CIVITAS

Crestone Peak Resources Operating LLC

Bijou 3-65 19-24 North Pad
Substantially Equivalent Transportation Plan

Section 21, Township 3 South, Range 65 West
Adams County, CO

Introduction

This document is being submitted as a substantially equivalent Transportation Plan for the Bijou 3-65 19-24 North Pad Form 2A. This transportation plan was developed as a part of the City of Aurora's Oil & Gas Permit process. This document, in addition to the best management practices listed below complies with all requirements outlined in the Colorado Energy and Carbon Management Commission Rules 304.c.(6). For this reason, Crestone Peak Resources Operating LLC, believes this meets the substantially equivalent information standard and requests that it is accepted accordingly.

Best Management Practices

1. Operator will utilize lay-flat water pipeline to source water for completion operations to reduce traffic associated with pre-production operations.

2. Operator will utilize an oil pipeline to transport oil from the location to reduce traffic associated with permanent production operations.

3. Operator will restrict all non-essential site trips during the commuter hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m..

4. Operator will develop a plan to warn motorists of heavy truck traffic during construction of the site

LSC TRANSPORTATION CONSULTANTS, INC.

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Denver, CO 80206
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August 17, 2023

Mr. Scott Farkas
Crestone Peak Resources
1801 California Street, Suite 2500
Denver, CO 80202

Re: CPR - Bijou 3-65 19-24 North Pad
Traffic Impact Analysis
Aurora, CO
LSC #230032

Dear Mr. Farkas:

In response to your request, LSC Transportation Consultants, Inc. has prepared this Traffic Impact Analysis for the proposed CPR - Bijou 3-65 19-24 North Pad well site in Aurora, Colorado. The site is located west of Monaghan Road and north of E. 38th Avenue as shown in Figure 1.

REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, etc.; the existing weekday peak-hour traffic volumes; the existing daily traffic volumes in the area; the typical weekday site-generated traffic volume projections for the site and the nearby King South North site; the assignment of the projected traffic volumes to the area roadways for the highest trip generating month; the projected total traffic volumes on the area roadways; the site's projected traffic impacts; and any recommended roadway improvements to mitigate the traffic impacts from the site. The estimated timing of each phase is the best information available today but is subject to change over time.

LAND USE AND ACCESS

The site is proposed as oil and gas operations with 12 well heads. Full movement access is proposed to E. 38th Avenue via an existing private access road as shown in Figure 2. There is adequate sight distance along E. 38th Avenue.

The site will be developed concurrently in 12 phases as follows:

1.	Construction Phase 1 Set up	2 days
2.	Construction Phase 1 (Earthwork of site and access road)	78 days
3.	Construction Phase 1 Breakdown	2 days
4.	Secondary Construction (Finishing work and access road construction)	10 days
5.	Drilling Set Up	2 days
6.	Drilling	96 days

7.	Drilling Breakdown	2 days
8.	Completion & Flow Back Set Up	15 days
9.	Completion (5.8 days per well)	70 days
10.	Flowback	27 days
11.	Completion & Flow Back Breakdown	3 days
12.	Production/Operations	ongoing

These phases are detailed in Table 1.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **Monaghan Road** is a north-south, two-lane paved arterial county road east of the proposed site. The posted speed limit is 45 mph in the vicinity of the site.

- **E. 38th Avenue** is an east-west, two-lane gravel roadway south of the site. The intersection with Monaghan Road is stop-sign controlled.

- **E. 26th Avenue** is an east-west, two-lane paved roadway south of the site. The intersection with Monaghan Road is stop-sign controlled. The posted speed limit is 45 mph.

- **Hudson Road** is a north-south, two-lane, paved road east of the site. The intersection with E. 26th Avenue is stop-sign controlled. The posted speed limit is 45 mph.

- **Existing or Proposed Private Access Roads** are gravel roadways that will provide access to the site. They will be maintained to accommodate construction traffic with a minimum width of 23 to 30 feet.

Existing Traffic Conditions

Figure 3 shows the existing weekday traffic volumes, lane geometry, traffic controls, and the posted speed limits in the vicinity of the site. The weekday peak-hour traffic volumes and average daily traffic volumes are from the attached traffic counts conducted by Counter Measures in June, 2023. The intersection counts were conducted on separate days so the highest volume intersection was used to balance the north-south through volumes at the other intersections to maintain a conservative analysis.

2024 and 2025 Background Traffic

Figure 4 shows the 2024 background traffic volumes and Figure 5 shows the 2025 background traffic volumes which both assume an annual growth rate of three percent to maintain a conservative analysis.

Existing, 2024, and 2025 Background Levels of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay and LOS F is indicative of a high level of congestion or delay. Attached are specific level of service definitions for unsignalized intersections.

The intersections in the study area were analyzed to determine the existing and 2024 background levels of service using Synchro. Table 2 shows the level of service analysis results. The level of service reports are attached.

1. **Monaghan Road/Site Access:** This intersection was analyzed only for the total traffic scenario.

2. **Monaghan Road/E. 38th Avenue:** All movements at this unsignalized intersection currently operate at LOS "A" during both morning and afternoon peak-hours and are expected to do so through 2025.

3. **Monaghan Road/E. 26th Avenue:** All movements at this unsignalized intersection currently operate at LOS "B" or better during both morning and afternoon peak-hours and are expected to do so through 2025.

4. **Hudson Road/E. 26th Avenue:** All movements at this unsignalized intersection currently operate at LOS "B" or better during both morning and afternoon peak-hours and are expected to do so through 2025.

5. **E. Colfax Avenue (CO 36)/Hudson Road:** All movements at this unsignalized intersection currently operate at LOS "B" or better during both morning and afternoon peak-hours and are expected to do so through 2025.

TRIP GENERATION

Table 3 shows the estimated highest daily passenger car equivalent trip generation potential for the combination of the site and the nearby King South site in 2024. This is expected to occur a few days in November, 2024 and a few days in December, 2024.

Table 4 shows the highest estimated daily and peak-hour traffic impact for the two sites in 2025. This is expected to occur in January, 2025.

TRIP DISTRIBUTION

Figure 6 shows the estimated directional distribution of the site-generated traffic volumes on the area roadways. The estimates were based on the location of the site with respect to the regional population, employment, and activity centers; and the site's proposed land use.

TRIP ASSIGNMENT

Figure 7a shows the estimated peak 2024 assignment of site-generated traffic volumes in passenger car equivalents. A few days in November and December 2024 are expected to have the highest trip generation potential for the combined Bijou 3-65 19-24 North Pad and King South sites as well as be the highest trip generation potential for the stand-alone Bijou 3-65 19-24 North Pad site.

Figure 7b shows the estimated January, 2025 assignment of site-generated traffic volumes in passenger car equivalents. January, 2025 is expected to have the highest trip generation potential for the combined Bijou 3-65 19-24 North Pad and King South sites in 2025.

2024 AND 2025 TOTAL TRAFFIC

Figure 8 shows the estimated peak 2024 total traffic, traffic control, and lane geometry which is the sum of 2024 background traffic volumes (from Figure 4) and the 2024 site-generated traffic volumes (from Figure 7a). This figure shows the highest combined monthly impact of the Bijou 3-65 19-24 North Pad site and the nearby King South site.

Figure 9 shows the estimated peak 2025 total traffic, traffic control, and lane geometry which is the sum of 2025 background traffic volumes (from Figure 5) and the 2025 site-generated traffic volumes (from Figure 7b). This figure shows the highest combined monthly impact of the Bijou 3-65 19-24 North Pad site and the nearby King South site in 2025.

PROJECTED LEVELS OF SERVICE

The intersections in the study area were analyzed as appropriate to determine the 2024 total levels of service for the highest trip generating scenario. Table 2 shows the level of service analysis results. The level of service reports are attached.

1. **Monaghan Road/Site Access:** All movements at this unsignalized intersection are expected to operate at LOS "A" during both morning and afternoon peak-hours through 2025.

2. **Monaghan Road/E. 38th Avenue:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2025.

3. **Monaghan Road/E. 26th Avenue:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2025.

4. **Hudson Road/E. 26th Avenue:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2025.

5. **E. Colfax Avenue (CO 36)/Hudson Road:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2025.

AUXILIARY TURN LANE EVALUATION

The City of Aurora generally follows the CDOT NR-B classification to determine if auxiliary turn lanes are warranted. Figures 8 and 9 show multiple auxiliary turn lanes would typically be recommended. The threshold volume to construct these lanes is only met by site traffic for a little over one month.

The construction of these turn lanes is not recommended because the turn lane volume threshold will only be met for a little over one month. A detailed traffic control plan is recommended in lieu of constructing these lanes. Also, see below for restrictions preventing the applicant from hauling during the commuter peaks.

TRAFFIC CONTROL PLAN

The City of Aurora is restricting all non-essential site trips during the commuter hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. which will greatly reduce impacts to commuter traffic. A traffic control plan should be developed to warn motorists of heavy truck traffic during construction of the site. Auxiliary turn lanes are not recommended per the above section because the impacts are temporary and the traffic control and construction of a turn lane would likely be more impactful than the temporary impact with implementation of a traffic control plan. It is also worth noting the site access intersection is not intended as a future public street so the turning volumes will be very low once the productions/operations phase begins.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

1. The daily impact for either site will be highest at about 422 passenger car equivalent trips per day during the Completion Phase (70 days). The highest combined impact of the two sites will be 702 passenger car equivalent trips for a few days in both November and December, 2024.

2. The long-term impact will be minimal due to product being removed from the site via pipeline. Only produced water is expected to be trucked from the site.

Projected Levels of Service

3. All movements at the unsignalized intersections analyzed are expected to operate at LOS “B” or better during both morning and afternoon peak-hours through 2024. Operations will likely be much better because the City is restricting all non-essential site trips during the commuter hours of 7:00 - 9:00 a.m. and 4:00 - 6:00 p.m.

Conclusions

4. The impact of the proposed CPR - Bijou 3-65 19-24 North Pad well site can be accommodated by the existing roadway network with the following recommendations.

Recommendations

5. The City of Aurora is restricting all non-essential site trips during the commuter hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. which will greatly reduce impacts to commuter traffic. A traffic control plan should be developed to warn motorists of heavy truck traffic during construction of the site. Auxiliary turn lanes are not recommended because the impacts are temporary and the traffic control and construction of one or more turn lanes would be more impactful than the temporary impact with implementation of a traffic control plan.

* * * * *

We trust our findings will assist you in gaining approval of the proposed CPR - Bijou 3-65 19-24 North Pad well site development. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By_____
Christopher S. McGranahan, PE
Principal/President

CSM/wc

Enclosures: Tables 1 - 4
Figures 1 - 9
Traffic Count Reports
Level of Service Definitions
Level of Service Reports

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Table 1
CPR Bijou 3-65 19-24 North Pad (12 well heads) Trip Generation Estimate
LSC #230032; August, 2023

Phase of Development and Estimated Start Date	Gross Vehicle Weight [1]	ESAL Per Vehicle [1]	Number of Vehicles Estimated per Day [1]	Average Daily Trips	Average Daily ESALs
Construction Phase 1 (82 days +/-) - Earthwork of site and access road					
1.) *Setup (2 Day)*					
Passenger Vehicle [2]	4,500 to 8,500 lbs	0.003	10 Vehicles	20	0.06
Multiple Unit Trucks [2]	50,000 to 70,000 lbs	1.087	5 Vehicles	10	10.87
			Typical Vehicle Trips per Day =	30	10.93
			Typical Passenger Car Equivalent Trips per Day [3] =	50	
2.) *Construction (78 days)*					
Passenger Vehicle [2]	4,500 to 8,500 lbs	0.003	10 Vehicles	20	0.06
			Typical Vehicle Trips per Day =	20	0.06
			Typical Passenger Car Equivalent Trips per Day [3] =	20	
3.) *Breakdown (2 Days)*					
Passenger Vehicle [2]	4,500 to 8,500 lbs	0.003	10 Vehicles	20	0.06
Multiple Unit Trucks [2]	50,000 to 70,000 lbs	1.087	5 Vehicles	10	10.87
			Typical Vehicle Trips per Day =	30	10.93
			Typical Passenger Car Equivalent Trips per Day [3] =	50	
4.) Secondary Construction (10 days +/-) - Finishing work and access road construction					
Passenger Vehicle [2]	4,500 to 8,500 lbs	0.003	10 Vehicles	20	0.06
Multiple Unit Trucks [2]	50,000 to 70,000 lbs	1.087	40 Vehicles	80	86.96
			Typical Vehicle Trips per Day =	100	87.02
			Typical Passenger Car Equivalent Trips per Day [3] =	260	
Drilling Phase 2 (100 days +/-)					
5.) *Setup (2 Days)*					
Passenger Vehicle [2]	4,500 to 8,500 lbs	0.003	20 Vehicles	40	0.12
Multiple Unit Trucks [2]	50,000 to 70,000 lbs	1.087	14 Vehicles	28	30.44
			Typical Vehicle Trips per Day =	68	30.56
			Typical Passenger Car Equivalent Trips per Day [3] =	124	
6.) *Drilling (96 days)*					
Passenger Vehicle [2]	4,500 to 8,500 lbs	0.003	23 Vehicles	46	0.14
Multiple Unit Trucks [2]	50,000 to 70,000 lbs	1.087	11 Vehicles	22	23.91
			Typical Vehicle Trips per Day =	68	24.05
			Typical Passenger Car Equivalent Trips per Day [3] =	112	
7.) *Breakdown (2 Days)*					
Passenger Vehicle [2]	4,500 to 8,500 lbs	0.003	20 Vehicles	40	0.12
Multiple Unit Trucks [2]	50,000 to 70,000 lbs	1.087	14 Vehicles	28	30.44
			Typical Vehicle Trips per Day =	68	30.56
			Typical Passenger Car Equivalent Trips per Day [3] =	124	
Completion & Flow Back Phase (115 days +/-)					
8.) *Setup (15 Days)*					
Passenger Vehicle [2]	4,500 to 8,500 lbs	0.003	20 Vehicles	40	0.12
Multiple Unit Trucks [2]	50,000 to 70,000 lbs	1.087	40 Vehicles	80	86.96
			Typical Vehicle Trips per Day =	120	87.08
			Typical Passenger Car Equivalent Trips per Day [3] =	280	
9.) *Completion (70 days)*					
Passenger Vehicle [2]	4,500 to 8,500 lbs	0.003	61 Vehicles	122	0.37
Multiple Unit Trucks [2]	50,000 to 70,000 lbs	1.087	50 Vehicles	100	108.70
			Typical Vehicle Trips per Day =	222	109.07
			Typical Passenger Car Equivalent Trips per Day [3] =	422	
10.) *Flow Back (27 Days)*					
Passenger Vehicle [2]	4,500 to 8,500 lbs	0.003	5 Vehicles	10	0.03
Multiple Unit Trucks [2]	50,000 to 70,000 lbs	1.087	28 Vehicles	56	60.87
			Typical Vehicle Trips per Day =	66	60.90
			Typical Passenger Car Equivalent Trips per Day [3] =	178	
11.) *Breakdown (3 days)*					
Passenger Vehicle [2]	4,500 to 8,500 lbs	0.003	20 Vehicles	40	0.12
Multiple Unit Trucks [2]	50,000 to 70,000 lbs	1.087	40 Vehicles	80	86.96
			Typical Vehicle Trips per Day =	120	87.08
			Typical Passenger Car Equivalent Trips per Day [3] =	280	
12.) Production/Operation Phase (ongoing with no distribution/collection system)					
Passenger Vehicle	4,500 to 8,500 lbs	0.003	2 Vehicles	4	0.01
Tanker Truck Trips		0.003	2 Vehicles	6	
			Typical Vehicle Trips per Day =	10	0.01
			Typical Passenger Car Equivalent Trips per Day =	10	

Notes:
(1) Source: Based on scheduling information provided by Crestone Peak Resources - subject to change
(2) CDOT *State Highway Access Code* (SHAC) assumes: passenger vehicle < 20', single unit truck from 20' to 40', multiple unit truck > 40'
(3) CDOT SHAC assumes single unit trucks = 2 passenger car equivalents and multiple unit trucks = 3 passenger car equivalents

Source: LSC Transportation Consultants, Inc. based on scheduling input from Crestone Peak Resources

Table 2
Intersection Levels of Service Analysis
CPR Bijou 3-65 19-24 North Pad
Aurora, CO
LSC #230032; August, 2023

Intersection No. & Location	Traffic Control	Existing Traffic Level of Service AM	Existing Traffic Level of Service PM	2024 Background Traffic Level of Service AM	2024 Background Traffic Level of Service PM	2024 Total Traffic Level of Service AM	2024 Total Traffic Level of Service PM	2025 Background Traffic Level of Service AM	2025 Background Traffic Level of Service PM	2025 Total Traffic Level of Service AM	2025 Total Traffic Level of Service PM
1) E. 38th Avenue/Site Access	TWSC										
SB Approach		--	--	--	--	A	A	--	--	A	A
WB Approach		--	--	--	--	A	A	--	--	A	A
Critical Movement Delay (sec/veh)		--	--	--	--	9.1	9.1	--	--	9.2	9.2
2) Monaghan Road/E. 38th Avenue	TWSC										
NB Approach		A	A	A	A	A	A	A	A	A	A
EB Approach		A	A	A	A	A	B	A	A	A	B
Critical Movement Delay (sec/veh)		9.3	9.4	9.3	9.6	9.3	10.1	9.4	9.7	9.4	10.2
3) Monaghan Road/E. 26th Avenue	TWSC										
NB Approach		B	A	B	A	B	A	B	A	B	A
EB Approach		A	A	A	A	A	A	A	A	A	A
WB Approach		A	A	A	A	A	A	A	A	A	A
SB Approach		B	A	B	B	B	B	B	B	B	B
Critical Movement Delay (sec/veh)		11.1	9.9	10.2	10.0	11.4	11.0	10.2	10.1	11.0	10.7
4) Hudson Road/E. 26th Avenue	TWSC										
NB Approach		A	A	A	A	A	A	A	A	A	A
EB Approach		A	A	A	A	A	A	A	A	A	A
WB Approach		B	A	B	A	B	B	B	A	B	B
SB Approach		A	A	A	A	A	A	A	A	A	A
Critical Movement Delay (sec/veh)		10.6	9.8	10.3	9.8	11.1	10.6	10.4	9.8	10.8	10.3
5) E. Colfax Avenue (CO 36)/Hudson Road	TWSC										
NB Approach		B	A	B	A	B	A	B	A	B	A
EB Left/Through		A	A	A	A	A	A	A	A	A	A
WB Approach		A	A	A	A	A	A	A	A	A	A
SB Approach		B	B	B	B	B	B	B	B	B	B
Critical Movement Delay (sec/veh)		11.3	10.2	10.9	10.3	11.8	11.1	11.0	10.4	11.5	11.9

Table 3
Cumulative Impact of Bijou 3-65 19-24 North Pad & King South Sites [1]
[2] [3] Aurora, CO
LSC #230032; August, 2023

