TRANSPORTATION MEMORANDUM

For

8345 Blue Gill Drive – Rezone
El Paso County, Colorado

June 2026

Prepared for:

MAJCO, LLC
C/O Jensen Cofer, LLC
5125 Centennial Boulevard, Suite 200
Colorado Springs, Colorado 80919

Prepared by:

SM ROCHA, LLC
TRAFFIC & TRANSPORTATION ENGINEERING

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

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



Project Engineer/Manager:
Mike Rocha, Principal
Leo Ornelas, EIT

Engineer in Responsible Charge:
Brandon Wilson, PE

26-012587

Traffic Engineer's Statement

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

Brandon Wilson 06/03/2026

Brandon Wilson, P.E. #68282 Date

Developer's Statement

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

09/10/26

MAJCO, LLC

Date

Table of Contents

I. Introduction 1

Project Overview 1
Study Area 1
Site Description 1
Existing and Committed Surface Transportation Network 4

II. Existing Traffic Conditions 6

Peak Hour Intersection Levels of Service – Existing Traffic 8
Existing Traffic Analysis Results 9

III. Future Traffic Conditions Without Proposed Development 10

IV. Project Traffic 11

Trip Generation 11
Adjustments to Trip Generation Rates 12
Trip Distribution 12
Trip Assignment 12

V. Future Traffic Conditions With Development 13

VI. Project Impacts 14

Development Impacts 14
Recommended Improvements 14

VII. Conclusion 15

List of Figures

Figure 1 – Site Location....2
Figure 2 – Existing Site Plan....3
Figure 3 – Existing Traffic Volumes & Intersection Geometry....7

List of Tables

Table 1 – Intersection Capacity Analysis Summary – Existing Traffic....8
Table 2 – Trip Generation Rates....11
Table 3 – Trip Generation Summary....11

Appendices

APPENDIX A TRAFFIC COUNT DATA
APPENDIX B LEVEL OF SERVICE DEFINITIONS
APPENDIX C CAPACITY WORKSHEETS

I. Introduction

Project Overview

This transportation memorandum is provided as a planning document and addresses the capacity, geometric, and control requirements associated with the development entitled 8345 Blue Gill Drive. This analysis was prepared in accordance with Appendix B of the County's Engineering Criteria Manual[1].

This existing development is located near the southeast corner of US Highway 24 and Judge Orr Road in El Paso County, Colorado.

Study Area

The study area to be examined in this analysis encompasses the area bounded by US Highway 24, Cottontail Drive, Judge Orr Road, Blue Gill Drive, and existing site access.

Figure 1 illustrates location of the site and study intersections.

Site Description

The development area (10.87 acres) is currently occupied by two commercial buildings with associated parking and landscaped areas. The primary building (approximately 8,470 square feet) is occupied by Tire King of Falcon, a full-service automotive service center that has operated at the site for approximately 19 years. Tire King of Falcon operates weekdays from 8:00 a.m. to 5:00 p.m. The second, smaller ancillary building (approximately 4,000 square feet) is occupied by a supporting tire retreading operation.

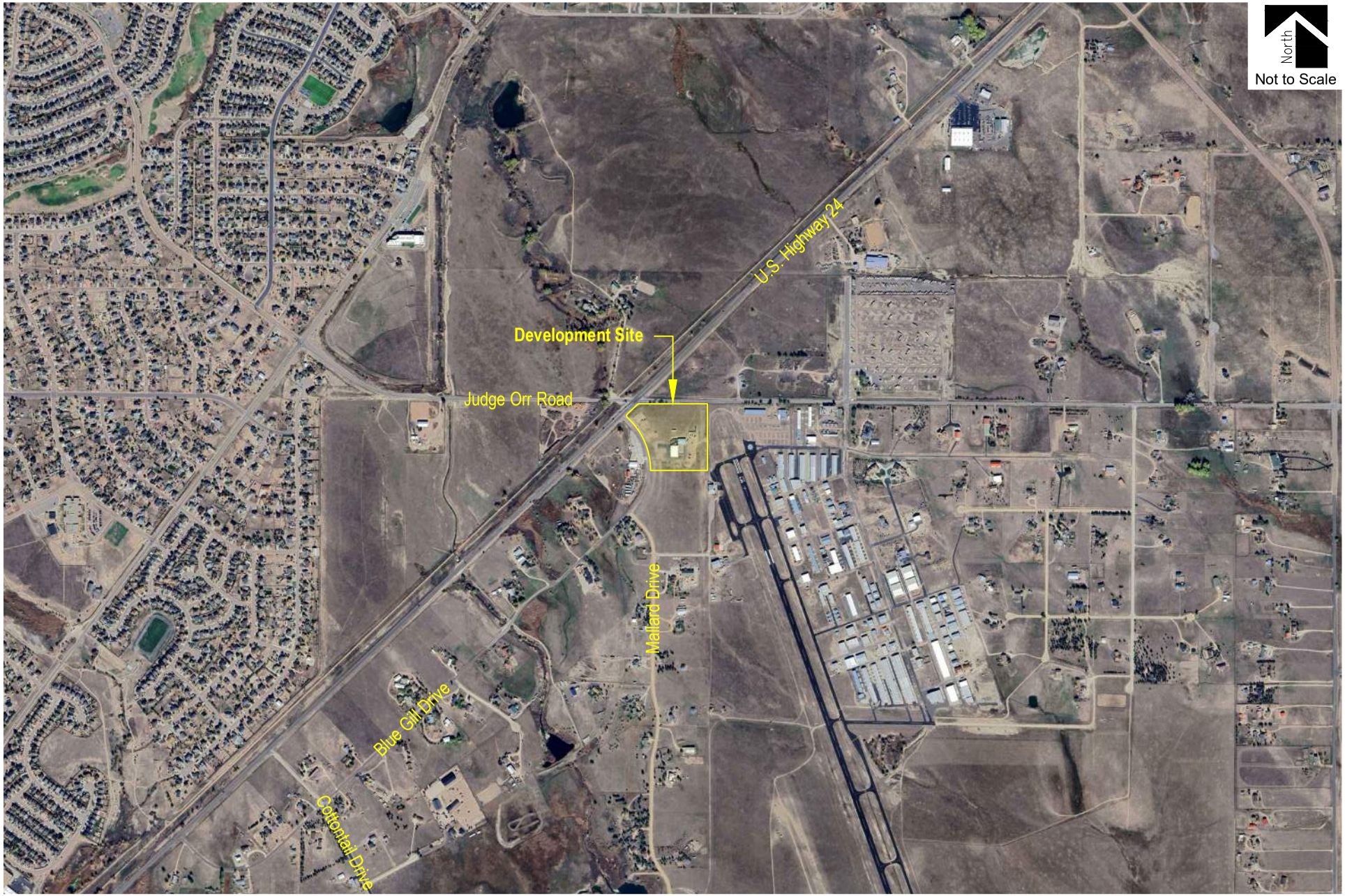
The development intent is solely to update the Property's zoning designation from the obsolete R-4 zoning district to the current CS (Commercial Service) zoning district and does not involve any change to the existing land use, site operations, or development intensity.

