LSC TRANSPORTATION CONSULTANTS, INC.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868
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Appaloosa Highway 24 Subdivision Filing No. 1A
Traffic Memorandum
(LSC #194070)
February 21, 2019

ACCEPTED for FILE
Engineering Review
03/11/2019 6:06:29 PM
dsdnijkamp
EPC Planning & Community Development Department

Traffic Engineer's Statement

This 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.

Developer's Statement

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

T. Ronald Watterson

2/21/19
Date

VR 18-013

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February 21, 2019

Ron Waldthausen
Platte Valley LLC
1378 Promontory Bluff View
Colorado Springs, CO 80921

RE: Appaloosa Highway 24 Subdivision Filing No. 1A
El Paso County, Colorado
Traffic Memorandum
LSC #194070

Dear Ron,

In response to your request, LSC Transportation Consultants, Inc. has prepared this Traffic Memorandum for the proposed Appaloosa Highway 24 Subdivision Filing No. 1A located northeast of the intersection of US Highway 24 and Amelia Street in unincorporated El Paso County, Colorado. A site location exhibit is shown in Figure 1.

SITE LAND USE AND ACCESS

The site is 4.67 acres and is zoned I-2 CAD-O. The County parcel number is 5407317012. A three-lot subdivision is proposed (replat). A copy of the subdivision plat is attached for reference. Based on the zoning, a light industrial land use has been assumed in this report. Using a 0.35 floor area ratio for the three proposed lots, the following are the estimated building square footages for each of the lots:

- Lot 1 (43,697 square feet of land area): Light Industrial – 15,294 square feet of floor area
- Lot 2 (43,907 square feet of land area): Light Industrial – 15,367 square feet of floor area
- Lot 3 (445,652 square feet of land area): Light Industrial – 40,478 square feet of floor area

These lots would only access the adjacent local streets – Amelia Street and Terminal Avenue. No direct parcel access to Highway 24 is allowed or proposed. Exhibits showing site plans for Lots 2 and 3 are attached. Lot access placement and design should be per *Engineering Criteria Manual* (ECM) Section 2.4.1.

ADJACENT ROADWAYS AND TRAFFIC VOLUMES

Adjacent Roadways

- **Amelia Avenue and Terminal Avenue** are not identified as Collector or Arterial Streets on the County *Major Transportation Corridors Plan*. The El Paso County roadway inventory identifies these roadways as "secondary service," Local roads.

- **US Highway 24** is located just south of the site. No direct lot access is proposed to Highway 24. The intersection of Amelia Avenue/US Highway 24 is a stop sign-controlled, right-in/right-out intersection.

Existing Traffic Volumes

Vehicular turning movement counts were conducted at the intersection of Terminal Avenue/ Amelia Street and at the existing east access points for Advance Concrete Form on the following dates and times:

- Tuesday, February 5, 2019 from 6:30 to 8:30 a.m.
- Wednesday, February 6, 2019 from 4:00 to 6:00 p.m.

Note: access turning volumes have been estimated by LSC for the west access to the property to the north of the site (on the north side of Terminal Avenue).

Figure 4 shows these turning movement volumes on the study area streets. Raw count data are attached.

TRIP GENERATION

An estimate of the vehicle-trips expected to be generated by the proposed subdivision has been made using the nationally published trip generation rates found in *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). Table 1 shows the trip generation estimate.

Table 1: Detailed Trip Generation

Lot #	ITE Land Use		Trip Generation Units		Trip Generation Rates [1]					Trips Generated				
	Code	Description			Weekday	A.M. Peak		P.M. Peak		Weekday	A.M. Peak		P.M. Peak	
					In + Out	In	Out	In	Out	In + Out	In	Out	In	Out
Lot 1	110	General Light Industrial	15.294	KSF [2]	4.96	0.62	0.08	0.08	0.55	76	9	1	1	8
Lot 2	110	General Light Industrial	15.367	KSF	4.96	0.62	0.08	0.08	0.55	76	9	1	1	8
Lot 3	110	General Light Industrial	40.478	KSF	4.96	0.62	0.08	0.08	0.55	201	25	3	3	22
		Site Total	**71.139**					**Site Total**		**353**	**44**	**6**	**6**	**39**

Notes: (1) Trip Generation, 10th Edition, 2017 by the Institute of Transportation Engineers (ITE)
(2) KSF = Thousand square feet of floor area

Projected Trip Generation

The proposed non-residential subdivision is projected to generate about 353 total vehicle-trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 44 vehicles would enter and 6 vehicles would exit the site. During the evening peak hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 6 vehicles would enter and 39 vehicles would exit the site.

Site-Generated Traffic

Site-generated traffic volumes at the proposed site access points and on each approach at the intersection of Terminal/Amelia have been estimated by LSC. Figure 5 shows the projected site-generated traffic volumes for the weekday morning and evening peak hours.

Existing-Plus-Site-Generated Traffic Volumes

Figure 6 shows the sum of the existing traffic volumes (from Figure 4) and site-generated peak-hour traffic volumes (shown in Figure 5). These volumes represent the projected short-term total traffic following site buildout.

Estimated Future 2039 Background Traffic Volumes

Figure 7 shows the projected 20-year background traffic volumes for the year 2039. Existing traffic volumes adjacent to the site were assumed to double by 2039. Background traffic volumes do **not** include projected traffic to be generated by the proposed development.

Future 2039 Total Traffic Volumes

Figure 8 shows the projected 2039 total traffic volumes, which are the sum of 2039 background traffic volumes (from Figure 7) plus the site-generated traffic volumes (from Figure 5).

LEVEL OF SERVICE ANALYSIS

All proposed site access intersections with Amelia Street and Terminal Drive, as well as the intersection of Amelia/Terminal, have been analyzed to determine the projected intersection levels of service for short- and long-term traffic scenarios for the morning and evening peak-hour time periods.

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from “A” to “F.” LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 2 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 2: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections		Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	V/C[1]	Average Control Delay (seconds per vehicle)[2]
A	10.0 sec or less	Less than 0.60	10.0 sec or less
B	10.1-20.0 sec	0.60-0.69	10.1-15.0 sec
C	20.1-35.0 sec	0.70-0.79	15.1-25.0 sec
D	35.1-55.0 sec	0.80-0.89	25.1-35.0 sec
E	55.1-80.0 sec	0.90-0.99	35.1-50.0 sec
F	80.1 sec or more	1.00 and greater	50.1 sec or more

(1) Source: Transportation Research Circular 212
(2) For unsignalized intersections if V/C ratio is greater than 1.0 the level of service is LOS F regardless of the projected average control delay per vehicle.

All turning movements at **all** site access points to Amelia Street and Terminal Avenue currently operate at and are projected to remain at LOS A through the 2039 horizon year, which meets County standards. Detailed Synchro LOS reports are attached.

ECM CRITERIA FOR ACCESS DESIGN

All three proposed light industrial lots would only access the adjacent local streets – Amelia Street and Terminal Avenue. No direct parcel access to Highway 24 is allowed or proposed. Please refer to the attached exhibit which identifies CDOT access restriction on Amelia Street. Lot access placement and design should be per *Engineering Criteria Manual* section 2.4.1, which states the following five access design guidelines:

> *Access points shall be designed to provide safe movement for both those entering and traveling on roadways within the County. Like intersections, access points are conflict locations. The basic design of access points includes the following objectives:*
> - *Adequate spacing*
> - *Proper alignments*
> - *Clear sight distances*
> - *Coordinated widths with its intended use*
> - *Clearances from intersections*

The following sections address each of these criteria for access point design throughout the site:

Adequate Spacing

Amelia and Terminal Avenue are Local roadways. Therefore, spacing criteria established for higher classification streets should not apply. Applicable clearances from intersections would apply and this is included below.

Proper Alignments

All proposed site access points should be aligned at 90 degrees to the adjacent roadway centerline. The adjacent roadway grades are essentially level. The vertical alignment criteria in ECM Section 2.4.1.C.2 shall be met for the driveways.

Clear Sight Distances

The access sight distance criteria in section 2.4.1.D would apply:

> "*Any potentially obstructing objects, such as but not limited to advertising signs, structures, trees, and bushes, shall be designed, placed, and maintained at a height not to interfere with the sight distance needed by any vehicle using the access."*

Amelia Street and Terminal Avenue have straight horizontal alignments with no significant vertical curvature that would limit access sight distance. Site improvements such as signs and landscaping should not impede the required sight distance lines of sight.

Clearances from Intersections

Regarding access clearance from intersection criteria outlined in Section 2.4.1.F of the ECM:

> *In all cases, a minimum corner clearance of 50 feet shall be provided. If the minimum corner clearance cannot be attained, the ECM Administrator may require investigation to determine if left turns should be prohibited into or out of the access point. For proposed access points near stop or signalized intersections, the ECM Administrator will require studies to determine if stopping queues will block the access point and if left turns should be prohibited into or out of the access point.*

Based on proposed driveways locations shown in the site plan, all access points would have a minimum of 50 feet of corner clearance to the nearest intersection. Lot 1 access has been estimated by LSC. The final access points for this lot should conform to this criteria.

PEDESTRIAN AND BICYCLE FACILITIES

This site is part of an established industrial area and generally there are no sidewalks within this industrial area. LSC would not anticipate significant pedestrian or cycling trips to be generated by this subdivision. Any commuter cyclists traveling to/from this site would likely ride within the local streets in the area from and to the north or northeast.

FINDINGS/CONCLUSIONS

- The proposed non-residential subdivision is projected to generate about 353 total vehicle-trips on the average weekday, with about half entering and half exiting the site during a 24-

hour period. During the morning peak hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 44 vehicles would enter and 6 vehicles would exit the site. During the evening peak hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 6 vehicles would enter and 39 vehicles would exit the site.

- These lots would only access the adjacent local streets – Amelia Street and Terminal Avenue. No direct parcel access to Highway 24 is allowed or proposed.

- Section 2.4.1 of the *Engineering Criteria Manual* outlines five access design guidelines: adequate spacing, proper alignments, clear sight distances, coordinated widths with the intended use, and clearances from intersections. Please refer to the ECM Criteria for Access Design section above for a detailed analysis and recommendations regarding each criteria item.

- All turning movements **all** site access points to Amelia Street and Terminal Avenue currently operate at and are projected to remain at LOS A through the 2039 horizon year

- Auxiliary turn lanes would **not** be required on Amelia Street and Terminal Avenue at site access points based on projected entering and exiting volumes at each access point.

- The adjacent Local streets are not currently striped, and it is unlikely that striping would need to be added due to this development.

- LSC would not anticipate significant pedestrian or cycling trips to be generated by this subdivision.

* * * * *

Please contact me if you have any questions regarding this report.

Respectfully submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E., PTOE
Principal

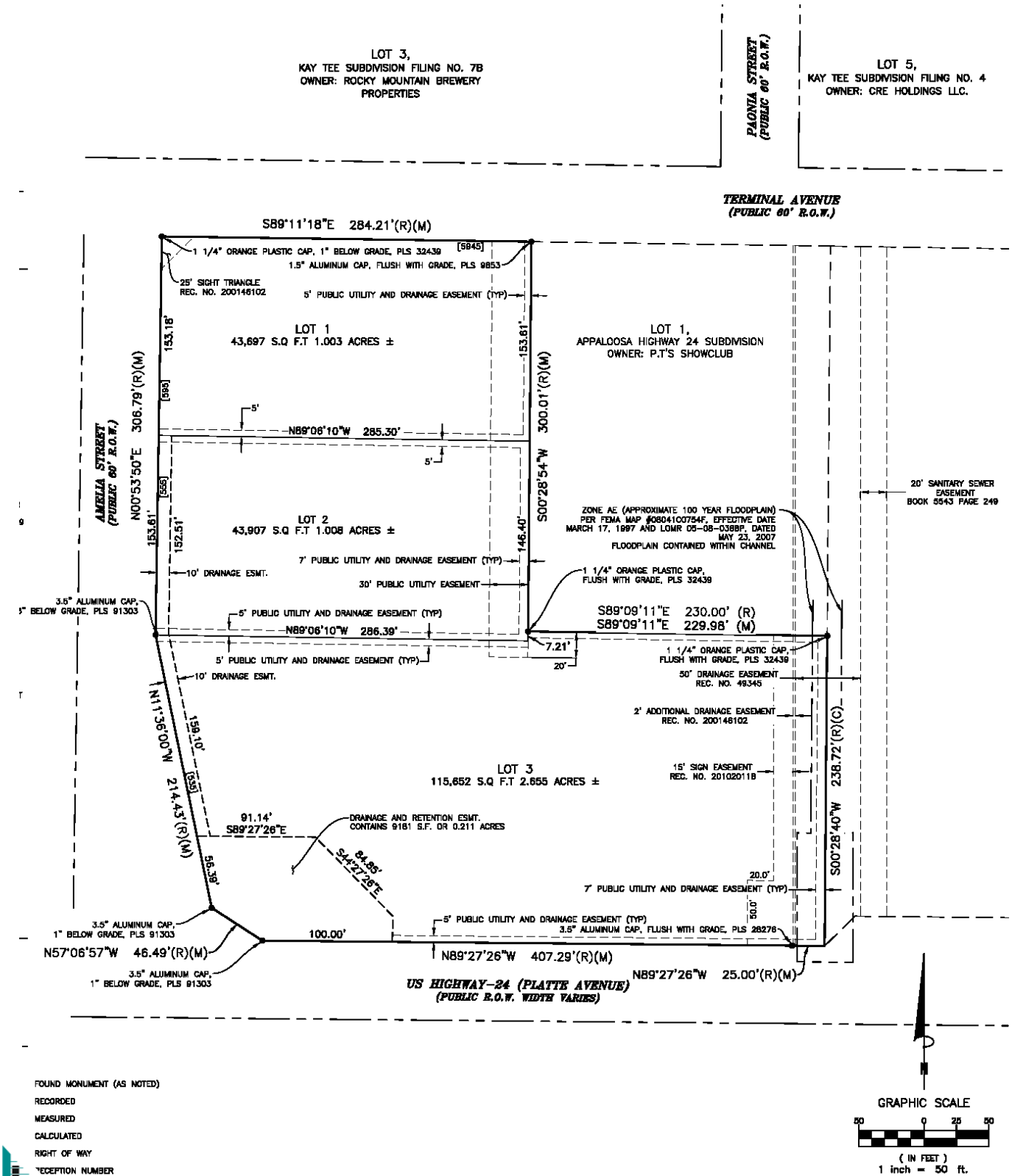
JCH:JAB:bjwb

Enclosures: Figure 1 - Figure 8
Subdivision Plat Exhibit
Site Plan Exhibits for Lots 2 and 3
CDOT Access Location Restriction on Amelia Street
Traffic Count Reports
Synchro LOS Reports

Figure 1

Vicinity Map

Appaloosa Hwy 24 Filing 1 (LSC # 194070)

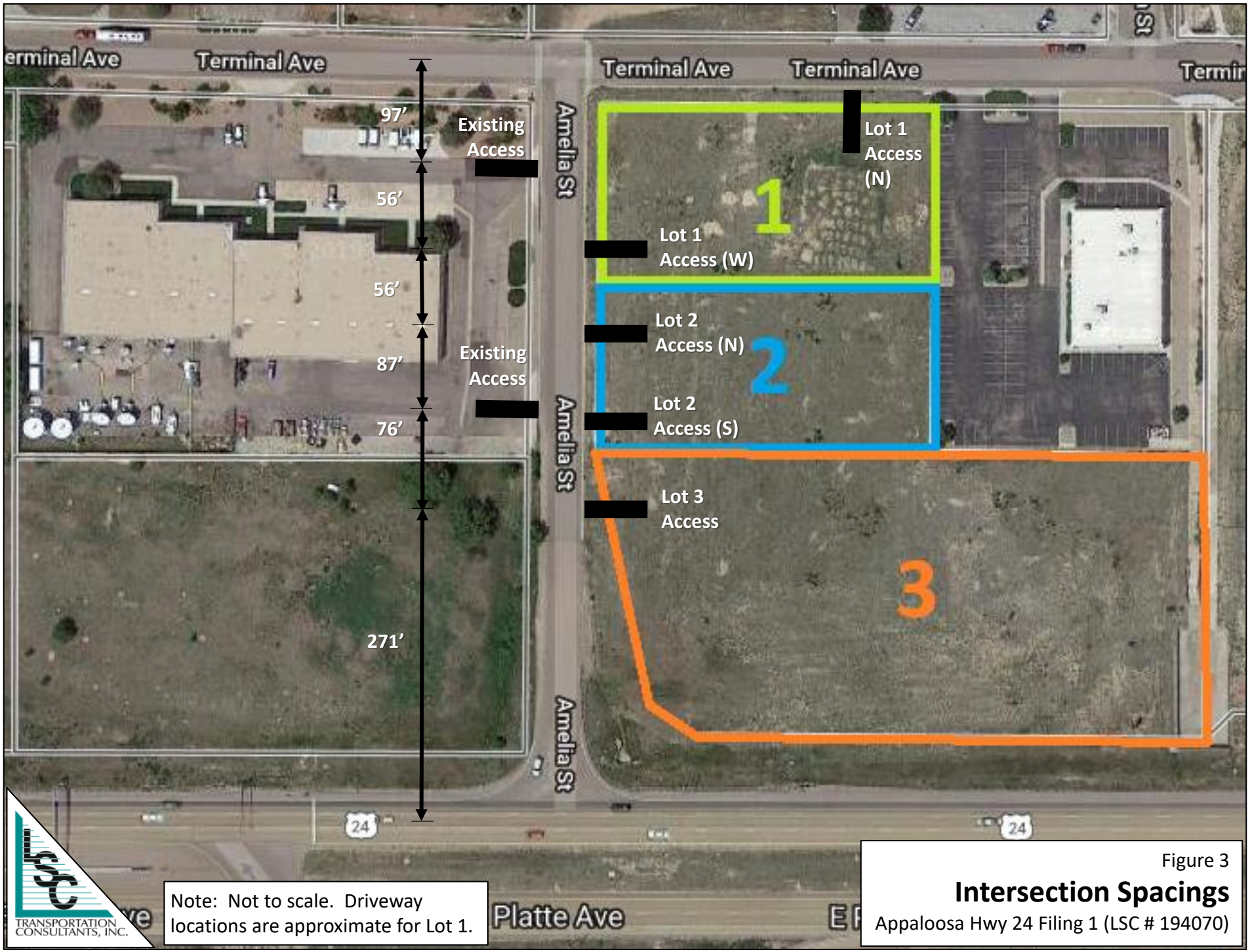


TRANSPORTATION CONSULTANTS, INC.

