	373	0	37	0	11	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	9	9	9	2	2	2	7	7	7	25	25	25
Mvmt Flow	5	79	48	35	466	0	46	0	14	0	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	466	0	0	127	0	0	652	649	103	656	673	466
Stage 1	-	-	-	-	-	-	113	113	-	536	536	-
Stage 2	-	-	-	-	-	-	539	536	-	120	137	-
Critical Hdwy	4.19	-	-	4.12	-	-	7.17	6.57	6.27	7.35	6.75	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.35	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.35	5.75	-
Follow-up Hdwy	2.281	-	-	2.218	-	-	3.563	4.063	3.363	3.725	4.225	3.525
Pot Cap-1 Maneuver	1060	-	-	1459	-	-	374	382	938	349	349	552
Stage 1	-	-	-	-	-	-	880	792	-	489	488	-
Stage 2	-	-	-	-	-	-	518	515	-	832	741	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1060	-	-	1459	-	-	360	368	938	334	336	552
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	368	-	334	336	-
Stage 1	-	-	-	-	-	-	876	788	-	487	472	-
Stage 2	-	-	-	-	-	-	497	499	-	816	737	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	15	12.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	419	1060	-	-	1459	-	-	476
HCM Lane V/C Ratio	0.143	0.005	-	-	0.024	-	-	0.011
HCM Control Delay (s)	15	8.4	0	-	7.5	0	-	12.6
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	348	45	11	225	3	36	0	19	1	1	0
Future Vol, veh/h	3	348	45	11	225	3	36	0	19	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	391	51	12	253	3	40	0	21	1	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	256	0	0	442	0	0	702	703	417	712	727	255
Stage 1	-	-	-	-	-	-	423	423	-	279	279	-
Stage 2	-	-	-	-	-	-	279	280	-	433	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	1309	-	-	1118	-	-	353	362	636	347	351	784
Stage 1	-	-	-	-	-	-	609	588	-	728	680	-
Stage 2	-	-	-	-	-	-	728	679	-	601	573	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1309	-	-	1118	-	-	348	356	636	331	345	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	348	356	-	331	345	-
Stage 1	-	-	-	-	-	-	607	586	-	726	671	-
Stage 2	-	-	-	-	-	-	717	670	-	579	571	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	15.2	15.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	413	1309	-	-	1118	-	-	338
HCM Lane V/C Ratio	0.15	0.003	-	-	0.011	-	-	0.007
HCM Control Delay (s)	15.2	7.8	0	-	8.3	0	-	15.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	88	41	34	518	0	30	0	14	0	1	4
Future Vol, veh/h	5	88	41	34	518	0	30	0	14	0	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	9	9	9	2	2	2	7	7	7	25	25	25
Mvmt Flow	6	110	51	43	648	0	38	0	18	0	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	648	0	0	161	0	0	885	882	136	891	907	648
Stage 1	-	-	-	-	-	-	148	148	-	734	734	-
Stage 2	-	-	-	-	-	-	737	734	-	157	173	-
Critical Hdwy	4.19	-	-	4.12	-	-	7.17	6.57	6.27	7.35	6.75	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.35	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.35	5.75	-
Follow-up Hdwy	2.281	-	-	2.218	-	-	3.563	4.063	3.363	3.725	4.225	3.525
Pot Cap-1 Maneuver	905	-	-	1418	-	-	260	280	900	240	253	432
Stage 1	-	-	-	-	-	-	843	765	-	378	394	-
Stage 2	-	-	-	-	-	-	402	419	-	794	714	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	905	-	-	1418	-	-	245	265	900	226	239	432
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	265	-	226	239	-
Stage 1	-	-	-	-	-	-	837	760	-	375	375	-
Stage 2	-	-	-	-	-	-	377	399	-	773	709	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	18.6	14.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	319	905	-	-	1418	-	-	372
HCM Lane V/C Ratio	0.172	0.007	-	-	0.03	-	-	0.017
HCM Control Delay (s)	18.6	9	0	-	7.6	0	-	14.8
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	483	39	14	313	4	34	0	23	1	1	0
Future Vol, veh/h	4	483	39	14	313	4	34	0	23	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	543	44	16	352	4	38	0	26	1	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	356	0	0	587	0	0	960	961	565	972	981	354
Stage 1	-	-	-	-	-	-	573	573	-	386	386	-
Stage 2	-	-	-	-	-	-	387	388	-	586	595	-
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	1203	-	-	988	-	-	236	256	524	232	249	690
Stage 1	-	-	-	-	-	-	505	504	-	637	610	-
Stage 2	-	-	-	-	-	-	637	609	-	496	492	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1203	-	-	988	-	-	231	250	524	216	243	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	250	-	216	243	-
Stage 1	-	-	-	-	-	-	502	501	-	634	598	-
Stage 2	-	-	-	-	-	-	623	597	-	469	490	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	20.4	20.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	298	1203	-	-	988	-	-	229
HCM Lane V/C Ratio	0.215	0.004	-	-	0.016	-	-	0.01
HCM Control Delay (s)	20.4	8	0	-	8.7	0	-	20.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	90	45	35	520	0	45	0	15	0	5	5
Future Vol, veh/h	5	90	45	35	520	0	45	0	15	0	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	9	9	9	2	2	2	7	7	7	25	25	25
Mvmt Flow	6	113	56	44	650	0	56	0	19	0	6	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	650	0	0	169	0	0	897	891	141	901	919	650
Stage 1	-	-	-	-	-	-	153	153	-	738	738	-
Stage 2	-	-	-	-	-	-	744	738	-	163	181	-
Critical Hdwy	4.19	-	-	4.12	-	-	7.17	6.57	6.27	7.35	6.75	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.35	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.35	5.75	-
Follow-up Hdwy	2.281	-	-	2.218	-	-	3.563	4.063	3.363	3.725	4.225	3.525
Pot Cap-1 Maneuver	904	-	-	1409	-	-	255	276	894	236	249	431
Stage 1	-	-	-	-	-	-	838	761	-	376	392	-
Stage 2	-	-	-	-	-	-	399	417	-	788	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	904	-	-	1409	-	-	236	261	894	221	235	431
Mov Cap-2 Maneuver	-	-	-	-	-	-	236	261	-	221	235	-
Stage 1	-	-	-	-	-	-	832	756	-	373	373	-
Stage 2	-	-	-	-	-	-	368	397	-	766	703	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	21.8	17.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	289	904	-	-	1409	-	-	304
HCM Lane V/C Ratio	0.26	0.007	-	-	0.031	-	-	0.041
HCM Control Delay (s)	21.8	9	0	-	7.6	0	-	17.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	485	55	15	315	5	45	0	25	5	5	0
Future Vol, veh/h	5	485	55	15	315	5	45	0	25	5	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	545	62	17	354	6	51	0	28	6	6	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	360	0	0	607	0	0	982	982	576	993	1010	357
Stage 1	-	-	-	-	-	-	588	588	-	391	391	-
Stage 2	-	-	-	-	-	-	394	394	-	602	619	-
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	1199	-	-	971	-	-	228	249	517	224	240	687
Stage 1	-	-	-	-	-	-	495	496	-	633	607	-
Stage 2	-	-	-	-	-	-	631	605	-	486	480	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1199	-	-	971	-	-	219	242	517	207	233	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	219	242	-	207	233	-
Stage 1	-	-	-	-	-	-	491	492	-	628	594	-
Stage 2	-	-	-	-	-	-	611	592	-	456	476	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	23.2	22.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	276	1199	-	-	971	-	-	219
HCM Lane V/C Ratio	0.285	0.005	-	-	0.017	-	-	0.051
HCM Control Delay (s)	23.2	8	0	-	8.8	0	-	22.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	131	5	40	99	44	30
Future Vol, veh/h	131	5	40	99	44	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	250	0	-	0	275	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	16	16	2	2
Mvmt Flow	147	6	45	111	49	34

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	177	-	0	0	156	0
Stage 1	45	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.45	-	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	-	-	-	2.218	-
Pot Cap-1 Maneuver	806	0	-	-	1424	-
Stage 1	970	0	-	-	-	-
Stage 2	887	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	779	-	-	-	1424	-
Mov Cap-2 Maneuver	806	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	4.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	806	-	1424	-
HCM Lane V/C Ratio	-	-	0.183	-	0.035	-
HCM Control Delay (s)	-	-	10.5	0	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.7	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	1	69	94	9	37
Future Vol, veh/h	56	1	69	94	9	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	250	0	-	0	275	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	2	2	3	3
Mvmt Flow	58	1	72	98	9	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	129	-	0	0	170	0
Stage 1	72	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.43	-	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	2.227	-
Pot Cap-1 Maneuver	863	0	-	-	1401	-
Stage 1	948	0	-	-	-	-
Stage 2	963	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	858	-	-	-	1401	-
Mov Cap-2 Maneuver	874	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	874	-	1401	-
HCM Lane V/C Ratio	-	-	0.067	-	0.007	-
HCM Control Delay (s)	-	-	9.4	0	7.6	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	-	0	-

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	135	5	41	102	45	31
Future Vol, veh/h	135	5	41	102	45	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	250	0	-	0	275	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	16	16	2	2
Mvmt Flow	152	6	46	115	51	35

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	183	-	0	0	161	0
Stage 1	46	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	6.45	-	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	-	-	-	2.218	-
Pot Cap-1 Maneuver	800	0	-	-	1418	-
Stage 1	969	0	-	-	-	-
Stage 2	882	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	771	-	-	-	1418	-
Mov Cap-2 Maneuver	799	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	850	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	4.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	799	-	1418	-
HCM Lane V/C Ratio	-	-	0.19	-	0.036	-
HCM Control Delay (s)	-	-	10.6	0	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.7	-	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	58	1	71	97	9	38
Future Vol, veh/h	58	1	71	97	9	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	250	0	-	0	275	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	2	2	3	3
Mvmt Flow	60	1	74	101	9	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	132	-	0	0	175	0
Stage 1	74	-	-	-	-	-
Stage 2	58	-	-	-	-	-
Critical Hdwy	6.43	-	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	2.227	-
Pot Cap-1 Maneuver	860	0	-	-	1395	-
Stage 1	946	0	-	-	-	-
Stage 2	962	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	855	-	-	-	1395	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	872	-	1395	-
HCM Lane V/C Ratio	-	-	0.069	-	0.007	-
HCM Control Delay (s)	-	-	9.4	0	7.6	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	-	0	-

Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	135	5	53	102	45	35
Future Vol, veh/h	135	5	53	102	45	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	250	0	-	0	275	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	16	16	2	2
Mvmt Flow	152	6	60	115	51	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	201	-	0	0	175	0
Stage 1	60	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.45	-	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	-	-	-	2.218	-
Pot Cap-1 Maneuver	781	0	-	-	1401	-
Stage 1	955	0	-	-	-	-
Stage 2	879	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	753	-	-	-	1401	-
Mov Cap-2 Maneuver	792	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	847	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	4.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	792	-	1401	-
HCM Lane V/C Ratio	-	-	0.192	-	0.036	-
HCM Control Delay (s)	-	-	10.6	0	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.7	-	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	58	1	79	97	9	51
Future Vol, veh/h	58	1	79	97	9	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	250	0	-	0	275	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	2	2	3	3
Mvmt Flow	60	1	82	101	9	53

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	153	-	0	0	183	0
Stage 1	82	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.43	-	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	2.227	-
Pot Cap-1 Maneuver	836	0	-	-	1386	-
Stage 1	939	0	-	-	-	-
Stage 2	949	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	831	-	-	-	1386	-
Mov Cap-2 Maneuver	858	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	858	-	1386	-
HCM Lane V/C Ratio	-	-	0.07	-	0.007	-
HCM Control Delay (s)	-	-	9.5	0	7.6	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	-	0	-

Intersection	
Int Delay, s/veh	5.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	165	6	50	124	55	38
Future Vol, veh/h	165	6	50	124	55	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	250	0	-	0	275	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	16	16	2	2
Mvmt Flow	185	7	56	139	62	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	223	-	0	0	195	0
Stage 1	56	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.45	-	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	-	-	-	2.218	-
Pot Cap-1 Maneuver	759	0	-	-	1378	-
Stage 1	959	0	-	-	-	-
Stage 2	855	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	725	-	-	-	1378	-
Mov Cap-2 Maneuver	767	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	4.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	767	-	1378	-
HCM Lane V/C Ratio	-	-	0.242	-	0.045	-
HCM Control Delay (s)	-	-	11.2	0	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.9	-	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	1	87	118	11	47
Future Vol, veh/h	70	1	87	118	11	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	250	0	-	0	275	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	2	2	3	3
Mvmt Flow	73	1	91	123	11	49