The development is served by a single existing full-movement access onto Blue Gill Drive, with no changes to site access proposed.

General site location is shown on Figure 1.

A site plan of existing use is shown on Figure 2 and is provided for illustrative purposes only.

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


North
Not to Scale
U.S. Highway 24
Development Site
Judge Orr Road
Mallard Drive
Blue Gill Drive
Cottontail Drive


North
Not to Scale
Judge Orr Road
U.S. Highway 24
Blue Gill Drive
Development Site
Site Access

Existing and Committed Surface Transportation Network

Existing Network

Within the study area, US Highway 24 and Blue Gill Drive are the primary roadways that accommodate traffic to and from the existing development. Secondary roadways include Cottontail Drive and Judge Orr Road. A brief description of each roadway, based on the County's Major Transportation Corridors Plan (MTCP)[2] and ECM is provided below.

> US Highway 24 is a north-south state roadway having two through lanes (one lane in each direction) with a combination of shared and exclusive turn lanes at the intersection within the study area. The Colorado Department of Transportation (CDOT) categorizes the adjacent segment of US Highway 24 as an Expressway (E-X) and provides a posted speed limit of 55 MPH.
>
> Judge Orr Road is an east-west, rural minor arterial roadway currently providing two travel lanes with shared turn lanes at the intersections within the study area. Judge Orr Road has a posted speed limit of 45 MPH. Figure 24 (2045 Roadway Plan Daily Traffic Forecasts) of the County MTCP projects average daily traffic volumes ranging from 301 to 5,000 vehicles per day along this roadway segment.
>
> Blue Gill Drive is generally a north-south, rural local roadway consisting of two through lanes (one in each direction) with shared turn lanes at intersections within the study area. The roadway has a posted speed limit of 30 mph and primarily functions as a frontage road to US Highway 24, providing looped connections for limited local access.
>
> Cottontail Drive is an east-west, partially paved, rural local roadway providing two travel lanes with shared turn lanes at intersections within the study area. Cottontail Drive has a posted speed limit of 30 MPH.

The County MTCP (Figure 22 – 2045 Roadway Functional Classifications) designates both Blue Gill Drive and Cottontail Drive as rural local roadways. Additionally, County MTCP (Figure 24 – 2045 Roadway Plan Daily Traffic Forecasts) projects relatively low average daily traffic volumes of up to 300 vehicles per day for each roadway.

The full-movement intersection of US Highway 24 and Judge Orr Road is signalized. All other study intersections operate under a stop-controlled condition. A stop-controlled intersection is defined as a roadway intersection where vehicle rights-of-way are controlled by one or more "STOP" signs.

The Blue Gill Drive intersection with US Highway 24 is restricted to right-in/right-out movements only. Cottontail Drive currently operates as a full-movement intersection with US Highway 24. However, the US Highway 24 Access Control Plan envisions future conversion of the Cottontail Drive intersection to right-in/right-out operation.

[2] El Paso County Major Transportation Corridors Plan (MTCP), Felsburg Holt & Ullevig, July 2024.

Committed Network

Pursuant to the planned CDOT intersection improvement project at US Highway 24 and Judge Orr Road, roadway modifications are proposed to implement the US Highway 24 Access Control Plan. Planned improvements are described to include conversion of the existing Judge Orr Road intersection to a roundabout and closure of the existing northern connection of Blue Gill Drive to US Highway 24. As part of these improvements, the northern terminus of Blue Gill Drive will be converted to a cul-de-sac. Existing business and residential access along Blue Gill Drive will be maintained.

To preserve access, a new roadway connection between Blue Gill Drive and US Highway 24 is planned through El Paso County property approximately one-half mile southwest of the existing Judge Orr Road intersection. The proposed US Highway 24 intersection is anticipated to operate as an unsignalized continuous T intersection, allowing uninterrupted through movement along US Highway 24 while providing right-in/right-out and left-in/left-out access movements. CDOT currently estimates construction to begin in late summer or fall 2027.

No other regional or site-specific roadway improvements within the study area are known to be planned or committed at this time.

II. Existing Traffic Conditions

Morning (AM) and afternoon (PM) peak-hour traffic counts were collected at the intersections of US Highway 24 with Judge Orr Road, Blue Gill Drive, and Cottontail Drive, as well as at the Blue Gill Drive intersections with Cottontail Drive and the Existing Access. These counts were collected on Tuesday, April 21, 2026, with AM peak hour counts being collected during the period of 7:00 a.m. to 9:00 a.m. and PM peak hour counts being collected during the period of 4:00 p.m. to 6:00 p.m.

Average daily traffic (ADT) volumes were not collected due to the low peak-hour traffic volumes observed within the study area and the limited relevance of ADT data to the intersection operational analyses performed in this study.

Existing traffic volumes and intersection geometry are presented in Figure 3. Traffic count data is included in Appendix A for reference.

