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HUDSON COMMERCIAL DEVELOPMENT
TRAFFIC IMPACT ANALYSIS

LJA Project No. CO4569-0001

Scott Booth, PE, PTOE
LJA Engineering, Inc.

April 2024

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April 19, 2024

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EXECUTIVE SUMMARY

This report presents the summary of findings for the Traffic Impact Analysis (TIA) prepared by LJA Engineering, Inc. (LJA) for the proposed Hudson Commercial development in Hudson, Colorado.

This development will consist of approximately 45,850 square feet for tractor supply store, 27,930 square feet for variety store, 3,000 square feet for fast food with a drive-thru, and an automated car wash with 1 tunnel. Construction for this development is expected to be completed in 2029. The study horizon for this TIA is year 2049. The objective of this study is to analyze the impacts of the traffic generated by the proposed development on the performance of the surrounding roadway network and to determine if mitigation measures to address any resulting deficiencies are recommended.

The study area for this TIA includes the street network located within a mile from the proposed development's access points and includes the following intersections:

1. SH 52 at I-76 Frontage Road
2. I-76 Frontage Road at existing Loves Truck Drive (Drive A)
3. I-76 Frontage Road at existing Loves Car Drive (Drive B)
4. SH 52 at CR 12 ½

For this study, the AM and PM peak hours were analyzed for each of the following scenarios:

1. Existing conditions (2024)
2. Build-out year (2029) – background traffic only
3. Build-out year (2029) – combined traffic
4. Horizon year (2049) – background traffic only
5. Horizon year (2049) – combined traffic

Peak hour traffic and 24-hour link data were collected on February 8, 2024. An average annualized growth rate of 2.1 percent was calculated using historical traffic data from the TxDOT and NCTCOG traffic count database. This growth rate was applied to the existing traffic volumes in order to determine the future background traffic volumes for the years 2029 and 2049. These trips were converted into passenger car equivalents (PCE) using the truck percentages provided in the traffic counts.

The overall proposed development is expected to add 4,197 daily vehicle trips with 280 vehicle trips (145 in 135 out) during the AM peak hour period and 428 vehicle trips (216 in 212 out) during the PM peak hour period. These traffic volumes were distributed to the surrounding roadway network according to the existing travel patterns within the study area.

All analyses in this study were completed using standard traffic engineering practices based on the methodology outlined in the *Highway Capacity Manual - 6th Edition* (HCM6). Level of Service analyses for intersections were completed using Synchro 11 traffic analysis software. Based on the results presented in the report below, there are no recommended mitigation measures at the existing intersections. Drive C meets the threshold for a right-turn deceleration lane, but given

traffic volumes on CR 12½ (97 vehicles in the PM peak hour at buildout) are very low, no right-turn lane is recommended.

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I. Introduction

This report presents the summary of findings for the Traffic Impact Analysis (TIA) prepared by LJA Engineering, Inc. (LJA) for the proposed Hudson Commercial development in Hudson, Colorado. The objective of this study is to analyze the impacts of the traffic generated by the proposed development on the performance of the surrounding roadway network and to determine recommended mitigation measures to address any resulting deficiencies. The proposed development is located north of I-76 at the intersection of SH 52 and the I-76 frontage road as shown in **Figure 1** below. A copy of the proposed site concept plan is in **Appendix A**.

Figure 1 – Proposed Site Location

The proposed development will consist of approximately 45,850 square feet for tractor supply store, 27,930 square feet for variety store, 3,000 square feet for fast food with a drive-thru, and an automated car wash with 1 tunnel. Construction build-out for this development is estimated to be completed in 2029. It should be noted that build-out of the commercial/retail development is based on market conditions. The study horizon for this TIA is year 2049.

1.1 Existing Area Conditions

The study area for this TIA includes the street network located within one mile from the proposed development's access points. Major intersections within the study area include:

1. SH 52 at I-76 Frontage Road
2. I-76 Frontage Road at Drive A/Loves Truck Drive
3. I-76 Frontage Road at Drive B/Loves Car Drive
4. SH 52 at CR 12 ½

1.1.1 Existing Roadway Configuration and Access

Bordering the northern edge of the development is CR 12 ½. It is a 25-foot wide, two-lane unpaved roadway without striping. There is no posted speed limit, so the Colorado basic prima facie speed of 30 miles per hour was assumed.

Along the western edge of the development is SH 52/Main Street, a 34-foot wide two-lane roadway. In the westbound direction, the posted speed is 25 miles per hour until approximately 325 feet east of its intersection with CR 12 ½, at which point the speed limit increases to 65 miles per hour. In the eastbound direction, the posted speed is 65 miles per hour until approximately 325 feet east of its intersection, at which point the speed limit decreases to 35 miles per hour, then decreases down to 25 miles per hour after 500 feet. SH 52 widens out to a 4-lane divided cross section east of its intersection with the I-76 Frontage Road.

Bordering the southern edge of the development is the I-76 Frontage Road, a two-lane roadway with turn lanes that has a posted speed limit of 30 miles per hour. Along the development it is 48-feet wide, then widens up to 56-feet wide as it approaches the roundabout with SH 52. East of the development it is 25-feet wide.

Along the eastern edge of the development is CR 43 ½. It is a 27-foot wide, two-lane unpaved roadway without striping. There is no posted speed limit, so the Colorado basic prima facie speed of 30 miles per hour was assumed.

1.2 Proposed Area Conditions

Access to the proposed development will be through three main drives. Drive A is along the southeastern edge of the development on the I-76 Frontage Road across from the existing Loves driveway for trucks. Drives C and D are located along CR 12 ½. Drive C is located approximately 620 feet west of CR 43 ½, and Drive D is located approximately 235 feet west of CR 43 ½.

In addition to the new driveways, the portion of CR 12 ½ between SH 52 and CR 43 ½ will be widened to a 26-foot cross section. CR 43 ½ will also be improved up to the access driveway for the Town of Hudson utility building. The portion south of this drive will be abandoned. Per CDOT's Access Control Plan for SH 52, access will be limited (right-in/out only) at its intersection with CR 12 ½.

II. Methodology

To evaluate the traffic impacts of the proposed development on the surrounding roadway network, future traffic conditions were analyzed with (combined traffic) and without (background only) the development's generated traffic. After the future traffic conditions were analyzed, mitigation measures were established to address any resulting deficiencies in the performance of the surrounding street network due to the development related traffic. For this study, the AM and PM peak hours were analyzed for each of the following scenarios:

1. Existing conditions (2024)
2. Build-out year (2029) – background traffic only
3. Build-out year (2029) – combined traffic
4. Horizon year (2049) – background traffic only
5. Horizon year (2049) – combined traffic

2.1 Traffic Data and Existing Conditions

Peak hour traffic and 24-hour link data were collected on February 8, 2024 and copies of the traffic count data are located in **Appendix B.** These trips were converted into passenger car equivalents (PCE) using the truck percentages provided in the traffic count. Per published data from the Transportation Research Board (TRB), on average, one truck is equivalent to two passenger cars. Thus, the total volume of trucks was calculated and then multiplied by two and added back into the vehicle traffic count to generated the PCE volumes for the study.

Exhibit 1 in **Appendix C** shows the existing lane configurations at the study intersections and the existing traffic control is listed below.

1. SH 52 at I-76 Frontage Road - Roundabout
2. I-76 Frontage Road at Drive A/Loves Truck Drive - TWSC
3. I-76 Frontage Road at Drive B/Loves Car Drive - TWSC
4. SH 52 at CR 12 ½ - TWSC

Exhibit 2 in **Appendix C** shows existing peak hour PCE traffic volumes at the study intersections.

2.1.1 Background Traffic Growth

An average annualized growth rate of 2.1 percent was calculated using historical traffic data from the ODOT traffic count database. Table 1 below contains the calculations for the projected annual growth rate. This growth rate was applied to the existing PCE traffic volumes to determine the future traffic volumes without the proposed development generated traffic (background conditions) for the years 2029 (build-out) and 2049 (horizon).

Table 1 – Background Growth Rate Calculation

Location	AADT Volume/Year		Volume Growth	Percentage Growth	Annual Growth
	2022	2043			
SH 52 west of I-76	9700	14894	5194	54%	2.1%
	2022	**2043**			
SH 52 east of I-76	8400	12193	3793	45%	1.8%
	2022	**2043**			
I-76 south of SH 52	26000	41834	15834	61%	2.3%
	2022	**2043**			
I-76 north of SH 52	24000	38364	14364	60%	2.3%
				Average Annual Growth	2.1%

Exhibit 3 and Exhibit 4 in **Appendix C** show the background traffic volumes for the years 2029 (build-out year) and 2049 (horizon year), respectively.

2.1.2 Peak Hour Factor

Since this area will see significant growth and changes to the travel patterns, a default PHF of 0.92 was used in the analyses at all intersections of the study.

2.2 Trip Generation and Distribution

The amount of traffic a proposed development will generate depends on several factors including the nature, size, and location of the proposed development. Vehicle trips related to the proposed development are generated based on information contained in the *Trip Generation Manual – 11th Edition* which is published by the Institute of Transportation Engineers (ITE).

2.2.1 Trip Generation

Table 2 below shows the estimated amount of vehicle trips which will be generated by the proposed development using the fitted equations from the manual.

Table 2 - Vehicle Trip Generation Totals for Proposed Development

Land Use (ITE Code)	1,000 sqft/ Tunnels	AM Peak Trips (vph)			PM Peak Trips (vph)			Weekday 24-hour Trips
		In	Out	Total	In	Out	Total	
Tractor Supply Store (810)	45.9	7	8	15	30	34	64	396
Variety Store (814)	27.9	47	38	85	95	92	187	1,778
Fast Food W/ Drive Thru (934)	3.0	68	66	134	52	48	99	1,402
Automated Car Wash (948)	1	23	23	46	39	39	78	620
	Total	**145**	**135**	**280**	**216**	**212**	**428**	**4,197**

The overall proposed development is expected to add 4,197 daily vehicle trips with 280 vehicle trips (145 in 135 out) during the AM peak hour period and 428 vehicle trips (216 in 212 out) during the PM peak hour period.

2.2.2 Trip Distribution and Assignment

Generated traffic volumes were assigned to the study street network according to the routes that provide the shortest travel distance to their corresponding origins/destinations. Vehicle trip distribution percentages and development related vehicle trips are presented in **Exhibit 5** and **Exhibit 6** in **Appendix C**, respectively.

2.2.3 Internal Trip Capture

Internal trip capture (trips that stay within a development) occurs within developments that include complementary and interacting land uses. Examples include developments with office, retail, restaurants, entertainment, hotels and/or residential. Internal trip capture can be calculated using tables and information from the *ITE Trip Generation Manual – 11th Edition*. For this development, no internal trip capture was assumed.

2.2.4 Pass-by Trip Reduction

The total external trips of the generated traffic may be reduced by a Pass-By Reduction factor to account for the projected traffic that is already traveling along the roadways adjacent to the proposed development. Pass-by reduction methodologies are established by the Institute of Transportation Engineers (ITE) and only apply to certain types of development. Pass-by reduction was not considered in this analysis for this development.

2.2.5 Background plus Development Traffic Volumes.

The distributed development traffic volumes were then added to the background PCE traffic volumes for the various scenarios. **Exhibit 7** and **Exhibit 8** in **Appendix C** show the combined background and development traffic volumes which are projected within the study area for the years 2029 (build-out year) and 2049 (horizon year), respectively.

III. Intersection Capacity Analysis

All analyses in this study were completed using standard traffic engineering practices based on the methodology outlined in the *Highway Capacity Manual - 6th Edition* (HCM6), which provides procedures used to evaluate the operations of all types of transportation facilities, including both signalized and unsignalized intersections. Level of Service analyses for intersections were completed using Synchro 11 traffic analysis software.

Level of Service is represented by a letter grade between A and F. Generally, a LOS ranking of D or better is considered acceptable. A LOS ranking of E represents conditions where the traffic demand volume is approaching the maximum capacity for a movement or the overall intersection. A LOS ranking of F represents a condition where the traffic demand volume exceeds the capacity.

For signalized intersections and all-way stop controlled intersections, a LOS is calculated for each of the lane groups/approaches at the intersection and an overall LOS for the intersection is calculated by averaging the delays (weighted by traffic volume). For one-way and two-way stop-controlled intersections a LOS is calculated for each of the lane groups/approaches at the intersection. An overall LOS is calculated, but with some movements being free flow, it may not be representative of actual operations at stop or yield controlled approaches.

Table 3 shows the criteria for each of the levels of service as listed in the HCM for intersections and intersection lane groups for both unsignalized and signalized intersections. Complete Synchro analyses output files are presented in **Appendix D.**

Table 3 – Level of Service Criteria for Intersections and Intersection Lane Groups

Level of Service	Average Amount of Control Delay (sec/veh)	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	10 – 15	10 – 20
C	15 – 25	20 – 35
D	25 – 35	35 – 55
E	35 – 50	55 – 80
F	> 50	> 80

In the following tables, the level of service and average delay per vehicle for signalized and all-way stop intersections is shown as an overall measure for the intersection. For intersections that are two-way stop controlled, the LOS and average delay is given for the movements that are stop controlled.

3.1 Existing Conditions

Table 4 below summarizes the level of service for the existing conditions with existing traffic volumes for the AM and PM peak hours.

Table 4 – LOS Summary – Existing Conditions

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
I-76 FR at SH 52	Roundabout	All	4.7	A	4.8	A
		EB	5.0	A	5.0	A
		WB	4.0	A	4.4	A
		SB	5.3	A	5.6	A
I-76 Frontage Road at Drive A/Loves Truck Drive	TWSC	All	4.8	A	4.1	A
		WB	9.0	A	8.8	A
I-76 Frontage Road at Drive B/Loves Car Drive	TWSC	All	5.1	A	4.6	A
		WB	9.9	A	9.8	A
SH 52 at CR 12 ½	TWSC	All	0.0	A	0.0	A
		SB	0.0	A	0.0	A

As can be seen in the table above, all intersections and approaches operate at an LOS of A during the peak hours.

3.2 Background and Background plus Development Scenarios

As discussed in the report, an annual growth rate was applied to the existing traffic volumes to generate background traffic volumes for the years 2029 and 2049. Development trips were then generated, distributed on the study network, and combined with the background traffic volumes for the three scenarios.

3.2.1 Year 2029 Analysis

Table 5 and Table 6 below summarize the level of service for the study intersections for the AM and PM peak for the year 2029 background only and background plus development scenarios, respectively.

Table 5 – LOS Summary – Year 2029 (Build out) Background Only

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
I-76 FR at SH 52	Roundabout	All	4.9	A	5.0	A
		EB	5.2	A	5.2	A
		WB	4.1	A	4.5	A
		SB	5.6	A	5.9	A
I-76 Frontage Road at Drive A/Loves Truck Drive	TWSC	All	4.9	A	4.1	A
		WB	9.0	A	8.9	A

Table 5 – LOS Summary – Year 2029 (Build out) Background Only

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
I-76 Frontage Road at Drive B/Loves Car Drive	TWSC	All	5.2	A	4.7	A
		WB	10.1	A	9.9	A
SH 52 at CR 12 ½	TWSC	All	0.0	A	0.0	A
		SB	0.0	A	0.0	A

Even when the growth rate is applied, the overall intersections and approaches all operate at an LOS of B or better.

Table 6 – LOS Summary – Year 2029 (Build out) Background plus Development

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
I-76 FR at SH 52	Roundabout	All	5.8	A	6.6	A
		EB	6.1	A	6.5	A
		WB	4.7	A	5.5	A
		SB	7.2	A	9.0	A
I-76 Frontage Road at Drive A/Loves Truck Drive	TWSC	All	7.6	A	8.1	A
		EB	9.1	A	9.5	A
		WB	12.4	B	14.9	B
I-76 Frontage Road at Drive B/Loves Car Drive	TWSC	All	3.7	A	3.0	A
		WB	12.2	B	13.6	B
SH 52 at CR 12 ½	TWSC	All	0.2	A	0.3	A
		SB	11.1	B	12.6	B
SH 52 at Drive C	TWSC	All	1.6	A	1.6	A
		NB	8.8	A	8.9	A
SH 52 at Drive D	TWSC	All	3.3	A	3.4	A
		NB	8.5	A	8.6	A

With development traffic added, all approaches of I-76 Frontage Road at SH 52 remain at an LOS of A. The westbound approach of I-76 Frontage Road at Drive A/Loves Truck Drive drops to an LOS of B. The southbound approach of CR 12 ½ at SH 52 also drops to an LOS of B.

3.2.2 Year 2049 Analysis

Table 7 and Table 8 below summarize the level of service for the study intersections for the AM and PM peak for the year 2049 background only and background plus development scenarios respectively.

Table 7 – LOS Summary – Year 2049 (Horizon) Background Only

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
I-76 FR at SH 52	Roundabout	All	6.9	A	7.0	A
		EB	7.6	A	7.4	A
		WB	5.1	A	5.8	A
		SB	8.8	A	9.6	A
I-76 Frontage Road at Drive A/Loves Truck Drive	TWSC	All	5.0	A	4.2	A
		WB	9.3	A	9.1	A
I-76 Frontage Road at Drive B/Loves Car Drive	TWSC	All	5.8	A	5.2	A
		WB	11.4	B	11.1	B
SH 52 at CR 12 ½	TWSC	All	0.0	A	0.0	A
		SB	0.0	A	0.0	A

The additional growth in background traffic results in minor increases in delay, but all intersections and approaches operate with a LOS of B or better in the peak hours.

Table 8 – LOS Summary – Year 2049 (Horizon) Background plus Development

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
I-76 FR at SH 52	Roundabout	All	8.5	A	10.2	B
		EB	9.1	A	9.8	A
		WB	5.8	A	7.1	A
		SB	12.2	B	17.8	C
I-76 Frontage Road at Drive A/Loves Truck Drive	TWSC	All	7.7	A	8.2	A
		EB	9.2	A	9.7	A
		WB	13.3	B	16.0	C
I-76 Frontage Road at Drive B/Loves Car Drive	TWSC	All	5.3	A	4.6	A
		WB	15.0	C	17.0	C
SH 52 at CR 12 ½	TWSC	All	0.2	A	0.3	A
		SB	13.1	B	16.2	C
SH 52 at Drive C	TWSC	All	1.6	A	1.6	A
		NB	8.8	A	8.9	A
SH 52 at Drive D	TWSC	All	3.3	A	3.4	A
		NB	8.5	A	8.6	A

The addition of development related trips adds to the average delay at the study intersections and approaches, but all movements maintain a LOS of C or better in the peak hours.

3.3 Right and Left Turn Lane Analyses

Evaluations for right and left-turn deceleration lanes at the proposed development driveways were performed in accordance with the CODOT guidelines.

3.3.1 Left-Turn Lanes

Left-turn deceleration lanes are required when the number of left-turn vehicles exceeds 10 in the peak hour. This threshold is reached at Drive A on the I-76 Frontage Road. Given the I-76 frontage road is a 3-lane undivided roadway, a dedicated left-turn lane is not recommended.

3.3.2 Right-turn Lanes

Right-turn deceleration lanes are required when the number of right turning vehicles exceeds 25 in the peak hour. Drive C meets the threshold for a right-turn deceleration lane but given traffic volumes on CR 12½ are very low (97 vehicles total in the PM peak hour at buildout), no right-turn lane is recommended.

3.4 Site Distance Analysis

For new proposed driveway/roadways, the intersection site distance (ISD) for the following three conditions is reviewed at the proposed connections.

- Left-turn from Stop (Case B1)
- Right-turn from Stop (Case B2)
- Left-turn from Major Road (Case F)

Table 9 – Estimated Intersection Sight Distance

Intersection	Estimated Intersection Sight Distance		
	Case B1	Case B2	Case F
I-76 Frontage Road at Drive A	>355	>290	>245
CR 12 ½ at Drive C	>335	>290	>245
CR 12 ½ at Drive D	>335	>290	>245

3.5 Intersection Contribution

For new proposed developments, the intersection traffic contribution from the development is requested. The proportion of traffic that the development contributes to each study intersection at buildout is as follows:

- 21.5% - SH 52 at I-76 Frontage Road
- 76.3% - I-76 Frontage Road at Drive A/Loves Truck Drive
- 47.7% - I-76 Frontage Road at Drive B/Loves Car Drive
- 13.1% - SH 52 at CR 12 ½
- 100% - CR 12 ½ at Drive C
- 100% - CR 12 ½ at Drive D

At all of the intersections, except for SH 52 at CR 12 ½, there is a contribution of more than 20% to the total intersection volume, which is expected given the low existing traffic volumes.

IV. Summary

Based on the report and results presented above, the addition of the proposed development will have minimal impact on the existing roadways and study intersections. The are no recommended mitigation measures at this time.