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	162	-	0	0	214	0
Stage 1	91	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.43	-	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	2.227	-
Pot Cap-1 Maneuver	826	0	-	-	1350	-
Stage 1	930	0	-	-	-	-
Stage 2	949	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	819	-	-	-	1350	-
Mov Cap-2 Maneuver	851	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	941	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	851	-	1350	-
HCM Lane V/C Ratio	-	-	0.086	-	0.008	-
HCM Control Delay (s)	-	-	9.6	0	7.7	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	-	0	-

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	165	10	65	125	55	45
Future Vol, veh/h	165	10	65	125	55	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	250	0	-	0	275	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	16	16	2	2
Mvmt Flow	185	11	73	140	62	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	248	-	0	0	213	0
Stage 1	73	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.45	-	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	-	-	-	2.218	-
Pot Cap-1 Maneuver	734	0	-	-	1357	-
Stage 1	942	0	-	-	-	-
Stage 2	848	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	700	-	-	-	1357	-
Mov Cap-2 Maneuver	755	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	4.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	755	-	1357	-
HCM Lane V/C Ratio	-	-	0.246	-	0.046	-
HCM Control Delay (s)	-	-	11.3	0	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	1	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	5	95	120	15	60
Future Vol, veh/h	70	5	95	120	15	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	250	0	-	0	275	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	2	2	3	3
Mvmt Flow	73	5	99	125	16	63

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	194	-	0	0	224	0
Stage 1	99	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.43	-	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	2.227	-
Pot Cap-1 Maneuver	793	0	-	-	1339	-
Stage 1	922	0	-	-	-	-
Stage 2	926	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	783	-	-	-	1339	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	829	-	1339	-
HCM Lane V/C Ratio	-	-	0.088	-	0.012	-
HCM Control Delay (s)	-	-	9.8	0	7.7	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	-	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	123	279	47	66	172
Future Vol, veh/h	25	123	279	47	66	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	225	475	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	7	7	2	2	4	4
Mvmt Flow	38	189	429	72	102	265

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	898	429	0	0	501	0
Stage 1	429	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.14	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.236	-
Pot Cap-1 Maneuver	304	615	-	-	1053	-
Stage 1	646	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	275	615	-	-	1053	-
Mov Cap-2 Maneuver	463	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	463	615	1053	-
HCM Lane V/C Ratio	-	-	0.083	0.308	0.096	-
HCM Control Delay (s)	-	-	13.5	13.4	8.8	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	1.3	0.3	-

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	39	53	18	45	133
Future Vol, veh/h	31	39	53	18	45	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	225	475	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	38	48	65	22	56	164

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	341	65	0	0	87	0
Stage 1	65	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.12	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.218	-
Pot Cap-1 Maneuver	651	993	-	-	1509	-
Stage 1	953	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	627	993	-	-	1509	-
Mov Cap-2 Maneuver	692	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	692	993	1509	-
HCM Lane V/C Ratio	-	-	0.055	0.048	0.037	-
HCM Control Delay (s)	-	-	10.5	8.8	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0.1	-

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	127	287	48	68	177
Future Vol, veh/h	26	127	287	48	68	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	225	475	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	7	7	2	2	4	4
Mvmt Flow	40	195	442	74	105	272

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	924	442	0	0	516	0
Stage 1	442	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.14	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.236	-
Pot Cap-1 Maneuver	293	605	-	-	1040	-
Stage 1	637	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	263	605	-	-	1040	-
Mov Cap-2 Maneuver	453	-	-	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	549	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	2.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	453	605	1040	-
HCM Lane V/C Ratio	-	-	0.088	0.323	0.101	-
HCM Control Delay (s)	-	-	13.7	13.8	8.8	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	1.4	0.3	-

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	40	55	19	46	137
Future Vol, veh/h	32	40	55	19	46	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	225	475	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	40	49	68	23	57	169

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	351	68	0	0	91	0
Stage 1	68	-	-	-	-	-
Stage 2	283	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.12	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.218	-
Pot Cap-1 Maneuver	642	990	-	-	1504	-
Stage 1	950	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	618	990	-	-	1504	-
Mov Cap-2 Maneuver	685	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	685	990	1504	-
HCM Lane V/C Ratio	-	-	0.058	0.05	0.038	-
HCM Control Delay (s)	-	-	10.6	8.8	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0.1	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	127	303	51	68	230
Future Vol, veh/h	34	127	303	51	68	230
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	225	475	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	7	7	2	2	4	4
Mvmt Flow	52	195	466	78	105	354

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1030	466	0	0	544	0
Stage 1	466	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.14	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.236	-
Pot Cap-1 Maneuver	253	586	-	-	1015	-
Stage 1	621	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	227	586	-	-	1015	-
Mov Cap-2 Maneuver	418	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	418	586	1015	-
HCM Lane V/C Ratio	-	-	0.125	0.333	0.103	-
HCM Control Delay (s)	-	-	14.8	14.2	9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	1.5	0.3	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	40	111	28	46	170
Future Vol, veh/h	37	40	111	28	46	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	225	475	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	46	49	137	35	57	210

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	461	137	0	0	172	0
Stage 1	137	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.12	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.218	-
Pot Cap-1 Maneuver	555	906	-	-	1405	-
Stage 1	885	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	532	906	-	-	1405	-
Mov Cap-2 Maneuver	643	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	643	906	1405	-
HCM Lane V/C Ratio	-	-	0.071	0.055	0.04	-
HCM Control Delay (s)	-	-	11	9.2	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0.1	-

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	155	351	59	83	216
Future Vol, veh/h	31	155	351	59	83	216
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	225	475	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	7	7	2	2	4	4
Mvmt Flow	48	238	540	91	128	332

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1128	540	0	0	631	0
Stage 1	540	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.14	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.236	-
Pot Cap-1 Maneuver	221	532	-	-	942	-
Stage 1	574	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	191	532	-	-	942	-
Mov Cap-2 Maneuver	384	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.9	0	2.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	384	532	942	-
HCM Lane V/C Ratio	-	-	0.124	0.448	0.136	-
HCM Control Delay (s)	-	-	15.7	17.1	9.4	-
HCM Lane LOS	-	-	C	C	A	-
HCM 95th %tile Q(veh)	-	-	0.4	2.3	0.5	-

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	49	67	23	57	167
Future Vol, veh/h	39	49	67	23	57	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	225	475	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	48	60	83	28	70	206

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	429	83	0	0	111	0
Stage 1	83	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.12	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.218	-
Pot Cap-1 Maneuver	579	971	-	-	1479	-
Stage 1	935	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	552	971	-	-	1479	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	679	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	635	971	1479	-
HCM Lane V/C Ratio	-	-	0.076	0.062	0.048	-
HCM Control Delay (s)	-	-	11.1	9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0.1	-

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	155	370	65	85	270
Future Vol, veh/h	40	155	370	65	85	270
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	225	475	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	7	7	2	2	4	4
Mvmt Flow	62	238	569	100	131	415

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1246	569	0	0	669	0
Stage 1	569	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.14	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.236	-
Pot Cap-1 Maneuver	187	512	-	-	912	-
Stage 1	557	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	160	512	-	-	912	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.9	0	2.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	350	512	912	-
HCM Lane V/C Ratio	-	-	0.176	0.466	0.143	-
HCM Control Delay (s)	-	-	17.5	18	9.6	-
HCM Lane LOS	-	-	C	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	2.4	0.5	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	50	125	35	60	200
Future Vol, veh/h	45	50	125	35	60	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	225	475	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	56	62	154	43	74	247

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	549	154	0	0	197	0
Stage 1	154	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.12	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.218	-
Pot Cap-1 Maneuver	493	887	-	-	1376	-
Stage 1	869	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	466	887	-	-	1376	-
Mov Cap-2 Maneuver	588	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	639	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	588	887	1376	-
HCM Lane V/C Ratio	-	-	0.094	0.07	0.054	-
HCM Control Delay (s)	-	-	11.8	9.4	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	66	123	8	13	22
Future Vol, veh/h	33	66	123	8	13	22
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	70	70	70	70	70	70
Heavy Vehicles, %	4	4	12	12	2	2
Mvmt Flow	47	94	176	11	19	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	187	0	-	0	370	182
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1375	-	-	-	630	861
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1375	-	-	-	607	861
Mov Cap-2 Maneuver	-	-	-	-	607	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	844	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1375	-	-	-	745
HCM Lane V/C Ratio	0.034	-	-	-	0.067
HCM Control Delay (s)	7.7	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	36	45	7	7	53
Future Vol, veh/h	15	36	45	7	7	53
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	3	3	2	2
Mvmt Flow	16	39	49	8	8	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	57	0	-	0	124	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	71	-
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	1547	-	-	-	871	1014
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	952	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1547	-	-	-	861	1014
Mov Cap-2 Maneuver	-	-	-	-	861	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	952	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	993
HCM Lane V/C Ratio	0.011	-	-	-	0.066
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	68	127	8	13	23
Future Vol, veh/h	34	68	127	8	13	23
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	70	70	70	70	70	70
Heavy Vehicles, %	4	4	12	12	2	2
Mvmt Flow	49	97	181	11	19	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	192	0	-	0	382	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1370	-	-	-	620	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1370	-	-	-	596	855
Mov Cap-2 Maneuver	-	-	-	-	596	-
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1370	-	-	-	739
HCM Lane V/C Ratio	0.035	-	-	-	0.07
HCM Control Delay (s)	7.7	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	37	46	7	7	55
Future Vol, veh/h	15	37	46	7	7	55
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	3	3	2	2
Mvmt Flow	16	40	50	8	8	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	126	54
Stage 1	-	-	-	-	54	-
Stage 2	-	-	-	-	72	-
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	1546	-	-	-	869	1013
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1546	-	-	-	859	1013
Mov Cap-2 Maneuver	-	-	-	-	859	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1546	-	-	-	993
HCM Lane V/C Ratio	0.011	-	-	-	0.068
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	68	127	11	21	31
Future Vol, veh/h	37	68	127	11	21	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	4	4	12	12	2	2
Mvmt Flow	53	97	181	16	30	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	197	0	-	0	392	189
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1364	-	-	-	612	853
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	587	853
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	831	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	721
HCM Lane V/C Ratio	0.039	-	-	-	0.103
HCM Control Delay (s)	7.7	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	37	46	16	12	60
Future Vol, veh/h	24	37	46	16	12	60
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	3	3	2	2
Mvmt Flow	26	40	50	17	13	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	151	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	92	-
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	1535	-	-	-	841	1007
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	827	1007
Mov Cap-2 Maneuver	-	-	-	-	827	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1535	-	-	-	972
HCM Lane V/C Ratio	0.017	-	-	-	0.081
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	83	155	10	16	28
Future Vol, veh/h	41	83	155	10	16	28
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	70	70	70	70	70	70
Heavy Vehicles, %	4	4	12	12	2	2
Mvmt Flow	59	119	221	14	23	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	235	0	-	0	465	228
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1321	-	-	-	556	811
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1321	-	-	-	529	811
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	802	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1321	-	-	-	679
HCM Lane V/C Ratio	0.044	-	-	-	0.093
HCM Control Delay (s)	7.9	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	45	57	9	9	67
Future Vol, veh/h	19	45	57	9	9	67
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	3	3	2	2
Mvmt Flow	21	49	62	10	10	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	72	0	-	0	158	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	91	-
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	1528	-	-	-	833	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	821	997
Mov Cap-2 Maneuver	-	-	-	-	821	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	933	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	972
HCM Lane V/C Ratio	0.014	-	-	-	0.085
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	85	155	15	25	40
Future Vol, veh/h	45	85	155	15	25	40
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	70	70	70	70	70	70
Heavy Vehicles, %	4	4	12	12	2	2
Mvmt Flow	64	121	221	21	36	57

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	242	0	-	0	481	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1313	-	-	-	544	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1313	-	-	-	516	807
Mov Cap-2 Maneuver	-	-	-	-	516	-
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1313	-	-	-	663
HCM Lane V/C Ratio	0.049	-	-	-	0.14
HCM Control Delay (s)	7.9	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	45	60	20	15	75
Future Vol, veh/h	30	45	60	20	15	75
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	3	3	2	2
Mvmt Flow	33	49	65	22	16	82

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	191	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	115	-
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	1509	-	-	-	798	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1509	-	-	-	780	985
Mov Cap-2 Maneuver	-	-	-	-	780	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1509	-	-	-	944
HCM Lane V/C Ratio	0.022	-	-	-	0.104
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	40	29	6	25	0	64	78	0	1	133	105
Future Vol, veh/h	5	40	29	6	25	0	64	78	0	1	133	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	8	8	8	2	2	2	3	3	3	2	2	2
Mvmt Flow	6	51	37	8	32	0	81	99	0	1	168	133

