Traffic Impact Study

# North Tree at Calhan

## Calhan, Colorado

Prepared for:

**Smith Land Development and Company, LLC**

Kimley»Horn

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

# North Tree at Calhan

Calhan, Colorado

**Prepared for**
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## 1.0 EXECUTIVE SUMMARY

The North Tree at Calhan residential project is proposed to be located on the southeast corner of Eurich Road and McClasky Road intersection in Calhan, Colorado. For the purposes of this analysis, the project is anticipated to include a maximum density of approximately 475 single-family detached houses and was conservatively evaluated with this maximum density scenario. It is expected that the North Tree at Calhan project will be completed in the next few years. Therefore, analysis was conducted for the 2030 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon to determine intersection and roadway configuration needed at both planning horizons.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study in accordance with the Town of Calhan and State of Colorado Department of Transportation (CDOT) standards and requirements:

- McClasky Road and Eurich Road (#1)
- McClasky Road and Golden Street (#2)
- McClasky Road and Yoder Street (#3)
- 5th Street (US-24) and Crystola Street (#4)
- 5th Street (US-24) and Yoder Street (#5)

In addition, two full movement accesses where the proposed Crystola Street and Cedar Street are planned to intersect with McClasky Road were evaluated.

Regional access to North Tree at Calhan residential project will be provided by US Highway 24 (US-24). Primary access will be provided by Crystola Street, Golden Street, Yoder Street, McClasky Road, and Eurich Road. Direct access will be provided by two full movement accesses on McClasky Road and by the Crystola Street and US-24 intersection through an extension of Crystola Street extending into the proposed development.

The North Tree at Calhan residential project is expected to generate approximately 4,214 weekday daily trips, with 306 of these trips occurring during the morning peak hour and 428 of these trips occurring during the afternoon peak hour.

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

- Based on traffic projections, the addition of project traffic on the north leg of Crystola Street, and the north and south legs of Yoder Street and intersections with US-24 are anticipated to increase existing traffic by more than 20 percent. Therefore, access permits are anticipated to be needed at both intersections as development occurs.

- With completion of the North Tree at Calhan residential project, direct access is proposed from two full movement accesses along the south side of McClasky Road. Additional access is provided by the Crystola Street and US-24 intersection through an extension of Crystola Street extending into the proposed development. It is recommended that R1-1 “STOP” signs be constructed on the exiting northbound approaches of the two accesses on McClasky Road. It is anticipated that a single shared lane for all movements will be sufficient on all approaches of the access intersections along McClasky Road.

- In accordance with the City of Calhan and CDOT, a 5-legged roundabout at 5$^{th}$ Street (US-24) and Crystola Street/8$^{th}$ Street (#4) is recommended to be constructed due to the unconventional existing configuration.

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the Town of Calhan, CDOT, and the MUTCD – 11th Edition, 2023.

## 2.0 INTRODUCTION

Kimley-Horn has prepared this report to document the results of a Traffic Impact Study for North Tree at Calhan residential project proposed to be located on the southeast corner of the Eurich Road and McClasky Road intersection in Calhan, Colorado. A vicinity map illustrating the project development location is shown in **Figure 1**. For the purposes of this analysis, the project is anticipated to include a maximum density of approximately 475 single-family detached houses and was conservatively evaluated with this maximum density scenario. A conceptual site plan is attached in **Appendix A**. It is expected that the North Tree project will be completed in the next few years. Therefore, analysis was conducted for the 2030 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon to determine intersection and roadway configuration needed at both planning horizons.

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

- McClasky Road and Eurich Road (#1)
- McClasky Road and Golden Street (#2)
- McClasky Road and Yoder Street (#3)
- 5th Street (US-24) and Crystola Street (#4)
- 5th Street (US-24) and Yoder Street (#5)

In addition, two full movement accesses where the proposed Crystola Street and Cedar Street are planned to intersect with McClasky Road were evaluated.

Regional access to North Tree residential project will be provided by US Highway 24 (US-24). Primary access will be provided by Crystola Street, Golden Street, Yoder Street, McClasky Road, and Eurich Road. Direct access will be provided by two full movement accesses on McClasky Road and by the Crystola Street and US-24 intersection through an extension of Crystola Street extending into the proposed development.

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FIGURE 1
NORTH TREE RESIDENTIAL
CALHAN, COLORADO
VICINITY MAP

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## 3.1 Existing Study Area

The existing site is comprised of vacant land. The area to the south of the site is comprised of RV park, storage, and campground land use, single-family homes, and other commercial land uses. The area east, north, and west of the site is comprised of vacant land and dispersed ranch style single-family homes.

## 3.2 Existing Roadway Network

McClasky Road is unpaved and extends east/west with one through lane in each direction. The posted speed limit could not be determined from Google Street View. The 2040 El Paso County Major Transportation Corridors Plan (MTCP) classifies McClasky Road as a Collector. Of note, due to the projected increase in vehicular volume on McClasky Road due to project traffic, McClasky Road should be paved from Eurich Road to Yoder Street by the short-term horizon in 2030 when the project development is operational. Once resurfaced, McClasky Road should be signed and marked as a two-lane local roadway.

Golden Street extends north/south with one through lane in each direction. The road is paved with the exception of the segment from 3rd Street to McClasky Road. The posted speed limit is 25 miles per hour (mph). Golden Street is not included on the 2040 El Paso County Major Transportation Corridors Plan (MTCP).

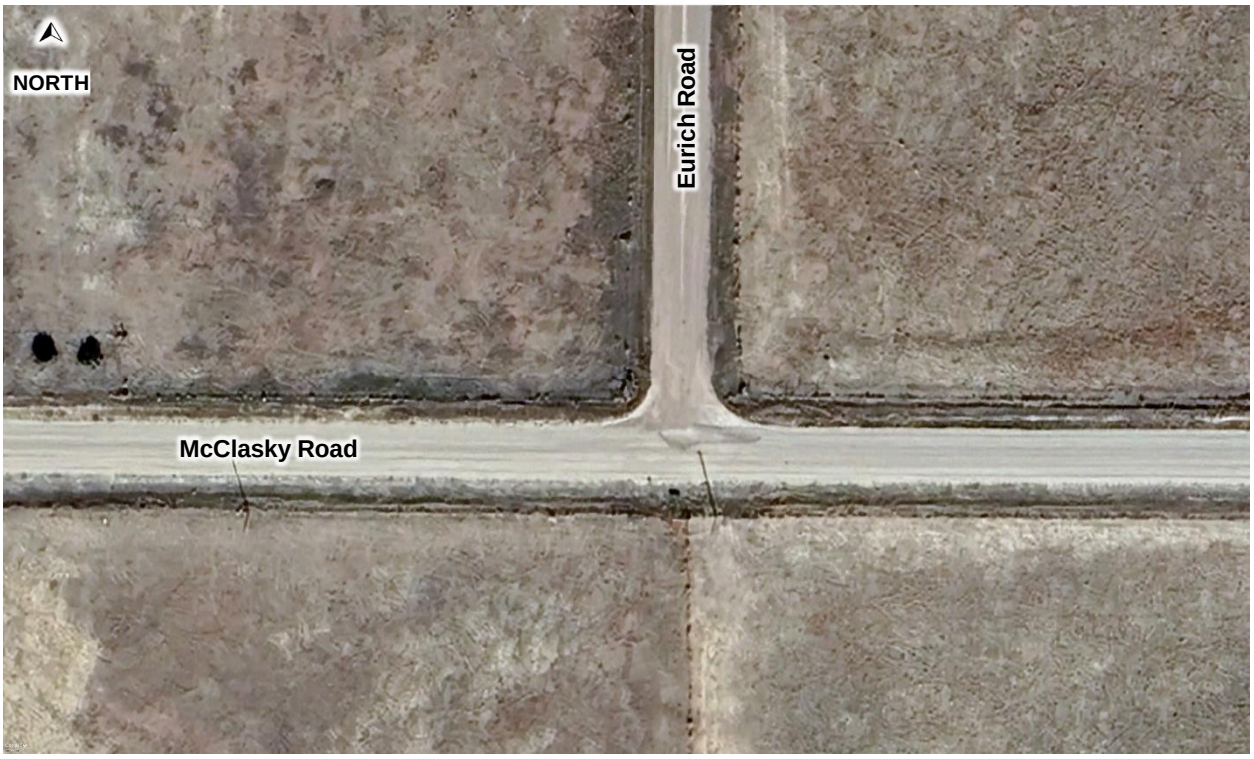
Yoder Street extends north/south with one through lane in each direction and is paved. The posted speed limit is 25 mph south of McClasky Road and transitions to 55 mph north of McClasky Road. The 2040 El Paso County Major Transportation Corridors Plan (MTCP) classifies Yoder Street as a Collector.

Crystola Street is paved and extends north/south with one through lane in each direction. There is no speed limit currently posted along the road segment. Crystola Street is not included on the 2040 El Paso County Major Transportation Corridors Plan (MTCP).

5th Street (US-24) extends primarily in the east/west direction with one through lane in each direction. The road is paved and will be considered the east-west roadway throughout the report.

The posted speed limit along 5th Street is 35 mph east of Crystola Street and 55 mph eastbound approaching Crystola Street while westbound remains 35 mph through the intersection with Crystola Avenue with an increase to 65 mph westbound on the west side of Hahn Road. The speed limit along US-24 approaching the intersection of US-24 and Yoder Street from both directions is 35 mph. The 2040 El Paso County Major Transportation Corridors Plan (MTCP) classifies 5th Street as a Principal Arterial. CDOT classifies US-24 as a Regional Highway (R-A) west of Crystola Street and east of Yoder Street and as Non-Rural Arterial (NR-A) between Crystola Street and Yoder Street.

The unsignalized 'T'-intersection of McClasky Road and Eurich Road (#1) operates with stop-control on the southbound Eurich Road approach. All approaches at this intersection are currently unpaved. The southbound, eastbound, and westbound approaches provide a single lane shared for all movements. An aerial photo of the existing intersection configuration is below.




*McClasky Road and Eurich Road (#1)*

The unsignalized ‘T’-intersection of McClasky Road and Golden Street (#2) operates with stop-control on the northbound Golden Street approach. All approaches at this intersection are currently unpaved. The northbound, eastbound, and westbound approaches provide a single lane shared for all movements. An aerial photo of the existing intersection configuration is below.




*McClasky Road and Golden Street (#2)*

The unsignalized ‘T’-intersection of McClasky Road and Yoder Street (#3) operates with stop control on the eastbound McClasky Road approach. The eastbound approach is currently unpaved. The northbound, southbound, and eastbound approaches provide a single lane shared for all movements. An aerial photo of the existing intersection configuration is below.




*McClasky Road and Yoder Street (#3)*

The unsignalized intersection of 5th Street (US-24) and Crystola Road/8th Street (#4) operates with stop control on the Crystola Road/8th Street approaches. Of note, the 5th Street (US-24) roadway will be the east-west approach and 8th Street/Crystola Road will be the north-south approach. The northbound, southbound, and eastbound approaches provide a single lane shared for all movements. The westbound approach currently provides a dedicated right turn lane and a shared through/left turn lane. An aerial photo of the existing intersection configuration is below.



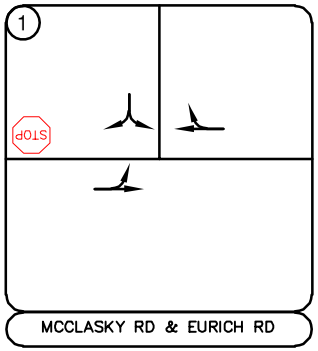

*5th Street (US-24) & Crystola Street/8th Steet (#4)*

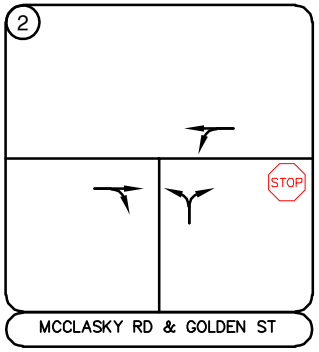
The unsignalized intersection of 5th Street (US-24) and Yoder Street (#5) operates with stop control on the northbound and southbound Yoder Street approaches. The northbound, southbound, and westbound approaches provide a single lane shared for all movements. The eastbound approach currently provides a dedicated right turn lane and a shared through/left turn lane. An aerial photo of the existing intersection configuration is below.

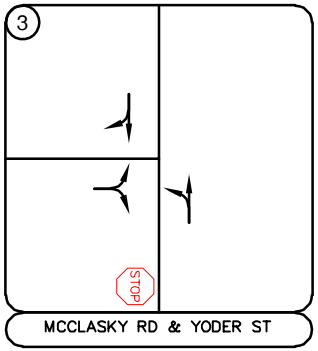


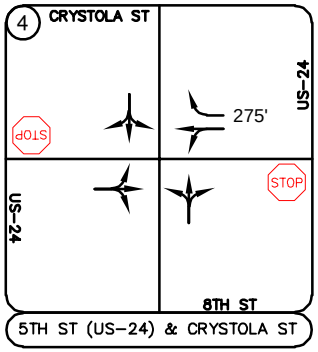

*5th Street (US-24) & Yoder Steet (#5)*

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



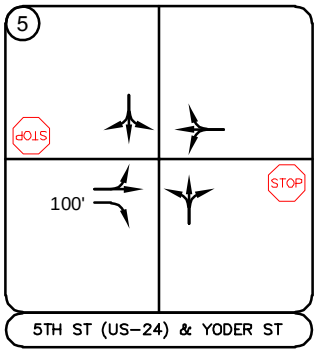










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LEGEND
- X — Study Area Key Intersection
- STOP — Stop Controlled Approach
- SPEED LIMIT XX — Roadway Speed Limit
- 100' — Turn Lane Length (feet)

# FIGURE 2
## NORTH TREE RESIDENTIAL
## CALHAN, COLORADO
## EXISTING GEOMETRY AND CONTROL

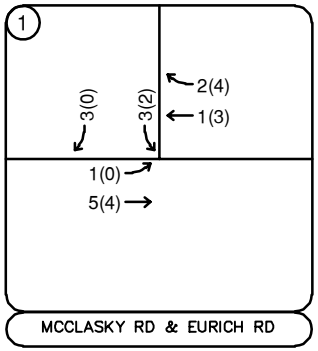
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### 3.3 Existing Traffic Volumes

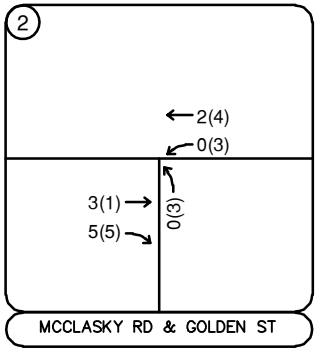
Existing turning movement counts were conducted at the study intersections on Tuesday, May 21, 2024 during the weekday morning and afternoon peak hours. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date. The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix B**.

### 3.4 Unspecified Development Traffic Growth

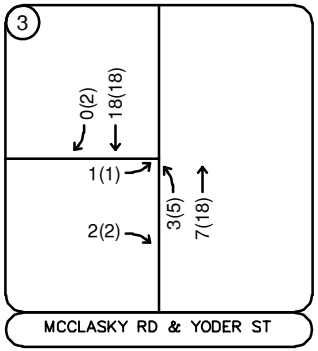
According to information provided on the website for the CDOT Online Transportation Information System (OTIS), the 20-year growth factor along US-24 (5th Street) in the vicinity of the site is between 1.21 and 1.23. The 20-year growth factor equates to annual growth rate of 1.01 percent. Traffic information from the CDOT OTIS website is included in **Appendix C**. This annual growth rate was used to estimate near-term 2030 and long-term 2045 traffic volume projections at the key intersections. Background traffic volumes for 2030 and 2045 are shown in **Figure 4** and **Figure 5**, respectively.



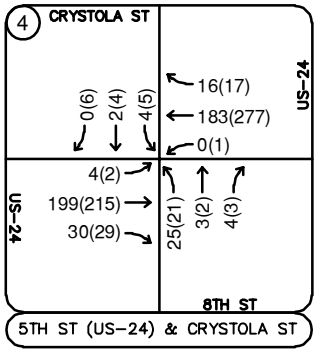

**Tuesday, May 21, 2024**
**7:15 to 8:15AM (4:00 to 5:00PM)**



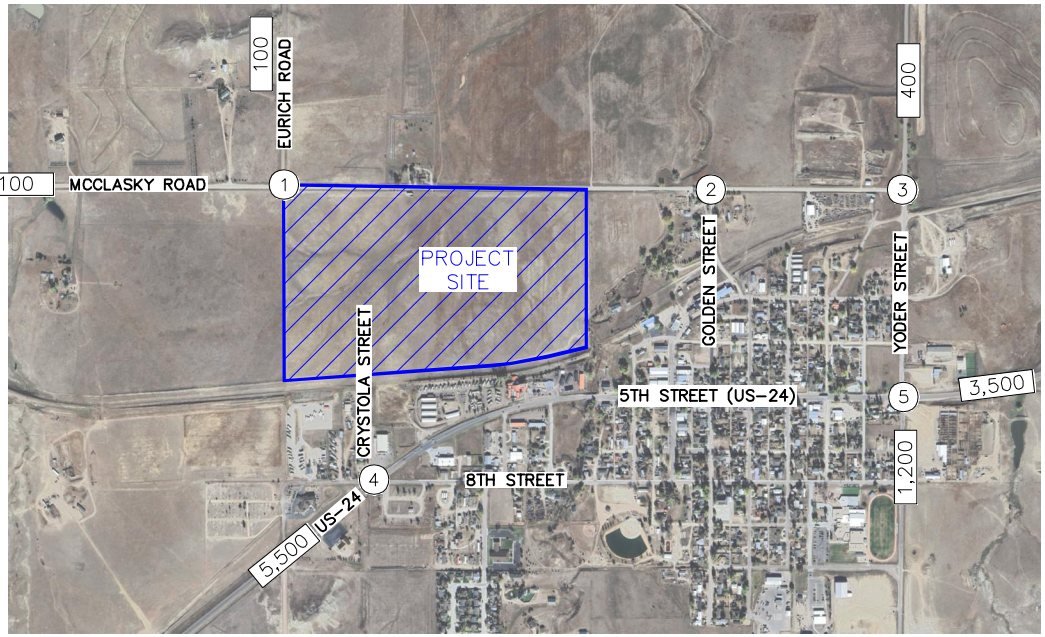

**Tuesday, May 21, 2024**
**7:15 to 8:15AM (4:00 to 5:00PM)**

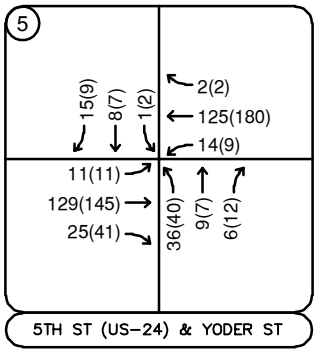



**Tuesday, May 21, 2024**
**7:15 to 8:15AM (4:45 to 5:45PM)**




**Tuesday, May 21, 2024**
**7:15 to 8:15AM (4:00 to 5:00PM)**




**Tuesday, May 21, 2024**
**7:00 to 8:00AM (4:00 to 5:00PM)**

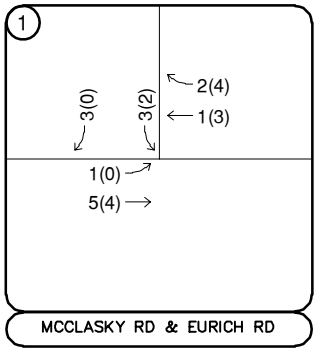
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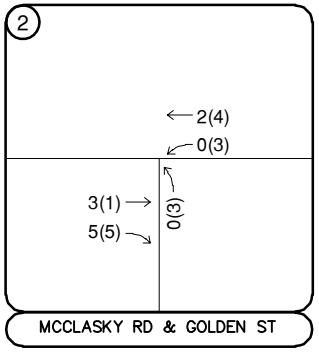
# FIGURE 3
## NORTH TREE RESIDENTIAL
## CALHAN, COLORADO
## 2024 EXISTING TRAFFIC VOLUMES

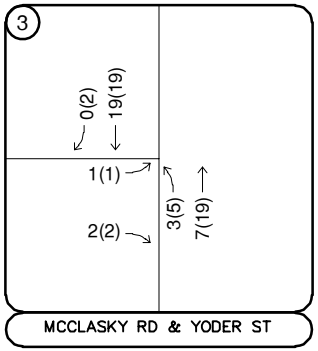
**LEGEND**

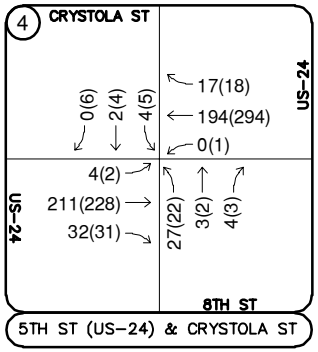
| | |
|---|---|
| (X) | Study Area Key Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

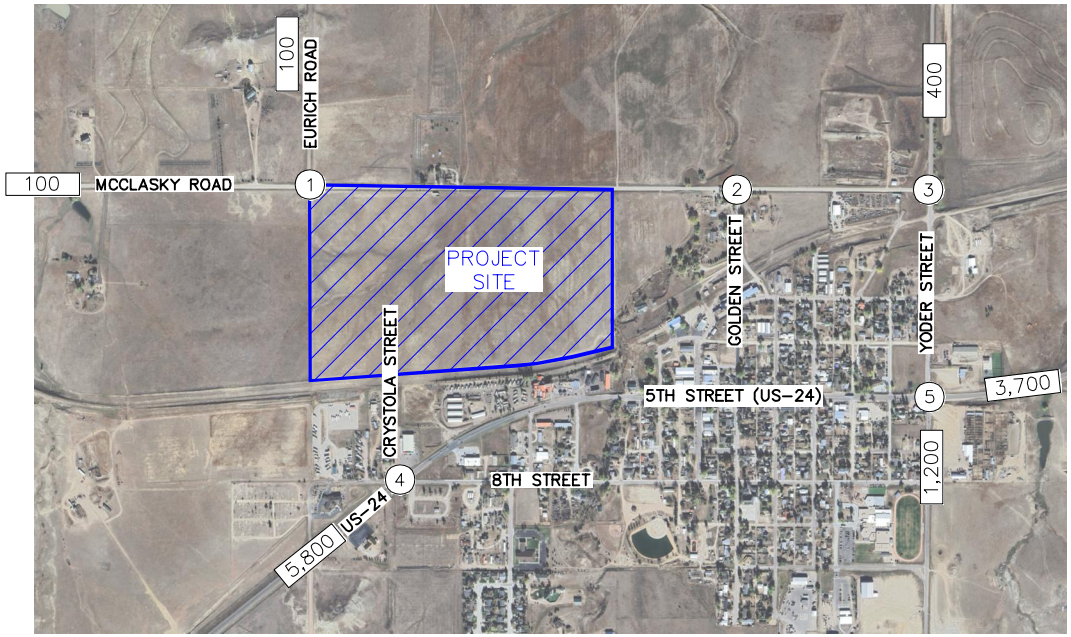
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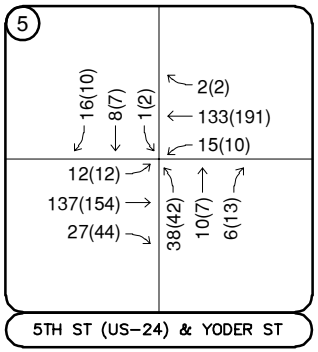


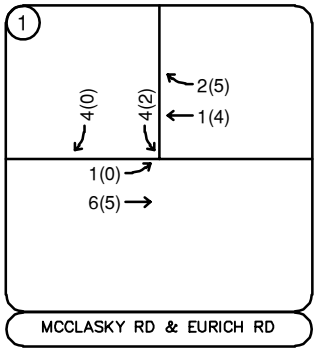

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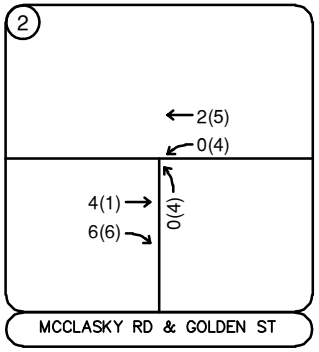
# FIGURE 4
## NORTH TREE RESIDENTIAL
## CALHAN, COLORADO
## 2030 BACKGROUND TRAFFIC VOLUMES

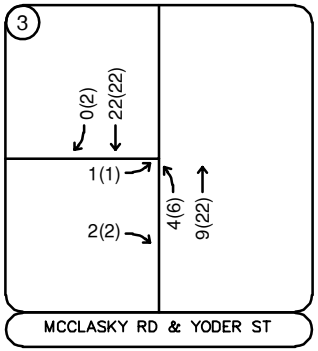
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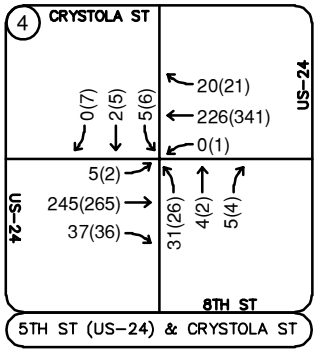
| | |
|---|---|
| (X) | Study Area Key Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

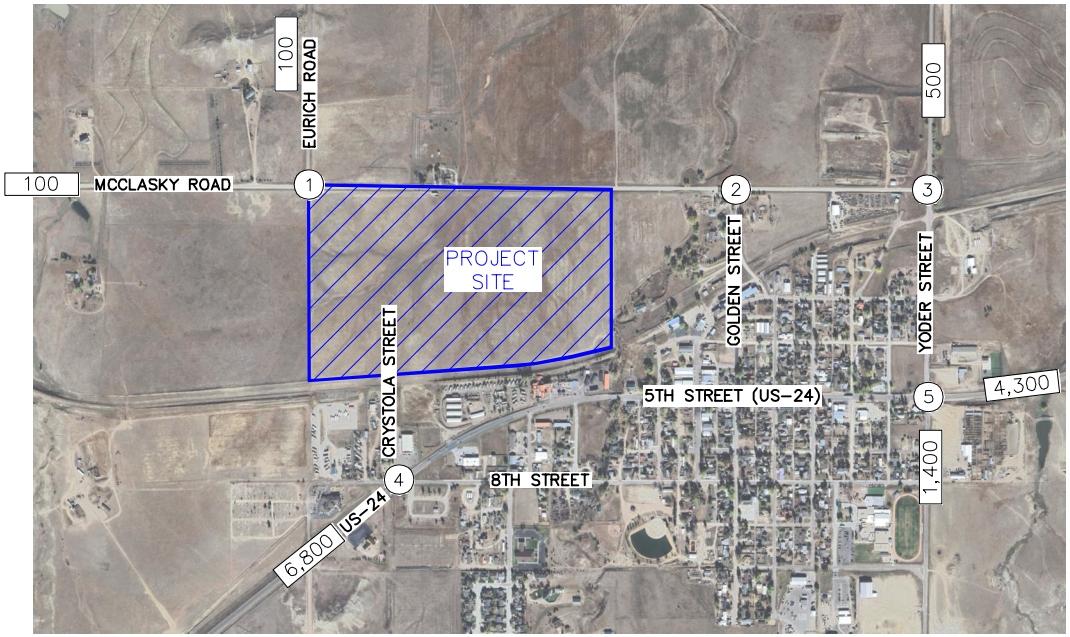
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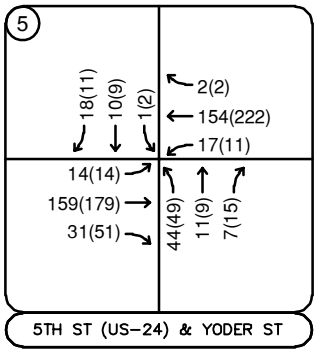



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# FIGURE 5
## NORTH TREE RESIDENTIAL
## CALHAN, COLORADO
## 2045 BACKGROUND TRAFFIC VOLUMES

**LEGEND**

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

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## 4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report fitted curve equations that apply to Single-Family Detached Housing (ITE Land Use Code 210) for traffic associated with the development.

The North Tree at Calhan residential project is expected to generate approximately 4,100 weekday daily trips, with 324 of these trips occurring during the morning peak hour and 404 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 12th Edition – Volume 1: User's Guide and Handbook*, 2021. **Table 1** summarizes the estimated trip generation for the site. The trip generation worksheet is included in **Appendix D**.

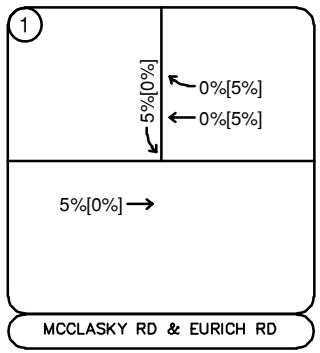
**Table 1 – North Tree Residential Traffic Generation**

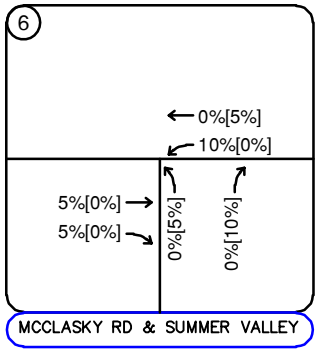
| Land Use and Size | Weekday Vehicle Trips | | | | | | |
|---|---|---|---|---|---|---|---|
| | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | In | Out | Total | In | Out | Total |
| Single Family Detached Housing (ITE 210) – 475 Dwelling Units | 4,100 | 87 | 237 | 324 | 250 | 154 | 404 |

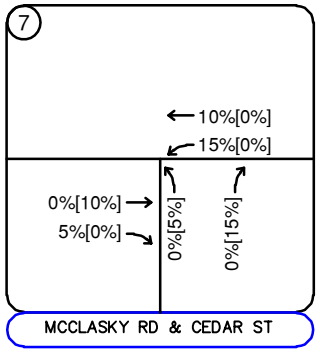
## 4.2 Trip Distribution

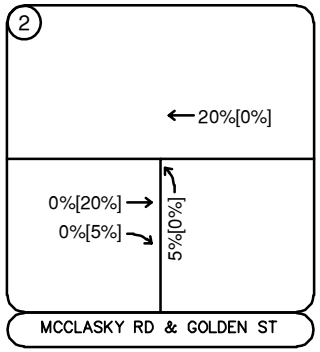
Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic (employment, school, and attraction) information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution for the proposed development is illustrated in **Figure 6**.

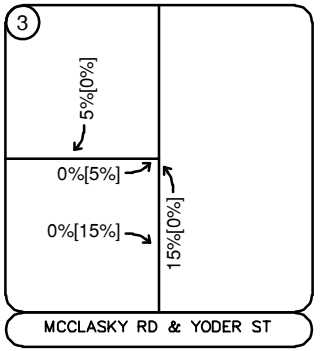
[1] Institute of Transportation Engineers, *Trip Generation Manual*, Twelfth Edition, Washington DC, 2025.

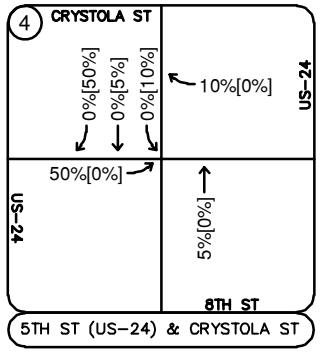


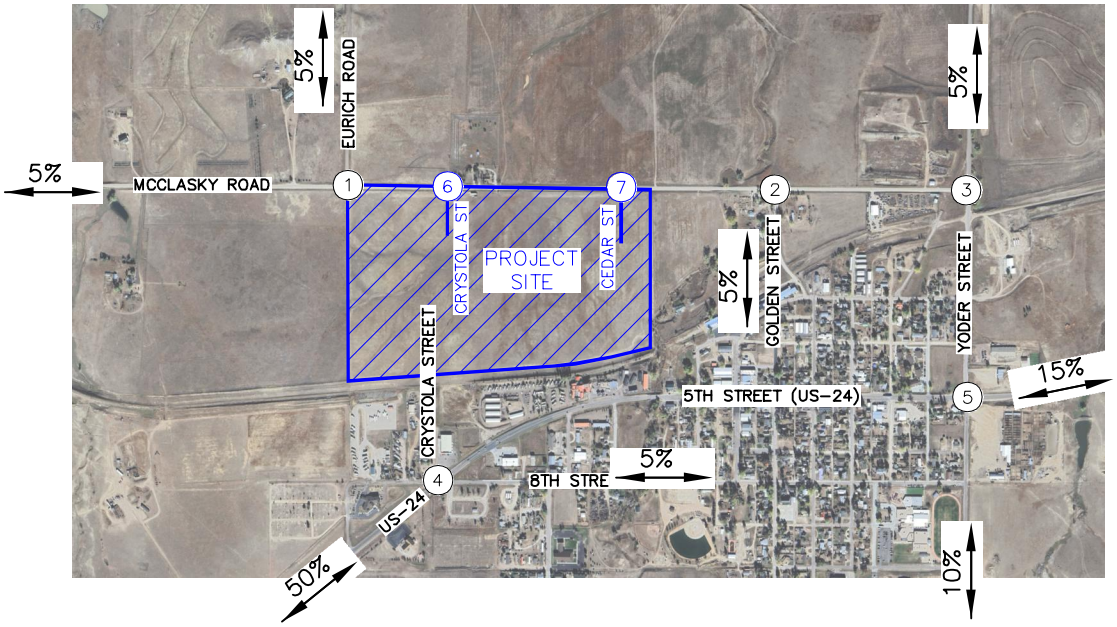



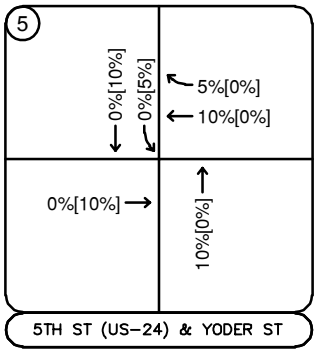




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FIGURE 6
NORTH TREE RESIDENTIAL
CALHAN, COLORADO
PROJECT TRIP DISTRIBUTION

LEGEND

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

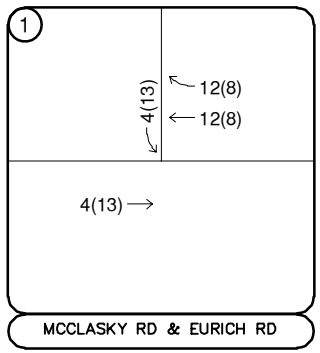
Kimley»Horn

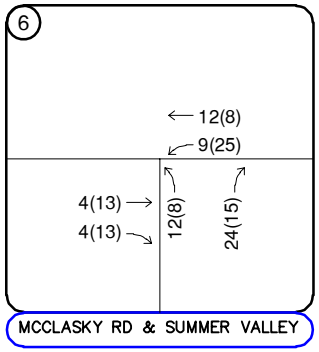
### 4.3 Traffic Assignment

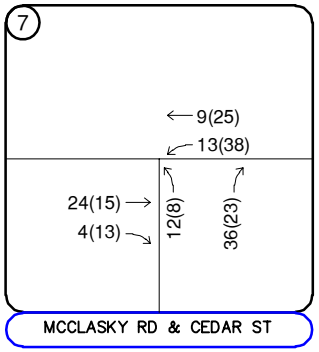
The North Tree at Calhan project traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Traffic assignment is shown in **Figure 7**.