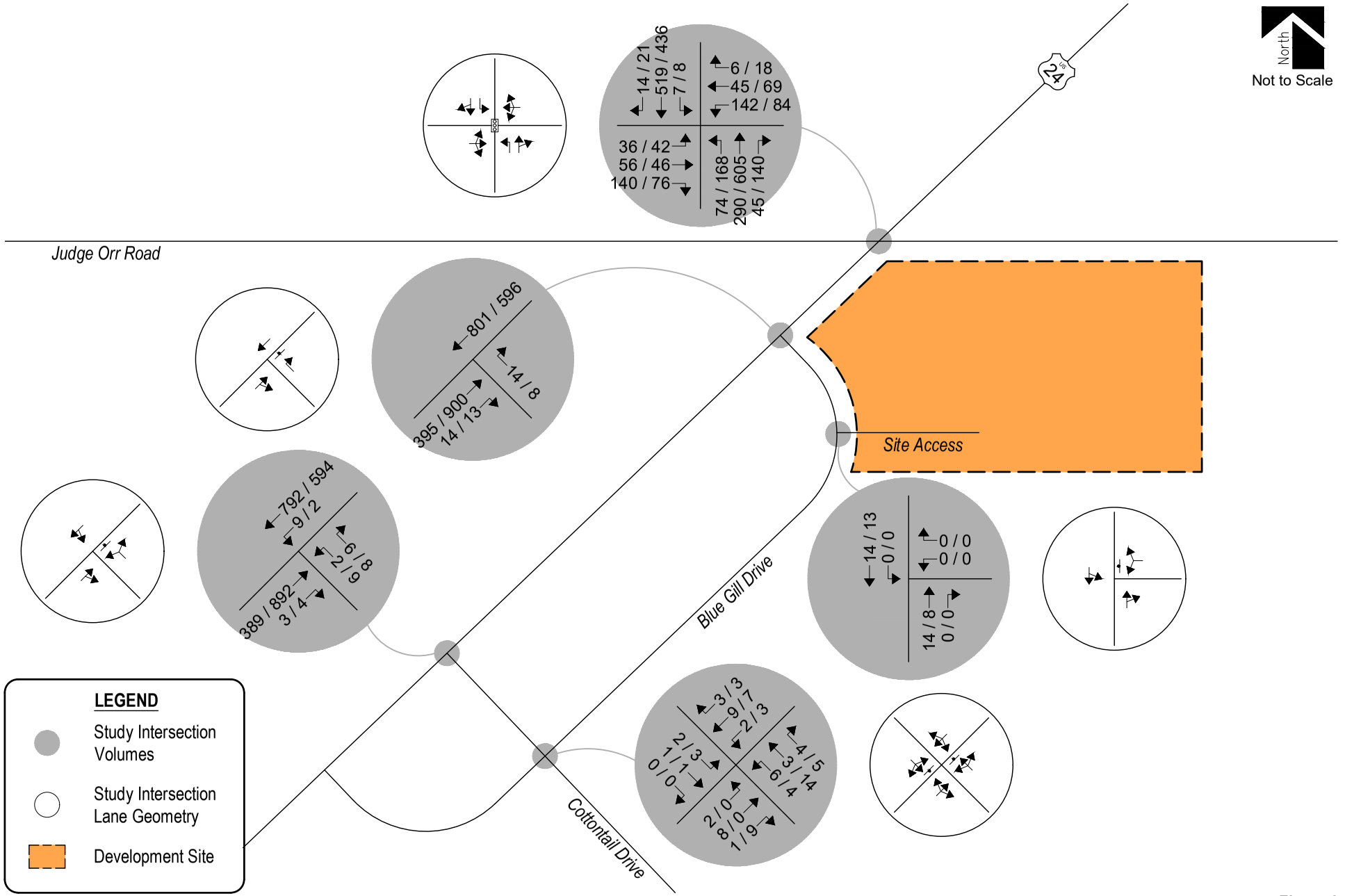


Figure 3
EXISTING TRAFFIC
Volumes & Intersection Geometry
AM / PM Peak Traffic Hour

Peak Hour Intersection Levels of Service – Existing Traffic

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

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

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

Intersection capacity worksheets prepared for this study are included in Appendix C.

Table 1 – Intersection Capacity Analysis Summary – Existing Traffic

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
US Highway 24 / Judge Orr Road (Signalized)	D (37.5)*	D (38.4)*
US Highway 24 / Blue Gill Drive (Stop-Controlled) Westbound Right	 B	 C
US Highway 24 / Cottontail Drive (Stop-Controlled) Westbound Left and Right Southbound Left and Through	 B A	 D B
Cottontail Drive / Blue Gill Drive (Stop-Controlled) Eastbound Left, Through and Right Westbound Left, Through and Right Northbound Left, Through and Right Southbound Left, Through and Right	 A A A A	 A A A A
Blue Gill Drive / Existing Access (Stop-Controlled) Westbound Left and Right Southbound Left and Through	 A A	 A A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service
* Operational results per CDOT US24 & Judge Orr Road Intersection Improvements Project

Existing Traffic Analysis Results

Under existing conditions, operational analysis pursuant to the CDOT improvement project shows that the signalized intersection of U.S. Highway 24 and Judge Orr Road provides overall operations at LOS D during both morning and afternoon peak traffic hours.

The unsignalized, right-in/right-out intersection of Blue Gill Drive with US Highway 24 has turn movement operations at LOS B during the morning peak traffic hour and LOS C operation during the afternoon peak traffic hour.

The stop-controlled intersection of US Highway 24 and Cottontail Drive operates at LOS B or better for all turn movements during the AM and PM peak traffic hours, except for the shared westbound left-turn/right-turn movement, which operates at LOS D during the PM peak hour. While this operation meets County intersection operational goals, the LOS D operation is primarily attributable to the higher traffic volumes and travel speeds along US Highway 24 and is typical of stop-controlled minor-street movements entering or crossing a major roadway. However, actual turn movement operations at this intersection may be better than those indicated by the HCM Two-Way Stop-Control (TWSC) level of service analysis, as the HCM methodology does not fully account for vehicle platooning and traffic stream gaps created by nearby signalized intersections. The signalized US Highway 24 intersections with Woodmen Road and Judge Orr Road are expected to create periodic gaps in the US Highway 24 traffic stream, providing additional opportunities for turning movements at Cottontail Drive. As a result, these upstream and downstream signal controls will likely provide some mitigation to the LOS D operation during the PM peak traffic hour.

The unsignalized Blue Gill Drive intersections with Cottontail Drive and Existing Site Access operate at LOS A during both morning and afternoon peak traffic hours.

III. Future Traffic Conditions Without Proposed Development

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

A background traffic evaluation was not conducted as part of this transportation memorandum because the request is limited to updating the Property's zoning designation from the obsolete R-4 zoning district to the current CS zoning district and does not involve any change to the existing land use, site operations, access configuration, or development intensity. As such, no additional traffic impacts are anticipated to result from the proposed zoning action.

Furthermore, the surrounding area contains limited vacant land with future development potential, and any future development permitted under existing rural residential zoning classifications would be expected to generate relatively low traffic volumes. In addition, CDOT currently plans to construct the US Highway 24 and Judge Orr Road intersection improvement project in 2027, including roadway network modifications that are anticipated to significantly alter travel patterns and access conditions within the study area. Accordingly, preparation of a future background traffic forecast is not considered necessary for evaluating the proposed zoning update.

IV. Project Traffic

Trip Generation

Although no redevelopment, expansion, or change in land use is proposed, a trip generation estimate was prepared for the existing tire store to provide a general indication of the traffic volumes typically associated with a similar land use.

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in the Trip Generation Manual, 12th Edition were used to estimate average daily traffic (ADT), AM peak-hour, and PM peak-hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from a point of origin to a point of destination.

ITE Land Use Code 848 (Tire Store) was selected for the trip generation estimate because it represents the best available fit to the existing land use. The trip generation rates used in this evaluation are presented in Table 2.

Table 2 – Trip Generation Rates

			TRIP GENERATION RATES						
ITE			24	AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	UNIT	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
848	Tire Store	KSF	28.54	1.72	0.97	2.69	1.66	2.19	3.85

Key: KSF = Thousand Square Feet Gross Floor Area.
Note: All data and calculations above are subject to being rounded to nearest value.

Using the ITE rates presented in Table 2, the existing development is estimated to generate approximately 127 daily vehicle trips, including approximately 10 trips during the AM peak hour and 13 trips during the PM peak hour, as summarized in Table 3.

Table 3 – Trip Generation Summary

			TOTAL TRIPS GENERATED						
ITE			24	AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	SIZE	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	14 DU	127	3	7	10	8	5	13
		Total:	*127*	*3*	*7*	*10*	*8*	*5*	*13*

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

It is noted that the trip generation estimates presented above are derived from national ITE survey data and are intended for planning-level comparison purposes only. While actual traffic volumes associated with this rural location may vary from the estimated values, the ITE analysis continues to indicate that the existing tire store is a relatively low traffic-generating land use, with an estimated 127 daily vehicle trips and limited peak-hour traffic activity. Furthermore, traffic associated with the existing tire store is already reflected within the traffic counts collected for this memorandum and is therefore inherently included in the existing traffic conditions and operational analyses presented herein.