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	514	498	235	542	564	99	301	0	0	99	0	0
Stage 1	237	237	-	261	261	-	-	-	-	-	-	-
Stage 2	277	261	-	281	303	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	462	465	789	451	435	957	1254	-	-	1494	-	-
Stage 1	753	698	-	744	692	-	-	-	-	-	-	-
Stage 2	716	681	-	726	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	412	433	789	371	405	957	1254	-	-	1494	-	-
Mov Cap-2 Maneuver	412	433	-	371	405	-	-	-	-	-	-	-
Stage 1	702	697	-	693	645	-	-	-	-	-	-	-
Stage 2	635	635	-	641	663	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	15	3.6	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1254	-	-	524	398	1494	-	-
HCM Lane V/C Ratio	0.065	-	-	0.179	0.099	0.001	-	-
HCM Control Delay (s)	8.1	0	-	13.4	15	7.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.3	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	19	43	0	5	0	17	133	0	1	115	21
Future Vol, veh/h	15	19	43	0	5	0	17	133	0	1	115	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	20	45	0	5	0	18	140	0	1	121	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	313	310	132	343	321	140	143	0	0	140	0	0
Stage 1	134	134	-	176	176	-	-	-	-	-	-	-
Stage 2	179	176	-	167	145	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	640	605	917	611	596	908	1440	-	-	1443	-	-
Stage 1	869	785	-	826	753	-	-	-	-	-	-	-
Stage 2	823	753	-	835	777	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	628	596	917	560	587	908	1440	-	-	1443	-	-
Mov Cap-2 Maneuver	628	596	-	560	587	-	-	-	-	-	-	-
Stage 1	857	784	-	814	742	-	-	-	-	-	-	-
Stage 2	806	742	-	773	776	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	11.2	0.9	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1440	-	-	750	587	1443	-	-
HCM Lane V/C Ratio	0.012	-	-	0.108	0.009	0.001	-	-
HCM Control Delay (s)	7.5	0	-	10.4	11.2	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	41	30	6	26	0	66	80	0	1	137	108
Future Vol, veh/h	5	41	30	6	26	0	66	80	0	1	137	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	8	8	8	2	2	2	3	3	3	2	2	2
Mvmt Flow	6	52	38	8	33	0	84	101	0	1	173	137

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	530	513	242	558	581	101	310	0	0	101	0	0
Stage 1	244	244	-	269	269	-	-	-	-	-	-	-
Stage 2	286	269	-	289	312	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	450	456	782	440	425	954	1245	-	-	1491	-	-
Stage 1	746	693	-	737	687	-	-	-	-	-	-	-
Stage 2	708	676	-	719	658	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	398	423	782	359	394	954	1245	-	-	1491	-	-
Mov Cap-2 Maneuver	398	423	-	359	394	-	-	-	-	-	-	-
Stage 1	693	692	-	685	638	-	-	-	-	-	-	-
Stage 2	624	628	-	632	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	15.4	3.7	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1245	-	-	514	387	1491	-	-
HCM Lane V/C Ratio	0.067	-	-	0.187	0.105	0.001	-	-
HCM Control Delay (s)	8.1	0	-	13.6	15.4	7.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.3	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	20	44	0	5	0	18	137	0	1	118	22
Future Vol, veh/h	15	20	44	0	5	0	18	137	0	1	118	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	21	46	0	5	0	19	144	0	1	124	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	323	320	136	353	331	144	147	0	0	144	0	0
Stage 1	138	138	-	182	182	-	-	-	-	-	-	-
Stage 2	185	182	-	171	149	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	630	597	913	602	588	903	1435	-	-	1438	-	-
Stage 1	865	782	-	820	749	-	-	-	-	-	-	-
Stage 2	817	749	-	831	774	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	619	588	913	550	579	903	1435	-	-	1438	-	-
Mov Cap-2 Maneuver	619	588	-	550	579	-	-	-	-	-	-	-
Stage 1	853	781	-	809	739	-	-	-	-	-	-	-
Stage 2	800	739	-	767	773	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	11.3	0.9	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1435	-	-	742	579	1438	-	-
HCM Lane V/C Ratio	0.013	-	-	0.112	0.009	0.001	-	-
HCM Control Delay (s)	7.5	0	-	10.5	11.3	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	41	38	6	26	0	69	80	0	1	137	108
Future Vol, veh/h	5	41	38	6	26	0	69	80	0	1	137	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	8	8	8	2	2	2	3	3	3	2	2	2
Mvmt Flow	6	52	48	8	33	0	87	101	0	1	173	137

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	536	519	242	569	587	101	310	0	0	101	0	0
Stage 1	244	244	-	275	275	-	-	-	-	-	-	-
Stage 2	292	275	-	294	312	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	446	453	782	433	422	954	1245	-	-	1491	-	-
Stage 1	746	693	-	731	683	-	-	-	-	-	-	-
Stage 2	703	672	-	714	658	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	394	419	782	347	390	954	1245	-	-	1491	-	-
Mov Cap-2 Maneuver	394	419	-	347	390	-	-	-	-	-	-	-
Stage 1	691	692	-	677	632	-	-	-	-	-	-	-
Stage 2	617	622	-	619	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	15.6	3.8	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1245	-	-	528	381	1491	-	-
HCM Lane V/C Ratio	0.07	-	-	0.201	0.106	0.001	-	-
HCM Control Delay (s)	8.1	0	-	13.5	15.6	7.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.4	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	20	49	0	5	0	27	137	0	1	118	22
Future Vol, veh/h	15	20	49	0	5	0	27	137	0	1	118	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	21	52	0	5	0	28	144	0	1	124	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	341	338	136	374	349	144	147	0	0	144	0	0
Stage 1	138	138	-	200	200	-	-	-	-	-	-	-
Stage 2	203	200	-	174	149	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	613	583	913	583	575	903	1435	-	-	1438	-	-
Stage 1	865	782	-	802	736	-	-	-	-	-	-	-
Stage 2	799	736	-	828	774	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	598	570	913	526	562	903	1435	-	-	1438	-	-
Mov Cap-2 Maneuver	598	570	-	526	562	-	-	-	-	-	-	-
Stage 1	847	781	-	785	721	-	-	-	-	-	-	-
Stage 2	777	721	-	759	773	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	11.5	1.2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1435	-	-	738	562	1438	-	-
HCM Lane V/C Ratio	0.02	-	-	0.12	0.009	0.001	-	-
HCM Control Delay (s)	7.6	0	-	10.5	11.5	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	50	36	8	31	0	80	98	0	1	167	132
Future Vol, veh/h	6	50	36	8	31	0	80	98	0	1	167	132
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	8	8	8	2	2	2	3	3	3	2	2	2
Mvmt Flow	8	63	46	10	39	0	101	124	0	1	211	167

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	643	623	295	677	706	124	378	0	0	124	0	0
Stage 1	297	297	-	326	326	-	-	-	-	-	-	-
Stage 2	346	326	-	351	380	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	378	394	730	367	361	927	1175	-	-	1463	-	-
Stage 1	699	657	-	687	648	-	-	-	-	-	-	-
Stage 2	657	638	-	666	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	319	357	730	277	327	927	1175	-	-	1463	-	-
Mov Cap-2 Maneuver	319	357	-	277	327	-	-	-	-	-	-	-
Stage 1	635	656	-	624	588	-	-	-	-	-	-	-
Stage 2	557	579	-	564	613	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	18.5	3.8	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1175	-	-	442	315	1463	-	-
HCM Lane V/C Ratio	0.086	-	-	0.263	0.157	0.001	-	-
HCM Control Delay (s)	8.4	0	-	16	18.5	7.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1	0.5	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	24	54	0	6	0	21	167	0	1	145	26
Future Vol, veh/h	19	24	54	0	6	0	21	167	0	1	145	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	25	57	0	6	0	22	176	0	1	153	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	392	389	167	430	402	176	180	0	0	176	0	0
Stage 1	169	169	-	220	220	-	-	-	-	-	-	-
Stage 2	223	220	-	210	182	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	567	546	877	535	537	867	1396	-	-	1400	-	-
Stage 1	833	759	-	782	721	-	-	-	-	-	-	-
Stage 2	780	721	-	792	749	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	554	536	877	476	527	867	1396	-	-	1400	-	-
Mov Cap-2 Maneuver	554	536	-	476	527	-	-	-	-	-	-	-
Stage 1	819	758	-	769	709	-	-	-	-	-	-	-
Stage 2	760	709	-	715	748	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	11.9	0.9	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1396	-	-	690	527	1400	-	-
HCM Lane V/C Ratio	0.016	-	-	0.148	0.012	0.001	-	-
HCM Control Delay (s)	7.6	0	-	11.1	11.9	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0	0	-	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	50	45	10	35	0	85	100	0	5	170	135
Future Vol, veh/h	10	50	45	10	35	0	85	100	0	5	170	135
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	8	8	8	2	2	2	3	3	3	2	2	2
Mvmt Flow	13	63	57	13	44	0	108	127	0	6	215	171

