

TRAFFIC IMPACT STUDY

Miller Downs

Colorado Springs, Colorado

Prepared for:

M&A, LLC

Kimley»Horn

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

Miller Downs

Colorado Springs, Colorado

**Prepared for
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1.0 EXECUTIVE SUMMARY

Miller Downs residential development is proposed to be located to the south of Woodmen Road and to the east of Black Forest Road in Colorado Springs, Colorado. The project is proposed to include 86 single family attached homes and 54 single family detached homes. It is expected that the project will be completed in the next several years; therefore, analysis was conducted for the 2028 short-term buildout horizon as well as the 2050 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 in accordance with the City of Colorado Springs standards and requirements:

- Adventure Way and Black Forest Road
- Adventure Way and Quail Brush Creek Drive
- Ficus Street and Black Forest Road
- Dublin Boulevard and Fieler Drive

Regional access to Miller Downs development will be provided by Powers Boulevard and Highway 24. Primary access will be provided by Woodmen Road and Dublin Boulevard, with more localized access provided by Adventure Way and Black Forest Road. Direct access will be provided by Quail Brush Creek Drive along Adventure Way, Ficus Street along Black Forest Road, and Fieler Drive along Dublin Boulevard.

Miller Downs is expected to generate approximately 1,130 weekday daily trips, with 79 of these trips occurring during the morning peak hour and 100 of these trips occurring during the afternoon peak hour.

Kimley-Horn's analysis of traffic operations in the City of Colorado Springs identified study area determined that no offsite improvements are necessary to accommodate Miller Downs project traffic. As shown in the intersection operational and queueing analysis of this study, all intersections operate acceptably, and vehicles are maintained in the existing turn lane lengths.

Therefore, this development can be constructed without the need for any offsite improvements at the adjacent intersections that will provide access to the residential neighborhood.

2.0 INTRODUCTION

Kimley-Horn has prepared this report to document the results of a Traffic Impact Study for Miller Downs residential development proposed to be located to the south of Woodmen Road and to the east of Black Forest Road in Colorado Springs, Colorado. A vicinity map illustrating the project development location is shown in **Figure 1**. The project is proposed to include 86 single family attached homes and 54 single family detached homes. A conceptual site plan is attached in **Appendix A**. It is expected that the project will be completed in the next several years; therefore, analysis was conducted for the 2028 short-term buildout horizon as well as the 2050 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 in accordance with the City of Colorado Springs standards and requirements:

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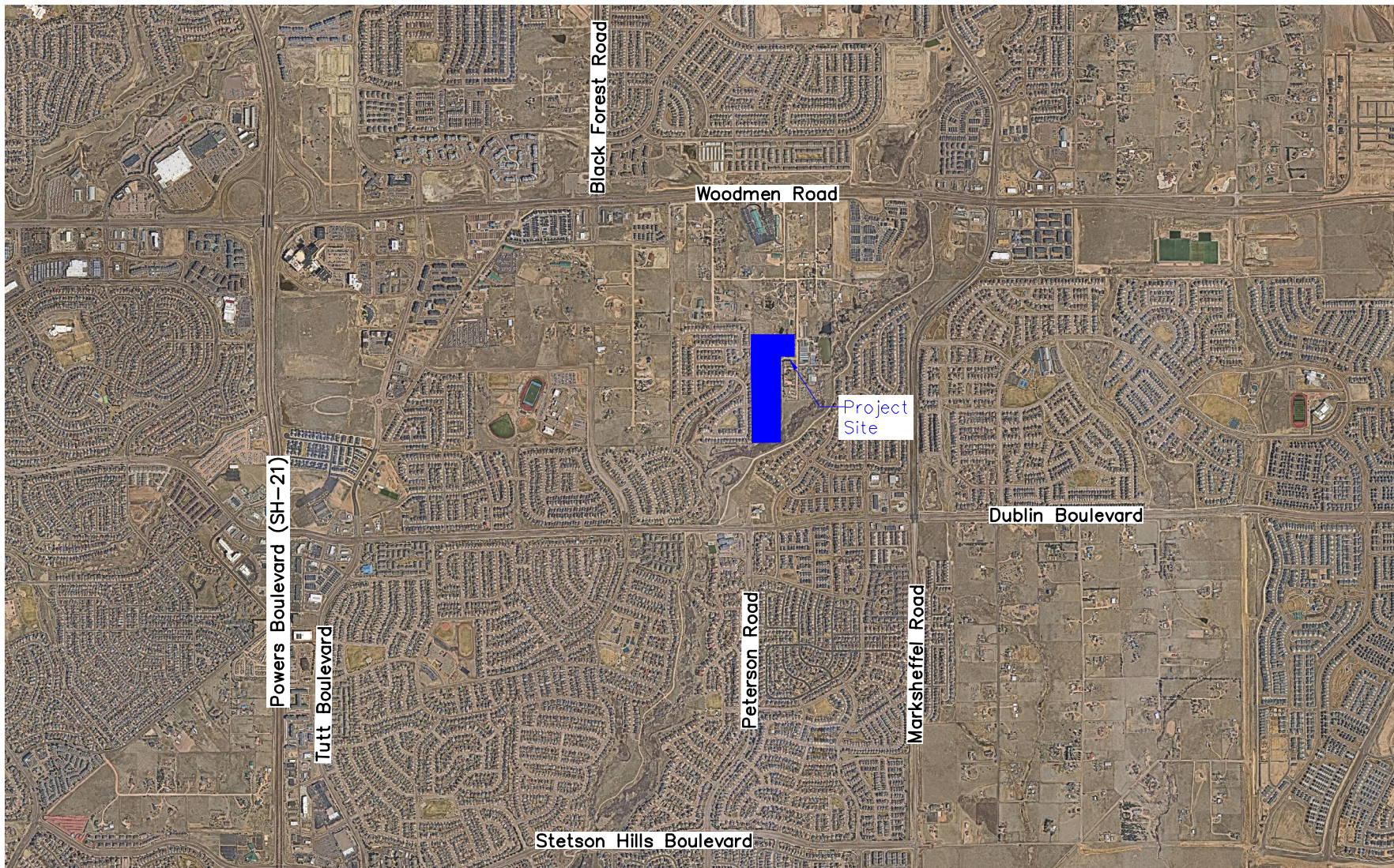


FIGURE 1
Miller Downs
Colorado Springs, CO
Vicinity Map



3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

The existing site is mainly comprised of vacant land with rural residences and farm structures. The site is surrounded mainly by single family homes, with a single family detached neighborhood located directly to the west. East of the site is industrial land. Further to the west is Vista Ridge High School.

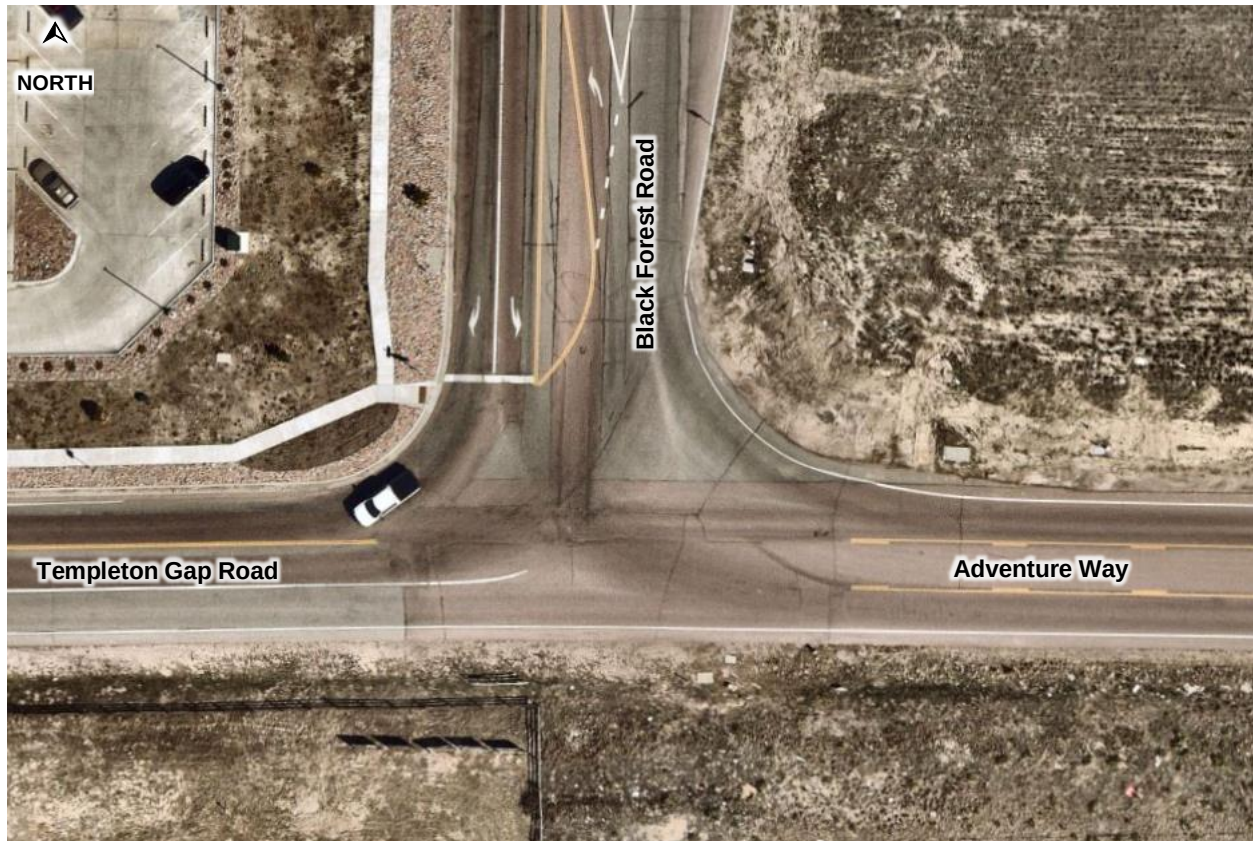
3.2 Existing Roadway Network

Adventure Way runs in the east-west direction, before turning north-south at the Quail Brush Creek Drive intersection. Adventure Way provides one through lane in each direction and has a speed limit of 35 miles per hour.

Quail Brush Creek Drive runs in the north-south direction with one through lane in each direction. Black Forest Road runs in the north-south direction with three through lanes in each direction and a posted speed limit of 35 mile per hour.

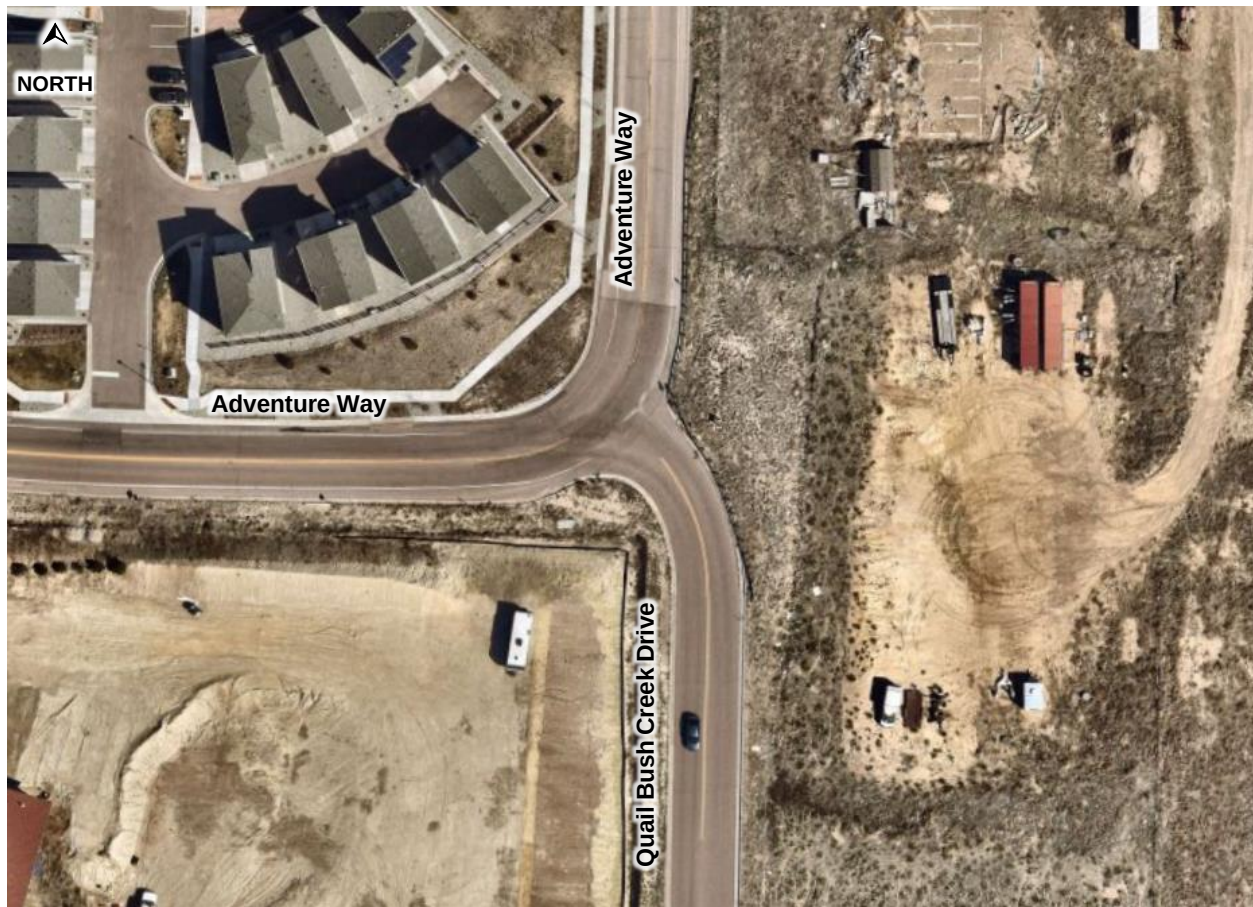
Ficus Street runs in the east-west direction with one through lane in each direction. Dublin Boulevard runs in the east-west direction with two through lanes in each direction and a posted speed limit of 35 miles per hour. Fieler Drive runs in the north-south direction with one through lane in each direction.

The T-intersection of Templeton Gap Road/Adventure Way and Black Forest Road is unsignalized and operates with stop control on the southbound Black Forest Road approach. The west leg has the name Templeton Gap Road while the east leg is named Adventure Way. The southbound Black Forest Road approach provides separate left and right turn lanes. The eastbound Templeton Gap Road approach provides a left turn lane and a through lane while the westbound Adventure Way approach provides a shared though/right turn lane. An aerial photo of the existing intersection configuration is below.



Templeton Gap Road/Adventure Way & Black Forest Road

The unsignalized T-intersection of Adventure Way and Quail Brush Creek Drive operates with stop control on the northbound Quail Brush Creek Drive approach. Adventure Way was identified as east/west for purposes of this study. All three approaches provide a single shared lane for all movements. An aerial photo of the existing intersection configuration is below.



Adventure Way & Quail Bush Creek Drive

The unsignalized T-intersection of Ficus Street and Black Forest Road operates with stop control on the westbound approach of Ficus Street. The westbound approach provides one lane for shared movements. The northbound approach consists of three through lanes and a right turn lane. The southbound approach consists of a left turn lane and three through lanes. An aerial photo of the existing intersection configuration is below.



Ficus Street & Black Forest Road

The unsignalized intersection of Dublin Boulevard and Fieler Drive operates with stop control on the northbound Red Sand Gr. and southbound Fieler Drive approaches. The eastbound and westbound approaches consist of a left turn lane, two through lanes, and a right turn lane. The northbound and southbound approaches consist of one shared lane for all movements. An aerial photo of the existing intersection configuration is below.



