# The Rock Commerce Center

## Traffic Impact Study

*Photo Source: Google Earth*

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FOX TUTTLE

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## APPENDIX

El Paso County Signature Page

Level of Service Definitions

Traffic Count Data Sheets

Intersection Capacity Worksheets

UNRESOLVED:
-Indicate if any deviations are needed

-Provide for analysis for Deer Creek/Woodmoor intersection. Improvements are planned there for County Project. Need to show how much traffic this project will contribute to this intersection. Escrow may need to be provided based on traffic impacts. Contact John Lantz (johnlantz@elpasoco.com or 719-520-6863) at EPC Capital Improvements Projects for more information on this project.

-Include discussion for Woodmoor at SH105. Is there a large enough traffic increase or improvements needed to warrant a CDOT access permit?

**THE ROCK COMMERCE CENTER**

**TRAFFIC IMPACT STUDY**

## 1.0 INTRODUCTION

The Fox Tuttle Transportation Group has prepared this traffic impact study for the proposed The Rock Commerce Center project in El Paso County, Colorado. The currently vacant ± 10-acre site is located along Monument Hill Road to the east of I-25. The project proposes to construct a warehouse building with limited retail showroom space.

The purpose of this study is to assist in identifying potential traffic impacts within the study area as a result of this project. Per the El Paso County Transportation Impact Study (TIS) Guidelines, this project requires a Full, Individual Site TIS. The traffic study addresses existing, short-term, and long-term buildout peak hour intersection and roadway conditions in the study area with and without the project generated traffic. The information contained in this study is anticipated to be used by El Paso County in identifying any intersection or roadway deficiencies and potential improvements for the future conditions. This study focuses on the weekday AM and PM peak hours which represent the periods of highest trip generation for the proposed uses and adjacent roadway traffic. It also includes an evaluation of roadway capacity needs, auxiliary lane requirements, and intersection traffic controls.

## 2.0 PROJECT DESCRIPTION

The Rock Commerce Center project proposes constructing a 163,800 square foot warehouse building with some retail showroom space on the currently vacant site. A surface parking lot will have 230 parking stalls.

Vehicle access to the site is proposed via two driveways to Monument Hill Road and a third access to Base Camp Road. Monument Hill Road is classified as a Rural Minor Collector. Base Camp Road is classified as a Rural Local Roadway. Neither roadway has separate pedestrian or bicycle facilities, and The Rock Commerce Center does not propose to add pedestrian or bicycle facilities.

A vicinity map is shown on **Figure 1**. The concept site and access plan is provided on **Figure 2** (note that the site plan is subject to change as the project is still in design/development).

## 3.0 STUDY CONSIDERATIONS

### 3.1 Data Collection

Intersection turning movement and daily roadway volumes were collected for this project in June 2023 for most intersections. Turning movement counts for additional intersections, including

nearest Palmer Ridge High School, were collected in September 2023 when school was in session. All traffic counts were collected during weekdays to capture typical commute patterns. The existing traffic volumes, lane configuration and traffic control are illustrated on **Figure 3**. Count data sheets are provided in the **Appendix**.

Crash data were not available for analysis within the project study area.

### 3.2 Evaluation Methodology

The traffic operations analysis addressed the signalized and unsignalized intersection operations using the procedures and methodologies set forth by the *Highway Capacity Manual*[1] (HCM). Existing peak hour factors were applied to the intersections for the existing and future scenarios. Study intersections were evaluated using Synchro (v11) software.

### 3.3 Level of Service Definitions

A level of service analysis was conducted to determine the existing and future performance of the study area intersections and to determine the most appropriate traffic controls and need for any other roadway or intersection improvements.

To measure and describe the operational status of the study intersections, transportation engineers and planners commonly use a grading system referred to as “Level of Service” (LOS) that is defined by the *HCM.* LOS characterizes the operational conditions of an intersection’s traffic flow, ranging from LOS A (indicating very good, free flow operations) and LOS F (indicating congested and sometimes oversaturated conditions). These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with traveling through the intersections. The intersection LOS is represented as a delay in seconds per vehicle for the intersection as a whole and for each turning movement. A more detailed discussion of LOS methodology is contained in the **Appendix** for reference.

Typically, the desired standard for overall intersection performance is LOS D or better. Individual movements may be allowed to fall to LOS E/F depending on the circumstances, such as a low-volume side street approach to a major arterial or a protected-only left-turn on a major arterial.

## 4.0 EXISTING CONDITIONS

### 4.1 Roadways

The study area boundaries are based on the amount of traffic to be generated by the project and potential impact to the existing roadway network. Conversations with County staff informed the

[1] Highway Capacity Manual, Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 6th Edition (2016).

intersections included in this study. The primary public roadways that serve the project site are discussed in the following text and illustrated on **Figure 1**.

***Monument Hill Road*** is a two-lane, Rural Minor Collector roadway on the west edge of the site. Monument Hill Road runs north/south roughly parallel to I-25. Turning movements at intersections and major access points are provided via a center turn lane. The posted speed limit is 45 miles per hour (mph) within the study area. There are no existing sidewalks along Monument Hill Road. The intersections on Monument Hill Road are all side-street stop-controlled in the project vicinity. The current El Paso County Major Transportation Corridors Plan (MTCP) retains the two-lane Rural Minor Collector classification for Monument Hill Road through the plan horizon.

***Palmer Divide Road*** is a two-lane, Rural Minor Arterial roadway providing east/west connectivity with I-25. The posted speed limit is 35 miles per hour (mph) within the study area. There are no existing sidewalks or bicycle facilities on Palmer Divide Road in the study area. Both I-25 ramp intersections are stop-controlled on the ramp, with no auxiliary turn lanes on Palmer Divide Road. There are no planned roadway improvements to Palmer Divide Road identified in the MTCP.

***Woodmoor Drive*** is a north-south, two-lane Rural Minor Collector roadway north of Monument Hill Road with four lanes south of Monument Hill Road. The posted speed limit is 35 mph. There are no bicycle facilities on Woodmoor Drive. Pedestrian connectivity is limited, with sporadic sidewalks along some properties, with some attached and some detached sidewalks. Monument Hill Road is stop-controlled at Woodmoor Drive with a free right turn. The intersection of Woodmoor Drive and SH 105 is signalized. There are no planned roadway improvements to Woodmoor Drive identified in the MTCP.

***SH 105*** is an east-west, four-lane Urban Principal Arterial roadway in the area. SH 105 provides regional connections to other arterial roadways, as well as to and across I-25. The posted speed limit is 45 mph in the study area. Sidewalk is present on the north side of SH 105, with no on-street bicycle facilities. There are no planned roadway improvements to SH 105 in the project area identified in the MTCP.

***Deer Creek Road*** is an east-west, two-lane Rural Minor Collector roadway to the south of the project site. The posted speed limit is 30 mph. Deer Creek Road is stop-controlled at Monument Hill Road with dedicated left and right turn lanes at the intersection. There are no sidewalks or bicycle facilities on Deer Creek Road. Deer Creek Road is planned in the MTCP to be upgraded to a Rural Minor Collector by year 2040 extending east from the study area.

***Base Camp Road*** is a north-south, two-lane Rural Local roadway to the south of the project site. The speed limit is not posted. Base Camp Road has limited connectivity and

provides access to a couple office and warehouse buildings. There are no sidewalks or bicycle facilities on Base Camp Road. There are no planned roadway improvements to Base Camp Road in the project area identified in the MTCP.

***Misty Acres Boulevard*** is a north-south, two-lane Rural Minor Collector roadway that runs parallel to Monument Hill Road to the north of the project site. Misty Acres Boulevard is side-street stop controlled at Monument Hill Road, with dedicated left and right turn lanes at the intersection. The posted speed limit is 35 mph. There are no sidewalks or bicycle facilities on Misty Acres Boulevard. There are no planned roadway improvements to Misty Acres Boulevard in the MTCP.

***I-25*** is a north-south six-lane interstate freeway in the project vicinity. The posted speed limit is 65 mph. Access from the project site is available via interchanges on Palmer Divide Road and SH 105.

### 4.2 Intersections

The study area includes five (5) existing intersections that are listed below with the current traffic control and were analyzed for existing and future background year traffic operations:

1. Palmer Divide Road and I-25 Southbound Ramps (side-street stop controlled)
2. Palmer Divide Road and I-25 Northbound Ramps (side-street stop controlled)
3. SH 105 and Woodmoor Drive (signalized)
4. Monument Hill Road and Woodmoor Drive (side-street stop controlled)
5. Monument Hill Road and Deer Creek Road (side-street stop controlled)
6. Monument Hill Road and Misty Acres Boulevard (side-street stop controlled)
7. Deer Creek Road and Woodmoor Drive (side-street stop controlled)
8. Deer Creek Road and Base Camp Road (side-street stop controlled)

As noted at beginning of report, this intersection may be upgraded to a roundabout. Project needs to show what % of traffic it will increase, as it may need to escrow an amount to help with future improvements.

The existing lane configuration at each of the study locations is illustrated on **Figur**

### 4.3 Pedestrian and Bicycle

There are no on-street bicycle facilities on any of the study roadways. Pedestrian connectivity within the study area is limited. Few sidewalks exist in the study area, and there is limited continuity between them. The study area is rural in nature and does not have any planned multimodal upgrades identified in the MTCP.

### 4.4 Transit

There is no transit within one-half mile of the project site. At the south end of the study area, a regional park-and-ride is located northwest of the SH 105 and Woodmoor Drive intersection. The park-and-ride is served by regional routes connecting major destinations along I-25.

### 4.5 Existing Intersection Capacity Analysis

The existing volumes, lane configuration, and traffic control are illustrated on **Figure 3**. The results of the LOS calculations for the intersections are summarized on **Table 1**. The intersection level of service worksheets and queue reports are attached in the **Appendix**. Observed heavy vehicle percentage and peak hour factors were used for intersection analysis.

All project intersections are shown to be operating at LOS D or better overall in the AM and PM peak hours. Individual movements operating worse than LOS D are listed below:

- **Southbound Right at Woodmoor Drive and SH 105** – this movement operates at LOS F in the AM peak and LOS E in the PM peak. High delay is incurred at the signal, but queue lengths are not found to impede upstream intersections or driveways.

- **Westbound Left at Misty Acres Boulevard and Monument Hill Road** – this movement operates at LOS E in the AM peak, driven by high demand from school traffic. The queue does not impede upstream driveways, and overall intersection LOS is B. High delay for side-street stop-controlled movements is common during peak times. Traffic volumes are not approaching signal warrant thresholds.

### 4.6 Existing Intersection Queue Analysis

Intersection queue length analysis for 2023 existing volumes is shown in **Table 1**. The 95$^{th}$ percentile queue lengths are within the available storage space for all movements except the southbound right turn at Woodmoor Drive and Monument Hill Road in the PM peak. The PM peak southbound right queue may extend beyond the Monument Park and Ride bus access but does not affect any publicly accessible driveways.

## 5.0 FUTURE BACKGROUND CONDITIONS

### 5.1 Background Growth Assumption

Traffic growth is expected in the future as additional development occurs in the region. The expected background growth is estimated by the Colorado Department of Transportation (CDOT) for state highways. In the project area, the nearest estimate of regional traffic growth is available on SH 105 just east of Woodmoor Drive. In 2022, the AADT at that location was 20,000 vehicles per day. In 2043, the AADT is estimated to be 26,510 vehicles per day at that location. Based on

that estimate, the annual background growth in the area is 1.4%. This level of background growth was assumed for all roadways in the study area.

Recently completed traffic studies for nearby development projects Northbay at Woodmoor and Waterside were reviewed to ensure that future projected volumes align with the anticipated trip generation of these known developments. The assumed background growth of 1.4% annually throughout the study area is conservative when compared to projected future volumes from the two nearby projects.

### 5.2 Year 2026 Background Operations

Buildout of the project is estimated to be completed in Year 2026, so this year was selected for short-term analysis. Existing traffic from Year 2023 was grown by 1.4% annually to estimate future Year 2026 traffic. Estimated traffic volumes for Year 2026 are shown in **Figure 4**. Intersection LOS and queue lengths for Year 2026 background are summarized in **Table 1**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

All project intersections are estimated to operate at LOS C or better overall in the AM and PM peak hours for Year 2026 background. With signal timing optimization at Woodmoor Drive and SH 105, only one movement falls below LOS D in 2026 Background:

- **Westbound Left at Misty Acres Boulevard and Monument Hill Road** – this movement is estimated to operate at LOS F in the AM peak, driven by high demand from school traffic. The 95$^{th}$ percentile queue is predicted to barely exceed storage length on Misty Acres Boulevard. High delay for side-street stop-controlled movements is common during peak times, and the intersection operates at LOS C overall. Traffic volumes are not approaching signal warrant thresholds.

The southbound right turn 95$^{th}$ percentile queue at Woodmoor Drive and Monument Hill Road is estimated to slightly exceed available storage in the PM peak. The peak queue may extend beyond the Monument Park and Ride bus access but does not affect any publicly accessible driveways.

### 5.3 Year 2043 Background Operations

Long-term analysis of the study area uses a 20-year horizon of Year 2043. Existing traffic from Year 2023 was grown by 1.4% annually to estimate future Year 2043 traffic. Estimated traffic volumes for Year 2043 are shown in **Figure 5**. Intersection LOS and queue lengths for Year 2043 background are summarized in **Table 1**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

All project intersections are estimated to operate at LOS C or better overall in the AM and PM peak hours for Year 2043 background. Individual movements operating worse than LOS D are listed below:

- **Southbound Left + Through + Right at Palmer Divide Road and Southbound I-25 Ramps** – the southbound I-25 off ramp is predicted to operate at LOS E in the PM peak. Estimated queue length for the off ramp is within the available storage and is predicted to allow adequate braking distance for vehicles exiting the freeway. High delay for side-street stop-controlled movements is common during peak times and the intersection operates at LOS C overall in the PM peak. Traffic volumes are not approaching signal warrant thresholds.

- **Eastbound Left at Woodmoor Drive and SH 105** – this movement is estimated to operate at LOS E in the AM and PM peak hours. Estimated queue lengths for AM and PM peak are within the available storage length. High delay for protected-only left turn movements at signalized intersections is acceptable for the safety benefit of protected-only operation.

- **Westbound Left at Misty Acres Boulevard and Monument Hill Road** – this movement is estimated to continue to operate at LOS F in the AM peak, driven by high demand from school traffic. The 95$^{th}$ percentile queue is estimated to slightly exceed available storage length but does not extend upstream to the nearest driveway. Traffic volumes are not approaching signal warrant thresholds.

- **Westbound Left at Deer Creek Road and Monument Hill Road** – this movement is estimated to operate at LOS F during the AM peak. The short 95$^{th}$ percentile queue length of approximately three (3) vehicles suggests that the high delay for this movement is not causing an operational issue. High delay for side-street stop-controlled movements can be accepted during peak times and the intersection operates at LOS B overall in the AM peak. Traffic volumes are not approaching signal warrant thresholds.

The southbound right turn 95$^{th}$ percentile queue at Woodmoor Drive and Monument Hill Road is estimated to slightly exceed available storage in the AM peak and PM peak. The peak queue is predicted to extend beyond the Monument Park and Ride bus access but does not affect any publicly accessible driveways. It is suggested that the potential for a second southbound right turn lane be explored with protected-only operation to increase southbound right turn capacity and vehicle storage. Two receiving lanes exist on westbound SH 105 and the painted median space on Woodmoor Drive is measured to be between 11’ and 13’, suggesting that the second southbound right turn lane could be added without additional pavement width. This analysis assumes one (1) southbound right turn lane.

# 6.0 CONDITIONS WITH PROJECT DEVELOPMENT

## 6.1 Trip Generation

The Rock Commerce Center project proposes to develop the currently vacant site with a 163,800 square foot warehouse building with some retail showroom space. In order to estimate the volume of new vehicular trips that will be generated by the project, trip rates contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual*[2] were applied to estimate the traffic for proposed land uses.

**Given the proposed land uses, ITE trip generation rates for "Warehouse" (#150), and "Shopping Plaza" (#821) were applied to the proposed uses on site.** The trip generation estimates using these rates are summarized on **Table 2**. It is predicted that about 75% of the total project square footage will be used for warehousing and the other 25% will be retail/showroom use. Square footage for estimating trip generation was broken out by these anticipated uses. There is no current use that matches the proposed showroom use, so "Shopping Plaza" was used as the most applicable land use category. It is likely that this trip generation estimate is conservatively high for the proposed use. Due to the specific nature of the showroom use, no pass-by trips were assumed for the project. The project is anticipated to generate 3,431 new daily, 124 new AM peak hour, and 285 new PM peak hour vehicle trips.

Per the El Paso County Engineering Criteria Manual (ECM), the maximum ADT for a rural collector roadway is 1,500 vehicles per day (VPD). Without the proposed development trips, daily traffic on Monument Hill Road is 2,970 VPD. Since Monument Hill Road already exceeds the volume threshold for the current roadway classification (based on June 2023 data – without Palmer Ridge High School in session), the project-added trips do not result in a change in roadway classification.

## 6.2 Trip Distribution and Assignment

The estimated trip volumes were distributed onto the study area street network based on existing traffic characteristics, land uses, and traffic patterns in the area. **Figure 6** summarizes the trip distribution assumptions.

Using these distribution assumptions, the project-added traffic was assigned to the study area roadway network for the weekday AM and PM peak hours. The site-generated volumes are shown on **Figure 7.**

[2] Trip Generation 11th Edition, Institute of Transportation Engineers, 2021.

### 6.3 Year 2026 Background + Project Operations

Total predicted traffic volumes with the project trips for Year 2026 are shown in **Figure 8**. Estimated LOS and queue lengths under 2026 Background + Project conditions are summarized in **Table 1**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

For Year 2026 Background + Project, all study area intersections operate at LOS C or better overall in the AM and PM peak periods. With the project-added traffic, only one movement drops below LOS D:

- **Eastbound Left at Woodmoor Drive and SH 105** - this movement is estimated to operate at LOS E in the AM and PM peak hours. Estimated queue lengths for AM and PM peak are within the available storage length. High delay for protected-only left turn movements at signalized intersections is acceptable for the safety benefit of protected-only operation.

No new movements have queues exceeding storage length in the AM or PM peak hours with the project-generated trips added.

### 6.4 Year 2043 Background + Project Operations

Total predicted traffic volumes with the project trips for Year 2043 are shown in **Figure 9**. Estimated LOS and queue lengths under 2043 Background + Project conditions are summarized in **Table 1**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

For Year 2043 Background + Project, all study area intersections operate at LOS C or better overall in the AM and PM peak periods. With the project-added traffic, the following movements drop below LOS D:

- **Westbound Right at Woodmoor Drive and SH 105** – this movement is estimated to operate at LOS E in the PM peak due to signal timing optimization at the intersection. The estimated 95$^{th}$ percentile queue is well within the available storage length and is not predicted to cause operational or safety issues at the intersection.

- **Southbound Right at Woodmoor Drive and SH 105** – this movement is estimated to operate at LOS E in the PM peak with the project-added trips. Estimated 95$^{th}$ percentile queue is expected to extend beyond the Monument Park & Ride bus access as in 2043 Background, without affecting any publicly accessible driveways. As recommended in 2043 Background, a second southbound right lane may be added without additional pavement and would greatly increase capacity for this movement. This analysis assumes one (1) southbound right turn lane.

No additional queues are estimated to exceed storage capacity with the project-added trips as compared to 2043 Background.

Please see comment regarding access spacing on page 18 of 184.

### 6.5 Site Accesses

Both site access points to Monument Hill Road are proposed to be side-street stop-controlled intersections. The site access points adhere to appropriate intersection spacing for Rural Collector roadways as defined in the ECM Table 2.5, as noted on **Figure 2**. Sight distance for both access points meet or exceed the required minimum distance defined in the ECM. Access spacing of approximately 680' is provided between on site access points and Palmer Ridge High School access to the north. This is the same spacing as currently exists between the Palmer Ridge High School access and Misty Acres Boulevard. There is approximately 1,050' spacing between the south project access, which is the primary access for trucks to and from the site, and Deer Creek Road to the south. Required sight distance at access driveways are described in ECM Table 2-35 and are exceeded by the proposed driveway locations. At the south access, which will be the primary access for trucks, sight distance exceeds the requirement for multi-unit trucks.

Per the El Paso County Engineering Criteria Manual Section 2.3.7.D.1 and 2.3.7.D.2, for a minor arterial or lesser classification, left-turn deceleration lanes would be required where left-turn volumes are 25 vehicles per hour (VPH) or greater and right-turn lanes where right-turn volumes are 50 VPH or greater. Based on the trip generation and access volume projections for buildout, the only turn deceleration lane required is for northbound right turns at the north access. Per Table 2-24 of the ECM, the turn lane should be 235' long with a 200' taper length.

Both site access points are estimated to operate acceptably with LOS A overall for both AM and PM peak hours. All movements operate at LOS B or better for both peak hours. Maximum queues of 1 vehicle are expected at both access intersections. Calculated delays, LOS and queues for access intersections are shown in **Table 1**.

### 6.6 School Interaction

The project site is located adjacent to Palmer Ridge High School. Access to Palmer Ridge High School is currently provided from Monument Hill Road and Misty Acres Boulevard. It should be noted that there are no planned access routes through the site connecting to the adjacent Palmer Ridge High School property. The project will not be altering access or traffic flow patterns to and from the school.

Afternoon peak travel for the project is anticipated to fall outside of the school peak, which will minimize impact to traffic operations during the most concentrated traffic generation of the school. In the morning peak, analysis at Misty Acres Boulevard and Monument Hill Road shows that the project-added trips result in minimal impact to westbound left turns, with an increase to 95$^{th}$ percentile queue of only one car length in the short-term and long-term horizons. In the short-term horizon (Year 2026) the project added trips only increase delay for westbound left turns at Misty

Acres Boulevard by 12 seconds, which is reduced to only 9 seconds of added delay with the project trips in the long-term horizon (Year 2043). It should be noted that this analysis assumes only a slight change in peak hour factor for the long-term horizon, which is expected to be conservative since traffic growth at the school is expected to be less than non-school traffic growth on Misty Acres Boulevard.

## 7.0 CONCLUSIONS

The Rock Commerce Center project proposes to construct a 163,800 square foot warehouse building with some retail showroom space on the currently vacant site. A surface parking lot will have 230 parking stalls. This traffic study addresses existing, short-term, and long-term intersection and roadway conditions in the study area.

The project is anticipated to generate 3,431 new daily, 124 new AM peak hour, and 285 new PM peak hour trips at full buildout. Two full-movement site access points are proposed to Monument Hill Road.

**Based on this analysis, the following improvements are recommended to accommodate future anticipated traffic volumes:**

- Background Traffic Related:
    - Extend westbound left turn storage length at Misty Acres Boulevard and Monument Hill Road to Palmer Ridge High School access by Year 2043.
    - Explore second southbound right turn lane with protected-only and overlap signal phases at Woodmoor Drive and SH 105 by Year 2043.
- Project Related:
    - Construct two access driveways to the project site as full-movement side-street stop-controlled intersections.
    - Construct a northbound right turn deceleration lane at the north site access with length of 235’ and 200’ taper.

Unresolved:
Per ECM Appendix B.8 state what the applicable road impact fees are and time of payment.

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## Table 1 - Level of Service and Queue Summary

| Intersection and Cricital Lane Groups | Storage or Adjacent Intersection Distance | Year 2023 Existing | | | | | | Year 2026 Background | | | | | | Year 2026 Background + Project | | | | | | Year 2043 Background | | | | | | Year 2043 Background + Project | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak | | | PM Peak | | | AM Peak | | | PM Peak | | | AM Peak | | | PM Peak | | | AM Peak | | | PM Peak | | | AM Peak | | | PM Peak | | |
| | | Delay | LOS | 95th Queue | Delay | LOS | 95th Queue | Delay | LOS | 95th Queue | Delay | LOS | 95th Queue | Delay | LOS | 95th Queue | Delay | LOS | 95th Queue | Delay | LOS | 95th Queue | Delay | LOS | 95th Queue | Delay | LOS | 95th Queue | Delay | LOS | 95th Queue |
| | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | |
| **1. Palmer Divide Road at I-25 SB Ramps** | | **5** | **A** | | **9** | **A** | | **6** | **A** | | **10** | **A** | | **6** | **A** | | **10** | **B** | | **7** | **A** | | **17** | **C** | | **8** | **A** | | **20** | **C** | |
| Eastbound Through+Right | - | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' |
| Westbound Left+Through | 300' | 8 | A | 13' | 8 | A | 5' | 8 | A | 15' | 8 | A | 8' | 8 | A | 15' | 8 | A | 8' | 8 | A | 20' | 8 | A | 8' | 8 | A | 20' | 8 | A | 8' |
| Southbound Left+Through+Right | 1000' | 17 | C | 23' | 17 | C | 68' | 18 | C | 25' | 18 | C | 75' | 19 | C | 28' | 20 | C | 88' | 28 | D | 50' | 36 | E | 180' | 31 | D | 60' | 43 | E | 210' |
| | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | |
| **2. Palmer Divide Road at I-25 NB Ramps** | | **3** | **A** | | **5** | **A** | | **3** | **A** | | **5** | **A** | | **3** | **A** | | **5** | **A** | | **4** | **A** | | **7** | **A** | | **4** | **A** | | **8** | **A** | |
| Eastbound Left+Through | 300' | 9 | A | 3' | 8 | A | 3' | 9 | A | 3' | 8 | A | 3' | 9 | A | 3' | 8 | A | 3' | 9 | A | 5' | 8 | A | 3' | 9 | A | 5' | 8 | A | 3' |
| Westbound Through+Right | 600' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' |
| Northbound Left+Through+Right | 650' | 13 | B | 28' | 14 | B | 48' | 13 | B | 30' | 15 | B | 53' | 12 | B | 20' | 16 | C | 58' | 17 | C | 53' | 22 | C | 108' | 17 | C | 55' | 24 | C | 118' |
| | | SIGNAL CONTROL | | | | | | SIGNAL CONTROL | | | | | | SIGNAL CONTROL | | | | | | SIGNAL CONTROL | | | | | | SIGNAL CONTROL | | | | | |
| **3. Woodmoor Drive at SH 105** | | **32** | **C** | | **26** | **C** | | **26** | **C** | | **26** | **C** | | **27** | **C** | | **31** | **C** | | **32** | **C** | | **32** | **C** | | **34** | **C** | | **40** | **D** | |
| Eastbound Left | 300' | 54 | D | 69' | 54 | D | 95' | 55 | D | 78' | 54 | D | 101' | 55 | E | 86' | 57 | E | 113' | 60 | E | 99' | 60 | E | 127' | 61 | E | 108' | 62 | E | 150' |
| Eastbound Through | 615' | 7 | A | 56' | 11 | B | 113' | 10 | B | 87' | 12 | B | 117' | 11 | B | 91' | 14 | B | 132' | 14 | B | 115' | 13 | B | 155' | 15 | B | 115' | 14 | B | 167' |
| Westbound Through | 750' | 15 | B | 270' | 23 | C | 330' | 21 | C | 306' | 24 | C | 337' | 22 | C | 311' | 29 | C | 354' | 31 | C | 416' | 30 | C | 455' | 32 | C | 416' | 35 | D | 478' |
| Westbound Right | 300' | 15 | B | 48' | 25 | C | 59' | 21 | C | 53' | 25 | C | 58' | 24 | C | 57' | 37 | D | 65' | 31 | C | 58' | 34 | C | 62' | 37 | D | 60' | 56 | E | 71' |
| Southbound Left | 260' | 36 | D | 69' | 28 | C | 75' | 29 | C | 59' | 29 | C | 78' | 28 | C | 61' | 25 | C | 84' | 25 | C | 71' | 28 | C | 95' | 25 | C | 74' | 26 | C | 102' |
| Southbound Right | 260' | 86 | F | 235' | 36 | D | ***283'*** | 40 | D | 236' | 38 | D | ***295'*** | 39 | D | 256' | 36 | D | ***374'*** | 40 | D | ***357'*** | 48 | D | ***448'*** | 44 | D | ***385'*** | 55 | E | ***575'*** |
| | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | |
| **4. Monument Hill Road at Woodmoor Drive** | | **1** | **A** | | **2** | **A** | | **1** | **A** | | **2** | **A** | | **2** | **A** | | **3** | **A** | | **1** | **A** | | **2** | **A** | | **2** | **A** | | **3** | **A** | |
| Eastbound Left | 80' | 16 | C | 0' | 17 | C | 0' | 17 | C | 0' | 17 | C | 0' | 21 | C | 0' | 24 | C | 0' | 22 | C | 0' | 23 | C | 3' | 27 | D | 0' | 33 | D | 3' |
| Eastbound Right | - | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' |
| Northbound Left | 470' | 8 | A | 8' | 8 | A | 10' | 8 | A | 8' | 8 | A | 10' | 9 | A | 13' | 8 | A | 20' | 9 | A | 10' | 8 | A | 15' | 9 | A | 18' | 9 | A | 25' |
| Northbound Through | - | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' |
| Southbound Through+Right | - | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' |
| | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | |
| **5. Monument Hill Road at Deer Creek Road** | | **2** | **A** | | **3** | **A** | | **2** | **A** | | **3** | **A** | | **2** | **A** | | **2** | **A** | | **2** | **A** | | **3** | **A** | | **2** | **A** | | **3** | **A** | |
| Westbound Left | 90' | 10 | B | 3' | 13 | B | 10' | 10 | B | 3' | 13 | B | 10' | 11 | B | 3' | 19 | C | 18' | 11 | B | 5' | 15 | C | 18' | 12 | B | 5' | 24 | C | 30' |
| Westbound Right | 90' | 9 | A | 3' | 10 | A | 3' | 9 | A | 3' | 10 | A | 3' | 9 | A | 3' | 11 | B | 5' | 9 | A | 3' | 10 | A | 5' | 9 | A | 5' | 11 | B | 5' |
| Southbound Left | 470' | 8 | A | 0' | 8 | A | 3' | 8 | A | 3' | 8 | A | 3' | 8 | A | 3' | 8 | A | 3' | 8 | A | 3' | 8 | A | 3' | 8 | A | 3' | 9 | A | 5' |
| Southbound Through | - | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' |
| Northbound Through | - | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' |
| Northbound Right | 220' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' |
| | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | |
| **6. Monument Hill Road at Misty Acres Blvd** | | **15** | **B** | | **3** | **A** | | **19** | **C** | | **3** | **A** | | **22** | **C** | | **3** | **A** | | **21** | **C** | | **4** | **A** | | **23** | **C** | | **4** | **A** | |
| Westbound Left | 250' | 47 | E | 215' | 10 | B | 13' | 61 | F | ***260'*** | 10 | B | 15' | 73 | F | ***285'*** | 11 | B | 15' | 63 | F | ***290'*** | 11 | B | 20' | 72 | F | ***315'*** | 12 | B | 23' |
| Westbound Right | 250' | 9 | A | 5' | 9 | A | 0' | 9 | A | 5' | 9 | A | 0' | 9 | A | 5' | 9 | A | 0' | 9 | A | 5' | 9 | A | 0' | 9 | A | 5' | 9 | A | 0' |
| Southbound Left | 280' | 9 | A | 13' | 8 | A | 0' | 9 | A | 13' | 8 | A | 0' | 9 | A | 13' | 8 | A | 0' | 9 | A | 13' | 8 | A | 0' | 9 | A | 13' | 8 | A | 0' |
| Southbound Through | - | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' |
| Northbound Through | - | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' |
| Northbound Right | 180' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' |
| | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | |
| **7. Deer Creek Road at Woodmoor Drive** | | **6** | **A** | | **3** | **A** | | **6** | **A** | | **3** | **A** | | **6** | **A** | | **3** | **A** | | **11** | **B** | | **4** | **A** | | **11** | **B** | | **4** | **A** | |
| Eastbound Left+Through+Right | - | 15 | C | 35' | 11 | B | 15' | 16 | C | 40' | 12 | B | 15' | 16 | C | 40' | 12 | B | 15' | 25 | C | 85' | 13 | B | 23' | 25 | D | 88' | 13 | B | 25' |
| Westbound Left+Through+Right | - | 23 | C | 25' | 14 | B | 5' | 25 | C | 30' | 14 | B | 8' | 25 | C | 30' | 14 | B | 8' | 53 | F | 78' | 17 | C | 10' | 55 | F | 80' | 17 | C | 10' |
| Southbound Left+Through+Right | - | 0 | A | 0' | 8 | A | 0' | 0 | A | 0' | 8 | A | 0' | 0 | A | 0' | 8 | A | 0' | 0 | A | 0' | 8 | A | 0' | 0 | A | 0' | 8 | A | 0' |
| Northbound Left+Through+Right | - | 9 | A | 8' | 8 | A | 0' | 9 | A | 8' | 8 | A | 0' | 9 | A | 8' | 8 | A | 0' | 9 | A | 10' | 8 | A | 3' | 9 | A | 10' | 8 | A | 3' |
| | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | | SIDE STREET STOP CONTROL | | | | | |
| **8. Deer Creek Road at Base Camp Road** | | **1** | **A** | | **4** | **A** | | **1** | **A** | | **4** | **A** | | **1** | **A** | | **4** | **A** | | **1** | **A** | | **4** | **A** | | **1** | **A** | | **4** | **A** | |
| Eastbound Left+Through | 90' | 8 | A | 3' | 7 | A | 0' | 8 | A | 3' | 7 | A | 0' | 8 | A | 3' | 7 | A | 0' | 8 | A | 5' | 7 | A | 0' | 8 | A | 5' | 7 | A | 0' |
| Westbound Through+Right | 90' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' | 0 | A | 0' |
| Southbound Left+Right | 470' | 13 | B | 3' | 9 | A | 5' | 11 | B | 3' | 9 | A | 5' | 11 | B | 3' | 9 | A | 8' | 12 | B | 3' | 9 | A | 8' | 12 | B | 5' | 9 | A | 8' |
| | | | | | | | | | | | | | | SIDE STREET STOP CONTROL | | | | | | | | | | | | SIDE STREET STOP CONTROL | | | | | |
| **9. Monument Hill Road at South Site Access** | | | | | | | | | | | | | | **1** | **A** | | **1** | **A** | | | | | | | | **1** | **A** | | **1** | **A** | |
| Westbound Left+Right | 50' | | | | | | | | | | | | | 9 | A | 3' | 11 | B | 8' | | | | | | | 11 | B | 3' | 13 | B | 10' |
| Southbound Left+Through | - | | | | | | | | | | | | | 8 | A | 0' | 8 | A | 0' | | | | | | | 8 | A | 0' | 8 | A | 0' |
| Northbound Through+Right | - | | | | | | | | | | | | | 0 | A | 0' | 0 | A | 0' | | | | | | | 0 | A | 0' | 0 | A | 0' |
| | | | | | | | | | | | | | | SIDE STREET STOP CONTROL | | | | | | | | | | | | SIDE STREET STOP CONTROL | | | | | |
| **10. Monument Hill Road at North Site Access** | | | | | | | | | | | | | | **1** | **A** | | **2** | **A** | | | | | | | | **1** | **A** | | **2** | **A** | |
| Westbound Left+Right | 50' | | | | | | | | | | | | | 10 | A | 3' | 12 | B | 13' | | | | | | | 11 | B | 5' | 13 | B | 18' |
| Southbound Left+Through | - | | | | | | | | | | | | | 8 | A | 0' | 8 | A | 0' | | | | | | | 8 | A | 0' | 8 | A | 0' |
| Northbound Through | - | | | | | | | | | | | | | 0 | A | 0' | 0 | A | 0' | | | | | | | 0 | A | 0' | 0 | A | 0' |
| Northbound Right | 235' | | | | | | | | | | | | | 0 | A | 0' | 0 | A | 0' | | | | | | | 0 | A | 0' | 0 | A | 0' |

*Note: Delay represented in average seconds per vehicle. Queue represented in feet.*
*Queues highlighted in **blue font** exceed the exisitng or proposed storage length or reach the upstream intersection.*

**Table 2 - Trip Generation Summary**

| Land Use | Size | Unit | Non-Auto Factor | Average Daily Trips | | | | AM Peak Hour Trips | | | | PM Peak Hour Trips | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Rate | Total | In | Out | Rate | Total | In | Out | Rate | Total | In | Out |
| ITE 150: Warehousing (vehicles) | 123 | 1000 sf | 1.00 | 1.71 | 210 | 105 | 105 | 0.17 | 21 | 16 | 5 | 0.18 | 22 | 6 | 16 |
| ITE 821: Shopping Plaza (40-150k) | 41 | 1000 sf | 1.00 | 67.52 | 2765 | 1383 | 1382 | 1.73 | 71 | 44 | 27 | 5.19 | 213 | 104 | 109 |
| ITE 150: Warehousing (trucks) | 123 | 1000 sf | 1.00 | 0.60 | 74 | 37 | 37 | 0.02 | 2 | 1 | 1 | 0.03 | 4 | 2 | 2 |
| ***Total Weekday New Trips:*** | | | | | ***3,431*** | ***1,717*** | ***1,714*** | | ***124*** | ***80*** | ***44*** | | ***285*** | ***133*** | ***152*** |

*Source : ITE Trip Generation 11th Edition, 2021.*

***Area Map***


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THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY

VICINITY MAP

| Project # | 23046 | Original Scale | NTS | Date | 10/19/2023 | Drawn by | SKK | Figure # | 1 |
|---|---|---|---|---|---|---|---|---|---|

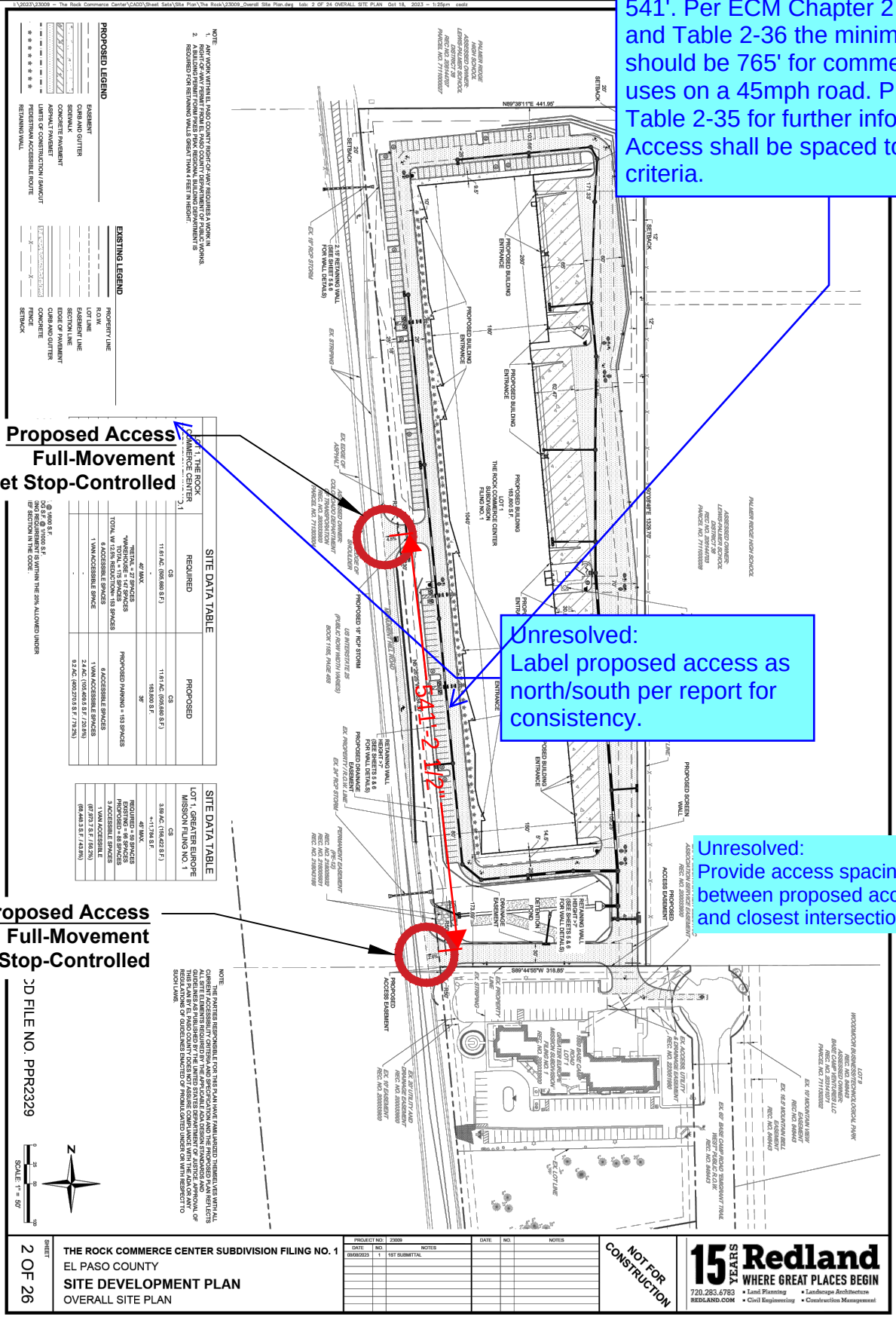
The access spacing is approximately 541'. Per ECM Chapter 2 Table 2-35 and Table 2-36 the minimum spacing should be 765' for commercial land uses on a 45mph road. Please see Table 2-35 for further information. Access shall be spaced to meet criteria.

**Proposed Access**
**Full-Movement**
**Side-Street Stop-Controlled**

Unresolved:
Label proposed access as north/south per report for consistency.

**Proposed Access**
**Full-Movement**
**Side-Street Stop-Controlled**

Unresolved:
Provide access spacing between proposed accesses and closest intersections.