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	678	656	301	716	741	127	386	0	0	127	0	0
Stage 1	313	313	-	343	343	-	-	-	-	-	-	-
Stage 2	365	343	-	373	398	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	358	378	725	345	344	923	1167	-	-	1459	-	-
Stage 1	685	646	-	672	637	-	-	-	-	-	-	-
Stage 2	642	627	-	648	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	294	339	725	251	308	923	1167	-	-	1459	-	-
Mov Cap-2 Maneuver	294	339	-	251	308	-	-	-	-	-	-	-
Stage 1	617	643	-	605	573	-	-	-	-	-	-	-
Stage 2	533	564	-	536	600	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17	20.2	3.9	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1167	-	-	431	293	1459	-	-
HCM Lane V/C Ratio	0.092	-	-	0.308	0.194	0.004	-	-
HCM Control Delay (s)	8.4	0	-	17	20.2	7.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1.3	0.7	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	25	60	0	10	0	30	170	0	5	145	30
Future Vol, veh/h	20	25	60	0	10	0	30	170	0	5	145	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	26	63	0	11	0	32	179	0	5	153	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	428	422	169	467	438	179	185	0	0	179	0	0
Stage 1	179	179	-	243	243	-	-	-	-	-	-	-
Stage 2	249	243	-	224	195	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	537	523	875	506	512	864	1390	-	-	1397	-	-
Stage 1	823	751	-	761	705	-	-	-	-	-	-	-
Stage 2	755	705	-	779	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	516	507	875	441	497	864	1390	-	-	1397	-	-
Mov Cap-2 Maneuver	516	507	-	441	497	-	-	-	-	-	-	-
Stage 1	802	748	-	741	687	-	-	-	-	-	-	-
Stage 2	724	687	-	695	736	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	12.4	1.1	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1390	-	-	670	497	1397	-	-
HCM Lane V/C Ratio	0.023	-	-	0.165	0.021	0.004	-	-
HCM Control Delay (s)	7.7	0	-	11.4	12.4	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	98	1	0	0	98	411	13	0	320	3
Future Vol, veh/h	3	1	98	1	0	0	98	411	13	0	320	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	4	4	4	2	2	2	3	3	3	3	3	3
Mvmt Flow	4	1	123	1	0	0	123	514	16	0	400	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1170	1178	-	1171	1172	522	404	0	0	530	0	0
Stage 1	402	402	-	768	768	-	-	-	-	-	-	-
Stage 2	768	776	-	403	404	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	-	7.12	6.52	6.22	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	-	3.518	4.018	3.318	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	168	189	0	170	192	555	1153	-	-	1032	-	-
Stage 1	679	620	0	394	411	-	-	-	-	-	-	-
Stage 2	391	405	0	681	622	-	-	-	-	-	-	-
Platoon blocked, %							1	-	-		-	-
Mov Cap-1 Maneuver	154	169	-	156	171	555	1153	-	-	1032	-	-
Mov Cap-2 Maneuver	265	278	-	263	268	-	-	-	-	-	-	-
Stage 1	606	620	-	352	367	-	-	-	-	-	-	-
Stage 2	349	362	-	680	622	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.7	18.8	1.6	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1153	-	-	268	-	263	1032	-	-
HCM Lane V/C Ratio	0.106	-	-	0.019	-	0.005	-	-	-
HCM Control Delay (s)	8.5	-	-	18.7	0	18.8	0	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	0	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	123	10	1	3	133	261	3	0	298	3
Future Vol, veh/h	2	0	123	10	1	3	133	261	3	0	298	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	129	11	1	3	140	275	3	0	314	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	875	874	-	873	874	277	317	0	0	278	0	0
Stage 1	316	316	-	557	557	-	-	-	-	-	-	-
Stage 2	559	558	-	316	317	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	-	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	270	288	0	271	288	762	1243	-	-	1285	-	-
Stage 1	695	655	0	515	512	-	-	-	-	-	-	-
Stage 2	513	512	0	695	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	245	255	-	248	255	762	1243	-	-	1285	-	-
Mov Cap-2 Maneuver	345	354	-	340	335	-	-	-	-	-	-	-
Stage 1	616	655	-	457	454	-	-	-	-	-	-	-
Stage 2	452	454	-	695	654	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.5	14.7	2.8	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1243	-	-	345	-	385	1285	-	-
HCM Lane V/C Ratio	0.113	-	-	0.006	-	0.038	-	-	-
HCM Control Delay (s)	8.3	-	-	15.5	0	14.7	0	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	101	1	0	0	101	423	13	0	330	3
Future Vol, veh/h	3	1	101	1	0	0	101	423	13	0	330	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	4	4	4	2	2	2	3	3	3	3	3	3
Mvmt Flow	4	1	126	1	0	0	126	529	16	0	413	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1204	1212	-	1205	1206	537	417	0	0	545	0	0
Stage 1	415	415	-	789	789	-	-	-	-	-	-	-
Stage 2	789	797	-	416	417	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	-	7.12	6.52	6.22	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	-	3.518	4.018	3.318	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	159	180	0	161	184	544	1137	-	-	1019	-	-
Stage 1	611	589	0	384	402	-	-	-	-	-	-	-
Stage 2	381	396	0	614	591	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	145	160	-	147	164	544	1137	-	-	1019	-	-
Mov Cap-2 Maneuver	251	267	-	247	257	-	-	-	-	-	-	-
Stage 1	543	589	-	341	357	-	-	-	-	-	-	-
Stage 2	339	352	-	613	591	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.4	19.6	1.6	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1137	-	-	255	-	247	1019	-	-
HCM Lane V/C Ratio	0.111	-	-	0.02	-	0.005	-	-	-
HCM Control Delay (s)	8.6	-	-	19.4	0	19.6	0	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	0	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	127	10	1	3	137	269	3	0	307	3
Future Vol, veh/h	2	0	127	10	1	3	137	269	3	0	307	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	134	11	1	3	144	283	3	0	323	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	900	899	-	898	899	285	326	0	0	286	0	0
Stage 1	325	325	-	573	573	-	-	-	-	-	-	-
Stage 2	575	574	-	325	326	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	-	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	259	279	0	260	279	754	1234	-	-	1276	-	-
Stage 1	687	649	0	505	504	-	-	-	-	-	-	-
Stage 2	503	503	0	687	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	234	246	-	237	246	754	1234	-	-	1276	-	-
Mov Cap-2 Maneuver	335	346	-	330	327	-	-	-	-	-	-	-
Stage 1	607	649	-	446	445	-	-	-	-	-	-	-
Stage 2	441	444	-	687	648	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	15	2.8	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1234	-	-	335	-	375	1276	-	-
HCM Lane V/C Ratio	0.117	-	-	0.006	-	0.039	-	-	-
HCM Control Delay (s)	8.3	-	-	15.8	0	15	0	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	162	1	0	0	120	426	13	0	338	3
Future Vol, veh/h	3	1	162	1	0	0	120	426	13	0	338	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	4	4	4	2	2	2	3	3	3	3	3	3
Mvmt Flow	4	1	203	1	0	0	150	533	16	0	423	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1266	1274	-	1267	1268	541	427	0	0	549	0	0
Stage 1	425	425	-	841	841	-	-	-	-	-	-	-
Stage 2	841	849	-	426	427	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	-	7.12	6.52	6.22	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	-	3.518	4.018	3.318	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	144	166	0	146	168	541	1127	-	-	1016	-	-
Stage 1	603	583	0	359	380	-	-	-	-	-	-	-
Stage 2	356	374	0	606	585	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	129	144	-	131	146	541	1127	-	-	1016	-	-
Mov Cap-2 Maneuver	231	248	-	225	236	-	-	-	-	-	-	-
Stage 1	523	583	-	311	329	-	-	-	-	-	-	-
Stage 2	309	324	-	605	585	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.7	21.1	1.9	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1127	-	-	235	-	225	1016	-	-
HCM Lane V/C Ratio	0.133	-	-	0.021	-	0.006	-	-	-
HCM Control Delay (s)	8.7	-	-	20.7	0	21.1	0	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-	0	0	-	-

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	2	0	165	10	1	3	202	278	3	0	312	3
Future Vol, veh/h	2	0	165	10	1	3	202	278	3	0	312	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	174	11	1	3	213	293	3	0	328	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1053	1052	-	1051	1052	295	331	0	0	296	0	0
Stage 1	330	330	-	721	721	-	-	-	-	-	-	-
Stage 2	723	722	-	330	331	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	-	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	204	227	0	205	227	744	1228	-	-	1265	-	-
Stage 1	683	646	0	419	432	-	-	-	-	-	-	-
Stage 2	417	431	0	683	645	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	176	188	-	178	188	744	1228	-	-	1265	-	-
Mov Cap-2 Maneuver	267	284	-	260	263	-	-	-	-	-	-	-
Stage 1	565	646	-	347	357	-	-	-	-	-	-	-
Stage 2	342	356	-	683	645	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.6	17.5	3.6	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1228	-	-	267	-	302	1265	-	-
HCM Lane V/C Ratio	0.173	-	-	0.008	-	0.049	-	-	-
HCM Control Delay (s)	8.5	-	-	18.6	0	17.5	0	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1	123	1	0	0	123	517	16	0	402	4
Future Vol, veh/h	4	1	123	1	0	0	123	517	16	0	402	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	4	4	4	2	2	2	3	3	3	3	3	3
Mvmt Flow	5	1	154	1	0	0	154	646	20	0	503	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1470	1480	-	1470	1472	656	508	0	0	666	0	0
Stage 1	506	506	-	964	964	-	-	-	-	-	-	-
Stage 2	964	974	-	506	508	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	-	7.12	6.52	6.22	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	-	3.518	4.018	3.318	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	104	124	0	105	127	465	1052	-	-	919	-	-
Stage 1	545	536	0	307	334	-	-	-	-	-	-	-
Stage 2	304	327	0	549	539	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	106	-	93	108	465	1052	-	-	919	-	-
Mov Cap-2 Maneuver	189	209	-	184	197	-	-	-	-	-	-	-
Stage 1	465	536	-	262	285	-	-	-	-	-	-	-
Stage 2	259	279	-	548	539	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.3	24.7	1.7	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1052	-	-	193	-	184	919	-	-
HCM Lane V/C Ratio	0.146	-	-	0.032	-	0.007	-	-	-
HCM Control Delay (s)	9	-	-	24.3	0	24.7	0	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-	0	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	155	13	1	4	167	328	4	0	375	4
Future Vol, veh/h	3	0	155	13	1	4	167	328	4	0	375	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	163	14	1	4	176	345	4	0	395	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1099	1098	-	1096	1098	347	399	0	0	349	0	0
Stage 1	397	397	-	699	699	-	-	-	-	-	-	-
Stage 2	702	701	-	397	399	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	-	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	190	213	0	191	213	696	1160	-	-	1210	-	-
Stage 1	629	603	0	430	442	-	-	-	-	-	-	-
Stage 2	429	441	0	629	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	166	181	-	169	181	696	1160	-	-	1210	-	-
Mov Cap-2 Maneuver	268	286	-	260	264	-	-	-	-	-	-	-
Stage 1	533	603	-	365	375	-	-	-	-	-	-	-
Stage 2	361	374	-	629	602	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.6	17.7	2.9	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1160	-	-	268	-	302	1210	-	-
HCM Lane V/C Ratio	0.152	-	-	0.012	-	0.063	-	-	-
HCM Control Delay (s)	8.7	-	-	18.6	0	17.7	0	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	185	5	0	0	145	520	20	0	410	5
Future Vol, veh/h	5	5	185	5	0	0	145	520	20	0	410	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	4	4	4	2	2	2	3	3	3	3	3	3
Mvmt Flow	6	6	231	6	0	0	181	650	25	0	513	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1541	1553	-	1544	1544	663	519	0	0	675	0	0
Stage 1	516	516	-	1025	1025	-	-	-	-	-	-	-
Stage 2	1025	1037	-	519	519	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	-	7.12	6.52	6.22	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	-	3.518	4.018	3.318	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	93	112	0	94	115	461	1042	-	-	912	-	-
Stage 1	538	531	0	284	312	-	-	-	-	-	-	-
Stage 2	281	306	0	540	533	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	81	93	-	80	95	461	1042	-	-	912	-	-
Mov Cap-2 Maneuver	171	192	-	163	178	-	-	-	-	-	-	-
Stage 1	444	531	-	235	258	-	-	-	-	-	-	-
Stage 2	232	253	-	534	533	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.4	28	1.9	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1042	-	-	181	-	163	912	-	-
HCM Lane V/C Ratio	0.174	-	-	0.069	-	0.038	-	-	-
HCM Control Delay (s)	9.2	-	-	26.4	0	28	0	-	-
HCM Lane LOS	A	-	-	D	A	D	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	195	15	5	5	235	340	5	0	380	5
Future Vol, veh/h	5	0	195	15	5	5	235	340	5	0	380	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	205	16	5	5	247	358	5	0	400	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1263	1260	-	1258	1260	361	405	0	0	363	0	0
Stage 1	403	403	-	855	855	-	-	-	-	-	-	-
Stage 2	860	857	-	403	405	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	-	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	147	170	0	148	170	684	1154	-	-	1196	-	-
Stage 1	624	600	0	353	375	-	-	-	-	-	-	-
Stage 2	351	374	0	624	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	120	134	-	124	134	684	1154	-	-	1196	-	-
Mov Cap-2 Maneuver	206	231	-	200	207	-	-	-	-	-	-	-
Stage 1	490	600	-	277	295	-	-	-	-	-	-	-
Stage 2	269	294	-	624	598	-	-	-	-	-	-	-

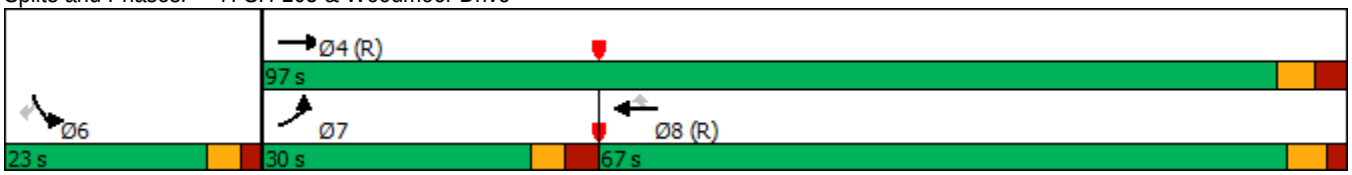
Approach	EB	WB	NB	SB
HCM Control Delay, s	22.9	22.2	3.6	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1154	-	-	206	-	235	1196	-	-
HCM Lane V/C Ratio	0.214	-	-	0.026	-	0.112	-	-	-
HCM Control Delay (s)	9	-	-	22.9	0	22.2	0	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-	0.4	0	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	273	363	892	422	194	413
Future Volume (vph)	273	363	892	422	194	413
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.5	24.0	24.0	23.0	23.0
Total Split (s)	30.0	97.0	67.0	67.0	23.0	23.0
Total Split (%)	25.0%	80.8%	55.8%	55.8%	19.2%	19.2%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	16.6	90.5	68.9	68.9	18.0	18.0
Actuated g/C Ratio	0.14	0.75	0.57	0.57	0.15	0.15
v/c Ratio	0.68	0.16	0.52	0.44	0.44	0.89
Control Delay	56.7	4.3	17.0	2.6	49.6	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	4.3	17.0	2.6	49.6	32.2
LOS	E	A	B	A	D	C
Approach Delay		26.8	12.4		37.8	
Approach LOS		C	B		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 69 (58%), Referenced to phase 4:EBT and 8:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 59.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: SH-105 & Woodmoor Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	273	363	892	422	194	413
Future Volume (veh/h)	273	363	892	422	194	413
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1856	1856	1856	1856
Adj Flow Rate, veh/h	317	422	1037	491	226	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	3	3	3	3
Cap, veh/h	390	2638	2078	927	514	
Arrive On Green	0.11	0.75	0.59	0.59	0.15	0.00
Sat Flow, veh/h	3401	3589	3618	1572	3428	1572
Grp Volume(v), veh/h	317	422	1037	491	226	0
Grp Sat Flow(s),veh/h/ln	1700	1749	1763	1572	1714	1572
Q Serve(g_s), s	10.9	4.0	20.5	22.4	7.2	0.0
Cycle Q Clear(g_c), s	10.9	4.0	20.5	22.4	7.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	390	2638	2078	927	514	
V/C Ratio(X)	0.81	0.16	0.50	0.53	0.44	
Avail Cap(c_a), veh/h	680	2638	2078	927	514	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.9	4.1	14.3	14.7	46.4	0.0
Incr Delay (d2), s/veh	4.1	0.1	0.9	2.2	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	1.3	8.2	8.3	3.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.0	4.3	15.2	16.9	49.1	0.0
LnGrp LOS	E	A	B	B	D	
Approach Vol, veh/h		739	1528		226	A
Approach Delay, s/veh		26.4	15.7		49.1	
Approach LOS		C	B		D	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		97.0		23.0	19.8	77.2
Change Period (Y+Rc), s		6.5		5.0	6.0	* 6.5
Max Green Setting (Gmax), s		90.5		18.0	24.0	* 62
Max Q Clear Time (g_c+I1), s		6.0		9.2	12.9	24.4
Green Ext Time (p_c), s		3.2		0.5	0.8	12.5