Appendix A – Proposed Development Site Plan

Appendix B – Traffic Count Data

Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
AM Peak
I76 Frontage Rd and Main St Roundabout

File Name : I 76 Frontage Rd and Main Roundabout AM
Site Code : LJA
Start Date : 2/8/2024
Page No : 1

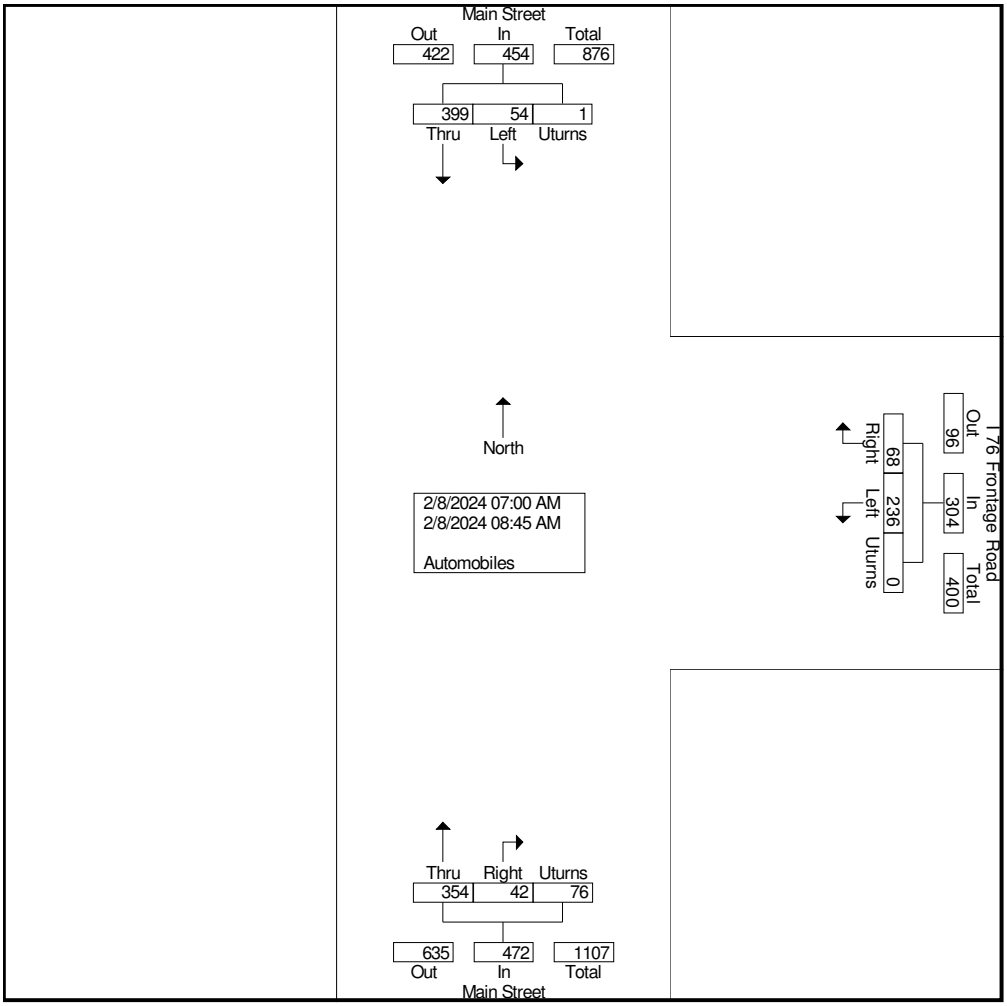
Groups Printed- Automobiles

	I 76 Frontage Road Westbound				Main Street Northbound				Main Street Southbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
07:00 AM	47	9	0	56	47	4	6	57	4	55	0	59	172
07:15 AM	27	12	0	39	41	5	14	60	16	79	1	96	195
07:30 AM	27	12	0	39	59	10	18	87	3	52	0	55	181
07:45 AM	24	6	0	30	53	2	11	66	4	52	0	56	152
Total	125	39	0	164	200	21	49	270	27	238	1	266	700
08:00 AM	31	9	0	40	49	8	5	62	10	31	0	41	143
08:15 AM	26	7	0	33	31	4	7	42	5	43	0	48	123
08:30 AM	26	4	0	30	40	5	6	51	7	40	0	47	128
08:45 AM	28	9	0	37	34	4	9	47	5	47	0	52	136
Total	111	29	0	140	154	21	27	202	27	161	0	188	530
Grand Total	236	68	0	304	354	42	76	472	54	399	1	454	1230
Apprch %	77.6	22.4	0		75	8.9	16.1		11.9	87.9	0.2		
Total %	19.2	5.5	0	24.7	28.8	3.4	6.2	38.4	4.4	32.4	0.1	36.9	

Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
AM Peak
I76 Frontage Rd and Main St Roundabout

File Name : I 76 Frontage Rd and Main Roundabout AM
Site Code : LJA
Start Date : 2/8/2024
Page No : 2

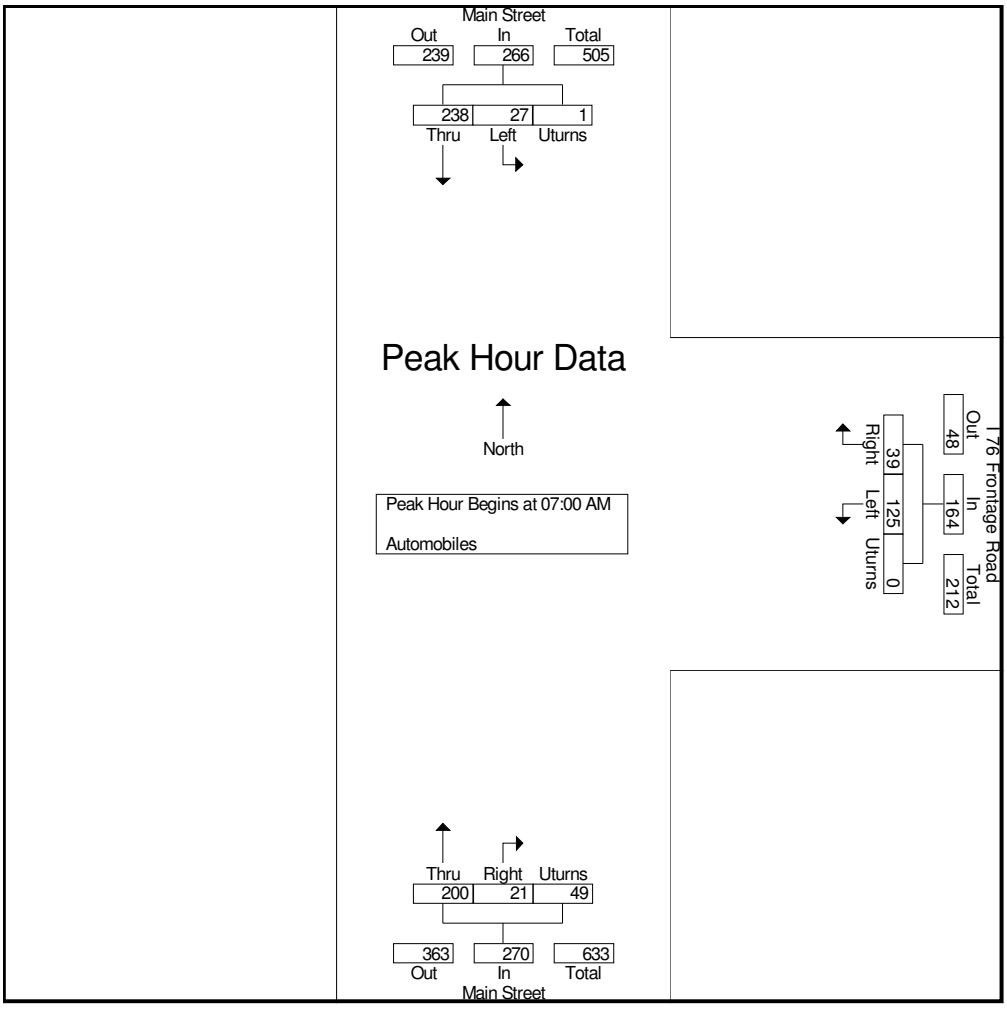


Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
AM Peak
I76 Frontage Rd and Main St Roundabout

File Name : I 76 Frontage Rd and Main Roundabout AM
Site Code : LJA
Start Date : 2/8/2024
Page No : 3

	I 76 Frontage Road Westbound				Main Street Northbound				Main Street Southbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	**47**	9	0	**56**	47	4	6	57	4	55	0	59	172
07:15 AM	27	**12**	0	39	41	5	14	60	**16**	**79**	**1**	**96**	**195**
07:30 AM	27	12	0	39	**59**	**10**	**18**	**87**	3	52	0	55	181
07:45 AM	24	6	0	30	53	2	11	66	4	52	0	56	152
Total Volume	125	39	0	164	200	21	49	270	27	238	1	266	700
% App. Total	76.2	23.8	0		74.1	7.8	18.1		10.2	89.5	0.4		
PHF	.665	.813	.000	.732	.847	.525	.681	.776	.422	.753	.250	.693	.897



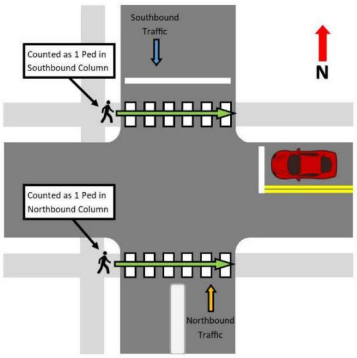
Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
AM Peak
I76 Frontage Rd and Main St Roundabout

File Name : I 76 Frontage Rd and Main Roundabout AM
Site Code : LJA
Start Date : 2/8/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
PM Peak
I76 Frontage Rd and Main St Roundabout

File Name : I 76 Frontage Rd and Main Roundabout PM
Site Code : LJA
Start Date : 2/8/2024
Page No : 1

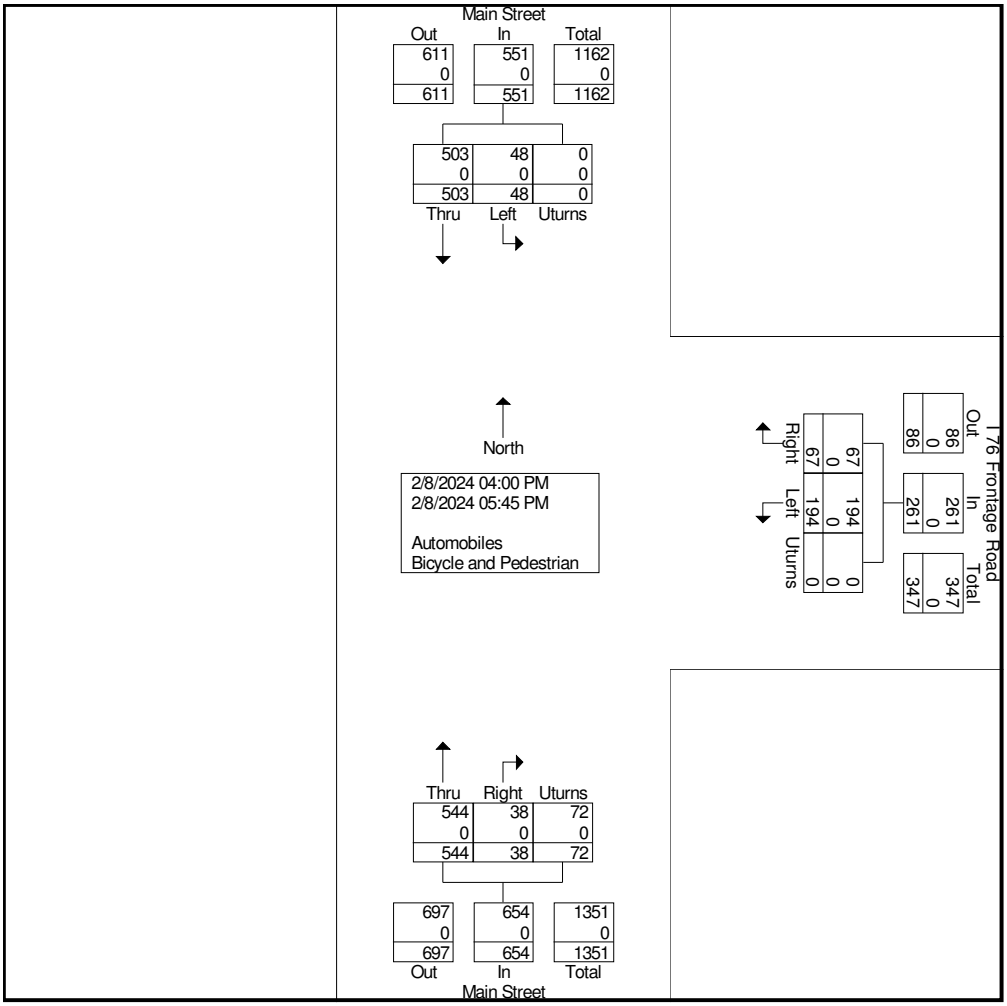
Groups Printed- Automobiles - Bicycle and Pedestrian

	I 76 Frontage Road Westbound				Main Street Northbound				Main Street Southbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
04:00 PM	30	17	0	47	58	3	7	68	6	71	0	77	192
04:15 PM	25	17	0	42	60	5	13	78	7	65	0	72	192
04:30 PM	25	8	0	33	74	8	9	91	7	70	0	77	201
04:45 PM	23	8	0	31	66	4	11	81	8	54	0	62	174
Total	103	50	0	153	258	20	40	318	28	260	0	288	759
05:00 PM	28	3	0	31	74	7	7	88	5	79	0	84	203
05:15 PM	17	7	0	24	73	2	10	85	3	48	0	51	160
05:30 PM	27	3	0	30	68	6	7	81	6	55	0	61	172
05:45 PM	19	4	0	23	71	3	8	82	6	61	0	67	172
Total	91	17	0	108	286	18	32	336	20	243	0	263	707
Grand Total	194	67	0	261	544	38	72	654	48	503	0	551	1466
Apprch %	74.3	25.7	0		83.2	5.8	11		8.7	91.3	0		
Total %	13.2	4.6	0	17.8	37.1	2.6	4.9	44.6	3.3	34.3	0	37.6	
Automobiles	194	67	0	261	544	38	72	654	48	503	0	551	1466
% Automobiles	100	100	0	100	100	100	100	100	100	100	0	100	100
Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
PM Peak
I76 Frontage Rd and Main St Roundabout

File Name : I 76 Frontage Rd and Main Roundabout PM
Site Code : LJA
Start Date : 2/8/2024
Page No : 2

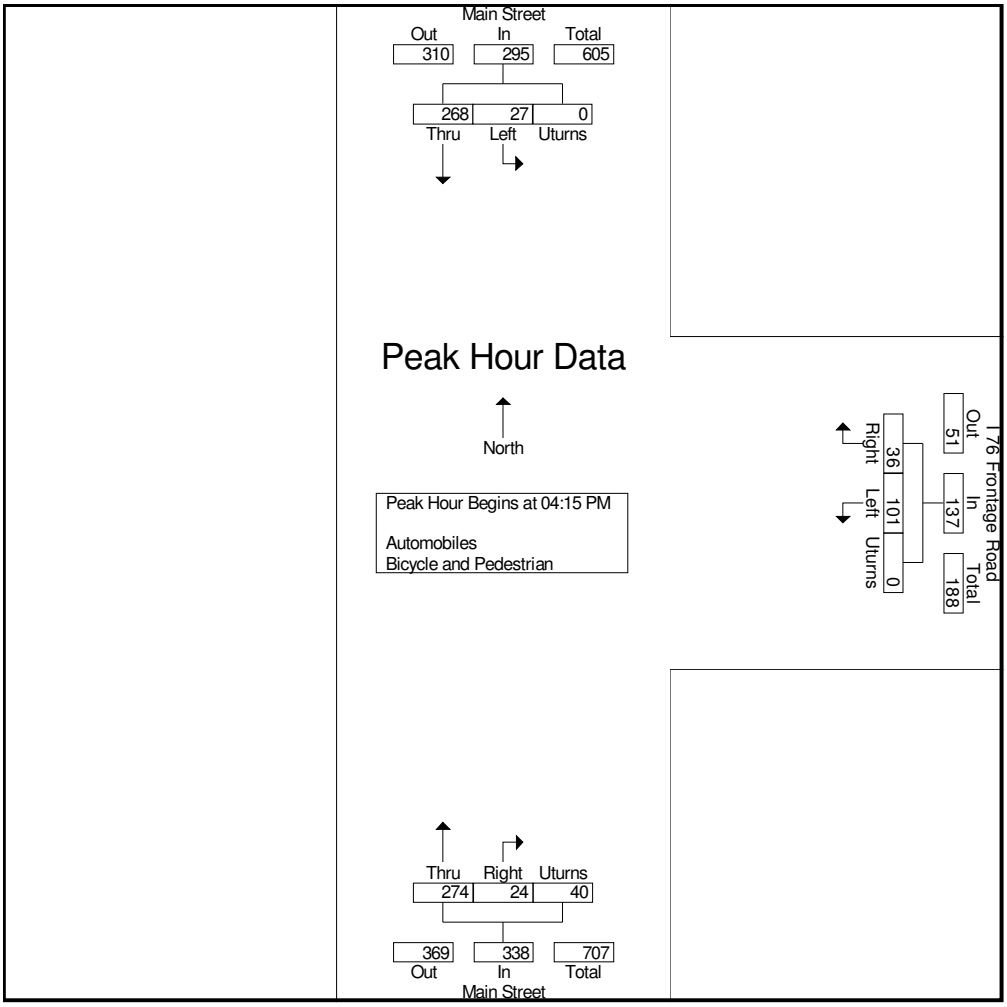


Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
PM Peak
I76 Frontage Rd and Main St Roundabout

File Name : I 76 Frontage Rd and Main Roundabout PM
Site Code : LJA
Start Date : 2/8/2024
Page No : 3

	I 76 Frontage Road Westbound				Main Street Northbound				Main Street Southbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	25	**17**	0	**42**	60	5	**13**	78	7	65	0	72	192
04:30 PM	25	8	0	33	**74**	**8**	9	**91**	7	70	0	77	201
04:45 PM	23	8	0	31	66	4	11	81	**8**	54	0	62	174
05:00 PM	**28**	3	0	31	74	7	7	88	5	**79**	0	**84**	**203**
Total Volume	101	36	0	137	274	24	40	338	27	268	0	295	770
% App. Total	73.7	26.3	0		81.1	7.1	11.8		9.2	90.8	0		
PHF	.902	.529	.000	.815	.926	.750	.769	.929	.844	.848	.000	.878	.948



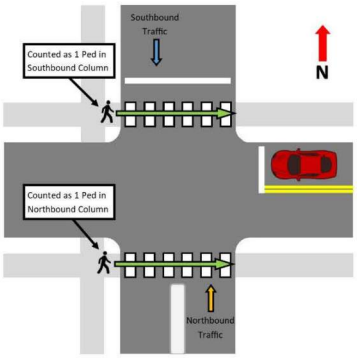
Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
PM Peak
I76 Frontage Rd and Main St Roundabout

File Name : I 76 Frontage Rd and Main Roundabout PM
Site Code : LJA
Start Date : 2/8/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
AM Peak
I76 Frontage Rd at Loves Car Driveway

File Name : I 76 Frontage Rd at Loves Car Driveway AM
Site Code : LJA
Start Date : 2/8/2024
Page No : 1

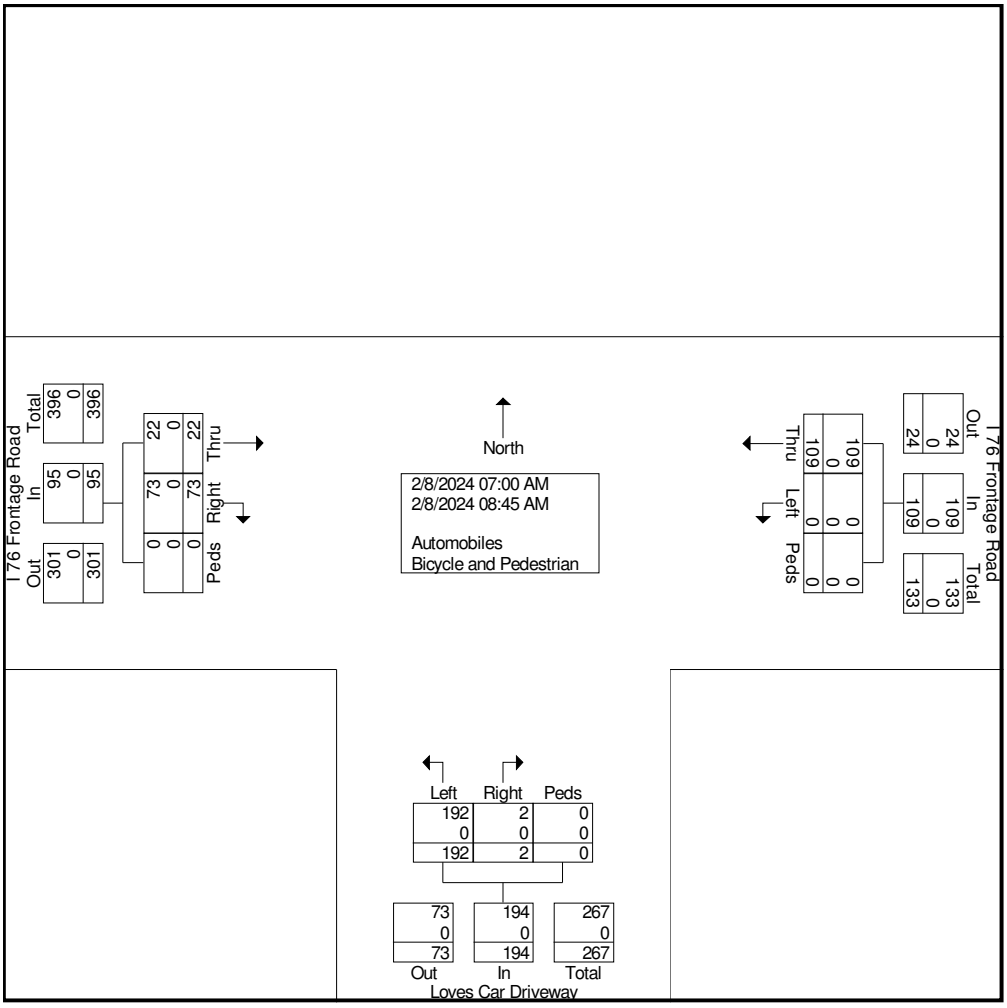
Groups Printed- Automobiles - Bicycle and Pedestrian