Adjustments to Trip Generation Rates

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

Trip Distribution

The directional distribution of traffic associated with the existing development was determined based on the location of the site within the County, surrounding land uses, permitted turning movements, and the available roadway network.

It is recognized that travel patterns in the study area are expected to change following completion of the planned CDOT US Highway 24 and Judge Orr Road improvement project, including closure of the existing Blue Gill Drive intersection with US Highway 24 and implementation of the associated roadway network modifications.

Trip Assignment

Traffic assignment is the process of allocating vehicle trips to the available roadway network based on anticipated travel patterns and roadway connectivity.

Upon completion of the planned CDOT US Highway 24 and Judge Orr Road improvement project, including closure of the existing Blue Gill Drive intersection with US Highway 24, travel patterns associated with the existing development are expected to shift. As a result, traffic from the development site will primarily access US Highway 24 through the intersections of new US Highway 24 connection, Cottontail Drive and south terminus of Blue Gill Drive.

Given the relatively low traffic volumes associated with the existing development, this reassignment of traffic is not anticipated to adversely affect the operation of area roadways or intersections.

V. Future Traffic Conditions With Development

Future traffic conditions with the existing development are not anticipated to differ materially from existing traffic conditions because no redevelopment, expansion, change in land use, modification to site access, or increase in development intensity is proposed. As such, traffic associated with the existing tire store use is expected to remain generally consistent with current conditions and is already reflected in the traffic counts and operational analyses presented in this memorandum.

As discussed in previous sections, the most significant future transportation change within the study area is the planned CDOT US Highway 24 and Judge Orr Road improvement project. Upon completion of that project, traffic associated with the existing development is expected to be redistributed to the future Blue Gill Drive and Cottontail Drive access locations in accordance with the roadway network modifications planned by CDOT.

VI. Project Impacts

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

Development Impacts

Given the relatively low traffic volumes associated with the existing development, this redistribution of development traffic caused by the CDOT project is not anticipated to adversely affect the operation of area roadways or intersections. Evaluation of future traffic operations resulting from the US Highway 24 and Judge Orr Road improvement project, including reassignment of traffic within the surrounding roadway network, was performed by CDOT as part of the project planning and design process. Accordingly, no additional future traffic operational analysis was considered necessary for the purposes of this zoning update request.

It is emphasized that this conclusion is based on continuation of the existing site use and operational characteristics. Should the property be redeveloped, expanded, or modified in a manner that increases traffic generation, changes site access, or intensifies site operations, additional traffic analysis may be warranted at that time to evaluate potential transportation impacts and identify any improvements required by the governing agencies. Such future analyses should consider the roadway network and traffic conditions existing at the time of development application, including any transportation improvements implemented within the study area.

Recommended Improvements

Potential roadway and intersection improvements were considered based on the existing roadway network, observed traffic volumes, level of service results, projected travel patterns associated with the planned CDOT US Highway 24 and Judge Orr Road improvement project, and the requirements of the County Engineering Criteria Manual (ECM).

Based on the analyses presented herein, no roadway, intersection, access, or traffic control improvements are identified as necessary to accommodate the continued operation of the existing development. The proposed zoning update does not involve redevelopment, expansion, a change in land use, or an increase in development intensity and, therefore, is not anticipated to create additional traffic impacts to the surrounding transportation system.

Accordingly, no public roadway or intersection improvements are recommended as part of this request beyond those improvements independently planned by CDOT for the US Highway 24 and Judge Orr Road corridor.

VII. Conclusion

This transportation memorandum was prepared in support of a request to update the Property's zoning designation from the obsolete R-4 zoning district to the current CS zoning district. The request does not involve redevelopment of the site, expansion of existing buildings, changes to site access, modification of site operations, or an increase in development intensity.

The Property is currently developed and occupied by an existing commercial use that has operated at the site for many years. Traffic associated with this use is already reflected within the existing roadway network and was observed in the traffic counts collected for this study. Operational analyses of existing conditions indicate that the study intersections operate acceptably and in compliance with applicable County operational criteria.

Although the planned CDOT US Highway 24 and Judge Orr Road improvement project is expected to modify travel patterns and redistribute traffic within the study area, the existing development remains a relatively low traffic generator and is not anticipated to adversely affect the operation of surrounding roadways or intersections following implementation of the CDOT improvements. Evaluation of future traffic operations associated with those roadway modifications is being addressed separately through the CDOT project development and design process.

Based on the analyses presented herein, the proposed zoning update is not anticipated to create additional traffic impacts or increase transportation demands on the surrounding roadway network. Therefore, no roadway, intersection, access, or traffic control improvements are identified as necessary to accommodate the continued operation of the existing development, and no transportation improvements are recommended as part of this request.

Should the Property be redeveloped, expanded, or modified in the future in a manner that increases traffic generation, changes site access, or intensifies site operations, additional traffic analysis may be warranted at that time as determined by the governing agencies.

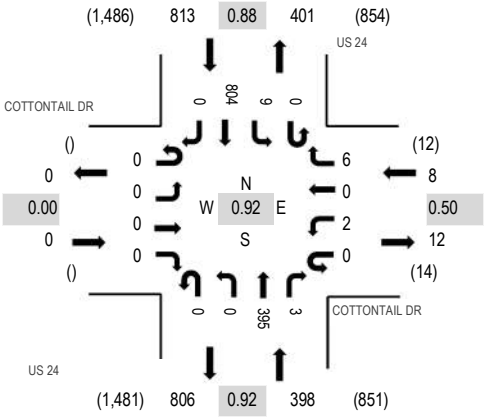
APPENDIX A

Traffic Count Data

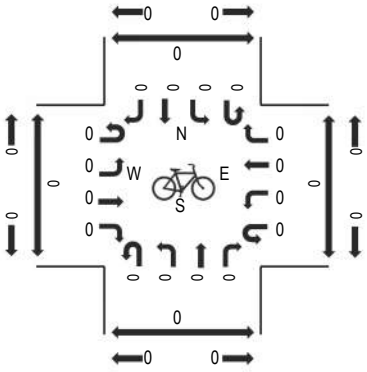
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 US 24 & COTTONTAIL DR AM
Date: Tuesday, April 21, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

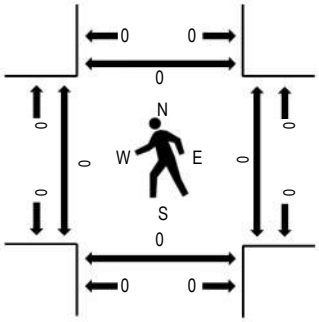
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