PAD LOCATION	WELL #	
KING SOUTH PHASE 2	^1-12	
BIJOU NORTH	^1-12	

PHASE KING SOUTH PHASE 2	DURATION (days)	TRIPS/ DAY
Construction #1 Setup	2	50
Construction #1 Construction	78	20
Construction #1 Breakdown	2	50
Construction #2	10	260
Drilling (Setup)	2	124
Drilling (Operations)	72	112
Drilling (Breakdown)	2	124
Completion (Setup)	31	280
Completion (Frac Ops)	56	422
Completion (Flowback)	21	178
Completion (Breakdown))	3	280
Production / Operations		10

PHASE BIJOU NORTH	DURATION (days)	TRIPS/DAY
Construction #1	2	50
Construction #1 Construction	78	20
Construction #1 Breakdown	2	50
Construction #2	10	260
Drilling (Setup)	2	124
Drilling (Operations)	96	112
Drilling (Breakdown)	2	124
Completion (Setup)	15	280
Completion (Frac Ops)	70	422
Completion (Flowback)	27	178
Completion (Breakdown))	3	280
Production / Operations		10

		Mar-24																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KING SOUTH PHASE 2	^1-12	50	50	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
BIJOU NORTH	^1-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		50	50	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20

		Apr-24																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
KING SOUTH PHASE 2	^1-12	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	
BIJOU NORTH	^1-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	

		May-24																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KING SOUTH PHASE 2	^1-12	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	50	50	260	260	260	260	260	260	260	260	260	260
BIJOU NORTH	^1-12	50	50	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
		70	70	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	70	70	280	280	280	280	280	280	280	280	280	280

		Jun-24																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
KING SOUTH PHASE 2	^1-12	124	124	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	
BIJOU NORTH	^1-12	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	
		144	144	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	

		Jul-24																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KING SOUTH PHASE 2	^1-12	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112
BIJOU NORTH	^1-12	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	50	50	260	260	260	260	260	260	260	260	260	260
		132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	162	162	372	372	372	372	372	372	372	372	372	372

		Aug-24																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KING SOUTH PHASE 2	^1-12	112	112	112	112	112	112	112	112	112	112	112	112	112	124	124	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280
BIJOU NORTH	^1-12	124	124	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112
		236	236	224	224	224	224	224	224	224	224	224	224	224	236	236	392	392	392	392	392	392	392	392	392	392	392	392	392	392	392	392

		Sep-24																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
KING SOUTH PHASE 2	^1-12	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	
BIJOU NORTH	^1-12	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	
		392	392	392	392	392	392	392	392	392	392	392	392	392	392	392	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	

		Oct-24																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KING SOUTH PHASE 2	^1-12	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422
BIJOU NORTH	^1-12	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112
		534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534

		Nov-24																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
KING SOUTH PHASE 2	^1-12	422	422	422	422	422	422	422	422	422	422	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	
BIJOU NORTH	^1-12	112	112	112	112	112	112	124	124	280	280	280	280	280	280	280	280	280	280	280	280	280	280	422	422	422	422	422	422	422	422	
		534	534	534	534	534	534	546	546	**702**	**702**	458	458	458	458	458	458	458	458	458	458	458	458	600	600	600	600	600	600	600	600	

		Dec-24																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KING SOUTH PHASE 2	^1-12	178	280	280	280	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
BIJOU NORTH	^1-12	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422
		600	702	702	702	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432

		Jan-25																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KING SOUTH PHASE 2	^1-12	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
BIJOU NORTH	^1-12	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422	422
		432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432

		Feb-25																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KING SOUTH PHASE 2	^1-12	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
BIJOU NORTH	^1-12	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	280	280	280	10
		188	188	188	188	188	188	188	188	188	188	188	188	188	188	188	188	188	188	188	188	188	188	188	188	188	188	188	290	290	290	20

		Mar-25																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KING SOUTH PHASE 2	^1-12	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
BIJOU NORTH	^1-12	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
		20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20

		Apr-25																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KING SOUTH PHASE 2	^1-12	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
BIJOU NORTH	^1-12	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
		20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20

		May-25																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KING SOUTH PHASE 2	^1-12	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
BIJOU NORTH	^1-12	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
		20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20

		Jun-25																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KING SOUTH PHASE 2	^1-12	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
BIJOU NORTH	^1-12	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
		20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20

Notes:
(1) Volumes indicate the number of passenger car equivalent trips per day from Table 1.
(2) CDOT *State Highway Access Code* (SHAC) assumes: passenger vehicle < 20', single unit truck from 20' to 40', multiple unit truck > 40'
(3) CDOT SHAC assumes single unit trucks = 2 passenger car equivalents and multiple unit trucks = 3 passenger car equivalents

Table 4
ESTIMATED TRAFFIC GENERATION [1]
CPR Bijou 3-65 19-24 North Pad
Aurora, CO
LSC #230032; August, 2023

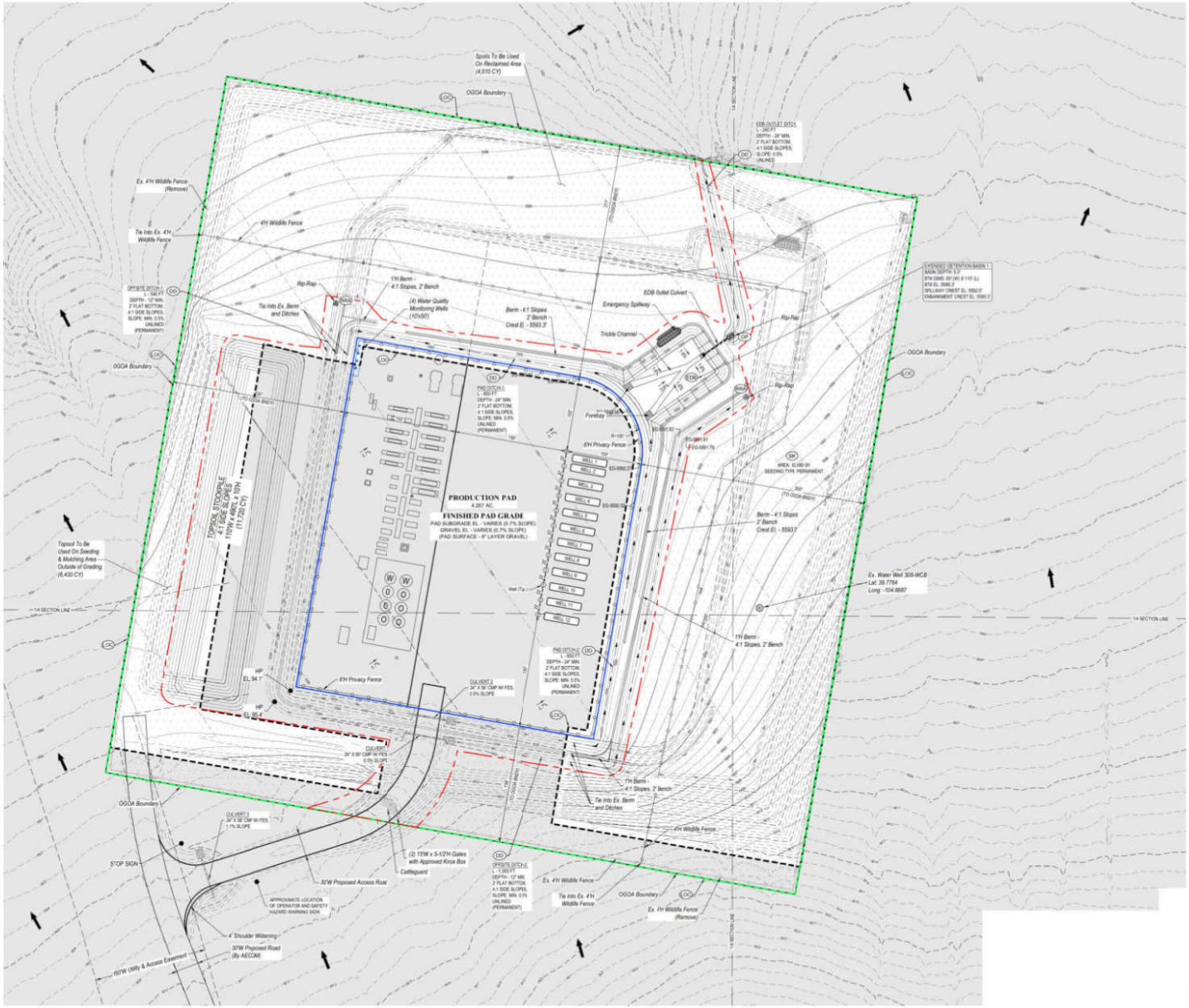
Month/Year	Average Daily PCE [1] [2] [3]	Vehicle-Trips Generated AM Peak-Hour [4] In	AM Peak-Hour [4] Out	PM Peak-Hour [4] In	PM Peak-Hour [4] Out
Highest Combined Impact for the two sites in 2024					
November, 2024 (2 Days)					
Bijou 3-65 19-24 North Pad	280	14	14	14	14
King South	422	21	21	21	21
	702	**35**	**35**	**35**	**35**
December, 2024 (3 Days)					
Bijou 3-65 19-24 North Pad	422	21	21	21	21
King South	280	14	14	14	14
	702	**35**	**35**	**35**	**35**
Highest Combined Impact for the two sites in 2025					
January, 2025 (31 Days)					
Bijou 3-65 19-24 North Pad	422	21	21	21	21
King South	6	0	0	0	0
	428	**21**	**21**	**21**	**21**

Notes:
(1) Based on data in Tables 1 - 3 - all volumes are in passenger car equivalents.
(2) CDOT *State Highway Access Code* (SHAC) assumes: passenger vehicle < 20', single unit truck from 20' to 40', multiple unit truck > 40'
(3) CDOT SHAC assumes single unit trucks = 2 passenger car equivalents and multiple unit trucks = 3 passenger car equivalents
(4) Assumes peak-hour trips are 10% of daily trips

Figure 1

Vicinity Map

Bijou 3-65 19-24 North Pad(LSC #230032)



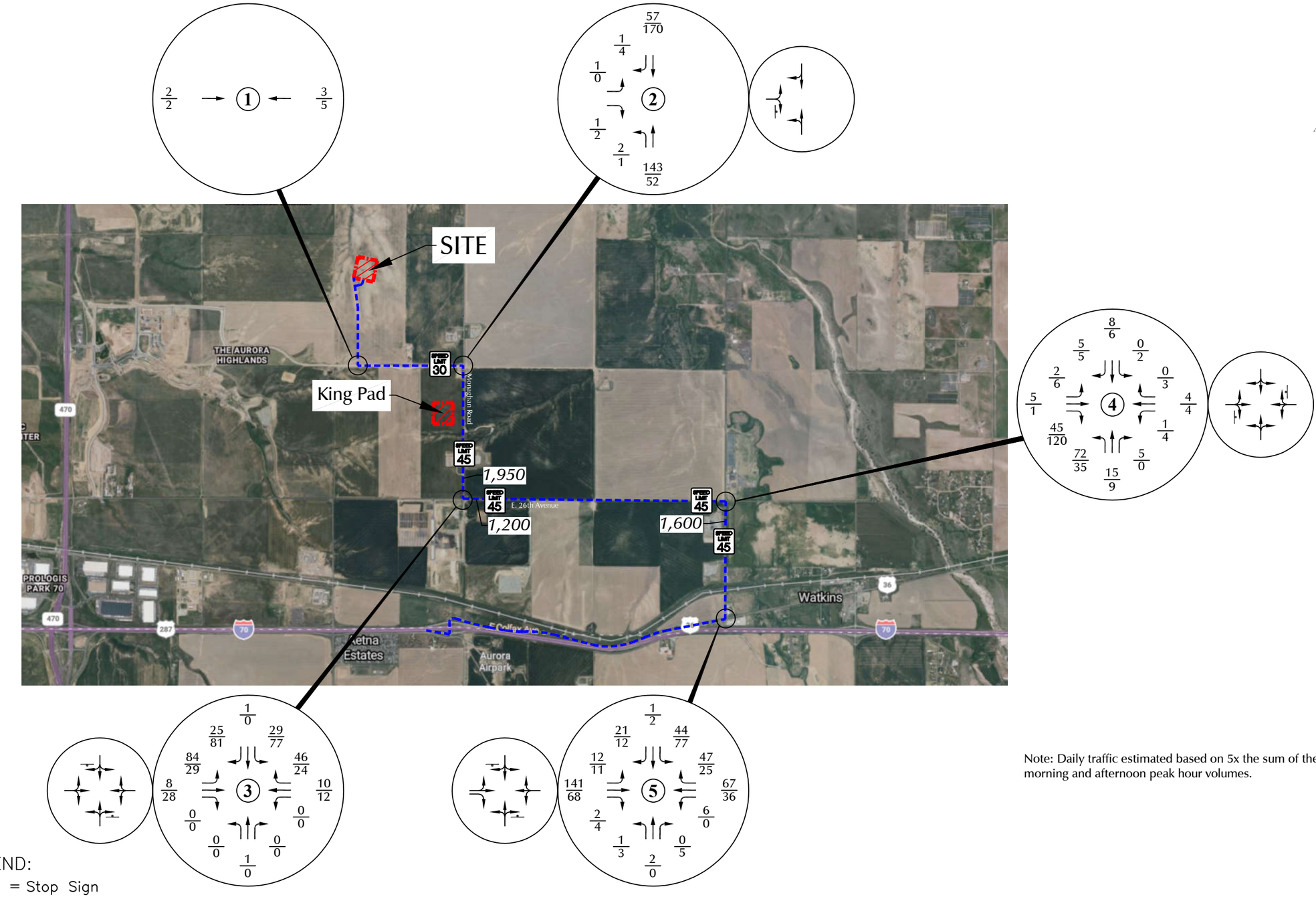
N

Approximate Scale
Scale: NTS

Figure 2

Site Plan

Bijou 3-65 19-24 North(LSC #230032)



Approximate Scale
Scale: 1"=4,000'

Note: Daily traffic estimated based on 5x the sum of the morning and afternoon peak hour volumes.

LEGEND:

= Stop Sign

= Speed Limit

$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

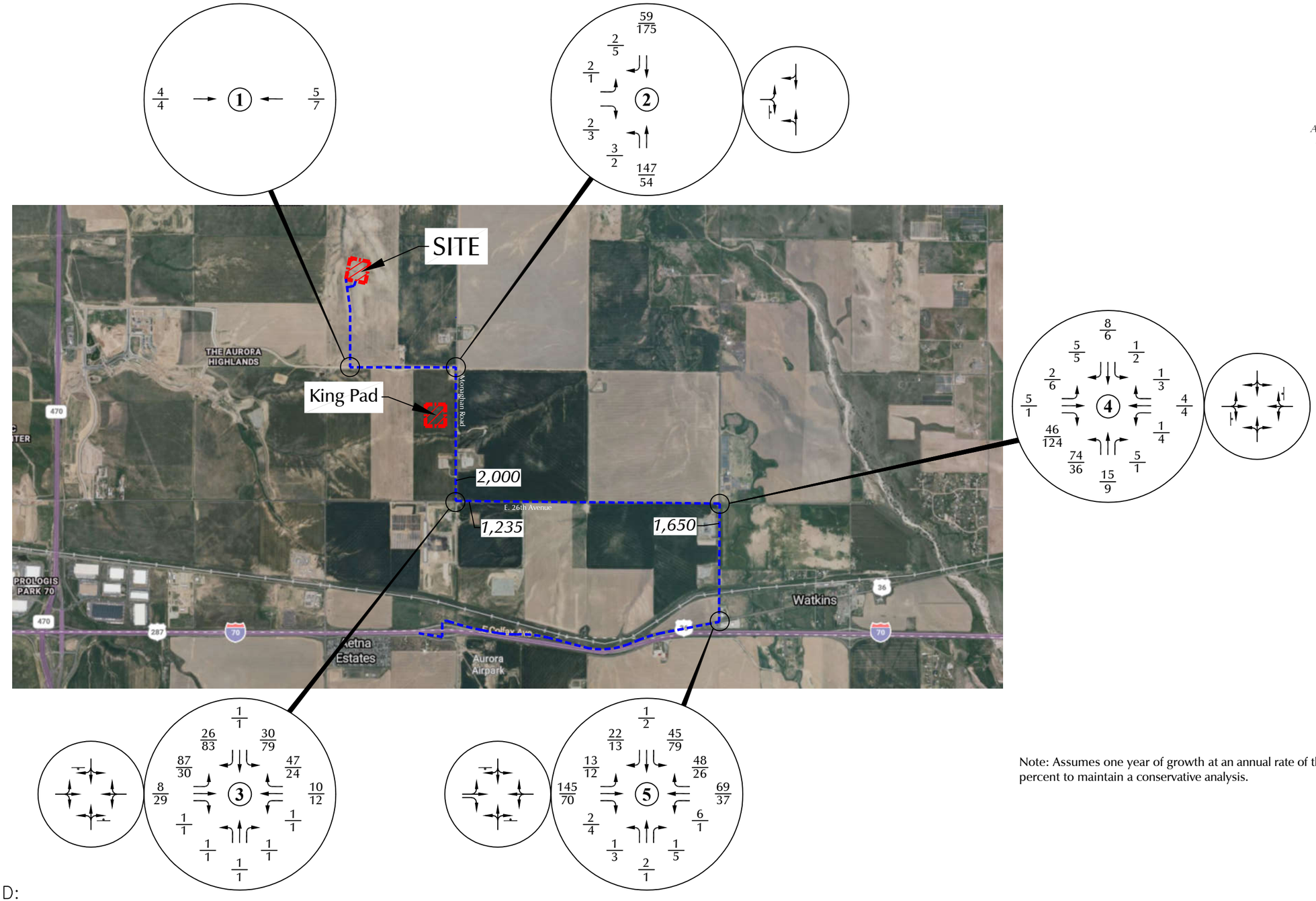
1,000 = Average Daily Traffic

TRANSPORTATION CONSULTANTS, INC.

Figure 3

Existing Traffic, Lane Geometry and Traffic Control

Bijou 3-65 19-24 North Pad(LSC #230032)



Approximate Scale
Scale: 1"=4,000'

Note: Assumes one year of growth at an annual rate of three percent to maintain a conservative analysis.