	I 76 Frontage Road Eastbound				I 76 Frontage Road Westbound				Loves Car Driveway Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	2	6	0	8	0	18	0	18	37	0	0	37	63
07:15 AM	6	14	0	20	0	12	0	12	26	1	0	27	59
07:30 AM	2	12	0	14	0	14	0	14	24	0	0	24	52
07:45 AM	1	5	0	6	0	11	0	11	20	0	0	20	37
Total	11	37	0	48	0	55	0	55	107	1	0	108	211
08:00 AM	3	14	0	17	0	13	0	13	27	0	0	27	57
08:15 AM	2	9	0	11	0	5	0	5	28	1	0	29	45
08:30 AM	3	9	0	12	0	17	0	17	14	0	0	14	43
08:45 AM	3	4	0	7	0	19	0	19	16	0	0	16	42
Total	11	36	0	47	0	54	0	54	85	1	0	86	187
Grand Total	22	73	0	95	0	109	0	109	192	2	0	194	398
Apprch %	23.2	76.8	0		0	100	0		99	1	0		
Total %	5.5	18.3	0	23.9	0	27.4	0	27.4	48.2	0.5	0	48.7	
Automobiles	22	73	0	95	0	109	0	109	192	2	0	194	398
% Automobiles	100	100	0	100	0	100	0	100	100	100	0	100	100
Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
AM Peak
I76 Frontage Rd at Loves Car Driveway

File Name : I 76 Frontage Rd at Loves Car Driveway AM
Site Code : LJA
Start Date : 2/8/2024
Page No : 2

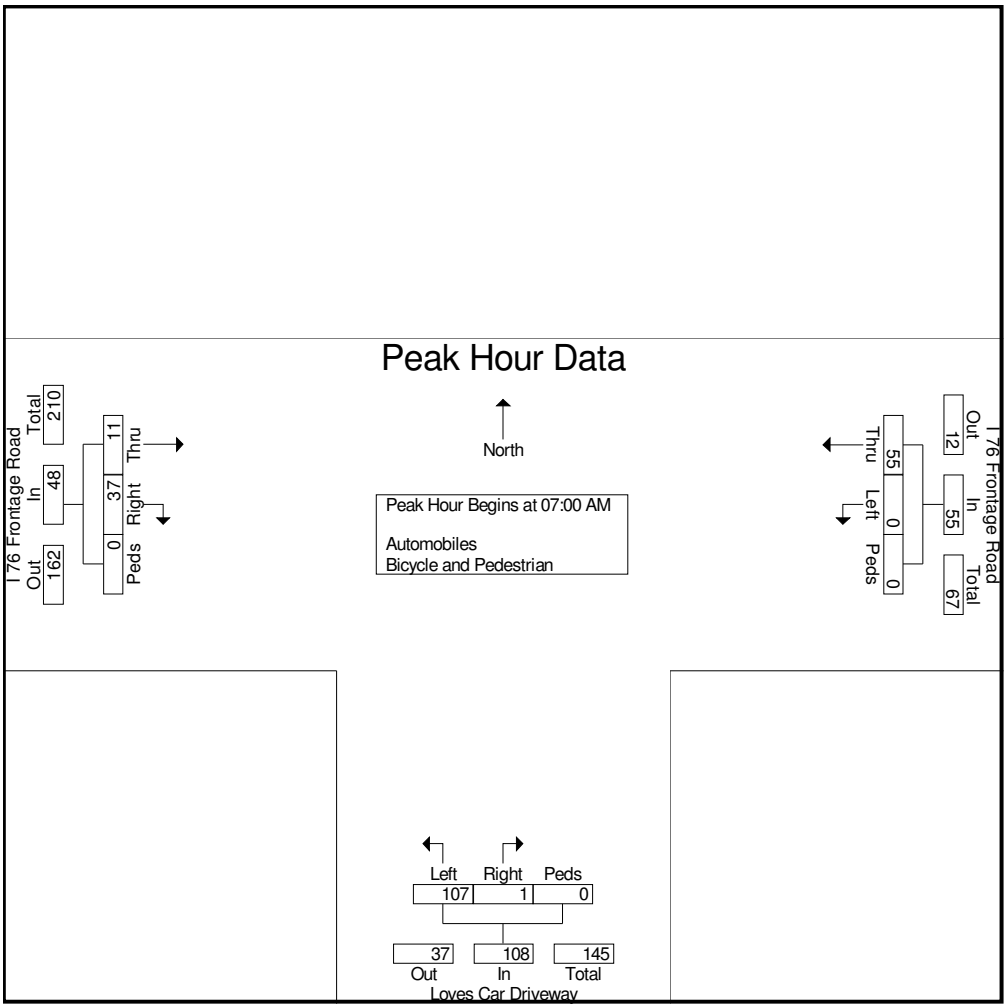


Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
AM Peak
I76 Frontage Rd at Loves Car Driveway

File Name : I 76 Frontage Rd at Loves Car Driveway AM
Site Code : LJA
Start Date : 2/8/2024

	I 76 Frontage Road Eastbound				I 76 Frontage Road Westbound				Loves Car Driveway Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	2	6	0	8	0	**18**	0	**18**	**37**	0	0	**37**	**63**
07:15 AM	**6**	**14**	0	**20**	0	12	0	12	26	**1**	0	27	59
07:30 AM	2	12	0	14	0	14	0	14	24	0	0	24	52
07:45 AM	1	5	0	6	0	11	0	11	20	0	0	20	37
Total Volume	11	37	0	48	0	55	0	55	107	1	0	108	211
% App. Total	22.9	77.1	0		0	100	0		99.1	0.9	0		
PHF	.458	.661	.000	.600	.000	.764	.000	.764	.723	.250	.000	.730	.837



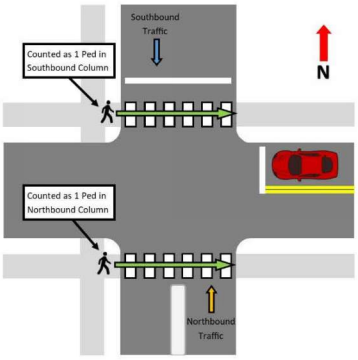
Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
AM Peak
I76 Frontage Rd at Loves Car Driveway

File Name : I 76 Frontage Rd at Loves Car Driveway AM
Site Code : LJA
Start Date : 2/8/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
PM Peak
I76 Frontage Rd at Loves Car Driveway

File Name : I 76 Frontage Rd at Loves Car Driveway PM
Site Code : LJA
Start Date : 2/8/2024
Page No : 1

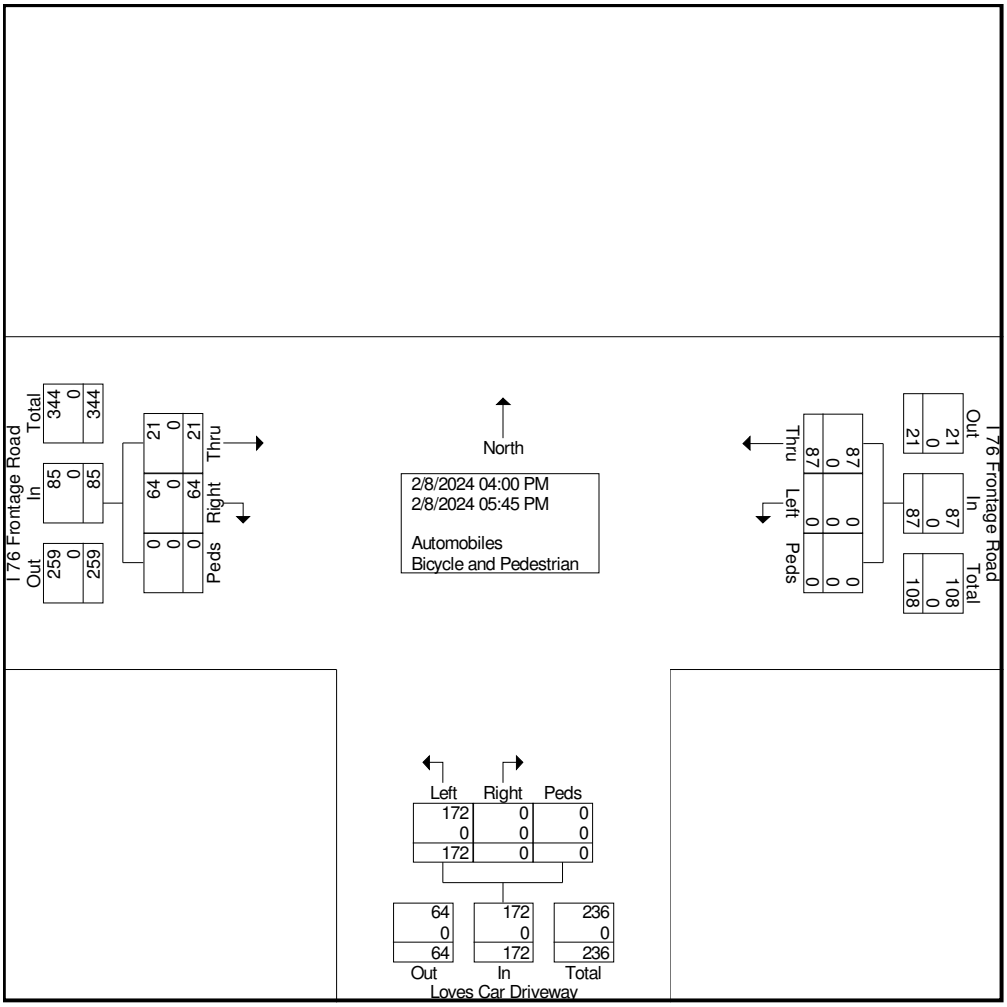
Groups Printed- Automobiles - Bicycle and Pedestrian

	I 76 Frontage Road Eastbound				I 76 Frontage Road Westbound				Loves Car Driveway Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
04:00 PM	2	7	0	9	0	24	0	24	22	0	0	22	55
04:15 PM	5	6	0	11	0	14	0	14	27	0	0	27	52
04:30 PM	2	13	0	15	0	9	0	9	26	0	0	26	50
04:45 PM	1	12	0	13	0	10	0	10	19	0	0	19	42
Total	10	38	0	48	0	57	0	57	94	0	0	94	199
05:00 PM	6	5	0	11	0	11	0	11	21	0	0	21	43
05:15 PM	1	4	0	5	0	5	0	5	19	0	0	19	29
05:30 PM	2	9	0	11	0	8	0	8	21	0	0	21	40
05:45 PM	2	8	0	10	0	6	0	6	17	0	0	17	33
Total	11	26	0	37	0	30	0	30	78	0	0	78	145
Grand Total	21	64	0	85	0	87	0	87	172	0	0	172	344
Apprch %	24.7	75.3	0		0	100	0		100	0	0		
Total %	6.1	18.6	0	24.7	0	25.3	0	25.3	50	0	0	50	
Automobiles	21	64	0	85	0	87	0	87	172	0	0	172	344
% Automobiles	100	100	0	100	0	100	0	100	100	0	0	100	100
Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
PM Peak
I76 Frontage Rd at Loves Car Driveway

File Name : I 76 Frontage Rd at Loves Car Driveway PM
Site Code : LJA
Start Date : 2/8/2024
Page No : 2

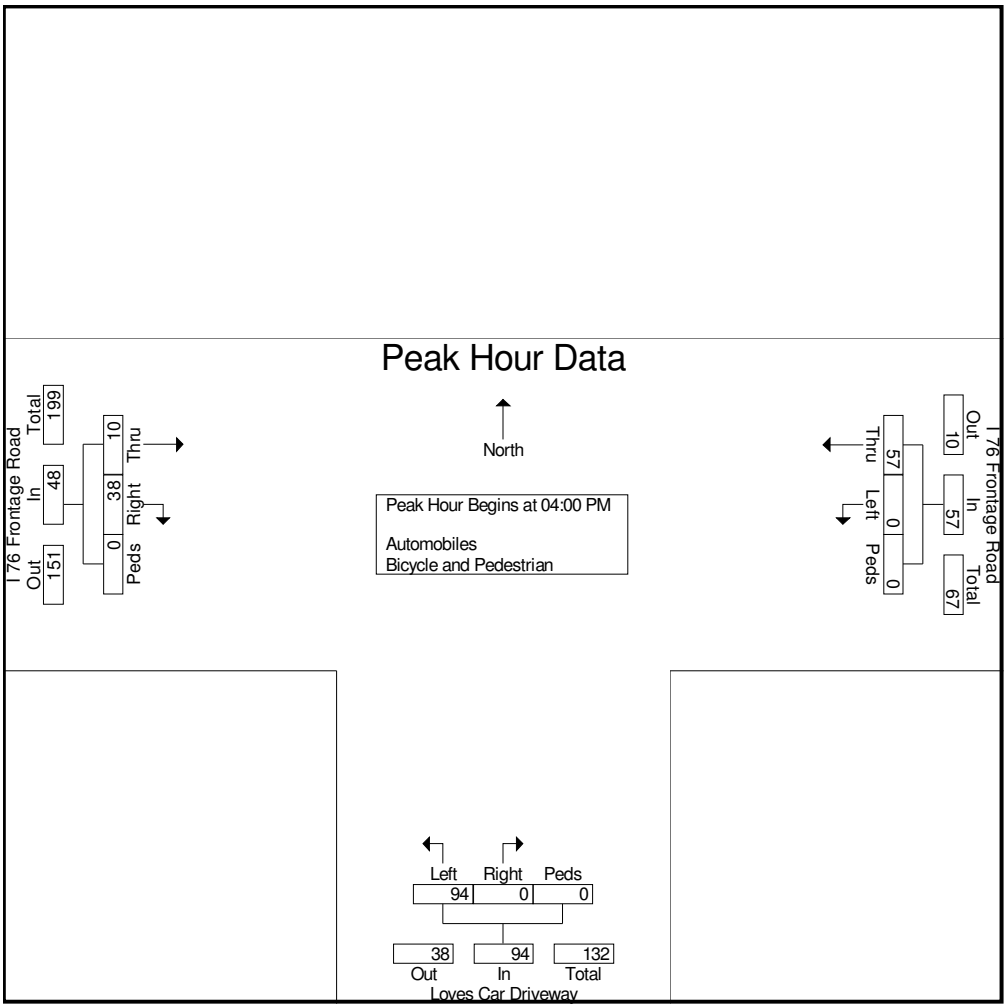


Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
PM Peak
I76 Frontage Rd at Loves Car Driveway

File Name : I 76 Frontage Rd at Loves Car Driveway PM
Site Code : LJA
Start Date : 2/8/2024

	I 76 Frontage Road Eastbound				I 76 Frontage Road Westbound				Loves Car Driveway Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	2	7	0	9	0	**24**	0	**24**	22	0	0	22	**55**
04:15 PM	**5**	6	0	11	0	14	0	14	**27**	0	0	**27**	52
04:30 PM	2	**13**	0	**15**	0	9	0	9	26	0	0	26	50
04:45 PM	1	12	0	13	0	10	0	10	19	0	0	19	42
Total Volume	10	38	0	48	0	57	0	57	94	0	0	94	199
% App. Total	20.8	79.2	0		0	100	0		100	0	0		
PHF	.500	.731	.000	.800	.000	.594	.000	.594	.870	.000	.000	.870	.905



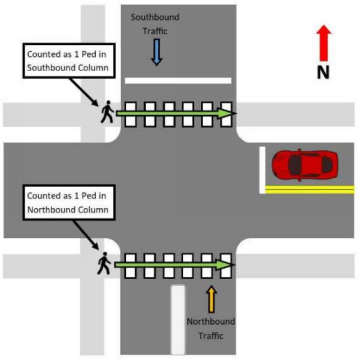
Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
PM Peak
I76 Frontage Rd at Loves Car Driveway

File Name : I 76 Frontage Rd at Loves Car Driveway PM
Site Code : LJA
Start Date : 2/8/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
AM Peak
I76 Frontage Rd at Loves Truck Driveway

File Name : I 76 Frontage Rd at Loves Truck Drive AM
Site Code : LJA
Start Date : 2/8/2024
Page No : 1

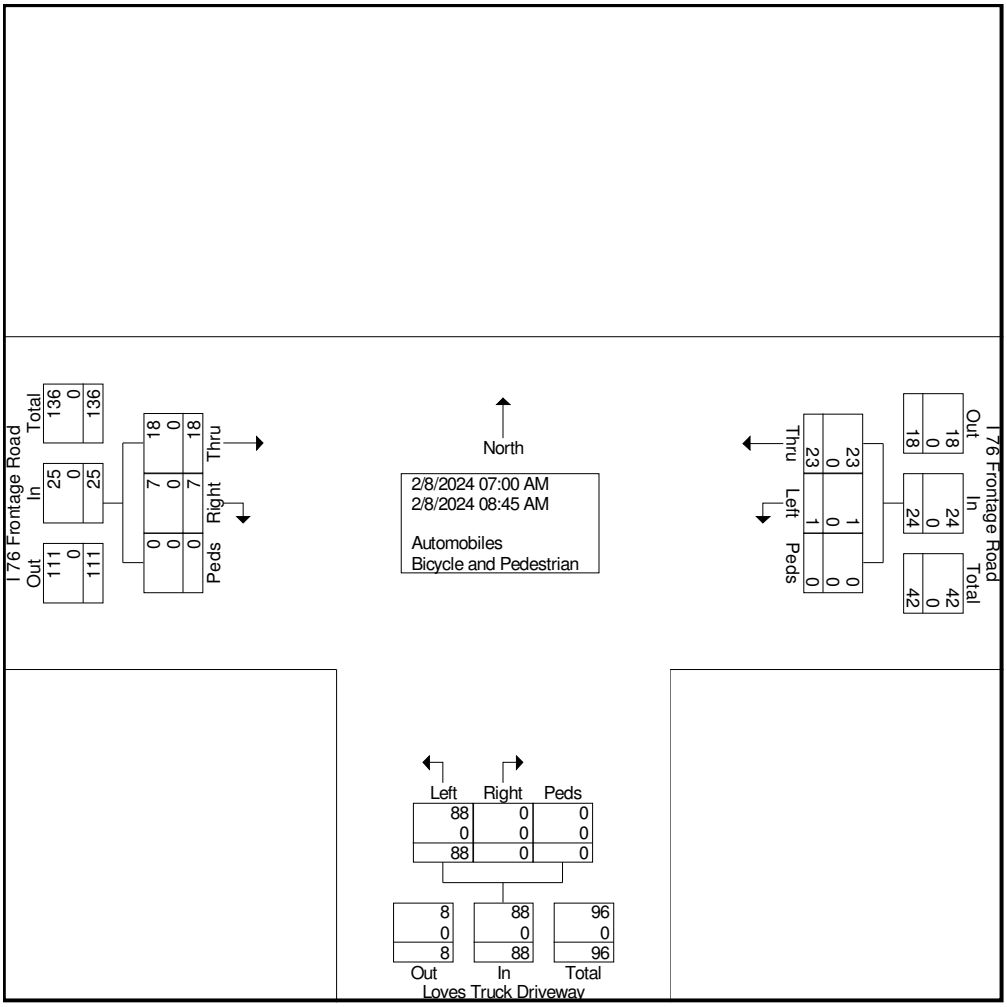
Groups Printed- Automobiles - Bicycle and Pedestrian

	I 76 Frontage Road Eastbound				I 76 Frontage Road Westbound				Loves Truck Driveway Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	2	0	0	2	0	1	0	1	17	0	0	17	20
07:15 AM	3	4	0	7	0	2	0	2	10	0	0	10	19
07:30 AM	2	0	0	2	0	1	0	1	13	0	0	13	16
07:45 AM	1	0	0	1	0	0	0	0	11	0	0	11	12
Total	8	4	0	12	0	4	0	4	51	0	0	51	67
08:00 AM	3	0	0	3	0	5	0	5	9	0	0	9	17
08:15 AM	3	0	0	3	0	3	0	3	2	0	0	2	8
08:30 AM	1	3	0	4	0	2	0	2	16	0	0	16	22
08:45 AM	3	0	0	3	1	9	0	10	10	0	0	10	23
Total	10	3	0	13	1	19	0	20	37	0	0	37	70
Grand Total	18	7	0	25	1	23	0	24	88	0	0	88	137
Apprch %	72	28	0		4.2	95.8	0		100	0	0		
Total %	13.1	5.1	0	18.2	0.7	16.8	0	17.5	64.2	0	0	64.2	
Automobiles	18	7	0	25	1	23	0	24	88	0	0	88	137
% Automobiles	100	100	0	100	100	100	0	100	100	0	0	100	100
Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
AM Peak
I76 Frontage Rd at Loves Truck Driveway

File Name : I 76 Frontage Rd at Loves Truck Drive AM
Site Code : LJA
Start Date : 2/8/2024
Page No : 2