Figure 2

Site Plan

Appaloosa Hwy 24 Filing 1 (LSC # 194070)

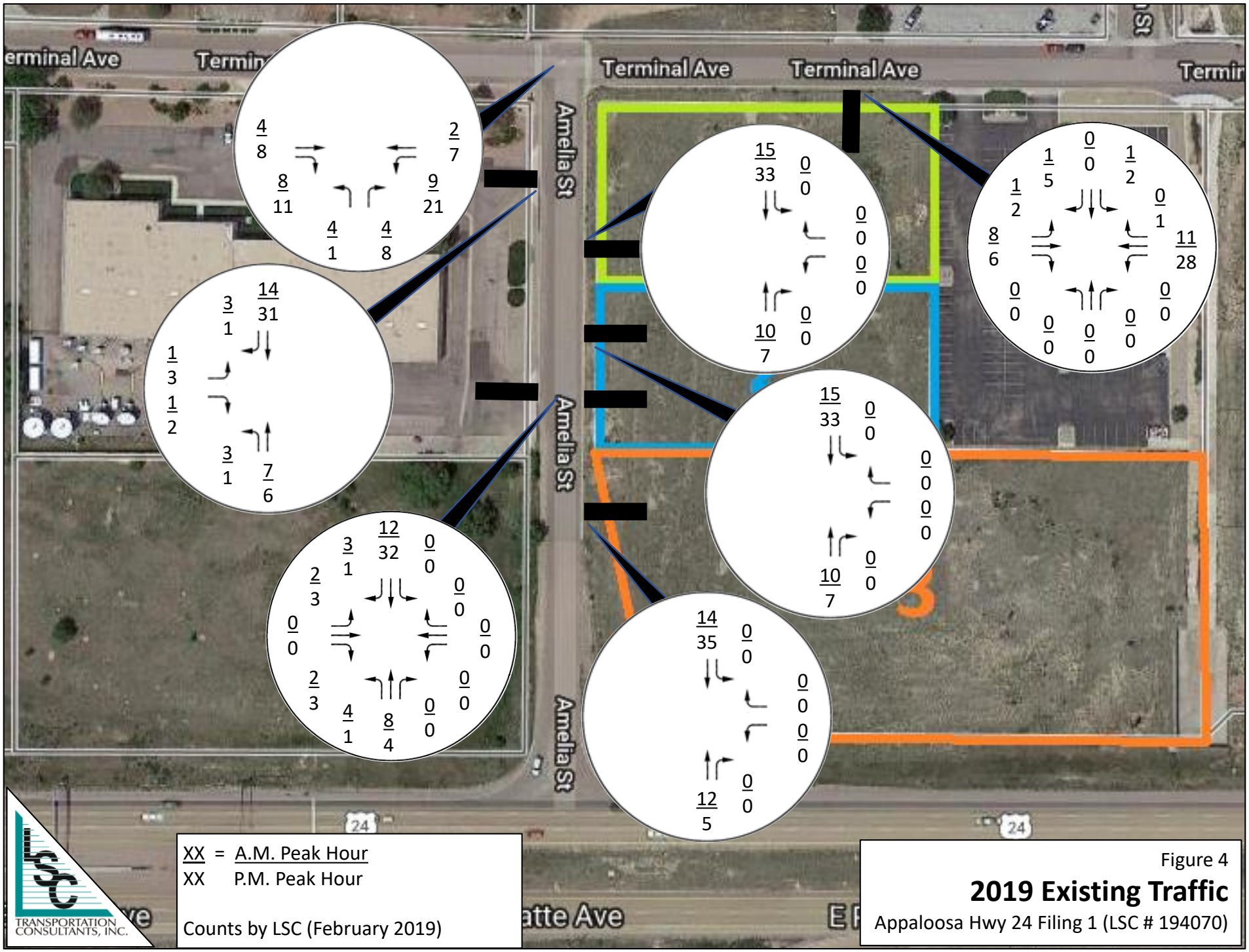


Note: Not to scale. Driveway locations are approximate for Lot 1.

Figure 3

Intersection Spacings

Appaloosa Hwy 24 Filing 1 (LSC # 194070)



XX = A.M. Peak Hour
XX P.M. Peak Hour

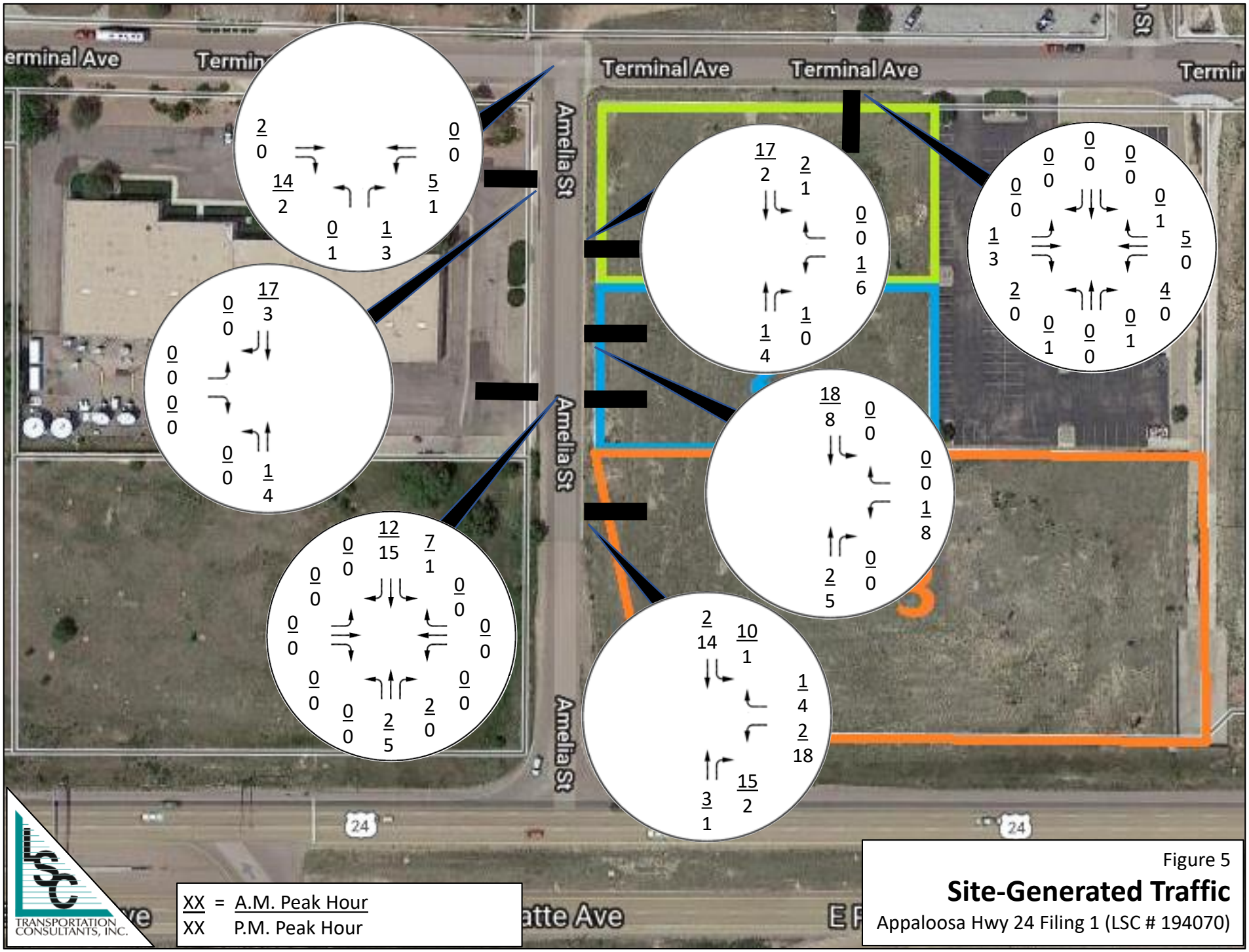
Counts by LSC (February 2019)

TRANSPORTATION CONSULTANTS, INC.

Figure 4

2019 Existing Traffic

Appaloosa Hwy 24 Filing 1 (LSC # 194070)



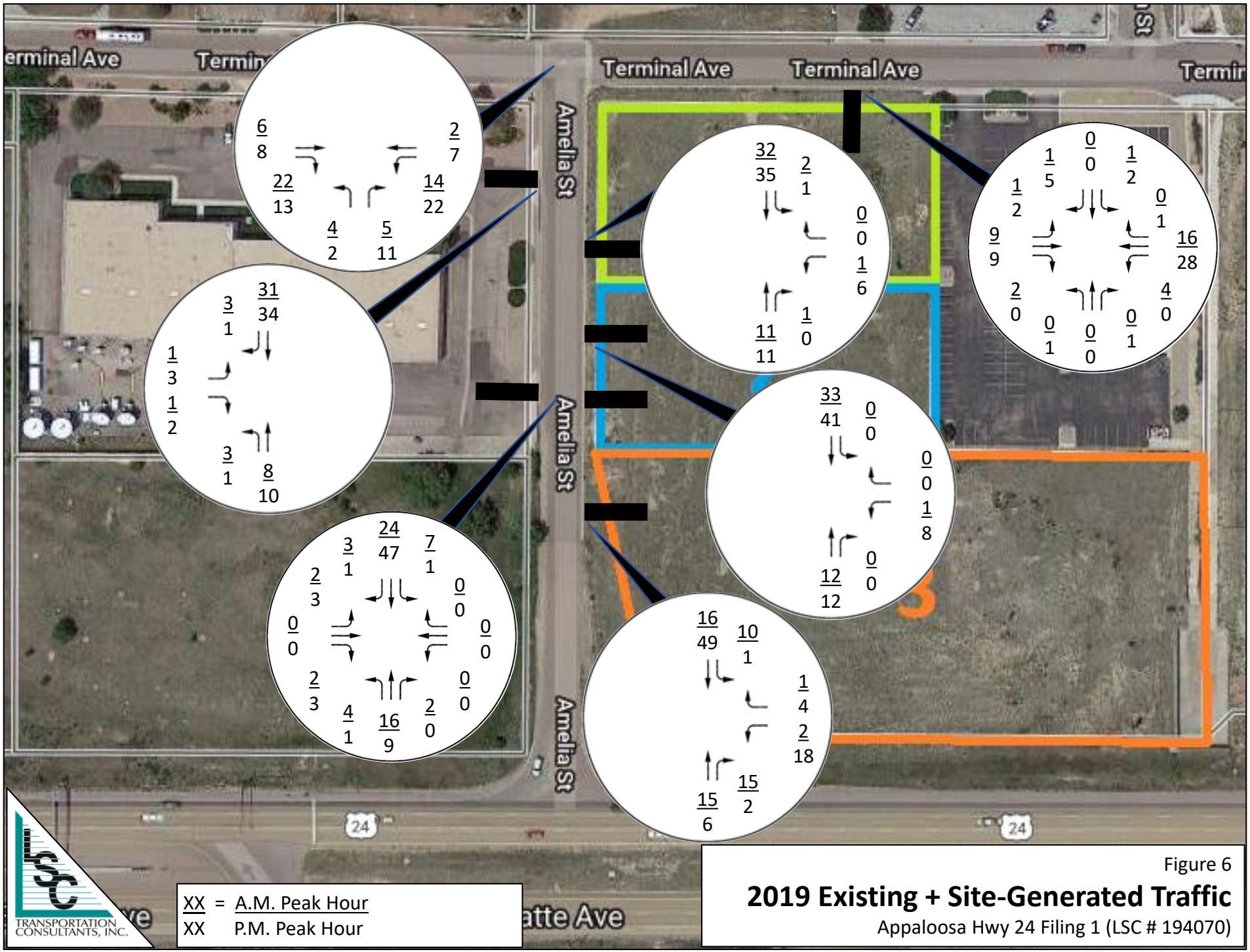
XX = A.M. Peak Hour
XX P.M. Peak Hour

TRANSPORTATION CONSULTANTS, INC.

Figure 5

Site-Generated Traffic

Appaloosa Hwy 24 Filing 1 (LSC # 194070)

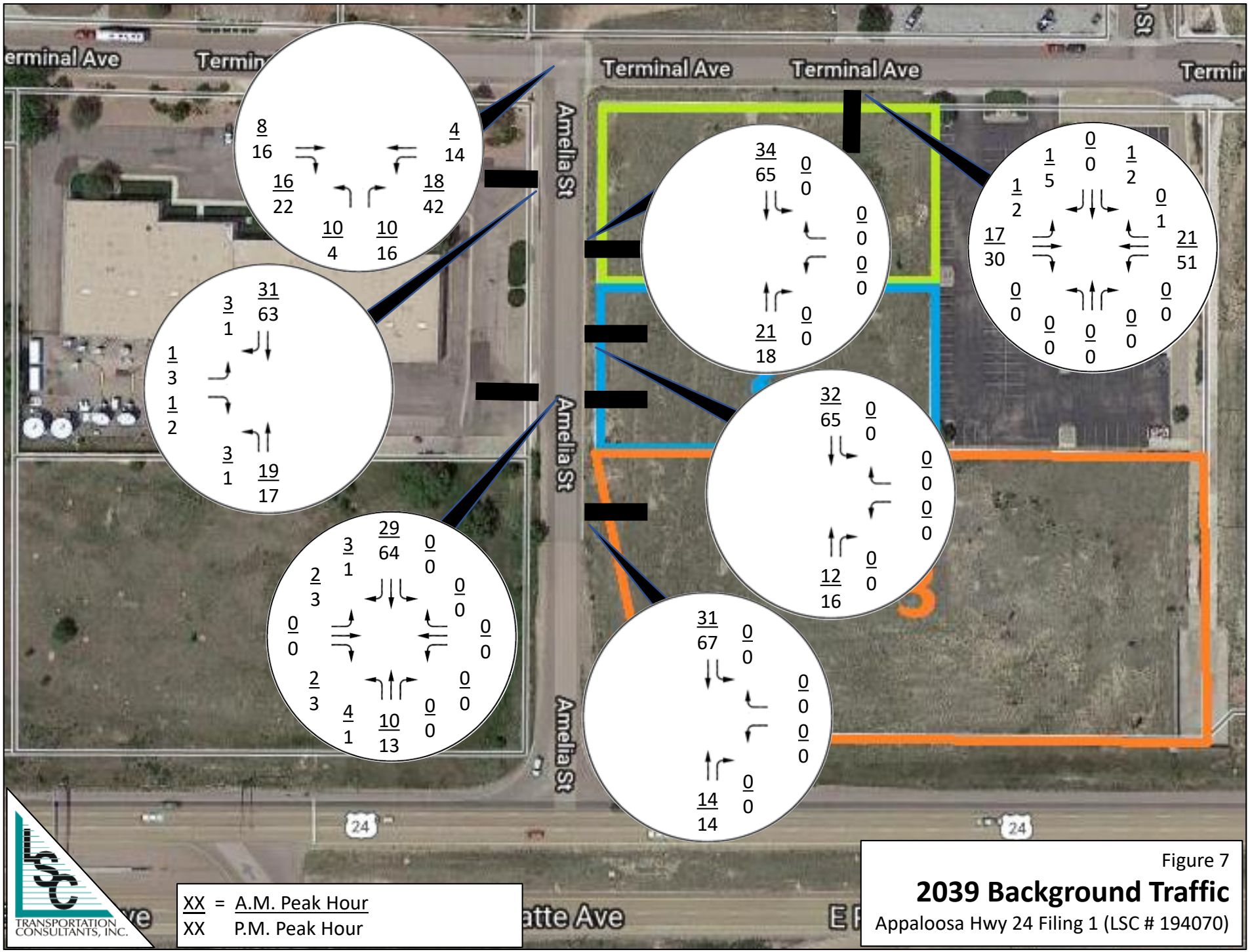


XX = A.M. Peak Hour
XX P.M. Peak Hour

Figure 6

2019 Existing + Site-Generated Traffic

Appaloosa Hwy 24 Filing 1 (LSC # 194070)