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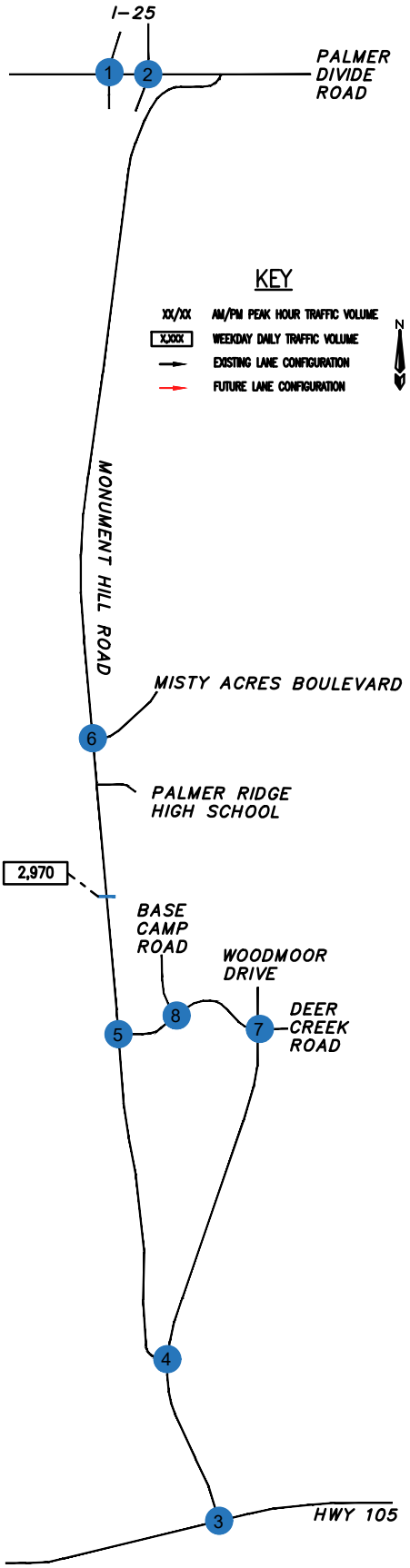
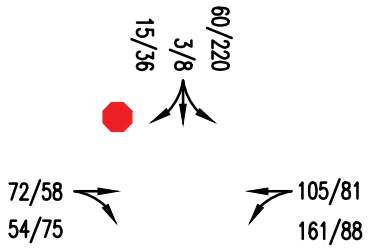
THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY

CONCEPTUAL SITE PLAN

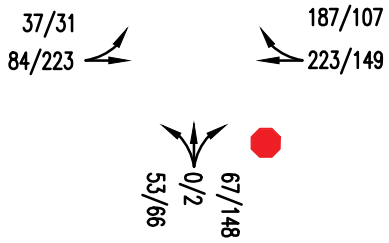
| Project # | 23046 | Original Scale | 1" = 50' | Date | 10/19/2023 | Drawn by | SKK | Figure # | 2 |
|---|---|---|---|---|---|---|---|---|---|



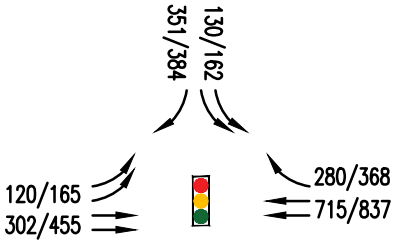

1. PALMER DIVIDE ROAD AT I-25 SB RAMPS



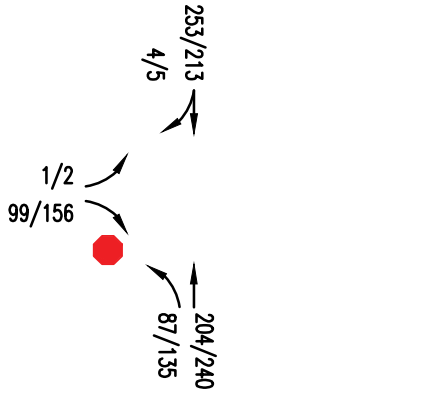

2. PALMER DIVIDE ROAD AT I-25 NB RAMPS



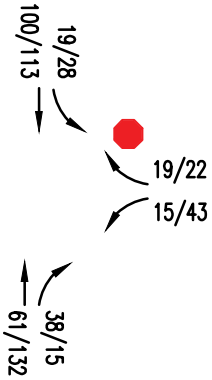

3. WOODMOOR DRIVE AT HWY 105



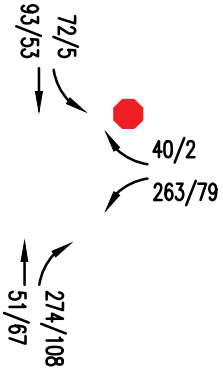

4. MONUMENT HILL ROAD AT WOODMOOR DRIVE



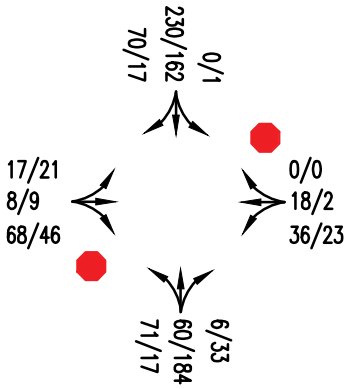

5. MONUMENT HILL ROAD AT DEER CREEK ROAD



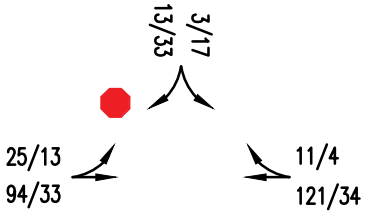

6. MONUMENT HILL ROAD AT MISTY ACRES BLVD




7. WOODMOOR DRIVE AT DEER CREEK ROAD




8. DEER CREEK ROAD AT BASE CAMP ROAD

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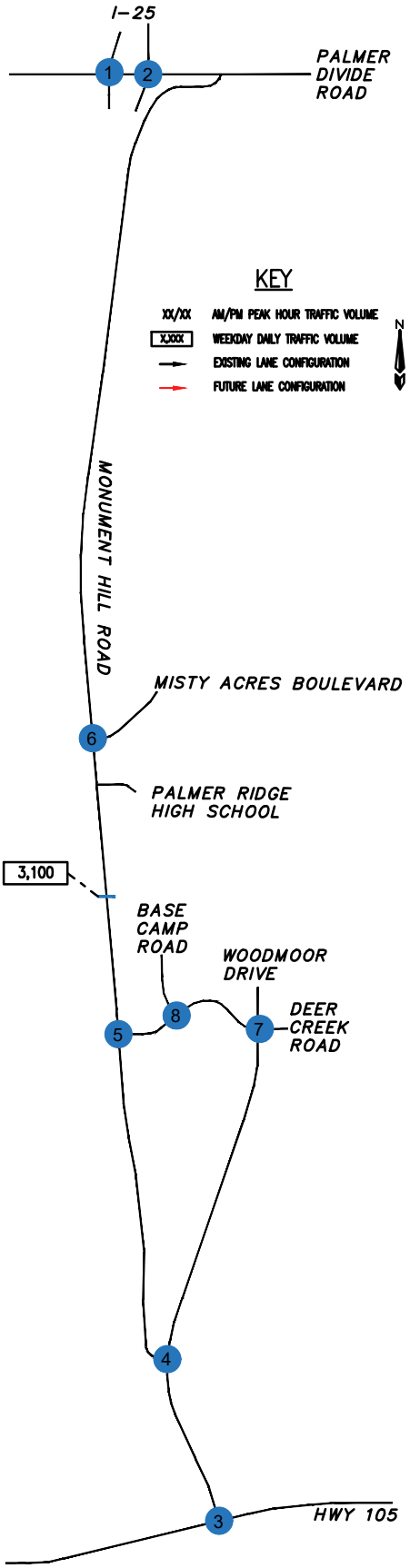
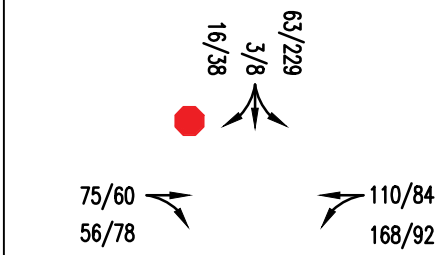
THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY

2023 EXISTING TRAFFIC VOLUMES

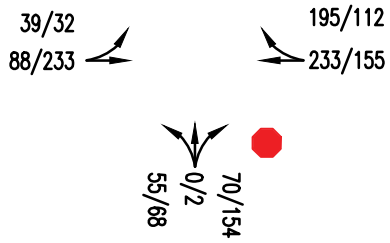
| Project # | 23046 | Original Scale | NTS | Date | 10/19/2023 | Drawn by | SKK | Figure # | 3 |
|---|---|---|---|---|---|---|---|---|---|



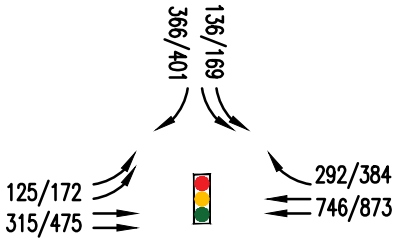

1. PALMER DIVIDE ROAD AT I-25 SB RAMPS



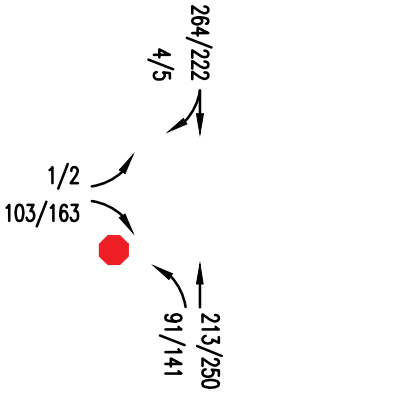

2. PALMER DIVIDE ROAD AT I-25 NB RAMPS



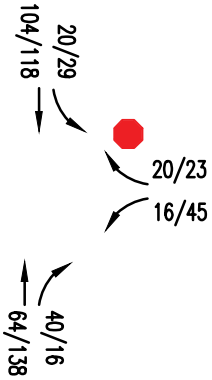

3. WOODMOOR DRIVE AT HWY 105



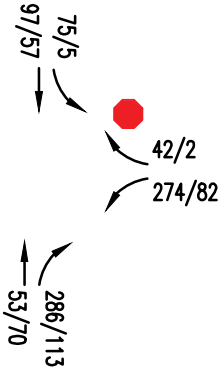

4. MONUMENT HILL ROAD AT WOODMOOR DRIVE



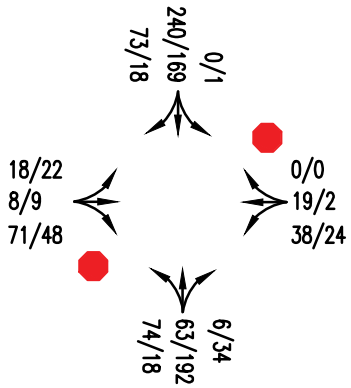

5. MONUMENT HILL ROAD AT DEER CREEK ROAD



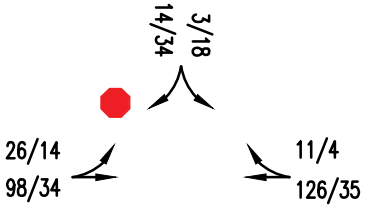

6. MONUMENT HILL ROAD AT MISTY ACRES BLVD




7. WOODMOOR DRIVE AT DEER CREEK ROAD




8. DEER CREEK ROAD AT BASE CAMP ROAD

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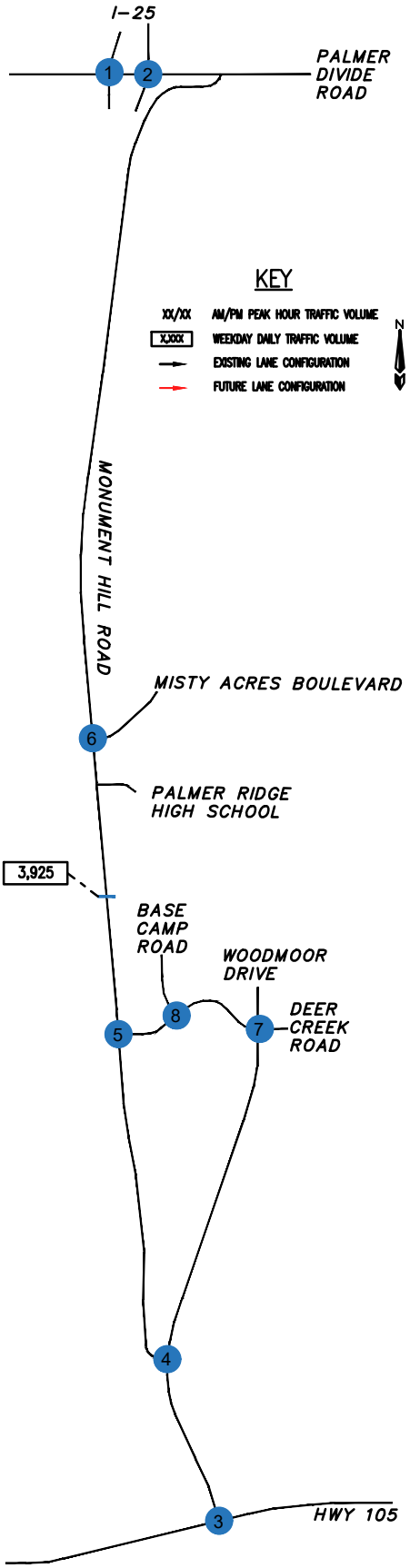
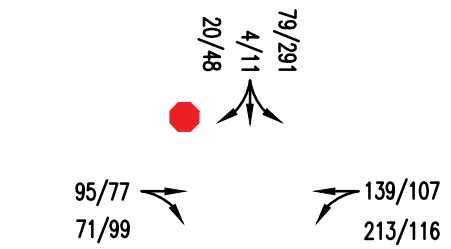
THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY

## 2026 BACKGROUND TRAFFIC VOLUMES

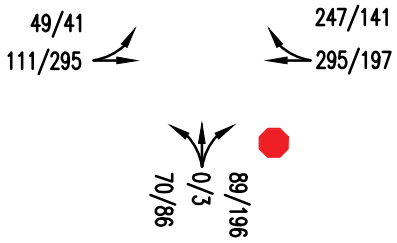
| Project # | 23046 | Original Scale | NTS | Date | 10/19/2023 | Drawn by | SKK | Figure # | 4 |
|---|---|---|---|---|---|---|---|---|---|



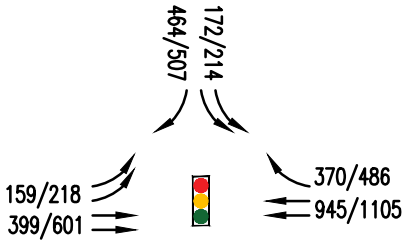

1. PALMER DIVIDE ROAD AT I-25 SB RAMPS



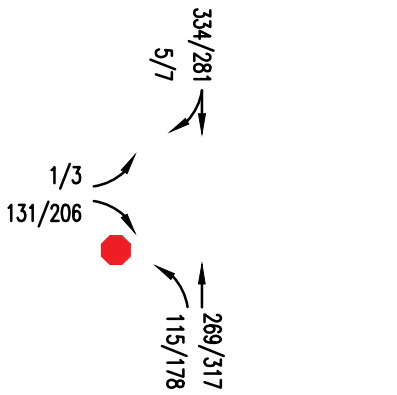

2. PALMER DIVIDE ROAD AT I-25 NB RAMPS



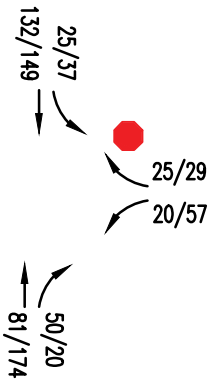

3. WOODMOOR DRIVE AT HWY 105



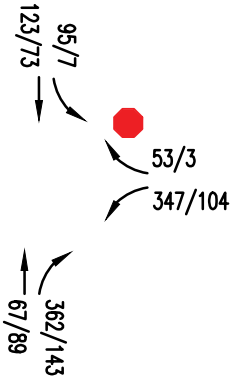

4. MONUMENT HILL ROAD AT WOODMOOR DRIVE



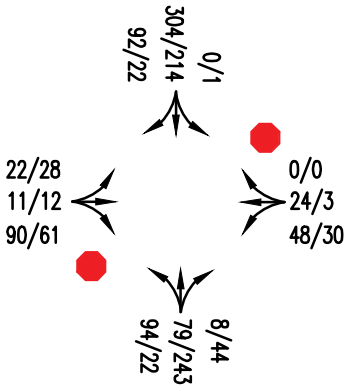

5. MONUMENT HILL ROAD AT DEER CREEK ROAD



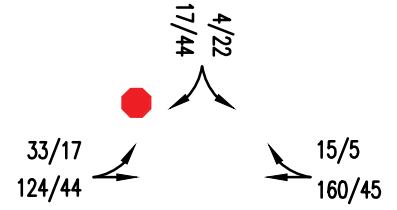

6. MONUMENT HILL ROAD AT MISTY ACRES BLVD




7. WOODMOOR DRIVE AT DEER CREEK ROAD




8. DEER CREEK ROAD AT BASE CAMP ROAD

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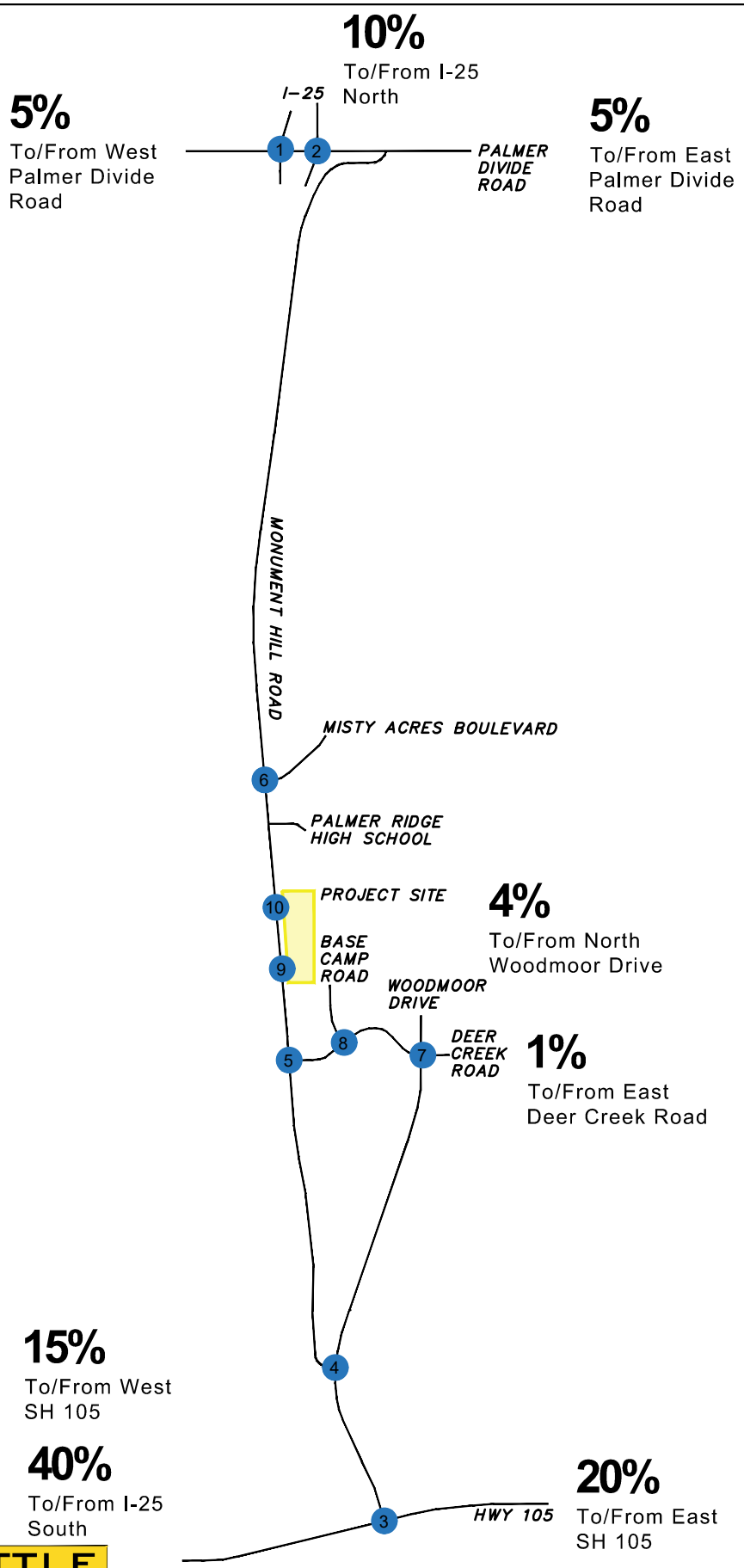
## 2043 BACKGROUND TRAFFIC VOLUMES

| Project # | 23046 | Original Scale | NTS | Date | 10/19/2023 | Drawn by | SKK | Figure # | 5 |
|---|---|---|---|---|---|---|---|---|---|

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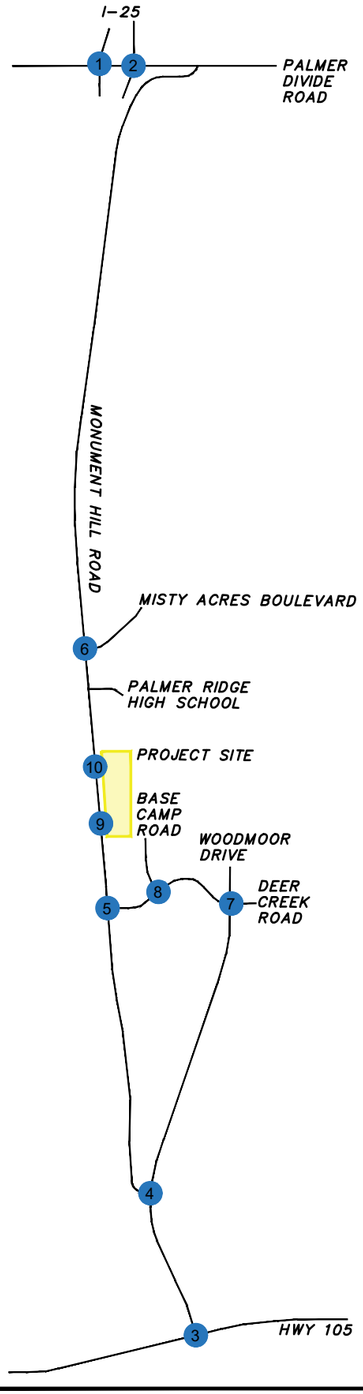
SITE TRAFFIC DISTRIBUTION

| Project # | 23046 | Original Scale | NTS | Date | 10/19/2023 | Drawn by | SKK | Figure # | 6 |
|---|---|---|---|---|---|---|---|---|---|

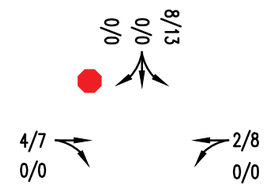



N

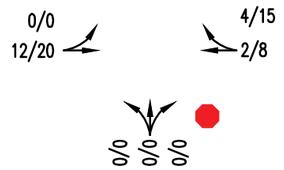
KEY

| | |
|---|---|
| XX/XX | AM/PM PEAK HOUR TRAFFIC VOLUME |
| XXXX | WEEKDAY DAILY TRAFFIC VOLUME |
| | EXISTING LANE CONFIGURATION |
| | FUTURE LANE CONFIGURATION |

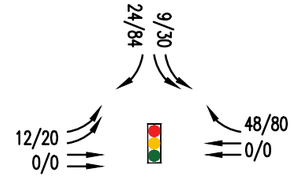
1. PALMER DIVIDE ROAD AT I-25 SB RAMPS



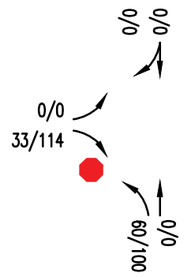

2. PALMER DIVIDE ROAD AT I-25 NB RAMPS



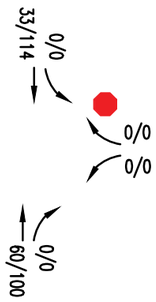

3. WOODMOOR DRIVE AT HWY 105



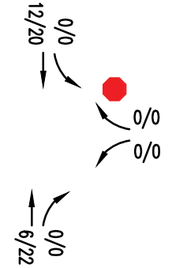

4. MONUMENT HILL ROAD AT WOODMOOR DRIVE




5. MONUMENT HILL ROAD AT DEER CREEK ROAD



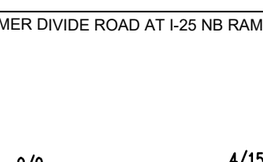

6. MONUMENT HILL ROAD AT MISTY ACRES BLVD




7. WOODMOOR DRIVE AT DEER CREEK ROAD



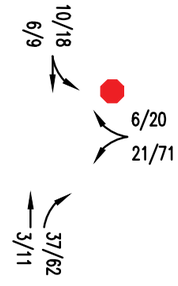

8. DEER CREEK ROAD AT BASE CAMP ROAD




9. MONUMENT HILL RD AT SOUTH SITE ACCESS




10. MONUMENT HILL RD AT NORTH SITE ACCESS

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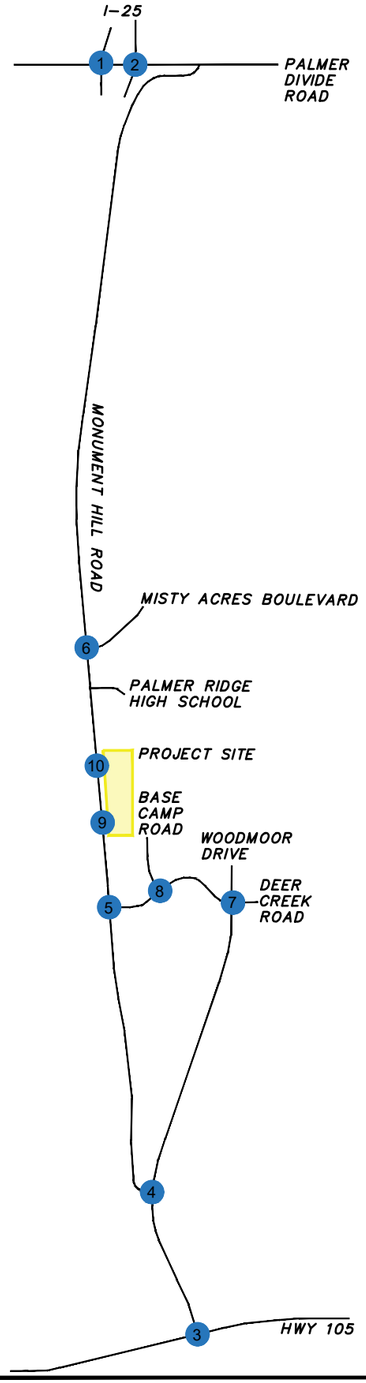
# PROJECT ADDED TRIPS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| FT Project # | 23046 | Original Scale | NTS | Date | 10/19/2023 | Drawn by | SKK | Figure # | 7 |




KEY

XX/XX AM/PM PEAK HOUR TRAFFIC VOLUME

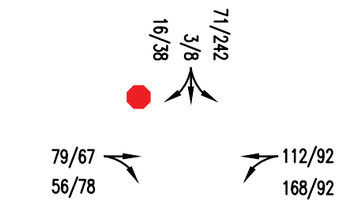
XXXX WEEKDAY DAILY TRAFFIC VOLUME

EXISTING LANE CONFIGURATION

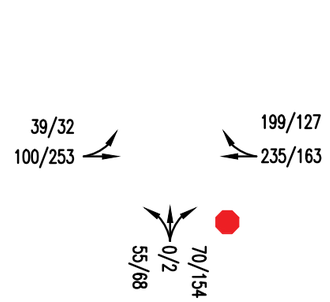
FUTURE LANE CONFIGURATION

N

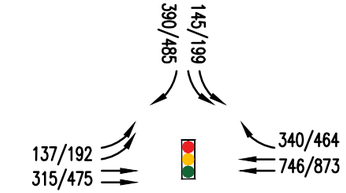
1. PALMER DIVIDE ROAD AT I-25 SB RAMPS



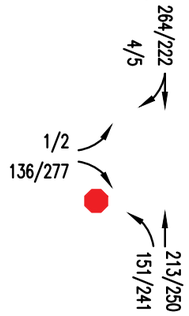

2. PALMER DIVIDE ROAD AT I-25 NB RAMPS



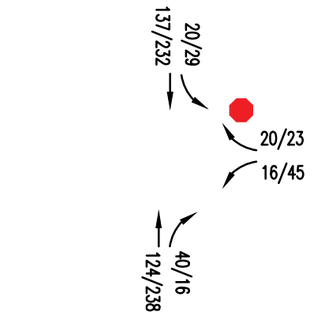

3. WOODMOOR DRIVE AT HWY 105



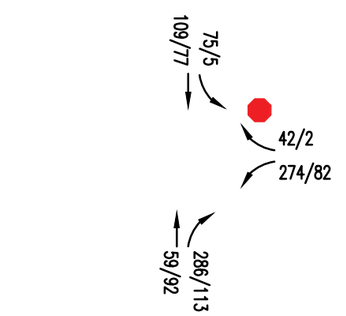

4. MONUMENT HILL ROAD AT WOODMOOR DRIVE



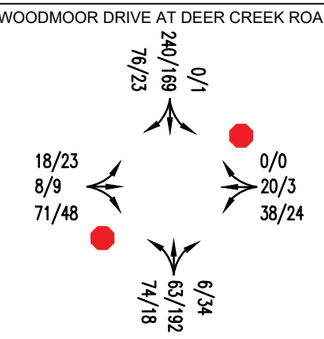

5. MONUMENT HILL ROAD AT DEER CREEK ROAD



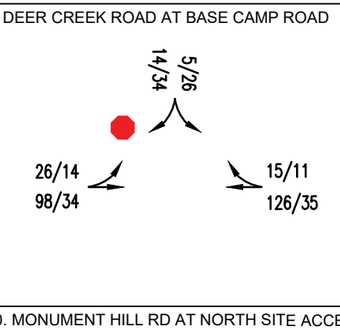

6. MONUMENT HILL ROAD AT MISTY ACRES BLVD



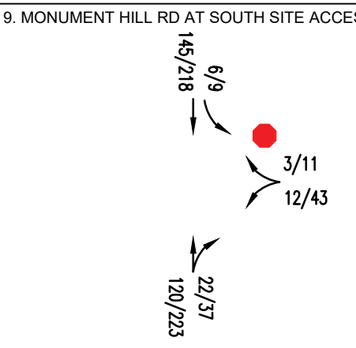

7. WOODMOOR DRIVE AT DEER CREEK ROAD



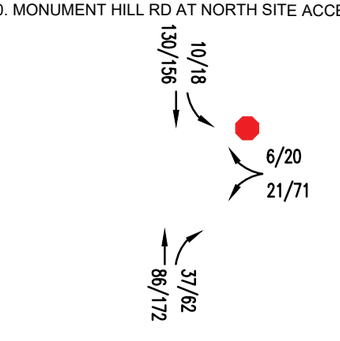

8. DEER CREEK ROAD AT BASE CAMP ROAD




9. MONUMENT HILL RD AT SOUTH SITE ACCESS




10. MONUMENT HILL RD AT NORTH SITE ACCESS

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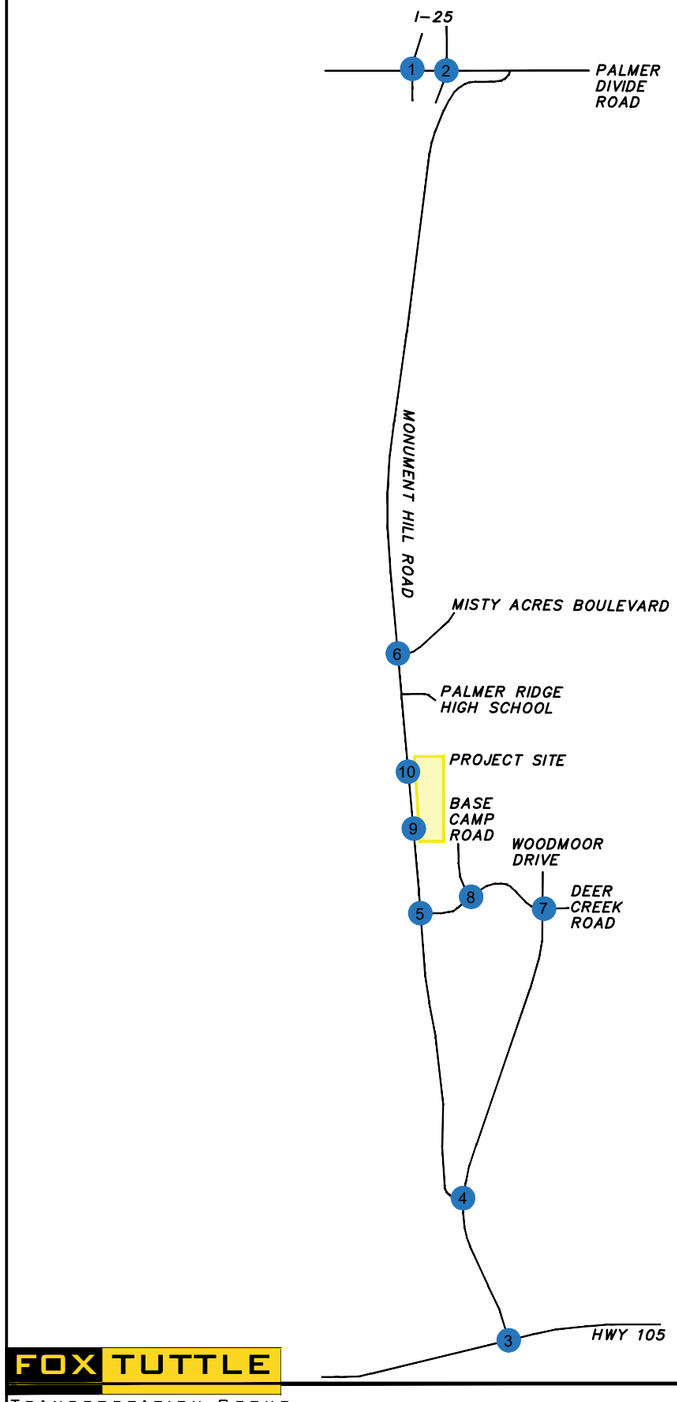
THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY

# 2026 BACKGROUND + PROJECT TRAFFIC VOLUMES

| FT Project # | 23046 | Original Scale | NTS | Date | 10/19/2023 | Drawn by | SKK | Figure # | 8 |
|---|---|---|---|---|---|---|---|---|---|

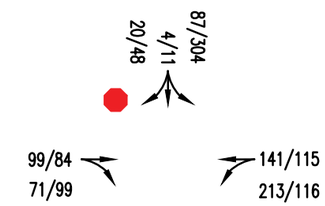



KEY

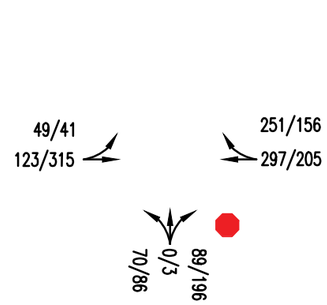
- XX/XX — AM/PM PEAK HOUR TRAFFIC VOLUME
- XXXX — WEEKDAY DAILY TRAFFIC VOLUME
- EXISTING LANE CONFIGURATION
- FUTURE LANE CONFIGURATION

N

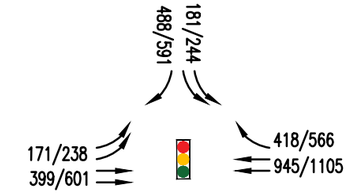
1. PALMER DIVIDE ROAD AT I-25 SB RAMPS



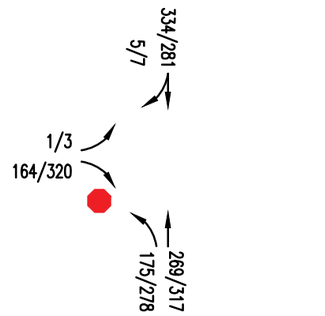

2. PALMER DIVIDE ROAD AT I-25 NB RAMPS



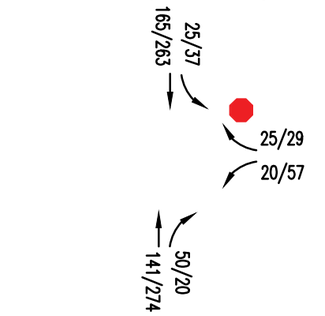

3. WOODMOOR DRIVE AT HWY 105



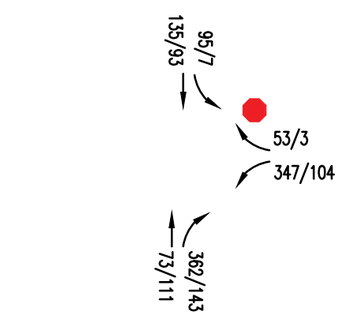

4. MONUMENT HILL ROAD AT WOODMOOR DRIVE



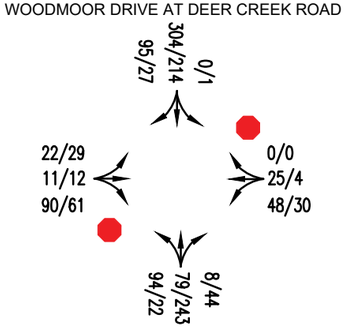

5. MONUMENT HILL ROAD AT DEER CREEK ROAD



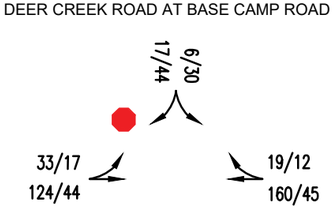

6. MONUMENT HILL ROAD AT MISTY ACRES BLVD



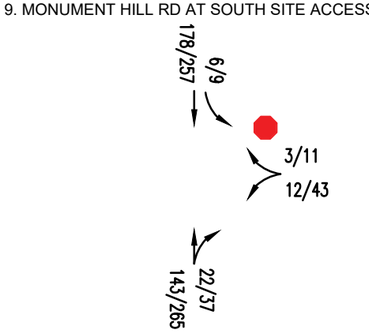

7. WOODMOOR DRIVE AT DEER CREEK ROAD



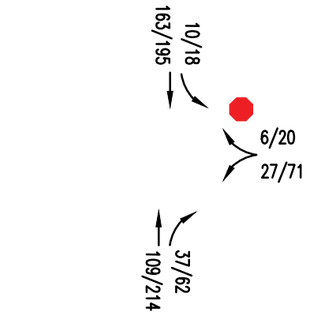

8. DEER CREEK ROAD AT BASE CAMP ROAD




9. MONUMENT HILL RD AT SOUTH SITE ACCESS




10. MONUMENT HILL RD AT NORTH SITE ACCESS

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TRANSPORTATION GROUP

THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY

# 2043 BACKGROUND + PROJECT TRAFFIC VOLUMES

| FT Project # | 23046 | Original Scale | NTS | Date | 10/19/2023 | Drawn by | SKK | Figure # | 9 |
|---|---|---|---|---|---|---|---|---|---|

# *Appendix:*

*El Paso County Signature Page*

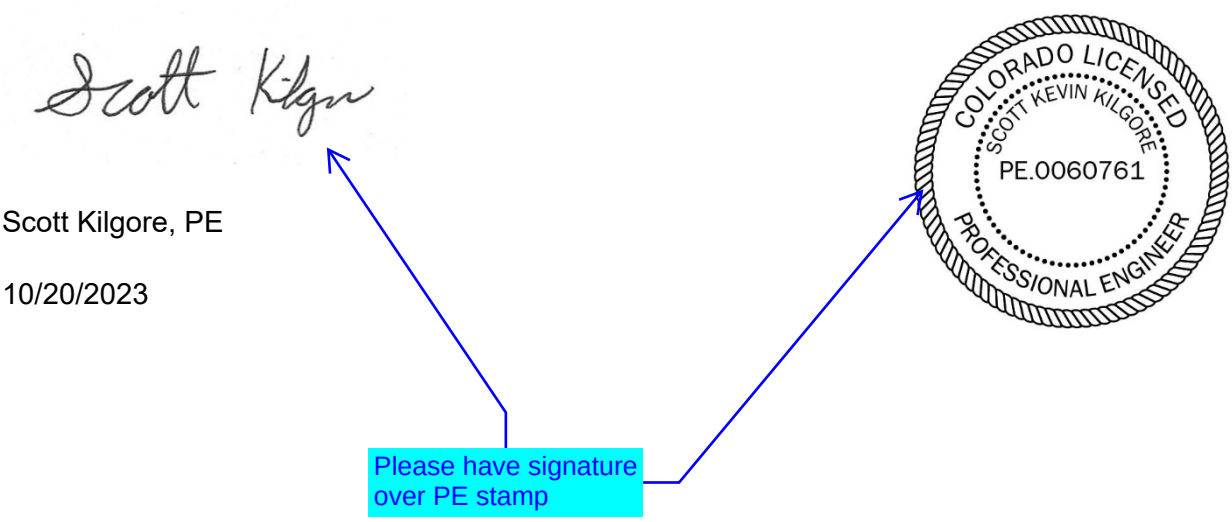
*Level of Service Definitions*

*Traffic Count Data Sheets*

*Intersection Capacity Worksheets*

# *El Paso County Signature Page*

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




Scott Kilgore, PE

10/20/2023

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

Signature:

Please move signature sheet behind the cover sheet and fill out developer signature block.