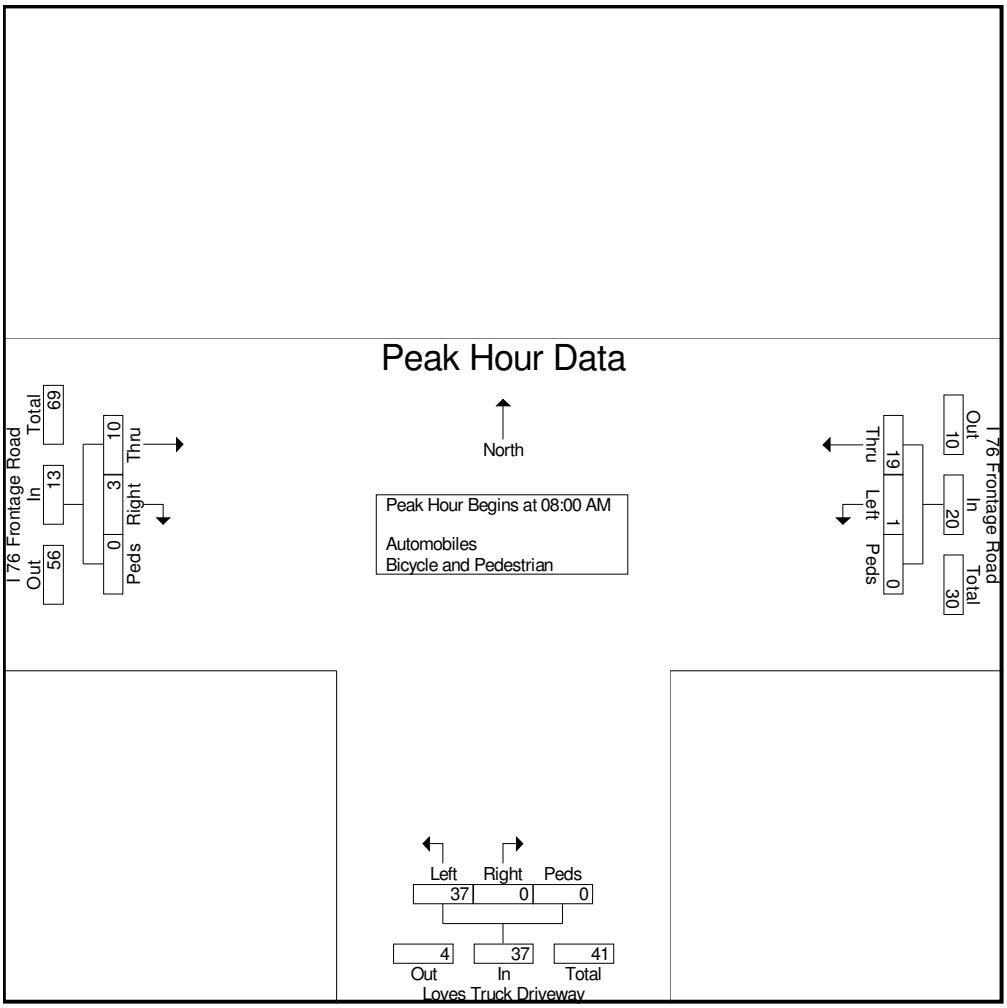


Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
AM Peak
I76 Frontage Rd at Loves Truck Driveway

File Name : I 76 Frontage Rd at Loves Truck Drive AM
Site Code : LJA
Start Date : 2/8/2024
Page No : 3

	I 76 Frontage Road Eastbound				I 76 Frontage Road Westbound				Loves Truck Driveway Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	**3**	0	0	3	0	5	0	5	9	0	0	9	17
08:15 AM	3	0	0	3	0	3	0	3	2	0	0	2	8
08:30 AM	1	**3**	0	**4**	0	2	0	2	**16**	0	0	**16**	22
08:45 AM	3	0	0	3	**1**	**9**	0	**10**	10	0	0	10	**23**
Total Volume	10	3	0	13	1	19	0	20	37	0	0	37	70
% App. Total	76.9	23.1	0		5	95	0		100	0	0		
PHF	.833	.250	.000	.813	.250	.528	.000	.500	.578	.000	.000	.578	.761



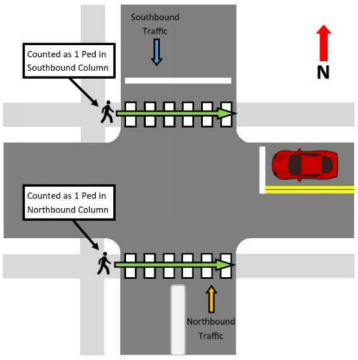
Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
AM Peak
I76 Frontage Rd at Loves Truck Driveway

File Name : I 76 Frontage Rd at Loves Truck Drive AM
Site Code : LJA
Start Date : 2/8/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
PM Peak
I76 Frontage Rd at Loves Truck Driveway

File Name : I 76 Frontage Rd at Loves Truck Drive PM
Site Code : LJA
Start Date : 2/8/2024
Page No : 1

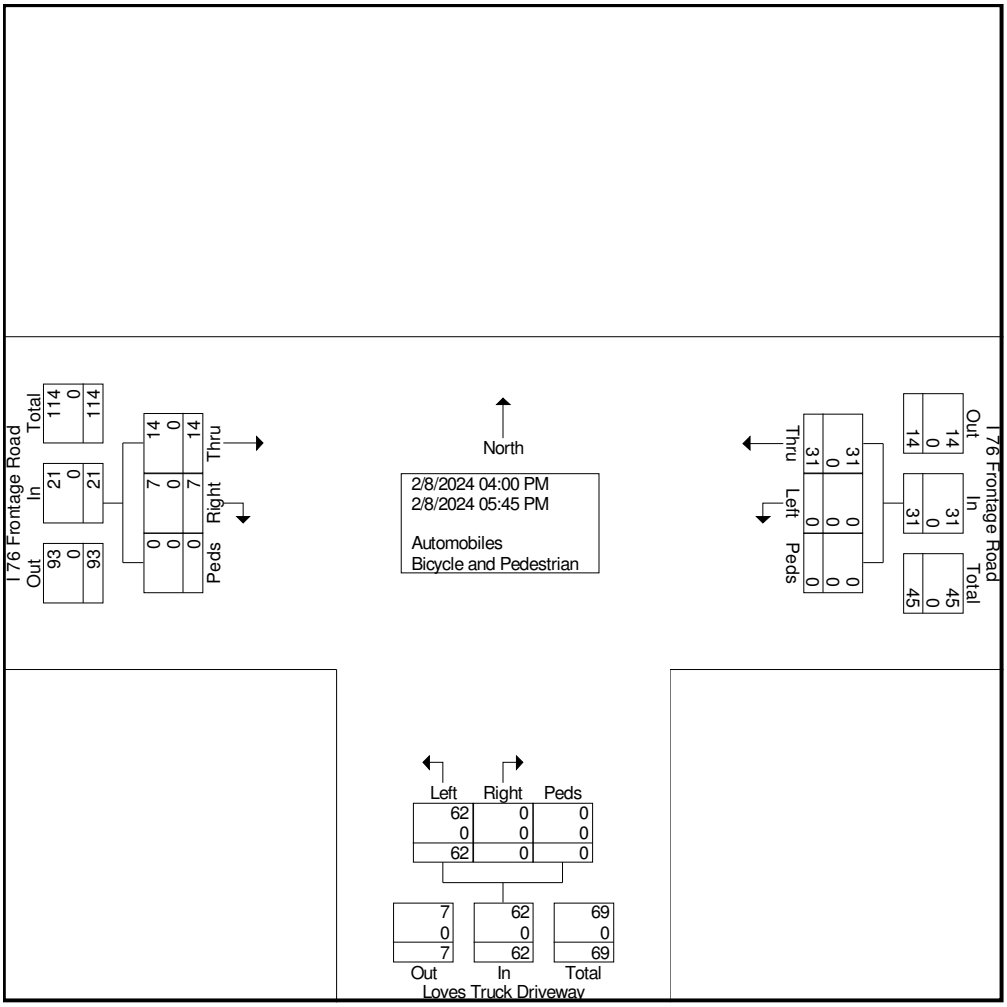
Groups Printed- Automobiles - Bicycle and Pedestrian

	I 76 Frontage Road Eastbound				I 76 Frontage Road Westbound				Loves Truck Driveway Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
04:00 PM	1	0	0	1	0	12	0	12	12	0	0	12	25
04:15 PM	2	3	0	5	0	5	0	5	8	0	0	8	18
04:30 PM	1	0	0	1	0	1	0	1	8	0	0	8	10
04:45 PM	1	0	0	1	0	3	0	3	7	0	0	7	11
Total	5	3	0	8	0	21	0	21	35	0	0	35	64
05:00 PM	4	2	0	6	0	1	0	1	13	0	0	13	20
05:15 PM	2	2	0	4	0	2	0	2	6	0	0	6	12
05:30 PM	2	0	0	2	0	2	0	2	4	0	0	4	8
05:45 PM	1	0	0	1	0	5	0	5	4	0	0	4	10
Total	9	4	0	13	0	10	0	10	27	0	0	27	50
Grand Total	14	7	0	21	0	31	0	31	62	0	0	62	114
Apprch %	66.7	33.3	0		0	100	0		100	0	0		
Total %	12.3	6.1	0	18.4	0	27.2	0	27.2	54.4	0	0	54.4	
Automobiles	14	7	0	21	0	31	0	31	62	0	0	62	114
% Automobiles	100	100	0	100	0	100	0	100	100	0	0	100	100
Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
PM Peak
I76 Frontage Rd at Loves Truck Driveway

File Name : I 76 Frontage Rd at Loves Truck Drive PM
Site Code : LJA
Start Date : 2/8/2024
Page No : 2

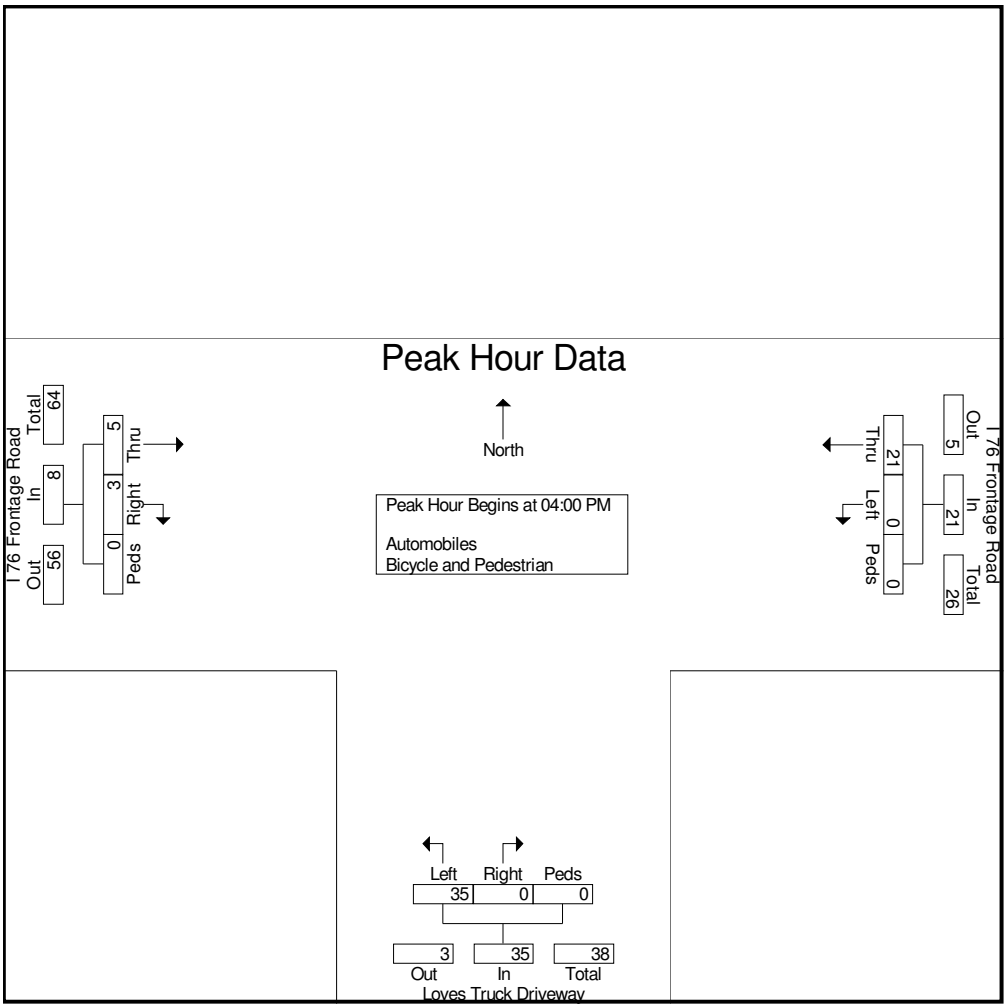


Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
PM Peak
I76 Frontage Rd at Loves Truck Driveway

File Name : I 76 Frontage Rd at Loves Truck Drive PM
Site Code : LJA
Start Date : 2/8/2024
Page No : 3

	I 76 Frontage Road Eastbound				I 76 Frontage Road Westbound				Loves Truck Driveway Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	1	0	0	1	0	**12**	0	**12**	**12**	0	0	**12**	**25**
04:15 PM	**2**	**3**	0	**5**	0	5	0	5	8	0	0	8	18
04:30 PM	1	0	0	1	0	1	0	1	8	0	0	8	10
04:45 PM	1	0	0	1	0	3	0	3	7	0	0	7	11
Total Volume	5	3	0	8	0	21	0	21	35	0	0	35	64
% App. Total	62.5	37.5	0		0	100	0		100	0	0		
PHF	.625	.250	.000	.400	.000	.438	.000	.438	.729	.000	.000	.729	.640



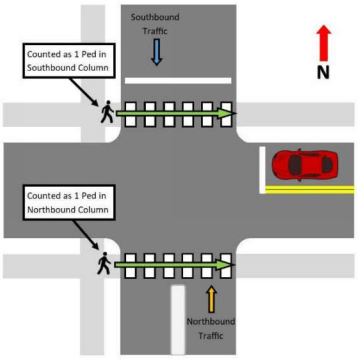
Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
PM Peak
I76 Frontage Rd at Loves Truck Driveway

File Name : I 76 Frontage Rd at Loves Truck Drive PM
Site Code : LJA
Start Date : 2/8/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
24 hour
I 76 Frontage Rd east of Main St

File Name : I 76 Frontage Rd east of Main St
Site Code : LJA
Start Date : 2/8/2024

Groups Printed- Light - Heavy

	I 76 Frontage Road Eastbound		I 76 Frontage Road Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
12:00 AM	0	0	6	6	6
12:15 AM	1	1	3	3	4
12:30 AM	0	0	2	2	2
12:45 AM	1	1	9	9	10
Total	2	2	20	20	22
01:00 AM	1	1	9	9	10
01:15 AM	1	1	4	4	5
01:30 AM	0	0	8	8	8
01:45 AM	0	0	2	2	2
Total	2	2	23	23	25
02:00 AM	0	0	1	1	1
02:15 AM	0	0	3	3	3
02:30 AM	1	1	5	5	6
02:45 AM	0	0	2	2	2
Total	1	1	11	11	12
03:00 AM	1	1	3	3	4
03:15 AM	3	3	5	5	8
03:30 AM	3	3	10	10	13
03:45 AM	9	9	13	13	22
Total	16	16	31	31	47
04:00 AM	1	1	12	12	13
04:15 AM	1	1	12	12	13
04:30 AM	7	7	11	11	18
04:45 AM	5	5	2	2	7
Total	14	14	37	37	51

Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
24 hour
I 76 Frontage Rd east of Main St

File Name : I 76 Frontage Rd east of Main St
Site Code : LJA
Start Date : 2/8/2024

Groups Printed- Light - Heavy

	I 76 Frontage Road Eastbound		I 76 Frontage Road Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
05:00 AM	8	8	22	22	30
05:15 AM	16	16	19	19	35
05:30 AM	19	19	26	26	45
05:45 AM	14	14	34	34	48
Total	57	57	101	101	158
06:00 AM	12	12	32	32	44
06:15 AM	20	20	22	22	42
06:30 AM	11	11	26	26	37
06:45 AM	31	31	35	35	66
Total	74	74	115	115	189
07:00 AM	8	8	55	55	63
07:15 AM	20	20	38	38	58
07:30 AM	14	14	38	38	52
07:45 AM	6	6	31	31	37
Total	48	48	162	162	210
08:00 AM	17	17	40	40	57
08:15 AM	11	11	33	33	44
08:30 AM	12	12	31	31	43
08:45 AM	7	7	35	35	42
Total	47	47	139	139	186
09:00 AM	16	16	27	27	43
09:15 AM	3	3	31	31	34
09:30 AM	12	12	24	24	36
09:45 AM	8	8	38	38	46
Total	39	39	120	120	159
10:00 AM	13	13	33	33	46
10:15 AM	10	10	35	35	45

Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
24 hour
I 76 Frontage Rd east of Main St

File Name : I 76 Frontage Rd east of Main St
Site Code : LJA
Start Date : 2/8/2024

Groups Printed- Light - Heavy

	I 76 Frontage Road Eastbound		I 76 Frontage Road Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
10:30 AM	10	10	37	37	47
10:45 AM	11	11	30	30	41
Total	44	44	135	135	179
11:00 AM	3	3	35	35	38
11:15 AM	12	12	34	34	46
11:30 AM	22	22	26	26	48
11:45 AM	17	17	35	35	52
Total	54	54	130	130	184
12:00 PM	12	12	38	38	50
12:15 PM	6	6	50	50	56
12:30 PM	14	14	27	27	41
12:45 PM	14	14	38	38	52
Total	46	46	153	153	199
01:00 PM	14	14	31	31	45
01:15 PM	16	16	34	34	50
01:30 PM	7	7	48	48	55
01:45 PM	12	12	31	31	43
Total	49	49	144	144	193
02:00 PM	7	7	35	35	42
02:15 PM	7	7	33	33	40
02:30 PM	12	12	41	41	53
02:45 PM	15	15	38	38	53
Total	41	41	147	147	188
03:00 PM	13	13	28	28	41
03:15 PM	12	12	49	49	61
03:30 PM	18	18	57	57	75
03:45 PM	22	22	48	48	70
Total	65	65	182	182	247

Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
24 hour
I 76 Frontage Rd east of Main St

File Name : I 76 Frontage Rd east of Main St
Site Code : LJA
Start Date : 2/8/2024

Groups Printed- Light - Heavy

	I 76 Frontage Road Eastbound		I 76 Frontage Road Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
04:00 PM	9	9	46	46	55
04:15 PM	11	11	41	41	52
04:30 PM	15	15	35	35	50
04:45 PM	13	13	29	29	42
Total	48	48	151	151	199
05:00 PM	11	11	32	32	43
05:15 PM	5	5	24	24	29
05:30 PM	11	11	29	29	40
05:45 PM	10	10	23	23	33
Total	37	37	108	108	145
06:00 PM	13	13	31	31	44
06:15 PM	12	12	36	36	48
06:30 PM	9	9	26	26	35
06:45 PM	5	5	15	15	20
Total	39	39	108	108	147
07:00 PM	8	8	25	25	33
07:15 PM	11	11	22	22	33
07:30 PM	9	9	23	23	32
07:45 PM	5	5	28	28	33
Total	33	33	98	98	131
08:00 PM	4	4	18	18	22
08:15 PM	3	3	24	24	27
08:30 PM	0	0	16	16	16
08:45 PM	1	1	18	18	19
Total	8	8	76	76	84
09:00 PM	1	1	12	12	13
09:15 PM	3	3	12	12	15

Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
24 hour
I 76 Frontage Rd east of Main St

File Name : I 76 Frontage Rd east of Main St
Site Code : LJA
Start Date : 2/8/2024

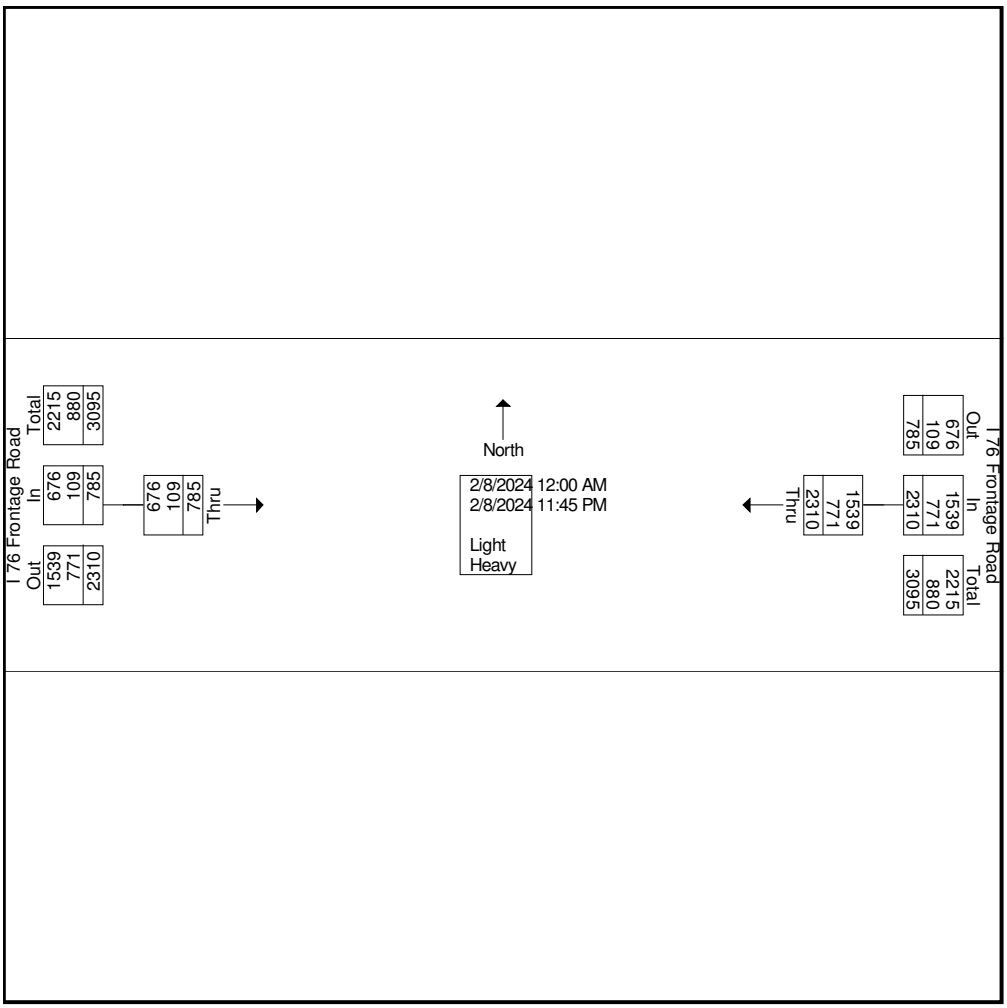
Groups Printed- Light - Heavy

	I 76 Frontage Road Eastbound		I 76 Frontage Road Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
09:30 PM	1	1	8	8	9
09:45 PM	6	6	8	8	14
Total	11	11	40	40	51
10:00 PM	1	1	12	12	13
10:15 PM	2	2	8	8	10
10:30 PM	2	2	13	13	15
10:45 PM	1	1	9	9	10
Total	6	6	42	42	48
11:00 PM	0	0	6	6	6
11:15 PM	0	0	8	8	8
11:30 PM	0	0	12	12	12
11:45 PM	4	4	11	11	15
Total	4	4	37	37	41
Grand Total	785	785	2310	2310	3095
Apprch %	100		100		
Total %	25.4	25.4	74.6	74.6	
Light	676	676	1539	1539	2215
% Light	86.1	86.1	66.6	66.6	71.6
Heavy	109	109	771	771	880
% Heavy	13.9	13.9	33.4	33.4	28.4

Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
24 hour
I 76 Frontage Rd east of Main St

File Name : I 76 Frontage Rd east of Main St
Site Code : LJA
Start Date : 2/8/2024
Page No : 6

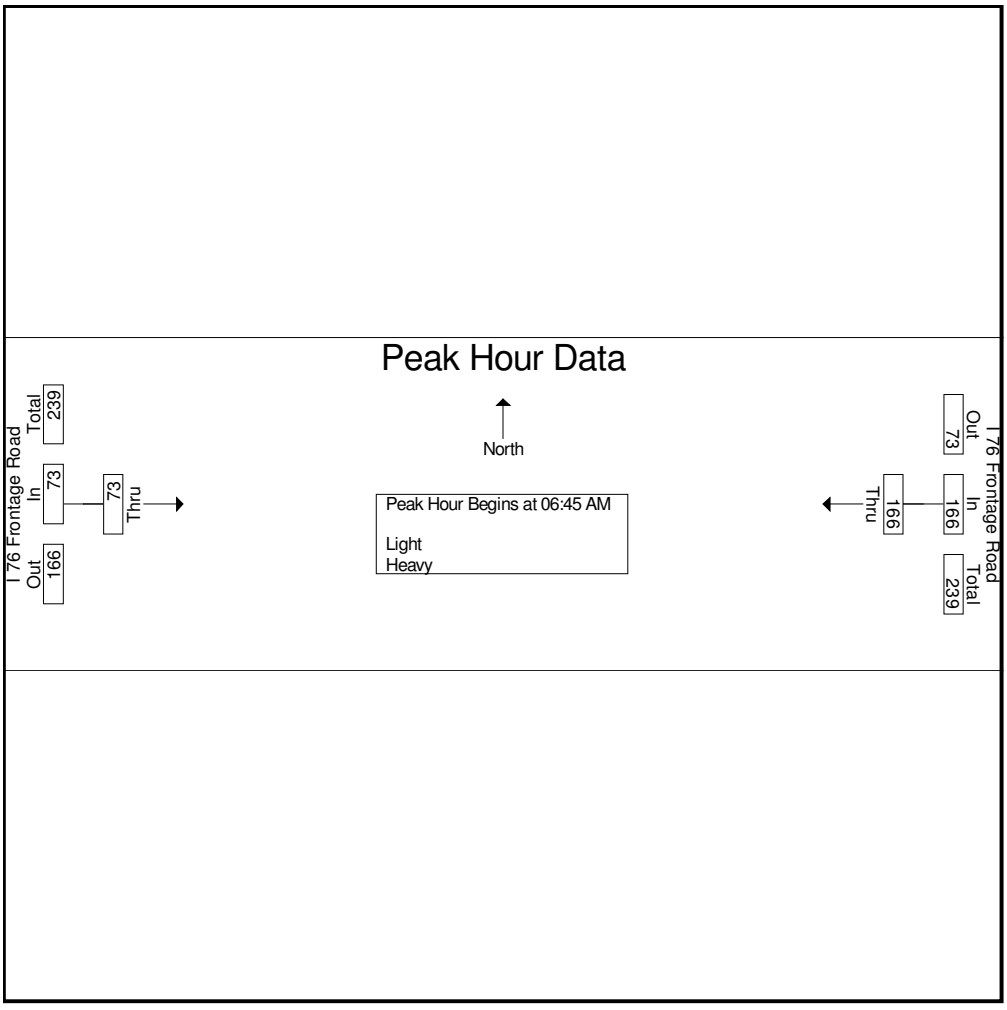


Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
24 hour
I 76 Frontage Rd east of Main St

File Name : I 76 Frontage Rd east of Main St
Site Code : LJA
Start Date : 2/8/2024
Page No : 7

	I 76 Frontage Road Eastbound		I 76 Frontage Road Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 12:00 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 06:45 AM					
06:45 AM	**31**	**31**	35	35	**66**
07:00 AM	8	8	**55**	**55**	63
07:15 AM	20	20	38	38	58
07:30 AM	14	14	38	38	52
Total Volume	73	73	166	166	239
% App. Total	100		100		
PHF	.589	.589	.755	.755	.905

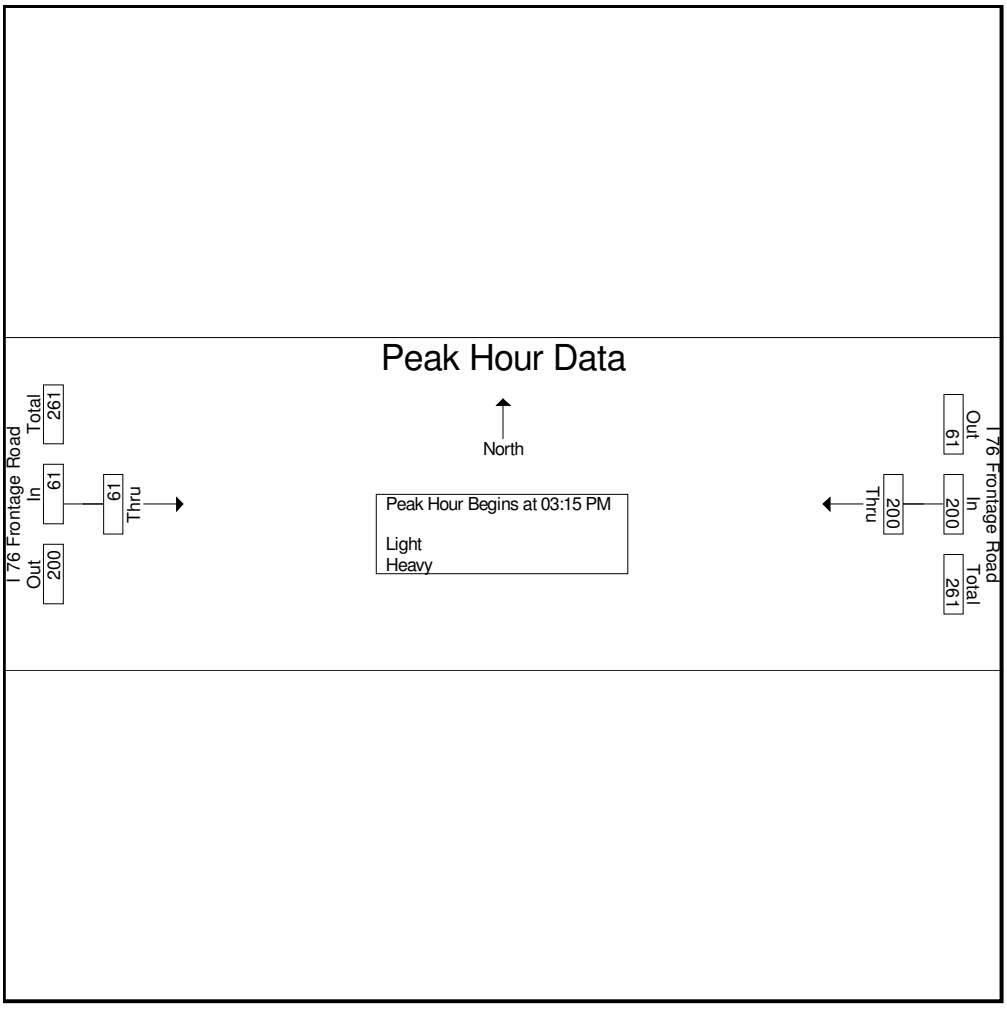


Ridgeview Data Collection

Hudson, CO
Hudson Traffic Counts
24 hour
I 76 Frontage Rd east of Main St

File Name : I 76 Frontage Rd east of Main St
Site Code : LJA
Start Date : 2/8/2024
Page No : 8

	I 76 Frontage Road Eastbound		I 76 Frontage Road Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 03:15 PM					
03:15 PM	12	12	49	49	61
03:30 PM	18	18	**57**	**57**	**75**
03:45 PM	**22**	**22**	48	48	70
04:00 PM	9	9	46	46	55
Total Volume	61	61	200	200	261
% App. Total	100		100		
PHF	.693	.693	.877	.877	.870



Daily Vehicle Volume Report

Study Date: Tuesday, 02/06/2024
Unit ID: RDC 7
Location: Main St SE of I-76 Frontage Rd Northbound
Comments: Hudson, CO

	Northbound Volume
00:00 - 00:59	10
01:00 - 01:59	8
02:00 - 02:59	6
03:00 - 03:59	10
04:00 - 04:59	51
05:00 - 05:59	150
06:00 - 06:59	210
07:00 - 07:59	242
08:00 - 08:59	206
09:00 - 09:59	183
10:00 - 10:59	197
11:00 - 11:59	197
12:00 - 12:59	227
13:00 - 13:59	222
14:00 - 14:59	240
15:00 - 15:59	304
16:00 - 16:59	302
17:00 - 17:59	313
18:00 - 18:59	179
19:00 - 19:59	80
20:00 - 20:59	62
21:00 - 21:59	41
22:00 - 22:59	30
23:00 - 23:59	22
Totals	**3492**
AM Peak Time	**07:34 - 08:33**
AM Peak Volume	**264**
PM Peak Time	**16:33 - 17:32**
PM Peak Volume	**352**

Daily Northbound Classes Report

Study Date: Tuesday, 02/06/2024
Unit ID: RDC 7
Location: Main St SE of I-76 Frontage Rd Northbound
Comments: Hudson, CO

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	5	0	3	0	0	0	1	0	0	0	0	**10**
01:00 - 01:59	1	2	3	1	1	0	0	0	0	0	0	0	0	**8**
02:00 - 02:59	0	1	2	1	2	0	0	0	0	0	0	0	0	**6**
03:00 - 03:59	0	2	2	0	5	0	0	0	0	1	0	0	0	**10**
04:00 - 04:59	1	8	17	0	22	1	0	0	1	1	0	0	0	**51**
05:00 - 05:59	0	24	52	0	71	3	0	0	0	0	0	0	0	**150**
06:00 - 06:59	2	31	70	4	86	8	0	1	7	1	0	0	0	**210**
07:00 - 07:59	7	29	96	3	92	6	2	3	4	0	0	0	0	**242**
08:00 - 08:59	10	24	63	14	75	9	1	5	4	1	0	0	0	**206**
09:00 - 09:59	8	20	52	10	74	8	1	5	4	0	1	0	0	**183**
10:00 - 10:59	12	28	53	6	82	11	0	2	3	0	0	0	0	**197**
11:00 - 11:59	9	23	49	14	74	14	1	5	7	1	0	0	0	**197**
12:00 - 12:59	12	25	64	9	89	10	0	5	10	1	1	0	1	**227**
13:00 - 13:59	11	28	62	11	91	10	1	6	1	0	1	0	0	**222**
14:00 - 14:59	6	26	76	12	99	10	0	4	6	0	1	0	0	**240**
15:00 - 15:59	4	48	101	15	99	17	1	7	9	1	0	0	2	**304**
16:00 - 16:59	12	49	89	12	106	15	2	4	9	1	0	3	0	**302**
17:00 - 17:59	5	65	89	7	129	7	1	6	4	0	0	0	0	**313**
18:00 - 18:59	8	32	64	4	58	6	0	1	6	0	0	0	0	**179**
19:00 - 19:59	2	10	35	3	29	0	0	0	1	0	0	0	0	**80**
20:00 - 20:59	1	18	27	1	14	1	0	0	0	0	0	0	0	**62**
21:00 - 21:59	2	4	15	2	11	1	0	1	5	0	0	0	0	**41**
22:00 - 22:59	0	6	12	0	8	0	0	0	4	0	0	0	0	**30**
23:00 - 23:59	0	5	8	1	8	0	0	0	0	0	0	0	0	**22**
Totals	**113**	**509**	**1106**	**130**	**1328**	**137**	**10**	**55**	**86**	**8**	**4**	**3**	**3**	**3492**
Percent of Total	**3.2**	**14.6**	**31.7**	**3.7**	**38.0**	**3.9**	**0.3**	**1.6**	**2.5**	**0.2**	**0.1**	**0.1**	**0.1**	**100**
Percent of AM	**3.4**	**13.1**	**31.6**	**3.6**	**39.9**	**4.1**	**0.3**	**1.4**	**2.1**	**0.3**	**0.1**	**0.0**	**0.0**	**100**
Percent of PM	**3.1**	**15.6**	**31.8**	**3.8**	**36.6**	**3.8**	**0.2**	**1.7**	**2.7**	**0.1**	**0.1**	**0.1**	**0.1**	**100**

Truck Summary:

Total Trucks: 1764 % Trucks: 50.5 AM % Trucks: 51.9 PM % Trucks: 49.5

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
#2 Passenger Cars - 2 Axles
#3 Pickup Trucks, Vans - 2 Axles
#4 Buses
#5 Single Unit - 2 Axles, 6 Tires
#6 Single Unit Truck - 3 Axles
#7 Single Unit - 4 Axles
#8 Single Unit - 4 Axles or Less
#9 Double Unit - 5 Axles
#10 Double Unit - 6 Axles or More
#11 Multi-Unit - 5 Axles or Less
#12 Multi-Unit - 6 Axles
#13 Multi-Unit - 7 Axles or More

Daily Northbound Speeds (MPH)

Study Date: Tuesday, 02/06/2024
Unit ID: RDC 7
Location: Main St SE of I-76 Frontage Rd Northbound
Posted Speed: 45
Comments: Hudson, CO

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	1	2	4	2	1	0	0	0	0	0	0	0	**10**
01:00 - 01:59	0	1	3	2	2	0	0	0	0	0	0	0	0	0	0	**8**
02:00 - 02:59	0	0	0	1	1	1	1	2	0	0	0	0	0	0	0	**6**
03:00 - 03:59	0	0	1	3	2	3	1	0	0	0	0	0	0	0	0	**10**
04:00 - 04:59	0	0	1	15	11	14	7	3	0	0	0	0	0	0	0	**51**
05:00 - 05:59	0	1	2	15	43	56	22	10	1	0	0	0	0	0	0	**150**
06:00 - 06:59	0	0	7	28	70	53	32	13	4	2	1	0	0	0	0	**210**
07:00 - 07:59	0	1	5	28	62	79	52	10	4	1	0	0	0	0	0	**242**
08:00 - 08:59	0	2	14	42	64	46	30	5	3	0	0	0	0	0	0	**206**
09:00 - 09:59	0	1	9	39	46	53	25	7	1	2	0	0	0	0	0	**183**
10:00 - 10:59	0	2	12	38	58	49	29	8	1	0	0	0	0	0	0	**197**
11:00 - 11:59	1	6	13	33	51	52	27	13	1	0	0	0	0	0	0	**197**
12:00 - 12:59	0	1	12	36	69	60	23	24	1	1	0	0	0	0	0	**227**
13:00 - 13:59	0	2	11	33	62	63	33	16	2	0	0	0	0	0	0	**222**
14:00 - 14:59	0	1	9	30	69	76	41	13	1	0	0	0	0	0	0	**240**
15:00 - 15:59	0	2	11	47	88	72	63	18	3	0	0	0	0	0	0	**304**
16:00 - 16:59	0	6	13	72	72	77	40	19	2	1	0	0	0	0	0	**302**
17:00 - 17:59	0	2	15	61	78	82	54	13	7	1	0	0	0	0	0	**313**
18:00 - 18:59	0	0	14	35	53	55	18	3	1	0	0	0	0	0	0	**179**
19:00 - 19:59	0	1	6	17	26	21	6	3	0	0	0	0	0	0	0	**80**
20:00 - 20:59	0	0	5	13	22	12	6	2	1	0	1	0	0	0	0	**62**
21:00 - 21:59	0	1	2	12	11	3	8	4	0	0	0	0	0	0	0	**41**
22:00 - 22:59	0	0	1	14	6	5	2	1	0	1	0	0	0	0	0	**30**
23:00 - 23:59	0	2	0	3	9	4	2	2	0	0	0	0	0	0	0	**22**
Totals	**1**	**32**	**166**	**618**	**977**	**940**	**524**	**190**	**33**	**9**	**2**	**0**	**0**	**0**	**0**	**3492**
Percent of Total	**0.0**	**0.9**	**4.8**	**17.7**	**28.0**	**26.9**	**15.0**	**5.4**	**0.9**	**0.3**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.1**	**1.0**	**4.6**	**16.7**	**28.0**	**27.9**	**15.5**	**4.9**	**1.0**	**0.3**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.0**	**0.9**	**4.9**	**18.4**	**27.9**	**26.2**	**14.6**	**5.8**	**0.9**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Standard Deviation: 6.9 MPH
Mean Speed: 34.9 MPH
Median Speed: 34.8 MPH
Modal Speed: 32.5 MPH

Ten Mile Pace: 30 to 39 MPH
Percent in Ten Mile Pace: 54.9%

85th Percentile: 42.2 MPH
15th Percentile: 27.6 MPH
90th Percentile: 43.9 MPH
95th Percentile: 46.5 MPH

Daily Vehicle Volume Report

Study Date: Tuesday, 02/06/2024
Unit ID: RDC 47
Location: Main St SE of I-76 Frontage Rd Southbound
Comments: Hudson, CO

	Southbound Volume
00:00 - 00:59	25
01:00 - 01:59	26
02:00 - 02:59	27
03:00 - 03:59	49
04:00 - 04:59	69
05:00 - 05:59	171
06:00 - 06:59	304
07:00 - 07:59	387
08:00 - 08:59	268
09:00 - 09:59	260
10:00 - 10:59	246
11:00 - 11:59	267
12:00 - 12:59	282
13:00 - 13:59	281
14:00 - 14:59	311
15:00 - 15:59	340
16:00 - 16:59	417
17:00 - 17:59	380
18:00 - 18:59	248
19:00 - 19:59	171
20:00 - 20:59	124
21:00 - 21:59	79
22:00 - 22:59	49
23:00 - 23:59	53
Totals	**4834**
AM Peak Time	**07:00 - 07:59**
AM Peak Volume	**387**
PM Peak Time	**16:17 - 17:16**
PM Peak Volume	**434**

Daily Southbound Classes Report

Study Date: Tuesday, 02/06/2024
Unit ID: RDC 47
Location: Main St SE of I-76 Frontage Rd Southbound
Comments: Hudson, CO

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	1	5	1	0	5	0	0	1	10	1	1	0	0	**25**
01:00 - 01:59	1	7	3	0	2	1	0	0	10	1	1	0	0	**26**
02:00 - 02:59	1	6	3	1	2	0	0	0	11	3	0	0	0	**27**
03:00 - 03:59	1	8	6	1	17	2	0	0	12	2	0	0	0	**49**
04:00 - 04:59	2	17	9	2	14	1	2	5	13	2	0	1	1	**69**
05:00 - 05:59	3	60	18	2	49	4	0	5	26	1	1	0	2	**171**
06:00 - 06:59	9	75	38	2	130	13	0	4	25	2	0	1	5	**304**
07:00 - 07:59	7	157	49	8	108	9	0	7	34	3	0	3	2	**387**
08:00 - 08:59	6	69	37	6	77	16	3	5	40	0	1	1	7	**268**
09:00 - 09:59	19	72	33	6	70	12	2	6	35	0	2	1	2	**260**
10:00 - 10:59	3	71	34	1	75	8	1	6	36	5	0	0	6	**246**
11:00 - 11:59	3	83	33	5	85	12	0	9	30	3	0	1	3	**267**
12:00 - 12:59	4	71	47	6	100	8	2	0	33	4	1	1	5	**282**
13:00 - 13:59	7	101	37	5	70	16	1	7	28	1	1	4	3	**281**
14:00 - 14:59	3	91	62	7	98	7	2	6	26	3	0	3	3	**311**
15:00 - 15:59	7	131	47	7	97	8	1	6	25	2	1	1	7	**340**
16:00 - 16:59	2	161	61	3	148	12	0	0	25	0	0	2	3	**417**
17:00 - 17:59	0	155	47	2	131	6	1	2	27	3	1	2	3	**380**
18:00 - 18:59	0	102	38	1	87	1	0	2	12	2	0	1	2	**248**
19:00 - 19:59	0	79	30	0	41	1	0	0	20	0	0	0	0	**171**
20:00 - 20:59	0	45	15	0	25	2	1	3	31	0	0	0	2	**124**
21:00 - 21:59	0	33	11	0	23	0	0	1	9	1	0	0	1	**79**
22:00 - 22:59	0	13	10	0	7	0	0	1	15	2	0	1	0	**49**
23:00 - 23:59	1	21	5	0	8	1	0	1	16	0	0	0	0	**53**
Totals	**80**	**1633**	**674**	**65**	**1469**	**140**	**16**	**77**	**549**	**41**	**10**	**23**	**57**	**4834**
Percent of Total	**1.7**	**33.8**	**13.9**	**1.3**	**30.4**	**2.9**	**0.3**	**1.6**	**11.4**	**0.8**	**0.2**	**0.5**	**1.2**	**100**
Percent of AM	**2.7**	**30.0**	**12.6**	**1.6**	**30.2**	**3.7**	**0.4**	**2.3**	**13.4**	**1.1**	**0.3**	**0.4**	**1.3**	**100**
Percent of PM	**0.9**	**36.7**	**15.0**	**1.1**	**30.5**	**2.3**	**0.3**	**1.1**	**9.8**	**0.7**	**0.1**	**0.5**	**1.1**	**100**

Truck Summary:

Total Trucks: 2447 % Trucks: 50.6 AM % Trucks: 54.7 PM % Trucks: 47.5

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
#2 Passenger Cars - 2 Axles
#3 Pickup Trucks, Vans - 2 Axles
#4 Buses
#5 Single Unit - 2 Axles, 6 Tires
#6 Single Unit Truck - 3 Axles
#7 Single Unit - 4 Axles
#8 Single Unit - 4 Axles or Less
#9 Double Unit - 5 Axles
#10 Double Unit - 6 Axles or More
#11 Multi-Unit - 5 Axles or Less
#12 Multi-Unit - 6 Axles
#13 Multi-Unit - 7 Axles or More

Daily Southbound Speeds (MPH)

Study Date: Tuesday, 02/06/2024
Unit ID: RDC 47
Location: Main St SE of I-76 Frontage Rd Southbound
Posted Speed: 45
Comments: Hudson, CO

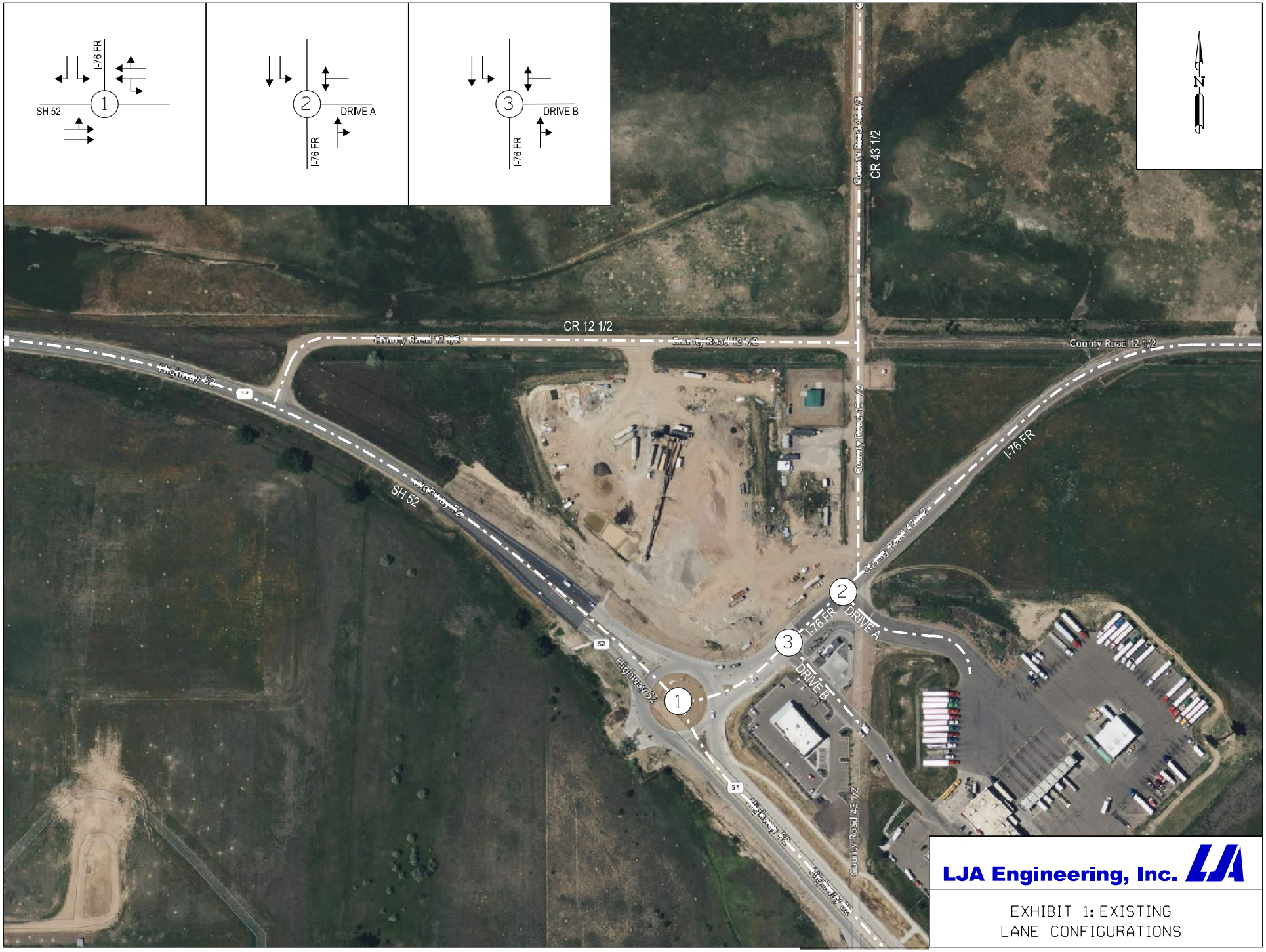
	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	5	6	7	4	2	1	0	0	0	0	0	0	0	0	**25**
01:00 - 01:59	0	6	7	6	3	4	0	0	0	0	0	0	0	0	0	**26**
02:00 - 02:59	0	5	7	5	6	3	1	0	0	0	0	0	0	0	0	**27**
03:00 - 03:59	0	4	9	13	12	6	5	0	0	0	0	0	0	0	0	**49**
04:00 - 04:59	1	7	16	19	19	6	1	0	0	0	0	0	0	0	0	**69**
05:00 - 05:59	1	3	18	53	56	30	8	1	1	0	0	0	0	0	0	**171**
06:00 - 06:59	0	10	29	88	95	65	16	0	1	0	0	0	0	0	0	**304**
07:00 - 07:59	0	13	34	105	147	70	16	2	0	0	0	0	0	0	0	**387**
08:00 - 08:59	0	9	48	71	80	40	15	4	1	0	0	0	0	0	0	**268**
09:00 - 09:59	3	5	28	68	94	53	6	2	0	0	0	0	0	0	0	**259**
10:00 - 10:59	0	4	36	79	70	45	10	1	1	0	0	0	0	0	0	**246**
11:00 - 11:59	0	7	33	73	95	47	8	4	0	0	0	0	0	0	0	**267**
12:00 - 12:59	0	5	31	83	104	45	12	2	0	0	0	0	0	0	0	**282**
13:00 - 13:59	0	7	29	64	92	68	18	2	1	0	0	0	0	0	0	**281**
14:00 - 14:59	0	2	27	60	131	77	14	0	0	0	0	0	0	0	0	**311**
15:00 - 15:59	1	7	43	94	116	63	10	3	2	0	0	0	0	0	0	**339**
16:00 - 16:59	0	0	22	92	174	106	19	2	1	0	0	0	0	0	0	**416**
17:00 - 17:59	0	1	22	98	161	77	18	3	0	0	0	0	0	0	0	**380**
18:00 - 18:59	0	6	20	80	100	36	5	1	0	0	0	0	0	0	0	**248**
19:00 - 19:59	0	5	23	50	55	27	11	0	0	0	0	0	0	0	0	**171**
20:00 - 20:59	0	9	21	45	33	13	1	1	0	1	0	0	0	0	0	**124**
21:00 - 21:59	0	3	10	27	27	9	3	0	0	0	0	0	0	0	0	**79**
22:00 - 22:59	1	3	12	17	14	1	0	1	0	0	0	0	0	0	0	**49**
23:00 - 23:59	0	3	13	22	11	3	1	0	0	0	0	0	0	0	0	**53**
Totals	**7**	**129**	**544**	**1319**	**1699**	**896**	**199**	**29**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**4831**
Percent of Total	**0.1**	**2.7**	**11.3**	**27.3**	**35.2**	**18.5**	**4.1**	**0.6**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.2**	**3.7**	**12.9**	**28.0**	**32.5**	**17.7**	**4.1**	**0.7**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.1**	**1.9**	**10.0**	**26.8**	**37.2**	**19.2**	**4.1**	**0.5**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

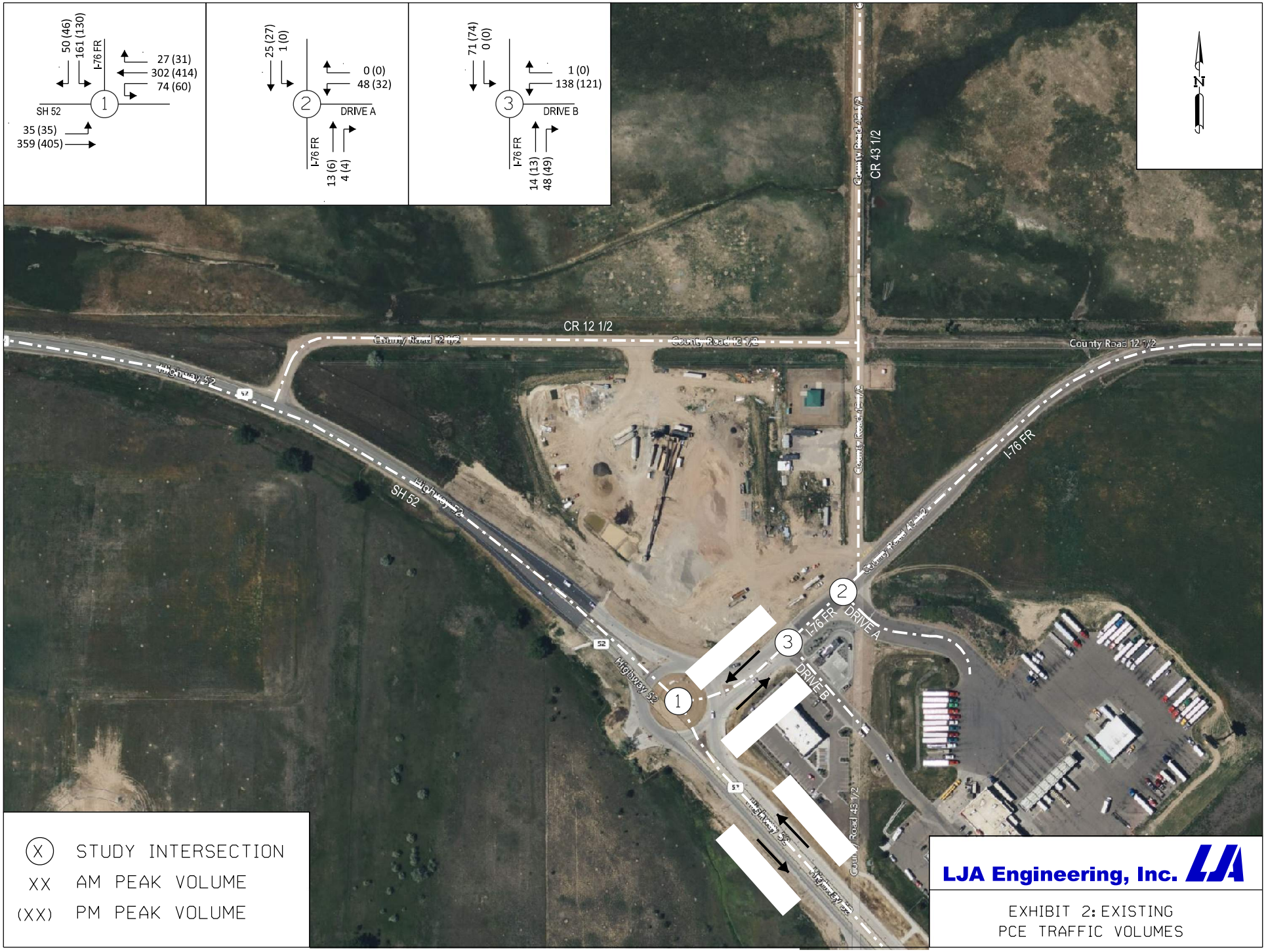
Standard Deviation: 6.0 MPH
Mean Speed: 31.0 MPH
Median Speed: 31.2 MPH
Modal Speed: 32.5 MPH

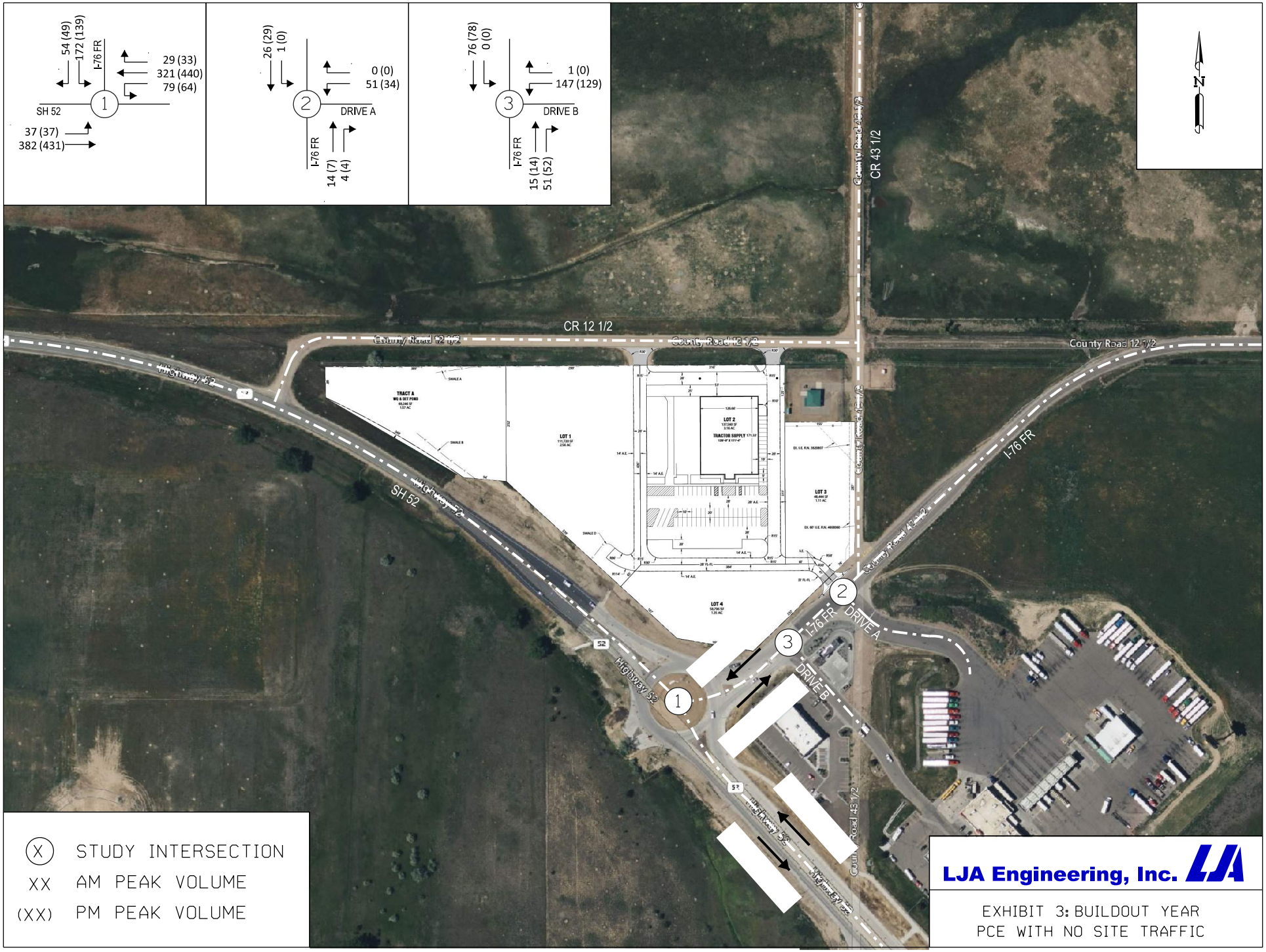
Ten Mile Pace: 25 to 34 MPH
Percent in Ten Mile Pace: 62.5%

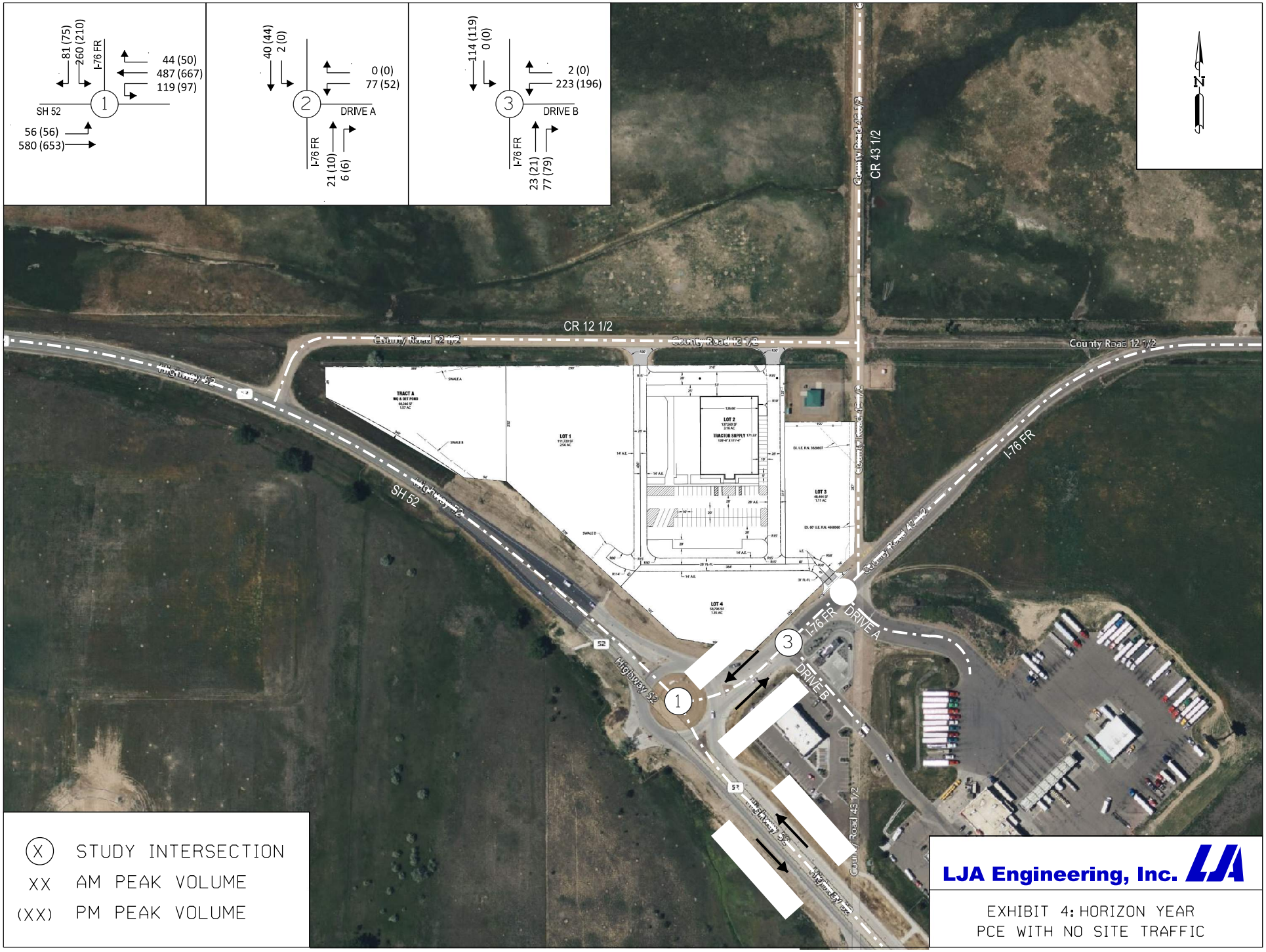
85th Percentile: 37.3 MPH
15th Percentile: 25.2 MPH
90th Percentile: 38.6 MPH
95th Percentile: 40.0 MPH