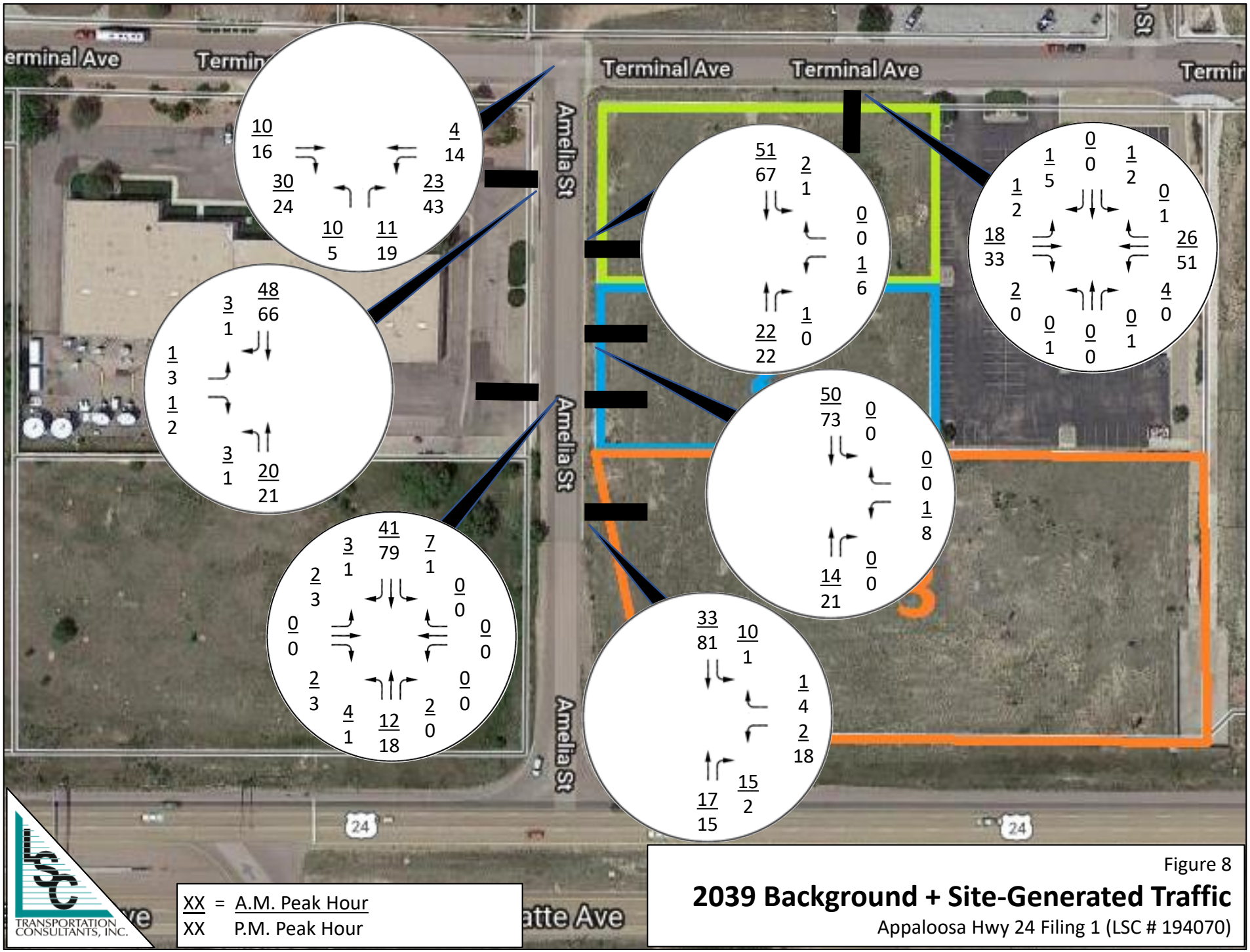


XX = A.M. Peak Hour
XX P.M. Peak Hour

Figure 7

2039 Background Traffic

Appaloosa Hwy 24 Filing 1 (LSC # 194070)



XX = A.M. Peak Hour
XX P.M. Peak Hour

Figure 8

2039 Background + Site-Generated Traffic

Appaloosa Hwy 24 Filing 1 (LSC # 194070)

FINAL PLAT
APPALOOSA HWY 24 SUBDIVISION FILING NO. 1A

A VACATE AND RE-PLAT OF LOT 2, APPALOOSA HWY 24 SUBDIVISION, BEING A PORTION OF THE SW1/4 OF SECTION 7, T14S, R65W OF THE 6TH P.M. CITY OF COLORADO SPRINGS, COUNTY OF EL PASO, STATE OF COLORADO

KNOW ALL MEN BY THESE PRESENTS:

That Platte Valley LLC, a Colorado Limited Liabilty Company, being the owner of the following described tract of land to wit:

Lot 2, Appaloosa Hwy 24 Subdivision. County of El Paso, State of Colorado.

Containing a calculated area of 203,245 square feet (4.666 acres), more or less.

DEDICATION:

The above owner has caused said tract of land to be surveyed and platted into lots and easements as shown on the accompanying plat, which plat is drawn to a fixed scale as indicated thereon and accurately sets forth the boundaries and dimensions of said tract and the location of said easements. This tract of land as platted shall be known as APPALOOSA HY SUBDIVISION FILING NO. 1A, El Paso County, Colorado.

The undersigned does hereby dedicate, grant and convey to the County of El Paso those Public Easements as shown on the plat; and further restricts the use of all Public Easement to the County of El Paso and/or its assigns, provided however, that the sole right and authority to release or quitclaim all or any Public Easements shall remain exclusively vested in the County of El Paso.

IN WITNESS WHEREOF:

The aforementioned, Platte Valley LLC, a Colorado Limited Liabilty Company, has executed this instrument this _____ day of _____ , 2018.

Platte Valley LLC, a Colorado Limited Liabilty Company

By:_____

Name: Ronald Waldthausen

Title: Manager

NOTARIAL:

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF _____ } SS
COUNTY OF _____ }

Subscribed and sworn to (or affirmed) before me on this _____ day of _____, 2018,

by Ronald Waldthausen, as Manager of Platte Valley LLC, a Colorado Limited Liabilty Company, proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

_____
SIGNATURE

BOARD OF COUNTY COMMISSIONERS CERTIFICATE:

This plat for APPALOOSA HY SUBDIVISION FILING NO. 1A was approved for filing by the El Paso County, Colorado Board of County Commissioners on the _____ day of _____, 20___, subject to any notes specified hereon and any conditions included in the resolution of approval. The dedications of land to the public, easements, are accepted, but public improvements thereon will not become the maintenance responsibility of El Paso County until preliminary acceptance of the public improvements in accordance with the requirements of the Land Development Code and Engineering Criteria Manual, and the Subdivision Improvements Agreement.

Previous plat name in entirety is vacated and amended for the areas described by this replat subject to all covenants, conditions, and restrictions recorded against and appurtenant to the original plat recorded in the Office of the El Paso County Clerk and Recorder, Reception # _____.

_____ _____ _____
President, Board of County Commissioners Date

OWNERS CERTIFICATE:

The undersigned, being all the owners, mortgagees, beneficiaries of deeds of trust and holders of other interests in the land described herein, have laid out, subdivided, and platted said lands into lots and easements as shown hereon under the name and subdivision of APPALOOSA HY SUBDIVISION FILING NO. 1A. All public improvements so platted are hereby dedicated to public use and said owner does hereby covenant and agree that the public improvements will be constructed to El Paso County standards and that proper drainage and erosion control for same will be provided at said owner's expense, all to the satisfaction of the Board of County Commissioners of El Paso County, Colorado. Upon acceptance by resolution, all public improvements so dedicated will become matters of maintenance by El Paso County, Colorado. The utility easements shown hereon are hereby dedicated for public utilities and communication systems and other purposes as shown hereon. The entities responsible for providing the services for which the easements are established are hereby granted the perpetual right of ingress and egress from and to adjacent properties for installation, maintenance, and replacement of utility lines and related facilities.

_____
Owners/Mortgagee (Signature)

By:
Title:

ATTEST: (if corporation)

Secretary/Treasurer

STATE OF COLORADO } SS
COUNTY OF _____ }

Acknowledged before me this _____ day of _____, 20___ by _____ as

_____.

My commission expires _____

Witness my hand and official seal _____
Notary Public

Signatures of officers signing for a corporation shall be acknowledged as follows:
(print name) as President/Vice President and print name as Secretary/Treasurer, name of corporation, a state corporation.

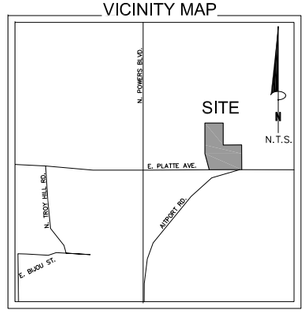
Signatures of managers/members for a LLC shall be acknowledged as follows:
(print name) as Manager/Member of company, a state limited liability company.
(Note: Required when separate ratification statements for deed of trust holders, mortgagees are not utilized)

NOTICE IS HEREBY GIVEN:

That the area included in the plat described herein is subject to the code of the El Paso County 2001, as amended.

No building permits shall be issued for building sites within this Plat until all required fees have been paid and all required public and private improvements have been installed as specified by El Paso County, or, alternatively, until acceptable assurances, including but not limited to letters of credit, cash, subdivision bonds, or combination thereof guaranteeing the completion of all required public improvements including but not limited to drainage, street and erosion control have been placed on file with El Paso County.

VICINITY MAP



EASEMENTS:

All easements that are dedicated hereon for public utility purposes shall be subject to those terms and conditions as specified in the instrument recorded at Reception Number 212112548 of the records of El Paso County, Colorado. All other easements or interests of record affecting any of the platted property depicted hereon shall not be affected and shall remain in full force and effect.

There are 5' Public Utility and Drainage Easements along all side lot lines, as shown hereon.

There are 7' Public Utility and Drainage Easements along all rear lot lines, as shown hereon.

COUNTY APPROVALS:

On behalf of the County of El Paso, the undersigned hereby approve for filing the accompanying plat of APPALOOSA HY SUBDIVISION FILING NO. 1A.

_____ _____ _____ _____
County Engineer Date County Planning Director Date

_____ _____
County Clerk Date

COUNTY REQUIRED NOTES:

The following reports have been submitted in association with the Preliminary Plan or Final Plat for this subdivision and are on file at the County Planning and Community Development Department: Transportation Impact Study; Drainage Report; Water Resources Report; Wastewater Disposal Report; Geology and Soils Report; Fire Protection Report; Wildfire Hazard Report; Natural Features Report.

Individual lot purchasers are responsible for constructing driveways, including necessary drainage culverts from _____ Road per Land Development Code Section 6.3.3.C.2 and 6.3.3.C.3. Due to their length, some of the driveways will need to be specifically approved by the (name of Fire District).
When a Section Line Road encumbers the property, which would be eliminated as part of the subdivision plat. The 60 foot wide public highway contained within this plat as ordered by the Board of County Commissioners for El Paso County on (_____) and recorded in Road Book _____ and Page _____ of the records of El Paso County, is hereby vacated upon recordation of this plat.

The individual lot purchaser(s) shall be responsible for final design, construction, and maintenance of private detention pond/water quality BMP(s) as described in the approved Preliminary/Final Drainage Report for this subdivision. Final design, construction drawings and drainage report updates for the detention pond/water quality BMP(s) serving each lot shall be provided with Site Development Plan submittals. The detention pond/water quality BMP(s) shall be constructed and completed prior to the issuance of any building permits for the subject lots. The subdivision developer is responsible for providing financial assurances as indicated in the Subdivision Improvements Agreement and Estimate of Guaranteed Funds for all detention ponds/water quality BMPs. All detention ponds/water quality BMPs shall be constructed prior to the release of said financial assurances.
Individual lot purchasers shall enter into a Private Detention Basin / Stormwater Quality BMP Maintenance Agreement and Easement ("Agreement") prior to the issuance of any building permits for the subject lots. In the case that the developer constructs the detention pond(s), the developer shall enter into an Agreement for each pond constructed.

Cherokee Plat Note Re: Basin Transfer/Insufficiency:
Water and wastewater services for this subdivision are provided by the Cherokee Metropolitan District (Cherokee) subject to the District's rules, regulations and specifications. The Office of the State Engineer has issued an opinion of water inadequacy based on its analysis and interpretation of a stipulated agreement concerning the availability of certain water rights for use outside of the Upper Black Squirrel Creek Designated Basin, and thus found insufficiency of water resources for this subdivision based on that agreement. This interpretation differs from certain opinions issued by the Office in the past. Based on its own review of the stipulated agreement and its history (and not the amount of water actually available) the Board of County Commissioners in an open and public hearing did not accept the interpretation of the State Engineer's Office. The Board of County Commissioners found that Cherokee has committed to provide water service to the subdivision and asserted that its long term water service capabilities are sufficient. The Board of County Commissioners made this determination in reliance upon the testimony and expertise provided by Cherokee at the public hearing thereon. At the hearing, Cherokee asserted that its plans and continued financial investment in infrastructure are designed to allow Cherokee to continue to provide this subdivision and its existing customers with water and wastewater services for 300 years or more.

NOTICE OF POTENTIAL AIRCRAFT OVERFLIGHT AND NOISE IMPACT ASSOCIATED WITH AIRPORT:

1. All property within this subdivision is subject to an Avigation Easement as recorded at Reception No. 200106011, of the records of the El Paso County Clerk and Recorder. (Use only when the property is subject to an existing avigation easement as reflected in the title policy)

FEES:

DRAINAGE FEE: _____ BRIDGE FEE: _____

SCHOOL FEE: _____ PARK FEE: _____

NOTES:

1. This survey does not constitute a title search by Clark Land Surveying, Inc. to determine ownership or easements of record. For all information regarding easements, rights of way and title of record, Clark Land Surveying, Inc. relied upon a Commitment for Title Insurance, prepared by Old Republic National Title Insurance Company, Commitment No. RND55070989-3, with an effective date of November 3, 2018 at 5:00 P.M.
2. Basis of bearings is the south line of Lot 3, Appaloosa Hwy 24 Subdivision filing no. 2, recorded at Rec. No. 01440975 in the offices of the El Paso County Clerk and Recorder, monumented at its west end by a aluminum 3.5" cap stamped "PLS 91303" and at its east end by a 3.5" aluminum witness cap marking 25' online and assumed to bear N89°27'26"W, with a measured distance of 407.29 feet, as shown hereon.
3. FEDERAL EMERGENCY MANAGEMENT AGENCY, Flood Insurance Rate Map, Map Number 08041C0754F effective date of March 17, 1997, with revised LOMR 05-08-0368P, effective date of May 23, 2007, indicates this parcel of land is located in Zone X (area determined to be out of the 500 year flood plain) and Zone AE (special flood hazard area inundated by a 100-year flood-Base flood elevation determined – contained to engineered channel).
4. Easements and other record documents shown or noted on this survey were examined as to location and purpose and were not examined as to restrictions, exclusions, conditions, obligations, terms, or as to right to grant the same.
5. The lineal units used in this drawing are U.S. Survey Feet.
6. The Avigation easement dedicated herein for public avigation purposes, shall be considered a public easement subject to those terms and conditions as specified on the instrument recorded at Rec. No 217069667 of the records of El Paso County, Colorado. All other easements or interests of recording affecting any of the platted property depicted hereon shall not be affected and shall remain in full force and effect.
7. Notice: This property may be impacted by noise caused by aircraft operating into and out of the Colorado Springs Municipal Airport. The buyer should familiarize himself/herself with this potentiality and the ramifications thereof.
8. Approval of this replat vacates all prior plats for the area described by this replat.
9. The El Paso County Department of Transportation shall be contacted prior to the establishment of any driveway. Access to lots may be via common access easements.
10. All structural foundations shall be located and designed by a professional engineer, currently registered in the state of Colorado.
11. Access on Amelia Street will be limited to no closer than 135 feet from the intersection of Amelia Street and Highway 24.
12. Lot 1 is encumbered by a Twenty Five (25') foot Sight Visibility triangle at the intersection of Amelia Street and Terminal Avenue, per Reception No. 200146102.
13. No obstructions greater than 18 inches (18") in height shall be permitted in the sight triangles.
14. The property is subject to the Terms, Conditions, Provisions, Burdens, Obligations and Easements as set forth and granted in Avigation easements recorded april 18, 1973 in book 2578 at page 604, September 10, 1991 in Book 5880 at Page 209 and August 29, 2000 under Reception No. 200103169 and rerecorded September 5, 2000 under Reception No. 200106011.
15. The property is subject to the effect of inclusion of subject property in the Cimarron Sanitation District (now known as the Cherokee Metropolitan District), as evidenced by instrument recorded March 29, 1977, in Book 2909 at Page 551.
16. The property is subject to the effect of inclusion of subject property in the Cherokee Water District (now known as the Cherokee Metropolitan District), as evidenced by instrument recorded March 29, 1977, in Book 2909 at Page 552.
17. The property is subject to the effect of Resolution No. 82-9, land use-5 regarding approval of special use, recorded February 11, 1982 in Book 3531 at Page 313.
18. The property is subject to the effect of Resolution No. 91-116, land use-16 regarding approval of special use, recorded may 23, 1991 in Book 5840 at Page 1355.
19. The property is subject to the Easements, Conditions, Covenants, Restrictions, Reservations and Notes on the plat of Appaloosa Hwy 24 Subdivision recorded December 05, 2000 under Reception No. 200146102, as amended by quitclaim deed recorded July 27, 2007 under Reception No. 207099518, Resolution No. 00-433 regarding plat approval in conjunction therewith recorded February 24, 2006, under Reception No. 206028173.
20. The property is subject the effect of Resolution No. 00-432 regarding use subject to special review, recorded March 09, 2001, under Reception No. 201029146.
21. The property is subject to the effect of Resolution No. 08-137 regarding zoning, recorded May 12, 2008, under Reception No. 208054704.
22. No driveway shall be established unless an access permit has been granted by El Paso County.
23. All property owners are responsible for maintaining proper storm water drainage in and through their property. Public drainage easements as specifically noted on the plat shall be maintained by the individual lot owners unless otherwise indicated. Structures, fences, materials or landscaping that could impede the flow of runoff shall not be placed in drainage easements.
24. Mailboxes shall be installed in accordance with all El Paso County and United States Postal Service regulations.
25. Property is subject to the Subdivision improvements agreement recorded _____ under reception No. _____.
26. The property is subject to limitations on access to and from State Highway No. 24 (Platte Avenue) as contained in Deeds recorded October 15, 1959 in Book 1770 at Page 639, August 11, 2000 at Reception No. 200095157 and October 19, 2000 at Reception No. 200127397.