LEGEND:

⊦ = Stop Sign

26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic

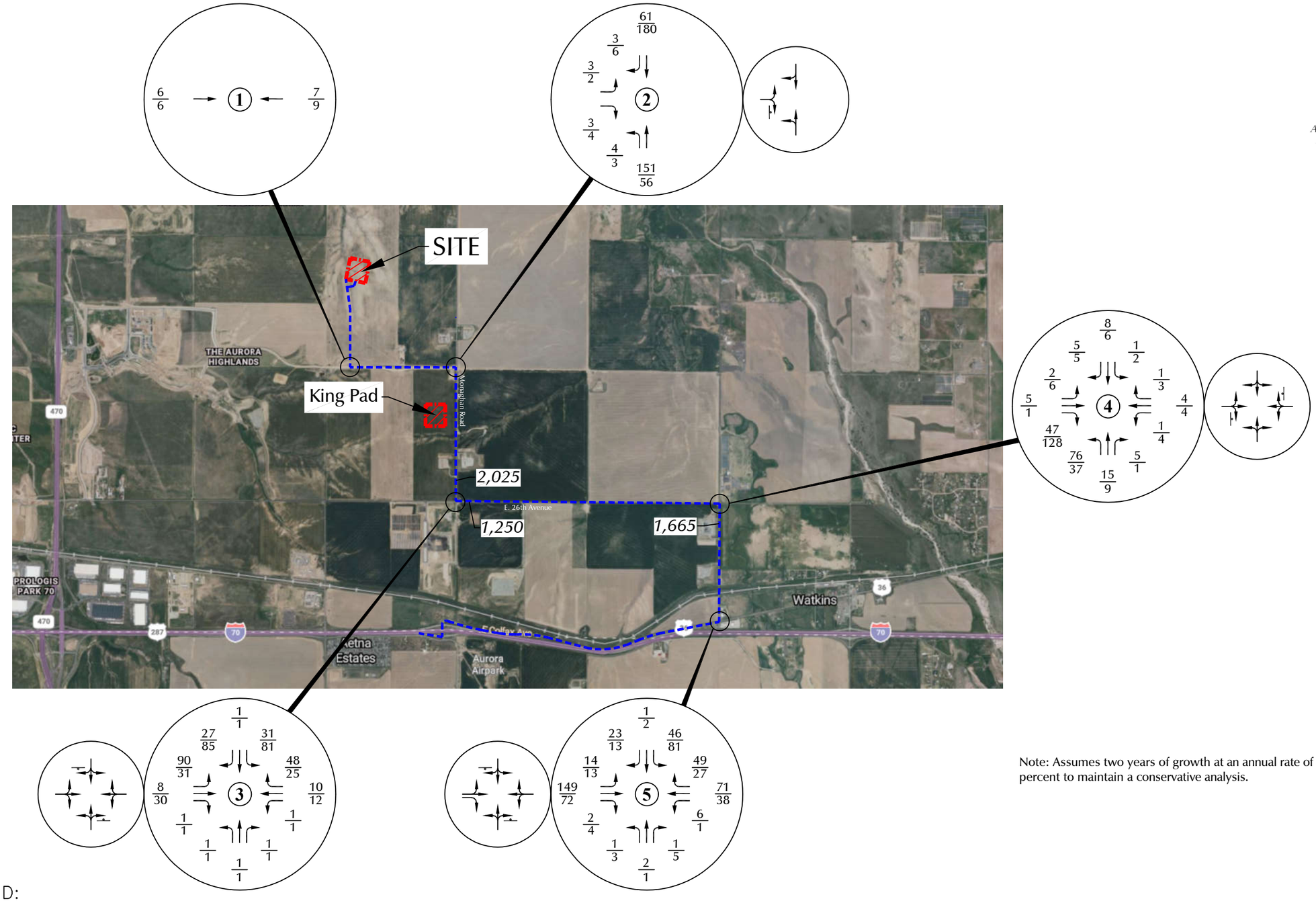
1,000 = Average Daily Traffic

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 4

Year 2024 Background Traffic, Lane Geometry and Traffic Control

Bijou 3-65 19-24 North Pad(LSC #230032)



Approximate Scale
Scale: 1"=4,000'

Note: Assumes two years of growth at an annual rate of three percent to maintain a conservative analysis.

LEGEND:

⊦ = Stop Sign

26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic

1,000 = Average Daily Traffic

TRANSPORTATION CONSULTANTS, INC.

Figure 5

Year 2025 Background Traffic, Lane Geometry and Traffic Control

Bijou 3-65 19-24 North Pad(LSC #230032)

Approximate Scale
Scale: 1"= 1 Mile

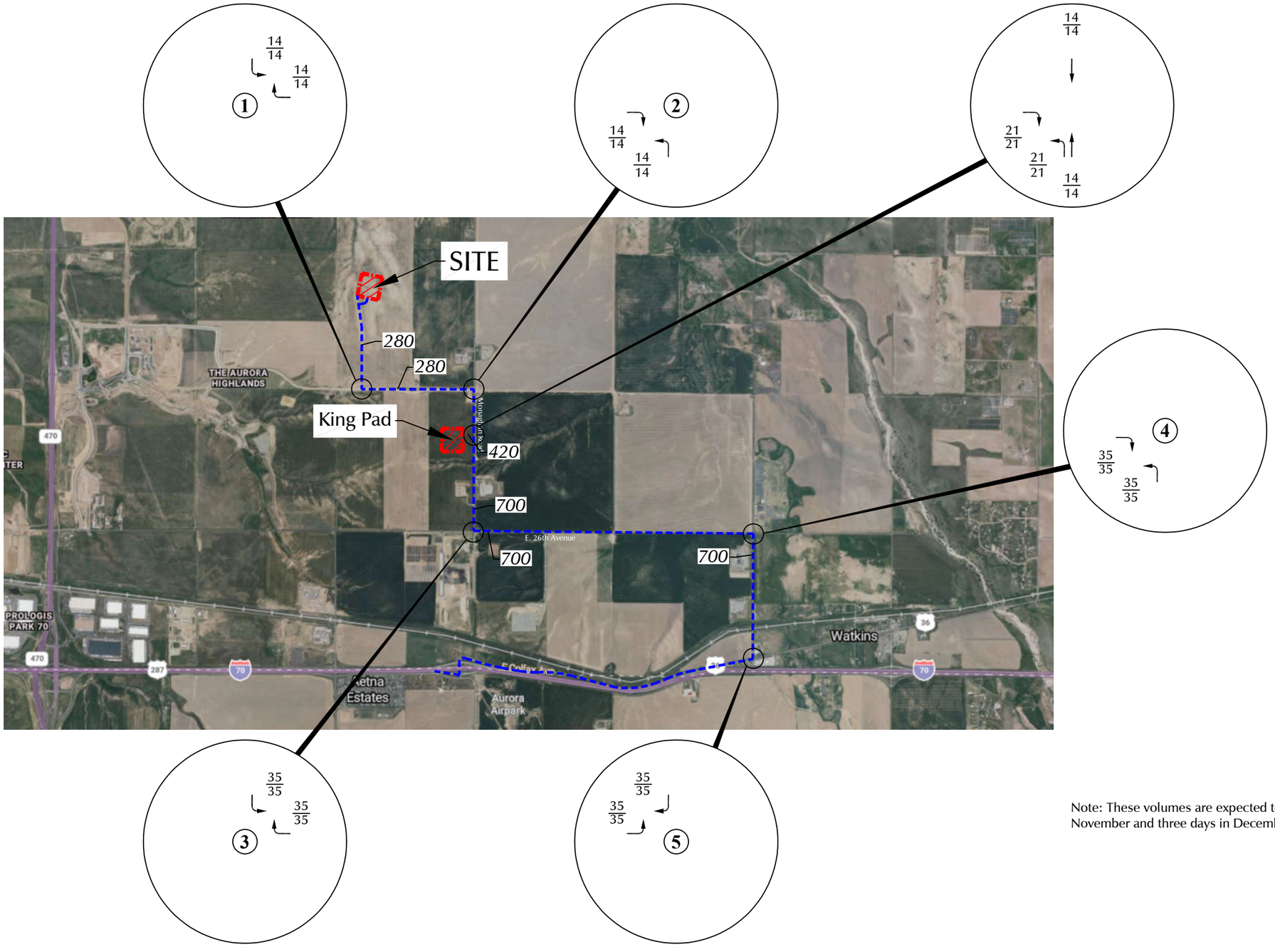
LEGEND:

65% = Percent Directional Distribution

Figure 6

Directional Distribution of Site-Generated Traffic

Bijou 3-65 19-24 North Pad(LSC #230032)



Approximate Scale
Scale: 1"=4,000'

Note: These volumes are expected to occur for two days in November and three days in December.

LEGEND:

$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

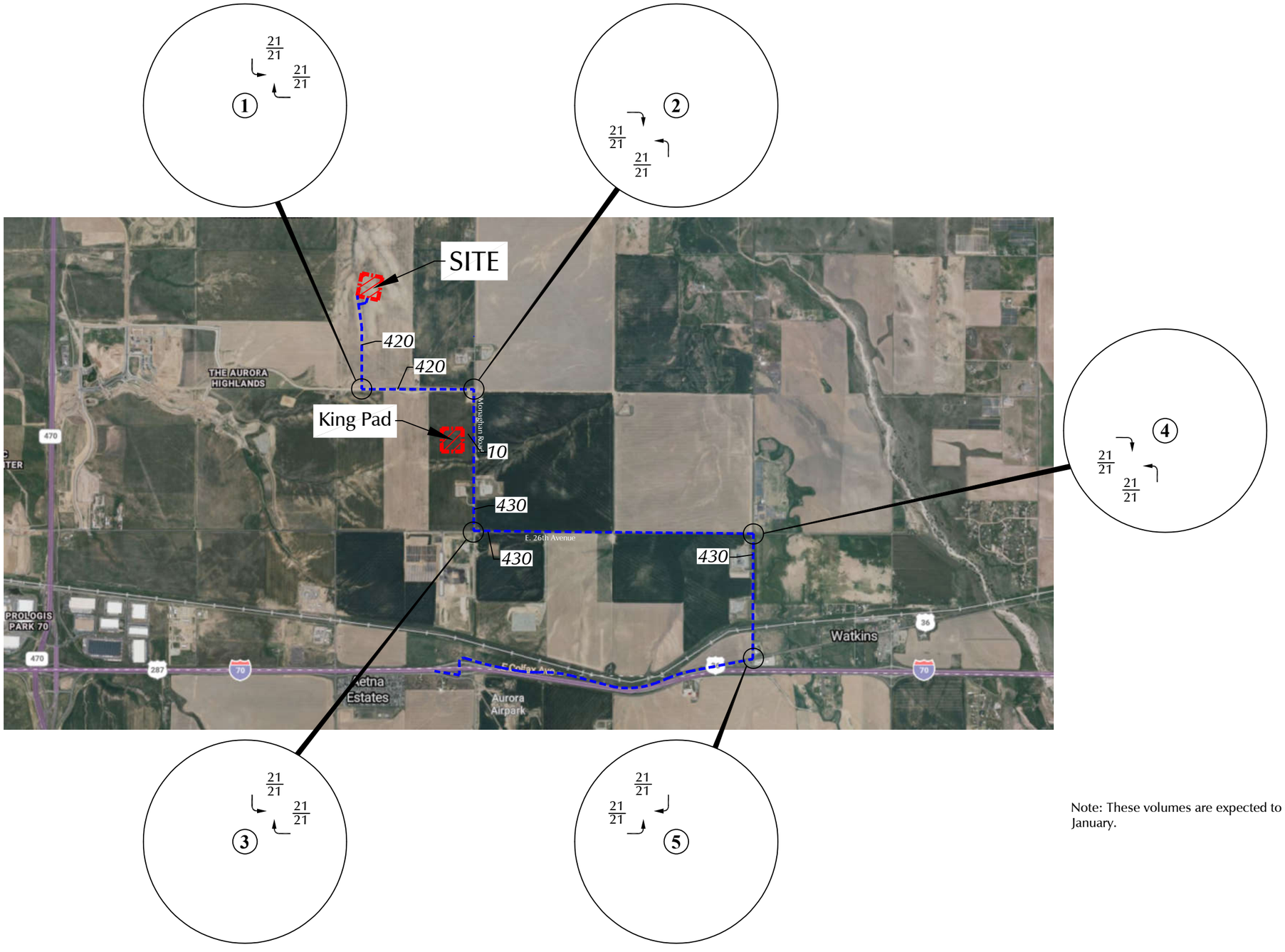
1,000 = Average Daily Traffic

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 7a

2024 Assignment of Site-Generated Traffic

Bijou 3-65 19-24 North Pad(LSC #230032)



Approximate Scale
Scale: 1"=4,000'

Note: These volumes are expected to occur for 31 days in January.

LEGEND:

$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

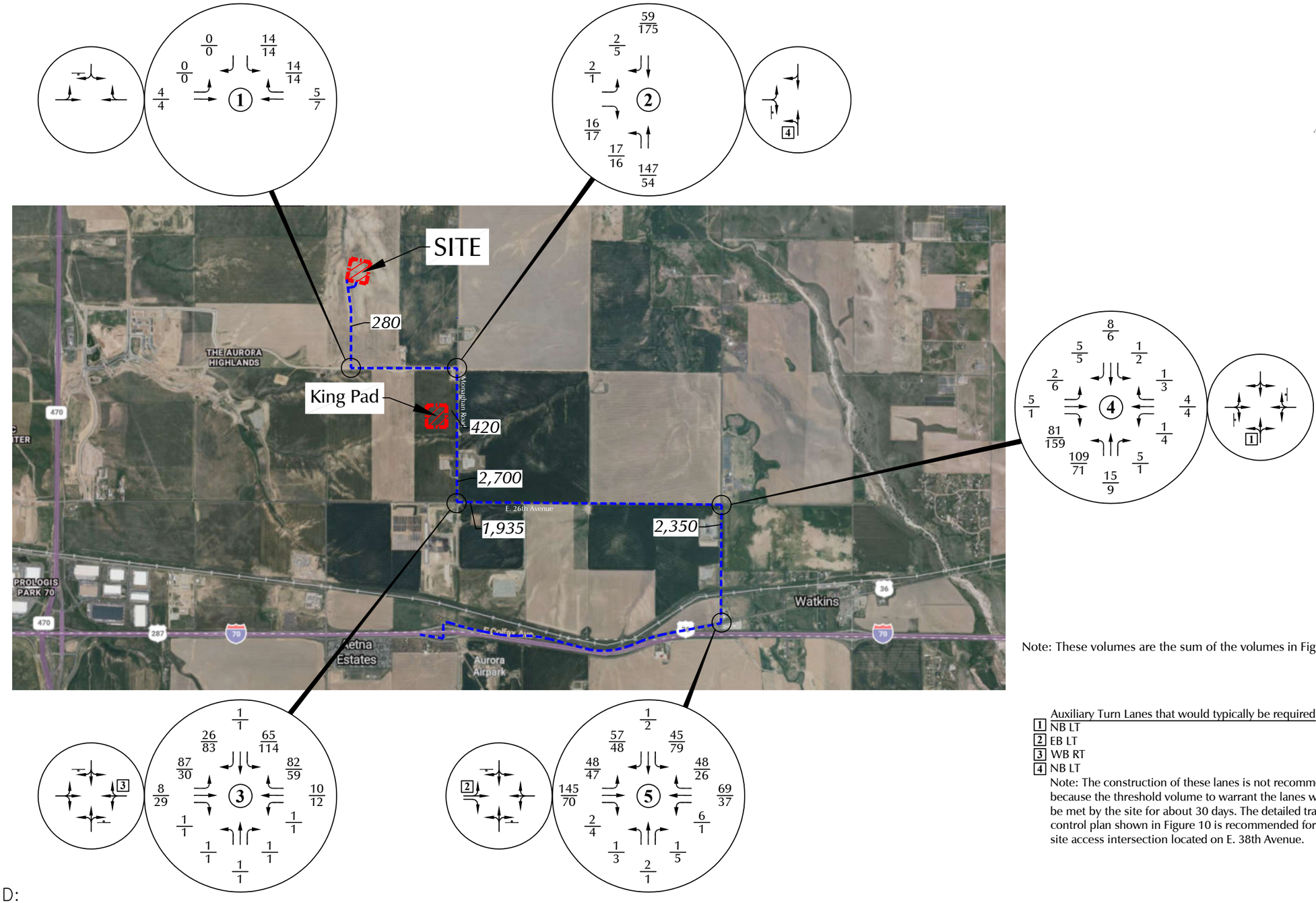
1,000 = Average Daily Traffic

TRANSPORTATION CONSULTANTS, INC.

Figure 7b

2025 Assignment of Site-Generated Traffic

Bijou 3-65 19-24 North Pad(LSC #230032)



Approximate Scale
Scale: 1"=4,000'

Note: These volumes are the sum of the volumes in Figures 4 and 7a.

Auxiliary Turn Lanes that would typically be required
[1] NB LT
[2] EB LT
[3] WB RT
[4] NB LT
Note: The construction of these lanes is not recommended because the threshold volume to warrant the lanes will only be met by the site for about 30 days. The detailed traffic control plan shown in Figure 10 is recommended for the site access intersection located on E. 38th Avenue.

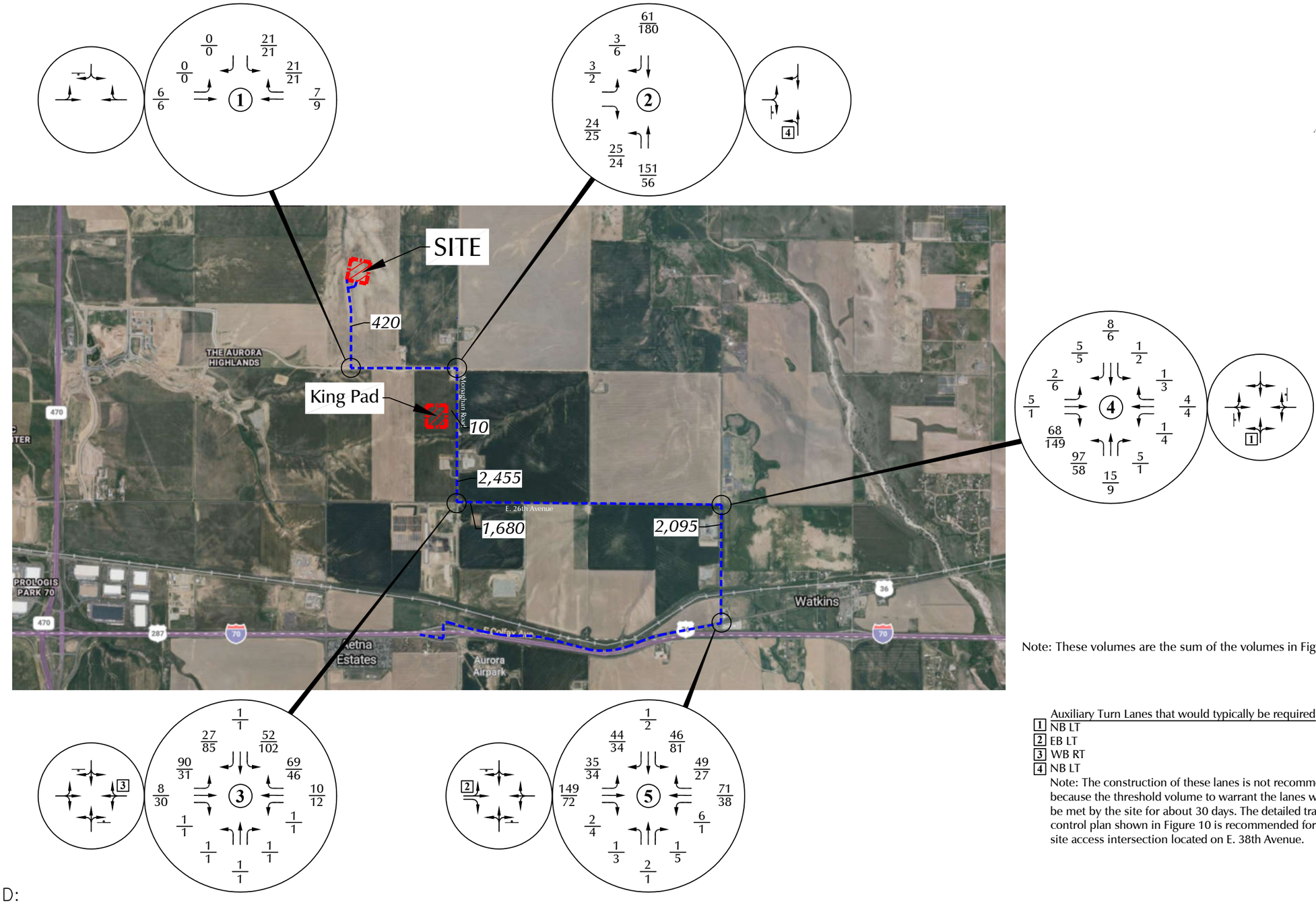
LEGEND:
⊦ = Stop Sign
26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic
1,000 = Average Daily Traffic

TRANSPORTATION CONSULTANTS, INC.