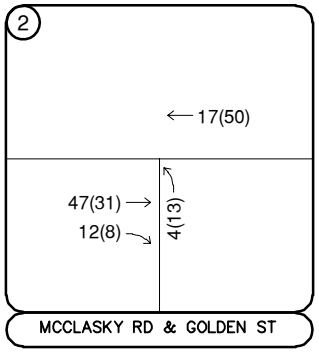
### 4.4 Total (Background Plus Project) Traffic

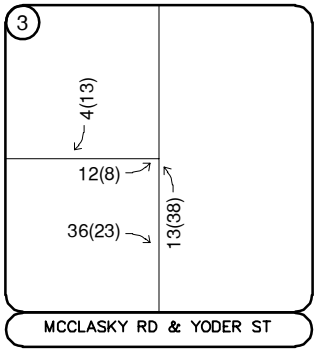
Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2030 buildout horizon and long-term 2045 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2030 and 2045 horizon years in **Figure 8** and **Figure 9**, respectively.

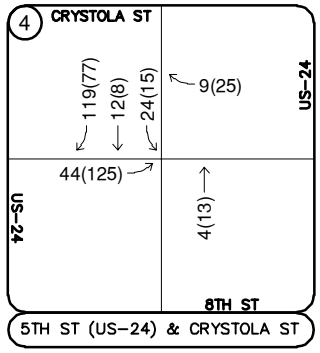


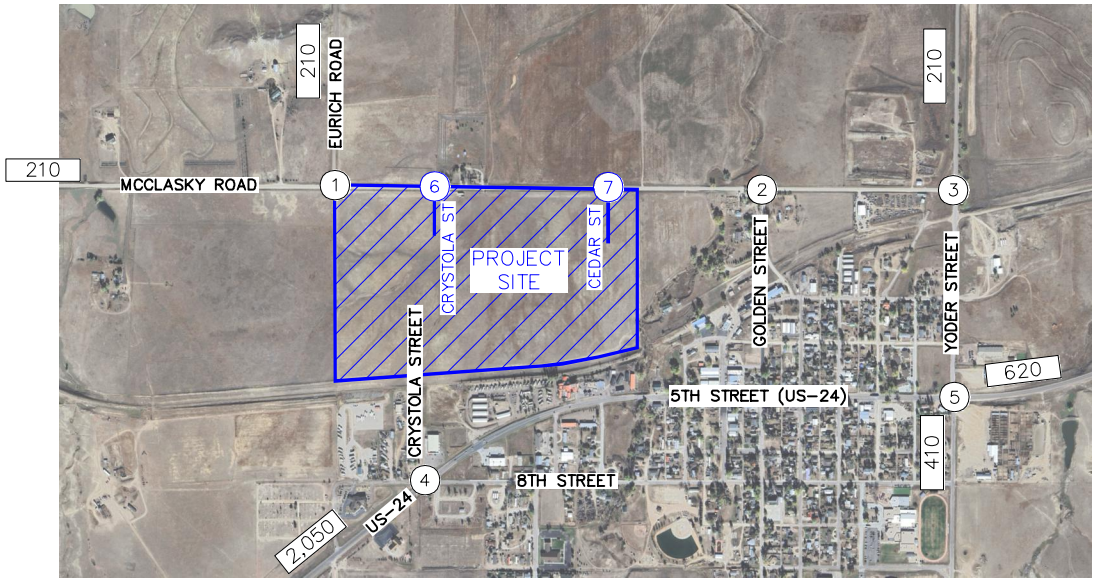



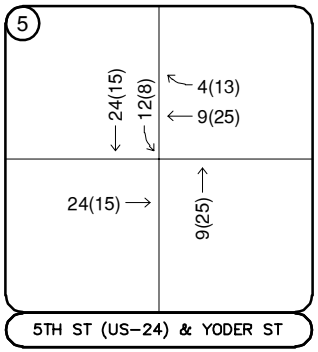



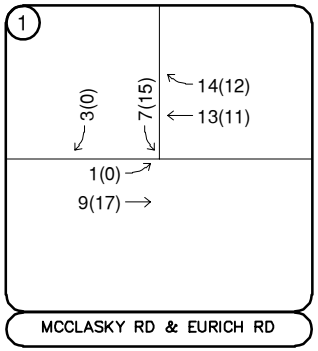

LEGEND

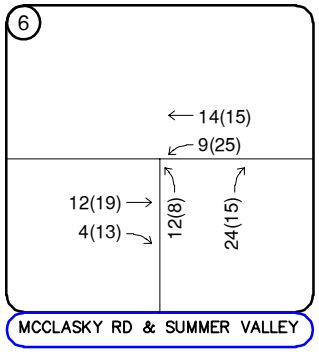
| | |
|---|---|
| (X) | Study Area Key Intersection |
| (X) | Project Access Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

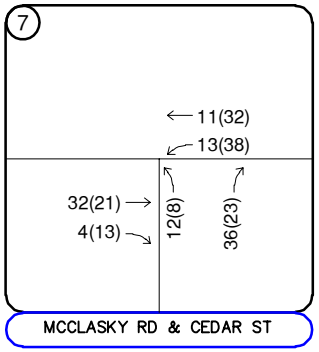
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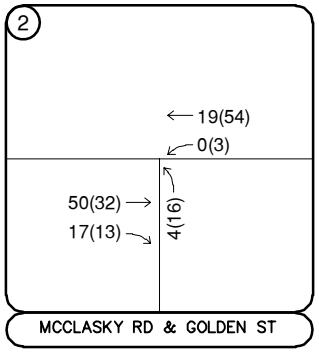
# FIGURE 7
## NORTH TREE RESIDENTIAL
## CALHAN, COLORADO
## PROJECT TRAFFIC ASSIGNMENT

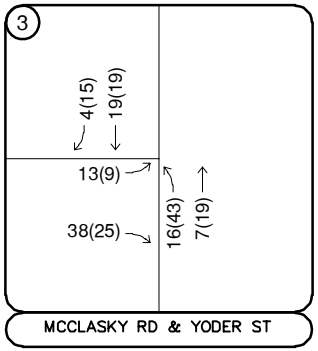
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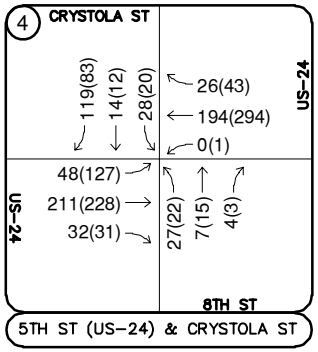


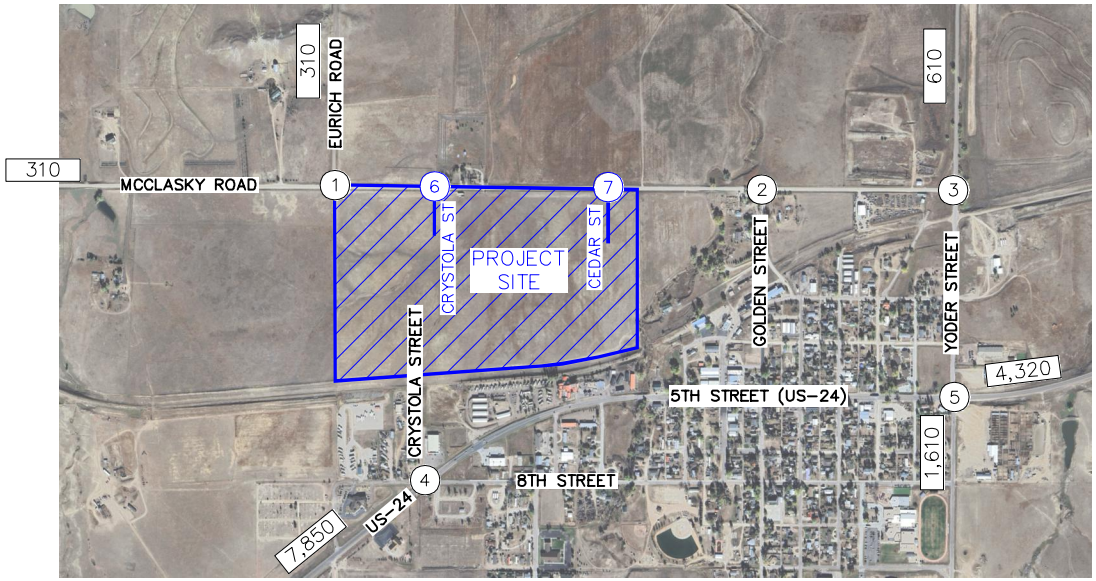



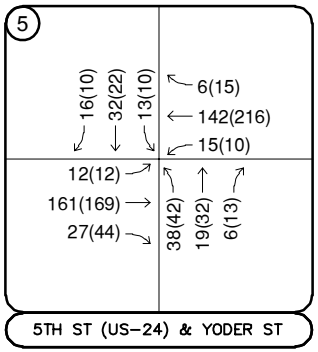



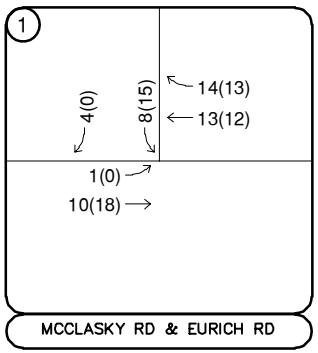

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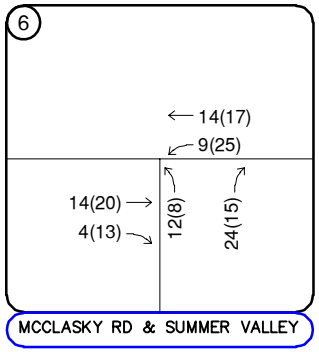
# FIGURE 8
## NORTH TREE RESIDENTIAL
## CALHAN, COLORADO
## 2030 TOTAL TRAFFIC VOLUMES

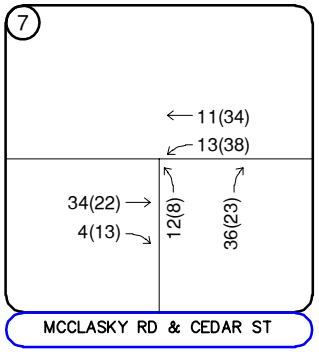
LEGEND

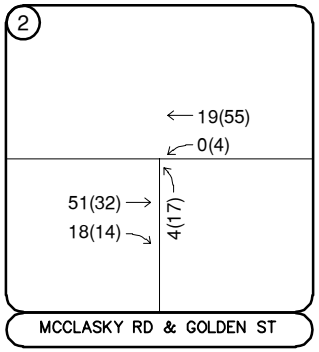
| | |
|---|---|
| (X) | Study Area Key Intersection |
| (X) | Project Access Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

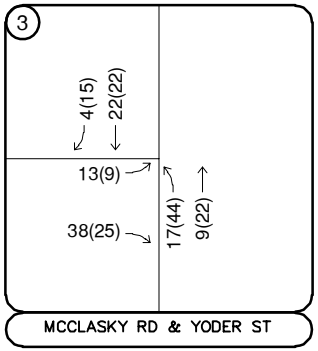
Kimley»Horn

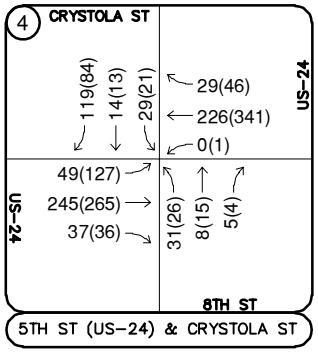


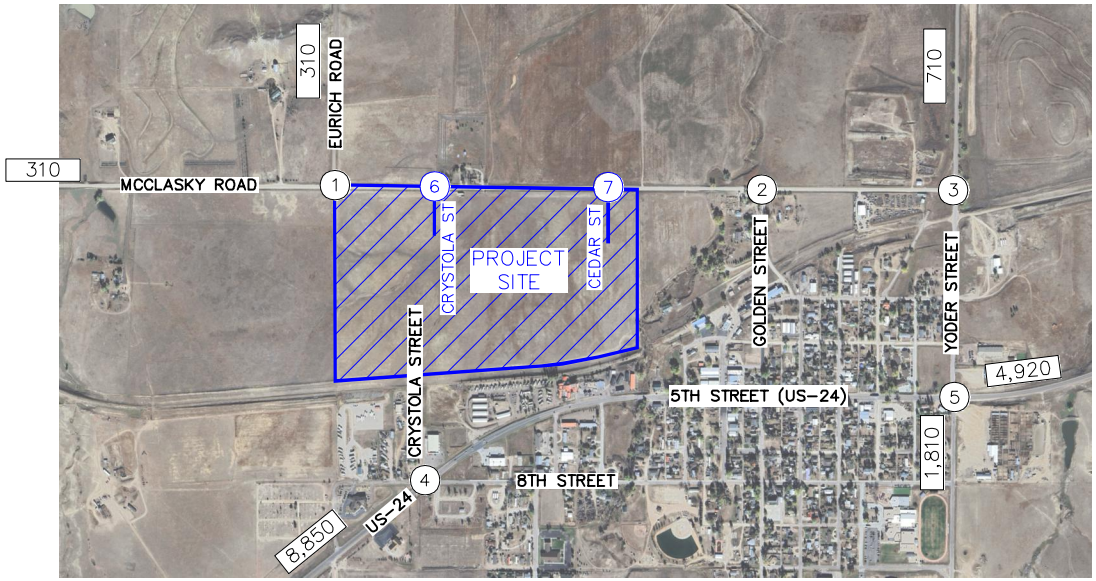



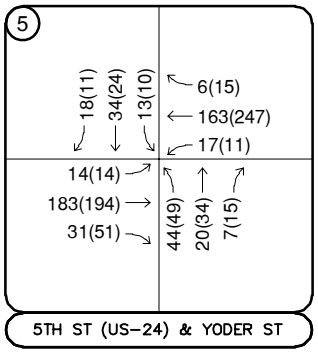




LEGEND

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

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# FIGURE 9
## NORTH TREE RESIDENTIAL
## CALHAN, COLORADO
## 2045 TOTAL TRAFFIC VOLUMES

Kimley»Horn

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2030 and 2045 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the *Highway Capacity Manual (HCM)*[2].

## 5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways in this study area, standard traffic engineering practice recommends overall intersection LOS D and movement/approach LOS E as the minimum desirable thresholds for acceptable operations. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

**Table 2 – Level of Service Definitions**

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

Definitions provided from the Highway Capacity Manual, Seventh Edition, Transportation Research Board, 2022.

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

[2] Transportation Research Board, *Highway Capacity Manual*, Seventh Edition, Washington DC, 2022.

## 5.2 Key Intersection Operational Analysis

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

### McClasky Road and Eurich Road (#1)

The intersection of McClasky Road and Eurich Road (#1) is unsignalized with stop control on the southbound approach. The intersection movements operate acceptably at LOS A during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. However, due to the projected increase in vehicular volume on McClasky Road due to project traffic, McClasky Road should be paved from Eurich Road to Yoder Street by the short-term horizon in 2030. **Table 3** provides the results of the LOS analysis conducted at this intersection.

**Table 3 –McClasky Road and Eurich Road (#1) LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2024 Existing** | | | | |
| Eastbound Left | 7.2 | A | 0.0 | A |
| Southbound Approach | 8.6 | A | 8.6 | A |
| **2030 Background** | | | | |
| Eastbound Left | 7.2 | A | 0.0 | A |
| Southbound Approach | 8.6 | A | 8.6 | A |
| **2030 Background Plus Project** | | | | |
| Eastbound Left | 7.3 | A | 0.0 | A |
| Southbound Approach | 8.8 | A | 8.9 | A |
| **2045 Background** | | | | |
| Eastbound Left | 7.2 | A | 0.0 | A |
| Southbound Approach | 8.6 | A | 8.6 | A |
| **2045 Background Plus Project** | | | | |
| Eastbound Left | 7.3 | A | 0.0 | A |
| Southbound Approach | 8.8 | A | 9.0 | A |

### McClasky Road and Golden Street (#2)

The intersection of McClasky Road and Golden Street (#2) is unsignalized with stop control on the northbound approach. Under existing conditions, the intersection movements operate acceptably at LOS A during both peak hours. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 4** provides the results of the LOS analysis conducted at this intersection.

**Table 4 –McClasky Road and Golden Street (#2) LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2024 Existing** | | | | |
| Northbound Approach | 0.0 | A | 8.9 | A |
| Westbound Left | 0.0 | A | 7.2 | A |
| **2030 Background** | | | | |
| Northbound Approach | 0.0 | A | 8.9 | A |
| Westbound Left | 0.0 | A | 7.2 | A |
| **2030 Background Plus Project** | | | | |
| Northbound Approach | 9.0 | A | 9.6 | A |
| Westbound Left | 0.0 | A | 7.3 | A |
| **2045 Background** | | | | |
| Northbound Approach | 0.0 | A | 8.9 | A |
| Westbound Left | 0.0 | A | 7.2 | A |
| **2045 Background Plus Project** | | | | |
| Northbound Approach | 9.0 | A | 9.6 | A |
| Westbound Left | 0.0 | A | 7.3 | A |

### McClasky Road and Yoder Street (#3)

The intersection of McClasky Road and Yoder Street (#3) is unsignalized with stop control on the eastbound approach. The intersection movements operate acceptably at LOS A during both peak hours under 2024 existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 5** provides the results of the LOS analysis conducted at this intersection.

**Table 5 –McClasky Road and Yoder Street (#3) LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2024 Existing** | | | | |
| Northbound Left | 7.3 | A | 7.3 | A |
| Eastbound Approach | 8.5 | A | 8.6 | A |
| **2030 Background** | | | | |
| Northbound Left | 7.3 | A | 7.3 | A |
| Eastbound Approach | 8.5 | A | 8.6 | A |
| **2030 Background Plus Project** | | | | |
| Northbound Left | 7.3 | A | 7.4 | A |
| Eastbound Approach | 8.7 | A | 8.9 | A |
| **2045 Background** | | | | |
| Northbound Left | 7.3 | A | 7.3 | A |
| Eastbound Approach | 8.5 | A | 8.6 | A |
| **2045 Background Plus Project** | | | | |
| Northbound Left | 7.3 | A | 7.4 | A |
| Eastbound Approach | 8.7 | A | 9.0 | A |

### 5th Street (US-24) and Crystola Street/8th Street (#4)

The intersection of 5th Street (US-24) and Crystola Street/8th Street (#4) is unsignalized with stop control on the northbound and southbound approach. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. Based on additional correspondence with the City of Calhan and CDOT, roundabout control is currently recommended at this intersection and has been evaluated in the background and background plus project traffic for both study horizons. The existing roadway presents an unconventional configuration and is recommended to be improved. With a single lane roundabout control, this intersection is expected to operate at an acceptable level of service throughout the 2045 horizon. **Table 6** provides the results of the LOS analysis conducted at this intersection.

**Table 6 –5th Street (US-24) and Crystola Street/8th Street (#4) LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2024 Existing** | | | | |
| Northbound Approach | 12.6 | B | 13.6 | B |
| Eastbound Left | 7.7 | A | 8.0 | A |
| Westbound Left | 0.0 | A | 7.8 | A |
| Southbound Approach | 12.4 | B | 12.3 | B |
| **2030 Background**** | 4.4 | A | 4.4 | A |
| Northwest bound Approach (8th St) | 3.8 | A | 3.8 | A |
| Eastbound Approach (US-24) | 4.0 | A | 4.1 | A |
| Westbound Approach (US-24) | 4.2 | A | 4.8 | A |
| Southbound Approach (Crystola St) | 3.6 | A | 4.1 | A |
| Southeast bound Approach (8th St) | 3.6 | A | 4.0 | A |
| **2030 Background Plus Project**** | 4.8 | A | 5.8 | A |
| Northwest bound Approach (8th St) | 4.1 | A | 4.7 | A |
| Eastbound Approach (US-24) | 4.9 | A | 5.4 | A |
| Westbound Approach (US-24) | 4.6 | A | 6.5 | A |
| Southbound Approach (Crystola St) | 5.2 | A | 5.3 | A |
| Southeast bound Approach (8th St) | 4.3 | A | 4.5 | A |
| **2045 Background**** | 4.3 | A | 4.8 | A |
| Northwest bound Approach (8th St) | 4.0 | A | 4.0 | A |
| Eastbound Approach (US-24) | 4.3 | A | 4.4 | A |
| Westbound Approach (US-24) | 4.5 | A | 5.3 | A |
| Southbound Approach (Crystola St) | 3.8 | A | 4.4 | A |
| Southeast bound Approach (8th St) | 3.7 | A | 4.3 | A |
| **2045 Background Plus Project**** | 5.1 | A | 6.3 | A |
| Northwest bound Approach (8th St) | 4.4 | A | 5.0 | A |
| Eastbound Approach (US-24) | 5.2 | A | 5.8 | A |
| Westbound Approach (US-24) | 4.9 | A | 7.2 | A |
| Southbound Approach (Crystola St) | 5.5 | A | 5.7 | A |
| Southeast bound Approach (8th St) | 4.5 | A | 4.8 | A |

** = Roundabout

### 5th Street (US-24) and Yoder Street (#5)

The intersection of 5th Street (US-24) and Yoder Street (#5) is unsignalized with stop control on the northbound and southbound approach. The intersection movements operate acceptably at LOS B or better during both peak hours under 2024 existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 7** provides the results of the LOS analysis conducted at this intersection.

**Table 7 – Yoder Street and 5th Street (US-24) (#5) LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2024 Existing** | | | | |
| Northbound Approach | 12.2 | B | 12.3 | B |
| Eastbound Left | 7.6 | A | 7.8 | A |
| Westbound Left | 7.8 | A | 7.7 | A |
| Southbound Approach | 10.4 | B | 11.3 | B |
| **2030 Background** | | | | |
| Northbound Approach | 12.7 | B | 12.7 | B |
| Eastbound Left | 7.6 | A | 7.8 | A |
| Westbound Left | 7.8 | A | 7.7 | A |
| Southbound Approach | 10.5 | B | 11.5 | B |
| **2030 Background Plus Project** | | | | |
| Northbound Approach | 14.1 | B | 14.6 | B |
| Eastbound Left | 7.7 | A | 7.9 | A |
| Westbound Left | 7.9 | A | 7.8 | A |
| Southbound Approach | 13.0 | B | 13.9 | B |
| **2045 Background** | | | | |
| Northbound Approach | 13.8 | B | 14.0 | B |
| Eastbound Left | 7.7 | A | 7.9 | A |
| Westbound Left | 7.9 | A | 7.8 | A |
| Southbound Approach | 11.1 | B | 12.3 | B |
| **2045 Background Plus Project** | | | | |
| Northbound Approach | 15.7 | C | 16.5 | C |
| Eastbound Left | 7.7 | A | 8.0 | A |
| Westbound Left | 8.0 | A | 7.9 | A |
| Southbound Approach | 13.9 | B | 15.1 | C |

## Project Accesses

With completion of the North Tree at Calhan residential project, two accesses are proposed along McClasky Road to serve the residential neighborhood development with one access is located at Crystola Street and the other at Cedar Street. Another access is provided by the Crystola Street and US-24 intersection through an extension of Crystola Street extending into the proposed development; however, this was previously evaluated as the 5th Street (US-24) and Crystola Street/8th Street intersection. It is recommended that R1-1 "STOP" signs be constructed on the exiting northbound approaches of the accesses on McClasky Road. **Table 8** provides the results of the level of service for the intersection of McClasky Road and Crystola Street (#6 – West Access) and the intersection of McClasky Road and Cedar Street (#7 – East Access). As shown in the table, the project access intersections are anticipated to have all movements operating with acceptable LOS A during the peak hours in both the buildout year 2030 and the 2045 long-term horizons.

**Table 8 – Project Access LOS Results**

| Intersection | 2030 Total | | | | 2045 Total | | | |
|---|---|---|---|---|---|---|---|---|
| | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | Delay (sec/ veh) | LOS | Delay (sec/ veh) | LOS | Delay (sec/ veh) | LOS | Delay (sec/ veh) | LOS |
| **McClasky West Access (Crystola Street)** | | | | | | | | |
| Northbound Approach | 9.1 | A | 9.4 | A | 9.2 | A | 9.4 | A |
| Westbound Left | 7.4 | A | 7.7 | A | 7.4 | A | 7.7 | A |
| **McClasky East Access (Cedar Street)** | | | | | | | | |
| Northbound Approach | 9.9 | A | 9.7 | A | 10.0 | A | 9.8 | A |
| Westbound Left | 7.6 | A | 7.8 | A | 7.6 | A | 7.8 | A |

### 5.3 CDOT Access Permit and Turn Bay Length Analysis

The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of Crystola Street at the intersection with US-24 and the north leg of Yoder Street at the intersection with US-24 are both anticipated to increase existing traffic by more than 20 percent. Therefore, CDOT access permits will be needed at both intersections with development of the project.

Auxiliary turn lanes along CDOT controlled highways are to be implemented based on volume threshold requirements set forth in the State Highway Access Code. Further, turn lane lengths should be designed based on the State Highway Access Code. US-24 is categorized as a Regional Highway (R-A) west of Crystola Street and east of Yoder Street and as Non-Rural Principal Highway (NR-A) between Crystola Street and Yoder Street. The posted speed limit along 5$^{th}$ Street is 35 mph east of Crystola Street and 55 mph eastbound approaching Crystola Street while westbound remains 35 mph through the intersection with Crystola Avenue with an increase to 65 mph westbound on the west side of Hahn Road. The speed limit along US-24 approaching the intersection of US-24 and Yoder Street from both directions is 35 mph.

According to the State Highway Access Code for category Non-Rural Arterial (NR-A) and Regional Highway (R-A) roadways, the turn lane warrants are as follows:

- A left turn deceleration lane and taper is required for any access with a projected peak hour ingress turning volume greater than 10 vehicles per hour (vph). The taper length will be included within the required deceleration length.
- A right turn deceleration lane and taper is required for any access with a projected peak hour ingress turning volume greater than 25 vph. The taper length will be included within the required deceleration length.
- Right turn acceleration lane and taper is required for any access with a projected peak hour right turning volume greater than 50 vph when the posted speed on the highway is greater than 40 mph. The taper length will be included within the required acceleration length.

With the intersection of 5th Street (US-24) and Crystola Street/8th Street being planned as roundabout control, auxiliary turn lanes would not be provided based on CDOT State Highway

Access Code and turn lane warrant thresholds are no longer applicable at this intersection. Auxiliary turn lane would be evaluated in the future if the design alternative for this intersection changes to stop control as a T-intersection (with 8th Street no longer connecting at this intersection). Based on the 2030 traffic volume projections, turn lane requirements at the project intersections where project traffic is expected to contribute were evaluated along US-24 are as follows:

**5th Street (US-24) & Yoder Street**

- A westbound right turn lane **is not** warranted at the 5th Street (US-24) and Yoder Street intersection based on the 2030 background plus project projected traffic volumes being six (6) and 16 in the morning and afternoon peak hour, respectively, and the threshold being 25 vph.

## 5.4 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 9** with calculations provided within the level of service operational sheets of **Appendix E**.

**Table 9 – Turn Lane Queuing Analysis Results**

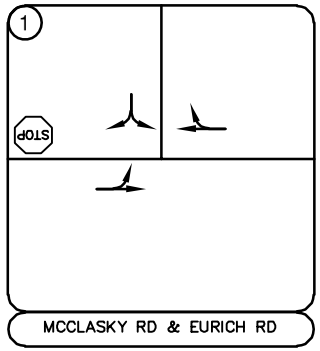
| Intersection Turn Lane | Existing Turn Lane Length (feet) | 2030 Calculated Queue (feet) | 2030 Recommended Length (feet) | 2045 Calculated Queue (feet) | 2045 Recommended Length (feet) |
|---|---|---|---|---|---|
| **Crystola Street and 5th Street (US-24)** Westbound Right | 275’ | NA | **Remove *** | NA | DNE |
| **Yoder Street and 5th Street (US-24)** Eastbound Right | 100’ | 25’ | 100’ | 25’ | 100’ |

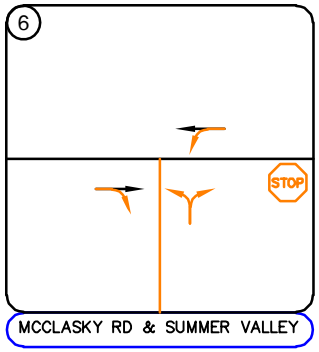
DNE = Does Not Exist; **Blue** Text = Recommendation; NA = Not Applicable; * = Remove with roundabout control

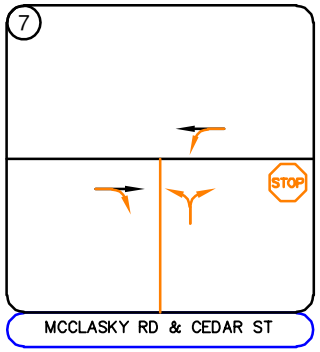
The vehicle queues are all anticipated to remain within the existing or recommended turn lane lengths through 2045.

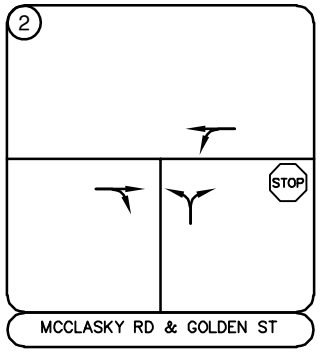
## 5.5 Improvement Summary

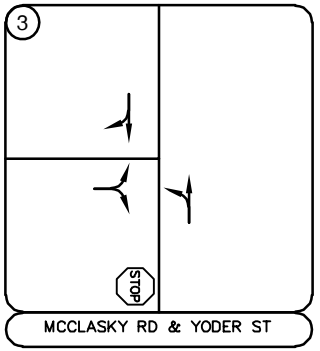
Based on the results of the intersection operational, CDOT turn bay, and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 10**.

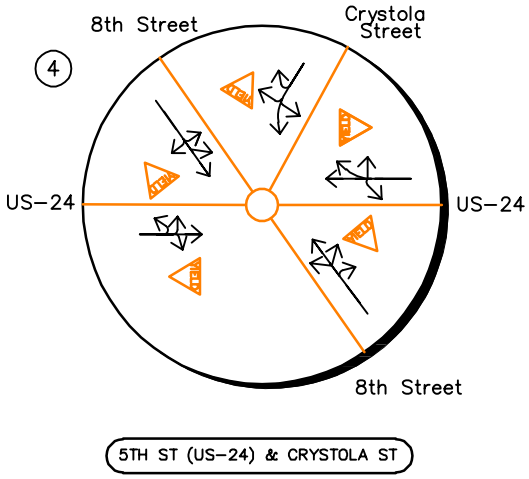


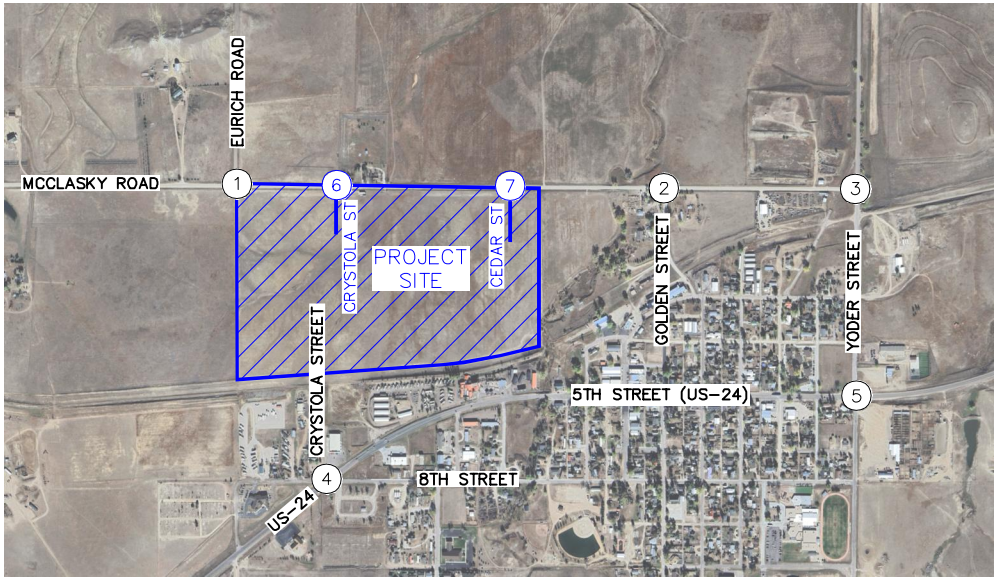



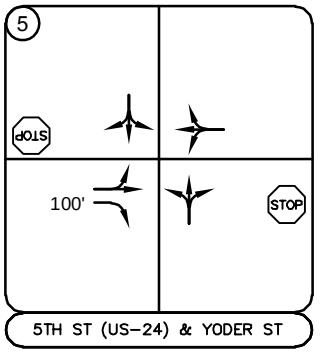



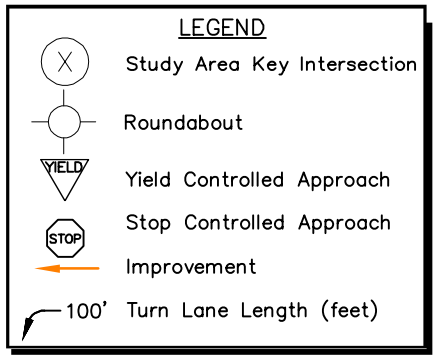




Kimley»Horn
NORTH
NTS 296005000

FIGURE 10
NORTH TREE RESIDENTIAL
CALHAN, COLORADO
RECOMMENDED GEOMETRY AND CONTROL

Kimley»Horn

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

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

- Based on traffic projections, the addition of project traffic on the north leg of Crystola Street, and the north and south legs of Yoder Street and intersections with US-24 are anticipated to increase existing traffic by more than 20 percent. Therefore, access permits are anticipated to be needed at both intersections as development occurs.

- With completion of the North Tree at Calhan residential project, direct access is proposed from two full movement accesses along the south side of McClasky Road. An additional access is provided by the Crystola Street and US-24 intersection through an extension of Crystola Street extending into the proposed development. It is recommended that R1-1 "STOP" signs be constructed on the exiting northbound approaches of the two accesses on McClasky Road. It is anticipated that a single shared lane for all movements will be sufficient on all approaches of the access intersections along McClasky Road.