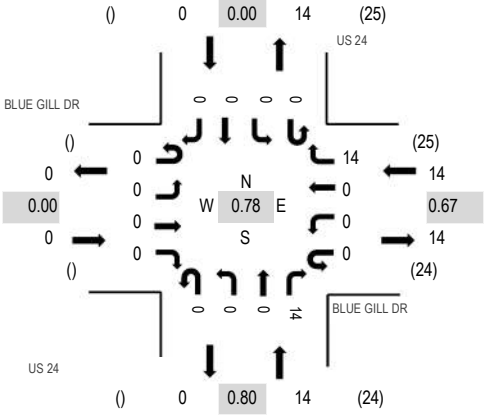
Traffic Counts - Motorized Vehicles

Interval Start Time	COTTONTAIL DR Eastbound				COTTONTAIL DR Westbound				US 24 Northbound				US 24 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	1	0	3	0	0	109	0	0	0	217	0	330	1,219	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	79	1	0	4	226	0	311	1,170	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	97	1	0	1	207	0	307	1,151	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	1	0	0	110	1	0	4	154	0	271	1,128	0	0	0	0
8:00 AM	0	0	0	0	0	2	0	1	0	0	104	1	0	0	173	0	281	1,130	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	109	0	0	0	182	0	292		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	116	0	0	1	167	0	284		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	123	0	0	0	150	0	273		0	0	0	0
Count Total	0	0	0	0	0	5	0	7	0	0	847	4	0	10	1,476	0	2,349		0	0	0	0
Peak Hour	0	0	0	0	0	2	0	6	0	0	395	3	0	9	804	0	1,219		0	0	0	0

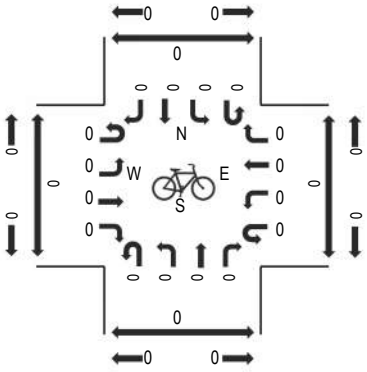
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 US 24 & BLUE GILL DR AM
Date: Tuesday, April 21, 2026
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

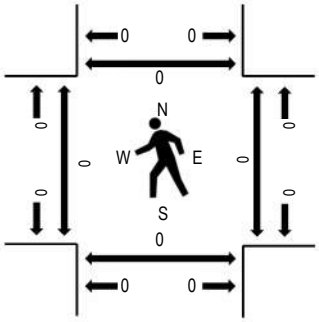
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

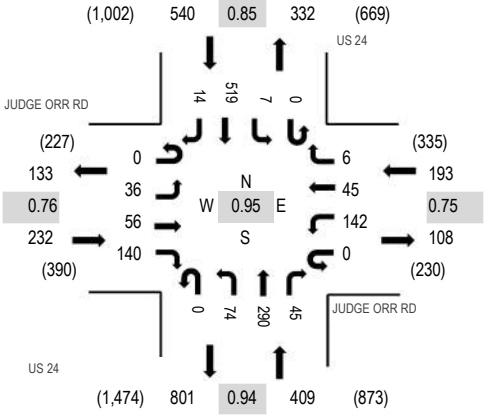
Traffic Counts - Motorized Vehicles

Interval Start Time	BLUE GILL DR Eastbound				BLUE GILL DR Westbound				US 24 Northbound				US 24 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	5	27	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	6	0	0	0	3	0	0	0	0	9	28	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	5	27	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	3	0	0	0	5	0	0	0	0	8	25	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	6	22	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	8		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	5		0	0	0	0
Count Total	0	0	0	0	0	0	0	25	0	0	0	24	0	0	0	0	49		0	0	0	0
Peak Hour	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	28		0	0	0	0

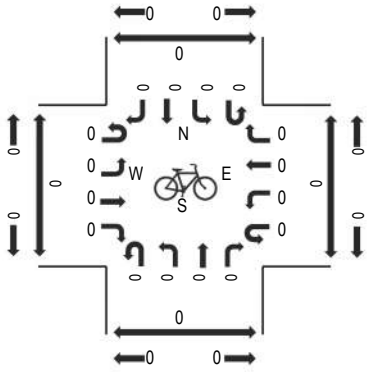
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 US 24 & JUDGE ORR RD AM
Date: Tuesday, April 21, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

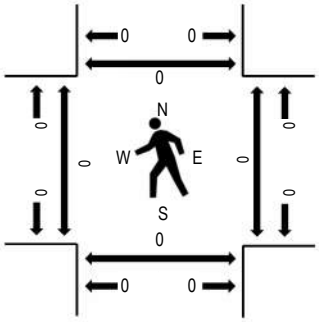
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

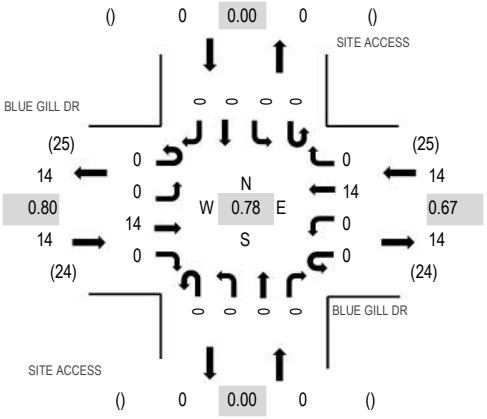
Traffic Counts - Motorized Vehicles

Interval Start Time	JUDGE ORR RD Eastbound				JUDGE ORR RD Westbound				US 24 Northbound				US 24 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	12	15	49	0	28	13	1	0	14	85	8	0	3	131	2	361	1,374	0	0	0	0
7:15 AM	0	8	15	33	0	44	9	1	0	10	71	8	0	1	156	1	357	1,323	0	0	0	0
7:30 AM	0	11	14	26	0	43	20	1	0	24	70	10	0	1	127	8	355	1,280	0	0	0	0
7:45 AM	0	5	12	32	0	27	3	3	0	26	64	19	0	2	105	3	301	1,225	0	0	0	0
8:00 AM	0	8	11	29	0	24	9	0	0	15	70	20	0	1	121	2	310	1,226	0	0	0	0
8:15 AM	0	3	6	24	0	32	5	1	0	16	75	23	0	0	127	2	314		0	0	0	0
8:30 AM	0	3	8	22	0	28	2	1	0	12	89	20	0	1	110	4	300		0	0	0	0
8:45 AM	0	2	9	33	0	31	8	1	0	17	84	23	0	0	92	2	302		0	0	0	0
Count Total	0	52	90	248	0	257	69	9	0	134	608	131	0	9	969	24	2,600		0	0	0	0
Peak Hour	0	36	56	140	0	142	45	6	0	74	290	45	0	7	519	14	1,374		0	0	0	0

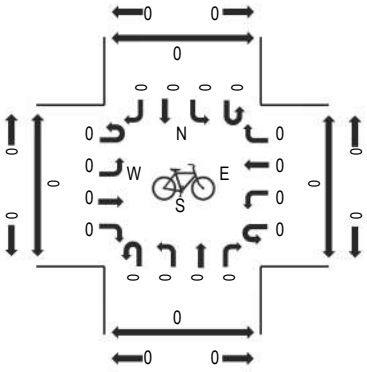
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 SITE ACCESS & BLUE GILL DR AM
Date: Tuesday, April 21, 2026
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