RECORDING:

STATE OF COLORADO } SS
COUNTY OF EL PASO }

I hereby certify that this instrument was filed for record in my office at _____ o'clock ____M.,

this _____ day of _____ , 20___, A.D., and is duly recorded under

Reception No._____ of the records of El Paso County, Colorado.

SURCHARGE: _____ Chuck Broerman, RECORDER

FEE: _____ BY: _____
Deputy

SURVEYOR'S CERTIFICATION:

The undersigned Colorado Registered Professional Land Surveyor does hereby certify that the accompanying plat was surveyed and drawn under his direct responsibility and supervision and to the normal standard of practice by surveyors in the State of Colorado and accurately shows the described tract of land thereof, and that the requirements of Title 38 of the Colorado Revised Statutes, 1973, as amended, have been met to the best of his professional knowledge, belief and opinion.

This statement is neither a warranty nor guaranty, either expressed or implied.

Stewart L. Mapes, Jr.
Colorado Professional Land Surveyor No. 38245
For and on behalf of Clark Land Surveying, Inc.

This survey plat is null and void without surveyor's original signature and seal.

VR-18-013

Clark-LS
Land Surveying, Inc
www.clarkls.com
177 S. Tiffany Dr., Unit I ● Pueblo West, CO 81007 ● 719.582.1270

No.	Description	By	Date
2	Comments from various entities.	CME	11/9/2018
1	1st Review Comments	SLM	9/28/2018

Revisions

Notice: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

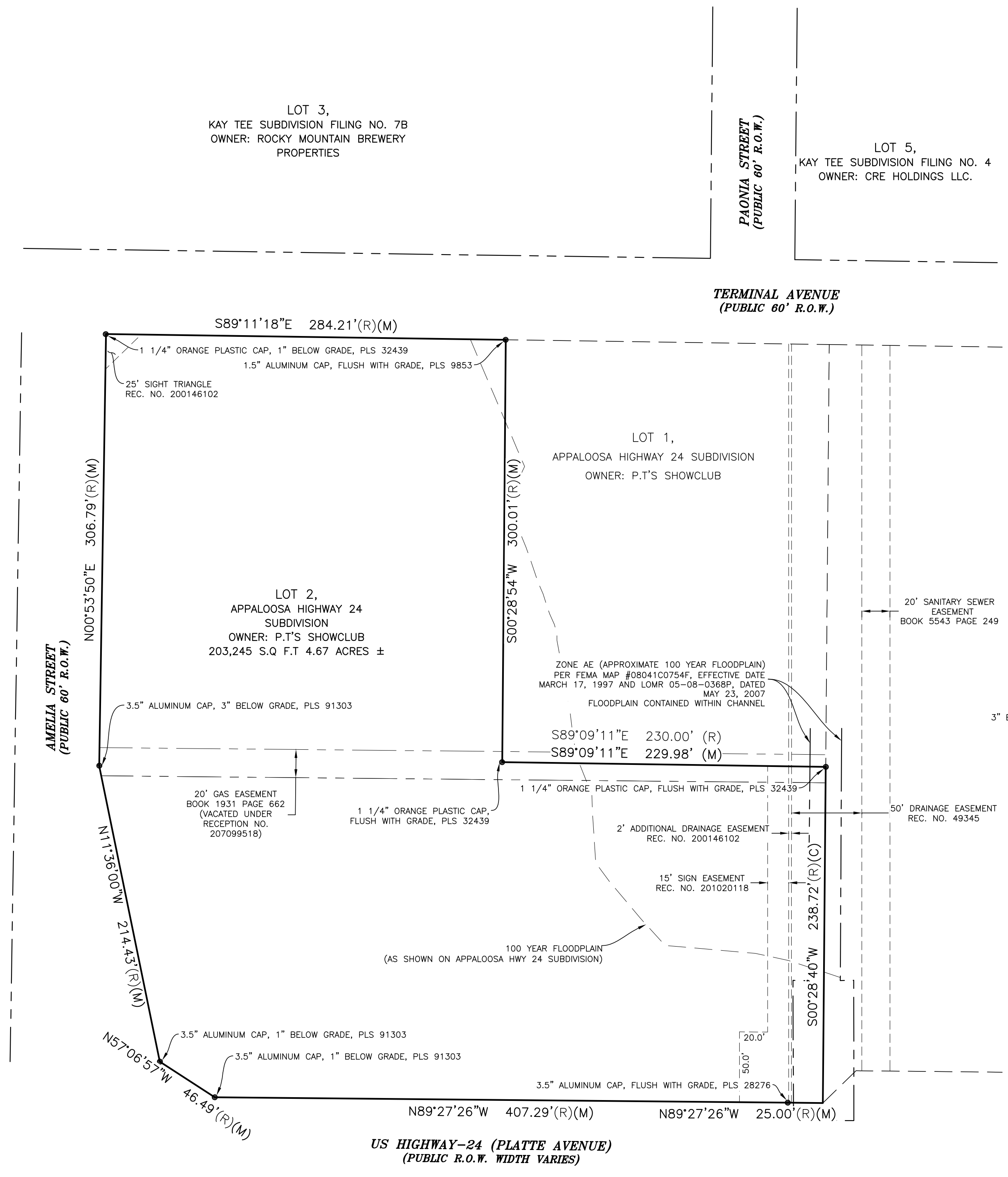
APPALOOSA HWY 24 SUBDIVISION FILING NO. 1A
A PORTION OF THE SOUTHWEST 1/4 OF SECTION 7, TOWNSHIP 14 SOUTH, RANGE 65 WEST OF THE 6TH P.M. COLORADO SPRINGS, EL PASO COUNTY, STATE OF COLORADO.

Project No. 180231
Drawn By: BCR
Checked By: SLM
Date: 3/20/2018
Sheet 1 of 2

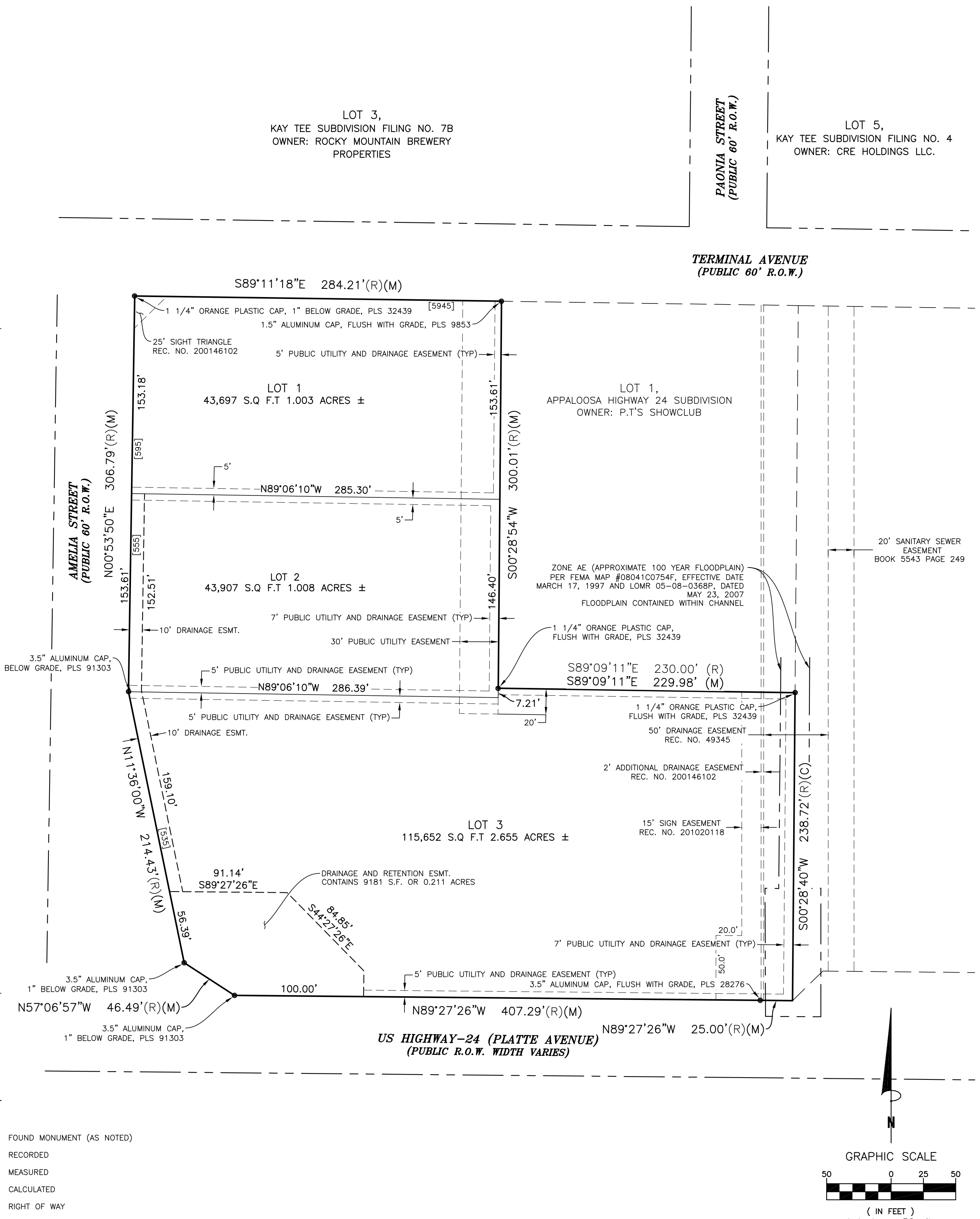
FINAL PLAT
APPALOOSA HWY 24 SUBDIVISION FILING NO. 1A

A VACATE AND RE-PLAT OF LOT 2, APPALOOSA HWY 24 SUBDIVISION,
BEING A PORTION OF THE SW1/4 OF SECTION 7, T14S, R65W OF THE 6TH P.M.
CITY OF COLORADO SPRINGS, COUNTY OF EL PASO, STATE OF COLORADO

AS PLATTED



AS RE-PLATTED



•	FOUND MONUMENT (AS NOTED)
(R)	RECORDED
(M)	MEASURED
(C)	CALCULATED
(R.O.W)	RIGHT OF WAY
(REC. NO.)	RECEPTION NUMBER
[XXX]	STREET ADDRESS

Clark Land Surveying, Inc
www.clarkls.com
177 S. Tiffany Dr., Unit 1 • Pueblo West, CO 81007 • 719.582.1270

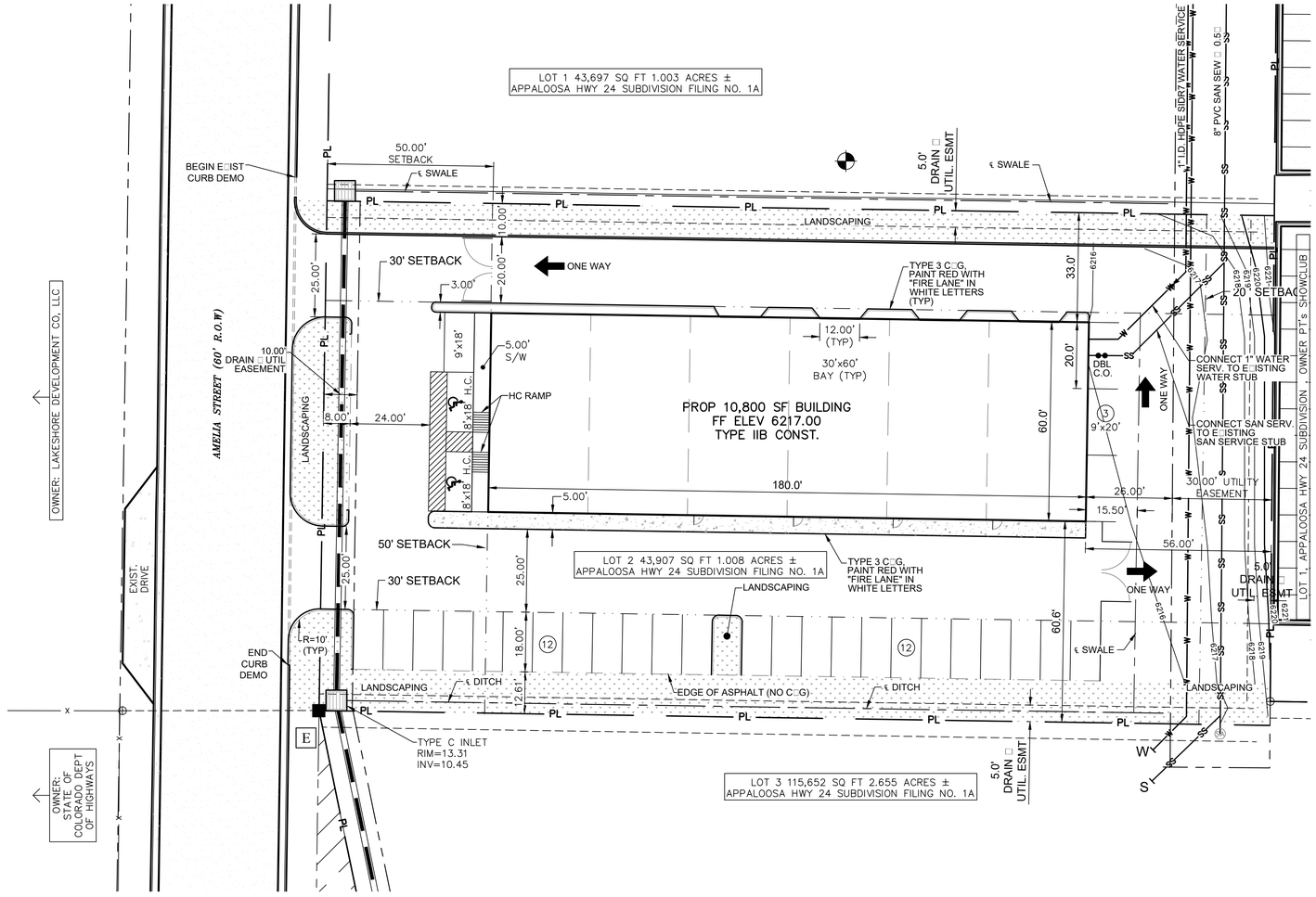
Revisions

No.	Description	By	Date
2	Comments from various entities.	CME	11/9/2018
1	1st Review Comments	SLM	9/28/2018

Notice: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

APPALOOSA HWY 24 SUBDIVISION FILING NO. 1A
A PORTION OF THE SOUTHWEST 1/4 OF SECTION 7, TOWNSHIP 14 SOUTH, RANGE 65 WEST OF THE 6TH P.M. COLORADO SPRINGS, EL PASO COUNTY, STATE OF COLORADO.

Drawn By: BCR | Date: 3/20/2018
Checked By: SLM | Sheet 2 of 2
Project No. 180231



LEGEND:

- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- E□ISTING MAJOR CONTOUR
- E□ISTING MINOR CONTOUR
- E□ISTING WATER VALVES
- PROP WATER VALVES
- E□ISTING FIRE HYDRANT
- E□ISTING FIRE HYDRANT
- E□ISTING SANITARY MANHOLE
- PROP SANITARY MANHOLE

OWNER:
COPESTONE GENERAL CONTRACTORS
1624 S. 21ST ST
COLORADO SPRINGS, CO. 80904
PHONE (719)578–8833

APPLICANT:
RESPEC
3520 AUSTIN BLUFFS PARKWAY #102
COLORADO SPRINGS, CO. 80918
PHONE(719) 266–5212

EXISTING ZONING: I–2

BLDG SETBACKS:
FRONT – 50'
REAR – 20'
SIDE – 30'

MAX LOT COVERAGE – 35%

MAXIMUM HEIGHT: 45'

LOT COVERAGE:
LOT SIZE = 43,□07 SF
BUILDING = 10,800 SF =24.6□
LANDSCAPE = 8,843 SF = 20.1□

E□ISTING LEGAL DESCRIPTION
APPALOOSA HWY 24 SUBDIVISION, FIL 1A, LOT 2

E□ISTING TA□ ID NO. - □□□□□□□□□

AREA OF LOT	43,907 SQ.FT.
AREA OF BUILDINGS TOTAL BUILDING SIZE	10,800 SQ.FT.
REQUIRED PARKING 400 SQ.FT/SPACE	25 SPACES 2 H.C. SPACES
PROVIDED PARKING OFFICE/WAREHOUSE BLDG.	28 REG SPACES 2 H.C. SPACE

SHEET INDE□:
1. SITE DEVELOPMENT PLAN
2. PRELIMINARY GRADING
3. UTILITY SERVICE PLAN
4. BUILDING □ ELEVATIONS
5. LANDSCAPE PLAN
6. LANDSCAPE DETAILS
7. LIGHTING PLAN

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

		REVISION
DESIGNED	MAB	
DRAWN	HJG	
CHECKED	MAB	
DATE	7/6/18	

RESPEC
720 S COLORADO BLVD
SUITE 410S
DENVER, CO 80246
PHONE (303) 757-3655

STAMP

Know what's below. Call before you dig.