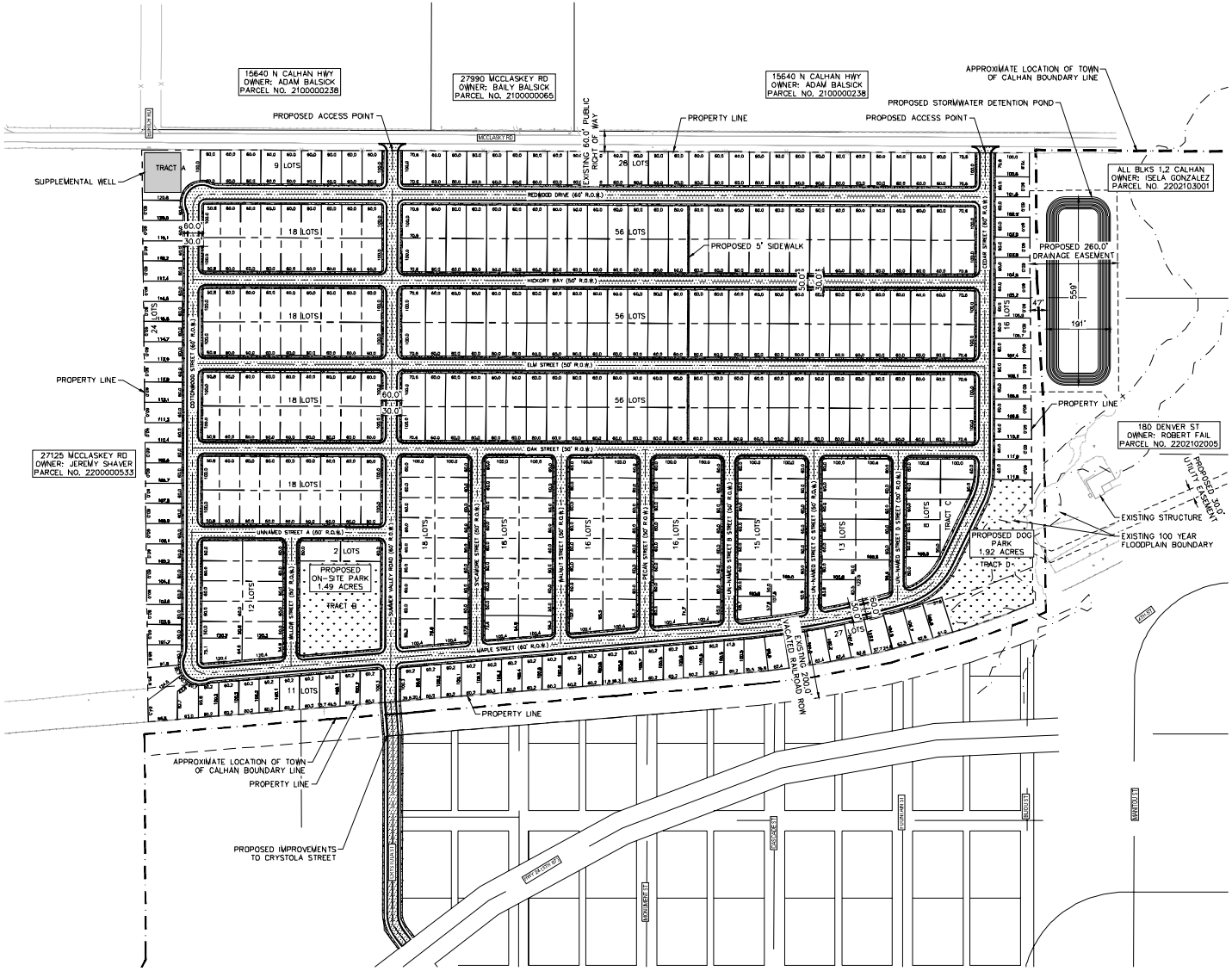
- In accordance with the City of Calhan and CDOT, a 5-legged roundabout at 5$^{th}$ Street (US-24) and Crystola Street/8$^{th}$ Street (#4) is recommended to be constructed due to the unconventional existing configuration.

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the Town of Calhan, CDOT, and the MUTCD – 11th Edition, 2023.

# APPENDICES

# APPENDIX A

## Conceptual Site Plan




LEGEND

- PROPERTY LINE
- LOT LINE
- EASEMENT LINE
- ADJACENT PROPERTY LOT LINE
- ROADWAY CENTERLINE
- TOWN OF CALHAN BOUNDARY LINE
- EXISTING FENCE
- PROPOSED CONCRETE SIDEWALK
- PROPOSED ROADWAY
- PROPOSED LANDSCAPE/PARK

NOTES

1. EL PASO COUNTY ENGINEERING CRITERIA MANUAL UTILIZED FOR SITE DESIGN
2. ROADWAYS DESIGNED PER EL PASO COUNTY ENGINEERING CRITERIA MANUAL

TOTAL LOTS: 473

| TRACT TABLE | | |
|---|---|---|
| NAME | AREA (AC) | USE |
| TRACT A | 0.53 | WELL |
| TRACT B | 1.49 | PARK |
| TRACT C | 0.16 | LANDSCAPE |
| TRACT D | 1.92 | DOG PARK |

NORTH

GRAPHIC SCALE IN FEET
0 75 150 300

NORTH TREE - CALHAN, CO
SITE PLAN
05/31/2024

Kimley»Horn

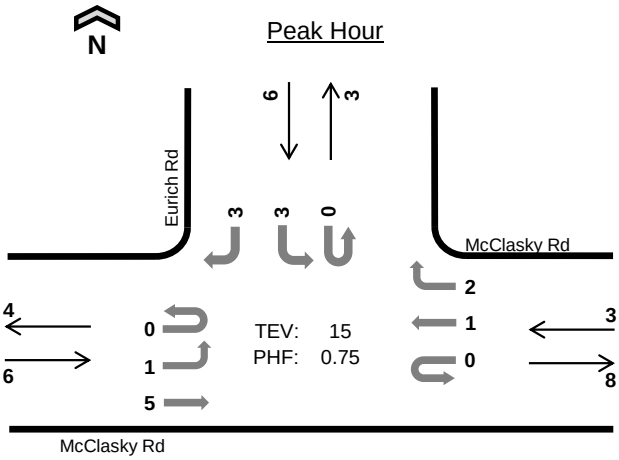
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
2 N NEVADA AVE, SUITE 900, COLORADO SPRINGS, CO 80903
PHONE: 719-453-0180

# APPENDIX B

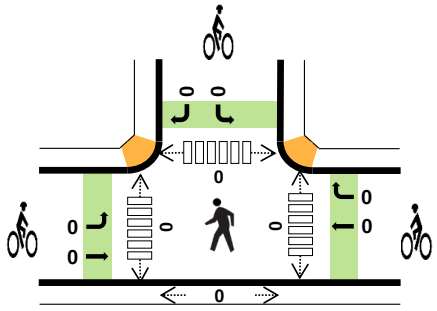
## Intersection Count Sheets

# Eurich Rd
# McClasky Rd

Peak Hour




**Date:** 05/21/2024
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:15 AM to 8:15 AM




| | HV %: | PHF |
|---|---|---|
| EB | 0.0% | 0.75 |
| WB | 0.0% | 0.75 |
| NB | - | - |
| SB | 16.7% | 0.50 |
| TOTAL | 6.7% | 0.75 |

## Two-Hour Count Summaries

| Interval Start | | McClasky Rd Eastbound | | | | McClasky Rd Westbound | | | | n/a Northbound | | | | Eurich Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **7:15 AM** | | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **4** | 0 |
| **7:30 AM** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **3** | 0 |
| **7:45 AM** | | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | 11 |
| **8:00 AM** | | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **5** | **15** |
| 8:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:30 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 10 |
| 8:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8 |
| Count Total | | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 19 | 0 |
| **Peak Hour** | **All** | **0** | **1** | **5** | **0** | **0** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **3** | **15** | **0** |
| | **HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** |
| | **HV%** | **-** | **0%** | **0%** | **-** | **-** | **-** | **0%** | **0%** | **-** | **-** | **-** | **-** | **-** | **33%** | **-** | **0%** | **7%** | **0** |

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

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

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | McClasky Rd | | | | McClasky Rd | | | | n/a | | | | Eurich Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** |

## Two-Hour Count Summaries - Bikes

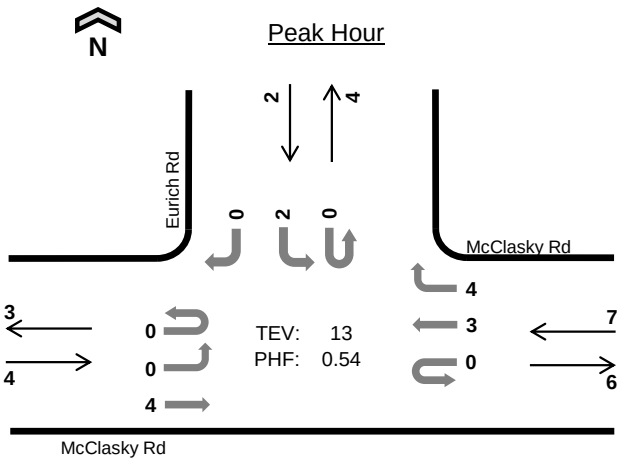
| Interval Start | McClasky Rd | | | McClasky Rd | | | n/a | | | Eurich Rd | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

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

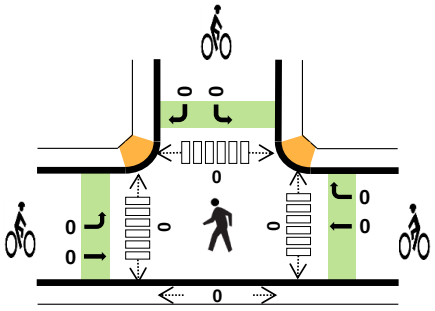
TJ Wethington
720-646-1008
tj.wethington@idaxdata.com

# Eurich Rd
# McClasky Rd

Peak Hour




**Date: 05/21/2024**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:00 PM to 5:00 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 25.0% | 0.33 |
| WB | 14.3% | 0.58 |
| NB | - | - |
| SB | 0.0% | 0.25 |
| TOTAL | 15.4% | 0.54 |

## Two-Hour Count Summaries

| Interval Start | | McClasky Rd Eastbound | | | | McClasky Rd Westbound | | | | n/a Northbound | | | | Eurich Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | 0 |
| **4:15 PM** | | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 0 |
| **4:30 PM** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 0 |
| **4:45 PM** | | **0** | **0** | **3** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **6** | **13** |
| 5:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 11 |
| 5:30 PM | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 |
| 5:45 PM | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 9 |
| Count Total | | 0 | 2 | 5 | 0 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 22 | 0 |
| **Peak Hour** | **All** | **0** | **0** | **4** | **0** | **0** | **0** | **3** | **4** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **13** | **0** |
| | **HV** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** |
| | **HV%** | **-** | **-** | **25%** | **-** | **-** | **-** | **33%** | **0%** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **-** | **15%** | **0** |

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

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

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | McClasky Rd | | | | McClasky Rd | | | | n/a | | | | Eurich Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 0 |
| **4:15 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| **Peak Hour** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | McClasky Rd | | | McClasky Rd | | | n/a | | | Eurich Rd | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

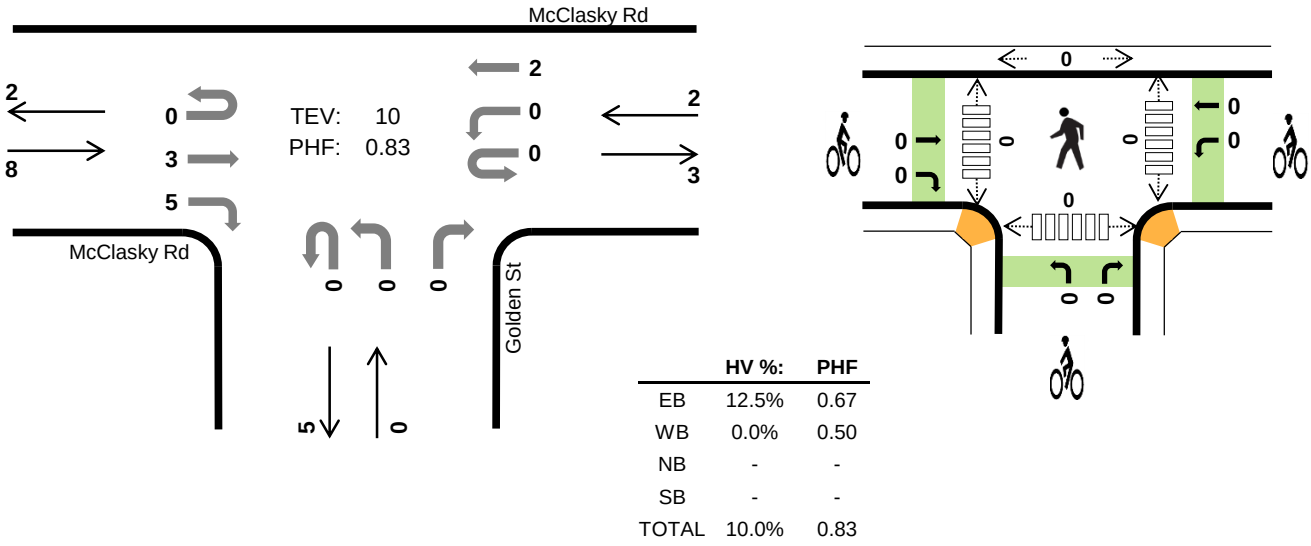
*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

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# Golden St
# McClasky Rd

Peak Hour

**Date:** 05/21/2024
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:15 AM to 8:15 AM




| | HV %: | PHF |
|---|---|---|
| EB | 12.5% | 0.67 |
| WB | 0.0% | 0.50 |
| NB | - | - |
| SB | - | - |
| TOTAL | 10.0% | 0.83 |

## Two-Hour Count Summaries

| Interval Start | | McClasky Rd Eastbound | | | | McClasky Rd Westbound | | | | Golden St Northbound | | | | n/a Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **7:15 AM** | | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 0 |
| **7:30 AM** | | **0** | **0** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | 0 |
| **7:45 AM** | | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 8 |
| **8:00 AM** | | **0** | **0** | **1** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **10** |
| 8:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 9 |
| 8:30 AM | | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| 8:45 AM | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 8 |
| Count Total | | 0 | 0 | 3 | 8 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 16 | 0 |
| **Peak Hour** | **All** | **0** | **0** | **3** | **5** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **10** | **0** |
| | **HV** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |
| | **HV%** | **-** | **-** | **0%** | **20%** | **-** | **-** | **0%** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **10%** | **0** |

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

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

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | McClasky Rd | | | | McClasky Rd | | | | Golden St | | | | n/a | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | McClasky Rd | | | McClasky Rd | | | Golden St | | | n/a | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

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

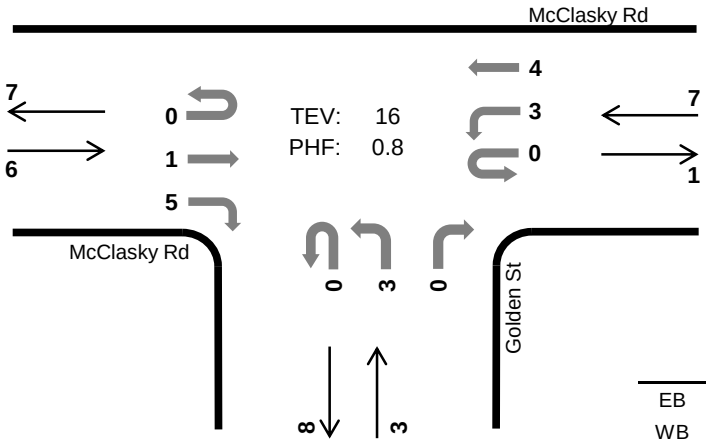
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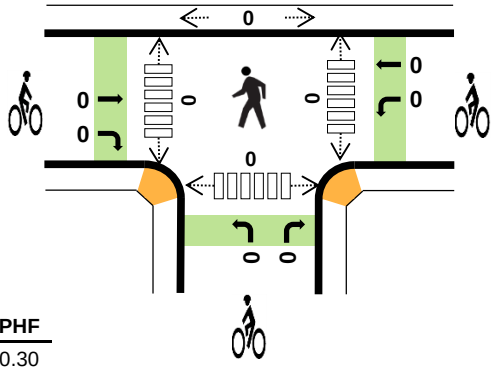
# Golden St
# McClasky Rd

N

Peak Hour

**Date: 05/21/2024**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:00 PM to 5:00 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 16.7% | 0.30 |
| WB | 0.0% | 0.44 |
| NB | 33.3% | 0.75 |
| SB | - | - |
| TOTAL | 12.5% | 0.80 |

## Two-Hour Count Summaries

| Interval Start | | McClasky Rd Eastbound | | | | McClasky Rd Westbound | | | | Golden St Northbound | | | | n/a Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | 0 |
| **4:15 PM** | | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | 0 |
| **4:30 PM** | | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | 0 |
| **4:45 PM** | | **0** | **0** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **16** |
| 5:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 |
| 5:30 PM | | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 |
| 5:45 PM | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 |
| Count Total | | 0 | 0 | 1 | 6 | 0 | 5 | 7 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 |
| **Peak Hour** | **All** | **0** | **0** | **1** | **5** | **0** | **3** | **4** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **16** | **0** |
| | **HV** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** |
| | **HV%** | **-** | **-** | **100%** | **0%** | **-** | **0%** | **0%** | **-** | **-** | **33%** | **-** | **-** | **-** | **-** | **-** | **-** | **13%** | **0** |

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

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

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | McClasky Rd Eastbound | | | | McClasky Rd Westbound | | | | Golden St Northbound | | | | n/a Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 0 |
| **4:15 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| **Peak Hour** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** |

## Two-Hour Count Summaries - Bikes

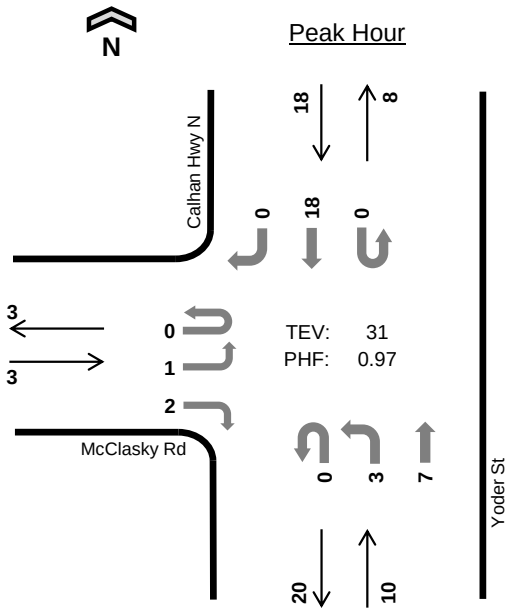
| Interval Start | McClasky Rd Eastbound | | | McClasky Rd Westbound | | | Golden St Northbound | | | n/a Southbound | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

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

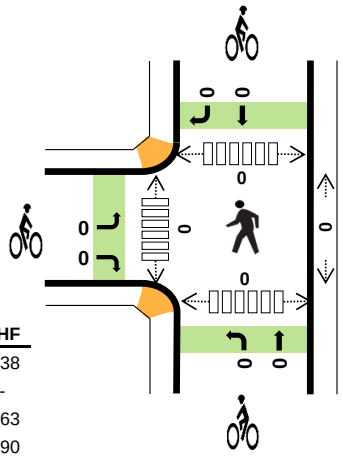
TJ Wethington
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# Yoder St
# McClasky Rd

Peak Hour




**Date:** 05/21/2024
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:15 AM to 8:15 AM



| | HV %: | PHF |
|---|---|---|
| EB | 0.0% | 0.38 |
| WB | - | - |
| NB | 0.0% | 0.63 |
| SB | 5.6% | 0.90 |
| TOTAL | 3.2% | 0.97 |

## Two-Hour Count Summaries

| Interval Start | | McClasky Rd Eastbound | | | | n/a Westbound | | | | Yoder St Northbound | | | | Calhan Hwy N Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 5 | 0 |
| **7:15 AM** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **5** | **0** | **8** | 0 |
| **7:30 AM** | | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **5** | **0** | **8** | 0 |
| **7:45 AM** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **0** | **0** | **0** | **4** | **0** | **8** | 29 |
| **8:00 AM** | | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **4** | **0** | **7** | **31** |
| 8:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 26 |
| 8:30 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 8 | 26 |
| 8:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 5 | 23 |
| Count Total | | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 0 | 0 | 0 | 29 | 0 | 52 | 0 |
| **Peak Hour** | **All** | **0** | **1** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **3** | **7** | **0** | **0** | **0** | **18** | **0** | **31** | **0** |
| | **HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **0** |
| | **HV%** | **-** | **0%** | **-** | **0%** | **-** | **-** | **-** | **-** | **-** | **0%** | **0%** | **-** | **-** | **-** | **6%** | **-** | **3%** | **0** |

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

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

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | McClasky Rd | | | | n/a | | | | Yoder St | | | | Calhan Hwy N | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **1** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | McClasky Rd | | | n/a | | | Yoder St | | | Calhan Hwy N | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

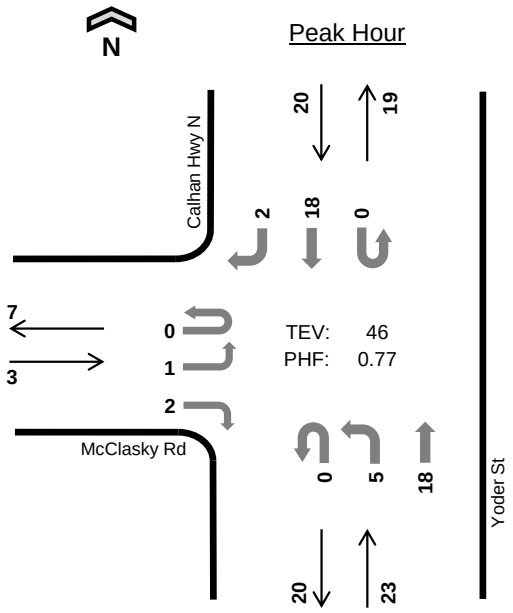
*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

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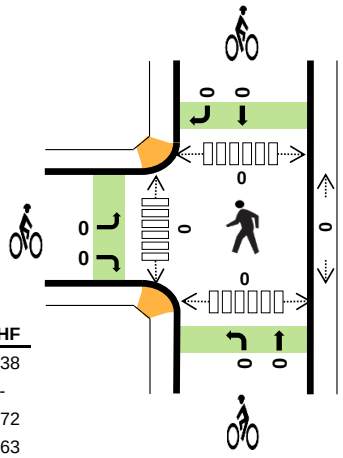
# Yoder St
# McClasky Rd

Peak Hour

**Date: 05/21/2024**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:45 PM to 5:45 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 0.0% | 0.38 |
| WB | - | - |
| NB | 0.0% | 0.72 |
| SB | 5.0% | 0.63 |
| TOTAL | 2.2% | 0.77 |



## Two-Hour Count Summaries

| Interval Start | McClasky Rd Eastbound | | | | n/a Westbound | | | | Yoder St Northbound | | | | Calhan Hwy N Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 0 | 0 | 1 | 0 | 11 | 0 |
| 4:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 8 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 7 | 0 | 10 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **2** | **1** | **7** | 36 |
| **5:00 PM** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **6** | **0** | **0** | **0** | **5** | **1** | **15** | 40 |
| **5:15 PM** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **1** | **5** | **0** | **0** | **0** | **3** | **0** | **11** | 43 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **3** | **0** | **0** | **0** | **8** | **0** | **13** | **46** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 43 |
| Count Total | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 35 | 0 | 0 | 0 | 29 | 3 | 79 | 0 |
| **Peak Hour All** | **0** | **1** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **5** | **18** | **0** | **0** | **0** | **18** | **2** | **46** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **0** |
| **Peak Hour HV%** | **-** | **0%** | **-** | **0%** | **-** | **-** | **-** | **-** | **-** | **0%** | **0%** | **-** | **-** | **-** | **6%** | **0%** | **2%** | **0** |

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

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

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## Two-Hour Count Summaries - Heavy Vehicles

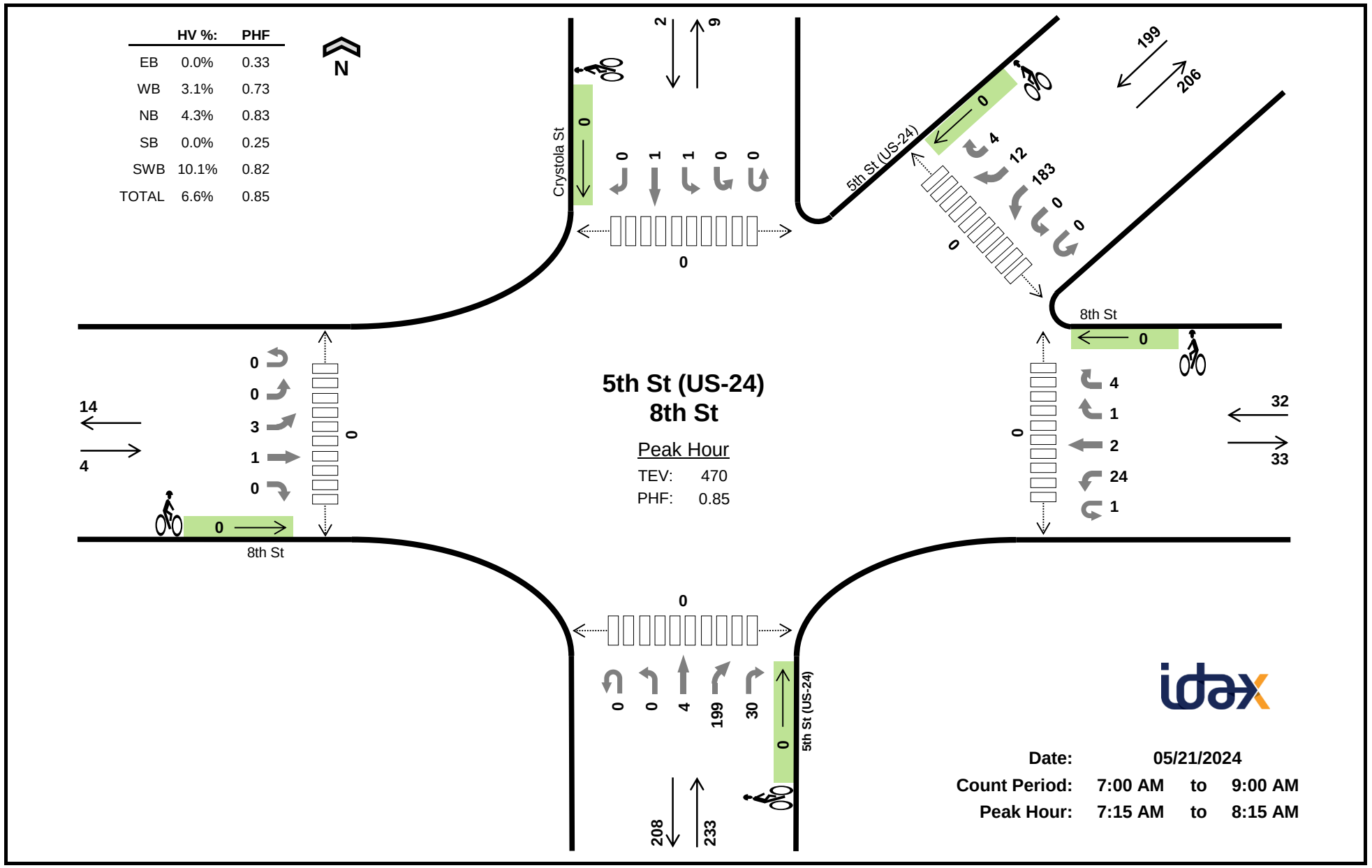
| Interval Start | McClasky Rd | | | | n/a | | | | Yoder St | | | | Calhan Hwy N | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | 4 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 4 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 2 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | McClasky Rd | | | n/a | | | Yoder St | | | Calhan Hwy N | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

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

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**Two-Hour Count Summaries**

| Interval Start | 8th St Eastbound | | | | | 8th St Westbound | | | | | 5th St (US-24) Northbound | | | | | Crystola St Southbound | | | | | 5th St (US-24) Southwestbound | | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | BL | TH | RT | UT | LT | TH | RT | HR | UT | LT | TH | BR | RT | UT | HL | LT | TH | RT | UT | HL | BL | BR | HR | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 1 | 0 | 101 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **1** | **0** | **0** | **0** | **0** | **48** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **50** | **1** | **0** | **110** | 0 |
| **7:30 AM** | **0** | **0** | **1** | **0** | **0** | **1** | **3** | **0** | **0** | **0** | **0** | **0** | **1** | **56** | **13** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **28** | **1** | **2** | **106** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **9** | **1** | **0** | **1** | **0** | **0** | **3** | **54** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **55** | **5** | **1** | **139** | 456 |
| **8:00 AM** | **0** | **0** | **2** | **1** | **0** | **0** | **7** | **1** | **0** | **3** | **0** | **0** | **0** | **41** | **2** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **50** | **5** | **1** | **115** | **470** |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 36 | 0 | 0 | 93 | 453 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 2 | 54 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 49 | 2 | 2 | 116 | 463 |
| 8:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 58 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 30 | 0 | 2 | 98 | 422 |
| Count Total | 0 | 0 | 4 | 2 | 1 | 1 | 41 | 5 | 2 | 4 | 0 | 0 | 9 | 393 | 39 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 348 | 15 | 8 | 878 | 0 |
| **Peak Hour All** | **0** | **0** | **3** | **1** | **0** | **1** | **24** | **2** | **1** | **4** | **0** | **0** | **4** | **199** | **30** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **183** | **12** | **4** | **470** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19** | **1** | **0** | **31** | **0** |
| **Peak Hour HV%** | **-** | **-** | **0%** | **0%** | **-** | **0%** | **4%** | **0%** | **0%** | **0%** | **-** | **-** | **0%** | **5%** | **0%** | **-** | **-** | **0%** | **0%** | **-** | **-** | **-** | **10%** | **8%** | **0%** | **7%** | **0** |

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

| Interval Start | Heavy Vehicle Totals | | | | | | Bicycles | | | | | | Pedestrians (Crossing Leg) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | SWB | Total | EB | WB | NB | SB | SWB | Total | East | West | North | South | Northeast | Total |
| 7:00 AM | 0 | 0 | 2 | 0 | 4 | *6* | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | 0 | *1* |
| **7:15 AM** | **0** | **0** | **3** | **0** | **6** | ***9*** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** | ***0*** |
| **7:30 AM** | **0** | **0** | **5** | **0** | **6** | ***11*** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** | ***0*** |
| **7:45 AM** | **0** | **1** | **1** | **0** | **4** | ***6*** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** | ***0*** |
| **8:00 AM** | **0** | **0** | **1** | **0** | **4** | ***5*** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** | ***0*** |
| 8:15 AM | 0 | 0 | 3 | 0 | 8 | *11* | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 0 | 0 | 2 | 0 | 5 | *7* | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 0 | 4 | 0 | 1 | *5* | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 1 | 21 | 0 | 38 | *60* | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | 0 | *1* |
| **Peak Hr** | **0** | **1** | **10** | **0** | **20** | ***31*** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** | *0* |

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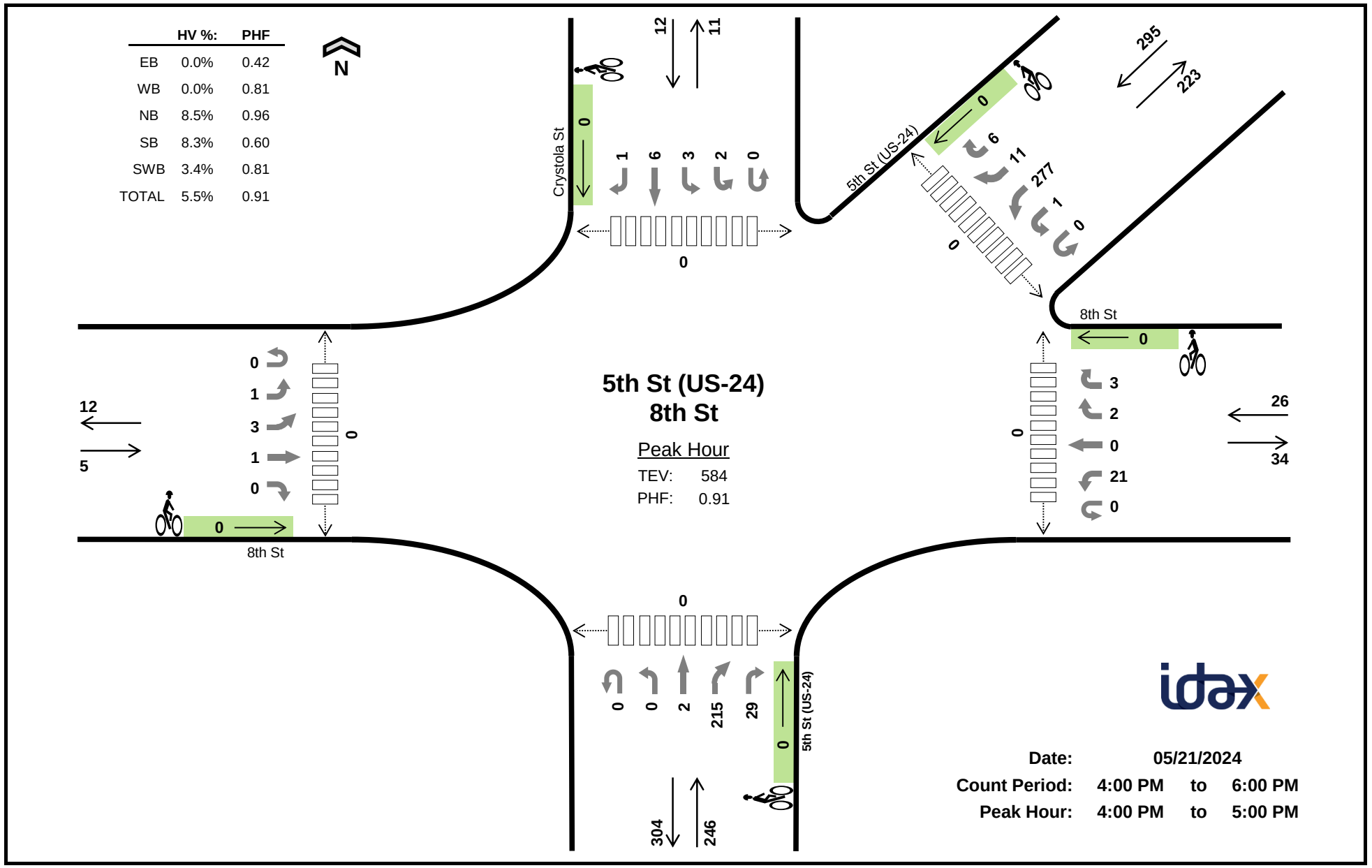
**Two-Hour Count Summaries - Heavy Vehicles**

| Interval Start | 8th St Eastbound | | | | | 8th St Westbound | | | | | 5th St (US-24) Northbound | | | | | Crystola St Southbound | | | | | 5th St (US-24) Southwestbound | | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | BL | TH | RT | UT | LT | TH | RT | HR | UT | LT | TH | BR | RT | UT | HL | LT | TH | RT | UT | HL | BL | BR | HR | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 6 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **1** | **0** | **9** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **0** | **11** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **6** | 32 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **5** | **31** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 11 | 33 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 7 | 29 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 28 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 36 | 1 | 0 | 60 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19** | **1** | **0** | 31 | **0** |

**Two-Hour Count Summaries - Bikes**

| Interval Start | 8th St Eastbound | | | | | 8th St Westbound | | | | | 5th St (US-24) Northbound | | | | | Crystola St Southbound | | | | | 5th St (US-24) Southwestbound | | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | BL | TH | RT | UT | LT | TH | RT | HR | UT | LT | TH | BR | RT | UT | HL | LT | TH | RT | UT | HL | BL | BR | HR | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 | **0** |