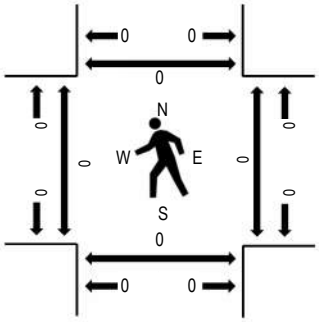
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

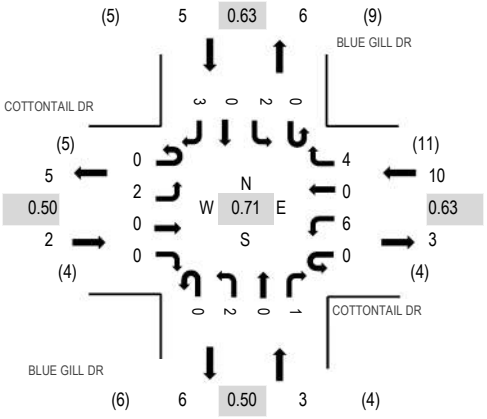
Traffic Counts - Motorized Vehicles

Interval Start Time	BLUE GILL DR Eastbound				BLUE GILL DR Westbound				SITE ACCESS Northbound				SITE ACCESS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	27	0	0	0	0
7:15 AM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	9	28	0	0	0	0
7:30 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	27	0	0	0	0
7:45 AM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	8	25	0	0	0	0
8:00 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	22	0	0	0	0
8:15 AM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8		0	0	0	0
8:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3		0	0	0	0
8:45 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5		0	0	0	1
Count Total	0	0	24	0	0	0	25	0	0	0	0	0	0	0	0	0	49		0	0	0	1
Peak Hour	0	0	14	0	0	0	14	0	0	0	0	0	0	0	0	0	28		0	0	0	0

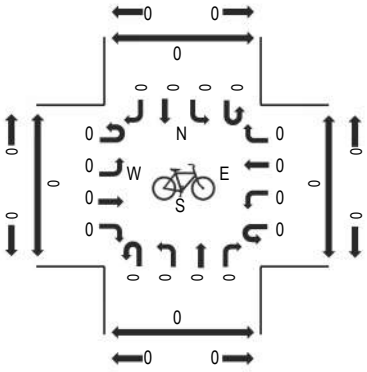
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 BLUE GILL DR & COTTONTAIL DR AM
Date: Tuesday, April 21, 2026
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

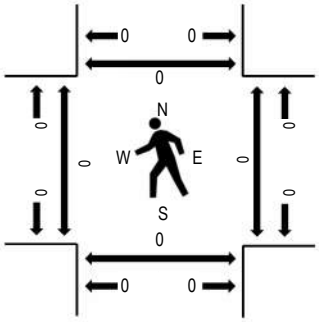
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

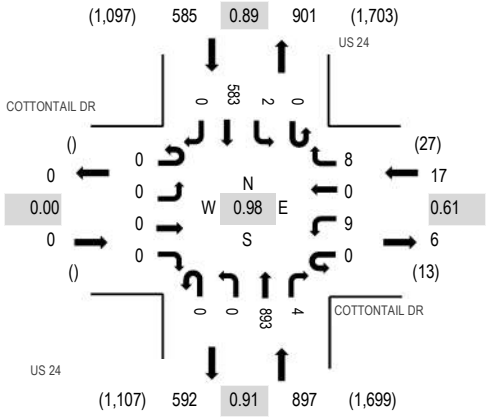
Traffic Counts - Motorized Vehicles

Interval Start Time	COTTONTAIL DR Eastbound				COTTONTAIL DR Westbound				BLUE GILL DR Northbound				BLUE GILL DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	17	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	0	0	0	0
7:45 AM	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	1	7	20	0	0	0	0
8:00 AM	0	0	0	0	0	2	0	2	0	1	0	0	0	0	0	2	7	14	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0
8:30 AM	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	4		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1		0	0	0	0
Count Total	0	4	0	0	0	6	0	5	0	2	0	2	0	2	0	3	24		0	0	0	0
Peak Hour	0	2	0	0	0	6	0	4	0	2	0	1	0	2	0	3	20		0	0	0	0

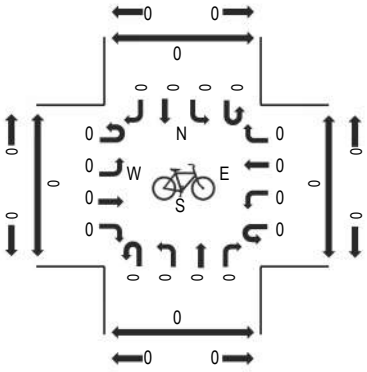
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 US 24 & COTTONTAIL DR PM
Date: Tuesday, April 21, 2026
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

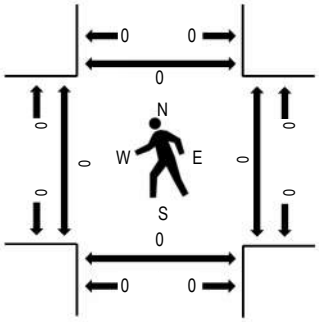
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

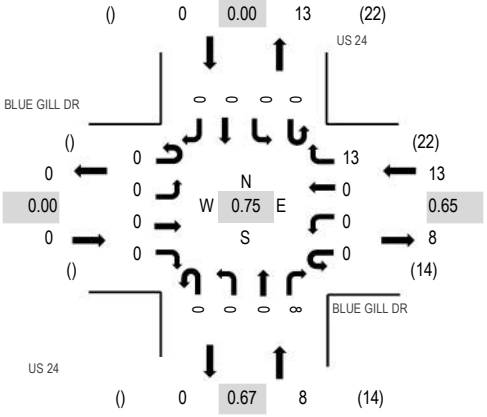
Traffic Counts - Motorized Vehicles

Interval Start Time	COTTONTAIL DR Eastbound				COTTONTAIL DR Westbound				US 24 Northbound				US 24 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	1	0	4	0	0	246	0	0	0	130	0	381	1,499	0	0	0	0
4:15 PM	0	0	0	0	0	5	0	2	0	0	218	0	0	2	133	0	360	1,491	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	205	2	0	0	171	0	378	1,475	0	0	0	0
4:45 PM	0	0	0	0	0	3	0	2	0	0	224	2	0	0	149	0	380	1,405	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	1	0	0	218	1	0	1	151	0	373	1,324	0	0	0	0
5:15 PM	0	0	0	0	0	3	0	0	0	0	213	1	0	1	126	0	344		0	0	0	0
5:30 PM	0	0	0	0	0	1	0	2	0	0	197	1	0	1	106	0	308		0	0	0	0
5:45 PM	0	0	0	0	0	2	0	0	0	0	171	0	0	1	125	0	299		0	0	0	0
Count Total	0	0	0	0	0	16	0	11	0	0	1,692	7	0	6	1,091	0	2,823		0	0	0	0
Peak Hour	0	0	0	0	0	9	0	8	0	0	893	4	0	2	583	0	1,499		0	0	0	0

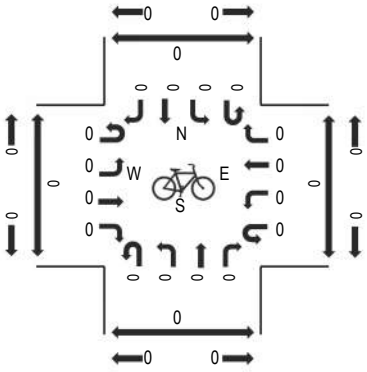
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 US 24 & BLUE GILL DR PM
Date: Tuesday, April 21, 2026
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

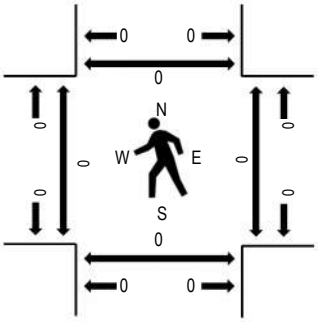
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

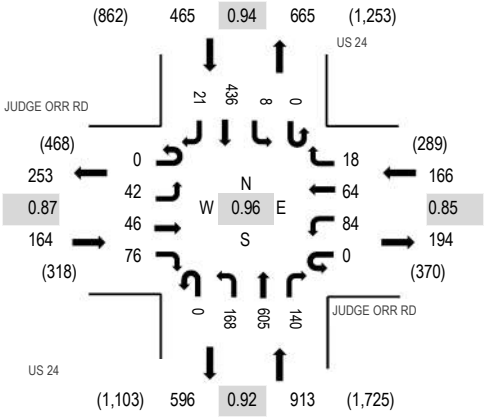
Traffic Counts - Motorized Vehicles

Interval Start Time	BLUE GILL DR Eastbound				BLUE GILL DR Westbound				US 24 Northbound				US 24 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	6	21	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	5	18	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	7	18	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3	14	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3	15	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	5		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4		0	0	0	0
Count Total	0	0	0	0	0	0	0	22	0	0	0	14	0	0	0	0	36		0	0	0	0
Peak Hour	0	0	0	0	0	0	0	13	0	0	0	8	0	0	0	0	21		0	0	0	0

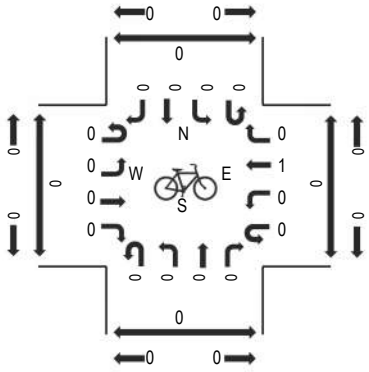
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 US 24 & JUDGE ORR RD PM
Date: Tuesday, April 21, 2026
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

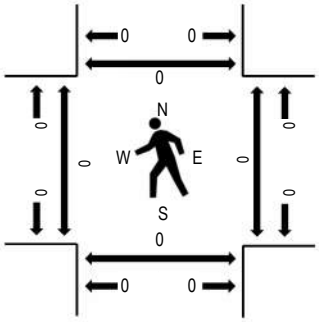
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

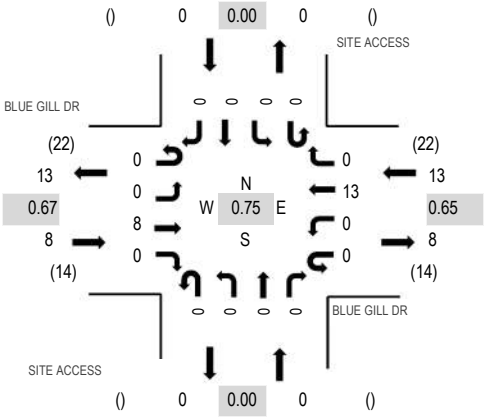
Traffic Counts - Motorized Vehicles

Interval Start Time	JUDGE ORR RD Eastbound				JUDGE ORR RD Westbound				US 24 Northbound				US 24 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	8	19	16	0	19	21	4	0	44	168	37	0	6	99	3	444	1,708	0	0	0	0
4:15 PM	0	12	8	17	0	16	15	3	0	32	152	44	0	0	116	5	420	1,661	0	0	0	0
4:30 PM	0	13	14	23	0	17	15	7	0	41	132	29	0	1	116	7	415	1,640	0	0	0	0
4:45 PM	0	9	5	20	0	32	13	4	0	51	153	30	0	1	105	6	429	1,574	0	0	0	0
5:00 PM	0	17	13	15	0	27	10	0	0	40	129	37	0	0	107	2	397	1,486	0	0	0	0
5:15 PM	0	8	15	22	0	17	11	3	0	42	153	30	0	0	87	11	399		0	0	0	0
5:30 PM	0	10	14	5	0	15	16	0	0	41	134	25	0	0	86	3	349		0	0	0	0
5:45 PM	0	11	11	13	0	16	6	2	0	29	121	31	0	0	97	4	341		0	0	0	0
Count Total	0	88	99	131	0	159	107	23	0	320	1,142	263	0	8	813	41	3,194		0	0	0	0
Peak Hour	0	42	46	76	0	84	64	18	0	168	605	140	0	8	436	21	1,708		0	0	0	0

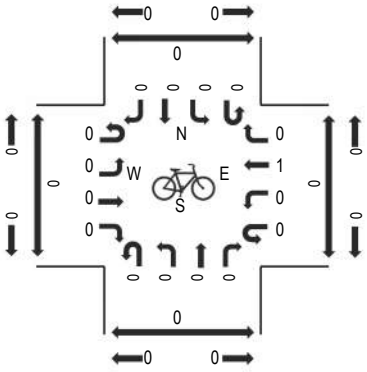
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 SITE ACCESS & BLUE GILL DR PM
Date: Tuesday, April 21, 2026
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

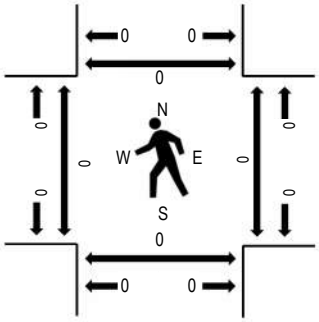
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