Dublin Boulevard & Fieler Drive

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

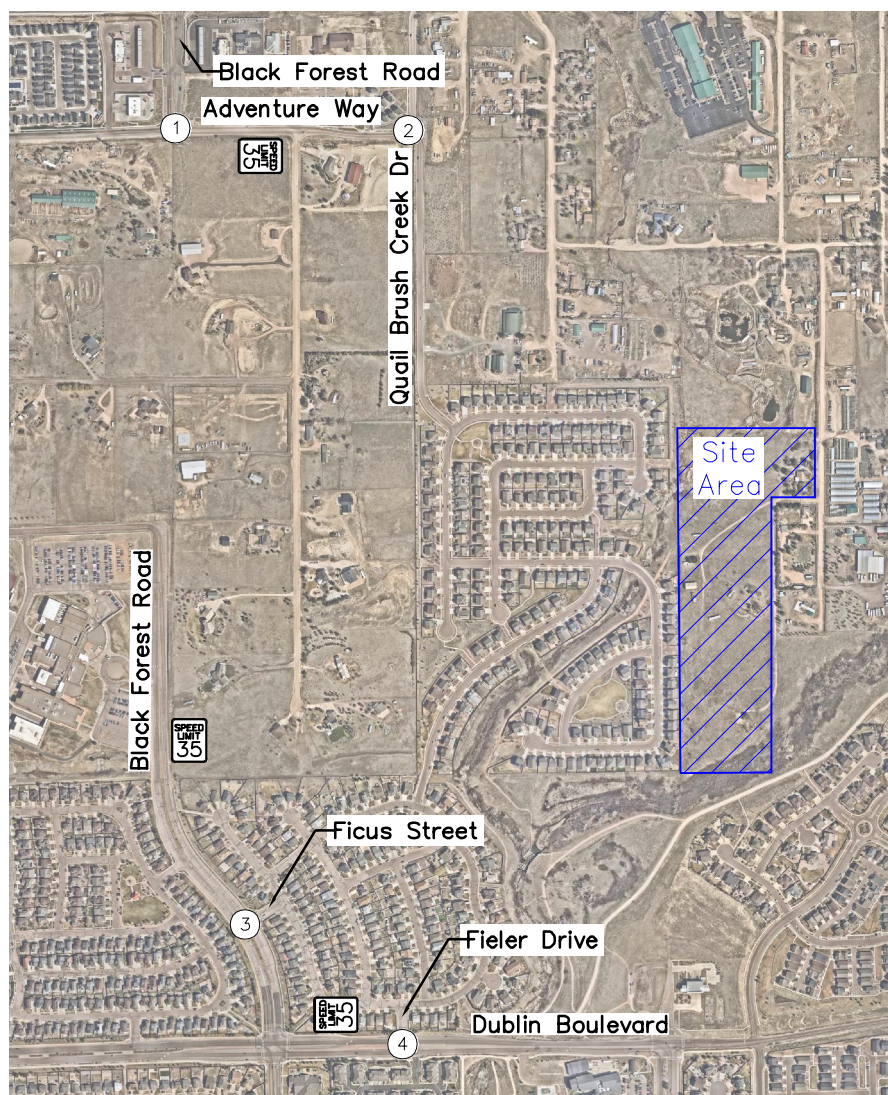
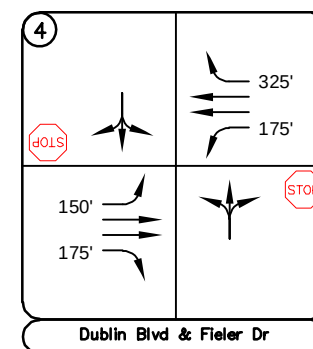
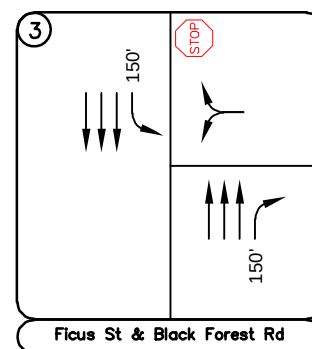
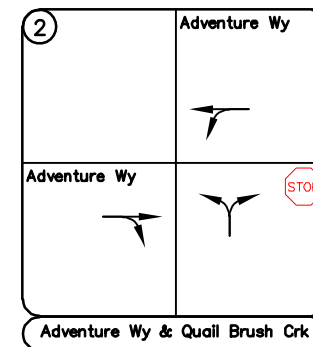
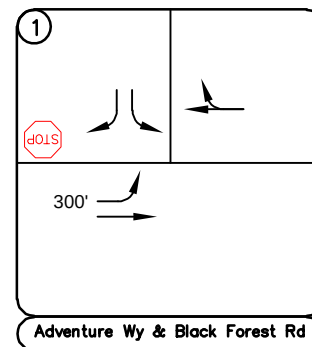


FIGURE 2
Miller Downs
Colorado Springs, CO
Existing Geometry and Control



LEGEND



Study Area Key Intersection



Stop-Controlled Approach



Roadway Speed Limit



100' Turn Lane Length (feet)

3.3 Existing Traffic Volumes

Existing turning movement counts were conducted at the study intersections on Thursday, April 24, 2025 during the weekday 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 2:30 PM to 6:00 PM on this count date to account for school traffic. Of note, there are 21 morning peak hour southbound to northbound U-turn maneuvers and five (5) U-turn maneuvers at the Ficus Street and Black Forest Road intersection. These U-turns are likely created from the right turn exit access at Vista Ridge High School to the north. These movements were counted as southbound left turns for reporting and the operational analysis. The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix B**.

3.4 Unspecified Development Traffic Growth

According to traffic projections from the Pikes Peak Area Council of Governments (PPACOG) traffic model, the area surrounding the site is expected to have an average 25-year growth factor of 1.09. This growth factors equate to annual growth rate of 0.36 percent. Future traffic volume projections and growth rate calculations are provided in **Appendix C**. To provide a more conservative analysis, a one percent annual growth rate was used to calculate future traffic volumes at the study area intersections prior to the addition of project traffic. The calculated background traffic volumes for 2028 and 2050 are shown in **Figure 4** and **Figure 5**, respectively.

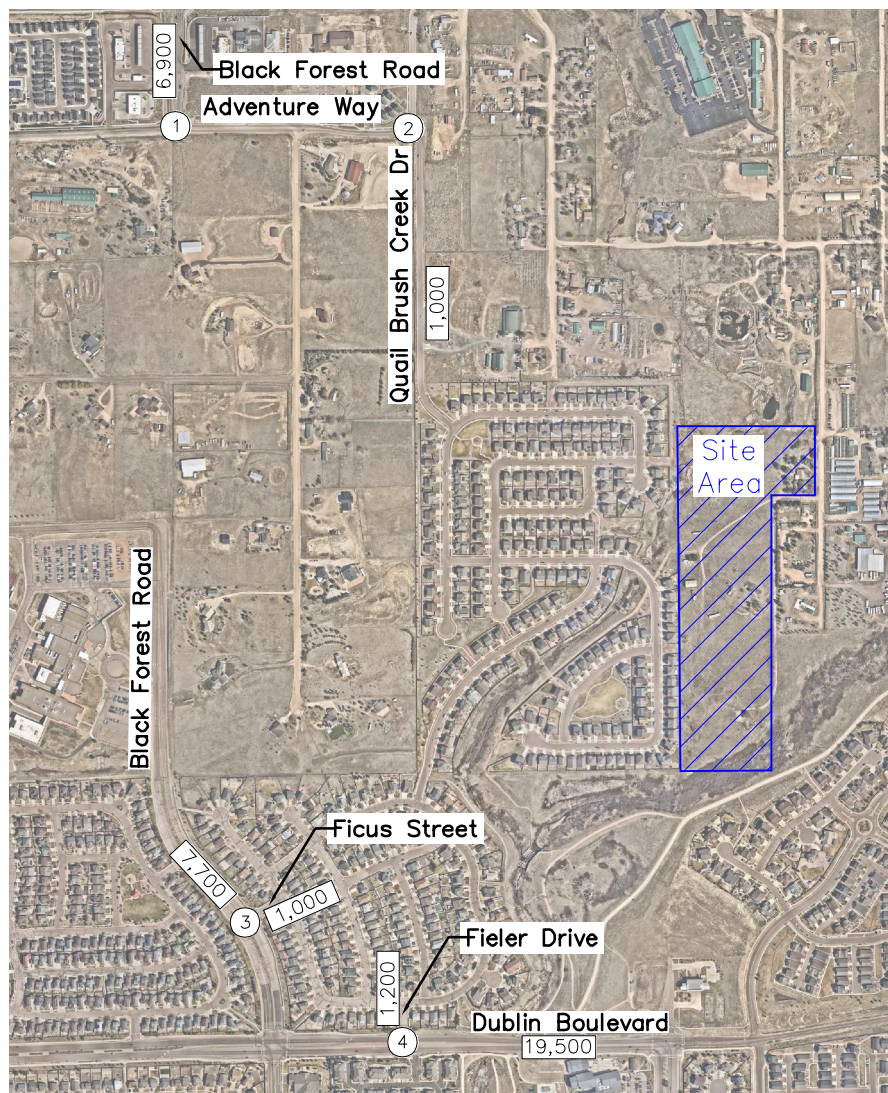
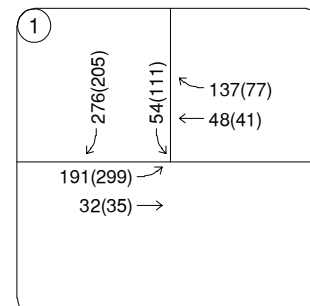
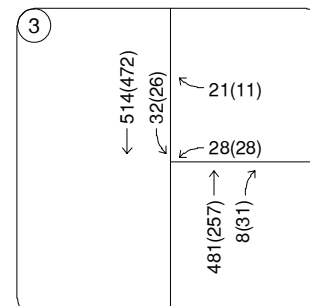


FIGURE 3
Miller Downs
Colorado Springs, CO
2025 Existing Traffic Volumes



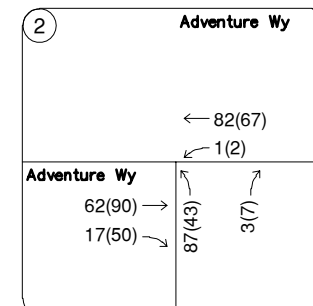
Adventure Wy & Black Forest Rd

Thurs, April 24, 2025
7:00 to 8:00AM
(4:45 to 5:45PM)



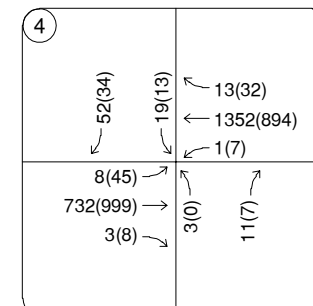
Ficus St & Black Forest Rd

Thurs, April 24, 2025
7:00 to 8:00AM
(2:30 to 3:30PM)



Adventure Wy & Quail Brush Crk

Thurs, April 24, 2025
7:00 to 8:00AM
(5:00 to 6:00PM)



Dublin Blvd & Fieler Dr

Thurs, April 24, 2025
7:00 to 8:00AM
(4:45 to 5:45PM)

LEGEND



Study Area Key Intersection

XXX(XXX)

Weekday AM(PM)

Peak Hour Traffic Volumes

XX,X00

Estimated Daily Traffic Volume

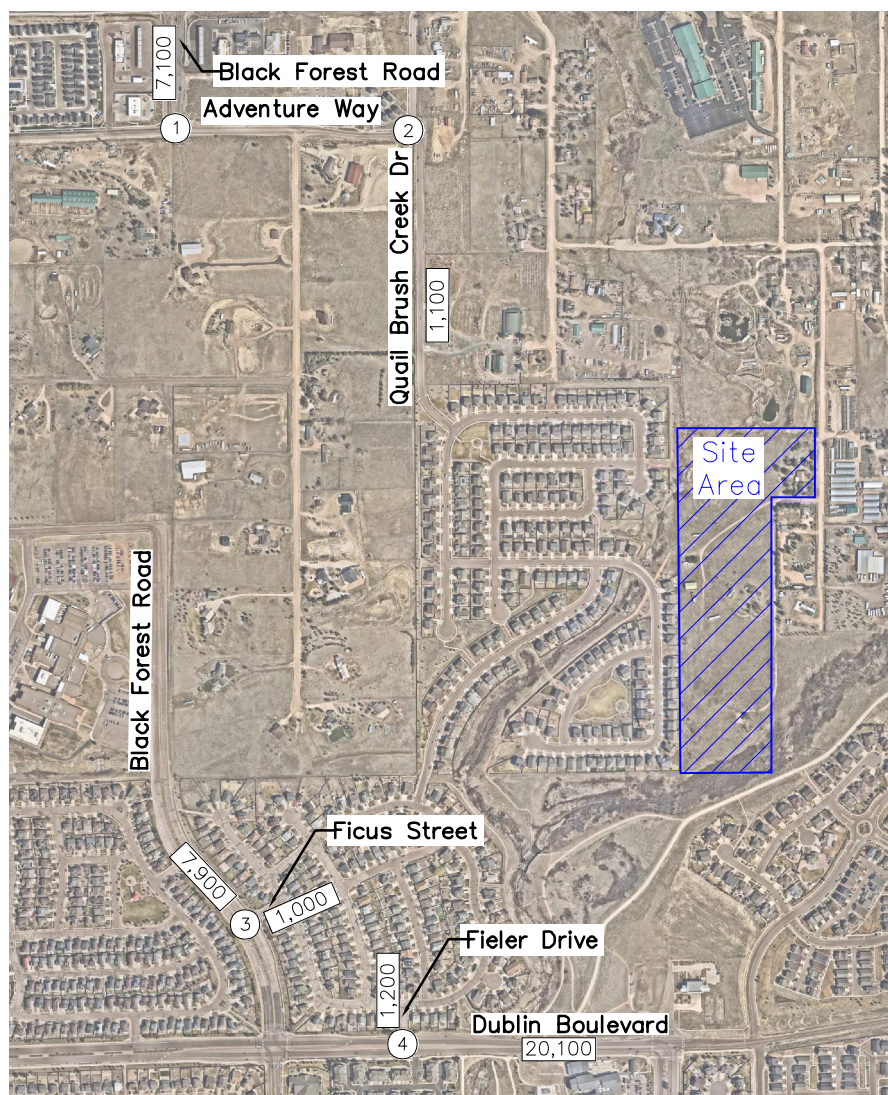
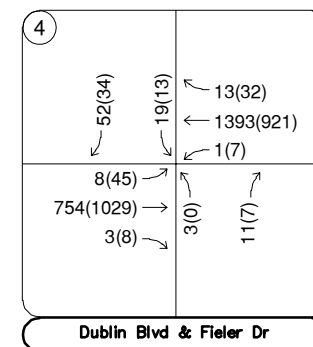
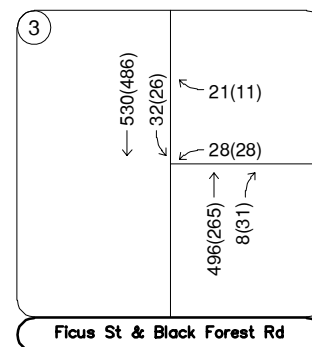
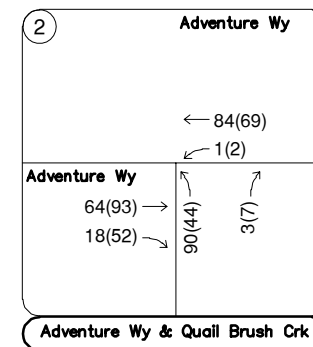
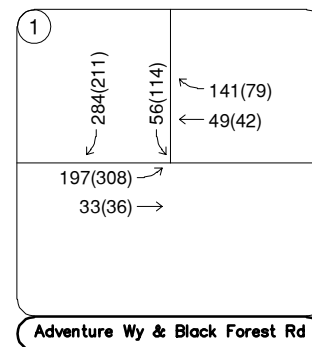


FIGURE 4
Miller Downs
Colorado Springs, CO
2028 Background Traffic Volumes



LEGEND



Study Area Key Intersection

XXX(XXX)

Weekday AM(PM)