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**Two-Hour Count Summaries**

| Interval Start | 8th St Eastbound | | | | | 8th St Westbound | | | | | 5th St (US-24) Northbound | | | | | Crystola St Southbound | | | | | 5th St (US-24) Southwestbound | | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | BL | TH | RT | UT | LT | TH | RT | HR | UT | LT | TH | BR | RT | UT | HL | LT | TH | RT | UT | HL | BL | BR | HR | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **1** | **0** | **0** | **0** | **1** | **47** | **9** | **0** | **1** | **1** | **2** | **1** | **0** | **0** | **84** | **3** | **4** | **161** | 0 |
| **4:15 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **6** | **0** | **1** | **0** | **0** | **0** | **1** | **52** | **8** | **0** | **1** | **1** | **2** | **0** | **0** | **0** | **69** | **4** | **0** | **146** | 0 |
| **4:30 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **6** | **0** | **0** | **1** | **0** | **0** | **0** | **56** | **8** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **75** | **4** | **1** | **154** | 0 |
| **4:45 PM** | **0** | **1** | **1** | **1** | **0** | **0** | **2** | **0** | **0** | **2** | **0** | **0** | **0** | **60** | **4** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **49** | **0** | **1** | **123** | **584** |
| 5:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 2 | 50 | 8 | 0 | 2 | 2 | 5 | 0 | 0 | 0 | 57 | 0 | 2 | 134 | 557 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 50 | 8 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 48 | 2 | 2 | 115 | 526 |
| 5:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 40 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 43 | 2 | 2 | 101 | 473 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 1 | 3 | 0 | 0 | 0 | 49 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 120 | 470 |
| Count Total | 0 | 1 | 5 | 3 | 0 | 0 | 34 | 1 | 3 | 12 | 0 | 0 | 4 | 404 | 57 | 0 | 6 | 5 | 13 | 1 | 0 | 3 | 475 | 15 | 12 | 1,054 | 0 |
| **Peak Hour All** | **0** | **1** | **3** | **1** | **0** | **0** | **21** | **0** | **2** | **3** | **0** | **0** | **2** | **215** | **29** | **0** | **2** | **3** | **6** | **1** | **0** | **1** | **277** | **11** | **6** | **584** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19** | **2** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **9** | **0** | **1** | **32** | **0** |
| **Peak Hour HV%** | **-** | **0%** | **0%** | **0%** | **-** | **-** | **0%** | **-** | **0%** | **0%** | **-** | **-** | **0%** | **9%** | **7%** | **-** | **0%** | **0%** | **0%** | **100%** | **-** | **0%** | **3%** | **0%** | **17%** | **5%** | **0** |

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

| Interval Start | Heavy Vehicle Totals | | | | | | Bicycles | | | | | | Pedestrians (Crossing Leg) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | SWB | Total | EB | WB | NB | SB | SWB | Total | East | West | North | South | Northeast | Total |
| **4:00 PM** | **0** | **0** | **8** | **1** | **5** | ***14*** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** | ***0*** |
| **4:15 PM** | **0** | **0** | **4** | **0** | **3** | ***7*** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** | ***0*** |
| **4:30 PM** | **0** | **0** | **7** | **0** | **2** | ***9*** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** | ***0*** |
| **4:45 PM** | **0** | **0** | **2** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** | ***0*** |
| 5:00 PM | 0 | 0 | 2 | 0 | 2 | *4* | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | *0* |
| 5:15 PM | 0 | 0 | 4 | 0 | 0 | *4* | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 0 | 0 | 3 | 0 | 3 | *6* | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 0 | 6 | 0 | 2 | *8* | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 0 | 36 | 1 | 17 | *54* | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **0** | **0** | **21** | **1** | **10** | ***32*** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** | *0* |

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**Two-Hour Count Summaries - Heavy Vehicles**

| Interval Start | 8th St Eastbound | | | | | 8th St Westbound | | | | | 5th St (US-24) Northbound | | | | | Crystola St Southbound | | | | | 5th St (US-24) Southwestbound | | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | BL | TH | RT | UT | LT | TH | RT | HR | UT | LT | TH | BR | RT | UT | HL | LT | TH | RT | UT | HL | BL | BR | HR | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **1** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **4** | **0** | **1** | **14** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **7** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **9** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **32** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 22 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 6 | 16 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 8 | 22 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 16 | 0 | 1 | 54 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19** | **2** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **9** | **0** | **1** | 32 | **0** |

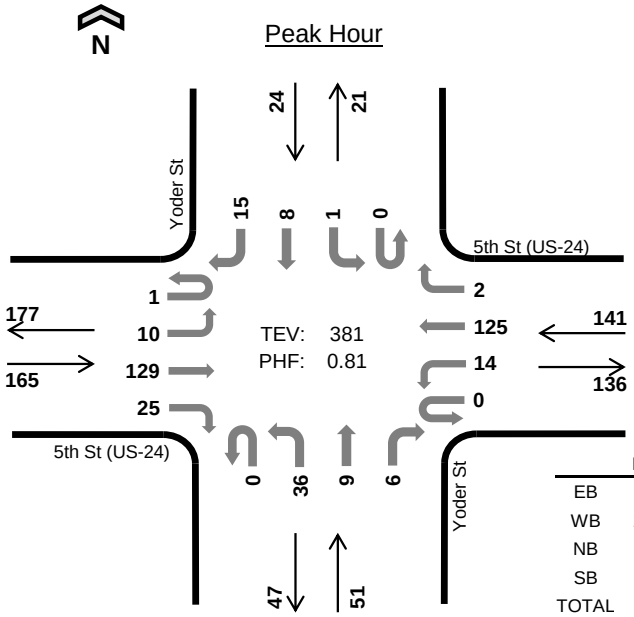
**Two-Hour Count Summaries - Bikes**

| Interval Start | 8th St Eastbound | | | | | 8th St Westbound | | | | | 5th St (US-24) Northbound | | | | | Crystola St Southbound | | | | | 5th St (US-24) Southwestbound | | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | BL | TH | RT | UT | LT | TH | RT | HR | UT | LT | TH | BR | RT | UT | HL | LT | TH | RT | UT | HL | BL | BR | HR | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 | **0** |

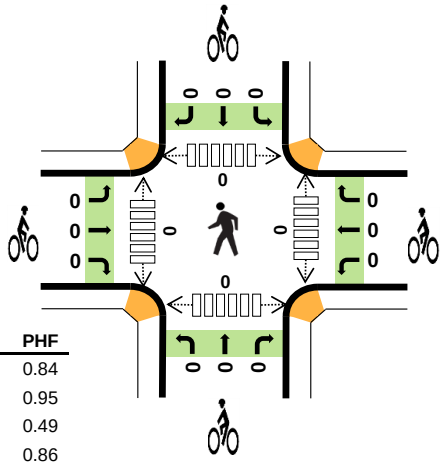
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# Yoder St
# 5th St (US-24)

Peak Hour




**Date: 05/21/2024**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:00 AM to 8:00 AM**



| | HV %: | PHF |
|---|---|---|
| EB | 5.5% | 0.84 |
| WB | 13.5% | 0.95 |
| NB | 5.9% | 0.49 |
| SB | 8.3% | 0.86 |
| TOTAL | 8.7% | 0.81 |

## Two-Hour Count Summaries

| Interval Start | 5th St (US-24) Eastbound | | | | 5th St (US-24) Westbound | | | | Yoder St Northbound | | | | Yoder St Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **1** | **27** | **4** | **0** | **0** | **34** | **0** | **0** | **8** | **1** | **0** | **0** | **1** | **0** | **6** | **82** | 0 |
| **7:15 AM** | **0** | **2** | **34** | **1** | **0** | **3** | **34** | **0** | **0** | **7** | **1** | **2** | **0** | **0** | **2** | **3** | **89** | 0 |
| **7:30 AM** | **1** | **3** | **36** | **7** | **0** | **5** | **28** | **0** | **0** | **5** | **0** | **1** | **0** | **0** | **4** | **3** | **93** | 0 |
| **7:45 AM** | **0** | **4** | **32** | **13** | **0** | **6** | **29** | **2** | **0** | **16** | **7** | **3** | **0** | **0** | **2** | **3** | **117** | **381** |
| 8:00 AM | 0 | 3 | 22 | 8 | 0 | 0 | 27 | 1 | 0 | 5 | 1 | 3 | 0 | 2 | 3 | 6 | 81 | 380 |
| 8:15 AM | 0 | 2 | 40 | 4 | 0 | 1 | 25 | 1 | 0 | 8 | 0 | 2 | 0 | 2 | 1 | 2 | 88 | 379 |
| 8:30 AM | 0 | 10 | 31 | 3 | 0 | 3 | 27 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 88 | 374 |
| 8:45 AM | 0 | 4 | 34 | 3 | 0 | 1 | 26 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 1 | 4 | 80 | 337 |
| Count Total | 1 | 29 | 256 | 43 | 0 | 19 | 230 | 5 | 0 | 63 | 12 | 11 | 0 | 5 | 13 | 31 | 718 | 0 |
| **Peak Hour All** | **1** | **10** | **129** | **25** | **0** | **14** | **125** | **2** | **0** | **36** | **9** | **6** | **0** | **1** | **8** | **15** | **381** | **0** |
| **Peak Hour HV** | **0** | **0** | **8** | **1** | **0** | **1** | **18** | **0** | **0** | **3** | **0** | **0** | **0** | **1** | **0** | **1** | **33** | **0** |
| **Peak Hour HV%** | **0%** | **0%** | **6%** | **4%** | **-** | **7%** | **14%** | **0%** | **-** | **8%** | **0%** | **0%** | **-** | **100%** | **0%** | **7%** | **9%** | **0** |

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

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) East | West | North | South | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **7:00 AM** | **1** | **2** | **2** | **1** | ***6*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **3** | **8** | **0** | **0** | ***11*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **4** | **7** | **0** | **1** | ***12*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **1** | **2** | **1** | **0** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 1 | 3 | 1 | 1 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 3 | 4 | 1 | 1 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 2 | 4 | 0 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 3 | 1 | 0 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 18 | 31 | 5 | 4 | *58* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **9** | **19** | **3** | **2** | ***33*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | 5th St (US-24) Eastbound | | | | 5th St (US-24) Westbound | | | | Yoder St Northbound | | | | Yoder St Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **0** | **0** | **6** | 0 |
| **7:15 AM** | **0** | **0** | **3** | **0** | **0** | **1** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **11** | 0 |
| **7:30 AM** | **0** | **0** | **3** | **1** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **12** | 0 |
| **7:45 AM** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **33** |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 6 | 33 |
| 8:15 AM | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 31 |
| 8:30 AM | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 25 |
| 8:45 AM | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 25 |
| Count Total | 0 | 0 | 17 | 1 | 0 | 3 | 27 | 1 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 2 | 58 | 0 |
| **Peak Hour** | **0** | **0** | **8** | **1** | **0** | **1** | **18** | **0** | **0** | **3** | **0** | **0** | **0** | **1** | **0** | **1** | **33** | **0** |

## Two-Hour Count Summaries - Bikes

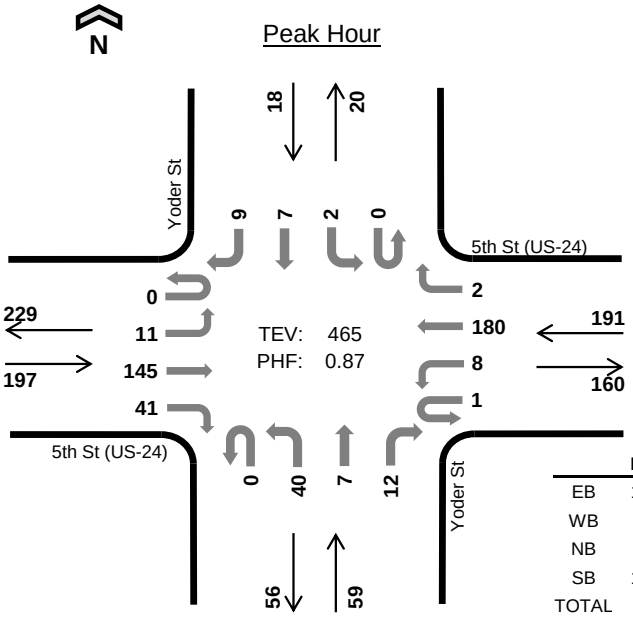
| Interval Start | 5th St (US-24) Eastbound | | | 5th St (US-24) Westbound | | | Yoder St Northbound | | | Yoder St Southbound | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

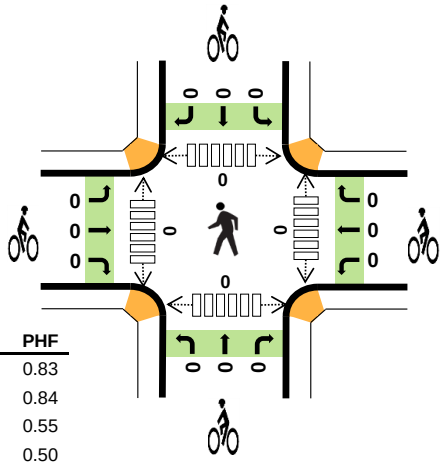
*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

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# Yoder St
# 5th St (US-24)

**Date: 05/21/2024**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:00 PM to 5:00 PM**



| | HV %: | PHF |
|---|---|---|
| EB | 10.7% | 0.83 |
| WB | 5.2% | 0.84 |
| NB | 0.0% | 0.55 |
| SB | 16.7% | 0.50 |
| TOTAL | 7.3% | 0.87 |

## Two-Hour Count Summaries

| Interval Start | 5th St (US-24) Eastbound | | | | 5th St (US-24) Westbound | | | | Yoder St Northbound | | | | Yoder St Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **7** | **37** | **10** | **0** | **2** | **49** | **0** | **0** | **15** | **5** | **7** | **0** | **0** | **0** | **0** | **132** | 0 |
| **4:15 PM** | **0** | **2** | **30** | **8** | **1** | **2** | **41** | **1** | **0** | **13** | **1** | **3** | **0** | **0** | **1** | **0** | **103** | 0 |
| **4:30 PM** | **0** | **2** | **44** | **13** | **0** | **2** | **54** | **1** | **0** | **9** | **0** | **0** | **0** | **0** | **3** | **5** | **133** | 0 |
| **4:45 PM** | **0** | **0** | **34** | **10** | **0** | **2** | **36** | **0** | **0** | **3** | **1** | **2** | **0** | **2** | **3** | **4** | **97** | **465** |
| 5:00 PM | 0 | 6 | 28 | 4 | 0 | 3 | 29 | 1 | 0 | 7 | 1 | 4 | 0 | 0 | 1 | 1 | 85 | 418 |
| 5:15 PM | 0 | 4 | 32 | 7 | 0 | 4 | 36 | 0 | 0 | 5 | 3 | 1 | 0 | 1 | 1 | 5 | 99 | 414 |
| 5:30 PM | 0 | 3 | 24 | 7 | 0 | 2 | 38 | 0 | 1 | 9 | 4 | 1 | 0 | 0 | 0 | 3 | 92 | 373 |
| 5:45 PM | 0 | 5 | 36 | 7 | 0 | 1 | 37 | 0 | 0 | 7 | 1 | 2 | 0 | 1 | 5 | 2 | 104 | 380 |
| Count Total | 0 | 29 | 265 | 66 | 1 | 18 | 320 | 3 | 1 | 68 | 16 | 20 | 0 | 4 | 14 | 20 | 845 | 0 |
| **Peak Hour All** | **0** | **11** | **145** | **41** | **1** | **8** | **180** | **2** | **0** | **40** | **7** | **12** | **0** | **2** | **7** | **9** | **465** | **0** |
| **Peak Hour HV** | **0** | **0** | **18** | **3** | **0** | **2** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **34** | **0** |
| **Peak Hour HV%** | **-** | **0%** | **12%** | **7%** | **0%** | **25%** | **4%** | **0%** | **-** | **0%** | **0%** | **0%** | **-** | **0%** | **43%** | **0%** | **7%** | **0** |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **4:00 PM** | **8** | **3** | **0** | **0** | ***11*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:15 PM** | **5** | **3** | **0** | **1** | ***9*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:30 PM** | **5** | **2** | **0** | **1** | ***8*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:45 PM** | **3** | **2** | **0** | **1** | ***6*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:00 PM | 4 | 1 | 0 | 1 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:15 PM | 4 | 0 | 0 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 3 | 3 | 0 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 5 | 3 | 0 | 0 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 37 | 17 | 0 | 4 | *58* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **21** | **10** | **0** | **3** | ***34*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | 5th St (US-24) Eastbound | | | | 5th St (US-24) Westbound | | | | Yoder St Northbound | | | | Yoder St Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **6** | **2** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **11** | 0 |
| **4:15 PM** | **0** | **0** | **5** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **9** | 0 |
| **4:30 PM** | **0** | **0** | **4** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **8** | 0 |
| **4:45 PM** | **0** | **0** | **3** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **6** | **34** |
| 5:00 PM | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 29 |
| 5:15 PM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 24 |
| 5:30 PM | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 22 |
| 5:45 PM | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 24 |
| Count Total | 0 | 0 | 34 | 3 | 0 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 58 | 0 |
| **Peak Hour** | **0** | **0** | **18** | **3** | **0** | **2** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **34** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | 5th St (US-24) Eastbound | | | 5th St (US-24) Westbound | | | Yoder St Northbound | | | Yoder St Southbound | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

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

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# APPENDIX C

## Future Traffic Projections

CDOT OTIS Projection: Penrose Place

| ROUTE | REFPT | ENDREFPT | LENGTH | UPDATEYR | AADT | AADTYR | YR20FACTOR | ANNUAL GROWTH RATE | DHV | DD | LOCATION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 024G | 329.81 | 334.809 | 5.003 | 2022 | 6200 | 2022 | 1.21 | 0.96% | 12 | 57 | ON SH 24, 5TH ST SW/O 8TH ST, CALHAN |
| 024G | 334.81 | 339.633 | 4.824 | 2022 | 6,000 | 2022 | 1.23 | 1.04% | 12 | 57 | ON SH 24, 5TH ST W/O COLORADO ST, CALHAN |
| 024G | 339.63 | 339.97 | 0.337 | 2022 | 6,200 | 2022 | 1.22 | 1.00% | 12 | 57 | ON SH 24, 5TH ST E/O COLORADO ST, CALHAN |
| 024G | 339.97 | 341.322 | 1.352 | 2022 | 4,600 | 2022 | 1.23 | 1.04% | 12 | 57 | ON SH 24, 5TH ST E/O YODER ST, CALHAN |

# APPENDIX D

## Trip Generation Worksheets

## North Tree at Calhan Daily Trip Generation Calculations

| | TRIP GENERATION CHARACTERISTICS | | | | | DIRECTIONAL DISTRIBUTION | | BASELINE TRIPS | | | NEW EXTERNAL VEHICLE TRIPS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Land Use + Code | Source | Scale | ITE Unit | Equation/Rate | Entering % | Exiting % | In | Out | Total | Net New In | Out | Total |
| 1 | (210) Single-Family Detached Housing | ITE 12th Ed | 475 | DU | T = 8.07(X) + 265.45 | 50% | 50% | 2,050 | 2,049 | 4,099 | 2,050 | 2,049 | 4,099 |
| | | | | | | | **Total:** | 2,050 | 2,049 | 4,099 | 2,050 | 2,049 | 4,099 |

## North Tree at Calhan AM Peak Hour Trip Generation Calculations

| | TRIP GENERATION CHARACTERISTICS | | | | | DIRECTIONAL DISTRIBUTION | | BASELINE TRIPS | | | NEW EXTERNAL VEHICLE TRIPS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Land Use + Code | Source | Scale | ITE Unit | Equation/Rate | Entering % | Exiting % | In | Out | Total | Net New In | Out | Total |
| 1 | (210) Single-Family Detached Housing | ITE 12th Ed | 475 | DU | T = 0.67(X) + 5.59 | 27% | 73% | 87 | 237 | 324 | 87 | 237 | 324 |
| | | | | | | | **Total:** | 87 | 237 | 324 | 87 | 237 | 324 |

## North Tree at Calhan PM Peak Hour Trip Generation Calculations

| | TRIP GENERATION CHARACTERISTICS | | | | | DIRECTIONAL DISTRIBUTION | | BASELINE TRIPS | | | NEW EXTERNAL VEHICLE TRIPS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Land Use + Code | Source | Scale | ITE Unit | Equation/Rate | Entering % | Exiting % | In | Out | Total | Net New In | Out | Total |
| 1 | (210) Single-Family Detached Housing | ITE 12th Ed | 475 | DU | Ln(T) = 0.92 Ln(X) + 0.33 | 62% | 38% | 250 | 154 | 404 | 250 | 154 | 404 |
| | | | | | | | **Total:** | 250 | 154 | 404 | 250 | 154 | 404 |

# APPENDIX E

## Intersection Analysis Worksheets

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 5 | 1 | 2 | 3 | 3 |
| Future Vol, veh/h | 1 | 5 | 1 | 2 | 3 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 17 | 17 |
| Mvmt Flow | 1 | 7 | 1 | 3 | 4 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 4 | 0 | - | 0 | 12 | 3 |
| Stage 1 | - | - | - | - | 3 | - |
| Stage 2 | - | - | - | - | 9 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.57 | 6.37 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.57 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.653 | 3.453 |
| Pot Cap-1 Maneuver | 1618 | - | - | - | 970 | 1039 |
| Stage 1 | - | - | - | - | 983 | - |
| Stage 2 | - | - | - | - | 976 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1618 | - | - | - | 969 | 1039 |
| Mov Cap-2 Maneuver | - | - | - | - | 969 | - |
| Stage 1 | - | - | - | - | 982 | - |
| Stage 2 | - | - | - | - | 976 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.2 | 0 | 8.62 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 300 | - | - | - | 1003 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.008 |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | - | 8.6 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 4 | 3 | 4 | 2 | 0 |
| Future Vol, veh/h | 0 | 4 | 3 | 4 | 2 | 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 | 54 | 54 | 54 | 54 | 54 | 54 |
| Heavy Vehicles, % | 25 | 25 | 14 | 14 | 2 | 2 |
| Mvmt Flow | 0 | 7 | 6 | 7 | 4 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 13 | 0 | - | 0 | 17 | 9 |
| Stage 1 | - | - | - | - | 9 | - |
| Stage 2 | - | - | - | - | 7 | - |
| Critical Hdwy | 4.35 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.425 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1468 | - | - | - | 1001 | 1072 |
| Stage 1 | - | - | - | - | 1014 | - |
| Stage 2 | - | - | - | - | 1016 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1468 | - | - | - | 1001 | 1072 |
| Mov Cap-2 Maneuver | - | - | - | - | 1001 | - |
| Stage 1 | - | - | - | - | 1014 | - |
| Stage 2 | - | - | - | - | 1016 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 8.61 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1468 | - | - | - | 1001 |
| HCM Lane V/C Ratio | - | - | - | - | 0.004 |
| HCM Ctrl Dly (s/v) | 0 | - | - | - | 8.6 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 5 | 1 | 2 | 3 | 3 |
| Future Vol, veh/h | 1 | 5 | 1 | 2 | 3 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 17 | 17 |
| Mvmt Flow | 1 | 7 | 1 | 3 | 4 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 4 | 0 | - | 0 | 12 | 3 |
| Stage 1 | - | - | - | - | 3 | - |
| Stage 2 | - | - | - | - | 9 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.57 | 6.37 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.57 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.653 | 3.453 |
| Pot Cap-1 Maneuver | 1618 | - | - | - | 970 | 1039 |
| Stage 1 | - | - | - | - | 983 | - |
| Stage 2 | - | - | - | - | 976 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1618 | - | - | - | 969 | 1039 |
| Mov Cap-2 Maneuver | - | - | - | - | 969 | - |
| Stage 1 | - | - | - | - | 982 | - |
| Stage 2 | - | - | - | - | 976 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.2 | 0 | 8.62 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 300 | - | - | - | 1003 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.008 |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | - | 8.6 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 4 | 3 | 4 | 2 | 0 |
| Future Vol, veh/h | 0 | 4 | 3 | 4 | 2 | 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 | 54 | 54 | 54 | 54 | 54 | 54 |
| Heavy Vehicles, % | 25 | 25 | 14 | 14 | 2 | 2 |
| Mvmt Flow | 0 | 7 | 6 | 7 | 4 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 13 | 0 | - | 0 | 17 | 9 |
| Stage 1 | - | - | - | - | 9 | - |
| Stage 2 | - | - | - | - | 7 | - |
| Critical Hdwy | 4.35 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.425 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1468 | - | - | - | 1001 | 1072 |
| Stage 1 | - | - | - | - | 1014 | - |
| Stage 2 | - | - | - | - | 1016 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1468 | - | - | - | 1001 | 1072 |
| Mov Cap-2 Maneuver | - | - | - | - | 1001 | - |
| Stage 1 | - | - | - | - | 1014 | - |
| Stage 2 | - | - | - | - | 1016 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 8.61 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1468 | - | - | - | 1001 |
| HCM Lane V/C Ratio | - | - | - | - | 0.004 |
| HCM Ctrl Dly (s/v) | 0 | - | - | - | 8.6 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 9 | 13 | 14 | 7 | 3 |
| Future Vol, veh/h | 1 | 9 | 13 | 14 | 7 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 17 | 17 |
| Mvmt Flow | 1 | 12 | 17 | 19 | 9 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 36 | 0 | - | 0 | 41 | 27 |
| Stage 1 | - | - | - | - | 27 | - |
| Stage 2 | - | - | - | - | 15 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.57 | 6.37 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.57 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.653 | 3.453 |
| Pot Cap-1 Maneuver | 1575 | - | - | - | 933 | 1007 |
| Stage 1 | - | - | - | - | 959 | - |
| Stage 2 | - | - | - | - | 971 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1575 | - | - | - | 932 | 1007 |
| Mov Cap-2 Maneuver | - | - | - | - | 932 | - |
| Stage 1 | - | - | - | - | 958 | - |
| Stage 2 | - | - | - | - | 971 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.73 | 0 | 8.83 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 180 | - | - | - | 954 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.014 |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | - | - | 8.8 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 17 | 11 | 12 | 15 | 0 |
| Future Vol, veh/h | 0 | 17 | 11 | 12 | 15 | 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 | 54 | 54 | 54 | 54 | 54 | 54 |
| Heavy Vehicles, % | 25 | 25 | 14 | 14 | 2 | 2 |
| Mvmt Flow | 0 | 31 | 20 | 22 | 28 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 43 | 0 | - | 0 | 63 | 31 |
| Stage 1 | - | - | - | - | 31 | - |
| Stage 2 | - | - | - | - | 31 | - |
| Critical Hdwy | 4.35 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.425 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1430 | - | - | - | 943 | 1043 |
| Stage 1 | - | - | - | - | 991 | - |
| Stage 2 | - | - | - | - | 991 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1430 | - | - | - | 943 | 1043 |
| Mov Cap-2 Maneuver | - | - | - | - | 943 | - |
| Stage 1 | - | - | - | - | 991 | - |
| Stage 2 | - | - | - | - | 991 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 8.93 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1430 | - | - | - | 943 |
| HCM Lane V/C Ratio | - | - | - | - | 0.029 |
| HCM Ctrl Dly (s/v) | 0 | - | - | - | 8.9 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 6 | 1 | 2 | 4 | 4 |
| Future Vol, veh/h | 1 | 6 | 1 | 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 | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 17 | 17 |
| Mvmt Flow | 1 | 8 | 1 | 3 | 5 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 4 | 0 | - | 0 | 13 | 3 |
| Stage 1 | - | - | - | - | 3 | - |
| Stage 2 | - | - | - | - | 11 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.57 | 6.37 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.57 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.653 | 3.453 |
| Pot Cap-1 Maneuver | 1618 | - | - | - | 968 | 1039 |
| Stage 1 | - | - | - | - | 983 | - |
| Stage 2 | - | - | - | - | 975 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1618 | - | - | - | 968 | 1039 |
| Mov Cap-2 Maneuver | - | - | - | - | 968 | - |
| Stage 1 | - | - | - | - | 982 | - |
| Stage 2 | - | - | - | - | 975 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.03 | 0 | 8.63 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 257 | - | - | - | 1002 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.011 |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | - | 8.6 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 4 | 5 | 2 | 0 |
| Future Vol, veh/h | 0 | 5 | 4 | 5 | 2 | 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 | 54 | 54 | 54 | 54 | 54 | 54 |
| Heavy Vehicles, % | 25 | 25 | 14 | 14 | 2 | 2 |
| Mvmt Flow | 0 | 9 | 7 | 9 | 4 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 17 | 0 | - | 0 | 21 | 12 |
| Stage 1 | - | - | - | - | 12 | - |
| Stage 2 | - | - | - | - | 9 | - |
| Critical Hdwy | 4.35 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.425 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1463 | - | - | - | 995 | 1069 |
| Stage 1 | - | - | - | - | 1011 | - |
| Stage 2 | - | - | - | - | 1014 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1463 | - | - | - | 995 | 1069 |
| Mov Cap-2 Maneuver | - | - | - | - | 995 | - |
| Stage 1 | - | - | - | - | 1011 | - |
| Stage 2 | - | - | - | - | 1014 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 8.63 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1463 | - | - | - | 995 |
| HCM Lane V/C Ratio | - | - | - | - | 0.004 |
| HCM Ctrl Dly (s/v) | 0 | - | - | - | 8.6 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 10 | 13 | 14 | 8 | 4 |
| Future Vol, veh/h | 1 | 10 | 13 | 14 | 8 | 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 | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 17 | 17 |
| Mvmt Flow | 1 | 13 | 17 | 19 | 11 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 36 | 0 | - | 0 | 43 | 27 |
| Stage 1 | - | - | - | - | 27 | - |
| Stage 2 | - | - | - | - | 16 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.57 | 6.37 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.57 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.653 | 3.453 |
| Pot Cap-1 Maneuver | 1575 | - | - | - | 932 | 1007 |
| Stage 1 | - | - | - | - | 959 | - |
| Stage 2 | - | - | - | - | 969 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1575 | - | - | - | 931 | 1007 |
| Mov Cap-2 Maneuver | - | - | - | - | 931 | - |
| Stage 1 | - | - | - | - | 958 | - |
| Stage 2 | - | - | - | - | 969 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.66 | 0 | 8.83 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 164 | - | - | - | 955 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.017 |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | - | - | 8.8 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 18 | 12 | 13 | 15 | 0 |
| Future Vol, veh/h | 0 | 18 | 12 | 13 | 15 | 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 | 54 | 54 | 54 | 54 | 54 | 54 |
| Heavy Vehicles, % | 25 | 25 | 14 | 14 | 2 | 2 |
| Mvmt Flow | 0 | 33 | 22 | 24 | 28 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 46 | 0 | - | 0 | 68 | 34 |
| Stage 1 | - | - | - | - | 34 | - |
| Stage 2 | - | - | - | - | 33 | - |
| Critical Hdwy | 4.35 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.425 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1426 | - | - | - | 937 | 1039 |
| Stage 1 | - | - | - | - | 988 | - |
| Stage 2 | - | - | - | - | 989 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1426 | - | - | - | 937 | 1039 |
| Mov Cap-2 Maneuver | - | - | - | - | 937 | - |
| Stage 1 | - | - | - | - | 988 | - |
| Stage 2 | - | - | - | - | 989 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 8.96 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1426 | - | - | - | 937 |
| HCM Lane V/C Ratio | - | - | - | - | 0.03 |
| HCM Ctrl Dly (s/v) | 0 | - | - | - | 9 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 5 | 0 | 2 | 0 | 0 |
| Future Vol, veh/h | 3 | 5 | 0 | 2 | 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 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 13 | 13 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 6 | 0 | 2 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 10 | 0 | 9 | 7 |
| Stage 1 | - | - | - | - | 7 | - |
| Stage 2 | - | - | - | - | 2 | - |
| 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 | - | - | 1610 | - | 1011 | 1076 |
| Stage 1 | - | - | - | - | 1016 | - |
| Stage 2 | - | - | - | - | 1021 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1610 | - | 1011 | 1076 |
| Mov Cap-2 Maneuver | - | - | - | - | 1011 | - |
| Stage 1 | - | - | - | - | 1016 | - |
| Stage 2 | - | - | - | - | 1021 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1610 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 5 | 3 | 4 | 3 | 0 |
| Future Vol, veh/h | 1 | 5 | 3 | 4 | 3 | 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 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 17 | 17 | 2 | 2 | 33 | 33 |
| Mvmt Flow | 1 | 6 | 4 | 5 | 4 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 8 | 0 | 17 | 4 |
| Stage 1 | - | - | - | - | 4 | - |
| Stage 2 | - | - | - | - | 13 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.73 | 6.53 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.73 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.73 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.797 | 3.597 |
| Pot Cap-1 Maneuver | - | - | 1613 | - | 927 | 995 |
| Stage 1 | - | - | - | - | 944 | - |
| Stage 2 | - | - | - | - | 936 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1613 | - | 925 | 995 |
| Mov Cap-2 Maneuver | - | - | - | - | 925 | - |
| Stage 1 | - | - | - | - | 942 | - |
| Stage 2 | - | - | - | - | 936 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 3.1 | 8.91 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 925 | - | - | 771 | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.002 | - |
| HCM Ctrl Dly (s/v) | 8.9 | - | - | 7.2 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 5 | 0 | 2 | 0 | 0 |
| Future Vol, veh/h | 3 | 5 | 0 | 2 | 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 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 13 | 13 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 6 | 0 | 2 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 10 | 0 | 9 | 7 |
| Stage 1 | - | - | - | - | 7 | - |
| Stage 2 | - | - | - | - | 2 | - |
| 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 | - | - | 1610 | - | 1011 | 1076 |
| Stage 1 | - | - | - | - | 1016 | - |
| Stage 2 | - | - | - | - | 1021 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1610 | - | 1011 | 1076 |
| Mov Cap-2 Maneuver | - | - | - | - | 1011 | - |
| Stage 1 | - | - | - | - | 1016 | - |
| Stage 2 | - | - | - | - | 1021 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1610 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 5 | 3 | 4 | 3 | 0 |
| Future Vol, veh/h | 1 | 5 | 3 | 4 | 3 | 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 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 17 | 17 | 2 | 2 | 33 | 33 |
| Mvmt Flow | 1 | 6 | 4 | 5 | 4 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 8 | 0 | 17 | 4 |
| Stage 1 | - | - | - | - | 4 | - |
| Stage 2 | - | - | - | - | 13 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.73 | 6.53 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.73 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.73 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.797 | 3.597 |
| Pot Cap-1 Maneuver | - | - | 1613 | - | 927 | 995 |
| Stage 1 | - | - | - | - | 944 | - |
| Stage 2 | - | - | - | - | 936 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1613 | - | 925 | 995 |
| Mov Cap-2 Maneuver | - | - | - | - | 925 | - |
| Stage 1 | - | - | - | - | 942 | - |
| Stage 2 | - | - | - | - | 936 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 3.1 | 8.91 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 925 | - | - | 771 | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.002 | - |
| HCM Ctrl Dly (s/v) | 8.9 | - | - | 7.2 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 50 | 17 | 0 | 19 | 4 | 0 |
| Future Vol, veh/h | 50 | 17 | 0 | 19 | 4 | 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 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 13 | 13 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 20 | 0 | 23 | 5 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 81 | 0 | 93 | 70 |
| Stage 1 | - | - | - | - | 70 | - |
| Stage 2 | - | - | - | - | 23 | - |
| 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 | - | - | 1517 | - | 906 | 992 |
| Stage 1 | - | - | - | - | 952 | - |
| Stage 2 | - | - | - | - | 1000 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1517 | - | 906 | 992 |
| Mov Cap-2 Maneuver | - | - | - | - | 906 | - |
| Stage 1 | - | - | - | - | 952 | - |
| Stage 2 | - | - | - | - | 1000 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 8.99 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 906 | - | - | 1517 | - |
| HCM Lane V/C Ratio | 0.005 | - | - | - | - |
| HCM Ctrl Dly (s/v) | 9 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 32 | 13 | 3 | 54 | 16 | 0 |
| Future Vol, veh/h | 32 | 13 | 3 | 54 | 16 | 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 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 17 | 17 | 2 | 2 | 33 | 33 |
| Mvmt Flow | 40 | 16 | 4 | 68 | 20 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 56 | 0 | 123 | 48 |
| Stage 1 | - | - | - | - | 48 | - |
| Stage 2 | - | - | - | - | 75 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.73 | 6.53 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.73 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.73 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.797 | 3.597 |
| Pot Cap-1 Maneuver | - | - | 1548 | - | 803 | 939 |
| Stage 1 | - | - | - | - | 901 | - |
| Stage 2 | - | - | - | - | 875 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1548 | - | 801 | 939 |
| Mov Cap-2 Maneuver | - | - | - | - | 801 | - |
| Stage 1 | - | - | - | - | 898 | - |
| Stage 2 | - | - | - | - | 875 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.39 | 9.61 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 801 | - | - | 95 | - |
| HCM Lane V/C Ratio | 0.025 | - | - | 0.002 | - |
| HCM Ctrl Dly (s/v) | 9.6 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 6 | 0 | 2 | 0 | 0 |
| Future Vol, veh/h | 4 | 6 | 0 | 2 | 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 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 13 | 13 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 7 | 0 | 2 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 12 | 0 | 11 | 8 |
| Stage 1 | - | - | - | - | 8 | - |
| Stage 2 | - | - | - | - | 2 | - |
| 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 | - | - | 1607 | - | 1009 | 1073 |
| Stage 1 | - | - | - | - | 1015 | - |
| Stage 2 | - | - | - | - | 1021 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1607 | - | 1009 | 1073 |
| Mov Cap-2 Maneuver | - | - | - | - | 1009 | - |
| Stage 1 | - | - | - | - | 1015 | - |
| Stage 2 | - | - | - | - | 1021 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1607 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 6 | 4 | 5 | 4 | 0 |
| Future Vol, veh/h | 1 | 6 | 4 | 5 | 4 | 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 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 17 | 17 | 2 | 2 | 33 | 33 |
| Mvmt Flow | 1 | 8 | 5 | 6 | 5 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 9 | 0 | 21 | 5 |
| Stage 1 | - | - | - | - | 5 | - |
| Stage 2 | - | - | - | - | 16 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.73 | 6.53 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.73 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.73 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.797 | 3.597 |
| Pot Cap-1 Maneuver | - | - | 1611 | - | 921 | 994 |
| Stage 1 | - | - | - | - | 943 | - |
| Stage 2 | - | - | - | - | 932 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1611 | - | 919 | 994 |
| Mov Cap-2 Maneuver | - | - | - | - | 919 | - |
| Stage 1 | - | - | - | - | 940 | - |
| Stage 2 | - | - | - | - | 932 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 3.22 | 8.94 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 919 | - | - | 800 | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.003 | - |
| HCM Ctrl Dly (s/v) | 8.9 | - | - | 7.2 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 51 | 18 | 0 | 19 | 4 | 0 |
| Future Vol, veh/h | 51 | 18 | 0 | 19 | 4 | 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 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 13 | 13 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 61 | 22 | 0 | 23 | 5 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 83 | 0 | 95 | 72 |
| Stage 1 | - | - | - | - | 72 | - |
| Stage 2 | - | - | - | - | 23 | - |
| 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 | - | - | 1514 | - | 904 | 990 |
| Stage 1 | - | - | - | - | 951 | - |
| Stage 2 | - | - | - | - | 1000 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1514 | - | 904 | 990 |
| Mov Cap-2 Maneuver | - | - | - | - | 904 | - |
| Stage 1 | - | - | - | - | 951 | - |
| Stage 2 | - | - | - | - | 1000 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 904 | - | - | 1514 | - |
| HCM Lane V/C Ratio | 0.005 | - | - | - | - |
| HCM Ctrl Dly (s/v) | 9 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 32 | 14 | 4 | 55 | 17 | 0 |
| Future Vol, veh/h | 32 | 14 | 4 | 55 | 17 | 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 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 17 | 17 | 2 | 2 | 33 | 33 |
| Mvmt Flow | 40 | 18 | 5 | 69 | 21 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 58 | 0 | 128 | 49 |
| Stage 1 | - | - | - | - | 49 | - |
| Stage 2 | - | - | - | - | 79 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.73 | 6.53 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.73 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.73 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.797 | 3.597 |
| Pot Cap-1 Maneuver | - | - | 1547 | - | 798 | 939 |
| Stage 1 | - | - | - | - | 900 | - |
| Stage 2 | - | - | - | - | 872 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1547 | - | 796 | 939 |
| Mov Cap-2 Maneuver | - | - | - | - | 796 | - |
| Stage 1 | - | - | - | - | 897 | - |
| Stage 2 | - | - | - | - | 872 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.5 | 9.65 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 796 | - | - | 122 | - |
| HCM Lane V/C Ratio | 0.027 | - | - | 0.003 | - |
| HCM Ctrl Dly (s/v) | 9.6 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 2 | 3 | 7 | 18 | 0 |
| Future Vol, veh/h | 1 | 2 | 3 | 7 | 18 | 0 |
| 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 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 6 | 6 |
| Mvmt Flow | 1 | 2 | 3 | 7 | 19 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 32 | 19 | 19 | 0 | - | 0 |
| Stage 1 | 19 | - | - | - | - | - |
| Stage 2 | 13 | - | - | - | - | - |
| 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 | 982 | 1060 | 1598 | - | - | - |
| Stage 1 | 1004 | - | - | - | - | - |
| Stage 2 | 1009 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 980 | 1060 | 1598 | - | - | - |
| Mov Cap-2 Maneuver | 980 | - | - | - | - | - |
| Stage 1 | 1002 | - | - | - | - | - |
| Stage 2 | 1009 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.5 | 2.18 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 540 | - | 1032 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.003 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | 8.5 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 2 | 5 | 18 | 18 | 2 |
| Future Vol, veh/h | 1 | 2 | 5 | 18 | 18 | 2 |
| 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 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 5 | 5 |
| Mvmt Flow | 1 | 3 | 6 | 23 | 23 | 3 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 61 | 25 | 26 | 0 | - | 0 |
| Stage 1 | 25 | - | - | - | - | - |
| 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 | 945 | 1052 | 1588 | - | - | - |
| Stage 1 | 998 | - | - | - | - | - |
| Stage 2 | 986 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 941 | 1052 | 1588 | - | - | - |
| Mov Cap-2 Maneuver | 941 | - | - | - | - | - |
| Stage 1 | 994 | - | - | - | - | - |
| Stage 2 | 986 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.57 | 1.58 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 391 | - | 1012 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.004 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | 8.6 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 2 | 3 | 7 | 19 | 0 |
| Future Vol, veh/h | 1 | 2 | 3 | 7 | 19 | 0 |
| 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 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 6 | 6 |
| Mvmt Flow | 1 | 2 | 3 | 7 | 20 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 33 | 20 | 20 | 0 | - | 0 |
| Stage 1 | 20 | - | - | - | - | - |
| Stage 2 | 13 | - | - | - | - | - |
| 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 | 980 | 1058 | 1597 | - | - | - |
| Stage 1 | 1003 | - | - | - | - | - |
| Stage 2 | 1009 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 979 | 1058 | 1597 | - | - | - |
| Mov Cap-2 Maneuver | 979 | - | - | - | - | - |
| Stage 1 | 1001 | - | - | - | - | - |
| Stage 2 | 1009 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.5 | 2.18 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 540 | - | 1030 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.003 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | 8.5 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 2 | 5 | 19 | 19 | 2 |
| Future Vol, veh/h | 1 | 2 | 5 | 19 | 19 | 2 |
| 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 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 5 | 5 |
| Mvmt Flow | 1 | 3 | 6 | 25 | 25 | 3 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 64 | 26 | 27 | 0 | - | 0 |
| Stage 1 | 26 | - | - | - | - | - |
| 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 | 942 | 1050 | 1586 | - | - | - |
| Stage 1 | 997 | - | - | - | - | - |
| Stage 2 | 985 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 938 | 1050 | 1586 | - | - | - |
| Mov Cap-2 Maneuver | 938 | - | - | - | - | - |
| Stage 1 | 992 | - | - | - | - | - |
| Stage 2 | 985 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.58 | 1.52 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 375 | - | 1010 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.004 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | 8.6 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 38 | 16 | 7 | 19 | 4 |
| Future Vol, veh/h | 13 | 38 | 16 | 7 | 19 | 4 |
| 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 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 6 | 6 |
| Mvmt Flow | 13 | 39 | 16 | 7 | 20 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 62 | 22 | 24 | 0 | - | 0 |
| Stage 1 | 22 | - | - | - | - | - |
| Stage 2 | 40 | - | - | - | - | - |
| 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 | 944 | 1056 | 1591 | - | - | - |
| Stage 1 | 1001 | - | - | - | - | - |
| Stage 2 | 982 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 935 | 1056 | 1591 | - | - | - |
| Mov Cap-2 Maneuver | 935 | - | - | - | - | - |
| Stage 1 | 991 | - | - | - | - | - |
| Stage 2 | 982 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.71 | 5.07 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1252 | - | 1022 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | 0.051 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | 8.7 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 25 | 43 | 19 | 19 | 15 |
| Future Vol, veh/h | 9 | 25 | 43 | 19 | 19 | 15 |
| 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 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 5 | 5 |
| Mvmt Flow | 12 | 32 | 56 | 25 | 25 | 19 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 171 | 34 | 44 | 0 | - | 0 |
| Stage 1 | 34 | - | - | - | - | - |
| Stage 2 | 136 | - | - | - | - | - |
| 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 | 819 | 1039 | 1564 | - | - | - |
| Stage 1 | 988 | - | - | - | - | - |
| Stage 2 | 890 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 790 | 1039 | 1564 | - | - | - |
| Mov Cap-2 Maneuver | 790 | - | - | - | - | - |
| Stage 1 | 952 | - | - | - | - | - |
| Stage 2 | 890 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.94 | 5.12 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1248 | - | 959 | - | - |
| HCM Lane V/C Ratio | 0.036 | - | 0.046 | - | - |
| HCM Ctrl Dly (s/v) | 7.4 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 2 | 4 | 9 | 22 | 0 |
| Future Vol, veh/h | 1 | 2 | 4 | 9 | 22 | 0 |
| 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 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 6 | 6 |
| Mvmt Flow | 1 | 2 | 4 | 9 | 23 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 40 | 23 | 23 | 0 | - | 0 |
| Stage 1 | 23 | - | - | - | - | - |
| Stage 2 | 18 | - | - | - | - | - |
| 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 | 971 | 1054 | 1593 | - | - | - |
| Stage 1 | 1000 | - | - | - | - | - |
| Stage 2 | 1005 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 969 | 1054 | 1593 | - | - | - |
| Mov Cap-2 Maneuver | 969 | - | - | - | - | - |
| Stage 1 | 997 | - | - | - | - | - |
| Stage 2 | 1005 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.53 | 2.24 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 554 | - | 1024 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.003 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | 8.5 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 2 | 6 | 22 | 22 | 2 |
| Future Vol, veh/h | 1 | 2 | 6 | 22 | 22 | 2 |
| 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 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 5 | 5 |
| Mvmt Flow | 1 | 3 | 8 | 29 | 29 | 3 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 74 | 30 | 31 | 0 | - | 0 |
| Stage 1 | 30 | - | - | - | - | - |
| Stage 2 | 44 | - | - | - | - | - |
| 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 | 930 | 1045 | 1581 | - | - | - |
| Stage 1 | 993 | - | - | - | - | - |
| Stage 2 | 978 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 925 | 1045 | 1581 | - | - | - |
| Mov Cap-2 Maneuver | 925 | - | - | - | - | - |
| Stage 1 | 988 | - | - | - | - | - |
| Stage 2 | 978 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.61 | 1.56 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 386 | - | 1001 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.004 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | 8.6 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 38 | 17 | 9 | 22 | 4 |
| Future Vol, veh/h | 13 | 38 | 17 | 9 | 22 | 4 |
| 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 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 6 | 6 |
| Mvmt Flow | 13 | 39 | 18 | 9 | 23 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 69 | 25 | 27 | 0 | - | 0 |
| Stage 1 | 25 | - | - | - | - | - |
| Stage 2 | 44 | - | - | - | - | - |
| 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 | 936 | 1051 | 1587 | - | - | - |
| Stage 1 | 998 | - | - | - | - | - |
| Stage 2 | 978 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 925 | 1051 | 1587 | - | - | - |
| Mov Cap-2 Maneuver | 925 | - | - | - | - | - |
| Stage 1 | 987 | - | - | - | - | - |
| Stage 2 | 978 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.74 | 4.77 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1177 | - | 1016 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.052 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | 8.7 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 25 | 44 | 22 | 22 | 15 |
| Future Vol, veh/h | 9 | 25 | 44 | 22 | 22 | 15 |
| 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 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 5 | 5 |
| Mvmt Flow | 12 | 32 | 57 | 29 | 29 | 19 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 181 | 38 | 48 | 0 | - | 0 |
| Stage 1 | 38 | - | - | - | - | - |
| Stage 2 | 143 | - | - | - | - | - |
| 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 | 808 | 1034 | 1559 | - | - | - |
| Stage 1 | 984 | - | - | - | - | - |
| Stage 2 | 884 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 778 | 1034 | 1559 | - | - | - |
| Mov Cap-2 Maneuver | 778 | - | - | - | - | - |
| Stage 1 | 947 | - | - | - | - | - |
| Stage 2 | 884 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.97 | 4.93 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1200 | - | 951 | - | - |
| HCM Lane V/C Ratio | 0.037 | - | 0.046 | - | - |
| HCM Ctrl Dly (s/v) | 7.4 | 0 | 9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |

| 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 | 4 | 199 | 30 | 0 | 183 | 16 | 25 | 3 | 4 | 4 | 2 | 0 |
| Future Vol, veh/h | 4 | 199 | 30 | 0 | 183 | 16 | 25 | 3 | 4 | 4 | 2 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 250 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 234 | 35 | 0 | 215 | 19 | 29 | 4 | 5 | 5 | 2 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 234 | 0 | 0 | 269 | 0 | 0 | 478 | 495 | 252 | 461 | 494 | 215 |
| Stage 1 | - | - | - | - | - | - | 261 | 261 | - | 215 | 215 | - |
| Stage 2 | - | - | - | - | - | - | 216 | 234 | - | 245 | 279 | - |
| Critical Hdwy | 4.12 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1333 | - | - | 1288 | - | - | 495 | 473 | 782 | 511 | 476 | 825 |
| Stage 1 | - | - | - | - | - | - | 739 | 688 | - | 787 | 725 | - |
| Stage 2 | - | - | - | - | - | - | 781 | 707 | - | 758 | 680 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1333 | - | - | 1288 | - | - | 490 | 471 | 782 | 502 | 474 | 825 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 490 | 471 | - | 502 | 474 | - |
| Stage 1 | - | - | - | - | - | - | 736 | 686 | - | 787 | 725 | - |
| Stage 2 | - | - | - | - | - | - | 779 | 707 | - | 747 | 677 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.13 | 0 | 12.59 | 12.42 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 512 | 30 | - | - | 1288 | - | - | 492 |
| HCM Lane V/C Ratio | 0.074 | 0.004 | - | - | - | - | - | 0.014 |
| HCM Ctrl Dly (s/v) | 12.6 | 7.7 | 0 | - | 0 | - | - | 12.4 |
| HCM Lane LOS | B | A | A | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0 |

| 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 | 215 | 29 | 1 | 277 | 17 | 21 | 2 | 3 | 5 | 4 | 6 |
| Future Vol, veh/h | 2 | 215 | 29 | 1 | 277 | 17 | 21 | 2 | 3 | 5 | 4 | 6 |
| 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 | - | - | - | - | - | 250 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 9 | 9 | 9 | 2 | 2 | 2 | 2 | 2 | 2 | 8 | 8 | 8 |
| Mvmt Flow | 2 | 236 | 32 | 1 | 304 | 19 | 23 | 2 | 3 | 5 | 4 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 323 | 0 | 0 | 268 | 0 | 0 | 565 | 582 | 252 | 548 | 579 | 304 |
| Stage 1 | - | - | - | - | - | - | 257 | 257 | - | 307 | 307 | - |
| Stage 2 | - | - | - | - | - | - | 309 | 325 | - | 242 | 273 | - |
| Critical Hdwy | 4.19 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.18 | 6.58 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.18 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.18 | 5.58 | - |
| Follow-up Hdwy | 2.281 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.572 | 4.072 | 3.372 |
| Pot Cap-1 Maneuver | 1198 | - | - | 1296 | - | - | 435 | 425 | 786 | 438 | 418 | 722 |
| Stage 1 | - | - | - | - | - | - | 748 | 695 | - | 691 | 650 | - |
| Stage 2 | - | - | - | - | - | - | 701 | 649 | - | 749 | 673 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1198 | - | - | 1296 | - | - | 425 | 423 | 786 | 432 | 417 | 722 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 425 | 423 | - | 432 | 417 | - |
| Stage 1 | - | - | - | - | - | - | 746 | 694 | - | 690 | 650 | - |
| Stage 2 | - | - | - | - | - | - | 689 | 648 | - | 741 | 672 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.07 | 0.03 | 13.56 | 12.31 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 449 | 14 | - | - | 6 | - | - | 509 |
| HCM Lane V/C Ratio | 0.064 | 0.002 | - | - | 0.001 | - | - | 0.032 |
| HCM Ctrl Dly (s/v) | 13.6 | 8 | 0 | - | 7.8 | 0 | - | 12.3 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

| 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 | 4 | 211 | 32 | 0 | 194 | 17 | 27 | 3 | 4 | 4 | 2 | 0 |
| Future Vol, veh/h | 4 | 211 | 32 | 0 | 194 | 17 | 27 | 3 | 4 | 4 | 2 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 250 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 248 | 38 | 0 | 228 | 20 | 32 | 4 | 5 | 5 | 2 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 248 | 0 | 0 | 286 | 0 | 0 | 506 | 525 | 267 | 488 | 524 | 228 |
| Stage 1 | - | - | - | - | - | - | 276 | 276 | - | 228 | 228 | - |
| Stage 2 | - | - | - | - | - | - | 229 | 248 | - | 259 | 295 | - |
| Critical Hdwy | 4.12 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1317 | - | - | 1271 | - | - | 474 | 455 | 767 | 490 | 458 | 811 |
| Stage 1 | - | - | - | - | - | - | 726 | 678 | - | 775 | 715 | - |
| Stage 2 | - | - | - | - | - | - | 769 | 697 | - | 745 | 669 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1317 | - | - | 1271 | - | - | 469 | 453 | 767 | 482 | 456 | 811 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 469 | 453 | - | 482 | 456 | - |
| Stage 1 | - | - | - | - | - | - | 722 | 675 | - | 775 | 715 | - |
| Stage 2 | - | - | - | - | - | - | 766 | 697 | - | 734 | 666 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.13 | 0 | 13 | 12.73 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 490 | 28 | - | - | 1271 | - | - | 473 |
| HCM Lane V/C Ratio | 0.082 | 0.004 | - | - | - | - | - | 0.015 |
| HCM Ctrl Dly (s/v) | 13 | 7.7 | 0 | - | 0 | - | - | 12.7 |
| HCM Lane LOS | B | A | A | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0 | - | - | 0 |

| 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 | 228 | 31 | 1 | 294 | 18 | 22 | 2 | 3 | 5 | 4 | 6 |
| Future Vol, veh/h | 2 | 228 | 31 | 1 | 294 | 18 | 22 | 2 | 3 | 5 | 4 | 6 |
| 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 | - | - | - | - | - | 250 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 9 | 9 | 9 | 2 | 2 | 2 | 2 | 2 | 2 | 8 | 8 | 8 |
| Mvmt Flow | 2 | 251 | 34 | 1 | 323 | 20 | 24 | 2 | 3 | 5 | 4 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 343 | 0 | 0 | 285 | 0 | 0 | 599 | 617 | 268 | 581 | 614 | 323 |
| Stage 1 | - | - | - | - | - | - | 272 | 272 | - | 325 | 325 | - |
| Stage 2 | - | - | - | - | - | - | 327 | 345 | - | 256 | 289 | - |
| Critical Hdwy | 4.19 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.18 | 6.58 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.18 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.18 | 5.58 | - |
| Follow-up Hdwy | 2.281 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.572 | 4.072 | 3.372 |
| Pot Cap-1 Maneuver | 1178 | - | - | 1278 | - | - | 413 | 405 | 771 | 416 | 399 | 704 |
| Stage 1 | - | - | - | - | - | - | 734 | 685 | - | 675 | 638 | - |
| Stage 2 | - | - | - | - | - | - | 685 | 636 | - | 735 | 662 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1178 | - | - | 1278 | - | - | 403 | 404 | 771 | 411 | 398 | 704 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 403 | 404 | - | 411 | 398 | - |
| Stage 1 | - | - | - | - | - | - | 732 | 683 | - | 674 | 638 | - |
| Stage 2 | - | - | - | - | - | - | 673 | 635 | - | 728 | 661 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.06 | 0.02 | 14.08 | 12.64 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 426 | 13 | - | - | 6 | - | - | 488 |
| HCM Lane V/C Ratio | 0.07 | 0.002 | - | - | 0.001 | - | - | 0.034 |
| HCM Ctrl Dly (s/v) | 14.1 | 8.1 | 0 | - | 7.8 | 0 | - | 12.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 48 | 211 | 32 | 0 | 194 | 26 | 27 | 7 | 4 | 28 | 14 | 119 |
| Future Vol, veh/h | 48 | 211 | 32 | 0 | 194 | 26 | 27 | 7 | 4 | 28 | 14 | 119 |
| 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 | 425 | - | - | - | - | 250 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 |
| Mvmt Flow | 56 | 248 | 38 | 0 | 228 | 31 | 32 | 8 | 5 | 33 | 16 | 140 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 259 | 0 | 0 | 286 | 0 | 0 | 616 | 639 | 267 | 594 | 627 | 228 |
| Stage 1 | - | - | - | - | - | - | 380 | 380 | - | 228 | 228 | - |
| Stage 2 | - | - | - | - | - | - | 236 | 259 | - | 365 | 399 | - |
| Critical Hdwy | 4.12 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1306 | - | - | 1271 | - | - | 400 | 391 | 767 | 417 | 400 | 811 |
| Stage 1 | - | - | - | - | - | - | 638 | 610 | - | 775 | 715 | - |
| Stage 2 | - | - | - | - | - | - | 762 | 690 | - | 654 | 602 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1306 | - | - | 1271 | - | - | 303 | 374 | 767 | 388 | 383 | 811 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 303 | 374 | - | 388 | 383 | - |
| Stage 1 | - | - | - | - | - | - | 610 | 584 | - | 775 | 715 | - |
| Stage 2 | - | - | - | - | - | - | 616 | 690 | - | 613 | 576 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.3 | 0 | 17.33 | 13.15 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 336 | 1306 | - | - | 1271 | - | - | 630 |
| HCM Lane V/C Ratio | 0.133 | 0.043 | - | - | - | - | - | 0.301 |
| HCM Ctrl Dly (s/v) | 17.3 | 7.9 | - | - | 0 | - | - | 13.1 |
| HCM Lane LOS | C | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.5 | 0.1 | - | - | 0 | - | - | 1.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 127 | 228 | 31 | 1 | 294 | 43 | 22 | 15 | 3 | 20 | 12 | 83 |
| Future Vol, veh/h | 127 | 228 | 31 | 1 | 294 | 43 | 22 | 15 | 3 | 20 | 12 | 83 |
| 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 | 425 | - | - | - | - | 250 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 9 | 9 | 9 | 2 | 2 | 2 | 2 | 2 | 2 | 8 | 8 | 8 |
| Mvmt Flow | 140 | 251 | 34 | 1 | 323 | 47 | 24 | 16 | 3 | 22 | 13 | 91 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 370 | 0 | 0 | 285 | 0 | 0 | 879 | 919 | 268 | 863 | 889 | 323 |
| Stage 1 | - | - | - | - | - | - | 547 | 547 | - | 325 | 325 | - |
| Stage 2 | - | - | - | - | - | - | 332 | 373 | - | 538 | 564 | - |
| Critical Hdwy | 4.19 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.18 | 6.58 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.18 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.18 | 5.58 | - |
| Follow-up Hdwy | 2.281 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.572 | 4.072 | 3.372 |
| Pot Cap-1 Maneuver | 1151 | - | - | 1278 | - | - | 268 | 271 | 771 | 268 | 276 | 704 |
| Stage 1 | - | - | - | - | - | - | 521 | 518 | - | 675 | 638 | - |
| Stage 2 | - | - | - | - | - | - | 682 | 619 | - | 517 | 499 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1151 | - | - | 1278 | - | - | 195 | 238 | 771 | 220 | 242 | 704 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 195 | 238 | - | 220 | 242 | - |
| Stage 1 | - | - | - | - | - | - | 458 | 455 | - | 674 | 638 | - |
| Stage 2 | - | - | - | - | - | - | 580 | 618 | - | 436 | 439 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.82 | 0.02 | 25.11 | 16.26 |
| HCM LOS | | | D | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 223 | 1151 | - | - | 6 | - | - | 445 |
| HCM Lane V/C Ratio | 0.197 | 0.121 | - | - | 0.001 | - | - | 0.284 |
| HCM Ctrl Dly (s/v) | 25.1 | 8.6 | - | - | 7.8 | 0 | - | 16.3 |
| HCM Lane LOS | D | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.7 | 0.4 | - | - | 0 | - | - | 1.2 |

| 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 | 5 | 245 | 37 | 0 | 226 | 20 | 31 | 4 | 5 | 5 | 2 | 0 |
| Future Vol, veh/h | 5 | 245 | 37 | 0 | 226 | 20 | 31 | 4 | 5 | 5 | 2 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 250 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 288 | 44 | 0 | 266 | 24 | 36 | 5 | 6 | 6 | 2 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 289 | 0 | 0 | 332 | 0 | 0 | 589 | 611 | 310 | 568 | 609 | 266 |
| Stage 1 | - | - | - | - | - | - | 322 | 322 | - | 266 | 266 | - |
| Stage 2 | - | - | - | - | - | - | 267 | 289 | - | 302 | 344 | - |
| Critical Hdwy | 4.12 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1272 | - | - | 1222 | - | - | 417 | 406 | 725 | 433 | 410 | 773 |
| Stage 1 | - | - | - | - | - | - | 686 | 648 | - | 739 | 689 | - |
| Stage 2 | - | - | - | - | - | - | 734 | 669 | - | 707 | 637 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1272 | - | - | 1222 | - | - | 412 | 404 | 725 | 423 | 407 | 773 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 412 | 404 | - | 423 | 407 | - |
| Stage 1 | - | - | - | - | - | - | 682 | 644 | - | 739 | 689 | - |
| Stage 2 | - | - | - | - | - | - | 731 | 669 | - | 692 | 633 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.14 | 0 | 14.28 | 13.78 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 435 | 31 | - | - | 1222 | - | - | 418 |
| HCM Lane V/C Ratio | 0.108 | 0.005 | - | - | - | - | - | 0.02 |
| HCM Ctrl Dly (s/v) | 14.3 | 7.8 | 0 | - | 0 | - | - | 13.8 |
| HCM Lane LOS | B | A | A | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.1 |

| 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 | 2 | 265 | 36 | 1 | 341 | 21 | 26 | 2 | 4 | 6 | 5 | 7 |
| Future Vol, veh/h | 2 | 265 | 36 | 1 | 341 | 21 | 26 | 2 | 4 | 6 | 5 | 7 |
| 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 | - | - | - | - | - | 250 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 9 | 9 | 9 | 2 | 2 | 2 | 2 | 2 | 2 | 8 | 8 | 8 |
| Mvmt Flow | 2 | 291 | 40 | 1 | 375 | 23 | 29 | 2 | 4 | 7 | 5 | 8 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 398 | 0 | 0 | 331 | 0 | 0 | 695 | 715 | 311 | 674 | 712 | 375 |
| Stage 1 | - | - | - | - | - | - | 315 | 315 | - | 377 | 377 | - |
| Stage 2 | - | - | - | - | - | - | 380 | 400 | - | 297 | 335 | - |
| Critical Hdwy | 4.19 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.18 | 6.58 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.18 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.18 | 5.58 | - |
| Follow-up Hdwy | 2.281 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.572 | 4.072 | 3.372 |
| Pot Cap-1 Maneuver | 1124 | - | - | 1229 | - | - | 357 | 356 | 729 | 361 | 350 | 658 |
| Stage 1 | - | - | - | - | - | - | 696 | 655 | - | 633 | 605 | - |
| Stage 2 | - | - | - | - | - | - | 642 | 602 | - | 699 | 632 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1124 | - | - | 1229 | - | - | 346 | 355 | 729 | 355 | 349 | 658 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 346 | 355 | - | 355 | 349 | - |
| Stage 1 | - | - | - | - | - | - | 694 | 654 | - | 632 | 605 | - |
| Stage 2 | - | - | - | - | - | - | 628 | 601 | - | 691 | 630 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.05 | 0.02 | 15.73 | 13.78 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 371 | 12 | - | - | 5 | - | - | 430 |
| HCM Lane V/C Ratio | 0.095 | 0.002 | - | - | 0.001 | - | - | 0.046 |
| HCM Ctrl Dly (s/v) | 15.7 | 8.2 | 0 | - | 7.9 | 0 | - | 13.8 |
| HCM Lane LOS | C | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 49 | 245 | 37 | 0 | 226 | 29 | 31 | 8 | 5 | 29 | 14 | 119 |
| Future Vol, veh/h | 49 | 245 | 37 | 0 | 226 | 29 | 31 | 8 | 5 | 29 | 14 | 119 |
| 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 | 425 | - | - | - | - | 250 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 |
| Mvmt Flow | 58 | 288 | 44 | 0 | 266 | 34 | 36 | 9 | 6 | 34 | 16 | 140 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 300 | 0 | 0 | 332 | 0 | 0 | 699 | 725 | 310 | 674 | 713 | 266 |
| Stage 1 | - | - | - | - | - | - | 425 | 425 | - | 266 | 266 | - |
| Stage 2 | - | - | - | - | - | - | 274 | 300 | - | 408 | 447 | - |
| Critical Hdwy | 4.12 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1261 | - | - | 1222 | - | - | 352 | 349 | 725 | 368 | 357 | 773 |
| Stage 1 | - | - | - | - | - | - | 603 | 583 | - | 739 | 689 | - |
| Stage 2 | - | - | - | - | - | - | 728 | 662 | - | 620 | 573 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1261 | - | - | 1222 | - | - | 262 | 333 | 725 | 339 | 341 | 773 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 262 | 333 | - | 339 | 341 | - |
| Stage 1 | - | - | - | - | - | - | 575 | 556 | - | 739 | 689 | - |
| Stage 2 | - | - | - | - | - | - | 582 | 662 | - | 577 | 547 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.18 | 0 | 19.79 | 14.28 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 295 | 1261 | - | - | 1222 | - | - | 577 |
| HCM Lane V/C Ratio | 0.176 | 0.046 | - | - | - | - | - | 0.33 |
| HCM Ctrl Dly (s/v) | 19.8 | 8 | - | - | 0 | - | - | 14.3 |
| HCM Lane LOS | C | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.6 | 0.1 | - | - | 0 | - | - | 1.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 127 | 265 | 36 | 1 | 341 | 46 | 26 | 15 | 4 | 21 | 13 | 84 |
| Future Vol, veh/h | 127 | 265 | 36 | 1 | 341 | 46 | 26 | 15 | 4 | 21 | 13 | 84 |
| 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 | 425 | - | - | - | - | 275 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 9 | 9 | 9 | 2 | 2 | 2 | 2 | 2 | 2 | 8 | 8 | 8 |
| Mvmt Flow | 140 | 291 | 40 | 1 | 375 | 51 | 29 | 16 | 4 | 23 | 14 | 92 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 425 | 0 | 0 | 331 | 0 | 0 | 974 | 1018 | 311 | 955 | 987 | 375 |
| Stage 1 | - | - | - | - | - | - | 590 | 590 | - | 377 | 377 | - |
| Stage 2 | - | - | - | - | - | - | 384 | 427 | - | 579 | 610 | - |
| Critical Hdwy | 4.19 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.18 | 6.58 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.18 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.18 | 5.58 | - |
| Follow-up Hdwy | 2.281 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.572 | 4.072 | 3.372 |
| Pot Cap-1 Maneuver | 1098 | - | - | 1229 | - | - | 231 | 237 | 729 | 232 | 242 | 658 |
| Stage 1 | - | - | - | - | - | - | 494 | 495 | - | 633 | 605 | - |
| Stage 2 | - | - | - | - | - | - | 639 | 585 | - | 491 | 476 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1098 | - | - | 1229 | - | - | 163 | 207 | 729 | 187 | 211 | 658 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 163 | 207 | - | 187 | 211 | - |
| Stage 1 | - | - | - | - | - | - | 431 | 432 | - | 632 | 605 | - |
| Stage 2 | - | - | - | - | - | - | 536 | 584 | - | 409 | 415 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.6 | 0.02 | 30.6 | 18.7 |
| HCM LOS | | | D | C |

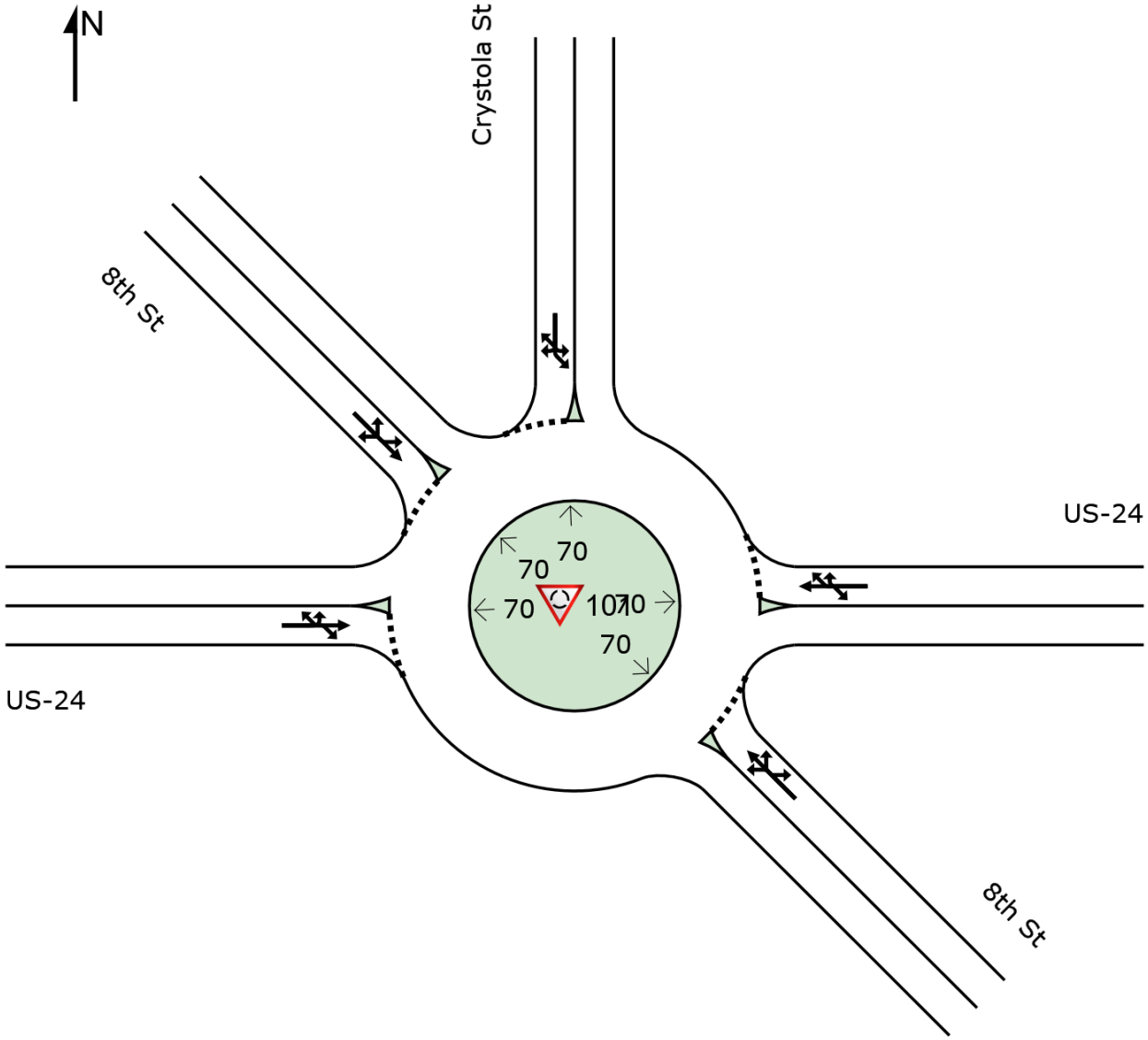
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 189 | 1098 | - | - | 5 | - | - | 391 |
| HCM Lane V/C Ratio | 0.261 | 0.127 | - | - | 0.001 | - | - | 0.331 |
| HCM Ctrl Dly (s/v) | 30.6 | 8.8 | 0 | - | 7.9 | 0 | - | 18.7 |
| HCM Lane LOS | D | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 1 | 0.4 | - | - | 0 | - | - | 1.4 |