Intersection Summary	
HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Notes

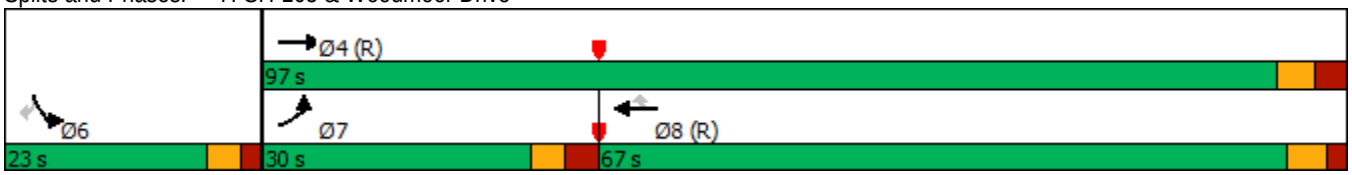
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	210	560	1063	399	221	389
Future Volume (vph)	210	560	1063	399	221	389
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.5	24.0	24.0	23.0	23.0
Total Split (s)	30.0	97.0	67.0	67.0	23.0	23.0
Total Split (%)	25.0%	80.8%	55.8%	55.8%	19.2%	19.2%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	13.0	90.5	72.5	72.5	18.0	18.0
Actuated g/C Ratio	0.11	0.75	0.60	0.60	0.15	0.15
v/c Ratio	0.59	0.22	0.52	0.37	0.45	0.75
Control Delay	57.4	4.6	15.1	2.1	49.6	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	4.6	15.1	2.1	49.6	18.1
LOS	E	A	B	A	D	B
Approach Delay		19.0	11.5		29.5	
Approach LOS		B	B		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 69 (58%), Referenced to phase 4:EBT and 8:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 62.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: SH-105 & Woodmoor Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	210	560	1063	399	221	389
Future Volume (veh/h)	210	560	1063	399	221	389
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	219	583	1107	416	230	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	289	2680	2205	984	518	
Arrive On Green	0.08	0.75	0.62	0.62	0.15	0.00
Sat Flow, veh/h	3456	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	219	583	1107	416	230	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1728	1585
Q Serve(g_s), s	7.4	5.8	20.6	16.2	7.3	0.0
Cycle Q Clear(g_c), s	7.4	5.8	20.6	16.2	7.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	289	2680	2205	984	518	
V/C Ratio(X)	0.76	0.22	0.50	0.42	0.44	
Avail Cap(c_a), veh/h	691	2680	2205	984	518	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.8	4.3	12.6	11.7	46.4	0.0
Incr Delay (d2), s/veh	4.0	0.2	0.8	1.3	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	1.9	8.1	5.9	3.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.8	4.5	13.4	13.1	49.2	0.0
LnGrp LOS	E	A	B	B	D	
Approach Vol, veh/h		802	1523		230	A
Approach Delay, s/veh		19.1	13.3		49.2	
Approach LOS		B	B		D	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		97.0		23.0	16.0	81.0
Change Period (Y+Rc), s		6.5		5.0	6.0	* 6.5
Max Green Setting (Gmax), s		90.5		18.0	24.0	* 62
Max Q Clear Time (g_c+I1), s		7.8		9.3	9.4	22.6
Green Ext Time (p_c), s		4.6		0.5	0.6	13.1

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

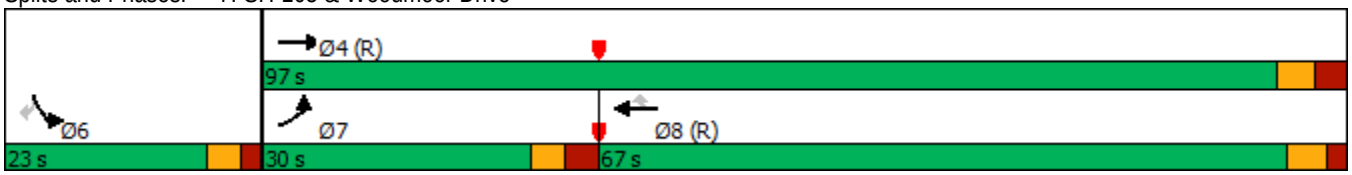
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	281	381	937	435	200	426
Future Volume (vph)	281	381	937	435	200	426
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.5	24.0	24.0	23.0	23.0
Total Split (s)	30.0	97.0	67.0	67.0	23.0	23.0
Total Split (%)	25.0%	80.8%	55.8%	55.8%	19.2%	19.2%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	16.9	90.5	68.6	68.6	18.0	18.0
Actuated g/C Ratio	0.14	0.75	0.57	0.57	0.15	0.15
v/c Ratio	0.69	0.17	0.54	0.45	0.46	0.92
Control Delay	56.7	4.3	17.7	2.6	49.8	38.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	4.3	17.7	2.6	49.8	38.9
LOS	E	A	B	A	D	D
Approach Delay		26.6	12.9		42.4	
Approach LOS		C	B		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 69 (58%), Referenced to phase 4:EBT and 8:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: SH-105 & Woodmoor Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	281	381	937	435	200	426
Future Volume (veh/h)	281	381	937	435	200	426
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1856	1856	1856	1856
Adj Flow Rate, veh/h	327	443	1090	506	233	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	3	3	3	3
Cap, veh/h	400	2638	2068	922	514	
Arrive On Green	0.12	0.75	0.59	0.59	0.15	0.00
Sat Flow, veh/h	3401	3589	3618	1572	3428	1572
Grp Volume(v), veh/h	327	443	1090	506	233	0
Grp Sat Flow(s),veh/h/ln	1700	1749	1763	1572	1714	1572
Q Serve(g_s), s	11.3	4.3	22.2	23.5	7.4	0.0
Cycle Q Clear(g_c), s	11.3	4.3	22.2	23.5	7.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	400	2638	2068	922	514	
V/C Ratio(X)	0.82	0.17	0.53	0.55	0.45	
Avail Cap(c_a), veh/h	680	2638	2068	922	514	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.7	4.2	14.9	15.1	46.5	0.0
Incr Delay (d2), s/veh	4.1	0.1	1.0	2.3	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	1.4	8.9	8.7	3.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.8	4.3	15.8	17.5	49.4	0.0
LnGrp LOS	E	A	B	B	D	
Approach Vol, veh/h		770	1596		233	A
Approach Delay, s/veh		26.2	16.3		49.4	
Approach LOS		C	B		D	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		97.0		23.0	20.1	76.9
Change Period (Y+Rc), s		6.5		5.0	6.0	* 6.5
Max Green Setting (Gmax), s		90.5		18.0	24.0	* 62
Max Q Clear Time (g_c+I1), s		6.3		9.4	13.3	25.5
Green Ext Time (p_c), s		3.4		0.5	0.9	13.3

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

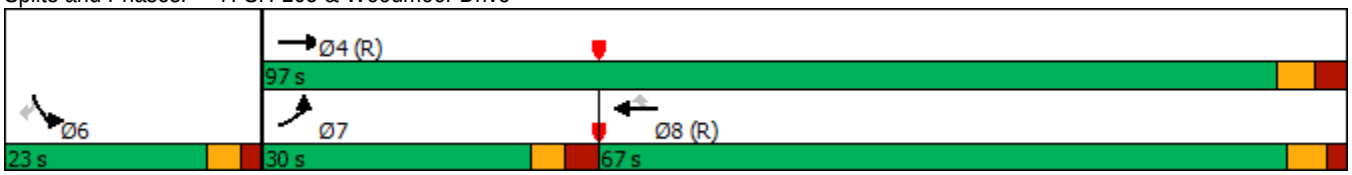
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	216	588	1117	411	228	401
Future Volume (vph)	216	588	1117	411	228	401
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.5	24.0	24.0	23.0	23.0
Total Split (s)	30.0	97.0	67.0	67.0	23.0	23.0
Total Split (%)	25.0%	80.8%	55.8%	55.8%	19.2%	19.2%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	13.2	90.5	72.3	72.3	18.0	18.0
Actuated g/C Ratio	0.11	0.75	0.60	0.60	0.15	0.15
v/c Ratio	0.60	0.23	0.55	0.38	0.46	0.79
Control Delay	57.3	4.6	15.7	2.1	49.9	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	4.6	15.7	2.1	49.9	21.3
LOS	E	A	B	A	D	C
Approach Delay		18.8	12.0		31.7	
Approach LOS		B	B		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 69 (58%), Referenced to phase 4:EBT and 8:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: SH-105 & Woodmoor Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	216	588	1117	411	228	401
Future Volume (veh/h)	216	588	1117	411	228	401
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	225	612	1164	428	238	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	295	2680	2199	981	518	
Arrive On Green	0.09	0.75	0.62	0.62	0.15	0.00
Sat Flow, veh/h	3456	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	225	612	1164	428	238	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1728	1585
Q Serve(g_s), s	7.6	6.1	22.3	16.9	7.5	0.0
Cycle Q Clear(g_c), s	7.6	6.1	22.3	16.9	7.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	295	2680	2199	981	518	
V/C Ratio(X)	0.76	0.23	0.53	0.44	0.46	
Avail Cap(c_a), veh/h	691	2680	2199	981	518	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.7	4.4	13.0	12.0	46.6	0.0
Incr Delay (d2), s/veh	4.0	0.2	0.9	1.4	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	2.0	8.8	6.1	3.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.7	4.6	13.9	13.4	49.5	0.0
LnGrp LOS	E	A	B	B	D	
Approach Vol, veh/h		837	1592		238	A
Approach Delay, s/veh		18.9	13.8		49.5	
Approach LOS		B	B		D	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		97.0		23.0	16.3	80.7
Change Period (Y+Rc), s		6.5		5.0	6.0	* 6.5
Max Green Setting (Gmax), s		90.5		18.0	24.0	* 62
Max Q Clear Time (g_c+I1), s		8.1		9.5	9.6	24.3
Green Ext Time (p_c), s		4.9		0.5	0.6	13.9

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

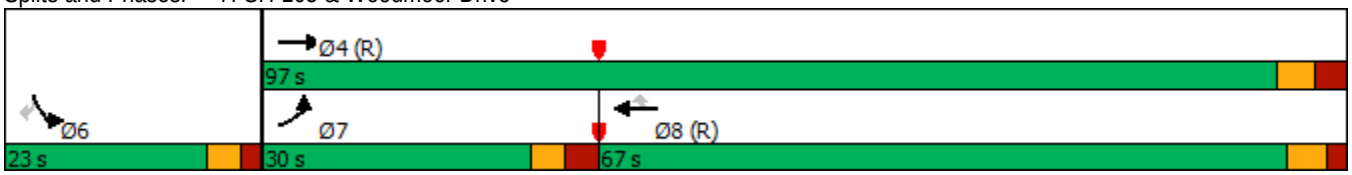
Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	289	381	937	449	208	487
Future Volume (vph)	289	381	937	449	208	487
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.5	24.0	24.0	23.0	23.0
Total Split (s)	30.0	97.0	67.0	67.0	23.0	23.0
Total Split (%)	25.0%	80.8%	55.8%	55.8%	19.2%	19.2%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	17.2	90.5	68.3	68.3	18.0	18.0
Actuated g/C Ratio	0.14	0.75	0.57	0.57	0.15	0.15
v/c Ratio	0.70	0.17	0.55	0.47	0.47	1.06
Control Delay	56.5	4.3	17.9	2.7	50.2	73.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	4.3	17.9	2.7	50.2	73.3
LOS	E	A	B	A	D	E
Approach Delay		26.8	13.0		66.4	
Approach LOS		C	B		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 69 (58%), Referenced to phase 4:EBT and 8:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 29.8	Intersection LOS: C
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: SH-105 & Woodmoor Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	289	381	937	449	208	487
Future Volume (veh/h)	289	381	937	449	208	487
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1856	1856	1856	1856
Adj Flow Rate, veh/h	336	443	1090	522	242	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	3	3	3	3
Cap, veh/h	410	2638	2058	918	514	
Arrive On Green	0.12	0.75	0.58	0.58	0.15	0.00
Sat Flow, veh/h	3401	3589	3618	1572	3428	1572
Grp Volume(v), veh/h	336	443	1090	522	242	0
Grp Sat Flow(s),veh/h/ln	1700	1749	1763	1572	1714	1572
Q Serve(g_s), s	11.6	4.3	22.4	24.8	7.7	0.0
Cycle Q Clear(g_c), s	11.6	4.3	22.4	24.8	7.7	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	410	2638	2058	918	514	
V/C Ratio(X)	0.82	0.17	0.53	0.57	0.47	
Avail Cap(c_a), veh/h	680	2638	2058	918	514	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.5	4.2	15.0	15.6	46.6	0.0
Incr Delay (d2), s/veh	4.1	0.1	1.0	2.6	3.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	1.4	9.0	9.2	3.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.6	4.3	16.0	18.1	49.7	0.0
LnGrp LOS	E	A	B	B	D	
Approach Vol, veh/h		779	1612		242	A
Approach Delay, s/veh		26.4	16.7		49.7	
Approach LOS		C	B		D	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		97.0		23.0	20.5	76.5
Change Period (Y+Rc), s		6.5		5.0	6.0	* 6.5
Max Green Setting (Gmax), s		90.5		18.0	24.0	* 62
Max Q Clear Time (g_c+I1), s		6.3		9.7	13.6	26.8
Green Ext Time (p_c), s		3.4		0.5	0.9	13.3