Peak Hour Traffic Volumes

XX,X00

Estimated Daily Traffic Volume

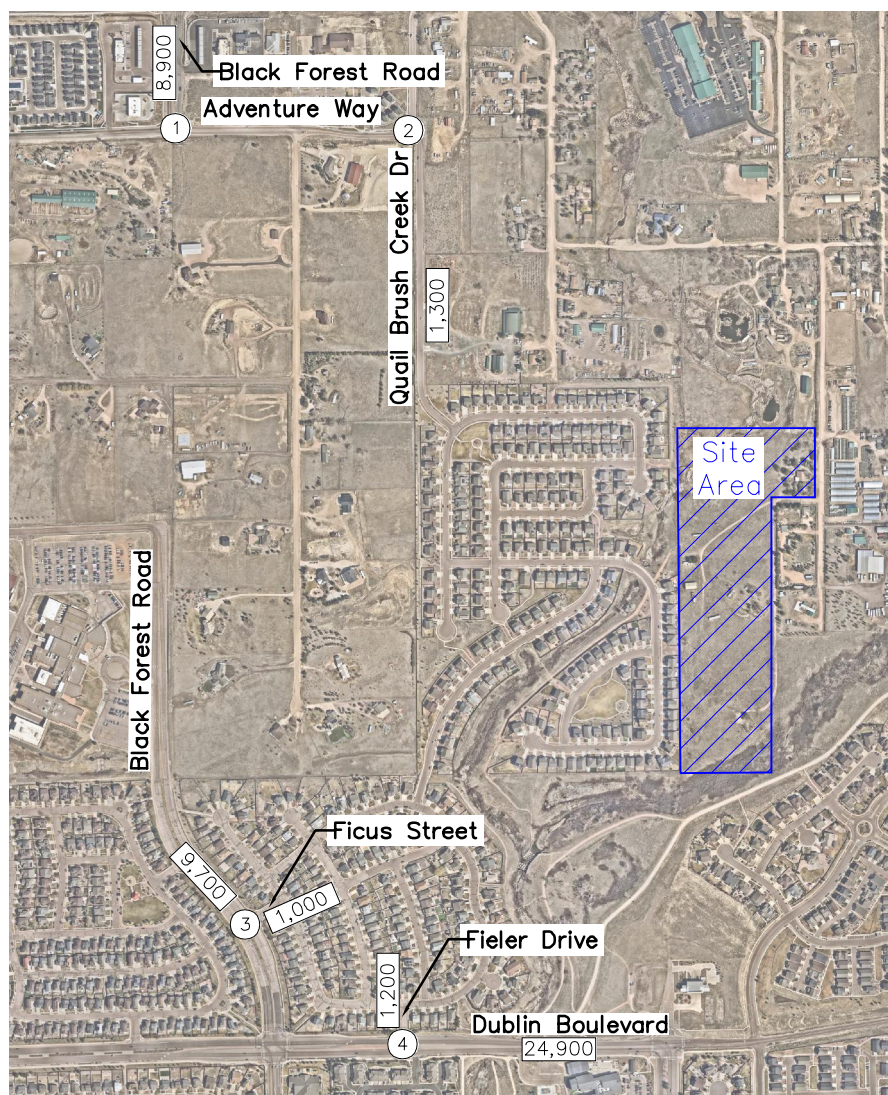
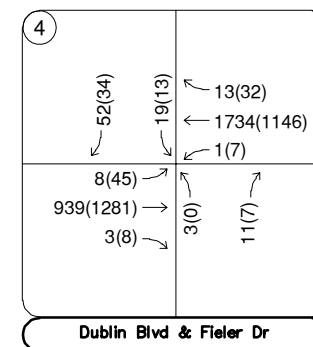
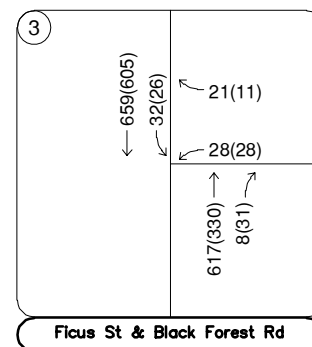
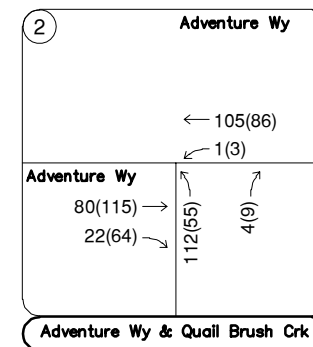
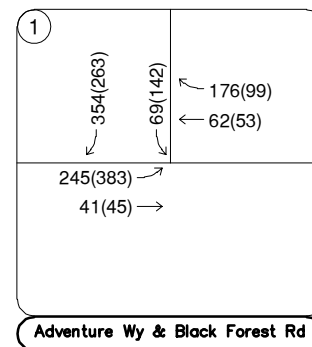


FIGURE 5
Miller Downs
Colorado Springs, CO
2050 Background Traffic Volumes



LEGEND



Study Area Key Intersection

XXX(XXX)

Weekday AM(PM)

Peak Hour Traffic Volumes

XX,X00

Estimated Daily Traffic Volume

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 average rates that apply to Single Family Detached Housing (ITE Land Use Code 210) and Single Family Attached Housing (ITE 215) for traffic associated with the development.

Miller Downs is expected to generate approximately 1,130 weekday daily trips, with 79 of these trips occurring during the morning peak hour and 100 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 site. The trip generation worksheets are included in **Appendix D**.

Table 1 – Miller Downs Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Single Family Detached (ITE 210) – 54 Dwelling Units	510	10	28	38	32	19	51
Single Family Attached (ITE 215) – 86 Dwelling Units	620	13	28	41	29	20	49
Total Project Trips	1,130	23	56	79	61	39	100

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 employment, school, and attraction 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 6**.

4.3 Traffic Assignment

The project's 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 7**.

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 2028 buildout horizon and long-term 2050 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2028 and 2050 horizon years in **Figure 8** and **Figure 9**, respectively.

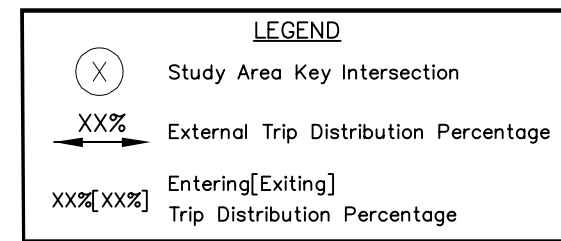
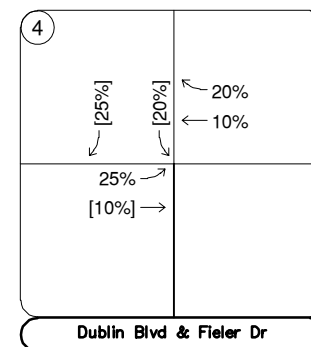
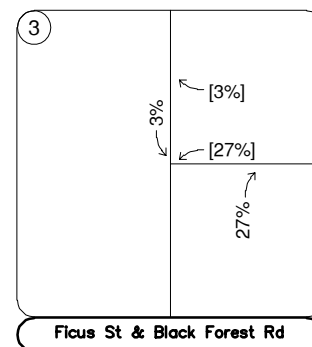
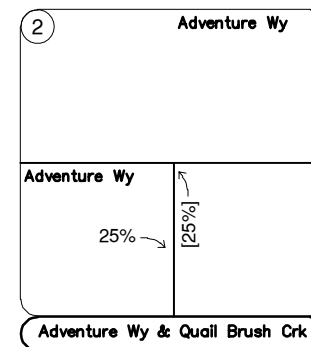
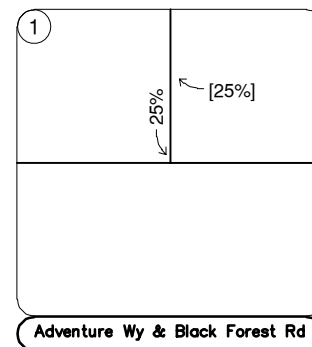
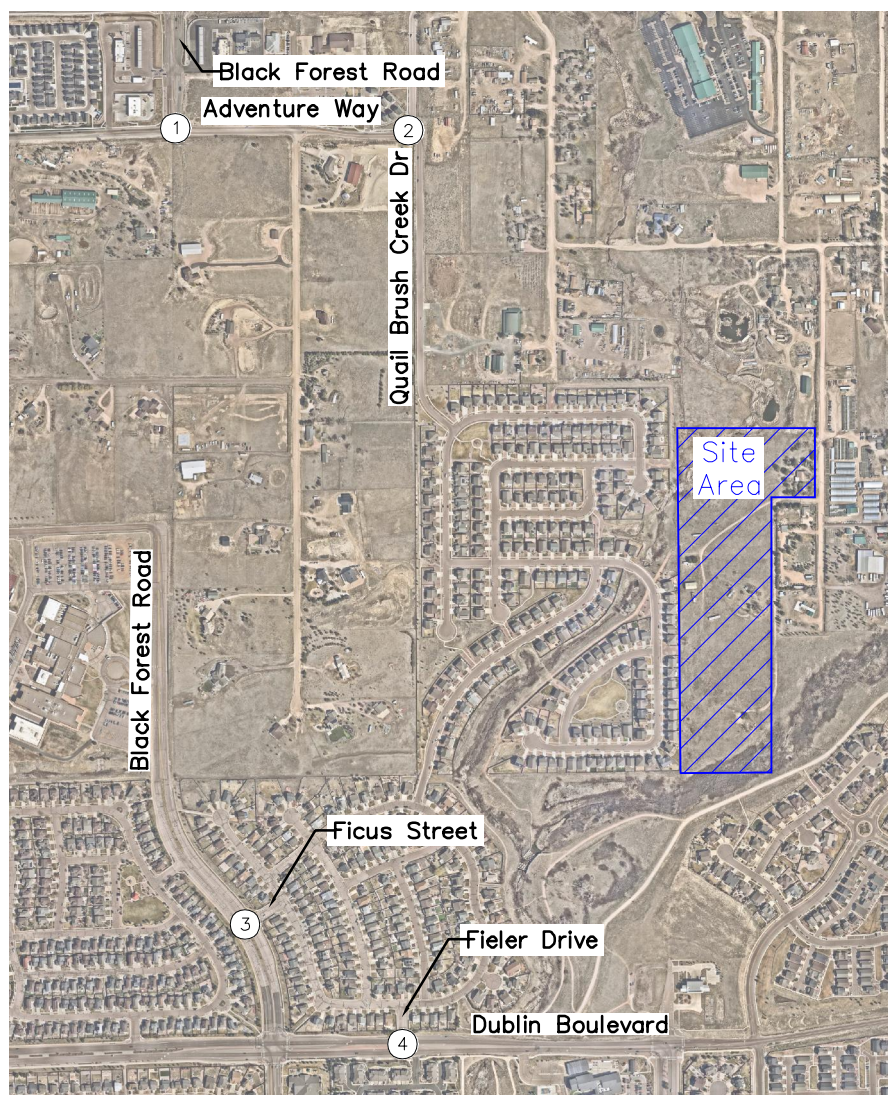


FIGURE 6
Miller Downs
Colorado Springs, CO
Project Trip Distribution

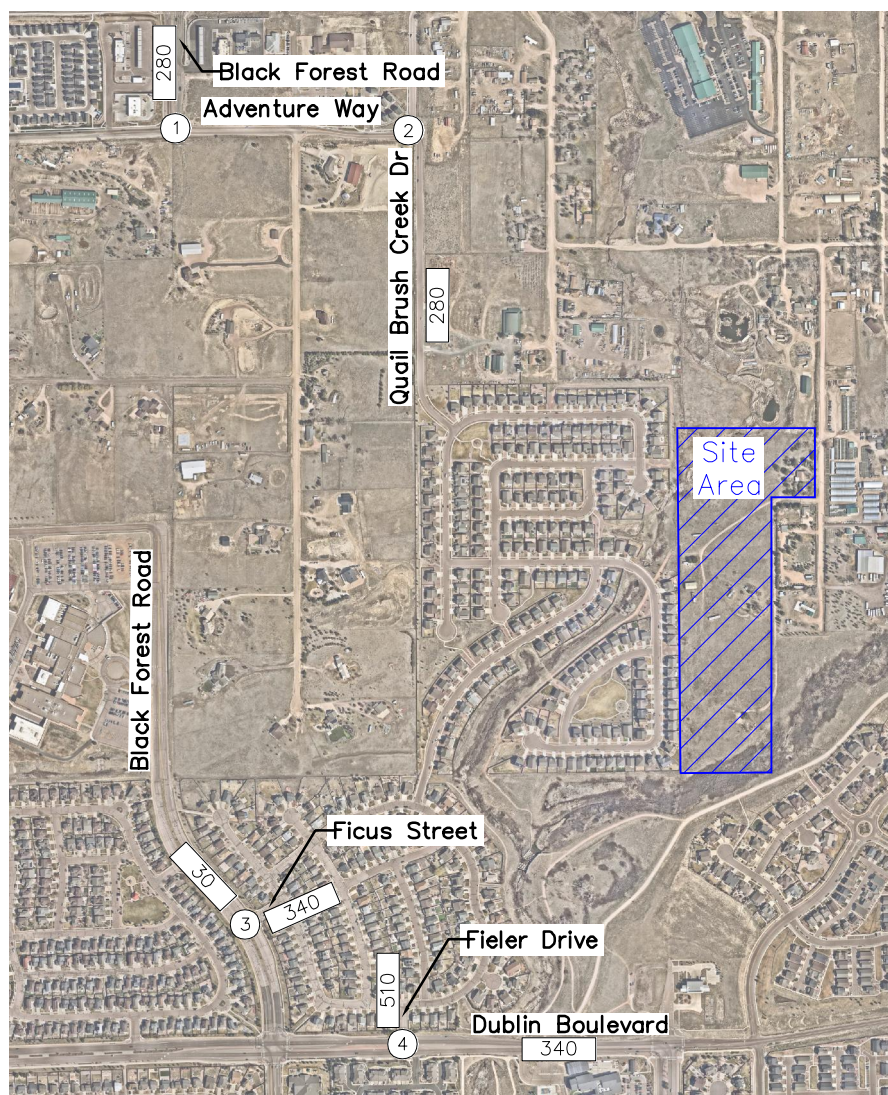
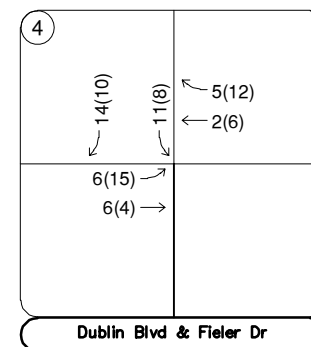
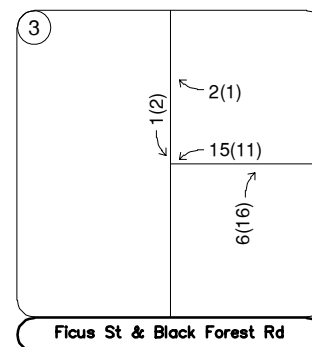
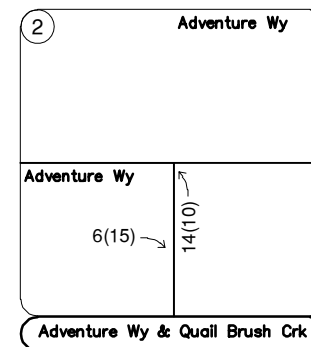
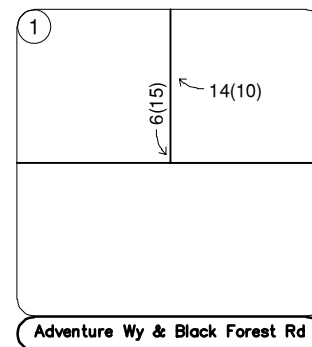


FIGURE 7
Miller Downs
Colorado Springs, CO
Project Traffic Assignment



LEGEND



Study Area Key Intersection

XXX(XXX)

Weekday AM(PM)

Peak Hour Traffic Volumes

XX,X00

Estimated Daily Traffic Volume

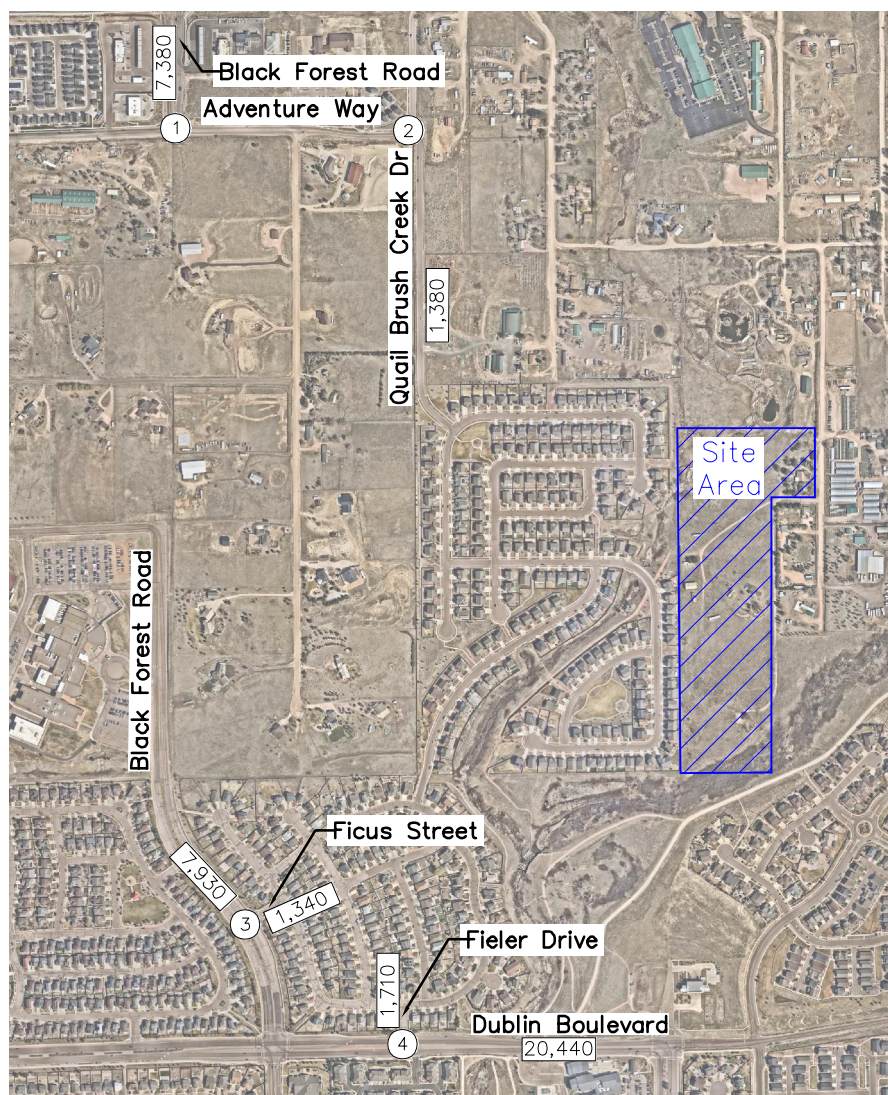
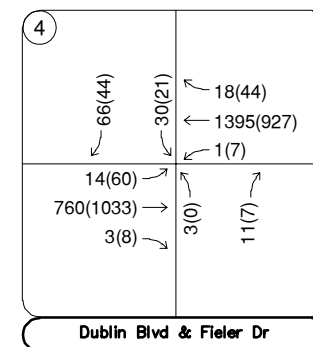
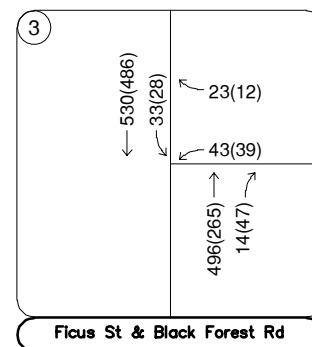
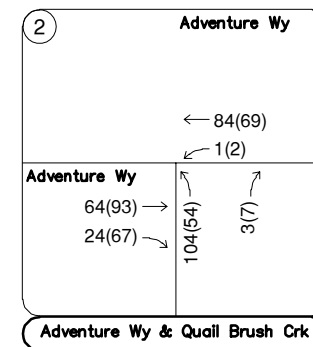
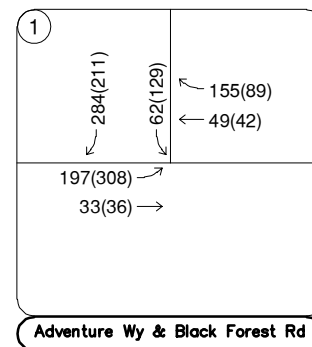