PROJ NO. 03437
DWG NM. 03437-DEV

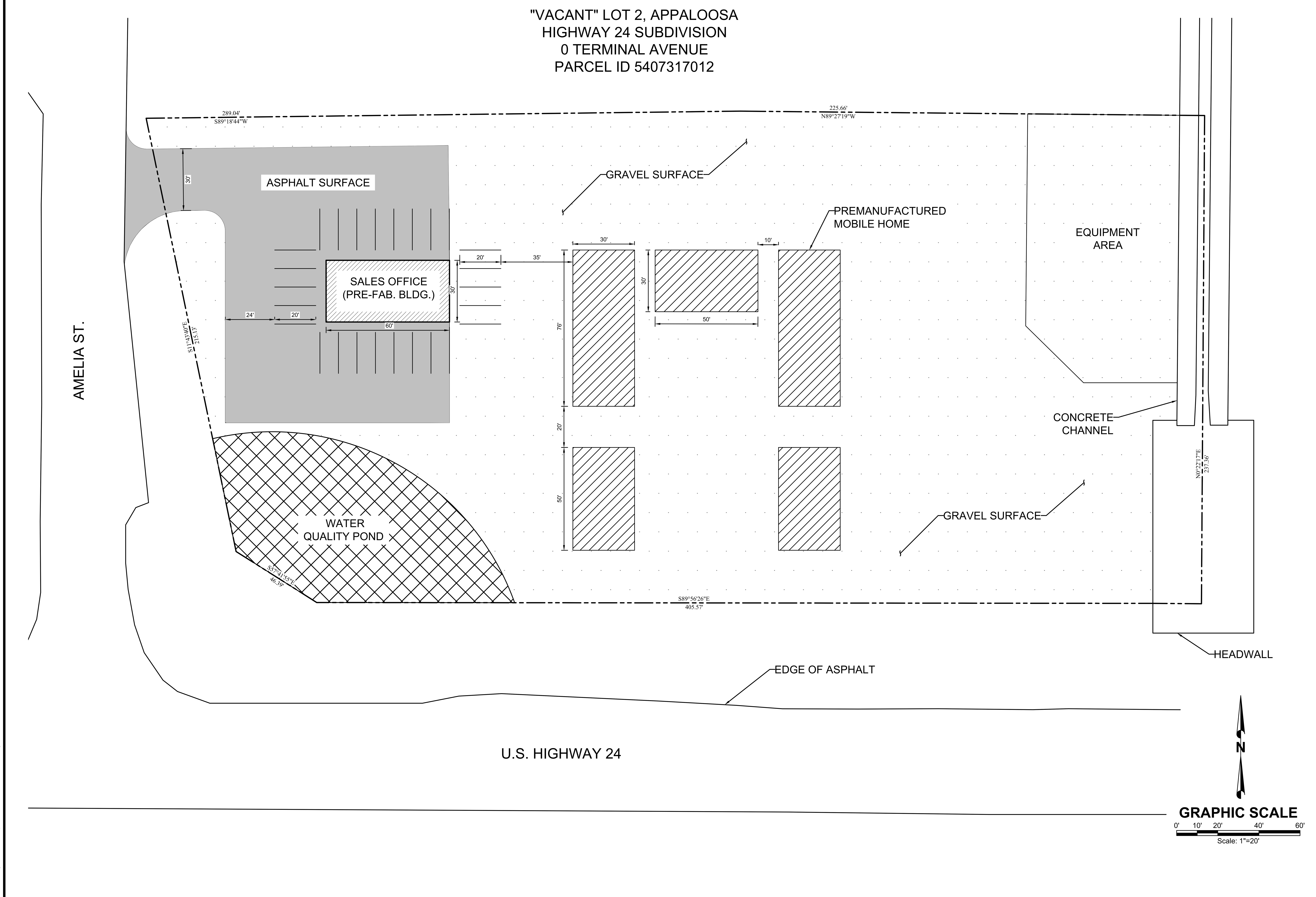
COPESTONE GENERAL CONTRACTORS
1624 S. 21ST ST
COLORADO SPRINGS, CO. 80□04

LOT 2,
APPALOOSA HWY 24
SUBDIVISION
FIL 1A

SITE DEVELOPMENT PLAN

DRAWING NUMBER:
C
SHEET 1

NAME: M:\LAND PROJECTS\2018\03437-APPALOOSA HWY 24, LOT 2\DWG\03437-DEV.DWG
PLOT DATE: October 18, 2018 8:01 AM BY: MIKE



NO.	REVISIONS	BY	DATE

This document or any part thereof in detail or design concept is the property of Forsgren Associates Inc. and shall not be copied without the written authorization of Forsgren Associates Inc.

FORSGREN Associates Inc.
56 Inverness Drive East, Suite 112, Englewood, CO 80112
PH: 720.214.5884 FAX: 720.000.0000

PROJECT NO.	
DRAWN	C. KOCH
DESIGNED	C. KOCH
APPROVED	J. MOORE
QA/QC	J. MOORE

OWNER
SEEGER HOMES
COLORADO SPRINGS, CO

SEEGER HOMES SALES OFFICE

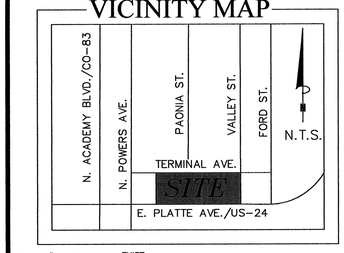
CONCEPTUAL SITE PLAN

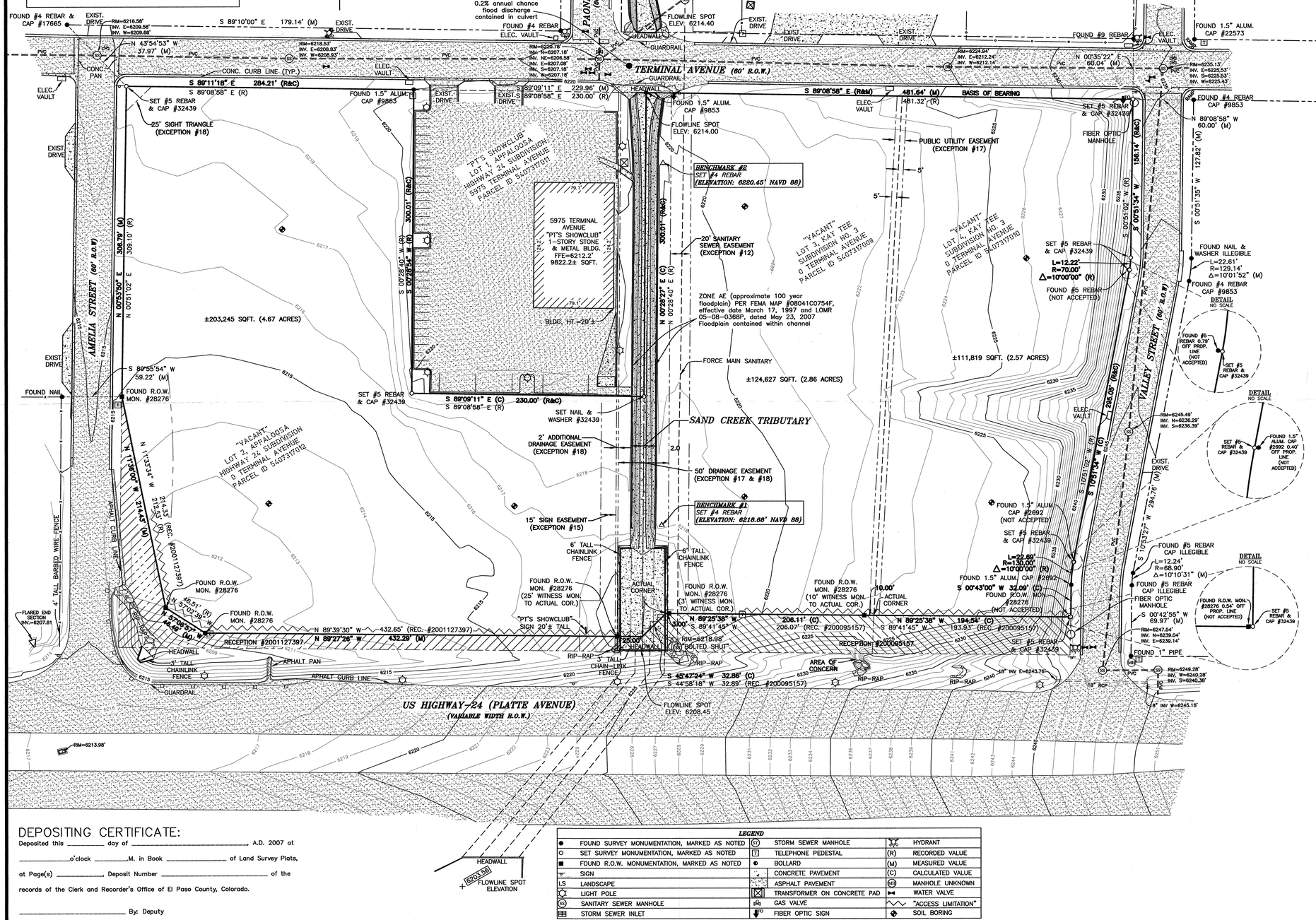
SHEET NO:
C-01
DATE:
3/12/18
PAGE NO:
1 OF 1

P:\Clients\Seeger\CAD\Conceptual Plan\CONCEPT PLAN.dwg - ---- - 3/12/2018 3:35 PM

ALTA/ACSM LAND TITLE SURVEY

Lot 2, Appaloosa Highway 24 Subdivision &
Lots 3 and 4 in Kay Tee Subdivision No. 3,
Colorado Springs, El Paso County, State of Colorado





LEGAL DESCRIPTION:

Lot 2 in Appaloosa Highway 24 Subdivision and Lots 3 and 4 in Kay Tee Subdivision No. 3, except any portions thereof contained in Warranty Deed recorded August 11, 2000 at Reception No. 200095157 and October 19, 2000 at Reception No. 200127397, County of El Paso, State of Colorado.

NOTES:

1. Any underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from the information available. This surveyor has not physically located the underground utilities.
2. FEDERAL EMERGENCY MANAGEMENT AGENCY, Flood Insurance Rate Map, Map Number 08041C0754F, effective date March 17, 1997, with revised LOMR 05-08-0368P, effective date of May 23, 2007 indicates this parcel of land is located in Zone AE (1% annual chance (100 year) Floodplain, 0.2% annual chance (500 year) floodplain with base flood elevations determined and Zone X area determine outside of 500 year floodplain. FEMA map based on NGVD 29, site topography based on NAVD 88.
3. This survey does not constitute a title search by Clark Land Surveying, Inc. to determine ownership or easements of record. For all information regarding easements, rights of way and title of record, Clark Land Surveying, Inc. relied upon Commitments for Title Insurance, prepared by Security Title Guaranty Co., Commitment No. SO218207, Amendment No. 1, with an effective date of May 1, 2007 at 8:00 A.M. and by Land Title Guarantee Company, Order No. SC55025716, with an effective date of March 25, 2009 at 5:00 P.M.
4. The improvements shown hereon are as of the date of field work, May 21, 2007.
5. Per Rec. No. 208054704, this site is zoned I-2 CAD-O (Industrial-Commercial Airport Overlay)

   CURRENT ZONING INFORMATION:

   Maximum Building Height: 45'
   Building Setbacks:
   Front: 30'
   Side: 50'
   Rear: 35'
   Maximum Lot Coverage: 35%
   Parking Required: Varies by use
   Parking Provided: None

   For additional zoning information please contact the El Paso County Development Services Department at 719.520.6300.
6. This property contains a calculated area of 10.09 acres, 439,691 square feet, more or less.
7. There are improvements along portions of the boundary as shown hereon. Ownership and/or maintenance responsibilities of said improvements was not determined by this survey.
8. There are areas of concern as shown hereon.
   a. There is a collapsed ditch on the Southeasterly portion of site.
9. Access is obtained directly from Terminal Avenue, Amelia Street and Valley Street.
10. Easements and public documents shown or noted on this survey were examined as to location and purpose and were not examined as to restrictions, exclusions, conditions, obligations, terms, or as to the right to grant the same.
11. This ALTA/ACSM Land Title Survey was prepared for the exclusive use of persons/parties listed in certification, Said statement does not extend to any unnamed person/parties without an express statement by the surveyor naming said person/parties.
12. Basis of bearings is the northerly line of Lot 3 and Lot 4 of Kay Tee Subdivision No. 3, monumented as shown and bearing S 89°08'58"E.

SCHEDULE B-2 EXCEPTIONS:

Exception numbers shown thus: [9] are from Schedule B, Section 2 of a commitment for title insurance prepared by Land Title Guarantee Company, Order No. SC55025716, dated March 25, 2009. Said commitment is for Lot 3 only.

Item No.

7.[17] Limitations on access to and from State Highway No. 24 (Platte Avenue) as contained in Deeds recorded October 15, 1959 in Book 1770 at Page 639, August 11, 2000 at Reception No. 200095157 and October 19, 2000 at Reception No. 200127397. Affects subject property and is plotted hereon.

8. Any assessment or lien of Cimarron Sanitation District, as disclosed by the instrument recorded July 6, 1970 in Book 2352 at Page 446. Affects subject property and is blanket in nature.
9. Any assessment or lien of Cherokee Water District, as disclosed by the instrument recorded July 6, 1970 in Book 2352 at Page 449. Affects subject property and is blanket in nature.
10. [9] An Avigation and Hazard Easement granted to the City of Colorado Springs by the instruments recorded April 18, 1973 in Book 2578 at Page 604 and September 10, 1991 in Book 5880 at Page 209 upon the terms and conditions set forth in the instrument, over subject property. Affects subject property and is blanket in nature.
11. [12] Terms, conditions, provisions, agreements and obligations contained in the El Paso County Resolution No. 82-9, Land Use-5, recorded February 11, 1982 in Book 3531 at Page 315. Affects subject property and is blanket in nature.
12. [13] An easement for sanitary sewer main and incidental purposes granted to Cherokee Water and Sanitation District by the instrument recorded August 15, 1988 in Book 5543 at Page 249. Affects subject property and is plotted hereon.
13. [15] Terms, conditions, provisions, agreements and obligations contained in the El Paso County Resolution No. 91-115, Land Use-15, recorded May 23, 1991 in Book 5840 at Page 1351. Affects subject property and is blanket in nature.
14. [16] Terms, conditions, provisions, agreements and obligations contained in the El Paso County Resolution No. 91-116, Land Use-16 recorded May 23, 1991 in Book 5840 at Page 1355. Affects subject property and is blanket in nature.
15. Terms, conditions, provisions, agreements, obligations and easement contained in the Easement Agreement recorded February 20, 2001 at Reception No. 201020118. Affects subject property and is plotted hereon.
16. Terms, conditions, provisions, agreements and obligations contained in the El Paso County Resolution No. 00-432 recorded March 9, 2001 at Reception No. 201029146. Affects subject property and is blanket in nature.
17. [10] Easements, Notes and Notices as shown on the recorded plat of Kay Tee Subdivision No. 3 (Affects subject property and said easements are plotted hereon) and Amendment thereto by El Paso County Resolution No. 82-155, Land Use-69 recorded September 21, 1982 in Book 3612 at Page 765 (affects subject property and is blanket in nature).
18. Easements, Notes and Notices as shown on the recorded plat of Appaloosa Highway 24 Subdivision. Affects subject property and is plotted hereon. Affects subject property and aid easements are plotted hereon
19. [18] Restrictions imposed on subject property by Zoning Resolution #08-137 recorded May 12, 2008 under Reception No. 208054704. Affects subject property and is blanket in nature.

B-2 items not listed above are determined non-survey related items and are not addressed hereon.

SURVEYOR'S CERTIFICATION:

To: Millennium Development, LLC., Security Title Guaranty Company, Land Title Guarantee Company and Chicago Title Insurance Company;

This is to certify that this map or plat and the survey on which it is based were made in accordance with the "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by ALTA and NSPS in 2005, and includes Items 1, 2, 3, 4, 5, 6, 7(a), 7(b1), 7(c), 8, 9, 10, 11(a), 13 and 14, of Table A thereof. Pursuant to the Accuracy Standards as adopted by ALTA and NSPS and in effect on the date of this certification, the undersigned further certifies that in my professional opinion, as a land surveyor registered in the State of Colorado, the Relative Positional Accuracy of this survey does not exceed that which is specified therein.

This certification is neither a warranty or guarantee, either expressed or implied.

COLORADO REGISTERED MARK S. JOHANNES 32439 4/3/09 PROFESSIONAL LAND SURVEYOR

Mark S. Johannes
Colorado Professional Land Surveyor No. 32439
For and on behalf of Clark Land Surveying, Inc.

DEPOSITING CERTIFICATE:

Deposited this _____ day of _____, A.D. 2007 at _____ o'clock _____M. in Book _____ of Land Survey Plats, at Page(s) _____ Deposit Number _____ of the records of the Clerk and Recorder's Office of El Paso County, Colorado.

_____ By: Deputy

LEGEND			
● FOUND SURVEY MONUMENTATION, MARKED AS NOTED	SV STORM SEWER MANHOLE	HYD HYDRANT
○ SET SURVEY MONUMENTATION, MARKED AS NOTED	T TELEPHONE PEDESTAL	(R) RECORDED VALUE
■ FOUND R.O.W. MONUMENTATION, MARKED AS NOTED	BOLLARD	(M) MEASURED VALUE
SIGN	CONCRETE PAVEMENT	(C) CALCULATED VALUE
LS LANDSCAPE	ASPHALT PAVEMENT	MH MANHOLE UNKNOWN
LIGHT POLE	TRANSFORMER ON CONCRETE PAD	WATER VALVE
SS SANITARY SEWER MANHOLE	GAS VALVE	"ACCESS LIMITATION"
STORM SEWER INLET	FO FIBER OPTIC SIGN	SOIL BORING

HEADWALL 6203.58 FLOWLINE SPOT ELEVATION

Clark Land Surveying, Inc.
Boundary · GPS · Mapping
119 North Wahsatch Avenue
Colorado Springs, CO 80903
719.633.8533 FAX 719.633.8822

Revisions			
No.	Description	By	Date
3	Updated FEMA information per provided LOMR.	BD	6/13/07
4	Add area labels.	SJB	10/01/07
5	Add LOMR number, removed vacated gas easement.	MSJ	12/03/08
6	New title commitment for Lot 3 only.	MSJ	4/03/09

Notice: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

Clark Land Surveying, Inc. (CLSI) limits the certification shown hereon to the following:
- Observable evidence only,
- Information applicable to land survey related matters only; CLSI excludes from this certification any matters that are beyond the professional land surveyor's competence, training, or education,
- Records provided to CLSI and those obtained by CLSI from county zoning records only,
- Apparent observable encroachments as shown hereon; CLSI excludes possessory determinations.
- Flood information is derived from the Federal Emergency Mapping agency maps.