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

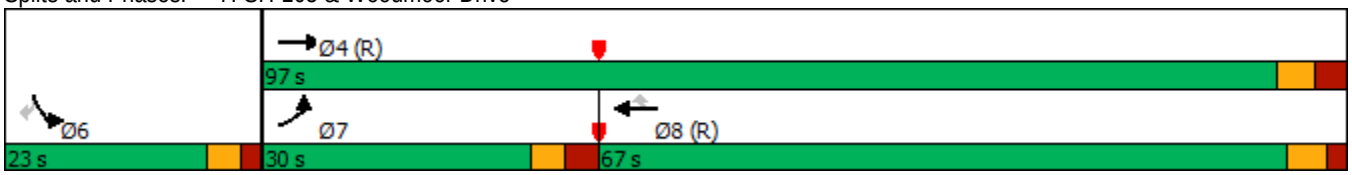
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	242	588	1117	458	233	439
Future Volume (vph)	242	588	1117	458	233	439
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.5	24.0	24.0	23.0	23.0
Total Split (s)	30.0	97.0	67.0	67.0	23.0	23.0
Total Split (%)	25.0%	80.8%	55.8%	55.8%	19.2%	19.2%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	14.1	90.5	71.4	71.4	18.0	18.0
Actuated g/C Ratio	0.12	0.75	0.60	0.60	0.15	0.15
v/c Ratio	0.63	0.23	0.55	0.42	0.47	0.86
Control Delay	57.2	4.6	16.3	2.3	50.1	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	4.6	16.3	2.3	50.1	29.5
LOS	E	A	B	A	D	C
Approach Delay		19.9	12.2		36.6	
Approach LOS		B	B		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 69 (58%), Referenced to phase 4:EBT and 8:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 19.6	Intersection LOS: B
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: SH-105 & Woodmoor Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	242	588	1117	458	233	439
Future Volume (veh/h)	242	588	1117	458	233	439
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	612	1164	477	243	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	324	2680	2169	968	518	
Arrive On Green	0.09	0.75	0.61	0.61	0.15	0.00
Sat Flow, veh/h	3456	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	252	612	1164	477	243	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1728	1585
Q Serve(g_s), s	8.6	6.1	22.8	20.1	7.7	0.0
Cycle Q Clear(g_c), s	8.6	6.1	22.8	20.1	7.7	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	324	2680	2169	968	518	
V/C Ratio(X)	0.78	0.23	0.54	0.49	0.47	
Avail Cap(c_a), veh/h	691	2680	2169	968	518	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.2	4.4	13.5	13.0	46.6	0.0
Incr Delay (d2), s/veh	4.0	0.2	1.0	1.8	3.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	2.0	9.0	7.4	3.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.2	4.6	14.5	14.8	49.7	0.0
LnGrp LOS	E	A	B	B	D	
Approach Vol, veh/h		864	1641		243	A
Approach Delay, s/veh		19.9	14.6		49.7	
Approach LOS		B	B		D	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		97.0		23.0	17.2	79.8
Change Period (Y+Rc), s		6.5		5.0	6.0	* 6.5
Max Green Setting (Gmax), s		90.5		18.0	24.0	* 62
Max Q Clear Time (g_c+I1), s		8.1		9.7	10.6	24.8
Green Ext Time (p_c), s		4.9		0.5	0.7	14.2

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

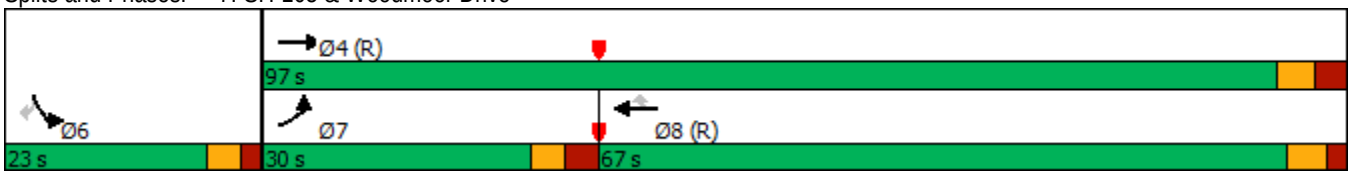
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	343	530	1303	531	244	519
Future Volume (vph)	343	530	1303	531	244	519
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.5	24.0	24.0	23.0	23.0
Total Split (s)	30.0	97.0	67.0	67.0	23.0	23.0
Total Split (%)	25.0%	80.8%	55.8%	55.8%	19.2%	19.2%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	19.3	90.5	66.2	66.2	18.0	18.0
Actuated g/C Ratio	0.16	0.75	0.55	0.55	0.15	0.15
v/c Ratio	0.74	0.24	0.78	0.56	0.56	1.18
Control Delay	56.1	4.7	25.6	5.4	52.0	121.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	4.7	25.6	5.4	52.0	121.9
LOS	E	A	C	A	D	F
Approach Delay		24.9	19.8		99.5	
Approach LOS		C	B		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 69 (58%), Referenced to phase 4:EBT and 8:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 38.6	Intersection LOS: D
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: SH-105 & Woodmoor Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	343	530	1303	531	244	519
Future Volume (veh/h)	343	530	1303	531	244	519
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1856	1856	1856	1856
Adj Flow Rate, veh/h	399	616	1515	617	284	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	3	3	3	3
Cap, veh/h	473	2638	1992	889	514	
Arrive On Green	0.14	0.75	0.57	0.57	0.15	0.00
Sat Flow, veh/h	3401	3589	3618	1572	3428	1572
Grp Volume(v), veh/h	399	616	1515	617	284	0
Grp Sat Flow(s),veh/h/ln	1700	1749	1763	1572	1714	1572
Q Serve(g_s), s	13.7	6.3	39.3	33.7	9.2	0.0
Cycle Q Clear(g_c), s	13.7	6.3	39.3	33.7	9.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	473	2638	1992	889	514	
V/C Ratio(X)	0.84	0.23	0.76	0.69	0.55	
Avail Cap(c_a), veh/h	680	2638	1992	889	514	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.4	4.4	19.9	18.7	47.3	0.0
Incr Delay (d2), s/veh	6.6	0.2	2.8	4.5	4.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	2.1	16.2	12.9	4.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.0	4.6	22.7	23.1	51.5	0.0
LnGrp LOS	E	A	C	C	D	
Approach Vol, veh/h		1015	2132		284	A
Approach Delay, s/veh		25.2	22.8		51.5	
Approach LOS		C	C		D	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		97.0		23.0	22.7	74.3
Change Period (Y+Rc), s		6.5		5.0	6.0	* 6.5
Max Green Setting (Gmax), s		90.5		18.0	24.0	* 62
Max Q Clear Time (g_c+I1), s		8.3		11.2	15.7	41.3
Green Ext Time (p_c), s		5.0		0.5	1.0	14.2

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

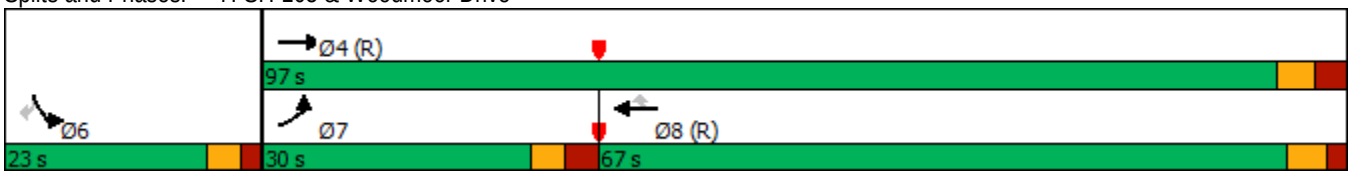
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	264	818	1552	502	278	489
Future Volume (vph)	264	818	1552	502	278	489
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.5	24.0	24.0	23.0	23.0
Total Split (s)	30.0	97.0	67.0	67.0	23.0	23.0
Total Split (%)	25.0%	80.8%	55.8%	55.8%	19.2%	19.2%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	14.9	90.5	70.6	70.6	18.0	18.0
Actuated g/C Ratio	0.12	0.75	0.59	0.59	0.15	0.15
v/c Ratio	0.65	0.32	0.78	0.46	0.56	1.00
Control Delay	57.0	5.1	22.6	3.0	52.2	59.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	5.1	22.6	3.0	52.2	59.4
LOS	E	A	C	A	D	E
Approach Delay		17.8	17.8		56.8	
Approach LOS		B	B		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 69 (58%), Referenced to phase 4:EBT and 8:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 25.4	Intersection LOS: C
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: SH-105 & Woodmoor Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	264	818	1552	502	278	489
Future Volume (veh/h)	264	818	1552	502	278	489
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	275	852	1617	523	290	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	348	2680	2145	957	518	
Arrive On Green	0.10	0.75	0.60	0.60	0.15	0.00
Sat Flow, veh/h	3456	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	275	852	1617	523	290	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1728	1585
Q Serve(g_s), s	9.3	9.3	39.7	23.4	9.3	0.0
Cycle Q Clear(g_c), s	9.3	9.3	39.7	23.4	9.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	348	2680	2145	957	518	
V/C Ratio(X)	0.79	0.32	0.75	0.55	0.56	
Avail Cap(c_a), veh/h	691	2680	2145	957	518	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.7	4.8	17.3	14.1	47.3	0.0
Incr Delay (d2), s/veh	4.0	0.3	2.5	2.2	4.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	3.1	16.1	8.7	4.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.8	5.1	19.8	16.3	51.6	0.0
LnGrp LOS	E	A	B	B	D	
Approach Vol, veh/h		1127	2140		290	A
Approach Delay, s/veh		17.7	19.0		51.6	
Approach LOS		B	B		D	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		97.0		23.0	18.1	78.9
Change Period (Y+Rc), s		6.5		5.0	6.0	* 6.5
Max Green Setting (Gmax), s		90.5		18.0	24.0	* 62
Max Q Clear Time (g_c+I1), s		11.3		11.3	11.3	41.7
Green Ext Time (p_c), s		7.6		0.6	0.8	14.3