Developer Name:

Developer Address:

# *Level of Service Definitions*

# LEVEL OF SERVICE (LOS) DEFINITIONS

In rating roadway and intersection operating conditions with existing or future traffic volumes, "Levels of Service" (LOS) A through F are used, with LOS A indicating very good operation and LOS F indicating poor operation. Levels of service at signalized and unsignalized intersections are closely associated with vehicle delays experienced in seconds per vehicle. More complete level of service definitions and delay data for signal and stop sign controlled intersections are contained in the following table for reference.

| Level of Service Rating | Delay in seconds per vehicle* | | Definition |
|---|---|---|---|
| | Signalized | Unsignalized | |
| A | 0.0 to 10.0 | 0.0 to 10.0 | Low vehicular traffic volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within the traffic stream. Drivers can maintain their desired speeds with little or no delay. |
| B | 10.1 to 20.0 | 10.1 to 15.0 | Stable vehicular traffic volume flow with potential for some restriction of operating speeds due to traffic conditions. Vehicle maneuvering is only slightly restricted. The stopped delays are not bothersome, and drivers are not subject to appreciable tension. |
| C | 20.1 to 35.0 | 15.1 to 25.0 | Stable traffic operations, however, the ability for vehicles to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signal coordination or longer vehicle queues cause delays along the corridor. |
| D | 35.1 to 55.0 | 25.1 to 35.0 | Approaching unstable vehicular traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in ability to maneuver and selection of travel speeds due to congestion. Driver comfort and convenience are low, but tolerable. |
| E | 55.1 to 80.0 | 35.1 to 50.0 | Traffic operations characterized by significant approach delays and average travel speeds of one-half to one-third the free flow speed. Vehicular flow is unstable and there is potential for stoppages of brief duration. High signal density, extensive vehicle queuing, or corridor signal progression/timing are the typical causes of vehicle delays at signalized corridors. |
| F | > 80.0 | > 50.0 | Forced vehicular traffic flow and operations with high approach delays at critical intersections. Vehicle speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion. |

** Delay ranges based on 2010 Highway Capacity Manual Criteria*

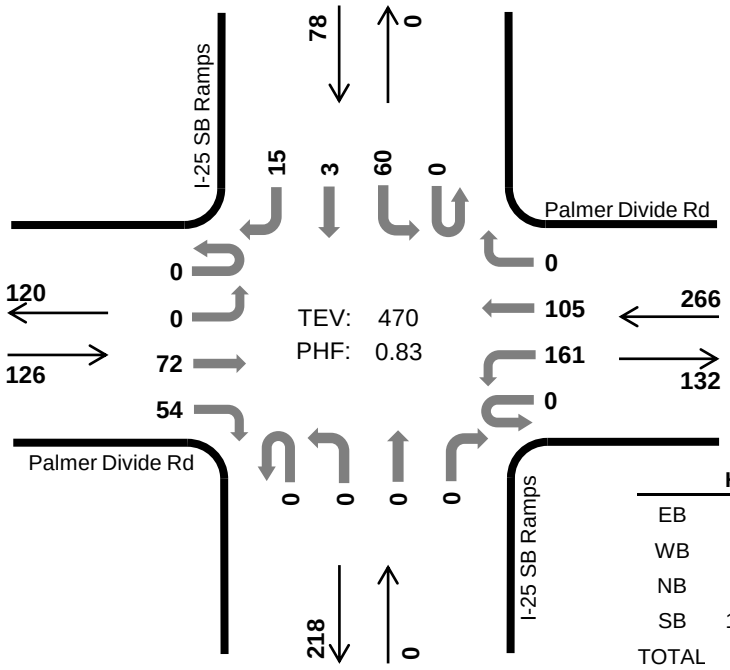
1624 Market Street | Suite 202 | Denver, CO 80202
Phone: 303.652.3571 | www.FoxTuttle.com

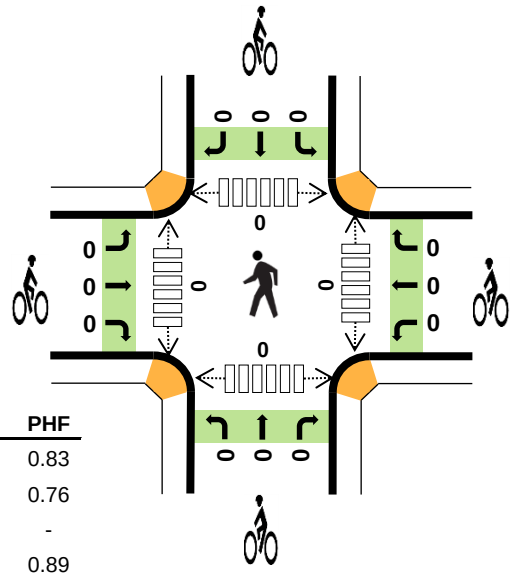
# *Traffic Count Data Sheets*

# I-25 SB Ramps
# Palmer Divide Rd

Peak Hour

**Date: 06/07/2023**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:45 AM to 8:45 AM**



| | HV %: | PHF |
|---|---|---|
| EB | 5.6% | 0.83 |
| WB | 1.1% | 0.76 |
| NB | - | - |
| SB | 11.5% | 0.89 |
| TOTAL | 4.0% | 0.83 |

## Two-Hour Count Summaries

| Interval Start | Palmer Divide Rd Eastbound | | | | Palmer Divide Rd Westbound | | | | I-25 SB Ramps Northbound | | | | I-25 SB Ramps 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 | 8 | 10 | 0 | 23 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 4 | 64 | 0 |
| 7:15 AM | 0 | 0 | 11 | 9 | 0 | 46 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 3 | 99 | 0 |
| 7:30 AM | 0 | 0 | 10 | 10 | 0 | 46 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 3 | 112 | 0 |
| **7:45 AM** | **0** | **0** | **19** | **19** | **0** | **44** | **44** | **0** | **0** | **0** | **0** | **0** | **0** | **13** | **0** | **2** | **141** | 416 |
| **8:00 AM** | **0** | **0** | **13** | **11** | **0** | **31** | **21** | **0** | **0** | **0** | **0** | **0** | **0** | **21** | **0** | **1** | **98** | 450 |
| **8:15 AM** | **0** | **0** | **19** | **14** | **0** | **43** | **18** | **0** | **0** | **0** | **0** | **0** | **0** | **13** | **2** | **7** | **116** | 467 |
| **8:30 AM** | **0** | **0** | **21** | **10** | **0** | **43** | **22** | **0** | **0** | **0** | **0** | **0** | **0** | **13** | **1** | **5** | **115** | **470** |
| 8:45 AM | 0 | 0 | 12 | 18 | 0 | 26 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 5 | 111 | 440 |
| Count Total | 0 | 0 | 113 | 101 | 0 | 302 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 6 | 30 | 856 | 0 |
| **Peak Hour All** | **0** | **0** | **72** | **54** | **0** | **161** | **105** | **0** | **0** | **0** | **0** | **0** | **0** | **60** | **3** | **15** | **470** | **0** |
| **Peak Hour HV** | **0** | **0** | **3** | **4** | **0** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **1** | **2** | **19** | **0** |
| **Peak Hour HV%** | **-** | **-** | **4%** | **7%** | **-** | **1%** | **1%** | **-** | **-** | **-** | **-** | **-** | **-** | **10%** | **33%** | **13%** | **4%** | **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 | 1 | 0 | 0 | 6 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 0 | 0 | 0 | 5 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 0 | 4 | 0 | 1 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:45 AM** | **2** | **0** | **0** | **4** | ***6*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:00 AM** | **0** | **1** | **0** | **1** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:15 AM** | **4** | **1** | **0** | **3** | ***8*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:30 AM** | **1** | **1** | **0** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:45 AM | 0 | 0 | 0 | 6 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 8 | 7 | 0 | 27 | *42* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **7** | **3** | **0** | **9** | ***19*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Palmer Divide Rd | | | | Palmer Divide Rd | | | | I-25 SB Ramps | | | | I-25 SB Ramps | | | | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 7 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 |
| **7:45 AM** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **6** | 23 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **2** | 18 |
| **8:15 AM** | **0** | **0** | **3** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **8** | 21 |
| **8:30 AM** | **0** | **0** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **3** | **19** |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 6 | 19 |
| Count Total | 0 | 0 | 4 | 4 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 3 | 4 | 42 | 0 |
| **Peak Hour** | **0** | **0** | **3** | **4** | **0** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **1** | **2** | **19** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Palmer Divide Rd | | | Palmer Divide Rd | | | I-25 SB Ramps | | | I-25 SB Ramps | | | 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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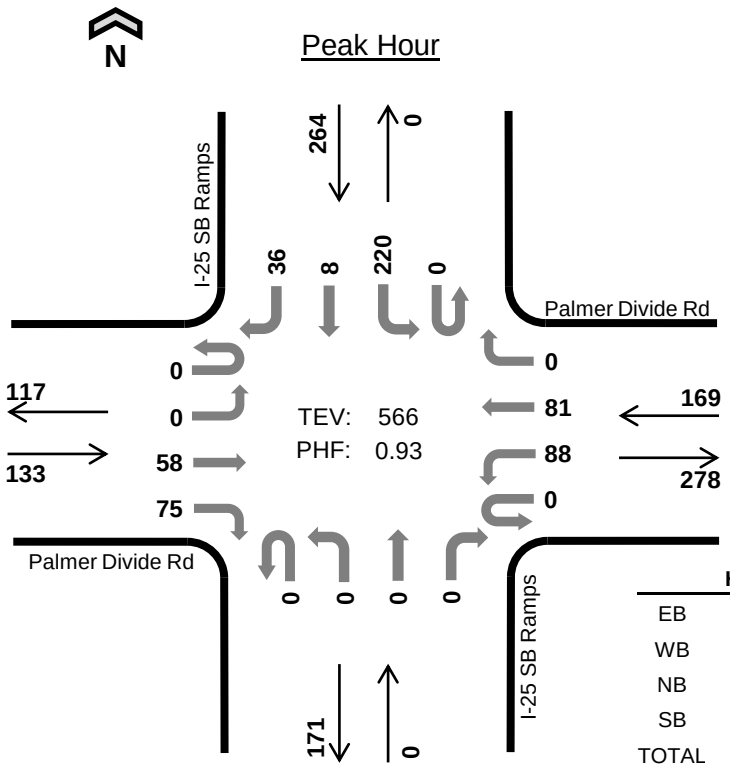
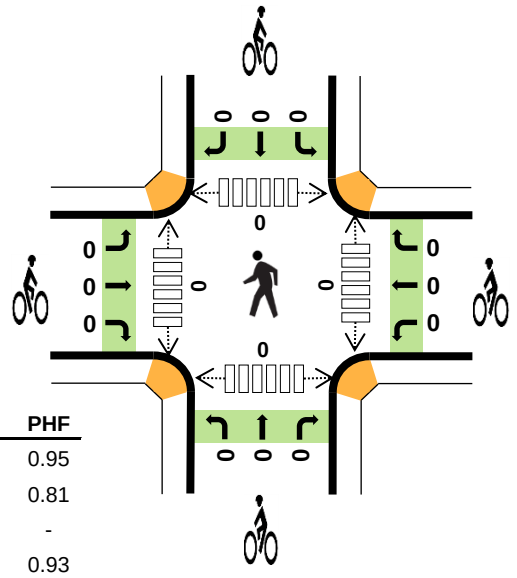
# I-25 SB Ramps
# Palmer Divide Rd

**Date: 06/07/2023**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:45 PM to 5:45 PM**



| | HV %: | PHF |
|---|---|---|
| EB | 3.0% | 0.95 |
| WB | 3.6% | 0.81 |
| NB | - | - |
| SB | 1.5% | 0.93 |
| TOTAL | 2.5% | 0.93 |

## Two-Hour Count Summaries

| Interval Start | Palmer Divide Rd Eastbound | | | | Palmer Divide Rd Westbound | | | | I-25 SB Ramps Northbound | | | | I-25 SB Ramps 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 | 27 | 20 | 0 | 23 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 1 | 7 | 146 | 0 |
| 4:15 PM | 0 | 0 | 14 | 9 | 0 | 26 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 2 | 6 | 132 | 0 |
| 4:30 PM | 0 | 0 | 11 | 23 | 0 | 24 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 11 | 138 | 0 |
| **4:45 PM** | **0** | **0** | **12** | **20** | **0** | **21** | **17** | **0** | **0** | **0** | **0** | **0** | **0** | **63** | **1** | **7** | **141** | 557 |
| **5:00 PM** | **0** | **0** | **18** | **15** | **0** | **29** | **23** | **0** | **0** | **0** | **0** | **0** | **0** | **52** | **4** | **11** | **152** | 563 |
| **5:15 PM** | **0** | **0** | **13** | **20** | **0** | **17** | **17** | **0** | **0** | **0** | **0** | **0** | **0** | **44** | **2** | **9** | **122** | 553 |
| **5:30 PM** | **0** | **0** | **15** | **20** | **0** | **21** | **24** | **0** | **0** | **0** | **0** | **0** | **0** | **61** | **1** | **9** | **151** | **566** |
| 5:45 PM | 0 | 0 | 17 | 12 | 0 | 18 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 1 | 9 | 131 | 556 |
| Count Total | 0 | 0 | 127 | 139 | 0 | 179 | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 404 | 12 | 69 | 1,113 | 0 |
| **Peak Hour All** | **0** | **0** | **58** | **75** | **0** | **88** | **81** | **0** | **0** | **0** | **0** | **0** | **0** | **220** | **8** | **36** | **566** | **0** |
| **Peak Hour HV** | **0** | **0** | **2** | **2** | **0** | **3** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **0** | **14** | **0** |
| **Peak Hour HV%** | **-** | **-** | **3%** | **3%** | **-** | **3%** | **4%** | **-** | **-** | **-** | **-** | **-** | **-** | **1%** | **25%** | **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 | 1 | 0 | 0 | 3 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 2 | 1 | 0 | 1 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 1 | 3 | 0 | 3 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | **1** | **1** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **0** | **2** | **0** | **3** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **2** | **1** | **0** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **1** | **2** | **0** | **1** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:45 PM | 0 | 1 | 0 | 1 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 8 | 11 | 0 | 12 | *31* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **4** | **6** | **0** | **4** | ***14*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Palmer Divide Rd | | | | Palmer Divide Rd | | | | I-25 SB Ramps | | | | I-25 SB Ramps | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 4 | 0 |
| 4:15 PM | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 |
| 4:30 PM | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 7 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 17 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **1** | **0** | **5** | 18 |
| **5:15 PM** | **0** | **0** | **2** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | 17 |
| **5:30 PM** | **0** | **0** | **0** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **4** | **14** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 14 |
| Count Total | 0 | 0 | 3 | 5 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 1 | 31 | 0 |
| **Peak Hour** | **0** | **0** | **2** | **2** | **0** | **3** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **0** | **14** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Palmer Divide Rd | | | Palmer Divide Rd | | | I-25 SB Ramps | | | I-25 SB Ramps | | | 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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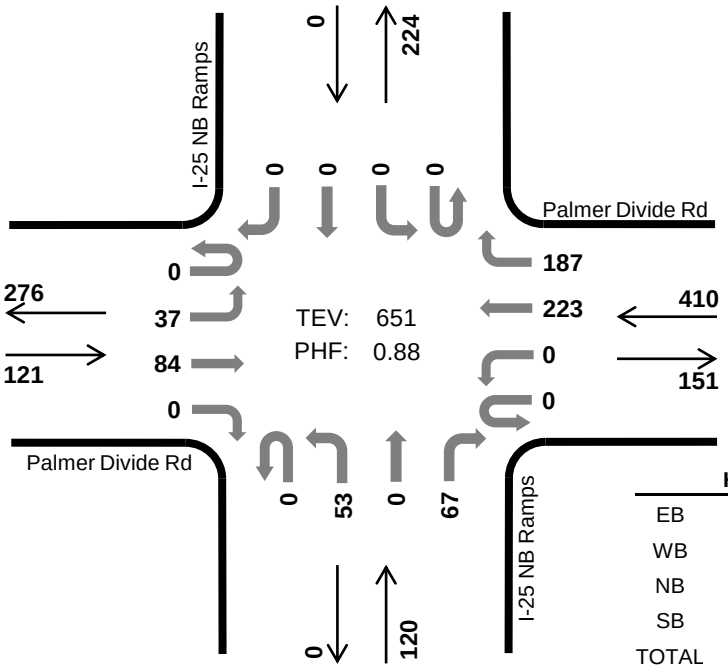
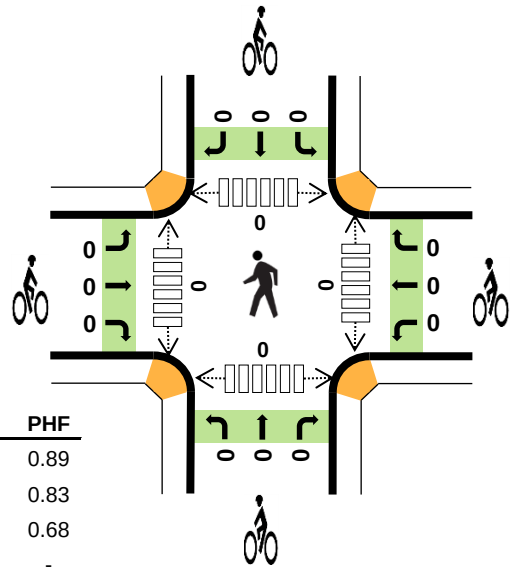
# I-25 NB Ramps
# Palmer Divide Rd

Peak Hour

**Date: 06/07/2023**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:30 AM to 8:30 AM**



| | HV %: | PHF |
|---|---|---|
| EB | 8.3% | 0.89 |
| WB | 2.7% | 0.83 |
| NB | 3.3% | 0.68 |
| SB | - | - |
| TOTAL | 3.8% | 0.88 |

## Two-Hour Count Summaries

| Interval Start | Palmer Divide Rd Eastbound | | | | Palmer Divide Rd Westbound | | | | I-25 NB Ramps Northbound | | | | I-25 NB Ramps 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 | 6 | 13 | 0 | 0 | 0 | 24 | 68 | 0 | 7 | 1 | 5 | 0 | 0 | 0 | 0 | 124 | 0 |
| 7:15 AM | 0 | 8 | 16 | 0 | 0 | 0 | 51 | 54 | 0 | 9 | 3 | 5 | 0 | 0 | 0 | 0 | 146 | 0 |
| **7:30 AM** | **0** | **9** | **14** | **0** | **0** | **0** | **63** | **60** | **0** | **15** | **0** | **16** | **0** | **0** | **0** | **0** | **177** | 0 |
| **7:45 AM** | **0** | **9** | **23** | **0** | **0** | **0** | **68** | **42** | **0** | **22** | **0** | **22** | **0** | **0** | **0** | **0** | **186** | 633 |
| **8:00 AM** | **0** | **8** | **24** | **0** | **0** | **0** | **42** | **35** | **0** | **5** | **0** | **11** | **0** | **0** | **0** | **0** | **125** | 634 |
| **8:15 AM** | **0** | **11** | **23** | **0** | **0** | **0** | **50** | **50** | **0** | **11** | **0** | **18** | **0** | **0** | **0** | **0** | **163** | **651** |
| 8:30 AM | 0 | 10 | 24 | 0 | 0 | 0 | 53 | 41 | 0 | 13 | 0 | 12 | 0 | 0 | 0 | 0 | 153 | 627 |
| 8:45 AM | 0 | 9 | 25 | 0 | 0 | 0 | 35 | 31 | 0 | 19 | 0 | 16 | 0 | 0 | 0 | 0 | 135 | 576 |
| Count Total | 0 | 70 | 162 | 0 | 0 | 0 | 386 | 381 | 0 | 101 | 4 | 105 | 0 | 0 | 0 | 0 | 1,209 | 0 |
| **Peak Hour All** | **0** | **37** | **84** | **0** | **0** | **0** | **223** | **187** | **0** | **53** | **0** | **67** | **0** | **0** | **0** | **0** | **651** | **0** |
| **Peak Hour HV** | **0** | **1** | **9** | **0** | **0** | **0** | **2** | **9** | **0** | **3** | **0** | **1** | **0** | **0** | **0** | **0** | **25** | **0** |
| **Peak Hour HV%** | **-** | **3%** | **11%** | **-** | **-** | **-** | **1%** | **5%** | **-** | **6%** | **-** | **1%** | **-** | **-** | **-** | **-** | **4%** | **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 | 3 | 0 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 5 | 0 | 2 | 0 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:30 AM** | **2** | **3** | **3** | **0** | ***8*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **3** | **1** | **0** | **0** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:00 AM** | **2** | **3** | **0** | **0** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:15 AM** | **3** | **4** | **1** | **0** | ***8*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:30 AM | 1 | 4 | 0 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 4 | 0 | 0 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 23 | 15 | 6 | 0 | *44* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **10** | **11** | **4** | **0** | ***25*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Palmer Divide Rd | | | | Palmer Divide Rd | | | | I-25 NB Ramps | | | | I-25 NB Ramps | | | | 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 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 7:15 AM | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 7 | 0 |
| **7:30 AM** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **2** | **0** | **2** | **0** | **1** | **0** | **0** | **0** | **0** | **8** | 0 |
| **7:45 AM** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | 22 |
| **8:00 AM** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | 24 |
| **8:15 AM** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **4** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **25** |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 22 |
| 8:45 AM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 22 |
| Count Total | 0 | 1 | 22 | 0 | 0 | 0 | 3 | 12 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 44 | 0 |
| **Peak Hour** | **0** | **1** | **9** | **0** | **0** | **0** | **2** | **9** | **0** | **3** | **0** | **1** | **0** | **0** | **0** | **0** | **25** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Palmer Divide Rd | | | Palmer Divide Rd | | | I-25 NB Ramps | | | I-25 NB Ramps | | | 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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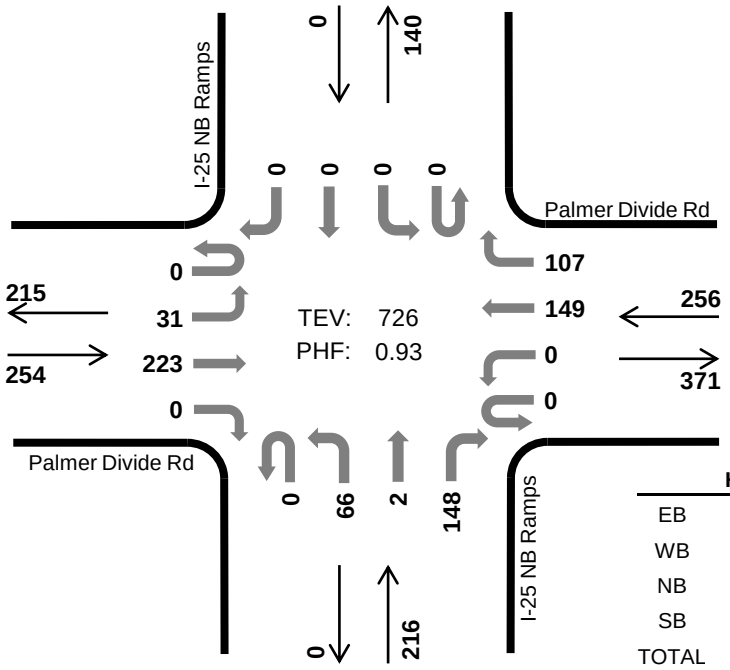
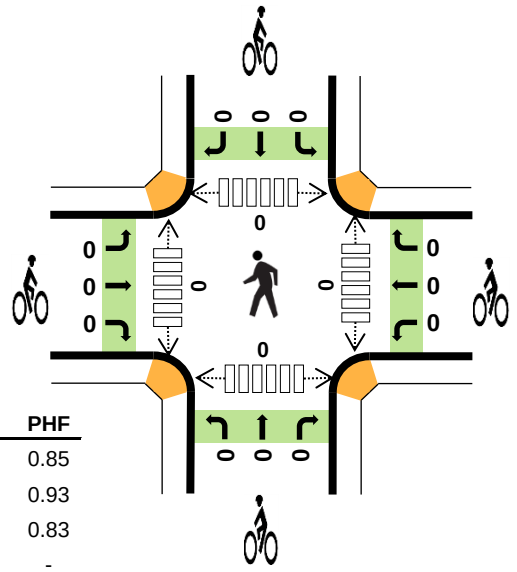
# I-25 NB Ramps
# Palmer Divide Rd

Peak Hour

**Date: 06/06/2023**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:30 PM to 5:30 PM**



| | HV %: | PHF |
|---|---|---|
| EB | 0.8% | 0.85 |
| WB | 1.2% | 0.93 |
| NB | 0.5% | 0.83 |
| SB | - | - |
| TOTAL | 0.8% | 0.93 |

## Two-Hour Count Summaries

| Interval Start | Palmer Divide Rd Eastbound | | | | Palmer Divide Rd Westbound | | | | I-25 NB Ramps Northbound | | | | I-25 NB Ramps 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 | 5 | 67 | 0 | 0 | 0 | 34 | 25 | 0 | 15 | 1 | 28 | 0 | 0 | 0 | 0 | 175 | 0 |
| 4:15 PM | 0 | 5 | 44 | 0 | 0 | 0 | 37 | 26 | 0 | 6 | 0 | 38 | 0 | 0 | 0 | 0 | 156 | 0 |
| **4:30 PM** | **0** | **7** | **48** | **0** | **0** | **0** | **37** | **28** | **0** | **18** | **0** | **29** | **0** | **0** | **0** | **0** | **167** | 0 |
| **4:45 PM** | **0** | **10** | **52** | **0** | **0** | **0** | **40** | **29** | **0** | **25** | **1** | **39** | **0** | **0** | **0** | **0** | **196** | 694 |
| **5:00 PM** | **0** | **6** | **69** | **0** | **0** | **0** | **38** | **21** | **0** | **9** | **1** | **44** | **0** | **0** | **0** | **0** | **188** | 707 |
| **5:15 PM** | **0** | **8** | **54** | **0** | **0** | **0** | **34** | **29** | **0** | **14** | **0** | **36** | **0** | **0** | **0** | **0** | **175** | **726** |
| 5:30 PM | 0 | 4 | 45 | 0 | 0 | 0 | 30 | 19 | 0 | 13 | 0 | 34 | 0 | 0 | 0 | 0 | 145 | 704 |
| 5:45 PM | 0 | 4 | 69 | 0 | 0 | 0 | 28 | 23 | 0 | 11 | 0 | 30 | 0 | 0 | 0 | 0 | 165 | 673 |
| Count Total | 0 | 49 | 448 | 0 | 0 | 0 | 278 | 200 | 0 | 111 | 3 | 278 | 0 | 0 | 0 | 0 | 1,367 | 0 |
| **Peak Hour All** | **0** | **31** | **223** | **0** | **0** | **0** | **149** | **107** | **0** | **66** | **2** | **148** | **0** | **0** | **0** | **0** | **726** | **0** |
| **Peak Hour HV** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **3** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **0** |
| **Peak Hour HV%** | **-** | **0%** | **1%** | **-** | **-** | **-** | **0%** | **3%** | **-** | **2%** | **0%** | **0%** | **-** | **-** | **-** | **-** | **1%** | **0** |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 1 | 4 | 2 | 0 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:30 PM** | **0** | **1** | **1** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:45 PM** | **2** | **1** | **0** | **0** | ***3*** | **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** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:30 PM | 1 | 2 | 1 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 5 | 10 | 4 | 0 | *19* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **2** | **3** | **1** | **0** | ***6*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Palmer Divide Rd | | | | Palmer Divide Rd | | | | I-25 NB Ramps | | | | I-25 NB Ramps | | | | 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 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 7 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 0 |
| **4:45 PM** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | 13 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 6 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **6** |
| 5:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 8 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| Count Total | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 6 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 19 | 0 |
| **Peak Hour** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **3** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Palmer Divide Rd | | | Palmer Divide Rd | | | I-25 NB Ramps | | | I-25 NB Ramps | | | 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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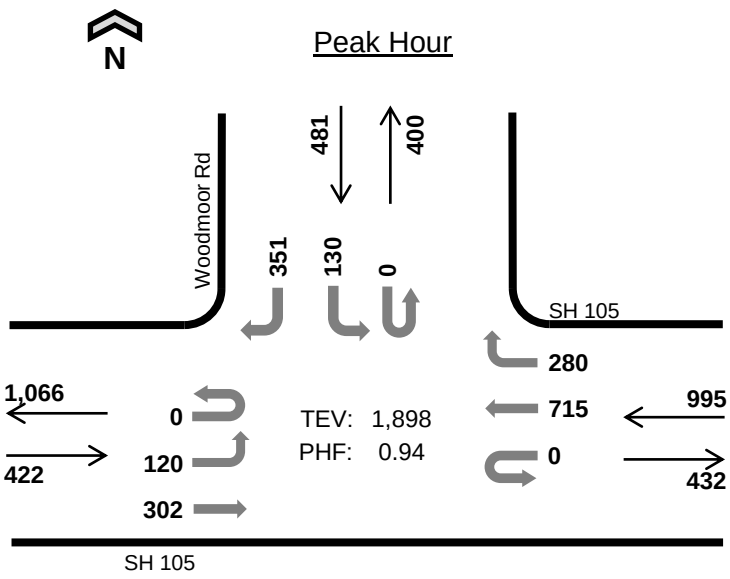
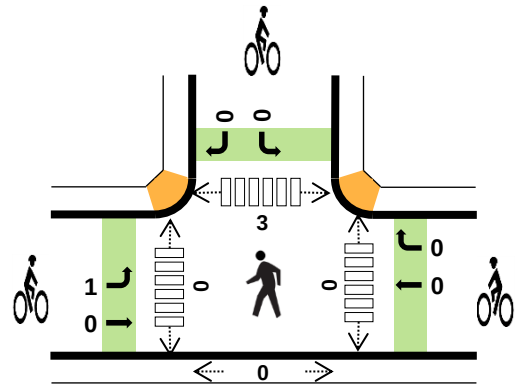
# Woodmoor Rd
# SH 105




**Date:** 06/07/2023
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:45 AM to 8:45 AM




| | HV %: | PHF |
|---|---|---|
| EB | 2.1% | 0.86 |
| WB | 2.6% | 0.89 |
| NB | - | - |
| SB | 1.9% | 0.80 |
| TOTAL | 2.3% | 0.94 |

## Two-Hour Count Summaries

| Interval Start | SH 105 Eastbound | | | | SH 105 Westbound | | | | n/a Northbound | | | | Woodmoor 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 | 18 | 61 | 0 | 0 | 0 | 152 | 50 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 71 | 369 | 0 |
| 7:15 AM | 0 | 21 | 59 | 0 | 0 | 0 | 148 | 64 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 60 | 364 | 0 |
| 7:30 AM | 1 | 25 | 68 | 0 | 0 | 0 | 183 | 70 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 75 | 437 | 0 |
| **7:45 AM** | **0** | **28** | **66** | **0** | **0** | **0** | **203** | **76** | **0** | **0** | **0** | **0** | **0** | **35** | **0** | **97** | **505** | 1,675 |
| **8:00 AM** | **0** | **20** | **76** | **0** | **0** | **0** | **165** | **84** | **0** | **0** | **0** | **0** | **0** | **54** | **0** | **97** | **496** | 1,802 |
| **8:15 AM** | **0** | **36** | **73** | **0** | **0** | **0** | **152** | **69** | **0** | **0** | **0** | **0** | **0** | **22** | **0** | **76** | **428** | 1,866 |
| **8:30 AM** | **0** | **36** | **87** | **0** | **0** | **0** | **195** | **51** | **0** | **0** | **0** | **0** | **0** | **19** | **0** | **81** | **469** | **1,898** |
| 8:45 AM | 0 | 38 | 100 | 0 | 0 | 0 | 147 | 87 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 82 | 492 | 1,885 |
| Count Total | 1 | 222 | 590 | 0 | 0 | 0 | 1,345 | 551 | 0 | 0 | 0 | 0 | 0 | 212 | 0 | 639 | 3,560 | 0 |
| **Peak Hour All** | **0** | **120** | **302** | **0** | **0** | **0** | **715** | **280** | **0** | **0** | **0** | **0** | **0** | **130** | **0** | **351** | **1,898** | **0** |
| **Peak Hour HV** | **0** | **2** | **7** | **0** | **0** | **0** | **22** | **4** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **4** | **44** | **0** |
| **Peak Hour HV%** | **-** | **2%** | **2%** | **-** | **-** | **-** | **3%** | **1%** | **-** | **-** | **-** | **-** | **-** | **4%** | **-** | **1%** | **2%** | **0** |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 6 | 4 | 0 | 1 | *11* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 3 | 5 | 0 | 1 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 2 | 0 | *2* |
| 7:30 AM | 2 | 7 | 0 | 2 | *11* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* |
| **7:45 AM** | **2** | **8** | **0** | **2** | ***12*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | *1* |
| **8:00 AM** | **2** | **10** | **0** | **6** | ***18*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:15 AM** | **2** | **4** | **0** | **0** | ***6*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **2** | **0** | *2* |
| **8:30 AM** | **3** | **4** | **0** | **1** | ***8*** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:45 AM | 4 | 4 | 0 | 2 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 24 | 46 | 0 | 15 | *85* | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 6 | 0 | *6* |
| **Peak Hr** | **9** | **26** | **0** | **9** | ***44*** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **3** | **0** | ***3*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | SH 105 Eastbound | | | | SH 105 Westbound | | | | n/a Northbound | | | | Woodmoor Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 0 |
| 7:15 AM | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 |
| 7:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 |
| **7:45 AM** | **0** | **2** | **0** | **0** | **0** | **0** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **12** | 43 |
| **8:00 AM** | **0** | **0** | **2** | **0** | **0** | **0** | **7** | **3** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **3** | **18** | 50 |
| **8:15 AM** | **0** | **0** | **2** | **0** | **0** | **0** | **3** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | 47 |
| **8:30 AM** | **0** | **0** | **3** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **8** | **44** |
| 8:45 AM | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 10 | 42 |
| Count Total | 0 | 8 | 16 | 0 | 0 | 0 | 32 | 14 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 85 | 0 |
| **Peak Hour** | **0** | **2** | **7** | **0** | **0** | **0** | **22** | **4** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **4** | **44** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | SH 105 Eastbound | | | SH 105 Westbound | | | n/a Northbound | | | Woodmoor Rd 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** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Count Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **Peak Hour** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |

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

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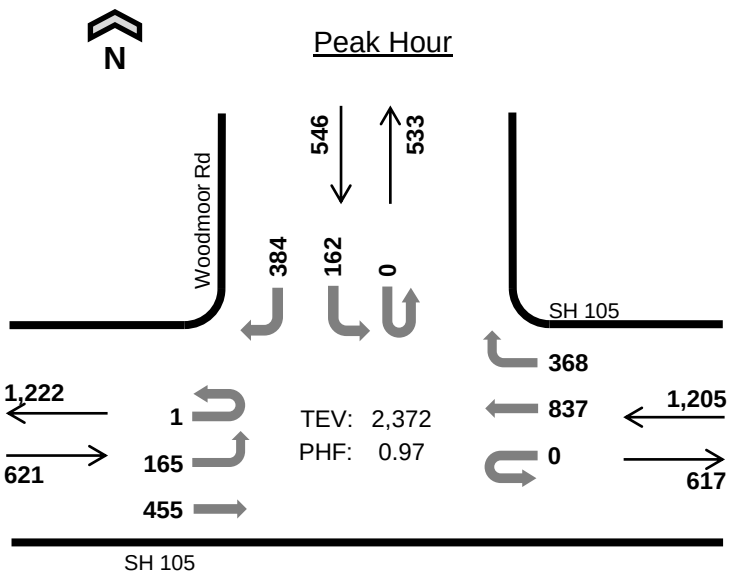
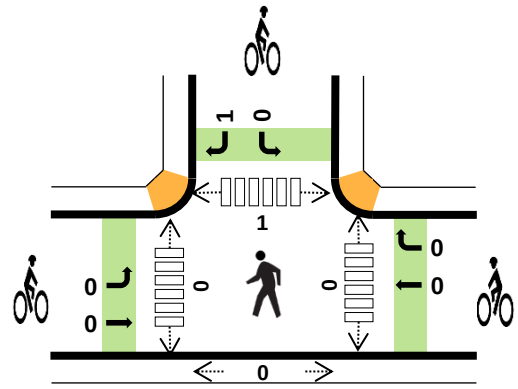
# Woodmoor Rd
# SH 105




**Date:** 06/07/2023
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:30 PM to 5:30 PM




| | HV %: | PHF |
|---|---|---|
| EB | 1.3% | 0.92 |
| WB | 1.3% | 0.95 |
| NB | - | - |
| SB | 0.9% | 0.90 |
| TOTAL | 1.2% | 0.97 |

## Two-Hour Count Summaries

| Interval Start | SH 105 Eastbound | | | | SH 105 Westbound | | | | n/a Northbound | | | | Woodmoor 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 | 38 | 98 | 0 | 0 | 0 | 210 | 70 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 106 | 554 | 0 |
| 4:15 PM | 0 | 54 | 100 | 0 | 0 | 0 | 204 | 72 | 0 | 0 | 0 | 0 | 1 | 33 | 0 | 91 | 555 | 0 |
| **4:30 PM** | **1** | **39** | **97** | **0** | **0** | **0** | **227** | **90** | **0** | **0** | **0** | **0** | **0** | **35** | **0** | **110** | **599** | 0 |
| **4:45 PM** | **0** | **51** | **110** | **0** | **0** | **0** | **208** | **103** | **0** | **0** | **0** | **0** | **0** | **33** | **0** | **90** | **595** | 2,303 |
| **5:00 PM** | **0** | **40** | **129** | **0** | **0** | **0** | **209** | **79** | **0** | **0** | **0** | **0** | **0** | **62** | **0** | **90** | **609** | 2,358 |
| **5:15 PM** | **0** | **35** | **119** | **0** | **0** | **0** | **193** | **96** | **0** | **0** | **0** | **0** | **0** | **32** | **0** | **94** | **569** | **2,372** |
| 5:30 PM | 0 | 47 | 102 | 0 | 0 | 0 | 171 | 88 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 109 | 561 | 2,334 |
| 5:45 PM | 0 | 33 | 80 | 0 | 0 | 0 | 194 | 92 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 100 | 534 | 2,273 |
| Count Total | 1 | 337 | 835 | 0 | 0 | 0 | 1,616 | 690 | 0 | 0 | 0 | 0 | 1 | 306 | 0 | 790 | 4,576 | 0 |
| **Peak Hour All** | **1** | **165** | **455** | **0** | **0** | **0** | **837** | **368** | **0** | **0** | **0** | **0** | **0** | **162** | **0** | **384** | **2,372** | **0** |
| **Peak Hour HV** | **0** | **2** | **6** | **0** | **0** | **0** | **10** | **6** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **1** | **29** | **0** |
| **Peak Hour HV%** | **0%** | **1%** | **1%** | **-** | **-** | **-** | **1%** | **2%** | **-** | **-** | **-** | **-** | **-** | **2%** | **-** | **0%** | **1%** | **0** |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 1 | 7 | 0 | 0 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* |
| 4:15 PM | 1 | 3 | 0 | 2 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:30 PM** | **5** | **7** | **0** | **3** | ***15*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:45 PM** | **0** | **3** | **0** | **1** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | *1* |
| **5:00 PM** | **1** | **2** | **0** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **2** | **4** | **0** | **1** | ***7*** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:30 PM | 2 | 2 | 0 | 5 | *9* | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 3 | 0 | 1 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* |
| Count Total | 12 | 31 | 0 | 13 | *56* | 1 | 0 | 0 | 1 | *2* | 0 | 0 | 3 | 0 | *3* |
| **Peak Hr** | **8** | **16** | **0** | **5** | ***29*** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **1** | **0** | ***1*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | SH 105 Eastbound | | | | SH 105 Westbound | | | | n/a Northbound | | | | Woodmoor 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 | 1 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 |
| **4:30 PM** | **0** | **1** | **4** | **0** | **0** | **0** | **5** | **2** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **15** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **4** | 33 |
| **5:00 PM** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | 28 |
| **5:15 PM** | **0** | **0** | **2** | **0** | **0** | **0** | **3** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **7** | **29** |
| 5:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 9 | 23 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 23 |
| Count Total | 0 | 3 | 9 | 0 | 0 | 0 | 21 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 56 | 0 |
| **Peak Hour** | **0** | **2** | **6** | **0** | **0** | **0** | **10** | **6** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **1** | **29** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | SH 105 Eastbound | | | SH 105 Westbound | | | n/a Northbound | | | Woodmoor Rd 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** | **1** | **1** | **1** |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Count Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** |

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

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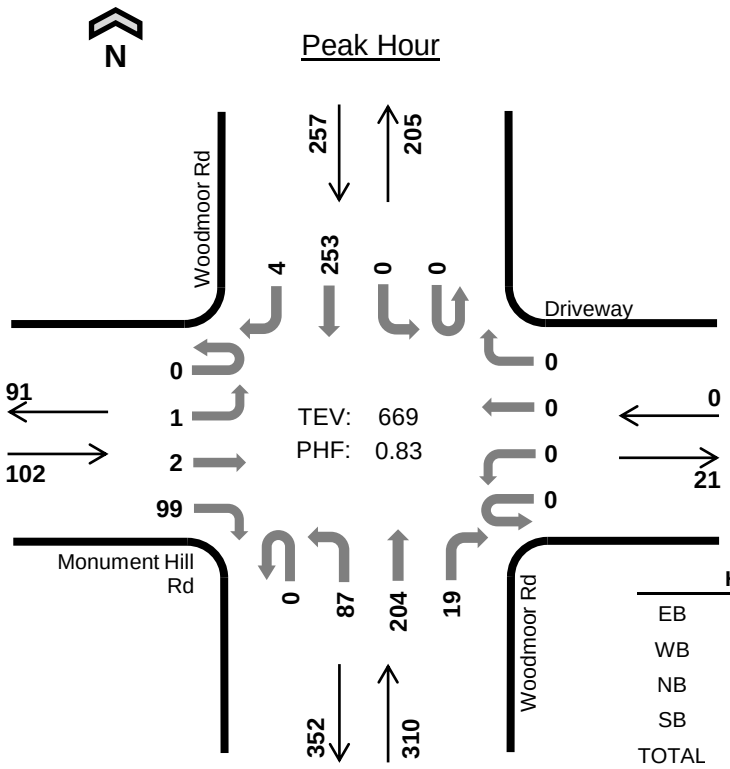
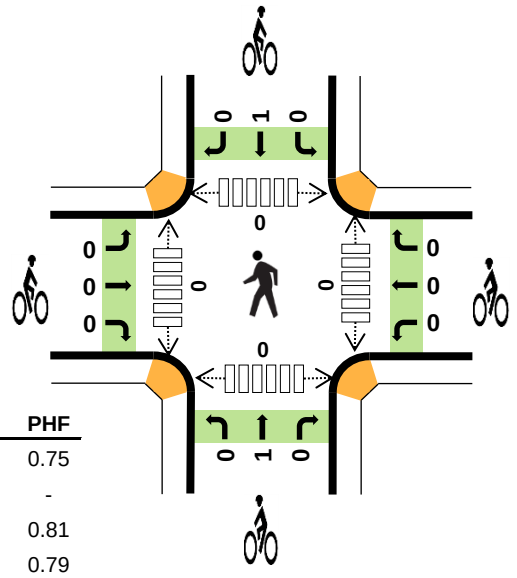
# Woodmoor Rd
# Monument Hill Rd