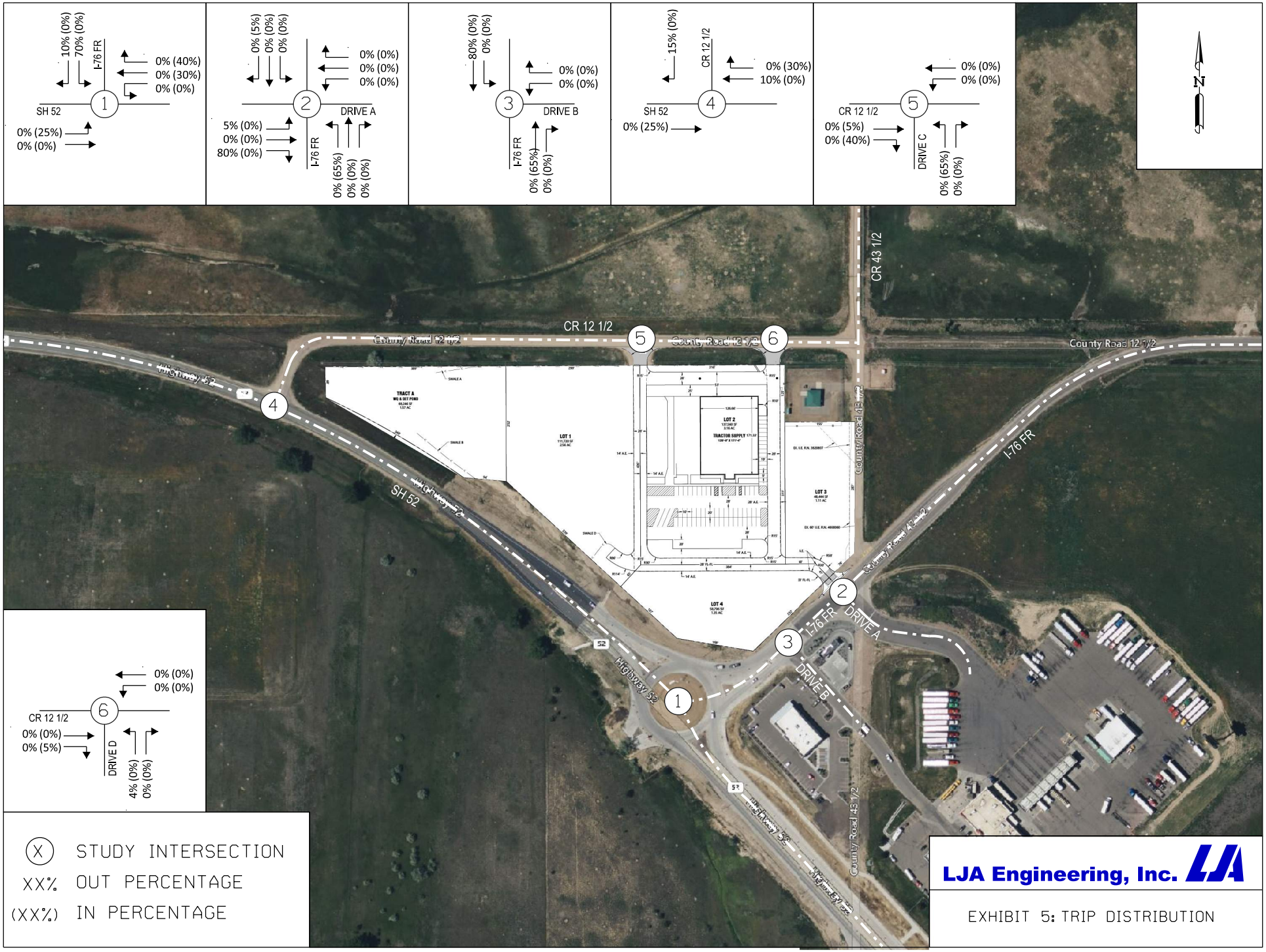
Appendix C – Turning Volume and Lane Configuration Exhibits

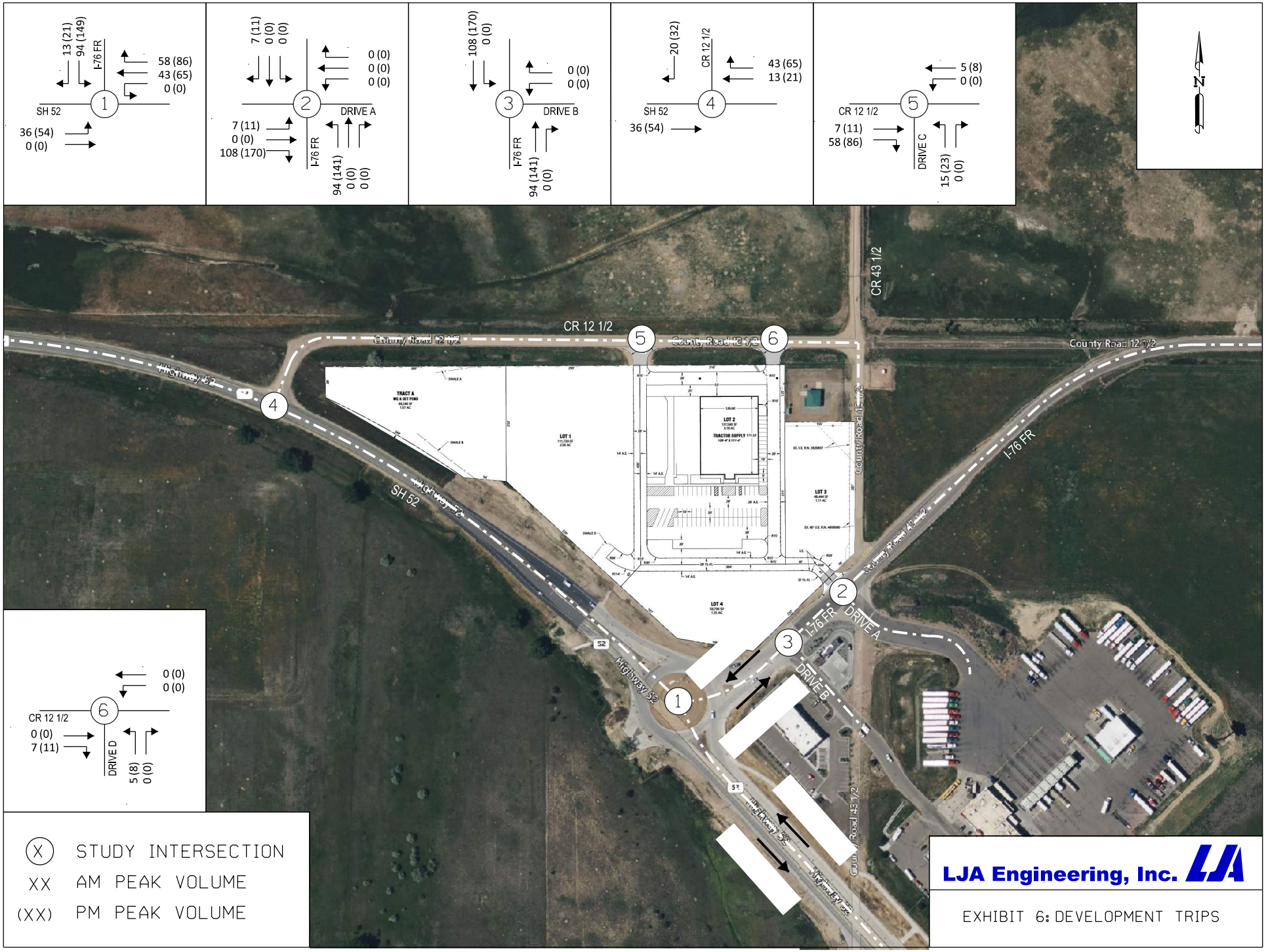


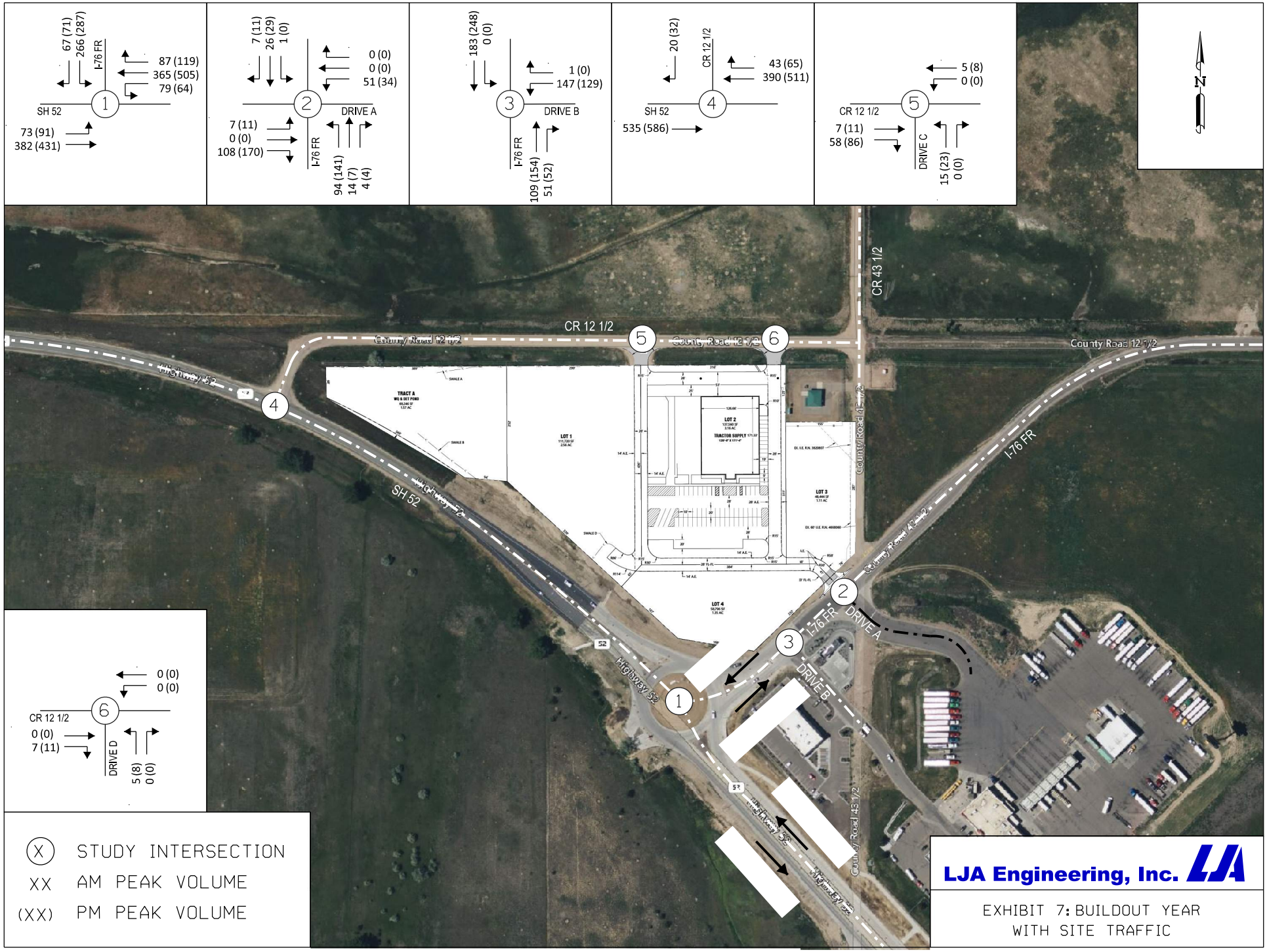


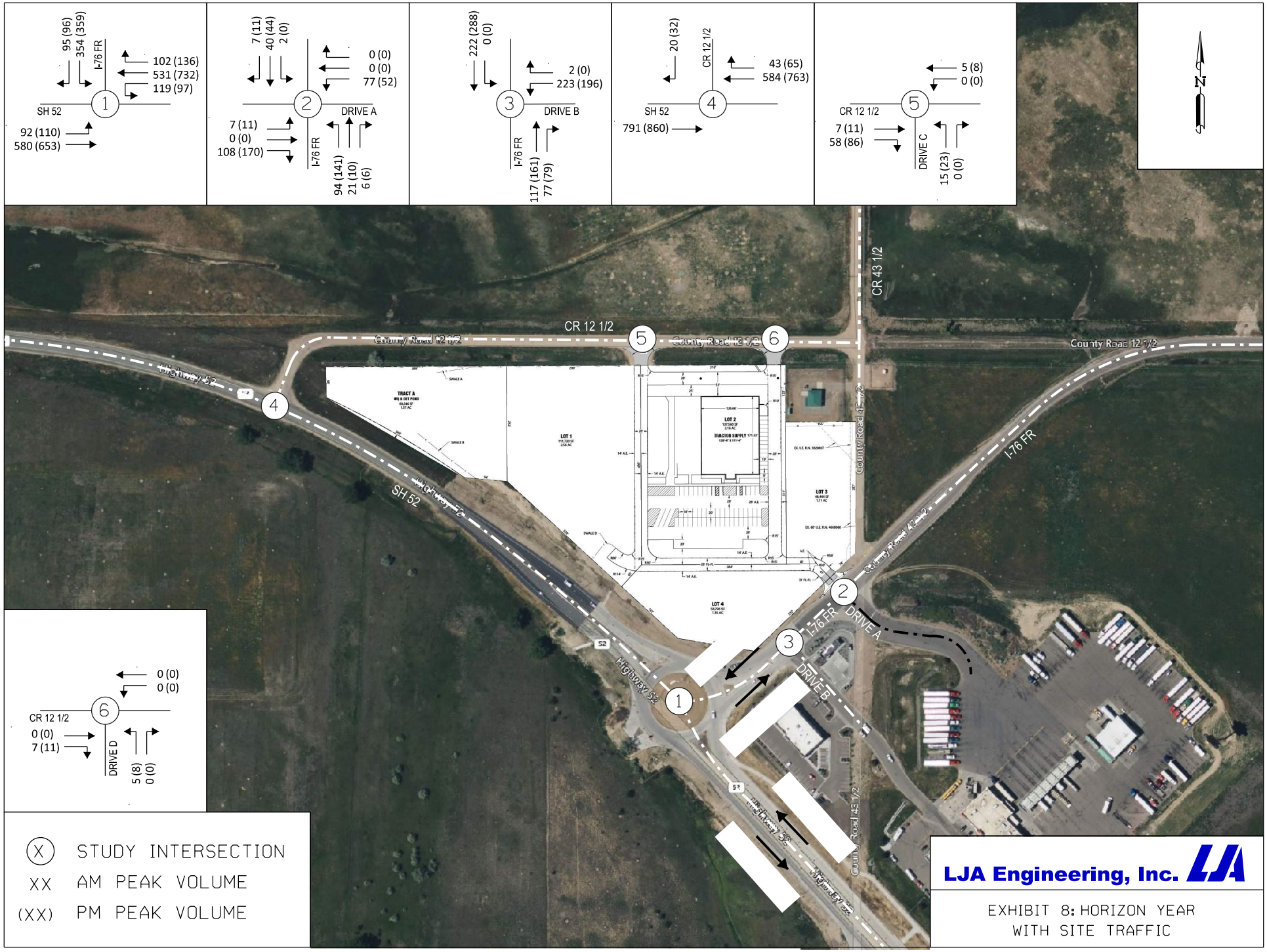












Appendix D – Synchro Reports

AM and PM Peak Hour

Existing Volumes

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	430	437	229
Demand Flow Rate, veh/h	430	437	229
Vehicles Circulating, veh/h	255	40	410
Vehicles Exiting, veh/h	384	645	67
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.0	4.0	5.3
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	L	TR
Assumed Moves	LT	TR	LT	TR	L	TR
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	0.764	0.236
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	202	228	205	232	175	54
Cap Entry Lane, veh/h	1068	1143	1301	1373	926	1002
Entry HV Adj Factor	1.000	1.000	1.002	0.998	1.000	1.000
Flow Entry, veh/h	202	228	205	232	175	54
Cap Entry, veh/h	1068	1143	1304	1370	926	1002
V/C Ratio	0.189	0.199	0.158	0.169	0.189	0.054
Control Delay, s/veh	5.1	4.9	4.1	4.0	5.7	4.1
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1	0

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	0	0	0	48	0	0	0	13	4	1	25	0
Future Vol, veh/h	0	0	0	48	0	0	0	13	4	1	25	0
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	52	0	0	0	14	4	1	27	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	45	47	27	45	45	16	27	0	0	18	0	0
Stage 1	29	29	-	16	16	-	-	-	-	-	-	-
Stage 2	16	18	-	29	29	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	962	849	1054	962	851	1069	1600	-	-	1612	-	0
Stage 1	993	875	-	1009	886	-	-	-	-	-	-	0
Stage 2	1009	884	-	993	875	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	962	848	1054	962	850	1069	1600	-	-	1612	-	-
Mov Cap-2 Maneuver	962	848	-	962	850	-	-	-	-	-	-	-
Stage 1	993	874	-	1009	886	-	-	-	-	-	-	-
Stage 2	1009	884	-	992	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9	0	0.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1600	-	-	-	962	1612	-
HCM Lane V/C Ratio	-	-	-	-	0.054	0.001	-
HCM Control Delay (s)	0	-	-	0	9	7.2	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	138	1	14	48	0	71
Future Vol, veh/h	138	1	14	48	0	71
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	150	1	15	52	0	77

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	118	41	0	0	67	0
Stage 1	41	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	883	1036	-	-	1547	-
Stage 1	987	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	883	1036	-	-	1547	-
Mov Cap-2 Maneuver	883	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	951	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	884	1547	-
HCM Lane V/C Ratio	-	-	0.171	-	-
HCM Control Delay (s)	-	-	9.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	468	354	0	0	0
Future Vol, veh/h	0	468	354	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	509	385	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	385	0	-	0	-	385
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	1185	-	-	-	0	667
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1185	-	-	-	-	667
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1185	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	478	549	191
Demand Flow Rate, veh/h	478	549	191
Vehicles Circulating, veh/h	206	38	515
Vehicles Exiting, veh/h	500	646	72
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.0	4.4	5.6
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	L	TR
Assumed Moves	LT	TR	LT	TR	L	TR
RT Channelized						
Lane Util	0.471	0.529	0.470	0.530	0.738	0.262
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	225	253	258	291	141	50
Cap Entry Lane, veh/h	1117	1192	1303	1375	841	917
Entry HV Adj Factor	0.998	1.001	1.000	1.000	1.000	1.000
Flow Entry, veh/h	225	253	258	291	141	50
Cap Entry, veh/h	1115	1194	1304	1375	841	917
V/C Ratio	0.201	0.212	0.198	0.212	0.168	0.055
Control Delay, s/veh	5.0	4.9	4.4	4.4	6.0	4.4
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1	0

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	32	0	0	0	6	4	0	27	0
Future Vol, veh/h	0	0	0	32	0	0	0	6	4	0	27	0
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	35	0	0	0	7	4	0	29	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	38	40	29	38	38	9	29	0	0	11	0	0
Stage 1	29	29	-	9	9	-	-	-	-	-	-	-
Stage 2	9	11	-	29	29	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	972	856	1052	972	858	1079	1597	-	-	1621	-	0
Stage 1	993	875	-	1017	892	-	-	-	-	-	-	0
Stage 2	1017	890	-	993	875	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	972	856	1052	972	858	1079	1597	-	-	1621	-	-
Mov Cap-2 Maneuver	972	856	-	972	858	-	-	-	-	-	-	-
Stage 1	993	875	-	1017	892	-	-	-	-	-	-	-
Stage 2	1017	890	-	993	875	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1597	-	-	-	972	1621	-
HCM Lane V/C Ratio	-	-	-	-	0.036	-	-
HCM Control Delay (s)	0	-	-	0	8.8	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	121	0	13	49	0	74
Future Vol, veh/h	121	0	13	49	0	74
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	132	0	14	53	0	80

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	121	41	0	0	67	0
Stage 1	41	-	-	-	-	-
Stage 2	80	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	879	1036	-	-	1547	-
Stage 1	987	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	879	1036	-	-	1547	-
Mov Cap-2 Maneuver	879	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	948	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	879	1547	-
HCM Lane V/C Ratio	-	-	0.15	-	-
HCM Control Delay (s)	-	-	9.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	500	460	0	0	0
Future Vol, veh/h	0	500	460	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	543	500	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	500	0	-	0	-	500
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	1075	-	-	-	0	575
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1075	-	-	-	-	575
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1075	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

AM and PM Peak Hour

Year 2029 Background Volumes Only

Intersection	
Intersection Delay, s/veh	4.9
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	457	467	246
Demand Flow Rate, veh/h	457	467	246
Vehicles Circulating, veh/h	273	42	437
Vehicles Exiting, veh/h	410	688	72
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.2	4.1	5.6
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	L	TR
Assumed Moves	LT	TR	LT	TR	L	TR
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	0.760	0.240
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	215	242	219	248	187	59
Cap Entry Lane, veh/h	1050	1126	1299	1370	903	979
Entry HV Adj Factor	0.999	1.001	1.002	0.998	1.000	1.000
Flow Entry, veh/h	215	242	219	248	187	59
Cap Entry, veh/h	1049	1127	1302	1368	903	979
V/C Ratio	0.205	0.215	0.169	0.181	0.207	0.060
Control Delay, s/veh	5.3	5.1	4.2	4.1	6.1	4.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1	0

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	51	0	0	0	14	4	1	26	0
Future Vol, veh/h	0	0	0	51	0	0	0	14	4	1	26	0
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	55	0	0	0	15	4	1	28	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	47	49	28	47	47	17	28	0	0	19	0	0
Stage 1	30	30	-	17	17	-	-	-	-	-	-	-
Stage 2	17	19	-	30	30	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	959	846	1053	959	849	1068	1599	-	-	1611	-	0
Stage 1	992	874	-	1008	885	-	-	-	-	-	-	0
Stage 2	1008	884	-	992	874	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	959	845	1053	959	848	1068	1599	-	-	1611	-	-
Mov Cap-2 Maneuver	959	845	-	959	848	-	-	-	-	-	-	-
Stage 1	992	873	-	1008	885	-	-	-	-	-	-	-
Stage 2	1008	884	-	991	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9	0	0.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1599	-	-	-	959	1611	-
HCM Lane V/C Ratio	-	-	-	-	0.058	0.001	-
HCM Control Delay (s)	0	-	-	0	9	7.2	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	147	1	15	51	0	76
Future Vol, veh/h	147	1	15	51	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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	160	1	16	55	0	83

