



CIVITAS

Crestone Peak Resources Operating LLC

**Aspen 3-65 15-14 South  
Substantially Equivalent Transportation Plan**

Section 15, Township 3 South, Range 65 West  
Adams County, CO

## Introduction

This document is being submitted as a substantially equivalent Transportation Plan for the Aspen 3-65 15-14 South 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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May 13, 2024

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

Re: CPR - Aspen 3-65 15-14 South &  
Aspen 3-65 15-14 North Phase 2  
Traffic Impact Analysis  
Aurora, CO  
LSC #230033

Dear Mr. Farkas:

In response to your request, LSC Transportation Consultants, Inc. has prepared this updated Traffic Impact Analysis for the proposed CPR - Aspen 3-65 15-14 South & Aspen 3-65 15-14 North Phase 2 well sites in Aurora, Colorado, to address a minor change in the assignment of production trips. The sites are located east of Monaghan Road and south of E. 56<sup>th</sup> 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 sites; the assignment of the projected traffic volumes to the area roadways for the two highest trip generating months; the projected total traffic volumes on the area roadways; the sites' projected traffic impacts; and any recommended roadway improvements to mitigate the traffic impacts from the sites. The estimated timing of each phase is the best information available today but is subject to change over time.

## LAND USE AND ACCESS

The sites are proposed as oil and gas operations with a total of 15 well heads. Full movement access exists for the north site to Monaghan Road and is proposed to Monaghan Road for the south site as shown in Figures 2a and 2b. There is adequate sight distance along Monaghan Road.

The sites 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) | 48 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	89 days South/72 days North
7. Drilling Breakdown	2 days
8. Completion & Flow Back Set Up	15 days South/17 days North
9. Completion (5.8 days per well)	60 days South/62 days North
10. Flowback	15 days
11. Completion & Flow Back Breakdown	3 days
12. Production/Operations (all production/operations trips will be to/from the South site)	ongoing

These phases are detailed in Tables 1a and 1b.

## 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 west of the proposed site. The posted speed limit is 45 mph in the vicinity of the site.
- **E. 38<sup>th</sup> 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 30 mph.
- **E. 26<sup>th</sup> 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. 26<sup>th</sup> 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 November, 2023.

### 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. This rate was chosen after reviewing the NEATS and DRCOG projections for the area.

### **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, 2024, and 2025 background levels of service using Synchro. Table 2 shows the level of service analysis results. The level of service reports are attached.

- 1a. Monaghan Road/North Site Access:** This intersection was analyzed only for the total traffic scenarios.
- 1b. Monaghan Road/South Site Access:** This intersection was analyzed only for the total traffic scenarios.
- 2. Monaghan Road/E. 38<sup>th</sup> 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.
- 3. Monaghan Road/E. 26<sup>th</sup> 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. 26<sup>th</sup> 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 (US 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 two sites. This is expected to occur for about ten days in October, 2024 and for about fifteen days in April, 2025.

Table 4 shows the highest estimated daily and peak-hour traffic impact for the two sites in both 2024 and 2025.

### **TRIP DISTRIBUTION**

Figure 6 shows the proposed haul route and 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. About ten days in October, 2024 are expected to have the highest trip generation potential for the combined sites.

Figure 7b shows the estimated April, 2025 assignment of site-generated traffic volumes in passenger car equivalents. About fifteen days in April are expected to have the highest trip generation potential for the combined sites.

## **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 two sites in 2024.

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 two sites in 2025.

## **PROJECTED LEVELS OF SERVICE**

The intersections in the study area were analyzed as appropriate to determine the 2024 and 2025 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.

- 1a. Monaghan Road/North Site Access:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2025.
- 1b. Monaghan Road/South Site Access:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2025.
- 2. Monaghan Road/E. 38<sup>th</sup> 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. 26<sup>th</sup> 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. 26<sup>th</sup> 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 relatively short amount of time.

The construction of these turn lanes is not recommended because the turn lane volume threshold will only be met for a relatively short amount of time. 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. A suggested traffic control plan is shown in Figure 10.

### **CONCLUSIONS AND RECOMMENDATIONS**

#### **Trip Generation**

1. The highest combined impact of the two sites will be 702 passenger car equivalent trips for about fifteen days in April, 2025.
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. All production trips will be to/from the South 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 - Aspen 3-65 15-14 South & Aspen 3-65 15-14 North Phase 2 well sites 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. A suggested traffic control plan is shown in Figure 10.

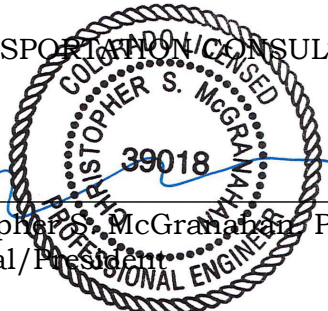
\* \* \* \* \*

We trust our findings will assist you in gaining approval of the proposed CPR - Aspen 3-65 15-14 South & Aspen 3-65 15-14 North Phase 2 well sites 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

5-13-24

- Enclosures: Tables 1 - 4  
 Figures 1 - 10  
 Traffic Count Reports  
 Level of Service Definitions  
 Level of Service Reports

**Table 1a**  
**CPR Aspen 3-65 15-14 South Pad (8 well heads)**  
**Trip Generation Estimate**  
**LSC #230033; May, 2024**

Phase of Development and Estimated Start Date	Gross Vehicle Weight <sup>(1)</sup>	ESAL Per Vehicle <sup>(1)</sup>	Number of Vehicles Estimated per Day <sup>(1)</sup>		Average Daily Trips	Average Daily ESALs
<b>Construction Phase 1 (62 days +/-) - Earthwork of site and access road</b>						
1.) <i>Setup (2 Day)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	10	Vehicles	20	0.06
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		50	
2.) <i>Construction (48 days)</i>						
Passenger Vehicle <sup>(2)</sup>	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 <sup>(3)</sup> =		20	
3.) <i>Breakdown (2 Days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	10	Vehicles	20	0.06
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		50	
<b>4.) Secondary Construction (10 days +/-) - Finishing work and access road construction</b>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	10	Vehicles	20	0.06
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		260	
<b>Drilling Phase (93 days +/-)</b>						
5.) <i>Setup (2 Days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	20	Vehicles	40	0.12
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		124	
6.) <i>Drilling (89 days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	23	Vehicles	46	0.14
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		112	
7.) <i>Breakdown (2 Days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	20	Vehicles	40	0.12
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		124	
<b>Completion &amp; Flow Back Phase (97 days +/-)</b>						
8.) <i>Setup (15 Days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	20	Vehicles	40	0.12
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		280	
9.) <i>Completion (60 days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	61	Vehicles	122	0.37
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		422	
10.) <i>Flow Back (15 Days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	5	Vehicles	10	0.03
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		178	
11.) <i>Breakdown (3 days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	20	Vehicles	40	0.12
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		280	
<b>12.) Production/Operation Phase (all production trips are to this site)</b>						
Passenger Vehicle	4,500 to 8,500 lbs	0.003	4	Vehicles	8	0.02
Tanker Truck Trips	50,000 to 70,000 lbs	1.087	2	Vehicles	4	4.348
			Typical Vehicle Trips per Day =		12	4.37
			Typical Passenger Car Equivalent Trips per Day =		20	

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 1b**  
**CPR Aspen 3-65 15-14 North Phase 2 Pad (7 well heads)**  
**Trip Generation Estimate**  
**LSC #230033; May, 2024**

Phase of Development and Estimated Start Date	Gross Vehicle Weight <sup>(1)</sup>	ESAL Per Vehicle <sup>(1)</sup>	Number of Vehicles Estimated per Day <sup>(1)</sup>		Average Daily Trips	Average Daily ESALs
<b>Construction Phase 1 (52 days +/-) - Earthwork of site and access road</b>						
1.) <i>Setup (2 Day)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	10	Vehicles	20	0.06
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		50	
2.) <i>Construction (48 days)</i>						
Passenger Vehicle <sup>(2)</sup>	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 <sup>(3)</sup> =		20	
3.) <i>Breakdown (2 Days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	10	Vehicles	20	0.06
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		50	
<b>4.) Secondary Construction (10 days +/-) - Finishing work and access road construction</b>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	10	Vehicles	20	0.06
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		260	
<b>Drilling Phase (76 days +/-)</b>						
5.) <i>Setup (2 Days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	20	Vehicles	40	0.12
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		124	
6.) <i>Drilling (72 days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	23	Vehicles	46	0.14
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		112	
7.) <i>Breakdown (2 Days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	20	Vehicles	40	0.12
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		124	
<b>Completion &amp; Flow Back Phase (97 days +/-)</b>						
8.) <i>Setup (17 Days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	20	Vehicles	40	0.12
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		280	
9.) <i>Completion (62 days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	61	Vehicles	122	0.37
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		422	
10.) <i>Flow Back (15 Days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	5	Vehicles	10	0.03
Multiple Unit Trucks <sup>(2)</sup>	50,000 to 70,000 lbs	1.087	28	Vehicles	56	60.87
			Typical Vehicle Trips per Day =		66	60.90
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11.) <i>Breakdown (3 days)</i>						
Passenger Vehicle <sup>(2)</sup>	4,500 to 8,500 lbs	0.003	20	Vehicles	40	0.12
Multiple Unit Trucks <sup>(2)</sup>	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 <sup>(3)</sup> =		280	
<b>12.) Production/Operation Phase (all production trips will be to/from the South site)</b>						
Passenger Vehicle	4,500 to 8,500 lbs	0.003	0	Vehicles	0	0.00
Tanker Truck Trips	50,000 to 70,000 lbs	1.087	0	Vehicles	0	0
			Typical Vehicle Trips per Day =		0	0.00
			Typical Passenger Car Equivalent Trips per Day =		0	

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 Aspen South & North**  
**Aurora, CO**  
**LSC #230033; May, 2024**

Intersection No. & Location	Traffic Control	Existing Traffic		2024 Background Traffic		2024 Total Traffic		2025 Background Traffic		2025 Total Traffic	
		Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1a) <u>Monaghan Road/North Site Access</u>	TWSC										
WB Approach		--	--	--	--	B	B	--	--	B	B
SB Approach		--	--	--	--	A	A	--	--	A	A
Critical Movement Delay (sec/veh)		--	--	--	--	10.5	11.3	--	--	10.6	11.5
1b) <u>Monaghan Road/South Site Access</u>	TWSC										
WB Approach		--	--	--	--	A	B	--	--	B	B
SB Approach		--	--	--	--	A	A	--	--	A	A
Critical Movement Delay (sec/veh)		--	--	--	--	9.1	11.5	--	--	10.9	11.8
2) <u>Monaghan Road/E. 38th Avenue</u>	TWSC										
NB Approach		A	A	A	A	A	A	A	A	A	A
EB Approach		A	B	A	B	A	B	A	B	A	B
Critical Movement Delay (sec/veh)		7.4	10.0	9.3	10.1	9.5	10.3	9.4	10.2	9.7	10.6
3) <u>Monaghan Road/E. 26th Avenue</u>	TWSC										
NB Approach		B	A	B	A	B	A	B	A	B	B
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		A	B	A	B	B	B	A	B	B	B
Critical Movement Delay (sec/veh)		10.4	10.2	10.2	10.4	10.3	10.8	10.2	10.5	10.8	11.3
4) <u>Hudson Road/E. 26th Avenue</u>	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	B	B	B
SB Approach		A	A	A	A	A	A	A	A	A	A
Critical Movement Delay (sec/veh)		10.6	9.8	10.7	9.9	11.2	10.3	10.8	10.0	11.7	10.8
5) <u>E. Colfax Avenue (CO 36)/Hudson Road</u>	TWSC										
NB Approach		B	A	B	A	B	A	B	A	B	B
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)		11.1	10.3	11.2	10.5	11.6	10.9	11.3	10.7	12.2	11.4



**Table 4**  
**ESTIMATED TRAFFIC GENERATION <sup>(1)</sup>**  
**CPR Aspen South & North**  
**Aurora, CO**  
**LSC #230033; May, 2024**

Month/Year	Vehicle-Trips Generated				
	Average Daily PCE <sup>(1)(2)(3)</sup>	AM Peak-Hour <sup>(4)</sup>		PM Peak-Hour <sup>(4)</sup>	
		In	Out	In	Out
<b>Highest Combined Impact for the two sites in 2024</b>					
<u>October/November, 2024 (10 Days) - highest trip count for combined sites</u>					
Aspen South	112	6	5	5	6
Aspen North	260	13	13	13	13
	<b>372</b>	<b>19</b>	<b>18</b>	<b>18</b>	<b>19</b>
<b>Highest Combined Impact for the two sites in 2025</b>					
<u>April, 2025 (15 Days) - highest trip count for combined sites</u>					
Aspen South	422	21	21	21	21
Aspen North	280	14	14	14	14
	<b>702</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>35</b>

Notes:

- (1) Based on data in Tables 1a, 1b, and 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

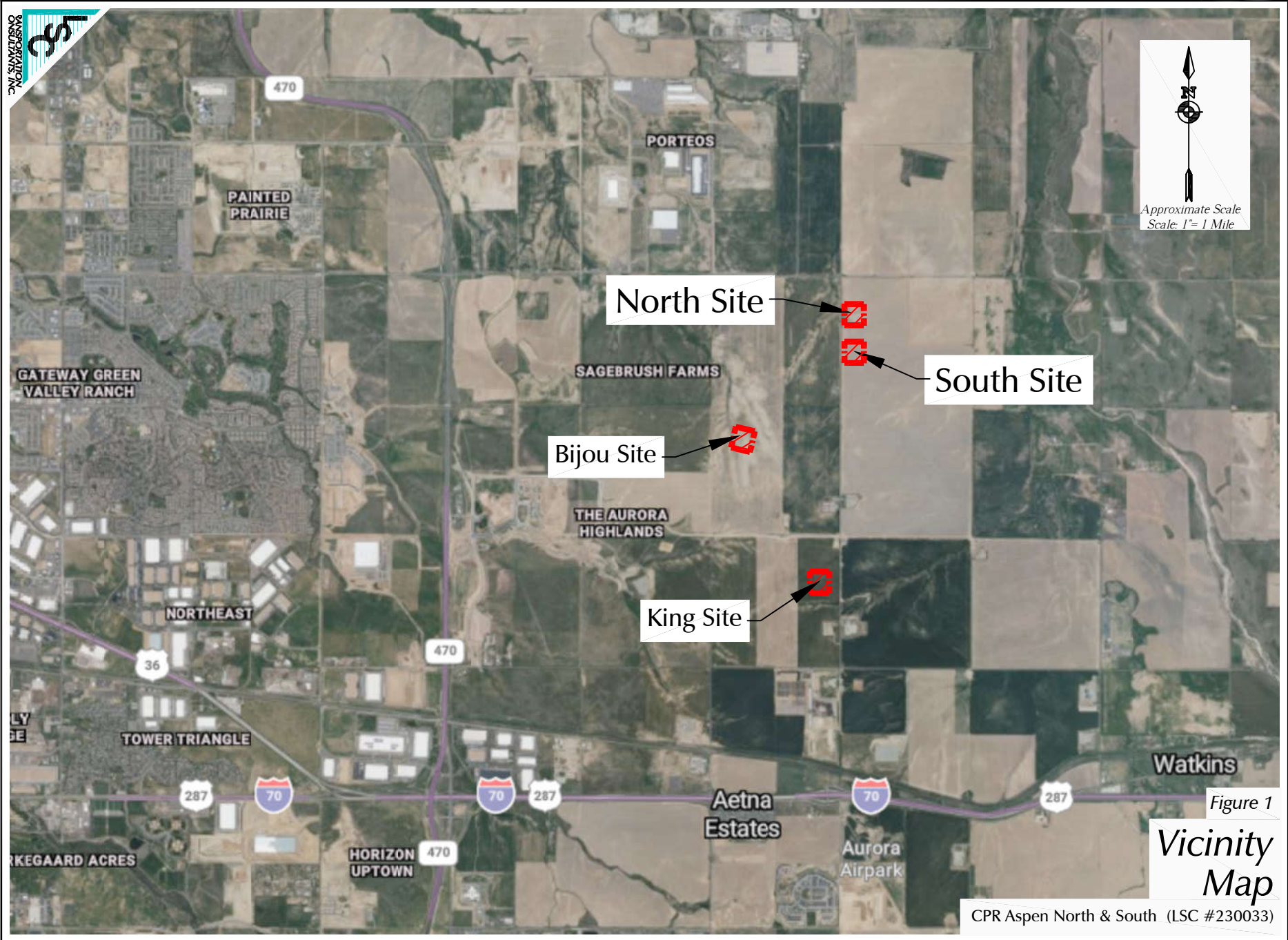


Figure 1

# Vicinity Map

CPR Aspen North & South (LSC #230033)

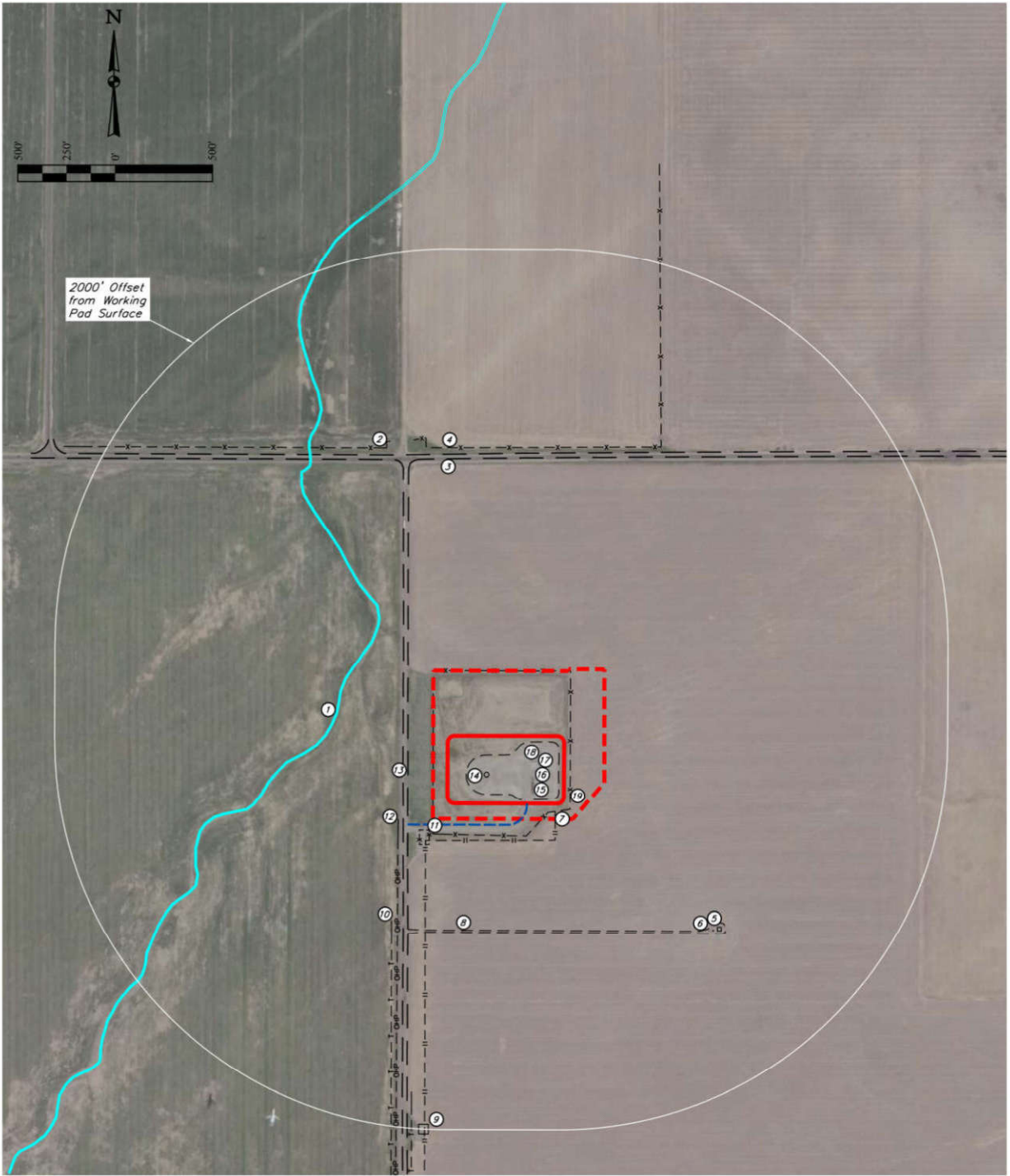


Figure 2a

# North Site Plan

CPR Aspen North & South (LSC #230033)