**Date:** 06/07/2023
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 8:00 AM to 9:00 AM



| | HV %: | PHF |
|---|---|---|
| EB | 6.9% | 0.75 |
| WB | - | - |
| NB | 1.6% | 0.81 |
| SB | 1.9% | 0.79 |
| TOTAL | 2.5% | 0.83 |

## Two-Hour Count Summaries

| Interval Start | Monument Hill Rd Eastbound | | | | Driveway Westbound | | | | Woodmoor Rd Northbound | | | | Woodmoor Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 1 | 0 | 18 | 0 | 2 | 0 | 0 | 0 | 22 | 27 | 3 | 0 | 0 | 36 | 1 | 110 | 0 |
| 7:15 AM | 0 | 1 | 0 | 22 | 0 | 1 | 0 | 0 | 0 | 21 | 38 | 1 | 0 | 0 | 46 | 1 | 131 | 0 |
| 7:30 AM | 0 | 1 | 0 | 24 | 0 | 1 | 0 | 0 | 0 | 29 | 40 | 4 | 0 | 0 | 44 | 0 | 143 | 0 |
| 7:45 AM | 0 | 1 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 32 | 43 | 4 | 0 | 0 | 55 | 1 | 170 | 554 |
| **8:00 AM** | **0** | **1** | **1** | **32** | **0** | **0** | **0** | **0** | **0** | **21** | **42** | **7** | **0** | **0** | **80** | **1** | **185** | 629 |
| **8:15 AM** | **0** | **0** | **1** | **16** | **0** | **0** | **0** | **0** | **0** | **18** | **51** | **6** | **0** | **0** | **45** | **0** | **137** | 635 |
| **8:30 AM** | **0** | **0** | **0** | **21** | **0** | **0** | **0** | **0** | **0** | **16** | **51** | **2** | **0** | **0** | **53** | **3** | **146** | 638 |
| **8:45 AM** | **0** | **0** | **0** | **30** | **0** | **0** | **0** | **0** | **0** | **32** | **60** | **4** | **0** | **0** | **75** | **0** | **201** | **669** |
| Count Total | 0 | 5 | 2 | 197 | 0 | 4 | 0 | 0 | 0 | 191 | 352 | 31 | 0 | 0 | 434 | 7 | 1,223 | 0 |
| **Peak Hour All** | **0** | **1** | **2** | **99** | **0** | **0** | **0** | **0** | **0** | **87** | **204** | **19** | **0** | **0** | **253** | **4** | **669** | **0** |
| **Peak Hour HV** | **0** | **1** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **2** | **3** | **0** | **0** | **0** | **4** | **1** | **17** | **0** |
| **Peak Hour HV%** | **-** | **100%** | **0%** | **6%** | **-** | **-** | **-** | **-** | **-** | **2%** | **1%** | **0%** | **-** | **-** | **2%** | **25%** | **3%** | **0** |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 1 | 0 | 6 | 2 | *9* | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 1 | 0 | 2 | 0 | *3* | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 1 | 0 | 2 | 1 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **8:00 AM** | **6** | **0** | **3** | **1** | ***10*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:15 AM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:30 AM** | **0** | **0** | **0** | **2** | ***2*** | **0** | **0** | **1** | **1** | ***2*** | **0** | **0** | **0** | **0** | *0* |
| **8:45 AM** | **1** | **0** | **1** | **2** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| Count Total | 10 | 0 | 16 | 8 | *34* | 0 | 0 | 2 | 2 | *4* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **7** | **0** | **5** | **5** | ***17*** | **0** | **0** | **1** | **1** | ***2*** | **0** | **0** | **0** | **0** | ***0*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Monument Hill Rd | | | | Driveway | | | | Woodmoor Rd | | | | Woodmoor 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 1 | 1 | 9 | 0 |
| 7:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 7:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 17 |
| **8:00 AM** | **0** | **1** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **2** | **1** | **0** | **0** | **0** | **1** | **0** | **10** | 26 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | 18 |
| **8:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **2** | 17 |
| **8:45 AM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **4** | **17** |
| Count Total | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 11 | 5 | 0 | 0 | 0 | 6 | 2 | 34 | 0 |
| **Peak Hour** | **0** | **1** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **2** | **3** | **0** | **0** | **0** | **4** | **1** | **17** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Monument Hill Rd | | | Driveway | | | Woodmoor Rd | | | Woodmoor 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 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 2 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 |
| **8:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **2** | 2 |
| **8:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **2** | **0** |

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

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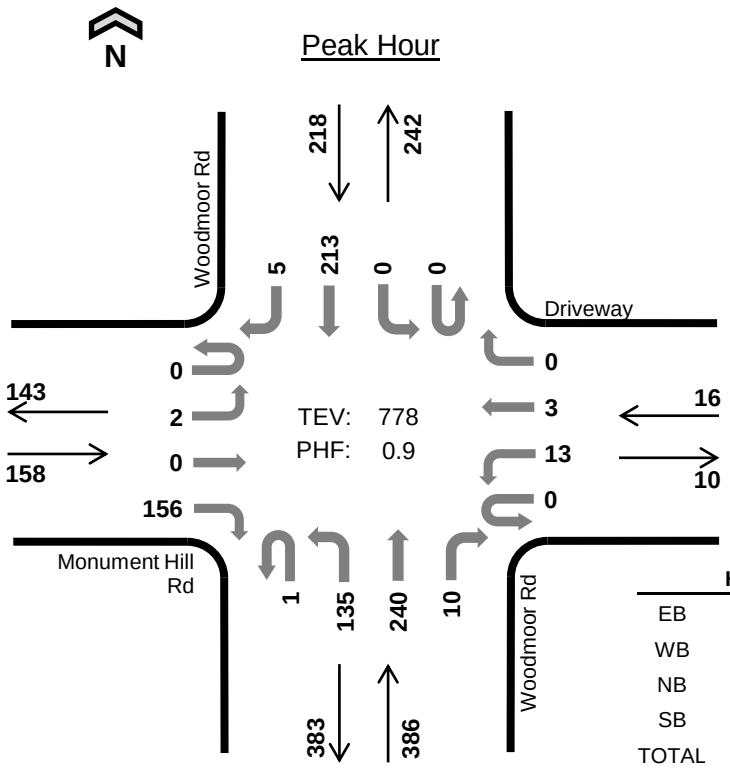
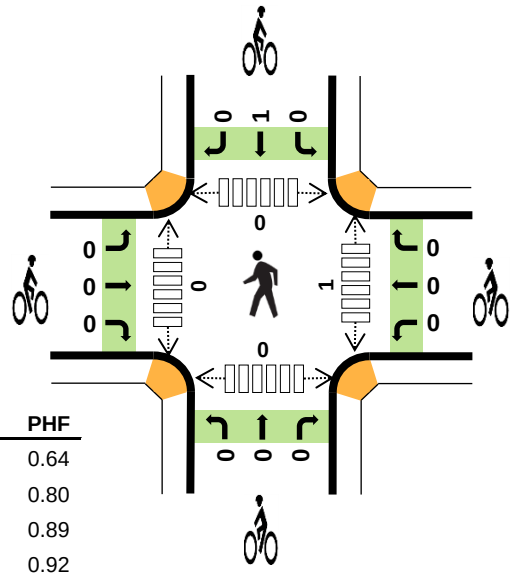
# Woodmoor Rd
# Monument Hill Rd

**Date: 06/07/2023**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:45 PM to 5:45 PM**

Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | 2.5% | 0.64 |
| WB | 0.0% | 0.80 |
| NB | 0.5% | 0.89 |
| SB | 0.5% | 0.92 |
| TOTAL | 0.9% | 0.90 |

## Two-Hour Count Summaries

| Interval Start | Monument Hill Rd Eastbound | | | | Driveway Westbound | | | | Woodmoor Rd Northbound | | | | Woodmoor 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 | 23 | 0 | 5 | 0 | 0 | 0 | 26 | 54 | 0 | 0 | 0 | 70 | 2 | 180 | 0 |
| 4:15 PM | 0 | 0 | 0 | 23 | 0 | 6 | 0 | 0 | 0 | 27 | 70 | 0 | 0 | 0 | 64 | 2 | 192 | 0 |
| 4:30 PM | 0 | 0 | 0 | 21 | 0 | 4 | 0 | 0 | 0 | 32 | 50 | 4 | 0 | 0 | 58 | 1 | 170 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **28** | **0** | **5** | **0** | **0** | **1** | **26** | **73** | **1** | **0** | **0** | **47** | **1** | **182** | 724 |
| **5:00 PM** | **0** | **0** | **0** | **42** | **0** | **1** | **2** | **0** | **0** | **22** | **58** | **4** | **0** | **0** | **59** | **0** | **188** | 732 |
| **5:15 PM** | **0** | **2** | **0** | **24** | **0** | **3** | **0** | **0** | **0** | **56** | **49** | **3** | **0** | **0** | **52** | **3** | **192** | 732 |
| **5:30 PM** | **0** | **0** | **0** | **62** | **0** | **4** | **1** | **0** | **0** | **31** | **60** | **2** | **0** | **0** | **55** | **1** | **216** | **778** |
| 5:45 PM | 0 | 1 | 0 | 27 | 0 | 3 | 0 | 0 | 0 | 31 | 56 | 1 | 0 | 0 | 60 | 0 | 179 | 775 |
| Count Total | 0 | 3 | 0 | 250 | 0 | 31 | 3 | 0 | 1 | 251 | 470 | 15 | 0 | 0 | 465 | 10 | 1,499 | 0 |
| **Peak Hour All** | **0** | **2** | **0** | **156** | **0** | **13** | **3** | **0** | **1** | **135** | **240** | **10** | **0** | **0** | **213** | **5** | **778** | **0** |
| **Peak Hour HV** | **0** | **1** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **1** | **0** | **7** | **0** |
| **Peak Hour HV%** | **-** | **50%** | **-** | **2%** | **-** | **0%** | **0%** | **-** | **0%** | **1%** | **0%** | **0%** | **-** | **-** | **0%** | **0%** | **1%** | **0** |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 2 | 0 | *2* | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 0 | 0 | 1 | 3 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **0** | **0** | *1* |
| **5:00 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **2** | **0** | **1** | **0** | ***3*** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **2** | **0** | **1** | **1** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:45 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 4 | 0 | 5 | 4 | *13* | 0 | 0 | 1 | 1 | *2* | 1 | 0 | 0 | 0 | *1* |
| **Peak Hour** | **4** | **0** | **2** | **1** | ***7*** | **0** | **0** | **0** | **1** | ***1*** | **1** | **0** | **0** | **0** | ***1*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Monument Hill Rd | | | | Driveway | | | | Woodmoor Rd | | | | Woodmoor Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 4 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 6 |
| **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** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **3** | 7 |
| **5:30 PM** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **0** | **4** | **7** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Count Total | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 3 | 1 | 13 | 0 |
| **Peak Hour** | **0** | **1** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **1** | **0** | **7** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Monument Hill Rd | | | Driveway | | | Woodmoor Rd | | | Woodmoor 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 | 1 | 0 | 0 | 0 | 0 | 1 | 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** | 1 |
| **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** | **1** | **0** | **1** | 1 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **0** |

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

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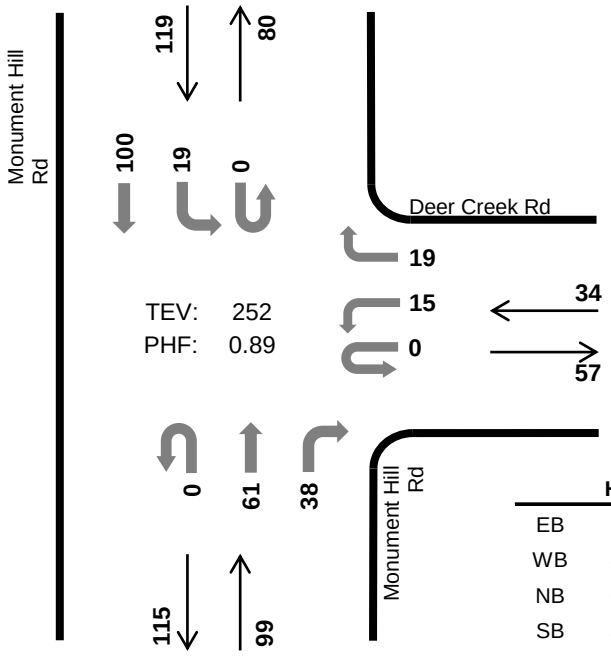
# Monument Hill Rd
# Deer Creek Rd

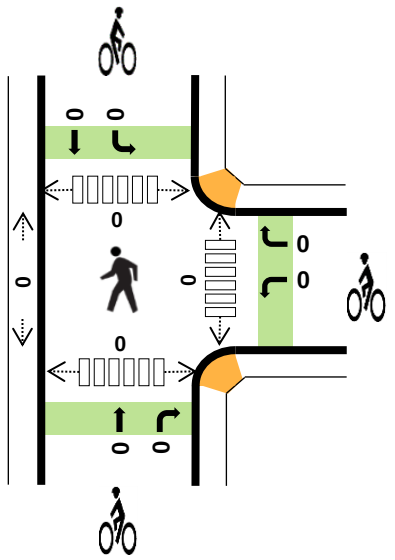
**Date:** 06/07/2023
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:30 AM to 8:30 AM

N

Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 8.8% | 0.61 |
| NB | 6.1% | 0.83 |
| SB | 5.0% | 0.85 |
| TOTAL | 6.0% | 0.89 |




## Two-Hour Count Summaries

| Interval Start | n/a | | | | Deer Creek Rd | | | | Monument Hill Rd | | | | Monument Hill Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 15 | 7 | 1 | 3 | 10 | 0 | 46 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 11 | 12 | 1 | 0 | 23 | 0 | 52 | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **10** | **0** | **0** | **19** | **9** | **0** | **4** | **24** | **0** | **70** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **3** | **0** | **0** | **17** | **13** | **0** | **4** | **31** | **0** | **71** | 239 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **2** | **0** | **0** | **11** | **12** | **0** | **2** | **26** | **0** | **56** | 249 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **4** | **0** | **0** | **14** | **4** | **0** | **9** | **19** | **0** | **55** | **252** |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 16 | 4 | 0 | 0 | 17 | 0 | 38 | 220 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 1 | 0 | 22 | 7 | 0 | 7 | 31 | 0 | 78 | 227 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 33 | 1 | 0 | 125 | 68 | 2 | 29 | 181 | 0 | 466 | 0 |
| **Peak Hour All** | **0** | **0** | **0** | **0** | **0** | **15** | **0** | **19** | **0** | **0** | **61** | **38** | **0** | **19** | **100** | **0** | **252** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **0** | **0** | **4** | **2** | **0** | **1** | **5** | **0** | **15** | **0** |
| **Peak Hour HV%** | **-** | **-** | **-** | **-** | **-** | **7%** | **-** | **11%** | **-** | **-** | **7%** | **5%** | **-** | **5%** | **5%** | **-** | **6%** | **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 | 1 | 0 | 2 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 0 | 0 | 5 | 2 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:30 AM** | **0** | **0** | **2** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **1** | **2** | **2** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:00 AM** | **0** | **2** | **2** | **3** | ***7*** | **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 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 4 | 1 | 2 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 8 | 13 | 12 | *33* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **0** | **3** | **6** | **6** | ***15*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | n/a | | | | Deer Creek Rd | | | | Monument Hill Rd | | | | Monument Hill Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 1 | 0 | 7 | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **1** | **0** | **0** | **3** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **1** | **0** | **0** | **2** | **0** | **5** | 18 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **0** | **0** | **1** | **1** | **0** | **0** | **3** | **0** | **7** | 22 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **15** |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 7 | 15 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 9 | 4 | 2 | 3 | 7 | 0 | 33 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **0** | **0** | **4** | **2** | **0** | **1** | **5** | **0** | **15** | **0** |

## Two-Hour Count Summaries - Bikes

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

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

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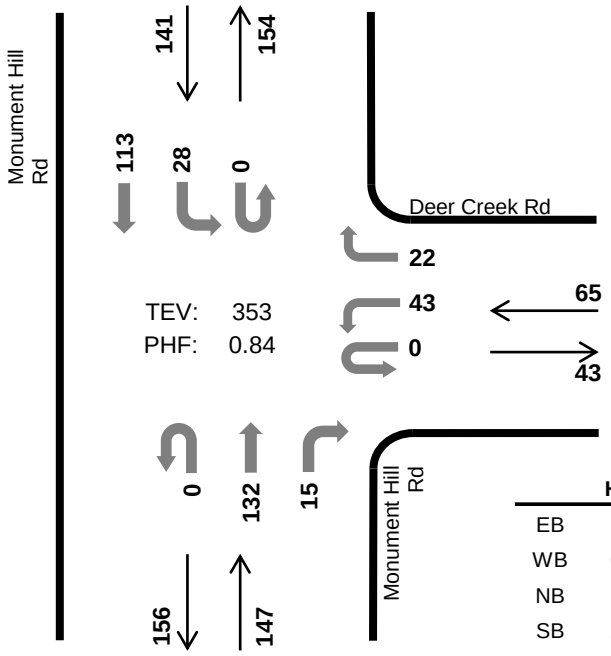
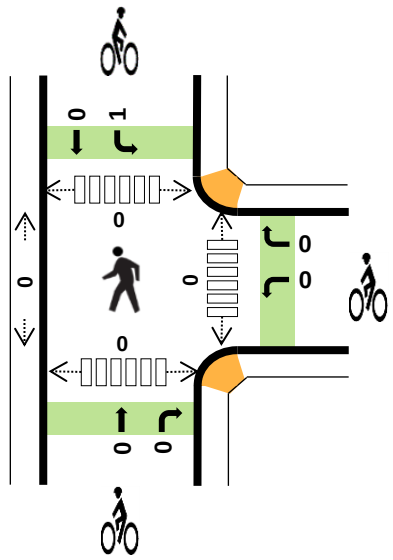
# Monument Hill Rd
# Deer Creek Rd

**Date:** 06/07/2023
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:45 PM to 5:45 PM

Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 0.0% | 0.71 |
| NB | 1.4% | 0.64 |
| SB | 2.1% | 0.63 |
| TOTAL | 1.4% | 0.84 |




## Two-Hour Count Summaries

| Interval Start | n/a | | | | Deer Creek Rd | | | | Monument Hill Rd | | | | Monument Hill Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 26 | 4 | 0 | 7 | 18 | 0 | 66 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 22 | 4 | 0 | 4 | 14 | 0 | 51 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 8 | 0 | 0 | 29 | 4 | 0 | 3 | 10 | 0 | 64 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **17** | **0** | **6** | **0** | **0** | **22** | **6** | **0** | **6** | **16** | **0** | **73** | 254 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **12** | **0** | **5** | **0** | **0** | **25** | **3** | **0** | **7** | **22** | **0** | **74** | 262 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **8** | **0** | **0** | **54** | **3** | **0** | **5** | **29** | **0** | **105** | 316 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **3** | **0** | **0** | **31** | **3** | **0** | **10** | **46** | **0** | **101** | **353** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 28 | 3 | 0 | 3 | 25 | 0 | 68 | 348 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 39 | 0 | 0 | 237 | 30 | 0 | 45 | 180 | 0 | 602 | 0 |
| **Peak Hour All** | **0** | **0** | **0** | **0** | **0** | **43** | **0** | **22** | **0** | **0** | **132** | **15** | **0** | **28** | **113** | **0** | **353** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **3** | **0** | **5** | **0** |
| **Peak Hour HV%** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **0%** | **-** | **-** | **1%** | **7%** | **-** | **0%** | **3%** | **-** | **1%** | **0** |

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

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

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | n/a | | | | Deer Creek Rd | | | | Monument Hill Rd | | | | Monument Hill Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | 2 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 2 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | 3 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **3** | **5** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 5 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 0 | 7 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **3** | **0** | **5** | **0** |

## Two-Hour Count Summaries - Bikes

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

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

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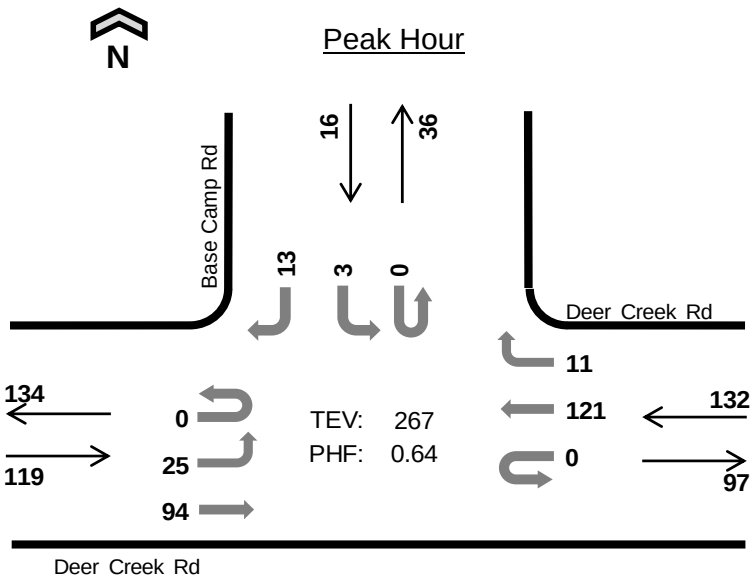
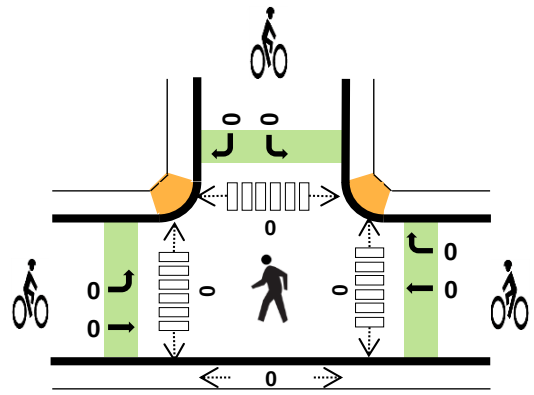
# Base Camp Rd
# Deer Creek Rd

**Date: 09/26/2023**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:00 AM to 8:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 1.7% | 0.50 |
| WB | 2.3% | 0.46 |
| NB | - | - |
| SB | 0.0% | 0.80 |
| TOTAL | 1.9% | 0.64 |

## Count Summaries

| Interval Start | Deer Creek Rd Eastbound | | | | Deer Creek Rd Westbound | | | | N/A Northbound | | | | Base Camp Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **9** | **50** | **0** | **0** | **0** | **34** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **101** | 0 |
| **7:15 AM** | **0** | **7** | **24** | **0** | **0** | **0** | **66** | **5** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **105** | 0 |
| **7:30 AM** | **0** | **2** | **14** | **0** | **0** | **0** | **15** | **1** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **2** | **36** | 0 |
| **7:45 AM** | **0** | **7** | **6** | **0** | **0** | **0** | **6** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **25** | **267** |
| 8:00 AM | 0 | 8 | 7 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 24 | 190 |
| 8:15 AM | 0 | 6 | 2 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 22 | 107 |
| 8:30 AM | 0 | 9 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 20 | 91 |
| 8:45 AM | 0 | 9 | 3 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 33 | 99 |
| Count Total | 0 | 57 | 106 | 0 | 0 | 0 | 146 | 21 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 25 | 366 | 0 |
| **Peak Hour All** | **0** | **25** | **94** | **0** | **0** | **0** | **121** | **11** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **13** | **267** | **0** |
| **Peak Hour HV** | **0** | **0** | **2** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** |
| **Peak Hour HV%** | **-** | **0%** | **2%** | **-** | **-** | **-** | **2%** | **0%** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **0%** | **2%** | **0** |

*Note: 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** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **1** | **1** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 1 | 0 | 0 | 0 | *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 | 3 | 3 | 0 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **2** | **3** | **0** | **0** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

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## Count Summaries - Heavy Vehicles

| Interval Start | Deer Creek Rd | | | | Deer Creek Rd | | | | N/A | | | | Base Camp Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 0 |
| **7:15 AM** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **5** |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| **Peak Hour** | **0** | **0** | **2** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** |

## Count Summaries - Bikes

| Interval Start | Deer Creek Rd | | | Deer Creek Rd | | | N/A | | | Base Camp Rd | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

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

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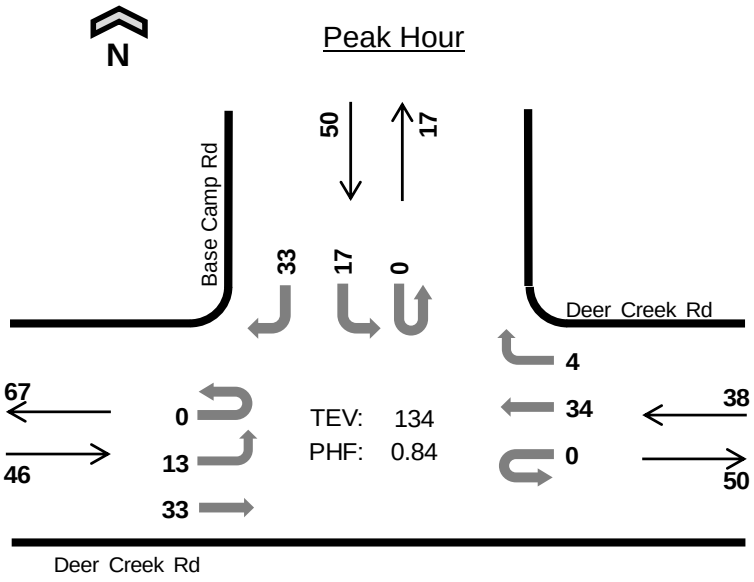
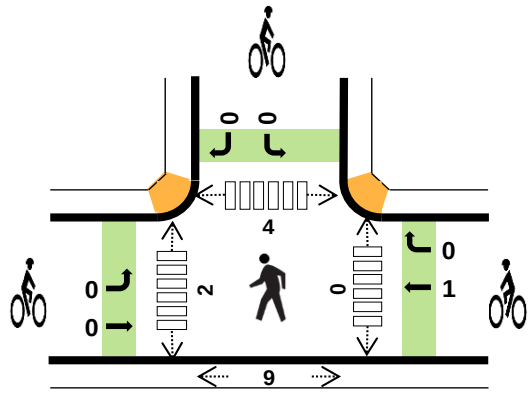
# Base Camp Rd
# Deer Creek Rd

**Date:** 09/26/2023
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:30 PM to 5:30 PM

Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | 2.2% | 0.82 |
| WB | 2.6% | 0.73 |
| NB | - | - |
| SB | 0.0% | 0.83 |
| TOTAL | 1.5% | 0.84 |

## Count Summaries

| Interval Start | Deer Creek Rd Eastbound | | | | Deer Creek Rd Westbound | | | | N/A Northbound | | | | Base Camp Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 2 | 6 | 0 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 25 | 0 |
| 4:15 PM | 0 | 4 | 1 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 21 | 0 |
| **4:30 PM** | **0** | **5** | **5** | **0** | **0** | **0** | **3** | **1** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **7** | **27** | 0 |
| **4:45 PM** | **0** | **3** | **5** | **0** | **0** | **0** | **7** | **3** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **8** | **32** | 105 |
| **5:00 PM** | **0** | **2** | **12** | **0** | **0** | **0** | **13** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **6** | **35** | 115 |
| **5:15 PM** | **0** | **3** | **11** | **0** | **0** | **0** | **11** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **12** | **40** | **134** |
| 5:30 PM | 0 | 1 | 19 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 27 | 134 |
| 5:45 PM | 0 | 3 | 4 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 22 | 124 |
| Count Total | 0 | 23 | 63 | 0 | 0 | 0 | 60 | 10 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 49 | 229 | 0 |
| **Peak Hour All** | **0** | **13** | **33** | **0** | **0** | **0** | **34** | **4** | **0** | **0** | **0** | **0** | **0** | **17** | **0** | **33** | **134** | **0** |
| **Peak Hour HV** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** |
| **Peak Hour HV%** | **-** | **0%** | **3%** | **-** | **-** | **-** | **3%** | **0%** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **0%** | **1%** | **0** |

*Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.*

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

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## Count Summaries - Heavy Vehicles

| Interval Start | Deer Creek Rd | | | | Deer Creek Rd | | | | N/A | | | | Base Camp Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:30 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 3 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 2 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** |
| 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 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| **Peak Hour** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** |

## Count Summaries - Bikes

| Interval Start | Deer Creek Rd | | | Deer Creek Rd | | | N/A | | | Base Camp Rd | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 1 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Count Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |

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

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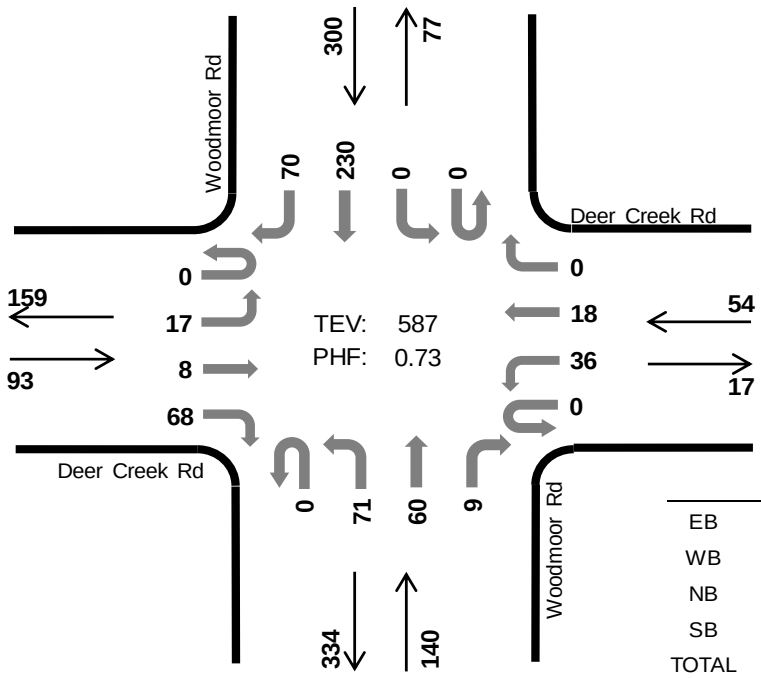
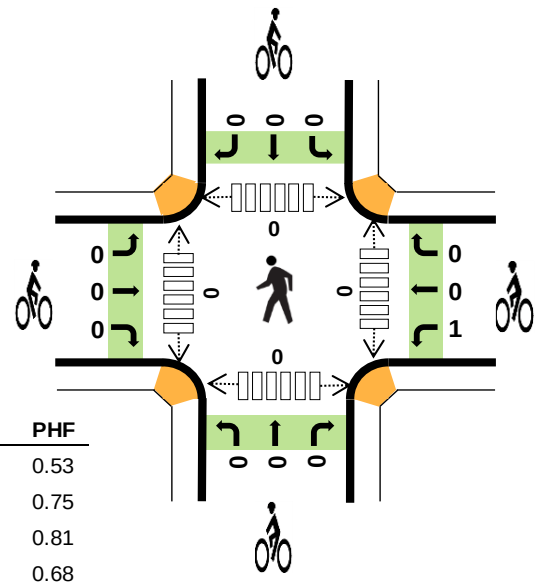
# Woodmoor Rd
# Deer Creek Rd

Peak Hour

**Date: 09/26/2023**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:00 AM to 8:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 1.1% | 0.53 |
| WB | 0.0% | 0.75 |
| NB | 2.9% | 0.81 |
| SB | 1.3% | 0.68 |
| TOTAL | 1.5% | 0.73 |

## Count Summaries

| Interval Start | Deer Creek Rd Eastbound | | | | Deer Creek Rd Westbound | | | | Woodmoor Rd Northbound | | | | Woodmoor 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** | **2** | **1** | **41** | **0** | **5** | **6** | **0** | **0** | **17** | **17** | **1** | **0** | **0** | **88** | **22** | **200** | 0 |
| **7:15 AM** | **0** | **5** | **5** | **20** | **0** | **12** | **6** | **0** | **0** | **30** | **12** | **1** | **0** | **0** | **50** | **33** | **174** | 0 |
| **7:30 AM** | **0** | **8** | **1** | **4** | **0** | **11** | **4** | **0** | **0** | **14** | **14** | **3** | **0** | **0** | **44** | **11** | **114** | 0 |
| **7:45 AM** | **0** | **2** | **1** | **3** | **0** | **8** | **2** | **0** | **0** | **10** | **17** | **4** | **0** | **0** | **48** | **4** | **99** | **587** |
| 8:00 AM | 0 | 2 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 9 | 16 | 5 | 0 | 0 | 38 | 0 | 77 | 464 |
| 8:15 AM | 0 | 0 | 1 | 4 | 0 | 5 | 5 | 0 | 0 | 15 | 20 | 2 | 0 | 0 | 34 | 3 | 89 | 379 |
| 8:30 AM | 0 | 1 | 1 | 5 | 0 | 7 | 1 | 0 | 0 | 21 | 24 | 3 | 0 | 0 | 40 | 1 | 104 | 369 |
| 8:45 AM | 0 | 3 | 0 | 5 | 0 | 2 | 3 | 1 | 0 | 20 | 30 | 3 | 0 | 0 | 45 | 12 | 124 | 394 |
| Count Total | 0 | 23 | 10 | 84 | 0 | 55 | 27 | 1 | 0 | 136 | 150 | 22 | 0 | 0 | 387 | 86 | 981 | 0 |
| **Peak Hour All** | **0** | **17** | **8** | **68** | **0** | **36** | **18** | **0** | **0** | **71** | **60** | **9** | **0** | **0** | **230** | **70** | **587** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **1** | **0** | **0** | **3** | **1** | **9** | **0** |
| **Peak Hour HV%** | **-** | **0%** | **0%** | **1%** | **-** | **0%** | **0%** | **-** | **-** | **0%** | **5%** | **11%** | **-** | **-** | **1%** | **1%** | **2%** | **0** |

*Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **7:00 AM** | **0** | **0** | **1** | **2** | ***3*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **0** | **0** | **1** | **2** | ***3*** | **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** | **1** | **0** | **2** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 2 | 0 | 3 | 0 | *5* | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 1 | 0 | 2 | 2 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 0 | 0 | 3 | 1 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 1 | 0 | 2 | *3* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 0 | *1* |
| Count Total | 4 | 1 | 12 | 9 | *26* | 0 | 1 | 0 | 1 | *2* | 1 | 0 | 0 | 0 | *1* |
| **Peak Hour** | **1** | **0** | **4** | **4** | ***9*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** |

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## Count Summaries - Heavy Vehicles

| Interval Start | Deer Creek Rd Eastbound | | | | Deer Creek Rd Westbound | | | | Woodmoor Rd Northbound | | | | Woodmoor 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** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **3** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **1** | **3** | 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** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **3** | **9** |
| 8:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 11 |
| 8:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 5 | 13 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 4 | 17 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 17 |
| Count Total | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 9 | 2 | 0 | 0 | 8 | 1 | 26 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **1** | **0** | **0** | **3** | **1** | **9** | **0** |

## Count Summaries - Bikes

| Interval Start | Deer Creek Rd Eastbound | | | Deer Creek Rd Westbound | | | Woodmoor Rd Northbound | | | Woodmoor Rd 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** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 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** | **1** |
| 8:00 AM | 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 | 1 |
| 8:30 AM | 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 | 1 |
| Count Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |

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

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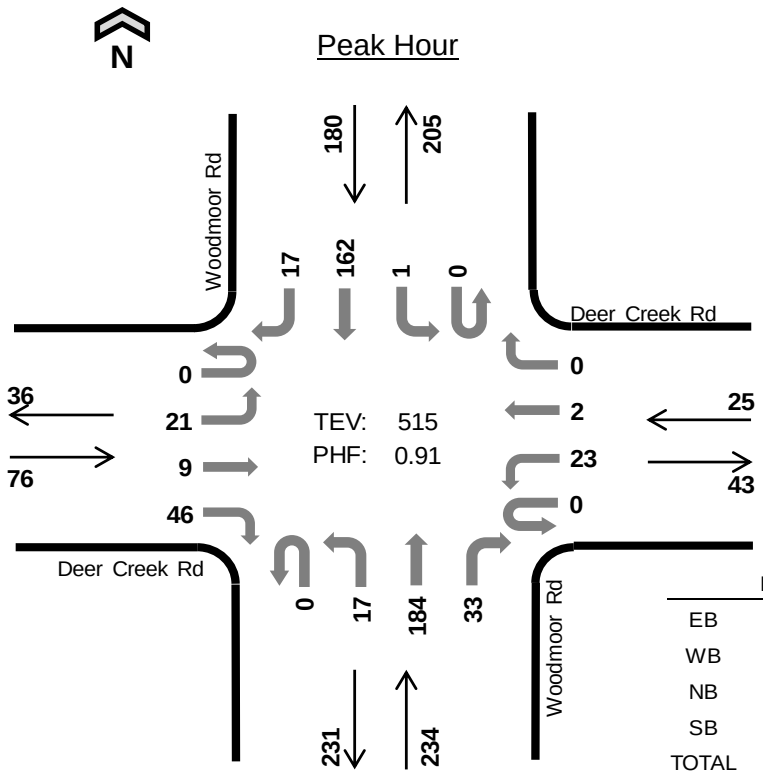
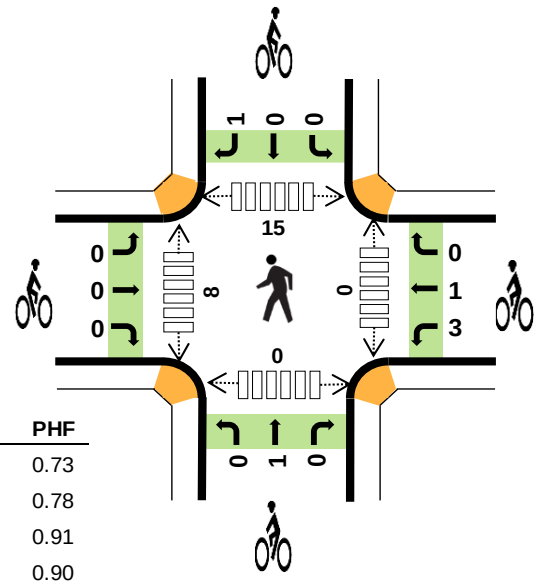
# Woodmoor Rd
# Deer Creek Rd

**Date: 09/26/2023**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:45 PM to 5:45 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 1.3% | 0.73 |
| WB | 4.0% | 0.78 |
| NB | 0.9% | 0.91 |
| SB | 0.6% | 0.90 |
| TOTAL | 1.0% | 0.91 |




## Count Summaries

| Interval Start | Deer Creek Rd Eastbound | | | | Deer Creek Rd Westbound | | | | Woodmoor Rd Northbound | | | | Woodmoor 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 | 2 | 3 | 18 | 0 | 13 | 0 | 0 | 0 | 5 | 49 | 10 | 0 | 0 | 48 | 0 | 148 | 0 |
| 4:15 PM | 0 | 2 | 0 | 5 | 0 | 13 | 1 | 0 | 0 | 4 | 29 | 6 | 0 | 0 | 43 | 0 | 103 | 0 |
| 4:30 PM | 0 | 2 | 2 | 12 | 0 | 3 | 0 | 0 | 0 | 3 | 46 | 8 | 0 | 0 | 31 | 2 | 109 | 0 |
| **4:45 PM** | **0** | **2** | **3** | **6** | **0** | **8** | **0** | **0** | **0** | **5** | **47** | **12** | **0** | **1** | **36** | **4** | **124** | 484 |
| **5:00 PM** | **0** | **6** | **2** | **18** | **0** | **5** | **2** | **0** | **0** | **3** | **49** | **8** | **0** | **0** | **45** | **4** | **142** | 478 |
| **5:15 PM** | **0** | **4** | **2** | **14** | **0** | **5** | **0** | **0** | **0** | **4** | **42** | **6** | **0** | **0** | **44** | **6** | **127** | 502 |
| **5:30 PM** | **0** | **9** | **2** | **8** | **0** | **5** | **0** | **0** | **0** | **5** | **46** | **7** | **0** | **0** | **37** | **3** | **122** | **515** |
| 5:45 PM | 0 | 1 | 2 | 8 | 0 | 5 | 0 | 0 | 0 | 4 | 34 | 6 | 0 | 0 | 24 | 7 | 91 | 482 |
| Count Total | 0 | 28 | 16 | 89 | 0 | 57 | 3 | 0 | 0 | 33 | 342 | 63 | 0 | 1 | 308 | 26 | 966 | 0 |
| **Peak Hour All** | **0** | **21** | **9** | **46** | **0** | **23** | **2** | **0** | **0** | **17** | **184** | **33** | **0** | **1** | **162** | **17** | **515** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **1** | **0** | **5** | **0** |
| **Peak Hour HV%** | **-** | **0%** | **0%** | **2%** | **-** | **4%** | **0%** | **-** | **-** | **12%** | **0%** | **0%** | **-** | **0%** | **1%** | **0%** | **1%** | **0** |

*Note: 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 | 2 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* |
| 4:15 PM | 2 | 0 | 0 | 1 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 1 | 0 | 1 | 0 | *2* | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 1 | 0 | *1* |
| **4:45 PM** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **6** | **12** | **0** | *18* |
| **5:00 PM** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **1** | **0** | *1* |
| **5:15 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **3** | **1** | **0** | ***4*** | **0** | **1** | **1** | **0** | *2* |
| **5:30 PM** | **1** | **0** | **2** | **0** | ***3*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **1** | **1** | **0** | ***2*** |
| 5:45 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 4 | 2 | 5 | 2 | *13* | 0 | 4 | 1 | 2 | *7* | 0 | 8 | 17 | 0 | *25* |
| **Peak Hour** | **1** | **1** | **2** | **1** | ***5*** | **0** | **4** | **1** | **1** | ***6*** | **0** | **8** | **15** | **0** | ***23*** |

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## Count Summaries - Heavy Vehicles

| Interval Start | Deer Creek Rd Eastbound | | | | Deer Creek Rd Westbound | | | | Woodmoor Rd Northbound | | | | Woodmoor 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 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 |
| 4:15 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 |
| 4:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | 9 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 7 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 4 |
| **5:30 PM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **5** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Count Total | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 0 | 13 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **1** | **0** | **5** | **0** |

## Count Summaries - Bikes

| Interval Start | Deer Creek Rd Eastbound | | | Deer Creek Rd Westbound | | | Woodmoor Rd Northbound | | | Woodmoor Rd 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 | 1 | 0 | 1 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | 2 |
| **5:15 PM** | **0** | **0** | **0** | **2** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **4** | 6 |
| **5:30 PM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **6** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Count Total | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 7 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **3** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **6** | **0** |

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

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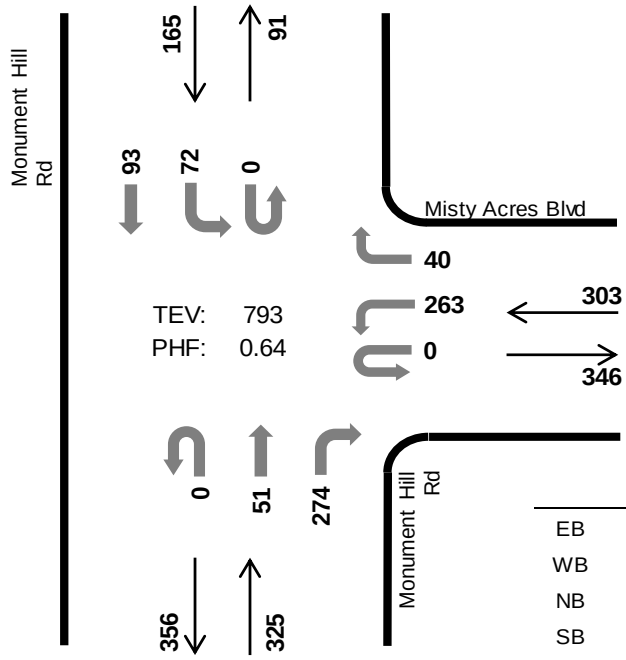
# Monument Hill Rd
# Misty Acres Blvd

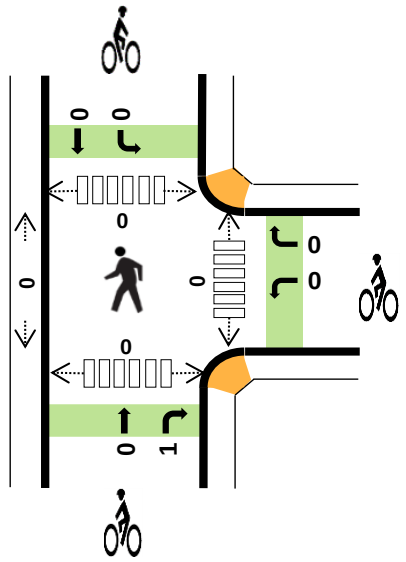
N

Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 0.0% | 0.72 |
| NB | 0.3% | 0.63 |
| SB | 0.6% | 0.50 |
| TOTAL | 0.3% | 0.64 |

**Date:** 09/26/2023
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:00 AM to 8:00 AM




## Count Summaries

| Interval Start | n/a | | | | Misty Acres Blvd | | | | Monument Hill Rd | | | | Monument Hill Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **65** | **0** | **7** | **0** | **0** | **17** | **90** | **0** | **14** | **22** | **0** | **215** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **85** | **0** | **12** | **0** | **0** | **17** | **113** | **0** | **34** | **49** | **0** | **310** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **86** | **0** | **19** | **0** | **0** | **10** | **59** | **0** | **21** | **15** | **0** | **210** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **27** | **0** | **2** | **0** | **0** | **7** | **12** | **0** | **3** | **7** | **0** | **58** | **793** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | 0 | 0 | 2 | 17 | 0 | 1 | 12 | 0 | 48 | 626 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 1 | 9 | 0 | 36 | 352 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 7 | 11 | 0 | 0 | 4 | 0 | 49 | 191 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 3 | 0 | 0 | 6 | 31 | 0 | 3 | 10 | 0 | 72 | 205 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 340 | 0 | 45 | 0 | 0 | 69 | 339 | 0 | 77 | 128 | 0 | 998 | 0 |
| **Peak Hour** **All** | **0** | **0** | **0** | **0** | **0** | **263** | **0** | **40** | **0** | **0** | **51** | **274** | **0** | **72** | **93** | **0** | **793** | **0** |
| **Peak Hour** **HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **2** | **0** |
| **Peak Hour** **HV%** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **0%** | **-** | **-** | **2%** | **0%** | **-** | **0%** | **1%** | **-** | **0%** | **0** |

*Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.*

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

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## Count Summaries - Heavy Vehicles

| Interval Start | n/a | | | | Misty Acres Blvd | | | | Monument Hill Rd | | | | Monument Hill Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **2** | 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** | **2** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 5 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 7 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **2** | **0** |

## Count Summaries - Bikes

| Interval Start | n/a | | | Misty Acres Blvd | | | Monument Hill Rd | | | Monument Hill Rd | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | 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** | **1** |
| 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 | 1 | 0 | 0 | 0 | 1 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** |

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

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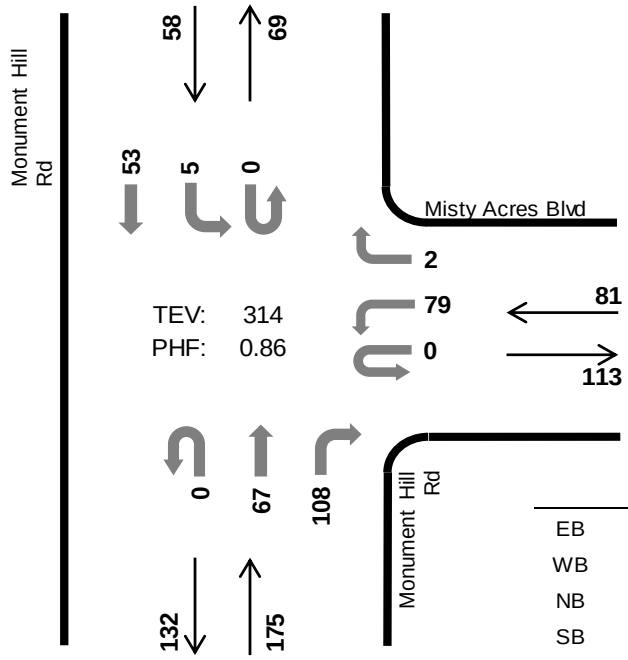
# Monument Hill Rd
# Misty Acres Blvd

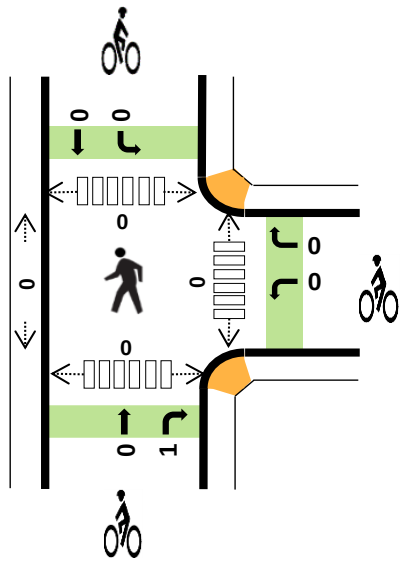
N

Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 0.0% | 0.63 |
| NB | 1.1% | 0.91 |
| SB | 1.7% | 0.73 |
| TOTAL | 1.0% | 0.86 |

**Date: 09/26/2023**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 5:00 PM to 6:00 PM**




## Count Summaries

| Interval Start | n/a | | | | Misty Acres Blvd | | | | Monument Hill Rd | | | | Monument Hill Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 2 | 0 | 0 | 15 | 33 | 0 | 1 | 11 | 0 | 85 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 17 | 17 | 0 | 0 | 11 | 0 | 62 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 10 | 21 | 0 | 0 | 3 | 0 | 49 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 10 | 18 | 0 | 1 | 11 | 0 | 65 | 261 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **15** | **0** | **0** | **0** | **0** | **16** | **29** | **0** | **1** | **10** | **0** | **71** | 247 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **17** | **0** | **1** | **0** | **0** | **12** | **26** | **0** | **3** | **17** | **0** | **76** | 261 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **31** | **0** | **1** | **0** | **0** | **18** | **30** | **0** | **0** | **11** | **0** | **91** | 303 |
| **5:45 PM** | **0** | **0** | **0** | **0** | **0** | **16** | **0** | **0** | **0** | **0** | **21** | **23** | **0** | **1** | **15** | **0** | **76** | **314** |
| Count Total | 0 | 0 | 0 | 0 | 0 | 159 | 0 | 4 | 0 | 0 | 119 | 197 | 0 | 7 | 89 | 0 | 575 | 0 |
| **Peak Hour All** | **0** | **0** | **0** | **0** | **0** | **79** | **0** | **2** | **0** | **0** | **67** | **108** | **0** | **5** | **53** | **0** | **314** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **0** | **3** | **0** |
| **Peak Hour HV%** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **0%** | **-** | **-** | **3%** | **0%** | **-** | **0%** | **2%** | **-** | **1%** | **0** |

*Note: 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 | 3 | 1 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 0 | 1 | 1 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:45 PM | 0 | 0 | 2 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **5:00 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:45 PM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| Count Total | 0 | 1 | 9 | 3 | *13* | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **0** | **0** | **2** | **1** | ***3*** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** |

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## Count Summaries - Heavy Vehicles

| Interval Start | n/a | | | | Misty Acres Blvd | | | | Monument Hill Rd | | | | Monument Hill Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 5 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 10 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 5 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | 4 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | 4 |
| **5:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **3** |
| Count Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 3 | 0 | 13 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **0** | **3** | **0** |

## Count Summaries - Bikes

| Interval Start | n/a | | | Misty Acres Blvd | | | Monument Hill Rd | | | Monument Hill Rd | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | 1 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 |
| **5:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** |

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

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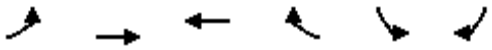
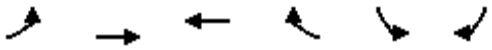
# *Intersection Capacity Worksheets*



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 140 | 351 | 803 | 315 | 163 | 439 |
| v/c Ratio | 0.38 | 0.15 | 0.44 | 0.33 | 0.23 | 0.70 |
| Control Delay | 47.2 | 6.5 | 18.5 | 3.0 | 37.1 | 29.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 47.2 | 6.5 | 18.5 | 3.0 | 37.1 | 29.9 |
| Queue Length 50th (ft) | 49 | 42 | 174 | 0 | 49 | 222 |
| Queue Length 95th (ft) | 69 | 56 | 270 | 48 | 69 | 235 |
| Internal Link Dist (ft) | | 471 | 537 | | 597 | |
| Turn Bay Length (ft) | 300 | | | 310 | | |
| Base Capacity (vph) | 749 | 2410 | 1818 | 965 | 733 | 790 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.19 | 0.15 | 0.44 | 0.33 | 0.22 | 0.56 |

Intersection Summary



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 120 | 302 | 715 | 280 | 130 | 351 |
| Future Volume (veh/h) | 120 | 302 | 715 | 280 | 130 | 351 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 140 | 351 | 803 | 315 | 162 | 439 |
| Peak Hour Factor | 0.86 | 0.86 | 0.89 | 0.89 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 2 | 2 | 3 | 3 | 2 | 2 |
| Cap, veh/h | 209 | 2391 | 1967 | 877 | 738 | 434 |
| Arrive On Green | 0.06 | 0.67 | 0.56 | 0.56 | 0.21 | 0.21 |
| Sat Flow, veh/h | 3456 | 3647 | 3618 | 1572 | 3456 | 1585 |
| Grp Volume(v), veh/h | 140 | 351 | 803 | 315 | 162 | 439 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1763 | 1572 | 1728 | 1585 |
| Q Serve(g_s), s | 4.4 | 3.9 | 14.3 | 12.2 | 4.3 | 23.5 |
| Cycle Q Clear(g_c), s | 4.4 | 3.9 | 14.3 | 12.2 | 4.3 | 23.5 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 209 | 2391 | 1967 | 877 | 738 | 434 |
| V/C Ratio(X) | 0.67 | 0.15 | 0.41 | 0.36 | 0.22 | 1.01 |
| Avail Cap(c_a), veh/h | 754 | 2391 | 1967 | 877 | 738 | 434 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 50.6 | 6.5 | 13.9 | 13.4 | 35.7 | 39.9 |
| Incr Delay (d2), s/veh | 3.7 | 0.1 | 0.6 | 1.1 | 0.1 | 45.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 1.4 | 5.6 | 4.4 | 1.8 | 16.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 54.3 | 6.7 | 14.6 | 14.6 | 35.8 | 85.8 |
| LnGrp LOS | D | A | B | B | D | F |
| Approach Vol, veh/h | | 491 | 1118 | | 601 | |
| Approach Delay, s/veh | | 20.3 | 14.6 | | 72.4 | |
| Approach LOS | | C | B | | E | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.6 | 67.4 | | | | 80.0 | 30.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | 6.5 |
| Max Green Setting (Gmax), s | 24.0 | 44.0 | | | | 74.0 | 23.5 |
| Max Q Clear Time (g_c+I1), s | 6.4 | 16.3 | | | | 5.9 | 25.5 |
| Green Ext Time (p_c), s | 0.4 | 7.4 | | | | 2.5 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 31.5 |
| HCM 6th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 72 | 54 | 161 | 105 | 0 | 0 | 0 | 0 | 60 | 3 | 15 |
| Future Vol, veh/h | 0 | 72 | 54 | 161 | 105 | 0 | 0 | 0 | 0 | 60 | 3 | 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 76 | 76 | 76 | 92 | 92 | 92 | 89 | 89 | 89 |
| Heavy Vehicles, % | 6 | 6 | 6 | 1 | 1 | 1 | 2 | 2 | 2 | 12 | 12 | 12 |
| Mvmt Flow | 0 | 87 | 65 | 212 | 138 | 0 | 0 | 0 | 0 | 67 | 3 | 17 |

| Major/Minor | Major1 | | | Major2 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 152 | 0 | 0 | 682 | 714 | 138 |
| Stage 1 | - | - | - | - | - | - | 562 | 562 | - |
| Stage 2 | - | - | - | - | - | - | 120 | 152 | - |
| Critical Hdwy | - | - | - | 4.11 | - | - | 6.52 | 6.62 | 6.32 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.52 | 5.62 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.52 | 5.62 | - |
| Follow-up Hdwy | - | - | - | 2.209 | - | - | 3.608 | 4.108 | 3.408 |
| Pot Cap-1 Maneuver | 0 | - | - | 1435 | - | 0 | 401 | 345 | 884 |
| Stage 1 | 0 | - | - | - | - | 0 | 551 | 494 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 881 | 753 | - |
| Platoon blocked, % | | - | - | | - | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1435 | - | - | 337 | 0 | 884 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 337 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 551 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 740 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 4.8 | 17.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1435 | - | 385 |
| HCM Lane V/C Ratio | - | - | 0.148 | - | 0.228 |
| HCM Control Delay (s) | - | - | 7.9 | 0 | 17.1 |
| HCM Lane LOS | - | - | A | A | C |
| HCM 95th %tile Q(veh) | - | - | 0.5 | - | 0.9 |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 37 | 84 | 0 | 0 | 223 | 187 | 53 | 0 | 67 | 0 | 0 | 0 |
| Future Vol, veh/h | 37 | 84 | 0 | 0 | 223 | 187 | 53 | 0 | 67 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 83 | 83 | 83 | 68 | 68 | 68 | 92 | 92 | 92 |
| Heavy Vehicles, % | 8 | 8 | 8 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 |
| Mvmt Flow | 42 | 94 | 0 | 0 | 269 | 225 | 78 | 0 | 99 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 494 | 0 | - | - | - | 0 | 560 | 672 | 94 |
| Stage 1 | - | - | - | - | - | - | 178 | 178 | - |
| Stage 2 | - | - | - | - | - | - | 382 | 494 | - |
| Critical Hdwy | 4.18 | - | - | - | - | - | 6.43 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.43 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.43 | 5.53 | - |
| Follow-up Hdwy | 2.272 | - | - | - | - | - | 3.527 | 4.027 | 3.327 |
| Pot Cap-1 Maneuver | 1039 | - | 0 | 0 | - | - | 488 | 376 | 960 |
| Stage 1 | - | - | 0 | 0 | - | - | 850 | 750 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 688 | 545 | - |
| Platoon blocked, % | | - | | | - | - | | | |
| Mov Cap-1 Maneuver | 1039 | - | - | - | - | - | 467 | 0 | 960 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 467 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 813 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 688 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 2.6 | 0 | 12.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBT | WBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 655 | 1039 | - | - | - |
| HCM Lane V/C Ratio | 0.269 | 0.04 | - | - | - |
| HCM Control Delay (s) | 12.5 | 8.6 | 0 | - | - |
| HCM Lane LOS | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 1.1 | 0.1 | - | - | - |

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

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 0 | 87 | 204 | 253 | 4 |
| Future Vol, veh/h | 1 | 0 | 87 | 204 | 253 | 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 | - | 370 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 81 | 81 | 79 | 79 |
| Heavy Vehicles, % | 7 | 7 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 107 | 252 | 320 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 789 | - | 325 | 0 | - | 0 |
| Stage 1 | 323 | - | - | - | - | - |
| Stage 2 | 466 | - | - | - | - | - |
| Critical Hdwy | 6.47 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.47 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.47 | - | - | - | - | - |
| Follow-up Hdwy | 3.563 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 353 | 0 | 1235 | - | - | - |
| Stage 1 | 723 | 0 | - | - | - | - |
| Stage 2 | 621 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 322 | - | 1235 | - | - | - |
| Mov Cap-2 Maneuver | 322 | - | - | - | - | - |
| Stage 1 | 660 | - | - | - | - | - |
| Stage 2 | 621 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.2 | 2.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1235 | - | 322 | - | - |
| HCM Lane V/C Ratio | 0.087 | - | 0.004 | - | - |
| HCM Control Delay (s) | 8.2 | - | 16.2 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 19 | 61 | 38 | 19 | 100 |
| Future Vol, veh/h | 15 | 19 | 61 | 38 | 19 | 100 |
| 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 | 100 | - | 215 | 470 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 61 | 61 | 83 | 83 | 85 | 85 |
| Heavy Vehicles, % | 9 | 9 | 6 | 6 | 5 | 5 |
| Mvmt Flow | 25 | 31 | 73 | 46 | 22 | 118 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 235 | 73 | 0 | 0 | 119 | 0 |
| Stage 1 | 73 | - | - | - | - | - |
| Stage 2 | 162 | - | - | - | - | - |
| Critical Hdwy | 6.49 | 6.29 | - | - | 4.15 | - |
| Critical Hdwy Stg 1 | 5.49 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.49 | - | - | - | - | - |
| Follow-up Hdwy | 3.581 | 3.381 | - | - | 2.245 | - |
| Pot Cap-1 Maneuver | 738 | 970 | - | - | 1451 | - |
| Stage 1 | 932 | - | - | - | - | - |
| Stage 2 | 850 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 727 | 970 | - | - | 1451 | - |
| Mov Cap-2 Maneuver | 727 | - | - | - | - | - |
| Stage 1 | 932 | - | - | - | - | - |
| Stage 2 | 837 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.4 | 0 | 1.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 727 | 970 | 1451 | - |
| HCM Lane V/C Ratio | - | - | 0.034 | 0.032 | 0.015 | - |
| HCM Control Delay (s) | - | - | 10.1 | 8.8 | 7.5 | - |
| HCM Lane LOS | - | - | B | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 15 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 263 | 40 | 51 | 274 | 72 | 93 |
| Future Vol, veh/h | 263 | 40 | 51 | 274 | 72 | 93 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 250 | 0 | - | 180 | 280 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 72 | 72 | 63 | 63 | 50 | 50 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 365 | 56 | 81 | 435 | 144 | 186 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 555 | 81 | 0 | 0 | 516 | 0 |
| Stage 1 | 81 | - | - | - | - | - |
| Stage 2 | 474 | - | - | - | - | - |
| 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 | 493 | 979 | - | - | 1050 | - |
| Stage 1 | 942 | - | - | - | - | - |
| Stage 2 | 626 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 425 | 979 | - | - | 1050 | - |
| Mov Cap-2 Maneuver | 425 | - | - | - | - | - |
| Stage 1 | 942 | - | - | - | - | - |
| Stage 2 | 540 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 42.1 | 0 | 3.9 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 425 | 979 | 1050 | - |
| HCM Lane V/C Ratio | - | - | 0.859 | 0.057 | 0.137 | - |
| HCM Control Delay (s) | - | - | 47.2 | 8.9 | 9 | - |
| HCM Lane LOS | - | - | E | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 8.6 | 0.2 | 0.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 17 | 8 | 68 | 36 | 18 | 0 | 71 | 60 | 6 | 0 | 230 | 70 |
| Future Vol, veh/h | 17 | 8 | 68 | 36 | 18 | 0 | 71 | 60 | 6 | 0 | 230 | 70 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 53 | 53 | 53 | 75 | 75 | 75 | 81 | 81 | 81 | 68 | 68 | 68 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 15 | 128 | 48 | 24 | 0 | 88 | 74 | 7 | 0 | 338 | 103 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 656 | 647 | 390 | 715 | 695 | 78 | 441 | 0 | 0 | 81 | 0 | 0 |
| Stage 1 | 390 | 390 | - | 254 | 254 | - | - | - | - | - | - | - |
| Stage 2 | 266 | 257 | - | 461 | 441 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.13 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.227 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 379 | 390 | 658 | 346 | 366 | 983 | 1114 | - | - | 1517 | - | - |
| Stage 1 | 634 | 608 | - | 750 | 697 | - | - | - | - | - | - | - |
| Stage 2 | 739 | 695 | - | 581 | 577 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 336 | 358 | 658 | 253 | 336 | 983 | 1114 | - | - | 1517 | - | - |
| Mov Cap-2 Maneuver | 336 | 358 | - | 253 | 336 | - | - | - | - | - | - | - |
| Stage 1 | 581 | 608 | - | 688 | 639 | - | - | - | - | - | - | - |
| Stage 2 | 652 | 637 | - | 456 | 577 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 15.2 | 22.6 | 4.4 | 0 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1114 | - | - | 528 | 276 | 1517 | - | - |
| HCM Lane V/C Ratio | 0.079 | - | - | 0.332 | 0.261 | - | - | - |
| HCM Control Delay (s) | 8.5 | 0 | - | 15.2 | 22.6 | 0 | - | - |
| HCM Lane LOS | A | A | - | C | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 1.4 | 1 | 0 | - | - |

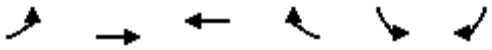
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 3 | 25 | 94 | 121 | 11 |
| Future Vol, veh/h | 13 | 3 | 25 | 94 | 121 | 11 |
| 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 | 80 | 80 | 50 | 50 | 46 | 46 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 4 | 50 | 188 | 263 | 24 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 563 | 275 | 287 | 0 | - | 0 |
| Stage 1 | 275 | - | - | - | - | - |
| Stage 2 | 288 | - | - | - | - | - |
| 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 | 487 | 764 | 1275 | - | - | - |
| Stage 1 | 771 | - | - | - | - | - |
| Stage 2 | 761 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 466 | 764 | 1275 | - | - | - |
| Mov Cap-2 Maneuver | 466 | - | - | - | - | - |
| Stage 1 | 737 | - | - | - | - | - |
| Stage 2 | 761 | - | - | - | - | - |

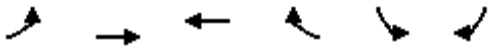
| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 12.5 | 1.7 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1275 | - | 503 | - | - |
| HCM Lane V/C Ratio | 0.039 | - | 0.04 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 12.5 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 179 | 495 | 881 | 387 | 180 | 427 |
| v/c Ratio | 0.51 | 0.24 | 0.59 | 0.43 | 0.17 | 0.58 |
| Control Delay | 51.5 | 11.6 | 26.6 | 3.9 | 28.6 | 23.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 51.5 | 11.6 | 26.6 | 3.9 | 28.6 | 23.7 |
| Queue Length 50th (ft) | 62 | 84 | 244 | 0 | 47 | 204 |
| Queue Length 95th (ft) | 95 | 113 | 330 | 59 | 75 | 283 |
| Internal Link Dist (ft) | | 471 | 537 | | 597 | |
| Turn Bay Length (ft) | 300 | | | 310 | | |
| Base Capacity (vph) | 749 | 2059 | 1503 | 895 | 1045 | 923 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.24 | 0.24 | 0.59 | 0.43 | 0.17 | 0.46 |

Intersection Summary



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 165 | 455 | 837 | 368 | 162 | 384 |
| Future Volume (veh/h) | 165 | 455 | 837 | 368 | 162 | 384 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 179 | 495 | 881 | 387 | 180 | 427 |
| Peak Hour Factor | 0.92 | 0.92 | 0.95 | 0.95 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 252 | 2068 | 1614 | 720 | 1052 | 598 |
| Arrive On Green | 0.07 | 0.58 | 0.45 | 0.45 | 0.30 | 0.30 |
| Sat Flow, veh/h | 3456 | 3647 | 3647 | 1585 | 3456 | 1585 |
| Grp Volume(v), veh/h | 179 | 495 | 881 | 387 | 180 | 427 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1777 | 1585 | 1728 | 1585 |
| Q Serve(g_s), s | 5.6 | 7.4 | 19.8 | 19.4 | 4.2 | 25.2 |
| Cycle Q Clear(g_c), s | 5.6 | 7.4 | 19.8 | 19.4 | 4.2 | 25.2 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 252 | 2068 | 1614 | 720 | 1052 | 598 |
| V/C Ratio(X) | 0.71 | 0.24 | 0.55 | 0.54 | 0.17 | 0.71 |
| Avail Cap(c_a), veh/h | 754 | 2068 | 1614 | 720 | 1052 | 598 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.8 | 11.2 | 21.8 | 21.7 | 28.1 | 29.2 |
| Incr Delay (d2), s/veh | 3.7 | 0.3 | 1.3 | 2.9 | 0.4 | 7.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.5 | 2.9 | 8.3 | 7.5 | 1.8 | 10.5 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 53.5 | 11.4 | 23.1 | 24.5 | 28.4 | 36.3 |
| LnGrp LOS | D | B | C | C | C | D |
| Approach Vol, veh/h | | 674 | 1268 | | 607 | |
| Approach Delay, s/veh | | 22.6 | 23.5 | | 33.9 | |
| Approach LOS | | C | C | | C | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.0 | 56.0 | | | | 70.0 | 40.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | 6.5 |
| Max Green Setting (Gmax), s | 24.0 | 34.0 | | | | 64.0 | 33.5 |
| Max Q Clear Time (g_c+I1), s | 7.6 | 21.8 | | | | 9.4 | 27.2 |
| Green Ext Time (p_c), s | 0.5 | 5.8 | | | | 3.6 | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 25.8 |
| HCM 6th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 58 | 75 | 88 | 81 | 0 | 0 | 0 | 0 | 220 | 8 | 36 |
| Future Vol, veh/h | 0 | 58 | 75 | 88 | 81 | 0 | 0 | 0 | 0 | 220 | 8 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 81 | 81 | 81 | 92 | 92 | 92 | 93 | 93 | 93 |
| Heavy Vehicles, % | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 61 | 79 | 109 | 100 | 0 | 0 | 0 | 0 | 237 | 9 | 39 |

| Major/Minor | Major1 | | | Major2 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 140 | 0 | 0 | 419 | 458 | 100 |
| Stage 1 | - | - | - | - | - | - | 318 | 318 | - |
| Stage 2 | - | - | - | - | - | - | 101 | 140 | - |
| Critical Hdwy | - | - | - | 4.14 | - | - | 6.42 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Follow-up Hdwy | - | - | - | 2.236 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 0 | - | - | 1431 | - | 0 | 591 | 499 | 956 |
| Stage 1 | 0 | - | - | - | - | 0 | 738 | 654 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 923 | 781 | - |
| Platoon blocked, % | | - | - | | - | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1431 | - | - | 543 | 0 | 956 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 543 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 738 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 848 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 4 | 17.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1431 | - | 578 |
| HCM Lane V/C Ratio | - | - | 0.076 | - | 0.491 |
| HCM Control Delay (s) | - | - | 7.7 | 0 | 17.1 |
| HCM Lane LOS | - | - | A | A | C |
| HCM 95th %tile Q(veh) | - | - | 0.2 | - | 2.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 31 | 223 | 0 | 0 | 149 | 107 | 65 | 2 | 148 | 0 | 0 | 0 |
| Future Vol, veh/h | 31 | 223 | 0 | 0 | 149 | 107 | 65 | 2 | 148 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 93 | 93 | 93 | 83 | 83 | 83 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 36 | 262 | 0 | 0 | 160 | 115 | 78 | 2 | 178 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 275 | 0 | - | - | - | 0 | 552 | 609 | 262 |
| Stage 1 | - | - | - | - | - | - | 334 | 334 | - |
| Stage 2 | - | - | - | - | - | - | 218 | 275 | - |
| Critical Hdwy | 4.12 | - | - | - | - | - | 6.42 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | - | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1288 | - | 0 | 0 | - | - | 495 | 410 | 777 |
| Stage 1 | - | - | 0 | 0 | - | - | 725 | 643 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 818 | 683 | - |
| Platoon blocked, % | | - | | | - | - | | | |
| Mov Cap-1 Maneuver | 1288 | - | - | - | - | - | 479 | 0 | 777 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 479 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 701 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 818 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 1 | 0 | 14.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBT | WBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 653 | 1288 | - | - | - |
| HCM Lane V/C Ratio | 0.397 | 0.028 | - | - | - |
| HCM Control Delay (s) | 14.1 | 7.9 | 0 | - | - |
| HCM Lane LOS | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 1.9 | 0.1 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 0 | 135 | 240 | 213 | 5 |
| Future Vol, veh/h | 2 | 0 | 135 | 240 | 213 | 5 |
| 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 | - | 370 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 64 | 64 | 89 | 89 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 0 | 152 | 270 | 232 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 809 | - | 237 | 0 | - | 0 |
| Stage 1 | 235 | - | - | - | - | - |
| Stage 2 | 574 | - | - | - | - | - |
| Critical Hdwy | 6.43 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 348 | 0 | 1330 | - | - | - |
| Stage 1 | 802 | 0 | - | - | - | - |
| Stage 2 | 561 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 308 | - | 1330 | - | - | - |
| Mov Cap-2 Maneuver | 308 | - | - | - | - | - |
| Stage 1 | 711 | - | - | - | - | - |
| Stage 2 | 561 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.8 | 2.9 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1330 | - | 308 | - | - |
| HCM Lane V/C Ratio | 0.114 | - | 0.01 | - | - |
| HCM Control Delay (s) | 8.1 | - | 16.8 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 0 | - | - |

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 43 | 22 | 132 | 15 | 28 | 113 |
| Future Vol, veh/h | 43 | 22 | 132 | 15 | 28 | 113 |
| 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 | 100 | - | 215 | 470 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 71 | 71 | 64 | 64 | 63 | 63 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 61 | 31 | 206 | 23 | 44 | 179 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 473 | 206 | 0 | 0 | 229 | 0 |
| Stage 1 | 206 | - | - | - | - | - |
| Stage 2 | 267 | - | - | - | - | - |
| 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 | 550 | 835 | - | - | 1339 | - |
| Stage 1 | 829 | - | - | - | - | - |
| Stage 2 | 778 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 532 | 835 | - | - | 1339 | - |
| Mov Cap-2 Maneuver | 532 | - | - | - | - | - |
| Stage 1 | 829 | - | - | - | - | - |
| Stage 2 | 752 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.6 | 0 | 1.5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 532 | 835 | 1339 | - |
| HCM Lane V/C Ratio | - | - | 0.114 | 0.037 | 0.033 | - |
| HCM Control Delay (s) | - | - | 12.6 | 9.5 | 7.8 | - |
| HCM Lane LOS | - | - | B | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.1 | 0.1 | - |

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 79 | 2 | 67 | 108 | 5 | 53 |
| Future Vol, veh/h | 79 | 2 | 67 | 108 | 5 | 53 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 250 | 0 | - | 180 | 280 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 63 | 63 | 91 | 91 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 125 | 3 | 74 | 119 | 7 | 73 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 161 | 74 | 0 | 0 | 193 | 0 |
| Stage 1 | 74 | - | - | - | - | - |
| Stage 2 | 87 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 830 | 988 | - | - | 1380 | - |
| Stage 1 | 949 | - | - | - | - | - |
| Stage 2 | 936 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 826 | 988 | - | - | 1380 | - |
| Mov Cap-2 Maneuver | 826 | - | - | - | - | - |
| Stage 1 | 949 | - | - | - | - | - |
| Stage 2 | 931 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.1 | 0 | 0.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 826 | 988 | 1380 | - |
| HCM Lane V/C Ratio | - | - | 0.152 | 0.003 | 0.005 | - |
| HCM Control Delay (s) | - | - | 10.1 | 8.7 | 7.6 | - |
| HCM Lane LOS | - | - | B | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 | 0 | - |

| 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 | 21 | 9 | 46 | 23 | 2 | 0 | 17 | 184 | 33 | 1 | 162 | 17 |
| Future Vol, veh/h | 21 | 9 | 46 | 23 | 2 | 0 | 17 | 184 | 33 | 1 | 162 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 73 | 73 | 73 | 78 | 78 | 78 | 91 | 91 | 91 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 29 | 12 | 63 | 29 | 3 | 0 | 19 | 202 | 36 | 1 | 180 | 19 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 452 | 468 | 190 | 487 | 459 | 220 | 199 | 0 | 0 | 238 | 0 | 0 |
| Stage 1 | 192 | 192 | - | 258 | 258 | - | - | - | - | - | - | - |
| Stage 2 | 260 | 276 | - | 229 | 201 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.14 | 6.54 | 6.24 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.536 | 4.036 | 3.336 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 518 | 493 | 852 | 488 | 496 | 815 | 1373 | - | - | 1329 | - | - |
| Stage 1 | 810 | 742 | - | 742 | 691 | - | - | - | - | - | - | - |
| Stage 2 | 745 | 682 | - | 769 | 731 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 509 | 485 | 852 | 437 | 488 | 815 | 1373 | - | - | 1329 | - | - |
| Mov Cap-2 Maneuver | 509 | 485 | - | 437 | 488 | - | - | - | - | - | - | - |
| Stage 1 | 797 | 741 | - | 730 | 680 | - | - | - | - | - | - | - |
| Stage 2 | 730 | 671 | - | 700 | 730 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 11.4 | 13.8 | 0.6 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1373 | - | - | 668 | 441 | 1329 | - | - |
| HCM Lane V/C Ratio | 0.014 | - | - | 0.156 | 0.073 | 0.001 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | - | 11.4 | 13.8 | 7.7 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.6 | 0.2 | 0 | - | - |

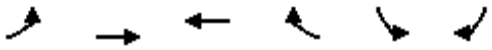
| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 17 | 33 | 13 | 33 | 4 | 34 |
| Future Vol, veh/h | 17 | 33 | 13 | 33 | 4 | 34 |
| 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 | 83 | 83 | 82 | 82 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 20 | 40 | 16 | 40 | 5 | 47 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 101 | 29 | 52 | 0 | - | 0 |
| Stage 1 | 29 | - | - | - | - | - |
| Stage 2 | 72 | - | - | - | - | - |
| 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 | 898 | 1046 | 1554 | - | - | - |
| Stage 1 | 994 | - | - | - | - | - |
| Stage 2 | 951 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 888 | 1046 | 1554 | - | - | - |
| Mov Cap-2 Maneuver | 888 | - | - | - | - | - |
| Stage 1 | 983 | - | - | - | - | - |
| Stage 2 | 951 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 2.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1554 | - | 986 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | 0.061 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 145 | 366 | 838 | 328 | 170 | 458 |
| v/c Ratio | 0.48 | 0.17 | 0.50 | 0.36 | 0.18 | 0.67 |
| Control Delay | 53.1 | 10.1 | 22.6 | 3.6 | 30.0 | 26.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 53.1 | 10.1 | 22.6 | 3.6 | 30.0 | 26.7 |
| Queue Length 50th (ft) | 51 | 54 | 210 | 0 | 47 | 222 |
| Queue Length 95th (ft) | 78 | 87 | 306 | 53 | 59 | 236 |
| Internal Link Dist (ft) | | 471 | 537 | | 597 | |
| Turn Bay Length (ft) | 300 | | | 310 | | |
| Base Capacity (vph) | 344 | 2187 | 1667 | 917 | 1170 | 698 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.42 | 0.17 | 0.50 | 0.36 | 0.15 | 0.66 |

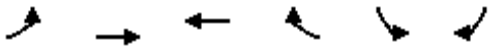
Intersection Summary

| Lane Group |
| --- |
| Lane Group Flow (vph) |
| v/c Ratio |
| Control Delay |
| Queue Delay |
| Total Delay |
| Queue Length 50th (ft) |
| Queue Length 95th (ft) |
| Internal Link Dist (ft) |
| Turn Bay Length (ft) |
| Base Capacity (vph) |
| Starvation Cap Reductn |
| Spillback Cap Reductn |
| Storage Cap Reductn |
| Reduced v/c Ratio |

| Intersection Summary |
| --- |

| Lane Group |
| --- |
| Lane Group Flow (vph) |
| v/c Ratio |
| Control Delay |
| Queue Delay |
| Total Delay |
| Queue Length 50th (ft) |
| Queue Length 95th (ft) |
| Internal Link Dist (ft) |
| Turn Bay Length (ft) |
| Base Capacity (vph) |
| Starvation Cap Reductn |
| Spillback Cap Reductn |
| Storage Cap Reductn |
| Reduced v/c Ratio |

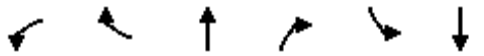
| Intersection Summary |
| --- |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 125 | 315 | 746 | 292 | 136 | 366 |
| Future Volume (veh/h) | 125 | 315 | 746 | 292 | 136 | 366 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 145 | 366 | 838 | 328 | 170 | 458 |
| Peak Hour Factor | 0.86 | 0.86 | 0.89 | 0.89 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 2 | 2 | 3 | 3 | 2 | 2 |
| Cap, veh/h | 207 | 2107 | 1686 | 752 | 1014 | 560 |
| Arrive On Green | 0.06 | 0.59 | 0.48 | 0.48 | 0.29 | 0.29 |
| Sat Flow, veh/h | 3456 | 3647 | 3618 | 1572 | 3456 | 1585 |
| Grp Volume(v), veh/h | 145 | 366 | 838 | 328 | 170 | 458 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1763 | 1572 | 1728 | 1585 |
| Q Serve(g_s), s | 4.5 | 5.1 | 17.9 | 15.1 | 4.0 | 28.9 |
| Cycle Q Clear(g_c), s | 4.5 | 5.1 | 17.9 | 15.1 | 4.0 | 28.9 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 207 | 2107 | 1686 | 752 | 1014 | 560 |
| V/C Ratio(X) | 0.70 | 0.17 | 0.50 | 0.44 | 0.17 | 0.82 |
| Avail Cap(c_a), veh/h | 346 | 2107 | 1686 | 752 | 1178 | 636 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 50.7 | 10.2 | 19.6 | 18.9 | 28.9 | 32.3 |
| Incr Delay (d2), s/veh | 4.2 | 0.2 | 1.0 | 1.8 | 0.1 | 7.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.1 | 2.0 | 7.3 | 5.7 | 1.7 | 11.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 54.9 | 10.3 | 20.7 | 20.8 | 28.9 | 39.7 |
| LnGrp LOS | D | B | C | C | C | D |
| Approach Vol, veh/h | | 511 | 1166 | | 628 | |
| Approach Delay, s/veh | | 23.0 | 20.7 | | 36.8 | |
| Approach LOS | | C | C | | D | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.6 | 58.6 | | | | 71.2 | 38.8 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | 6.5 |
| Max Green Setting (Gmax), s | 11.0 | 43.0 | | | | 60.0 | 37.5 |
| Max Q Clear Time (g_c+I1), s | 6.5 | 19.9 | | | | 7.1 | 30.9 |
| Green Ext Time (p_c), s | 0.2 | 7.4 | | | | 2.6 | 1.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 25.6 |
| HCM 6th LOS | C |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | ↑ | | | ↑ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | 1.00 | |
| Parking Bus, Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | | No | | | No |
| Adj Sat Flow, veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Adj Flow Rate, veh/h | | | 0 | 0 | 0 | 0 |
| Peak Hour Factor | | | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | 2 | 0 | 0 | 2 |
| Cap, veh/h | | | 1496 | 0 | 0 | 1496 |
| Arrive On Green | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | | | 1870 | 0 | 0 | 1870 |
| Grp Volume(v), veh/h | | | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Q Serve(g_s), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | | | | 0.00 | 0.00 | |
| Lane Grp Cap(c), veh/h | | | 1496 | 0 | 0 | 1496 |
| V/C Ratio(X) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | | | 1496 | 0 | 0 | 1496 |
| HCM Platoon Ratio | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | | | A | A | A | A |
| Approach Vol, veh/h | | | 0 | | | 0 |
| Approach Delay, s/veh | | | 0.0 | | | 0.0 |
| Approach LOS | | | | | | |

| Timer - Assigned Phs | 2 | | | | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.5 | | | | | 22.5 |
| Change Period (Y+Rc), s | 4.5 | | | | | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | | | | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 0.0 | | | | | 0.0 |
| Green Ext Time (p_c), s | 0.0 | | | | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 0.0 |
| HCM 6th LOS | A |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | ↑ | | | ↑ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | 1.00 | |
| Parking Bus, Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | | No | | | No |
| Adj Sat Flow, veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Adj Flow Rate, veh/h | | | 0 | 0 | 0 | 0 |
| Peak Hour Factor | | | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | 2 | 0 | 0 | 2 |
| Cap, veh/h | | | 1496 | 0 | 0 | 1496 |
| Arrive On Green | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | | | 1870 | 0 | 0 | 1870 |
| Grp Volume(v), veh/h | | | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Q Serve(g_s), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | | | | 0.00 | 0.00 | |
| Lane Grp Cap(c), veh/h | | | 1496 | 0 | 0 | 1496 |
| V/C Ratio(X) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | | | 1496 | 0 | 0 | 1496 |
| HCM Platoon Ratio | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | | | A | A | A | A |
| Approach Vol, veh/h | | | 0 | | | 0 |
| Approach Delay, s/veh | | | 0.0 | | | 0.0 |
| Approach LOS | | | | | | |

| Timer - Assigned Phs | 2 | | | | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.5 | | | | | 22.5 |
| Change Period (Y+Rc), s | 4.5 | | | | | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | | | | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 0.0 | | | | | 0.0 |
| Green Ext Time (p_c), s | 0.0 | | | | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 0.0 |
| HCM 6th LOS | A |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 75 | 56 | 168 | 110 | 0 | 0 | 0 | 0 | 63 | 3 | 16 |
| Future Vol, veh/h | 0 | 75 | 56 | 168 | 110 | 0 | 0 | 0 | 0 | 63 | 3 | 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 76 | 76 | 76 | 92 | 92 | 92 | 89 | 89 | 89 |
| Heavy Vehicles, % | 6 | 6 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 12 | 12 | 12 |
| Mvmt Flow | 0 | 90 | 67 | 221 | 145 | 0 | 0 | 0 | 0 | 71 | 3 | 18 |

| Major/Minor | Major1 | | | Major2 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 157 | 0 | 0 | 711 | 744 | 145 |
| Stage 1 | - | - | - | - | - | - | 587 | 587 | - |
| Stage 2 | - | - | - | - | - | - | 124 | 157 | - |
| Critical Hdwy | - | - | - | 4.12 | - | - | 6.52 | 6.62 | 6.32 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.52 | 5.62 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.52 | 5.62 | - |
| Follow-up Hdwy | - | - | - | 2.218 | - | - | 3.608 | 4.108 | 3.408 |
| Pot Cap-1 Maneuver | 0 | - | - | 1423 | - | 0 | 385 | 331 | 876 |
| Stage 1 | 0 | - | - | - | - | 0 | 537 | 481 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 877 | 749 | - |
| Platoon blocked, % | | - | - | | - | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1423 | - | - | 320 | 0 | 876 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 320 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 537 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 729 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 4.8 | 18.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1423 | - | 367 |
| HCM Lane V/C Ratio | - | - | 0.155 | - | 0.251 |
| HCM Control Delay (s) | - | - | 8 | 0 | 18.1 |
| HCM Lane LOS | - | - | A | A | C |
| HCM 95th %tile Q(veh) | - | - | 0.6 | - | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 39 | 88 | 0 | 0 | 233 | 195 | 55 | 0 | 70 | 0 | 0 | 0 |
| Future Vol, veh/h | 39 | 88 | 0 | 0 | 233 | 195 | 55 | 0 | 70 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 83 | 83 | 83 | 68 | 68 | 68 | 92 | 92 | 92 |
| Heavy Vehicles, % | 8 | 8 | 8 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 |
| Mvmt Flow | 44 | 99 | 0 | 0 | 281 | 235 | 81 | 0 | 103 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 516 | 0 | - | - | - | 0 | 586 | 703 | 99 |
| Stage 1 | - | - | - | - | - | - | 187 | 187 | - |
| Stage 2 | - | - | - | - | - | - | 399 | 516 | - |
| Critical Hdwy | 4.18 | - | - | - | - | - | 6.43 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.43 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.43 | 5.53 | - |
| Follow-up Hdwy | 2.272 | - | - | - | - | - | 3.527 | 4.027 | 3.327 |
| Pot Cap-1 Maneuver | 1020 | - | 0 | 0 | - | - | 471 | 361 | 954 |
| Stage 1 | - | - | 0 | 0 | - | - | 843 | 743 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 676 | 533 | - |
| Platoon blocked, % | | - | | | - | - | | | |
| Mov Cap-1 Maneuver | 1020 | - | - | - | - | - | 449 | 0 | 954 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 449 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 804 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 676 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 2.7 | 0 | 12.9 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBT | WBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 638 | 1020 | - | - | - |
| HCM Lane V/C Ratio | 0.288 | 0.043 | - | - | - |
| HCM Control Delay (s) | 12.9 | 8.7 | 0 | - | - |
| HCM Lane LOS | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 1.2 | 0.1 | - | - | - |

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

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 0 | 91 | 213 | 264 | 4 |
| Future Vol, veh/h | 1 | 0 | 91 | 213 | 264 | 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 | - | 370 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 81 | 81 | 79 | 79 |
| Heavy Vehicles, % | 7 | 7 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 112 | 263 | 334 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 824 | - | 339 | 0 | - | 0 |
| Stage 1 | 337 | - | - | - | - | - |
| Stage 2 | 487 | - | - | - | - | - |
| Critical Hdwy | 6.47 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.47 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.47 | - | - | - | - | - |
| Follow-up Hdwy | 3.563 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 336 | 0 | 1220 | - | - | - |
| Stage 1 | 712 | 0 | - | - | - | - |
| Stage 2 | 608 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 305 | - | 1220 | - | - | - |
| Mov Cap-2 Maneuver | 305 | - | - | - | - | - |
| Stage 1 | 646 | - | - | - | - | - |
| Stage 2 | 608 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.9 | 2.5 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1220 | - | 305 | - | - |
| HCM Lane V/C Ratio | 0.092 | - | 0.004 | - | - |
| HCM Control Delay (s) | 8.2 | - | 16.9 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 20 | 64 | 40 | 20 | 104 |
| Future Vol, veh/h | 16 | 20 | 64 | 40 | 20 | 104 |
| 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 | 100 | - | 215 | 470 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 61 | 61 | 83 | 83 | 85 | 85 |
| Heavy Vehicles, % | 9 | 9 | 6 | 6 | 5 | 5 |
| Mvmt Flow | 26 | 33 | 77 | 48 | 24 | 122 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 247 | 77 | 0 | 0 | 125 | 0 |
| Stage 1 | 77 | - | - | - | - | - |
| Stage 2 | 170 | - | - | - | - | - |
| Critical Hdwy | 6.49 | 6.29 | - | - | 4.15 | - |
| Critical Hdwy Stg 1 | 5.49 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.49 | - | - | - | - | - |
| Follow-up Hdwy | 3.581 | 3.381 | - | - | 2.245 | - |
| Pot Cap-1 Maneuver | 726 | 965 | - | - | 1443 | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 843 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 714 | 965 | - | - | 1443 | - |
| Mov Cap-2 Maneuver | 714 | - | - | - | - | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 829 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.5 | 0 | 1.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 714 | 965 | 1443 | - |
| HCM Lane V/C Ratio | - | - | 0.037 | 0.034 | 0.016 | - |
| HCM Control Delay (s) | - | - | 10.2 | 8.9 | 7.5 | - |
| HCM Lane LOS | - | - | B | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 19.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 274 | 42 | 53 | 286 | 75 | 97 |
| Future Vol, veh/h | 274 | 42 | 53 | 286 | 75 | 97 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 250 | 0 | - | 180 | 280 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 72 | 72 | 63 | 63 | 50 | 50 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 381 | 58 | 84 | 454 | 150 | 194 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 578 | 84 | 0 | 0 | 538 | 0 |
| Stage 1 | 84 | - | - | - | - | - |
| Stage 2 | 494 | - | - | - | - | - |
| 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 | 478 | 975 | - | - | 1030 | - |
| Stage 1 | 939 | - | - | - | - | - |
| Stage 2 | 613 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 408 | 975 | - | - | 1030 | - |
| Mov Cap-2 Maneuver | 408 | - | - | - | - | - |
| Stage 1 | 939 | - | - | - | - | - |
| Stage 2 | 524 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 54.4 | 0 | 4 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 408 | 975 | 1030 | - |
| HCM Lane V/C Ratio | - | - | 0.933 | 0.06 | 0.146 | - |
| HCM Control Delay (s) | - | - | 61.4 | 8.9 | 9.1 | - |
| HCM Lane LOS | - | - | F | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 10.4 | 0.2 | 0.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 18 | 8 | 71 | 38 | 19 | 0 | 74 | 63 | 6 | 0 | 240 | 73 |
| Future Vol, veh/h | 18 | 8 | 71 | 38 | 19 | 0 | 74 | 63 | 6 | 0 | 240 | 73 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 53 | 53 | 53 | 75 | 75 | 75 | 81 | 81 | 81 | 68 | 68 | 68 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 |
| Mvmt Flow | 34 | 15 | 134 | 51 | 25 | 0 | 91 | 78 | 7 | 0 | 353 | 107 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 683 | 674 | 407 | 745 | 724 | 82 | 460 | 0 | 0 | 85 | 0 | 0 |
| Stage 1 | 407 | 407 | - | 264 | 264 | - | - | - | - | - | - | - |
| Stage 2 | 276 | 267 | - | 481 | 460 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.13 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.227 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 363 | 376 | 644 | 330 | 352 | 978 | 1096 | - | - | 1512 | - | - |
| Stage 1 | 621 | 597 | - | 741 | 690 | - | - | - | - | - | - | - |
| Stage 2 | 730 | 688 | - | 566 | 566 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 319 | 343 | 644 | 236 | 321 | 978 | 1096 | - | - | 1512 | - | - |
| Mov Cap-2 Maneuver | 319 | 343 | - | 236 | 321 | - | - | - | - | - | - | - |
| Stage 1 | 567 | 597 | - | 677 | 630 | - | - | - | - | - | - | - |
| Stage 2 | 640 | 628 | - | 437 | 566 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 15.9 | 24.6 | 4.4 | 0 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1096 | - | - | 511 | 259 | 1512 | - | - |
| HCM Lane V/C Ratio | 0.083 | - | - | 0.358 | 0.293 | - | - | - |
| HCM Control Delay (s) | 8.6 | 0 | - | 15.9 | 24.6 | 0 | - | - |
| HCM Lane LOS | A | A | - | C | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 1.6 | 1.2 | 0 | - | - |

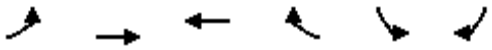
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 14 | 26 | 98 | 126 | 11 |
| Future Vol, veh/h | 3 | 14 | 26 | 98 | 126 | 11 |
| 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 | 80 | 80 | 50 | 50 | 46 | 46 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 18 | 52 | 196 | 274 | 24 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 586 | 286 | 298 | 0 | - | 0 |
| Stage 1 | 286 | - | - | - | - | - |
| Stage 2 | 300 | - | - | - | - | - |
| 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 | 473 | 753 | 1263 | - | - | - |
| Stage 1 | 763 | - | - | - | - | - |
| Stage 2 | 752 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 451 | 753 | 1263 | - | - | - |
| Mov Cap-2 Maneuver | 451 | - | - | - | - | - |
| Stage 1 | 728 | - | - | - | - | - |
| Stage 2 | 752 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 10.5 | 1.7 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1263 | - | 673 | - | - |
| HCM Lane V/C Ratio | 0.041 | - | 0.032 | - | - |
| HCM Control Delay (s) | 8 | 0 | 10.5 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 187 | 516 | 919 | 404 | 188 | 446 |
| v/c Ratio | 0.54 | 0.25 | 0.61 | 0.45 | 0.18 | 0.59 |
| Control Delay | 52.7 | 11.7 | 26.9 | 3.8 | 28.7 | 22.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.7 | 11.7 | 26.9 | 3.8 | 28.7 | 22.6 |
| Queue Length 50th (ft) | 65 | 88 | 260 | 0 | 50 | 199 |
| Queue Length 95th (ft) | 101 | 117 | 337 | 58 | 78 | 295 |
| Internal Link Dist (ft) | | 471 | 537 | | 597 | |
| Turn Bay Length (ft) | 300 | | | 310 | | |
| Base Capacity (vph) | 405 | 2059 | 1508 | 906 | 1045 | 783 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.46 | 0.25 | 0.61 | 0.45 | 0.18 | 0.57 |

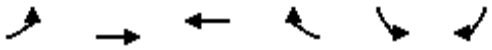
Intersection Summary

| Lane Group |
| --- |
| Lane Group Flow (vph) |
| v/c Ratio |
| Control Delay |
| Queue Delay |
| Total Delay |
| Queue Length 50th (ft) |
| Queue Length 95th (ft) |
| Internal Link Dist (ft) |
| Turn Bay Length (ft) |
| Base Capacity (vph) |
| Starvation Cap Reductn |
| Spillback Cap Reductn |
| Storage Cap Reductn |
| Reduced v/c Ratio |

| Intersection Summary |
| --- |

| Lane Group |
| --- |
| Lane Group Flow (vph) |
| v/c Ratio |
| Control Delay |
| Queue Delay |
| Total Delay |
| Queue Length 50th (ft) |
| Queue Length 95th (ft) |
| Internal Link Dist (ft) |
| Turn Bay Length (ft) |
| Base Capacity (vph) |
| Starvation Cap Reductn |
| Spillback Cap Reductn |
| Storage Cap Reductn |
| Reduced v/c Ratio |

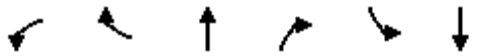
| Intersection Summary |
| --- |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 172 | 475 | 873 | 384 | 169 | 401 |
| Future Volume (veh/h) | 172 | 475 | 873 | 384 | 169 | 401 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 187 | 516 | 919 | 404 | 188 | 446 |
| Peak Hour Factor | 0.92 | 0.92 | 0.95 | 0.95 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 253 | 2068 | 1613 | 720 | 1052 | 599 |
| Arrive On Green | 0.07 | 0.58 | 0.45 | 0.45 | 0.30 | 0.30 |
| Sat Flow, veh/h | 3456 | 3647 | 3647 | 1585 | 3456 | 1585 |
| Grp Volume(v), veh/h | 187 | 516 | 919 | 404 | 188 | 446 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1777 | 1585 | 1728 | 1585 |
| Q Serve(g_s), s | 5.8 | 7.8 | 20.9 | 20.5 | 4.4 | 26.8 |
| Cycle Q Clear(g_c), s | 5.8 | 7.8 | 20.9 | 20.5 | 4.4 | 26.8 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 253 | 2068 | 1613 | 720 | 1052 | 599 |
| V/C Ratio(X) | 0.74 | 0.25 | 0.57 | 0.56 | 0.18 | 0.74 |
| Avail Cap(c_a), veh/h | 408 | 2068 | 1613 | 720 | 1052 | 599 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.9 | 11.3 | 22.1 | 22.0 | 28.1 | 29.6 |
| Incr Delay (d2), s/veh | 4.2 | 0.3 | 1.5 | 3.2 | 0.4 | 8.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 3.0 | 8.7 | 8.0 | 1.9 | 11.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 54.1 | 11.5 | 23.6 | 25.2 | 28.5 | 37.8 |
| LnGrp LOS | D | B | C | C | C | D |
| Approach Vol, veh/h | | 703 | 1323 | | 634 | |
| Approach Delay, s/veh | | 22.9 | 24.1 | | 35.1 | |
| Approach LOS | | C | C | | D | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.1 | 55.9 | | | | 70.0 | 40.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | 6.5 |
| Max Green Setting (Gmax), s | 13.0 | 45.0 | | | | 64.0 | 33.5 |
| Max Q Clear Time (g_c+I1), s | 7.8 | 22.9 | | | | 9.8 | 28.8 |
| Green Ext Time (p_c), s | 0.3 | 8.3 | | | | 3.8 | 1.1 |

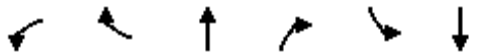
| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 26.4 | |
| HCM 6th LOS | | C | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | ↑ | | | ↑ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | 1.00 | |
| Parking Bus, Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | | No | | | No |
| Adj Sat Flow, veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Adj Flow Rate, veh/h | | | 0 | 0 | 0 | 0 |
| Peak Hour Factor | | | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | 2 | 0 | 0 | 2 |
| Cap, veh/h | | | 1496 | 0 | 0 | 1496 |
| Arrive On Green | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | | | 1870 | 0 | 0 | 1870 |
| Grp Volume(v), veh/h | | | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Q Serve(g_s), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | | | | 0.00 | 0.00 | |
| Lane Grp Cap(c), veh/h | | | 1496 | 0 | 0 | 1496 |
| V/C Ratio(X) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | | | 1496 | 0 | 0 | 1496 |
| HCM Platoon Ratio | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | | | A | A | A | A |
| Approach Vol, veh/h | | | 0 | | | 0 |
| Approach Delay, s/veh | | | 0.0 | | | 0.0 |
| Approach LOS | | | | | | |

| Timer - Assigned Phs | 2 | | | | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.5 | | | | | 22.5 |
| Change Period (Y+Rc), s | 4.5 | | | | | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | | | | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 0.0 | | | | | 0.0 |
| Green Ext Time (p_c), s | 0.0 | | | | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 0.0 |
| HCM 6th LOS | A |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | ↑ | | | ↑ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | 1.00 | |
| Parking Bus, Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | | No | | | No |
| Adj Sat Flow, veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Adj Flow Rate, veh/h | | | 0 | 0 | 0 | 0 |
| Peak Hour Factor | | | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | 2 | 0 | 0 | 2 |
| Cap, veh/h | | | 1496 | 0 | 0 | 1496 |
| Arrive On Green | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | | | 1870 | 0 | 0 | 1870 |
| Grp Volume(v), veh/h | | | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Q Serve(g_s), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | | | | 0.00 | 0.00 | |
| Lane Grp Cap(c), veh/h | | | 1496 | 0 | 0 | 1496 |
| V/C Ratio(X) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | | | 1496 | 0 | 0 | 1496 |
| HCM Platoon Ratio | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | | | A | A | A | A |
| Approach Vol, veh/h | | | 0 | | | 0 |
| Approach Delay, s/veh | | | 0.0 | | | 0.0 |
| Approach LOS | | | | | | |

| Timer - Assigned Phs | 2 | | | | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.5 | | | | | 22.5 |
| Change Period (Y+Rc), s | 4.5 | | | | | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | | | | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 0.0 | | | | | 0.0 |
| Green Ext Time (p_c), s | 0.0 | | | | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 0.0 |
| HCM 6th LOS | A |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 60 | 78 | 92 | 84 | 0 | 0 | 0 | 0 | 229 | 8 | 38 |
| Future Vol, veh/h | 0 | 60 | 78 | 92 | 84 | 0 | 0 | 0 | 0 | 229 | 8 | 38 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 81 | 81 | 81 | 92 | 92 | 92 | 93 | 93 | 93 |
| Heavy Vehicles, % | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 63 | 82 | 114 | 104 | 0 | 0 | 0 | 0 | 246 | 9 | 41 |

| Major/Minor | Major1 | | | Major2 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 145 | 0 | 0 | 436 | 477 | 104 |
| Stage 1 | - | - | - | - | - | - | 332 | 332 | - |
| Stage 2 | - | - | - | - | - | - | 104 | 145 | - |
| Critical Hdwy | - | - | - | 4.14 | - | - | 6.42 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Follow-up Hdwy | - | - | - | 2.236 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 0 | - | - | 1425 | - | 0 | 578 | 487 | 951 |
| Stage 1 | 0 | - | - | - | - | 0 | 727 | 644 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 920 | 777 | - |
| Platoon blocked, % | | - | - | | - | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1425 | - | - | 529 | 0 | 951 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 529 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 727 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 842 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 4 | 18.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1425 | - | 565 |
| HCM Lane V/C Ratio | - | - | 0.08 | - | 0.523 |
| HCM Control Delay (s) | - | - | 7.7 | 0 | 18.2 |
| HCM Lane LOS | - | - | A | A | C |
| HCM 95th %tile Q(veh) | - | - | 0.3 | - | 3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 32 | 233 | 0 | 0 | 155 | 112 | 68 | 2 | 154 | 0 | 0 | 0 |
| Future Vol, veh/h | 32 | 233 | 0 | 0 | 155 | 112 | 68 | 2 | 154 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 93 | 93 | 93 | 83 | 83 | 83 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 274 | 0 | 0 | 167 | 120 | 82 | 2 | 186 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 287 | 0 | - | - | - | 0 | 577 | 637 | 274 |
| Stage 1 | - | - | - | - | - | - | 350 | 350 | - |
| Stage 2 | - | - | - | - | - | - | 227 | 287 | - |
| Critical Hdwy | 4.12 | - | - | - | - | - | 6.42 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | - | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1275 | - | 0 | 0 | - | - | 478 | 395 | 765 |
| Stage 1 | - | - | 0 | 0 | - | - | 713 | 633 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 811 | 674 | - |
| Platoon blocked, % | | - | | | - | - | | | |
| Mov Cap-1 Maneuver | 1275 | - | - | - | - | - | 461 | 0 | 765 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 461 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 688 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 811 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 1 | 0 | 14.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBT | WBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 636 | 1275 | - | - | - |
| HCM Lane V/C Ratio | 0.424 | 0.03 | - | - | - |
| HCM Control Delay (s) | 14.8 | 7.9 | 0 | - | - |
| HCM Lane LOS | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 2.1 | 0.1 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 0 | 141 | 250 | 222 | 5 |
| Future Vol, veh/h | 2 | 0 | 141 | 250 | 222 | 5 |
| 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 | - | 370 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 64 | 64 | 89 | 89 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 0 | 158 | 281 | 241 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 841 | - | 246 | 0 | - | 0 |
| Stage 1 | 244 | - | - | - | - | - |
| Stage 2 | 597 | - | - | - | - | - |
| Critical Hdwy | 6.43 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 334 | 0 | 1320 | - | - | - |
| Stage 1 | 794 | 0 | - | - | - | - |
| Stage 2 | 548 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 294 | - | 1320 | - | - | - |
| Mov Cap-2 Maneuver | 294 | - | - | - | - | - |
| Stage 1 | 699 | - | - | - | - | - |
| Stage 2 | 548 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.4 | 2.9 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1320 | - | 294 | - | - |
| HCM Lane V/C Ratio | 0.12 | - | 0.011 | - | - |
| HCM Control Delay (s) | 8.1 | - | 17.4 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 0 | - | - |

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 45 | 23 | 138 | 16 | 29 | 118 |
| Future Vol, veh/h | 45 | 23 | 138 | 16 | 29 | 118 |
| 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 | 100 | - | 215 | 470 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 71 | 71 | 64 | 64 | 63 | 63 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 63 | 32 | 216 | 25 | 46 | 187 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 495 | 216 | 0 | 0 | 241 | 0 |
| Stage 1 | 216 | - | - | - | - | - |
| Stage 2 | 279 | - | - | - | - | - |
| 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 | 534 | 824 | - | - | 1326 | - |
| Stage 1 | 820 | - | - | - | - | - |
| Stage 2 | 768 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 515 | 824 | - | - | 1326 | - |
| Mov Cap-2 Maneuver | 515 | - | - | - | - | - |
| Stage 1 | 820 | - | - | - | - | - |
| Stage 2 | 741 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.8 | 0 | 1.5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 515 | 824 | 1326 | - |
| HCM Lane V/C Ratio | - | - | 0.123 | 0.039 | 0.035 | - |
| HCM Control Delay (s) | - | - | 13 | 9.5 | 7.8 | - |
| HCM Lane LOS | - | - | B | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.1 | 0.1 | - |

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 82 | 2 | 70 | 113 | 5 | 57 |
| Future Vol, veh/h | 82 | 2 | 70 | 113 | 5 | 57 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 250 | 0 | - | 180 | 280 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 63 | 63 | 91 | 91 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 130 | 3 | 77 | 124 | 7 | 78 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 169 | 77 | 0 | 0 | 201 | 0 |
| Stage 1 | 77 | - | - | - | - | - |
| Stage 2 | 92 | - | - | - | - | - |
| 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 | 821 | 984 | - | - | 1371 | - |
| Stage 1 | 946 | - | - | - | - | - |
| Stage 2 | 932 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 817 | 984 | - | - | 1371 | - |
| Mov Cap-2 Maneuver | 817 | - | - | - | - | - |
| Stage 1 | 946 | - | - | - | - | - |
| Stage 2 | 927 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.2 | 0 | 0.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 817 | 984 | 1371 | - |
| HCM Lane V/C Ratio | - | - | 0.159 | 0.003 | 0.005 | - |
| HCM Control Delay (s) | - | - | 10.2 | 8.7 | 7.6 | - |
| HCM Lane LOS | - | - | B | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 22 | 9 | 48 | 24 | 2 | 0 | 18 | 192 | 34 | 1 | 169 | 18 |
| Future Vol, veh/h | 22 | 9 | 48 | 24 | 2 | 0 | 18 | 192 | 34 | 1 | 169 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 73 | 73 | 73 | 78 | 78 | 78 | 91 | 91 | 91 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 30 | 12 | 66 | 31 | 3 | 0 | 20 | 211 | 37 | 1 | 188 | 20 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 471 | 488 | 198 | 509 | 480 | 230 | 208 | 0 | 0 | 248 | 0 | 0 |
| Stage 1 | 200 | 200 | - | 270 | 270 | - | - | - | - | - | - | - |
| Stage 2 | 271 | 288 | - | 239 | 210 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.14 | 6.54 | 6.24 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.536 | 4.036 | 3.336 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 503 | 480 | 843 | 471 | 482 | 804 | 1363 | - | - | 1318 | - | - |
| Stage 1 | 802 | 736 | - | 731 | 682 | - | - | - | - | - | - | - |
| Stage 2 | 735 | 674 | - | 760 | 725 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 494 | 471 | 843 | 420 | 473 | 804 | 1363 | - | - | 1318 | - | - |
| Mov Cap-2 Maneuver | 494 | 471 | - | 420 | 473 | - | - | - | - | - | - | - |
| Stage 1 | 788 | 735 | - | 719 | 670 | - | - | - | - | - | - | - |
| Stage 2 | 720 | 663 | - | 688 | 724 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 11.6 | 14.2 | 0.6 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1363 | - | - | 655 | 424 | 1318 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | - | 0.165 | 0.079 | 0.001 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | - | 11.6 | 14.2 | 7.7 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.6 | 0.3 | 0 | - | - |

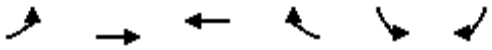
| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 18 | 34 | 14 | 34 | 35 | 4 |
| Future Vol, veh/h | 18 | 34 | 14 | 34 | 35 | 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 | 83 | 83 | 82 | 82 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 22 | 41 | 17 | 41 | 48 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 126 | 51 | 53 | 0 | - | 0 |
| Stage 1 | 51 | - | - | - | - | - |
| Stage 2 | 75 | - | - | - | - | - |
| 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 | 869 | 1017 | 1553 | - | - | - |
| Stage 1 | 971 | - | - | - | - | - |
| Stage 2 | 948 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 859 | 1017 | 1553 | - | - | - |
| Mov Cap-2 Maneuver | 859 | - | - | - | - | - |
| Stage 1 | 960 | - | - | - | - | - |
| Stage 2 | 948 | - | - | - | - | - |

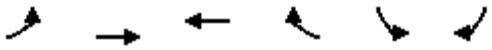
| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 9 | 2.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1553 | - | 956 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.066 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 159 | 366 | 838 | 382 | 181 | 488 |
| v/c Ratio | 0.51 | 0.17 | 0.52 | 0.41 | 0.19 | 0.69 |
| Control Delay | 53.6 | 10.9 | 24.2 | 3.8 | 28.8 | 26.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 53.6 | 10.9 | 24.2 | 3.8 | 28.8 | 26.7 |
| Queue Length 50th (ft) | 55 | 56 | 219 | 0 | 49 | 239 |
| Queue Length 95th (ft) | 86 | 91 | 311 | 57 | 61 | 256 |
| Internal Link Dist (ft) | | 471 | 537 | | 597 | |
| Turn Bay Length (ft) | 300 | | | 310 | | |
| Base Capacity (vph) | 330 | 2131 | 1603 | 924 | 1232 | 719 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.48 | 0.17 | 0.52 | 0.41 | 0.15 | 0.68 |

Intersection Summary



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 137 | 315 | 746 | 340 | 145 | 390 |
| Future Volume (veh/h) | 137 | 315 | 746 | 340 | 145 | 390 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 159 | 366 | 838 | 382 | 181 | 488 |
| Peak Hour Factor | 0.86 | 0.86 | 0.89 | 0.89 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 2 | 2 | 3 | 3 | 2 | 2 |
| Cap, veh/h | 221 | 2047 | 1613 | 719 | 1073 | 593 |
| Arrive On Green | 0.06 | 0.58 | 0.46 | 0.46 | 0.31 | 0.31 |
| Sat Flow, veh/h | 3456 | 3647 | 3618 | 1572 | 3456 | 1585 |
| Grp Volume(v), veh/h | 159 | 366 | 838 | 382 | 181 | 488 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1763 | 1572 | 1728 | 1585 |
| Q Serve(g_s), s | 5.0 | 5.4 | 18.6 | 19.2 | 4.2 | 30.6 |
| Cycle Q Clear(g_c), s | 5.0 | 5.4 | 18.6 | 19.2 | 4.2 | 30.6 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 221 | 2047 | 1613 | 719 | 1073 | 593 |
| V/C Ratio(X) | 0.72 | 0.18 | 0.52 | 0.53 | 0.17 | 0.82 |
| Avail Cap(c_a), veh/h | 314 | 2047 | 1613 | 719 | 1241 | 671 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 50.5 | 11.0 | 21.2 | 21.4 | 27.6 | 31.1 |
| Incr Delay (d2), s/veh | 4.5 | 0.2 | 1.2 | 2.8 | 0.1 | 7.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.3 | 2.1 | 7.7 | 7.4 | 1.7 | 12.5 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 55.1 | 11.2 | 22.4 | 24.2 | 27.7 | 38.5 |
| LnGrp LOS | E | B | C | C | C | D |
| Approach Vol, veh/h | | 525 | 1220 | | 669 | |
| Approach Delay, s/veh | | 24.5 | 23.0 | | 35.5 | |
| Approach LOS | | C | C | | D | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.0 | 56.3 | | | | 69.4 | 40.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | 6.5 |
| Max Green Setting (Gmax), s | 10.0 | 42.0 | | | | 58.0 | 39.5 |
| Max Q Clear Time (g_c+I1), s | 7.0 | 21.2 | | | | 7.4 | 32.6 |
| Green Ext Time (p_c), s | 0.1 | 7.3 | | | | 2.6 | 1.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 26.8 |
| HCM 6th LOS | C |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 79 | 56 | 168 | 112 | 0 | 0 | 0 | 0 | 71 | 3 | 16 |
| Future Vol, veh/h | 0 | 79 | 56 | 168 | 112 | 0 | 0 | 0 | 0 | 71 | 3 | 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 76 | 76 | 76 | 92 | 92 | 92 | 89 | 89 | 89 |
| Heavy Vehicles, % | 6 | 6 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 12 | 12 | 12 |
| Mvmt Flow | 0 | 95 | 67 | 221 | 147 | 0 | 0 | 0 | 0 | 80 | 3 | 18 |

| Major/Minor | Major1 | | | Major2 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 162 | 0 | 0 | 718 | 751 | 147 |
| Stage 1 | - | - | - | - | - | - | 589 | 589 | - |
| Stage 2 | - | - | - | - | - | - | 129 | 162 | - |
| Critical Hdwy | - | - | - | 4.12 | - | - | 6.52 | 6.62 | 6.32 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.52 | 5.62 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.52 | 5.62 | - |
| Follow-up Hdwy | - | - | - | 2.218 | - | - | 3.608 | 4.108 | 3.408 |
| Pot Cap-1 Maneuver | 0 | - | - | 1417 | - | 0 | 381 | 328 | 874 |
| Stage 1 | 0 | - | - | - | - | 0 | 535 | 480 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 873 | 745 | - |
| Platoon blocked, % | | - | - | | - | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1417 | - | - | 316 | 0 | 874 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 316 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 535 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 725 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 4.8 | 19 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1417 | - | 358 |
| HCM Lane V/C Ratio | - | - | 0.156 | - | 0.282 |
| HCM Control Delay (s) | - | - | 8 | 0 | 19 |
| HCM Lane LOS | - | - | A | A | C |
| HCM 95th %tile Q(veh) | - | - | 0.6 | - | 1.1 |

| 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 | 39 | 100 | 0 | 0 | 235 | 199 | 55 | 0 | 70 | 0 | 0 | 0 |
| Future Vol, veh/h | 39 | 100 | 0 | 0 | 235 | 199 | 55 | 0 | 70 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 8 | 8 | 8 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 |
| Mvmt Flow | 42 | 109 | 0 | 0 | 255 | 216 | 60 | 0 | 76 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 471 | 0 | - | - | - | 0 | 556 | 664 | 109 |
| Stage 1 | - | - | - | - | - | - | 193 | 193 | - |
| Stage 2 | - | - | - | - | - | - | 363 | 471 | - |
| Critical Hdwy | 4.18 | - | - | - | - | - | 6.43 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.43 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.43 | 5.53 | - |
| Follow-up Hdwy | 2.272 | - | - | - | - | - | 3.527 | 4.027 | 3.327 |
| Pot Cap-1 Maneuver | 1060 | - | 0 | 0 | - | - | 490 | 380 | 942 |
| Stage 1 | - | - | 0 | 0 | - | - | 837 | 739 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 702 | 558 | - |
| Platoon blocked, % | | - | | | - | - | | | |
| Mov Cap-1 Maneuver | 1060 | - | - | - | - | - | 469 | 0 | 942 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 469 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 802 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 702 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 2.4 | 0 | 12 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBT | WBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 652 | 1060 | - | - | - |
| HCM Lane V/C Ratio | 0.208 | 0.04 | - | - | - |
| HCM Control Delay (s) | 12 | 8.5 | 0 | - | - |
| HCM Lane LOS | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.8 | 0.1 | - | - | - |

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

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 0 | 151 | 213 | 264 | 4 |
| Future Vol, veh/h | 1 | 0 | 151 | 213 | 264 | 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 | - | 370 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 81 | 81 | 79 | 79 |
| Heavy Vehicles, % | 7 | 7 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 186 | 263 | 334 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 972 | - | 339 | 0 | - | 0 |
| Stage 1 | 337 | - | - | - | - | - |
| Stage 2 | 635 | - | - | - | - | - |
| Critical Hdwy | 6.47 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.47 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.47 | - | - | - | - | - |
| Follow-up Hdwy | 3.563 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 274 | 0 | 1220 | - | - | - |
| Stage 1 | 712 | 0 | - | - | - | - |
| Stage 2 | 519 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 232 | - | 1220 | - | - | - |
| Mov Cap-2 Maneuver | 232 | - | - | - | - | - |
| Stage 1 | 604 | - | - | - | - | - |
| Stage 2 | 519 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 20.6 | 3.5 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1220 | - | 232 | - | - |
| HCM Lane V/C Ratio | 0.153 | - | 0.006 | - | - |
| HCM Control Delay (s) | 8.5 | - | 20.6 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 20 | 124 | 40 | 20 | 137 |
| Future Vol, veh/h | 16 | 20 | 124 | 40 | 20 | 137 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 100 | - | 215 | 470 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 61 | 61 | 83 | 83 | 85 | 85 |
| Heavy Vehicles, % | 9 | 9 | 6 | 6 | 5 | 5 |
| Mvmt Flow | 26 | 33 | 149 | 48 | 24 | 161 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 358 | 149 | 0 | 0 | 197 | 0 |
| Stage 1 | 149 | - | - | - | - | - |
| Stage 2 | 209 | - | - | - | - | - |
| Critical Hdwy | 6.49 | 6.29 | - | - | 4.15 | - |
| Critical Hdwy Stg 1 | 5.49 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.49 | - | - | - | - | - |
| Follow-up Hdwy | 3.581 | 3.381 | - | - | 2.245 | - |
| Pot Cap-1 Maneuver | 627 | 879 | - | - | 1358 | - |
| Stage 1 | 862 | - | - | - | - | - |
| Stage 2 | 810 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 616 | 879 | - | - | 1358 | - |
| Mov Cap-2 Maneuver | 616 | - | - | - | - | - |
| Stage 1 | 862 | - | - | - | - | - |
| Stage 2 | 795 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.1 | 0 | 1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 616 | 879 | 1358 | - |
| HCM Lane V/C Ratio | - | - | 0.043 | 0.037 | 0.017 | - |
| HCM Control Delay (s) | - | - | 11.1 | 9.3 | 7.7 | - |
| HCM Lane LOS | - | - | B | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 22 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 274 | 42 | 59 | 286 | 75 | 109 |
| Future Vol, veh/h | 274 | 42 | 59 | 286 | 75 | 109 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 250 | 0 | - | 180 | 280 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 72 | 72 | 63 | 63 | 50 | 50 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 381 | 58 | 94 | 454 | 150 | 218 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 612 | 94 | 0 | 0 | 548 | 0 |
| Stage 1 | 94 | - | - | - | - | - |
| Stage 2 | 518 | - | - | - | - | - |
| 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 | 456 | 963 | - | - | 1021 | - |
| Stage 1 | 930 | - | - | - | - | - |
| Stage 2 | 598 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 389 | 963 | - | - | 1021 | - |
| Mov Cap-2 Maneuver | 389 | - | - | - | - | - |
| Stage 1 | 930 | - | - | - | - | - |
| Stage 2 | 510 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 64.8 | 0 | 3.7 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 389 | 963 | 1021 | - |
| HCM Lane V/C Ratio | - | - | 0.978 | 0.061 | 0.147 | - |
| HCM Control Delay (s) | - | - | 73.4 | 9 | 9.1 | - |
| HCM Lane LOS | - | - | F | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 11.4 | 0.2 | 0.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 18 | 8 | 71 | 38 | 20 | 0 | 74 | 63 | 6 | 0 | 240 | 76 |
| Future Vol, veh/h | 18 | 8 | 71 | 38 | 20 | 0 | 74 | 63 | 6 | 0 | 240 | 76 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 53 | 53 | 53 | 75 | 75 | 75 | 81 | 81 | 81 | 68 | 68 | 68 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 |
| Mvmt Flow | 34 | 15 | 134 | 51 | 27 | 0 | 91 | 78 | 7 | 0 | 353 | 112 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 686 | 676 | 409 | 748 | 729 | 82 | 465 | 0 | 0 | 85 | 0 | 0 |
| Stage 1 | 409 | 409 | - | 264 | 264 | - | - | - | - | - | - | - |
| Stage 2 | 277 | 267 | - | 484 | 465 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.13 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.227 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 362 | 375 | 642 | 329 | 350 | 978 | 1091 | - | - | 1512 | - | - |
| Stage 1 | 619 | 596 | - | 741 | 690 | - | - | - | - | - | - | - |
| Stage 2 | 729 | 688 | - | 564 | 563 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 316 | 342 | 642 | 235 | 319 | 978 | 1091 | - | - | 1512 | - | - |
| Mov Cap-2 Maneuver | 316 | 342 | - | 235 | 319 | - | - | - | - | - | - | - |
| Stage 1 | 565 | 596 | - | 676 | 629 | - | - | - | - | - | - | - |
| Stage 2 | 637 | 627 | - | 435 | 563 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 16 | 24.8 | 4.5 | 0 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1091 | - | - | 508 | 258 | 1512 | - | - |
| HCM Lane V/C Ratio | 0.084 | - | - | 0.36 | 0.3 | - | - | - |
| HCM Control Delay (s) | 8.6 | 0 | - | 16 | 24.8 | 0 | - | - |
| HCM Lane LOS | A | A | - | C | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 1.6 | 1.2 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 14 | 26 | 98 | 126 | 15 |
| Future Vol, veh/h | 5 | 14 | 26 | 98 | 126 | 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 | 80 | 80 | 50 | 50 | 46 | 46 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 18 | 52 | 196 | 274 | 33 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 591 | 291 | 307 | 0 | - | 0 |
| Stage 1 | 291 | - | - | - | - | - |
| Stage 2 | 300 | - | - | - | - | - |
| 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 | 470 | 748 | 1254 | - | - | - |
| Stage 1 | 759 | - | - | - | - | - |
| Stage 2 | 752 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 448 | 748 | 1254 | - | - | - |
| Mov Cap-2 Maneuver | 448 | - | - | - | - | - |
| Stage 1 | 723 | - | - | - | - | - |
| Stage 2 | 752 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 10.9 | 1.7 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1254 | - | 636 | - | - |
| HCM Lane V/C Ratio | 0.041 | - | 0.037 | - | - |
| HCM Control Delay (s) | 8 | 0 | 10.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 12 | 120 | 22 | 6 | 145 |
| Future Vol, veh/h | 3 | 12 | 120 | 22 | 6 | 145 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 13 | 130 | 24 | 7 | 158 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 314 | 142 | 0 | 0 | 154 | 0 |
| Stage 1 | 142 | - | - | - | - | - |
| Stage 2 | 172 | - | - | - | - | - |
| 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 | 679 | 906 | - | - | 1426 | - |
| Stage 1 | 885 | - | - | - | - | - |
| Stage 2 | 858 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 676 | 906 | - | - | 1426 | - |
| Mov Cap-2 Maneuver | 676 | - | - | - | - | - |
| Stage 1 | 885 | - | - | - | - | - |
| Stage 2 | 854 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.3 | 0 | 0.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 848 | 1426 | - |
| HCM Lane V/C Ratio | - | - | 0.019 | 0.005 | - |
| HCM Control Delay (s) | - | - | 9.3 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

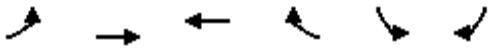
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 6 | 86 | 37 | 10 | 130 |
| Future Vol, veh/h | 21 | 6 | 86 | 37 | 10 | 130 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 150 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 23 | 7 | 93 | 40 | 11 | 141 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 256 | 93 | 0 | 0 | 133 | 0 |
| Stage 1 | 93 | - | - | - | - | - |
| Stage 2 | 163 | - | - | - | - | - |
| 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 | 733 | 964 | - | - | 1452 | - |
| Stage 1 | 931 | - | - | - | - | - |
| Stage 2 | 866 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 727 | 964 | - | - | 1452 | - |
| Mov Cap-2 Maneuver | 727 | - | - | - | - | - |
| Stage 1 | 931 | - | - | - | - | - |
| Stage 2 | 859 | - | - | - | - | - |

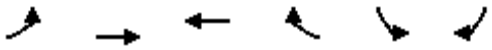
| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.9 | 0 | 0.5 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 769 | 1452 | - |
| HCM Lane V/C Ratio | - | - | 0.038 | 0.007 | - |
| HCM Control Delay (s) | - | - | 9.9 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 209 | 516 | 919 | 488 | 221 | 539 |
| v/c Ratio | 0.64 | 0.27 | 0.67 | 0.54 | 0.18 | 0.66 |
| Control Delay | 57.4 | 14.3 | 31.1 | 4.5 | 25.4 | 23.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 57.4 | 14.3 | 31.1 | 4.5 | 25.4 | 23.5 |
| Queue Length 50th (ft) | 74 | 99 | 281 | 0 | 55 | 250 |
| Queue Length 95th (ft) | 113 | 132 | 354 | 65 | 84 | 374 |
| Internal Link Dist (ft) | | 471 | 537 | | 597 | |
| Turn Bay Length (ft) | 300 | | | 310 | | |
| Base Capacity (vph) | 343 | 1898 | 1368 | 911 | 1201 | 820 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.61 | 0.27 | 0.67 | 0.54 | 0.18 | 0.66 |

Intersection Summary



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 192 | 475 | 873 | 464 | 199 | 485 |
| Future Volume (veh/h) | 192 | 475 | 873 | 464 | 199 | 485 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 209 | 516 | 919 | 488 | 221 | 539 |
| Peak Hour Factor | 0.92 | 0.92 | 0.95 | 0.95 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 272 | 1906 | 1432 | 639 | 1209 | 680 |
| Arrive On Green | 0.08 | 0.54 | 0.40 | 0.40 | 0.35 | 0.35 |
| Sat Flow, veh/h | 3456 | 3647 | 3647 | 1585 | 3456 | 1585 |
| Grp Volume(v), veh/h | 209 | 516 | 919 | 488 | 221 | 539 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1777 | 1585 | 1728 | 1585 |
| Q Serve(g_s), s | 6.5 | 8.7 | 22.9 | 29.2 | 4.9 | 32.4 |
| Cycle Q Clear(g_c), s | 6.5 | 8.7 | 22.9 | 29.2 | 4.9 | 32.4 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 272 | 1906 | 1432 | 639 | 1209 | 680 |
| V/C Ratio(X) | 0.77 | 0.27 | 0.64 | 0.76 | 0.18 | 0.79 |
| Avail Cap(c_a), veh/h | 346 | 1906 | 1432 | 639 | 1209 | 680 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.7 | 13.8 | 26.4 | 28.3 | 24.8 | 27.2 |
| Incr Delay (d2), s/veh | 7.7 | 0.4 | 2.2 | 8.4 | 0.3 | 9.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.1 | 3.4 | 9.8 | 12.2 | 2.0 | 13.5 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 57.4 | 14.2 | 28.7 | 36.8 | 25.2 | 36.4 |
| LnGrp LOS | E | B | C | D | C | D |
| Approach Vol, veh/h | | 725 | 1407 | | 760 | |
| Approach Delay, s/veh | | 26.6 | 31.5 | | 33.1 | |
| Approach LOS | | C | C | | C | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.7 | 50.3 | | | | 65.0 | 45.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | 6.5 |
| Max Green Setting (Gmax), s | 11.0 | 42.0 | | | | 59.0 | 38.5 |
| Max Q Clear Time (g_c+I1), s | 8.5 | 31.2 | | | | 10.7 | 34.4 |
| Green Ext Time (p_c), s | 0.2 | 5.9 | | | | 3.8 | 1.3 |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 30.7 | |
| HCM 6th LOS | | C | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 10.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 67 | 78 | 92 | 92 | 0 | 0 | 0 | 0 | 242 | 8 | 38 |
| Future Vol, veh/h | 0 | 67 | 78 | 92 | 92 | 0 | 0 | 0 | 0 | 242 | 8 | 38 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 81 | 81 | 81 | 92 | 92 | 92 | 93 | 93 | 93 |
| Heavy Vehicles, % | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 71 | 82 | 114 | 114 | 0 | 0 | 0 | 0 | 260 | 9 | 41 |

| Major/Minor | Major1 | | | Major2 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 153 | 0 | 0 | 454 | 495 | 114 |
| Stage 1 | - | - | - | - | - | - | 342 | 342 | - |
| Stage 2 | - | - | - | - | - | - | 112 | 153 | - |
| Critical Hdwy | - | - | - | 4.14 | - | - | 6.42 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Follow-up Hdwy | - | - | - | 2.236 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 0 | - | - | 1415 | - | 0 | 564 | 476 | 939 |
| Stage 1 | 0 | - | - | - | - | 0 | 719 | 638 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 913 | 771 | - |
| Platoon blocked, % | | - | - | | - | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1415 | - | - | 515 | 0 | 939 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 515 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 719 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 834 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.9 | 19.7 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1415 | - | 549 |
| HCM Lane V/C Ratio | - | - | 0.08 | - | 0.564 |
| HCM Control Delay (s) | - | - | 7.8 | 0 | 19.7 |
| HCM Lane LOS | - | - | A | A | C |
| HCM 95th %tile Q(veh) | - | - | 0.3 | - | 3.5 |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 32 | 253 | 0 | 0 | 163 | 127 | 68 | 2 | 154 | 0 | 0 | 0 |
| Future Vol, veh/h | 32 | 253 | 0 | 0 | 163 | 127 | 68 | 2 | 154 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 93 | 93 | 93 | 83 | 83 | 83 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 298 | 0 | 0 | 175 | 137 | 82 | 2 | 186 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 312 | 0 | - | - | - | 0 | 618 | 686 | 298 |
| Stage 1 | - | - | - | - | - | - | 374 | 374 | - |
| Stage 2 | - | - | - | - | - | - | 244 | 312 | - |
| Critical Hdwy | 4.12 | - | - | - | - | - | 6.42 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | - | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1248 | - | 0 | 0 | - | - | 453 | 370 | 741 |
| Stage 1 | - | - | 0 | 0 | - | - | 696 | 618 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 797 | 658 | - |
| Platoon blocked, % | | - | | | - | - | | | |
| Mov Cap-1 Maneuver | 1248 | - | - | - | - | - | 437 | 0 | 741 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 437 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 671 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 797 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0.9 | 0 | 15.5 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBT | WBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 611 | 1248 | - | - | - |
| HCM Lane V/C Ratio | 0.442 | 0.03 | - | - | - |
| HCM Control Delay (s) | 15.5 | 8 | 0 | - | - |
| HCM Lane LOS | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 2.3 | 0.1 | - | - | - |

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

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 0 | 241 | 250 | 222 | 5 |
| Future Vol, veh/h | 2 | 0 | 241 | 250 | 222 | 5 |
| 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 | - | 370 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 64 | 64 | 89 | 89 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 0 | 271 | 281 | 241 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1067 | - | 246 | 0 | - | 0 |
| Stage 1 | 244 | - | - | - | - | - |
| Stage 2 | 823 | - | - | - | - | - |
| Critical Hdwy | 6.43 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 245 | 0 | 1320 | - | - | - |
| Stage 1 | 794 | 0 | - | - | - | - |
| Stage 2 | 430 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 195 | - | 1320 | - | - | - |
| Mov Cap-2 Maneuver | 195 | - | - | - | - | - |
| Stage 1 | 631 | - | - | - | - | - |
| Stage 2 | 430 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 23.8 | 4.1 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1320 | - | 195 | - | - |
| HCM Lane V/C Ratio | 0.205 | - | 0.016 | - | - |
| HCM Control Delay (s) | 8.4 | - | 23.8 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0.8 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 45 | 23 | 238 | 16 | 29 | 232 |
| Future Vol, veh/h | 45 | 23 | 238 | 16 | 29 | 232 |
| 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 | 100 | - | 215 | 470 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 71 | 71 | 64 | 64 | 63 | 63 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 63 | 32 | 372 | 25 | 46 | 368 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 832 | 372 | 0 | 0 | 397 | 0 |
| Stage 1 | 372 | - | - | - | - | - |
| Stage 2 | 460 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 339 | 674 | - | - | 1162 | - |
| Stage 1 | 697 | - | - | - | - | - |
| Stage 2 | 636 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 325 | 674 | - | - | 1162 | - |
| Mov Cap-2 Maneuver | 325 | - | - | - | - | - |
| Stage 1 | 697 | - | - | - | - | - |
| Stage 2 | 611 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16 | 0 | 0.9 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 325 | 674 | 1162 | - |
| HCM Lane V/C Ratio | - | - | 0.195 | 0.048 | 0.04 | - |
| HCM Control Delay (s) | - | - | 18.7 | 10.6 | 8.2 | - |
| HCM Lane LOS | - | - | C | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0.2 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 82 | 2 | 92 | 113 | 5 | 77 |
| Future Vol, veh/h | 82 | 2 | 92 | 113 | 5 | 77 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 250 | 0 | - | 180 | 280 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 63 | 63 | 91 | 91 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 130 | 3 | 101 | 124 | 7 | 105 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 220 | 101 | 0 | 0 | 225 | 0 |
| Stage 1 | 101 | - | - | - | - | - |
| Stage 2 | 119 | - | - | - | - | - |
| 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 | 768 | 954 | - | - | 1344 | - |
| Stage 1 | 923 | - | - | - | - | - |
| Stage 2 | 906 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 764 | 954 | - | - | 1344 | - |
| Mov Cap-2 Maneuver | 764 | - | - | - | - | - |
| Stage 1 | 923 | - | - | - | - | - |
| Stage 2 | 901 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.7 | 0 | 0.5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 764 | 954 | 1344 | - |
| HCM Lane V/C Ratio | - | - | 0.17 | 0.003 | 0.005 | - |
| HCM Control Delay (s) | - | - | 10.7 | 8.8 | 7.7 | - |
| HCM Lane LOS | - | - | B | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 23 | 9 | 48 | 24 | 3 | 0 | 18 | 192 | 34 | 1 | 169 | 23 |
| Future Vol, veh/h | 23 | 9 | 48 | 24 | 3 | 0 | 18 | 192 | 34 | 1 | 169 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 73 | 73 | 73 | 78 | 78 | 78 | 91 | 91 | 91 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 12 | 66 | 31 | 4 | 0 | 20 | 211 | 37 | 1 | 188 | 26 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 475 | 491 | 201 | 512 | 486 | 230 | 214 | 0 | 0 | 248 | 0 | 0 |
| Stage 1 | 203 | 203 | - | 270 | 270 | - | - | - | - | - | - | - |
| Stage 2 | 272 | 288 | - | 242 | 216 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.14 | 6.54 | 6.24 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.536 | 4.036 | 3.336 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 500 | 478 | 840 | 469 | 478 | 804 | 1356 | - | - | 1318 | - | - |
| Stage 1 | 799 | 733 | - | 731 | 682 | - | - | - | - | - | - | - |
| Stage 2 | 734 | 674 | - | 757 | 720 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 490 | 469 | 840 | 418 | 469 | 804 | 1356 | - | - | 1318 | - | - |
| Mov Cap-2 Maneuver | 490 | 469 | - | 418 | 469 | - | - | - | - | - | - | - |
| Stage 1 | 785 | 732 | - | 719 | 670 | - | - | - | - | - | - | - |
| Stage 2 | 717 | 663 | - | 685 | 719 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 11.7 | 14.3 | 0.6 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1356 | - | - | 649 | 423 | 1318 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | - | 0.169 | 0.082 | 0.001 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | - | 11.7 | 14.3 | 7.7 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.6 | 0.3 | 0 | - | - |

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

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 26 | 34 | 14 | 34 | 35 | 11 |
| Future Vol, veh/h | 26 | 34 | 14 | 34 | 35 | 11 |
| 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 | 83 | 83 | 82 | 82 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 31 | 41 | 17 | 41 | 48 | 15 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 131 | 56 | 63 | 0 | - | 0 |
| Stage 1 | 56 | - | - | - | - | - |
| Stage 2 | 75 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 863 | 1011 | 1540 | - | - | - |
| Stage 1 | 967 | - | - | - | - | - |
| Stage 2 | 948 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 854 | 1011 | 1540 | - | - | - |
| Mov Cap-2 Maneuver | 854 | - | - | - | - | - |
| Stage 1 | 956 | - | - | - | - | - |
| Stage 2 | 948 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 9.2 | 2.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1540 | - | 936 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.077 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 9.2 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 43 | 223 | 37 | 9 | 218 |
| Future Vol, veh/h | 11 | 43 | 223 | 37 | 9 | 218 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 47 | 242 | 40 | 10 | 237 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 519 | 262 | 0 | 0 | 282 | 0 |
| Stage 1 | 262 | - | - | - | - | - |
| Stage 2 | 257 | - | - | - | - | - |
| 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 | 517 | 777 | - | - | 1280 | - |
| Stage 1 | 782 | - | - | - | - | - |
| Stage 2 | 786 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 512 | 777 | - | - | 1280 | - |
| Mov Cap-2 Maneuver | 512 | - | - | - | - | - |
| Stage 1 | 782 | - | - | - | - | - |
| Stage 2 | 779 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.6 | 0 | 0.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 703 | 1280 | - |
| HCM Lane V/C Ratio | - | - | 0.083 | 0.008 | - |
| HCM Control Delay (s) | - | - | 10.6 | 7.8 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 | - |

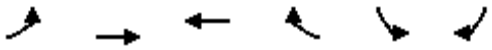
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 71 | 20 | 172 | 62 | 18 | 156 |
| Future Vol, veh/h | 71 | 20 | 172 | 62 | 18 | 156 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 150 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 77 | 22 | 187 | 67 | 20 | 170 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 397 | 187 | 0 | 0 | 254 | 0 |
| Stage 1 | 187 | - | - | - | - | - |
| Stage 2 | 210 | - | - | - | - | - |
| 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 | 608 | 855 | - | - | 1311 | - |
| Stage 1 | 845 | - | - | - | - | - |
| Stage 2 | 825 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 598 | 855 | - | - | 1311 | - |
| Mov Cap-2 Maneuver | 598 | - | - | - | - | - |
| Stage 1 | 845 | - | - | - | - | - |
| Stage 2 | 811 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.7 | 0 | 0.8 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 640 | 1311 | - |
| HCM Lane V/C Ratio | - | - | 0.155 | 0.015 | - |
| HCM Control Delay (s) | - | - | 11.7 | 7.8 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 | - |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 185 | 464 | 1062 | 416 | 215 | 580 |
| v/c Ratio | 0.62 | 0.23 | 0.72 | 0.46 | 0.19 | 0.77 |
| Control Delay | 58.4 | 13.1 | 30.8 | 4.0 | 26.4 | 30.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 58.4 | 13.1 | 30.8 | 4.0 | 26.4 | 30.8 |
| Queue Length 50th (ft) | 64 | 84 | 340 | 0 | 55 | 298 |
| Queue Length 95th (ft) | 99 | 115 | 416 | 58 | 71 | 357 |
| Internal Link Dist (ft) | | 471 | 537 | | 597 | |
| Turn Bay Length (ft) | 300 | | | 310 | | |
| Base Capacity (vph) | 302 | 1988 | 1474 | 900 | 1232 | 740 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.61 | 0.23 | 0.72 | 0.46 | 0.17 | 0.78 |

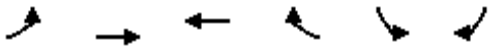
Intersection Summary

| Lane Group |
| --- |
| Lane Group Flow (vph) |
| v/c Ratio |
| Control Delay |
| Queue Delay |
| Total Delay |
| Queue Length 50th (ft) |
| Queue Length 95th (ft) |
| Internal Link Dist (ft) |
| Turn Bay Length (ft) |
| Base Capacity (vph) |
| Starvation Cap Reductn |
| Spillback Cap Reductn |
| Storage Cap Reductn |
| Reduced v/c Ratio |

| Intersection Summary |
| --- |

| Lane Group |
| --- |
| Lane Group Flow (vph) |
| v/c Ratio |
| Control Delay |
| Queue Delay |
| Total Delay |
| Queue Length 50th (ft) |
| Queue Length 95th (ft) |
| Internal Link Dist (ft) |
| Turn Bay Length (ft) |
| Base Capacity (vph) |
| Starvation Cap Reductn |
| Spillback Cap Reductn |
| Storage Cap Reductn |
| Reduced v/c Ratio |

| Intersection Summary |
| --- |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 159 | 399 | 945 | 370 | 172 | 464 |
| Future Volume (veh/h) | 159 | 399 | 945 | 370 | 172 | 464 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 185 | 464 | 1062 | 416 | 215 | 580 |
| Peak Hour Factor | 0.86 | 0.86 | 0.89 | 0.89 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 2 | 2 | 3 | 3 | 2 | 2 |
| Cap, veh/h | 246 | 1893 | 1435 | 640 | 1222 | 673 |
| Arrive On Green | 0.07 | 0.53 | 0.41 | 0.41 | 0.35 | 0.35 |
| Sat Flow, veh/h | 3456 | 3647 | 3618 | 1572 | 3456 | 1585 |
| Grp Volume(v), veh/h | 185 | 464 | 1062 | 416 | 215 | 580 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1763 | 1572 | 1728 | 1585 |
| Q Serve(g_s), s | 5.8 | 7.7 | 28.1 | 23.5 | 4.7 | 36.5 |
| Cycle Q Clear(g_c), s | 5.8 | 7.7 | 28.1 | 23.5 | 4.7 | 36.5 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 246 | 1893 | 1435 | 640 | 1222 | 673 |
| V/C Ratio(X) | 0.75 | 0.25 | 0.74 | 0.65 | 0.18 | 0.86 |
| Avail Cap(c_a), veh/h | 283 | 1893 | 1435 | 640 | 1241 | 682 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 50.1 | 13.8 | 27.7 | 26.3 | 24.5 | 28.7 |
| Incr Delay (d2), s/veh | 9.4 | 0.3 | 3.5 | 5.1 | 0.1 | 10.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.8 | 3.1 | 12.1 | 9.4 | 1.9 | 15.3 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 59.6 | 14.1 | 31.1 | 31.3 | 24.6 | 39.6 |
| LnGrp LOS | E | B | C | C | C | D |
| Approach Vol, veh/h | | 649 | 1478 | | 795 | |
| Approach Delay, s/veh | | 27.1 | 31.2 | | 35.5 | |
| Approach LOS | | C | C | | D | |

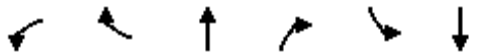
| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.8 | 50.8 | | | | 64.6 | 45.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | 6.5 |
| Max Green Setting (Gmax), s | 9.0 | 43.0 | | | | 58.0 | 39.5 |
| Max Q Clear Time (g_c+I1), s | 7.8 | 30.1 | | | | 9.7 | 38.5 |
| Green Ext Time (p_c), s | 0.1 | 7.1 | | | | 3.3 | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 31.5 |
| HCM 6th LOS | C |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | ↑ | | | ↑ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | 1.00 | |
| Parking Bus, Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | | No | | | No |
| Adj Sat Flow, veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Adj Flow Rate, veh/h | | | 0 | 0 | 0 | 0 |
| Peak Hour Factor | | | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | 2 | 0 | 0 | 2 |
| Cap, veh/h | | | 1496 | 0 | 0 | 1496 |
| Arrive On Green | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | | | 1870 | 0 | 0 | 1870 |
| Grp Volume(v), veh/h | | | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Q Serve(g_s), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | | | | 0.00 | 0.00 | |
| Lane Grp Cap(c), veh/h | | | 1496 | 0 | 0 | 1496 |
| V/C Ratio(X) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | | | 1496 | 0 | 0 | 1496 |
| HCM Platoon Ratio | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | | | A | A | A | A |
| Approach Vol, veh/h | | | 0 | | | 0 |
| Approach Delay, s/veh | | | 0.0 | | | 0.0 |
| Approach LOS | | | | | | |

| Timer - Assigned Phs | | 2 | | | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 22.5 | | | | 22.5 |
| Change Period (Y+Rc), s | | 4.5 | | | | 4.5 |
| Max Green Setting (Gmax), s | | 18.0 | | | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 0.0 | | | | 0.0 |
| Green Ext Time (p_c), s | | 0.0 | | | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 0.0 |
| HCM 6th LOS | A |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | ↑ | | | ↑ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | 1.00 | |
| Parking Bus, Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | | No | | | No |
| Adj Sat Flow, veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Adj Flow Rate, veh/h | | | 0 | 0 | 0 | 0 |
| Peak Hour Factor | | | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | 2 | 0 | 0 | 2 |
| Cap, veh/h | | | 1496 | 0 | 0 | 1496 |
| Arrive On Green | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | | | 1870 | 0 | 0 | 1870 |
| Grp Volume(v), veh/h | | | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Q Serve(g_s), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | | | | 0.00 | 0.00 | |
| Lane Grp Cap(c), veh/h | | | 1496 | 0 | 0 | 1496 |
| V/C Ratio(X) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | | | 1496 | 0 | 0 | 1496 |
| HCM Platoon Ratio | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | | | A | A | A | A |
| Approach Vol, veh/h | | | 0 | | | 0 |
| Approach Delay, s/veh | | | 0.0 | | | 0.0 |
| Approach LOS | | | | | | |

| Timer - Assigned Phs | 2 | | | | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.5 | | | | | 22.5 |
| Change Period (Y+Rc), s | 4.5 | | | | | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | | | | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 0.0 | | | | | 0.0 |
| Green Ext Time (p_c), s | 0.0 | | | | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 0.0 |
| HCM 6th LOS | A |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 95 | 71 | 213 | 139 | 0 | 0 | 0 | 0 | 79 | 4 | 20 |
| Future Vol, veh/h | 0 | 95 | 71 | 213 | 139 | 0 | 0 | 0 | 0 | 79 | 4 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 76 | 76 | 76 | 92 | 92 | 92 | 89 | 89 | 89 |
| Heavy Vehicles, % | 6 | 6 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 12 | 12 | 12 |
| Mvmt Flow | 0 | 114 | 86 | 280 | 183 | 0 | 0 | 0 | 0 | 89 | 4 | 22 |

| Major/Minor | Major1 | | | Major2 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 200 | 0 | 0 | 900 | 943 | 183 |
| Stage 1 | - | - | - | - | - | - | 743 | 743 | - |
| Stage 2 | - | - | - | - | - | - | 157 | 200 | - |
| Critical Hdwy | - | - | - | 4.12 | - | - | 6.52 | 6.62 | 6.32 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.52 | 5.62 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.52 | 5.62 | - |
| Follow-up Hdwy | - | - | - | 2.218 | - | - | 3.608 | 4.108 | 3.408 |
| Pot Cap-1 Maneuver | 0 | - | - | 1372 | - | 0 | 297 | 253 | 834 |
| Stage 1 | 0 | - | - | - | - | 0 | 453 | 407 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 848 | 717 | - |
| Platoon blocked, % | | - | - | | - | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1372 | - | - | 230 | 0 | 834 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 230 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 453 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 656 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 5 | 28.1 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1372 | - | 269 |
| HCM Lane V/C Ratio | - | - | 0.204 | - | 0.43 |
| HCM Control Delay (s) | - | - | 8.3 | 0 | 28.1 |
| HCM Lane LOS | - | - | A | A | D |
| HCM 95th %tile Q(veh) | - | - | 0.8 | - | 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 | 49 | 111 | 0 | 0 | 295 | 247 | 70 | 0 | 89 | 0 | 0 | 0 |
| Future Vol, veh/h | 49 | 111 | 0 | 0 | 295 | 247 | 70 | 0 | 89 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 83 | 83 | 83 | 68 | 68 | 68 | 92 | 92 | 92 |
| Heavy Vehicles, % | 8 | 8 | 8 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 |
| Mvmt Flow | 55 | 125 | 0 | 0 | 355 | 298 | 103 | 0 | 131 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 653 | 0 | - | - | - | 0 | 739 | 888 | 125 |
| Stage 1 | - | - | - | - | - | - | 235 | 235 | - |
| Stage 2 | - | - | - | - | - | - | 504 | 653 | - |
| Critical Hdwy | 4.18 | - | - | - | - | - | 6.43 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.43 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.43 | 5.53 | - |
| Follow-up Hdwy | 2.272 | - | - | - | - | - | 3.527 | 4.027 | 3.327 |
| Pot Cap-1 Maneuver | 906 | - | 0 | 0 | - | - | 383 | 282 | 923 |
| Stage 1 | - | - | 0 | 0 | - | - | 802 | 709 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 605 | 462 | - |
| Platoon blocked, % | | - | | | - | - | | | |
| Mov Cap-1 Maneuver | 906 | - | - | - | - | - | 358 | 0 | 923 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 358 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 750 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 605 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 2.8 | 0 | 16.5 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBT | WBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 545 | 906 | - | - | - |
| HCM Lane V/C Ratio | 0.429 | 0.061 | - | - | - |
| HCM Control Delay (s) | 16.5 | 9.2 | 0 | - | - |
| HCM Lane LOS | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 2.1 | 0.2 | - | - | - |

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

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 0 | 115 | 269 | 334 | 5 |
| Future Vol, veh/h | 1 | 0 | 115 | 269 | 334 | 5 |
| 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 | - | 370 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 81 | 81 | 79 | 79 |
| Heavy Vehicles, % | 7 | 7 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 142 | 332 | 423 | 6 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1042 | - | 429 | 0 | - | 0 |
| Stage 1 | 426 | - | - | - | - | - |
| Stage 2 | 616 | - | - | - | - | - |
| Critical Hdwy | 6.47 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.47 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.47 | - | - | - | - | - |
| Follow-up Hdwy | 3.563 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 249 | 0 | 1130 | - | - | - |
| Stage 1 | 648 | 0 | - | - | - | - |
| Stage 2 | 529 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 218 | - | 1130 | - | - | - |
| Mov Cap-2 Maneuver | 218 | - | - | - | - | - |
| Stage 1 | 566 | - | - | - | - | - |
| Stage 2 | 529 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 21.6 | 2.6 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1130 | - | 218 | - | - |
| HCM Lane V/C Ratio | 0.126 | - | 0.006 | - | - |
| HCM Control Delay (s) | 8.6 | - | 21.6 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 0 | - | - |

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 25 | 81 | 50 | 25 | 132 |
| Future Vol, veh/h | 20 | 25 | 81 | 50 | 25 | 132 |
| 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 | 100 | - | 215 | 470 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 61 | 61 | 83 | 83 | 85 | 85 |
| Heavy Vehicles, % | 9 | 9 | 6 | 6 | 5 | 5 |
| Mvmt Flow | 33 | 41 | 98 | 60 | 29 | 155 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 311 | 98 | 0 | 0 | 158 | 0 |
| Stage 1 | 98 | - | - | - | - | - |
| Stage 2 | 213 | - | - | - | - | - |
| Critical Hdwy | 6.49 | 6.29 | - | - | 4.15 | - |
| Critical Hdwy Stg 1 | 5.49 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.49 | - | - | - | - | - |
| Follow-up Hdwy | 3.581 | 3.381 | - | - | 2.245 | - |
| Pot Cap-1 Maneuver | 667 | 939 | - | - | 1403 | - |
| Stage 1 | 909 | - | - | - | - | - |
| Stage 2 | 806 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 653 | 939 | - | - | 1403 | - |
| Mov Cap-2 Maneuver | 653 | - | - | - | - | - |
| Stage 1 | 909 | - | - | - | - | - |
| Stage 2 | 789 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.8 | 0 | 1.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 653 | 939 | 1403 | - |
| HCM Lane V/C Ratio | - | - | 0.05 | 0.044 | 0.021 | - |
| HCM Control Delay (s) | - | - | 10.8 | 9 | 7.6 | - |
| HCM Lane LOS | - | - | B | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 20.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 347 | 53 | 67 | 362 | 95 | 123 |
| Future Vol, veh/h | 347 | 53 | 67 | 362 | 95 | 123 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 250 | 0 | - | 180 | 280 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 80 | 80 | 70 | 70 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 434 | 66 | 96 | 517 | 127 | 164 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 514 | 96 | 0 | 0 | 613 | 0 |
| Stage 1 | 96 | - | - | - | - | - |
| Stage 2 | 418 | - | - | - | - | - |
| 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 | 521 | 960 | - | - | 966 | - |
| Stage 1 | 928 | - | - | - | - | - |
| Stage 2 | 664 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 453 | 960 | - | - | 966 | - |
| Mov Cap-2 Maneuver | 453 | - | - | - | - | - |
| Stage 1 | 928 | - | - | - | - | - |
| Stage 2 | 577 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 55.6 | 0 | 4 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 453 | 960 | 966 | - |
| HCM Lane V/C Ratio | - | - | 0.958 | 0.069 | 0.131 | - |
| HCM Control Delay (s) | - | - | 62.7 | 9 | 9.3 | - |
| HCM Lane LOS | - | - | F | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 11.6 | 0.2 | 0.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 10.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 22 | 11 | 90 | 48 | 24 | 0 | 94 | 79 | 8 | 0 | 304 | 92 |
| Future Vol, veh/h | 22 | 11 | 90 | 48 | 24 | 0 | 94 | 79 | 8 | 0 | 304 | 92 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 53 | 53 | 53 | 75 | 75 | 75 | 81 | 81 | 81 | 68 | 68 | 68 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 |
| Mvmt Flow | 42 | 21 | 170 | 64 | 32 | 0 | 116 | 98 | 10 | 0 | 447 | 135 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 866 | 855 | 515 | 945 | 917 | 103 | 582 | 0 | 0 | 108 | 0 | 0 |
| Stage 1 | 515 | 515 | - | 335 | 335 | - | - | - | - | - | - | - |
| Stage 2 | 351 | 340 | - | 610 | 582 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.13 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.227 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 274 | 296 | 560 | 242 | 272 | 952 | 987 | - | - | 1483 | - | - |
| Stage 1 | 543 | 535 | - | 679 | 643 | - | - | - | - | - | - | - |
| Stage 2 | 666 | 639 | - | 482 | 499 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 223 | 259 | 560 | 143 | 238 | 952 | 987 | - | - | 1483 | - | - |
| Mov Cap-2 Maneuver | 223 | 259 | - | 143 | 238 | - | - | - | - | - | - | - |
| Stage 1 | 475 | 535 | - | 594 | 563 | - | - | - | - | - | - | - |
| Stage 2 | 550 | 559 | - | 323 | 499 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 24.8 | 53.4 | 4.7 | 0 |
| HCM LOS | C | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 987 | - | - | 408 | 165 | 1483 | - | - |
| HCM Lane V/C Ratio | 0.118 | - | - | 0.569 | 0.582 | - | - | - |
| HCM Control Delay (s) | 9.1 | 0 | - | 24.8 | 53.4 | 0 | - | - |
| HCM Lane LOS | A | A | - | C | F | A | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 3.4 | 3.1 | 0 | - | - |

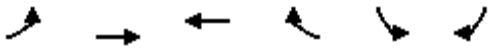
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 17 | 33 | 124 | 160 | 15 |
| Future Vol, veh/h | 4 | 17 | 33 | 124 | 160 | 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 | 80 | 80 | 50 | 50 | 46 | 46 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 21 | 66 | 248 | 348 | 33 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 745 | 365 | 381 | 0 | - | 0 |
| Stage 1 | 365 | - | - | - | - | - |
| Stage 2 | 380 | - | - | - | - | - |
| 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 | 382 | 680 | 1177 | - | - | - |
| Stage 1 | 702 | - | - | - | - | - |
| Stage 2 | 691 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 357 | 680 | 1177 | - | - | - |
| Mov Cap-2 Maneuver | 357 | - | - | - | - | - |
| Stage 1 | 656 | - | - | - | - | - |
| Stage 2 | 691 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 11.5 | 1.7 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1177 | - | 580 | - | - |
| HCM Lane V/C Ratio | 0.056 | - | 0.045 | - | - |
| HCM Control Delay (s) | 8.2 | 0 | 11.5 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.1 | - | - |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 237 | 653 | 1163 | 512 | 238 | 563 |
| v/c Ratio | 0.71 | 0.32 | 0.78 | 0.53 | 0.22 | 0.75 |
| Control Delay | 60.6 | 12.9 | 32.1 | 4.1 | 28.5 | 30.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 60.6 | 12.9 | 32.1 | 4.1 | 28.5 | 30.6 |
| Queue Length 50th (ft) | 85 | 120 | 367 | 0 | 63 | 303 |
| Queue Length 95th (ft) | #127 | 155 | 455 | 62 | 95 | 448 |
| Internal Link Dist (ft) | | 471 | 537 | | 597 | |
| Turn Bay Length (ft) | 300 | | | 310 | | |
| Base Capacity (vph) | 343 | 2026 | 1489 | 962 | 1076 | 754 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.69 | 0.32 | 0.78 | 0.53 | 0.22 | 0.75 |

Intersection Summary

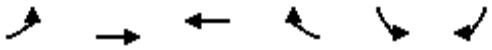
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

| Lane Group |
| --- |
| Lane Group Flow (vph) |
| v/c Ratio |
| Control Delay |
| Queue Delay |
| Total Delay |
| Queue Length 50th (ft) |
| Queue Length 95th (ft) |
| Internal Link Dist (ft) |
| Turn Bay Length (ft) |
| Base Capacity (vph) |
| Starvation Cap Reductn |
| Spillback Cap Reductn |
| Storage Cap Reductn |
| Reduced v/c Ratio |

| Intersection Summary |
| --- |

| Lane Group |
| --- |
| Lane Group Flow (vph) |
| v/c Ratio |
| Control Delay |
| Queue Delay |
| Total Delay |
| Queue Length 50th (ft) |
| Queue Length 95th (ft) |
| Internal Link Dist (ft) |
| Turn Bay Length (ft) |
| Base Capacity (vph) |
| Starvation Cap Reductn |
| Spillback Cap Reductn |
| Storage Cap Reductn |
| Reduced v/c Ratio |

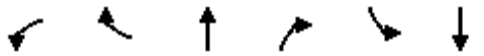
| Intersection Summary |
| --- |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 218 | 601 | 1105 | 486 | 214 | 507 |
| Future Volume (veh/h) | 218 | 601 | 1105 | 486 | 214 | 507 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 237 | 653 | 1163 | 512 | 238 | 563 |
| Peak Hour Factor | 0.92 | 0.92 | 0.95 | 0.95 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 299 | 2035 | 1534 | 684 | 1084 | 634 |
| Arrive On Green | 0.09 | 0.57 | 0.43 | 0.43 | 0.31 | 0.31 |
| Sat Flow, veh/h | 3456 | 3647 | 3647 | 1585 | 3456 | 1585 |
| Grp Volume(v), veh/h | 237 | 653 | 1163 | 512 | 238 | 563 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1777 | 1585 | 1728 | 1585 |
| Q Serve(g_s), s | 7.4 | 10.6 | 30.4 | 29.8 | 5.6 | 34.5 |
| Cycle Q Clear(g_c), s | 7.4 | 10.6 | 30.4 | 29.8 | 5.6 | 34.5 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 299 | 2035 | 1534 | 684 | 1084 | 634 |
| V/C Ratio(X) | 0.79 | 0.32 | 0.76 | 0.75 | 0.22 | 0.89 |
| Avail Cap(c_a), veh/h | 346 | 2035 | 1534 | 684 | 1084 | 634 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.3 | 12.3 | 26.4 | 26.2 | 27.8 | 30.7 |
| Incr Delay (d2), s/veh | 10.5 | 0.4 | 3.6 | 7.3 | 0.5 | 16.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.6 | 4.1 | 13.1 | 12.2 | 2.4 | 16.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 59.8 | 12.7 | 30.0 | 33.6 | 28.3 | 47.5 |
| LnGrp LOS | E | B | C | C | C | D |
| Approach Vol, veh/h | | 890 | 1675 | | 801 | |
| Approach Delay, s/veh | | 25.2 | 31.1 | | 41.8 | |
| Approach LOS | | C | C | | D | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.5 | 53.5 | | | | 69.0 | 41.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | 6.5 |
| Max Green Setting (Gmax), s | 11.0 | 46.0 | | | | 63.0 | 34.5 |
| Max Q Clear Time (g_c+I1), s | 9.4 | 32.4 | | | | 12.6 | 36.5 |
| Green Ext Time (p_c), s | 0.1 | 8.2 | | | | 5.0 | 0.0 |

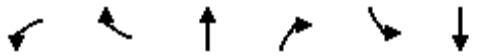
| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 32.1 | |
| HCM 6th LOS | | C | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | ↑ | | | ↑ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | 1.00 | |
| Parking Bus, Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | | No | | | No |
| Adj Sat Flow, veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Adj Flow Rate, veh/h | | | 0 | 0 | 0 | 0 |
| Peak Hour Factor | | | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | 2 | 0 | 0 | 2 |
| Cap, veh/h | | | 1496 | 0 | 0 | 1496 |
| Arrive On Green | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | | | 1870 | 0 | 0 | 1870 |
| Grp Volume(v), veh/h | | | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Q Serve(g_s), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | | | | 0.00 | 0.00 | |
| Lane Grp Cap(c), veh/h | | | 1496 | 0 | 0 | 1496 |
| V/C Ratio(X) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | | | 1496 | 0 | 0 | 1496 |
| HCM Platoon Ratio | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | | | A | A | A | A |
| Approach Vol, veh/h | | | 0 | | | 0 |
| Approach Delay, s/veh | | | 0.0 | | | 0.0 |
| Approach LOS | | | | | | |

| Timer - Assigned Phs | 2 | | | | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.5 | | | | | 22.5 |
| Change Period (Y+Rc), s | 4.5 | | | | | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | | | | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 0.0 | | | | | 0.0 |
| Green Ext Time (p_c), s | 0.0 | | | | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 0.0 |
| HCM 6th LOS | A |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | ↑ | | | ↑ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | 1.00 | |
| Parking Bus, Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | | No | | | No |
| Adj Sat Flow, veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Adj Flow Rate, veh/h | | | 0 | 0 | 0 | 0 |
| Peak Hour Factor | | | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | 2 | 0 | 0 | 2 |
| Cap, veh/h | | | 1496 | 0 | 0 | 1496 |
| Arrive On Green | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | | | 1870 | 0 | 0 | 1870 |
| Grp Volume(v), veh/h | | | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1870 | 0 | 0 | 1870 |
| Q Serve(g_s), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | | | | 0.00 | 0.00 | |
| Lane Grp Cap(c), veh/h | | | 1496 | 0 | 0 | 1496 |
| V/C Ratio(X) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | | | 1496 | 0 | 0 | 1496 |
| HCM Platoon Ratio | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | | | A | A | A | A |
| Approach Vol, veh/h | | | 0 | | | 0 |
| Approach Delay, s/veh | | | 0.0 | | | 0.0 |
| Approach LOS | | | | | | |

| Timer - Assigned Phs | 2 | | | | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.5 | | | | | 22.5 |
| Change Period (Y+Rc), s | 4.5 | | | | | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | | | | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 0.0 | | | | | 0.0 |
| Green Ext Time (p_c), s | 0.0 | | | | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 0.0 |
| HCM 6th LOS | A |

| Intersection | |
|---|---|
| Int Delay, s/veh | 17.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 77 | 99 | 116 | 107 | 0 | 0 | 0 | 0 | 291 | 11 | 48 |
| Future Vol, veh/h | 0 | 77 | 99 | 116 | 107 | 0 | 0 | 0 | 0 | 291 | 11 | 48 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 81 | 81 | 81 | 92 | 92 | 92 | 93 | 93 | 93 |
| Heavy Vehicles, % | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 81 | 104 | 143 | 132 | 0 | 0 | 0 | 0 | 313 | 12 | 52 |

| Major/Minor | Major1 | | | Major2 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 185 | 0 | 0 | 551 | 603 | 132 |
| Stage 1 | - | - | - | - | - | - | 418 | 418 | - |
| Stage 2 | - | - | - | - | - | - | 133 | 185 | - |
| Critical Hdwy | - | - | - | 4.14 | - | - | 6.42 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Follow-up Hdwy | - | - | - | 2.236 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 0 | - | - | 1378 | - | 0 | 495 | 413 | 917 |
| Stage 1 | 0 | - | - | - | - | 0 | 664 | 591 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 893 | 747 | - |
| Platoon blocked, % | | - | - | | - | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1378 | - | - | 440 | 0 | 917 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 440 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 664 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 793 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 4.1 | 35.7 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1378 | - | 475 |
| HCM Lane V/C Ratio | - | - | 0.104 | - | 0.792 |
| HCM Control Delay (s) | - | - | 7.9 | 0 | 35.7 |
| HCM Lane LOS | - | - | A | A | E |
| HCM 95th %tile Q(veh) | - | - | 0.3 | - | 7.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 41 | 295 | 0 | 0 | 197 | 141 | 86 | 3 | 196 | 0 | 0 | 0 |
| Future Vol, veh/h | 41 | 295 | 0 | 0 | 197 | 141 | 86 | 3 | 196 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 93 | 93 | 93 | 83 | 83 | 83 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 48 | 347 | 0 | 0 | 212 | 152 | 104 | 4 | 236 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 364 | 0 | - | - | - | 0 | 731 | 807 | 347 |
| Stage 1 | - | - | - | - | - | - | 443 | 443 | - |
| Stage 2 | - | - | - | - | - | - | 288 | 364 | - |
| Critical Hdwy | 4.12 | - | - | - | - | - | 6.42 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | - | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1195 | - | 0 | 0 | - | - | 389 | 315 | 696 |
| Stage 1 | - | - | 0 | 0 | - | - | 647 | 576 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 761 | 624 | - |
| Platoon blocked, % | | - | | | - | - | | | |
| Mov Cap-1 Maneuver | 1195 | - | - | - | - | - | 370 | 0 | 696 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 370 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 615 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 761 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 1 | 0 | 21.9 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBT | WBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 549 | 1195 | - | - | - |
| HCM Lane V/C Ratio | 0.625 | 0.04 | - | - | - |
| HCM Control Delay (s) | 21.9 | 8.1 | 0 | - | - |
| HCM Lane LOS | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 4.3 | 0.1 | - | - | - |