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

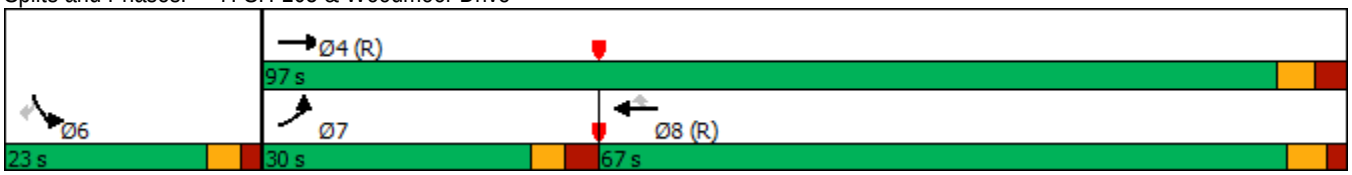
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	355	530	1305	545	255	580
Future Volume (vph)	355	530	1305	545	255	580
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.5	24.0	24.0	23.0	23.0
Total Split (s)	30.0	97.0	67.0	67.0	23.0	23.0
Total Split (%)	25.0%	80.8%	55.8%	55.8%	19.2%	19.2%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	19.7	90.5	65.8	65.8	18.0	18.0
Actuated g/C Ratio	0.16	0.75	0.55	0.55	0.15	0.15
v/c Ratio	0.75	0.24	0.79	0.58	0.58	1.32
Control Delay	56.3	4.7	26.0	6.0	52.7	179.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	4.7	26.0	6.0	52.7	179.7
LOS	E	A	C	A	D	F
Approach Delay		25.4	20.1		140.8	
Approach LOS		C	C		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 69 (58%), Referenced to phase 4:EBT and 8:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 49.7	Intersection LOS: D
Intersection Capacity Utilization 80.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: SH-105 & Woodmoor Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	355	530	1305	545	255	580
Future Volume (veh/h)	355	530	1305	545	255	580
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1856	1856	1856	1856
Adj Flow Rate, veh/h	413	616	1517	634	297	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	3	3	3	3
Cap, veh/h	487	2638	1978	882	514	
Arrive On Green	0.14	0.75	0.56	0.56	0.15	0.00
Sat Flow, veh/h	3401	3589	3618	1572	3428	1572
Grp Volume(v), veh/h	413	616	1517	634	297	0
Grp Sat Flow(s),veh/h/ln	1700	1749	1763	1572	1714	1572
Q Serve(g_s), s	14.2	6.3	39.8	35.6	9.7	0.0
Cycle Q Clear(g_c), s	14.2	6.3	39.8	35.6	9.7	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	487	2638	1978	882	514	
V/C Ratio(X)	0.85	0.23	0.77	0.72	0.58	
Avail Cap(c_a), veh/h	680	2638	1978	882	514	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.1	4.4	20.3	19.4	47.5	0.0
Incr Delay (d2), s/veh	7.2	0.2	2.9	5.0	4.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	2.1	16.4	13.7	4.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.3	4.6	23.2	24.4	52.1	0.0
LnGrp LOS	E	A	C	C	D	
Approach Vol, veh/h		1029	2151		297	A
Approach Delay, s/veh		25.8	23.6		52.1	
Approach LOS		C	C		D	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		97.0		23.0	23.2	73.8
Change Period (Y+Rc), s		6.5		5.0	6.0	* 6.5
Max Green Setting (Gmax), s		90.5		18.0	24.0	* 62
Max Q Clear Time (g_c+I1), s		8.3		11.7	16.2	41.8
Green Ext Time (p_c), s		5.0		0.6	1.0	14.0

Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

Notes

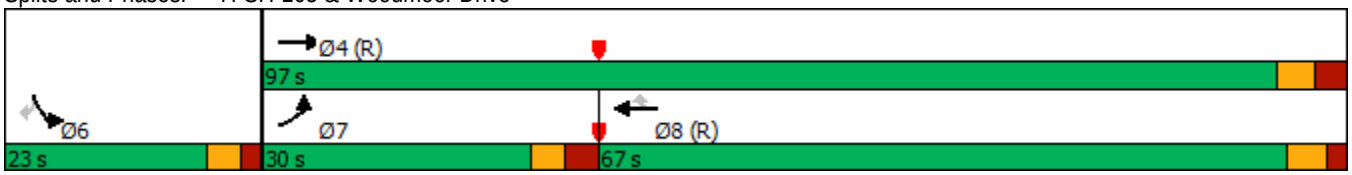
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	290	820	1555	550	285	530
Future Volume (vph)	290	820	1555	550	285	530
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.5	24.0	24.0	23.0	23.0
Total Split (s)	30.0	97.0	67.0	67.0	23.0	23.0
Total Split (%)	25.0%	80.8%	55.8%	55.8%	19.2%	19.2%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	15.8	90.5	69.7	69.7	18.0	18.0
Actuated g/C Ratio	0.13	0.75	0.58	0.58	0.15	0.15
v/c Ratio	0.67	0.32	0.79	0.50	0.58	1.08
Control Delay	56.8	5.1	23.6	3.3	52.5	85.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	5.1	23.6	3.3	52.5	85.4
LOS	E	A	C	A	D	F
Approach Delay		18.6	18.3		73.9	
Approach LOS		B	B		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 69 (58%), Referenced to phase 4:EBT and 8:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 84.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: SH-105 & Woodmoor Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	290	820	1555	550	285	530
Future Volume (veh/h)	290	820	1555	550	285	530
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	302	854	1620	573	297	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	376	2680	2116	944	518	
Arrive On Green	0.11	0.75	0.60	0.60	0.15	0.00
Sat Flow, veh/h	3456	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	302	854	1620	573	297	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1728	1585
Q Serve(g_s), s	10.2	9.3	40.7	27.5	9.6	0.0
Cycle Q Clear(g_c), s	10.2	9.3	40.7	27.5	9.6	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	376	2680	2116	944	518	
V/C Ratio(X)	0.80	0.32	0.77	0.61	0.57	
Avail Cap(c_a), veh/h	691	2680	2116	944	518	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.2	4.8	18.1	15.4	47.4	0.0
Incr Delay (d2), s/veh	4.0	0.3	2.7	2.9	4.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	3.1	16.6	10.3	4.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.3	5.1	20.8	18.3	52.0	0.0
LnGrp LOS	E	A	C	B	D	
Approach Vol, veh/h		1156	2193		297	A
Approach Delay, s/veh		18.5	20.1		52.0	
Approach LOS		B	C		D	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		97.0		23.0	19.1	77.9
Change Period (Y+Rc), s		6.5		5.0	6.0	* 6.5
Max Green Setting (Gmax), s		90.5		18.0	24.0	* 62
Max Q Clear Time (g_c+I1), s		11.3		11.6	12.2	42.7
Green Ext Time (p_c), s		7.6		0.6	0.8	14.0

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	376	5	0	298
Future Vol, veh/h	0	4	376	5	0	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	409	5	0	324

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	412	0	0	-	-
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	640	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	640	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	640	-
HCM Lane V/C Ratio	-	-	0.007	-
HCM Control Delay (s)	-	-	10.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	239	17	0	216
Future Vol, veh/h	0	3	239	17	0	216
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	260	18	0	235

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	269	0	0	-	-
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	770	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	770	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	770	-
HCM Lane V/C Ratio	-	-	0.004	-
HCM Control Delay (s)	-	-	9.7	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	460	5	0	355
Future Vol, veh/h	0	5	460	5	0	355
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	500	5	0	386

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	503	0	0	-	-
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	569	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	569	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	569	-
HCM Lane V/C Ratio	-	-	0.01	-
HCM Control Delay (s)	-	-	11.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	285	20	0	260
Future Vol, veh/h	0	5	285	20	0	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	310	22	0	283

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	321	0	0	-	-
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	720	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	720	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	720	-
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	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	8	369	11	4	245
Future Vol, veh/h	53	8	369	11	4	245
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	9	401	12	4	266

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	681	407	0	0	413	0
Stage 1	407	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	416	644	-	-	1146	-
Stage 1	672	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	414	644	-	-	1146	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	528	1146	-
HCM Lane V/C Ratio	-	-	0.126	0.004	-
HCM Control Delay (s)	-	-	12.8	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	5	203	39	13	183
Future Vol, veh/h	33	5	203	39	13	183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	5	221	42	14	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	469	242	0	0	263	0
Stage 1	242	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	553	797	-	-	1301	-
Stage 1	798	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	546	797	-	-	1301	-
Mov Cap-2 Maneuver	614	-	-	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	633	1301	-
HCM Lane V/C Ratio	-	-	0.065	0.011	-
HCM Control Delay (s)	-	-	11.1	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	10	450	15	5	300
Future Vol, veh/h	55	10	450	15	5	300
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	11	489	16	5	326

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	833	497	0	0	505	0
Stage 1	497	-	-	-	-	-
Stage 2	336	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	339	573	-	-	1060	-
Stage 1	611	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	337	573	-	-	1060	-
Mov Cap-2 Maneuver	453	-	-	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	720	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	468	1060	-
HCM Lane V/C Ratio	-	-	0.151	0.005	-
HCM Control Delay (s)	-	-	14.1	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	5	250	40	15	225
Future Vol, veh/h	35	5	250	40	15	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	5	272	43	16	245

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	571	294	0	0	315	0
Stage 1	294	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	482	745	-	-	1245	-
Stage 1	756	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	475	745	-	-	1245	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	756	-	-	-	-	-
Stage 2	758	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	580	1245	-
HCM Lane V/C Ratio	-	-	0.075	0.013	-
HCM Control Delay (s)	-	-	11.7	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

APPENDIX E

Queues Analysis Worksheets

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	336	443	1090	522	242	566
v/c Ratio	0.79	0.23	0.79	0.56	0.21	0.77
Control Delay	64.6	13.5	37.3	4.7	28.6	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	13.5	37.3	4.7	28.6	24.0
Queue Length 50th (ft)	130	86	390	0	68	190
Queue Length 95th (ft)	173	109	446	52	95	305
Internal Link Dist (ft)		920	1314		1019	
Turn Bay Length (ft)	300			300		
Base Capacity (vph)	448	1952	1380	934	1161	734
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.23	0.79	0.56	0.21	0.77

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	252	613	1164	477	243	457
v/c Ratio	0.68	0.29	0.74	0.49	0.23	0.69
Control Delay	61.2	12.3	31.2	3.7	31.6	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.2	12.3	31.2	3.7	31.6	21.3
Queue Length 50th (ft)	97	115	390	0	72	135
Queue Length 95th (ft)	142	148	475	61	105	261
Internal Link Dist (ft)		920	1314		1019	
Turn Bay Length (ft)	300			300		
Base Capacity (vph)	400	2108	1579	970	1058	665
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.29	0.74	0.49	0.23	0.69

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	413	616	1517	634	297	674
v/c Ratio	0.98	0.29	0.99	0.64	0.29	1.04
Control Delay	92.5	11.9	54.4	6.9	33.2	73.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.5	11.9	54.4	6.9	33.2	73.0
Queue Length 50th (ft)	167	113	601	37	90	~418
Queue Length 95th (ft)	#251	138	#712	110	122	#593
Internal Link Dist (ft)		920	1314		1019	
Turn Bay Length (ft)	300			300		
Base Capacity (vph)	420	2097	1533	995	1020	647
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.29	0.99	0.64	0.29	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	302	854	1620	573	297	552
v/c Ratio	0.96	0.38	0.92	0.55	0.31	0.97
Control Delay	96.5	11.5	38.3	4.6	35.7	60.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.5	11.5	38.3	4.6	35.7	60.8
Queue Length 50th (ft)	122	158	595	21	94	307
Queue Length 95th (ft)	#212	197	#770	91	134	#544
Internal Link Dist (ft)		920	1314		1019	
Turn Bay Length (ft)	300			300		
Base Capacity (vph)	314	2226	1754	1047	944	568
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.38	0.92	0.55	0.31	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX F