# SITE LAYOUT

## Site: 101 [2030 BG AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [2030 BG AM (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

New Site
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SouthEast: 8th St | | | | | | | | | | | | | | | |
| 3ax | L1 | All MCs | 29 | 3.0 | 29 | 3.0 | 0.036 | 3.8 | LOS A | 0.1 | 3.7 | 0.37 | 0.22 | 0.37 | 32.0 |
| 8x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.036 | 3.8 | LOS A | 0.1 | 3.7 | 0.37 | 0.22 | 0.37 | 32.6 |
| 18ax | R1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.036 | 3.8 | LOS A | 0.1 | 3.7 | 0.37 | 0.22 | 0.37 | 32.6 |
| 18bx | R3 | All MCs | 5 | 3.0 | 5 | 3.0 | 0.036 | 3.8 | LOS A | 0.1 | 3.7 | 0.37 | 0.22 | 0.37 | 32.2 |
| Approach | | | 37 | 3.0 | 37 | 3.0 | 0.036 | 3.8 | LOS A | 0.1 | 3.7 | 0.37 | 0.22 | 0.37 | 32.1 |
| East: US-24 | | | | | | | | | | | | | | | |
| 1b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.179 | 4.2 | LOS A | 0.9 | 22.4 | 0.16 | 0.05 | 0.16 | 33.2 |
| 6 | T1 | All MCs | 211 | 3.0 | 211 | 3.0 | 0.179 | 4.2 | LOS A | 0.9 | 22.4 | 0.16 | 0.05 | 0.16 | 33.8 |
| 16a | R1 | All MCs | 14 | 3.0 | 14 | 3.0 | 0.179 | 4.2 | LOS A | 0.9 | 22.4 | 0.16 | 0.05 | 0.16 | 33.8 |
| 16 | R2 | All MCs | 4 | 3.0 | 4 | 3.0 | 0.179 | 4.2 | LOS A | 0.9 | 22.4 | 0.16 | 0.05 | 0.16 | 33.6 |
| Approach | | | 230 | 3.0 | 230 | 3.0 | 0.179 | 4.2 | LOS A | 0.9 | 22.4 | 0.16 | 0.05 | 0.16 | 33.8 |
| North: Crystola St | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 2 | 3.0 | 2 | 3.0 | 0.007 | 3.6 | LOS A | 0.0 | 0.8 | 0.37 | 0.20 | 0.37 | 32.6 |
| 7a | L1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.007 | 3.6 | LOS A | 0.0 | 0.8 | 0.37 | 0.20 | 0.37 | 32.6 |
| 14 | R2 | All MCs | 3 | 3.0 | 3 | 3.0 | 0.007 | 3.6 | LOS A | 0.0 | 0.8 | 0.37 | 0.20 | 0.37 | 33.0 |
| 14b | R3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.007 | 3.6 | LOS A | 0.0 | 0.8 | 0.37 | 0.20 | 0.37 | 32.8 |
| Approach | | | 8 | 3.0 | 8 | 3.0 | 0.007 | 3.6 | LOS A | 0.0 | 0.8 | 0.37 | 0.20 | 0.37 | 32.8 |
| NorthWest: 8th St | | | | | | | | | | | | | | | |
| 7bx | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.007 | 3.6 | LOS A | 0.0 | 0.7 | 0.37 | 0.19 | 0.37 | 32.1 |
| 7ax | L1 | All MCs | 4 | 3.0 | 4 | 3.0 | 0.007 | 3.6 | LOS A | 0.0 | 0.7 | 0.37 | 0.19 | 0.37 | 32.1 |
| 4x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.007 | 3.6 | LOS A | 0.0 | 0.7 | 0.37 | 0.19 | 0.37 | 32.7 |
| 14bx | R3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.007 | 3.6 | LOS A | 0.0 | 0.7 | 0.37 | 0.19 | 0.37 | 32.3 |
| Approach | | | 8 | 3.0 | 8 | 3.0 | 0.007 | 3.6 | LOS A | 0.0 | 0.7 | 0.37 | 0.19 | 0.37 | 32.2 |
| West: US-24 | | | | | | | | | | | | | | | |
| 5b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.204 | 4.0 | LOS A | 1.0 | 26.7 | 0.08 | 0.01 | 0.08 | 33.2 |
| 5 | L2 | All MCs | 5 | 3.0 | 5 | 3.0 | 0.204 | 4.0 | LOS A | 1.0 | 26.7 | 0.08 | 0.01 | 0.08 | 33.2 |
| 2 | T1 | All MCs | 229 | 3.0 | 229 | 3.0 | 0.204 | 4.0 | LOS A | 1.0 | 26.7 | 0.08 | 0.01 | 0.08 | 33.9 |
| 12a | R1 | All MCs | 35 | 3.0 | 35 | 3.0 | 0.204 | 4.0 | LOS A | 1.0 | 26.7 | 0.08 | 0.01 | 0.08 | 33.9 |
| Approach | | | 271 | 3.0 | 271 | 3.0 | 0.204 | 4.0 | LOS A | 1.0 | 26.7 | 0.08 | 0.01 | 0.08 | 33.9 |
| All Vehicles | | | 553 | 3.0 | 553 | 3.0 | 0.204 | 4.0 | LOS A | 1.0 | 26.7 | 0.14 | 0.05 | 0.14 | 33.7 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

# MOVEMENT SUMMARY

## Site: 101 [2030 BG PM (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

New Site
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SouthEast: 8th St | | | | | | | | | | | | | | | |
| 3ax | L1 | All MCs | 24 | 3.0 | 24 | 3.0 | 0.030 | 3.8 | LOS A | 0.1 | 3.1 | 0.38 | 0.23 | 0.38 | 32.0 |
| 8x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.030 | 3.8 | LOS A | 0.1 | 3.1 | 0.38 | 0.23 | 0.38 | 32.6 |
| 18ax | R1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.030 | 3.8 | LOS A | 0.1 | 3.1 | 0.38 | 0.23 | 0.38 | 32.6 |
| 18bx | R3 | All MCs | 4 | 3.0 | 4 | 3.0 | 0.030 | 3.8 | LOS A | 0.1 | 3.1 | 0.38 | 0.23 | 0.38 | 32.2 |
| Approach | | | 30 | 3.0 | 30 | 3.0 | 0.030 | 3.8 | LOS A | 0.1 | 3.1 | 0.38 | 0.23 | 0.38 | 32.1 |
| East: US-24 | | | | | | | | | | | | | | | |
| 1b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.262 | 4.8 | LOS A | 1.4 | 36.5 | 0.15 | 0.04 | 0.15 | 32.9 |
| 6 | T1 | All MCs | 320 | 3.0 | 320 | 3.0 | 0.262 | 4.8 | LOS A | 1.4 | 36.5 | 0.15 | 0.04 | 0.15 | 33.5 |
| 16a | R1 | All MCs | 13 | 3.0 | 13 | 3.0 | 0.262 | 4.8 | LOS A | 1.4 | 36.5 | 0.15 | 0.04 | 0.15 | 33.5 |
| 16 | R2 | All MCs | 7 | 3.0 | 7 | 3.0 | 0.262 | 4.8 | LOS A | 1.4 | 36.5 | 0.15 | 0.04 | 0.15 | 33.3 |
| Approach | | | 340 | 3.0 | 340 | 3.0 | 0.262 | 4.8 | LOS A | 1.4 | 36.5 | 0.15 | 0.04 | 0.15 | 33.5 |
| North: Crystola St | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 3 | 3.0 | 3 | 3.0 | 0.014 | 4.1 | LOS A | 0.1 | 1.4 | 0.44 | 0.28 | 0.44 | 32.6 |
| 7a | L1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.014 | 4.1 | LOS A | 0.1 | 1.4 | 0.44 | 0.28 | 0.44 | 32.6 |
| 14 | R2 | All MCs | 8 | 3.0 | 8 | 3.0 | 0.014 | 4.1 | LOS A | 0.1 | 1.4 | 0.44 | 0.28 | 0.44 | 32.9 |
| 14b | R3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.014 | 4.1 | LOS A | 0.1 | 1.4 | 0.44 | 0.28 | 0.44 | 32.7 |
| Approach | | | 13 | 3.0 | 13 | 3.0 | 0.014 | 4.1 | LOS A | 0.1 | 1.4 | 0.44 | 0.28 | 0.44 | 32.8 |
| NorthWest: 8th St | | | | | | | | | | | | | | | |
| 7bx | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.006 | 4.0 | LOS A | 0.0 | 0.6 | 0.44 | 0.25 | 0.44 | 32.1 |
| 7ax | L1 | All MCs | 2 | 3.0 | 2 | 3.0 | 0.006 | 4.0 | LOS A | 0.0 | 0.6 | 0.44 | 0.25 | 0.44 | 32.1 |
| 4x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.006 | 4.0 | LOS A | 0.0 | 0.6 | 0.44 | 0.25 | 0.44 | 32.6 |
| 14bx | R3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.006 | 4.0 | LOS A | 0.0 | 0.6 | 0.44 | 0.25 | 0.44 | 32.2 |
| Approach | | | 5 | 3.0 | 5 | 3.0 | 0.006 | 4.0 | LOS A | 0.0 | 0.6 | 0.44 | 0.25 | 0.44 | 32.2 |
| West: US-24 | | | | | | | | | | | | | | | |
| 5b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.215 | 4.1 | LOS A | 1.1 | 28.5 | 0.07 | 0.01 | 0.07 | 33.2 |
| 5 | L2 | All MCs | 3 | 3.0 | 3 | 3.0 | 0.215 | 4.1 | LOS A | 1.1 | 28.5 | 0.07 | 0.01 | 0.07 | 33.2 |
| 2 | T1 | All MCs | 248 | 3.0 | 248 | 3.0 | 0.215 | 4.1 | LOS A | 1.1 | 28.5 | 0.07 | 0.01 | 0.07 | 33.9 |
| 12a | R1 | All MCs | 34 | 3.0 | 34 | 3.0 | 0.215 | 4.1 | LOS A | 1.1 | 28.5 | 0.07 | 0.01 | 0.07 | 33.9 |
| Approach | | | 286 | 3.0 | 286 | 3.0 | 0.215 | 4.1 | LOS A | 1.1 | 28.5 | 0.07 | 0.01 | 0.07 | 33.9 |
| All Vehicles | | | 675 | 3.0 | 675 | 3.0 | 0.262 | 4.4 | LOS A | 1.4 | 36.5 | 0.14 | 0.05 | 0.14 | 33.6 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

# MOVEMENT SUMMARY

## Site: 101 [2030 Total AM (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

New Site
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SouthEast: 8th St | | | | | | | | | | | | | | | |
| 3ax | L1 | All MCs | 29 | 3.0 | 29 | 3.0 | 0.039 | 4.1 | LOS A | 0.2 | 3.9 | 0.42 | 0.28 | 0.42 | 31.9 |
| 8x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.039 | 4.1 | LOS A | 0.2 | 3.9 | 0.42 | 0.28 | 0.42 | 32.5 |
| 18ax | R1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.039 | 4.1 | LOS A | 0.2 | 3.9 | 0.42 | 0.28 | 0.42 | 32.5 |
| 18bx | R3 | All MCs | 5 | 3.0 | 5 | 3.0 | 0.039 | 4.1 | LOS A | 0.2 | 3.9 | 0.42 | 0.28 | 0.42 | 32.0 |
| Approach | | | 37 | 3.0 | 37 | 3.0 | 0.039 | 4.1 | LOS A | 0.2 | 3.9 | 0.42 | 0.28 | 0.42 | 31.9 |
| East: US-24 | | | | | | | | | | | | | | | |
| 1b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.196 | 4.6 | LOS A | 1.0 | 24.6 | 0.25 | 0.11 | 0.25 | 33.0 |
| 6 | T1 | All MCs | 211 | 3.0 | 211 | 3.0 | 0.196 | 4.6 | LOS A | 1.0 | 24.6 | 0.25 | 0.11 | 0.25 | 33.6 |
| 16a | R1 | All MCs | 14 | 3.0 | 14 | 3.0 | 0.196 | 4.6 | LOS A | 1.0 | 24.6 | 0.25 | 0.11 | 0.25 | 33.6 |
| 16 | R2 | All MCs | 14 | 3.0 | 14 | 3.0 | 0.196 | 4.6 | LOS A | 1.0 | 24.6 | 0.25 | 0.11 | 0.25 | 33.4 |
| Approach | | | 240 | 3.0 | 240 | 3.0 | 0.196 | 4.6 | LOS A | 1.0 | 24.6 | 0.25 | 0.11 | 0.25 | 33.6 |
| North: Crystola St | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 28 | 3.0 | 28 | 3.0 | 0.176 | 5.2 | LOS A | 0.8 | 20.3 | 0.43 | 0.27 | 0.43 | 32.3 |
| 7a | L1 | All MCs | 14 | 3.0 | 14 | 3.0 | 0.176 | 5.2 | LOS A | 0.8 | 20.3 | 0.43 | 0.27 | 0.43 | 32.3 |
| 14 | R2 | All MCs | 133 | 3.0 | 133 | 3.0 | 0.176 | 5.2 | LOS A | 0.8 | 20.3 | 0.43 | 0.27 | 0.43 | 32.6 |
| 14b | R3 | All MCs | 4 | 3.0 | 4 | 3.0 | 0.176 | 5.2 | LOS A | 0.8 | 20.3 | 0.43 | 0.27 | 0.43 | 32.4 |
| Approach | | | 179 | 3.0 | 179 | 3.0 | 0.176 | 5.2 | LOS A | 0.8 | 20.3 | 0.43 | 0.27 | 0.43 | 32.5 |
| NorthWest: 8th St | | | | | | | | | | | | | | | |
| 7bx | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.009 | 4.3 | LOS A | 0.0 | 0.9 | 0.47 | 0.30 | 0.47 | 31.8 |
| 7ax | L1 | All MCs | 4 | 3.0 | 4 | 3.0 | 0.009 | 4.3 | LOS A | 0.0 | 0.9 | 0.47 | 0.30 | 0.47 | 31.8 |
| 4x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.009 | 4.3 | LOS A | 0.0 | 0.9 | 0.47 | 0.30 | 0.47 | 32.4 |
| 14bx | R3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.009 | 4.3 | LOS A | 0.0 | 0.9 | 0.47 | 0.30 | 0.47 | 32.0 |
| Approach | | | 8 | 3.0 | 8 | 3.0 | 0.009 | 4.3 | LOS A | 0.0 | 0.9 | 0.47 | 0.30 | 0.47 | 31.9 |
| West: US-24 | | | | | | | | | | | | | | | |
| 5b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.250 | 4.9 | LOS A | 1.3 | 34.0 | 0.20 | 0.07 | 0.20 | 32.5 |
| 5 | L2 | All MCs | 53 | 3.0 | 53 | 3.0 | 0.250 | 4.9 | LOS A | 1.3 | 34.0 | 0.20 | 0.07 | 0.20 | 32.5 |
| 2 | T1 | All MCs | 229 | 3.0 | 229 | 3.0 | 0.250 | 4.9 | LOS A | 1.3 | 34.0 | 0.20 | 0.07 | 0.20 | 33.1 |
| 12a | R1 | All MCs | 35 | 3.0 | 35 | 3.0 | 0.250 | 4.9 | LOS A | 1.3 | 34.0 | 0.20 | 0.07 | 0.20 | 33.1 |
| Approach | | | 318 | 3.0 | 318 | 3.0 | 0.250 | 4.9 | LOS A | 1.3 | 34.0 | 0.20 | 0.07 | 0.20 | 33.0 |
| All Vehicles | | | 783 | 3.0 | 783 | 3.0 | 0.250 | 4.8 | LOS A | 1.3 | 34.0 | 0.28 | 0.14 | 0.28 | 33.0 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

# MOVEMENT SUMMARY

## Site: 101 [2030 Total PM (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

New Site
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SouthEast: 8th St | | | | | | | | | | | | | | | |
| 3ax | L1 | All MCs | 24 | 3.0 | 24 | 3.0 | 0.052 | 4.7 | LOS A | 0.2 | 5.2 | 0.48 | 0.36 | 0.48 | 32.1 |
| 8x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.052 | 4.7 | LOS A | 0.2 | 5.2 | 0.48 | 0.36 | 0.48 | 32.7 |
| 18ax | R1 | All MCs | 15 | 3.0 | 15 | 3.0 | 0.052 | 4.7 | LOS A | 0.2 | 5.2 | 0.48 | 0.36 | 0.48 | 32.7 |
| 18bx | R3 | All MCs | 4 | 3.0 | 4 | 3.0 | 0.052 | 4.7 | LOS A | 0.2 | 5.2 | 0.48 | 0.36 | 0.48 | 32.3 |
| Approach | | | 45 | 3.0 | 45 | 3.0 | 0.052 | 4.7 | LOS A | 0.2 | 5.2 | 0.48 | 0.36 | 0.48 | 32.3 |
| East: US-24 | | | | | | | | | | | | | | | |
| 1b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.333 | 6.5 | LOS A | 1.8 | 46.4 | 0.43 | 0.24 | 0.43 | 32.1 |
| 6 | T1 | All MCs | 320 | 3.0 | 320 | 3.0 | 0.333 | 6.5 | LOS A | 1.8 | 46.4 | 0.43 | 0.24 | 0.43 | 32.7 |
| 16a | R1 | All MCs | 13 | 3.0 | 13 | 3.0 | 0.333 | 6.5 | LOS A | 1.8 | 46.4 | 0.43 | 0.24 | 0.43 | 32.7 |
| 16 | R2 | All MCs | 34 | 3.0 | 34 | 3.0 | 0.333 | 6.5 | LOS A | 1.8 | 46.4 | 0.43 | 0.24 | 0.43 | 32.5 |
| Approach | | | 367 | 3.0 | 367 | 3.0 | 0.333 | 6.5 | LOS A | 1.8 | 46.4 | 0.43 | 0.24 | 0.43 | 32.7 |
| North: Crystola St | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 20 | 3.0 | 20 | 3.0 | 0.140 | 5.3 | LOS A | 0.6 | 15.1 | 0.48 | 0.35 | 0.48 | 32.2 |
| 7a | L1 | All MCs | 10 | 3.0 | 10 | 3.0 | 0.140 | 5.3 | LOS A | 0.6 | 15.1 | 0.48 | 0.35 | 0.48 | 32.2 |
| 14 | R2 | All MCs | 91 | 3.0 | 91 | 3.0 | 0.140 | 5.3 | LOS A | 0.6 | 15.1 | 0.48 | 0.35 | 0.48 | 32.6 |
| 14b | R3 | All MCs | 7 | 3.0 | 7 | 3.0 | 0.140 | 5.3 | LOS A | 0.6 | 15.1 | 0.48 | 0.35 | 0.48 | 32.4 |
| Approach | | | 127 | 3.0 | 127 | 3.0 | 0.140 | 5.3 | LOS A | 0.6 | 15.1 | 0.48 | 0.35 | 0.48 | 32.5 |
| NorthWest: 8th St | | | | | | | | | | | | | | | |
| 7bx | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.007 | 4.5 | LOS A | 0.0 | 0.6 | 0.49 | 0.32 | 0.49 | 31.8 |
| 7ax | L1 | All MCs | 2 | 3.0 | 2 | 3.0 | 0.007 | 4.5 | LOS A | 0.0 | 0.6 | 0.49 | 0.32 | 0.49 | 31.8 |
| 4x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.007 | 4.5 | LOS A | 0.0 | 0.6 | 0.49 | 0.32 | 0.49 | 32.4 |
| 14bx | R3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.007 | 4.5 | LOS A | 0.0 | 0.6 | 0.49 | 0.32 | 0.49 | 32.0 |
| Approach | | | 5 | 3.0 | 5 | 3.0 | 0.007 | 4.5 | LOS A | 0.0 | 0.6 | 0.49 | 0.32 | 0.49 | 32.0 |
| West: US-24 | | | | | | | | | | | | | | | |
| 5b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.326 | 5.4 | LOS A | 1.9 | 49.4 | 0.18 | 0.05 | 0.18 | 31.9 |
| 5 | L2 | All MCs | 139 | 3.0 | 139 | 3.0 | 0.326 | 5.4 | LOS A | 1.9 | 49.4 | 0.18 | 0.05 | 0.18 | 31.9 |
| 2 | T1 | All MCs | 248 | 3.0 | 248 | 3.0 | 0.326 | 5.4 | LOS A | 1.9 | 49.4 | 0.18 | 0.05 | 0.18 | 32.5 |
| 12a | R1 | All MCs | 34 | 3.0 | 34 | 3.0 | 0.326 | 5.4 | LOS A | 1.9 | 49.4 | 0.18 | 0.05 | 0.18 | 32.5 |
| Approach | | | 422 | 3.0 | 422 | 3.0 | 0.326 | 5.4 | LOS A | 1.9 | 49.4 | 0.18 | 0.05 | 0.18 | 32.3 |
| All Vehicles | | | 966 | 3.0 | 966 | 3.0 | 0.333 | 5.8 | LOS A | 1.9 | 49.4 | 0.33 | 0.18 | 0.33 | 32.5 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

# MOVEMENT SUMMARY

## Site: 101 [2045 BG AM (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

New Site
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SouthEast: 8th St | | | | | | | | | | | | | | | |
| 3ax | L1 | All MCs | 34 | 3.0 | 34 | 3.0 | 0.043 | 4.0 | LOS A | 0.2 | 4.4 | 0.40 | 0.26 | 0.40 | 31.9 |
| 8x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.043 | 4.0 | LOS A | 0.2 | 4.4 | 0.40 | 0.26 | 0.40 | 32.5 |
| 18ax | R1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.043 | 4.0 | LOS A | 0.2 | 4.4 | 0.40 | 0.26 | 0.40 | 32.5 |
| 18bx | R3 | All MCs | 7 | 3.0 | 7 | 3.0 | 0.043 | 4.0 | LOS A | 0.2 | 4.4 | 0.40 | 0.26 | 0.40 | 32.1 |
| Approach | | | 42 | 3.0 | 42 | 3.0 | 0.043 | 4.0 | LOS A | 0.2 | 4.4 | 0.40 | 0.26 | 0.40 | 32.0 |
| East: US-24 | | | | | | | | | | | | | | | |
| 1b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.210 | 4.5 | LOS A | 1.1 | 27.2 | 0.18 | 0.06 | 0.18 | 33.0 |
| 6 | T1 | All MCs | 246 | 3.0 | 246 | 3.0 | 0.210 | 4.5 | LOS A | 1.1 | 27.2 | 0.18 | 0.06 | 0.18 | 33.7 |
| 16a | R1 | All MCs | 16 | 3.0 | 16 | 3.0 | 0.210 | 4.5 | LOS A | 1.1 | 27.2 | 0.18 | 0.06 | 0.18 | 33.7 |
| 16 | R2 | All MCs | 5 | 3.0 | 5 | 3.0 | 0.210 | 4.5 | LOS A | 1.1 | 27.2 | 0.18 | 0.06 | 0.18 | 33.4 |
| Approach | | | 268 | 3.0 | 268 | 3.0 | 0.210 | 4.5 | LOS A | 1.1 | 27.2 | 0.18 | 0.06 | 0.18 | 33.7 |
| North: Crystola St | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 3 | 3.0 | 3 | 3.0 | 0.010 | 3.8 | LOS A | 0.0 | 1.0 | 0.40 | 0.23 | 0.40 | 32.5 |
| 7a | L1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.010 | 3.8 | LOS A | 0.0 | 1.0 | 0.40 | 0.23 | 0.40 | 32.5 |
| 14 | R2 | All MCs | 4 | 3.0 | 4 | 3.0 | 0.010 | 3.8 | LOS A | 0.0 | 1.0 | 0.40 | 0.23 | 0.40 | 32.8 |
| 14b | R3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.010 | 3.8 | LOS A | 0.0 | 1.0 | 0.40 | 0.23 | 0.40 | 32.6 |
| Approach | | | 10 | 3.0 | 10 | 3.0 | 0.010 | 3.8 | LOS A | 0.0 | 1.0 | 0.40 | 0.23 | 0.40 | 32.6 |
| NorthWest: 8th St | | | | | | | | | | | | | | | |
| 7bx | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.009 | 3.7 | LOS A | 0.0 | 0.9 | 0.40 | 0.22 | 0.40 | 32.0 |
| 7ax | L1 | All MCs | 5 | 3.0 | 5 | 3.0 | 0.009 | 3.7 | LOS A | 0.0 | 0.9 | 0.40 | 0.22 | 0.40 | 32.0 |
| 4x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.009 | 3.7 | LOS A | 0.0 | 0.9 | 0.40 | 0.22 | 0.40 | 32.6 |
| 14bx | R3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.009 | 3.7 | LOS A | 0.0 | 0.9 | 0.40 | 0.22 | 0.40 | 32.2 |
| Approach | | | 9 | 3.0 | 9 | 3.0 | 0.009 | 3.7 | LOS A | 0.0 | 0.9 | 0.40 | 0.22 | 0.40 | 32.1 |
| West: US-24 | | | | | | | | | | | | | | | |
| 5b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.238 | 4.3 | LOS A | 1.3 | 32.5 | 0.09 | 0.02 | 0.09 | 33.1 |
| 5 | L2 | All MCs | 8 | 3.0 | 8 | 3.0 | 0.238 | 4.3 | LOS A | 1.3 | 32.5 | 0.09 | 0.02 | 0.09 | 33.1 |
| 2 | T1 | All MCs | 266 | 3.0 | 266 | 3.0 | 0.238 | 4.3 | LOS A | 1.3 | 32.5 | 0.09 | 0.02 | 0.09 | 33.7 |
| 12a | R1 | All MCs | 40 | 3.0 | 40 | 3.0 | 0.238 | 4.3 | LOS A | 1.3 | 32.5 | 0.09 | 0.02 | 0.09 | 33.7 |
| Approach | | | 315 | 3.0 | 315 | 3.0 | 0.238 | 4.3 | LOS A | 1.3 | 32.5 | 0.09 | 0.02 | 0.09 | 33.7 |
| All Vehicles | | | 645 | 3.0 | 645 | 3.0 | 0.238 | 4.3 | LOS A | 1.3 | 32.5 | 0.16 | 0.06 | 0.16 | 33.5 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

# MOVEMENT SUMMARY

## Site: 101 [2045 BG PM (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

New Site
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SouthEast: 8th St | | | | | | | | | | | | | | | |
| 3ax | L1 | All MCs | 28 | 3.0 | 28 | 3.0 | 0.037 | 4.0 | LOS A | 0.1 | 3.8 | 0.41 | 0.27 | 0.41 | 31.9 |
| 8x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.037 | 4.0 | LOS A | 0.1 | 3.8 | 0.41 | 0.27 | 0.41 | 32.5 |
| 18ax | R1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.037 | 4.0 | LOS A | 0.1 | 3.8 | 0.41 | 0.27 | 0.41 | 32.5 |
| 18bx | R3 | All MCs | 5 | 3.0 | 5 | 3.0 | 0.037 | 4.0 | LOS A | 0.1 | 3.8 | 0.41 | 0.27 | 0.41 | 32.1 |
| Approach | | | 36 | 3.0 | 36 | 3.0 | 0.037 | 4.0 | LOS A | 0.1 | 3.8 | 0.41 | 0.27 | 0.41 | 32.0 |
| East: US-24 | | | | | | | | | | | | | | | |
| 1b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.306 | 5.3 | LOS A | 1.8 | 45.0 | 0.18 | 0.06 | 0.18 | 32.7 |
| 6 | T1 | All MCs | 371 | 3.0 | 371 | 3.0 | 0.306 | 5.3 | LOS A | 1.8 | 45.0 | 0.18 | 0.06 | 0.18 | 33.3 |
| 16a | R1 | All MCs | 15 | 3.0 | 15 | 3.0 | 0.306 | 5.3 | LOS A | 1.8 | 45.0 | 0.18 | 0.06 | 0.18 | 33.3 |
| 16 | R2 | All MCs | 8 | 3.0 | 8 | 3.0 | 0.306 | 5.3 | LOS A | 1.8 | 45.0 | 0.18 | 0.06 | 0.18 | 33.0 |
| Approach | | | 395 | 3.0 | 395 | 3.0 | 0.306 | 5.3 | LOS A | 1.8 | 45.0 | 0.18 | 0.06 | 0.18 | 33.3 |
| North: Crystola St | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 4 | 3.0 | 4 | 3.0 | 0.019 | 4.4 | LOS A | 0.1 | 1.9 | 0.47 | 0.32 | 0.47 | 32.4 |
| 7a | L1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.019 | 4.4 | LOS A | 0.1 | 1.9 | 0.47 | 0.32 | 0.47 | 32.4 |
| 14 | R2 | All MCs | 10 | 3.0 | 10 | 3.0 | 0.019 | 4.4 | LOS A | 0.1 | 1.9 | 0.47 | 0.32 | 0.47 | 32.8 |
| 14b | R3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.019 | 4.4 | LOS A | 0.1 | 1.9 | 0.47 | 0.32 | 0.47 | 32.6 |
| Approach | | | 16 | 3.0 | 16 | 3.0 | 0.019 | 4.4 | LOS A | 0.1 | 1.9 | 0.47 | 0.32 | 0.47 | 32.6 |
| NorthWest: 8th St | | | | | | | | | | | | | | | |
| 7bx | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.008 | 4.3 | LOS A | 0.0 | 0.7 | 0.47 | 0.29 | 0.47 | 31.9 |
| 7ax | L1 | All MCs | 3 | 3.0 | 3 | 3.0 | 0.008 | 4.3 | LOS A | 0.0 | 0.7 | 0.47 | 0.29 | 0.47 | 31.9 |
| 4x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.008 | 4.3 | LOS A | 0.0 | 0.7 | 0.47 | 0.29 | 0.47 | 32.4 |
| 14bx | R3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.008 | 4.3 | LOS A | 0.0 | 0.7 | 0.47 | 0.29 | 0.47 | 32.0 |
| Approach | | | 7 | 3.0 | 7 | 3.0 | 0.008 | 4.3 | LOS A | 0.0 | 0.7 | 0.47 | 0.29 | 0.47 | 32.0 |
| West: US-24 | | | | | | | | | | | | | | | |
| 5b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.252 | 4.4 | LOS A | 1.4 | 35.0 | 0.09 | 0.02 | 0.09 | 33.1 |
| 5 | L2 | All MCs | 5 | 3.0 | 5 | 3.0 | 0.252 | 4.4 | LOS A | 1.4 | 35.0 | 0.09 | 0.02 | 0.09 | 33.1 |
| 2 | T1 | All MCs | 288 | 3.0 | 288 | 3.0 | 0.252 | 4.4 | LOS A | 1.4 | 35.0 | 0.09 | 0.02 | 0.09 | 33.7 |
| 12a | R1 | All MCs | 39 | 3.0 | 39 | 3.0 | 0.252 | 4.4 | LOS A | 1.4 | 35.0 | 0.09 | 0.02 | 0.09 | 33.7 |
| Approach | | | 334 | 3.0 | 334 | 3.0 | 0.252 | 4.4 | LOS A | 1.4 | 35.0 | 0.09 | 0.02 | 0.09 | 33.7 |
| All Vehicles | | | 787 | 3.0 | 787 | 3.0 | 0.306 | 4.8 | LOS A | 1.8 | 45.0 | 0.16 | 0.06 | 0.16 | 33.4 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

# MOVEMENT SUMMARY

## Site: 101 [2045 Total AM (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

New Site
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SouthEast: 8th St | | | | | | | | | | | | | | | |
| 3ax | L1 | All MCs | 34 | 3.0 | 34 | 3.0 | 0.051 | 4.4 | LOS A | 0.2 | 5.2 | 0.45 | 0.32 | 0.45 | 31.9 |
| 8x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.051 | 4.4 | LOS A | 0.2 | 5.2 | 0.45 | 0.32 | 0.45 | 32.5 |
| 18ax | R1 | All MCs | 5 | 3.0 | 5 | 3.0 | 0.051 | 4.4 | LOS A | 0.2 | 5.2 | 0.45 | 0.32 | 0.45 | 32.5 |
| 18bx | R3 | All MCs | 7 | 3.0 | 7 | 3.0 | 0.051 | 4.4 | LOS A | 0.2 | 5.2 | 0.45 | 0.32 | 0.45 | 32.0 |
| Approach | | | 47 | 3.0 | 47 | 3.0 | 0.051 | 4.4 | LOS A | 0.2 | 5.2 | 0.45 | 0.32 | 0.45 | 32.0 |
| East: US-24 | | | | | | | | | | | | | | | |
| 1b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.230 | 4.9 | LOS A | 1.2 | 29.9 | 0.28 | 0.12 | 0.28 | 32.8 |
| 6 | T1 | All MCs | 246 | 3.0 | 246 | 3.0 | 0.230 | 4.9 | LOS A | 1.2 | 29.9 | 0.28 | 0.12 | 0.28 | 33.4 |
| 16a | R1 | All MCs | 16 | 3.0 | 16 | 3.0 | 0.230 | 4.9 | LOS A | 1.2 | 29.9 | 0.28 | 0.12 | 0.28 | 33.4 |
| 16 | R2 | All MCs | 15 | 3.0 | 15 | 3.0 | 0.230 | 4.9 | LOS A | 1.2 | 29.9 | 0.28 | 0.12 | 0.28 | 33.2 |
| Approach | | | 278 | 3.0 | 278 | 3.0 | 0.230 | 4.9 | LOS A | 1.2 | 29.9 | 0.28 | 0.12 | 0.28 | 33.4 |
| North: Crystola St | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 29 | 3.0 | 29 | 3.0 | 0.187 | 5.5 | LOS A | 0.8 | 21.4 | 0.46 | 0.31 | 0.46 | 32.1 |
| 7a | L1 | All MCs | 14 | 3.0 | 14 | 3.0 | 0.187 | 5.5 | LOS A | 0.8 | 21.4 | 0.46 | 0.31 | 0.46 | 32.1 |
| 14 | R2 | All MCs | 134 | 3.0 | 134 | 3.0 | 0.187 | 5.5 | LOS A | 0.8 | 21.4 | 0.46 | 0.31 | 0.46 | 32.5 |
| 14b | R3 | All MCs | 4 | 3.0 | 4 | 3.0 | 0.187 | 5.5 | LOS A | 0.8 | 21.4 | 0.46 | 0.31 | 0.46 | 32.3 |
| Approach | | | 182 | 3.0 | 182 | 3.0 | 0.187 | 5.5 | LOS A | 0.8 | 21.4 | 0.46 | 0.31 | 0.46 | 32.4 |
| NorthWest: 8th St | | | | | | | | | | | | | | | |
| 7bx | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.011 | 4.5 | LOS A | 0.0 | 1.0 | 0.49 | 0.33 | 0.49 | 31.7 |
| 7ax | L1 | All MCs | 5 | 3.0 | 5 | 3.0 | 0.011 | 4.5 | LOS A | 0.0 | 1.0 | 0.49 | 0.33 | 0.49 | 31.7 |
| 4x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.011 | 4.5 | LOS A | 0.0 | 1.0 | 0.49 | 0.33 | 0.49 | 32.2 |
| 14bx | R3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.011 | 4.5 | LOS A | 0.0 | 1.0 | 0.49 | 0.33 | 0.49 | 31.8 |
| Approach | | | 9 | 3.0 | 9 | 3.0 | 0.011 | 4.5 | LOS A | 0.0 | 1.0 | 0.49 | 0.33 | 0.49 | 31.8 |
| West: US-24 | | | | | | | | | | | | | | | |
| 5b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.286 | 5.2 | LOS A | 1.6 | 40.6 | 0.21 | 0.07 | 0.21 | 32.4 |
| 5 | L2 | All MCs | 55 | 3.0 | 55 | 3.0 | 0.286 | 5.2 | LOS A | 1.6 | 40.6 | 0.21 | 0.07 | 0.21 | 32.4 |
| 2 | T1 | All MCs | 266 | 3.0 | 266 | 3.0 | 0.286 | 5.2 | LOS A | 1.6 | 40.6 | 0.21 | 0.07 | 0.21 | 33.0 |
| 12a | R1 | All MCs | 40 | 3.0 | 40 | 3.0 | 0.286 | 5.2 | LOS A | 1.6 | 40.6 | 0.21 | 0.07 | 0.21 | 33.0 |
| Approach | | | 363 | 3.0 | 363 | 3.0 | 0.286 | 5.2 | LOS A | 1.6 | 40.6 | 0.21 | 0.07 | 0.21 | 32.9 |
| All Vehicles | | | 878 | 3.0 | 878 | 3.0 | 0.286 | 5.1 | LOS A | 1.6 | 40.6 | 0.30 | 0.15 | 0.30 | 32.9 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