Figure 8

Year 2024 Total Traffic, Lane Geometry and Traffic Control

Bijou 3-65 19-24 North Pad(LSC #230032)



Approximate Scale
Scale: 1"=4,000'

Note: These volumes are the sum of the volumes in Figures 5 and 7b.

Auxiliary Turn Lanes that would typically be required
[1] NB LT
[2] EB LT
[3] WB RT
[4] NB LT
Note: The construction of these lanes is not recommended because the threshold volume to warrant the lanes will only be met by the site for about 30 days. The detailed traffic control plan shown in Figure 10 is recommended for the site access intersection located on E. 38th Avenue.

LEGEND:
⊦ = Stop Sign
26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic
1,000 = Average Daily Traffic

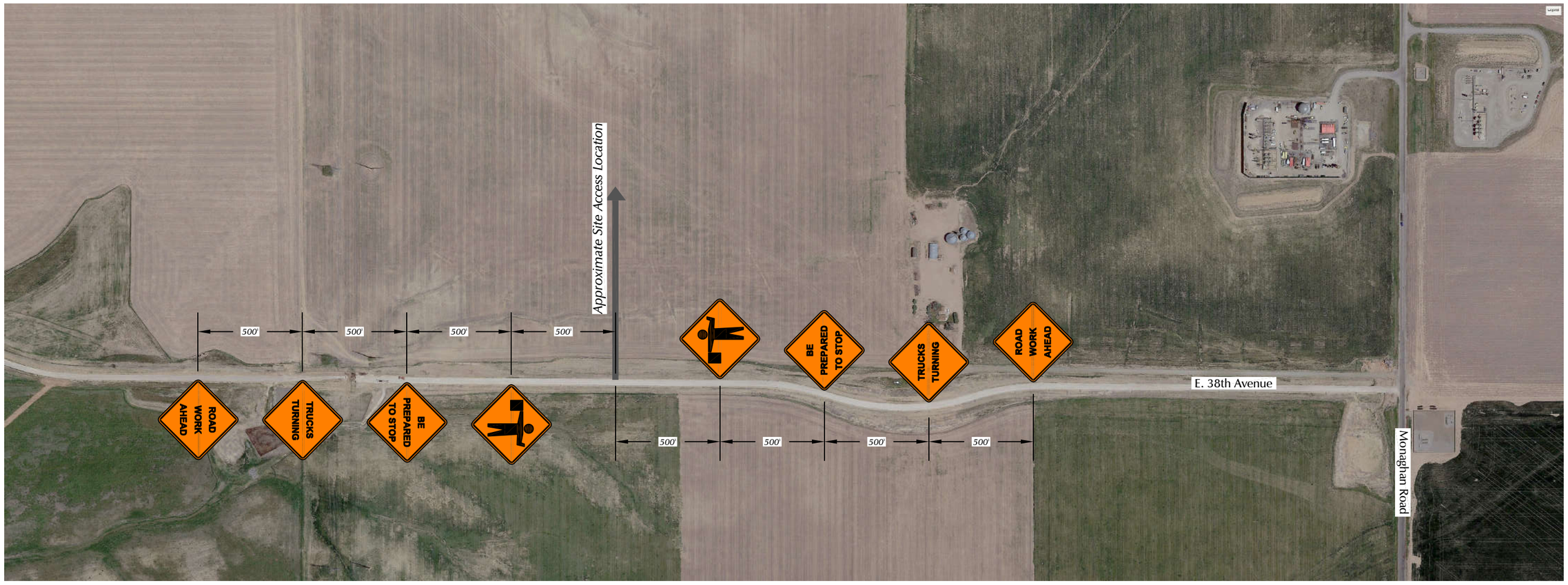
LSC TRANSPORTATION CONSULTANTS, INC.

Figure 9

Year 2025 Total Traffic, Lane Geometry and Traffic Control

Bijou 3-65 19-24 North Pad(LSC #230032)

Approximate Scale
Scale: 1"=500'



Existing posted speed limit = 30mph

All signs shall be accordance with the current version of the M.U.T.C.D.

Figure 10

Traffic Control Plan

Bijou 3-65 19-24 North Pad(LSC #230032)

COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: HUDSON RD
E/W STREET: E. COLFAX AVE
CITY: WATKINS
COUNTY: ADAMS

File Name : HUDSCOLFAX23
Site Code : 00000011
Start Date : 6/22/2023
Page No : 1

Groups Printed- VEHICLES

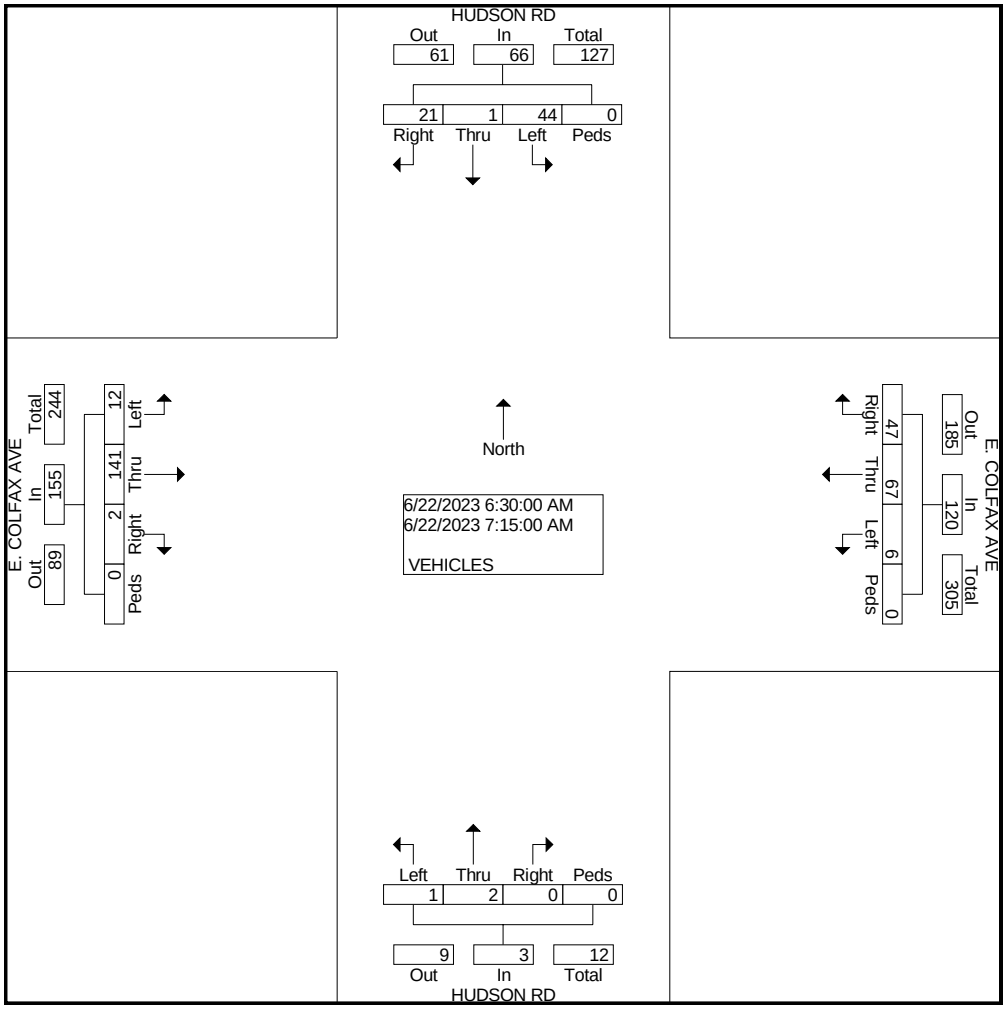
	HUDSON RD Southbound				E. COLFAX AVE Westbound				HUDSON RD Northbound				E. COLFAX AVE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	19	1	10	0	3	12	8	0	1	0	0	0	3	31	1	0	89
06:45 AM	6	0	4	0	2	15	12	0	0	0	0	0	4	36	1	0	80
Total	25	1	14	0	5	27	20	0	1	0	0	0	7	67	2	0	169
07:00 AM	8	0	1	0	1	21	15	0	0	0	0	0	5	34	0	0	85
07:15 AM	11	0	6	0	0	19	12	0	0	2	0	0	0	40	0	0	90
07:30 AM	4	0	2	0	2	18	9	0	0	0	0	0	3	21	0	0	59
07:45 AM	11	0	3	0	0	11	11	0	0	0	0	0	3	21	0	0	60
Total	34	0	12	0	3	69	47	0	0	2	0	0	11	116	0	0	294
08:00 AM	7	0	0	0	0	12	8	0	1	0	0	0	3	18	1	0	50
08:15 AM	17	0	4	0	0	10	6	0	0	0	0	0	3	13	0	0	53
Total	24	0	4	0	0	22	14	0	1	0	0	0	6	31	1	0	103
04:00 PM	27	0	4	0	0	4	4	0	0	0	0	0	5	13	0	0	57
04:15 PM	17	1	6	0	0	16	5	0	0	0	0	0	3	14	3	0	65
04:30 PM	13	1	0	0	0	6	6	0	0	0	3	0	1	20	0	0	50
04:45 PM	20	0	2	0	0	10	10	0	3	0	2	0	2	21	1	0	71
Total	77	2	12	0	0	36	25	0	3	0	5	0	11	68	4	0	243
05:00 PM	11	0	2	0	0	10	9	0	2	0	1	0	4	16	0	0	55
05:15 PM	11	1	0	0	0	10	5	0	0	1	0	0	0	14	1	0	43
05:30 PM	6	0	1	0	0	0	5	0	0	0	1	0	3	14	0	0	30
05:45 PM	4	0	3	0	1	4	4	0	0	0	4	0	1	6	0	0	27
Total	32	1	6	0	1	24	23	0	2	1	6	0	8	50	1	0	155
Grand Total	192	4	48	0	9	178	129	0	7	3	11	0	43	332	8	0	964
Apprch %	78.7	1.6	19.7	0.0	2.8	56.3	40.8	0.0	33.3	14.3	52.4	0.0	11.2	86.7	2.1	0.0	
Total %	19.9	0.4	5.0	0.0	0.9	18.5	13.4	0.0	0.7	0.3	1.1	0.0	4.5	34.4	0.8	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: HUDSON RD
E/W STREET: E. COLFAX AVE
CITY: WATKINS
COUNTY: ADAMS

File Name : HUDSCOLFAX23
Site Code : 00000011
Start Date : 6/22/2023
Page No : 2

	HUDSON RD Southbound					E. COLFAX AVE Westbound					HUDSON RD Northbound					E. COLFAX AVE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	06:30 AM																				
Volume	44	1	21	0	66	6	67	47	0	120	1	2	0	0	3	12	141	2	0	155	344
Percent	66.7	1.5	31.8	0.0		5.0	55.8	39.2	0.0		33.3	66.7	0.0	0.0		7.7	91.0	1.3	0.0		
07:15 Volume	11	0	6	0	17	0	19	12	0	31	0	2	0	0	2	0	40	0	0	40	90
Peak Factor																					0.956
High Int.	06:30 AM					07:00 AM					07:15 AM					06:45 AM					
Volume	19	1	10	0	30	1	21	15	0	37	0	2	0	0	2	4	36	1	0	41	
Peak Factor					0.550					0.811					0.375					0.945	

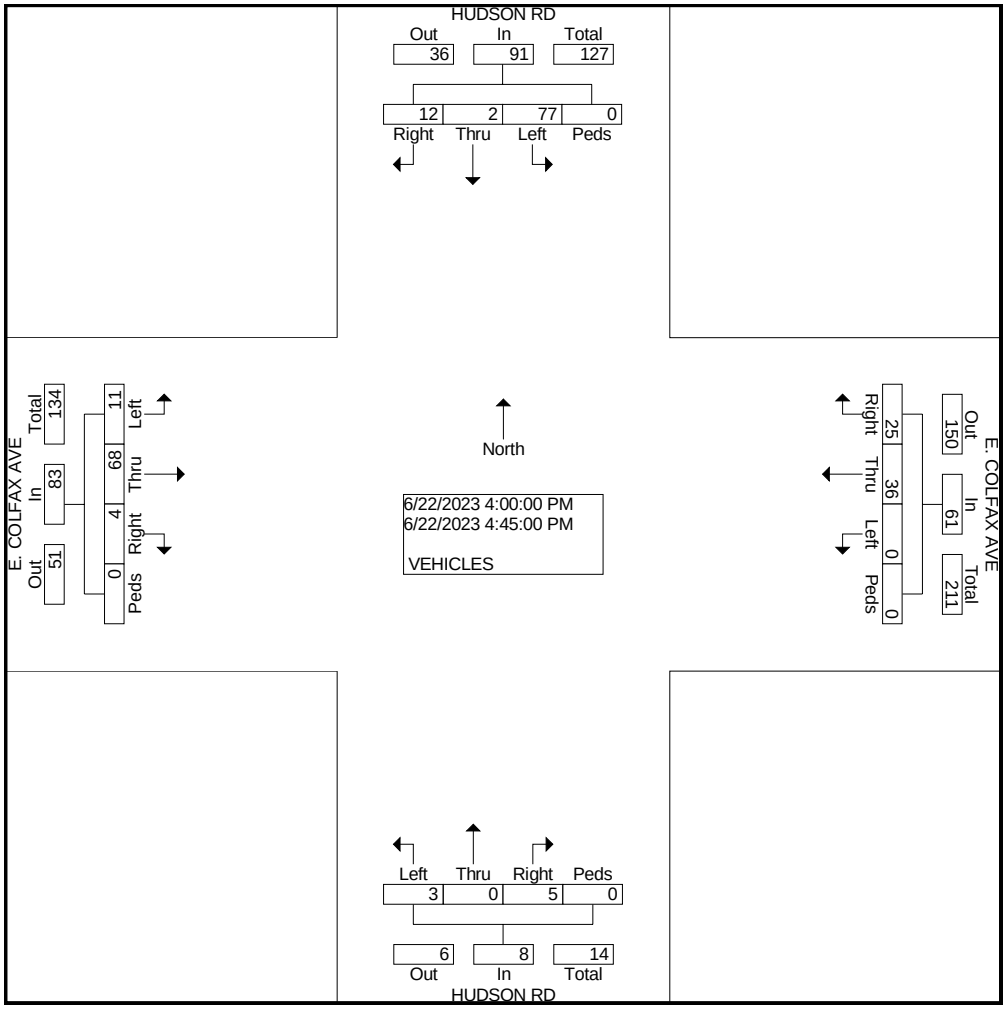


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: HUDSON RD
E/W STREET: E. COLFAX AVE
CITY: WATKINS
COUNTY: ADAMS

File Name : HUDSCOLFAX23
Site Code : 00000011
Start Date : 6/22/2023
Page No : 3

	HUDSON RD Southbound					E. COLFAX AVE Westbound					HUDSON RD Northbound					E. COLFAX AVE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	77	2	12	0	91	0	36	25	0	61	3	0	5	0	8	11	68	4	0	83	243
Percent	84.6	2.2	13.2	0.0		0.0	59.0	41.0	0.0		37.5	0.0	62.5	0.0		13.3	81.9	4.8	0.0		
04:45 Volume	20	0	2	0	22	0	10	10	0	20	3	0	2	0	5	2	21	1	0	24	71
Peak Factor																					0.856
High Int.	04:00 PM					04:15 PM					04:45 PM					04:45 PM					
Volume	27	0	4	0	31	0	16	5	0	21	3	0	2	0	5	2	21	1	0	24	
Peak Factor					0.734					0.726					0.400					0.865	



COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: MONAGHAN RD
E/W STREET: E. 26TH AVE
CITY: WATKINS
COUNTY: ADAMS

File Name : MONA26THAVE
Site Code : 00000013
Start Date : 6/27/2023
Page No : 1

Groups Printed- VEHICLES

	MONAGHAN RD Southbound				E. 26TH AVE Westbound				MONAGHAN RD Northbound				E. 26TH AVE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	7	0	9	0	0	4	17	0	0	0	0	0	36	1	0	0	74
06:45 AM	8	0	8	0	0	3	11	0	0	0	0	0	16	2	0	0	48
Total	15	0	17	0	0	7	28	0	0	0	0	0	52	3	0	0	122
07:00 AM	4	1	6	0	0	2	5	1	0	1	0	0	16	2	0	0	38
07:15 AM	10	0	2	0	0	1	13	0	0	0	0	0	16	3	0	0	45
07:30 AM	7	1	3	0	0	1	6	0	0	0	0	0	8	2	0	0	28
07:45 AM	3	0	4	0	0	4	15	0	0	0	0	0	15	2	0	0	43
Total	24	2	15	0	0	8	39	1	0	1	0	0	55	9	0	0	154
08:00 AM	7	0	11	0	1	1	15	0	0	0	0	0	12	6	0	0	53
08:15 AM	5	0	7	0	0	7	17	0	0	0	0	0	10	0	0	0	46
Total	12	0	18	0	1	8	32	0	0	0	0	0	22	6	0	0	99
04:00 PM	15	0	24	0	0	3	12	0	0	0	0	0	3	6	0	0	63
04:15 PM	21	0	25	0	0	2	2	0	0	0	0	0	2	3	0	0	55
04:30 PM	20	0	20	0	0	0	4	0	0	0	0	0	13	8	0	0	65
04:45 PM	21	0	12	0	0	7	6	0	0	0	0	0	11	11	0	0	68
Total	77	0	81	0	0	12	24	0	0	0	0	0	29	28	0	0	251
05:00 PM	25	0	13	0	0	4	10	0	0	0	0	0	9	4	0	0	65
05:15 PM	20	0	20	0	0	6	7	0	0	0	0	0	11	7	1	0	72
05:30 PM	21	0	9	0	0	2	5	0	0	0	1	0	10	6	0	0	54
05:45 PM	9	0	14	0	0	2	9	0	0	0	0	0	2	4	0	0	40
Total	75	0	56	0	0	14	31	0	0	0	1	0	32	21	1	0	231
Grand Total	203	2	187	0	1	49	154	1	0	1	1	0	190	67	1	0	857
Apprch %	51.8	0.5	47.7	0.0	0.5	23.9	75.1	0.5	0.0	50.0	50.0	0.0	73.6	26.0	0.4	0.0	
Total %	23.7	0.2	21.8	0.0	0.1	5.7	18.0	0.1	0.0	0.1	0.1	0.0	22.2	7.8	0.1	0.0	

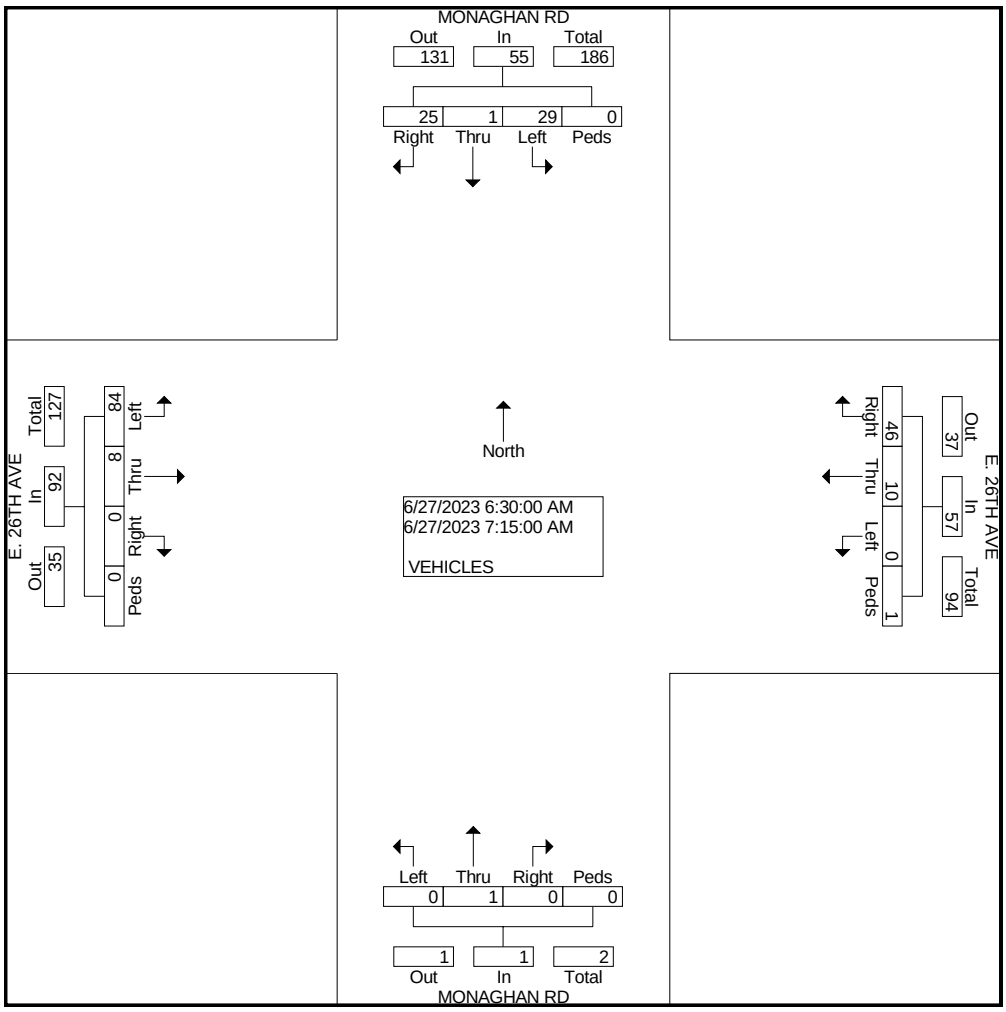
COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: MONAGHAN RD
E/W STREET: E. 26TH AVE
CITY: WATKINS
COUNTY: ADAMS

File Name : MONA26THAVE
Site Code : 00000013
Start Date : 6/27/2023
Page No : 2

	MONAGHAN RD Southbound					E. 26TH AVE Westbound					MONAGHAN RD Northbound					E. 26TH AVE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 07:15 AM - Peak 1 of 1																					
Intersection	06:30 AM																				
Volume	29	1	25	0	55	0	10	46	1	57	0	1	0	0	1	84	8	0	0	92	205
Percent	52.7	1.8	45.5	0.0		0.0	17.5	80.7	1.8		0.0	100.0	0.0	0.0		91.3	8.7	0.0	0.0		
06:30 Volume	7	0	9	0	16	0	4	17	0	21	0	0	0	0	0	36	1	0	0	37	74
Peak Factor																					0.693
High Int.	06:30 AM					06:30 AM					07:00 AM					06:30 AM					
Volume	7	0	9	0	16	0	4	17	0	21	0	1	0	0	1	36	1	0	0	37	
Peak Factor					0.859					0.679					0.250					0.622	

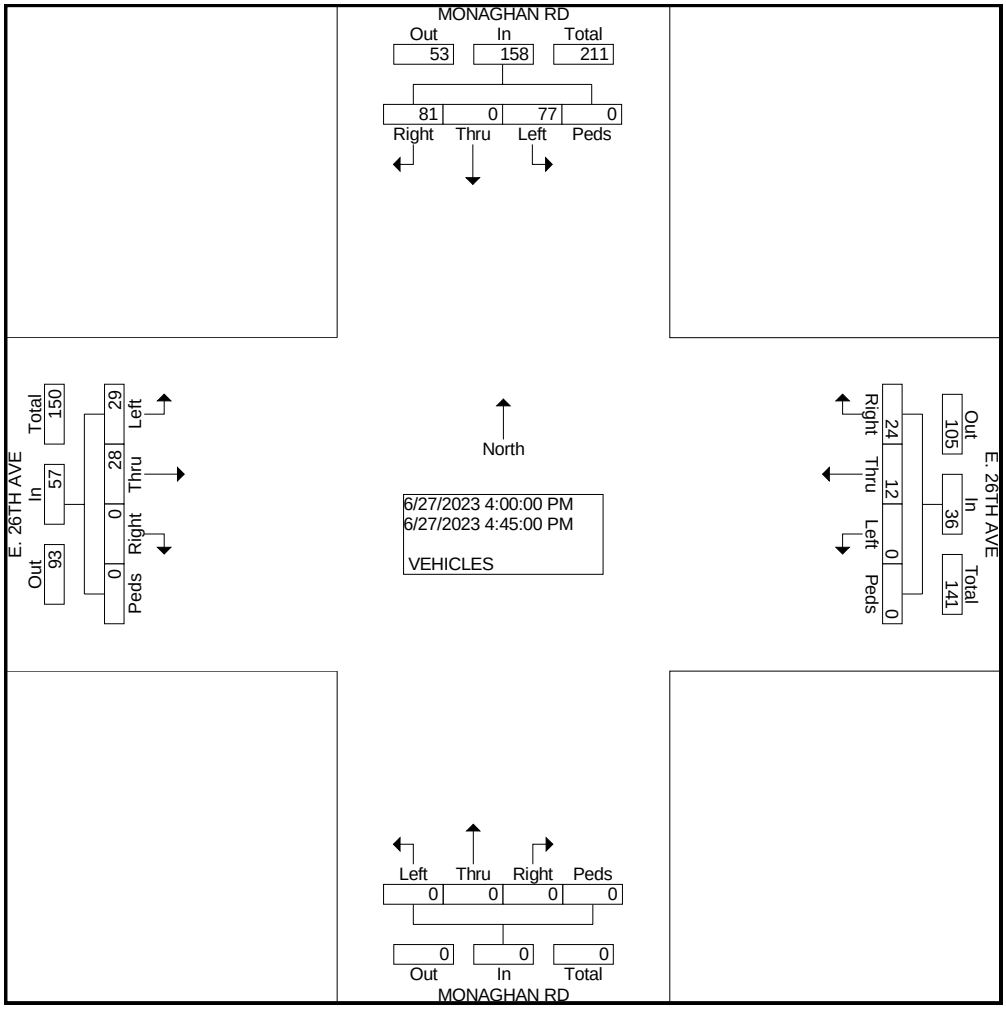


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: MONAGHAN RD
E/W STREET: E. 26TH AVE
CITY: WATKINS
COUNTY: ADAMS

File Name : MONA26THAVE
Site Code : 00000013
Start Date : 6/27/2023
Page No : 3

	MONAGHAN RD Southbound					E. 26TH AVE Westbound					MONAGHAN RD Northbound					E. 26TH AVE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	77	0	81	0	158	0	12	24	0	36	0	0	0	0	0	29	28	0	0	57	251
Percent	48.7	0.0	51.3	0.0		0.0	33.3	66.7	0.0		0.0	0.0	0.0	0.0		50.9	49.1	0.0	0.0		
04:45 Volume	21	0	12	0	33	0	7	6	0	13	0	0	0	0	0	11	11	0	0	22	68
Peak Factor																					0.923
High Int.	04:15 PM					04:00 PM										04:45 PM					
Volume	21	0	25	0	46	0	3	12	0	15	0	0	0	0	0	11	11	0	0	22	
Peak Factor					0.859					0.600										0.648	



COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: N. HUDSON RD
E/W STREET: E. 26TH AVE
CITY: WATKINS
COUNTY: ADAMS

File Name : HUDS26THAVE
Site Code : 00000011
Start Date : 6/28/2023
Page No : 1

Groups Printed- VEHICLES

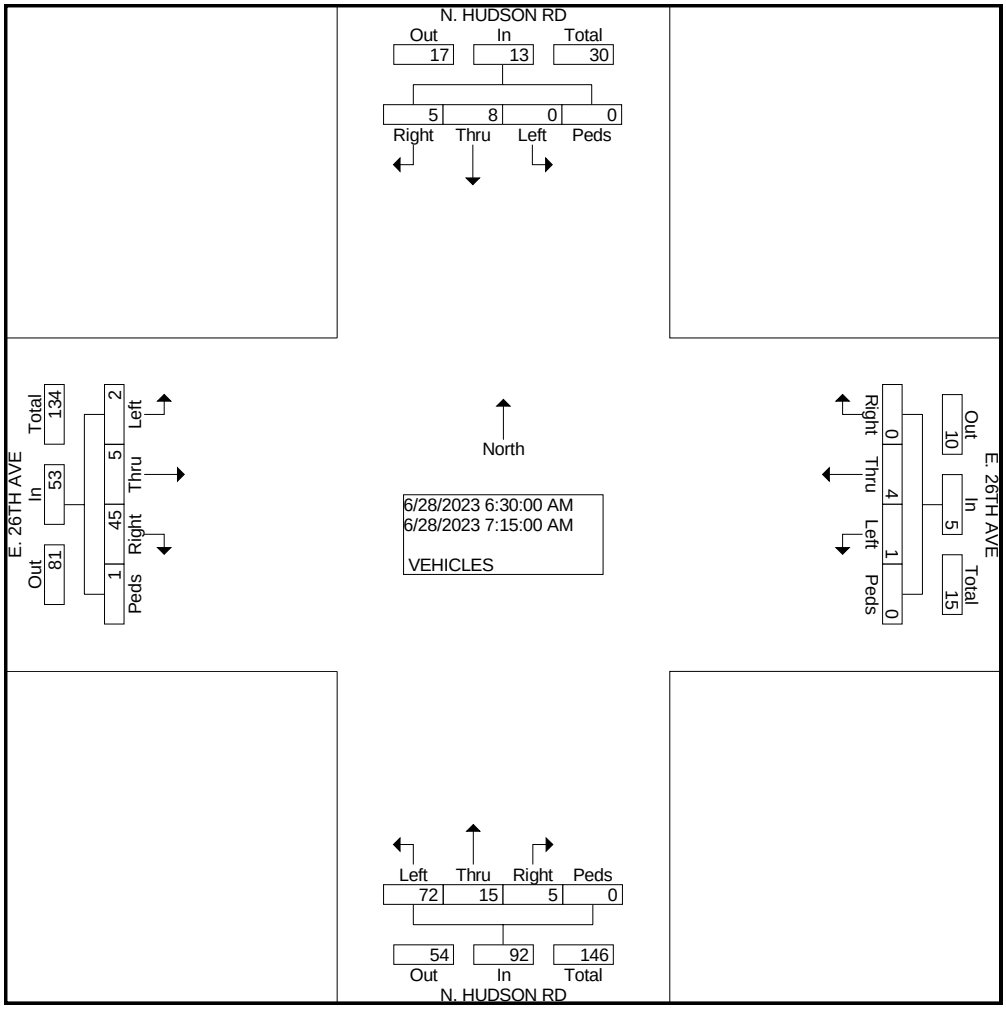
	N. HUDSON RD Southbound				E. 26TH AVE Westbound				N. HUDSON RD Northbound				E. 26TH AVE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	1	0	1	0	0	0	22	2	5	0	0	1	10	0	42
06:45 AM	0	6	1	0	0	2	0	0	22	4	0	0	0	1	11	0	47
Total	0	6	2	0	1	2	0	0	44	6	5	0	0	2	21	0	89
07:00 AM	0	1	2	0	0	2	0	0	18	5	0	0	1	3	9	1	42
07:15 AM	0	1	1	0	0	0	0	0	10	4	0	0	1	0	15	0	32
07:30 AM	0	1	0	0	0	0	0	0	15	5	0	0	1	3	12	0	37
07:45 AM	0	2	0	0	1	0	0	0	24	0	0	0	0	0	12	0	39
Total	0	5	3	0	1	2	0	0	67	14	0	0	3	6	48	1	150
08:00 AM	0	2	1	0	1	1	0	0	15	5	0	0	3	0	13	0	41
08:15 AM	0	3	2	0	0	0	0	0	18	0	0	0	5	0	6	0	34
Total	0	5	3	0	1	1	0	0	33	5	0	0	8	0	19	0	75
04:00 PM	2	2	1	0	0	0	3	0	15	0	0	0	2	0	31	0	56
04:15 PM	0	0	0	0	0	1	0	0	8	3	0	0	0	1	34	0	47
04:30 PM	0	3	4	0	4	2	0	0	6	5	0	0	4	0	22	0	50
04:45 PM	0	1	0	0	0	1	0	0	6	1	0	0	0	0	33	0	42
Total	2	6	5	0	4	4	3	0	35	9	0	0	6	1	120	0	195
05:00 PM	0	3	1	0	0	1	0	0	7	4	0	0	1	2	20	0	39
05:15 PM	0	3	1	0	0	0	0	0	6	1	2	0	2	1	32	0	48
05:30 PM	0	3	0	0	0	0	0	0	4	1	1	0	2	1	15	0	27
05:45 PM	0	2	2	0	0	0	0	0	9	4	0	0	2	0	15	0	34
Total	0	11	4	0	0	1	0	0	26	10	3	0	7	4	82	0	148
Grand Total	2	33	17	0	7	10	3	0	205	44	8	0	24	13	290	1	657
Apprch %	3.8	63.5	32.7	0.0	35.0	50.0	15.0	0.0	79.8	17.1	3.1	0.0	7.3	4.0	88.4	0.3	
Total %	0.3	5.0	2.6	0.0	1.1	1.5	0.5	0.0	31.2	6.7	1.2	0.0	3.7	2.0	44.1	0.2	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: N. HUDSON RD
E/W STREET: E. 26TH AVE
CITY: WATKINS
COUNTY: ADAMS

File Name : HUDS26THAVE
Site Code : 00000011
Start Date : 6/28/2023

	N. HUDSON RD Southbound					E. 26TH AVE Westbound					N. HUDSON RD Northbound					E. 26TH AVE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 07:15 AM - Peak 1 of 1																					
Intersection	06:30 AM																				
Volume	0	8	5	0	13	1	4	0	0	5	72	15	5	0	92	2	5	45	1	53	163
Percent	0.0	61.5	38.5	0.0		20.0	80.0	0.0	0.0		78.3	16.3	5.4	0.0		3.8	9.4	84.9	1.9		
06:45 Volume	0	6	1	0	7	0	2	0	0	2	22	4	0	0	26	0	1	11	0	12	47
Peak Factor																					0.867
High Int.	06:45 AM					06:45 AM					06:30 AM					07:15 AM					
Volume	0	6	1	0	7	0	2	0	0	2	22	2	5	0	29	1	0	15	0	16	
Peak Factor					0.464					0.625					0.793					0.828	



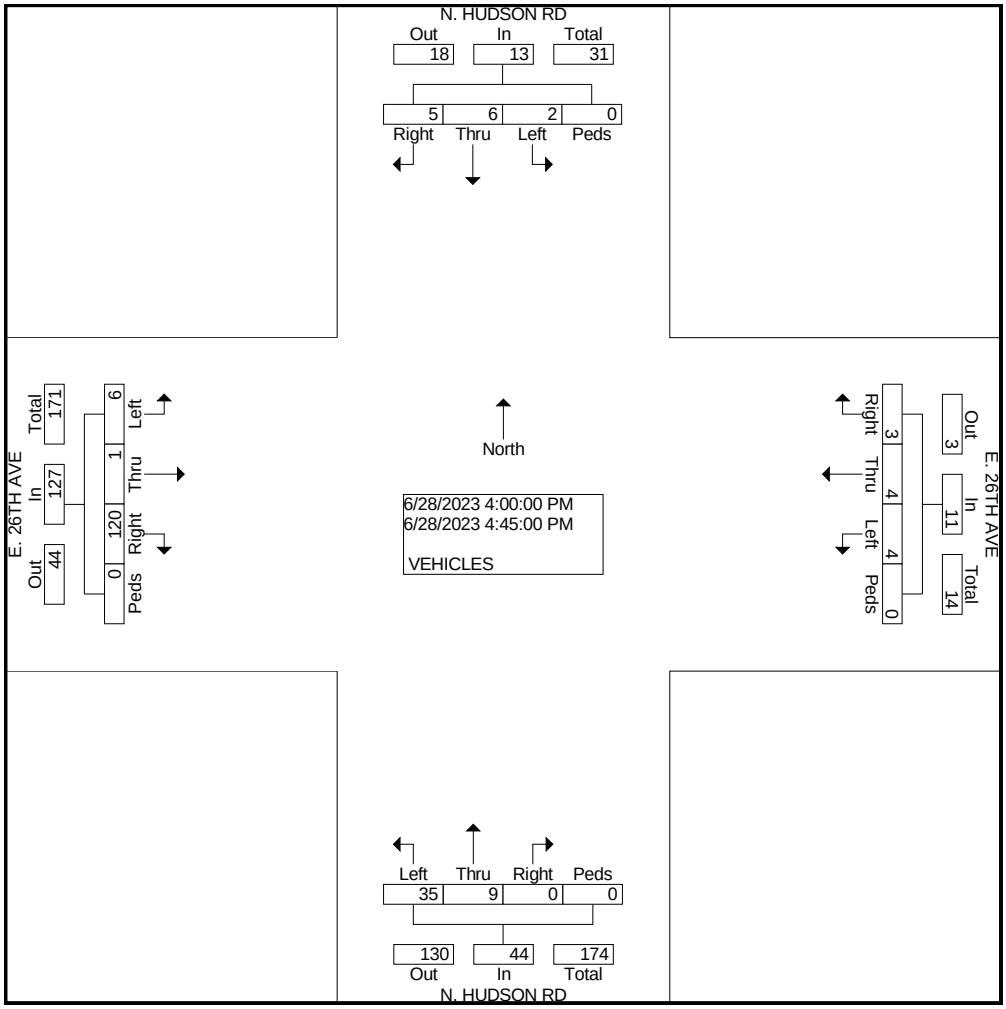
COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: N. HUDSON RD
E/W STREET: E. 26TH AVE
CITY: WATKINS
COUNTY: ADAMS

File Name : HUDS26THAVE
Site Code : 00000011
Start Date : 6/28/2023

	N. HUDSON RD Southbound					E. 26TH AVE Westbound					N. HUDSON RD Northbound					E. 26TH AVE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	2	6	5	0	13	4	4	3	0	11	35	9	0	0	44	6	1	120	0	127	195
Percent	15.4	46.2	38.5	0.0		36.4	36.4	27.3	0.0		79.5	20.5	0.0	0.0		4.7	0.8	94.5	0.0		
04:00 Volume	2	2	1	0	5	0	0	3	0	3	15	0	0	0	15	2	0	31	0	33	56
Peak Factor																					0.871
High Int.	04:30 PM					04:30 PM					04:00 PM					04:15 PM					
Volume	0	3	4	0	7	4	2	0	0	6	15	0	0	0	15	0	1	34	0	35	
Peak Factor					0.464					0.458					0.733					0.907	



COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: MONAGHAN RD
E/W STREET: 38TH PKWY
CITY: WATKINS
COUNTY: ADAMS

File Name : MONA38THPKWY
Site Code : 00000016
Start Date : 7/25/2023
Page No : 1

Groups Printed- VEHICLES

	MONAGHAN RD Southbound				NO ACCESS Westbound				MONAGHAN RD Northbound				38TH PKWY Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	18	0	0	0	0	0	0	1	39	0	0	1	0	0	0	59
06:45 AM	0	9	1	0	0	0	0	0	0	31	0	0	0	0	0	0	41
Total	0	27	1	0	0	0	0	0	1	70	0	0	1	0	0	0	100
07:00 AM	0	15	0	0	0	0	0	0	0	30	0	0	0	0	1	0	46
07:15 AM	0	15	0	0	0	0	0	0	1	43	0	0	0	0	0	0	59
07:30 AM	0	18	0	0	0	0	0	0	0	22	0	0	0	0	0	0	40
07:45 AM	0	11	1	0	0	0	0	0	2	34	0	0	0	0	0	0	48
Total	0	59	1	0	0	0	0	0	3	129	0	0	0	0	1	0	193
08:00 AM	0	8	0	0	0	0	0	0	0	18	0	0	2	0	1	0	29
08:15 AM	0	18	1	0	0	0	0	0	0	18	0	0	0	0	1	0	38
Total	0	26	1	0	0	0	0	0	0	36	0	0	2	0	2	0	67
04:00 PM	0	48	0	0	0	0	0	0	0	12	0	0	0	0	1	0	61
04:15 PM	0	34	1	0	0	0	0	0	0	10	0	0	0	0	0	0	45
04:30 PM	0	44	1	0	0	0	0	0	0	14	0	0	0	0	0	0	59
04:45 PM	0	44	2	0	0	0	0	0	1	16	0	0	0	0	1	0	64
Total	0	170	4	0	0	0	0	0	1	52	0	0	0	0	2	0	229
05:00 PM	0	28	0	0	0	0	0	0	0	14	0	0	0	0	0	0	42
05:15 PM	0	32	1	0	0	0	0	0	0	6	0	0	0	0	0	0	39
05:30 PM	0	27	1	0	0	0	0	0	0	15	0	0	0	0	0	0	43
05:45 PM	0	17	0	0	0	0	0	0	0	13	0	0	0	0	1	0	31
Total	0	104	2	0	0	0	0	0	0	48	0	0	0	0	1	0	155
Grand Total	0	386	9	0	0	0	0	0	5	335	0	0	3	0	6	0	744
Apprch %	0.0	97.7	2.3	0.0	0.0	0.0	0.0	0.0	1.5	98.5	0.0	0.0	33.3	0.0	66.7	0.0	
Total %	0.0	51.9	1.2	0.0	0.0	0.0	0.0	0.0	0.7	45.0	0.0	0.0	0.4	0.0	0.8	0.0	

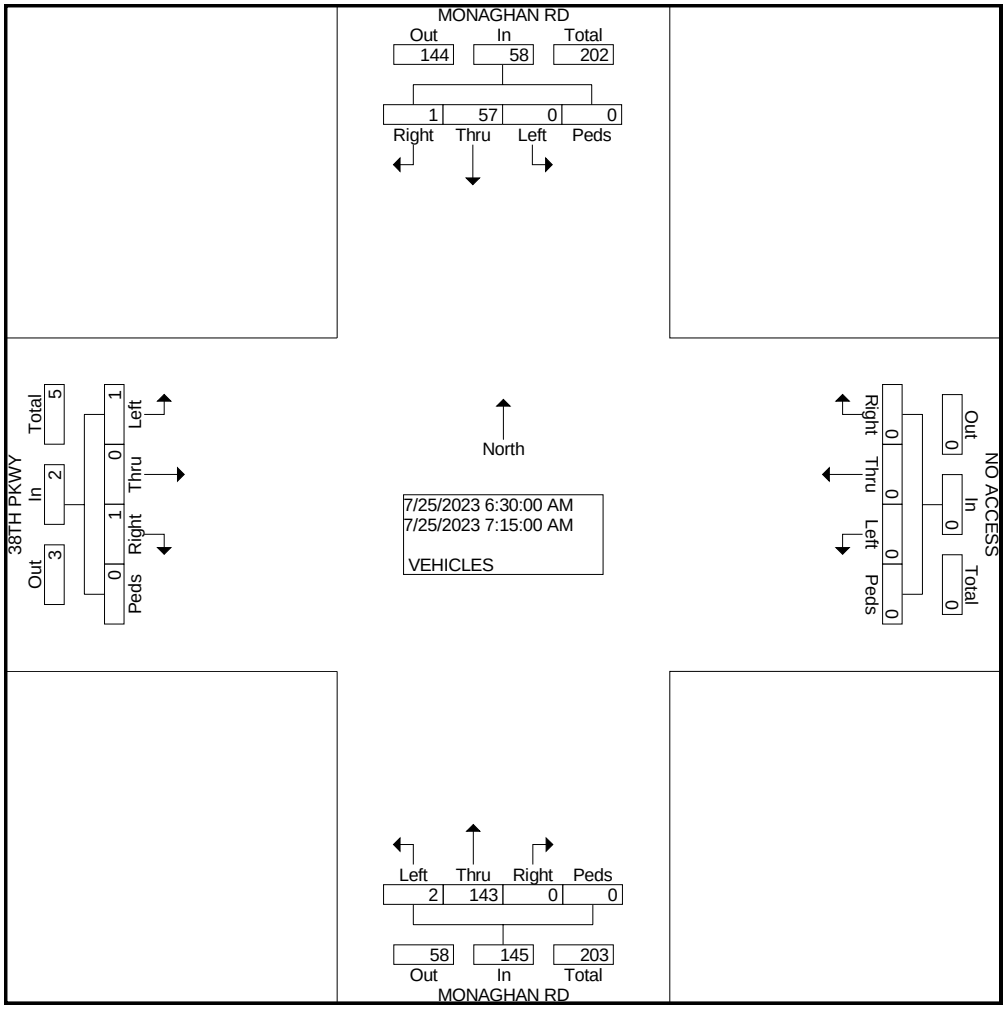
COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: MONAGHAN RD
E/W STREET: 38TH PKWY
CITY: WATKINS
COUNTY: ADAMS

File Name : MONA38THPKWY
Site Code : 00000016
Start Date : 7/25/2023

	MONAGHAN RD Southbound					NO ACCESS Westbound					MONAGHAN RD Northbound					38TH PKWY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 07:15 AM - Peak 1 of 1																					
Intersection	06:30 AM																				
Volume	0	57	1	0	58	0	0	0	0	0	2	143	0	0	145	1	0	1	0	2	205
Percent	0.0	98.3	1.7	0.0		0.0	0.0	0.0	0.0		1.4	98.6	0.0	0.0		50.0	0.0	50.0	0.0		
07:15 Volume	0	15	0	0	15	0	0	0	0	0	1	43	0	0	44	0	0	0	0	0	59
Peak Factor																					0.869
High Int.	06:30 AM					6:15:00 AM					07:15 AM					06:30 AM					
Volume	0	18	0	0	18	0	0	0	0	0	1	43	0	0	44	1	0	0	0	1	
Peak Factor					0.806										0.824					0.500	



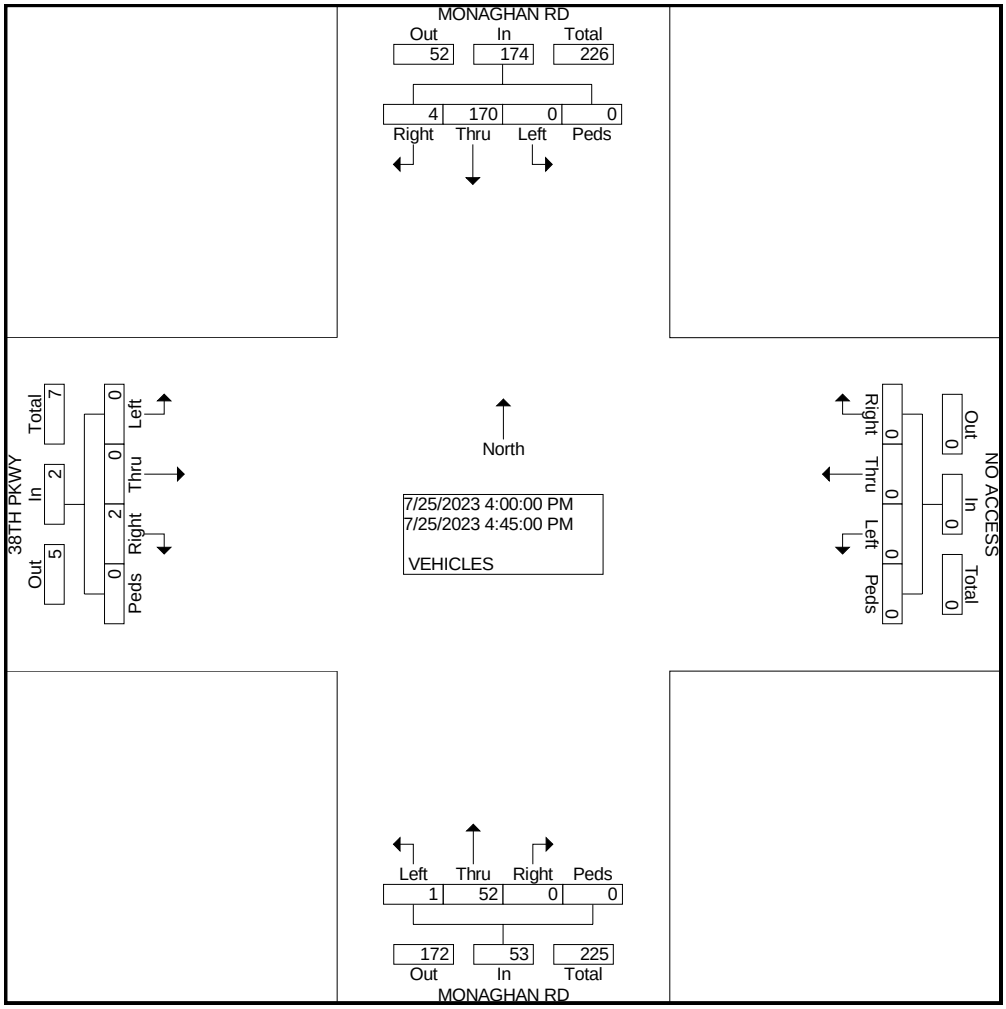
COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: MONAGHAN RD
E/W STREET: 38TH PKWY
CITY: WATKINS
COUNTY: ADAMS

File Name : MONA38THPKWY
Site Code : 00000016
Start Date : 7/25/2023
Page No : 3

	MONAGHAN RD Southbound					NO ACCESS Westbound					MONAGHAN RD Northbound					38TH PKWY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	0	170	4	0	174	0	0	0	0	0	1	52	0	0	53	0	0	2	0	2	229
Percent	0.0	97.7	2.3	0.0		0.0	0.0	0.0	0.0		1.9	98.1	0.0	0.0		0.0	0.0	100.0	0.0		
04:45 Volume	0	44	2	0	46	0	0	0	0	0	1	16	0	0	17	0	0	1	0	1	64
Peak Factor																					0.895
High Int.	04:00 PM										04:45 PM					04:00 PM					
Volume	0	48	0	0	48	0	0	0	0	0	1	16	0	0	17	0	0	1	0	1	
Peak Factor					0.906										0.779					0.500	



LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board, 2016, 6th Edition

UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

Applicable to Two-Way Stop Control, All-Way Stop Control, and Roundabouts

LOS	Average Vehicle Control Delay	Operational Characteristics
A	<10 seconds	Normally, vehicles on the stop-controlled approach only have to wait up to 10 seconds before being able to clear the intersection. Left-turning vehicles on the uncontrolled street do not have to wait to make their turn.
B	10 to 15 seconds	Vehicles on the stop-controlled approach will experience delays before being able to clear the intersection. The delay could be up to 15 seconds. Left-turning vehicles on the uncontrolled street may have to wait to make their turn.
C	15 to 25 seconds	Vehicles on the stop-controlled approach can expect delays in the range of 15 to 25 seconds before clearing the intersection. Motorists may begin to take chances due to the long delays, thereby posing a safety risk to through traffic. Left-turning vehicles on the uncontrolled street will now be required to wait to make their turn causing a queue to be created in the turn lane.
D	25 to 35 seconds	This is the point at which a traffic signal may be warranted for this intersection. The delays for the stop-controlled intersection are not considered to be excessive. The length of the queue may begin to block other public and private access points.
E	35 to 50 seconds	The delays for all critical traffic movements are considered to be unacceptable. The length of the queues for the stop-controlled approaches as well as the left-turn movements are extremely long. There is a high probability that this intersection will meet traffic signal warrants. The ability to install a traffic signal is affected by the location of other existing traffic signals. Consideration may be given to restricting the accesses by eliminating the left-turn movements from and to the stop-controlled approach.
F	>50 seconds	The delay for the critical traffic movements are probably in excess of 100 seconds. The length of the queues are extremely long. Motorists are selecting alternative routes due to the long delays. The only remedy for these long delays is installing a traffic signal or restricting the accesses. The potential for accidents at this intersection are extremely high due to motorist taking more risky chances. If the median permits, motorists begin making two-stage left-turns.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	2	143	57	1
Future Vol, veh/h	1	1	2	143	57	1
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	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	1	1	2	163	65	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	233	66	66	0	-	0
Stage 1	66	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	738	976	1486	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	737	976	1486	-	-	-
Mov Cap-2 Maneuver	737	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	843	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1486	-	840	-	-
HCM Lane V/C Ratio	0.002	-	0.003	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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	84	8	0	0	10	46	0	1	0	29	1	25
Future Vol, veh/h	84	8	0	0	10	46	0	1	0	29	1	25
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	95	9	0	0	11	52	0	1	0	33	1	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	9	0	0	251	262	9	237	236	37
Stage 1	-	-	-	-	-	-	199	199	-	37	37	-
Stage 2	-	-	-	-	-	-	52	63	-	200	199	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.39
Pot Cap-1 Maneuver	1490	-	-	1560	-	-	686	630	1050	701	651	1013
Stage 1	-	-	-	-	-	-	785	722	-	958	849	-
Stage 2	-	-	-	-	-	-	941	827	-	784	722	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1490	-	-	1560	-	-	633	590	1050	666	609	1013
Mov Cap-2 Maneuver	-	-	-	-	-	-	633	590	-	666	609	-
Stage 1	-	-	-	-	-	-	735	676	-	897	849	-
Stage 2	-	-	-	-	-	-	913	827	-	733	676	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.9	0	11.1	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	590	1490	-	-	1560	-	-	787
HCM Lane V/C Ratio	0.002	0.064	-	-	-	-	-	0.079
HCM Control Delay (s)	11.1	7.6	0	-	0	-	-	10
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	5	45	1	4	0	72	15	5	0	8	5
Future Vol, veh/h	2	5	45	1	4	0	72	15	5	0	8	5
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	2	6	51	1	5	0	82	17	6	0	9	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	199	199	12	225	199	20	15	0	0	23	0	0
Stage 1	12	12	-	184	184	-	-	-	-	-	-	-
Stage 2	187	187	-	41	15	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	743	683	1046	714	683	1035	1552	-	-	1542	-	-
Stage 1	988	870	-	800	733	-	-	-	-	-	-	-
Stage 2	797	730	-	954	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	709	646	1046	647	646	1035	1552	-	-	1542	-	-
Mov Cap-2 Maneuver	709	646	-	647	646	-	-	-	-	-	-	-
Stage 1	935	870	-	757	693	-	-	-	-	-	-	-
Stage 2	749	691	-	901	867	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	10.6	5.8	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1552	-	-	970	646	1542	-	-
HCM Lane V/C Ratio	0.053	-	-	0.061	0.009	-	-	-
HCM Control Delay (s)	7.4	0	-	9	10.6	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0	0	-	-

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	12	141	2	6	67	47	1	2	0	44	1	21
Future Vol, veh/h	12	141	2	6	67	47	1	2	0	44	1	21
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	14	160	2	7	76	53	1	2	0	50	1	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	129	0	0	162	0	0	317	331	160	307	307	103
Stage 1	-	-	-	-	-	-	188	188	-	117	117	-
Stage 2	-	-	-	-	-	-	129	143	-	190	190	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.39
Pot Cap-1 Maneuver	1409	-	-	1370	-	-	620	576	865	630	594	930
Stage 1	-	-	-	-	-	-	796	730	-	869	784	-
Stage 2	-	-	-	-	-	-	856	763	-	794	728	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1409	-	-	1370	-	-	595	566	865	620	584	930
Mov Cap-2 Maneuver	-	-	-	-	-	-	595	566	-	620	584	-
Stage 1	-	-	-	-	-	-	787	722	-	859	779	-
Stage 2	-	-	-	-	-	-	828	758	-	783	720	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.4	11.3	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	575	1409	-	-	1370	-	-	693
HCM Lane V/C Ratio	0.006	0.01	-	-	0.005	-	-	0.108
HCM Control Delay (s)	11.3	7.6	0	-	7.6	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	1	52	170	4
Future Vol, veh/h	0	2	1	52	170	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	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	2	1	59	193	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	257	196	198	0	-	0
Stage 1	196	-	-	-	-	-
Stage 2	61	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	715	825	1328	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	714	825	1328	-	-	-
Mov Cap-2 Maneuver	714	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	942	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1328	-	825	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	7.7	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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	29	28	0	0	12	24	0	0	0	77	0	81
Future Vol, veh/h	29	28	0	0	12	24	0	0	0	77	0	81
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	33	32	0	0	14	27	0	0	0	88	0	92

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	41	0	0	32	0	0	172	139	32	126	126	28
Stage 1	-	-	-	-	-	-	98	98	-	28	28	-
Stage 2	-	-	-	-	-	-	74	41	-	98	98	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.39
Pot Cap-1 Maneuver	1518	-	-	1530	-	-	774	737	1019	829	750	1025
Stage 1	-	-	-	-	-	-	889	799	-	969	856	-
Stage 2	-	-	-	-	-	-	916	845	-	889	799	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1518	-	-	1530	-	-	693	721	1019	815	734	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	693	721	-	815	734	-
Stage 1	-	-	-	-	-	-	869	781	-	948	856	-
Stage 2	-	-	-	-	-	-	834	845	-	869	781	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	0	0	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1518	-	-	1530	-	-	911
HCM Lane V/C Ratio	-	0.022	-	-	-	-	-	0.197
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9.9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	120	4	4	3	35	9	0	2	6	5
Future Vol, veh/h	6	1	120	4	4	3	35	9	0	2	6	5
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	7	1	136	5	5	3	40	10	0	2	7	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	108	104	10	173	107	10	13	0	0	10	0	0
Stage 1	14	14	-	90	90	-	-	-	-	-	-	-
Stage 2	94	90	-	83	17	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	852	771	1048	772	768	1048	1555	-	-	1559	-	-
Stage 1	986	868	-	898	805	-	-	-	-	-	-	-
Stage 2	894	805	-	906	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	828	750	1048	657	747	1048	1555	-	-	1559	-	-
Mov Cap-2 Maneuver	828	750	-	657	747	-	-	-	-	-	-	-
Stage 1	960	867	-	875	784	-	-	-	-	-	-	-
Stage 2	863	784	-	786	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.8	5.9	1.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1555	-	-	1032	769	1559	-	-
HCM Lane V/C Ratio	0.026	-	-	0.14	0.016	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.1	9.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	68	4	0	36	25	3	0	5	77	2	12
Future Vol, veh/h	11	68	4	0	36	25	3	0	5	77	2	12
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	13	77	5	0	41	28	3	0	6	88	2	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	69	0	0	82	0	0	166	172	77	164	163	55
Stage 1	-	-	-	-	-	-	103	103	-	55	55	-
Stage 2	-	-	-	-	-	-	63	69	-	109	108	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.39
Pot Cap-1 Maneuver	1483	-	-	1466	-	-	781	707	962	783	715	990
Stage 1	-	-	-	-	-	-	884	795	-	937	834	-
Stage 2	-	-	-	-	-	-	928	822	-	877	791	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1483	-	-	1466	-	-	763	701	962	773	709	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	763	701	-	773	709	-
Stage 1	-	-	-	-	-	-	876	788	-	929	834	-
Stage 2	-	-	-	-	-	-	913	822	-	864	784	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0	9.2	10.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	876	1483	-	-	1466	-	-	794
HCM Lane V/C Ratio	0.01	0.008	-	-	-	-	-	0.13
HCM Control Delay (s)	9.2	7.4	0	-	0	-	-	10.2
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	3	147	59	2
Future Vol, veh/h	2	2	3	147	59	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	2	2	3	167	67	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	241	68	69	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	730	973	1483	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	729	973	1483	-	-	-
Mov Cap-2 Maneuver	729	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	838	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1483	-	834	-	-
HCM Lane V/C Ratio	0.002	-	0.005	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	87	8	1	1	10	47	1	1	1	30	1	26
Future Vol, veh/h	87	8	1	1	10	47	1	1	1	30	1	26
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	99	9	1	1	11	53	1	1	1	34	1	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	64	0	0	10	0	0	263	274	10	249	248	38
Stage 1	-	-	-	-	-	-	208	208	-	40	40	-
Stage 2	-	-	-	-	-	-	55	66	-	209	208	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.39
Pot Cap-1 Maneuver	1489	-	-	1559	-	-	674	620	1048	688	641	1012
Stage 1	-	-	-	-	-	-	776	715	-	955	846	-
Stage 2	-	-	-	-	-	-	937	824	-	775	715	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1489	-	-	1559	-	-	619	578	1048	651	597	1012
Mov Cap-2 Maneuver	-	-	-	-	-	-	619	578	-	651	597	-
Stage 1	-	-	-	-	-	-	724	667	-	891	845	-
Stage 2	-	-	-	-	-	-	908	823	-	721	667	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.9	0.1	10.2	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	698	1489	-	-	1559	-	-	776
HCM Lane V/C Ratio	0.005	0.066	-	-	0.001	-	-	0.083
HCM Control Delay (s)	10.2	7.6	0	-	7.3	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	5	46	1	4	1	74	15	5	1	8	5
Future Vol, veh/h	2	5	46	1	4	1	74	15	5	1	8	5
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	2	6	52	1	5	1	84	17	6	1	9	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	205	205	12	231	205	20	15	0	0	23	0	0
Stage 1	14	14	-	188	188	-	-	-	-	-	-	-
Stage 2	191	191	-	43	17	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	736	678	1046	707	678	1035	1552	-	-	1542	-	-
Stage 1	986	868	-	796	730	-	-	-	-	-	-	-
Stage 2	793	727	-	951	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	700	640	1046	638	640	1035	1552	-	-	1542	-	-
Mov Cap-2 Maneuver	700	640	-	638	640	-	-	-	-	-	-	-
Stage 1	932	867	-	752	690	-	-	-	-	-	-	-
Stage 2	744	687	-	897	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	10.3	5.9	0.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1552	-	-	970	683	1542	-	-
HCM Lane V/C Ratio	0.054	-	-	0.062	0.01	0.001	-	-
HCM Control Delay (s)	7.5	0	-	9	10.3	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0	0	-	-

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	13	145	2	6	69	48	1	2	1	45	1	22
Future Vol, veh/h	13	145	2	6	69	48	1	2	1	45	1	22
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	15	165	2	7	78	55	1	2	1	51	1	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	133	0	0	167	0	0	328	342	165	318	317	106
Stage 1	-	-	-	-	-	-	195	195	-	120	120	-
Stage 2	-	-	-	-	-	-	133	147	-	198	197	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.39
Pot Cap-1 Maneuver	1404	-	-	1364	-	-	610	567	859	619	586	927
Stage 1	-	-	-	-	-	-	789	725	-	865	781	-
Stage 2	-	-	-	-	-	-	852	760	-	786	723	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1404	-	-	1364	-	-	584	557	859	608	575	927
Mov Cap-2 Maneuver	-	-	-	-	-	-	584	557	-	608	575	-
Stage 1	-	-	-	-	-	-	780	716	-	855	776	-
Stage 2	-	-	-	-	-	-	823	755	-	773	714	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.4	10.9	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	619	1404	-	-	1364	-	-	684
HCM Lane V/C Ratio	0.007	0.011	-	-	0.005	-	-	0.113
HCM Control Delay (s)	10.9	7.6	0	-	7.7	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	2	54	175	5
Future Vol, veh/h	1	3	2	54	175	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	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	1	3	2	61	199	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	267	202	205	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	705	819	1320	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	704	819	1320	-	-	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1320	-	787	-	-
HCM Lane V/C Ratio	0.002	-	0.006	-	-
HCM Control Delay (s)	7.7	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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	30	29	1	1	12	24	1	1	1	79	1	83
Future Vol, veh/h	30	29	1	1	12	24	1	1	1	79	1	83
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	34	33	1	1	14	27	1	1	1	90	1	94

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	41	0	0	34	0	0	179	145	34	133	132	28
Stage 1	-	-	-	-	-	-	102	102	-	30	30	-
Stage 2	-	-	-	-	-	-	77	43	-	103	102	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.39
Pot Cap-1 Maneuver	1518	-	-	1527	-	-	765	732	1017	821	744	1025
Stage 1	-	-	-	-	-	-	885	795	-	967	854	-
Stage 2	-	-	-	-	-	-	912	844	-	884	795	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1518	-	-	1527	-	-	681	714	1017	804	726	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	681	714	-	804	726	-
Stage 1	-	-	-	-	-	-	865	777	-	945	853	-
Stage 2	-	-	-	-	-	-	826	843	-	861	777	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.2	9.6	10
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	779	1518	-	-	1527	-	-	902
HCM Lane V/C Ratio	0.004	0.022	-	-	0.001	-	-	0.205
HCM Control Delay (s)	9.6	7.4	0	-	7.4	0	-	10
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	124	4	4	3	36	9	1	2	6	5
Future Vol, veh/h	6	1	124	4	4	3	36	9	1	2	6	5
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	7	1	141	5	5	3	41	10	1	2	7	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	111	107	10	178	110	11	13	0	0	11	0	0
Stage 1	14	14	-	93	93	-	-	-	-	-	-	-
Stage 2	97	93	-	85	17	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	848	768	1048	767	765	1047	1555	-	-	1557	-	-
Stage 1	986	868	-	895	803	-	-	-	-	-	-	-
Stage 2	890	803	-	903	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	823	746	1048	649	744	1047	1555	-	-	1557	-	-
Mov Cap-2 Maneuver	823	746	-	649	744	-	-	-	-	-	-	-
Stage 1	959	867	-	871	781	-	-	-	-	-	-	-
Stage 2	858	781	-	780	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.8	5.8	1.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1555	-	-	1032	764	1557	-	-
HCM Lane V/C Ratio	0.026	-	-	0.144	0.016	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.1	9.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	70	4	1	37	26	3	1	5	79	2	13
Future Vol, veh/h	12	70	4	1	37	26	3	1	5	79	2	13
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	14	80	5	1	42	30	3	1	6	90	2	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	85	0	0	176	182	80	173	172	57
Stage 1	-	-	-	-	-	-	108	108	-	59	59	-
Stage 2	-	-	-	-	-	-	68	74	-	114	113	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.39
Pot Cap-1 Maneuver	1479	-	-	1462	-	-	769	698	958	772	707	987
Stage 1	-	-	-	-	-	-	878	791	-	933	830	-
Stage 2	-	-	-	-	-	-	923	818	-	872	787	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1479	-	-	1462	-	-	749	690	958	760	699	987
Mov Cap-2 Maneuver	-	-	-	-	-	-	749	690	-	760	699	-
Stage 1	-	-	-	-	-	-	869	783	-	924	829	-
Stage 2	-	-	-	-	-	-	906	817	-	857	779	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.1	9.3	10.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	843	1479	-	-	1462	-	-	783
HCM Lane V/C Ratio	0.012	0.009	-	-	0.001	-	-	0.136
HCM Control Delay (s)	9.3	7.5	0	-	7.5	0	-	10.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	5	14	14	0
Future Vol, veh/h	0	4	5	14	14	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	50	10	10	50	50	50
Mvmt Flow	0	5	6	16	16	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	22	0	-	0	19	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	4.6	-	-	-	6.9	6.7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.65	-	-	-	3.95	3.75
Pot Cap-1 Maneuver	1332	-	-	-	888	942
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1332	-	-	-	888	942
Mov Cap-2 Maneuver	-	-	-	-	888	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	906	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1332	-	-	-	888
HCM Lane V/C Ratio	-	-	-	-	0.018
HCM Control Delay (s)	0	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	16	17	147	59	2
Future Vol, veh/h	2	16	17	147	59	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	10	50	50	10	10	10
Mvmt Flow	2	18	19	167	67	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	273	68	69	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.5	6.7	4.6	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.75	2.65	-	-	-
Pot Cap-1 Maneuver	700	876	1276	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	689	876	1276	-	-	-
Mov Cap-2 Maneuver	689	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1276	-	850	-	-
HCM Lane V/C Ratio	0.015	-	0.024	-	-
HCM Control Delay (s)	7.9	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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	87	8	1	1	10	82	1	1	1	65	1	26
Future Vol, veh/h	87	8	1	1	10	82	1	1	1	65	1	26
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	30	10	10	10	30	10	10
Mvmt Flow	99	9	1	1	11	93	1	1	1	74	1	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	104	0	0	10	0	0	283	314	10	269	268	58
Stage 1	-	-	-	-	-	-	208	208	-	60	60	-
Stage 2	-	-	-	-	-	-	75	106	-	209	208	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.4	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.4	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.4	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.77	4.09	3.39
Pot Cap-1 Maneuver	1439	-	-	1559	-	-	653	588	1048	630	625	986
Stage 1	-	-	-	-	-	-	776	715	-	886	829	-
Stage 2	-	-	-	-	-	-	915	792	-	733	715	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1439	-	-	1559	-	-	599	547	1048	595	581	986
Mov Cap-2 Maneuver	-	-	-	-	-	-	599	547	-	595	581	-
Stage 1	-	-	-	-	-	-	722	666	-	825	828	-
Stage 2	-	-	-	-	-	-	885	791	-	681	666	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	7	0.1	10.4	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	674	1439	-	-	1559	-	-	670
HCM Lane V/C Ratio	0.005	0.069	-	-	0.001	-	-	0.156
HCM Control Delay (s)	10.4	7.7	0	-	7.3	0	-	11.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	5	81	1	4	1	109	15	5	1	8	5
Future Vol, veh/h	2	5	81	1	4	1	109	15	5	1	8	5
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	30	10	10	10	30	10	10	10	10	10
Mvmt Flow	2	6	92	1	5	1	124	17	6	1	9	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	285	285	12	331	285	20	15	0	0	23	0	0
Stage 1	14	14	-	268	268	-	-	-	-	-	-	-
Stage 2	271	271	-	63	17	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.5	7.2	6.6	6.3	4.4	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.57	3.59	4.09	3.39	2.47	-	-	2.29	-	-
Pot Cap-1 Maneuver	652	611	993	607	611	1035	1438	-	-	1542	-	-
Stage 1	986	868	-	720	673	-	-	-	-	-	-	-
Stage 2	718	671	-	928	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	604	557	993	510	557	1035	1438	-	-	1542	-	-
Mov Cap-2 Maneuver	604	557	-	510	557	-	-	-	-	-	-	-
Stage 1	900	867	-	657	614	-	-	-	-	-	-	-
Stage 2	650	613	-	836	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	11.1	6.5	0.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1438	-	-	938	594	1542	-	-
HCM Lane V/C Ratio	0.086	-	-	0.107	0.011	0.001	-	-
HCM Control Delay (s)	7.7	0	-	9.3	11.1	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	145	2	6	69	48	1	2	1	45	1	57
Future Vol, veh/h	48	145	2	6	69	48	1	2	1	45	1	57
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	30	10	10	10	10	10	10	10	10	10	10	30
Mvmt Flow	55	165	2	7	78	55	1	2	1	51	1	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	133	0	0	167	0	0	428	422	165	398	397	106
Stage 1	-	-	-	-	-	-	275	275	-	120	120	-
Stage 2	-	-	-	-	-	-	153	147	-	278	277	-
Critical Hdwy	4.4	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.47	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.57
Pot Cap-1 Maneuver	1296	-	-	1364	-	-	523	511	859	548	528	877
Stage 1	-	-	-	-	-	-	714	668	-	865	781	-
Stage 2	-	-	-	-	-	-	831	760	-	711	667	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1296	-	-	1364	-	-	464	484	859	523	500	877
Mov Cap-2 Maneuver	-	-	-	-	-	-	464	484	-	523	500	-
Stage 1	-	-	-	-	-	-	680	637	-	824	776	-
Stage 2	-	-	-	-	-	-	764	755	-	674	636	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.4	11.8	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	537	1296	-	-	1364	-	-	673
HCM Lane V/C Ratio	0.008	0.042	-	-	0.005	-	-	0.174
HCM Control Delay (s)	11.8	7.9	0	-	7.7	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	7	14	14	0
Future Vol, veh/h	0	4	7	14	14	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	50	10	10	50	50	50
Mvmt Flow	0	5	8	16	16	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	24	0	-	0	21	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	4.6	-	-	-	6.9	6.7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.65	-	-	-	3.95	3.75
Pot Cap-1 Maneuver	1329	-	-	-	886	940
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1329	-	-	-	886	940
Mov Cap-2 Maneuver	-	-	-	-	886	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	906	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1329	-	-	-	886
HCM Lane V/C Ratio	-	-	-	-	0.018
HCM Control Delay (s)	0	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	17	16	54	175	5
Future Vol, veh/h	1	17	16	54	175	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	88	88	88	88	88	88
Heavy Vehicles, %	10	50	50	10	10	10
Mvmt Flow	1	19	18	61	199	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	299	202	205	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	97	-	-	-	-	-
Critical Hdwy	6.5	6.7	4.6	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.75	2.65	-	-	-
Pot Cap-1 Maneuver	676	731	1126	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	665	731	1126	-	-	-
Mov Cap-2 Maneuver	665	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1126	-	727	-	-
HCM Lane V/C Ratio	0.016	-	0.028	-	-
HCM Control Delay (s)	8.2	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	29	1	1	12	59	1	1	1	114	1	83
Future Vol, veh/h	30	29	1	1	12	59	1	1	1	114	1	83
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	30	10	10	10	30	10	10
Mvmt Flow	34	33	1	1	14	67	1	1	1	130	1	94

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	81	0	0	34	0	0	199	185	34	153	152	48
Stage 1	-	-	-	-	-	-	102	102	-	50	50	-
Stage 2	-	-	-	-	-	-	97	83	-	103	102	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.4	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.4	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.4	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.77	4.09	3.39
Pot Cap-1 Maneuver	1467	-	-	1527	-	-	743	695	1017	755	725	999
Stage 1	-	-	-	-	-	-	885	795	-	897	838	-
Stage 2	-	-	-	-	-	-	890	811	-	839	795	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1467	-	-	1527	-	-	659	678	1017	739	707	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	659	678	-	739	707	-
Stage 1	-	-	-	-	-	-	864	776	-	875	837	-
Stage 2	-	-	-	-	-	-	804	810	-	817	776	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	0.1	9.8	11
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	755	1467	-	-	1527	-	-	829
HCM Lane V/C Ratio	0.005	0.023	-	-	0.001	-	-	0.271
HCM Control Delay (s)	9.8	7.5	0	-	7.4	0	-	11
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	1.1

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	159	4	4	3	71	9	1	2	6	5
Future Vol, veh/h	6	1	159	4	4	3	71	9	1	2	6	5
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	30	10	10	10	30	10	10	10	10	10
Mvmt Flow	7	1	181	5	5	3	81	10	1	2	7	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	191	187	10	278	190	11	13	0	0	11	0	0
Stage 1	14	14	-	173	173	-	-	-	-	-	-	-
Stage 2	177	173	-	105	17	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.5	7.2	6.6	6.3	4.4	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.57	3.59	4.09	3.39	2.47	-	-	2.29	-	-
Pot Cap-1 Maneuver	752	693	995	658	691	1047	1441	-	-	1557	-	-
Stage 1	986	868	-	810	741	-	-	-	-	-	-	-
Stage 2	806	741	-	881	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	713	653	995	514	651	1047	1441	-	-	1557	-	-
Mov Cap-2 Maneuver	713	653	-	514	651	-	-	-	-	-	-	-
Stage 1	930	867	-	764	699	-	-	-	-	-	-	-
Stage 2	753	699	-	719	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	10.6	6.7	1.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	978	655	1557	-	-
HCM Lane V/C Ratio	0.056	-	-	0.193	0.019	0.001	-	-
HCM Control Delay (s)	7.6	0	-	9.6	10.6	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	0	-	-

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	47	70	4	1	37	26	3	1	5	79	2	48
Future Vol, veh/h	47	70	4	1	37	26	3	1	5	79	2	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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	30	10	10	10	10	10	10	10	10	10	10	30
Mvmt Flow	53	80	5	1	42	30	3	1	6	90	2	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	85	0	0	274	260	80	251	250	57
Stage 1	-	-	-	-	-	-	186	186	-	59	59	-
Stage 2	-	-	-	-	-	-	88	74	-	192	191	-
Critical Hdwy	4.4	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.47	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.57
Pot Cap-1 Maneuver	1368	-	-	1462	-	-	663	631	958	686	639	936
Stage 1	-	-	-	-	-	-	798	731	-	933	830	-
Stage 2	-	-	-	-	-	-	900	818	-	792	727	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1368	-	-	1462	-	-	603	604	958	659	612	936
Mov Cap-2 Maneuver	-	-	-	-	-	-	603	604	-	659	612	-
Stage 1	-	-	-	-	-	-	765	701	-	895	829	-
Stage 2	-	-	-	-	-	-	844	817	-	754	697	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3	0.1	9.8	11.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	759	1368	-	-	1462	-	-	740
HCM Lane V/C Ratio	0.013	0.039	-	-	0.001	-	-	0.198
HCM Control Delay (s)	9.8	7.7	0	-	7.5	0	-	11.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	4	151	61	3
Future Vol, veh/h	3	3	4	151	61	3
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	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	3	3	5	172	69	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	253	71	72	0	-	0
Stage 1	71	-	-	-	-	-
Stage 2	182	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	719	970	1479	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	716	970	1479	-	-	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	830	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1479	-	824	-	-
HCM Lane V/C Ratio	0.003	-	0.008	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	90	8	1	1	10	48	1	1	1	31	1	27
Future Vol, veh/h	90	8	1	1	10	48	1	1	1	31	1	27
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	102	9	1	1	11	55	1	1	1	35	1	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	10	0	0	271	282	10	256	255	39
Stage 1	-	-	-	-	-	-	214	214	-	41	41	-
Stage 2	-	-	-	-	-	-	57	68	-	215	214	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.39
Pot Cap-1 Maneuver	1486	-	-	1559	-	-	666	613	1048	681	635	1010
Stage 1	-	-	-	-	-	-	770	711	-	954	845	-
Stage 2	-	-	-	-	-	-	935	823	-	769	711	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1486	-	-	1559	-	-	610	570	1048	643	591	1010
Mov Cap-2 Maneuver	-	-	-	-	-	-	610	570	-	643	591	-
Stage 1	-	-	-	-	-	-	717	662	-	888	844	-
Stage 2	-	-	-	-	-	-	904	822	-	714	662	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.9	0.1	10.2	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	690	1486	-	-	1559	-	-	770
HCM Lane V/C Ratio	0.005	0.069	-	-	0.001	-	-	0.087
HCM Control Delay (s)	10.2	7.6	0	-	7.3	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	5	47	1	4	1	76	15	5	1	8	5
Future Vol, veh/h	2	5	47	1	4	1	76	15	5	1	8	5
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	2	6	53	1	5	1	86	17	6	1	9	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	209	209	12	236	209	20	15	0	0	23	0	0
Stage 1	14	14	-	192	192	-	-	-	-	-	-	-
Stage 2	195	195	-	44	17	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	731	674	1046	702	674	1035	1552	-	-	1542	-	-
Stage 1	986	868	-	792	727	-	-	-	-	-	-	-
Stage 2	789	725	-	950	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	694	636	1046	633	636	1035	1552	-	-	1542	-	-
Mov Cap-2 Maneuver	694	636	-	633	636	-	-	-	-	-	-	-
Stage 1	931	867	-	748	686	-	-	-	-	-	-	-
Stage 2	739	684	-	895	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	10.4	5.9	0.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1552	-	-	970	679	1542	-	-
HCM Lane V/C Ratio	0.056	-	-	0.063	0.01	0.001	-	-
HCM Control Delay (s)	7.5	0	-	9	10.4	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	149	2	6	71	49	1	2	1	46	1	23
Future Vol, veh/h	14	149	2	6	71	49	1	2	1	46	1	23
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	16	169	2	7	81	56	1	2	1	52	1	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	137	0	0	171	0	0	338	352	169	327	326	109
Stage 1	-	-	-	-	-	-	201	201	-	123	123	-
Stage 2	-	-	-	-	-	-	137	151	-	204	203	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.39
Pot Cap-1 Maneuver	1399	-	-	1359	-	-	601	560	855	611	579	923
Stage 1	-	-	-	-	-	-	783	720	-	862	779	-
Stage 2	-	-	-	-	-	-	847	757	-	780	719	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1399	-	-	1359	-	-	575	549	855	599	568	923
Mov Cap-2 Maneuver	-	-	-	-	-	-	575	549	-	599	568	-
Stage 1	-	-	-	-	-	-	773	711	-	851	774	-
Stage 2	-	-	-	-	-	-	817	752	-	766	710	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.4	10.9	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	611	1399	-	-	1359	-	-	676
HCM Lane V/C Ratio	0.007	0.011	-	-	0.005	-	-	0.118
HCM Control Delay (s)	10.9	7.6	0	-	7.7	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	4	3	56	180	6
Future Vol, veh/h	2	4	3	56	180	6
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	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	2	5	3	64	205	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	279	209	212	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	70	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	694	812	1312	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	693	812	1312	-	-	-
Mov Cap-2 Maneuver	693	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1312	-	768	-	-
HCM Lane V/C Ratio	0.003	-	0.009	-	-
HCM Control Delay (s)	7.8	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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	31	30	1	1	12	25	1	1	1	81	1	85
Future Vol, veh/h	31	30	1	1	12	25	1	1	1	81	1	85
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	35	34	1	1	14	28	1	1	1	92	1	97

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	35	0	0	184	149	35	136	135	28
Stage 1	-	-	-	-	-	-	105	105	-	30	30	-
Stage 2	-	-	-	-	-	-	79	44	-	106	105	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.39
Pot Cap-1 Maneuver	1517	-	-	1526	-	-	760	728	1015	817	741	1025
Stage 1	-	-	-	-	-	-	881	793	-	967	854	-
Stage 2	-	-	-	-	-	-	910	843	-	880	793	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1517	-	-	1526	-	-	674	710	1015	800	722	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	674	710	-	800	722	-
Stage 1	-	-	-	-	-	-	860	774	-	944	853	-
Stage 2	-	-	-	-	-	-	822	842	-	857	774	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.2	9.7	10.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	774	1517	-	-	1526	-	-	900
HCM Lane V/C Ratio	0.004	0.023	-	-	0.001	-	-	0.211
HCM Control Delay (s)	9.7	7.4	0	-	7.4	0	-	10.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	128	4	4	3	37	9	1	2	6	5
Future Vol, veh/h	6	1	128	4	4	3	37	9	1	2	6	5
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	7	1	145	5	5	3	42	10	1	2	7	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	113	109	10	182	112	11	13	0	0	11	0	0
Stage 1	14	14	-	95	95	-	-	-	-	-	-	-
Stage 2	99	95	-	87	17	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	846	766	1048	762	763	1047	1555	-	-	1557	-	-
Stage 1	986	868	-	892	801	-	-	-	-	-	-	-
Stage 2	888	801	-	901	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	821	745	1048	642	742	1047	1555	-	-	1557	-	-
Mov Cap-2 Maneuver	821	745	-	642	742	-	-	-	-	-	-	-
Stage 1	959	867	-	868	779	-	-	-	-	-	-	-
Stage 2	856	779	-	774	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.8	5.8	1.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1555	-	-	1032	759	1557	-	-
HCM Lane V/C Ratio	0.027	-	-	0.149	0.016	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.1	9.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	72	4	1	38	27	3	1	5	81	2	13
Future Vol, veh/h	13	72	4	1	38	27	3	1	5	81	2	13
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	15	82	5	1	43	31	3	1	6	92	2	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	74	0	0	87	0	0	181	188	82	179	178	59
Stage 1	-	-	-	-	-	-	112	112	-	61	61	-
Stage 2	-	-	-	-	-	-	69	76	-	118	117	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.39
Pot Cap-1 Maneuver	1476	-	-	1460	-	-	763	693	956	765	702	985
Stage 1	-	-	-	-	-	-	874	788	-	931	829	-
Stage 2	-	-	-	-	-	-	921	816	-	867	784	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1476	-	-	1460	-	-	743	685	956	753	694	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	743	685	-	753	694	-
Stage 1	-	-	-	-	-	-	864	779	-	921	828	-
Stage 2	-	-	-	-	-	-	904	815	-	851	775	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.1	9.3	10.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	839	1476	-	-	1460	-	-	776
HCM Lane V/C Ratio	0.012	0.01	-	-	0.001	-	-	0.141
HCM Control Delay (s)	9.3	7.5	0	-	7.5	0	-	10.4
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	7	21	21	0
Future Vol, veh/h	0	6	7	21	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	50	10	10	50	50	50
Mvmt Flow	0	7	8	24	24	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	32	0	-	0	27	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	7	-
Critical Hdwy	4.6	-	-	-	6.9	6.7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.65	-	-	-	3.95	3.75
Pot Cap-1 Maneuver	1319	-	-	-	878	935
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1319	-	-	-	878	935
Mov Cap-2 Maneuver	-	-	-	-	878	-
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	904	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1319	-	-	-	878
HCM Lane V/C Ratio	-	-	-	-	0.027
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	24	25	151	61	3
Future Vol, veh/h	3	24	25	151	61	3
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	88	88	88	88	88	88
Heavy Vehicles, %	10	50	50	10	10	10
Mvmt Flow	3	27	28	172	69	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	299	71	72	0	-	0
Stage 1	71	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.5	6.7	4.6	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.75	2.65	-	-	-
Pot Cap-1 Maneuver	676	873	1272	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	660	873	1272	-	-	-
Mov Cap-2 Maneuver	660	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	791	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1272	-	843	-	-
HCM Lane V/C Ratio	0.022	-	0.036	-	-
HCM Control Delay (s)	7.9	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

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	90	8	1	1	10	69	1	1	1	52	1	27
Future Vol, veh/h	90	8	1	1	10	69	1	1	1	52	1	27
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	30	10	10	10	30	10	10
Mvmt Flow	102	9	1	1	11	78	1	1	1	59	1	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	89	0	0	10	0	0	282	305	10	267	266	50
Stage 1	-	-	-	-	-	-	214	214	-	52	52	-
Stage 2	-	-	-	-	-	-	68	91	-	215	214	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.4	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.4	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.4	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.77	4.09	3.39
Pot Cap-1 Maneuver	1457	-	-	1559	-	-	654	595	1048	632	626	996
Stage 1	-	-	-	-	-	-	770	711	-	895	836	-
Stage 2	-	-	-	-	-	-	923	804	-	728	711	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1457	-	-	1559	-	-	598	553	1048	596	582	996
Mov Cap-2 Maneuver	-	-	-	-	-	-	598	553	-	596	582	-
Stage 1	-	-	-	-	-	-	716	661	-	832	835	-
Stage 2	-	-	-	-	-	-	892	803	-	675	661	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	7	0.1	10.4	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	676	1457	-	-	1559	-	-	689
HCM Lane V/C Ratio	0.005	0.07	-	-	0.001	-	-	0.132
HCM Control Delay (s)	10.4	7.7	0	-	7.3	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.5

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	2	5	68	1	4	1	97	15	5	1	8	5
Future Vol, veh/h	2	5	68	1	4	1	97	15	5	1	8	5
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	30	10	10	10	30	10	10	10	10	10
Mvmt Flow	2	6	77	1	5	1	110	17	6	1	9	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	257	257	12	296	257	20	15	0	0	23	0	0
Stage 1	14	14	-	240	240	-	-	-	-	-	-	-
Stage 2	243	243	-	56	17	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.5	7.2	6.6	6.3	4.4	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.57	3.59	4.09	3.39	2.47	-	-	2.29	-	-
Pot Cap-1 Maneuver	680	634	993	641	634	1035	1438	-	-	1542	-	-
Stage 1	986	868	-	746	692	-	-	-	-	-	-	-
Stage 2	743	690	-	936	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	634	584	993	551	584	1035	1438	-	-	1542	-	-
Mov Cap-2 Maneuver	634	584	-	551	584	-	-	-	-	-	-	-
Stage 1	909	867	-	688	638	-	-	-	-	-	-	-
Stage 2	679	636	-	857	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	10.8	6.4	0.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1438	-	-	935	623	1542	-	-
HCM Lane V/C Ratio	0.077	-	-	0.091	0.011	0.001	-	-
HCM Control Delay (s)	7.7	0	-	9.2	10.8	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	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	35	149	2	6	71	49	1	2	1	46	1	44
Future Vol, veh/h	35	149	2	6	71	49	1	2	1	46	1	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	30	10	10	10	10	10	10	10	10	10	10	30
Mvmt Flow	40	169	2	7	81	56	1	2	1	52	1	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	137	0	0	171	0	0	398	400	169	375	374	109
Stage 1	-	-	-	-	-	-	249	249	-	123	123	-
Stage 2	-	-	-	-	-	-	149	151	-	252	251	-
Critical Hdwy	4.4	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.47	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.57
Pot Cap-1 Maneuver	1292	-	-	1359	-	-	548	526	855	568	544	874
Stage 1	-	-	-	-	-	-	738	686	-	862	779	-
Stage 2	-	-	-	-	-	-	835	757	-	735	685	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1292	-	-	1359	-	-	500	505	855	548	522	874
Mov Cap-2 Maneuver	-	-	-	-	-	-	500	505	-	548	522	-
Stage 1	-	-	-	-	-	-	713	663	-	833	774	-
Stage 2	-	-	-	-	-	-	781	752	-	707	662	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.4	11.5	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	561	1292	-	-	1359	-	-	668
HCM Lane V/C Ratio	0.008	0.031	-	-	0.005	-	-	0.155
HCM Control Delay (s)	11.5	7.9	0	-	7.7	0	-	11.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	9	21	21	0
Future Vol, veh/h	0	6	9	21	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	50	10	10	50	50	50
Mvmt Flow	0	7	10	24	24	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	34	0	-	0	29	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	7	-
Critical Hdwy	4.6	-	-	-	6.9	6.7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.65	-	-	-	3.95	3.75
Pot Cap-1 Maneuver	1317	-	-	-	876	932
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1317	-	-	-	876	932
Mov Cap-2 Maneuver	-	-	-	-	876	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	904	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1317	-	-	-	876
HCM Lane V/C Ratio	-	-	-	-	0.027
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	25	24	56	180	6
Future Vol, veh/h	2	25	24	56	180	6
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	88	88	88	88	88	88
Heavy Vehicles, %	10	50	50	10	10	10
Mvmt Flow	2	28	27	64	205	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	327	209	212	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.5	6.7	4.6	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.75	2.65	-	-	-
Pot Cap-1 Maneuver	651	724	1119	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	888	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	635	724	1119	-	-	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	888	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	2.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1119	-	717	-	-
HCM Lane V/C Ratio	0.024	-	0.043	-	-
HCM Control Delay (s)	8.3	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	30	1	1	12	46	1	1	1	102	1	85
Future Vol, veh/h	31	30	1	1	12	46	1	1	1	102	1	85
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	30	10	10	10	30	10	10
Mvmt Flow	35	34	1	1	14	52	1	1	1	116	1	97

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	35	0	0	196	173	35	148	147	40
Stage 1	-	-	-	-	-	-	105	105	-	42	42	-
Stage 2	-	-	-	-	-	-	91	68	-	106	105	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.4	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.4	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.4	5.6	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.77	4.09	3.39
Pot Cap-1 Maneuver	1486	-	-	1526	-	-	746	706	1015	760	730	1009
Stage 1	-	-	-	-	-	-	881	793	-	906	844	-
Stage 2	-	-	-	-	-	-	897	823	-	836	793	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1486	-	-	1526	-	-	661	688	1015	744	712	1009
Mov Cap-2 Maneuver	-	-	-	-	-	-	661	688	-	744	712	-
Stage 1	-	-	-	-	-	-	860	774	-	884	843	-
Stage 2	-	-	-	-	-	-	809	822	-	814	774	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.1	9.8	10.7
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	759	1486	-	-	1526	-	-	844
HCM Lane V/C Ratio	0.004	0.024	-	-	0.001	-	-	0.253
HCM Control Delay (s)	9.8	7.5	0	-	7.4	0	-	10.7
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	1

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	149	4	4	3	58	9	1	2	6	5
Future Vol, veh/h	6	1	149	4	4	3	58	9	1	2	6	5
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	30	10	10	10	30	10	10	10	10	10
Mvmt Flow	7	1	169	5	5	3	66	10	1	2	7	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	161	157	10	242	160	11	13	0	0	11	0	0
Stage 1	14	14	-	143	143	-	-	-	-	-	-	-
Stage 2	147	143	-	99	17	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.5	7.2	6.6	6.3	4.4	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.57	3.59	4.09	3.39	2.47	-	-	2.29	-	-
Pot Cap-1 Maneuver	787	721	995	696	718	1047	1441	-	-	1557	-	-
Stage 1	986	868	-	841	763	-	-	-	-	-	-	-
Stage 2	837	763	-	888	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	752	687	995	556	684	1047	1441	-	-	1557	-	-
Mov Cap-2 Maneuver	752	687	-	556	684	-	-	-	-	-	-	-
Stage 1	941	867	-	802	728	-	-	-	-	-	-	-
Stage 2	791	728	-	735	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	10.3	6.5	1.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	980	691	1557	-	-
HCM Lane V/C Ratio	0.046	-	-	0.181	0.018	0.001	-	-
HCM Control Delay (s)	7.6	0	-	9.5	10.3	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0	-	-

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	34	72	4	1	38	27	3	1	5	81	2	34
Future Vol, veh/h	34	72	4	1	38	27	3	1	5	81	2	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	30	10	10	10	10	10	10	10	10	10	10	30
Mvmt Flow	39	82	5	1	43	31	3	1	6	92	2	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	74	0	0	87	0	0	241	236	82	227	226	59
Stage 1	-	-	-	-	-	-	160	160	-	61	61	-
Stage 2	-	-	-	-	-	-	81	76	-	166	165	-
Critical Hdwy	4.4	-	-	4.2	-	-	7.2	6.6	6.3	7.2	6.6	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.2	5.6	-
Follow-up Hdwy	2.47	-	-	2.29	-	-	3.59	4.09	3.39	3.59	4.09	3.57
Pot Cap-1 Maneuver	1366	-	-	1460	-	-	697	651	956	712	659	933
Stage 1	-	-	-	-	-	-	824	751	-	931	829	-
Stage 2	-	-	-	-	-	-	908	816	-	818	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1366	-	-	1460	-	-	650	631	956	690	639	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	650	631	-	690	639	-
Stage 1	-	-	-	-	-	-	799	728	-	903	828	-
Stage 2	-	-	-	-	-	-	867	815	-	788	725	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	0.1	9.6	10.9
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	787	1366	-	-	1460	-	-	745
HCM Lane V/C Ratio	0.013	0.028	-	-	0.001	-	-	0.178
HCM Control Delay (s)	9.6	7.7	0	-	7.5	0	-	10.9
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.6