Lot 2, Appaloosa Highway 24 Subdivision & Lots 3 and 4,
Kay Tee Subdivision No. 3, being a portion of the
Southwest Quarter of Section 7, T. 14 S., R. 65 W. of the 6th P.M.
City of Colorado Springs, El Paso County, Colorado

Project No. 9110	Drawn By: SJB	Date: May 30, 2007
	Checked By: BD/MSJ	Sheet: 1 of 1

LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Amelia St - Terminal Ave AM
Site Code : 194070
Start Date : 2/5/2019
Page No : 1

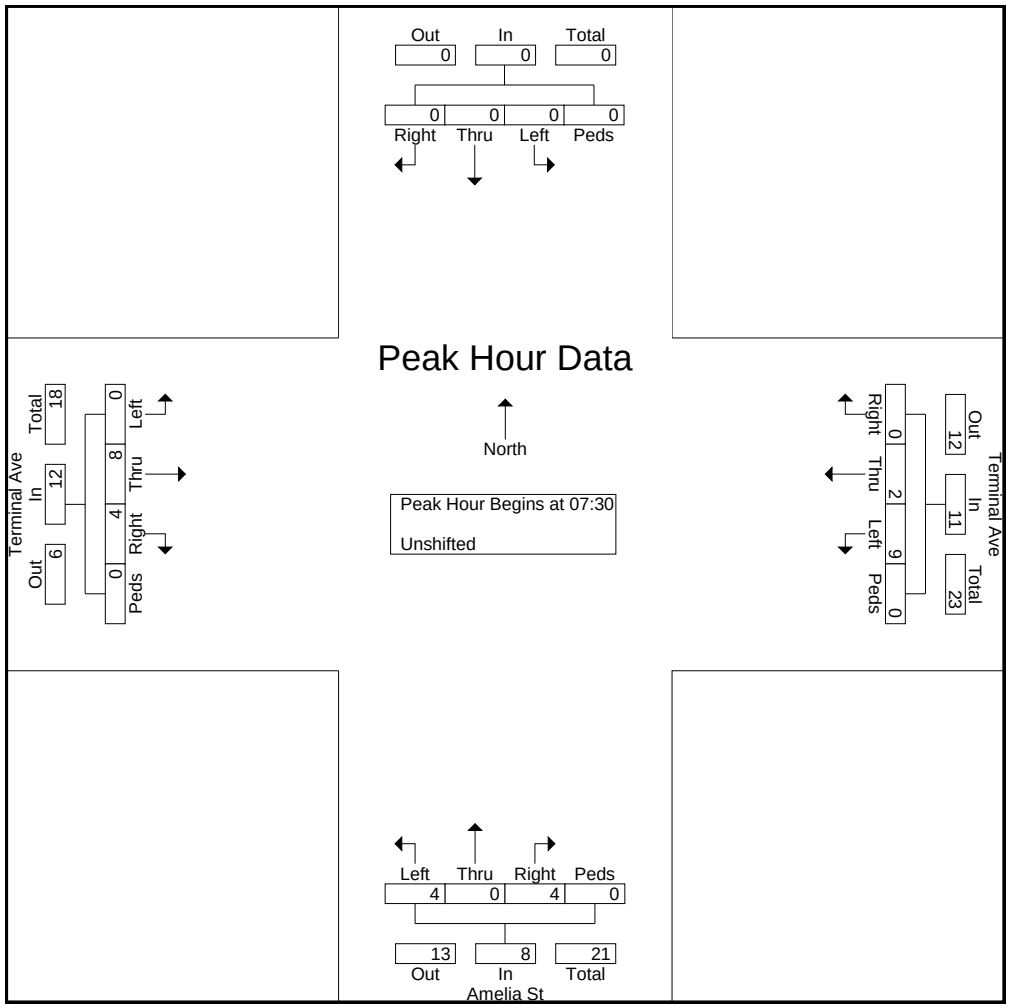
Groups Printed- Unshifted

	Southbound				Terminal Ave Westbound				Amelia St Northbound				Terminal Ave Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
06:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
06:45	0	0	0	0	2	2	0	0	1	0	0	0	0	0	2	0	7
Total	0	0	0	0	3	2	0	0	1	0	0	0	0	1	2	0	9
07:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
07:15	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	4
07:30	0	0	0	0	3	0	0	0	1	0	0	0	0	3	2	0	9
07:45	0	0	0	0	1	1	0	0	2	0	1	0	0	3	1	0	9
Total	0	0	0	0	4	2	0	0	3	0	2	0	0	7	6	0	24
08:00	0	0	0	0	2	1	0	0	0	0	2	0	0	2	0	0	7
08:15	0	0	0	0	3	0	0	0	1	0	1	0	0	0	1	0	6
Grand Total	0	0	0	0	12	5	0	0	5	0	5	0	0	10	9	0	46
Apprch %	0	0	0	0	70.6	29.4	0	0	50	0	50	0	0	52.6	47.4	0	
Total %	0	0	0	0	26.1	10.9	0	0	10.9	0	10.9	0	0	21.7	19.6	0	

LSC Transportation Consultants, Inc.
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

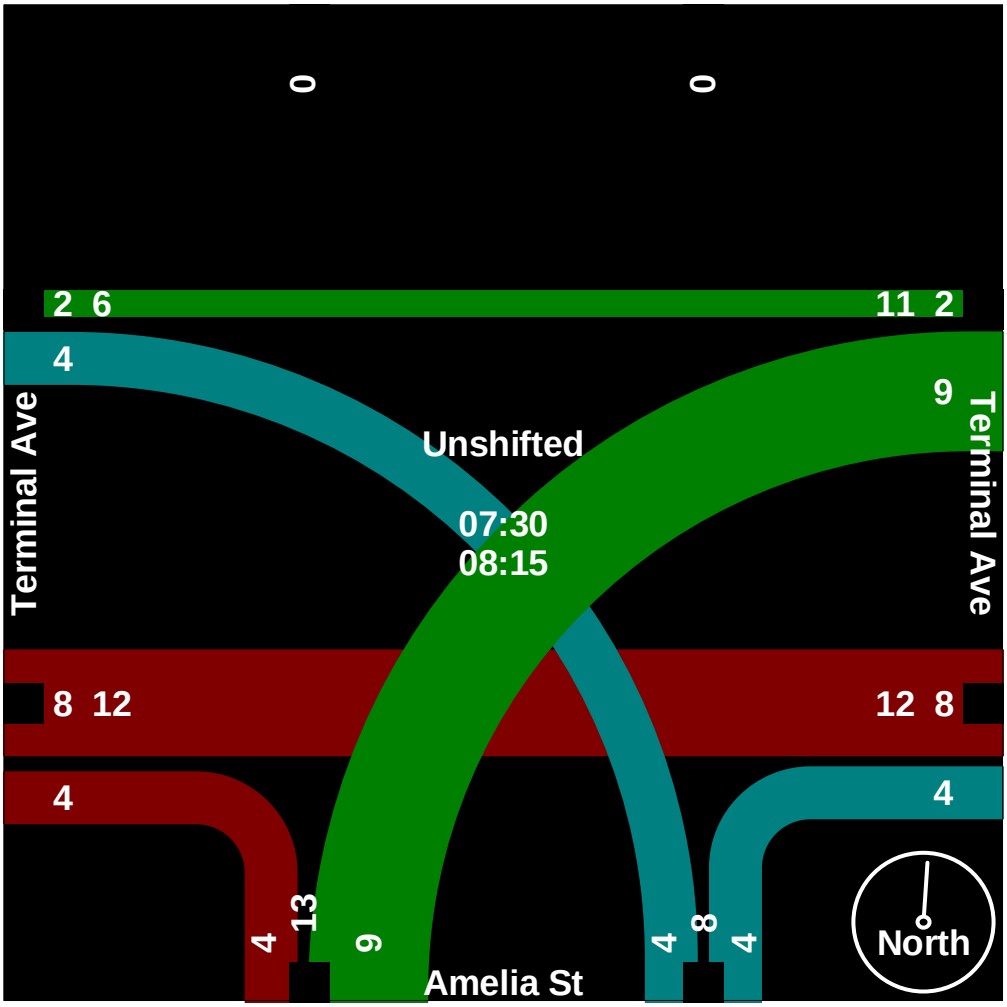
File Name : Amelia St - Terminal Ave AM
Site Code : 194070
Start Date : 2/5/2019
Page No : 2

	Southbound					Terminal Ave Westbound					Amelia St Northbound					Terminal Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	**3**	0	0	0	**3**	1	0	0	0	1	0	**3**	**2**	0	**5**	**9**
07:45	0	0	0	0	0	1	**1**	0	0	2	**2**	0	1	0	**3**	0	3	1	0	4	9
08:00	0	0	0	0	0	2	1	0	0	3	0	0	**2**	0	2	0	2	0	0	2	7
08:15	0	0	0	0	0	3	0	0	0	3	1	0	1	0	2	0	0	1	0	1	6
Total Volume	0	0	0	0	0	9	2	0	0	11	4	0	4	0	8	0	8	4	0	12	31
% App. Total	0	0	0	0		81.8	18.2	0	0		50	0	50	0		0	66.7	33.3	0		
PHF	.000	.000	.000	.000	.000	.750	.500	.000	.000	.917	.500	.000	.500	.000	.667	.000	.667	.500	.000	.600	.861



LSC Transportation Consultants, Inc.
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Amelia St - Terminal Ave AM
Site Code : 194070
Start Date : 2/5/2019
Page No : 3



LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Amelia St - Terminal Ave PM
Site Code : 194070
Start Date : 2/6/2019
Page No : 1

Groups Printed- Unshifted

	Amelia St Southbound				Terminal Ave Westbound				Northbound				Terminal Ave Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
16:00	0	0	1	0	8	3	0	0	0	0	0	0	0	2	2	0	16
16:15	1	0	1	0	4	0	0	0	0	0	0	0	0	1	1	0	8
16:30	0	0	4	0	5	3	0	0	0	0	0	0	0	5	2	0	19
16:45	0	0	2	0	4	1	0	0	0	0	0	0	0	0	6	0	13
Total	1	0	8	0	21	7	0	0	0	0	0	0	0	8	11	0	56
17:00	0	0	0	0	4	2	0	0	0	0	0	0	0	1	0	0	7
17:15	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	7
17:30	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	4
17:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	14	2	0	0	0	0	0	0	0	2	1	0	19
Grand Total	1	0	8	0	35	9	0	0	0	0	0	0	0	10	12	0	75
Apprch %	11.1	0	88.9	0	79.5	20.5	0	0	0	0	0	0	0	45.5	54.5	0	
Total %	1.3	0	10.7	0	46.7	12	0	0	0	0	0	0	0	13.3	16	0	

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Colorado Springs, CO 80905
719-633-2868

File Name : Amelia St - Terminal Ave PM
Site Code : 194070
Start Date : 2/6/2019
Page No : 2

	Amelia St Southbound					Terminal Ave Westbound					Northbound					Terminal Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 16:00 to 16:00 - Peak 1 of 1

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719-633-2868

File Name : Amelia St - W Business Access AM
Site Code : 194070
Start Date : 2/5/2019
Page No : 1

Groups Printed- Bank 1

	Amelia St Southbound				Westbound				Amelia St Northbound				W Business Access Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
06:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
06:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3
Total	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	5
07:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
07:15	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3
07:30	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
07:45	0	0	1	0	0	0	0	0	2	0	0	0	1	0	0	0	4
Total	0	0	7	0	0	0	0	0	6	0	0	0	1	0	0	0	14
08:00	0	0	0	0	0	0	0	0	2	0	0	0	2	0	3	0	7
08:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3
Grand Total	0	0	10	0	0	0	0	0	8	0	0	0	5	0	6	0	29
Apprch %	0	0	100	0	0	0	0	0	100	0	0	0	45.5	0	54.5	0	
Total %	0	0	34.5	0	0	0	0	0	27.6	0	0	0	17.2	0	20.7	0	

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719-633-2868

File Name : Amelia St - W Business Access AM
Site Code : 194070
Start Date : 2/5/2019
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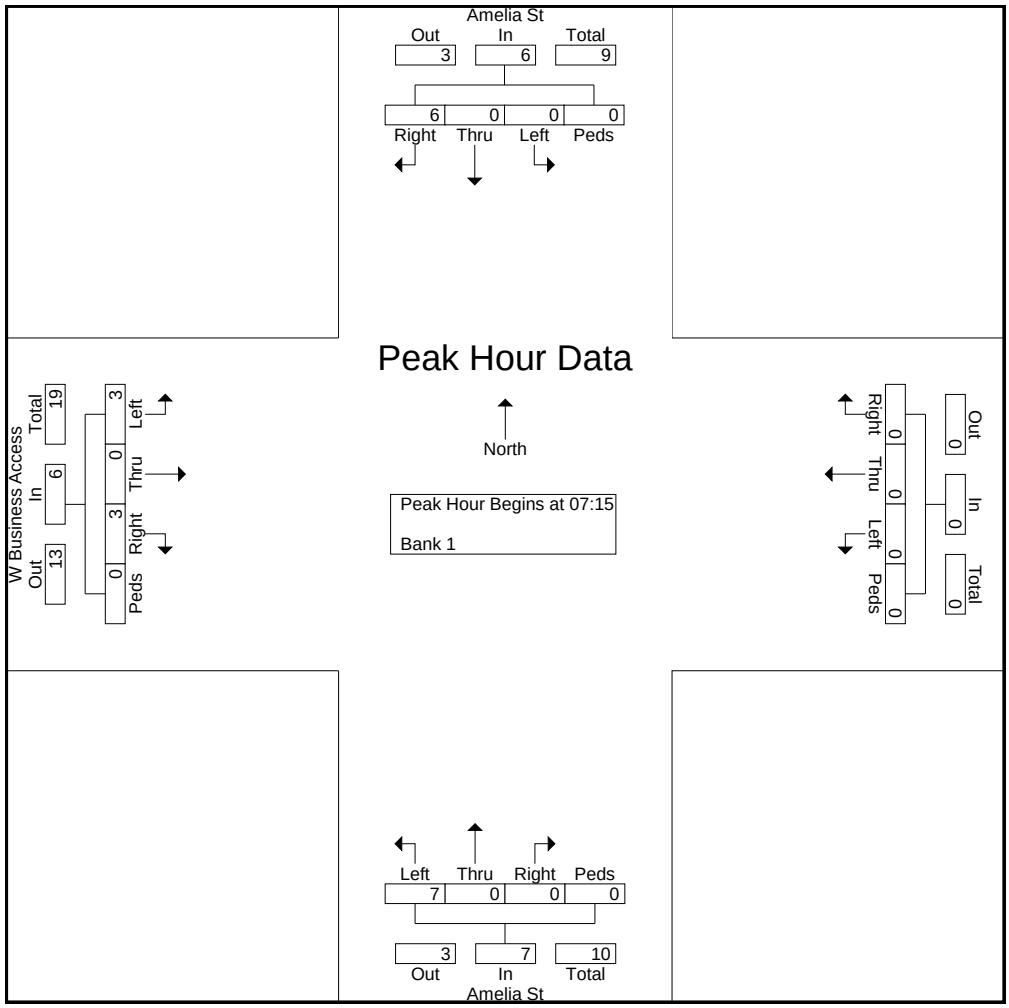
	Amelia St Southbound					Westbound					Amelia St Northbound					W Business Access Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	1	0	1	0	0	0	0	0	**2**	0	0	0	**2**	0	0	0	0	0	3
07:30	0	0	**4**	0	**4**	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
07:45	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	4
08:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	**2**	0	**3**	0	**5**	**7**
Total Volume	0	0	6	0	6	0	0	0	0	0	7	0	0	0	7	3	0	3	0	6	19
% App. Total	0	0	100	0		0	0	0	0		100	0	0	0		50	0	50	0		
PHF	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.875	.000	.000	.000	.875	.375	.000	.250	.000	.300	.679