FIGURE 8
Miller Downs
Colorado Springs, CO
2028 Total Traffic Volumes



LEGEND



Study Area Key Intersection

XXX(XXX)

Weekday AM(PM)

Peak Hour Traffic Volumes

XX,X00

Estimated Daily Traffic Volume

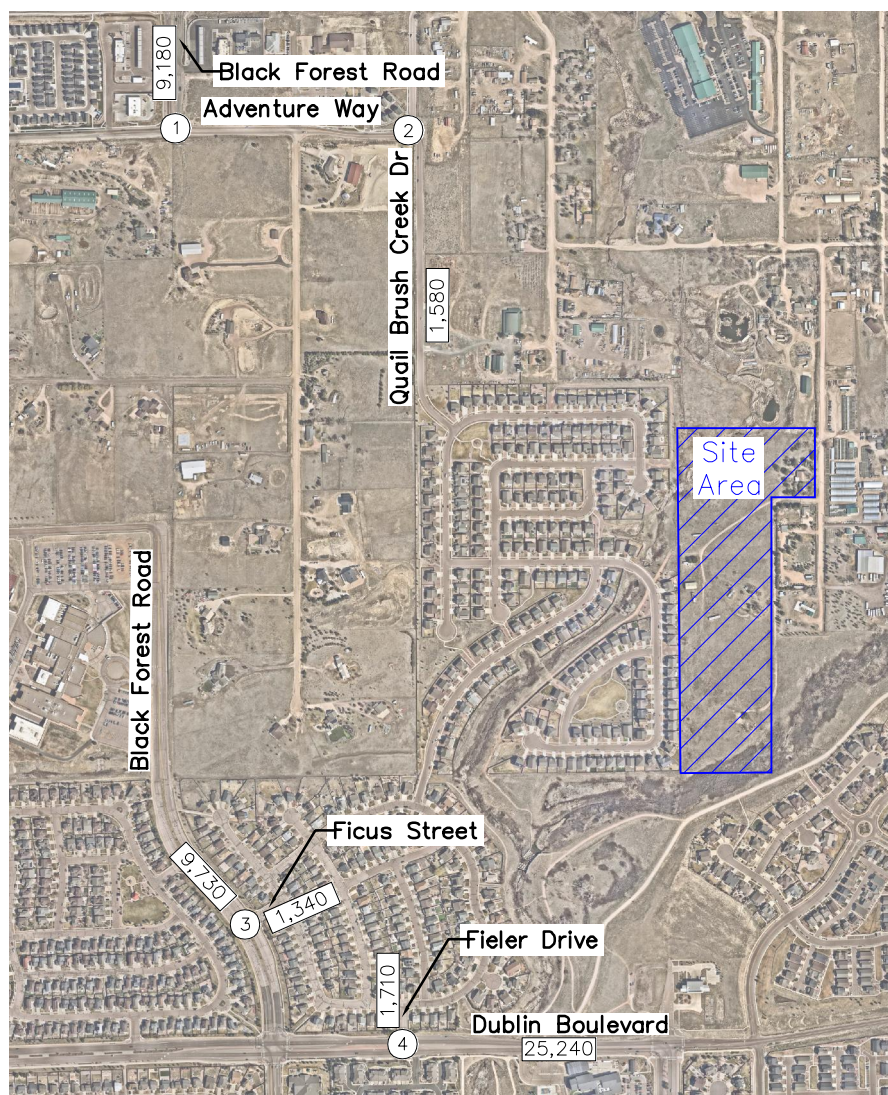
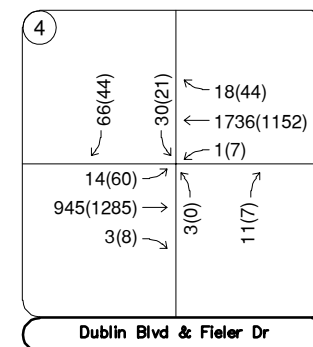
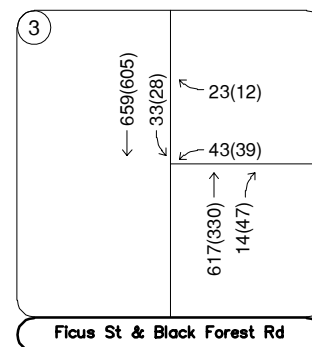
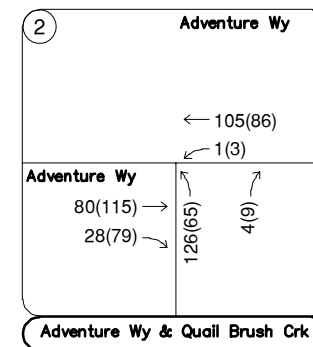
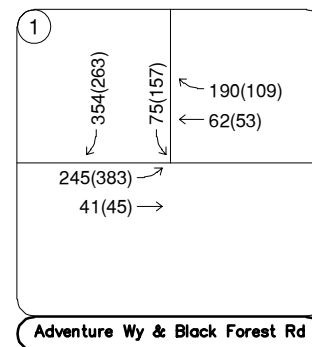


FIGURE 9
Miller Downs
Colorado Springs, CO
2050 Total Traffic Volumes



LEGEND



Study Area Key Intersection

XXX(XXX)

Weekday AM(PM)

Peak Hour Traffic Volumes

XX,X00

Estimated Daily Traffic Volume

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 2028 and 2050 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is 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). For intersections and roadways in this study area, standard traffic engineering practice recommends overall intersection LOS D and movement/approach LOS E as the minimum desirable thresholds for acceptable operations. **Table 2** shows the definition of 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, Seventh Edition, Transportation Research Board, 2022.

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 whole intersection. 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*, Seventh Edition, Washington DC, 2022.

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 E**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 2**. Existing peak hour factors were utilized. The existing heavy vehicle percentages obtained from the turning movement counts were also used in each horizon year. Synchro traffic analysis software was used to analyze the signalized and unsignalized key intersections for HCM level of service.

Adventure Way and Black Forest Road

The T-intersection of Adventure Way and Black Forest Road is unsignalized and operates with stop control on the southbound Black Forest Road approach. The intersection movements operate acceptably at LOS C or better during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 3** provides the results of the LOS analysis conducted at this intersection.

Table 3 – Adventure Way & Black Forest Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2025 Existing				
Eastbound Left	8.2	A	8.2	A
Southbound Left	14.0	B	18.0	C
Southbound Right	11.3	B	9.8	A
2028 Background				
Eastbound Left	8.3	A	8.2	A
Southbound Left	14.3	B	18.6	C
Southbound Right	11.5	B	9.8	A
2028 Background Plus Project				
Eastbound Left	8.3	A	8.2	A
Southbound Left	14.6	B	19.6	C
Southbound Right	11.6	B	9.9	A
2050 Background				
Eastbound Left	8.7	A	8.6	A
Southbound Left	17.2	C	27.2	D
Southbound Right	13.3	B	10.4	B
2050 Background Plus Project				
Eastbound Left	8.8	A	8.6	A
Southbound Left	17.6	C	29.7	D
Southbound Right	13.5	B	10.5	B

Adventure Way and Quail Brush Creek Drive

The unsignalized T-intersection of Adventure Way and Quail Brush Creek Drive operates with stop control on the northbound Quail Brush Creek Drive approach. Under existing conditions, the intersection movements operate acceptably at LOS B or better during the morning peak hour and LOS A during the afternoon peak hour. All movements are anticipated to continue operating at an acceptable level of service throughout the 2050 horizon and improvements or modifications are anticipated to be needed based on the operational level of service. **Table 4** provides the results of the LOS analysis conducted at this intersection.

Table 4 – Adventure Way & Quail Brush Creek Drive LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2025 Existing				
Northbound Approach	10.1	B	9.7	A
Westbound Left	7.4	A	7.5	A
2028 Background				
Northbound Approach	10.1	B	9.8	A
Westbound Left	7.4	A	7.5	A
2028 Background Plus Project				
Northbound Approach	10.3	B	9.9	A
Westbound Left	7.4	A	7.5	A
2050 Background				
Northbound Approach	10.7	B	10.2	B
Westbound Left	7.5	A	7.6	A
2050 Background Plus Project				
Northbound Approach	10.9	B	10.3	B
Westbound Left	7.5	A	7.6	A

Ficus Street and Black Forest Road

The unsignalized T-intersection of Ficus Street and Black Forest Road operates with stop control on the westbound approach of Ficus Street. The intersection movements currently operate acceptably at LOS C or better during both peak hours under existing conditions. The intersection movements are anticipated to continue operating acceptably at LOS D or better through the 2050 long-term horizon with or without project traffic. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 5** provides the results of the LOS analysis conducted at this intersection.

Table 5 – Ficus Street & Black Forest Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2025 Existing				
Westbound Approach	23.3	C	14.6	B
Southbound Left	14.8	B	10.7	B
2028 Background				
Westbound Approach	24.3	C	14.8	B
Southbound Left	15.2	C	10.8	B
2028 Background Plus Project				
Westbound Approach	30.6	D	15.8	C
Southbound Left	15.4	C	11.1	B
2050 Background				
Westbound Approach	26.2	D	16.1	C
Southbound Left	16.2	C	11.4	B
2050 Background Plus Project				
Westbound Approach	33.1	D	17.3	C
Southbound Left	16.4	C	11.6	B

Dublin Boulevard and Fieler Drive

The unsignalized intersection of Dublin Boulevard and Fieler Drive operates with stop control on the northbound Red Sand Gr. and southbound Fieler Drive approaches. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service C or better throughout the 2050 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 6** provides the results of the LOS analysis conducted at this intersection.

Table 6 – Dublin Boulevard & Fieler Drive LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2025 Existing				
Northbound Approach	9.8	A	9.6	A
Eastbound Left	10.3	B	9.1	A
Westbound Left	8.3	A	9.1	A
Southbound Approach	12.7	B	10.7	B
2028 Background				
Northbound Approach	9.9	A	9.6	A
Eastbound Left	10.6	B	9.3	A
Westbound Left	8.3	A	9.3	A
Southbound Approach	13.1	B	10.9	B
2028 Background Plus Project				
Northbound Approach	10.0	A	9.6	A
Eastbound Left	10.7	B	9.5	A
Westbound Left	8.3	A	9.3	A
Southbound Approach	14.1	B	11.4	B
2050 Background				
Northbound Approach	10.5	B	10.0	B
Eastbound Left	12.9	B	10.1	B
Westbound Left	8.8	A	10.3	B
Southbound Approach	16.6	C	11.9	B
2050 Background Plus Project				
Northbound Approach	10.6	B	10.0	B
Eastbound Left	13.1	B	10.4	B
Westbound Left	8.8	A	10.3	B
Southbound Approach	18.7	C	12.6	B

5.3 Site Access

The Miller Downs project will have shared access through the existing residential neighborhood located to the west of the property and use the existing residential neighborhood streets of Quail Brush Creek Drive, Ficus Street, and Fieler Drive to access the development. During the peak hour, 25 project vehicles are anticipated to be added to and from Quail Brush Creek Drive and Thorn Brush Way. This equates to less than one (1) vehicle every two (2) minutes. The project is anticipated to add 30 vehicles per hour to Ficus Street, which equates to one (1) vehicle every two minutes. Likewise, the project will add 37 vehicles to Fieler Drive, which will add an additional vehicle every minute and a half during the peak hour. Collectively, this traffic volume generated to these southern two driveways will travel Gold Drop Lane and the northern section of Cat Tail Creek Drive at a traffic volume increase of about 67 vehicles per hour during the peak hour. This equates to a volume of about one (1) car per minute. These volumes will be acceptably accommodated on these internal roadways.

In addition, the existing internal street network provides sidewalks for pedestrian connectivity on all of these residential roadways. These streets were designed and constructed with a narrower 30-foot width, which provides traffic calming to reduce vehicle speeds throughout the neighborhood. With on-street parking on both sides of the existing roadways, the effective width is 16 feet in the middle of the street, which provides an added traffic calming measure to prevent speeding by constraining the roadway. Therefore, as constructed, it is believed that the internal street network within the existing residential neighborhood will provide safe and adequate roadway connections to and from the proposed Miller Downs development.

5.4 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 7** with calculations provided within the level of service operational sheets of **Appendix E** for unsignalized intersections.

Table 7 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length	2028 Calculated Queue (AM/PM)	2028 Rec Length	2050 Calculated Queue (AM/PM)	2050 Rec Length
Adventure Wy & Black Forest					
Eastbound Left	300'	25'/25'	300'	25'/50'	300'
Southbound Left	C	25'/50'	C	25'/75'	C
Southbound Right	C	50'/25'	C	75'/50'	C
Ficus St & Black Forest Rd					
Northbound Right	150'	25'/25'	150'	25'/25'	150'
Southbound Left	150'	25'/25'	150'	25'/25'	150'
Dublin Blvd & Fieler Dr					
Eastbound Left	150'	25'/25'	150'	25'/25'	150'
Eastbound Right	175'	25'/25'	175'	25'/25'	175'
Westbound Left	175'	25'/25'	175'	25'/25'	175'
Westbound Right	325'	25'/25'	325'	25'/25'	325'

C = Continuous

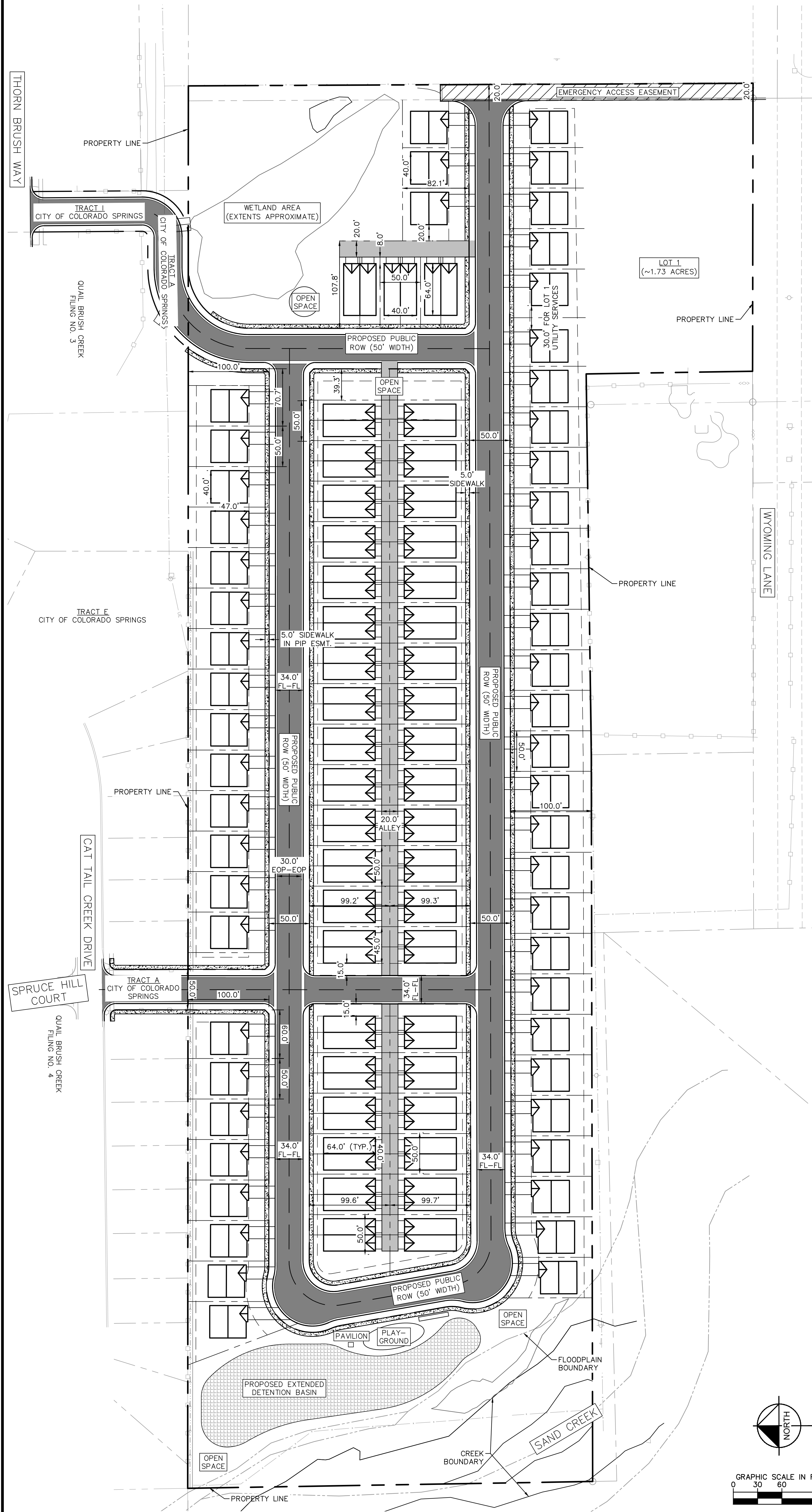
All queues are expected to be accommodated within the existing turn lane lengths through 2050 with the addition of project traffic. Therefore, no improvements or modifications to the turn lane lengths are anticipated based on this queueing analysis.