# MOVEMENT SUMMARY

## Site: 101 [2045 Total PM (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

New Site
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SouthEast: 8th St | | | | | | | | | | | | | | | |
| 3ax | L1 | All MCs | 28 | 3.0 | 28 | 3.0 | 0.061 | 5.0 | LOS A | 0.2 | 6.1 | 0.51 | 0.40 | 0.51 | 31.9 |
| 8x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.061 | 5.0 | LOS A | 0.2 | 6.1 | 0.51 | 0.40 | 0.51 | 32.5 |
| 18ax | R1 | All MCs | 15 | 3.0 | 15 | 3.0 | 0.061 | 5.0 | LOS A | 0.2 | 6.1 | 0.51 | 0.40 | 0.51 | 32.5 |
| 18bx | R3 | All MCs | 5 | 3.0 | 5 | 3.0 | 0.061 | 5.0 | LOS A | 0.2 | 6.1 | 0.51 | 0.40 | 0.51 | 32.1 |
| Approach | | | 50 | 3.0 | 50 | 3.0 | 0.061 | 5.0 | LOS A | 0.2 | 6.1 | 0.51 | 0.40 | 0.51 | 32.1 |
| East: US-24 | | | | | | | | | | | | | | | |
| 1b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.385 | 7.2 | LOS A | 2.2 | 56.8 | 0.46 | 0.26 | 0.46 | 31.8 |
| 6 | T1 | All MCs | 371 | 3.0 | 371 | 3.0 | 0.385 | 7.2 | LOS A | 2.2 | 56.8 | 0.46 | 0.26 | 0.46 | 32.4 |
| 16a | R1 | All MCs | 15 | 3.0 | 15 | 3.0 | 0.385 | 7.2 | LOS A | 2.2 | 56.8 | 0.46 | 0.26 | 0.46 | 32.4 |
| 16 | R2 | All MCs | 35 | 3.0 | 35 | 3.0 | 0.385 | 7.2 | LOS A | 2.2 | 56.8 | 0.46 | 0.26 | 0.46 | 32.1 |
| Approach | | | 422 | 3.0 | 422 | 3.0 | 0.385 | 7.2 | LOS A | 2.2 | 56.8 | 0.46 | 0.26 | 0.46 | 32.4 |
| North: Crystola St | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 21 | 3.0 | 21 | 3.0 | 0.153 | 5.7 | LOS A | 0.6 | 16.3 | 0.52 | 0.39 | 0.52 | 32.0 |
| 7a | L1 | All MCs | 10 | 3.0 | 10 | 3.0 | 0.153 | 5.7 | LOS A | 0.6 | 16.3 | 0.52 | 0.39 | 0.52 | 32.0 |
| 14 | R2 | All MCs | 93 | 3.0 | 93 | 3.0 | 0.153 | 5.7 | LOS A | 0.6 | 16.3 | 0.52 | 0.39 | 0.52 | 32.4 |
| 14b | R3 | All MCs | 7 | 3.0 | 7 | 3.0 | 0.153 | 5.7 | LOS A | 0.6 | 16.3 | 0.52 | 0.39 | 0.52 | 32.2 |
| Approach | | | 130 | 3.0 | 130 | 3.0 | 0.153 | 5.7 | LOS A | 0.6 | 16.3 | 0.52 | 0.39 | 0.52 | 32.3 |
| NorthWest: 8th St | | | | | | | | | | | | | | | |
| 7bx | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.009 | 4.8 | LOS A | 0.0 | 0.8 | 0.52 | 0.35 | 0.52 | 31.6 |
| 7ax | L1 | All MCs | 3 | 3.0 | 3 | 3.0 | 0.009 | 4.8 | LOS A | 0.0 | 0.8 | 0.52 | 0.35 | 0.52 | 31.6 |
| 4x | T1 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.009 | 4.8 | LOS A | 0.0 | 0.8 | 0.52 | 0.35 | 0.52 | 32.2 |
| 14bx | R3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.009 | 4.8 | LOS A | 0.0 | 0.8 | 0.52 | 0.35 | 0.52 | 31.8 |
| Approach | | | 7 | 3.0 | 7 | 3.0 | 0.009 | 4.8 | LOS A | 0.0 | 0.8 | 0.52 | 0.35 | 0.52 | 31.7 |
| West: US-24 | | | | | | | | | | | | | | | |
| 5b | L3 | All MCs | 1 | 3.0 | 1 | 3.0 | 0.364 | 5.8 | LOS A | 2.3 | 58.2 | 0.19 | 0.06 | 0.19 | 31.8 |
| 5 | L2 | All MCs | 141 | 3.0 | 141 | 3.0 | 0.364 | 5.8 | LOS A | 2.3 | 58.2 | 0.19 | 0.06 | 0.19 | 31.8 |
| 2 | T1 | All MCs | 288 | 3.0 | 288 | 3.0 | 0.364 | 5.8 | LOS A | 2.3 | 58.2 | 0.19 | 0.06 | 0.19 | 32.4 |
| 12a | R1 | All MCs | 39 | 3.0 | 39 | 3.0 | 0.364 | 5.8 | LOS A | 2.3 | 58.2 | 0.19 | 0.06 | 0.19 | 32.4 |
| Approach | | | 470 | 3.0 | 470 | 3.0 | 0.364 | 5.8 | LOS A | 2.3 | 58.2 | 0.19 | 0.06 | 0.19 | 32.2 |
| All Vehicles | | | 1078 | 3.0 | 1078 | 3.0 | 0.385 | 6.3 | LOS A | 2.3 | 58.2 | 0.35 | 0.20 | 0.35 | 32.3 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 11 | 129 | 25 | 14 | 125 | 2 | 36 | 9 | 6 | 1 | 8 | 15 |
| Future Vol, veh/h | 11 | 129 | 25 | 14 | 125 | 2 | 36 | 9 | 6 | 1 | 8 | 15 |
| 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 | - | - | 100 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 6 | 6 | 6 | 14 | 14 | 14 | 6 | 6 | 6 | 8 | 8 | 8 |
| Mvmt Flow | 14 | 159 | 31 | 17 | 154 | 2 | 44 | 11 | 7 | 1 | 10 | 19 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 157 | 0 | 0 | 190 | 0 | 0 | 380 | 378 | 159 | 382 | 407 | 156 |
| Stage 1 | - | - | - | - | - | - | 186 | 186 | - | 190 | 190 | - |
| Stage 2 | - | - | - | - | - | - | 194 | 191 | - | 192 | 217 | - |
| Critical Hdwy | 4.16 | - | - | 4.24 | - | - | 7.16 | 6.56 | 6.26 | 7.18 | 6.58 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.16 | 5.56 | - | 6.18 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.16 | 5.56 | - | 6.18 | 5.58 | - |
| Follow-up Hdwy | 2.254 | - | - | 2.326 | - | - | 3.554 | 4.054 | 3.354 | 3.572 | 4.072 | 3.372 |
| Pot Cap-1 Maneuver | 1399 | - | - | 1315 | - | - | 570 | 548 | 876 | 565 | 524 | 875 |
| Stage 1 | - | - | - | - | - | - | 806 | 738 | - | 798 | 732 | - |
| Stage 2 | - | - | - | - | - | - | 799 | 735 | - | 796 | 712 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1399 | - | - | 1315 | - | - | 534 | 534 | 876 | 535 | 511 | 875 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 534 | 534 | - | 535 | 511 | - |
| Stage 1 | - | - | - | - | - | - | 797 | 730 | - | 786 | 721 | - |
| Stage 2 | - | - | - | - | - | - | 760 | 724 | - | 769 | 704 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.51 | 0.77 | 12.25 | 10.43 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 560 | 141 | - | - | 178 | - | - | 692 |
| HCM Lane V/C Ratio | 0.113 | 0.01 | - | - | 0.013 | - | - | 0.043 |
| HCM Ctrl Dly (s/v) | 12.2 | 7.6 | 0 | - | 7.8 | 0 | - | 10.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 11 | 145 | 41 | 9 | 180 | 2 | 40 | 7 | 12 | 2 | 7 | 9 |
| Future Vol, veh/h | 11 | 145 | 41 | 9 | 180 | 2 | 40 | 7 | 12 | 2 | 7 | 9 |
| 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 | - | - | 100 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 11 | 11 | 11 | 5 | 5 | 5 | 2 | 2 | 2 | 17 | 17 | 17 |
| Mvmt Flow | 13 | 167 | 47 | 10 | 207 | 2 | 46 | 8 | 14 | 2 | 8 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 209 | 0 | 0 | 214 | 0 | 0 | 424 | 422 | 167 | 425 | 468 | 208 |
| Stage 1 | - | - | - | - | - | - | 192 | 192 | - | 229 | 229 | - |
| Stage 2 | - | - | - | - | - | - | 232 | 230 | - | 196 | 239 | - |
| Critical Hdwy | 4.21 | - | - | 4.15 | - | - | 7.12 | 6.52 | 6.22 | 7.27 | 6.67 | 6.37 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.27 | 5.67 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.27 | 5.67 | - |
| Follow-up Hdwy | 2.299 | - | - | 2.245 | - | - | 3.518 | 4.018 | 3.318 | 3.653 | 4.153 | 3.453 |
| Pot Cap-1 Maneuver | 1310 | - | - | 1339 | - | - | 541 | 523 | 878 | 515 | 471 | 796 |
| Stage 1 | - | - | - | - | - | - | 810 | 742 | - | 741 | 688 | - |
| Stage 2 | - | - | - | - | - | - | 771 | 714 | - | 772 | 681 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1310 | - | - | 1339 | - | - | 514 | 513 | 878 | 489 | 462 | 796 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 514 | 513 | - | 489 | 462 | - |
| Stage 1 | - | - | - | - | - | - | 801 | 733 | - | 735 | 682 | - |
| Stage 2 | - | - | - | - | - | - | 746 | 708 | - | 744 | 673 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.43 | 0.36 | 12.29 | 11.33 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 561 | 127 | - | - | 85 | - | - | 589 |
| HCM Lane V/C Ratio | 0.121 | 0.01 | - | - | 0.008 | - | - | 0.035 |
| HCM Ctrl Dly (s/v) | 12.3 | 7.8 | 0 | - | 7.7 | 0 | - | 11.3 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 12 | 137 | 27 | 15 | 133 | 2 | 38 | 10 | 6 | 1 | 8 | 16 |
| Future Vol, veh/h | 12 | 137 | 27 | 15 | 133 | 2 | 38 | 10 | 6 | 1 | 8 | 16 |
| 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 | - | - | 100 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 6 | 6 | 6 | 14 | 14 | 14 | 6 | 6 | 6 | 8 | 8 | 8 |
| Mvmt Flow | 15 | 169 | 33 | 19 | 164 | 2 | 47 | 12 | 7 | 1 | 10 | 20 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 167 | 0 | 0 | 202 | 0 | 0 | 405 | 402 | 169 | 407 | 435 | 165 |
| Stage 1 | - | - | - | - | - | - | 199 | 199 | - | 202 | 202 | - |
| Stage 2 | - | - | - | - | - | - | 206 | 204 | - | 205 | 232 | - |
| Critical Hdwy | 4.16 | - | - | 4.24 | - | - | 7.16 | 6.56 | 6.26 | 7.18 | 6.58 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.16 | 5.56 | - | 6.18 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.16 | 5.56 | - | 6.18 | 5.58 | - |
| Follow-up Hdwy | 2.254 | - | - | 2.326 | - | - | 3.554 | 4.054 | 3.354 | 3.572 | 4.072 | 3.372 |
| Pot Cap-1 Maneuver | 1387 | - | - | 1301 | - | - | 549 | 530 | 865 | 544 | 506 | 864 |
| Stage 1 | - | - | - | - | - | - | 794 | 729 | - | 786 | 723 | - |
| Stage 2 | - | - | - | - | - | - | 787 | 726 | - | 783 | 701 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1387 | - | - | 1301 | - | - | 512 | 516 | 865 | 512 | 492 | 864 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 512 | 516 | - | 512 | 492 | - |
| Stage 1 | - | - | - | - | - | - | 784 | 720 | - | 774 | 711 | - |
| Stage 2 | - | - | - | - | - | - | 746 | 714 | - | 754 | 693 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.52 | 0.78 | 12.66 | 10.54 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 537 | 145 | - | - | 179 | - | - | 680 |
| HCM Lane V/C Ratio | 0.124 | 0.011 | - | - | 0.014 | - | - | 0.045 |
| HCM Ctrl Dly (s/v) | 12.7 | 7.6 | 0 | - | 7.8 | 0 | - | 10.5 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 12 | 154 | 44 | 10 | 191 | 2 | 42 | 7 | 13 | 2 | 7 | 10 |
| Future Vol, veh/h | 12 | 154 | 44 | 10 | 191 | 2 | 42 | 7 | 13 | 2 | 7 | 10 |
| 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 | - | - | 100 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 11 | 11 | 11 | 5 | 5 | 5 | 2 | 2 | 2 | 17 | 17 | 17 |
| Mvmt Flow | 14 | 177 | 51 | 11 | 220 | 2 | 48 | 8 | 15 | 2 | 8 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 222 | 0 | 0 | 228 | 0 | 0 | 451 | 449 | 177 | 452 | 499 | 221 |
| Stage 1 | - | - | - | - | - | - | 205 | 205 | - | 244 | 244 | - |
| Stage 2 | - | - | - | - | - | - | 247 | 245 | - | 209 | 255 | - |
| Critical Hdwy | 4.21 | - | - | 4.15 | - | - | 7.12 | 6.52 | 6.22 | 7.27 | 6.67 | 6.37 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.27 | 5.67 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.27 | 5.67 | - |
| Follow-up Hdwy | 2.299 | - | - | 2.245 | - | - | 3.518 | 4.018 | 3.318 | 3.653 | 4.153 | 3.453 |
| Pot Cap-1 Maneuver | 1296 | - | - | 1323 | - | - | 518 | 505 | 866 | 493 | 452 | 783 |
| Stage 1 | - | - | - | - | - | - | 797 | 732 | - | 728 | 677 | - |
| Stage 2 | - | - | - | - | - | - | 757 | 703 | - | 760 | 670 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1296 | - | - | 1323 | - | - | 491 | 494 | 866 | 466 | 442 | 783 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 491 | 494 | - | 466 | 442 | - |
| Stage 1 | - | - | - | - | - | - | 788 | 723 | - | 720 | 671 | - |
| Stage 2 | - | - | - | - | - | - | 730 | 696 | - | 730 | 661 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.45 | 0.38 | 12.67 | 11.48 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 540 | 130 | - | - | 88 | - | - | 578 |
| HCM Lane V/C Ratio | 0.132 | 0.011 | - | - | 0.009 | - | - | 0.038 |
| HCM Ctrl Dly (s/v) | 12.7 | 7.8 | 0 | - | 7.7 | 0 | - | 11.5 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.5 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 12 | 161 | 27 | 15 | 142 | 6 | 38 | 19 | 6 | 13 | 32 | 16 |
| Future Vol, veh/h | 12 | 161 | 27 | 15 | 142 | 6 | 38 | 19 | 6 | 13 | 32 | 16 |
| 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 | - | - | 100 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 6 | 6 | 6 | 14 | 14 | 14 | 6 | 6 | 6 | 8 | 8 | 8 |
| Mvmt Flow | 15 | 199 | 33 | 19 | 175 | 7 | 47 | 23 | 7 | 16 | 40 | 20 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 183 | 0 | 0 | 232 | 0 | 0 | 460 | 448 | 199 | 456 | 478 | 179 |
| Stage 1 | - | - | - | - | - | - | 228 | 228 | - | 216 | 216 | - |
| Stage 2 | - | - | - | - | - | - | 232 | 220 | - | 240 | 262 | - |
| Critical Hdwy | 4.16 | - | - | 4.24 | - | - | 7.16 | 6.56 | 6.26 | 7.18 | 6.58 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.16 | 5.56 | - | 6.18 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.16 | 5.56 | - | 6.18 | 5.58 | - |
| Follow-up Hdwy | 2.254 | - | - | 2.326 | - | - | 3.554 | 4.054 | 3.354 | 3.572 | 4.072 | 3.372 |
| Pot Cap-1 Maneuver | 1369 | - | - | 1268 | - | - | 504 | 500 | 832 | 504 | 478 | 849 |
| Stage 1 | - | - | - | - | - | - | 765 | 708 | - | 773 | 713 | - |
| Stage 2 | - | - | - | - | - | - | 762 | 714 | - | 750 | 681 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1369 | - | - | 1268 | - | - | 439 | 485 | 832 | 463 | 464 | 849 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 439 | 485 | - | 463 | 464 | - |
| Stage 1 | - | - | - | - | - | - | 756 | 699 | - | 760 | 701 | - |
| Stage 2 | - | - | - | - | - | - | 691 | 702 | - | 709 | 672 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.46 | 0.73 | 14.08 | 12.98 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 474 | 125 | - | - | 164 | - | - | 526 |
| HCM Lane V/C Ratio | 0.164 | 0.011 | - | - | 0.015 | - | - | 0.143 |
| HCM Ctrl Dly (s/v) | 14.1 | 7.7 | 0 | - | 7.9 | 0 | - | 13 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.6 | 0 | - | - | 0 | - | - | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 12 | 169 | 44 | 10 | 216 | 15 | 42 | 32 | 13 | 10 | 22 | 10 |
| Future Vol, veh/h | 12 | 169 | 44 | 10 | 216 | 15 | 42 | 32 | 13 | 10 | 22 | 10 |
| 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 | - | - | 100 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 11 | 11 | 11 | 5 | 5 | 5 | 2 | 2 | 2 | 17 | 17 | 17 |
| Mvmt Flow | 14 | 194 | 51 | 11 | 248 | 17 | 48 | 37 | 15 | 11 | 25 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 266 | 0 | 0 | 245 | 0 | 0 | 506 | 510 | 194 | 520 | 552 | 257 |
| Stage 1 | - | - | - | - | - | - | 222 | 222 | - | 280 | 280 | - |
| Stage 2 | - | - | - | - | - | - | 284 | 289 | - | 240 | 272 | - |
| Critical Hdwy | 4.21 | - | - | 4.15 | - | - | 7.12 | 6.52 | 6.22 | 7.27 | 6.67 | 6.37 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.27 | 5.67 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.27 | 5.67 | - |
| Follow-up Hdwy | 2.299 | - | - | 2.245 | - | - | 3.518 | 4.018 | 3.318 | 3.653 | 4.153 | 3.453 |
| Pot Cap-1 Maneuver | 1248 | - | - | 1304 | - | - | 477 | 466 | 847 | 444 | 421 | 747 |
| Stage 1 | - | - | - | - | - | - | 781 | 720 | - | 695 | 653 | - |
| Stage 2 | - | - | - | - | - | - | 723 | 673 | - | 731 | 658 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1248 | - | - | 1304 | - | - | 431 | 456 | 847 | 392 | 412 | 747 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 431 | 456 | - | 392 | 412 | - |
| Stage 1 | - | - | - | - | - | - | 771 | 711 | - | 688 | 646 | - |
| Stage 2 | - | - | - | - | - | - | 677 | 666 | - | 672 | 649 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.42 | 0.32 | 14.58 | 13.85 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 475 | 119 | - | - | 74 | - | - | 455 |
| HCM Lane V/C Ratio | 0.21 | 0.011 | - | - | 0.009 | - | - | 0.106 |
| HCM Ctrl Dly (s/v) | 14.6 | 7.9 | 0 | - | 7.8 | 0 | - | 13.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.8 | 0 | - | - | 0 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 14 | 159 | 31 | 17 | 154 | 2 | 44 | 11 | 7 | 1 | 10 | 18 |
| Future Vol, veh/h | 14 | 159 | 31 | 17 | 154 | 2 | 44 | 11 | 7 | 1 | 10 | 18 |
| 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 | - | - | 100 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 6 | 6 | 6 | 14 | 14 | 14 | 6 | 6 | 6 | 8 | 8 | 8 |
| Mvmt Flow | 17 | 196 | 38 | 21 | 190 | 2 | 54 | 14 | 9 | 1 | 12 | 22 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 193 | 0 | 0 | 235 | 0 | 0 | 469 | 465 | 196 | 471 | 502 | 191 |
| Stage 1 | - | - | - | - | - | - | 231 | 231 | - | 233 | 233 | - |
| Stage 2 | - | - | - | - | - | - | 238 | 235 | - | 238 | 269 | - |
| Critical Hdwy | 4.16 | - | - | 4.24 | - | - | 7.16 | 6.56 | 6.26 | 7.18 | 6.58 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.16 | 5.56 | - | 6.18 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.16 | 5.56 | - | 6.18 | 5.58 | - |
| Follow-up Hdwy | 2.254 | - | - | 2.326 | - | - | 3.554 | 4.054 | 3.354 | 3.572 | 4.072 | 3.372 |
| Pot Cap-1 Maneuver | 1357 | - | - | 1265 | - | - | 498 | 489 | 835 | 493 | 463 | 835 |
| Stage 1 | - | - | - | - | - | - | 763 | 706 | - | 756 | 701 | - |
| Stage 2 | - | - | - | - | - | - | 756 | 703 | - | 752 | 676 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1357 | - | - | 1265 | - | - | 456 | 472 | 835 | 459 | 447 | 835 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 456 | 472 | - | 459 | 447 | - |
| Stage 1 | - | - | - | - | - | - | 752 | 696 | - | 742 | 688 | - |
| Stage 2 | - | - | - | - | - | - | 709 | 690 | - | 719 | 666 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.53 | 0.78 | 13.83 | 11.07 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 484 | 146 | - | - | 176 | - | - | 629 |
| HCM Lane V/C Ratio | 0.158 | 0.013 | - | - | 0.017 | - | - | 0.057 |
| HCM Ctrl Dly (s/v) | 13.8 | 7.7 | 0 | - | 7.9 | 0 | - | 11.1 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.6 | 0 | - | - | 0.1 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 14 | 179 | 51 | 11 | 222 | 2 | 49 | 9 | 15 | 2 | 9 | 11 |
| Future Vol, veh/h | 14 | 179 | 51 | 11 | 222 | 2 | 49 | 9 | 15 | 2 | 9 | 11 |
| 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 | - | - | 100 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 11 | 11 | 11 | 5 | 5 | 5 | 2 | 2 | 2 | 17 | 17 | 17 |
| Mvmt Flow | 16 | 206 | 59 | 13 | 255 | 2 | 56 | 10 | 17 | 2 | 10 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 257 | 0 | 0 | 264 | 0 | 0 | 524 | 521 | 206 | 525 | 578 | 256 |
| Stage 1 | - | - | - | - | - | - | 238 | 238 | - | 282 | 282 | - |
| Stage 2 | - | - | - | - | - | - | 286 | 283 | - | 243 | 297 | - |
| Critical Hdwy | 4.21 | - | - | 4.15 | - | - | 7.12 | 6.52 | 6.22 | 7.27 | 6.67 | 6.37 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.27 | 5.67 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.27 | 5.67 | - |
| Follow-up Hdwy | 2.299 | - | - | 2.245 | - | - | 3.518 | 4.018 | 3.318 | 3.653 | 4.153 | 3.453 |
| Pot Cap-1 Maneuver | 1257 | - | - | 1282 | - | - | 464 | 460 | 835 | 441 | 407 | 747 |
| Stage 1 | - | - | - | - | - | - | 765 | 708 | - | 694 | 652 | - |
| Stage 2 | - | - | - | - | - | - | 722 | 677 | - | 728 | 642 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1257 | - | - | 1282 | - | - | 433 | 448 | 835 | 411 | 396 | 747 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 433 | 448 | - | 411 | 396 | - |
| Stage 1 | - | - | - | - | - | - | 754 | 698 | - | 686 | 644 | - |
| Stage 2 | - | - | - | - | - | - | 690 | 669 | - | 692 | 632 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.45 | 0.37 | 14.02 | 12.28 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 483 | 131 | - | - | 84 | - | - | 520 |
| HCM Lane V/C Ratio | 0.174 | 0.013 | - | - | 0.01 | - | - | 0.049 |
| HCM Ctrl Dly (s/v) | 14 | 7.9 | 0 | - | 7.8 | 0 | - | 12.3 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.6 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 14 | 183 | 31 | 17 | 163 | 6 | 44 | 20 | 7 | 13 | 34 | 18 |
| Future Vol, veh/h | 14 | 183 | 31 | 17 | 163 | 6 | 44 | 20 | 7 | 13 | 34 | 18 |
| 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 | - | - | 100 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 6 | 6 | 6 | 14 | 14 | 14 | 6 | 6 | 6 | 8 | 8 | 8 |
| Mvmt Flow | 17 | 226 | 38 | 21 | 201 | 7 | 54 | 25 | 9 | 16 | 42 | 22 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 209 | 0 | 0 | 264 | 0 | 0 | 525 | 511 | 226 | 520 | 546 | 205 |
| Stage 1 | - | - | - | - | - | - | 260 | 260 | - | 247 | 247 | - |
| Stage 2 | - | - | - | - | - | - | 264 | 251 | - | 273 | 299 | - |
| Critical Hdwy | 4.16 | - | - | 4.24 | - | - | 7.16 | 6.56 | 6.26 | 7.18 | 6.58 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.16 | 5.56 | - | 6.18 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.16 | 5.56 | - | 6.18 | 5.58 | - |
| Follow-up Hdwy | 2.254 | - | - | 2.326 | - | - | 3.554 | 4.054 | 3.354 | 3.572 | 4.072 | 3.372 |
| Pot Cap-1 Maneuver | 1339 | - | - | 1233 | - | - | 457 | 460 | 804 | 457 | 437 | 821 |
| Stage 1 | - | - | - | - | - | - | 736 | 685 | - | 744 | 691 | - |
| Stage 2 | - | - | - | - | - | - | 732 | 692 | - | 720 | 656 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1339 | - | - | 1233 | - | - | 388 | 444 | 804 | 414 | 422 | 821 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 388 | 444 | - | 414 | 422 | - |
| Stage 1 | - | - | - | - | - | - | 724 | 675 | - | 729 | 678 | - |
| Stage 2 | - | - | - | - | - | - | 655 | 679 | - | 676 | 646 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.47 | 0.73 | 15.66 | 13.88 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 425 | 128 | - | - | 163 | - | - | 485 |
| HCM Lane V/C Ratio | 0.206 | 0.013 | - | - | 0.017 | - | - | 0.165 |
| HCM Ctrl Dly (s/v) | 15.7 | 7.7 | 0 | - | 8 | 0 | - | 13.9 |
| HCM Lane LOS | C | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.8 | 0 | - | - | 0.1 | - | - | 0.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 14 | 194 | 51 | 11 | 247 | 15 | 49 | 34 | 15 | 10 | 24 | 11 |
| Future Vol, veh/h | 14 | 194 | 51 | 11 | 247 | 15 | 49 | 34 | 15 | 10 | 24 | 11 |
| 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 | - | - | 100 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 11 | 11 | 11 | 5 | 5 | 5 | 2 | 2 | 2 | 17 | 17 | 17 |
| Mvmt Flow | 16 | 223 | 59 | 13 | 284 | 17 | 56 | 39 | 17 | 11 | 28 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 301 | 0 | 0 | 282 | 0 | 0 | 578 | 582 | 223 | 593 | 632 | 293 |
| Stage 1 | - | - | - | - | - | - | 255 | 255 | - | 318 | 318 | - |
| Stage 2 | - | - | - | - | - | - | 323 | 326 | - | 275 | 314 | - |
| Critical Hdwy | 4.21 | - | - | 4.15 | - | - | 7.12 | 6.52 | 6.22 | 7.27 | 6.67 | 6.37 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.27 | 5.67 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.27 | 5.67 | - |
| Follow-up Hdwy | 2.299 | - | - | 2.245 | - | - | 3.518 | 4.018 | 3.318 | 3.653 | 4.153 | 3.453 |
| Pot Cap-1 Maneuver | 1210 | - | - | 1264 | - | - | 427 | 425 | 817 | 396 | 379 | 713 |
| Stage 1 | - | - | - | - | - | - | 749 | 696 | - | 663 | 628 | - |
| Stage 2 | - | - | - | - | - | - | 689 | 648 | - | 700 | 630 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1210 | - | - | 1264 | - | - | 378 | 413 | 817 | 342 | 368 | 713 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 378 | 413 | - | 342 | 368 | - |
| Stage 1 | - | - | - | - | - | - | 737 | 685 | - | 655 | 620 | - |
| Stage 2 | - | - | - | - | - | - | 639 | 640 | - | 636 | 620 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.43 | 0.32 | 16.48 | 15.05 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 425 | 121 | - | - | 72 | - | - | 410 |
| HCM Lane V/C Ratio | 0.265 | 0.013 | - | - | 0.01 | - | - | 0.126 |
| HCM Ctrl Dly (s/v) | 16.5 | 8 | 0 | - | 7.9 | 0 | - | 15.1 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 1.1 | 0 | - | - | 0 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 4 | 9 | 14 | 12 | 24 |
| Future Vol, veh/h | 12 | 4 | 9 | 14 | 12 | 24 |
| 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 | 25 | 25 | 25 | 25 | 92 | 25 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 48 | 16 | 36 | 56 | 13 | 96 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 64 | 0 | 184 | 56 |
| Stage 1 | - | - | - | - | 56 | - |
| Stage 2 | - | - | - | - | 128 | - |
| 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 | - | - | 1538 | - | 805 | 1011 |
| Stage 1 | - | - | - | - | 967 | - |
| Stage 2 | - | - | - | - | 898 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1538 | - | 786 | 1011 |
| Mov Cap-2 Maneuver | - | - | - | - | 786 | - |
| Stage 1 | - | - | - | - | 943 | - |
| Stage 2 | - | - | - | - | 898 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 2.89 | 9.15 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 977 | - | - | 704 | - |
| HCM Lane V/C Ratio | 0.112 | - | - | 0.023 | - |
| HCM Ctrl Dly (s/v) | 9.1 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 19 | 13 | 25 | 15 | 8 | 15 |
| Future Vol, veh/h | 19 | 13 | 25 | 15 | 8 | 15 |
| 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 | 25 | 25 | 25 | 25 | 92 | 25 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 2 | 0 |
| Mvmt Flow | 76 | 52 | 100 | 60 | 9 | 60 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 128 | 0 | 362 | 102 |
| Stage 1 | - | - | - | - | 102 | - |
| Stage 2 | - | - | - | - | 260 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1458 | - | 637 | 959 |
| Stage 1 | - | - | - | - | 922 | - |
| Stage 2 | - | - | - | - | 783 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1458 | - | 592 | 959 |
| Mov Cap-2 Maneuver | - | - | - | - | 592 | - |
| Stage 1 | - | - | - | - | 857 | - |
| Stage 2 | - | - | - | - | 783 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 4.78 | 9.39 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 889 | - | - | 1125 | - |
| HCM Lane V/C Ratio | 0.077 | - | - | 0.069 | - |
| HCM Ctrl Dly (s/v) | 9.4 | - | - | 7.7 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 4 | 9 | 14 | 12 | 24 |
| Future Vol, veh/h | 14 | 4 | 9 | 14 | 12 | 24 |
| 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 | 25 | 25 | 25 | 25 | 92 | 25 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 56 | 16 | 36 | 56 | 13 | 96 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 72 | 0 | 192 | 64 |
| Stage 1 | - | - | - | - | 64 | - |
| Stage 2 | - | - | - | - | 128 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1528 | - | 797 | 1000 |
| Stage 1 | - | - | - | - | 959 | - |
| Stage 2 | - | - | - | - | 898 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1528 | - | 778 | 1000 |
| Mov Cap-2 Maneuver | - | - | - | - | 778 | - |
| Stage 1 | - | - | - | - | 935 | - |
| Stage 2 | - | - | - | - | 898 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 2.9 | 9.19 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 967 | - | - | 704 | - |
| HCM Lane V/C Ratio | 0.113 | - | - | 0.024 | - |
| HCM Ctrl Dly (s/v) | 9.2 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 13 | 25 | 17 | 8 | 15 |
| Future Vol, veh/h | 20 | 13 | 25 | 17 | 8 | 15 |
| 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 | 25 | 25 | 25 | 25 | 92 | 25 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 2 | 0 |
| Mvmt Flow | 80 | 52 | 100 | 68 | 9 | 60 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 132 | 0 | 374 | 106 |
| Stage 1 | - | - | - | - | 106 | - |
| Stage 2 | - | - | - | - | 268 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1453 | - | 627 | 954 |
| Stage 1 | - | - | - | - | 918 | - |
| Stage 2 | - | - | - | - | 777 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1453 | - | 582 | 954 |
| Mov Cap-2 Maneuver | - | - | - | - | 582 | - |
| Stage 1 | - | - | - | - | 853 | - |
| Stage 2 | - | - | - | - | 777 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 4.56 | 9.42 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 882 | - | - | 1071 | - |
| HCM Lane V/C Ratio | 0.078 | - | - | 0.069 | - |
| HCM Ctrl Dly (s/v) | 9.4 | - | - | 7.7 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 32 | 4 | 13 | 11 | 12 | 36 |
| Future Vol, veh/h | 32 | 4 | 13 | 11 | 12 | 36 |
| 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 | 25 | 25 | 25 | 25 | 92 | 25 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 128 | 16 | 52 | 44 | 13 | 144 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 144 | 0 | 284 | 136 |
| Stage 1 | - | - | - | - | 136 | - |
| Stage 2 | - | - | - | - | 148 | - |
| 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 | - | - | 1438 | - | 706 | 913 |
| Stage 1 | - | - | - | - | 890 | - |
| Stage 2 | - | - | - | - | 880 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1438 | - | 680 | 913 |
| Mov Cap-2 Maneuver | - | - | - | - | 680 | - |
| Stage 1 | - | - | - | - | 857 | - |
| Stage 2 | - | - | - | - | 880 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 4.11 | 9.93 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 887 | - | - | 975 | - |
| HCM Lane V/C Ratio | 0.177 | - | - | 0.036 | - |
| HCM Ctrl Dly (s/v) | 9.9 | - | - | 7.6 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 13 | 38 | 32 | 8 | 23 |
| Future Vol, veh/h | 21 | 13 | 38 | 32 | 8 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 25 | 25 | 25 | 25 | 92 | 25 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 2 | 0 |
| Mvmt Flow | 84 | 52 | 152 | 128 | 9 | 92 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 136 | 0 | 542 | 110 |
| Stage 1 | - | - | - | - | 110 | - |
| Stage 2 | - | - | - | - | 432 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1448 | - | 501 | 949 |
| Stage 1 | - | - | - | - | 915 | - |
| Stage 2 | - | - | - | - | 655 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1448 | - | 445 | 949 |
| Mov Cap-2 Maneuver | - | - | - | - | 445 | - |
| Stage 1 | - | - | - | - | 811 | - |
| Stage 2 | - | - | - | - | 655 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 4.22 | 9.71 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 864 | - | - | 977 | - |
| HCM Lane V/C Ratio | 0.117 | - | - | 0.105 | - |
| HCM Ctrl Dly (s/v) | 9.7 | - | - | 7.8 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.4 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 34 | 4 | 13 | 11 | 12 | 36 |
| Future Vol, veh/h | 34 | 4 | 13 | 11 | 12 | 36 |
| 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 | 25 | 25 | 25 | 25 | 92 | 25 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 136 | 16 | 52 | 44 | 13 | 144 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 152 | 0 | 292 | 144 |
| Stage 1 | - | - | - | - | 144 | - |
| Stage 2 | - | - | - | - | 148 | - |
| 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 | - | - | 1429 | - | 699 | 903 |
| Stage 1 | - | - | - | - | 883 | - |
| Stage 2 | - | - | - | - | 880 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1429 | - | 673 | 903 |
| Mov Cap-2 Maneuver | - | - | - | - | 673 | - |
| Stage 1 | - | - | - | - | 850 | - |
| Stage 2 | - | - | - | - | 880 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 4.12 | 9.99 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 878 | - | - | 975 | - |
| HCM Lane V/C Ratio | 0.179 | - | - | 0.036 | - |
| HCM Ctrl Dly (s/v) | 10 | - | - | 7.6 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 22 | 13 | 38 | 34 | 8 | 23 |
| Future Vol, veh/h | 22 | 13 | 38 | 34 | 8 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 25 | 25 | 25 | 25 | 92 | 25 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 2 | 0 |
| Mvmt Flow | 88 | 52 | 152 | 136 | 9 | 92 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 140 | 0 | 554 | 114 |
| Stage 1 | - | - | - | - | 114 | - |
| Stage 2 | - | - | - | - | 440 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1443 | - | 493 | 944 |
| Stage 1 | - | - | - | - | 911 | - |
| Stage 2 | - | - | - | - | 649 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1443 | - | 437 | 944 |
| Mov Cap-2 Maneuver | - | - | - | - | 437 | - |
| Stage 1 | - | - | - | - | 807 | - |
| Stage 2 | - | - | - | - | 649 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 4.11 | 9.75 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 858 | - | - | 950 | - |
| HCM Lane V/C Ratio | 0.117 | - | - | 0.105 | - |
| HCM Ctrl Dly (s/v) | 9.8 | - | - | 7.8 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.4 | - |

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

# North Tree at Calhan

Calhan, Colorado

**Prepared for**
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June 2024

*This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.*

The North Tree at Calhan residential project is expected to generate approximately 4,214 weekday daily trips, with 306 of these trips occurring during the morning peak hour and 428 of these trips occurring during the afternoon peak hour.