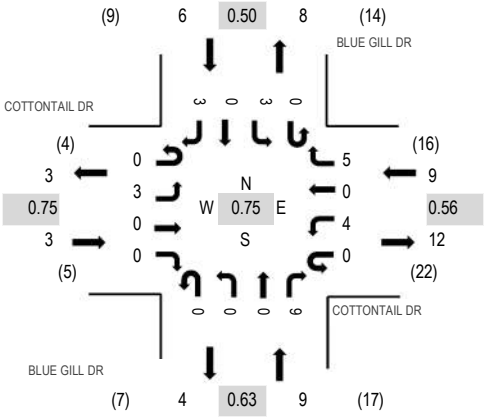
Traffic Counts - Motorized Vehicles

Interval Start Time	BLUE GILL DR Eastbound				BLUE GILL DR Westbound				SITE ACCESS Northbound				SITE ACCESS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	21	0	0	0	0
4:15 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	18	0	0	0	0
4:30 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	7	18	0	0	0	0
4:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	14	0	0	0	0
5:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	15	0	0	0	0
5:15 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5		0	0	0	0
5:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3		0	0	0	0
5:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4		0	0	0	0
Count Total	0	0	14	0	0	0	22	0	0	0	0	0	0	0	0	0	36		0	0	0	0
Peak Hour	0	0	8	0	0	0	13	0	0	0	0	0	0	0	0	0	21		0	0	0	0

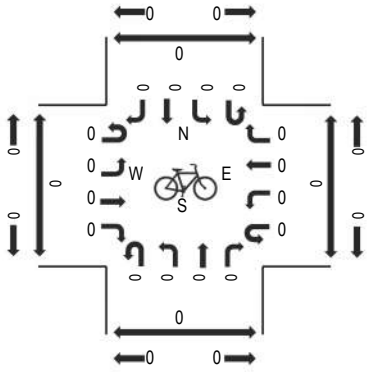
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 BLUE GILL DR & COTTONTAIL DR PM
Date: Tuesday, April 21, 2026
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

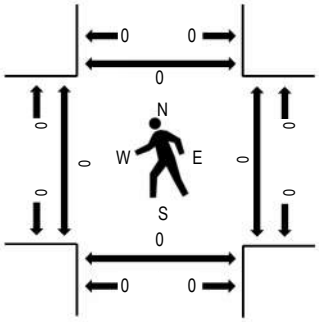
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COTTONTAIL DR Eastbound				COTTONTAIL DR Westbound				BLUE GILL DR Northbound				BLUE GILL DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	2	0	2	0	0	0	2	0	0	0	1	7	27	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	1	0	0	0	3	0	0	0	0	5	22	0	0	0	0
4:30 PM	0	1	0	0	0	1	0	2	0	0	0	0	0	1	0	1	6	20	0	0	0	0
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	4	0	2	0	1	9	20	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	20	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	3		0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	1	6		0	0	0	0
5:45 PM	0	1	0	0	0	1	0	4	0	0	0	2	0	1	0	0	9		0	0	0	0
Count Total	0	5	0	0	0	7	0	9	0	0	0	17	0	5	0	4	47		0	0	0	0
Peak Hour	0	3	0	0	0	4	0	5	0	0	0	9	0	3	0	3	27		0	0	0	0

APPENDIX B

Level of Service Definitions

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

Motorized Vehicle Level of Service (LOS) for Signalized Intersections

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX C

Capacity Worksheets

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	14	395	14	0	801
Future Vol, veh/h	0	14	395	14	0	801
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	429	15	0	871

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	437	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	620	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	620	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	10.96	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWT
Capacity (veh/h)	-	-	620	-
HCM Lane V/C Ratio	-	-	0.025	-
HCM Ctrl Dly (s/v)	-	-	11	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	6	389	3	9	792
Future Vol, veh/h	2	6	389	3	9	792
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	7	423	3	10	861

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1305	424	0	0	426	0
Stage 1	424	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	177	630	-	-	1133	-
Stage 1	660	-	-	-	-	-
Stage 2	405	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	174	630	-	-	1133	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	405	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	14.69	0	0.09
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	380	20	-
HCM Lane V/C Ratio	-	-	0.023	0.009	-
HCM Ctrl Dly (s/v)	-	-	14.7	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	0	6	3	4	2	8	1	2	9	3
Future Vol, veh/h	2	1	0	6	3	4	2	8	1	2	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	0	7	3	4	2	9	1	2	10	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	30	30	11	28	31	9	13	0	0	10	0	0
Stage 1	16	16	-	14	14	-	-	-	-	-	-	-
Stage 2	15	14	-	15	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	978	863	1069	981	862	1072	1605	-	-	1610	-	-
Stage 1	1004	882	-	1007	884	-	-	-	-	-	-	-
Stage 2	1005	884	-	1005	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	968	861	1069	977	859	1072	1605	-	-	1610	-	-
Mov Cap-2 Maneuver	968	861	-	977	859	-	-	-	-	-	-	-
Stage 1	1003	881	-	1005	883	-	-	-	-	-	-	-
Stage 2	996	882	-	1003	880	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	8.89	8.75	1.32	1.03
HCM LOS	A	A		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	320	-	-	973	929	245	-	-
HCM Lane V/C Ratio	0.001	-	-	0.015	0.004	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.8	8.9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	14	0	0	14
Future Vol, veh/h	0	0	14	0	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	15	0	0	15

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	30	15	0	0	15	0
Stage 1	15	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	984	1064	-	-	1603	-
Stage 1	1008	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	984	1064	-	-	1603	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1603	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	13	900	13	0	596
Future Vol, veh/h	0	13	900	13	0	596
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	978	14	0	648

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	985	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	301	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	301	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	17.55	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWT
Capacity (veh/h)	-	-	301	-
HCM Lane V/C Ratio	-	-	0.047	-
HCM Ctrl Dly (s/v)	-	-	17.6	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	9	8	892	4	2	594
Future Vol, veh/h	9	8	892	4	2	594
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	9	970	4	2	646

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1622	972	0	0	974	0
Stage 1	972	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	113	306	-	-	708	-
Stage 1	367	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	113	306	-	-	708	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	365	-	-	-	-	-
Stage 2	520	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	30.36	0	0.03
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	160	6	-
HCM Lane V/C Ratio	-	-	0.115	0.003	-
HCM Ctrl Dly (s/v)	-	-	30.4	10.1	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	5.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	0	4	14	5	0	0	9	3	7	3
Future Vol, veh/h	3	1	0	4	14	5	0	0	9	3	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1	0	4	15	5	0	0	10	3	8	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	23	26	9	20	22	5	11	0	0	10	0	0
Stage 1	16	16	-	5	5	-	-	-	-	-	-	-
Stage 2	8	10	-	15	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	988	868	1072	994	871	1078	1608	-	-	1610	-	-
Stage 1	1004	882	-	1017	892	-	-	-	-	-	-	-
Stage 2	1014	887	-	1005	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	964	866	1072	991	869	1078	1608	-	-	1610	-	-
Mov Cap-2 Maneuver	964	866	-	991	869	-	-	-	-	-	-	-
Stage 1	1002	880	-	1017	892	-	-	-	-	-	-	-
Stage 2	992	887	-	1002	879	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	8.86	8.99	0	1.67
HCM LOS	A	A		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1608	-	-	928	938	392	-	-
HCM Lane V/C Ratio	-	-	-	0.027	0.005	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	9	8.9	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	8	0	0	13
Future Vol, veh/h	0	0	8	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	0	14

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	23	9	0	0	9	0
Stage 1	9	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	993	1073	-	-	1611	-
Stage 1	1014	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	993	1073	-	-	1611	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1611	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-