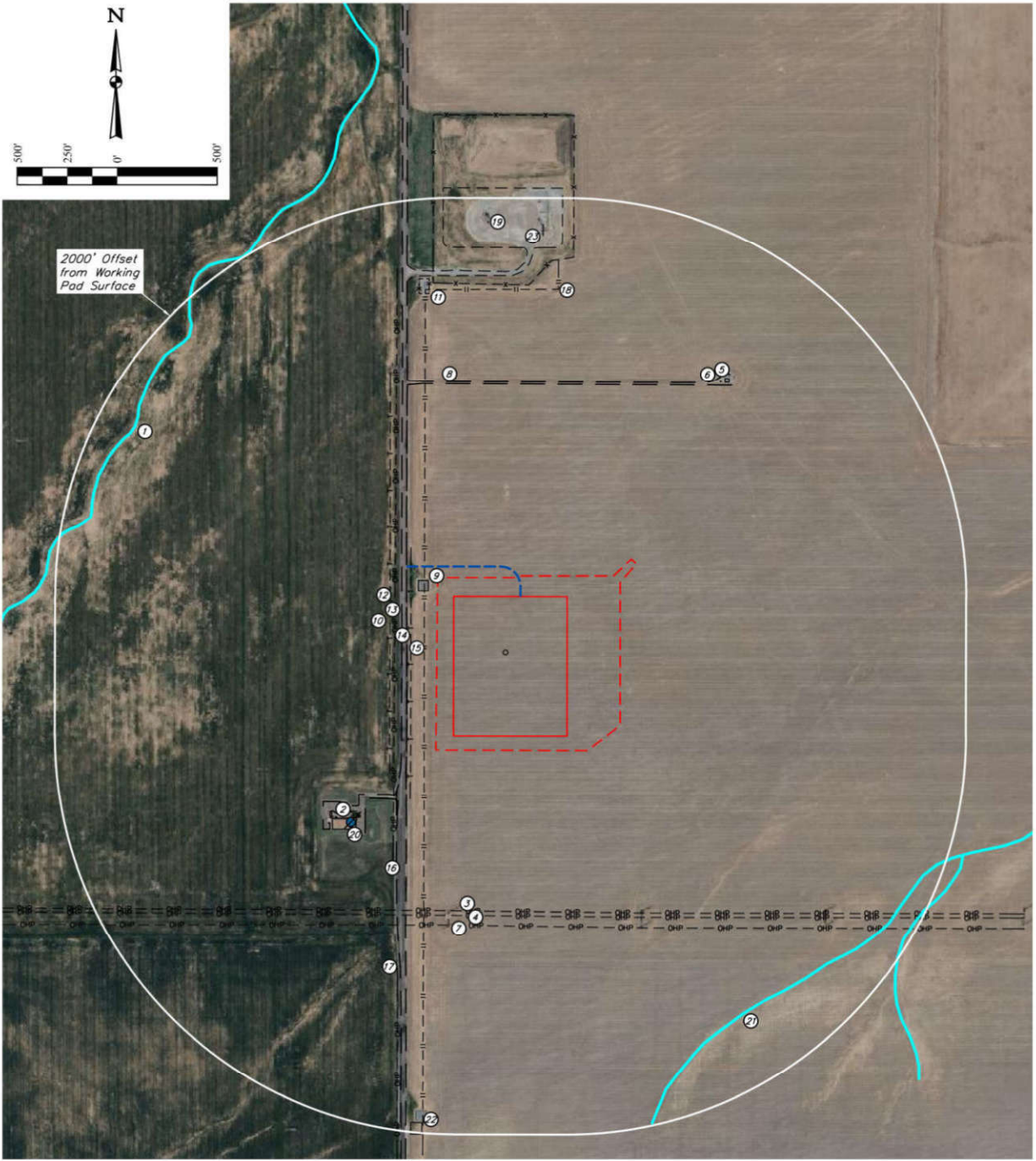
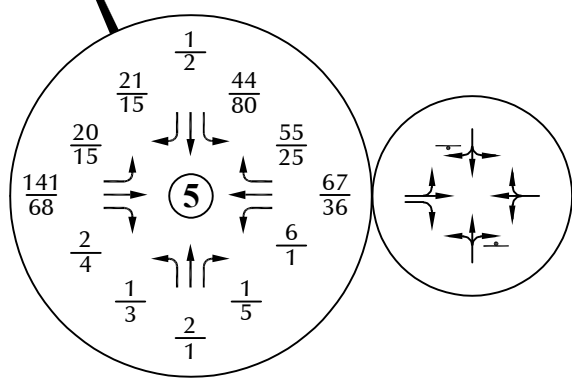
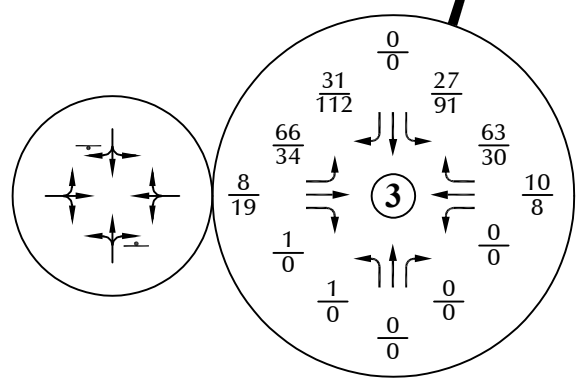
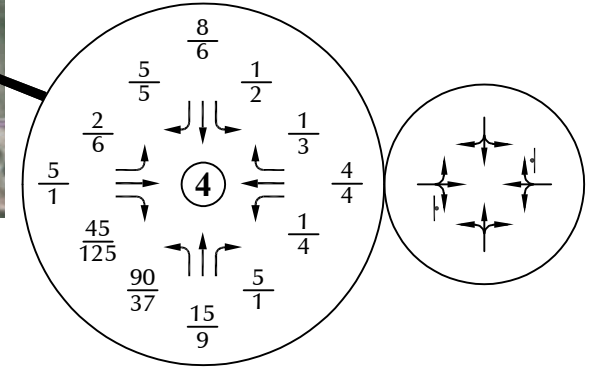
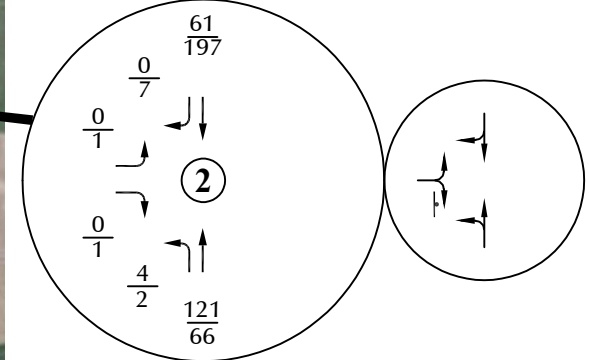
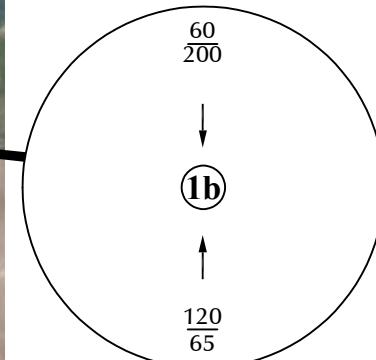
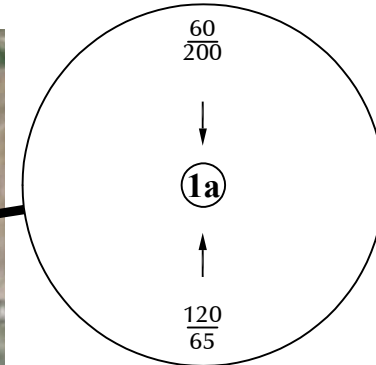


Figure 2b

# South Site Plan

CPR Aspen North & South (LSC #230033)





Approximate Scale  
Scale: 1"=4,000'

LEGEND:

- = Stop Sign
- = Speed Limit
- $\frac{26}{35}$  = AM Peak Hour Traffic / PM Peak Hour Traffic
- 1,000 = Average Daily Traffic

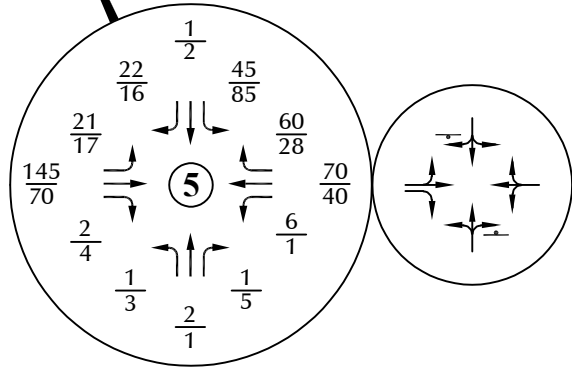
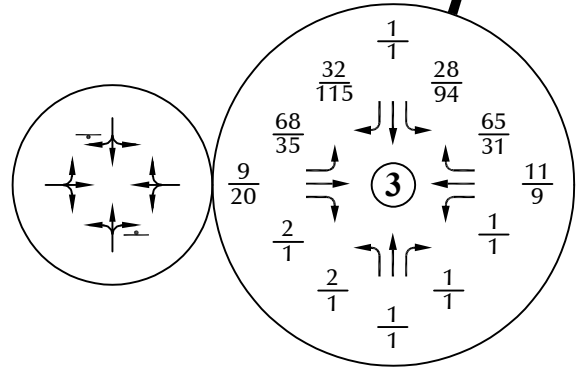
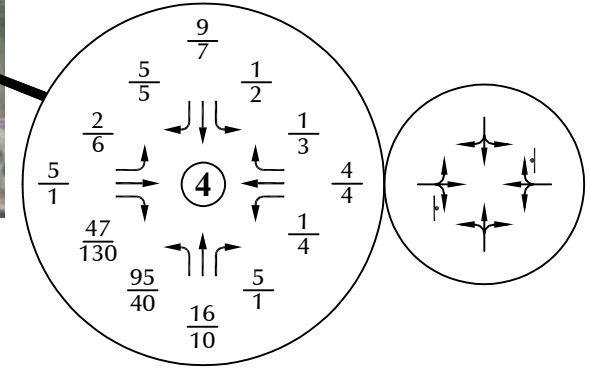
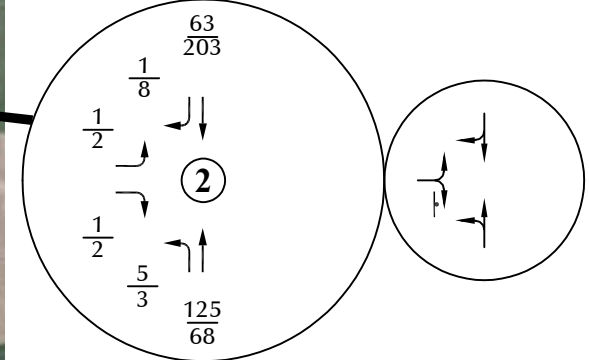
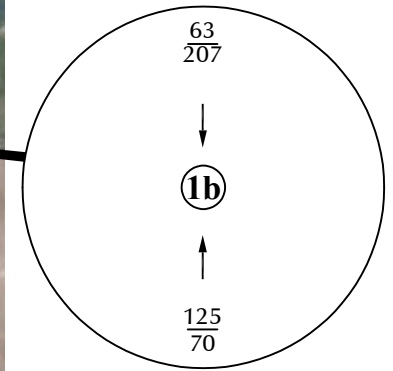
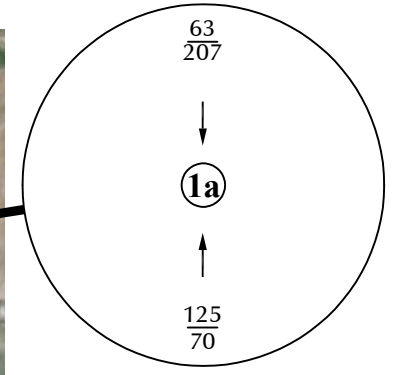
Note: The volumes at Intersection #2 and #3 are based on the traffic counts conducted in November, 2023 and the volumes at Intersection #4 and #5 are based on traffic counts conducted in June, 2023 and adjusted slightly to balance with the newer counts.

Figure 3

# Existing Traffic, Lane Geometry and Traffic Control

CPR Aspen North & South (LSC #230033)





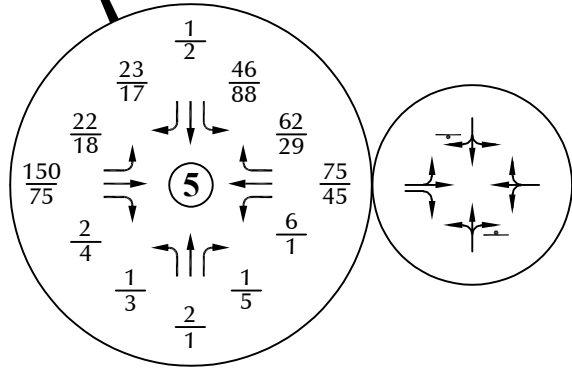
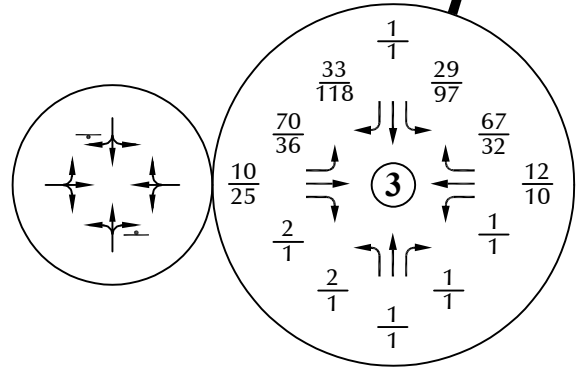
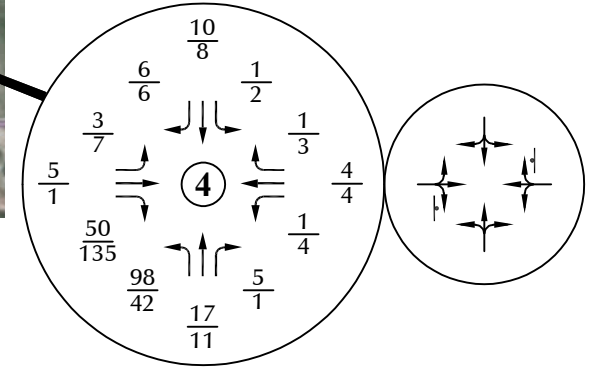
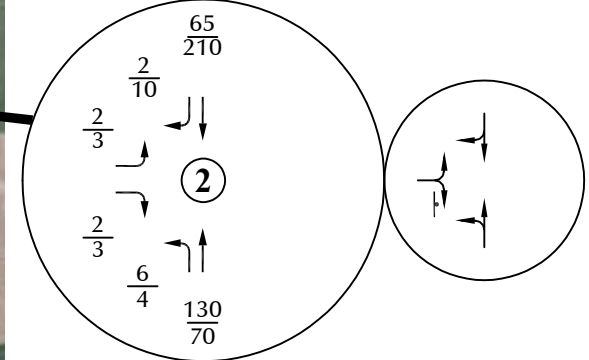
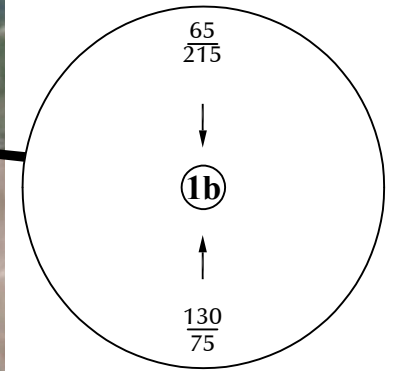
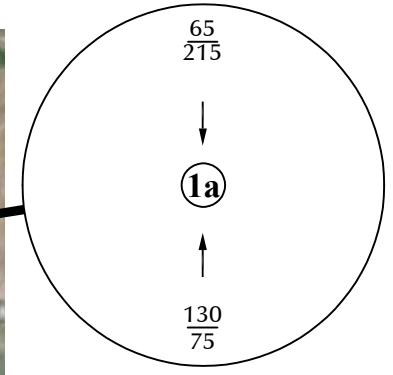
Approximate Scale  
Scale: 1"=4,000'

Note: Assumes annual growth rate of three percent to maintain a conservative analysis. This rate was chosen after reviewing the NEATS and DRCOG projections for the area.

LEGEND:  
 † = Stop Sign  
 $\frac{26}{35}$  = AM Peak Hour Traffic / PM Peak Hour Traffic  
 1,000 = Average Daily Traffic



Figure 4  
**Year 2024 Background Traffic,  
 Lane Geometry and Traffic Control**  
 CPR Aspen North & South (LSC #230033)



Approximate Scale  
Scale: 1"=4,000'

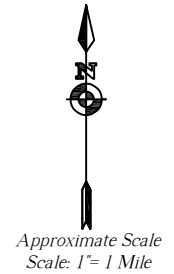
LEGEND:

- ⊥ = Stop Sign
- $\frac{26}{35}$  = AM Peak Hour Traffic / PM Peak Hour Traffic
- 1,000 = Average Daily Traffic



Note: Assumes annual growth rate of three percent to maintain a conservative analysis. This rate was chosen after reviewing the NEATS and DRCOG projections for the area.