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

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 0 | 178 | 317 | 281 | 7 |
| Future Vol, veh/h | 3 | 0 | 178 | 317 | 281 | 7 |
| 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 | - | 370 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 64 | 64 | 89 | 89 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 0 | 200 | 356 | 305 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1065 | - | 313 | 0 | - | 0 |
| Stage 1 | 309 | - | - | - | - | - |
| Stage 2 | 756 | - | - | - | - | - |
| Critical Hdwy | 6.43 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 245 | 0 | 1247 | - | - | - |
| Stage 1 | 742 | 0 | - | - | - | - |
| Stage 2 | 462 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 206 | - | 1247 | - | - | - |
| Mov Cap-2 Maneuver | 206 | - | - | - | - | - |
| Stage 1 | 623 | - | - | - | - | - |
| Stage 2 | 462 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 22.9 | 3 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1247 | - | 206 | - | - |
| HCM Lane V/C Ratio | 0.16 | - | 0.023 | - | - |
| HCM Control Delay (s) | 8.4 | - | 22.9 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | 0.1 | - | - |

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 57 | 29 | 174 | 20 | 37 | 149 |
| Future Vol, veh/h | 57 | 29 | 174 | 20 | 37 | 149 |
| 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 | 100 | - | 215 | 470 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 71 | 71 | 64 | 64 | 63 | 63 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 80 | 41 | 272 | 31 | 59 | 237 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 627 | 272 | 0 | 0 | 303 | 0 |
| Stage 1 | 272 | - | - | - | - | - |
| Stage 2 | 355 | - | - | - | - | - |
| 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 | 447 | 767 | - | - | 1258 | - |
| Stage 1 | 774 | - | - | - | - | - |
| Stage 2 | 710 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 426 | 767 | - | - | 1258 | - |
| Mov Cap-2 Maneuver | 426 | - | - | - | - | - |
| Stage 1 | 774 | - | - | - | - | - |
| Stage 2 | 677 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.6 | 0 | 1.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 426 | 767 | 1258 | - |
| HCM Lane V/C Ratio | - | - | 0.188 | 0.053 | 0.047 | - |
| HCM Control Delay (s) | - | - | 15.4 | 10 | 8 | - |
| HCM Lane LOS | - | - | C | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0.2 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 104 | 3 | 89 | 143 | 7 | 73 |
| Future Vol, veh/h | 104 | 3 | 89 | 143 | 7 | 73 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 250 | 0 | - | 180 | 280 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 63 | 63 | 91 | 91 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 165 | 5 | 98 | 157 | 10 | 100 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 218 | 98 | 0 | 0 | 255 | 0 |
| Stage 1 | 98 | - | - | - | - | - |
| Stage 2 | 120 | - | - | - | - | - |
| 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 | 770 | 958 | - | - | 1310 | - |
| Stage 1 | 926 | - | - | - | - | - |
| Stage 2 | 905 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 764 | 958 | - | - | 1310 | - |
| Mov Cap-2 Maneuver | 764 | - | - | - | - | - |
| Stage 1 | 926 | - | - | - | - | - |
| Stage 2 | 898 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.9 | 0 | 0.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 764 | 958 | 1310 | - |
| HCM Lane V/C Ratio | - | - | 0.216 | 0.005 | 0.007 | - |
| HCM Control Delay (s) | - | - | 11 | 8.8 | 7.8 | - |
| HCM Lane LOS | - | - | B | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.8 | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 28 | 12 | 61 | 30 | 3 | 0 | 22 | 243 | 44 | 1 | 214 | 22 |
| Future Vol, veh/h | 28 | 12 | 61 | 30 | 3 | 0 | 22 | 243 | 44 | 1 | 214 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 73 | 73 | 73 | 78 | 78 | 78 | 91 | 91 | 91 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 16 | 84 | 38 | 4 | 0 | 24 | 267 | 48 | 1 | 238 | 24 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 593 | 615 | 250 | 641 | 603 | 291 | 262 | 0 | 0 | 315 | 0 | 0 |
| Stage 1 | 252 | 252 | - | 339 | 339 | - | - | - | - | - | - | - |
| Stage 2 | 341 | 363 | - | 302 | 264 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.14 | 6.54 | 6.24 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.536 | 4.036 | 3.336 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 417 | 407 | 789 | 385 | 410 | 743 | 1302 | - | - | 1245 | - | - |
| Stage 1 | 752 | 698 | - | 671 | 636 | - | - | - | - | - | - | - |
| Stage 2 | 674 | 625 | - | 703 | 686 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 407 | 398 | 789 | 328 | 401 | 743 | 1302 | - | - | 1245 | - | - |
| Mov Cap-2 Maneuver | 407 | 398 | - | 328 | 401 | - | - | - | - | - | - | - |
| Stage 1 | 735 | 697 | - | 656 | 622 | - | - | - | - | - | - | - |
| Stage 2 | 655 | 611 | - | 613 | 685 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 13.3 | 17.3 | 0.6 | 0 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1302 | - | - | 573 | 334 | 1245 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | - | 0.241 | 0.127 | 0.001 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | - | 13.3 | 17.3 | 7.9 | 0 | - |
| HCM Lane LOS | A | A | - | B | C | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.9 | 0.4 | 0 | - | - |

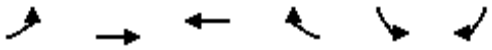
| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 22 | 44 | 17 | 44 | 45 | 5 |
| Future Vol, veh/h | 22 | 44 | 17 | 44 | 45 | 5 |
| 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 | 83 | 83 | 82 | 82 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 27 | 53 | 21 | 54 | 62 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 162 | 66 | 69 | 0 | - | 0 |
| Stage 1 | 66 | - | - | - | - | - |
| Stage 2 | 96 | - | - | - | - | - |
| 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 | 829 | 998 | 1532 | - | - | - |
| Stage 1 | 957 | - | - | - | - | - |
| Stage 2 | 928 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 817 | 998 | 1532 | - | - | - |
| Mov Cap-2 Maneuver | 817 | - | - | - | - | - |
| Stage 1 | 944 | - | - | - | - | - |
| Stage 2 | 928 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 9.2 | 2.1 | 0 |
| HCM LOS | A | | |

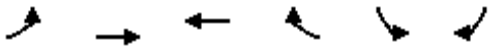
| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1532 | - | 929 | - | - |
| HCM Lane V/C Ratio | 0.014 | - | 0.086 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 9.2 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 199 | 464 | 1062 | 470 | 226 | 610 |
| v/c Ratio | 0.72 | 0.25 | 0.77 | 0.52 | 0.18 | 0.77 |
| Control Delay | 64.5 | 14.6 | 34.0 | 4.4 | 24.7 | 29.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 64.5 | 14.6 | 34.0 | 4.4 | 24.7 | 29.2 |
| Queue Length 50th (ft) | 71 | 90 | 340 | 0 | 55 | 324 |
| Queue Length 95th (ft) | #108 | 115 | 416 | 60 | 74 | 385 |
| Internal Link Dist (ft) | | 471 | 537 | | 597 | |
| Turn Bay Length (ft) | 300 | | | 310 | | |
| Base Capacity (vph) | 280 | 1866 | 1372 | 900 | 1232 | 798 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.71 | 0.25 | 0.77 | 0.52 | 0.18 | 0.76 |

Intersection Summary

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



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 171 | 399 | 945 | 418 | 181 | 488 |
| Future Volume (veh/h) | 171 | 399 | 945 | 418 | 181 | 488 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 199 | 464 | 1062 | 470 | 226 | 610 |
| Peak Hour Factor | 0.86 | 0.86 | 0.89 | 0.89 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 2 | 2 | 3 | 3 | 2 | 2 |
| Cap, veh/h | 259 | 1874 | 1402 | 625 | 1241 | 688 |
| Arrive On Green | 0.07 | 0.53 | 0.40 | 0.40 | 0.36 | 0.36 |
| Sat Flow, veh/h | 3456 | 3647 | 3618 | 1572 | 3456 | 1585 |
| Grp Volume(v), veh/h | 199 | 464 | 1062 | 470 | 226 | 610 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1763 | 1572 | 1728 | 1585 |
| Q Serve(g_s), s | 6.2 | 7.8 | 28.6 | 28.2 | 4.9 | 38.9 |
| Cycle Q Clear(g_c), s | 6.2 | 7.8 | 28.6 | 28.2 | 4.9 | 38.9 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 259 | 1874 | 1402 | 625 | 1241 | 688 |
| V/C Ratio(X) | 0.77 | 0.25 | 0.76 | 0.75 | 0.18 | 0.89 |
| Avail Cap(c_a), veh/h | 283 | 1874 | 1402 | 625 | 1241 | 688 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.9 | 14.1 | 28.5 | 28.5 | 24.2 | 28.6 |
| Incr Delay (d2), s/veh | 11.1 | 0.3 | 3.9 | 8.1 | 0.3 | 15.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.1 | 3.1 | 12.4 | 11.7 | 2.0 | 17.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 61.1 | 14.5 | 32.4 | 36.6 | 24.5 | 44.3 |
| LnGrp LOS | E | B | C | D | C | D |
| Approach Vol, veh/h | | 663 | 1532 | | 836 | |
| Approach Delay, s/veh | | 28.4 | 33.7 | | 38.9 | |
| Approach LOS | | C | C | | D | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.2 | 49.8 | | | | 64.0 | 46.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | 6.5 |
| Max Green Setting (Gmax), s | 9.0 | 43.0 | | | | 58.0 | 39.5 |
| Max Q Clear Time (g_c+I1), s | 8.2 | 30.6 | | | | 9.8 | 40.9 |
| Green Ext Time (p_c), s | 0.1 | 7.1 | | | | 3.3 | 0.0 |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 34.0 | |
| HCM 6th LOS | | C | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 99 | 71 | 213 | 141 | 0 | 0 | 0 | 0 | 87 | 4 | 20 |
| Future Vol, veh/h | 0 | 99 | 71 | 213 | 141 | 0 | 0 | 0 | 0 | 87 | 4 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 76 | 76 | 76 | 92 | 92 | 92 | 89 | 89 | 89 |
| Heavy Vehicles, % | 6 | 6 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 12 | 12 | 12 |
| Mvmt Flow | 0 | 119 | 86 | 280 | 186 | 0 | 0 | 0 | 0 | 98 | 4 | 22 |

| Major/Minor | Major1 | | | Major2 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 205 | 0 | 0 | 908 | 951 | 186 |
| Stage 1 | - | - | - | - | - | - | 746 | 746 | - |
| Stage 2 | - | - | - | - | - | - | 162 | 205 | - |
| Critical Hdwy | - | - | - | 4.12 | - | - | 6.52 | 6.62 | 6.32 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.52 | 5.62 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.52 | 5.62 | - |
| Follow-up Hdwy | - | - | - | 2.218 | - | - | 3.608 | 4.108 | 3.408 |
| Pot Cap-1 Maneuver | 0 | - | - | 1366 | - | 0 | 293 | 250 | 831 |
| Stage 1 | 0 | - | - | - | - | 0 | 451 | 406 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 843 | 714 | - |
| Platoon blocked, % | | - | - | | - | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1366 | - | - | 226 | 0 | 831 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 226 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 451 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 650 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 5 | 30.6 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1366 | - | 262 |
| HCM Lane V/C Ratio | - | - | 0.205 | - | 0.476 |
| HCM Control Delay (s) | - | - | 8.3 | 0 | 30.6 |
| HCM Lane LOS | - | - | A | A | D |
| HCM 95th %tile Q(veh) | - | - | 0.8 | - | 2.4 |

| 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 | 49 | 123 | 0 | 0 | 297 | 251 | 70 | 0 | 89 | 0 | 0 | 0 |
| Future Vol, veh/h | 49 | 123 | 0 | 0 | 297 | 251 | 70 | 0 | 89 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 83 | 83 | 83 | 68 | 68 | 68 | 92 | 92 | 92 |
| Heavy Vehicles, % | 8 | 8 | 8 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 |
| Mvmt Flow | 55 | 138 | 0 | 0 | 358 | 302 | 103 | 0 | 131 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 660 | 0 | - | - | - | 0 | 757 | 908 | 138 |
| Stage 1 | - | - | - | - | - | - | 248 | 248 | - |
| Stage 2 | - | - | - | - | - | - | 509 | 660 | - |
| Critical Hdwy | 4.18 | - | - | - | - | - | 6.43 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.43 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.43 | 5.53 | - |
| Follow-up Hdwy | 2.272 | - | - | - | - | - | 3.527 | 4.027 | 3.327 |
| Pot Cap-1 Maneuver | 900 | - | 0 | 0 | - | - | 374 | 274 | 908 |
| Stage 1 | - | - | 0 | 0 | - | - | 791 | 699 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 602 | 459 | - |
| Platoon blocked, % | | - | | | - | - | | | |
| Mov Cap-1 Maneuver | 900 | - | - | - | - | - | 349 | 0 | 908 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 349 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 739 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 602 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 2.6 | 0 | 16.9 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBT | WBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 533 | 900 | - | - | - |
| HCM Lane V/C Ratio | 0.439 | 0.061 | - | - | - |
| HCM Control Delay (s) | 16.9 | 9.3 | 0 | - | - |
| HCM Lane LOS | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 2.2 | 0.2 | - | - | - |

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

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 0 | 175 | 269 | 334 | 5 |
| Future Vol, veh/h | 1 | 0 | 175 | 269 | 334 | 5 |
| 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 | - | 370 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 81 | 81 | 79 | 79 |
| Heavy Vehicles, % | 7 | 7 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 216 | 332 | 423 | 6 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1190 | - | 429 | 0 | - | 0 |
| Stage 1 | 426 | - | - | - | - | - |
| Stage 2 | 764 | - | - | - | - | - |
| Critical Hdwy | 6.47 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.47 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.47 | - | - | - | - | - |
| Follow-up Hdwy | 3.563 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 203 | 0 | 1130 | - | - | - |
| Stage 1 | 648 | 0 | - | - | - | - |
| Stage 2 | 451 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 164 | - | 1130 | - | - | - |
| Mov Cap-2 Maneuver | 164 | - | - | - | - | - |
| Stage 1 | 524 | - | - | - | - | - |
| Stage 2 | 451 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 27.1 | 3.5 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1130 | - | 164 | - | - |
| HCM Lane V/C Ratio | 0.191 | - | 0.008 | - | - |
| HCM Control Delay (s) | 8.9 | - | 27.1 | - | - |
| HCM Lane LOS | A | - | D | - | - |
| HCM 95th %tile Q(veh) | 0.7 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 25 | 141 | 50 | 25 | 165 |
| Future Vol, veh/h | 20 | 25 | 141 | 50 | 25 | 165 |
| 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 | 100 | - | 215 | 470 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 61 | 61 | 83 | 83 | 85 | 85 |
| Heavy Vehicles, % | 9 | 9 | 6 | 6 | 5 | 5 |
| Mvmt Flow | 33 | 41 | 170 | 60 | 29 | 194 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 422 | 170 | 0 | 0 | 230 | 0 |
| Stage 1 | 170 | - | - | - | - | - |
| Stage 2 | 252 | - | - | - | - | - |
| Critical Hdwy | 6.49 | 6.29 | - | - | 4.15 | - |
| Critical Hdwy Stg 1 | 5.49 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.49 | - | - | - | - | - |
| Follow-up Hdwy | 3.581 | 3.381 | - | - | 2.245 | - |
| Pot Cap-1 Maneuver | 575 | 856 | - | - | 1320 | - |
| Stage 1 | 843 | - | - | - | - | - |
| Stage 2 | 774 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 562 | 856 | - | - | 1320 | - |
| Mov Cap-2 Maneuver | 562 | - | - | - | - | - |
| Stage 1 | 843 | - | - | - | - | - |
| Stage 2 | 757 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.5 | 0 | 1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 562 | 856 | 1320 | - |
| HCM Lane V/C Ratio | - | - | 0.058 | 0.048 | 0.022 | - |
| HCM Control Delay (s) | - | - | 11.8 | 9.4 | 7.8 | - |
| HCM Lane LOS | - | - | B | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.2 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 23.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 347 | 53 | 73 | 362 | 95 | 135 |
| Future Vol, veh/h | 347 | 53 | 73 | 362 | 95 | 135 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 250 | 0 | - | 180 | 280 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 80 | 80 | 70 | 70 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 434 | 66 | 104 | 517 | 127 | 180 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 538 | 104 | 0 | 0 | 621 | 0 |
| Stage 1 | 104 | - | - | - | - | - |
| Stage 2 | 434 | - | - | - | - | - |
| 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 | 504 | 951 | - | - | 960 | - |
| Stage 1 | 920 | - | - | - | - | - |
| Stage 2 | 653 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 437 | 951 | - | - | 960 | - |
| Mov Cap-2 Maneuver | 437 | - | - | - | - | - |
| Stage 1 | 920 | - | - | - | - | - |
| Stage 2 | 567 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 63.8 | 0 | 3.8 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 437 | 951 | 960 | - |
| HCM Lane V/C Ratio | - | - | 0.993 | 0.07 | 0.132 | - |
| HCM Control Delay (s) | - | - | 72.2 | 9.1 | 9.3 | - |
| HCM Lane LOS | - | - | F | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 12.6 | 0.2 | 0.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 10.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 22 | 11 | 90 | 48 | 25 | 0 | 94 | 79 | 8 | 0 | 304 | 95 |
| Future Vol, veh/h | 22 | 11 | 90 | 48 | 25 | 0 | 94 | 79 | 8 | 0 | 304 | 95 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 53 | 53 | 53 | 75 | 75 | 75 | 81 | 81 | 81 | 68 | 68 | 68 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 |
| Mvmt Flow | 42 | 21 | 170 | 64 | 33 | 0 | 116 | 98 | 10 | 0 | 447 | 140 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 869 | 857 | 517 | 948 | 922 | 103 | 587 | 0 | 0 | 108 | 0 | 0 |
| Stage 1 | 517 | 517 | - | 335 | 335 | - | - | - | - | - | - | - |
| Stage 2 | 352 | 340 | - | 613 | 587 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.13 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.227 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 272 | 295 | 558 | 241 | 270 | 952 | 983 | - | - | 1483 | - | - |
| Stage 1 | 541 | 534 | - | 679 | 643 | - | - | - | - | - | - | - |
| Stage 2 | 665 | 639 | - | 480 | 497 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 220 | 258 | 558 | 142 | 236 | 952 | 983 | - | - | 1483 | - | - |
| Mov Cap-2 Maneuver | 220 | 258 | - | 142 | 236 | - | - | - | - | - | - | - |
| Stage 1 | 473 | 534 | - | 593 | 562 | - | - | - | - | - | - | - |
| Stage 2 | 547 | 558 | - | 321 | 497 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 25.2 | 54.8 | 4.8 | 0 |
| HCM LOS | D | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 983 | - | - | 405 | 164 | 1483 | - | - |
| HCM Lane V/C Ratio | 0.118 | - | - | 0.573 | 0.593 | - | - | - |
| HCM Control Delay (s) | 9.2 | 0 | - | 25.2 | 54.8 | 0 | - | - |
| HCM Lane LOS | A | A | - | D | F | A | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 3.5 | 3.2 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 17 | 33 | 124 | 160 | 19 |
| Future Vol, veh/h | 6 | 17 | 33 | 124 | 160 | 19 |
| 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 | 80 | 80 | 50 | 50 | 46 | 46 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 21 | 66 | 248 | 348 | 41 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 749 | 369 | 389 | 0 | - | 0 |
| Stage 1 | 369 | - | - | - | - | - |
| Stage 2 | 380 | - | - | - | - | - |
| 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 | 379 | 677 | 1170 | - | - | - |
| Stage 1 | 699 | - | - | - | - | - |
| Stage 2 | 691 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 354 | 677 | 1170 | - | - | - |
| Mov Cap-2 Maneuver | 354 | - | - | - | - | - |
| Stage 1 | 654 | - | - | - | - | - |
| Stage 2 | 691 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 11.9 | 1.7 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1170 | - | 547 | - | - |
| HCM Lane V/C Ratio | 0.056 | - | 0.053 | - | - |
| HCM Control Delay (s) | 8.3 | 0 | 11.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 3 | 143 | 22 | 6 | 178 |
| Future Vol, veh/h | 12 | 3 | 143 | 22 | 6 | 178 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 150 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 3 | 155 | 24 | 7 | 193 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 362 | 155 | 0 | 0 | 179 | 0 |
| Stage 1 | 155 | - | - | - | - | - |
| Stage 2 | 207 | - | - | - | - | - |
| 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 | 637 | 891 | - | - | 1397 | - |
| Stage 1 | 873 | - | - | - | - | - |
| Stage 2 | 828 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 633 | 891 | - | - | 1397 | - |
| Mov Cap-2 Maneuver | 633 | - | - | - | - | - |
| Stage 1 | 873 | - | - | - | - | - |
| Stage 2 | 823 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.5 | 0 | 0.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 672 | 1397 | - |
| HCM Lane V/C Ratio | - | - | 0.024 | 0.005 | - |
| HCM Control Delay (s) | - | - | 10.5 | 7.6 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

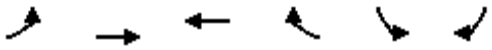
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 27 | 6 | 109 | 37 | 10 | 163 |
| Future Vol, veh/h | 27 | 6 | 109 | 37 | 10 | 163 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 29 | 7 | 118 | 40 | 11 | 177 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 337 | 138 | 0 | 0 | 158 | 0 |
| Stage 1 | 138 | - | - | - | - | - |
| Stage 2 | 199 | - | - | - | - | - |
| 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 | 658 | 910 | - | - | 1422 | - |
| Stage 1 | 889 | - | - | - | - | - |
| Stage 2 | 835 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 652 | 910 | - | - | 1422 | - |
| Mov Cap-2 Maneuver | 652 | - | - | - | - | - |
| Stage 1 | 889 | - | - | - | - | - |
| Stage 2 | 827 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.5 | 0 | 0.4 |
| HCM LOS | B | | |

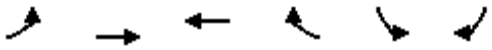
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 687 | 1422 | - |
| HCM Lane V/C Ratio | - | - | 0.052 | 0.008 | - |
| HCM Control Delay (s) | - | - | 10.5 | 7.6 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 | - |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 259 | 653 | 1163 | 596 | 271 | 657 |
| v/c Ratio | 0.77 | 0.34 | 0.84 | 0.61 | 0.23 | 0.83 |
| Control Delay | 64.1 | 14.5 | 36.9 | 4.8 | 26.6 | 34.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 64.1 | 14.5 | 36.9 | 4.8 | 26.6 | 34.1 |
| Queue Length 50th (ft) | 93 | 128 | 386 | 0 | 70 | 374 |
| Queue Length 95th (ft) | #150 | 167 | 478 | 71 | 102 | #575 |
| Internal Link Dist (ft) | | 471 | 537 | | 597 | |
| Turn Bay Length (ft) | 300 | | | 310 | | |
| Base Capacity (vph) | 343 | 1930 | 1389 | 983 | 1170 | 793 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.76 | 0.34 | 0.84 | 0.61 | 0.23 | 0.83 |

Intersection Summary

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



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 238 | 601 | 1105 | 566 | 244 | 591 |
| Future Volume (veh/h) | 238 | 601 | 1105 | 566 | 244 | 591 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 259 | 653 | 1163 | 596 | 271 | 657 |
| Peak Hour Factor | 0.92 | 0.92 | 0.95 | 0.95 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 320 | 1938 | 1416 | 632 | 1178 | 687 |
| Arrive On Green | 0.09 | 0.55 | 0.40 | 0.40 | 0.34 | 0.34 |
| Sat Flow, veh/h | 3456 | 3647 | 3647 | 1585 | 3456 | 1585 |
| Grp Volume(v), veh/h | 259 | 653 | 1163 | 596 | 271 | 657 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1777 | 1585 | 1728 | 1585 |
| Q Serve(g_s), s | 8.1 | 11.3 | 32.2 | 39.9 | 6.2 | 37.5 |
| Cycle Q Clear(g_c), s | 8.1 | 11.3 | 32.2 | 39.9 | 6.2 | 37.5 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 320 | 1938 | 1416 | 632 | 1178 | 687 |
| V/C Ratio(X) | 0.81 | 0.34 | 0.82 | 0.94 | 0.23 | 0.96 |
| Avail Cap(c_a), veh/h | 346 | 1938 | 1416 | 632 | 1178 | 687 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.0 | 13.9 | 29.6 | 31.9 | 25.9 | 30.2 |
| Incr Delay (d2), s/veh | 12.7 | 0.5 | 5.5 | 24.4 | 0.5 | 25.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.0 | 4.4 | 14.3 | 18.9 | 2.6 | 20.7 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 61.7 | 14.4 | 35.1 | 56.3 | 26.4 | 55.3 |
| LnGrp LOS | E | B | D | E | C | E |
| Approach Vol, veh/h | | 912 | 1759 | | 928 | |
| Approach Delay, s/veh | | 27.8 | 42.2 | | 46.9 | |
| Approach LOS | | C | D | | D | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 16.2 | 49.8 | | | | 66.0 | 44.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | 6.5 |
| Max Green Setting (Gmax), s | 11.0 | 43.0 | | | | 60.0 | 37.5 |
| Max Q Clear Time (g_c+I1), s | 10.1 | 41.9 | | | | 13.3 | 39.5 |
| Green Ext Time (p_c), s | 0.1 | 0.9 | | | | 5.0 | 0.0 |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 39.8 | |
| HCM 6th LOS | | D | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 20.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 84 | 99 | 116 | 115 | 0 | 0 | 0 | 0 | 304 | 11 | 48 |
| Future Vol, veh/h | 0 | 84 | 99 | 116 | 115 | 0 | 0 | 0 | 0 | 304 | 11 | 48 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 81 | 81 | 81 | 92 | 92 | 92 | 93 | 93 | 93 |
| Heavy Vehicles, % | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 88 | 104 | 143 | 142 | 0 | 0 | 0 | 0 | 327 | 12 | 52 |

| Major/Minor | Major1 | | | Major2 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 192 | 0 | 0 | 568 | 620 | 142 |
| Stage 1 | - | - | - | - | - | - | 428 | 428 | - |
| Stage 2 | - | - | - | - | - | - | 140 | 192 | - |
| Critical Hdwy | - | - | - | 4.14 | - | - | 6.42 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Follow-up Hdwy | - | - | - | 2.236 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 0 | - | - | 1370 | - | 0 | 484 | 404 | 906 |
| Stage 1 | 0 | - | - | - | - | 0 | 657 | 585 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 887 | 742 | - |
| Platoon blocked, % | | - | - | | - | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1370 | - | - | 429 | 0 | 906 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 429 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 657 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 787 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 4 | 42.5 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1370 | - | 462 |
| HCM Lane V/C Ratio | - | - | 0.105 | - | 0.845 |
| HCM Control Delay (s) | - | - | 7.9 | 0 | 42.5 |
| HCM Lane LOS | - | - | A | A | E |
| HCM 95th %tile Q(veh) | - | - | 0.3 | - | 8.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 41 | 315 | 0 | 0 | 205 | 156 | 86 | 3 | 196 | 0 | 0 | 0 |
| Future Vol, veh/h | 41 | 315 | 0 | 0 | 205 | 156 | 86 | 3 | 196 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 93 | 93 | 93 | 83 | 83 | 83 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 48 | 371 | 0 | 0 | 220 | 168 | 104 | 4 | 236 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 388 | 0 | - | - | - | 0 | 771 | 855 | 371 |
| Stage 1 | - | - | - | - | - | - | 467 | 467 | - |
| Stage 2 | - | - | - | - | - | - | 304 | 388 | - |
| Critical Hdwy | 4.12 | - | - | - | - | - | 6.42 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | - | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1170 | - | 0 | 0 | - | - | 368 | 296 | 675 |
| Stage 1 | - | - | 0 | 0 | - | - | 631 | 562 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 748 | 609 | - |
| Platoon blocked, % | | - | | | - | - | | | |
| Mov Cap-1 Maneuver | 1170 | - | - | - | - | - | 349 | 0 | 675 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 349 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 598 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 748 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0.9 | 0 | 23.9 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBT | WBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 525 | 1170 | - | - | - |
| HCM Lane V/C Ratio | 0.654 | 0.041 | - | - | - |
| HCM Control Delay (s) | 23.9 | 8.2 | 0 | - | - |
| HCM Lane LOS | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 4.7 | 0.1 | - | - | - |

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

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 0 | 278 | 317 | 281 | 7 |
| Future Vol, veh/h | 3 | 0 | 278 | 317 | 281 | 7 |
| 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 | - | 370 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 64 | 64 | 89 | 89 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 0 | 312 | 356 | 305 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1289 | - | 313 | 0 | - | 0 |
| Stage 1 | 309 | - | - | - | - | - |
| Stage 2 | 980 | - | - | - | - | - |
| Critical Hdwy | 6.43 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 180 | 0 | 1247 | - | - | - |
| Stage 1 | 742 | 0 | - | - | - | - |
| Stage 2 | 362 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 135 | - | 1247 | - | - | - |
| Mov Cap-2 Maneuver | 135 | - | - | - | - | - |
| Stage 1 | 557 | - | - | - | - | - |
| Stage 2 | 362 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 32.6 | 4.1 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1247 | - | 135 | - | - |
| HCM Lane V/C Ratio | 0.25 | - | 0.035 | - | - |
| HCM Control Delay (s) | 8.8 | - | 32.6 | - | - |
| HCM Lane LOS | A | - | D | - | - |
| HCM 95th %tile Q(veh) | 1 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 57 | 29 | 274 | 20 | 37 | 263 |
| Future Vol, veh/h | 57 | 29 | 274 | 20 | 37 | 263 |
| 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 | 100 | - | 215 | 470 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 71 | 71 | 64 | 64 | 63 | 63 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 80 | 41 | 428 | 31 | 59 | 417 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 963 | 428 | 0 | 0 | 459 | 0 |
| Stage 1 | 428 | - | - | - | - | - |
| Stage 2 | 535 | - | - | - | - | - |
| 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 | 284 | 627 | - | - | 1102 | - |
| Stage 1 | 657 | - | - | - | - | - |
| Stage 2 | 587 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 269 | 627 | - | - | 1102 | - |
| Mov Cap-2 Maneuver | 269 | - | - | - | - | - |
| Stage 1 | 657 | - | - | - | - | - |
| Stage 2 | 555 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 19.7 | 0 | 1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 269 | 627 | 1102 | - |
| HCM Lane V/C Ratio | - | - | 0.298 | 0.065 | 0.053 | - |
| HCM Control Delay (s) | - | - | 24 | 11.1 | 8.5 | - |
| HCM Lane LOS | - | - | C | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 1.2 | 0.2 | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 104 | 3 | 111 | 143 | 7 | 93 |
| Future Vol, veh/h | 104 | 3 | 111 | 143 | 7 | 93 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 250 | 0 | - | 180 | 280 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 63 | 63 | 91 | 91 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 165 | 5 | 122 | 157 | 10 | 127 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 269 | 122 | 0 | 0 | 279 | 0 |
| Stage 1 | 122 | - | - | - | - | - |
| Stage 2 | 147 | - | - | - | - | - |
| 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 | 720 | 929 | - | - | 1284 | - |
| Stage 1 | 903 | - | - | - | - | - |
| Stage 2 | 880 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 714 | 929 | - | - | 1284 | - |
| Mov Cap-2 Maneuver | 714 | - | - | - | - | - |
| Stage 1 | 903 | - | - | - | - | - |
| Stage 2 | 873 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.5 | 0 | 0.5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 714 | 929 | 1284 | - |
| HCM Lane V/C Ratio | - | - | 0.231 | 0.005 | 0.007 | - |
| HCM Control Delay (s) | - | - | 11.6 | 8.9 | 7.8 | - |
| HCM Lane LOS | - | - | B | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.9 | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 29 | 12 | 61 | 30 | 4 | 0 | 22 | 243 | 44 | 1 | 214 | 27 |
| Future Vol, veh/h | 29 | 12 | 61 | 30 | 4 | 0 | 22 | 243 | 44 | 1 | 214 | 27 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 73 | 73 | 73 | 78 | 78 | 78 | 91 | 91 | 91 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 40 | 16 | 84 | 38 | 5 | 0 | 24 | 267 | 48 | 1 | 238 | 30 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 597 | 618 | 253 | 644 | 609 | 291 | 268 | 0 | 0 | 315 | 0 | 0 |
| Stage 1 | 255 | 255 | - | 339 | 339 | - | - | - | - | - | - | - |
| Stage 2 | 342 | 363 | - | 305 | 270 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.14 | 6.54 | 6.24 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.536 | 4.036 | 3.336 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 415 | 405 | 786 | 383 | 407 | 743 | 1296 | - | - | 1245 | - | - |
| Stage 1 | 749 | 696 | - | 671 | 636 | - | - | - | - | - | - | - |
| Stage 2 | 673 | 625 | - | 700 | 682 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 403 | 395 | 786 | 326 | 397 | 743 | 1296 | - | - | 1245 | - | - |
| Mov Cap-2 Maneuver | 403 | 395 | - | 326 | 397 | - | - | - | - | - | - | - |
| Stage 1 | 732 | 695 | - | 656 | 621 | - | - | - | - | - | - | - |
| Stage 2 | 652 | 611 | - | 610 | 681 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 13.4 | 17.4 | 0.6 | 0 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1296 | - | - | 567 | 333 | 1245 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | - | 0.246 | 0.131 | 0.001 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | - | 13.4 | 17.4 | 7.9 | 0 | - |
| HCM Lane LOS | A | A | - | B | C | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 1 | 0.4 | 0 | - | - |

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

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 44 | 17 | 44 | 45 | 12 |
| Future Vol, veh/h | 30 | 44 | 17 | 44 | 45 | 12 |
| 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 | 83 | 83 | 82 | 82 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 36 | 53 | 21 | 54 | 62 | 16 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 166 | 70 | 78 | 0 | - | 0 |
| Stage 1 | 70 | - | - | - | - | - |
| Stage 2 | 96 | - | - | - | - | - |
| 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 | 824 | 993 | 1520 | - | - | - |
| Stage 1 | 953 | - | - | - | - | - |
| Stage 2 | 928 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 812 | 993 | 1520 | - | - | - |
| Mov Cap-2 Maneuver | 812 | - | - | - | - | - |
| Stage 1 | 940 | - | - | - | - | - |
| Stage 2 | 928 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 9.4 | 2.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1520 | - | 911 | - | - |
| HCM Lane V/C Ratio | 0.014 | - | 0.098 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 9.4 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 43 | 11 | 265 | 37 | 9 | 257 |
| Future Vol, veh/h | 43 | 11 | 265 | 37 | 9 | 257 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 150 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 47 | 12 | 288 | 40 | 10 | 279 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 587 | 288 | 0 | 0 | 328 | 0 |
| Stage 1 | 288 | - | - | - | - | - |
| Stage 2 | 299 | - | - | - | - | - |
| 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 | 472 | 751 | - | - | 1232 | - |
| Stage 1 | 761 | - | - | - | - | - |
| Stage 2 | 752 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 467 | 751 | - | - | 1232 | - |
| Mov Cap-2 Maneuver | 467 | - | - | - | - | - |
| Stage 1 | 761 | - | - | - | - | - |
| Stage 2 | 744 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13 | 0 | 0.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 506 | 1232 | - |
| HCM Lane V/C Ratio | - | - | 0.116 | 0.008 | - |
| HCM Control Delay (s) | - | - | 13 | 7.9 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 | - |

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 71 | 20 | 214 | 62 | 18 | 195 |
| Future Vol, veh/h | 71 | 20 | 214 | 62 | 18 | 195 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 77 | 22 | 233 | 67 | 20 | 212 |

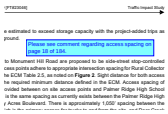
| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 519 | 267 | 0 | 0 | 300 | 0 |
| Stage 1 | 267 | - | - | - | - | - |
| Stage 2 | 252 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 517 | 772 | - | - | 1261 | - |
| Stage 1 | 778 | - | - | - | - | - |
| Stage 2 | 790 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 508 | 772 | - | - | 1261 | - |
| Mov Cap-2 Maneuver | 508 | - | - | - | - | - |
| Stage 1 | 778 | - | - | - | - | - |
| Stage 2 | 776 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13 | 0 | 0.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 549 | 1261 | - |
| HCM Lane V/C Ratio | - | - | 0.18 | 0.016 | - |
| HCM Control Delay (s) | - | - | 13 | 7.9 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0 | - |

# V2_Traffic Impact Study Comments.pdf Markup Summary

## Carlos (4)



**Subject:** Text Box
**Page Label:** 13
**Author:** Carlos
**Date:** 11/8/2023 2:28:51 PM
**Color:**

Please see comment regarding access spacing on page 18 of 184.

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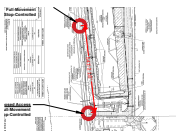

**Subject:** Length Measurement
**Page Label:** 18
**Author:** Carlos
**Date:** 11/8/2023 2:05:51 PM
**Color:**

541'-2 1/2"

---

**Subject:** Callout
**Page Label:** 18
**Author:** Carlos
**Date:** 11/8/2023 2:28:13 PM
**Color:**

The access spacing is approximately 541'. Per ECM Chapter 2 Table 2-35 and Table 2-36 the minimum spacing should be 765' for commercial land uses on a 45mph road. Please see Table 2-35 for further information. Access shall be spaced to meet criteria.

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**Subject:** Text Box
**Page Label:** 28
**Author:** Carlos
**Date:** 11/7/2023 6:03:12 PM
**Color:**

Please move signature sheet behind the cover sheet and fill out developer signature block.

## CDurham (6)

**Subject:** Text Box
**Page Label:** 3
**Author:** CDurham
**Date:** 11/8/2023 10:44:49 AM
**Color:**

UNRESOLVED:
-Indicate if any deviations are needed

-Provide for analysis for Deer Creek/Woodmoor intersection. Improvements are planned there for County Project. Need to show how much traffic this project will contribute to this intersection. Escrow may need to be provided based on traffic impacts. Contact John Lantz (johnlantz@elpasoco.com or 719-520-6863) at EPC Capital Improvements Projects for more information on this project.

-Include discussion for Woodmoor at SH105. Is there a large enough traffic increase or improvements needed to warrant a CDOT access permit?

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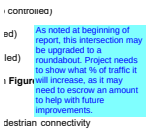

**Subject:** Text Box
**Page Label:** 7
**Author:** CDurham
**Date:** 11/8/2023 10:48:16 AM
**Color:**

As noted at beginning of report, this intersection may be upgraded to a roundabout. Project needs to show what % of traffic it will increase, as it may need to escrow an amount to help with future improvements.

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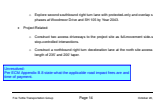
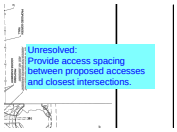


**Subject:** Text Box
**Page Label:** 14
**Author:** CDurham
**Date:** 11/8/2023 10:31:55 AM
**Color:**

Unresolved:
Per ECM Appendix B.8 state what the applicable road impact fees are and time of payment.




**Subject:** Text Box
**Page Label:** 18
**Author:** CDurham
**Date:** 11/8/2023 10:34:54 AM
**Color:**

Unresolved:
Provide access spacing between proposed accesses and closest intersections.

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**Subject:** Callout
**Page Label:** 18
**Author:** CDurham
**Date:** 11/8/2023 10:35:24 AM
**Color:**

Unresolved:
Label proposed access as north/south per report for consistency.

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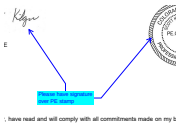


**Subject:** Callout
**Page Label:** 28
**Author:** CDurham
**Date:** 11/8/2023 10:37:46 AM
**Color:**

Please have signature over PE stamp