Conceptual Site Plan

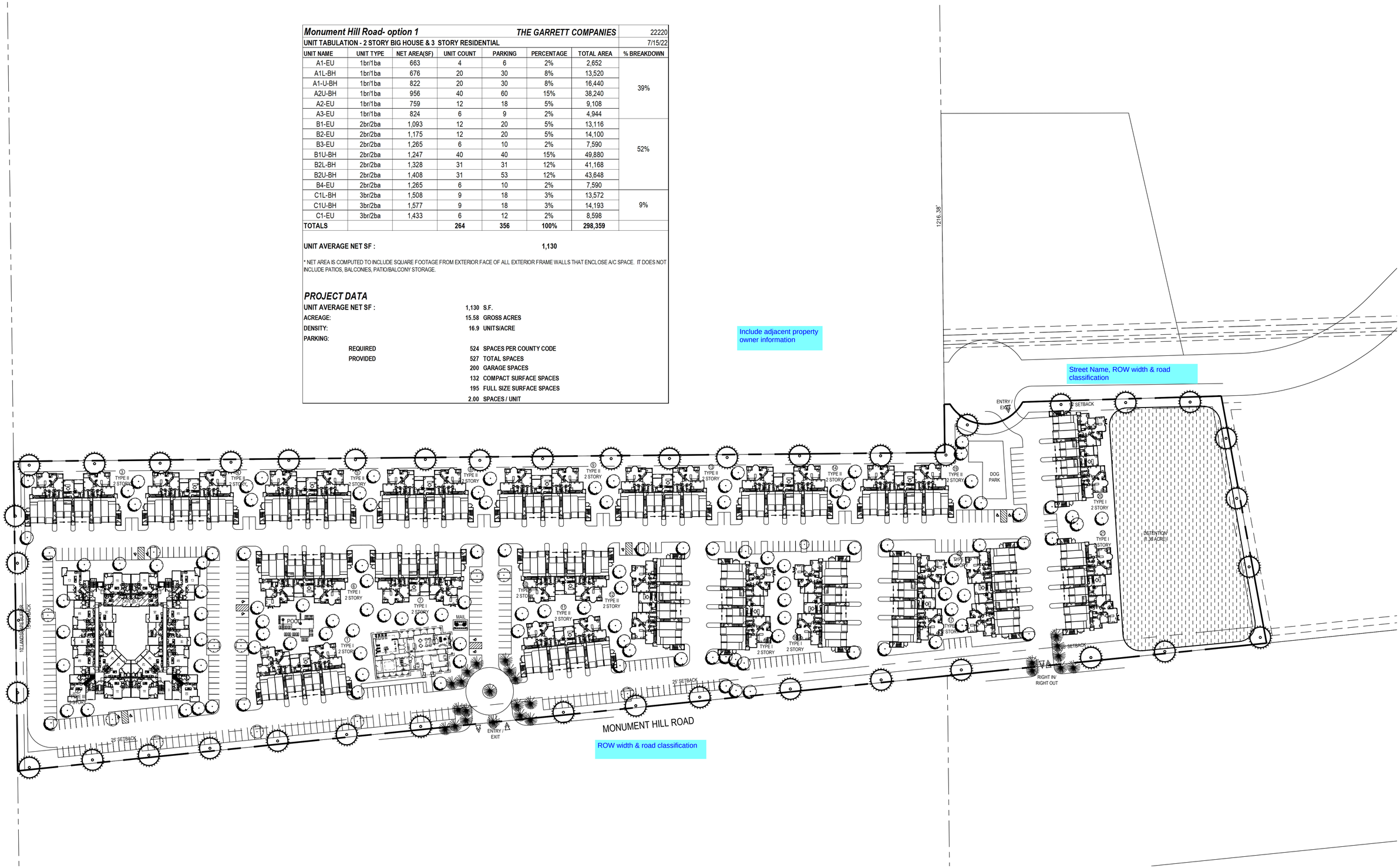
Monument Hill Road- option 1					THE GARRETT COMPANIES	22220
UNIT TABULATION - 2 STORY BIG HOUSE & 3 STORY RESIDENTIAL						7/15/22
UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	PARKING	PERCENTAGE	TOTAL AREA	% BREAKDOWN
A1-EU	1br/1ba	663	4	6	2%	2,652	39%
A1L-BH	1br/1ba	676	20	30	8%	13,520	
A1-U-BH	1br/1ba	822	20	30	8%	16,440	
A2U-BH	1br/1ba	956	40	60	15%	38,240	
A2-EU	1br/1ba	759	12	18	5%	9,108	
A3-EU	1br/1ba	824	6	9	2%	4,944	
B1-EU	2br/2ba	1,093	12	20	5%	13,116	52%
B2-EU	2br/2ba	1,175	12	20	5%	14,100	
B3-EU	2br/2ba	1,265	6	10	2%	7,590	
B1U-BH	2br/2ba	1,247	40	40	15%	49,880	
B2L-BH	2br/2ba	1,328	31	31	12%	41,168	
B2U-BH	2br/2ba	1,408	31	53	12%	43,648	
B4-EU	2br/2ba	1,265	6	10	2%	7,590	
C1L-BH	3br/2ba	1,508	9	18	3%	13,572	9%
C1U-BH	3br/2ba	1,577	9	18	3%	14,193	
C1-EU	3br/2ba	1,433	6	12	2%	8,598	
TOTALS			**264**	**356**	**100%**	**298,359**	

UNIT AVERAGE NET SF : 1,130

* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.

PROJECT DATA

UNIT AVERAGE NET SF :	1,130	S.F.
ACREAGE:	15.58	GROSS ACRES
DENSITY:	16.9	UNITS/ACRE
PARKING:		
REQUIRED	524	SPACES PER COUNTY CODE
PROVIDED	527	TOTAL SPACES
	200	GARAGE SPACES
	132	COMPACT SURFACE SPACES
	195	FULL SIZE SURFACE SPACES
	2.00	SPACES / UNIT



SCALE: 1" = 60' - 0" (24"x36" SHEET)

0' 60' 120' 240'

N

SP04

HUMPHREYS & PARTNERS ARCHITECTS, L.P.
5339 Alpha Rd., Suite 300, Dallas, TX 75240 | 972.701.9636 | www.humphreys.com

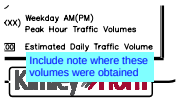
THE GARRETT COMPANIES

ARCHITECTURAL SITEPLAN
SCHEME 04
July 15, 2022

Monument Hill Road
Monument, CO
HPA# 22220

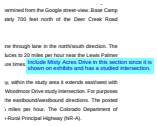
ENG-P22014-R1-TIS.pdf Markup Summary

CDurham (32)



Subject: Text Box
Page Label: 22
Author: CDurham
Date: 8/24/2022 1:10:03 PM
Status:
Color:
Layer:
Space:

Include note where these volumes were obtained

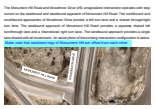


Subject: Text Box
Page Label: 12
Author: CDurham
Date: 8/24/2022 10:01:38 AM
Status:
Color:
Layer:
Space:

Include Misty Acres Drive in this section since it is shown on exhibits and has a studied intersection.

Subject: Callout
Page Label: 15
Author: CDurham
Date: 8/24/2022 10:05:44 AM
Status:
Color:
Layer:
Space:

Label I-25



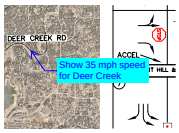
Subject: Text Box
Page Label: 18
Author: CDurham
Date: 8/24/2022 10:08:47 AM
Status:
Color:
Layer:
Space:

Make note that east/west legs of Monument Hill are offset from each other

---

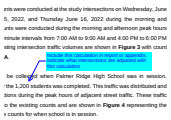
Subject: Callout
Page Label: 20
Author: CDurham
Date: 8/24/2022 10:11:37 AM
Status:
Color:
Layer:
Space:

Length for turn lanes?



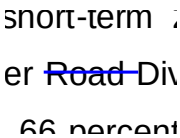
Subject: Callout
Page Label: 20
Author: CDurham
Date: 8/24/2022 10:12:05 AM
Status:
Color:
Layer:
Space:

Show 35 mph speed for Deer Creek



Subject: Callout
Page Label: 21
Author: CDurham
Date: 8/24/2022 10:23:11 AM
Status:
Color:
Layer:
Space:

Include this calculation in report or appendix. Indicate what intersections are adjusted with this calculation



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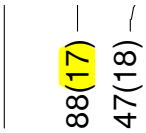
Page Label: 21
Author: CDurham
Date: 8/24/2022 10:29:22 AM
Status:
Color:
Layer:
Space:

Subject: Text Box
Page Label: 21
Author: CDurham
Date: 8/24/2022 12:54:00 PM
Status:
Color:
Layer:
Space:

There are 2 project in the area which may impact some intersections & should be included in future analysis, Northbay at Woodmoor (PUDSP228) & Waterside PUDSP229).



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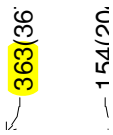
Page Label: 22
Author: CDurham
Date: 8/24/2022 12:54:47 PM
Status:
Color:
Layer:
Space:

17



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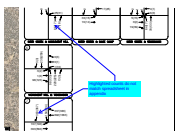
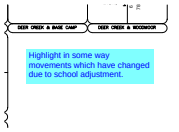
Page Label: 22
Author: CDurham
Date: 8/24/2022 12:55:20 PM
Status:
Color:
Layer:
Space:

363



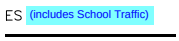
Subject: Callout
Page Label: 22
Author: CDurham
Date: 8/24/2022 12:55:49 PM
Status:
Color:
Layer:
Space:

Highlighted counts do not match spreadsheet in appendix



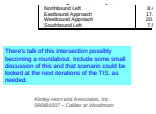
Subject: Text Box
Page Label: 23
Author: CDurham
Date: 8/24/2022 12:56:34 PM
Status:
Color:
Layer:
Space:

Highlight in some way movements which have changed due to school adjustment.



Subject: Text Box
Page Label: 23
Author: CDurham
Date: 8/24/2022 2:38:49 PM
Status:
Color:
Layer:
Space:

(includes School Traffic)

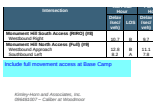


Subject: Text Box
Page Label: 38
Author: CDurham
Date: 8/24/2022 3:08:14 PM
Status:
Color:
Layer:
Space:

There's talk of this intersection possibly becoming a roundabout. Include some small discussion of this and that scenario could be looked at the next iterations of the TIS, as needed.

Subject: Text Box
Page Label: 40
Author: CDurham
Date: 8/24/2022 3:16:35 PM
Status:
Color:
Layer:
Space:

2022 Adjusted

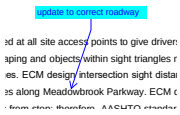


Subject: Text Box
Page Label: 41
Author: CDurham
Date: 8/24/2022 3:22:12 PM
Status:
Color:
Layer:
Space:

Include full movement access at Base Camp

Subject: Text Box
Page Label: 42
Author: CDurham
Date: 8/24/2022 3:24:54 PM
Status:
Color:
Layer:
Space:

In this section, indicate if the existing turn lane lengths are adequate for future design or will need to be revised.



Subject: Callout
Page Label: 47
Author: CDurham
Date: 8/24/2022 3:27:16 PM
Status:
Color:
Layer:
Space:

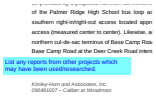
update to correct roadway

Subject: Callout
Page Label: 47
Author: CDurham
Date: 8/24/2022 3:29:18 PM
Status:
Color:
Layer:
Space:

update to correct roadway

Subject: Text Box
Page Label: 48
Author: CDurham
Date: 8/24/2022 3:31:56 PM
Status:
Color:
Layer:
Space:

Project PPR2240 (Lewis Palmer SD Trail System) is proposing a "Safe Routes to School" pedestrian system in this area. Reference this project.

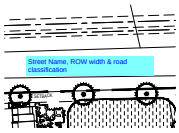


Subject: Text Box
Page Label: 6
Author: CDurham
Date: 8/24/2022 3:34:23 PM
Status:
Color:
Layer:
Space:

List any reports from other projects which may have been used/researched.

Subject: Text Box
Page Label: 9
Author: CDurham
Date: 8/24/2022 3:35:03 PM
Status:
Color:
Layer:
Space:

Include Access at Base Camp Road

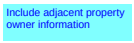


Subject: Text Box
Page Label: [1] A201
Author: CDurham
Date: 8/24/2022 3:36:36 PM
Status:
Color:
Layer:
Space:

Street Name, ROW width & road classification

Subject: Text Box
Page Label: [1] A201
Author: CDurham
Date: 8/24/2022 3:36:50 PM
Status:
Color:
Layer:
Space:

ROW width & road classification

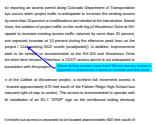


Subject: Text Box
Page Label: [1] A201
Author: CDurham
Date: 8/24/2022 3:37:13 PM
Status:
Color:
Layer:
Space:

Include adjacent property owner information

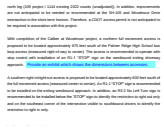
Subject: Text Box
Page Label: 7
Author: CDurham
Date: 8/24/2022 9:27:53 AM
Status:
Color:
Layer:
Space:

Include reference to appendix C for the calculations



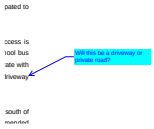
Subject: Callout
Page Label: 7
Author: CDurham
Date: 8/24/2022 9:36:39 AM
Status:
Color:
Layer:
Space:

Where did this number come from? Did not see any counts in Appendix A (Intersection Counts) to correlate with this count.



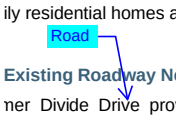
Subject: Text Box
Page Label: 7
Author: CDurham
Date: 8/24/2022 9:43:06 AM
Status:
Color:
Layer:
Space:

Provide an exhibit which shows the dimensions between accesses.



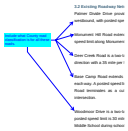
Subject: Callout
Page Label: 7
Author: CDurham
Date: 8/24/2022 9:53:17 AM
Status:
Color:
Layer:
Space:

Will this be a driveway or private road?



Subject: Callout
Page Label: 12
Author: CDurham
Date: 8/24/2022 9:57:15 AM
Status:
Color:
Layer:
Space:

Road



Subject: Callout
Page Label: 12
Author: CDurham
Date: 8/24/2022 9:59:44 AM
Status:
Color:
Layer:
Space:

Include what County road classification is for all these roads.