6.0 CONCLUSIONS AND RECOMMENDATIONS

Kimley-Horn's analysis of traffic operations in the City of Colorado Springs identified study area determined that no offsite improvements are necessary to accommodate Miller Downs project traffic. As shown in the intersection operational and queueing analysis of this study, all intersections operate acceptably, and vehicles are maintained in the existing turn lane lengths. Therefore, this development can be constructed without the need for any offsite improvements at the adjacent intersections that will provide access to the residential neighborhood.

Appendix A: Conceptual Site Plan

MILLER DOWNS
DEVELOPMENT PLAN
7020 WYOMING LANE COLORADO SPRINGS, COLORADO COUNTY OF EL PASO



LOT COUNT:

SINGLE FAMILY: 54 HOMES
DUPLEX: 86 DUPLEX UNITS
TOTAL: 140

Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
2 NORTH NEVADA AVENUE, SUITE 900
COLORADO SPRINGS, COLORADO 80903 (719) 453-0180

DATE: 2/26/25

CONCEPT LOT LAYOUT
SHEET 1 OF 1

MILLER DOWNS - CONCEPT SITE PLAN

Appendix B: Intersection Count Sheets



ALL TRAFFIC DATA SERVICES

(303) 216-2439

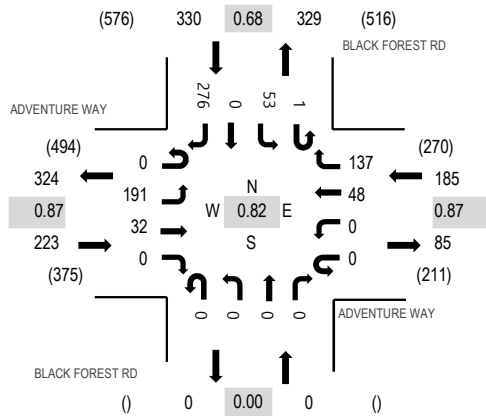
www.alltrafficdata.net

Location: 4 BLACK FOREST RD & ADVENTURE WAY AM

Date: Thursday, April 24, 2025

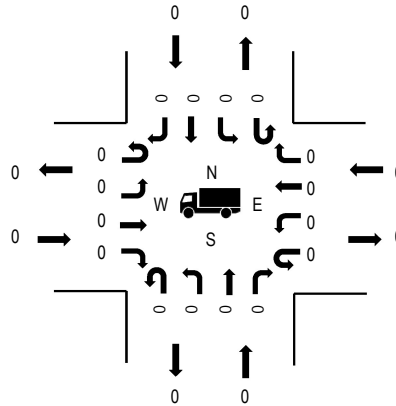
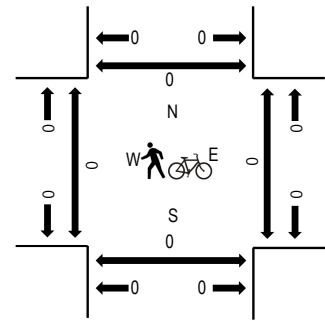
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour**Motorized Vehicles**

Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.87
WB	0.0%	0.87
NB	0.0%	0.00
SB	0.0%	0.68
All	0.0%	0.82

Heavy Vehicles**Pedestrians/Bicycles in Crosswalk****Traffic Counts - Motorized Vehicles**

Interval Start Time	ADVENTURE WAY Eastbound				ADVENTURE WAY Westbound				BLACK FOREST RD Northbound				BLACK FOREST RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	40	9	0	0	0	23	30	0	0	0	0	0	13	0	109	224	738
7:15 AM	0	48	8	0	0	0	11	34	0	0	0	0	0	8	0	58	167	642
7:30 AM	0	59	5	0	0	0	7	34	0	0	0	0	0	12	0	47	164	586
7:45 AM	0	44	10	0	0	0	7	39	0	0	0	0	1	20	0	62	183	528
8:00 AM	0	30	5	0	0	0	7	14	0	0	0	0	0	24	0	48	128	483
8:15 AM	0	39	7	0	0	0	5	16	0	0	0	0	0	19	0	25	111	
8:30 AM	0	31	4	0	0	0	5	15	0	0	0	0	0	27	0	24	106	
8:45 AM	0	25	11	0	0	0	7	16	0	0	0	0	1	29	0	49	138	
Count Total	0	316	59	0	0	0	72	198	0	0	0	0	2	152	0	422	1,221	
Peak Hour	0	191	32	0	0	0	48	137	0	0	0	0	1	53	0	276	738	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
Count Total	1	0	0	0	1	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

Location: 4 BLACK FOREST RD & ADVENTURE WAY PM

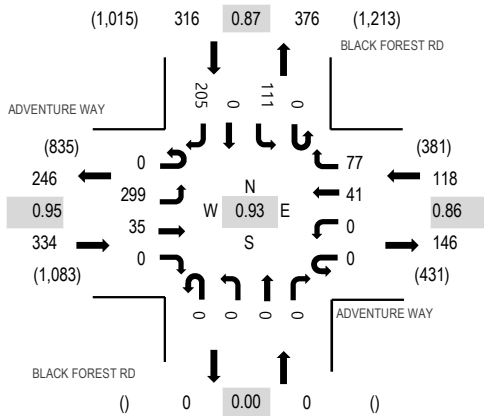
Date: Thursday, April 24, 2025

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour

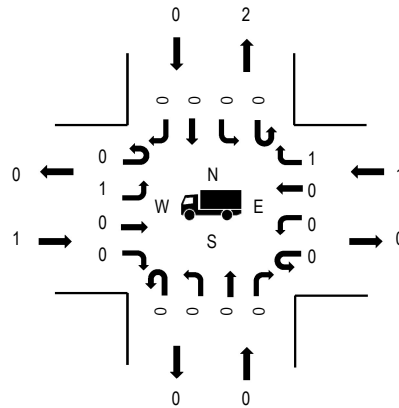
Motorized Vehicles



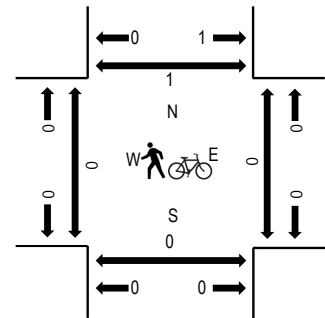
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.3%	0.95
WB	0.8%	0.86
NB	0.0%	0.00
SB	0.0%	0.87
All	0.3%	0.93

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	ADVENTURE WAY Eastbound				ADVENTURE WAY Westbound				BLACK FOREST RD Northbound				BLACK FOREST RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM	0	49	5	0	0	0	5	12	0	0	0	0	0	15	0	58	144	690
2:45 PM	0	101	13	0	0	0	8	18	0	0	0	0	0	20	0	38	198	698
3:00 PM	0	74	11	0	0	0	9	21	0	0	0	0	0	11	0	53	179	670
3:15 PM	0	48	12	0	0	0	7	22	0	0	0	0	0	22	0	58	169	671
3:30 PM	0	53	9	0	0	0	4	9	0	0	0	0	0	22	0	55	152	697
3:45 PM	0	61	10	0	0	0	9	16	0	0	0	0	0	22	0	52	170	720
4:00 PM	0	86	3	0	0	0	12	14	0	0	0	0	0	23	0	42	180	723
4:15 PM	0	69	7	0	0	0	10	28	0	0	0	0	0	26	0	55	195	746
4:30 PM	0	71	7	0	0	0	7	14	0	0	0	0	0	15	0	61	175	757
4:45 PM	0	79	8	0	0	0	7	18	0	0	0	0	0	18	0	43	173	768
5:00 PM	0	76	12	0	0	0	6	22	0	0	0	0	0	28	0	59	203	744
5:15 PM	0	86	5	0	0	0	18	20	0	0	0	0	0	28	0	49	206	
5:30 PM	0	58	10	0	0	0	10	17	0	0	0	0	0	37	0	54	186	
5:45 PM	0	50	10	0	0	0	17	21	0	0	0	0	0	22	0	29	149	
Count Total	0	961	122	0	0	0	129	252	0	0	0	0	0	309	0	706	2,479	
Peak Hour	0	299	35	0	0	0	41	77	0	0	0	0	0	111	0	205	768	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	1	0	0	0	1	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:45 PM	3	0	0	0	3	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	1	0	1	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	2	0	0	2
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	1	0	1
4:00 PM	1	0	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0

4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	2	0	0	2
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	7	0	2	0	9	Count Total	0	0	0	0	0	Count Total	0	4	1	1	6
Peak Hour	1	0	1	0	2	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	1	1

Location: 1 QUAIL BUSH CREEK RD & ADVENTURE WAY AM

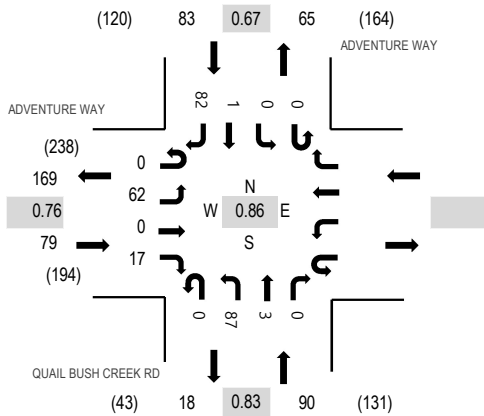
Date: Thursday, April 24, 2025

Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:00 AM - 07:15 AM

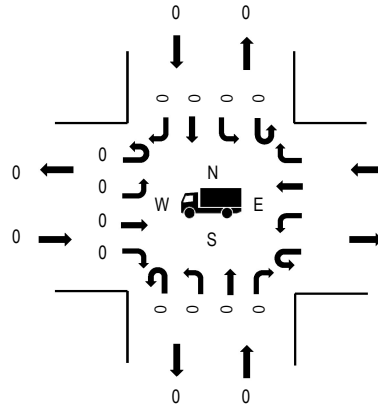
Peak Hour

Motorized Vehicles

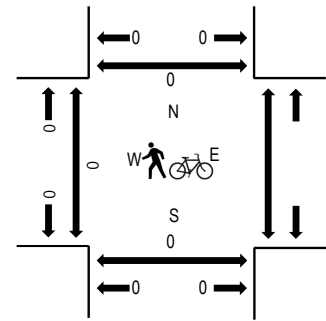


	HV%	PHF
EB	0.0%	0.76
WB		
NB	0.0%	0.83
SB	0.0%	0.67
All	0.0%	0.86

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

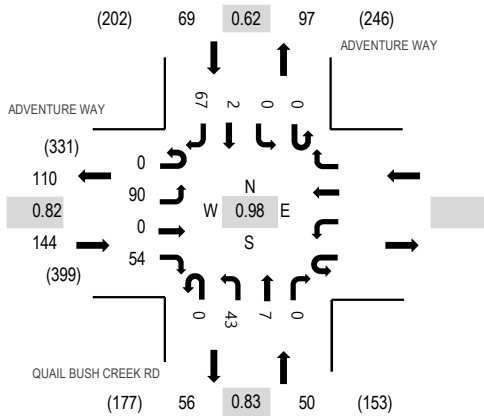
Interval Start Time	ADVENTURE WAY Eastbound				Westbound				QUAIL BUSH CREEK RD Northbound				ADVENTURE WAY Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	14	0	9					0	18	1	0	0	0	0	31	73	252
7:15 AM	0	12	0	2					0	26	1	0	0	0	0	14	55	223
7:30 AM	0	13	0	3					0	27	0	0	0	0	0	14	57	210
7:45 AM	0	23	0	3					0	16	1	0	0	0	1	23	67	201
8:00 AM	0	14	0	12					0	7	2	0	0	0	0	9	44	193
8:15 AM	0	19	0	5					0	13	1	0	0	0	0	4	42	
8:30 AM	0	24	0	3					0	8	3	0	0	0	0	10	48	
8:45 AM	0	33	0	5					0	4	3	0	0	0	0	14	59	
Count Total	0	152	0	42					0	119	12	0	0	0	1	119	445	
Peak Hour	0	62	0	17					0	87	3	0	0	0	1	82	252	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Peak Hour

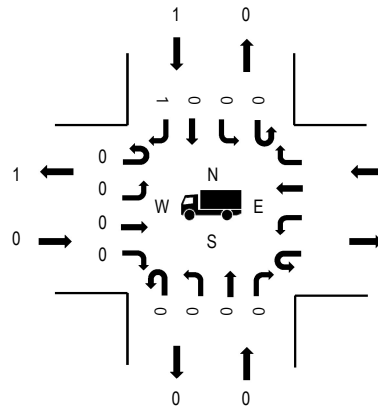
Motorized Vehicles



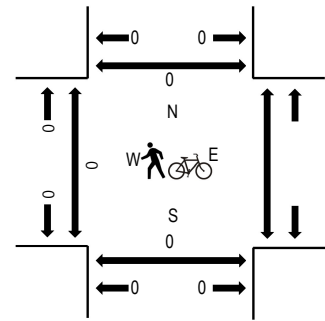
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.82
WB		
NB	0.0%	0.83
SB	1.4%	0.62
All	0.4%	0.98

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	ADVENTURE WAY				QUAIL BUSH CREEK RD								ADVENTURE WAY				Total	Rolling Hour	
	Eastbound				Westbound				Northbound				Southbound						
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
2:30 PM	0	10	0	6					0	10	0	0	0	0	0	0	6	32	193
2:45 PM	0	20	0	13					0	14	1	0	0	0	0	0	12	60	204
3:00 PM	0	8	0	9					0	13	1	0	0	0	0	1	12	44	200
3:15 PM	0	16	0	18					0	8	2	0	0	0	0	0	13	57	205
3:30 PM	0	14	0	14					0	8	0	0	0	0	0	0	7	43	217
3:45 PM	0	23	0	9					0	8	0	0	0	0	0	0	16	56	211
4:00 PM	0	7	0	14					0	8	4	0	0	0	0	1	15	49	199
4:15 PM	0	16	0	14					0	8	1	0	0	0	0	2	28	69	214
4:30 PM	0	14	0	8					0	3	0	0	0	0	0	0	12	37	211
4:45 PM	0	11	0	11					0	13	1	0	0	0	0	1	7	44	241
5:00 PM	0	19	0	17					0	14	0	0	0	0	0	2	12	64	263
5:15 PM	0	22	0	13					0	12	1	0	0	0	0	0	18	66	
5:30 PM	0	28	0	16					0	7	1	0	0	0	0	0	15	67	
5:45 PM	0	21	0	8					0	10	5	0	0	0	0	0	22	66	
Count Total	0	229	0	170					0	136	17	0	0	0	0	7	195	754	
Peak Hour	0	90	0	54					0	43	7	0	0	0	0	2	67	263	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0		0	0	2:30 PM	0	0		0	0	2:30 PM	0	0		0	0
2:45 PM	0	0		0	0	2:45 PM	0	0		0	0	2:45 PM	0	0		0	0
3:00 PM	1	0		0	1	3:00 PM	0	0		0	0	3:00 PM	0	0		0	0
3:15 PM	0	0		1	1	3:15 PM	0	0		0	0	3:15 PM	0	0		0	0
3:30 PM	0	0		0	0	3:30 PM	0	0		0	0	3:30 PM	0	0		0	0
3:45 PM	0	0		0	0	3:45 PM	0	0		0	0	3:45 PM	0	0		0	0
4:00 PM	0	0		0	0	4:00 PM	0	0		0	0	4:00 PM	0	0		0	0