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	127	44	0	0	71	0
Stage 1	44	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	872	1032	-	-	1542	-
Stage 1	984	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	872	1032	-	-	1542	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	945	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	873	1542	-
HCM Lane V/C Ratio	-	-	0.184	-	-
HCM Control Delay (s)	-	-	10.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	498	377	0	0	0
Future Vol, veh/h	0	498	377	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	541	410	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	410	0	-	0	-	410
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	1160	-	-	-	0	646
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1160	-	-	-	-	646
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1160	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	5.0
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	508	584	204
Demand Flow Rate, veh/h	508	584	204
Vehicles Circulating, veh/h	221	40	548
Vehicles Exiting, veh/h	531	689	76
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.2	4.5	5.9
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	L	TR
Assumed Moves	LT	TR	LT	TR	L	TR
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	0.740	0.260
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	239	269	274	310	151	53
Cap Entry Lane, veh/h	1102	1177	1301	1373	815	891
Entry HV Adj Factor	0.999	1.001	1.002	0.998	1.000	1.000
Flow Entry, veh/h	239	269	274	310	151	53
Cap Entry, veh/h	1100	1178	1303	1371	815	891
V/C Ratio	0.217	0.229	0.211	0.226	0.185	0.059
Control Delay, s/veh	5.3	5.1	4.6	4.5	6.3	4.6
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1	0

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	34	0	0	0	7	4	0	29	0
Future Vol, veh/h	0	0	0	34	0	0	0	7	4	0	29	0
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	37	0	0	0	8	4	0	32	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	42	44	32	42	42	10	32	0	0	12	0	0
Stage 1	32	32	-	10	10	-	-	-	-	-	-	-
Stage 2	10	12	-	32	32	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	966	852	1048	966	854	1077	1593	-	-	1620	-	0
Stage 1	990	872	-	1016	891	-	-	-	-	-	-	0
Stage 2	1016	890	-	990	872	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	966	852	1048	966	854	1077	1593	-	-	1620	-	-
Mov Cap-2 Maneuver	966	852	-	966	854	-	-	-	-	-	-	-
Stage 1	990	872	-	1016	891	-	-	-	-	-	-	-
Stage 2	1016	890	-	990	872	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1593	-	-	-	966	1620	-
HCM Lane V/C Ratio	-	-	-	-	0.038	-	-
HCM Control Delay (s)	0	-	-	0	8.9	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	129	0	14	52	0	78
Future Vol, veh/h	129	0	14	52	0	78
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	140	0	15	57	0	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	129	44	0	0	72	0
Stage 1	44	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	870	1032	-	-	1541	-
Stage 1	984	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	870	1032	-	-	1541	-
Mov Cap-2 Maneuver	870	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	943	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	870	1541	-
HCM Lane V/C Ratio	-	-	0.161	-	-
HCM Control Delay (s)	-	-	9.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	532	490	0	0	0
Future Vol, veh/h	0	532	490	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	578	533	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	533	0	-	0	-	533
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	1045	-	-	-	0	551
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1045	-	-	-	-	551
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1045	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

AM and PM Peak Hour

Year 2029 Background plus Development Volumes

Intersection	
Intersection Delay, s/veh	5.8
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	496	578	362
Demand Flow Rate, veh/h	496	578	362
Vehicles Circulating, veh/h	375	81	485
Vehicles Exiting, veh/h	472	790	174
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.1	4.7	7.2
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	L	TR
Assumed Moves	LT	TR	LT	TR	L	TR
RT Channelized						
Lane Util	0.470	0.530	0.471	0.529	0.798	0.202
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	233	263	272	306	289	73
Cap Entry Lane, veh/h	956	1032	1253	1326	864	940
Entry HV Adj Factor	1.001	1.000	0.999	1.001	1.000	1.000
Flow Entry, veh/h	233	263	272	306	289	73
Cap Entry, veh/h	957	1032	1251	1327	864	940
V/C Ratio	0.244	0.255	0.217	0.231	0.334	0.078
Control Delay, s/veh	6.2	6.0	4.8	4.7	7.9	4.5
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1	0

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	0	108	51	0	0	94	14	4	1	26	7
Future Vol, veh/h	7	0	108	51	0	0	94	14	4	1	26	7
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	0	117	55	0	0	102	15	4	1	28	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	255	257	32	314	259	17	36	0	0	19	0	0
Stage 1	34	34	-	221	221	-	-	-	-	-	-	-
Stage 2	221	223	-	93	38	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	702	651	1048	643	649	1068	1588	-	-	1611	-	-
Stage 1	987	871	-	786	724	-	-	-	-	-	-	-
Stage 2	786	723	-	919	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	667	608	1048	542	606	1068	1588	-	-	1611	-	-
Mov Cap-2 Maneuver	667	608	-	542	606	-	-	-	-	-	-	-
Stage 1	923	870	-	735	677	-	-	-	-	-	-	-
Stage 2	735	676	-	816	866	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	12.4	6.2	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1588	-	-	1013	542	1611	-	-
HCM Lane V/C Ratio	0.064	-	-	0.123	0.102	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.1	12.4	7.2	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.3	0	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	147	1	109	51	0	183
Future Vol, veh/h	147	1	109	51	0	183
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	160	1	118	55	0	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	345	146	0	0	173	0
Stage 1	146	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	656	906	-	-	1416	-
Stage 1	886	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	656	906	-	-	1416	-
Mov Cap-2 Maneuver	656	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	657	1416	-
HCM Lane V/C Ratio	-	-	0.245	-	-
HCM Control Delay (s)	-	-	12.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	535	390	43	0	20
Future Vol, veh/h	0	535	390	43	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	582	424	47	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	448
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	615
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	615
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	615
HCM Lane V/C Ratio	-	-	-	0.035
HCM Control Delay (s)	-	-	-	11.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	58	0	5	15	0
Future Vol, veh/h	7	58	0	5	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	63	0	5	16	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	71	0	45	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1542	-	970	1037
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1023	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	970	1037
Mov Cap-2 Maneuver	-	-	-	-	970	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1023	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	970	-	-	1542	-
HCM Lane V/C Ratio	0.017	-	-	-	-
HCM Control Delay (s)	8.8	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	7	0	0	5	0
Future Vol, veh/h	0	7	0	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	0	0	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	5	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1625	-	1022	1085
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	1028	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1625	-	1022	1085
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	1028	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1022	-	-	1625	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	6.6
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	567	748	389
Demand Flow Rate, veh/h	567	748	389
Vehicles Circulating, veh/h	382	99	619
Vehicles Exiting, veh/h	626	850	228
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.5	5.5	9.0
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	L	TR
Assumed Moves	LT	TR	LT	TR	L	TR
RT Channelized						
Lane Util	0.469	0.531	0.471	0.529	0.802	0.198
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	266	301	352	396	312	77
Cap Entry Lane, veh/h	950	1026	1232	1305	764	839
Entry HV Adj Factor	1.002	0.998	0.999	1.001	1.000	1.000
Flow Entry, veh/h	266	301	352	396	312	77
Cap Entry, veh/h	952	1025	1231	1307	764	839
V/C Ratio	0.280	0.293	0.286	0.303	0.408	0.092
Control Delay, s/veh	6.6	6.4	5.5	5.5	10.0	5.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	2	0

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	11	0	170	34	0	0	141	7	4	0	29	11
Future Vol, veh/h	11	0	170	34	0	0	141	7	4	0	29	11
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	0	185	37	0	0	153	8	4	0	32	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	354	356	38	447	360	10	44	0	0	12	0	0
Stage 1	38	38	-	316	316	-	-	-	-	-	-	-
Stage 2	316	318	-	131	44	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	605	573	1040	525	570	1077	1577	-	-	1620	-	-
Stage 1	982	867	-	699	659	-	-	-	-	-	-	-
Stage 2	699	657	-	877	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	560	517	1040	400	514	1077	1577	-	-	1620	-	-
Mov Cap-2 Maneuver	560	517	-	400	514	-	-	-	-	-	-	-
Stage 1	886	867	-	630	594	-	-	-	-	-	-	-
Stage 2	630	593	-	721	862	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	14.9	7	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1577	-	-	989	400	1620	-	-
HCM Lane V/C Ratio	0.097	-	-	0.199	0.092	-	-	-
HCM Control Delay (s)	7.5	0	-	9.5	14.9	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.7	0.3	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	129	0	154	52	0	248
Future Vol, veh/h	129	0	154	52	0	248
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	140	0	167	57	0	270

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	466	196	0	0	224	0
Stage 1	196	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	559	850	-	-	1357	-
Stage 1	842	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	559	850	-	-	1357	-
Mov Cap-2 Maneuver	559	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	780	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	559	1357	-
HCM Lane V/C Ratio	-	-	0.251	-	-
HCM Control Delay (s)	-	-	13.6	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	586	511	65	0	32
Future Vol, veh/h	0	586	511	65	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	637	555	71	0	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	591
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	511
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	511
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	511
HCM Lane V/C Ratio	-	-	-	0.068
HCM Control Delay (s)	-	-	-	12.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	86	0	8	23	0
Future Vol, veh/h	11	86	0	8	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	93	0	9	25	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	105	0	68	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1499	-	942	1012
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	942	1012
Mov Cap-2 Maneuver	-	-	-	-	942	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	1019	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	942	-	-	1499	-
HCM Lane V/C Ratio	0.027	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	11	0	0	8	0
Future Vol, veh/h	0	11	0	0	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	12	0	0	9	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	7	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1620	-	1019	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1028	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1620	-	1019	1083
Mov Cap-2 Maneuver	-	-	-	-	1019	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1028	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1019	-	-	1620	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

AM and PM Peak Hour

Year 2049 Background Volumes Only

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	693	706	371
Demand Flow Rate, veh/h	693	706	371
Vehicles Circulating, veh/h	412	63	660
Vehicles Exiting, veh/h	619	1042	109
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.6	5.1	8.8
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	L	TR
Assumed Moves	LT	TR	LT	TR	L	TR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	0.763	0.237
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	326	367	332	374	283	88
Cap Entry Lane, veh/h	924	1000	1274	1346	736	810
Entry HV Adj Factor	0.999	1.001	0.999	1.000	1.000	1.000
Flow Entry, veh/h	326	367	332	374	283	88
Cap Entry, veh/h	923	1001	1273	1347	736	810
V/C Ratio	0.353	0.367	0.261	0.278	0.385	0.109
Control Delay, s/veh	7.8	7.5	5.1	5.1	9.8	5.5
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	2	1	1	2	0

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↑	
Traffic Vol, veh/h	0	0	0	77	0	0	0	21	6	2	40	0
Future Vol, veh/h	0	0	0	77	0	0	0	21	6	2	40	0
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	84	0	0	0	23	7	2	43	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	74	77	43	74	74	27	43	0	0	30	0	0
Stage 1	47	47	-	27	27	-	-	-	-	-	-	-
Stage 2	27	30	-	47	47	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	921	817	1033	921	820	1054	1579	-	-	1596	-	0
Stage 1	972	860	-	996	877	-	-	-	-	-	-	0
Stage 2	996	874	-	972	860	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	920	816	1033	920	819	1054	1579	-	-	1596	-	-
Mov Cap-2 Maneuver	920	816	-	920	819	-	-	-	-	-	-	-
Stage 1	972	859	-	996	877	-	-	-	-	-	-	-
Stage 2	996	874	-	971	859	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1579	-	-	-	920	1596	-
HCM Lane V/C Ratio	-	-	-	-	0.091	0.001	-
HCM Control Delay (s)	0	-	-	0	9.3	7.3	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	223	2	23	77	0	114
Future Vol, veh/h	223	2	23	77	0	114
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	242	2	25	84	0	124

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	191	67	0	0	109	0
Stage 1	67	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	803	1002	-	-	1494	-
Stage 1	961	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	803	1002	-	-	1494	-
Mov Cap-2 Maneuver	803	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	804	1494	-
HCM Lane V/C Ratio	-	-	0.304	-	-
HCM Control Delay (s)	-	-	11.4	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	755	571	0	0	0
Future Vol, veh/h	0	755	571	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	821	621	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	621	0	-	0	-	621
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	969	-	-	-	0	491
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	969	-	-	-	-	491
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	969	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.0
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	771	884	310
Demand Flow Rate, veh/h	771	884	310
Vehicles Circulating, veh/h	333	61	830
Vehicles Exiting, veh/h	807	1043	115
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.4	5.8	9.6
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	L	TR
Assumed Moves	LT	TR	LT	TR	L	TR
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	0.735	0.265
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	362	409	415	469	228	82
Cap Entry Lane, veh/h	994	1070	1276	1348	629	701
Entry HV Adj Factor	1.001	0.999	1.001	0.999	1.000	1.000
Flow Entry, veh/h	362	409	415	469	228	82
Cap Entry, veh/h	995	1069	1278	1347	629	701
V/C Ratio	0.364	0.382	0.325	0.348	0.362	0.117
Control Delay, s/veh	7.5	7.3	5.8	5.8	10.8	6.4
LOS	A	A	A	A	B	A
95th %tile Queue, veh	2	2	1	2	2	0

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	52	0	0	0	10	6	0	44	0
Future Vol, veh/h	0	0	0	52	0	0	0	10	6	0	44	0
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	57	0	0	0	11	7	0	48	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	63	66	48	63	63	15	48	0	0	18	0	0
Stage 1	48	48	-	15	15	-	-	-	-	-	-	-
Stage 2	15	18	-	48	48	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	936	829	1027	936	832	1070	1572	-	-	1612	-	0
Stage 1	971	859	-	1010	887	-	-	-	-	-	-	0
Stage 2	1010	884	-	971	859	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	936	829	1027	936	832	1070	1572	-	-	1612	-	-
Mov Cap-2 Maneuver	936	829	-	936	832	-	-	-	-	-	-	-
Stage 1	971	859	-	1010	887	-	-	-	-	-	-	-
Stage 2	1010	884	-	971	859	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1572	-	-	-	936	1612	-
HCM Lane V/C Ratio	-	-	-	-	0.06	-	-
HCM Control Delay (s)	0	-	-	0	9.1	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	196	0	21	79	0	119
Future Vol, veh/h	196	0	21	79	0	119
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	213	0	23	86	0	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	195	66	0	0	109	0
Stage 1	66	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	798	1003	-	-	1494	-
Stage 1	962	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	798	1003	-	-	1494	-
Mov Cap-2 Maneuver	798	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	902	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	798	1494	-
HCM Lane V/C Ratio	-	-	0.267	-	-
HCM Control Delay (s)	-	-	11.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	806	742	0	0	0
Future Vol, veh/h	0	806	742	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	876	807	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	807	0	-	0	-	807
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	827	-	-	-	0	385
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	827	-	-	-	-	385
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	827	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

AM and PM Peak Hour

Year 2049 Background plus Development Volumes

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	732	817	488
Demand Flow Rate, veh/h	732	817	488
Vehicles Circulating, veh/h	514	102	708
Vehicles Exiting, veh/h	682	1144	211
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.1	5.8	12.2
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	L	TR
Assumed Moves	LT	TR	LT	TR	L	TR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	0.789	0.211
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	344	388	384	433	385	103
Cap Entry Lane, veh/h	841	917	1229	1302	704	778
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	344	388	384	433	385	103
Cap Entry, veh/h	841	917	1229	1302	704	778
V/C Ratio	0.409	0.423	0.312	0.333	0.547	0.132
Control Delay, s/veh	9.3	8.9	5.8	5.8	13.9	6.0
LOS	A	A	A	A	B	A
95th %tile Queue, veh	2	2	1	1	3	0

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	0	108	77	0	0	94	21	6	2	40	7
Future Vol, veh/h	7	0	108	77	0	0	94	21	6	2	40	7
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	0	117	84	0	0	102	23	7	2	43	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	282	285	47	341	286	27	51	0	0	30	0	0
Stage 1	51	51	-	231	231	-	-	-	-	-	-	-
Stage 2	231	234	-	110	55	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	674	628	1028	617	627	1054	1568	-	-	1596	-	-
Stage 1	967	856	-	776	717	-	-	-	-	-	-	-
Stage 2	776	715	-	900	853	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	640	586	1028	518	585	1054	1568	-	-	1596	-	-
Mov Cap-2 Maneuver	640	586	-	518	585	-	-	-	-	-	-	-
Stage 1	903	855	-	725	670	-	-	-	-	-	-	-
Stage 2	725	668	-	796	852	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	13.3	5.8	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1568	-	-	991	518	1596	-	-
HCM Lane V/C Ratio	0.065	-	-	0.126	0.162	0.001	-	-
HCM Control Delay (s)	7.5	0	-	9.2	13.3	7.3	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.6	0	-	-

Intersection	
Int Delay, s/veh	5.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	223	2	117	77	0	222
Future Vol, veh/h	223	2	117	77	0	222
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	242	2	127	84	0	241

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	410	169	0	0	211	0
Stage 1	169	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	602	880	-	-	1372	-
Stage 1	866	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	602	880	-	-	1372	-
Mov Cap-2 Maneuver	602	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	604	1372	-
HCM Lane V/C Ratio	-	-	0.405	-	-
HCM Control Delay (s)	-	-	15	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	791	584	43	0	20
Future Vol, veh/h	0	791	584	43	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	860	635	47	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	659
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	467
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	467
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	467
HCM Lane V/C Ratio	-	-	-	0.047
HCM Control Delay (s)	-	-	-	13.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	58	0	5	15	0
Future Vol, veh/h	7	58	0	5	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	63	0	5	16	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	71	0	45	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1542	-	970	1037
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1023	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	970	1037
Mov Cap-2 Maneuver	-	-	-	-	970	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1023	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	970	-	-	1542	-
HCM Lane V/C Ratio	0.017	-	-	-	-
HCM Control Delay (s)	8.8	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	7	0	0	5	0
Future Vol, veh/h	0	7	0	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	0	0	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	5	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1625	-	1022	1085
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	1028	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1625	-	1022	1085
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	1028	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1022	-	-	1625	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	830	1049	494
Demand Flow Rate, veh/h	830	1049	494
Vehicles Circulating, veh/h	495	120	901
Vehicles Exiting, veh/h	900	1205	268
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.8	7.1	17.8
Approach LOS	A	A	C

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	L	TR
Assumed Moves	LT	TR	LT	TR	L	TR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	0.789	0.211
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	390	440	493	556	390	104
Cap Entry Lane, veh/h	856	932	1209	1282	589	660
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	390	440	493	556	390	104
Cap Entry, veh/h	856	932	1209	1282	589	660
V/C Ratio	0.456	0.472	0.408	0.434	0.662	0.158
Control Delay, s/veh	10.0	9.6	7.1	7.1	20.6	7.3
LOS	A	A	A	A	C	A
95th %tile Queue, veh	2	3	2	2	5	1

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	170	52	0	0	141	10	6	0	44	11
Future Vol, veh/h	11	0	170	52	0	0	141	10	6	0	44	11
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	0	185	57	0	0	153	11	7	0	48	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	375	378	54	468	381	15	60	0	0	18	0	0
Stage 1	54	54	-	321	321	-	-	-	-	-	-	-
Stage 2	321	324	-	147	60	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	586	557	1019	509	555	1070	1556	-	-	1612	-	-
Stage 1	963	854	-	695	655	-	-	-	-	-	-	-
Stage 2	695	653	-	860	849	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	541	502	1019	385	500	1070	1556	-	-	1612	-	-
Mov Cap-2 Maneuver	541	502	-	385	500	-	-	-	-	-	-	-
Stage 1	868	854	-	626	590	-	-	-	-	-	-	-
Stage 2	626	588	-	704	849	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	16	6.8	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1556	-	-	967	385	1612	-	-
HCM Lane V/C Ratio	0.098	-	-	0.203	0.147	-	-	-
HCM Control Delay (s)	7.6	0	-	9.7	16	0	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.8	0.5	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	196	0	161	79	0	288
Future Vol, veh/h	196	0	161	79	0	288
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	213	0	175	86	0	313

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	531	218	0	0	261	0
Stage 1	218	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	512	827	-	-	1315	-
Stage 1	823	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	512	827	-	-	1315	-
Mov Cap-2 Maneuver	512	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	512	1315	-
HCM Lane V/C Ratio	-	-	0.416	-	-
HCM Control Delay (s)	-	-	17	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	860	763	65	0	32
Future Vol, veh/h	0	860	763	65	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	935	829	71	0	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	865
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	356
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	356
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	356
HCM Lane V/C Ratio	-	-	-	0.098
HCM Control Delay (s)	-	-	-	16.2
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	86	0	8	23	0
Future Vol, veh/h	11	86	0	8	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	93	0	9	25	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	105	0	68	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1499	-	942	1012
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	942	1012
Mov Cap-2 Maneuver	-	-	-	-	942	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	1019	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	942	-	-	1499	-
HCM Lane V/C Ratio	0.027	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	11	0	0	8	0
Future Vol, veh/h	0	11	0	0	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	12	0	0	9	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	7	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1620	-	1019	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1028	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1620	-	1019	1083
Mov Cap-2 Maneuver	-	-	-	-	1019	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1028	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1019	-	-	1620	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-