Figure 5  
**Year 2025 Background Traffic,  
Lane Geometry and Traffic Control**  
CPR Aspen North & South (LSC #230033)



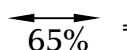
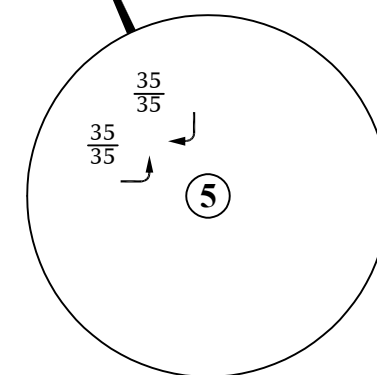
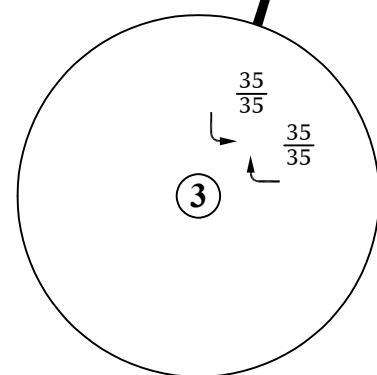
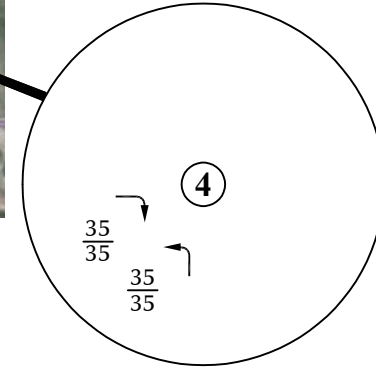
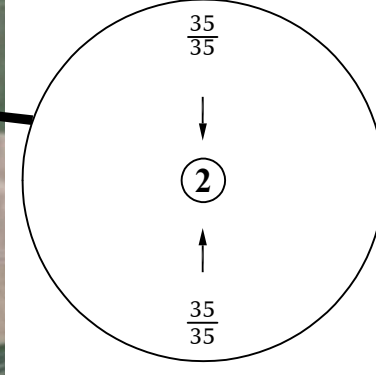
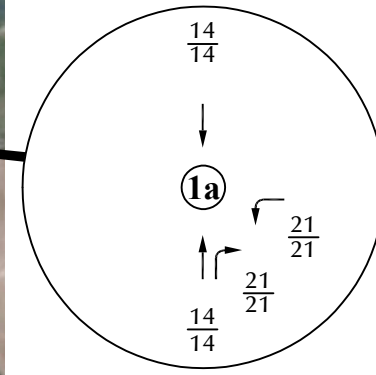
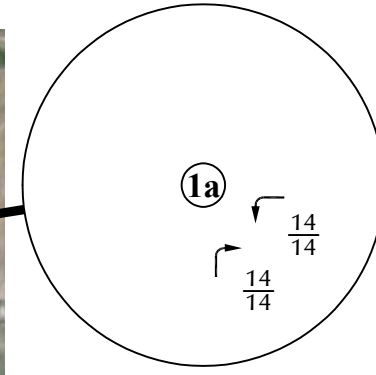
LEGEND:  
 = Percent Directional Distribution

Figure 6  
*Directional Distribution  
of Site-Generated Traffic*

CPR Aspen North & South (LSC #230033)



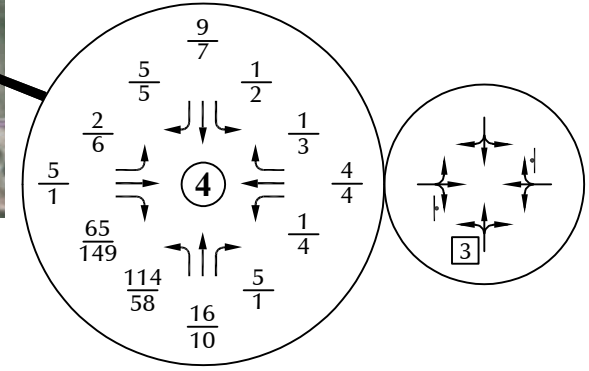
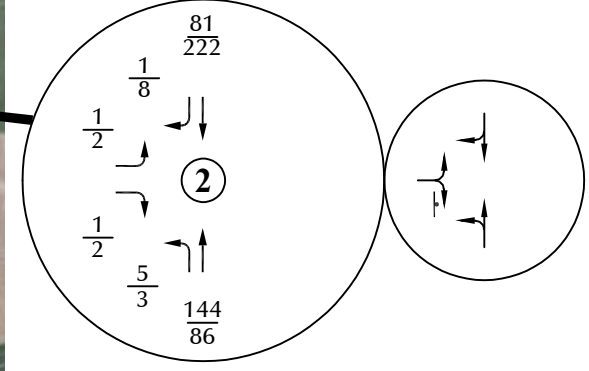
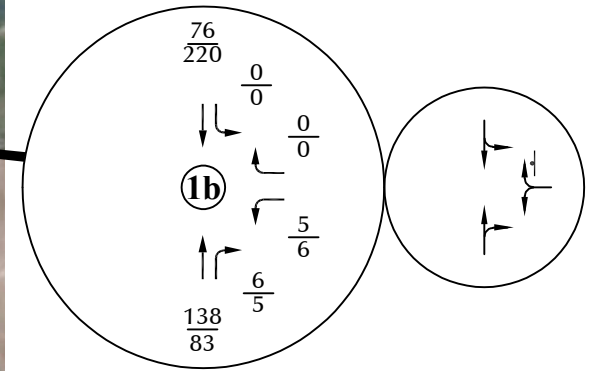
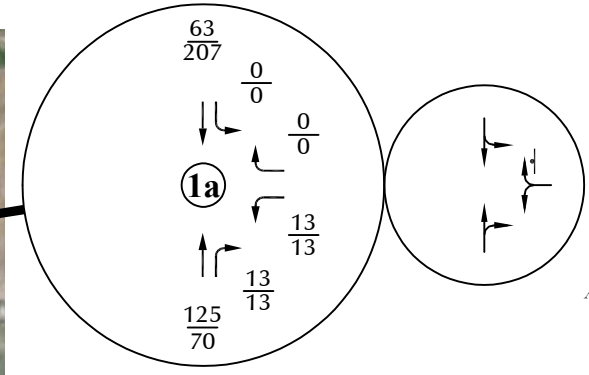


Note: These volumes are expected to occur for fifteen days in April.

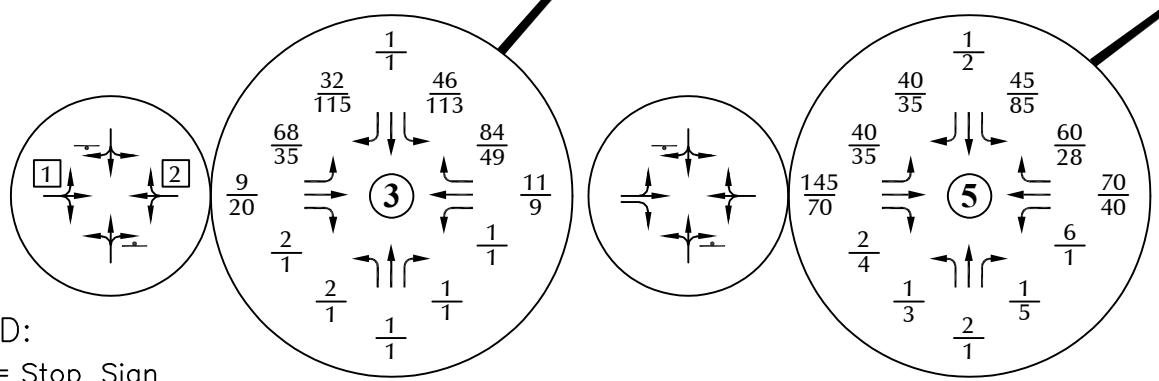
LEGEND:  
 $\frac{26}{35}$  = AM Peak Hour Traffic  
 $\frac{35}{35}$  = PM Peak Hour Traffic  
 1,000 = Average Daily Traffic



Figure 7b  
**2025 Assignment of Site-Generated Traffic**  
 CPR Aspen North & South (LSC #230033)



Approximate Scale  
Scale: 1"=4,000'



LEGEND:  
 † = Stop Sign  
 $\frac{26}{35}$  = AM Peak Hour Traffic / PM Peak Hour Traffic  
 1,000 = Average Daily Traffic

**Improvements Based on Typical Requirements\***

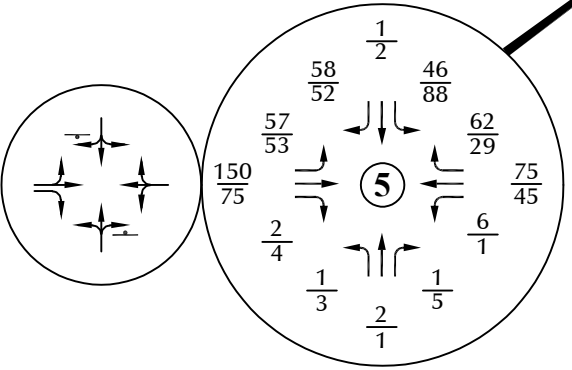
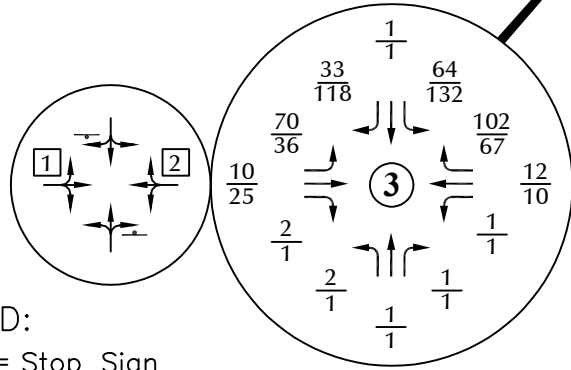
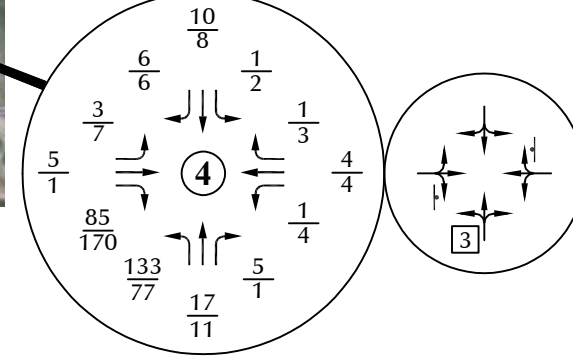
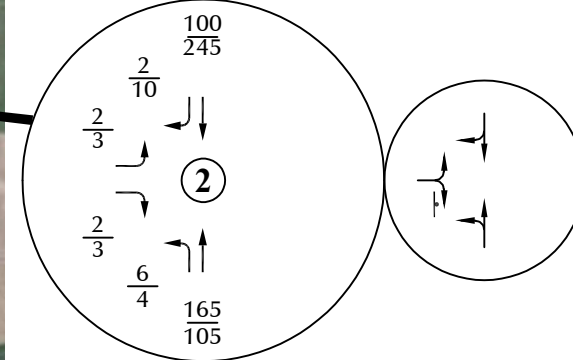
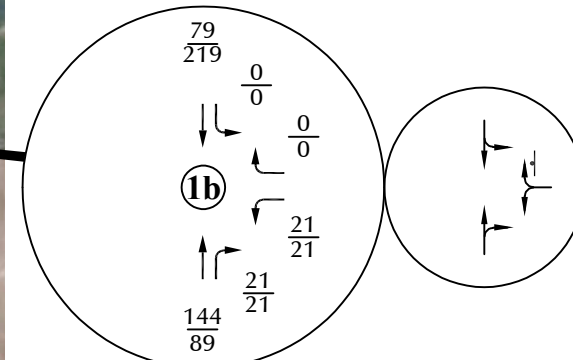
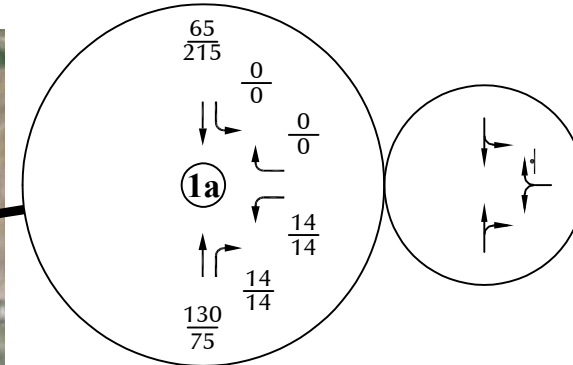
- [1] EB LT deceleration lane - trigger is greater than 10vph and greater than 100vph for opposing flow (not met).
- [2] WB RT deceleration lane - trigger is greater than 25vph and a total approach value greater than 150vph (not met).
- [3] NB LT deceleration lane - trigger is greater than 10vph and greater than 100vph for opposing flow (not met).

\* The City of Aurora is restricting all non-essential trips from 7-9am and 4-6pm. A detailed traffic control plan (TCP) is recommended in lieu of constructing any of these lanes. See Figure 10 for a suggested TCP. This is explained in more detail in the report narrative.

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

Figure 8  
**Year 2024 Total Traffic,  
 Lane Geometry and Traffic Control**  
 CPR Aspen North & South (LSC #230033)





**LEGEND:**

- ⊥ = Stop Sign
- $\frac{26}{35}$  = AM Peak Hour Traffic / PM Peak Hour Traffic
- 1,000 = Average Daily Traffic

**Improvements Based on Typical Requirements\***

- [1] EB LT deceleration lane - trigger is greater than 10vph and greater than 100vph for opposing flow (not met).
- [2] WB RT deceleration lane - trigger is greater than 25vph and a total approach value greater than 150vph (not met).
- [3] NB LT deceleration lane - trigger is greater than 10vph and greater than 100vph for opposing flow (not met).

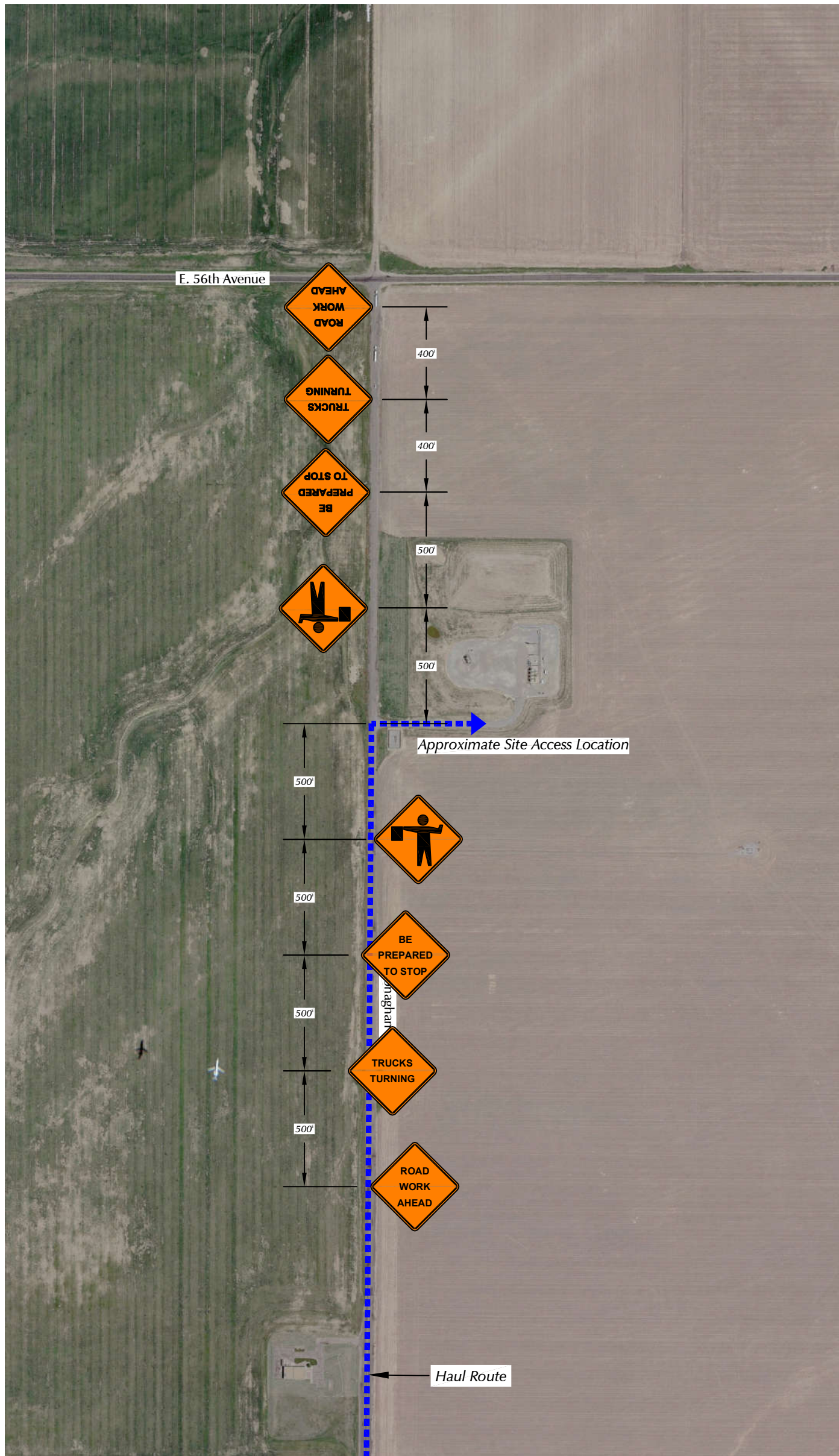
\* The City of Aurora is restricting all non-essential trips from 7-9am and 4-6pm. A detailed traffic control plan (TCP) is recommended in lieu of constructing any of these lanes. See Figure 10 for a suggested TCP. This is explained in more detail in the report narrative.

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

Figure 9

# Year 2025 Total Traffic, Lane Geometry and Traffic Control





Existing posted speed limit = 45mph

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

This exhibit shows the TCP located at the north site access. This would also be applicable for the south site access. It is recommended work only be done at one site access intersection at a time.