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

- Based on traffic projections, the addition of project traffic on the north leg of Crystola Street, and the north and south legs of Yoder Street and intersections with US-24 are anticipated to increase existing traffic by more than 20 percent. Therefore, access permits are anticipated to be needed at both intersections as development occurs.

- With completion of the North Tree at Calhan residential project, direct access is proposed from two full movement accesses along the south side of McClasky Road. An additional access is provided by the Crystola Street and US-24 intersection through an extension of Crystola Street extending into the proposed development. It is recommended that R1-1 "STOP" signs be constructed on the exiting northbound approaches of the two accesses on McClasky Road. It is anticipated that a single shared lane for all movements will be sufficient on all approaches of the access intersections along McClasky Road.

- An eastbound left turn lane along US-24 at the intersection with Crystola Street/8th Street is warranted and recommended to provide a length of 415 feet with a 160-foot taper to meet CDOT turn lane standards.

- Any ons ivil Drawings and conform to stand Edition, 2023.

It is understood that McClasky Road will need to be paved from Eurich Road to Yoder Street by buildout of the project. This paving recommendation has been added to the revised traffic study.

- Typically, dirt roads need to be hard surfaces where daily traffic exceeds 200 vpd. Check El Paso County and CDOT requirements. The projected development is expected to generate traffic of 800 vehicles per day on McClasky Rd.
Hence McClasky Rd between Eurich Rd and Yoder St should be hard surfaced based on site generated traffic.

- Once resurfaced, McClasky Rd should be signed and marked as a two-lane local road.

## 3.0 EXISTING AND FUTURE CONDITIONS

### 3.1 Existing Study Area

The existing site is comprised of vacant land. The area to the south of the site is comprised of RV park, storage, and campground land use, single-family homes, and other commercial land uses. The area east, north, and west of the site is comprised of vacant land and dispersed ranch style single-family homes.

### 3.2 Existing Roadway Network

McClasky Road is unpaved and extends east/west with one through lane in each direction. The posted speed limit could not be determined from Google Street View. The 2040 El Paso County Major Transportation Corridors Plan (MTCP) classifies McClasky Road as a Collector.

Golden Street extends north/south with one through lane in each direction. The road is paved with the exception of the segment from 3rd Street to McClasky Road. The posted speed limit is 25 miles per hour (mph). Golden Street is not included on the 2040 El Paso County Major Transportation Corridors Plan (MTCP).

Yoder Street extends north/south with one through lane in each direction and is paved. The posted speed limit is 25 mph south of McClasky Road and transitions to 55 mph north of McClasky Road. The 2040 El Paso County Major Transportation Corridors Plan (MTCP) classifies Yoder Street as a Collector.

Crystola Street is paved and extends north/south with one through lane in each direction. There is no speed limit currently posted along the road segment. Crystola Street is not included on the 2040 El Paso County Major Transportation Corridors Plan (MTCP).

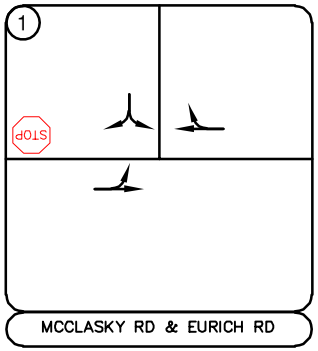
35MPH east of Crystola Street.

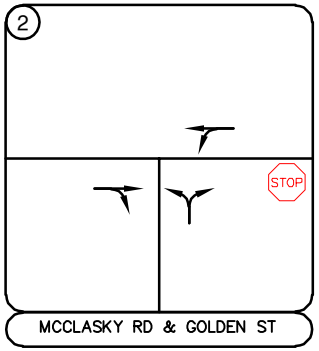
The speed limit descriptions have been updated in the revised traffic study.

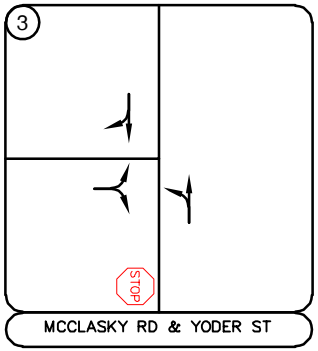
5th Street (US-24) extends prima h one through lane in each direction. The road is paved and w adway throughout the report. The posted speed limit east of Crystola Street is 45 mph and 35 mph west of Crystola Street. The 2040 El Paso County Major Transportation Corridors Plan (MTCP) classifies 5th Street as a Principal Arterial. CDOT classifies US-24 as a Regional Highway (R-A) west of Crystola Street

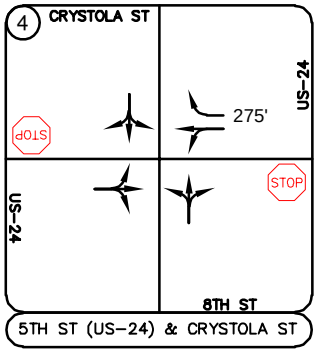
west of Crystola- 65MPH is visible in google streetview.

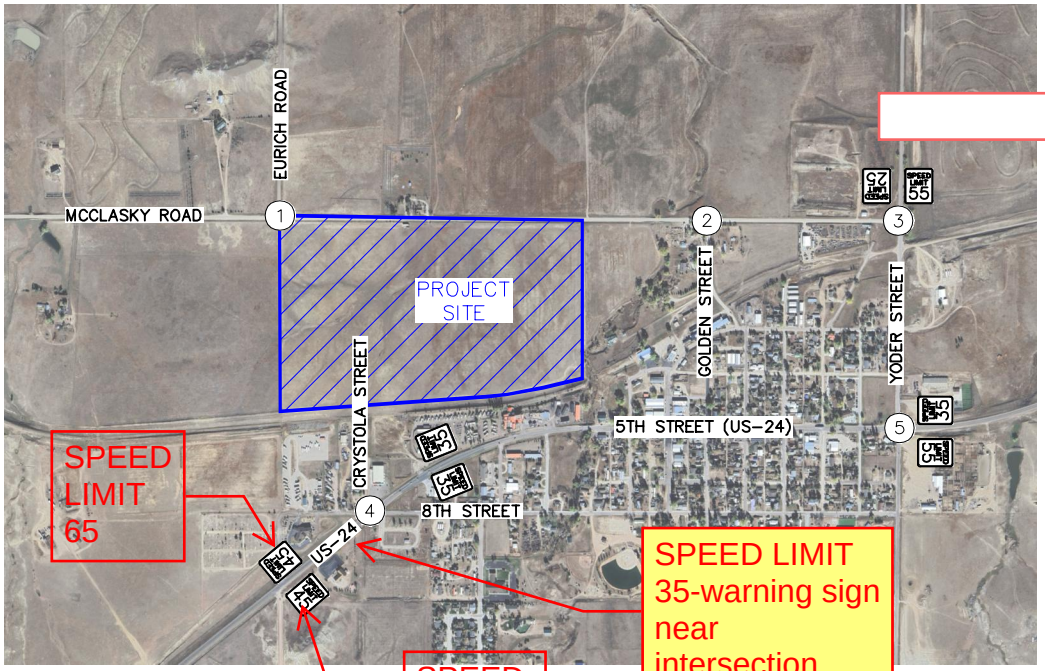
45 MPH posted speed is not visible in the Google streetview

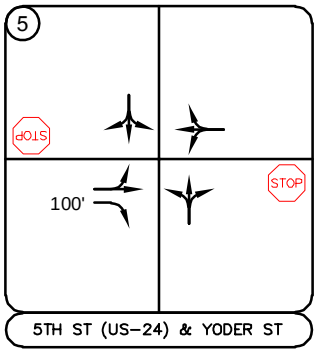


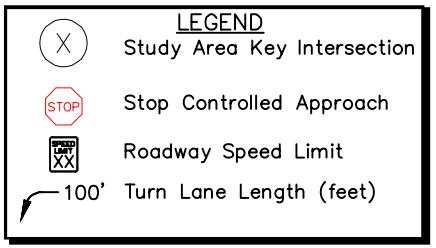




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NORTH
NTS 296005000

FIGURE 2
NORTH TREE RESID
CALHAN, COLORAD
EXISTING GEOMETRY AND CONTROL

The speed limits on the existing geometry figure have been updated in the revised traffic study.

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## 4.0 PROJECT TRAFFIC CHARACTERISTICS

### 4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report fitted curve equations that apply to Single-Family Detached Housing (ITE Land Use Code 210) for traffic associated with the development.

The North Tree at Calhan residential project is expected to generate approximately 4,214 weekday daily trips, with 306 of these trips occurring during the morning peak hour and 428 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 11th Edition – Volume 1: User's Guide and Handbook*, 2021. **Table 1** summarizes the estimated trip generation for the site. The trip generation worksheet is included in **Appendix D**.

**Table 1 – North Tree Residential Traffic Generation**

| Land Use and Size | Weekday Vehicle Trips | | | | | | |
|---|---|---|---|---|---|---|---|
| | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | In | Out | Total | In | Out | Total |
| Single Family Detached Housing (ITE 210) – 473 Dwelling Units | 4,214 | 77 | 229 | 306 | 270 | 158 | 428 |

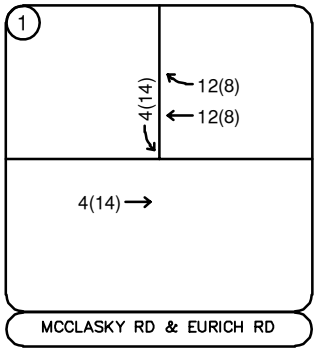
### 4.2 Trip Distribution

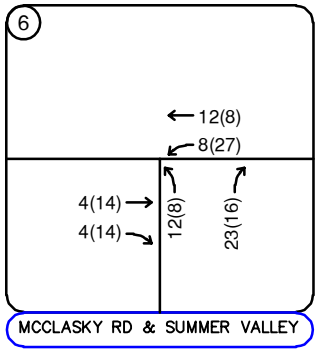
Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic (employment, school, and attraction) information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution for the proposed development is illustrated in **Figure 6**.

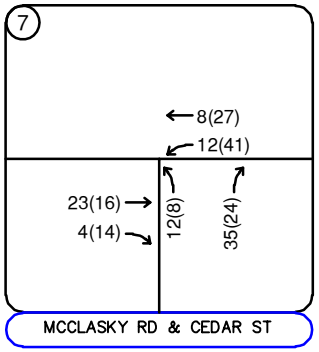
80 and 226? see correction in appendix D

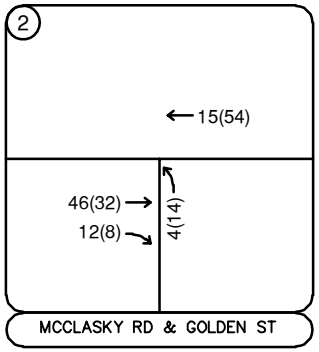
[1] Institute of Transportation Engineers, *Trip Generatio*

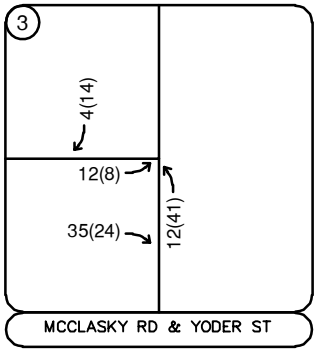
Revised to 12th Edition and a maximum density scenario of 475 units with entering and exiting percentages incorporated appropriately.

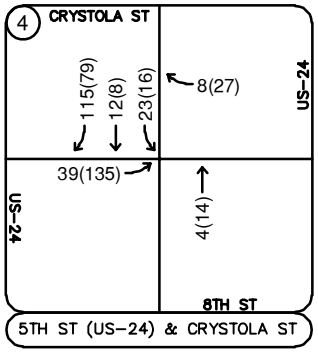


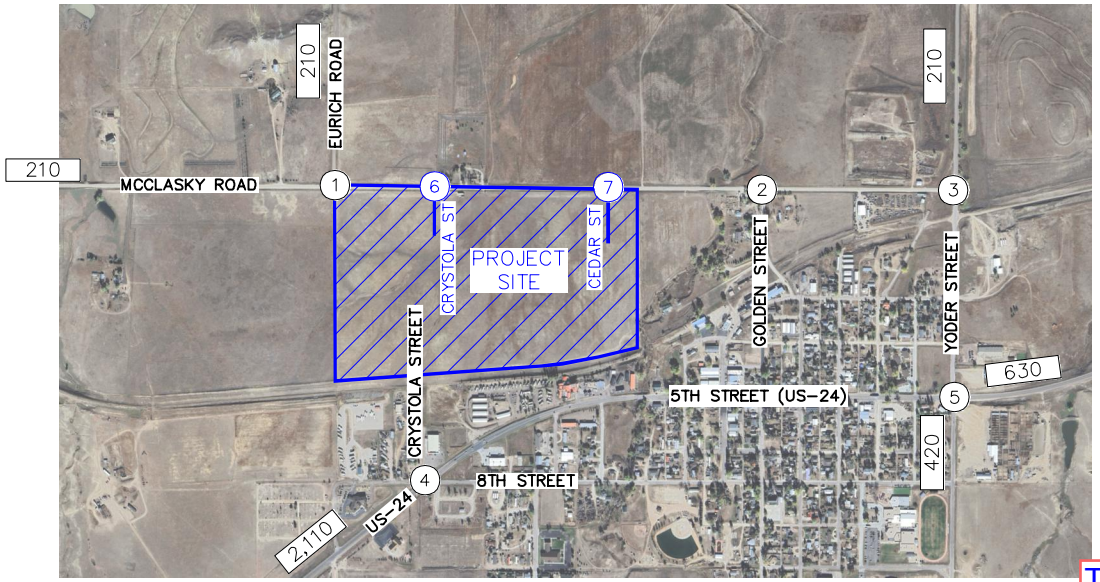



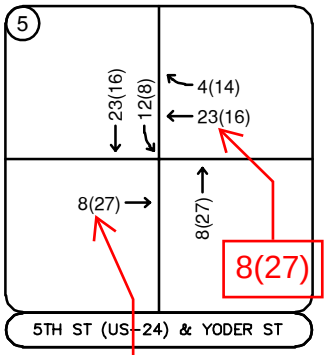




23(16)

The traffic assignment that was previously flipped eastbound and westbound and has been updated in the revised TIS.

(X) (X)

XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

XX,X00 Estimated Daily Traffic Volume

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NTS 296005000

# FIGURE 7
## NORTH TREE RESIDENTIAL
## CALHAN, COLORADO
## PROJECT TRAFFIC ASSIGNMENT

Kimley»Horn

## 5.2 Key Intersection Operational Analysis

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

### McClasky Road and Eurich Road (#1)

The intersection of McClasky Road and Eurich Road (#1) is unsignalized with stop control on the southbound approach. The intersection movements operate acceptably at LOS A during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 3** provides the results of the LOS analysis conducted at this intersection.

**Table 3 –McClasky Road and Eurich Road (#1) LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2024 Existing** | | | | |
| Eastbound Left | 7.2 | A | 0.0 | A |
| Southbound Approach | 8.6 | A | 8.6 | A |
| **2029 Background** | | | | |
| Eastbound Left | 7.2 | A | 0.0 | A |
| Southbound Approach | 8.6 | A | 8.6 | A |
| **2029 Background Plus Project** | | | | |
| Eastbound Left | 7.3 | A | 0.0 | A |
| Southbound Approach | 8.8 | A | 9.0 | A |
| **2045 Background** | | | | |
| Eastbound Left | 7.2 | A | 0.0 | A |
| Southbound Approach | 8.6 | A | 8.6 | A |
| **2045 Background Plus Project** | | | | |
| Eastbound Left | 7.3 | A | 0.0 | A |
| Southbound Approach | 8.8 | A | 9.0 | A |

### McClasky Road and Golden Street (#2)

The intersection of McClasky Road and Golden Street (#2) is unsignalized with stop control on the northbound approach. Under existing conditions, the intersection movements operate acceptably at LOS A during both peak hours. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 4** provides the results of the LOS analysis conducted at this intersection.

**Table 4 –McClasky Road and Golden Street (#2) LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2024 Existing** | | | | |
| Northbound Approach | 0.0 | A | 8.9 | A |
| Westbound Left | 0.0 | A | 7.2 | A |
| **2029 Background** | | | | |
| Northbound Approach | 0.0 | A | 8.9 | A |
| Westbound Left | 0.0 | A | 7.2 | A |
| **2029 Background Plus Project** | | | | |
| Northbound Approach | 9.0 | A | 9.7 | A |
| Westbound Left | 0.0 | A | 7.3 | A |
| **2045 Background** | | | | |
| Northbound Approach | 0.0 | A | 8.9 | A |
| Westbound Left | 0.0 | A | 7.2 | A |
| **2045 Background Plus Project** | | | | |
| Northbound Approach | 9.0 | A | 9.7 | A |
| Westbound Left | 0.0 | A | 7.3 | A |

### McClasky Road and Yoder Street (#3)

The intersection of McClasky Road and Yoder Street (#3) is unsignalized with stop control on the eastbound approach. The intersection movements operate acceptably at LOS A during both peak hours under 2024 existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 5** provides the results of the LOS analysis conducted at this intersection.

**Table 5 –McClasky Road and Yoder Street (#3) LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2024 Existing** | | | | |
| Northbound Left | 7.3 | A | 7.3 | A |
| Eastbound Approach | 8.5 | A | 8.6 | A |
| **2029 Background** | | | | |
| Northbound Left | 7.3 | A | 7.3 | A |
| Eastbound Approach | 8.5 | A | 8.6 | A |
| **2029 Background Plus Project** | | | | |
| Northbound Left | 7.3 | A | 7.4 | A |
| Eastbound Approach | 8.7 | A | 9.0 | A |
| **2045 Background** | | | | |
| Northbound Left | 7.3 | A | 7.3 | A |
| Eastbound Approach | 8.5 | A | 8.6 | A |
| **2045 Background Plus Project** | | | | |
| Northbound Left | 7.3 | A | 7.4 | A |
| Eastbound Approach | 8.7 | A | 9.0 | A |

### 5th Street (US-24) and Crystola Street/8th Street (#4)

The intersection of 5th Street (US-24) and Crystola Street/8th Street (#4) is unsignalized with stop control on the northbound and southbound approach. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. Based on CDOT guidelines, an eastbound left turn lane is warrant at this intersection. With this eastbound left turn lane and project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. **Table 6** provides the results of the LOS analysis conducted at this int

Based on additional correspondence with the City and CDOT, roundabout control is currently recommended at this intersection and has been evaluated as such in the revised traffic study.

**Table 6 –5 S Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2024 Existing** | | | | |
| Northbound Approach | 12.6 | B | 13.6 | B |
| Eastbound Left | 7.7 | A | 8.0 | A |
| Westbound Left | 0.0 | A | 7.8 | A |
| Southbound Approach | 12.4 | B | 12.3 | B |
| **2029 Background** | | | | |
| Northbound Approach | 12.9 | B | 14.0 | B |
| Eastbound Left | 7.7 | A | 8.1 | A |
| Westbound Left | 0.0 | A | 7.8 | A |
| Southbound Approach | 12.7 | B | 12.6 | B |
| **2029 Background Plus Project** | | | | |
| Northbound Approach | 16.8 | C | 27.9 | D |
| Eastbound Left | 7.9 | A | 8.5 | A |
| Westbound Left | 0.0 | A | 7.9 | A |
| Southbound Approach | 12.9 | B | 17.4 | C |
| **2045 Background** | | | | |
| Northbound Approach | 14.3 | B | 15.7.8 | C |
| Eastbound Left | 7.8 | A | 8.2 | A |
| Westbound Left | 0.0 | A | 7.9 | A |
| Southbound Approach | 13.8 | B | 13.8 | B |
| **2045 Background Plus Project** | | | | |
| Northbound Approach | 19.3 | C | 35.6 | E |
| Eastbound Left | 8.0 | A | 8.7 | A |
| Westbound Left | 0.0 | A | 8.0 | A |
| Southbound Approach | 14.0 | B | 20.8 | C |

## Project Accesses

With completion of the North Tree at Calhan residential project, two accesses are proposed along McClasky Road to serve the residential neighborhood development with one access is located at Crystola Street and the other at Cedar Street. Another access is provided by the Crystola Street and US-24 intersection through an extension of Crystola Street extending into the proposed development; however, this was previously evaluated as the 5th Street (US-24) and Crystola Street/8th Street intersection. It is recommended that R1-1 "STOP" signs be constructed on the exiting northbound approaches of the accesses on McClasky Road. **Table 8** provides the results of the level of service for the intersection of McClasky Road and Crystola Street (#6 – West Access) and the intersection of McClasky Road and Cedar Street (#7 – East Access). As shown in the table, the project access intersections are anticipated to have all movements operating with acceptable LOS A during the peak hours in both the buildout year 2029 and the 2045 long-term horizons.

2029 Total?

Revised and updated to 2030

**Table 8 – Project Access**

| Intersection | 2025 Total | | | | [illegible]5 Total | | | |
|---|---|---|---|---|---|---|---|---|
| | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | Delay (sec/ veh) | LOS | Delay (sec/ veh) | LOS | Delay (sec/ veh) | LOS | Delay (sec/ veh) | LOS |
| **McClasky West Access (Crystola Street)** | | | | | | | | |
| Northbound Approach | 9.1 | A | 9.5 | A | 9.2 | A | 9.5 | A |
| Westbound Left | 7.4 | A | 7.7 | A | 7.4 | A | 7.7 | A |
| **McClasky East Access (Cedar Street)** | | | | | | | | |
| Northbound Approach | 9.9 | A | 9.8 | A | 9.9 | A | 9.9 | A |
| Westbound Left | 7.6 | A | 7.8 | A | 7.6 | A | 7.8 | A |

### 5.3 CDOT Access Permit and Turn Bay Length Analysis

The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of Crystola Street, north and south legs of Yoder Street are anticipated to increase existing traffic by more than 20 percent. Therefore, access permits are anticipated to be needed at both intersections as development occurs.

Auxiliary turn lanes along CDOT controlled highways are to be implemented based on volume threshold requirements set forth in the State Highway Access Code. Further, turn lane lengths should be designed based on the Stat ode. US-24 is categorized as a Regional Highway (R-A) west of Crysto Yoder Street and as Non-Rural Principal Highway (NR-A) between Crystola Street and Yoder Street. The speed limit on the east leg of the intersection of US-24 and Crystola Street is 45 mph and 35 mph on the west leg. It should be noted that the CDOT OTIS straight line diagram notes the westbound speed limit to be 65 mph on the west leg, but the speed limit is posted as 35 mph based on Google Streetview. The speed limit along US-24 approaching the intersection of US-24 and Yoder Street from both directions is 35 mph.

east leg posted speed 35 MPH

This has been revised.

65 MPH on west leg is visible in the Google street view for the west leg departing traffic.

Don't see 45 MPH posted speed either on east or west leg in Google streetview.

According to the State Highway A ory Non-Rural Arterial (NR-A) and Regional Highway (R-A) roadways, t e as follows:

- A left turn deceleration lane and taper is required for any access with a projected peak hour ingress turning volume greater than 10 vehicles per hour (vph). The taper length will be included within the required deceleration length.
- A right turn deceleration lane and taper is required for any access with a projected peak hour ingress turning volume greater than 25 vph. The taper length will be included within the required deceleration length.
- Right turn acceleration lane and taper is required for any access with a projected peak hour right turning volume greater than 50 vph when the posted speed on the highway is greater than 40 mph. The taper length will be included within the required acceleration length.

Based on the 2029 traffic volume projections, turn lane requirements at the project intersections where project traffic is expected to contribute were evaluated along US-24 are as follows:

EB approach upstream posted speed 55 MPH drops to 35MPH warning sign at the intersection. So, left turn deceleration lane with 45 MPH assumption may be OK.

storage

**5th Street (US-24) & Crystola Street/8th Street**

- An eastbound left turn lane **is** warranted at the 5th Street (US-24) and Crystola Street/8th Street intersection based on the 2029 background plus project projected peak traffic volume being 137 in the afternoon peak hour and threshold being 10 vph. Based upon the 45-mph speed limit, the required deceleration length is 275 feet with approximately 140 feet is required for storage and a 160-foot taper (13.5:1). Therefore, the eastbound left turn lane is [illegible]-foot taper.
- A westboun[illegible] (US-24) and Crystola Street/8th St[illegible]oject projected traffic volumes bei[illegible] 25 vph. Based upon the 35-mph [illegible]ith 30 feet for storage and a 120-f[illegible]ovides approximately 275 feet of storage and 150 feet of taper, which meets CDOT access code requirements.

With the intersection of 5th Street (US-24) and Crystola Street/8th Street being planned as roundabout control, auxiliary turn lanes are no longer applicable at this intersection. Therefore, this section has been removed and would be evaluated in the future if the design alternative for this intersection changes to stop control as a T-intersection (with 8th Street no longer connecting at this intersection).

- A southbound to westbound right turn acceleration lane **is** warranted at the 5th Street (US-24) and Crystola Street/8th Street intersection based on the 2029 background plus project projected traffic volumes being 115 and 85 in the morning and afternoon peak hour, respectively and the threshold being 50 vph. As the existing acceleration lane is continuous, the existing acceleration lane meets CDOT access code requirements.

**5th Street (US-24) & Yoder Street**

- A westbound right turn lane **is not** warranted at the 5th Street (US-24) and Yoder Street intersection based on the 2029 background plus project projected traffic volumes being six (6) and 16 in the morning and afternoon peak hour, respectively, and the threshold being 25 vph.

Kimley»Horn

| | | | | | |
|---|---|---|---|---|---|
| *Project* | North Tree Residential | | | | |
| *Subject* | Trip Generation for Single-Family Detached Housing | | | | |
| *Designed by* | BPA | *Date* | June 05, 2024 | *Job No.* | 29600500 |
| *Checked by* | JRP | *Date* | June 07, 2024 | *Sheet No.* | 1 *of* 1 |

**TRIP GENERATION MANUAL TECHNIQUES**

ITE Trip Generation Manual 11th Edition, Fitted Curve Equ

Revised to 12th Edition and 475 units with entering and exiting percentages incorporated appropriately.

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

Independent Variable - Dwelling Units (X)

X = 473
T = Average Vehicle Trip Ends

Pg 220 shows 26% entering, 74% exiting

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

Directional Distribution: 25% ent. 75% exit.

Ln(T) = 0.91 Ln(X) + 0.12
Ln(T) = 0.91 * Ln(473) + 0.12

T = 306 Average Vehicle Trip Ends
77 entering 230 exiting

77 + 229 = 306

If 26% and 74% are used, the numbers are 80 entering and 226 exiting which are not too different from 77 and 229

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

Directional Distribution: 63% ent. 37%

Ln(T) = 0.94 Ln(X) + 0.27
Ln(T) = 0.94 * Ln(473) + 0.27

T = 428 Average Vehicle Trip Ends
270 entering 158 exiting

270 + 158 = 428

**Weekday (200 Series Page 219)**

Directional Distribution: 50% entering, 50% exiting

Ln(T) = 0.92 Ln(X) + 2.68
Ln(T) = 0.92 * Ln(473) + 2.68

T = 4214 Average Vehicle Trip Ends
2107 entering 2107 exiting

2107 + 2107 = 4214

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 5 | 1 | 2 | 3 | 3 |
| Future Vol, veh/h | 1 | 5 | 1 | 2 | 3 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 17 | 17 |
| Mvmt Flow | 1 | 7 | 1 | 3 | 4 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 4 | 0 | - | 0 | 12 | 3 |
| Stage 1 | - | - | - | - | 3 | - |
| Stage 2 | - | - | - | - | 9 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.57 | 6.37 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.57 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.653 | 3.453 |
| Pot Cap-1 Maneuver | 1618 | - | - | - | 970 | 1039 |
| Stage 1 | - | - | - | - | 983 | - |
| Stage 2 | - | - | - | - | 976 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1618 | - | - | - | 969 | 1039 |
| Mov Cap-2 Maneuver | - | - | - | - | 969 | - |
| Stage 1 | - | - | - | - | 982 | - |
| Stage 2 | - | - | - | - | 976 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 1.2 | 0 | 8.62 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 300 | - | - | - | 1003 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.008 |
| HCM Control Delay (s/veh) | 7.2 | 0 | - | - | 8.6 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

Kimley»Horn

October 22, 2026

Teresa Guagliardo
Access Manager
CDOT Region 2 Traffic & Safety – Permits Unit
5615 Wills Boulevard, Suite A
Pueblo, CO 81008

Re: North Tree at Calhan – Traffic Impact Study CDOT 1st Review Response Letter
McClasky Road and Eurich Road
Calhan, Colorado

Dear Ms. Guagliardo:

Thank you for review and comments dated August 24, 2026 for the *North Tree at Calhan Traffic Impact Study*. The purpose of this letter is to provide comment responses to assist staff at the State of Colorado Department of Transportation (CDOT) with review of the revised traffic study.

**Traffic**

**Traffic Comment #1**:
The existing intersection also accommodates the East/West roadway, 8th Street, and is essentially a five-point intersection. The added traffic to this current configuration will cause significant safety and operational issues. The project will need to recommend an intersection solution that addresses the traffic volumes and roadway intersecting with US24.

**Response**: Based on City of Calhan's Comprehensive Plan 2025 identifying roundabout control at the intersection of US-24 and 8th Street/Crystola Street and additional coordination with the City of Calhan and CDOT, this intersection has been evaluated with roundabout control in the revised traffic study.

**Traffic Comment #2**:
Minimum improvements required to be made to US24 (5th Street) and Crystola are:

- Eastbound left turn deceleration lane
- Westbound right turn deceleration lane
- Southbound right turn deceleration lane

**Response**: This intersection has been evaluated with roundabout control in the revised traffic study, and auxiliary turn lanes are no longer applicable with the implementation of roundabout control.

**Traffic Comment #3**:
Three intersection alternatives were submitted for review. CDOT would accept the roundabout or the T-intersection. However, neither the T-intersection nor the roundabout are mentioned in the latest TIS. The City of Calhan's Comprehensive Plan 2025 (July 2025), page 48, identifies a roundabout to resolve traffic and access problems and to improve appearance, as a gateway feature. If the T-intersection is the preferred option, then the impacts to Yoder St. and US-24 intersection should be analyzed. It is recommended that the solution be incorporated into the annexation agreement.

**Response**: Based on City of Calhan's Comprehensive Plan 2025 identifying roundabout control at the intersection of US-24 and 8th Street/Crystola Street and additional coordination with the City of Calhan and CDOT, this intersection has been evaluated with roundabout control in the revised traffic study. The traffic study was previously not updated coinciding with the three design alternatives provided in order to receive feedback and move forward with a selected design. It is understood that the proposed roundabout should be incorporated in the future annexation agreement.

**Access**

**Access Comments**:

- Section 1.4(1) (Implementation) of the State Highway Access Code states in part that no person shall construct any access providing direct vehicular movement to or from any state highway from or to property in close proximity or abutting a state highway without an access permit issued by the designated issuing authority with the written approval of the Department.
- Section 2.6 (Change in Land Use and Access Use) of the State Highway Access Code states the requirements of a new access permit. It states in part that if any significant changes are made or will be made in the use of the property which will affect access operation, traffic volume increases by 20% and or vehicle type, the permittee or property owner will coordinate with the local authority and the Department to determine if a new access permit and modifications to the access are required.
- CDOT Access Permits are required for this development for each state highway connection, even if indirectly via local roadways.
- The Developer shall coordinate with the Town of Calhan to determine Permittee/Applicant requirements for the Access Applications

  **Response**: Based on traffic projections, the addition of project traffic on the north leg of Crystola Street at the intersection with US-24 and the north leg of Yoder Street at the intersection with US-24 are both anticipated to increase existing traffic by more than 20 percent. Therefore, CDOT access permits will be needed at both intersections with development of the project. Further, a CDOT access permit would be needed with the improvements and change to roundabout control at the intersection of US-24 and Crystola Street/8th Street. These two access permits will be prepared and processed appropriately with the City of Calhan and CDOT.

We appreciate your review and comments provided for the traffic study as well as your willingness for continued coordination on this project. If there are any questions or if anything else is needed, please feel free to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Jeffrey R. Planck

Jeffrey R. Planck, P.E.
Project Manager - Traffic