4:15 PM	0	0	0	0	4:15 PM	0	0	0	0	4:15 PM	0	0	0	0
4:30 PM	0	0	0	0	4:30 PM	0	0	0	0	4:30 PM	2	0	0	2
4:45 PM	0	0	0	0	4:45 PM	0	0	0	0	4:45 PM	0	0	0	0
5:00 PM	0	0	1	1	5:00 PM	0	0	0	0	5:00 PM	0	0	0	0
5:15 PM	0	0	0	0	5:15 PM	0	0	0	0	5:15 PM	0	0	0	0
5:30 PM	0	0	0	0	5:30 PM	0	0	0	0	5:30 PM	0	0	0	0
5:45 PM	0	0	0	0	5:45 PM	0	0	0	0	5:45 PM	0	0	0	0
Count Total	1	0	2	3	Count Total	0	0	0	0	Count Total	2	0	0	2
Peak Hour	0	0	1	1	Peak Hour	0	0	0	0	Peak Hour	0	0	0	0

Location: 2 BLACK FOREST RD & FICUS ST AM

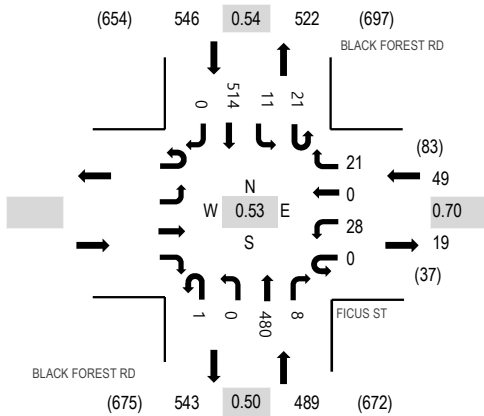
Date: Thursday, April 24, 2025

Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour

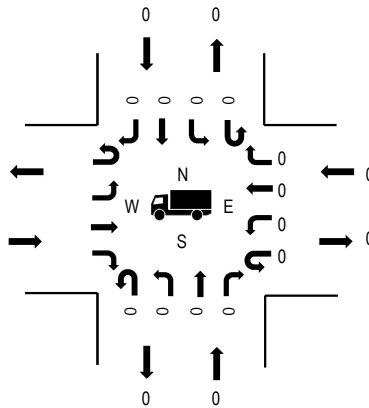
Motorized Vehicles



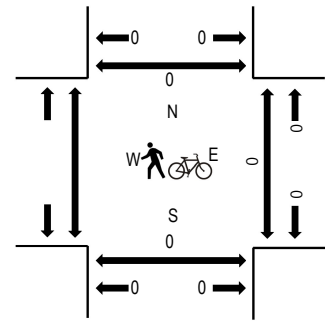
Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.70
NB	0.0%	0.50
SB	0.0%	0.54
All	0.0%	0.53

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound				FICUS ST Westbound				BLACK FOREST RD Northbound				BLACK FOREST RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM					0	3	0	10	1	0	242	2	13	5	235	0	511	1,084
7:15 AM					0	2	0	6	0	0	104	1	8	5	179	0	305	687
7:30 AM					0	16	0	3	0	0	72	1	0	1	51	0	144	461
7:45 AM					0	7	0	2	0	0	62	4	0	0	49	0	124	366
8:00 AM					0	14	0	3	0	0	46	4	0	0	47	0	114	325
8:15 AM					0	5	0	0	1	0	44	7	0	2	20	0	79	
8:30 AM					0	3	0	2	0	0	28	4	0	0	12	0	49	
8:45 AM					0	3	0	4	0	0	48	1	0	0	27	0	83	
Count Total					0	53	0	30	2	0	646	24	21	13	620	0	1,409	
Peak Hour					0	28	0	21	1	0	480	8	21	11	514	0	1,084	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	2	0	0	0	2
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
Count Total	1	0	0	0	1	Count Total	0	0	0	0	0	Count Total	2	0	0	0	2
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 2 BLACK FOREST RD & FICUS ST PM

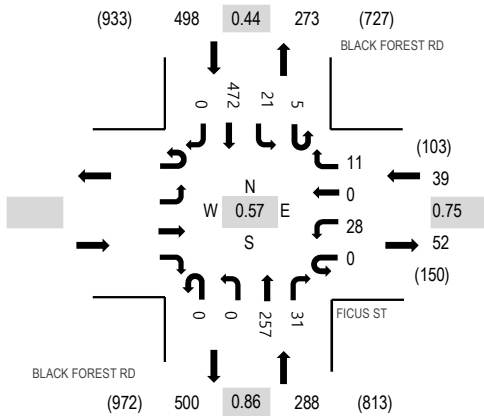
Date: Thursday, April 24, 2025

Peak Hour: 02:30 PM - 03:30 PM

Peak 15-Minutes: 02:45 PM - 03:00 PM

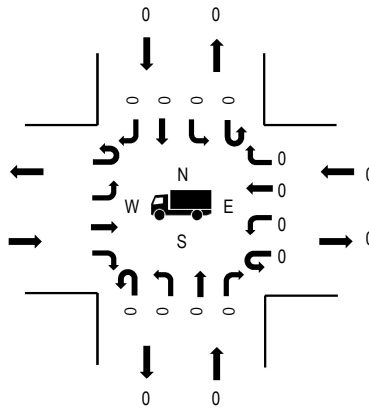
Peak Hour

Motorized Vehicles

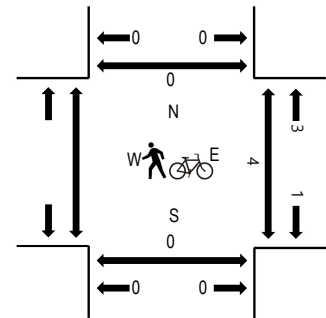


	HV%	PHF
EB		
WB	0.0%	0.75
NB	0.0%	0.86
SB	0.0%	0.44
All	0.0%	0.57

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound				FICUS ST Westbound				BLACK FOREST RD Northbound				BLACK FOREST RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM					0	5	0	3	0	0	72	6	0	2	50	0	138	825
2:45 PM					0	2	0	5	0	0	70	6	4	8	269	0	364	824
3:00 PM					0	8	0	3	0	0	65	14	1	11	89	0	191	588
3:15 PM					0	13	0	0	0	0	50	5	0	0	64	0	132	492
3:30 PM					0	4	0	1	0	0	77	9	0	2	44	0	137	485
3:45 PM					0	4	0	1	0	0	62	5	0	2	54	0	128	469
4:00 PM					0	8	0	2	0	0	43	8	0	0	34	0	95	446
4:15 PM					0	5	0	0	0	0	53	5	0	2	60	0	125	439
4:30 PM					0	6	0	0	0	0	47	8	0	2	58	0	121	409
4:45 PM					0	4	0	1	0	0	40	11	0	1	48	0	105	353
5:00 PM					0	7	0	1	0	0	38	4	0	0	38	0	88	313
5:15 PM					0	5	0	0	1	0	37	10	0	4	38	0	95	
5:30 PM					0	5	0	1	0	0	21	9	0	2	27	0	65	
5:45 PM					0	6	0	3	0	0	26	11	0	3	16	0	65	
Count Total					0	82	0	21	1	0	701	111	5	39	889	0	1,849	
Peak Hour					0	28	0	11	0	0	257	31	5	21	472	0	825	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0	2:45 PM	0	0	2	2	2	2:45 PM	0	2	0	0	2
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	2	0	0	2
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	1	1	1	3:45 PM	0	1	0	0	1
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	1	0	0	1

4:15 PM	0	0	0	0	4:15 PM	0	0	0	0	4:15 PM	0	0	0	0
4:30 PM	0	0	0	0	4:30 PM	0	0	0	0	4:30 PM	0	0	0	0
4:45 PM	0	0	0	0	4:45 PM	0	0	0	0	4:45 PM	0	0	0	0
5:00 PM	0	0	0	0	5:00 PM	0	0	0	0	5:00 PM	0	0	0	0
5:15 PM	0	0	0	0	5:15 PM	0	0	0	0	5:15 PM	0	0	0	0
5:30 PM	0	0	0	0	5:30 PM	0	0	0	0	5:30 PM	0	2	0	2
5:45 PM	0	0	0	0	5:45 PM	0	0	0	0	5:45 PM	0	0	0	0
Count Total	0	0	0	0	Count Total	0	0	3	3	Count Total	0	8	0	8
Peak Hour	0	0	0	0	Peak Hour	0	0	2	2	Peak Hour	0	4	0	4

Location: 3 FEILER DR & DUBLIN BLVD AM

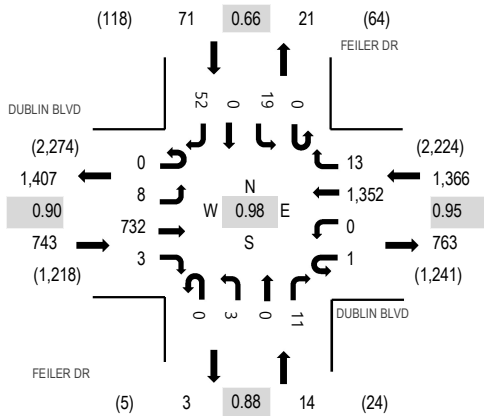
Date: Thursday, April 24, 2025

Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour

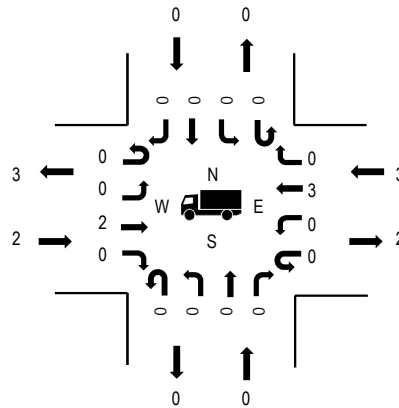
Motorized Vehicles



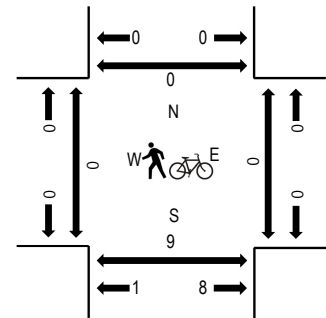
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.3%	0.90
WB	0.2%	0.95
NB	0.0%	0.88
SB	0.0%	0.66
All	0.2%	0.98

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	DUBLIN BLVD Eastbound				DUBLIN BLVD Westbound				FEILER DR Northbound				FEILER DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	2	179	1	0	0	359	1	0	1	0	3	0	3	0	12	561	2,194
7:15 AM	0	1	205	0	0	0	320	3	0	1	0	2	0	4	0	25	561	2,066
7:30 AM	0	2	174	1	1	0	350	3	0	0	0	3	0	5	0	10	549	1,811
7:45 AM	0	3	174	1	0	0	323	6	0	1	0	3	0	7	0	5	523	1,610
8:00 AM	0	3	141	1	0	0	256	8	0	1	0	3	0	7	0	13	433	1,390
8:15 AM	0	4	105	1	0	0	180	7	0	0	0	1	0	2	0	6	306	
8:30 AM	0	6	107	0	0	0	217	6	0	1	0	1	0	4	0	6	348	
8:45 AM	0	5	102	0	0	0	180	4	0	1	0	2	0	3	0	6	303	
Count Total	0	26	1,187	5	1	0	2,185	38	0	6	0	18	0	35	0	83	3,584	
Peak Hour	0	8	732	3	1	0	1,352	13	0	3	0	11	0	19	0	52	2,194	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	1	0	0	1
7:15 AM	0	0	3	0	3	7:15 AM	0	0	0	0	0	7:15 AM	0	5	0	0	5
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	2	0	0	2
7:45 AM	1	0	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	1	0	0	1
8:00 AM	2	0	0	0	2	8:00 AM	0	0	0	0	0	8:00 AM	0	1	0	0	1
8:15 AM	1	0	1	0	2	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1	8:45 AM	0	0	0	0	0	8:45 AM	0	1	0	0	1
Count Total	5	0	5	0	10	Count Total	0	0	0	0	0	Count Total	0	11	0	0	11
Peak Hour	2	0	3	0	5	Peak Hour	0	0	0	0	0	Peak Hour	0	9	0	0	9

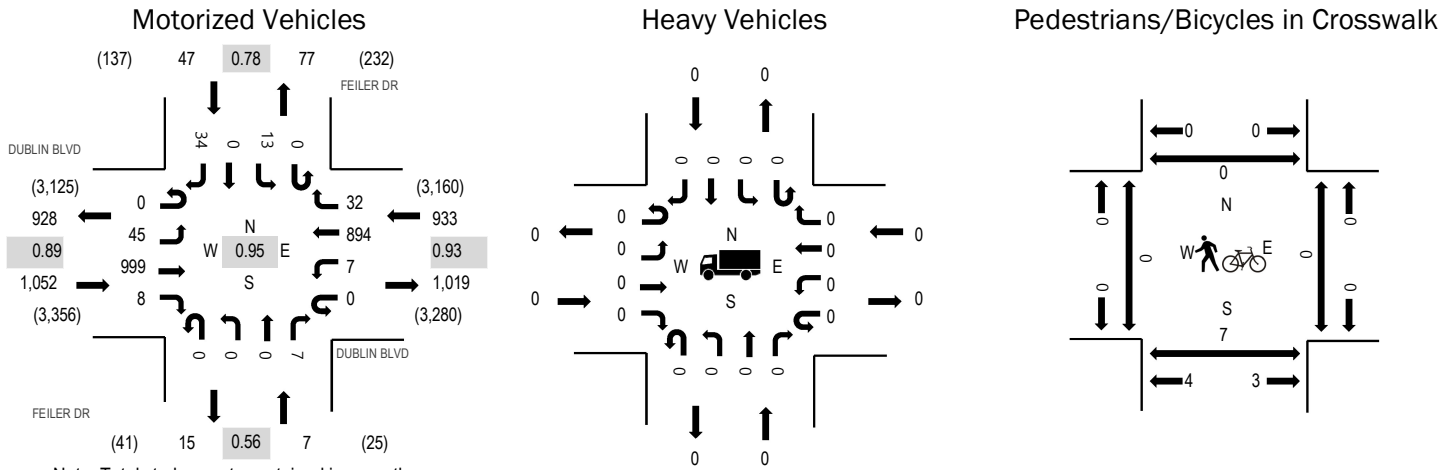
Location: 3 FEILER DR & DUBLIN BLVD PM

Date: Thursday, April 24, 2025

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



	HV%	PHF
EB	0.0%	0.89
WB	0.0%	0.93
NB	0.0%	0.56
SB	0.0%	0.78
All	0.0%	0.95

Traffic Counts - Motorized Vehicles

Interval Start Time	DUBLIN BLVD Eastbound				DUBLIN BLVD Westbound				FEILER DR Northbound				FEILER DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM	0	6	159	0	2	1	184	1	0	0	0	3	0	1	0	8	365	1,744
2:45 PM	0	4	267	2	0	0	228	4	0	0	0	2	0	1	0	7	515	1,864
3:00 PM	0	8	267	0	0	0	153	7	0	0	0	1	0	5	0	4	445	1,865
3:15 PM	0	10	195	1	0	0	195	8	0	0	0	1	0	2	0	7	419	1,881
3:30 PM	0	6	237	2	0	4	215	10	0	0	0	1	0	2	0	8	485	1,965
3:45 PM	0	4	223	1	0	0	253	20	0	0	0	2	0	3	0	10	516	1,962
4:00 PM	0	10	188	0	1	0	232	14	0	2	0	2	0	6	0	6	461	1,962
4:15 PM	0	12	244	1	0	0	229	4	0	0	0	2	0	4	0	7	503	2,038
4:30 PM	0	3	212	2	0	4	246	10	0	0	0	0	0	0	0	5	482	2,011
4:45 PM	0	9	230	2	0	4	243	12	0	0	0	1	0	4	0	11	516	2,039
5:00 PM	0	12	281	1	0	1	228	4	0	0	0	1	0	3	0	6	537	1,971
5:15 PM	0	17	239	2	0	1	201	7	0	0	0	1	0	2	0	6	476	
5:30 PM	0	7	249	3	0	1	222	9	0	0	0	4	0	4	0	11	510	
5:45 PM	0	7	225	8	1	0	194	7	0	1	0	1	0	1	0	3	448	
Count Total	0	115	3,216	25	4	16	3,023	117	0	3	0	22	0	38	0	99	6,678	
Peak Hour	0	45	999	8	0	7	894	32	0	0	0	7	0	13	0	34	2,039	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	0	1	0	0	1
2:45 PM	0	0	0	0	0	2:45 PM	1	0	0	0	1	2:45 PM	0	2	0	1	3
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	1	0	0	1
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	3	0	0	3
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	4	0	0	4
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	1	1	3:45 PM	0	3	0	1	4
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	3	0	0	3