Figure 10  
**Traffic Control Plan**  
 CPR Aspen North & South (LSC #230033)

**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: MONAGHAN RD (CR 21)  
E/W STREET: E. 26TH AVE  
CITY: AURORA  
COUNTY: ADAMS

File Name : MONAE26THAVE23  
Site Code : 00000016  
Start Date : 11/1/2023  
Page No : 1

Groups Printed- VEHICLES

Start Time	MONAGHAN RD Southbound				E. 26TH AVE Westbound				TRUCK ENTRANCE Northbound				E. 26TH AVE Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
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	3	0	6	0	0	2	15	0	1	0	0	0	21	1	1	0	50
06:45 AM	12	0	11	0	0	4	13	0	0	0	0	0	13	2	0	0	55
Total	15	0	17	0	0	6	28	0	1	0	0	0	34	3	1	0	105
07:00 AM	6	0	8	0	0	4	15	0	0	0	0	0	16	3	0	0	52
07:15 AM	6	0	6	0	0	0	20	0	0	0	0	0	16	2	0	0	50
07:30 AM	11	0	7	0	0	1	10	0	1	1	0	0	13	2	1	0	47
07:45 AM	6	2	4	0	0	5	9	1	0	0	0	0	17	4	1	0	49
Total	29	2	25	0	0	10	54	1	1	1	0	0	62	11	2	0	198
08:00 AM	4	0	9	0	0	2	10	0	1	1	0	0	14	3	0	0	44
08:15 AM	10	0	3	0	0	2	12	0	0	0	0	0	8	2	0	0	37
Total	14	0	12	0	0	4	22	0	1	1	0	0	22	5	0	0	81
04:00 PM	21	0	28	0	0	3	10	0	0	0	0	0	5	7	0	0	74
04:15 PM	14	0	27	0	0	2	7	0	0	0	0	0	12	4	0	0	66
04:30 PM	31	0	26	0	0	3	7	1	0	0	0	0	12	5	0	0	85
04:45 PM	25	0	31	0	0	0	6	0	0	0	0	0	5	3	0	0	70
Total	91	0	112	0	0	8	30	1	0	0	0	0	34	19	0	0	295
05:00 PM	13	0	18	0	0	2	8	0	0	0	0	0	2	7	0	0	50
05:15 PM	9	0	17	0	0	5	10	0	0	0	0	0	5	4	0	0	50
05:30 PM	14	0	10	0	0	2	4	0	0	0	0	0	9	0	0	0	39
05:45 PM	13	0	10	0	0	2	5	0	0	0	0	0	3	3	0	0	36
Total	49	0	55	0	0	11	27	0	0	0	0	0	19	14	0	0	175
Grand Total	198	2	221	0	0	39	161	2	3	2	0	0	171	52	3	0	854
Apprch %	47.0	0.5	52.5	0.0	0.0	19.3	79.7	1.0	60.0	40.0	0.0	0.0	75.7	23.0	1.3	0.0	
Total %	23.2	0.2	25.9	0.0	0.0	4.6	18.9	0.2	0.4	0.2	0.0	0.0	20.0	6.1	0.4	0.0	

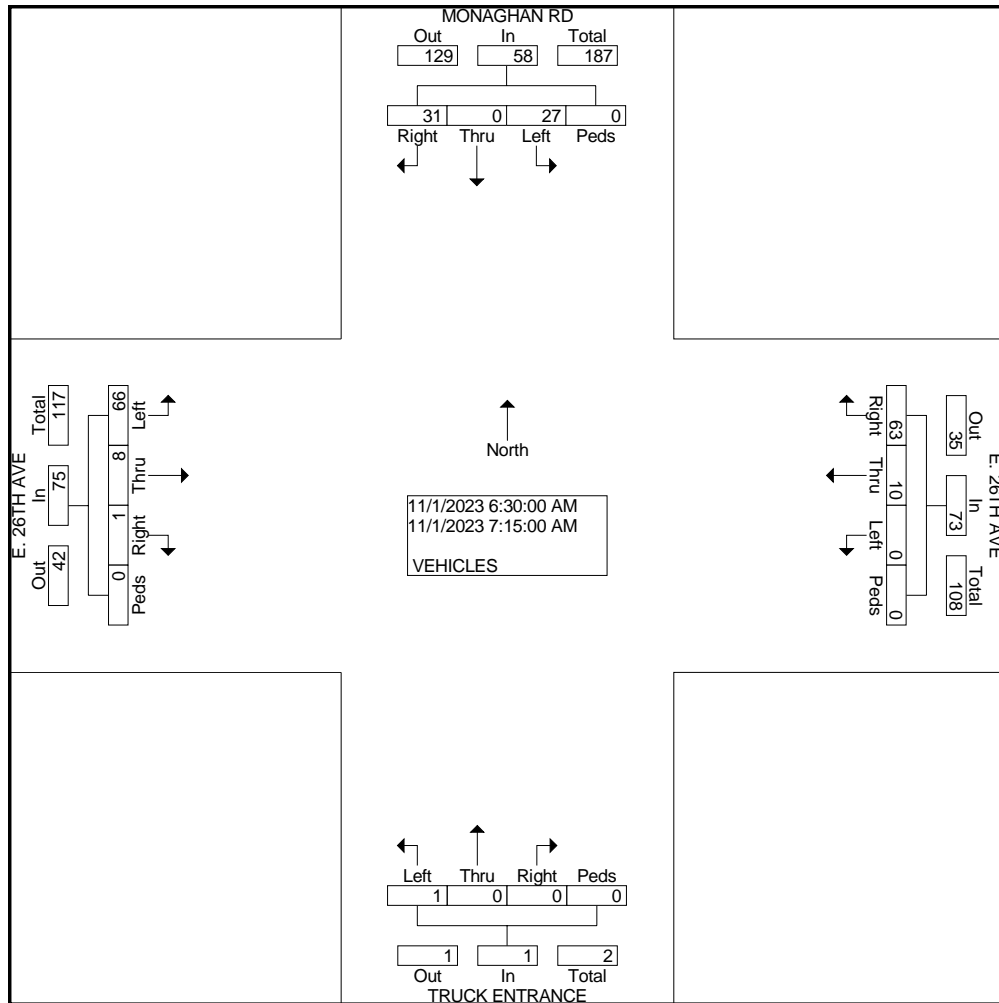
**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: MONAGHAN RD (CR 21)  
E/W STREET: E. 26TH AVE  
CITY: AURORA  
COUNTY: ADAMS

File Name : MONAE26THAVE23  
Site Code : 00000016  
Start Date : 11/1/2023  
Page No : 2

Start Time	MONAGHAN RD Southbound					E. 26TH AVE Westbound					TRUCK ENTRANCE Northbound					E. 26TH AVE Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																				
Volume	27	0	31	0	58	0	10	63	0	73	1	0	0	0	1	66	8	1	0	75	207
Percent	46.6	0.0	53.4	0.0		0.0	13.7	86.3	0.0		100.0	0.0	0.0	0.0		88.0	10.7	1.3	0.0		
06:45 Peak Factor	12	0	11	0	23	0	4	13	0	17	0	0	0	0	0	13	2	0	0	15	55
High Int. Peak Factor	0.63					0.91					0.25					0.81					0.941
06:30 AM	06:30 AM					07:15 AM					06:30 AM					06:30 AM					
Volume	12	0	11	0	23	0	0	20	0	20	1	0	0	0	1	21	1	1	0	23	
Peak Factor	0					3					0					5					



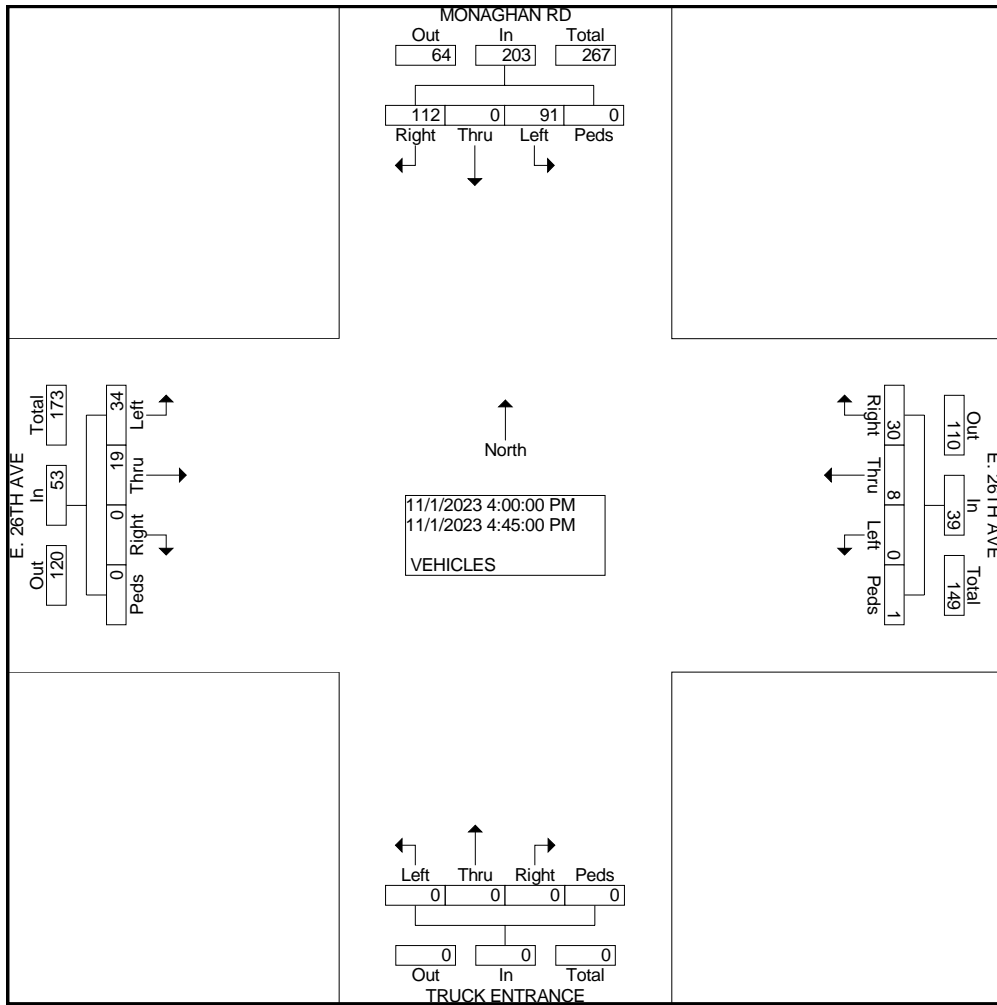
**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: MONAGHAN RD (CR 21)  
E/W STREET: E. 26TH AVE  
CITY: AURORA  
COUNTY: ADAMS

File Name : MONAE26THAVE23  
Site Code : 00000016  
Start Date : 11/1/2023  
Page No : 3

Start Time	MONAGHAN RD Southbound					E. 26TH AVE Westbound					TRUCK ENTRANCE Northbound					E. 26TH AVE Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	91	0	112	0	203	0	8	30	1	39	0	0	0	0	0	34	19	0	0	53	295
Percent	44.8	0.0	55.2	0.0		0.0	20.5	76.9	2.6		0.0	0.0	0.0	0.0		64.2	35.8	0.0	0.0		
04:30 Volume	31	0	26	0	57	0	3	7	1	11	0	0	0	0	0	12	5	0	0	17	85
Peak Factor																					
High Int.	04:30 PM					04:00 PM					04:30 PM										
Volume	31	0	26	0	57	0	3	10	0	13	0	0	0	0	0	12	5	0	0	17	
Peak Factor	0.89					0.75					0.77					9					



**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: MONAGHAN RD (CR21)  
E/W STREET: E. 38TH AVE  
CITY: AURORA  
COUNTY: ADAMS

File Name : MONAE38TH23  
Site Code : 00000005  
Start Date : 11/1/2023  
Page No : 1

Groups Printed- VEHICLES

Start Time	MONAGHAN RD Southbound				NO ACCESS Westbound				MONAGHAN RD Northbound				E. 38TH AVE Eastbound				Int. Total	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
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	12	0	0	0	0	0	0	1	35	0	0	0	0	0	0	0	48
06:45 AM	0	24	0	0	0	0	0	0	3	26	0	0	0	0	0	0	0	53
Total	0	36	0	0	0	0	0	0	4	61	0	0	0	0	0	0	0	101
07:00 AM	0	12	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	42
07:15 AM	0	13	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	43
07:30 AM	0	17	3	0	0	0	0	0	1	27	0	0	1	0	2	0	0	51
07:45 AM	0	6	1	0	0	0	0	0	0	25	0	0	4	0	0	0	0	36
Total	0	48	4	0	0	0	0	0	1	112	0	0	5	0	2	0	0	172
08:00 AM	0	13	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	34
08:15 AM	0	13	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	38
Total	0	26	0	0	0	0	0	0	0	46	0	0	0	0	0	0	0	72
04:00 PM	0	47	4	0	0	0	0	0	0	14	0	0	0	0	0	0	0	65
04:15 PM	0	40	2	0	0	0	0	0	0	19	0	0	0	0	1	0	0	62
04:30 PM	0	54	1	0	0	0	0	0	2	15	0	0	0	0	0	0	0	72
04:45 PM	0	56	0	0	0	0	0	0	0	18	0	0	1	0	0	0	0	75
Total	0	197	7	0	0	0	0	0	2	66	0	0	1	0	1	0	0	274
05:00 PM	0	32	3	0	0	0	0	0	0	10	0	0	0	0	0	0	0	45
05:15 PM	0	25	0	0	0	0	0	0	0	12	0	0	1	0	2	0	0	40
05:30 PM	0	22	1	0	0	0	0	0	0	13	0	0	1	0	2	0	0	39
05:45 PM	0	25	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	36
Total	0	104	5	0	0	0	0	0	0	45	0	0	2	0	4	0	0	160
Grand Total	0	411	16	0	0	0	0	0	7	330	0	0	8	0	7	0	0	779
Apprch %	0.0	96.3	3.7	0.0	0.0	0.0	0.0	0.0	2.1	97.9	0.0	0.0	53.3	0.0	46.7	0.0	0.0	
Total %	0.0	52.8	2.1	0.0	0.0	0.0	0.0	0.0	0.9	42.4	0.0	0.0	1.0	0.0	0.9	0.0	0.0	

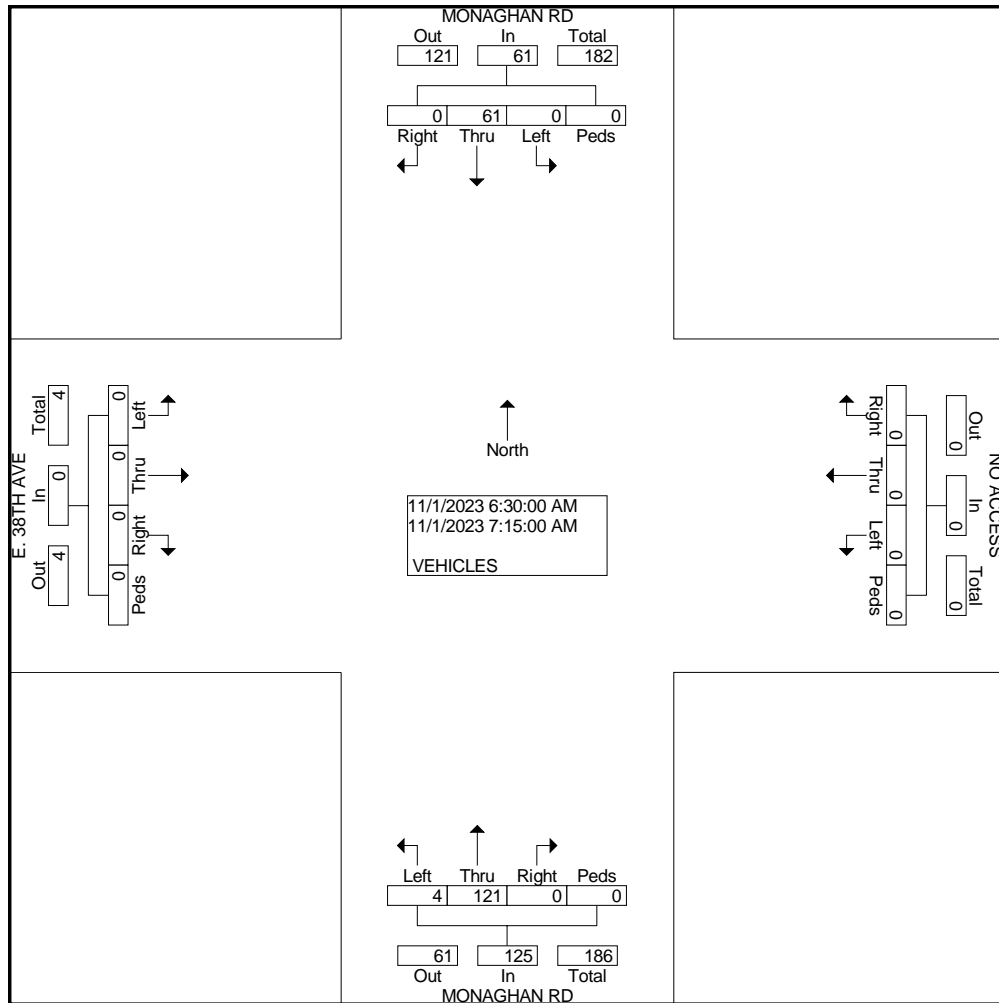
**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: MONAGHAN RD (CR21)  
E/W STREET: E. 38TH AVE  
CITY: AURORA  
COUNTY: ADAMS

File Name : MONAE38TH23  
Site Code : 00000005  
Start Date : 11/1/2023  
Page No : 2

Start Time	MONAGHAN RD Southbound					NO ACCESS Westbound					MONAGHAN RD Northbound					E. 38TH AVE Eastbound					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Intersecti on	06:30 AM																				
Volume	0	61	0	0	61	0	0	0	0	0	4	121	0	0	125	0	0	0	0	0	186
Percent	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		3.2	96.8	0.0	0.0		0.0	0.0	0.0	0.0		
06:45 Volume	0	24	0	0	24	0	0	0	0	0	3	26	0	0	29	0	0	0	0	0	53
Peak Factor	0.877																				
High Int. Volume	06:45 AM																				
Peak Factor	0.635					6:15:00 AM					06:30 AM					6:15:00 AM					
	0	24	0	0	24	0	0	0	0	0	1	35	0	0	36						0.868



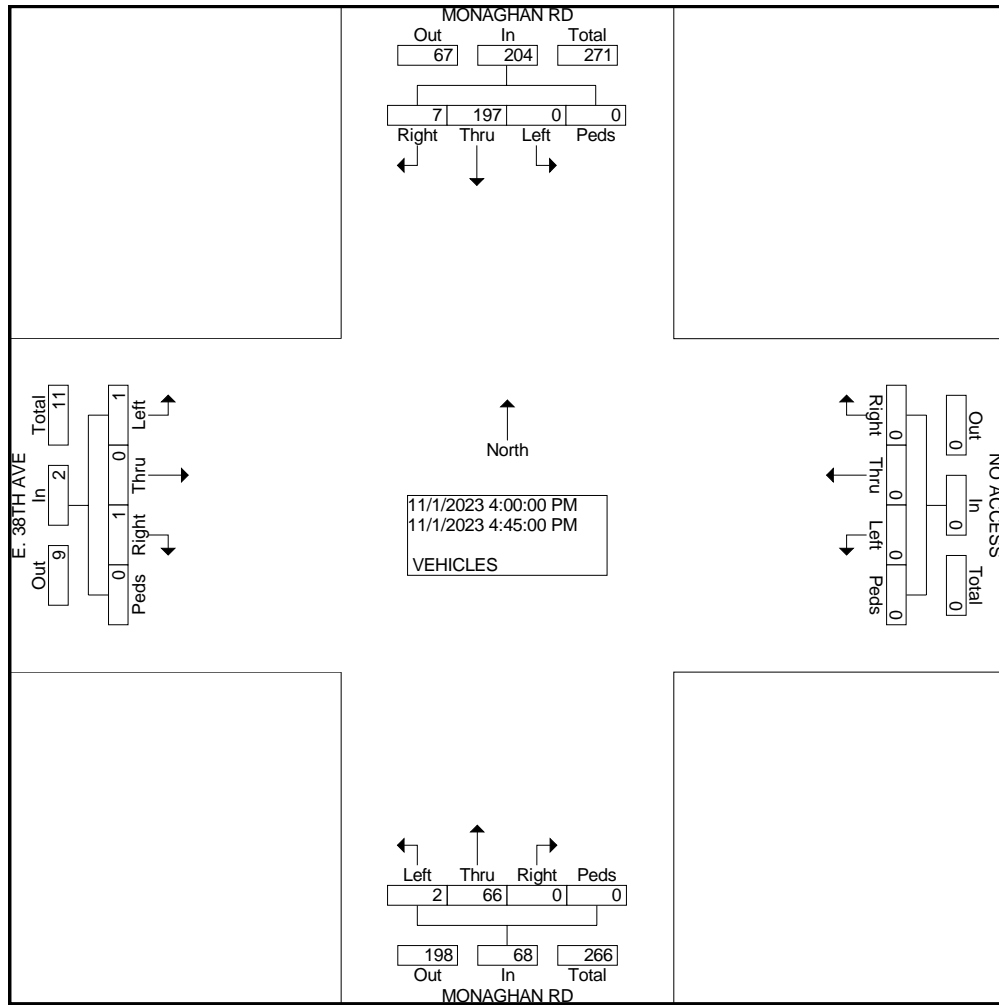
**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: MONAGHAN RD (CR21)  
E/W STREET: E. 38TH AVE  
CITY: AURORA  
COUNTY: ADAMS

File Name : MONAE38TH23  
Site Code : 00000005  
Start Date : 11/1/2023  
Page No : 3

Start Time	MONAGHAN RD Southbound					NO ACCESS Westbound					MONAGHAN RD Northbound					E. 38TH AVE Eastbound					Int. Total
	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	
Peak Hour From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Intersecti on	04:00 PM																				
Volume	0	197	7	0	204	0	0	0	0	0	2	66	0	0	68	1	0	1	0	2	274
Percent	0.0	96.6	3.4	0.0		0.0	0.0	0.0	0.0		2.9	97.1	0.0	0.0		50.0	0.0	50.0	0.0		
04:45 Volume	0	56	0	0	56	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	75
Peak Factor																					
High Int.	04:45 PM																				
Volume	0	56	0	0	56	0	0	0	0	0	04:15 PM					04:15 PM					
Peak Factor	0.91										0.89					0.50					0



**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 : 0000011  
Start Date : 6/28/2023  
Page No : 1

Groups Printed- VEHICLES

Start Time	N. HUDSON RD Southbound				E. 26TH AVE Westbound				N. HUDSON RD Northbound				E. 26TH AVE Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
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	

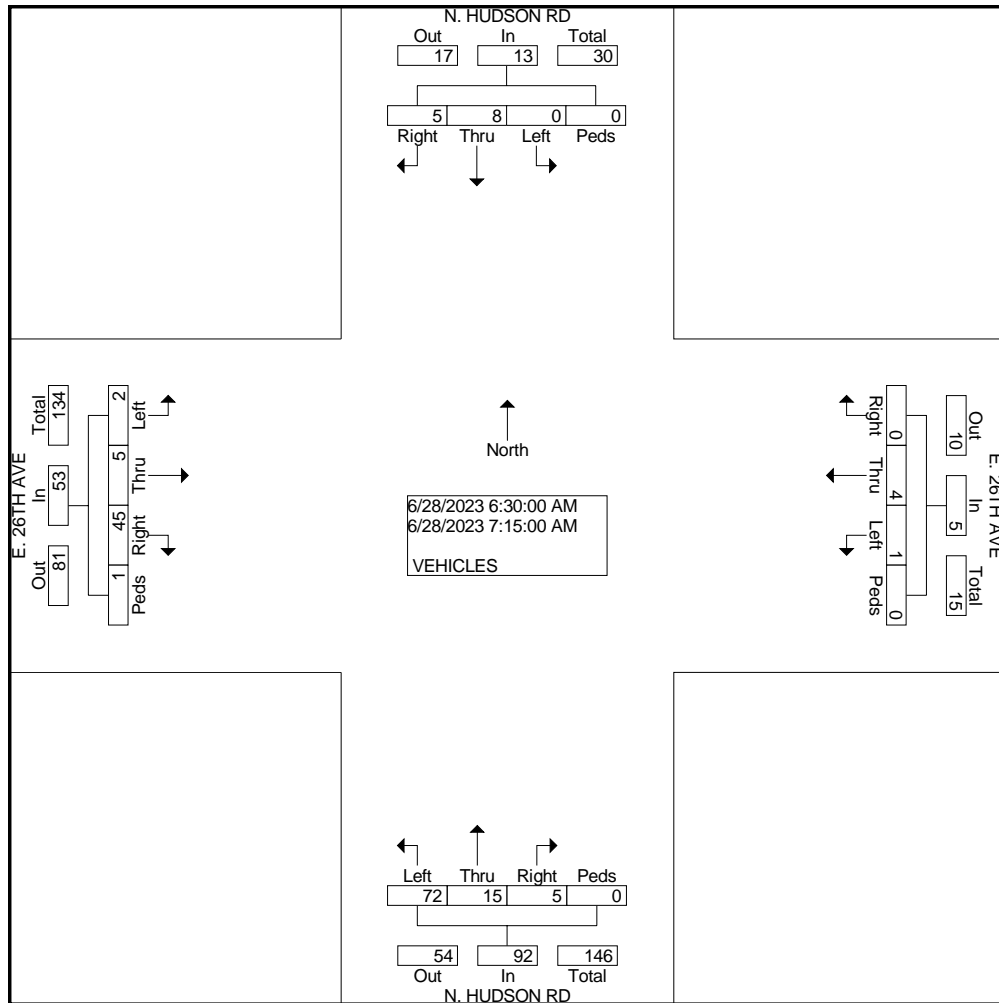
**COUNTER MEASURES INC.**

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 : 0000011  
Start Date : 6/28/2023  
Page No : 2

Start Time	N. HUDSON RD Southbound					E. 26TH AVE Westbound					N. HUDSON RD Northbound					E. 26TH AVE Eastbound					Int. Total				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total					
Peak Hour From 06:30 AM to 07:15 AM - Peak 1 of 1																									
Intersecti on	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																									
High Int. Volume	06:45 AM					06:45 AM					06:30 AM					07:15 AM									
Peak Factor																									
	0	6	1	0	7	0	2	0	0	2	22	2	5	0	29	1	0	15	0	16	0.46	0.62	0.79	0.82	8



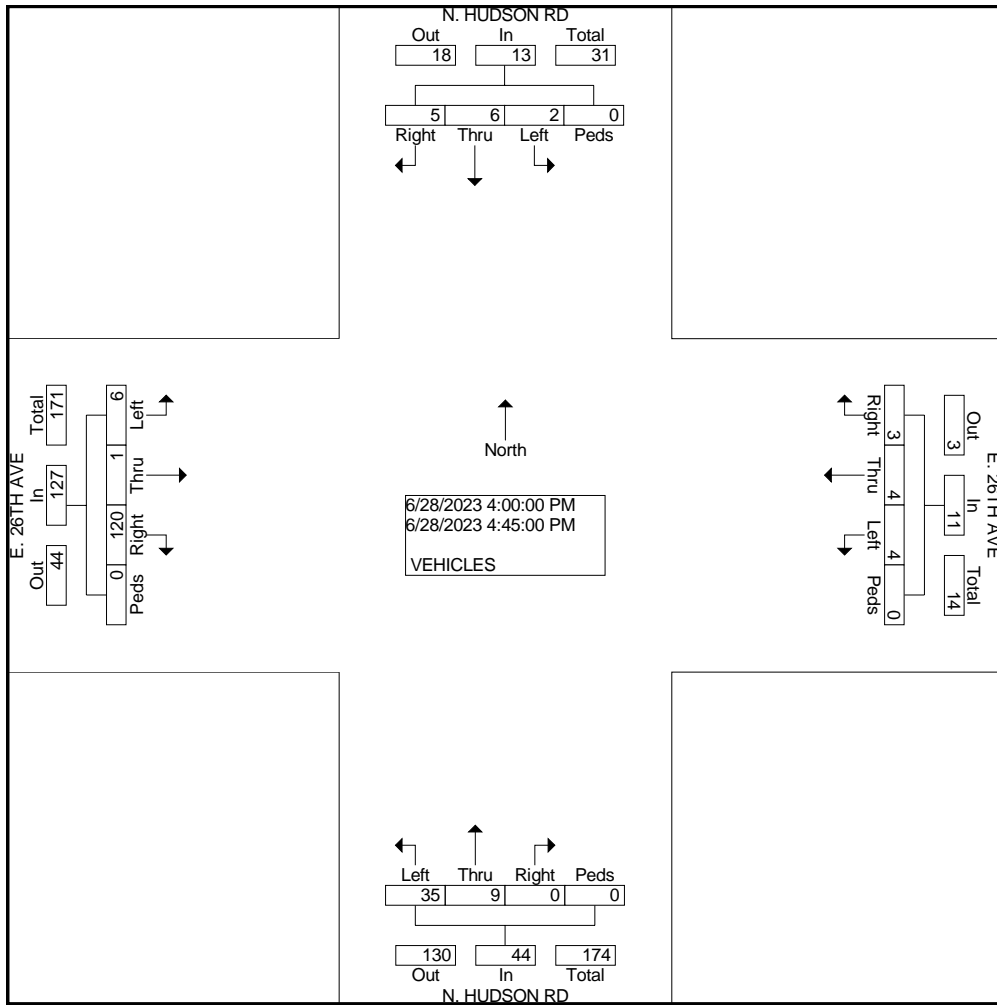
**COUNTER MEASURES INC.**

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 : 3

Start Time	N. HUDSON RD Southbound					E. 26TH AVE Westbound					N. HUDSON RD Northbound					E. 26TH AVE Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Intersect on	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.	46.	38.	0.0		36.	36.	27.	0.0		79.	20.	0.0	0.0		4.7	0.8	94.	0.0		
	4	2	5			4	4	3			5	5						5			
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																					
High Int.	04:30 PM																				
Volume	0	3	4	0	7	4	2	0	0	6	15	0	0	0	15	0	1	34	0	35	
Peak Factor	0.46					0.45					0.73					0.90					7



**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 : 0000011  
Start Date : 6/22/2023  
Page No : 1

Groups Printed- VEHICLES

Start Time	HUDSON RD Southbound				E. COLFAX AVE Westbound				HUDSON RD Northbound				E. COLFAX AVE Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
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	

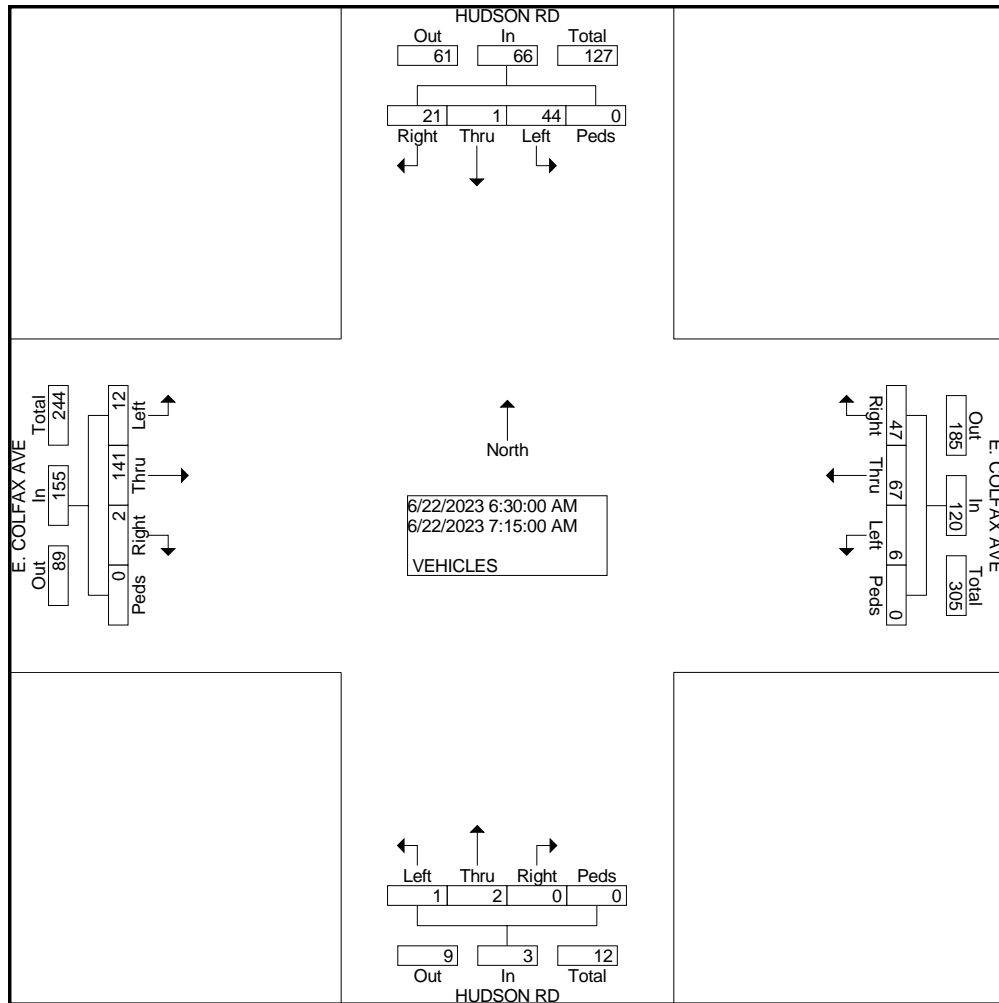
**COUNTER MEASURES INC.**

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 : 0000011  
Start Date : 6/22/2023  
Page No : 2

Start Time	HUDSON RD Southbound					E. COLFAX AVE Westbound					HUDSON RD Northbound					E. COLFAX AVE Eastbound					Int. Total		
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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 Peak Factor																							
High Int. Volume	11	0	6	0	17	0	19	12	0	31	0	2	0	0	2	0	40	0	0	40	90		
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	0.55					0.81					0.37					0.94					5		
Factor	0					1					5					5							



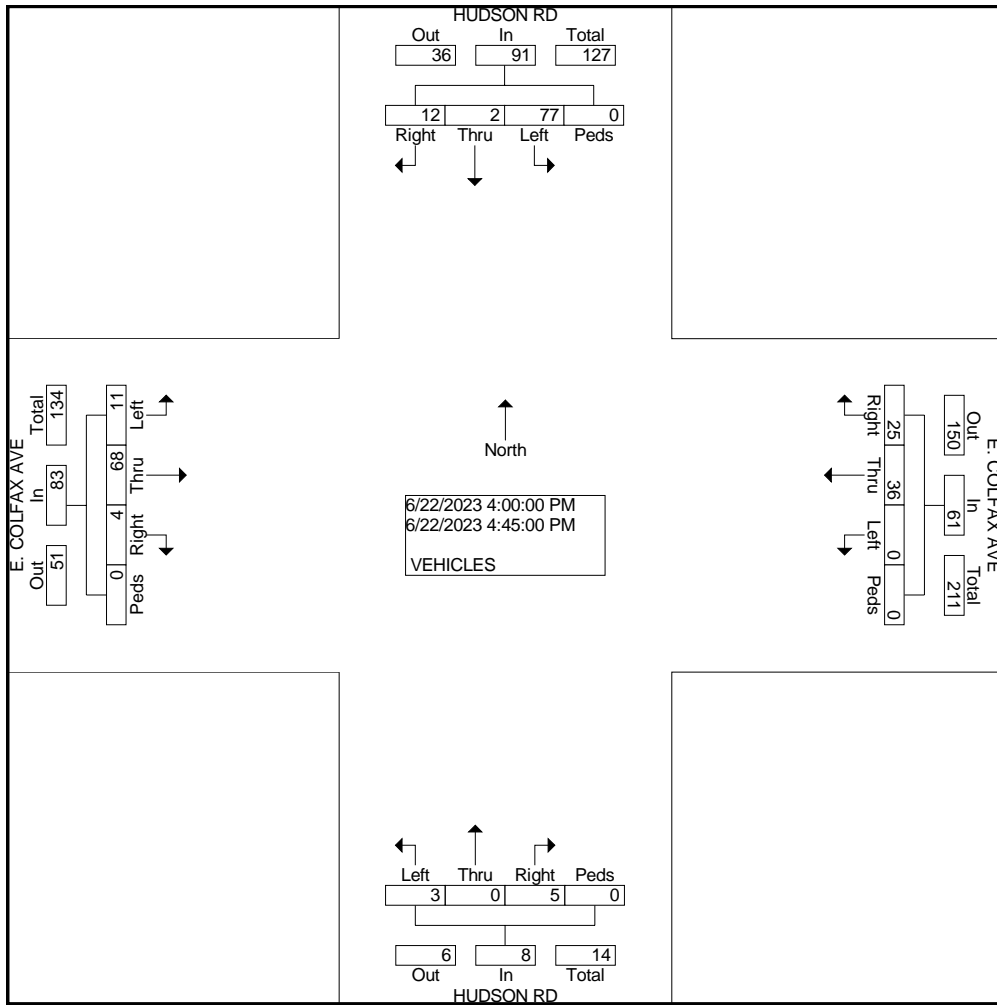
**COUNTER MEASURES INC.**

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 : 0000011  
Start Date : 6/22/2023  
Page No : 3

Start Time	HUDSON RD Southbound					E. COLFAX AVE Westbound					HUDSON RD Northbound					E. COLFAX AVE Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersect on	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					



CPR ASPEN NORTH & SOUTH  
 Location: E.26TH AVE E-O MONAGHAN RD  
 City: AURORA  
 County: ADAMS  
 Direction: EAST/WEST



Site Code: 2302363  
 Station ID: 2302305  
 Start Date: 11012023 11/1/2023  
 End Date: 11022023 11/2/2023  
 Latitude: 0.000000  
 Longitude: 0.000000

11/1/2023 Time	EAST	WEST	Total
12:00 AM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	12	21	33
11:00	14	19	33
12:00 PM	11	14	25
1:00	9	10	19
2:00	10	11	21
3:00	32	15	47
4:00	67	33	100
5:00	112	39	151
6:00	65	41	106
7:00	25	19	44
8:00	19	14	33
9:00	9	11	20
10:00	8	9	17
11:00	4	6	10
Total	397	262	659
Percent	60.2%	39.8%	
AM Peak	11:00	10:00	10:00
Volume	14	21	33
PM Peak	5:00	6:00	5:00
Volume	112	41	151

CPR ASPEN NORTH & SOUTH  
 Location: E.26TH AVE E-O MONAGHAN RD  
 City: AURORA  
 County: ADAMS  
 Direction: EAST/WEST



Site Code: 2302363  
 Station ID: 2302305  
 Start Date: 11012023 11/1/2023  
 End Date: 11022023 11/2/2023  
 Latitude: 0.000000  
 Longitude: 0.000000

11/2/2023 Time	EAST	WEST	Total
12:00 AM	4	3	7
1:00	2	2	4
2:00	0	1	1
3:00	1	1	2
4:00	3	3	6
5:00	8	11	19
6:00	12	23	35
7:00	21	35	56
8:00	40	66	106
9:00	23	43	66
10:00	0	0	0
11:00	*	*	0
12:00 PM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
Total	114	188	302
Percent	37.7%	62.3%	
AM Peak	8:00	8:00	8:00
Volume	40	66	106
PM Peak			
Volume			
Grand Total	511	450	961
Percent	53.2%	46.8%	
ADT		ADT: 944	AADT: 944

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: HUDSON RD S-O E. 26TH AVE  
 City: AURORA  
 County: ADAMS  
 Direction: NORTH/SOUTH

Site Code: 230119  
 Station ID: 230119

Start Time	01-Nov-23 Wed	NORTH	SOUTH							Total
12:00 AM		*	*							*
01:00		*	*							*
02:00		*	*							*
03:00		*	*							*
04:00		*	*							*
05:00		*	*							*
06:00		*	*							*
07:00		*	*							*
08:00		*	*							*
09:00		*	*							*
10:00		<b>32</b>	<b>27</b>							<b>59</b>
11:00		24	23							47
12:00 PM		21	20							41
01:00		18	27							45
02:00		23	30							53
03:00		33	48							81
04:00		42	67							109
05:00		<b>53</b>	<b>134</b>							<b>187</b>
06:00		47	103							150
07:00		19	30							49
08:00		13	19							32
09:00		11	13							24
10:00		9	10							19
11:00		8	9							17
Total		353	560							913
Percent		38.7%	61.3%							
AM Peak	-	10:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	32	27	-	-	-	-	-	-	59
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	53	134	-	-	-	-	-	-	187

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: HUDSON RD S-O E. 26TH AVE  
 City: AURORA  
 County: ADAMS  
 Direction: NORTH/SOUTH

Site Code: 230119  
 Station ID: 230119

Start Time	02-Nov-23 Thu	NORTH	SOUTH							Total
12:00 AM		6	6							12
01:00		4	3							7
02:00		3	2							5
03:00		1	0							1
04:00		16	4							20
05:00		23	11							34
06:00		50	23							73
07:00		66	34							100
08:00		<b>86</b>	<b>57</b>							<b>143</b>
09:00		48	31							79
10:00		*	*							*
11:00		*	*							*
12:00 PM		*	*							*
01:00		*	*							*
02:00		*	*							*
03:00		*	*							*
04:00		*	*							*
05:00		*	*							*
06:00		*	*							*
07:00		*	*							*
08:00		*	*							*
09:00		*	*							*
10:00		*	*							*
11:00		*	*							*
Total		303	171							474
Percent		63.9%	36.1%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	86	57	-	-	-	-	-	-	143
PM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
Grand Total		656	731							1387
Percent		47.3%	52.7%							
ADT		ADT 1,387	AADT 1,387							

CPR ASPEN NORTH & SOUTH  
 Location: MONAGHAN RD N-O E. 38TH AVE  
 City: AURORA  
 County: ADAMS  
 Direction: NORTH/SOUTH



Site Code: 2301304  
 Station ID: 2302345  
 Start Date: 11012023 11/1/2023  
 End Date: 11022023 11/2/2023  
 Latitude: 0.000000  
 Longitude: 0.000000

11/1/2023 Time	NORTH	SOUTH	Total
12:00 AM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	67	32	99
10:00	34	28	62
11:00	21	26	47
12:00 PM	24	38	62
1:00	26	32	58
2:00	24	28	52
3:00	31	34	65
4:00	47	88	135
5:00	69	205	274
6:00	47	112	159
7:00	23	56	79
8:00	12	23	35
9:00	8	19	27
10:00	6	11	17
11:00	3	6	9
Total	442	738	1180
Percent	37.5%	62.5%	
AM Peak	9:00	9:00	9:00
Volume	67	32	99
PM Peak	5:00	5:00	5:00
Volume	69	205	274

CPR ASPEN NORTH & SOUTH  
 Location: MONAGHAN RD N-O E. 38TH AVE  
 City: AURORA  
 County: ADAMS  
 Direction: NORTH/SOUTH



Site Code: 2301304  
 Station ID: 2302345  
 Start Date: 11012023 11/1/2023  
 End Date: 11022023 11/2/2023  
 Latitude: 0.000000  
 Longitude: 0.000000

11/2/2023 Time	NORTH	SOUTH	Total
12:00 AM	2	1	3
1:00	0	2	2
2:00	1	2	3
3:00	2	6	8
4:00	4	11	15
5:00	13	21	34
6:00	39	31	70
7:00	98	36	134
8:00	117	53	170
9:00	0	0	0
10:00	*	*	0
11:00	*	*	0
12:00 PM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
Total	276	163	439
Percent	62.9%	37.1%	
AM Peak	8:00	8:00	8:00
Volume	117	53	170
PM Peak			
Volume			
Grand Total	718	901	1619
Percent	44.3%	55.7%	
ADT		ADT: 1,570	AADT: 1,570

CPR ASPEN NORTH & SOUTH  
 Location: MONAGHAN RD S-O E. 38TH AVE  
 City: AURORA  
 County: ADAMS  
 Direction: NORTH/SOUTH



Site Code: 2301305  
 Station ID: 2301305  
 Start Date: 11/01/2023 11/1/2023  
 End Date: 11/02/2023 11/2/2023  
 Latitude: 0.000000  
 Longitude: 0.000000

11/1/2023 Time	NORTH	SOUTH	Total
12:00 AM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	66	32	98
10:00	33	28	61
11:00	20	26	46
12:00 PM	24	37	61
1:00	26	31	57
2:00	23	28	51
3:00	30	33	63
4:00	47	86	133
5:00	68	198	266
6:00	49	108	157
7:00	22	56	78
8:00	12	22	34
9:00	7	19	26
10:00	6	11	17
11:00	3	6	9
Total	436	721	1157
Percent	37.7%	62.3%	
AM Peak	9:00	9:00	9:00
Volume	66	32	98
PM Peak	5:00	5:00	5:00
Volume	68	198	266

CPR ASPEN NORTH & SOUTH  
 Location: MONAGHAN RD S-O E. 38TH AVE  
 City: AURORA  
 County: ADAMS  
 Direction: NORTH/SOUTH



Site Code: 2301305  
 Station ID: 2301305  
 Start Date: 11012023 11/1/2023  
 End Date: 11022023 11/2/2023  
 Latitude: 0.000000  
 Longitude: 0.000000

11/2/2023 Time	NORTH	SOUTH	Total
12:00 AM	2	1	3
1:00	0	2	2
2:00	1	2	3
3:00	2	5	7
4:00	4	11	15
5:00	12	21	33
6:00	39	29	68
7:00	94	36	130
8:00	113	50	163
9:00	0	0	0
10:00	*	*	0
11:00	*	*	0
12:00 PM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
Total	267	157	424
Percent	63.0%	37.0%	
AM Peak	8:00	8:00	8:00
Volume	113	50	163
PM Peak			
Volume			
Grand Total	703	878	1581
Percent	44.5%	55.5%	
ADT		ADT: 1,532	AADT: 1,532

**LEVEL OF SERVICE DEFINITIONS**  
**From *Highway Capacity Manual*, Transportation Research Board**

**UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)**

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

LOS	Average Vehicle Control Delay	<u>Operational Characteristics</u>
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. <u>The delay could be up to 15 seconds.</u> 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. <u>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.</u>
D	25 to 35 seconds	<u>This is the point at which a traffic signal may be warranted for this intersection.</u> 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. <u>There is a high probability that this intersection will meet traffic signal warrants.</u> 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. <u>The only remedy for these long delays is installing a traffic signal or restricting the accesses.</u> 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.

HCM 6th TWSC  
2: Monaghan Road & E. 38th Avenue

Existing  
AM Peak

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	0	4	121	61	0
Future Vol, veh/h	0	0	4	121	61	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	0	5	138	69	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	217	69	69	0	0
Stage 1	69	-	-	-	-
Stage 2	148	-	-	-	-
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	754	972	1483	-	-
Stage 1	934	-	-	-	-
Stage 2	860	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	751	972	1483	-	-
Mov Cap-2 Maneuver	751	-	-	-	-
Stage 1	930	-	-	-	-
Stage 2	860	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1483	-	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	7.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC  
3: Monaghan Road & E. 26th Avenue

Existing  
AM Peak

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	66	8	1	0	10	63	1	0	0	27	0	31
Future Vol, veh/h	66	8	1	0	10	63	1	0	0	27	0	31
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	75	9	1	0	11	72	1	0	0	31	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	10	0	0	225	243	10	207	207	47
Stage 1	-	-	-	-	-	-	160	160	-	47	47	-
Stage 2	-	-	-	-	-	-	65	83	-	160	160	-
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	1465	-	-	1559	-	-	714	645	1048	734	676	1000
Stage 1	-	-	-	-	-	-	824	751	-	947	840	-
Stage 2	-	-	-	-	-	-	926	811	-	824	751	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1465	-	-	1559	-	-	662	612	1048	705	642	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-	662	612	-	705	642	-
Stage 1	-	-	-	-	-	-	782	713	-	899	840	-
Stage 2	-	-	-	-	-	-	893	811	-	782	713	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.7	0	10.4	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	662	1465	-	-	1559	-	-	837
HCM Lane V/C Ratio	0.002	0.051	-	-	-	-	-	0.079
HCM Control Delay (s)	10.4	7.6	0	-	0	-	-	9.7
HCM Lane LOS		B	A	A	-	A	-	A
HCM 95th %tile Q(veh)		0	0.2	-	-	0	-	0.3

HCM 6th TWSC  
4: Hudson Road & E. 26th Avenue

Existing  
AM Peak

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	45	1	4	1	90	15	5	1	8	5
Future Vol, veh/h	2	5	45	1	4	1	90	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	51	1	5	1	102	17	6	1	9	6

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	241	241	12	267	241	20	15	0	0	23	0	0
Stage 1	14	14	-	224	224	-	-	-	-	-	-	-
Stage 2	227	227	-	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	697	647	1046	670	647	1035	1552	-	-	1542	-	-
Stage 1	986	868	-	761	704	-	-	-	-	-	-	-
Stage 2	758	701	-	951	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	657	603	1046	600	603	1035	1552	-	-	1542	-	-
Mov Cap-2 Maneuver	657	603	-	600	603	-	-	-	-	-	-	-
Stage 1	920	867	-	710	657	-	-	-	-	-	-	-
Stage 2	702	654	-	898	865	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	9		10.6			6.1			0.5		
HCM LOS	A		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1552	-	-	957	648	1542	-
HCM Lane V/C Ratio	0.066	-	-	0.062	0.011	0.001	-
HCM Control Delay (s)	7.5	0	-	9	10.6	7.3	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0	0	-

HCM 6th TWSC  
5: Hudson Road & E. Colfax Avenue (CO-36)

Existing  
AM Peak

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	
Traffic Vol, veh/h	20	141	2	6	67	55	1	2	1	44	1	21
Future Vol, veh/h	20	141	2	6	67	55	1	2	1	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	23	160	2	7	76	63	1	2	1	50	1	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	139	0	0	162	0	0	340	359	160	331	330	108
Stage 1	-	-	-	-	-	-	206	206	-	122	122	-
Stage 2	-	-	-	-	-	-	134	153	-	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	1397	-	-	1370	-	-	599	555	865	607	576	925
Stage 1	-	-	-	-	-	-	778	717	-	863	780	-
Stage 2	-	-	-	-	-	-	851	756	-	775	715	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1397	-	-	1370	-	-	572	542	865	593	562	925
Mov Cap-2 Maneuver	-	-	-	-	-	-	572	542	-	593	562	-
Stage 1	-	-	-	-	-	-	764	704	-	847	775	-
Stage 2	-	-	-	-	-	-	823	751	-	758	702	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.4			11			11.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	607	1397	-	-	1370	-	-	669
HCM Lane V/C Ratio	0.007	0.016	-	-	0.005	-	-	0.112
HCM Control Delay (s)	11	7.6	0	-	7.6	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.4

HCM 6th TWSC  
2: Monaghan Road & E. 38th Avenue

Existing  
PM Peak

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	2	66	197	7
Future Vol, veh/h	1	1	2	66	197	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	75	224	8

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	307	228	232	0	0
Stage 1	228	-	-	-	-
Stage 2	79	-	-	-	-
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	669	792	1290	-	-
Stage 1	791	-	-	-	-
Stage 2	924	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	668	792	1290	-	-
Mov Cap-2 Maneuver	668	-	-	-	-
Stage 1	789	-	-	-	-
Stage 2	924	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1290	-	725	-	-
HCM Lane V/C Ratio	0.002	-	0.003	-	-
HCM Control Delay (s)	7.8	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC  
3: Monaghan Road & E. 26th Avenue

Existing  
PM Peak

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	34	19	0	0	8	30	0	0	0	91	0	112
Future Vol, veh/h	34	19	0	0	8	30	0	0	0	91	0	112
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	39	22	0	0	9	34	0	0	0	103	0	127

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	43	0	0	22	0	0	190	143	22	126	126	26
Stage 1	-	-	-	-	-	-	100	100	-	26	26	-
Stage 2	-	-	-	-	-	-	90	43	-	100	100	-
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	1516	-	-	1543	-	-	753	734	1032	829	750	1027
Stage 1	-	-	-	-	-	-	887	797	-	971	858	-
Stage 2	-	-	-	-	-	-	898	844	-	887	797	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1516	-	-	1543	-	-	647	715	1032	812	731	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	647	715	-	812	731	-
Stage 1	-	-	-	-	-	-	864	776	-	946	858	-
Stage 2	-	-	-	-	-	-	787	844	-	864	776	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.8	0	0	10.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1516	-	-	1543	-	-	918
HCM Lane V/C Ratio	-	0.025	-	-	-	-	-	0.251
HCM Control Delay (s)	0	7.4	0	-	0	-	-	10.2
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	1

HCM 6th TWSC  
4: Hudson Road & E. 26th Avenue

Existing  
PM Peak

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	125	4	4	3	37	9	1	2	6	5
Future Vol, veh/h	6	1	125	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	142	5	5	3	42	10	1	2	7	6

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	113	109	10	181	112	11	13	0	0	11	0	0
Stage 1	14	14	-	95	95	-	-	-	-	-	-	-
Stage 2	99	95	-	86	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	763	763	1047	1555	-	-	1557	-	-
Stage 1	986	868	-	892	801	-	-	-	-	-	-	-
Stage 2	888	801	-	902	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	821	745	1048	645	742	1047	1555	-	-	1557	-	-
Mov Cap-2 Maneuver	821	745	-	645	742	-	-	-	-	-	-	-
Stage 1	959	867	-	868	779	-	-	-	-	-	-	-
Stage 2	856	779	-	778	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	761	1557	-	-
HCM Lane V/C Ratio	0.027	-	-	0.145	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	-	-

HCM 6th TWSC  
5: Hudson Road & E. Colfax Avenue (CO-36)

Existing  
PM Peak

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	15	68	4	1	36	25	3	1	5	80	2	15
Future Vol, veh/h	15	68	4	1	36	25	3	1	5	80	2	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	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	17	77	5	1	41	28	3	1	6	91	2	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	69	0	0	82	0	0	178	182	77	174	173	55
Stage 1	-	-	-	-	-	-	111	111	-	57	57	-
Stage 2	-	-	-	-	-	-	67	71	-	117	116	-
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	-	-	767	698	962	771	706	990
Stage 1	-	-	-	-	-	-	875	788	-	935	832	-
Stage 2	-	-	-	-	-	-	924	820	-	869	784	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1483	-	-	1466	-	-	745	689	962	758	697	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	745	689	-	758	697	-
Stage 1	-	-	-	-	-	-	865	779	-	924	831	-
Stage 2	-	-	-	-	-	-	905	819	-	852	775	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			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	1483	-	-	1466	-	-	785
HCM Lane V/C Ratio	0.012	0.011	-	-	0.001	-	-	0.14
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	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	5	125	63	1
Future Vol, veh/h	1	1	5	125	63	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	6	142	72	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	227	73	73	0	0
Stage 1	73	-	-	-	-
Stage 2	154	-	-	-	-
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	744	967	1477	-	-
Stage 1	930	-	-	-	-
Stage 2	855	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	741	967	1477	-	-
Mov Cap-2 Maneuver	741	-	-	-	-
Stage 1	926	-	-	-	-
Stage 2	855	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1477	-	839	-	-
HCM Lane V/C Ratio	0.004	-	0.003	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC  
3: Monaghan Road & E. 26th Avenue

2024 Background  
AM Peak

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	68	9	2	1	11	65	2	1	1	28	1	32
Future Vol, veh/h	68	9	2	1	11	65	2	1	1	28	1	32
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	77	10	2	1	13	74	2	1	1	32	1	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	87	0	0	12	0	0	236	254	11	218	218	50
Stage 1	-	-	-	-	-	-	165	165	-	52	52	-
Stage 2	-	-	-	-	-	-	71	89	-	166	166	-
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	1460	-	-	1556	-	-	702	636	1047	721	666	996
Stage 1	-	-	-	-	-	-	819	747	-	941	836	-
Stage 2	-	-	-	-	-	-	919	806	-	818	746	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1460	-	-	1556	-	-	648	602	1047	689	630	996
Mov Cap-2 Maneuver	-	-	-	-	-	-	648	602	-	689	630	-
Stage 1	-	-	-	-	-	-	776	707	-	891	835	-
Stage 2	-	-	-	-	-	-	883	805	-	773	706	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	6.5			0.1			10.2			9.8		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	701	1460	-	-	1556	-	-	820
HCM Lane V/C Ratio	0.006	0.053	-	-	0.001	-	-	0.085
HCM Control Delay (s)	10.2	7.6	0	-	7.3	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
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	95	16	5	1	9	5
Future Vol, veh/h	2	5	47	1	4	1	95	16	5	1	9	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	108	18	6	1	10	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	255	255	13	282	255	21	16	0	0	24	0	0
Stage 1	15	15	-	237	237	-	-	-	-	-	-	-
Stage 2	240	240	-	45	18	-	-	-	-	-	-	-
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	682	635	1044	654	635	1034	1551	-	-	1540	-	-
Stage 1	985	867	-	749	694	-	-	-	-	-	-	-
Stage 2	746	692	-	949	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	640	589	1044	582	589	1034	1551	-	-	1540	-	-
Mov Cap-2 Maneuver	640	589	-	582	589	-	-	-	-	-	-	-
Stage 1	915	866	-	696	645	-	-	-	-	-	-	-
Stage 2	687	643	-	894	864	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		10.7		6.1		0.5	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	954	633	1540	-
HCM Lane V/C Ratio	0.07	-	-	0.064	0.011	0.001	-
HCM Control Delay (s)	7.5	0	-	9	10.7	7.3	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0	0	-

HCM 6th TWSC  
5: Hudson Road & E. Colfax Avenue (CO-36)

2024 Background  
AM Peak

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	21	145	2	6	70	60	1	2	1	45	1	22
Future Vol, veh/h	21	145	2	6	70	60	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	24	165	2	7	80	68	1	2	1	51	1	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	148	0	0	167	0	0	354	375	165	344	343	114
Stage 1	-	-	-	-	-	-	213	213	-	128	128	-
Stage 2	-	-	-	-	-	-	141	162	-	216	215	-
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	1386	-	-	1364	-	-	586	544	859	595	567	917
Stage 1	-	-	-	-	-	-	771	711	-	857	775	-
Stage 2	-	-	-	-	-	-	843	749	-	768	710	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1386	-	-	1364	-	-	558	530	859	581	553	917
Mov Cap-2 Maneuver	-	-	-	-	-	-	558	530	-	581	553	-
Stage 1	-	-	-	-	-	-	756	697	-	841	770	-
Stage 2	-	-	-	-	-	-	814	745	-	750	697	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.3			11.1			11.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	594	1386	-	-	1364	-	-	659
HCM Lane V/C Ratio	0.008	0.017	-	-	0.005	-	-	0.117
HCM Control Delay (s)	11.1	7.6	0	-	7.7	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.4

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	2	3	68	203	8
Future Vol, veh/h	2	2	3	68	203	8
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	77	231	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	319	236	240	0	0
Stage 1	236	-	-	-	-
Stage 2	83	-	-	-	-
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	658	784	1281	-	-
Stage 1	785	-	-	-	-
Stage 2	920	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	657	784	1281	-	-
Mov Cap-2 Maneuver	657	-	-	-	-
Stage 1	783	-	-	-	-
Stage 2	920	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1281	-	715	-	-
HCM Lane V/C Ratio	0.003	-	0.006	-	-
HCM Control Delay (s)	7.8	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	20	1	1	9	31	1	1	1	94	1	115
Future Vol, veh/h	35	20	1	1	9	31	1	1	1	94	1	115
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	40	23	1	1	10	35	1	1	1	107	1	131

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	24	0	0	200	151	24	135	134	28
Stage 1	-	-	-	-	-	-	104	104	-	30	30	-
Stage 2	-	-	-	-	-	-	96	47	-	105	104	-
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	1513	-	-	1540	-	-	741	726	1030	818	742	1025
Stage 1	-	-	-	-	-	-	883	794	-	967	854	-
Stage 2	-	-	-	-	-	-	891	840	-	881	794	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1513	-	-	1540	-	-	632	706	1030	798	721	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	632	706	-	798	721	-
Stage 1	-	-	-	-	-	-	859	773	-	941	853	-
Stage 2	-	-	-	-	-	-	776	839	-	855	773	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.7			0.2			9.8			10.4		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	756	1513	-	-	1540	-	-	908
HCM Lane V/C Ratio	0.005	0.026	-	-	0.001	-	-	0.263
HCM Control Delay (s)	9.8	7.4	0	-	7.3	0	-	10.4
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	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	130	4	4	3	40	10	1	2	7	5
Future Vol, veh/h	6	1	130	4	4	3	40	10	1	2	7	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	148	5	5	3	45	11	1	2	8	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	121	117	11	192	120	12	14	0	0	12	0	0
Stage 1	15	15	-	102	102	-	-	-	-	-	-	-
Stage 2	106	102	-	90	18	-	-	-	-	-	-	-
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	836	759	1047	751	756	1046	1553	-	-	1556	-	-
Stage 1	985	867	-	885	795	-	-	-	-	-	-	-
Stage 2	880	795	-	898	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	810	736	1047	629	733	1046	1553	-	-	1556	-	-
Mov Cap-2 Maneuver	810	736	-	629	733	-	-	-	-	-	-	-
Stage 1	956	866	-	859	772	-	-	-	-	-	-	-
Stage 2	847	772	-	770	864	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.1		9.9		5.8		1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1553	-	-	1031	749	1556	-	-
HCM Lane V/C Ratio	0.029	-	-	0.151	0.017	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.1	9.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

HCM 6th TWSC  
5: Hudson Road & E. Colfax Avenue (CO-36)

2024 Background  
PM Peak

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	17	70	4	1	40	28	3	1	5	85	2	16
Future Vol, veh/h	17	70	4	1	40	28	3	1	5	85	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	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	19	80	5	1	45	32	3	1	6	97	2	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	77	0	0	85	0	0	191	197	80	187	186	61
Stage 1	-	-	-	-	-	-	118	118	-	63	63	-
Stage 2	-	-	-	-	-	-	73	79	-	124	123	-
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	1472	-	-	1462	-	-	752	685	958	756	694	982
Stage 1	-	-	-	-	-	-	867	783	-	928	827	-
Stage 2	-	-	-	-	-	-	917	814	-	861	779	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1472	-	-	1462	-	-	728	675	958	742	684	982
Mov Cap-2 Maneuver	-	-	-	-	-	-	728	675	-	742	684	-
Stage 1	-	-	-	-	-	-	855	772	-	915	826	-
Stage 2	-	-	-	-	-	-	897	813	-	843	768	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.1			9.4			10.5		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	832	1472	-	-	1462	-	-	770
HCM Lane V/C Ratio	0.012	0.013	-	-	0.001	-	-	0.152
HCM Control Delay (s)	9.4	7.5	0	-	7.5	0	-	10.5
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.5

HCM 6th TWSC  
1: Monaghan Road & North Site Access

2024 Total  
AM Peak

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	0	125	13	0	63
Future Vol, veh/h	13	0	125	13	0	63
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, %	50	10	10	50	10	10
Mvmt Flow	15	0	142	15	0	72

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	222	150	0	0	157
Stage 1	150	-	-	-	-
Stage 2	72	-	-	-	-
Critical Hdwy	6.9	6.3	-	-	4.2
Critical Hdwy Stg 1	5.9	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-
Follow-up Hdwy	3.95	3.39	-	-	2.29
Pot Cap-1 Maneuver	671	876	-	-	1375
Stage 1	773	-	-	-	-
Stage 2	842	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	671	876	-	-	1375
Mov Cap-2 Maneuver	671	-	-	-	-
Stage 1	773	-	-	-	-
Stage 2	842	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	671	1375
HCM Lane V/C Ratio	-	-	0.022	-
HCM Control Delay (s)	-	-	10.5	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC  
 11: Monaghan Road & South Site Access

2024 Total  
 AM Peak

Intersection						
Int Delay, s/veh	5.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	138	6	0	0	76
Future Vol, veh/h	5	138	6	0	0	76
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, %	50	10	10	50	10	10
Mvmt Flow	6	157	7	0	0	86

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	93	7	0	0	7	0
Stage 1	7	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.9	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	802	1052	-	-	1563	-
Stage 1	904	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	802	1052	-	-	1563	-
Mov Cap-2 Maneuver	802	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	830	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1041	1563
HCM Lane V/C Ratio	-	-	0.156	-
HCM Control Delay (s)	-	-	9.1	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0

HCM 6th TWSC  
2: Monaghan Road & E. 38th Avenue

2024 Total  
AM Peak

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	5	144	81	1
Future Vol, veh/h	1	1	5	144	81	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	6	164	92	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	269	93	93	0	0
Stage 1	93	-	-	-	-
Stage 2	176	-	-	-	-
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	703	943	1453	-	-
Stage 1	911	-	-	-	-
Stage 2	836	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	699	943	1453	-	-
Mov Cap-2 Maneuver	699	-	-	-	-
Stage 1	906	-	-	-	-
Stage 2	836	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1453	-	803	-	-
HCM Lane V/C Ratio	0.004	-	0.003	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC  
3: Monaghan Road & E. 26th Avenue

2024 Total  
AM Peak

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	68	9	2	1	11	84	2	1	1	46	1	32
Future Vol, veh/h	68	9	2	1	11	84	2	1	1	46	1	32
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	77	10	2	1	13	95	2	1	1	52	1	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	12	0	0	246	275	11	229	229	61
Stage 1	-	-	-	-	-	-	165	165	-	63	63	-
Stage 2	-	-	-	-	-	-	81	110	-	166	166	-
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	1434	-	-	1556	-	-	691	619	1047	709	657	982
Stage 1	-	-	-	-	-	-	819	747	-	928	827	-
Stage 2	-	-	-	-	-	-	908	789	-	818	746	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1434	-	-	1556	-	-	636	585	1047	678	621	982
Mov Cap-2 Maneuver	-	-	-	-	-	-	636	585	-	678	621	-
Stage 1	-	-	-	-	-	-	775	707	-	878	826	-
Stage 2	-	-	-	-	-	-	872	788	-	772	706	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	6.6			0.1			10.3			10.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	
Capacity (veh/h)	689	1434	-	-	1556	-	-	774	
HCM Lane V/C Ratio	0.007	0.054	-	-	0.001	-	-	0.116	
HCM Control Delay (s)	10.3	7.7	0	-	7.3	0	-	10.3	
HCM Lane LOS		B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)		0	0.2	-	-	0	-	-	0.4

HCM 6th TWSC  
4: Hudson Road & E. 26th Avenue

2024 Total  
AM Peak

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	5	65	1	4	1	114	16	5	1	9	5
Future Vol, veh/h	2	5	65	1	4	1	114	16	5	1	9	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	74	1	5	1	130	18	6	1	10	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	299	299	13	336	299	21	16	0	0	24	0	0
Stage 1	15	15	-	281	281	-	-	-	-	-	-	-
Stage 2	284	284	-	55	18	-	-	-	-	-	-	-
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	638	600	1044	603	600	1034	1551	-	-	1540	-	-
Stage 1	985	867	-	709	664	-	-	-	-	-	-	-
Stage 2	706	662	-	937	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	591	548	1044	519	548	1034	1551	-	-	1540	-	-
Mov Cap-2 Maneuver	591	548	-	519	548	-	-	-	-	-	-	-
Stage 1	901	866	-	649	608	-	-	-	-	-	-	-
Stage 2	640	606	-	864	864	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.1		11.2		6.4		0.5	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	963	589	1540	-	-
HCM Lane V/C Ratio	0.084	-	-	0.085	0.012	0.001	-	-
HCM Control Delay (s)	7.5	0	-	9.1	11.2	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0	0	-	-

HCM 6th TWSC  
5: Hudson Road & E. Colfax Avenue (CO-36)

2024 Total  
AM Peak

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	40	145	2	6	70	60	1	2	1	45	1	40
Future Vol, veh/h	40	145	2	6	70	60	1	2	1	45	1	40
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	45	165	2	7	80	68	1	2	1	51	1	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	148	0	0	167	0	0	406	417	165	386	385	114
Stage 1	-	-	-	-	-	-	255	255	-	128	128	-
Stage 2	-	-	-	-	-	-	151	162	-	258	257	-
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	1386	-	-	1364	-	-	541	514	859	558	536	917
Stage 1	-	-	-	-	-	-	732	682	-	857	775	-
Stage 2	-	-	-	-	-	-	833	749	-	729	680	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1386	-	-	1364	-	-	497	492	859	537	513	917
Mov Cap-2 Maneuver	-	-	-	-	-	-	497	492	-	537	513	-
Stage 1	-	-	-	-	-	-	706	657	-	826	770	-
Stage 2	-	-	-	-	-	-	786	745	-	699	656	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0.3			11.6			11.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	552	1386	-	-	1364	-	-	665
HCM Lane V/C Ratio	0.008	0.033	-	-	0.005	-	-	0.147
HCM Control Delay (s)	11.6	7.7	0	-	7.7	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.5

HCM 6th TWSC  
1: Monaghan Road & North Site Access

2024 Total  
PM Peak

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	0	70	13	0	207
Future Vol, veh/h	13	0	70	13	0	207
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, %	50	10	10	50	10	10
Mvmt Flow	15	0	80	15	0	235

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	323	88	0	0	95
Stage 1	88	-	-	-	-
Stage 2	235	-	-	-	-
Critical Hdwy	6.9	6.3	-	-	4.2
Critical Hdwy Stg 1	5.9	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-
Follow-up Hdwy	3.95	3.39	-	-	2.29
Pot Cap-1 Maneuver	583	949	-	-	1450
Stage 1	828	-	-	-	-
Stage 2	703	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	583	949	-	-	1450
Mov Cap-2 Maneuver	583	-	-	-	-
Stage 1	828	-	-	-	-
Stage 2	703	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	583	1450
HCM Lane V/C Ratio	-	-	0.025	-
HCM Control Delay (s)	-	-	11.3	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC  
 11: Monaghan Road & South Site Access

2024 Total  
 PM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	0	86	5	0	220
Future Vol, veh/h	6	0	86	5	0	220
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, %	50	10	10	50	10	10
Mvmt Flow	7	0	98	6	0	250

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	351	101	0	0	104	0
Stage 1	101	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Critical Hdwy	6.9	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	560	933	-	-	1439	-
Stage 1	816	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	560	933	-	-	1439	-
Mov Cap-2 Maneuver	560	-	-	-	-	-
Stage 1	816	-	-	-	-	-
Stage 2	692	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	560	1439
HCM Lane V/C Ratio	-	-	0.012	-
HCM Control Delay (s)	-	-	11.5	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC  
2: Monaghan Road & E. 38th Avenue

2024 Total  
PM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	2	3	86	222	8
Future Vol, veh/h	2	2	3	86	222	8
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	98	252	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	361	257	261	0	-	0
Stage 1	257	-	-	-	-	-
Stage 2	104	-	-	-	-	-
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	622	763	1258	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	620	763	1258	-	-	-
Mov Cap-2 Maneuver	620	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	901	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1258	-	684	-	-
HCM Lane V/C Ratio	0.003	-	0.007	-	-
HCM Control Delay (s)	7.9	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC  
3: Monaghan Road & E. 26th Avenue

2024 Total  
PM Peak

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	20	1	1	9	49	1	1	1	113	1	115
Future Vol, veh/h	35	20	1	1	9	49	1	1	1	113	1	115
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	40	23	1	1	10	56	1	1	1	128	1	131

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	24	0	0	210	172	24	145	144	38
Stage 1	-	-	-	-	-	-	104	104	-	40	40	-
Stage 2	-	-	-	-	-	-	106	68	-	105	104	-
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	-	-	1540	-	-	730	707	1030	806	733	1012
Stage 1	-	-	-	-	-	-	883	794	-	955	846	-
Stage 2	-	-	-	-	-	-	880	823	-	881	794	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1486	-	-	1540	-	-	621	687	1030	787	712	1012
Mov Cap-2 Maneuver	-	-	-	-	-	-	621	687	-	787	712	-
Stage 1	-	-	-	-	-	-	859	773	-	929	845	-
Stage 2	-	-	-	-	-	-	765	822	-	855	773	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.7			0.1			9.9			10.8		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	743	1486	-	-	1540	-	-	885
HCM Lane V/C Ratio	0.005	0.027	-	-	0.001	-	-	0.294
HCM Control Delay (s)	9.9	7.5	0	-	7.3	0	-	10.8
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	1.2

HCM 6th TWSC  
4: Hudson Road & E. 26th Avenue

2024 Total  
PM Peak

Intersection												
Int Delay, s/veh	8											
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	10	1	2	7	5
Future Vol, veh/h	6	1	149	4	4	3	58	10	1	2	7	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	169	5	5	3	66	11	1	2	8	6

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	163	159	11	244	162	12	14	0	0	12	0	0
Stage 1	15	15	-	144	144	-	-	-	-	-	-	-
Stage 2	148	144	-	100	18	-	-	-	-	-	-	-
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	784	719	1047	693	716	1046	1553	-	-	1556	-	-
Stage 1	985	867	-	840	763	-	-	-	-	-	-	-
Stage 2	836	763	-	887	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	751	687	1047	561	684	1046	1553	-	-	1556	-	-
Mov Cap-2 Maneuver	751	687	-	561	684	-	-	-	-	-	-	-
Stage 1	943	866	-	804	730	-	-	-	-	-	-	-
Stage 2	792	730	-	742	864	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	9.2		10.3			6.2			1		
HCM LOS	A		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1553	-	-	1028	694	1556	-
HCM Lane V/C Ratio	0.042	-	-	0.172	0.018	0.001	-
HCM Control Delay (s)	7.4	0	-	9.2	10.3	7.3	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0	-

HCM 6th TWSC  
5: Hudson Road & E. Colfax Avenue (CO-36)

2024 Total  
PM Peak

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	35	70	4	1	40	28	3	1	5	85	2	35
Future Vol, veh/h	35	70	4	1	40	28	3	1	5	85	2	35
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	40	80	5	1	45	32	3	1	6	97	2	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	77	0	0	85	0	0	244	239	80	229	228	61
Stage 1	-	-	-	-	-	-	160	160	-	63	63	-
Stage 2	-	-	-	-	-	-	84	79	-	166	165	-
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	1472	-	-	1462	-	-	693	649	958	709	658	982
Stage 1	-	-	-	-	-	-	824	751	-	928	827	-
Stage 2	-	-	-	-	-	-	905	814	-	818	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1472	-	-	1462	-	-	648	630	958	688	638	982
Mov Cap-2 Maneuver	-	-	-	-	-	-	648	630	-	688	638	-
Stage 1	-	-	-	-	-	-	800	729	-	901	826	-
Stage 2	-	-	-	-	-	-	865	813	-	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	1472	-	-	1462	-	-	752
HCM Lane V/C Ratio	0.013	0.027	-	-	0.001	-	-	0.184
HCM Control Delay (s)	9.6	7.5	0	-	7.5	0	-	10.9
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.7

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	2	6	130	65	2
Future Vol, veh/h	2	2	6	130	65	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	7	148	74	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	237	75	76	0	0
Stage 1	75	-	-	-	-
Stage 2	162	-	-	-	-
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	734	965	1474	-	-
Stage 1	928	-	-	-	-
Stage 2	848	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	730	965	1474	-	-
Mov Cap-2 Maneuver	730	-	-	-	-
Stage 1	923	-	-	-	-
Stage 2	848	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1474	-	831	-	-
HCM Lane V/C Ratio	0.005	-	0.005	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC  
3: Monaghan Road & E. 26th Avenue

2025 Background  
AM Peak

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	10	2	1	12	67	2	1	1	29	1	33
Future Vol, veh/h	70	10	2	1	12	67	2	1	1	29	1	33
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	80	11	2	1	14	76	2	1	1	33	1	38

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	90	0	0	13	0	0	246	264	12	227	227	52
Stage 1	-	-	-	-	-	-	172	172	-	54	54	-
Stage 2	-	-	-	-	-	-	74	92	-	173	173	-
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	1456	-	-	1555	-	-	691	628	1046	712	659	994
Stage 1	-	-	-	-	-	-	811	742	-	939	834	-
Stage 2	-	-	-	-	-	-	916	803	-	810	741	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1456	-	-	1555	-	-	636	593	1046	680	622	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	636	593	-	680	622	-
Stage 1	-	-	-	-	-	-	766	701	-	887	833	-
Stage 2	-	-	-	-	-	-	879	802	-	763	700	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	6.5		0.1		10.2		9.9	
HCM LOS					B		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	691	1456	-	-	1555	-	-	813
HCM Lane V/C Ratio	0.007	0.055	-	-	0.001	-	-	0.088
HCM Control Delay (s)	10.2	7.6	0	-	7.3	0	-	9.9
HCM Lane LOS		B	A	A	-	A	A	-
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	3	5	50	1	4	1	98	17	5	1	10	6
Future Vol, veh/h	3	5	50	1	4	1	98	17	5	1	10	6
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	3	6	57	1	5	1	111	19	6	1	11	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	264	264	15	292	264	22	18	0	0	25	0	0
Stage 1	17	17	-	244	244	-	-	-	-	-	-	-
Stage 2	247	247	-	48	20	-	-	-	-	-	-	-
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	673	628	1042	645	628	1032	1548	-	-	1539	-	-
Stage 1	982	866	-	742	690	-	-	-	-	-	-	-
Stage 2	739	687	-	945	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	631	582	1042	571	582	1032	1548	-	-	1539	-	-
Mov Cap-2 Maneuver	631	582	-	571	582	-	-	-	-	-	-	-
Stage 1	910	865	-	688	640	-	-	-	-	-	-	-
Stage 2	679	637	-	887	862	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	9.1		10.8		6.1			0.4		
HCM LOS	A		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1548	-	-	946	625	1539	-
HCM Lane V/C Ratio	0.072	-	-	0.07	0.011	0.001	-
HCM Control Delay (s)	7.5	0	-	9.1	10.8	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	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	22	150	2	6	75	62	1	2	1	46	1	23
Future Vol, veh/h	22	150	2	6	75	62	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	25	170	2	7	85	70	1	2	1	52	1	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	155	0	0	172	0	0	368	389	170	357	356	120
Stage 1	-	-	-	-	-	-	220	220	-	134	134	-
Stage 2	-	-	-	-	-	-	148	169	-	223	222	-
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	1378	-	-	1358	-	-	574	534	853	584	557	910
Stage 1	-	-	-	-	-	-	765	706	-	851	770	-
Stage 2	-	-	-	-	-	-	836	744	-	762	705	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1378	-	-	1358	-	-	546	520	853	570	543	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	546	520	-	570	543	-
Stage 1	-	-	-	-	-	-	750	692	-	834	765	-
Stage 2	-	-	-	-	-	-	806	740	-	743	691	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.3			11.2			11.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	584	1378	-	-	1358	-	-	649
HCM Lane V/C Ratio	0.008	0.018	-	-	0.005	-	-	0.123
HCM Control Delay (s)	11.2	7.7	0	-	7.7	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.4

HCM 6th TWSC  
2: Monaghan Road & E. 38th Avenue

2025 Background  
PM Peak

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	3	4	70	210	10
Future Vol, veh/h	3	3	4	70	210	10
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	80	239	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	335	245	250	0	0
Stage 1	245	-	-	-	-
Stage 2	90	-	-	-	-
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	644	775	1270	-	-
Stage 1	777	-	-	-	-
Stage 2	914	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	641	775	1270	-	-
Mov Cap-2 Maneuver	641	-	-	-	-
Stage 1	774	-	-	-	-
Stage 2	914	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1270	-	702	-	-
HCM Lane V/C Ratio	0.004	-	0.01	-	-
HCM Control Delay (s)	7.8	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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	36	25	1	1	10	32	1	1	1	97	1	118
Future Vol, veh/h	36	25	1	1	10	32	1	1	1	97	1	118
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	41	28	1	1	11	36	1	1	1	110	1	134

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	0	29	0	0	210	160	29	143	142	29
Stage 1	-	-	-	-	-	-	111	111	-	31	31	-
Stage 2	-	-	-	-	-	-	99	49	-	112	111	-
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	1511	-	-	1534	-	-	730	718	1023	808	735	1023
Stage 1	-	-	-	-	-	-	875	788	-	965	854	-
Stage 2	-	-	-	-	-	-	888	839	-	874	788	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1511	-	-	1534	-	-	620	697	1023	789	714	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	620	697	-	789	714	-
Stage 1	-	-	-	-	-	-	851	766	-	938	853	-
Stage 2	-	-	-	-	-	-	770	838	-	847	766	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.3			0.2			9.9			10.5		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	745	1511	-	-	1534	-	-	901
HCM Lane V/C Ratio	0.005	0.027	-	-	0.001	-	-	0.272
HCM Control Delay (s)	9.9	7.4	0	-	7.3	0	-	10.5
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	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	135	4	4	3	42	11	1	2	8	6
Future Vol, veh/h	7	1	135	4	4	3	42	11	1	2	8	6
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	8	1	153	5	5	3	48	13	1	2	9	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	131	127	13	204	130	14	16	0	0	14	0	0
Stage 1	17	17	-	110	110	-	-	-	-	-	-	-
Stage 2	114	110	-	94	20	-	-	-	-	-	-	-
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	823	749	1044	737	746	1043	1551	-	-	1553	-	-
Stage 1	982	866	-	876	789	-	-	-	-	-	-	-
Stage 2	872	789	-	894	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	797	725	1044	612	722	1043	1551	-	-	1553	-	-
Mov Cap-2 Maneuver	797	725	-	612	722	-	-	-	-	-	-	-
Stage 1	952	865	-	849	765	-	-	-	-	-	-	-
Stage 2	837	765	-	761	862	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.2		10		5.8		0.9	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	1025	736	1553	-	-
HCM Lane V/C Ratio	0.031	-	-	0.159	0.017	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.2	10	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0	-	-

HCM 6th TWSC  
5: Hudson Road & E. Colfax Avenue (CO-36)

2025 Background  
PM Peak

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	18	75	4	1	45	29	3	1	5	88	2	17
Future Vol, veh/h	18	75	4	1	45	29	3	1	5	88	2	17
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	20	85	5	1	51	33	3	1	6	100	2	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	90	0	0	205	211	85	201	200	68
Stage 1	-	-	-	-	-	-	125	125	-	70	70	-
Stage 2	-	-	-	-	-	-	80	86	-	131	130	-
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	1464	-	-	1456	-	-	736	672	952	740	682	973
Stage 1	-	-	-	-	-	-	860	777	-	920	821	-
Stage 2	-	-	-	-	-	-	909	808	-	854	773	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1464	-	-	1456	-	-	711	662	952	726	672	973
Mov Cap-2 Maneuver	-	-	-	-	-	-	711	662	-	726	672	-
Stage 1	-	-	-	-	-	-	848	766	-	907	820	-
Stage 2	-	-	-	-	-	-	888	807	-	836	762	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.1			9.4			10.7		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	820	1464	-	-	1456	-	-	755
HCM Lane V/C Ratio	0.012	0.014	-	-	0.001	-	-	0.161
HCM Control Delay (s)	9.4	7.5	0	-	7.5	0	-	10.7
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.6

HCM 6th TWSC  
1: Monaghan Road & North Site Access

2025 Total  
AM Peak

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	0	130	14	0	65
Future Vol, veh/h	14	0	130	14	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	50	10	10	50	10	10
Mvmt Flow	16	0	148	16	0	74

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	230	156	0	0	164
Stage 1	156	-	-	-	-
Stage 2	74	-	-	-	-
Critical Hdwy	6.9	6.3	-	-	4.2
Critical Hdwy Stg 1	5.9	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-
Follow-up Hdwy	3.95	3.39	-	-	2.29
Pot Cap-1 Maneuver	664	869	-	-	1367
Stage 1	768	-	-	-	-
Stage 2	841	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	664	869	-	-	1367
Mov Cap-2 Maneuver	664	-	-	-	-
Stage 1	768	-	-	-	-
Stage 2	841	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	664	1367
HCM Lane V/C Ratio	-	-	0.024	-
HCM Control Delay (s)	-	-	10.6	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC  
 11: Monaghan Road & South Site Access

2025 Total  
 AM Peak

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	0	144	21	0	79
Future Vol, veh/h	21	0	144	21	0	79
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, %	50	10	10	50	10	10
Mvmt Flow	24	0	164	24	0	90

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	266	176	0	0	188
Stage 1	176	-	-	-	-
Stage 2	90	-	-	-	-
Critical Hdwy	6.9	6.3	-	-	4.2
Critical Hdwy Stg 1	5.9	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-
Follow-up Hdwy	3.95	3.39	-	-	2.29
Pot Cap-1 Maneuver	631	847	-	-	1339
Stage 1	751	-	-	-	-
Stage 2	826	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	631	847	-	-	1339
Mov Cap-2 Maneuver	631	-	-	-	-
Stage 1	751	-	-	-	-
Stage 2	826	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	631	1339
HCM Lane V/C Ratio	-	-	0.038	-
HCM Control Delay (s)	-	-	10.9	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC  
2: Monaghan Road & E. 38th Avenue

2025 Total  
AM Peak

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	2	6	165	100	2
Future Vol, veh/h	2	2	6	165	100	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	7	188	114	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	317	115	116	0	0
Stage 1	115	-	-	-	-
Stage 2	202	-	-	-	-
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	660	916	1424	-	-
Stage 1	890	-	-	-	-
Stage 2	813	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	657	916	1424	-	-
Mov Cap-2 Maneuver	657	-	-	-	-
Stage 1	886	-	-	-	-
Stage 2	813	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1424	-	765	-	-
HCM Lane V/C Ratio	0.005	-	0.006	-	-
HCM Control Delay (s)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC  
3: Monaghan Road & E. 26th Avenue

2025 Total  
AM Peak

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	10	2	1	12	102	2	1	1	64	1	33
Future Vol, veh/h	70	10	2	1	12	102	2	1	1	64	1	33
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	80	11	2	1	14	116	2	1	1	73	1	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	13	0	0	266	304	12	247	247	72
Stage 1	-	-	-	-	-	-	172	172	-	74	74	-
Stage 2	-	-	-	-	-	-	94	132	-	173	173	-
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	1407	-	-	1555	-	-	671	596	1046	690	642	968
Stage 1	-	-	-	-	-	-	811	742	-	916	818	-
Stage 2	-	-	-	-	-	-	894	772	-	810	741	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1407	-	-	1555	-	-	615	561	1046	658	605	968
Mov Cap-2 Maneuver	-	-	-	-	-	-	615	561	-	658	605	-
Stage 1	-	-	-	-	-	-	765	700	-	864	817	-
Stage 2	-	-	-	-	-	-	857	771	-	762	699	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	6.6			0.1			10.4			10.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	
Capacity (veh/h)	668	1407	-	-	1555	-	-	737	
HCM Lane V/C Ratio	0.007	0.057	-	-	0.001	-	-	0.151	
HCM Control Delay (s)	10.4	7.7	0	-	7.3	0	-	10.8	
HCM Lane LOS		B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)		0	0.2	-	-	0	-	-	0.5

HCM 6th TWSC  
4: Hudson Road & E. 26th Avenue

2025 Total  
AM Peak

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	3	5	85	1	4	1	133	17	5	1	10	6
Future Vol, veh/h	3	5	85	1	4	1	133	17	5	1	10	6
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	3	6	97	1	5	1	151	19	6	1	11	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	344	344	15	392	344	22	18	0	0	25	0	0
Stage 1	17	17	-	324	324	-	-	-	-	-	-	-
Stage 2	327	327	-	68	20	-	-	-	-	-	-	-
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	595	566	1042	553	566	1032	1548	-	-	1539	-	-
Stage 1	982	866	-	672	636	-	-	-	-	-	-	-
Stage 2	669	634	-	923	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	545	509	1042	460	509	1032	1548	-	-	1539	-	-
Mov Cap-2 Maneuver	545	509	-	460	509	-	-	-	-	-	-	-
Stage 1	885	865	-	605	573	-	-	-	-	-	-	-
Stage 2	597	571	-	831	862	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.2		11.7		6.5		0.4	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1548	-	-	960	545	1539	-
HCM Lane V/C Ratio	0.098	-	-	0.11	0.013	0.001	-
HCM Control Delay (s)	7.6	0	-	9.2	11.7	7.3	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.4	0	0	-

HCM 6th TWSC  
5: Hudson Road & E. Colfax Avenue (CO-36)

2025 Total  
AM Peak

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	57	150	2	6	75	62	1	2	1	46	1	58
Future Vol, veh/h	57	150	2	6	75	62	1	2	1	46	1	58
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	65	170	2	7	85	70	1	2	1	52	1	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	155	0	0	172	0	0	468	469	170	437	436	120
Stage 1	-	-	-	-	-	-	300	300	-	134	134	-
Stage 2	-	-	-	-	-	-	168	169	-	303	302	-
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	1378	-	-	1358	-	-	492	481	853	516	502	910
Stage 1	-	-	-	-	-	-	692	651	-	851	770	-
Stage 2	-	-	-	-	-	-	815	744	-	690	650	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1378	-	-	1358	-	-	435	453	853	491	473	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	435	453	-	491	473	-
Stage 1	-	-	-	-	-	-	656	617	-	807	765	-
Stage 2	-	-	-	-	-	-	750	740	-	651	616	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.1			0.3			12.2			11.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	507	1378	-	-	1358	-	-	658
HCM Lane V/C Ratio	0.009	0.047	-	-	0.005	-	-	0.181
HCM Control Delay (s)	12.2	7.7	0	-	7.7	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.7

HCM 6th TWSC  
1: Monaghan Road & North Site Access

2025 Total  
PM Peak

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	0	75	14	0	215
Future Vol, veh/h	14	0	75	14	0	215
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, %	50	10	10	50	10	10
Mvmt Flow	16	0	85	16	0	244

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	337	93	0	0	101	0
Stage 1	93	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Critical Hdwy	6.9	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	571	943	-	-	1443	-
Stage 1	823	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	571	943	-	-	1443	-
Mov Cap-2 Maneuver	571	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	696	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	571	1443
HCM Lane V/C Ratio	-	-	0.028	-
HCM Control Delay (s)	-	-	11.5	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC  
 11: Monaghan Road & South Site Access

2025 Total  
 PM Peak

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	0	89	21	0	219
Future Vol, veh/h	21	0	89	21	0	219
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, %	50	10	10	50	10	10
Mvmt Flow	24	0	101	24	0	249

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	362	113	0	0	125	0
Stage 1	113	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Critical Hdwy	6.9	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	552	919	-	-	1413	-
Stage 1	805	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	552	919	-	-	1413	-
Mov Cap-2 Maneuver	552	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	693	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	552	1413
HCM Lane V/C Ratio	-	-	0.043	-
HCM Control Delay (s)	-	-	11.8	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC  
2: Monaghan Road & E. 38th Avenue

2025 Total  
PM Peak

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	3	4	105	245	10
Future Vol, veh/h	3	3	4	105	245	10
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	119	278	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	413	284	289	0	0
Stage 1	284	-	-	-	-
Stage 2	129	-	-	-	-
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	580	736	1228	-	-
Stage 1	746	-	-	-	-
Stage 2	878	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	578	736	1228	-	-
Mov Cap-2 Maneuver	578	-	-	-	-
Stage 1	743	-	-	-	-
Stage 2	878	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1228	-	648	-	-
HCM Lane V/C Ratio	0.004	-	0.011	-	-
HCM Control Delay (s)	7.9	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC  
3: Monaghan Road & E. 26th Avenue

2025 Total  
PM Peak

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	25	1	1	10	67	1	1	1	132	1	118
Future Vol, veh/h	36	25	1	1	10	67	1	1	1	132	1	118
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	41	28	1	1	11	76	1	1	1	150	1	134

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	87	0	0	29	0	0	230	200	29	163	162	49
Stage 1	-	-	-	-	-	-	111	111	-	51	51	-
Stage 2	-	-	-	-	-	-	119	89	-	112	111	-
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	1460	-	-	1534	-	-	708	682	1023	784	716	997
Stage 1	-	-	-	-	-	-	875	788	-	942	837	-
Stage 2	-	-	-	-	-	-	866	806	-	874	788	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1460	-	-	1534	-	-	598	662	1023	764	695	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	598	662	-	764	695	-
Stage 1	-	-	-	-	-	-	850	765	-	915	836	-
Stage 2	-	-	-	-	-	-	748	805	-	846	765	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.4			0.1			10			11.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	721	1460	-	-	1534	-	-	858
HCM Lane V/C Ratio	0.005	0.028	-	-	0.001	-	-	0.332
HCM Control Delay (s)	10	7.5	0	-	7.3	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	1.5

HCM 6th TWSC  
4: Hudson Road & E. 26th Avenue

2025 Total  
PM Peak

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	170	4	4	3	77	11	1	2	8	6
Future Vol, veh/h	7	1	170	4	4	3	77	11	1	2	8	6
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	8	1	193	5	5	3	88	13	1	2	9	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	211	207	13	304	210	14	16	0	0	14	0	0
Stage 1	17	17	-	190	190	-	-	-	-	-	-	-
Stage 2	194	190	-	114	20	-	-	-	-	-	-	-
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	729	676	1044	633	673	1043	1551	-	-	1553	-	-
Stage 1	982	866	-	794	728	-	-	-	-	-	-	-
Stage 2	790	728	-	872	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	690	637	1044	492	634	1043	1551	-	-	1553	-	-
Mov Cap-2 Maneuver	690	637	-	492	634	-	-	-	-	-	-	-
Stage 1	926	865	-	749	687	-	-	-	-	-	-	-
Stage 2	738	687	-	709	862	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		10.8		6.5		0.9	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	1020	635	1553	-	-
HCM Lane V/C Ratio	0.056	-	-	0.198	0.02	0.001	-	-
HCM Control Delay (s)	7.5	0	-	9.4	10.8	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	0	-	-

HCM 6th TWSC  
5: Hudson Road & E. Colfax Avenue (CO-36)

2025 Total  
PM Peak

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	53	75	4	1	45	29	3	1	5	88	2	52
Future Vol, veh/h	53	75	4	1	45	29	3	1	5	88	2	52
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	60	85	5	1	51	33	3	1	6	100	2	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	90	0	0	305	291	85	281	280	68
Stage 1	-	-	-	-	-	-	205	205	-	70	70	-
Stage 2	-	-	-	-	-	-	100	86	-	211	210	-
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	1464	-	-	1456	-	-	632	606	952	655	615	973
Stage 1	-	-	-	-	-	-	779	717	-	920	821	-
Stage 2	-	-	-	-	-	-	887	808	-	773	714	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1464	-	-	1456	-	-	572	579	952	628	588	973
Mov Cap-2 Maneuver	-	-	-	-	-	-	572	579	-	628	588	-
Stage 1	-	-	-	-	-	-	746	686	-	880	820	-
Stage 2	-	-	-	-	-	-	830	807	-	734	683	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3			0.1			10			11.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	736	1464	-	-	1456	-	-	721
HCM Lane V/C Ratio	0.014	0.041	-	-	0.001	-	-	0.224
HCM Control Delay (s)	10	7.6	0	-	7.5	0	-	11.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.9