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File Name : Amelia St - W Business Access AM
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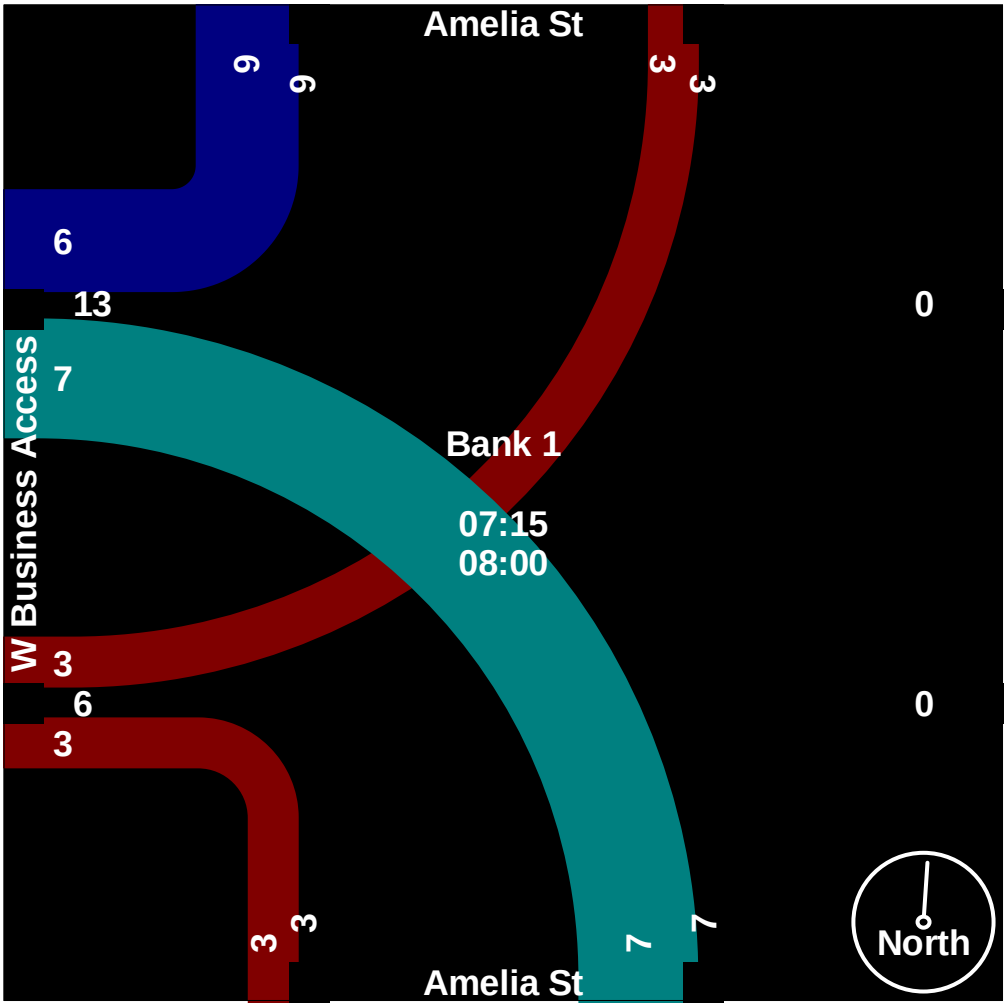

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File Name : Amelia St - W Business Access PM
Site Code : 194070
Start Date : 2/6/2019
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Groups Printed- Bank 1

	Amelia St Southbound				Westbound				Amelia St Northbound				W Business Access Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
16:00	0	0	1	0	0	0	0	0	1	0	0	0	4	0	1	0	7
16:15	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	2	0	0	0	0	0	1	0	0	0	6	0	5	0	14
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	4
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	0	6
Grand Total	0	0	2	0	0	0	0	0	3	0	0	0	6	0	9	0	20
Apprch %	0	0	100	0	0	0	0	0	100	0	0	0	40	0	60	0	
Total %	0	0	10	0	0	0	0	0	15	0	0	0	30	0	45	0	

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719-633-2868

File Name : Amelia St - W Business Access PM
Site Code : 194070
Start Date : 2/6/2019

	Amelia St Southbound					Westbound					Amelia St Northbound					W Business Access Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 16:00 to 16:00 - Peak 1 of 1

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	8	9	2	4	4
Future Vol, veh/h	4	8	9	2	4	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	60	60	92	92	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	13	10	2	6	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	20	0	36	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1596	-	977	1066
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1596	-	971	1066
Mov Cap-2 Maneuver	-	-	-	-	971	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.9	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1016	-	-	1596	-
HCM Lane V/C Ratio	0.012	-	-	0.006	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	917
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	917
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	8	0	0	11	0	0	0	0	1	0	1
Future Vol, veh/h	1	8	0	0	11	0	0	0	0	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	1	9	0	0	12	0	0	0	0	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	12	0	0	9	0	0	24	23	9	23	23	12
Stage 1	-	-	-	-	-	-	11	11	-	12	12	-
Stage 2	-	-	-	-	-	-	13	12	-	11	11	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1607	-	-	1611	-	-	987	870	1073	989	870	1069
Stage 1	-	-	-	-	-	-	1010	886	-	1009	886	-
Stage 2	-	-	-	-	-	-	1007	886	-	1010	886	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1607	-	-	1611	-	-	985	869	1073	988	869	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	985	869	-	988	869	-
Stage 1	-	-	-	-	-	-	1009	885	-	1008	886	-
Stage 2	-	-	-	-	-	-	1006	886	-	1009	885	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	0	8.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1607	-	-	1611	-	-	1027
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.002
HCM Control Delay (s)	0	7.2	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	2	0	0	0	4	8	0	0	12	3
Future Vol, veh/h	2	0	2	0	0	0	4	8	0	0	12	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	0	2	0	0	0	4	9	0	0	13	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	32	32	15	33	33	9	16	0	0	9	0	0
Stage 1	15	15	-	17	17	-	-	-	-	-	-	-
Stage 2	17	17	-	16	16	-	-	-	-	-	-	-
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	976	861	1065	974	860	1073	1602	-	-	1611	-	-
Stage 1	1005	883	-	1002	881	-	-	-	-	-	-	-
Stage 2	1002	881	-	1004	882	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	974	858	1065	970	857	1073	1602	-	-	1611	-	-
Mov Cap-2 Maneuver	974	858	-	970	857	-	-	-	-	-	-	-
Stage 1	1002	883	-	999	878	-	-	-	-	-	-	-
Stage 2	999	878	-	1002	882	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	0	2.4	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	1017	-	1611	-	-
HCM Lane V/C Ratio	0.003	-	-	0.004	-	-	-	-
HCM Control Delay (s)	7.3	0	-	8.6	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	1	0	0	0	3	7	0	0	14	3
Future Vol, veh/h	1	0	1	0	0	0	3	7	0	0	14	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	1	0	1	0	0	0	3	8	0	0	15	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	31	31	17	31	32	8	18	0	0	8	0	0
Stage 1	17	17	-	14	14	-	-	-	-	-	-	-
Stage 2	14	14	-	17	18	-	-	-	-	-	-	-
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	977	862	1062	977	861	1074	1599	-	-	1612	-	-
Stage 1	1002	881	-	1006	884	-	-	-	-	-	-	-
Stage 2	1006	884	-	1002	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	975	860	1062	974	859	1074	1599	-	-	1612	-	-
Mov Cap-2 Maneuver	975	860	-	974	859	-	-	-	-	-	-	-
Stage 1	1000	881	-	1004	882	-	-	-	-	-	-	-
Stage 2	1004	882	-	1001	880	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.5	0	2.2	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1599	-	-	1017	-	1612	-	-
HCM Lane V/C Ratio	0.002	-	-	0.002	-	-	-	-
HCM Control Delay (s)	7.3	0	-	8.5	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	11	21	7	1	8
Future Vol, veh/h	8	11	21	7	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	64	64	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	16	33	11	2	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	28	0	97	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	77	-
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	-	-	1585	-	902	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1585	-	883	1058
Mov Cap-2 Maneuver	-	-	-	-	883	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.5	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1035	-	-	1585	-
HCM Lane V/C Ratio	0.017	-	-	0.021	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	917
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	917
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	6	0	0	28	1	0	0	0	2	0	5
Future Vol, veh/h	2	6	0	0	28	1	0	0	0	2	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	7	0	0	30	1	0	0	0	2	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	31	0	0	7	0	0	44	42	7	42	42	31
Stage 1	-	-	-	-	-	-	11	11	-	31	31	-
Stage 2	-	-	-	-	-	-	33	31	-	11	11	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1582	-	-	1614	-	-	958	850	1075	961	850	1043
Stage 1	-	-	-	-	-	-	1010	886	-	986	869	-
Stage 2	-	-	-	-	-	-	983	869	-	1010	886	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1582	-	-	1614	-	-	952	849	1075	960	849	1043
Mov Cap-2 Maneuver	-	-	-	-	-	-	952	849	-	960	849	-
Stage 1	-	-	-	-	-	-	1009	885	-	985	869	-
Stage 2	-	-	-	-	-	-	978	869	-	1009	885	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0	0	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1582	-	-	1614	-	-	1018
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.007
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	3	0	0	0	1	4	0	0	32	1
Future Vol, veh/h	3	0	3	0	0	0	1	4	0	0	32	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	3	0	0	0	1	4	0	0	35	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	42	42	36	43	42	4	36	0	0	4	0	0
Stage 1	36	36	-	6	6	-	-	-	-	-	-	-
Stage 2	6	6	-	37	36	-	-	-	-	-	-	-
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	961	850	1037	960	850	1080	1575	-	-	1618	-	-
Stage 1	980	865	-	1016	891	-	-	-	-	-	-	-
Stage 2	1016	891	-	978	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	960	849	1037	956	849	1080	1575	-	-	1618	-	-
Mov Cap-2 Maneuver	960	849	-	956	849	-	-	-	-	-	-	-
Stage 1	979	865	-	1015	890	-	-	-	-	-	-	-
Stage 2	1015	890	-	975	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	0	1.5	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1575	-	-	997	-	1618	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	-	-	-	-
HCM Control Delay (s)	7.3	0	-	8.6	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	2	0	0	0	1	6	0	0	31	1
Future Vol, veh/h	3	0	2	0	0	0	1	6	0	0	31	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	2	0	0	0	1	7	0	0	34	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	44	44	35	45	44	7	35	0	0	7	0	0
Stage 1	35	35	-	9	9	-	-	-	-	-	-	-
Stage 2	9	9	-	36	35	-	-	-	-	-	-	-
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	958	848	1038	957	848	1075	1576	-	-	1614	-	-
Stage 1	981	866	-	1012	888	-	-	-	-	-	-	-
Stage 2	1012	888	-	980	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	957	847	1038	954	847	1075	1576	-	-	1614	-	-
Mov Cap-2 Maneuver	957	847	-	954	847	-	-	-	-	-	-	-
Stage 1	980	866	-	1011	887	-	-	-	-	-	-	-
Stage 2	1011	887	-	978	866	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	0	1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1576	-	-	988	-	1614	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	-	-	-	-
HCM Control Delay (s)	7.3	0	-	8.7	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	22	14	2	4	5
Future Vol, veh/h	6	22	14	2	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	92	92	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	37	15	2	6	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	61	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	32	-
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	-	-	1560	-	945	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	936	1046
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	981	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.4	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	994	-	-	1560	-
HCM Lane V/C Ratio	0.014	-	-	0.01	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	917
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	917
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	9	2	4	16	0	0	0	0	1	0	1
Future Vol, veh/h	1	9	2	4	16	0	0	0	0	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	1	10	2	4	17	0	0	0	0	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	17	0	0	12	0	0	39	38	11	38	39	17
Stage 1	-	-	-	-	-	-	13	13	-	25	25	-
Stage 2	-	-	-	-	-	-	26	25	-	13	14	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1600	-	-	1607	-	-	966	854	1070	967	853	1062
Stage 1	-	-	-	-	-	-	1007	885	-	993	874	-
Stage 2	-	-	-	-	-	-	992	874	-	1007	884	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1600	-	-	1607	-	-	962	851	1070	964	850	1062
Mov Cap-2 Maneuver	-	-	-	-	-	-	962	851	-	964	850	-
Stage 1	-	-	-	-	-	-	1006	884	-	992	871	-
Stage 2	-	-	-	-	-	-	988	871	-	1006	883	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.4	0	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1600	-	-	1607	-	-	1011
HCM Lane V/C Ratio	-	0.001	-	-	0.003	-	-	0.002
HCM Control Delay (s)	0	7.3	0	-	7.2	0	-	8.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	2	0	0	0	4	16	2	7	24	3
Future Vol, veh/h	2	0	2	0	0	0	4	16	2	7	24	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	67	67	67	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	2	0	0	0	6	24	3	8	28	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	84	85	30	85	86	26	32	0	0	27	0	0
Stage 1	46	46	-	38	38	-	-	-	-	-	-	-
Stage 2	38	39	-	47	48	-	-	-	-	-	-	-
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	903	805	1044	901	804	1050	1580	-	-	1587	-	-
Stage 1	968	857	-	977	863	-	-	-	-	-	-	-
Stage 2	977	862	-	967	855	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	897	798	1044	893	797	1050	1580	-	-	1587	-	-
Mov Cap-2 Maneuver	897	798	-	893	797	-	-	-	-	-	-	-
Stage 1	964	853	-	973	860	-	-	-	-	-	-	-
Stage 2	973	859	-	960	851	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	0	1.3	1.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1580	-	-	965	-	1587	-	-
HCM Lane V/C Ratio	0.004	-	-	0.005	-	0.005	-	-
HCM Control Delay (s)	7.3	0	-	8.7	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	1	1	0	0	3	8	1	2	31	3
Future Vol, veh/h	1	0	1	1	0	0	3	8	1	2	31	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	67	67	67	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	1	0	0	4	12	1	2	36	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	63	63	38	64	65	13	40	0	0	13	0	0
Stage 1	42	42	-	21	21	-	-	-	-	-	-	-
Stage 2	21	21	-	43	44	-	-	-	-	-	-	-
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	932	828	1034	930	826	1067	1570	-	-	1606	-	-
Stage 1	972	860	-	998	878	-	-	-	-	-	-	-
Stage 2	998	878	-	971	858	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	929	825	1034	926	823	1067	1570	-	-	1606	-	-
Mov Cap-2 Maneuver	929	825	-	926	823	-	-	-	-	-	-	-
Stage 1	969	859	-	995	875	-	-	-	-	-	-	-
Stage 2	995	875	-	969	857	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	8.9	1.8	0.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1570	-	-	979	926	1606	-	-
HCM Lane V/C Ratio	0.003	-	-	0.002	0.001	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.7	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	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	15	15	10	16
Future Vol, veh/h	2	1	15	15	10	16
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	67	67	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	22	22	12	19

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	76	33	0	0	44	0
Stage 1	33	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	927	1041	-	-	1564	-
Stage 1	989	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	920	1041	-	-	1564	-
Mov Cap-2 Maneuver	920	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	2.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	957	1564	-
HCM Lane V/C Ratio	-	-	0.003	0.008	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	12	0	0	33
Future Vol, veh/h	1	0	12	0	0	33
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	67	67	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	18	0	0	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	57	18	0	0	18	0
Stage 1	18	-	-	-	-	-
Stage 2	39	-	-	-	-	-
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	950	1061	-	-	1599	-
Stage 1	1005	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	950	1061	-	-	1599	-
Mov Cap-2 Maneuver	950	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	950	1599	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	-	-	8.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	13	22	7	2	11
Future Vol, veh/h	8	13	22	7	2	11
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	67	67	64	64	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	19	34	11	4	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	31	0	101	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	79	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1582	-	898	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1582	-	878	1055
Mov Cap-2 Maneuver	-	-	-	-	878	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	923	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.6	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1023	-	-	1582	-
HCM Lane V/C Ratio	0.025	-	-	0.022	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	917
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	917
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	9	0	0	28	1	1	0	1	2	0	5
Future Vol, veh/h	2	9	0	0	28	1	1	0	1	2	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,#	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	10	0	0	30	1	1	0	1	2	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	31	0	0	10	0	0	47	45	10	46	45	31
Stage 1	-	-	-	-	-	-	14	14	-	31	31	-
Stage 2	-	-	-	-	-	-	33	31	-	15	14	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1582	-	-	1610	-	-	954	847	1071	955	847	1043
Stage 1	-	-	-	-	-	-	1006	884	-	986	869	-
Stage 2	-	-	-	-	-	-	983	869	-	1005	884	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1582	-	-	1610	-	-	948	846	1071	953	846	1043
Mov Cap-2 Maneuver	-	-	-	-	-	-	948	846	-	953	846	-
Stage 1	-	-	-	-	-	-	1005	883	-	985	869	-
Stage 2	-	-	-	-	-	-	978	869	-	1003	883	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0	8.6	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1006	1582	-	-	1610	-	-	1016
HCM Lane V/C Ratio	0.002	0.001	-	-	-	-	-	0.007
HCM Control Delay (s)	8.6	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

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	3	0	3	0	0	0	1	9	0	1	47	1
Future Vol, veh/h	3	0	3	0	0	0	1	9	0	1	47	1
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	50	50	50	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	3	0	0	0	2	18	0	2	72	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	99	99	73	101	100	18	74	0	0	18	0	0
Stage 1	77	77	-	22	22	-	-	-	-	-	-	-
Stage 2	22	22	-	79	78	-	-	-	-	-	-	-
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	883	791	989	880	790	1061	1526	-	-	1599	-	-
Stage 1	932	831	-	996	877	-	-	-	-	-	-	-
Stage 2	996	877	-	930	830	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	881	789	989	876	788	1061	1526	-	-	1599	-	-
Mov Cap-2 Maneuver	881	789	-	876	788	-	-	-	-	-	-	-
Stage 1	931	830	-	995	876	-	-	-	-	-	-	-
Stage 2	995	876	-	926	829	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	0	0.7	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1526	-	-	932	-	1599	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	-	0.001	-	-
HCM Control Delay (s)	7.4	0	-	8.9	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	2	6	0	0	1	10	0	1	34	1
Future Vol, veh/h	3	0	2	6	0	0	1	10	0	1	34	1
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	50	50	50	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	2	7	0	0	2	20	0	2	52	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	81	81	53	82	82	20	54	0	0	20	0	0
Stage 1	57	57	-	24	24	-	-	-	-	-	-	-
Stage 2	24	24	-	58	58	-	-	-	-	-	-	-
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	907	809	1014	905	808	1058	1551	-	-	1596	-	-
Stage 1	955	847	-	994	875	-	-	-	-	-	-	-
Stage 2	994	875	-	954	847	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	905	807	1014	901	806	1058	1551	-	-	1596	-	-
Mov Cap-2 Maneuver	905	807	-	901	806	-	-	-	-	-	-	-
Stage 1	954	846	-	993	874	-	-	-	-	-	-	-
Stage 2	993	874	-	951	846	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	9	0.7	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	946	901	1596	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.007	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.8	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	4	6	2	1	49
Future Vol, veh/h	18	4	6	2	1	49
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	50	50	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	4	12	4	2	75

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	93	14	0	0	16	0
Stage 1	14	-	-	-	-	-
Stage 2	79	-	-	-	-	-
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	907	1066	-	-	1602	-
Stage 1	1009	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	906	1066	-	-	1602	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	931	1602	-
HCM Lane V/C Ratio	-	-	0.026	0.001	-
HCM Control Delay (s)	-	-	9	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	0	12	0	0	41
Future Vol, veh/h	8	0	12	0	0	41
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	50	50	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	24	0	0	63

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	87	24	0	0	24	0
Stage 1	24	-	-	-	-	-
Stage 2	63	-	-	-	-	-
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	914	1052	-	-	1591	-
Stage 1	999	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	914	1052	-	-	1591	-
Mov Cap-2 Maneuver	914	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	960	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	914	1591	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	16	18	4	10	10
Future Vol, veh/h	8	16	18	4	10	10
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	60	60	92	92	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	27	20	4	15	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	71	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	44	-
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	-	-	1570	-	933	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1570	-	921	1048
Mov Cap-2 Maneuver	-	-	-	-	921	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	965	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	980	-	-	1570	-
HCM Lane V/C Ratio	0.03	-	-	0.012	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	917
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	917
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

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	1	17	0	0	21	0	0	0	0	1	0	1
Future Vol, veh/h	1	17	0	0	21	0	0	0	0	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	1	18	0	0	23	0	0	0	0	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	18	0	0	44	43	18	43	43	23
Stage 1	-	-	-	-	-	-	20	20	-	23	23	-
Stage 2	-	-	-	-	-	-	24	23	-	20	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1592	-	-	1599	-	-	958	849	1061	960	849	1054
Stage 1	-	-	-	-	-	-	999	879	-	995	876	-
Stage 2	-	-	-	-	-	-	994	876	-	999	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1592	-	-	1599	-	-	956	848	1061	959	848	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	956	848	-	959	848	-
Stage 1	-	-	-	-	-	-	998	878	-	994	876	-
Stage 2	-	-	-	-	-	-	993	876	-	998	878	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	0	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1592	-	-	1599	-	-	1004
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.002
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	2	0	0	0	4	10	0	0	29	3
Future Vol, veh/h	2	0	2	0	0	0	4	10	0	0	29	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	67	67	67	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	2	0	0	0	6	15	0	0	34	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	63	63	36	64	65	15	38	0	0	15	0	0
Stage 1	36	36	-	27	27	-	-	-	-	-	-	-
Stage 2	27	27	-	37	38	-	-	-	-	-	-	-
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	932	828	1037	930	826	1065	1572	-	-	1603	-	-
Stage 1	980	865	-	990	873	-	-	-	-	-	-	-
Stage 2	990	873	-	978	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	929	825	1037	925	823	1065	1572	-	-	1603	-	-
Mov Cap-2 Maneuver	929	825	-	925	823	-	-	-	-	-	-	-
Stage 1	976	865	-	986	870	-	-	-	-	-	-	-
Stage 2	986	870	-	976	863	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	0	2.1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1572	-	-	980	-	1603	-	-
HCM Lane V/C Ratio	0.004	-	-	0.004	-	-	-	-
HCM Control Delay (s)	7.3	0	-	8.7	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

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	1	0	2	0	0	0	3	19	0	0	31	3
Future Vol, veh/h	1	0	2	0	0	0	3	19	0	0	31	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	67	67	67	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	2	0	0	0	4	28	0	0	36	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	74	74	38	75	76	28	40	0	0	28	0	0
Stage 1	38	38	-	36	36	-	-	-	-	-	-	-
Stage 2	36	36	-	39	40	-	-	-	-	-	-	-
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	916	816	1034	915	814	1047	1570	-	-	1585	-	-
Stage 1	977	863	-	980	865	-	-	-	-	-	-	-
Stage 2	980	865	-	976	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	914	814	1034	911	812	1047	1570	-	-	1585	-	-
Mov Cap-2 Maneuver	914	814	-	911	812	-	-	-	-	-	-	-
Stage 1	974	863	-	977	862	-	-	-	-	-	-	-
Stage 2	977	862	-	974	862	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	0	1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1570	-	-	991	-	1585	-	-
HCM Lane V/C Ratio	0.003	-	-	0.003	-	-	-	-
HCM Control Delay (s)	7.3	0	-	8.6	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	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	31
Future Vol, veh/h	0	0	14	0	0	31
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	67	67	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	36

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	57	21	0	0	21	0
Stage 1	21	-	-	-	-	-
Stage 2	36	-	-	-	-	-
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	950	1056	-	-	1595	-
Stage 1	1002	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	950	1056	-	-	1595	-
Mov Cap-2 Maneuver	950	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	986	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1595	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	12	0	0	32
Future Vol, veh/h	0	0	12	0	0	32
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	67	67	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	18	0	0	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	56	18	0	0	18	0
Stage 1	18	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	952	1061	-	-	1599	-
Stage 1	1005	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	952	1061	-	-	1599	-
Mov Cap-2 Maneuver	952	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	984	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1599	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	22	42	14	4	16
Future Vol, veh/h	16	22	42	14	4	16
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	67	67	64	64	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	33	66	22	8	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	57	0	195	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1547	-	794	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1547	-	760	1030
Mov Cap-2 Maneuver	-	-	-	-	760	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	836	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.6	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	962	-	-	1547	-
HCM Lane V/C Ratio	0.042	-	-	0.042	-
HCM Control Delay (s)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	917
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	917
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

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	2	30	0	0	51	1	0	0	0	2	0	5
Future Vol, veh/h	2	30	0	0	51	1	0	0	0	2	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	33	0	0	55	1	0	0	0	2	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	56	0	0	33	0	0	95	93	33	93	93	56
Stage 1	-	-	-	-	-	-	37	37	-	56	56	-
Stage 2	-	-	-	-	-	-	58	56	-	37	37	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1549	-	-	1579	-	-	888	797	1041	891	797	1011
Stage 1	-	-	-	-	-	-	978	864	-	956	848	-
Stage 2	-	-	-	-	-	-	954	848	-	978	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1549	-	-	1579	-	-	883	796	1041	890	796	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	883	796	-	890	796	-
Stage 1	-	-	-	-	-	-	977	863	-	955	848	-
Stage 2	-	-	-	-	-	-	949	848	-	977	863	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	0	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1549	-	-	1579	-	-	973
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.008
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

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	3	0	3	0	0	0	1	13	0	0	64	1
Future Vol, veh/h	3	0	3	0	0	0	1	13	0	0	64	1
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	50	50	50	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	3	0	0	0	2	26	0	0	98	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	129	129	99	131	130	26	100	0	0	26	0	0
Stage 1	99	99	-	30	30	-	-	-	-	-	-	-
Stage 2	30	30	-	101	100	-	-	-	-	-	-	-
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	844	762	957	841	761	1050	1493	-	-	1588	-	-
Stage 1	907	813	-	987	870	-	-	-	-	-	-	-
Stage 2	987	870	-	905	812	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	843	761	957	838	760	1050	1493	-	-	1588	-	-
Mov Cap-2 Maneuver	843	761	-	838	760	-	-	-	-	-	-	-
Stage 1	906	813	-	986	869	-	-	-	-	-	-	-
Stage 2	986	869	-	902	812	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	0	0.5	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1493	-	-	896	-	1588	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	-	-	-	-
HCM Control Delay (s)	7.4	0	-	9	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

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	3	0	2	0	0	0	1	17	0	0	63	1
Future Vol, veh/h	3	0	2	0	0	0	1	17	0	0	63	1
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	50	50	50	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	2	0	0	0	2	34	0	0	97	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	136	136	98	137	137	34	99	0	0	34	0	0
Stage 1	98	98	-	38	38	-	-	-	-	-	-	-
Stage 2	38	38	-	99	99	-	-	-	-	-	-	-
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	835	755	958	834	754	1039	1494	-	-	1578	-	-
Stage 1	908	814	-	977	863	-	-	-	-	-	-	-
Stage 2	977	863	-	907	813	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	834	754	958	831	753	1039	1494	-	-	1578	-	-
Mov Cap-2 Maneuver	834	754	-	831	753	-	-	-	-	-	-	-
Stage 1	907	814	-	976	862	-	-	-	-	-	-	-
Stage 2	976	862	-	905	813	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	0	0.4	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1494	-	-	880	-	1578	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	-	-	-	-
HCM Control Delay (s)	7.4	0	-	9.1	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	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	67
Future Vol, veh/h	0	0	14	0	0	67
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	50	50	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	28	0	0	103

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	131	28	0	0	28	0
Stage 1	28	-	-	-	-	-
Stage 2	103	-	-	-	-	-
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	863	1047	-	-	1585	-
Stage 1	995	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	863	1047	-	-	1585	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	921	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1585	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	16	0	0	65
Future Vol, veh/h	0	0	16	0	0	65
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	50	50	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	32	0	0	100

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	132	32	0	0	32	0
Stage 1	32	-	-	-	-	-
Stage 2	100	-	-	-	-	-
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	862	1042	-	-	1580	-
Stage 1	991	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	862	1042	-	-	1580	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	924	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1580	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	30	23	4	10	11
Future Vol, veh/h	10	30	23	4	10	11
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	60	60	92	92	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	50	25	4	15	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	67	0	96	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1535	-	903	1029
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1535	-	889	1029
Mov Cap-2 Maneuver	-	-	-	-	889	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	953	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.3	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	957	-	-	1535	-
HCM Lane V/C Ratio	0.033	-	-	0.016	-
HCM Control Delay (s)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	917
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	917
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	18	2	4	26	0	0	0	0	1	0	1
Future Vol, veh/h	1	18	2	4	26	0	0	0	0	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	1	20	2	4	28	0	0	0	0	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	22	0	0	60	59	21	59	60	28
Stage 1	-	-	-	-	-	-	23	23	-	36	36	-
Stage 2	-	-	-	-	-	-	37	36	-	23	24	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1585	-	-	1593	-	-	936	832	1056	937	831	1047
Stage 1	-	-	-	-	-	-	995	876	-	980	865	-
Stage 2	-	-	-	-	-	-	978	865	-	995	875	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1585	-	-	1593	-	-	932	829	1056	934	828	1047
Mov Cap-2 Maneuver	-	-	-	-	-	-	932	829	-	934	828	-
Stage 1	-	-	-	-	-	-	994	875	-	979	862	-
Stage 2	-	-	-	-	-	-	974	862	-	994	874	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1	0	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1585	-	-	1593	-	-	987
HCM Lane V/C Ratio	-	0.001	-	-	0.003	-	-	0.002
HCM Control Delay (s)	0	7.3	0	-	7.3	0	-	8.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	2	0	0	0	4	12	2	7	41	3
Future Vol, veh/h	2	0	2	0	0	0	4	12	2	7	41	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	67	67	67	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	2	0	0	0	6	18	3	8	48	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	98	99	50	99	100	20	52	0	0	21	0	0
Stage 1	66	66	-	32	32	-	-	-	-	-	-	-
Stage 2	32	33	-	67	68	-	-	-	-	-	-	-
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	884	791	1018	883	790	1058	1554	-	-	1595	-	-
Stage 1	945	840	-	984	868	-	-	-	-	-	-	-
Stage 2	984	868	-	943	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	878	784	1018	875	783	1058	1554	-	-	1595	-	-
Mov Cap-2 Maneuver	878	784	-	875	783	-	-	-	-	-	-	-
Stage 1	941	836	-	980	865	-	-	-	-	-	-	-
Stage 2	980	865	-	936	834	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	0	1.6	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1554	-	-	943	-	1595	-	-
HCM Lane V/C Ratio	0.004	-	-	0.005	-	0.005	-	-
HCM Control Delay (s)	7.3	0	-	8.8	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

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	1	0	1	1	0	0	3	20	1	2	48	3
Future Vol, veh/h	1	0	1	1	0	0	3	20	1	2	48	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	67	67	67	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	1	0	0	4	30	1	2	56	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	101	101	58	102	103	31	60	0	0	31	0	0
Stage 1	62	62	-	39	39	-	-	-	-	-	-	-
Stage 2	39	39	-	63	64	-	-	-	-	-	-	-
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	880	789	1008	879	787	1043	1544	-	-	1582	-	-
Stage 1	949	843	-	976	862	-	-	-	-	-	-	-
Stage 2	976	862	-	948	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	877	786	1008	875	784	1043	1544	-	-	1582	-	-
Mov Cap-2 Maneuver	877	786	-	875	784	-	-	-	-	-	-	-
Stage 1	946	842	-	973	859	-	-	-	-	-	-	-
Stage 2	973	859	-	946	841	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	9.1	0.9	0.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1544	-	-	938	875	1582	-	-
HCM Lane V/C Ratio	0.003	-	-	0.002	0.001	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.8	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	17	15	10	33
Future Vol, veh/h	2	1	17	15	10	33
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	67	67	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	25	22	12	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	99	36	0	0	47	0
Stage 1	36	-	-	-	-	-
Stage 2	63	-	-	-	-	-
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	900	1037	-	-	1560	-
Stage 1	986	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	893	1037	-	-	1560	-
Mov Cap-2 Maneuver	893	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	936	1560	-
HCM Lane V/C Ratio	-	-	0.003	0.008	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	14	0	0	50
Future Vol, veh/h	1	0	14	0	0	50
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	67	67	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	21	0	0	59

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	80	21	0	0	21	0
Stage 1	21	-	-	-	-	-
Stage 2	59	-	-	-	-	-
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	922	1056	-	-	1595	-
Stage 1	1002	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	922	1056	-	-	1595	-
Mov Cap-2 Maneuver	922	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	964	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	922	1595	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	-	-	8.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	24	43	14	5	19
Future Vol, veh/h	16	24	43	14	5	19
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	67	67	64	64	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	36	67	22	10	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	198	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	156	-
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	-	-	1544	-	791	1029
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	872	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1544	-	756	1029
Mov Cap-2 Maneuver	-	-	-	-	756	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	834	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.6	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	957	-	-	1544	-
HCM Lane V/C Ratio	0.05	-	-	0.044	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	917
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	917
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	33	0	0	51	1	1	0	1	2	0	5
Future Vol, veh/h	2	33	0	0	51	1	1	0	1	2	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	36	0	0	55	1	1	0	1	2	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	56	0	0	36	0	0	98	96	36	97	96	56
Stage 1	-	-	-	-	-	-	40	40	-	56	56	-
Stage 2	-	-	-	-	-	-	58	56	-	41	40	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1549	-	-	1575	-	-	884	794	1037	885	794	1011
Stage 1	-	-	-	-	-	-	975	862	-	956	848	-
Stage 2	-	-	-	-	-	-	954	848	-	974	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1549	-	-	1575	-	-	879	793	1037	883	793	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	879	793	-	883	793	-
Stage 1	-	-	-	-	-	-	974	861	-	955	848	-
Stage 2	-	-	-	-	-	-	949	848	-	972	861	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	8.8	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	951	1549	-	-	1575	-	-	971
HCM Lane V/C Ratio	0.002	0.001	-	-	-	-	-	0.008
HCM Control Delay (s)	8.8	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

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	3	0	3	0	0	0	1	18	0	1	79	1
Future Vol, veh/h	3	0	3	0	0	0	1	18	0	1	79	1
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	50	50	50	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	3	0	0	0	2	36	0	2	122	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	167	167	123	169	168	36	124	0	0	36	0	0
Stage 1	127	127	-	40	40	-	-	-	-	-	-	-
Stage 2	40	40	-	129	128	-	-	-	-	-	-	-
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	797	726	928	795	725	1037	1463	-	-	1575	-	-
Stage 1	877	791	-	975	862	-	-	-	-	-	-	-
Stage 2	975	862	-	875	790	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	795	725	928	791	724	1037	1463	-	-	1575	-	-
Mov Cap-2 Maneuver	795	725	-	791	724	-	-	-	-	-	-	-
Stage 1	876	790	-	974	861	-	-	-	-	-	-	-
Stage 2	974	861	-	871	789	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	0	0.4	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1463	-	-	856	-	1575	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	-	0.001	-	-
HCM Control Delay (s)	7.5	0	-	9.2	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

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	3	0	2	6	0	0	1	21	0	1	66	1
Future Vol, veh/h	3	0	2	6	0	0	1	21	0	1	66	1
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	50	50	50	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	2	7	0	0	2	42	0	2	102	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	153	153	103	154	154	42	104	0	0	42	0	0
Stage 1	107	107	-	46	46	-	-	-	-	-	-	-
Stage 2	46	46	-	108	108	-	-	-	-	-	-	-
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	814	739	952	813	738	1029	1488	-	-	1567	-	-
Stage 1	898	807	-	968	857	-	-	-	-	-	-	-
Stage 2	968	857	-	897	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	812	738	952	810	737	1029	1488	-	-	1567	-	-
Mov Cap-2 Maneuver	812	738	-	810	737	-	-	-	-	-	-	-
Stage 1	897	806	-	967	856	-	-	-	-	-	-	-
Stage 2	967	856	-	894	805	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.5	0.3	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1488	-	-	863	810	1567	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.008	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.2	9.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	4	15	2	1	81
Future Vol, veh/h	18	4	15	2	1	81
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	50	50	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	4	30	4	2	125

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	161	32	0	0	34	0
Stage 1	32	-	-	-	-	-
Stage 2	129	-	-	-	-	-
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	830	1042	-	-	1578	-
Stage 1	991	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	829	1042	-	-	1578	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	861	1578	-
HCM Lane V/C Ratio	-	-	0.028	0.001	-
HCM Control Delay (s)	-	-	9.3	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	0	21	0	0	73
Future Vol, veh/h	8	0	21	0	0	73
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	50	50	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	42	0	0	112

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	154	42	0	0	42	0
Stage 1	42	-	-	-	-	-
Stage 2	112	-	-	-	-	-
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	838	1029	-	-	1567	-
Stage 1	980	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	838	1029	-	-	1567	-
Mov Cap-2 Maneuver	838	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	913	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	838	1567	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	-	-	9.3	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-