4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1	4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	2	0	2	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	2	0	0	2
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	4	0	0	4
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	1	0	0	1
Count Total	0	0	0	0	0	Count Total	1	0	3	1	5	Count Total	0	27	0	2	29
Peak Hour	0	0	0	0	0	Peak Hour	0	0	2	0	2	Peak Hour	0	7	0	0	7



Appendix C: Future Traffic Projections

7020 Wyoming Lane - PPACOG

Location	2015 AADT	2040 AADT	Growth Factor	Yearly Growth Rate
Dublin Blvd W/O Wolf Ridge Road	6847	7487	1.09	0.36%



Appendix D: Trip Generation Worksheets

Project Miller Downs
 Subject Trip Generation for Single-Family Detached Housing
 Designed by MAG Date May 15, 2025 Job No. 296082000
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

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

Independent Variable - Dwelling Units (X)

$$X = 54$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 220)

Average Weekday	Directional Distribution:	26% ent.	74% exit.
(T) = 0.70(X)	T = 38	Average Vehicle Trip Ends	
(T) = 0.70 * (54.0)	10 entering	28 exiting	
	10 + 28 = 38		

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 221)

Average Weekday	Directional Distribution:	63% ent.	37% exit.
(T) = 0.94(X)	T = 51	Average Vehicle Trip Ends	
(T) = 0.94 * (54.0)	32 entering	19 exiting	
	32 + 19 = 51		

Weekday (200 Series Page 219)

Average Weekday	Directional Distribution:	50% entering, 50% exiting
(T) = 9.43(X)	T = 510	Average Vehicle Trip Ends
(T) = 9.43 * (54.0)	255 entering	255 exiting
	255 + 255 = 510	

Project Miller Downs
 Subject Trip Generation for Single-Family Attached Housing
 Designed by MAG Date May 15, 2025 Job No. 296082000
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Single-Family Attached Housing (215)

Independent Variable - Dwelling Units (X)

$$X = 86$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 239)

Average Weekday	Directional Distribution:	31% ent.	69% exit.
(T) = 0.48(X)	T = 41	Average Vehicle Trip Ends	
(T) = 0.48 * (86.0)	13 entering	28 exiting	
	13 + 28 = 41		

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 240)

Average Weekday	Directional Distribution:	59% ent.	41% exit.
(T) = 0.57 (X)	T = 49	Average Vehicle Trip Ends	
(T) = 0.57 * (86.0)	29 entering	20 exiting	
	29 + 20 = 49		

Weekday (200 Series Page 238)

Average Weekday	Directional Distribution:	50% ent.	50% exit.
(T) = 7.20 (X)	T = 620	Average Vehicle Trip Ends	
(T) = 7.20 * (86.0)	310 entering	310 exiting	
	310 + 310 = 620		



Appendix E: Intersection Analysis Worksheets

Intersection						
Int Delay, s/veh	7.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	191	32	48	137	54	276
Future Vol, veh/h	191	32	48	137	54	276
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	233	39	59	167	66	337
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	226	0	-	0	647	142
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	505	-
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	1343	-	-	-	436	906
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1343	-	-	-	360	906
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	606	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.06	0		11.76		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1343	-	-	-	464	906
HCM Lane V/C Ratio	0.173	-	-	-	0.142	0.372
HCM Ctrl Dly (s/v)	8.2	-	-	-	14	11.3
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.6	-	-	-	0.5	1.7

Intersection						
Int Delay, s/veh	8.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	299	35	41	77	111	205
Future Vol, veh/h	299	35	41	77	111	205
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	322	38	44	83	119	220
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	127	0	-	0	766	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	681	-
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	1459	-	-	-	371	973
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	503	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1459	-	-	-	289	973
Mov Cap-2 Maneuver	-	-	-	-	395	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	503	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.31	0		12.66		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1459	-	-	-	395	973
HCM Lane V/C Ratio	0.22	-	-	-	0.302	0.226
HCM Ctrl Dly (s/v)	8.2	-	-	-	18	9.8
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.8	-	-	-	1.3	0.9

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	197	33	49	141	56	284
Future Vol, veh/h	197	33	49	141	56	284
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	240	40	60	172	68	346
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	232	0	-	0	666	146
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	521	-
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	1336	-	-	-	424	901
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	596	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1336	-	-	-	348	901
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	596	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.1	0		11.94		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1336	-	-	-	454	901
HCM Lane V/C Ratio	0.18	-	-	-	0.15	0.384
HCM Ctrl Dly (s/v)	8.3	-	-	-	14.3	11.5
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.5	1.8

Intersection						
Int Delay, s/veh	8.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	308	36	42	79	114	211
Future Vol, veh/h	308	36	42	79	114	211
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	331	39	45	85	123	227
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	130	0	-	0	789	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	701	-
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	1455	-	-	-	360	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	492	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1455	-	-	-	278	971
Mov Cap-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	492	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.34	0		12.92		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1455	-	-	-	386	971
HCM Lane V/C Ratio	0.228	-	-	-	0.318	0.234
HCM Ctrl Dly (s/v)	8.2	-	-	-	18.6	9.8
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.9	-	-	-	1.3	0.9

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	197	33	49	155	62	284
Future Vol, veh/h	197	33	49	155	62	284
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	240	40	60	189	76	346
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	249	0	-	0	675	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	521	-
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	1317	-	-	-	419	892
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	596	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1317	-	-	-	343	892
Mov Cap-2 Maneuver	-	-	-	-	450	-
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	596	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.15	0		12.12		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1317	-	-	-	450	892
HCM Lane V/C Ratio	0.182	-	-	-	0.168	0.388
HCM Ctrl Dly (s/v)	8.3	-	-	-	14.6	11.6
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.6	1.9

Intersection						
Int Delay, s/veh	8.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	308	36	42	89	129	211
Future Vol, veh/h	308	36	42	89	129	211
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	331	39	45	96	139	227
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	141	0	-	0	794	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	701	-
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	1442	-	-	-	357	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	492	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1442	-	-	-	275	964
Mov Cap-2 Maneuver	-	-	-	-	384	-
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	492	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.38	0		13.56		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1442	-	-	-	384	964
HCM Lane V/C Ratio	0.23	-	-	-	0.361	0.235
HCM Ctrl Dly (s/v)	8.2	-	-	-	19.6	9.9
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.9	-	-	-	1.6	0.9

Intersection						
Int Delay, s/veh	8.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	245	41	62	176	69	354
Future Vol, veh/h	245	41	62	176	69	354
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	299	50	76	215	84	432
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	290	0	-	0	830	183
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	648	-
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	1272	-	-	-	340	860
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	521	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1272	-	-	-	260	860
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	521	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.45	0		13.96		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1272	-	-	-	380	860
HCM Lane V/C Ratio	0.235	-	-	-	0.222	0.502
HCM Ctrl Dly (s/v)	8.7	-	-	-	17.2	13.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.9	-	-	-	0.8	2.9

Intersection						
Int Delay, s/veh	10.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	383	45	53	99	142	263
Future Vol, veh/h	383	45	53	99	142	263
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	412	48	57	106	153	283
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	163	0	-	0	982	110
Stage 1	-	-	-	-	110	-
Stage 2	-	-	-	-	872	-
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	1415	-	-	-	276	943
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	409	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1415	-	-	-	196	943
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	409	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.68	0		16.33		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1415	-	-	-	311	943
HCM Lane V/C Ratio	0.291	-	-	-	0.491	0.3
HCM Ctrl Dly (s/v)	8.6	-	-	-	27.2	10.4
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	1.2	-	-	-	2.6	1.3

HCM 7th TWSC
1: Adventure Way & Black Forest Road

2050 Total AM
05/16/2025

Intersection						
Int Delay, s/veh	8.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	245	41	62	190	75	354
Future Vol, veh/h	245	41	62	190	75	354
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	299	50	76	232	91	432
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	307	0	-	0	839	191
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	648	-
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	1253	-	-	-	336	850
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	521	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1253	-	-	-	256	850
Mov Cap-2 Maneuver	-	-	-	-	377	-
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	521	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.51	0		14.23		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1253	-	-	-	377	850
HCM Lane V/C Ratio	0.238	-	-	-	0.243	0.508
HCM Ctrl Dly (s/v)	8.8	-	-	-	17.6	13.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.9	-	-	-	0.9	2.9

Intersection						
Int Delay, s/veh	10.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	383	45	53	109	157	263
Future Vol, veh/h	383	45	53	109	157	263
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	412	48	57	117	169	283
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	174	0	-	0	988	116
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	872	-
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	1402	-	-	-	274	937
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	409	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1402	-	-	-	194	937
Mov Cap-2 Maneuver	-	-	-	-	310	-
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	409	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.72	0		17.69		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1402	-	-	-	310	937
HCM Lane V/C Ratio	0.294	-	-	-	0.545	0.302
HCM Ctrl Dly (s/v)	8.6	-	-	-	29.7	10.5
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	1.2	-	-	-	3.1	1.3

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	62	17	1	82	87	3
Future Vol, veh/h	62	17	1	82	87	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	20	1	95	101	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	92	0	180	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	98	-
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	-	-	1503	-	810	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1503	-	809	978
Mov Cap-2 Maneuver	-	-	-	-	809	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	925	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.09		10.07	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	814	-	-	22	-	
HCM Lane V/C Ratio	0.129	-	-	0.001	-	
HCM Ctrl Dly (s/v)	10.1	-	-	7.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	50	2	67	43	7
Future Vol, veh/h	90	50	2	67	43	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	51	2	68	44	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	143
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1440
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1440
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.22	9.71
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	815	-	-	52	-
HCM Lane V/C Ratio	0.063	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	64	18	1	84	90	3
Future Vol, veh/h	64	18	1	84	90	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	21	1	98	105	3
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	95	0	185	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	100	-
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	-	-	1498	-	804	974
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1498	-	804	974
Mov Cap-2 Maneuver	-	-	-	-	804	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	923	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.09		10.14	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	808	-	-	21	-	
HCM Lane V/C Ratio	0.134	-	-	0.001	-	
HCM Ctrl Dly (s/v)	10.1	-	-	7.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	93	52	2	69	44	7
Future Vol, veh/h	93	52	2	69	44	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	53	2	70	45	7
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	148	0	196	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	74	-
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	-	-	1434	-	793	930
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1434	-	792	930
Mov Cap-2 Maneuver	-	-	-	-	792	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	947	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.21		9.76		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	808	-	-	51	-	
HCM Lane V/C Ratio	0.064	-	-	0.001	-	
HCM Ctrl Dly (s/v)	9.8	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	64	24	1	84	104	3
Future Vol, veh/h	64	24	1	84	104	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	28	1	98	121	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	102	0	188	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	100	-
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	-	-	1490	-	801	970
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1490	-	800	970
Mov Cap-2 Maneuver	-	-	-	-	800	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	923	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.09		10.3	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	804	-	-	21	-	
HCM Lane V/C Ratio	0.155	-	-	0.001	-	
HCM Ctrl Dly (s/v)	10.3	-	-	7.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	93	67	2	69	54	7
Future Vol, veh/h	93	67	2	69	54	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	68	2	70	55	7
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	163	0	204	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	74	-
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	-	-	1415	-	785	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1415	-	784	921
Mov Cap-2 Maneuver	-	-	-	-	784	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	947	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.21		9.9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	797	-	-	51	-	
HCM Lane V/C Ratio	0.078	-	-	0.001	-	
HCM Ctrl Dly (s/v)	9.9	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	22	1	105	112	4
Future Vol, veh/h	80	22	1	105	112	4
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	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	26	1	122	130	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	119	0	230	106
Stage 1	-	-	-	-	106	-
Stage 2	-	-	-	-	124	-
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	-	-	1469	-	758	948
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1469	-	757	948
Mov Cap-2 Maneuver	-	-	-	-	757	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	900	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.07		10.73	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	763	-	-	17	-	
HCM Lane V/C Ratio	0.177	-	-	0.001	-	
HCM Ctrl Dly (s/v)	10.7	-	-	7.5	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.6	-	-	0	-	

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	64	3	86	55	9
Future Vol, veh/h	115	64	3	86	55	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	65	3	88	56	9
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	183	0	244	150
Stage 1	-	-	-	-	150	-
Stage 2	-	-	-	-	94	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1392	-	744	896
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	930	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1392	-	743	896
Mov Cap-2 Maneuver	-	-	-	-	743	-
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	928	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.26		10.17	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	761	-	-	61	-	
HCM Lane V/C Ratio	0.086	-	-	0.002	-	
HCM Ctrl Dly (s/v)	10.2	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	28	1	105	126	4
Future Vol, veh/h	80	28	1	105	126	4
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	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	33	1	122	147	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	126	0	234	109
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	124	-
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	-	-	1461	-	754	944
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1461	-	754	944
Mov Cap-2 Maneuver	-	-	-	-	754	-
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	900	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.07		10.92	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	759	-	-	17	-	
HCM Lane V/C Ratio	0.199	-	-	0.001	-	
HCM Ctrl Dly (s/v)	10.9	-	-	7.5	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.7	-	-	0	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	79	3	86	65	9
Future Vol, veh/h	115	79	3	86	65	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	81	3	88	66	9
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	198	0	252	158
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	94	-
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	-	-	1375	-	737	888
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	930	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1375	-	735	888
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	928	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.26		10.33	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	751	-	-	61	-	
HCM Lane V/C Ratio	0.101	-	-	0.002	-	
HCM Ctrl Dly (s/v)	10.3	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	21	481	8	32	514
Future Vol, veh/h	28	21	481	8	32	514
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	-	-	150	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	53	53	53	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	40	908	15	60	970

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1416	454	0
Stage 1	908	-	-
Stage 2	509	-	-
Critical Hdwy	5.74	7.14	-
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	-
Pot Cap-1 Maneuver	190	473	-
Stage 1	275	-	-
Stage 2	519	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	163	473	-
Mov Cap-2 Maneuver	222	-	-
Stage 1	275	-	-
Stage 2	446	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	23.33	0	0.87
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	288	426
HCM Lane V/C Ratio	-	-	0.321	0.142
HCM Ctrl Dly (s/v)	-	-	23.3	14.8
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	1.3	0.5

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	11	257	31	26	472
Future Vol, veh/h	28	11	257	31	26	472
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	-	-	150	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	19	451	54	46	828
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	873	225	0	0	505	0
Stage 1	451	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	359	662	-	-	673	-
Stage 1	516	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	335	662	-	-	673	-
Mov Cap-2 Maneuver	393	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	14.59	0		0.56		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	444	673	-	
HCM Lane V/C Ratio	-	-	0.154	0.068	-	
HCM Ctrl Dly (s/v)	-	-	14.6	10.7	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-	

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑↑	↑	↑	↑↑↑
Traffic Vol, veh/h	28	21	496	8	32	530
Future Vol, veh/h	28	21	496	8	32	530
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	-	-	150	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	53	53	53	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	40	936	15	60	1000

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1457	468	0	0	951
Stage 1	936	-	-	-	-
Stage 2	521	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34
Critical Hdwy Stg 1	6.64	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12
Pot Cap-1 Maneuver	181	463	-	-	413
Stage 1	265	-	-	-	-
Stage 2	512	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	155	463	-	-	413
Mov Cap-2 Maneuver	214	-	-	-	-
Stage 1	265	-	-	-	-
Stage 2	437	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	24.3	0	0.87
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	278	413
HCM Lane V/C Ratio	-	-	0.333	0.146
HCM Ctrl Dly (s/v)	-	-	24.3	15.2
HCM Lane LOS	-	-	C	C
HCM 95th %tile Q(veh)	-	-	1.4	0.5

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	11	265	31	26	486
Future Vol, veh/h	28	11	265	31	26	486
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	-	-	150	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	19	465	54	46	853
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	897	232	0	0	519	0
Stage 1	465	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	349	656	-	-	663	-
Stage 1	506	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	325	656	-	-	663	-
Mov Cap-2 Maneuver	385	-	-	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	14.8	0		0.55		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	435	663	-	
HCM Lane V/C Ratio	-	-	0.157	0.069	-	
HCM Ctrl Dly (s/v)	-	-	14.8	10.8	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.6	0.2	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑↑	↑	↑	↑↑↑
Traffic Vol, veh/h	43	23	496	14	33	530
Future Vol, veh/h	43	23	496	14	33	530
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	-	-	150	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	53	53	53	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	81	43	936	26	62	1000
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1460	468	0	0	962	0
Stage 1	936	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	181	463	-	-	408	-
Stage 1	265	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	153	463	-	-	408	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	30.62	0		0.9		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	262	408	-	
HCM Lane V/C Ratio	-	-	0.476	0.153	-	
HCM Ctrl Dly (s/v)	-	-	30.6	15.4	-	
HCM Lane LOS	-	-	D	C	-	
HCM 95th %tile Q(veh)	-	-	2.4	0.5	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	12	265	47	28	486
Future Vol, veh/h	39	12	265	47	28	486
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	-	-	150	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	21	465	82	49	853
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	904	232	0	0	547	0
Stage 1	465	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	347	656	-	-	643	-
Stage 1	506	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	320	656	-	-	643	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	15.81	0		0.6		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	422	643	-	
HCM Lane V/C Ratio	-	-	0.212	0.076	-	
HCM Ctrl Dly (s/v)	-	-	15.8	11.1	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑↑	↑	↑	↑↑↑
Traffic Vol, veh/h	28	21	617	8	32	659
Future Vol, veh/h	28	21	617	8	32	659
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	-	-	150	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	35	1028	13	53	1098
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1574	514	0	0	1042	0
Stage 1	1028	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	158	433	-	-	374	-
Stage 1	232	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	433	-	-	374	-
Mov Cap-2 Maneuver	190	-	-	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	26.24	0		0.75		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	250	374	-	
HCM Lane V/C Ratio	-	-	0.327	0.143	-	
HCM Ctrl Dly (s/v)	-	-	26.2	16.2	-	
HCM Lane LOS	-	-	D	C	-	
HCM 95th %tile Q(veh)	-	-	1.4	0.5	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	11	330	31	26	605
Future Vol, veh/h	28	11	330	31	26	605
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	-	-	150	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	18	550	52	43	1008
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1040	275	0	0	602	0
Stage 1	550	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	296	616	-	-	607	-
Stage 1	451	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	275	616	-	-	607	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	16.09	0		0.47		
HCM LOS	C					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	389	607	-
HCM Lane V/C Ratio		-	-	0.167	0.071	-
HCM Ctrl Dly (s/v)		-	-	16.1	11.4	-
HCM Lane LOS		-	-	C	B	-
HCM 95th %tile Q(veh)		-	-	0.6	0.2	-

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵↵		↑↑↑	↗	↘	↑↑↑
Traffic Vol, veh/h	43	23	617	14	33	659
Future Vol, veh/h	43	23	617	14	33	659
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	-	-	150	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	38	1028	23	55	1098
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1578	514	0	0	1052	0
Stage 1	1028	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	157	433	-	-	370	-
Stage 1	232	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	433	-	-	370	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	33.08	0		0.78		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	235	370	-	
HCM Lane V/C Ratio	-	-	0.468	0.149	-	
HCM Ctrl Dly (s/v)	-	-	33.1	16.4	-	
HCM Lane LOS	-	-	D	C	-	
HCM 95th %tile Q(veh)	-	-	2.3	0.5	-	

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑↑	↑	Y	↑↑↑
Traffic Vol, veh/h	39	12	330	47	28	605
Future Vol, veh/h	39	12	330	47	28	605
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	-	-	150	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	20	550	78	47	1008
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1047	275	0	0	628	0
Stage 1	550	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	294	616	-	-	589	-
Stage 1	451	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	271	616	-	-	589	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	17.32	0		0.51		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	377	589	-	
HCM Lane V/C Ratio	-	-	0.226	0.079	-	
HCM Ctrl Dly (s/v)	-	-	17.3	11.6	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.9	0.3	-	

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	732	3	1	1352	13	3	0	11	19	0	52
Future Vol, veh/h	8	732	3	1	1352	13	3	0	11	19	0	52
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	150	-	175	175	-	325	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	747	3	1	1380	13	3	0	11	19	0	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1393	0	0	750	0	0	1455	2158	373	1771	2148	690
Stage 1	-	-	-	-	-	-	763	763	-	1382	1382	-
Stage 2	-	-	-	-	-	-	692	1395	-	390	766	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	692	-	-	1080	-	-	*459	91	*884	*299	94	*688
Stage 1	-	-	-	-	-	-	*592	566	-	*355	362	-
Stage 2	-	-	-	-	-	-	*649	354	-	*833	564	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	692	-	-	1080	-	-	*419	90	*884	*292	93	*688
Mov Cap-2 Maneuver	-	-	-	-	-	-	*504	289	-	*335	299	-
Stage 1	-	-	-	-	-	-	*585	560	-	*354	362	-
Stage 2	-	-	-	-	-	-	*598	354	-	*813	558	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.11			0.01			9.82			12.75		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	761	692	-	-	1080	-	-	537
HCM Lane V/C Ratio	0.019	0.012	-	-	0.001	-	-	0.135
HCM Ctrl Dly (s/v)	9.8	10.3	-	-	8.3	-	-	12.7
HCM Lane LOS	A	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↱	↱	↰	↱↱	↱		↰			↰	
Traffic Vol, veh/h	45	999	8	7	894	32	0	0	7	13	0	34
Future Vol, veh/h	45	999	8	7	894	32	0	0	7	13	0	34
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	150	-	175	175	-	325	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
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	47	1052	8	7	941	34	0	0	7	14	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	975	0	0	1060	0	0	1632	2136	526	1576	2111	471
Stage 1	-	-	-	-	-	-	1146	1146	-	956	956	-
Stage 2	-	-	-	-	-	-	485	989	-	621	1155	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	919	-	-	881	-	-	*338	84	*795	*404	90	*830
Stage 1	-	-	-	-	-	-	*398	409	-	*503	493	-
Stage 2	-	-	-	-	-	-	*783	472	-	*749	404	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	919	-	-	881	-	-	*304	79	*795	*377	84	*830
Mov Cap-2 Maneuver	-	-	-	-	-	-	*356	280	-	*462	293	-
Stage 1	-	-	-	-	-	-	*377	388	-	*499	489	-
Stage 2	-	-	-	-	-	-	*743	468	-	*704	383	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.39	0.07	9.57	10.7
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	795	919	-	-	881	-	-	680
HCM Lane V/C Ratio	0.009	0.052	-	-	0.008	-	-	0.073
HCM Ctrl Dly (s/v)	9.6	9.1	-	-	9.1	-	-	10.7
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.2

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	754	3	1	1393	13	3	0	11	19	0	52
Future Vol, veh/h	8	754	3	1	1393	13	3	0	11	19	0	52
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	150	-	175	175	-	325	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	769	3	1	1421	13	3	0	11	19	0	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1435	0	0	772	0	0	1498	2222	385	1824	2212	711
Stage 1	-	-	-	-	-	-	786	786	-	1423	1423	-
Stage 2	-	-	-	-	-	-	713	1437	-	401	789	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	654	-	-	1084	-	-	*443	79	*866	*280	82	*688
Stage 1	-	-	-	-	-	-	*603	571	-	*324	338	-
Stage 2	-	-	-	-	-	-	*649	331	-	*817	569	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	654	-	-	1084	-	-	*403	78	*866	*272	81	*688
Mov Cap-2 Maneuver	-	-	-	-	-	-	*503	273	-	*307	282	-
Stage 1	-	-	-	-	-	-	*596	564	-	*324	338	-
Stage 2	-	-	-	-	-	-	*598	331	-	*796	562	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.11			0.01			9.9			13.11		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	750	654	-	-	1084	-	-	516
HCM Lane V/C Ratio	0.019	0.012	-	-	0.001	-	-	0.14
HCM Ctrl Dly (s/v)	9.9	10.6	-	-	8.3	-	-	13.1
HCM Lane LOS	A	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	1029	8	7	921	32	0	0	7	13	0	34
Future Vol, veh/h	45	1029	8	7	921	32	0	0	7	13	0	34
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	150	-	175	175	-	325	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
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	47	1083	8	7	969	34	0	0	7	14	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1003	0	0	1092	0	0	1677	2196	542	1621	2171	485
Stage 1	-	-	-	-	-	-	1178	1178	-	984	984	-
Stage 2	-	-	-	-	-	-	499	1018	-	636	1186	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	891	-	-	850	-	-	*291	71	*795	*350	76	*830
Stage 1	-	-	-	-	-	-	*375	391	-	*478	475	-
Stage 2	-	-	-	-	-	-	*783	454	-	*749	387	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	891	-	-	850	-	-	*261	66	*795	*326	71	*830
Mov Cap-2 Maneuver	-	-	-	-	-	-	*334	265	-	*435	277	-
Stage 1	-	-	-	-	-	-	*355	370	-	*474	471	-
Stage 2	-	-	-	-	-	-	*743	450	-	*703	366	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.39	0.07	9.57	10.86
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	795	891	-	-	850	-	-	664
HCM Lane V/C Ratio	0.009	0.053	-	-	0.009	-	-	0.075
HCM Ctrl Dly (s/v)	9.6	9.3	-	-	9.3	-	-	10.9
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.2

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↱	↰	↰	↱↱	↰		↱↱			↱↱	
Traffic Vol, veh/h	14	760	3	1	1395	18	3	0	11	30	0	66
Future Vol, veh/h	14	760	3	1	1395	18	3	0	11	30	0	66
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	150	-	175	175	-	325	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	776	3	1	1423	18	3	0	11	31	0	67

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1442	0	0	779	0	0	1518	2248	388	1842	2233	712
Stage 1	-	-	-	-	-	-	804	804	-	1426	1426	-
Stage 2	-	-	-	-	-	-	714	1444	-	416	807	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	648	-	-	1077	-	-	*443	73	*866	*262	77	*688
Stage 1	-	-	-	-	-	-	*585	558	-	*323	337	-
Stage 2	-	-	-	-	-	-	*649	327	-	*817	556	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	648	-	-	1077	-	-	*390	71	*866	*253	75	*688
Mov Cap-2 Maneuver	-	-	-	-	-	-	*485	263	-	*305	278	-
Stage 1	-	-	-	-	-	-	*572	546	-	*322	337	-
Stage 2	-	-	-	-	-	-	*585	327	-	*788	543	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.19			0.01			9.95			14.08		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	741	648	-	-	1077	-	-	494
HCM Lane V/C Ratio	0.019	0.022	-	-	0.001	-	-	0.198
HCM Ctrl Dly (s/v)	10	10.7	-	-	8.3	-	-	14.1
HCM Lane LOS	A	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.7

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	1033	8	7	927	44	0	0	7	21	0	44
Future Vol, veh/h	60	1033	8	7	927	44	0	0	7	21	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	175	175	-	325	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
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	63	1087	8	7	976	46	0	0	7	22	0	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1022	0	0	1096	0	0	1716	2251	544	1661	2213	488
Stage 1	-	-	-	-	-	-	1214	1214	-	991	991	-
Stage 2	-	-	-	-	-	-	503	1037	-	670	1222	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	872	-	-	845	-	-	*256	61	*795	*307	67	*830
Stage 1	-	-	-	-	-	-	*351	372	-	*473	471	-
Stage 2	-	-	-	-	-	-	*783	443	-	*749	367	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	872	-	-	845	-	-	*222	56	*795	*280	62	*830
Mov Cap-2 Maneuver	-	-	-	-	-	-	*305	245	-	*422	262	-
Stage 1	-	-	-	-	-	-	*325	345	-	*469	467	-
Stage 2	-	-	-	-	-	-	*733	439	-	*689	341	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.52	0.07	9.57	11.38
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	795	872	-	-	845	-	-	632
HCM Lane V/C Ratio	0.009	0.072	-	-	0.009	-	-	0.108
HCM Ctrl Dly (s/v)	9.6	9.5	-	-	9.3	-	-	11.4
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.4

Notes	
~: Volume exceeds capacity	\$. Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↰	↰	↰	↰↰	↰		↰			↰	
Traffic Vol, veh/h	8	939	3	1	1734	13	3	0	11	19	0	52
Future Vol, veh/h	8	939	3	1	1734	13	3	0	11	19	0	52
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	150	-	175	175	-	325	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	958	3	1	1769	13	3	0	11	19	0	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1783	0	0	961	0	0	1861	2759	479	2267	2749	885
Stage 1	-	-	-	-	-	-	974	974	-	1771	1771	-
Stage 2	-	-	-	-	-	-	887	1785	-	495	978	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	467	-	-	960	-	-	*292	13	*812	*145	14	*581
Stage 1	-	-	-	-	-	-	*515	499	-	*210	234	-
Stage 2	-	-	-	-	-	-	*548	228	-	*766	497	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	467	-	-	960	-	-	*260	13	*812	*141	14	*581
Mov Cap-2 Maneuver	-	-	-	-	-	-	*397	186	-	*198	195	-
Stage 1	-	-	-	-	-	-	*506	491	-	*210	233	-
Stage 2	-	-	-	-	-	-	*498	227	-	*742	489	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.11	0.01	10.54	16.57
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	664	467	-	-	960	-	-	383
HCM Lane V/C Ratio	0.022	0.017	-	-	0.001	-	-	0.189
HCM Ctrl Dly (s/v)	10.5	12.9	-	-	8.8	-	-	16.6
HCM Lane LOS	B	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.7

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↗	↘	↰	↗	↘		↕			↕	
Traffic Vol, veh/h	45	1281	8	7	1146	32	0	0	7	13	0	34
Future Vol, veh/h	45	1281	8	7	1146	32	0	0	7	13	0	34
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	150	-	175	175	-	325	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
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	47	1348	8	7	1206	34	0	0	7	14	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1240	0	0	1357	0	0	2061	2698	674	1990	2673	603
Stage 1	-	-	-	-	-	-	1443	1443	-	1221	1221	-
Stage 2	-	-	-	-	-	-	618	1255	-	769	1452	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	751	-	-	685	-	-	*183	17	*724	*251	19	*759
Stage 1	-	-	-	-	-	-	*277	304	-	*386	395	-
Stage 2	-	-	-	-	-	-	*716	376	-	*682	300	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	751	-	-	685	-	-	*162	16	*724	*230	17	*759
Mov Cap-2 Maneuver	-	-	-	-	-	-	*243	197	-	*349	207	-
Stage 1	-	-	-	-	-	-	*259	285	-	*382	391	-
Stage 2	-	-	-	-	-	-	*675	372	-	*633	281	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.34	0.06	10.03	11.88
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	724	751	-	-	685	-	-	573
HCM Lane V/C Ratio	0.01	0.063	-	-	0.011	-	-	0.086
HCM Ctrl Dly (s/v)	10	10.1	-	-	10.3	-	-	11.9
HCM Lane LOS	B	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.3

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↰	↰	↰	↰↰	↰		↰			↰	
Traffic Vol, veh/h	14	945	3	1	1736	18	3	0	11	30	0	66
Future Vol, veh/h	14	945	3	1	1736	18	3	0	11	30	0	66
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	150	-	175	175	-	325	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	964	3	1	1771	18	3	0	11	31	0	67

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1790	0	0	967	0	0	1881	2785	482	2284	2769	886
Stage 1	-	-	-	-	-	-	993	993	-	1773	1773	-
Stage 2	-	-	-	-	-	-	888	1792	-	511	996	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	461	-	-	953	-	-	*292	12	*812	*131	13	*581
Stage 1	-	-	-	-	-	-	*498	487	-	*209	233	-
Stage 2	-	-	-	-	-	-	*548	224	-	*766	485	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	461	-	-	953	-	-	*250	11	*812	*125	12	*581
Mov Cap-2 Maneuver	-	-	-	-	-	-	*380	178	-	*197	192	-
Stage 1	-	-	-	-	-	-	*483	472	-	*209	232	-
Stage 2	-	-	-	-	-	-	*484	224	-	*732	470	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.19			0.01			10.63			18.66		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	653	461	-	-	953	-	-	361
HCM Lane V/C Ratio	0.022	0.031	-	-	0.001	-	-	0.272
HCM Ctrl Dly (s/v)	10.6	13.1	-	-	8.8	-	-	18.7
HCM Lane LOS	B	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.1

Notes	
~: Volume exceeds capacity	\$. Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↰	↰	↰	↰↰	↰		↰			↰	
Traffic Vol, veh/h	60	1285	8	7	1152	44	0	0	7	21	0	44
Future Vol, veh/h	60	1285	8	7	1152	44	0	0	7	21	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	175	175	-	325	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
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	63	1353	8	7	1213	46	0	0	7	22	0	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1259	0	0	1361	0	0	2100	2753	676	2030	2715	606
Stage 1	-	-	-	-	-	-	1479	1479	-	1227	1227	-
Stage 2	-	-	-	-	-	-	621	1274	-	803	1487	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	734	-	-	682	-	-	*154	13	*724	*210	16	*759
Stage 1	-	-	-	-	-	-	*257	287	-	*381	392	-
Stage 2	-	-	-	-	-	-	*716	366	-	*682	283	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	734	-	-	682	-	-	*130	12	*724	*188	14	*759
Mov Cap-2 Maneuver	-	-	-	-	-	-	*219	180	-	*336	194	-
Stage 1	-	-	-	-	-	-	*235	262	-	*377	388	-
Stage 2	-	-	-	-	-	-	*665	362	-	*617	259	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.46	0.06	10.03	12.64
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	724	734	-	-	682	-	-	540
HCM Lane V/C Ratio	0.01	0.086	-	-	0.011	-	-	0.127
HCM Ctrl Dly (s/v)	10	10.4	-	-	10.3	-	-	12.6
HCM Lane LOS	B	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0	0.3	-	-	0	-	-	0.4

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon