STAGECOACH MOUNTAIN RANCH

Traffic Impact Study

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I. INTRODUCTION

I.A Summary

This traffic impact study (TIS) is for Stagecoach Mountain Ranch, a proposed master planned residential community that provides a ski mountain as an amenity for its residents. The site is south of County Road (CR) 212 and east of Schussmark Trail. Overall, the site is approximately 5,059 acres in unincorporated Routt County, approximately 15 miles southwest of Steamboat Springs. **Figure 1** shows the location of the Stagecoach Mountain Ranch development in relation to the surrounding roadway network.

The development area and its uses are described as follows:

- **Residential Ski Community:** Located along the south side of CR 212 and proposed as a ski area. The area will have ski-in ski-out residences around the mountain, along with residences in a base village with approximately 606 total residences. A lodge at both the top and base of the mountain with other amenities such as restaurants, a spa, and retail is anticipated.
- **Stetson Ranch:** Located along the north side of CR 14 and proposed as a small community with 7 recreational homes near access to the Yampa River.
- **Work Force Employee Housing:** A small mixed-use development proposed on the southeast corner of Schussmark Trail and CR 212. This development will consist of an 81-unit multifamily building and a neighborhood commercial center with commercial spaces on the first floor and 13 dwelling units on the second floor. Additionally, a 2-pump gas station will be included as part of this development.

  Furthermore, two separate workforce housing sites are proposed. One site will consist of 25 multifamily housing units within 4 separate buildings, located on the north side of CR 16, approximately one-quarter-mile west of the neighborhood commercial center. The other site will include 9 single-family homes, each containing a secondary housing unit, for a total of 18 dwelling units, which will be constructed on 9 existing single-family lots on the north side of CR 212, directly across the street from the ski mountain property.

The parcels are mostly surrounded by residential lots and agricultural land uses. **Figure 2** shows the current site plan for the ski mountain. The primary access to the development will be provided via CR 14 onto CR 16. Multiple access locations will be provided onto CR 16 and CR 212. Construction of the development is anticipated to begin in 2025 with full buildout by 2040.

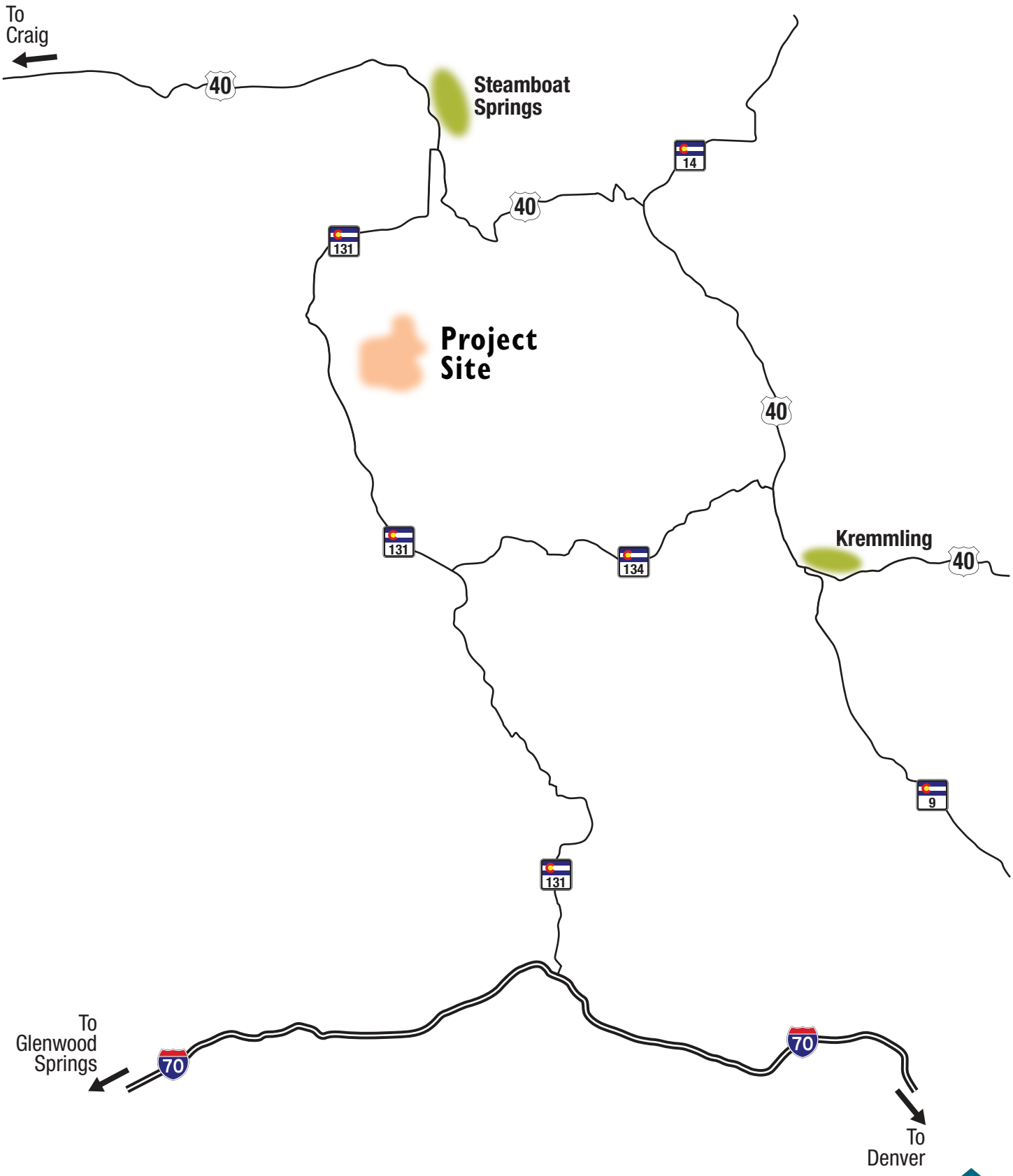
I.B Scope of Services

The purpose of this TIS is to estimate the potential impacts specific to the proposed development and to identify any resultant required roadway and/or intersection improvements and traffic control needs. This TIS also includes an auxiliary turn lane analysis, queueing analysis, and MUTCD control device warrant evaluation for study intersections. The primary focus for traffic operations is at the following intersections:

1. CR 14 & Stetson Ranch Access
2. CR 16 & CR 14
3. State Highway (SH) 131 & CR 14
4. CR 16 & CR 212
5. CR 212 & Stageline Avenue/Schussmark Trail
6. CR 212 & Community Center Driveway
7. CR 212 & Coyote Run Court
8. CR 212 & Ski Parking Driveway
9. CR 16 & Double Creek Workforce Housing Driveway
10. CR 212 & Green Ridge Drive
11. CR 212 & Green River Drive/Broken Talon Trail
12. Broken Talon Road & CR 16
13. CR 16 & CR 18a
14. CR 16 & Stagehorn Trail
15. CR 16 & Middle Creek Meadow Workforce Housing Driveway

The study will evaluate the following time periods:

- Existing AM and PM peak hours
- Short-Term Background (2040) AM and PM peak hours
- Long-Term Background (2045) AM and PM peak hours
- Short-Term Total (2040) of the development for AM and PM peak hours
- Long-Term Total (2045) of the development for AM and PM peak hours



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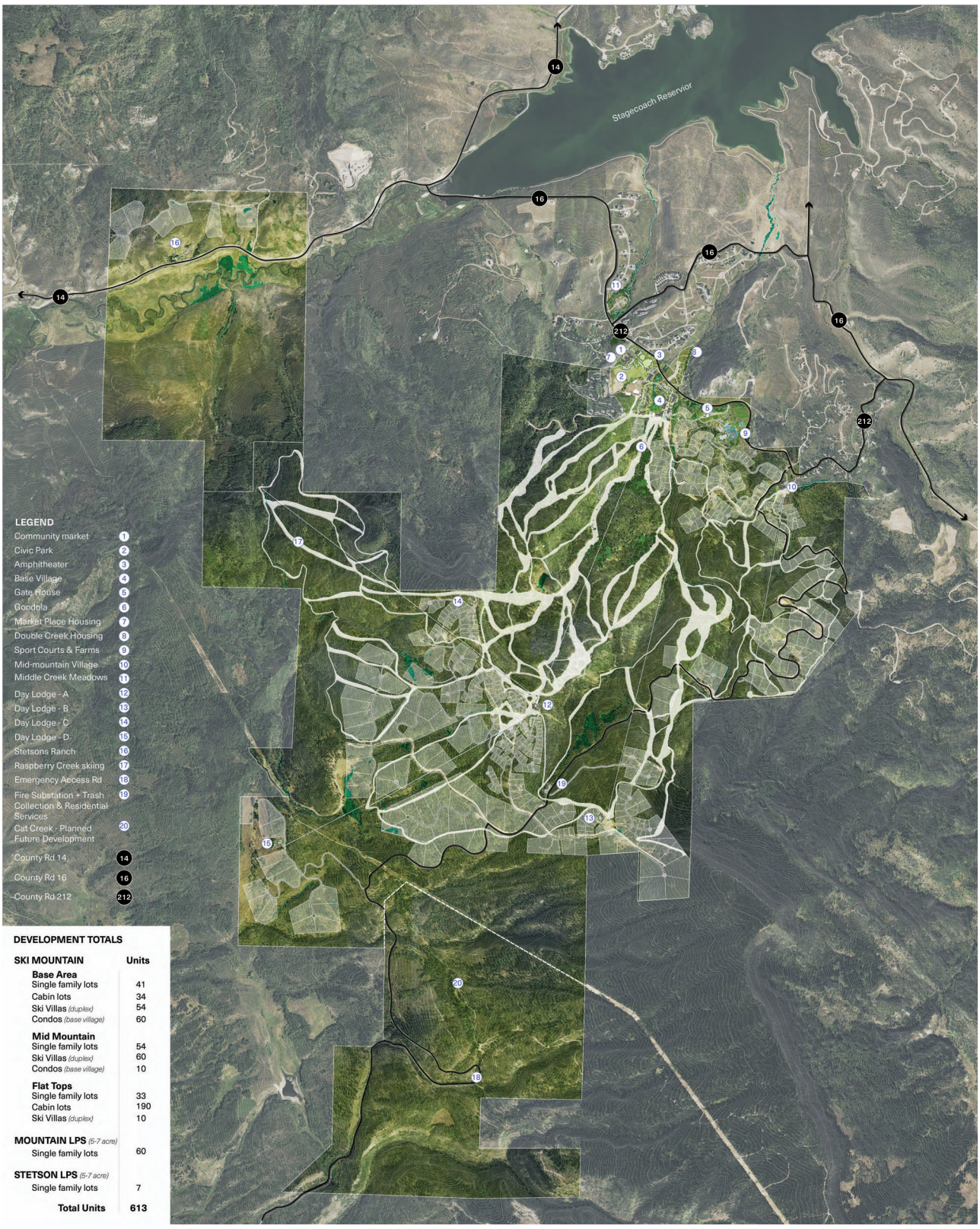
NOTE: Drawing Not to Scale

FIGURE 1

Vicinity Map

Stagecoach Mountain Resort TIS - SEPT_24 123679-01 9/26/24



DEVELOPMENT TOTALS

SKI MOUNTAIN	Units
Base Area	
Single family lots	41
Cabin lots	34
Ski Villas *(duplex)*	54
Condos *(base village)*	60
Mid Mountain	
Single family lots	54
Ski Villas *(duplex)*	60
Condos *(base village)*	10
Flat Tops	
Single family lots	33
Cabin lots	190
Ski Villas *(duplex)*	10
MOUNTAIN LPS *(5-7 acre)*	
Single family lots	60
STETSON LPS *(5-7 acre)*	
Single family lots	7
Total Units	**613**

NORTH

FIGURE 2

Stagecoach Ski Mountain Site Plan

Stagecoach Mountain Resort TIS - FEB_25 123679-01 2/11/25

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NOTE: Drawing Not to Scale

II. EXISTING CONDITIONS

II.A Surrounding Land Use

The site is adjacent to Stagecoach State Park on the south side of CR 14. The main access to the proposed private community development will be onto CR 16 via CR 14. Multiple access locations will be provided onto CR 16 and CR 212 from the lots being developed. Rural residential and agricultural uses surround the development. Stagecoach State Park is north of the proposed development. The area surrounding the park includes recreational uses, such as fishing, boating, and camping,

II.B Roadway System

The existing roadway system in the study area includes the following primary facilities:

- **SH 131,** a 2-lane Rural Regional State Highway (R-A), is oriented in a southwest-northeast direction. At its intersection with CR 14, a southwest-bound left-turn lane and a northeast-bound right-turn lane are provided. The roadway serves as the main connection to Steamboat Springs from the west and south.
- **CR 14,** a 2-lane Primary County Road, is oriented in a southwest-northeast direction. At its intersection with CR 16, a southwest-bound left-turn lane is provided. The roadway serves as the main connection to SH 131 and Stagecoach State Park.
- **CR 16,** a 2-lane Primary County Road, is oriented in a northwest-southeast direction south of CR 14. At its intersection with CR 212, the roadway is called US 212 southeast of the intersection, and CR 16 continues east of the intersection and serves as a connection to existing residential uses in the area. CR 16 continues south at its intersection with CR 18a.
- **CR 212,** a 2-lane Primary County Road, is oriented in a northwest-southeast direction. In the study area, CR 212 begins south of its intersection with CR 16. The roadway becomes unpaved south of its intersection with Coyote Run Court.
- **CR 18a,** an unpaved 2-lane Secondary B County Road, is oriented in a north-south direction. The roadway beings north of its intersection with CR 16 and provides a connection to the boat ramp and residential lots.

Roadway classifications are based on the Colorado Department of Transportation (CDOT) Roadway Functional Classification Guidance Manual and the Routt County 2040 Master Plan.

II.C Traffic Volumes

Peak hour vehicle turning movement counts were collected at the study intersections on Wednesday, April 26, 2023. The counts were conducted from 6:30 AM to 8:30 AM and from 4:30 PM to 6:30 PM. Traffic count data was also collected for 24 hours at three locations: on CR 16, south of CR 14; on CR 16, south of CR 18a; and on CR 16, east of CR 212. Because the counts were conducted during the off-season for the Steamboat Ski Resort, a seasonal factor was applied to the collected counts. A 1.23 seasonal factor was determined and applied to the counts based on the historic Average Daily Traffic (ADT) data from the CDOT continuous count station along SH 131 at milepost (MP) 66.

Routt County requested that an additional intersection be analyzed as part of the study. A peak hour vehicle turning movement count was collected at the intersection of SH 131 with CR 14 on Wednesday, February 14, 2024, from 7:15 AM to 8:15 AM and from 5:00 PM to 6:00 PM, matching the peak hour identified in the previous data collection effort. Seasonal factors were not applied at this intersection as the counts were conducted during ski season.

Trucks were counted separately from passenger vehicles to develop truck percentages for the study area. **Figure 3** summarizes existing traffic volumes**. Appendix A** provides a more detailed report of the traffic count data.

II.D Existing Traffic Operations

Calculations were carried out to assess operations given current traffic demands. Calculations used techniques documented in the *Highway Capacity Manual (HCM) 6th Edition* (Transportation Research Board, 2016) using the existing traffic volumes and intersection geometry. Level of Service (LOS) is a qualitative measure of traffic operational conditions based on roadway capacity and vehicle delay. Levels of service are described by a letter designation ranging from A to F, with LOS A representing free-flow travel, while LOS F represents congested conditions. Note: There are multiple yield-controlled intersections in the study area. Because the HCM 6th Edition methodologies do not support yield-controlled intersections, Synchro LOS results were reported.

For signalized intersections, LOS is calculated for the entire intersection while LOS for unsignalized intersections is calculated for movements that must yield right-of-way to other traffic movements. **Table 1** summarizes LOS criteria for signalized and unsignalized (stop-controlled) intersections.

Table 1. Level of Service (LOS) Criteria

Level of Service	Average Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Stop/Roundabout Controlled Intersections
A	≤ 10	≤ 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

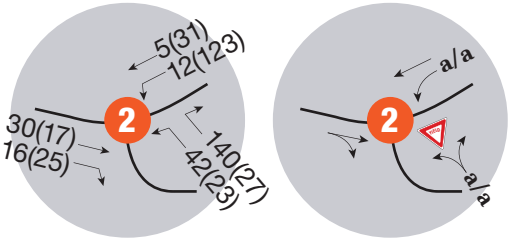
Source: HCM 6th Edition, Exhibit 19-8 & Exhibit 20-2

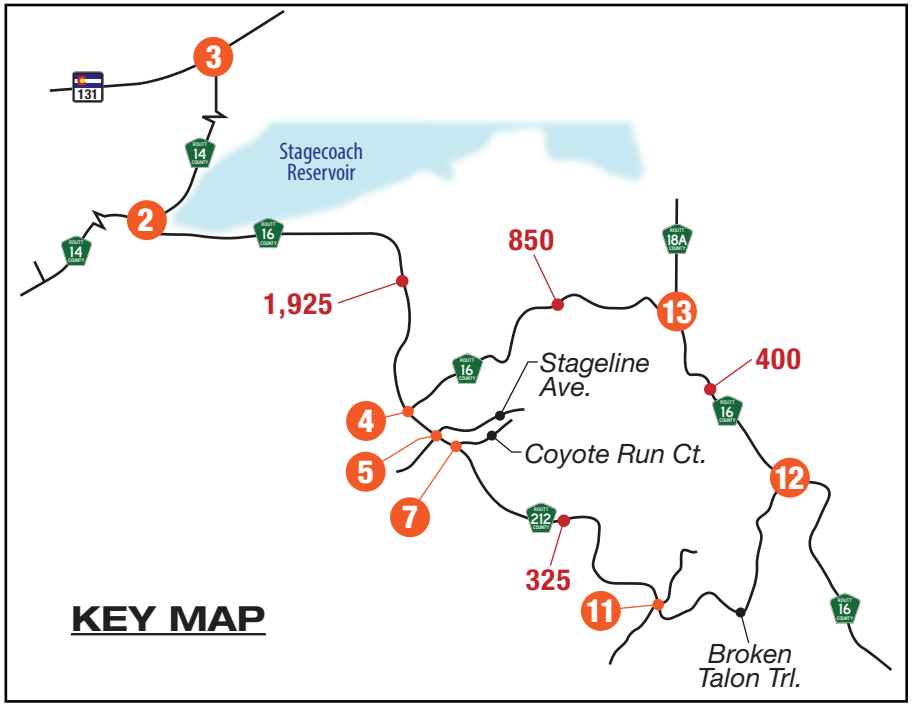
The Synchro traffic analysis software program was used to analyze traffic operations at the study intersections. Under existing traffic conditions, all movements at the study intersection currently operate at LOS B or better during the AM and PM peak hours. **Figure 3** shows the lane geometry, traffic control, and LOS for existing traffic conditions.

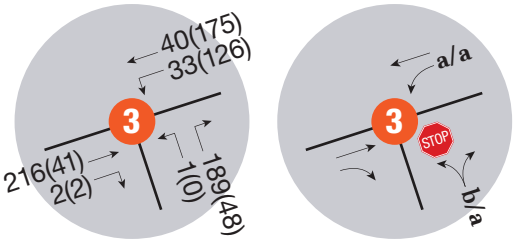
Appendix C includes capacity analysis worksheets for existing operational conditions.

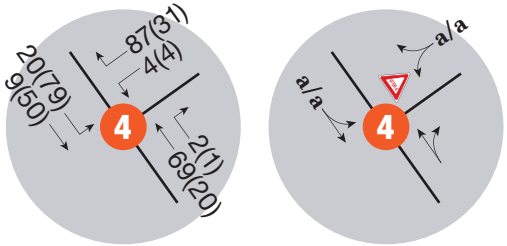
LEGEND

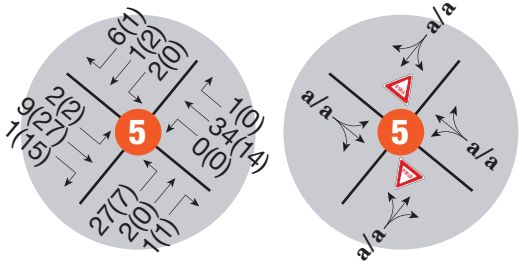
XXX(XXX)	=	AM(PM) Peak Hour Traffic Volumes
XXXX	=	Daily Traffic Volumes
x/x	=	AM/PM Peak Hour Signalized Intersection Level of Service
STOP	=	Stop Sign
YIELD	=	Yield Sign
X	=	Study Intersection

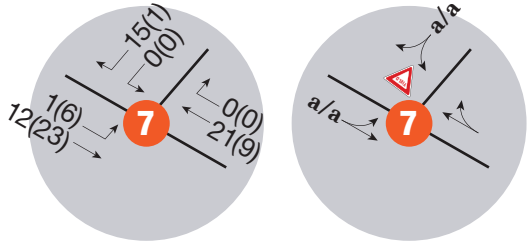


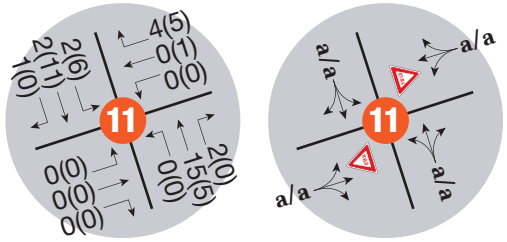


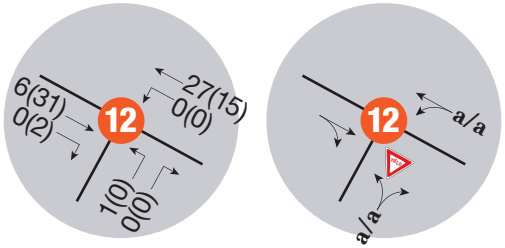


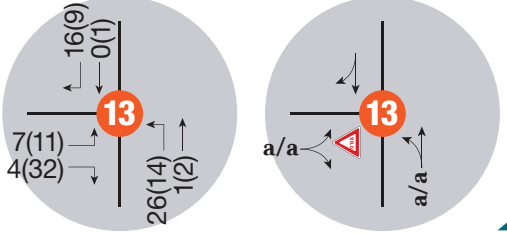












NORTH

FIGURE 3
Existing Traffic Conditions

Stagecoach Mountain Resort TIS - SEPT_24 123679-01 9/26/24

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NOTE: Drawing Not to Scale

III. FUTURE CONDITIONS

III.A Site Trip Generation

The proposed development is anticipated to consist of 613 recreational homes, with 606 surrounding a private ski mountain and 7 around a recreational fishing location as illustrated on the site plan (**Figure 2**). The community would also include several restaurants, a health club with spa, and a small amount of retail space in the ski mountain base village that would remain private and accessible only by homeowners within Stagecoach Mountain Ranch. A small mixed-use development is proposed on the southeast corner of Schussmark Trail and CR 212 containing 94 workforce dwelling units, a 2-pump gas station with a 4,000-square-foot convenience store, and 8,000 square feet of additional retail space open to the public. In addition, 2 separate workforce housing sites having a total of 33 dwelling units are proposed on the north side of CR 16 and CR 212, within one-quarter of the mountain property.

Based on guidance received from Routt County staff, the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021,* was used as the initial tool to estimate vehicle-trip generation associated with the proposed development. The initial vehicle-trip generation estimates relied on a mix of regression equations and average rates for the corresponding ITE code based on the methodology outlined in *ITE Trip Generation Handbook, 3rd Edition, 2017*, for selecting the proper rates. Felsburg Holt & Ullevig (FHU) submitted a memo summarizing trip generation estimates and assumptions for review by Routt County and CDOT. FHU then addressed feedback and comments provided by Routt County and CDOT on the trip generation estimates and assumptions as part of this study. **Table 2** shows trip generation rates and equations for each land use code based on the independent variables of dwelling units (DUs), campsites, gas pumps, ski lifts, and thousand square feet (KSF).

Table 2. ITE Trip Generation Rates and Equations

Land Use	ITE Code	Unit	Daily	Peak	Equations & Rates	Distributions	
						In	Out
Multifamily Housing (Low-Rise)	220	DUs	T=6.41*X-75.31	AM	T=0.31*X+22.85	24%	76%
				PM	T=0.43*X+20.55	63%	37%
Recreational Homes	260	DUs	Ln(T)=0.94*Ln(X)+1.64	AM	Ln(T)=0.70*Ln(T)+0.71	55%	45%
				PM	Ln(T)=0.75*Ln(X)+0.40	47%	53%
Snow Ski Area	456	Lifts	NA[1]	AM	T=24.63*X	55%	45%
				PM	Ln(T)=0.75*Ln(X)+0.40	47%	53%
Health/Fitness Club	492	KSF	NA[1]	AM	T=1.31*X	51%	49%
				PM	Ln(T)=0.67*Ln(X)+2.44	57%	43%
Strip Retail Plaza (<40KSF)	822	KSF	T=42.2*X+229.68	AM	Ln(T)=0.66*Ln(T)+1.84	60%	40%
				PM	Ln(T)=0.71*Ln(X)+2.72	50%	50%
Gas Station	945	Pumps	T=158.28*X+850.23	AM	T=16.06*X	50%	50%
				PM	T=18.42*X	50%	50%

DU = Dwelling Units KSF = 1,000 SF

[1]Assumed to be 5x the sum of AM and PM peak hours

The project team used the National Cooperative Highway Research Program (NCHRP) 684 spreadsheet to determine internal trip capture. Given the NCHRP 684 internal capture calculation methods, approximately 1 percent of the AM generated trips were found to be internal, and 8 percent of the PM trips were determined to be internal. This equates to an estimated internal trip capture of 6 vehicle-trips during the AM peak hour and 58 vehicle-trips during the PM peak hour. **Table 3** outlines the estimated vehicle-trip generation for the proposed development based on the rates and equations provided in **Table 2**.

Table 3. Stagecoach Mountain Ranch Raw Trip Generation

Land Use	ITE Code	Unit	Size	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Ski Community										
Recreational Homes	260	DUs	606	2,127	72	59	131	83	98	181
Snow Ski Area	457	Lifts	6	1,755	143	5	148	24	179	203
Health/Fitness Club	492	KSF	9.5	320	6	6	12	30	22	52
Subtotal				**4,202**	**221**	**70**	**291**	**137**	**299**	**436**
Work Force Community										
Multifamily Housing (Mid-Rise)	220	DUs	25	236	7	24	31	20	11	31
Single Family Detached Housing	210	DUs	18	208	4	12	16	12	8	20
Strip Retail Plaza (<40KSF)	822	KSF	8	567	15	10	25	33	33	66
Gas Station	945	Pumps	2	1,167	16	16	32	18	19	37
Multifamily Housing (Mid-Rise)	220	DUs	94	678	12	40	52	38	23	61
Subtotal				**2,856**	**54**	**102**	**156**	**121**	**94**	**215**
Stetson Ranch										
Recreational Homes	260	DUs	7	32	1	1	2	1	2	3
Subtotal				**32**	**1**	**1**	**2**	**3**	**3**	**6**
PROJECT SUBTOTAL				**7,090**	**276**	**173**	**449**	**259**	**395**	**654**
Internal Capture Trip Reduction[1]				580	3	3	6	29	29	58
Pass-by[2]				320	10	10	20	16	16	32
New External Trips				**6,190**	**263**	**160**	**423**	**214**	**350**	**564**

[1] From NCHRP 684 Methodology. Daily assumed to be 10x PM peak.

[2] Pass-by data from ITE Grip Generation Manual, 11th edition (Land Use 945 60% AM and 56% PM)

The trip generation estimates provided in **Table 3** serve as a reasonable starting point for overall vehicle-trip totals generated by the site. However, further refinement is appropriate to represent the anticipated operations of Stagecoach Mountain Ranch. The following operational characteristics of Stagecoach Mountain Ranch require additional consideration:

- Amenities within the ski community retail, restaurants, rentals, and locker rooms are included within the ITE Land Use codes for a ski mountain. External trips from these facilities should be limited to employees and deliveries.

In consideration of these unique operational characteristics, the following represent proposed refinements to the trip generation analysis:

- Consider only the Snow Ski Area for peak occupancy seasons of December through March since a fishing village would not be operational at those times. The summer peak occupancy rates of the similar Yellowstone Club are lower, and the fishing village generates fewer trips than the ski mountain and, thus, would not represent a critical time period for traffic operations.
- Reduce external trips of ski community amenities, retail, and services to 20 percent of total in consideration of employee and delivery traffic.

Table 4 outlines the estimated vehicle-trip generation for the proposed development based on the adjustments discussed previously.

Incorporating the noted refinements, peak season trip generation with the applied reductions generates 20 to 25 percent fewer external trips than a scenario wherein the ski area is open to the public. The development is anticipated to produce approximately 4,800 external trips daily, with 297 during the AM peak hour and 386 during the PM peak hour.

Table 4. Stagecoach Mountain Ranch Peak Trip Generation

Land Use	ITE Code	Unit	Size	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Ski Community										
Recreational Homes	260	DUs	606	2,127	72	59	131	83	98	181
Snow Ski Area	457	Lifts	6	1,755	143	5	148	24	179	203
Golf Course	430	Holes	18	0	0	0	0	0	0	0
Health/Fitness Club	492	KSF	9.5	320	6	6	12	30	22	52
Subtotal				**4,202**	**221**	**70**	**291**	**137**	**299**	**436**
Work Force Community										
Multifamily Housing (Mid-Rise)	220	DUs	35	300	8	26	34	22	14	36
Single Family Detached Housing	210	DUs	18	208	4	12	16	12	8	20
Strip Retail Plaza (<40KSF)	822	KSF	8	567	15	10	25	33	33	66
Gas Station	945	Pumps	2	1,167	16	16	32	18	19	37
Multifamily Housing (Mid-Rise)	220	DUs	94	678	12	40	52	38	23	61
Subtotals				**2,856**	**54**	**102**	**156**	**121**	**94**	**215**
Stetson Ranch										
Recreational Homes	260	DUs	7	32	1	1	2	1	2	3
Subtotal				**32**	**1**	**1**	**2**	**1**	**2**	**3**
PROJECT SUBTOTAL				**7,090**	**276**	**173**	**449**	**259**	**395**	**654**
Internal Capture Trip Reduction[1]				580	3	3	6	29	29	58
Pass-by[2]				320	10	10	20	16	16	32
Ski Community Amenities Reduction (80% after Internal Capture)				1,396	119	7	126	36	142	178
New External Trips				**4,794**	**144**	**153**	**297**	**178**	**208**	**386**

[1] From NCHRP 684 Methodology. Daily assumed to be 10x PM peak.

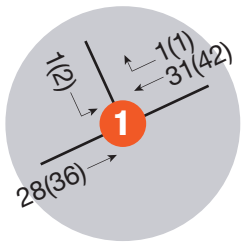
[2] Pass-by data from ITE Grip Generation Manual, 11th edition (Land Use 945 60% AM and 56% PM)

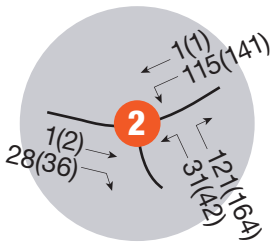
III.B Trip Distribution and Traffic Assignment

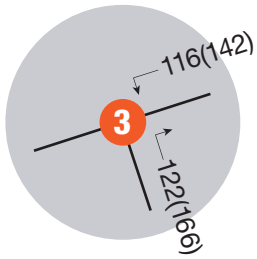
The existing traffic counts indicated a 25 percent/75 percent split of traffic heading west/east on CR 14. However, Routt County had recommended using a 20 percent/80 percent split of traffic upon their review of the trip generation memo. The estimated distribution of site generated trips within the roadway network was based on recommendations from Routt County. The distribution percentages are consistent with those used for surrounding residential developments. The following distribution percentages were used to assign site generated vehicle-trips to the adjacent roadway network:

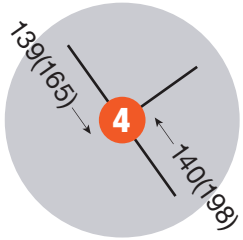
- **20 percent** oriented to/from the west via CR 14
- **80 percent** oriented to/from the east via CR 14

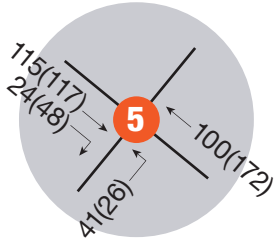
The distribution percentages were used to assign site generated vehicle-trips from **Table 2** to the adjacent roadway network for AM and PM peak hour traffic scenarios. The calculated traffic distribution percentages dictate vehicle movements both to and from the site. **Figure 4** depicts the trip generation and distribution for external trips into the development. **Figure 5** depicts the trip generation of the anticipated internal trips within the site, along with anticipated pass-by trips.

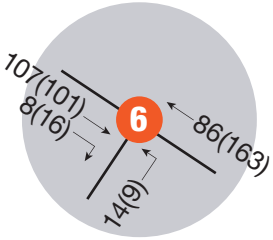


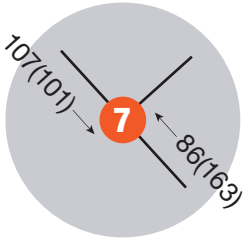


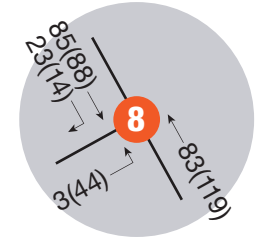


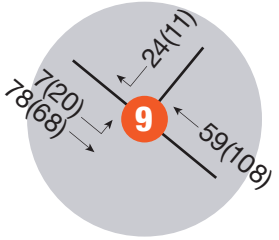


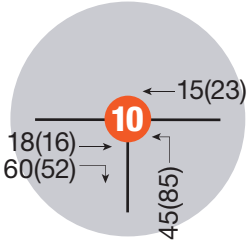


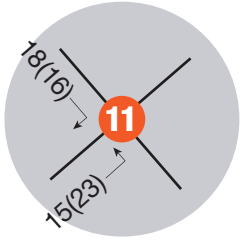


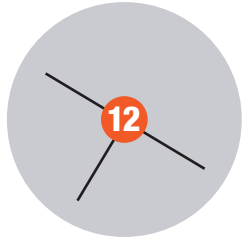


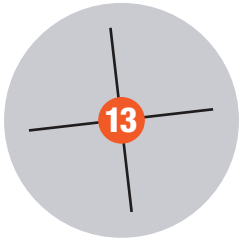


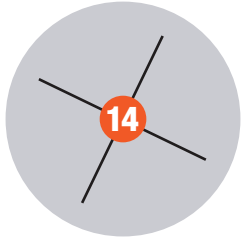


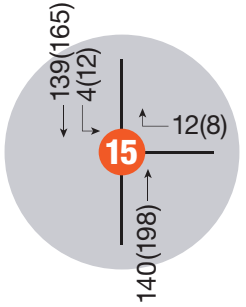


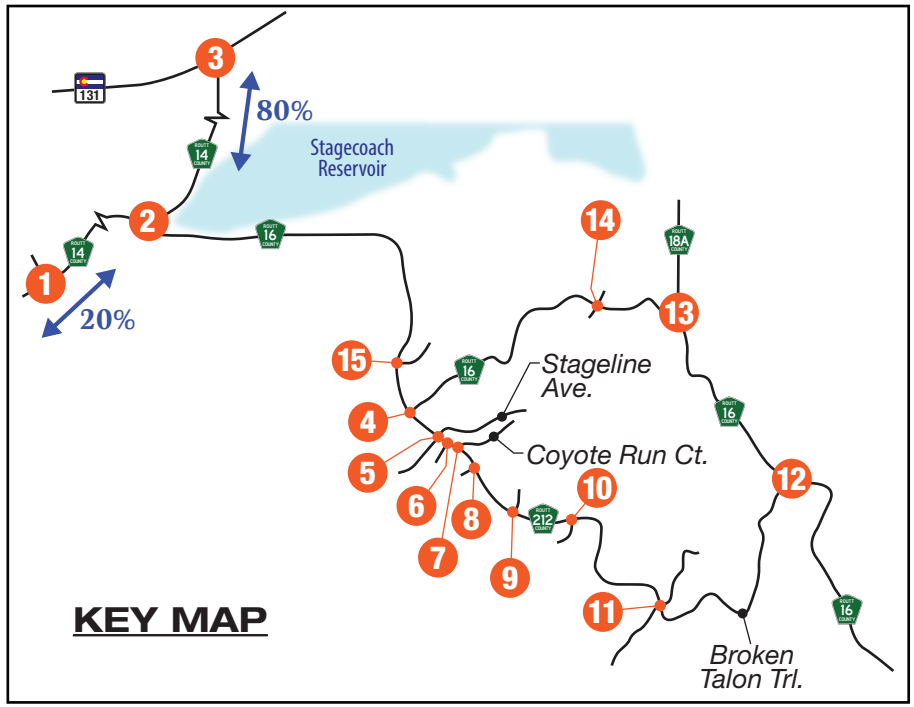












LEGEND

XXX(XXX)	=	AM(PM) Peak Hour Traffic Volumes
XX%	=	Site Trip Distribution
X	=	Study Intersection

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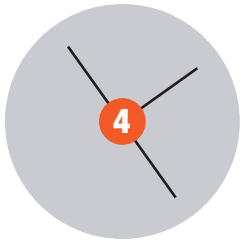
NOTE: Drawing Not to Scale

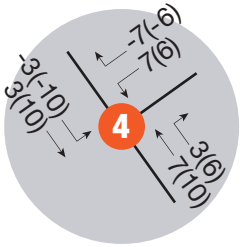
NORTH

FIGURE 4

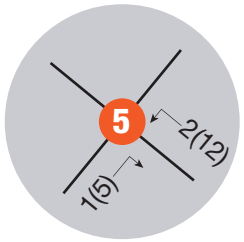
External Site Generated Trips and Distribution

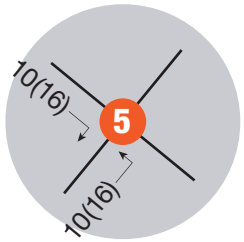
Stagecoach Mountain Resort TIS - FEB_25 123679-01 2/5/25



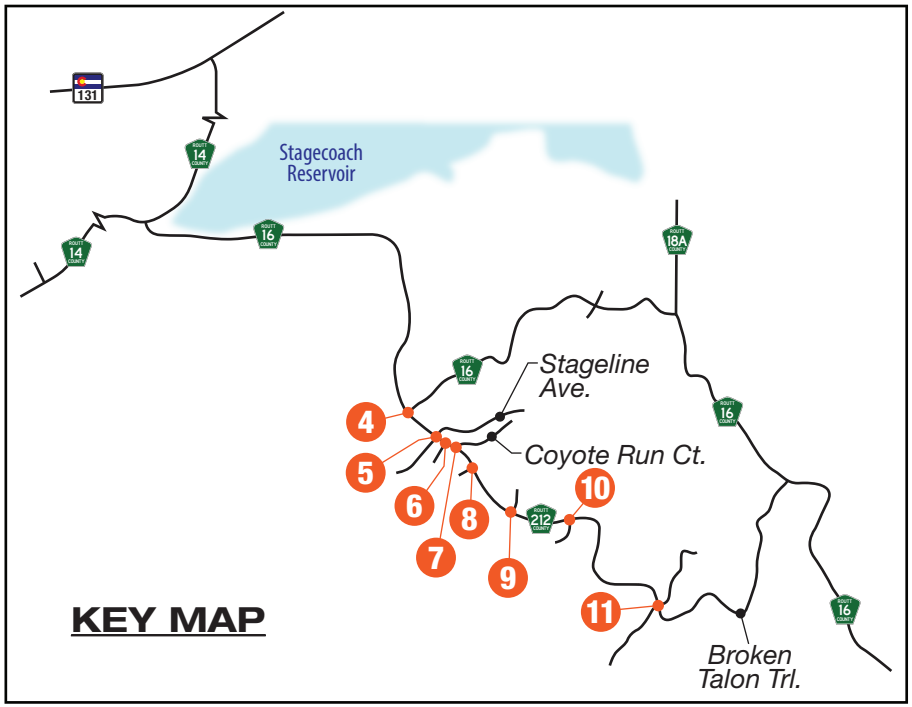


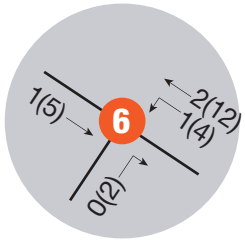
Passby Trips

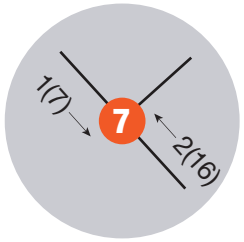


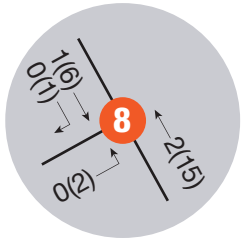


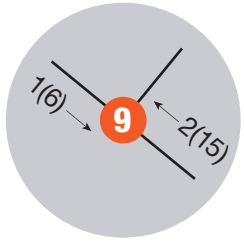
Passby Trips

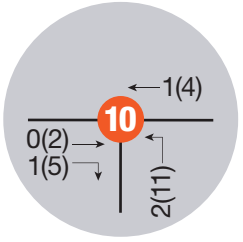








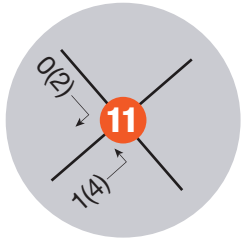




LEGEND

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

X = Study Intersection



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NOTE: Drawing Not to Scale

NORTH

FIGURE 5

Internal and Pass-by Site Generated Trips

Stagecoach Mountain Resort TIS - OCT_24 123679-01 10/17/24

IV. BACKGROUND CONDITIONS

IV.A Background Traffic

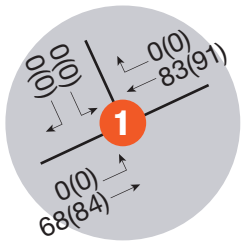
Background traffic is the component of roadway volumes that uses the adjacent roadway system regardless of site development. CDOT's Online Transportation Information System (OTIS) provides existing daily count data and future volume growth factors based on CDOT's interpretation of regional growth trends for state highways. A short duration count location, last counted on July 21, 2002, along SH 131 approximately 1.5 miles south of the intersection with CR 14, near the town of Phippsburg, indicates an annual growth rate of 0.8 percent between current count data and projected 2045 volumes. The growth rate was applied only to the traffic volumes along CR 14 and SH 131.

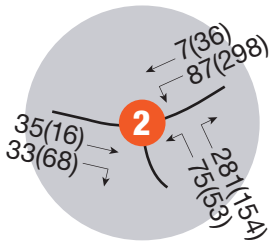
The Stagecoach Mountain Ranch master plan designates an area of 981 acres in the southern portion of the subject property for potential future development. This area is zoned as agricultural/forestry (AF) and has a potential yield of 35 residential lots. To provide a conservative estimate of the potential traffic impact associated with the development of this area, this analysis assumes traffic volumes for 50 recreational homes that are factored into the background condition to assess the total cumulative impacts of potential development on the entire subject property. Routt County also provided site plans for the Landaulet Subdivision and the Tailwaters Subdivision near the proposed Stagecoach Mountain Ranch along CR 16. Trip generation estimates for these three additional developments were completed and included as part of the background volumes. These adjacent developments account for growth traffic volumes along CR 16, CR 18a, CR 212, and other local streets within the study area. Background traffic volume projections for the 2040 background and 2045 background traffic are shown on **Figure 6A** and **Figure 7A**, respectively.

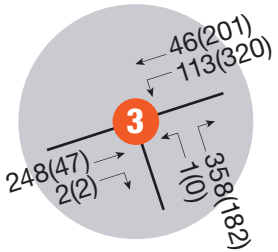
IV.B Auxiliary Lane Analysis

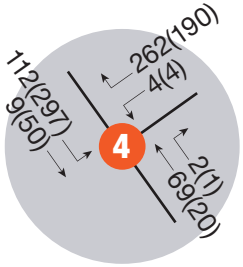
The CDOT State Highway Access Code (SHAC) is used to determine storage and taper lengths of auxiliary lanes. All study area roads were assumed to be R-B Rural Highways. SHAC Tables 4-6 and 4-8 were used to determine the recommended deceleration length/taper and storage lengths, respectively. Due to the low traffic volumes anticipated in the area and the roadways being county roads, 95th percentile Syncrho queues were used to determine the storage lengths for the recommended turn lanes for all intersections except the intersection of SH 131 with CR 14 due to the intersection being a state highway access. The following turn-lane additions or improvements are recommended:

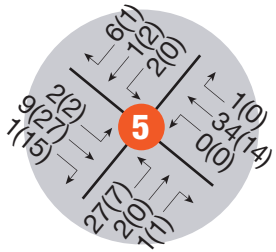
- **CR 16 & CR 14:**
  - Provide a northbound dedicated right-turn lane with 370 feet of deceleration length (including a 12:1 taper).
  - Provide a right-turn acceleration lane heading eastbound with an acceleration length of 550 feet (including a 13.5:1 taper).
  - Extend the westbound left-turn lane to provide 435 feet of deceleration length (including a 13.5:1 taper) and 50 feet of vehicle storage for a total lane length of 485 feet.
- **CR 16 & CR 212:**
  - Provide a westbound dedicated right-turn lane with 250 feet of deceleration length (including an 8:1 taper).
- **SH-131 & CR 14:**
  - Provide a northbound dedicated right-turn lane with 370 feet of deceleration length (including a 12:1 taper).
  - Extend the westbound left-turn lane to provide 800 feet of deceleration length (including a 25:1 taper) and 320 feet of vehicle storage for a total lane length of 1120 feet. The vehicle storage length is based on SHAC guidance.

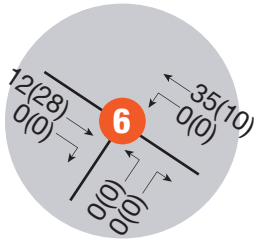


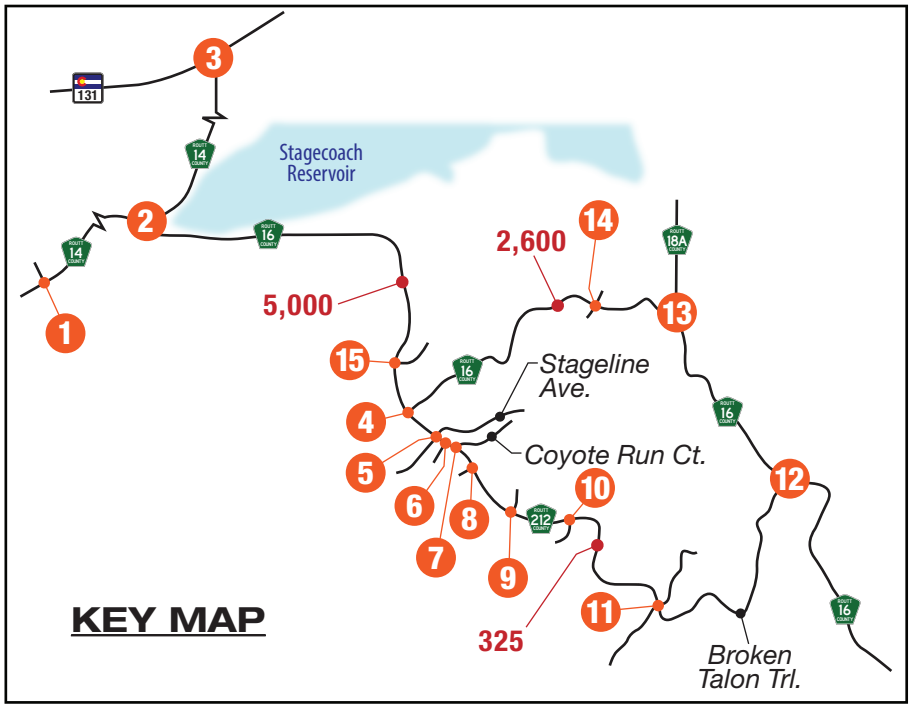


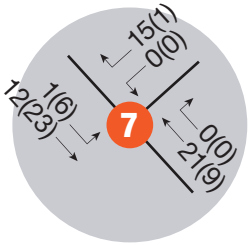


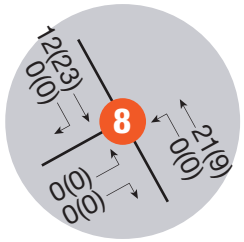


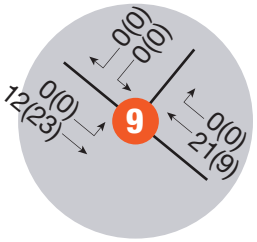


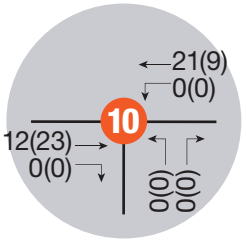


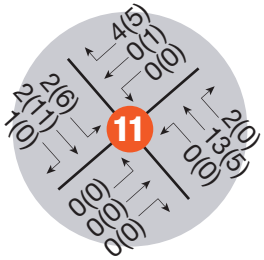


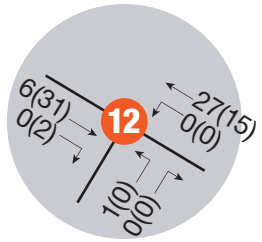


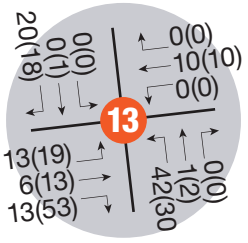


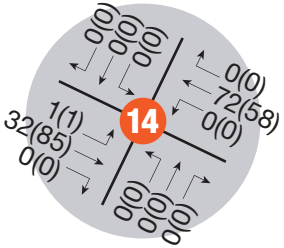


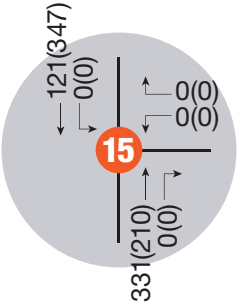












LEGEND

XXX(XXX)	=	AM(PM) Peak Hour Traffic Volumes
XXXX	=	Daily Traffic Volumes
X	=	Study Intersection

NORTH

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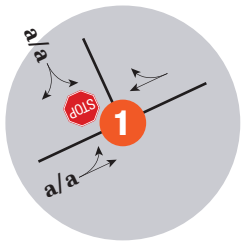
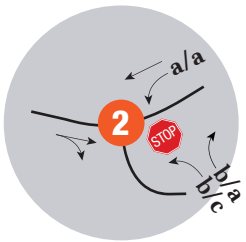
NOTE: Drawing Not to Scale

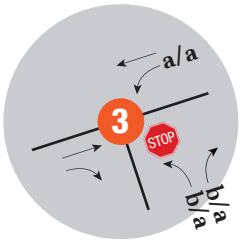
FIGURE 6A

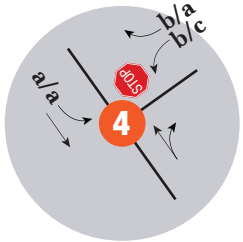
Short-Term (2040) Background Traffic Volumes

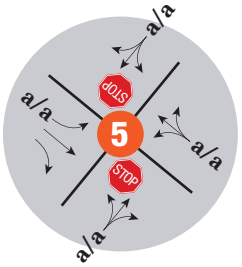
Stagecoach Mountain Resort TIS - FEB_25 123679-01 2/5/25

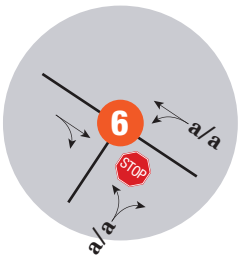


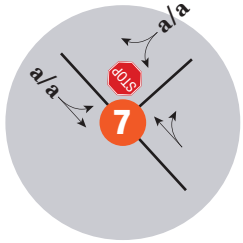


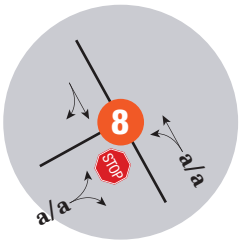


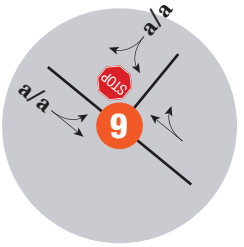


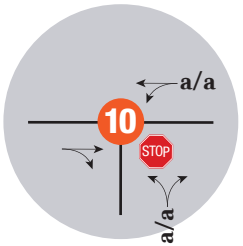


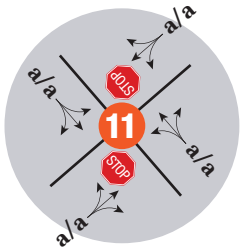


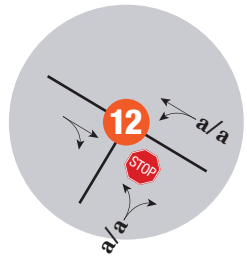


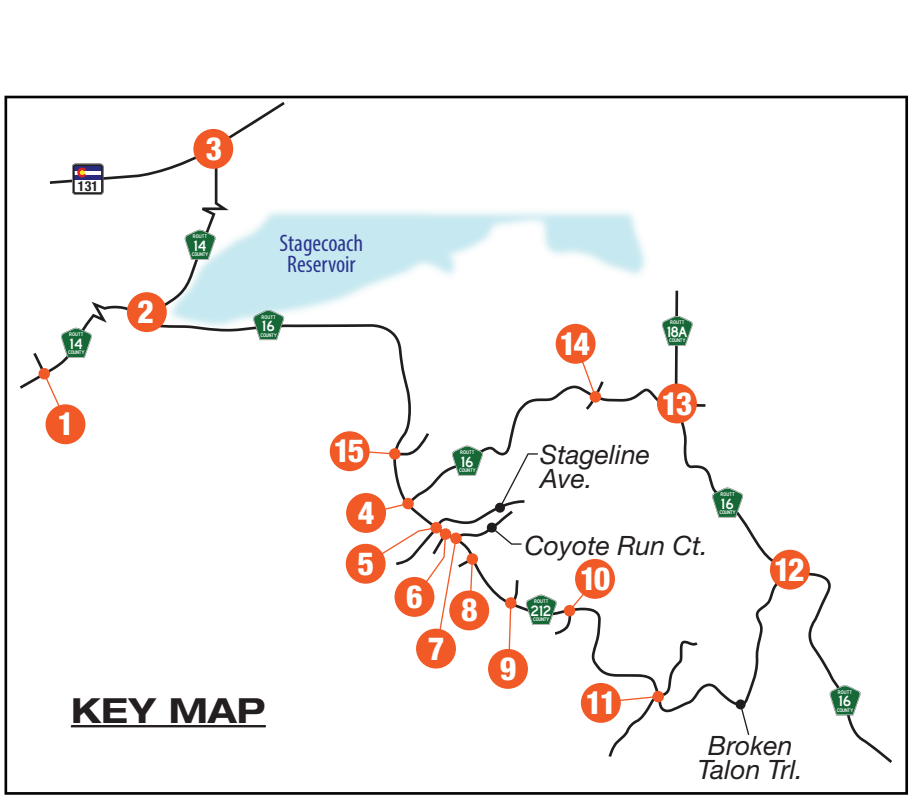






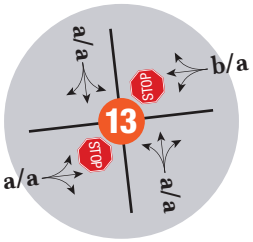


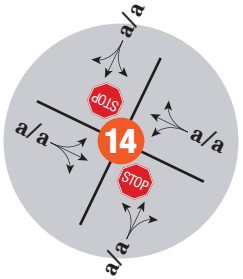


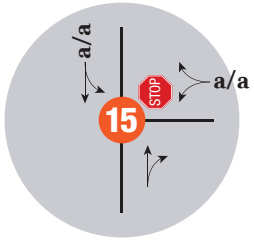


LEGEND

x/x	=	AM/PM Peak Hour Signalized Intersection Level of Service
STOP	=	Stop Sign
X	=	Study Intersection







NORTH

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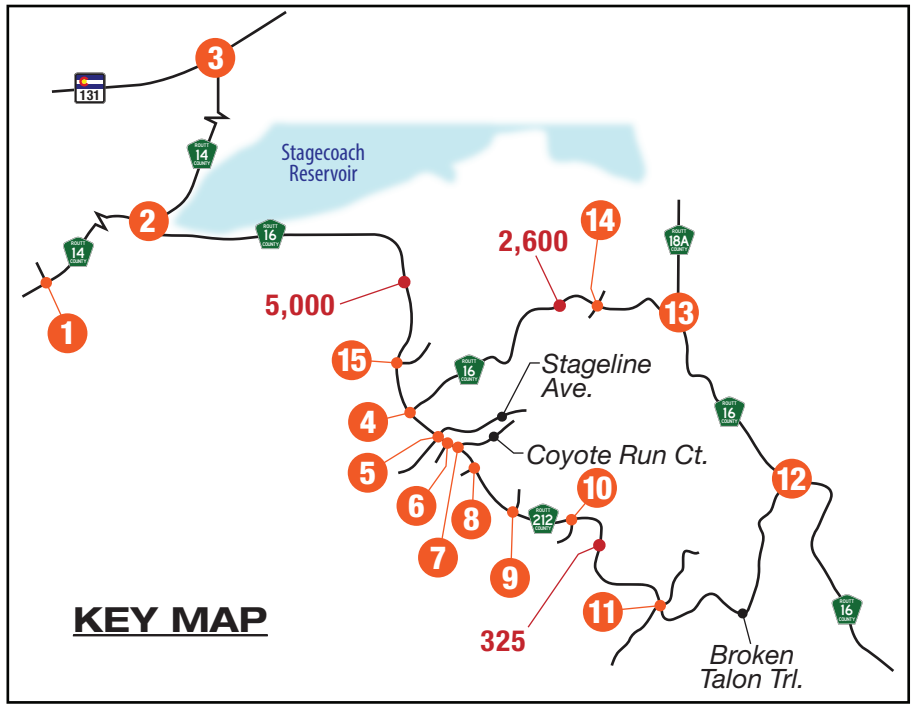
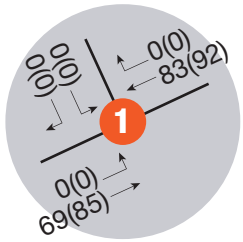
NOTE: Drawing Not to Scale

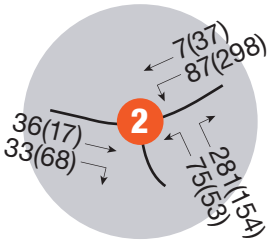
FIGURE 6B

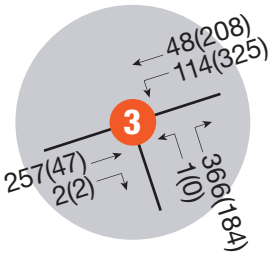
Short-Term (2040) Background Lane Geometry and Level Service

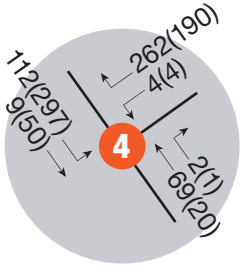
Stagecoach Mountain Resort TIS - OCT_24 123679-01 10/17/24

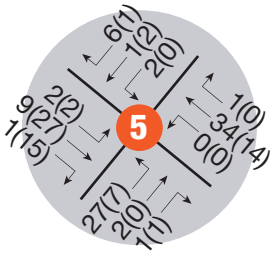


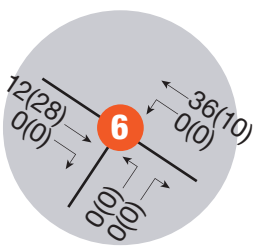


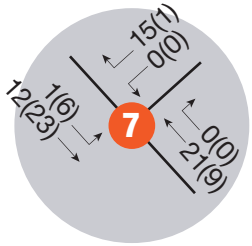


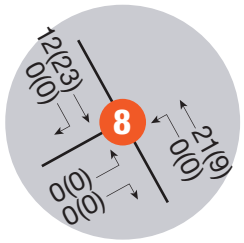


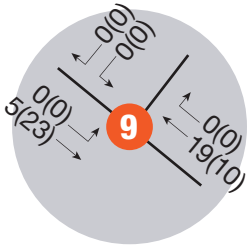


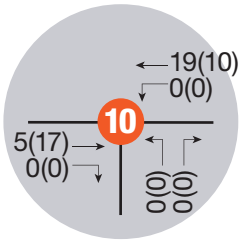


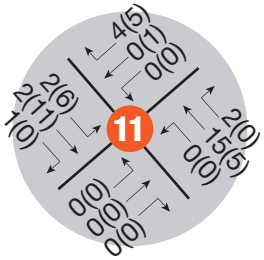


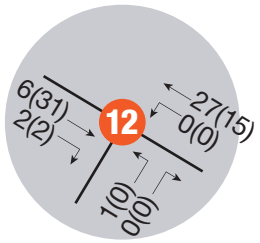


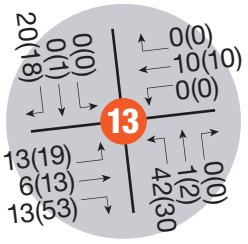


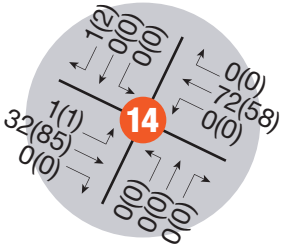


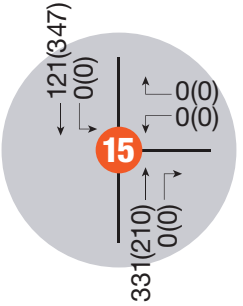












LEGEND

XXX(XXX)	=	AM(PM) Peak Hour Traffic Volumes
XXXX	=	Daily Traffic Volumes
X	=	Study Intersection

NORTH

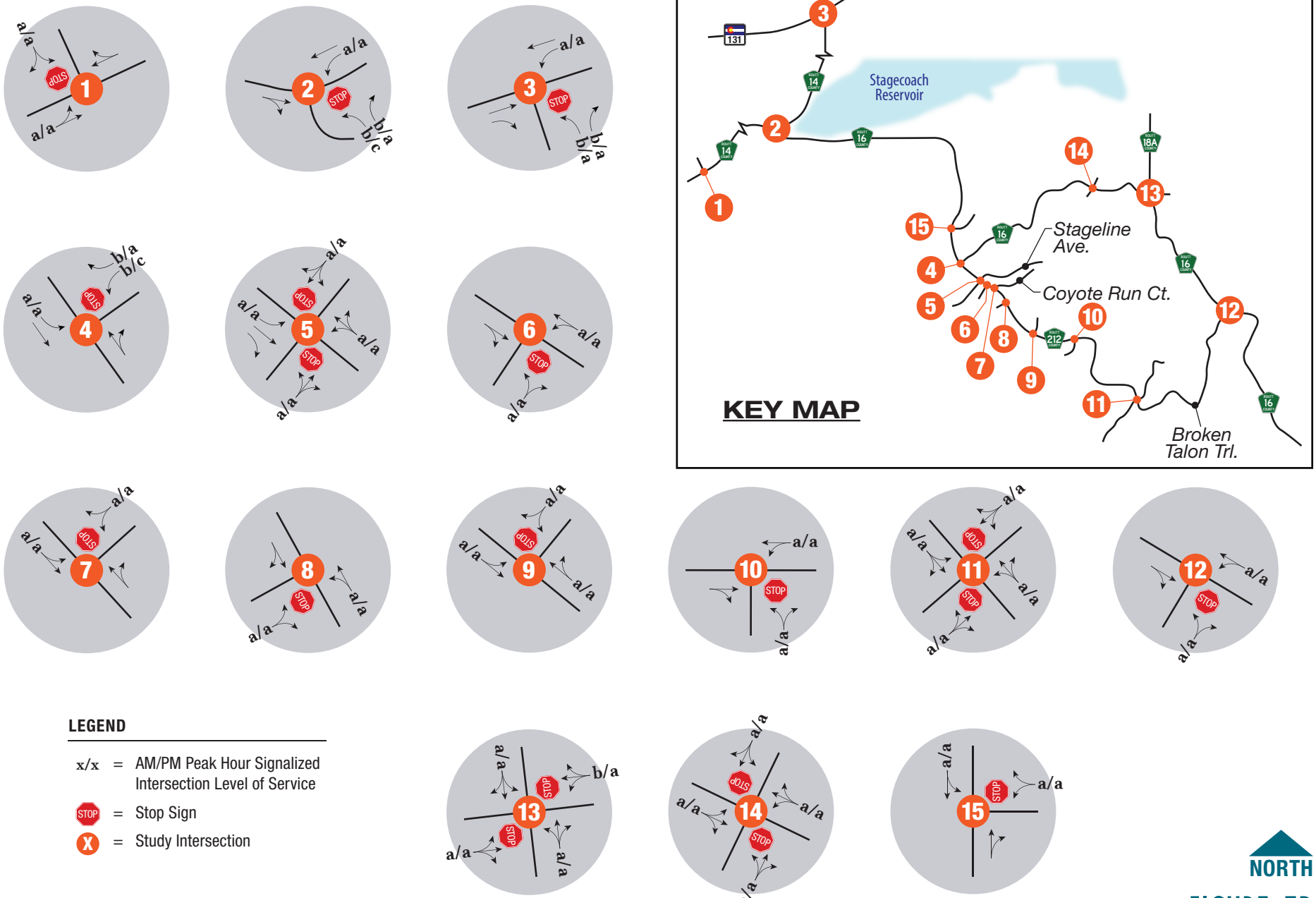
FELSBURG HOLT & ULLEVIG

NOTE: Drawing Not to Scale

FIGURE 7A

Long-Term (2045) Background Traffic Volumes

Stagecoach Mountain Resort TIS - DEC_24 123679-01 12/9/24



LEGEND

x/x	=	AM/PM Peak Hour Signalized Intersection Level of Service
STOP	=	Stop Sign
X	=	Study Intersection

NORTH

FELSBURG HOLT & ULLEVIG

NOTE: Drawing Not to Scale

FIGURE 7B

Long-Term (2045) Background Lane Geometry and Level Service

Stagecoach Mountain Resort TIS - OCT_24 123679-01 10/17/24

IV.C Signal Warrant Analysis

A review determined if *Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways, 2009 Edition,* traffic signal Warrant 1 (Eight-Hour Vehicular Volume) and/or Warrant 2 (Four-Hour Vehicular Volume) are satisfied for stop-controlled study intersection(s) under Short-Term Background (2040) and Long-Term Background (2045). Posted speed and existing and/or proposed lane configurations were assumed at study intersections for the analysis scenario. Right-turn reductions were applied at the intersections based on reduction criteria developed by FHU. The following criteria were used and applied at the intersections:

- 4-Legged Intersections:
  - Shared left/through/right-turn lane: 25%
  - Shared left/through/right-turn lane (with acceleration lane): 25%
  - Exclusive left-turn & shared through/right-turn lane: 25%
  - Exclusive left-turn & shared through/right-turn lane (with acceleration lane): 50%
  - Exclusive right-turn lane: 50%
  - Exclusive right-turn lane (with acceleration lane): 75%
- 3-Legged Intersections:
  - Shared left/right-turn lane: 25%
  - Shared left/right-turn lane (with acceleration lane): 25%
  - Exclusive right-turn lane: 50%
  - Exclusive right-turn lane (with acceleration lane): 75%

Table 5 summarizes the results of the analysis, and **Appendix B** presents graphical results of the MUTCD warrant analysis.

Based on the results of the signal warrant analysis, traffic signals are **not warranted** at any of the study intersections upon Short-Term Background (2040) and Long-Term Background (2045) traffic conditions with the recommended auxiliary lanes. Note: An existing acceleration lane (northbound to eastbound) is present at the intersection of SH 131 with CR 14. Without the recommended right-turn lanes at the intersections of SH 131 and CR 16 with CR 14, they are expected to meet signal warrants upon Short-Term Background (2040) and Long-Term Background (2045) traffic conditions.

Table 5. MUTCD Signal Warrants, Background Traffic

ID #	Intersection	Existing Traffic Control	Short-term Background (2040) Signal Warrant	Long-term Background (2045) Signal Warrant
1	CR 14 & Stetson Ranch Access	Yield	Not Warranted	Not Warranted
2	CR 16 & CR 14	Yield	Not Warranted (w/ NB RT & accel. lane)	Not Warranted (w/ NB RT & accel. lane)
3	SH-131 & CR 14	TWSC	Not Warranted (w/ NB RT & accel. lane)	Not Warranted (w/ NB RT & accel. lane)
4	CR 16 & CR 212	Yield	Not Warranted (w/ WB RT)	Not Warranted w/ WB RT)
5	CR 212 & Stageline Ave/ Schussmark Trail	Yield	Not Warranted	Not Warranted
6	CR 121 & Community Center Driveway	N/A	Not Warranted	Not Warranted
7	CR 212 & Coyote Run Court	Yield	Not Warranted	Not Warranted
8	CR 121 & Ski Parking Driveway	N/A	Not Warranted	Not Warranted
9	CR 212 & Double Creek Driveway	N/A	Not Warranted	Not Warranted
10	CR 212 & Green Ridge Drive	N/A	Not Warranted	Not Warranted
11	CR 212 & Green River Drive	Yield	Not Warranted	Not Warranted
12	CR 16 & Broken Talon Trail	Yield	Not Warranted	Not Warranted
13	CR 16 & CR 18a	Yield	Not Warranted	Not Warranted
14	CR 16 & Stagehorn Trail	N/A	Not Warranted	Not Warranted
15	CR 16 & Middle Creek Meadow Driveway	N/A	Not Warranted	Not Warranted

IV.D Traffic Control and Operations

Background traffic conditions are based on HCM methodologies as outlined in **Section II.D**. The intersections were analyzed under 2040 and 2045 background volumes with the existing control and the recommended turn-lanes outlined in **Section IV.B.**

Short-Term Background (2040) Traffic Conditions

At the unsignalized intersections in the study area, all movements are anticipated to operate at LOS C or better during the AM and PM peak hours.

Figure 6B shows the LOS results for Short-Term Background (2040) traffic conditions. Capacity analysis worksheets can be found in **Appendix D**.

Long-Term Background (2045) Traffic Conditions

At the unsignalized intersections in the study area, all movements are anticipated to operate at LOS C or better during the AM and PM peak hours.

Figure 7B shows the LOS results for Long-Term Background (2045) traffic conditions. Capacity analysis worksheets can be found in **Appendix E**.

V. PROPOSED CONDITIONS

This section summarizes the Short-Term Total (2040) and Long-Term Total (2045) traffic conditions operational analyses and recommendations for infrastructure improvements with the completion of the proposed development. Full buildout of the development was assumed to be completed under Short-Term Total (2040) conditions.

V.A Total Traffic Volumes

To produce the Short-Term Total (2040) and Long-Term Total (2045) traffic volumes, the external site generated traffic volumes, internal site generated volumes, and pass-by site generated volumes shown on **Figure 4** and **Figure 5** were added to the Short-Term Background (2040) and Long-term Background (2045) traffic volumes shown in **Figure 6A** and **Figure 7A**, respectively. Short-Term Total (2040) and Long-Term Total (2045) traffic volumes are shown on **Figure 8A** and **Figure 9A**, respectively.

V.B Auxiliary Lane Analysis

The CDOT SHAC can be used to determine storage and taper lengths of auxiliary lanes. All study area roads were assumed to be R-B Rural Highways. SHAC Tables 4-6 and 4-8 were used to determine the recommended deceleration length/taper and storage lengths, respectively. Due to the low traffic volumes anticipated in the area and the roadways being county roads, 95th percentile queues reported from Synchro were used to determine the storage lengths for the recommended turn lanes for all intersections except for the intersection of SH 131 with CR 14 due to the intersection being a state highway access. The following turn-lane additions and improvements are recommended:

- **CR 212 & Stageline Avenue/Schussmark Trail**:
  - Provide a left-turn lane for eastbound traffic coming from CR 14. The lane should provide 370 feet of deceleration length (including a 12:1 taper) and 25 feet of vehicle storage for a total lane length of 395 feet.
  - Provide an eastbound right-turn lane for traffic heading into the community center with a deceleration length of 370 feet (including a 12:1 taper).
- **CR 16 & CR 14**:
  - Provide a northbound dedicated right-turn lane with 370 feet of deceleration length (including a 12:1 taper). This improvement was recommended as part of the auxiliary lane analysis under background conditions.
  - Provide a right-turn acceleration lane heading eastbound with an acceleration length of 550 feet (including a 13.5:1 taper). This improvement was recommended as part of the auxiliary lane analysis under background conditions.
  - Extend the westbound left-turn lane to provide 435 feet of deceleration length (including a 13.5:1 taper) and 50 feet of vehicle storage for a total lane length of 485 feet. This improvement was recommended as part of the auxiliary lane analysis under background conditions.
- **CR 16 & CR 212**:
  - Provide a southbound left-turn lane. The left-turn lane should provide 370 feet of deceleration length (including a 12:1 taper) and 25 feet of vehicle storage for a total lane length of 395 feet.
  - Provide a westbound dedicated right-turn lane with 250 feet of deceleration length (including an 8:1 taper). This improvement was recommended as part of the auxiliary lane analysis under background conditions.

- **SH-131 & CR 14 (north intersection):**
  - Provide a northbound dedicated right-turn lane with 370 feet of deceleration length (including a 12:1 taper). This improvement was recommended as part of the auxiliary lane analysis under background conditions.
  - Extend the westbound left-turn lane to provide 800 feet of deceleration length (including a 25:1 taper) and 320 feet of vehicle storage for a total lane length of 1120 feet. The vehicle storage length is based on SHAC guidance. This improvement was recommended as part of the auxiliary lane analysis under background conditions.
  - Provide an eastbound dedicated right-turn lane with 800 feet of deceleration length (including a 25:1 taper).

V.C Signal Warrant Analysis

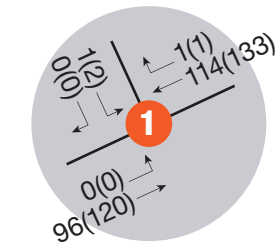
A review determined if *MUTCD for Streets and Highways, 2009 Edition,* traffic signal Warrant 1 (Eight-Hour Vehicular Volume) and/or Warrant 2 (Four-Hour Vehicular Volume) are satisfied for stop-controlled study intersection(s) under Short-Term Total (2040) and Long-Term Total (2045). Posted speed and existing and/or proposed lane configurations were assumed at study intersections for the analysis scenario. Right-turn reductions criteria summarized in **Section IV.C** were used and applied at the intersections.

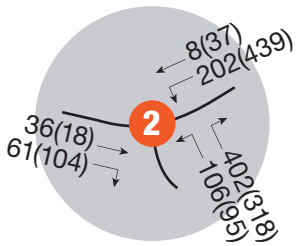
Table 6 summarizes the results of the analysis, and graphical results of the MUTCD Warrant Analysis are included in **Appendix B.**

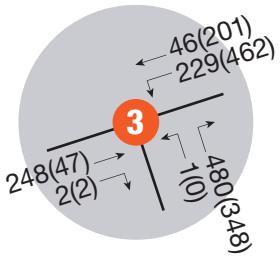
Based on the results of the signal warrant analysis, traffic signals are **not warranted** at the study intersections under Short-Term Total (2040) and Long-Term Total (2045) traffic conditions with the recommended turn lane improvements and proposed right-turn reductions. Note: An existing acceleration lane (northbound to eastbound) is present at the intersection of SH 131 with CR 14. For these right-turn reductions to be justifiable, it is imperative that these right-turn lanes are provided.

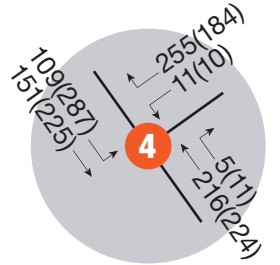
Table 6. MUTCD Signal Warrants, Short and Long-Term Traffic

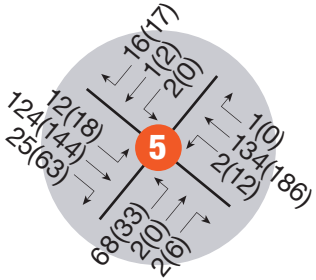
ID #	Intersection	Existing Traffic Control	Short-term Total (2040) Signal Warrant	Long-term Total (2045) Signal Warrant
1	CR 14 & Stetson Ranch Access	Yield	Not Warranted	Not Warranted
2	CR 16 & CR 14	Yield	Not Warranted *(w/ NB RT & accel. lane)*	Not Warranted *(w/ NB RT & accel. lane)*
3	SH-131 & CR 14	TWSC	Not Warranted *(w/ NB RT & accel. lane)*	Not Warranted *(w/ NB RT & accel. lane)*
4	CR 16 & CR 212	Yield	Not Warranted *(w/ WB RT)*	Not Warranted *(w/ WB RT)*
5	CR 212 & Stageline Ave/Schussmark Trail	Yield	Not Warranted	Not Warranted
6	CR 121 & Community Center Driveway	N/A	Not Warranted	Not Warranted
7	CR 212 & Coyote Run Court	Yield	Not Warranted	Not Warranted
8	CR 121 & Ski Parking Driveway	N/A	Not Warranted	Not Warranted
9	CR 212 & Double Creek Driveway	N/A	Not Warranted	Not Warranted
10	CR 212 & Green Ridge Drive	N/A	Not Warranted	Not Warranted
11	CR 212 & Green River Drive	Yield	Not Warranted	Not Warranted
12	CR 16 & Broken Talon Trail	Yield	Not Warranted	Not Warranted
13	CR 16 & CR 18a	Yield	Not Warranted	Not Warranted
14	CR 16 & Stagehorn Trail	N/A	Not Warranted	Not Warranted
15	CR 16 & Middle Creek Meadow Driveway	N/A	Not Warranted	Not Warranted

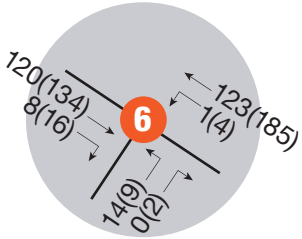


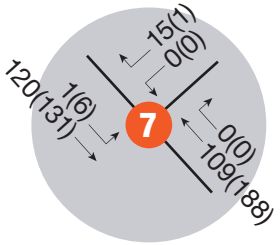


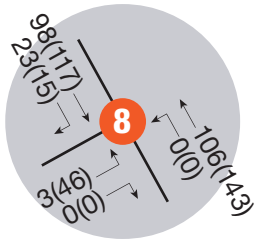


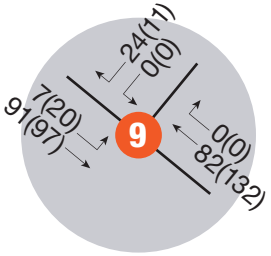


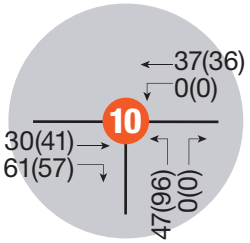


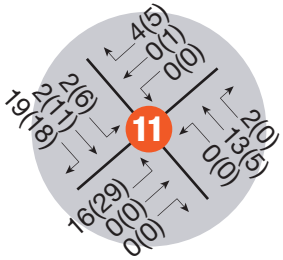


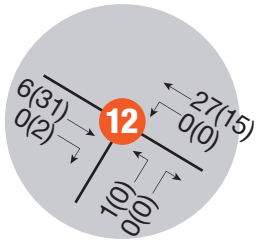


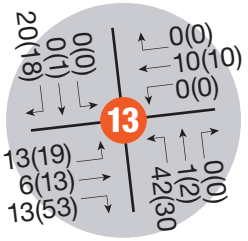


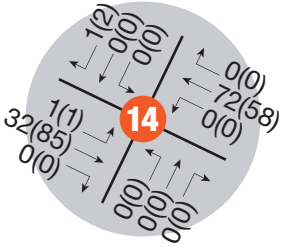


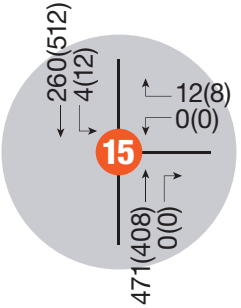


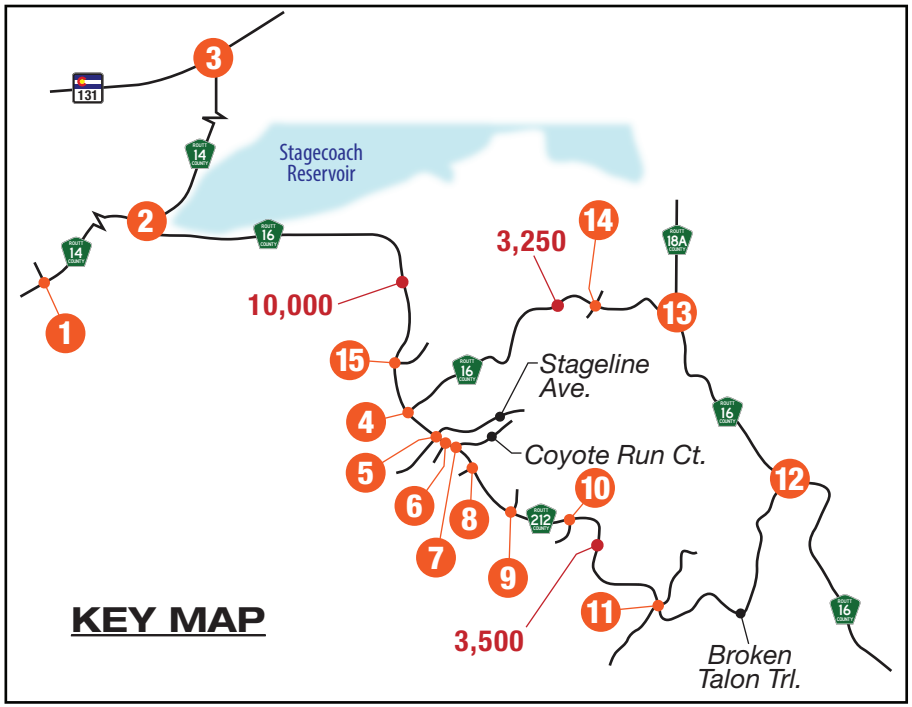












LEGEND

XXX(XXX)	=	AM(PM) Peak Hour Traffic Volumes
XXXX	=	Daily Traffic Volumes
X	=	Study Intersection

NORTH

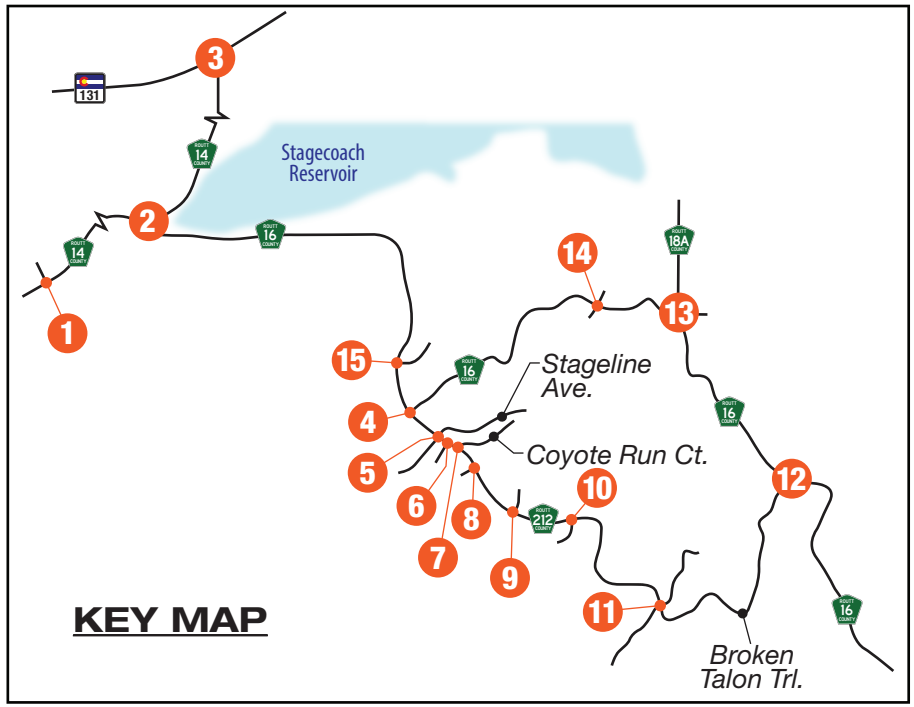
FELSBURG HOLT & ULLEVIG

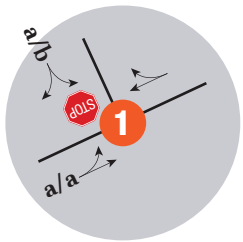
NOTE: Drawing Not to Scale

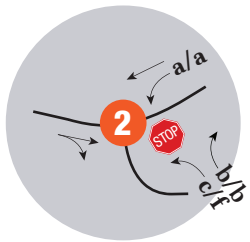
FIGURE 8A

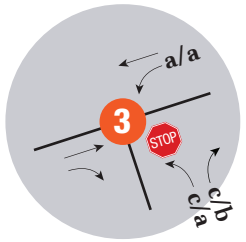
Short-Term (2040) Total Traffic Volumes

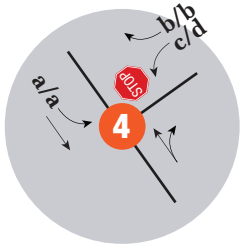
Stagecoach Mountain Resort TIS - FEB_25 123679-01 2/5/25

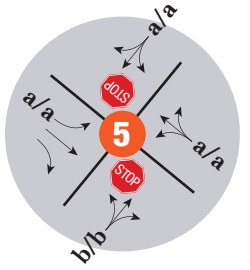


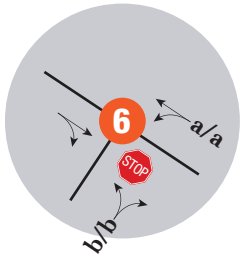


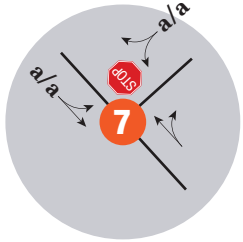


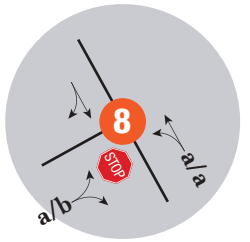


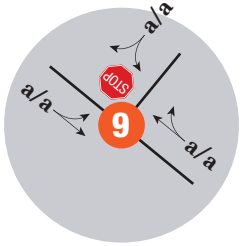


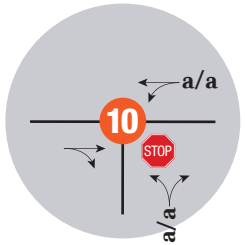


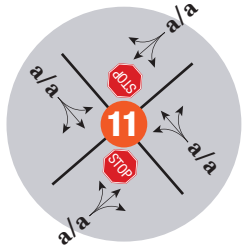


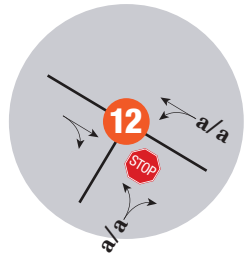


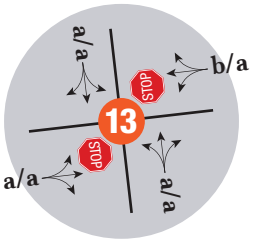


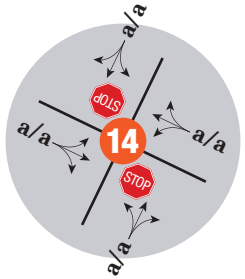


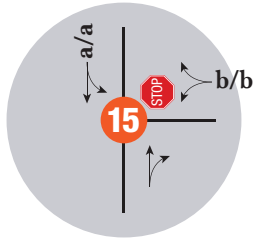












LEGEND

x/x	=	AM/PM Peak Hour Signalized Intersection Level of Service
STOP	=	Stop Sign
X	=	Study Intersection

NORTH

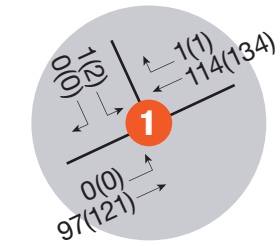
FELSBURG HOLT & ULLEVIG

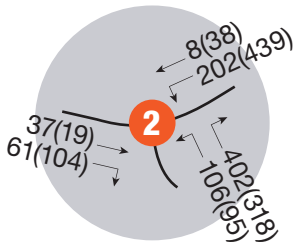
NOTE: Drawing Not to Scale

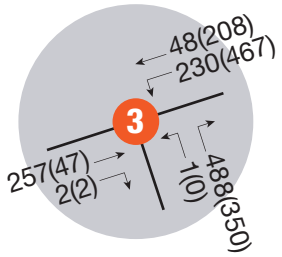
FIGURE 8B

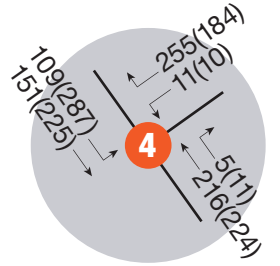
Short-Term (2040) Total Lane Geometry and Level Service

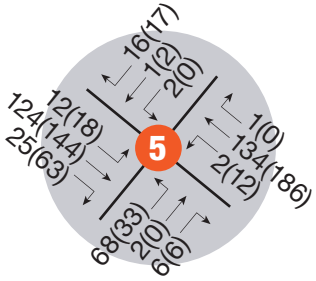
Stagecoach Mountain Resort TIS - OCT_24 123679-01 10/17/24

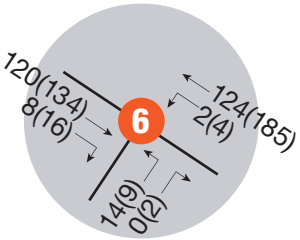


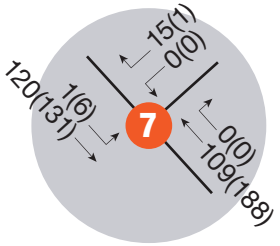


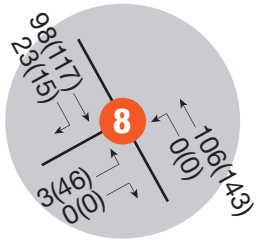


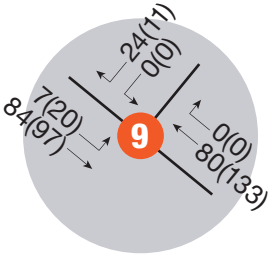


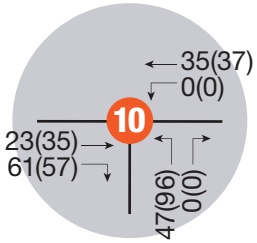


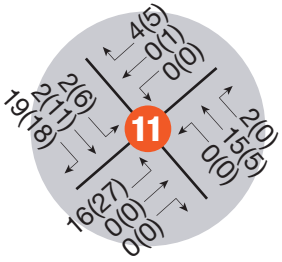


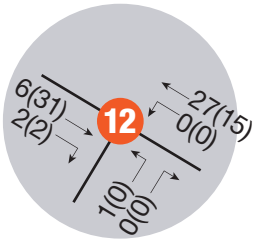


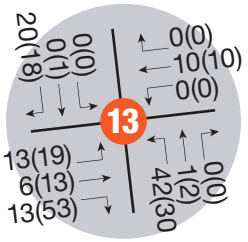


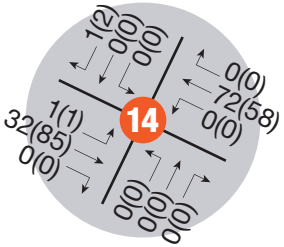


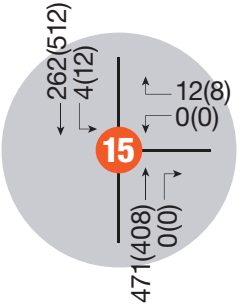


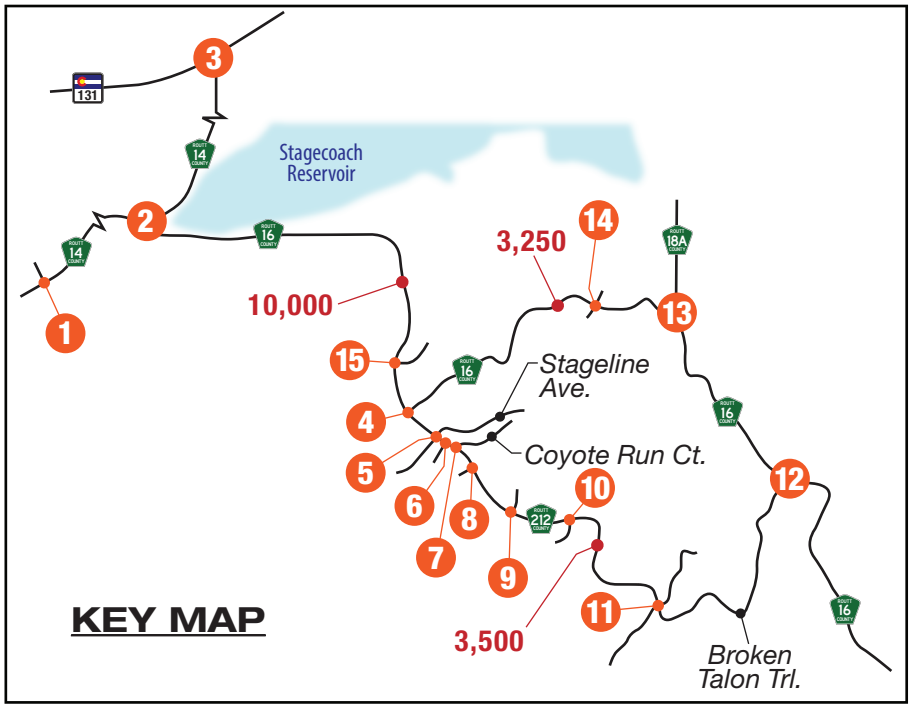












LEGEND

XXX(XXX)	=	AM(PM) Peak Hour Traffic Volumes
XXXX	=	Daily Traffic Volumes
X	=	Study Intersection

NOTE: Drawing Not to Scale

NORTH

FIGURE 9A

Long-Term (2045) Total Traffic Volumes

Stagecoach Mountain Resort TIS - FEB_25 123679-01 2/5/25

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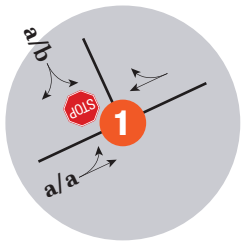
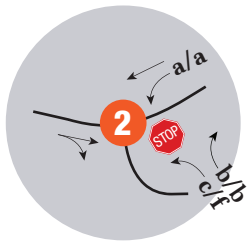
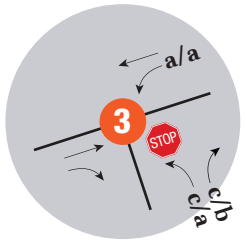
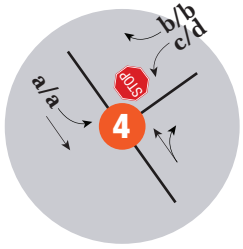
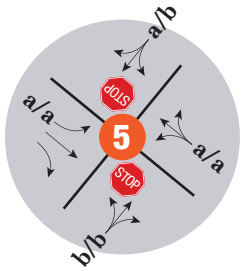
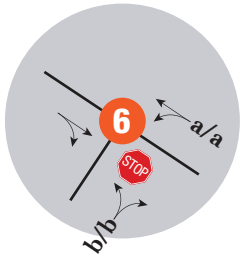


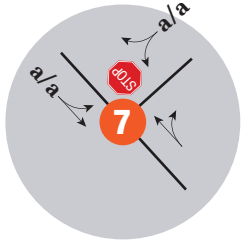


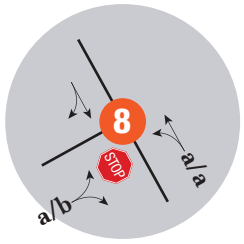


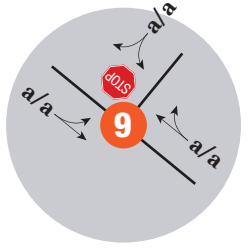


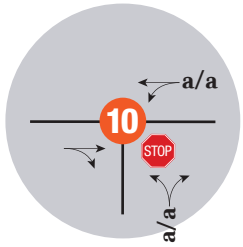


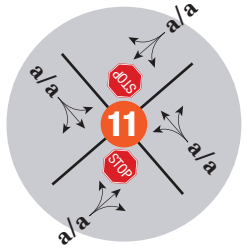


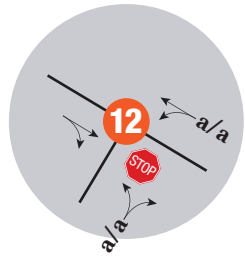


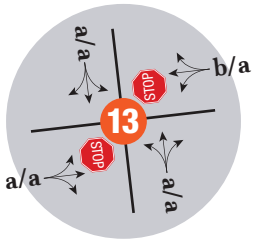


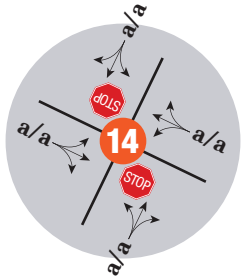


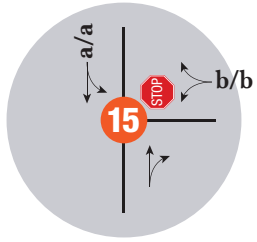


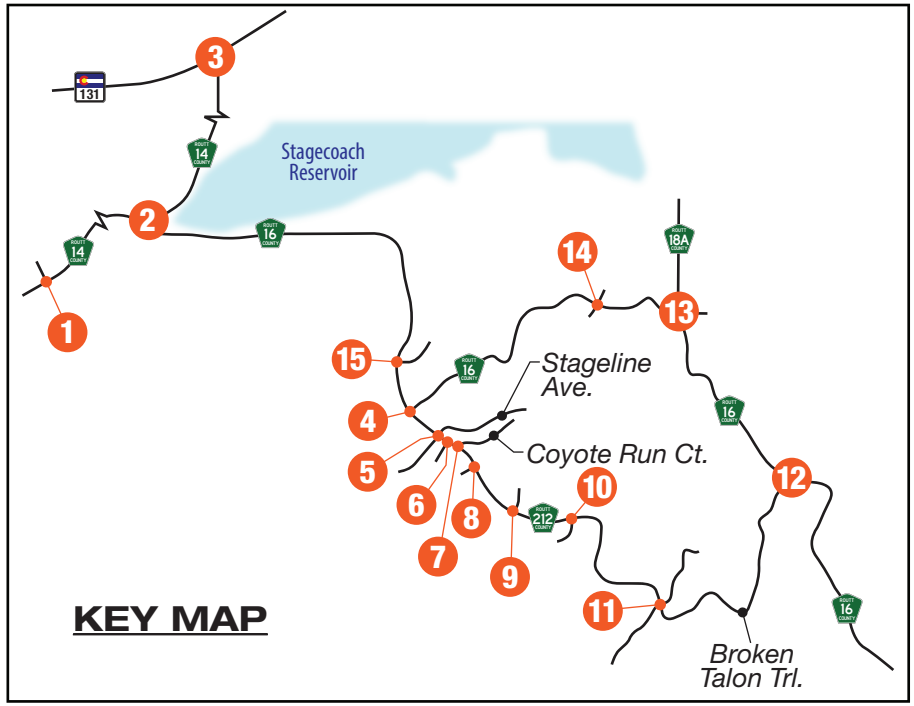












LEGEND

x/x	=	AM/PM Peak Hour Signalized Intersection Level of Service
STOP	=	Stop Sign
X	=	Study Intersection

NORTH

FELSBURG HOLT & ULLEVIG

NOTE: Drawing Not to Scale

FIGURE 9B

Long-Term (2045) Total Lane Geometry and Level Service

Stagecoach Mountain Resort TIS - OCT_24 123679-01 10/22/24

V.D Traffic Control and Operations

Operational analyses were conducted following the HCM methodologies as noted previously in this report. The results of the operational analysis include the turn-lane recommendations outlined in **Section V.B**. The results of these analyses are included in the following sections.

Short-term Total (2040) Traffic Conditions

The LOS results and intersection lane configurations are included on **Figure 8B** for Short-term Total (2040) traffic conditions, and the capacity analysis worksheets can be found in **Appendix F**. With the proposed turn-lane improvements discussed previously, all movements at the study intersections are anticipated to operate at LOS D or better during the AM and PM peak hours except the northbound left-turn movement at the intersection of CR 14 with CR 16, which is anticipated to operate at LOS F during the PM peak hour. Note: It is typical for side-street movements at stop-controlled intersections to operate at LOS E or worse during peak hour traffic. The northbound left is expected to operate at LOS F only during the PM peak hour. Only one of the four highest hours exceeds the threshold for warrant 2 at the intersection of CR 14 with CR 16, indicating that a signal is not warranted.

Primary recommendations for the short-term time frame include:

- Update the intersection traffic control at the study intersections from yield-control to two-way stop control (TWSC).
- All proposed site drives should be TWSC upon buildout of the development.
- Provide the recommended turn lanes noted outlined in **Section V.B**.

Long-term Total (2045) Traffic Conditions

The LOS results and intersection lane configurations are included on **Figure 9B** for Long-Term Total (2045) traffic conditions, and the capacity analysis worksheets can be found in **Appendix G**. With the proposed turn-lane improvements discussed previously, all movements at the study intersections are anticipated to operate at LOS D or better during the AM and PM peak hours except the northbound left-turn movement at the intersection of CR 14 with CR 16, which is anticipated to operate at LOS F during the PM peak hour. Note: It is typical for side-street movements at stop-controlled intersections to operate at LOS E or worse during peak hour traffic. The northbound left is expected to operate at LOS F only during the PM peak hour. Only one of the four highest hours exceeds the threshold for warrant 2 at the intersection of CR 14 with CR 16, indicating that a signal is not warranted.

The 95th percentile queue lengths were reviewed at the study intersection for Short-Term (2040) and Long-Term (2045) traffic conditions. **Table 7** summarizes the findings for the signalized intersections within the study area. The 95th percentile queue lengths for the AM and PM peak hours and recommended storage lengths are provided in the table.

Table 7. 95th Percentile Queue Lengths, Short and Long-Term Traffic

ID #	Location	Critical Movements	Existing Lane Length^	SHAC Required Lane^	Recommended Lane Length^	95% Queue Length (ft) (AM / PM Peak)	
						Short-term (2040)	Long-term (2045)
1	CR 14 & Stetson Ranch Access	EB Through+	–	–	–	0 / 0	0 / 0
		WB Through+	–	–	–	0 / 0	0 / 0
		SB Left+	–	–	–	0 / 0	0 / 0
2	CR 16 & CR 14	NB Left-turn	–	–	–	50 / 150	50 / 100
		NB Right-turn	–	370-feet	**370-feet**	75 / 50	75 / 50
		EB Through+	–	–	–	0 / 0	0 / 0
		WB Left-turn	255 feet	435-feet.	**485 feet**	25 / 50	25 / 50
		WB Through	–	–	–	0 / 0	0 / 0
3	SH-131 & CR 14	NB Left-turn	–	–	–	0 / 0	0 / 0
		NB Right-turn	–	370-feet	**370-feet**	150 / 50	150 / 50
		EB Through	–	–		0 / 0	0 / 0
		EB Right-turn	660 feet	800-feet	**800-feet**	0 / 0	0 / 0
		WB Left-turn	500 feet	800-feet	**1120-feet**	25 / 50	25 / 50
		WB Through	–	–	**–**	0 / 0	0 / 0
4	CR 16 & CR 212	NB Through+	–	–	–	0 / 0	0 / 0
		WB Left	–	–	–	25 / 25	25 / 25
		WB Right	–	250-feet	**250-feet**	75 / 50	75 / 50
		SB Left-turn	–	370-feet	**395 feet**	25 / 25	25 / 25
		SB Through	–	–	–	0 / 0	0 / 0

ID #	Location	Critical Movements	Existing Lane Length^	SHAC Required Lane^	Recommended Lane Length^	95% Queue Length (ft) (AM / PM Peak)	
						Short-term (2040)	Long-term (2045)
5	CR 212 & Stageline Ave/Schussmark Trail	NB Through+	–	–	–	25 / 25	25 / 25
		EB Left+	–	370-feet	**395 feet**	0 / 0	0 / 25
		EB Through+	–	–	–	0 / 0	0 / 0
		EB Right+	–	370-feet	**370-feet**	0 / 0	0 / 0
		WB Through+	–	–	–	0 / 0	0 / 0
		SB Through+	–	–	–	25 / 25	25 / 25
6	CR 212 & Community Center Driveway	NB Left-turn+	–	–	–	0 / 0	0 / 0
		EB Through+	–	–	–	0 / 0	0 / 0
		WB Through+	–	–	–	25 / 25	25 / 25
7	CR 212 & Coyote Run Ct	EB Through+	–	–	–	0 / 0	0 / 0
		WB Through+	–	–	–	0 / 0	0 / 0
		SB Left+	–	–	–	25 / 0	25 / 0
8	CR 212 & Ski Parking Driveway	NB Through+	–	–	–	0 / 0	0 / 0
		EB Left+	–	–	–	0 / 0	0 / 0
		SB Through+	–	–	–	0 / 25	0 / 25
9	CR 212 & Double Creek Workforce Housing Driveway	NB Through+	–	–	–	0 / 0	0 / 0
		WB Left+	–	–	–	25 / 0	25 / 0
		SB Through+	–	–	–	0 / 0	0 / 0
10	Green Ridge Dr & CR 212	NB Left-turn+	–	–	–	25 / 25	25 / 25
		EB Through+	–	–	–	0 / 0	0 / 0
		WB Through+	–	–	–	0 / 0	0 / 0

ID #	Location	Critical Movements	Existing Lane Length^	SHAC Required Lane^	Recommended Lane Length^	95% Queue Length (ft) (AM / PM Peak)	
						Short-term (2040)	Long-term (2045)
11	CR 212 & Green River Dr	NB Through+	–	–	–	0 / 0	0 / 0
		EB Through+	–	–	–	25 / 25	25 / 25
		WB Through+	–	–	–	0 / 0	0 / 0
		SB Through+	–	–	–	0 / 0	0 / 0
12	CR 16 & Broken Tallon Trl	NB Left+	–	–	–	0 / 0	0 / 0
		EB Through+	–	–	–	0 / 0	0 / 0
		WB Through+	–	–	–	0 / 0	0 / 0
13	CR 16 & CR 18a	NB Through+	–	–	–	25 / 25	25 / 25
		EB Through+	–	–	–	25 / 25	25 / 25
		WB Through+	–	–	–	0 / 0	0 / 0
		SB Through+	–	–	–	0 / 0	0 / 0
14	CR 16 & Stagehorn Trail	NB Through+	–	–	–	0 / 0	0 / 0
		EB Through+	–	–	–	0 / 0	0 / 0
		WB Through+	–	–	–	0 / 0	0 / 0
		SB Through+	–	–	–	0 / 0	0 / 0
15	CR 16 & Middle Creek Meadow Workforce Housing Driveway	NB Through+	–	–	–	0 / 0	0 / 0
		WB Left+	–	–	–	25 / 0	25 / 0
		SB Through+	–	–	–	0 / 0	0 / 0

+shared lane ^Includes deceleration length and taper length

VI. SUMMARY AND RECOMMENDATIONS

The proposed development is anticipated to consist of 613 recreational homes, with 606 surrounding a private ski mountain and 7 around a recreational fishing location. Also included is a workforce housing community with 119 multifamily units, 9 detached houses with an accessory unit on each property for a total of 18 units, 8,000 square feet of commercial space and a 2-pump gas station with a 4,000-square-foot convenience store. The site is adjacent to Stagecoach State Park on the south side of County Road 14 (CR 14). Overall, the site consists of approximately 5,059 acres in unincorporated Routt County, approximately 15 miles southwest of Steamboat Springs.

The primary access to the private community development will be provided via CR 14 onto CR 16. Multiple access locations will be provided onto CR 16 and CR 212. Construction of the development is anticipated to begin in 2025 with full buildout by 2040.

The proposed development is anticipated to generate approximately 4,800 daily weekday vehicle trips. This includes 297 vehicle-trips during the AM peak hour and 386 vehicle-trips during the PM peak hour. This is the estimated number of trips generated by the development after incorporating refinements to the trip generation based on the unique lane use type and expected operations.

The potential traffic impacts of the development were evaluated under Short-Term Background (2040), Long-Term Background (2045), Short-Term Total (2040), and Long-Term Total (2045) conditions. Based on the analysis results, the key findings and recommendations of this study are as follows:

- Update the intersection traffic control at the study intersections from yield-control to two-way stop control (TWSC).
- All proposed site drives should be TWSC upon buildout of the development.
- At the intersection of CR 212 with Stageline Avenue/Schussmark Trail, based on auxiliary lane guidance in the SHAC for R-B Rural Highway, the following improvements **are recommended**:
  - Provide an eastbound left-turn lane. The left-turn lane should provide 370 feet of deceleration length (including a 12:1 taper) and 25 feet of vehicle storage for a total lane length of 395 feet.
  - Provide an eastbound right-turn lane for traffic heading into the community center with a deceleration length of 370 feet (including a 12:1 taper).
- At the intersection of CR 212 with CR 16, based on auxiliary lane guidance in the SHAC for R-B Rural Highway and operational analysis, the following improvements **are recommended**:
  - Provide a southbound left-turn lane. The left-turn lane should provide 370 feet of deceleration length (including a 12:1 taper) and 25 feet of vehicle storage for a total lane length of 395 feet.
    - The site trips related to the Stagecoach development are anticipated to make up less than 6 percent of the total left-turning movement at the intersection.
  - Provide a westbound dedicated right-turn lane with 250 feet of deceleration length (including an 8:1 taper). This improvement was recommended as part of the auxiliary lane analysis under background conditions.
    - These turn-lane improvements provide additional capacity for the side-street movements and justify the use of right-reductions of 50 or more percent.
    - The site trips related to the Stagecoach development are anticipated to make up 5 percent of the total right-turning movement at the intersection.

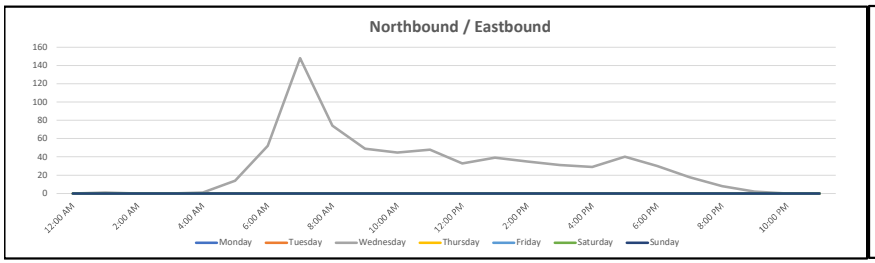
- At the intersection of SH 131 with CR 14, based on auxiliary lane guidance in the SHAC for R-B Rural Highway and operational analysis, the following improvements **are recommended**:
  - Provide a northbound dedicated right-turn lane with 370 feet of deceleration length (including a 12:1 taper).
    - These turn-lane improvements provide additional capacity for the side-street movements and justify the use of right-reductions of 50 or more percent.
    - The site trips related to the Stagecoach development are anticipated to make up less than 36 percent of the total northbound right-turning movement at the intersection.
  - Extend the westbound left-turn lane to provide 800 feet of deceleration length (including a 25:1 taper) and 320 feet of vehicle storage for a total lane length of 1120 feet.
    - The site trips related to the Stagecoach development are anticipated to make up less than 39 percent of the total left-turning movement at the intersection.
  - Provide an eastbound dedicated right-turn lane with 800 feet of deceleration length (including a 25:1 taper).

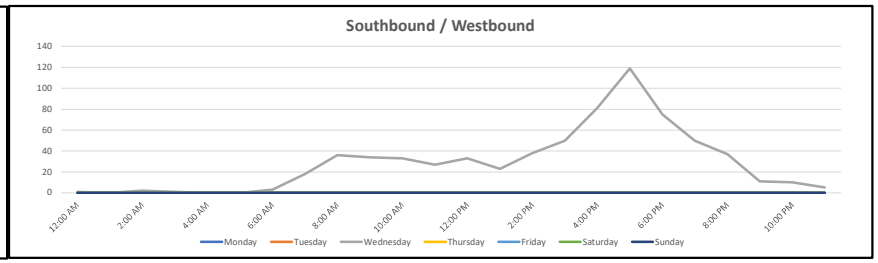
Appendix A. Traffic Count Data

Vehicle Volume Report - Hourly

Site Description: CR 16 S.O. CR 14
Site Number: 9
Start Date: 4/26/2023
End Date: 4/26/2023

Time	Monday 5/1/23			Tuesday 5/2/23			Wednesday 4/26/23			Thursday 4/27/23			Friday 4/28/23			Saturday 4/29/23			Sunday 4/30/23			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	-	-	-	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	14	0	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	52	3	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	148	18	166	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	74	36	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	49	34	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	45	33	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	48	27	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	33	33	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	39	23	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	35	38	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	31	50	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	29	81	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	40	119	159	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	30	75	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	18	50	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	8	37	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	2	11	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	0	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	0	5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	**274**	**57**	**331**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	**100**	**250**	**350**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	**653**	**570**	**1223**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	**697**	**687**	**1384**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	***50.4%***	***49.6%***	***100.0%***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		-	-		**7:00 AM**	**8:00 AM**		-	-		-	-		-	-		-	-							
PM Peak	-	-		-	-		**5:00 PM**	**6:00 PM**		-	-		-	-		-	-		-	-							





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Vehicle Classification Report - Hourly

Site Description: CR 16 S.O. CR 14
Site Number: 9
Start Date: 4/26/2023
End Date: 4/26/2023

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

		FHWA Vehicle Classification - Total Study												
	Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
Northbound	697	3	321	171	0	192	9	0	1	0	0	0	0	0
Percent	*100.0%*	*0.4%*	*46.1%*	*24.5%*	*0.0%*	*27.5%*	*1.3%*	*0.0%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Southbound	687	4	305	179	0	189	9	0	1	0	0	0	0	0
Percent	*100.0%*	*0.6%*	*44.4%*	*26.1%*	*0.0%*	*27.5%*	*1.3%*	*0.0%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	1384	7	626	350	0	381	18	0	2	0	0	0	0	0
Percent	*100.0%*	*0.5%*	*45.2%*	*25.3%*	*0.0%*	*27.5%*	*1.3%*	*0.0%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

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Site Description: CR 16 S.O. CR 14
Site Number: 9
Start Date: 4/26/2023
End Date: 4/26/2023

Vehicle Classification Report (Northbound - 04/26/2023)

Wednesday		Northbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
4/26/23														
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	14	0	6	5	0	3	0	0	0	0	0	0	0	0
6:00 AM	52	0	22	13	0	17	0	0	0	0	0	0	0	0
7:00 AM	148	0	71	39	0	38	0	0	0	0	0	0	0	0
8:00 AM	74	0	40	17	0	17	0	0	0	0	0	0	0	0
9:00 AM	49	0	23	14	0	12	0	0	0	0	0	0	0	0
10:00 AM	45	1	18	11	0	13	2	0	0	0	0	0	0	0
11:00 AM	48	0	23	6	0	15	3	0	1	0	0	0	0	0
12:00 PM	33	0	14	5	0	12	2	0	0	0	0	0	0	0
1:00 PM	39	2	17	13	0	6	1	0	0	0	0	0	0	0
2:00 PM	35	0	15	9	0	11	0	0	0	0	0	0	0	0
3:00 PM	31	0	16	7	0	7	1	0	0	0	0	0	0	0
4:00 PM	29	0	13	3	0	13	0	0	0	0	0	0	0	0
5:00 PM	40	0	13	10	0	17	0	0	0	0	0	0	0	0
6:00 PM	30	0	19	7	0	4	0	0	0	0	0	0	0	0
7:00 PM	18	0	7	5	0	6	0	0	0	0	0	0	0	0
8:00 PM	8	0	2	5	0	1	0	0	0	0	0	0	0	0
9:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	274	0	133	69	0	72	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	100	0	42	20	0	37	1	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	653	3	304	154	0	182	9	0	1	0	0	0	0	0
12:00 AM - 12:00 AM	697	3	321	171	0	192	9	0	1	0	0	0	0	0
Percent	*100%*	*0.4%*	*46.1%*	*24.5%*	*0.0%*	*27.5%*	*1.3%*	*0.0%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

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Site Description: CR 16 S.O. CR 14
Site Number: 9
Start Date: 4/26/2023
End Date: 4/26/2023

Vehicle Classification Report (Southbound - 04/26/2023)

Wednesday		Southbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
4/26/23														
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	18	0	6	3	0	9	0	0	0	0	0	0	0	0
8:00 AM	36	0	14	6	0	15	1	0	0	0	0	0	0	0
9:00 AM	34	0	12	11	0	8	2	0	1	0	0	0	0	0
10:00 AM	33	0	11	7	0	13	2	0	0	0	0	0	0	0
11:00 AM	27	1	11	7	0	7	1	0	0	0	0	0	0	0
12:00 PM	33	1	12	7	0	10	3	0	0	0	0	0	0	0
1:00 PM	23	0	11	8	0	4	0	0	0	0	0	0	0	0
2:00 PM	38	2	19	5	0	12	0	0	0	0	0	0	0	0
3:00 PM	50	0	26	14	0	10	0	0	0	0	0	0	0	0
4:00 PM	81	0	38	22	0	21	0	0	0	0	0	0	0	0
5:00 PM	119	0	55	32	0	32	0	0	0	0	0	0	0	0
6:00 PM	75	0	26	25	0	24	0	0	0	0	0	0	0	0
7:00 PM	50	0	29	12	0	9	0	0	0	0	0	0	0	0
8:00 PM	37	0	20	8	0	9	0	0	0	0	0	0	0	0
9:00 PM	11	0	4	7	0	0	0	0	0	0	0	0	0	0
10:00 PM	10	0	2	4	0	4	0	0	0	0	0	0	0	0
11:00 PM	5	0	3	0	0	2	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	57	0	22	10	0	24	1	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	250	0	119	68	0	63	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	570	4	243	148	0	165	9	0	1	0	0	0	0	0
12:00 AM - 12:00 AM	687	4	305	179	0	189	9	0	1	0	0	0	0	0
Percent	*0%*	-	-	-	-	-	-	-	-	-	-	-	-	-

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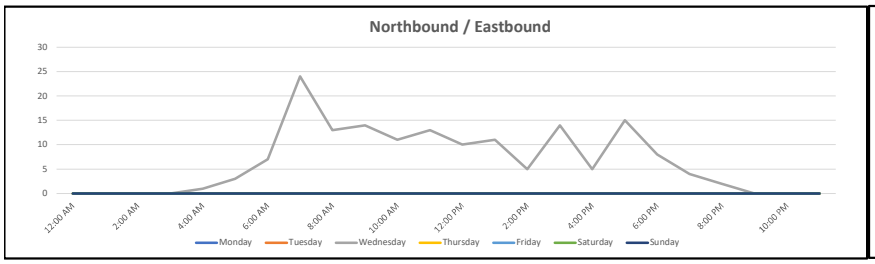
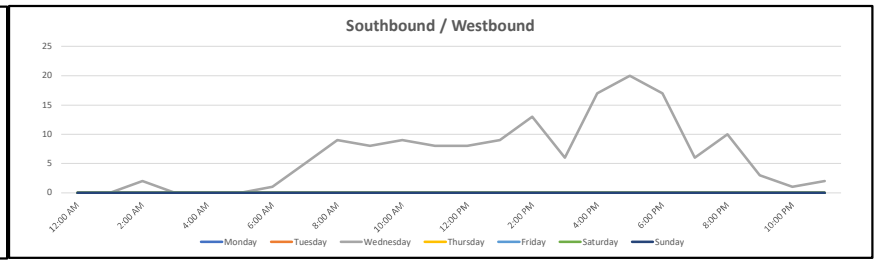
Vehicle Volume Report - Hourly

Site Description: CR 16 S.O. CR 18A
Site Number: 10
Start Date: 4/26/2023
End Date: 4/26/2023

Time	Monday 5/1/23			Tuesday 5/2/23			Wednesday 4/26/23			Thursday 4/27/23			Friday 4/28/23			Saturday 4/29/23			Sunday 4/30/23			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	7	1	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	24	5	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	13	9	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	14	8	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	11	9	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	13	8	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	10	8	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	11	9	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	5	13	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	14	6	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	5	17	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	15	20	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	8	17	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	4	6	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	2	10	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	44	15	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	34	43	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	150	130	280	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	160	154	314	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	*51.0%*	*49.0%*	*100.0%*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		-	-		7:00 AM	8:00 AM		-	-		-	-		-	-		-	-							
PM Peak	-	-		-	-		5:00 PM	6:00 PM		-	-		-	-		-	-		-	-							





Nathan Warren: (720) 660-4048
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Vehicle Classification Report - Hourly

Site Description: CR 16 S.O. CR 18A
Site Number: 10
Start Date: 4/26/2023
End Date: 4/26/2023

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

		FHWA Vehicle Classification - Total Study												
	Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
Northbound	160	2	55	45	0	54	3	0	0	1	0	0	0	0
Percent	*100.0%*	*1.3%*	*34.4%*	*28.1%*	*0.0%*	*33.8%*	*1.9%*	*0.0%*	*0.0%*	*0.6%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Southbound	154	0	49	43	0	58	4	0	0	0	0	0	0	0
Percent	*100.0%*	*0.0%*	*31.8%*	*27.9%*	*0.0%*	*37.7%*	*2.6%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	314	2	104	88	0	112	7	0	0	1	0	0	0	0
Percent	*100.0%*	*0.6%*	*33.1%*	*28.0%*	*0.0%*	*35.7%*	*2.2%*	*0.0%*	*0.0%*	*0.3%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

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Site Description: CR 16 S.O. CR 18A
Site Number: 10
Start Date: 4/26/2023
End Date: 4/26/2023

Vehicle Classification Report (Northbound - 04/26/2023)

Wednesday		Northbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
4/26/23														
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	1	0	0	2	0	0	0	0	0	0	0	0
6:00 AM	7	0	2	2	0	3	0	0	0	0	0	0	0	0
7:00 AM	24	0	10	7	0	7	0	0	0	0	0	0	0	0
8:00 AM	13	0	7	5	0	1	0	0	0	0	0	0	0	0
9:00 AM	14	0	3	5	0	5	0	0	0	1	0	0	0	0
10:00 AM	11	0	2	2	0	5	2	0	0	0	0	0	0	0
11:00 AM	13	0	7	3	0	2	1	0	0	0	0	0	0	0
12:00 PM	10	0	3	5	0	2	0	0	0	0	0	0	0	0
1:00 PM	11	0	4	5	0	2	0	0	0	0	0	0	0	0
2:00 PM	5	0	2	1	0	2	0	0	0	0	0	0	0	0
3:00 PM	14	0	3	4	0	7	0	0	0	0	0	0	0	0
4:00 PM	5	0	1	2	0	2	0	0	0	0	0	0	0	0
5:00 PM	15	2	1	1	0	11	0	0	0	0	0	0	0	0
6:00 PM	8	0	5	2	0	1	0	0	0	0	0	0	0	0
7:00 PM	4	0	1	1	0	2	0	0	0	0	0	0	0	0
8:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	44	0	19	14	0	11	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	34	2	5	7	0	20	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	150	2	50	44	0	50	3	0	0	1	0	0	0	0
12:00 AM - 12:00 AM	160	2	55	45	0	54	3	0	0	1	0	0	0	0
Percent	*100%*	*1.3%*	*34.4%*	*28.1%*	*0.0%*	*33.8%*	*1.9%*	*0.0%*	*0.0%*	*0.6%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

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Site Description: CR 16 S.O. CR 18A
Site Number: 10
Start Date: 4/26/2023
End Date: 4/26/2023

Vehicle Classification Report (Southbound - 04/26/2023)

Wednesday		Southbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
4/26/23														
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	5	0	1	2	0	2	0	0	0	0	0	0	0	0
8:00 AM	9	0	4	1	0	4	0	0	0	0	0	0	0	0
9:00 AM	8	0	1	3	0	3	1	0	0	0	0	0	0	0
10:00 AM	9	0	1	2	0	5	1	0	0	0	0	0	0	0
11:00 AM	8	0	2	2	0	3	1	0	0	0	0	0	0	0
12:00 PM	8	0	1	1	0	5	1	0	0	0	0	0	0	0
1:00 PM	9	0	2	4	0	3	0	0	0	0	0	0	0	0
2:00 PM	13	0	2	5	0	6	0	0	0	0	0	0	0	0
3:00 PM	6	0	2	0	0	4	0	0	0	0	0	0	0	0
4:00 PM	17	0	7	6	0	4	0	0	0	0	0	0	0	0
5:00 PM	20	0	8	5	0	7	0	0	0	0	0	0	0	0
6:00 PM	17	0	5	6	0	6	0	0	0	0	0	0	0	0
7:00 PM	6	0	4	1	0	1	0	0	0	0	0	0	0	0
8:00 PM	10	0	3	4	0	3	0	0	0	0	0	0	0	0
9:00 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:00 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	15	0	6	3	0	6	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	43	0	17	11	0	15	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	130	0	37	37	0	52	4	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	154	0	49	43	0	58	4	0	0	0	0	0	0	0
Percent	*0%*	-	-	-	-	-	-	-	-	-	-	-	-	-

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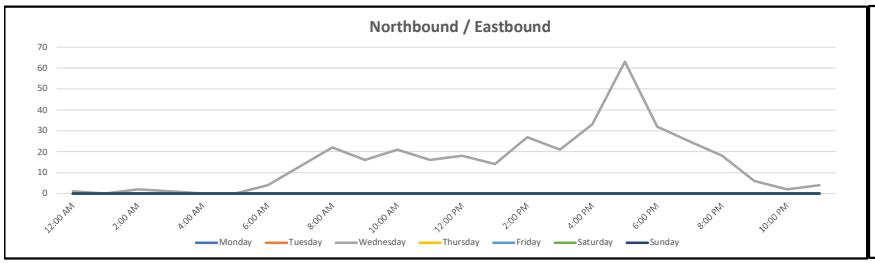
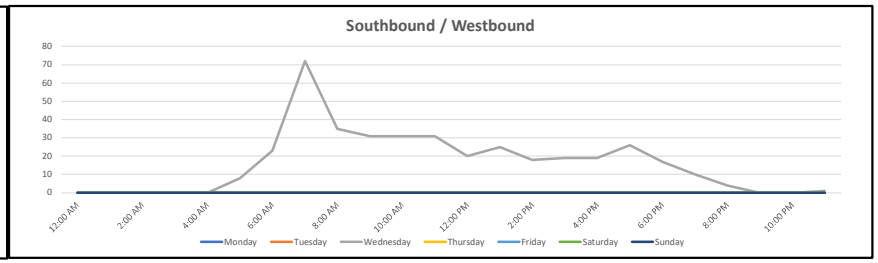
Vehicle Volume Report - Hourly

ALL TRAFFIC DATA SERVICES

Site Description: CR 16 E.O. CR 212
Site Number: 11
Start Date: 4/26/2023
End Date: 4/26/2023

Time	Monday 5/1/23			Tuesday 5/2/23			Wednesday 4/26/23			Thursday 4/27/23			Friday 4/28/23			Saturday 4/29/23			Sunday 4/30/23			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	-	-	-	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	0	8	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	4	23	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	13	72	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	22	35	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	16	31	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	21	31	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	16	31	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	18	20	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	14	25	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	27	18	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	21	19	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	33	19	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	63	26	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	32	17	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	25	10	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	18	4	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	6	0	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	39	130	169	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	117	64	181	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	300	367	667	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	359	390	749	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	*47.9%*	*52.1%*	*100.0%*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		-	-		7:00 AM	8:00 AM		-	-		-	-		-	-		-	-							
PM Peak	-	-		-	-		5:00 PM	6:00 PM		-	-		-	-		-	-		-	-							





Nathan Warren: (720) 660-4048
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Vehicle Classification Report - Hourly

Site Description: CR 16 E.O. CR 212
Site Number: 11
Start Date: 4/26/2023
End Date: 4/26/2023

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

		FHWA Vehicle Classification - Total Study												
	Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
Eastbound	359	2	194	104	1	48	9	0	1	0	0	0	0	0
Percent	*100.0%*	*0.6%*	*54.0%*	*29.0%*	*0.3%*	*13.4%*	*2.5%*	*0.0%*	*0.3%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Westbound	390	5	237	85	1	55	7	0	0	0	0	0	0	0
Percent	*100.0%*	*1.3%*	*60.8%*	*21.8%*	*0.3%*	*14.1%*	*1.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	749	7	431	189	2	103	16	0	1	0	0	0	0	0
Percent	*100.0%*	*0.9%*	*57.5%*	*25.2%*	*0.3%*	*13.8%*	*2.1%*	*0.0%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: CR 16 E.O. CR 212
Site Number: 11
Start Date: 4/26/2023
End Date: 4/26/2023

Vehicle Classification Report (Eastbound - 04/26/2023)

Wednesday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
4/26/23														
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
7:00 AM	13	0	6	4	0	3	0	0	0	0	0	0	0	0
8:00 AM	22	0	8	8	0	6	0	0	0	0	0	0	0	0
9:00 AM	16	0	3	9	1	1	2	0	0	0	0	0	0	0
10:00 AM	21	0	5	8	0	5	2	0	1	0	0	0	0	0
11:00 AM	16	0	8	5	0	1	2	0	0	0	0	0	0	0
12:00 PM	18	1	8	4	0	2	3	0	0	0	0	0	0	0
1:00 PM	14	0	10	2	0	2	0	0	0	0	0	0	0	0
2:00 PM	27	1	12	10	0	4	0	0	0	0	0	0	0	0
3:00 PM	21	0	14	5	0	2	0	0	0	0	0	0	0	0
4:00 PM	33	0	20	11	0	2	0	0	0	0	0	0	0	0
5:00 PM	63	0	37	19	0	7	0	0	0	0	0	0	0	0
6:00 PM	32	0	17	9	0	6	0	0	0	0	0	0	0	0
7:00 PM	25	0	20	2	0	3	0	0	0	0	0	0	0	0
8:00 PM	18	0	13	2	0	3	0	0	0	0	0	0	0	0
9:00 PM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	4	0	3	0	0	1	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	39	0	16	14	0	9	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	117	0	71	35	0	11	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	300	2	150	96	1	41	9	0	1	0	0	0	0	0
12:00 AM - 12:00 AM	359	2	194	104	1	48	9	0	1	0	0	0	0	0
Percent	*100%*	*0.6%*	*54.0%*	*29.0%*	*0.3%*	*13.4%*	*2.5%*	*0.0%*	*0.3%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Nathan Warren: (720) 660-4048
nathanwarren@alltrafficdata.net

Site Description: CR 16 E.O. CR 212
Site Number: 11
Start Date: 4/26/2023
End Date: 4/26/2023

Vehicle Classification Report (Westbound - 04/26/2023)

Wednesday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
4/26/23														
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	8	0	4	2	0	2	0	0	0	0	0	0	0	0
6:00 AM	23	0	14	6	0	3	0	0	0	0	0	0	0	0
7:00 AM	72	0	49	15	0	8	0	0	0	0	0	0	0	0
8:00 AM	35	0	22	8	0	5	0	0	0	0	0	0	0	0
9:00 AM	31	1	16	10	0	4	0	0	0	0	0	0	0	0
10:00 AM	31	1	17	6	0	5	2	0	0	0	0	0	0	0
11:00 AM	31	1	17	4	1	5	3	0	0	0	0	0	0	0
12:00 PM	20	0	11	5	0	2	2	0	0	0	0	0	0	0
1:00 PM	25	1	14	7	0	3	0	0	0	0	0	0	0	0
2:00 PM	18	0	11	4	0	3	0	0	0	0	0	0	0	0
3:00 PM	19	0	12	4	0	3	0	0	0	0	0	0	0	0
4:00 PM	19	0	11	5	0	3	0	0	0	0	0	0	0	0
5:00 PM	26	1	17	1	0	7	0	0	0	0	0	0	0	0
6:00 PM	17	0	13	4	0	0	0	0	0	0	0	0	0	0
7:00 PM	10	0	6	2	0	2	0	0	0	0	0	0	0	0
8:00 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	130	0	85	29	0	16	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	64	1	40	10	0	13	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	367	5	224	79	1	51	7	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	390	5	237	85	1	55	7	0	0	0	0	0	0	0
Percent	*0%*	-	-	-	-	-	-	-	-	-	-	-	-	-

Nathan Warren: (720) 660-4048
nathanwarren@alltrafficdata.net

ALL TRAFFIC DATA SERVICES
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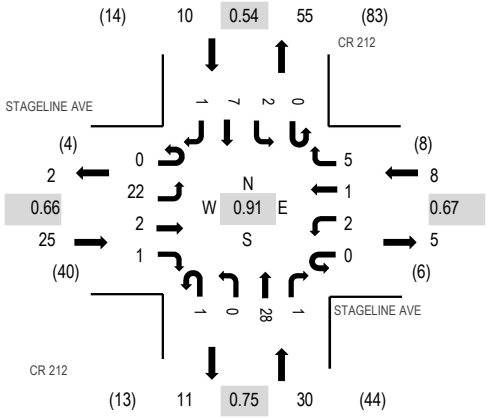
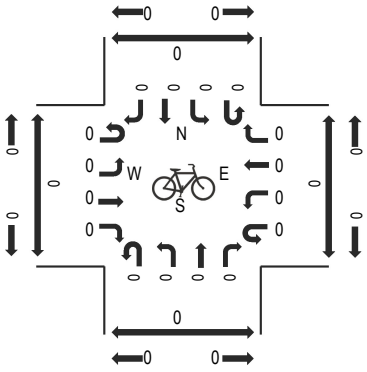
Location: 1 CR 212 & STAGELINE AVE AM
Date: Wednesday, April 26, 2023
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

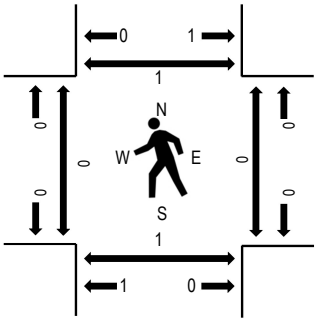
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	STAGELINE AVE Eastbound				STAGELINE AVE Westbound				CR 212 Northbound				CR 212 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	7	41	0	0	0	0
6:45 AM	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6	49	0	0	0	0
7:00 AM	0	5	0	1	0	0	0	0	0	0	2	0	0	0	0	1	9	62	0	0	0	0
7:15 AM	0	7	0	0	0	0	0	2	0	0	10	0	0	0	0	0	19	73	0	0	0	0
7:30 AM	0	5	0	0	0	0	1	2	0	0	5	1	0	0	1	0	15	65	0	0	1	1
7:45 AM	0	9	1	1	0	0	0	1	0	0	4	0	0	2	1	0	19		0	0	0	0
8:00 AM	0	1	1	0	0	2	0	0	1	0	9	0	0	0	5	1	20		0	0	0	0
8:15 AM	0	3	0	0	0	0	0	0	0	0	5	0	0	1	1	1	11		0	0	0	0
Count Total	0	36	2	2	0	2	1	5	1	0	42	1	0	3	8	3	106		0	0	1	1
Peak Hour	0	22	2	1	0	2	1	5	1	0	28	1	0	2	7	1	73		0	0	1	1

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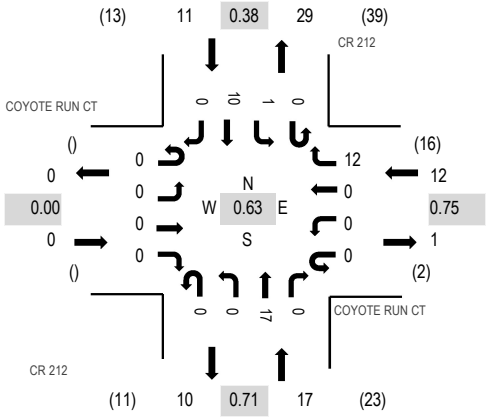
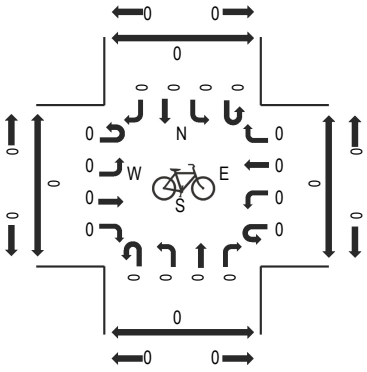
Location: 2 CR 212 & COYOTE RUN CT AM
Date: Wednesday, April 26, 2023
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

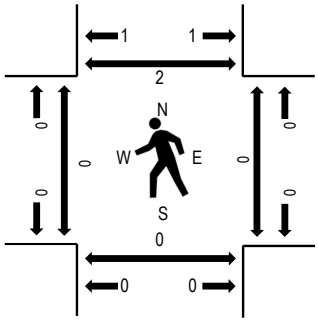
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COYOTE RUN CT Eastbound				COYOTE RUN CT Westbound				CR 212 Northbound				CR 212 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3	18	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	23	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	3	27	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	4	0	0	6	0	0	0	0	0	10	40	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	4	0	0	3	0	0	0	1	0	8	34	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	2	0	6		0	0	0	0
8:00 AM	0	0	0	0	0	0	0	3	0	0	5	0	0	1	7	0	16		0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	1	0	0	4		0	0	0	0
Count Total	0	0	0	0	0	0	0	16	0	0	23	0	0	2	11	0	52		0	0	0	2
Peak Hour	0	0	0	0	0	0	0	12	0	0	17	0	0	1	10	0	40		0	0	0	2

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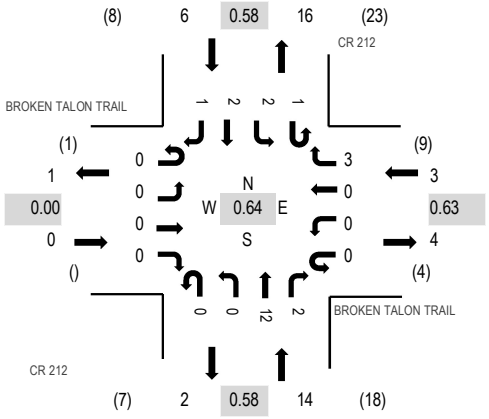
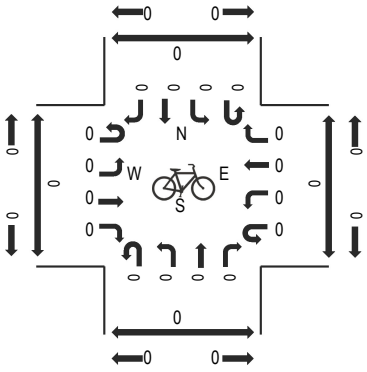
Location: 3 CR 212 & BROKEN TALON TRAIL AM
Date: Wednesday, April 26, 2023
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

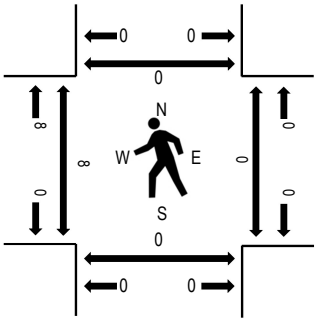
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROKEN TALON TRAIL Eastbound				BROKEN TALON TRAIL Westbound				CR 212 Northbound				CR 212 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3	14	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0
7:00 AM	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	4	18	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	0	7	23	8	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	21	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	1	0	5		0	0	0	0
8:00 AM	0	0	0	0	0	0	0	2	0	0	4	0	0	1	1	1	9		0	0	0	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	2	0	5		0	0	0	0
Count Total	0	0	0	0	0	2	0	7	1	0	15	2	1	2	4	1	35		8	0	0	0
Peak Hour	0	0	0	0	0	0	0	3	0	0	12	2	1	2	2	1	23		8	0	0	0

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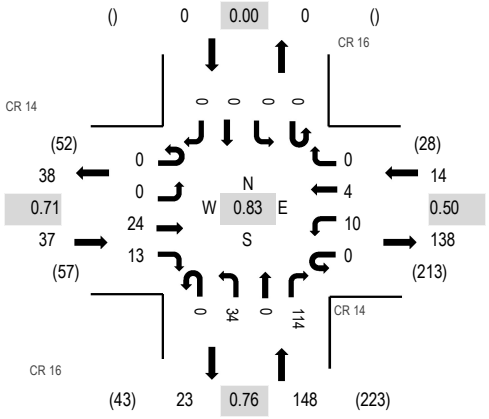
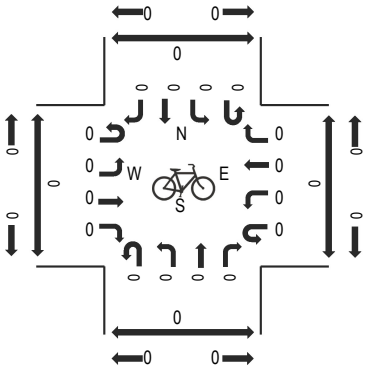
Location: 5 CR 16 & CR 14 AM
Date: Wednesday, April 26, 2023
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

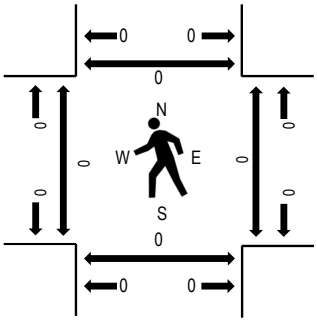
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 14 Eastbound				CR 14 Westbound				CR 16 Northbound				CR 16 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	2	0	0	1	0	0	0	2	0	10	0	0	0	0	15	129	0	0	0	0
6:45 AM	0	0	5	1	0	0	0	0	0	2	0	18	0	0	0	0	26	169	0	0	0	0
7:00 AM	0	0	1	1	0	2	1	0	0	2	0	21	0	0	0	0	28	195	0	0	0	0
7:15 AM	0	0	6	1	0	2	2	0	0	9	0	40	0	0	0	0	60	199	0	0	0	0
7:30 AM	0	0	8	2	0	3	2	0	0	10	0	30	0	0	0	0	55	179	0	0	0	0
7:45 AM	0	0	7	7	0	1	0	0	0	10	0	27	0	0	0	0	52		0	0	0	0
8:00 AM	0	0	3	3	0	4	0	0	0	5	0	17	0	0	0	0	32		0	0	0	0
8:15 AM	0	0	2	8	0	7	3	0	0	4	0	16	0	0	0	0	40		0	0	0	0
Count Total	0	0	34	23	0	20	8	0	0	44	0	179	0	0	0	0	308		0	0	0	0
Peak Hour	0	0	24	13	0	10	4	0	0	34	0	114	0	0	0	0	199		0	0	0	0

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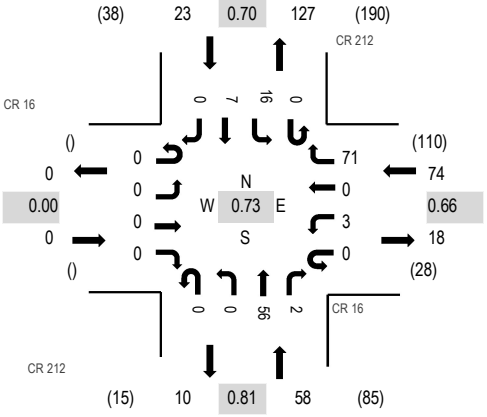
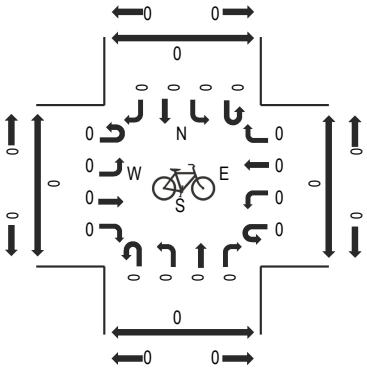
Location: 6 CR 212 & CR 16 AM
Date: Wednesday, April 26, 2023
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

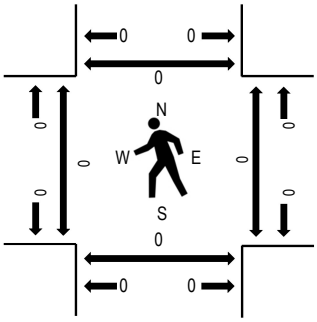
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 16 Eastbound				CR 16 Westbound				CR 212 Northbound				CR 212 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	0	0	0	0	0	4	0	0	8	0	0	0	0	0	12	106	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	13	0	0	5	0	0	3	0	0	21	136	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	12	0	0	6	0	0	1	1	0	20	145	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	30	0	0	18	0	0	5	0	0	53	155	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	24	0	0	13	1	0	3	1	0	42	127	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	9	0	0	15	0	0	3	3	0	30		0	0	0	0
8:00 AM	0	0	0	0	0	3	0	8	0	0	10	1	0	5	3	0	30		0	0	0	0
8:15 AM	0	0	0	0	0	0	0	7	0	0	8	0	0	6	4	0	25		0	0	0	0
Count Total	0	0	0	0	0	3	0	107	0	0	83	2	0	26	12	0	233		0	0	0	0
Peak Hour	0	0	0	0	0	3	0	71	0	0	56	2	0	16	7	0	155		0	0	0	0

ALL TRAFFIC DATA SERVICES
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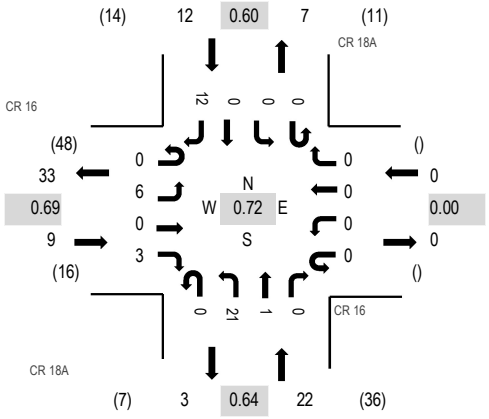
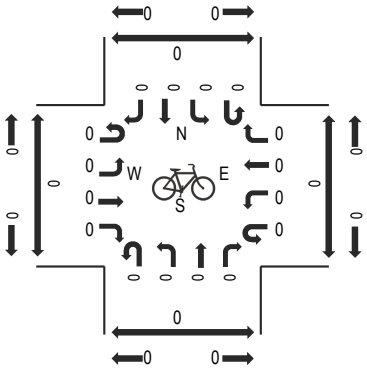
Location: 7 CR 18A & CR 16 AM
Date: Wednesday, April 26, 2023
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

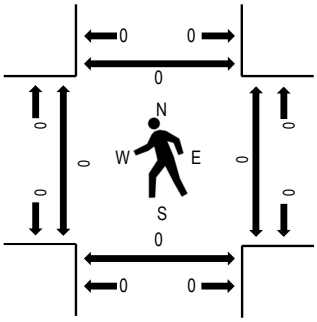
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 16 Eastbound				CR 16 Westbound				CR 18A Northbound				CR 18A Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	34	0	0	0	0
6:45 AM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	1	6	43	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0	0	7	0	0	0	0	0	3	11	43	0	0	0	0
7:15 AM	0	2	0	1	0	0	0	0	0	8	1	0	0	0	0	3	15	41	0	0	0	0
7:30 AM	0	1	0	2	0	0	0	0	0	3	0	0	0	0	0	5	11	32	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	4	0	0	0	0	1	0	6		0	0	0	0
8:00 AM	0	3	0	1	0	0	0	0	0	4	0	0	0	0	0	1	9		0	0	0	0
8:15 AM	0	1	0	1	0	0	0	0	0	4	0	0	0	0	0	0	6		0	0	0	0
Count Total	0	10	0	6	0	0	0	0	0	35	1	0	0	0	1	13	66		0	0	0	0
Peak Hour	0	6	0	3	0	0	0	0	0	21	1	0	0	0	0	12	43		0	0	0	0

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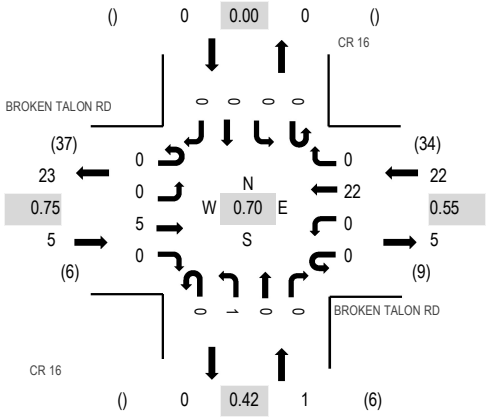
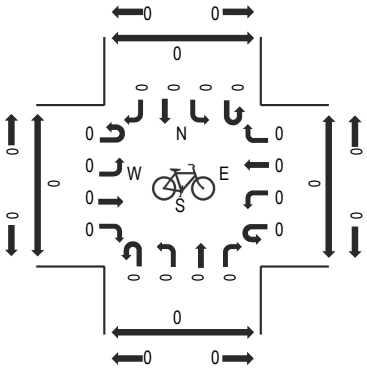
Location: 8 CR 16 & BROKEN TALON RD AM
Date: Wednesday, April 26, 2023
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

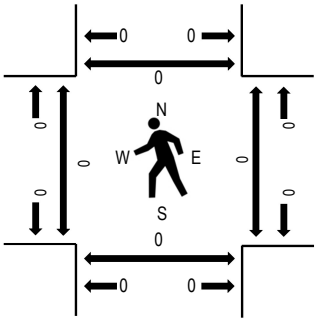
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROKEN TALON RD Eastbound				BROKEN TALON RD Westbound				CR 16 Northbound				CR 16 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	24	0	0	0	0
6:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	26	0	0	0	0
7:00 AM	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	10	28	0	0	0	0
7:15 AM	0	0	1	0	0	0	7	0	0	1	0	0	0	0	0	0	9	25	0	0	0	0
7:30 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	22	0	0	0	0
7:45 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5		0	0	0	0
8:00 AM	0	0	1	0	0	0	3	0	0	1	0	2	0	0	0	0	7		0	0	0	0
8:15 AM	0	0	0	0	0	0	4	0	0	1	0	1	0	0	0	0	6		0	0	0	0
Count Total	0	0	6	0	0	0	34	0	0	3	0	3	0	0	0	0	46		0	0	0	0
Peak Hour	0	0	5	0	0	0	22	0	0	1	0	0	0	0	0	0	28		0	0	0	0

ALL TRAFFIC DATA SERVICES
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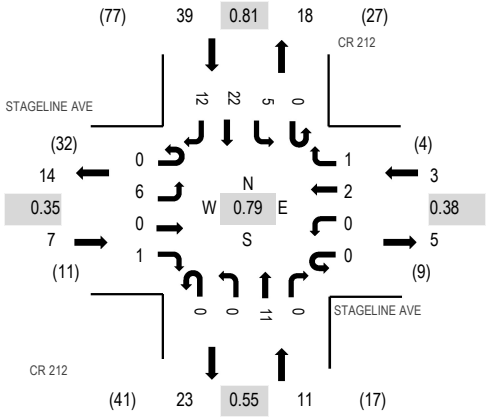
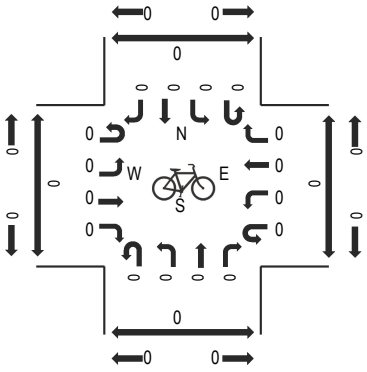
Location: 1 CR 212 & STAGELINE AVE PM
Date: Wednesday, April 26, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

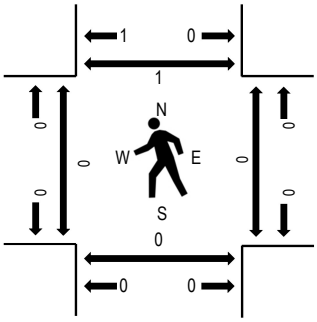
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	STAGELINE AVE Eastbound				STAGELINE AVE Westbound				CR 212 Northbound				CR 212 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	4	12	55	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	3	12	56	0	0	0	0
5:00 PM	0	4	0	1	0	0	1	0	0	0	5	0	0	2	3	3	19	60	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	1	0	0	3	0	0	1	3	3	12	56	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	7	3	13	54	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	1	9	3	16		0	0	0	1
6:00 PM	0	2	0	0	0	0	0	0	0	0	2	0	0	1	4	6	15		0	0	0	0
6:15 PM	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	4	10		0	0	0	0
Count Total	0	9	1	1	0	0	3	1	0	0	17	0	0	8	40	29	109		0	0	0	1
Peak Hour	0	6	0	1	0	0	2	1	0	0	11	0	0	5	22	12	60		0	0	0	1

ALL TRAFFIC DATA SERVICES
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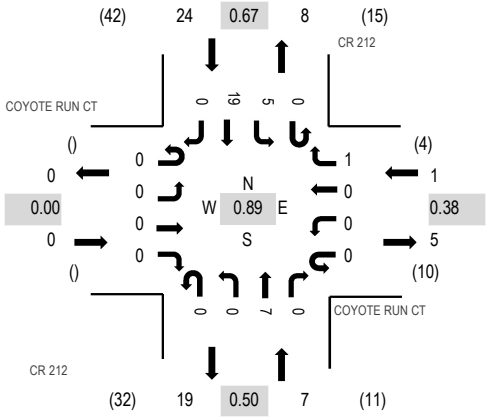
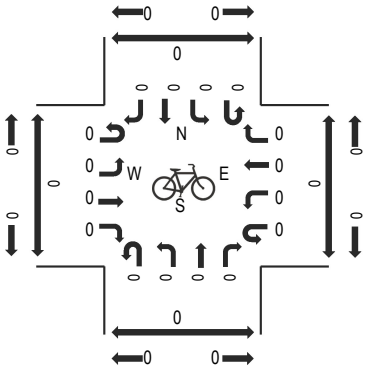
Location: 2 CR 212 & COYOTE RUN CT PM
Date: Wednesday, April 26, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

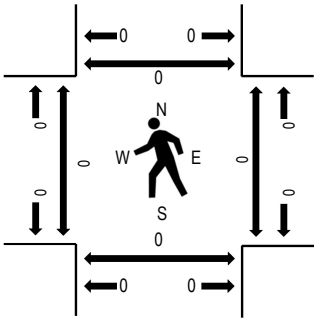
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COYOTE RUN CT Eastbound				COYOTE RUN CT Westbound				CR 212 Northbound				CR 212 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	30	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	0	9	32	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	3	0	8	32	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	2	2	0	7	30	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	8	27	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	0	9		0	0	0	0
6:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	1	2	0	6		0	0	0	0
6:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	4		0	0	0	0
Count Total	0	0	0	0	0	0	0	4	0	0	11	0	0	10	32	0	57		0	0	0	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	7	0	0	5	19	0	32		0	0	0	0

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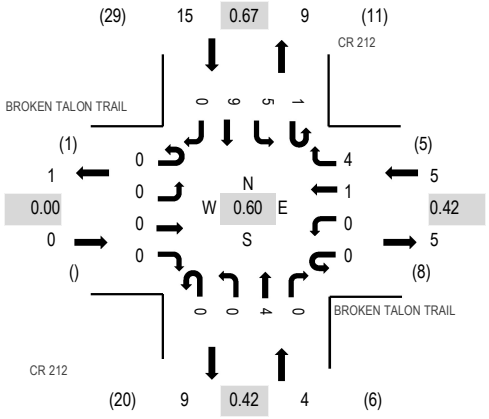
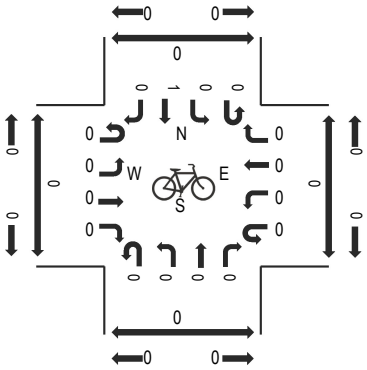
Location: 3 CR 212 & BROKEN TALON TRAIL PM
Date: Wednesday, April 26, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

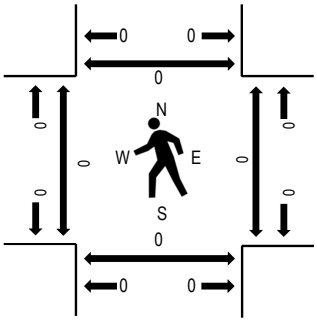
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROKEN TALON TRAIL Eastbound				BROKEN TALON TRAIL Westbound				CR 212 Northbound				CR 212 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	4	0	7	24	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	24	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	2	2	0	10	23	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	17	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	4	0	7	16	1	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4		0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4		0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0
Count Total	0	0	0	0	0	0	1	4	0	0	6	0	1	8	20	0	40		1	0	0	0
Peak Hour	0	0	0	0	0	0	1	4	0	0	4	0	1	5	9	0	24		0	0	0	0

ALL TRAFFIC DATA SERVICES
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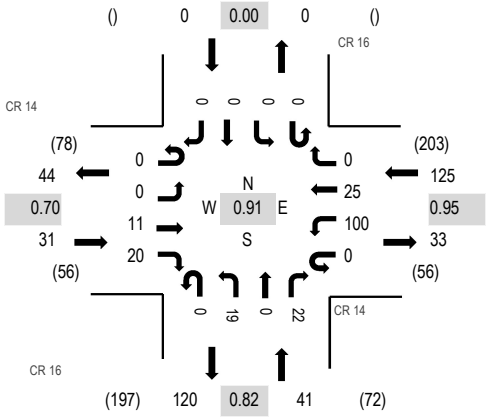
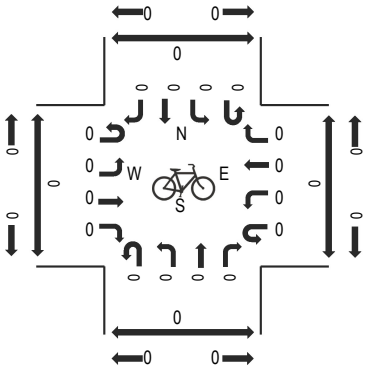
Location: 5 CR 16 & CR 14 PM
Date: Wednesday, April 26, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

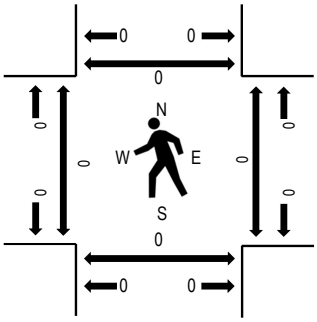
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 14 Eastbound				CR 14 Westbound				CR 16 Northbound				CR 16 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	0	4	6	0	15	3	0	0	1	0	4	0	0	0	0	33	173	0	0	0	0
4:45 PM	0	0	0	4	0	12	8	0	0	8	0	6	0	0	0	0	38	186	0	0	0	0
5:00 PM	0	0	5	6	0	25	8	0	0	7	0	3	0	0	0	0	54	197	0	0	0	0
5:15 PM	0	0	3	3	0	23	6	0	0	6	0	7	0	0	0	0	48	178	0	0	0	0
5:30 PM	0	0	2	2	0	27	6	0	0	3	0	6	0	0	0	0	46	158	0	0	0	0
5:45 PM	0	0	1	9	0	25	5	0	0	3	0	6	0	0	0	0	49		0	0	0	0
6:00 PM	0	0	1	5	0	19	5	0	0	4	0	1	0	0	0	0	35		0	0	0	0
6:15 PM	0	0	2	3	0	13	3	0	0	2	0	5	0	0	0	0	28		0	0	0	0
Count Total	0	0	18	38	0	159	44	0	0	34	0	38	0	0	0	0	331		0	0	0	0
Peak Hour	0	0	11	20	0	100	25	0	0	19	0	22	0	0	0	0	197		0	0	0	0

ALL TRAFFIC DATA SERVICES
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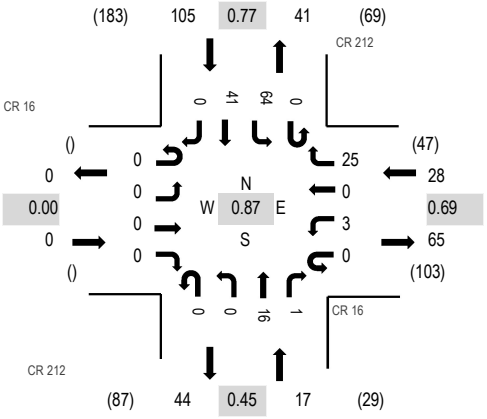
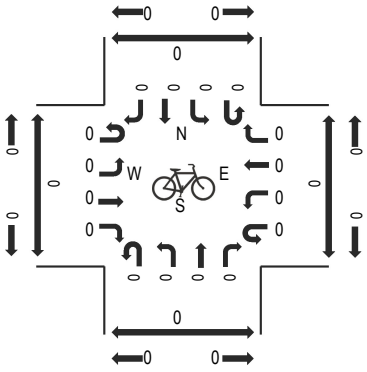
Location: 6 CR 212 & CR 16 PM
Date: Wednesday, April 26, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

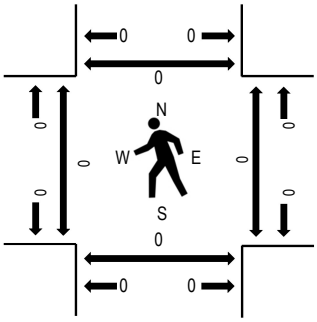
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 16 Eastbound				CR 16 Westbound				CR 212 Northbound				CR 212 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	0	14	10	0	29	118	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	2	0	0	1	0	0	5	11	0	20	127	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	3	0	0	9	1	0	16	8	0	37	150	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	5	0	0	4	0	0	12	10	0	32	149	0	0	0	0
5:30 PM	0	0	0	0	0	2	0	10	0	0	1	0	0	16	9	0	38	141	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	7	0	0	2	0	0	20	14	0	43		0	0	0	0
6:00 PM	0	0	0	0	0	2	0	6	0	0	4	0	0	12	12	0	36		0	0	0	0
6:15 PM	0	0	0	0	0	0	0	6	0	0	4	0	0	7	7	0	24		0	0	0	0
Count Total	0	0	0	0	0	6	0	41	0	0	28	1	0	102	81	0	259		0	0	0	0
Peak Hour	0	0	0	0	0	3	0	25	0	0	16	1	0	64	41	0	150		0	0	0	0

ALL TRAFFIC DATA SERVICES
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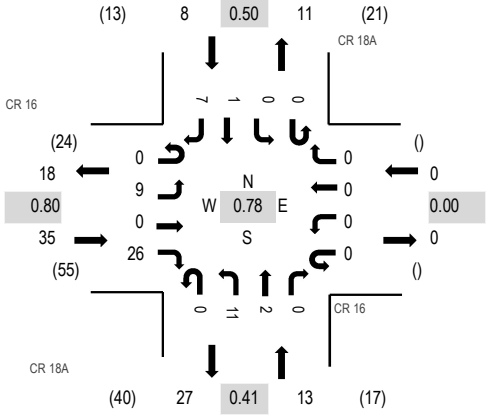
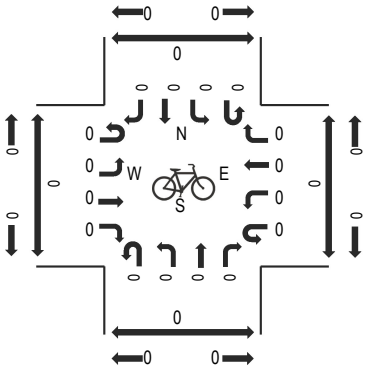
Location: 7 CR 18A & CR 16 PM
Date: Wednesday, April 26, 2023
Peak Hour: 05:30 PM - 06:30 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

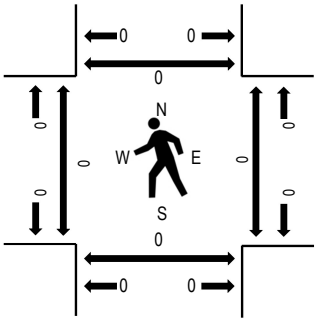
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 16 Eastbound				CR 16 Westbound				CR 18A Northbound				CR 18A Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	1	0	6	0	0	0	0	0	0	2	0	0	0	0	1	10	29	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	3	37	0	0	0	0
5:00 PM	0	3	0	4	0	0	0	0	0	1	0	0	0	0	0	1	9	50	0	0	0	0
5:15 PM	0	4	0	1	0	0	0	0	0	1	0	0	0	0	0	1	7	49	0	0	0	0
5:30 PM	0	2	0	7	0	0	0	0	0	7	1	0	0	0	0	1	18	56	0	0	0	0
5:45 PM	0	3	0	8	0	0	0	0	0	2	1	0	0	0	0	2	16		0	0	0	0
6:00 PM	0	2	0	4	0	0	0	0	0	1	0	0	0	0	1	0	8		0	0	0	0
6:15 PM	0	2	0	7	0	0	0	0	0	1	0	0	0	0	0	4	14		0	0	0	0
Count Total	0	17	0	38	0	0	0	0	0	13	4	0	0	0	2	11	85		0	0	0	0
Peak Hour	0	9	0	26	0	0	0	0	0	11	2	0	0	0	1	7	56		0	0	0	0

ALL TRAFFIC DATA SERVICES
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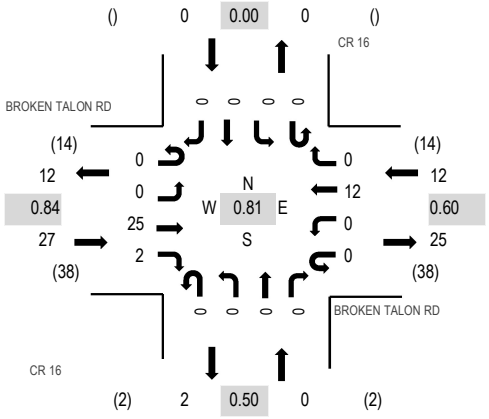
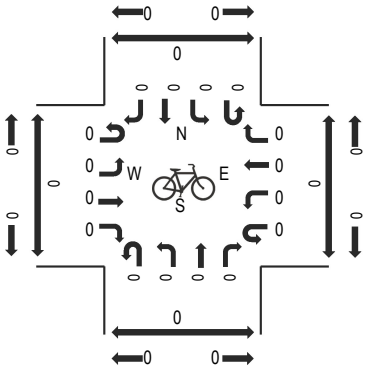
Location: 8 CR 16 & BROKEN TALON RD PM
Date: Wednesday, April 26, 2023
Peak Hour: 05:30 PM - 06:30 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

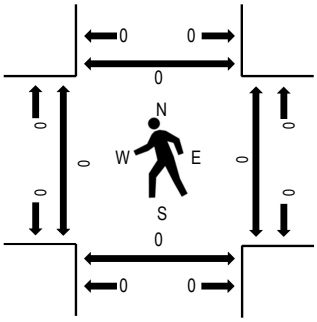
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROKEN TALON RD Eastbound				BROKEN TALON RD Westbound				CR 16 Northbound				CR 16 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	15	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	21	0	0	0	0
5:00 PM	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	5	30	0	0	0	0
5:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	32	0	0	0	0
5:30 PM	0	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0	12	39	0	0	0	0
5:45 PM	0	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0	11		0	0	0	0
6:00 PM	0	0	4	1	0	0	2	0	0	0	0	0	0	0	0	0	7		0	0	0	0
6:15 PM	0	0	6	1	0	0	2	0	0	0	0	0	0	0	0	0	9		0	0	0	0
Count Total	0	0	36	2	0	0	14	0	0	0	0	2	0	0	0	0	54		0	0	0	0
Peak Hour	0	0	25	2	0	0	12	0	0	0	0	0	0	0	0	0	39		0	0	0	0

ALL TRAFFIC DATA SERVICES
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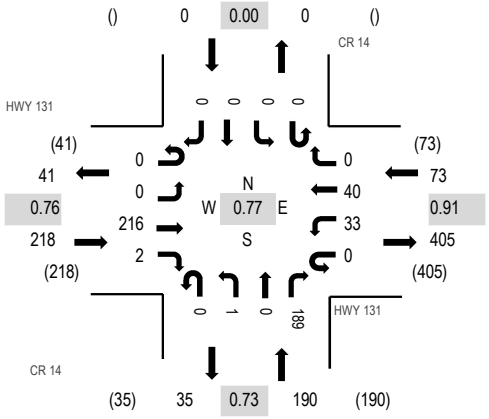
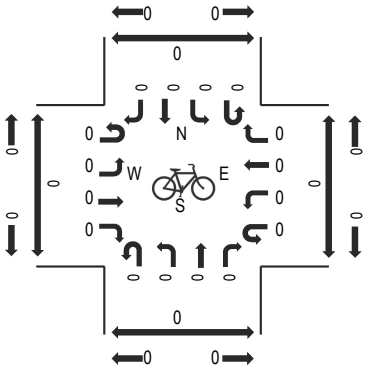
Location: 1 CR 14 & HWY 131 AM
Date: Wednesday, February 14, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

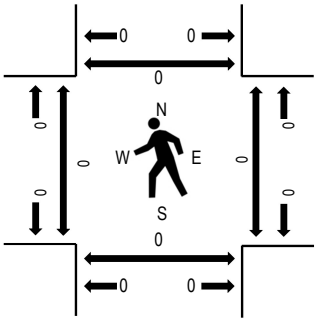
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

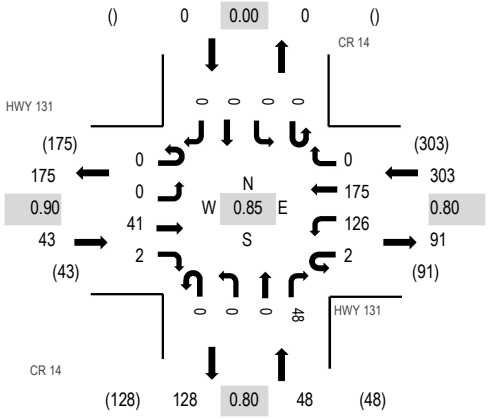
Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 131 Eastbound				HWY 131 Westbound				CR 14 Northbound				CR 14 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:15 AM	0	0	46	1	0	6	9	0	0	1	0	39	0	0	0	0	102	481	0	0	0	0
7:30 AM	0	0	72	0	0	6	14	0	0	0	0	65	0	0	0	0	157		0	0	0	0
7:45 AM	0	0	53	0	0	8	10	0	0	0	0	48	0	0	0	0	119		0	0	0	0
8:00 AM	0	0	45	1	0	13	7	0	0	0	0	37	0	0	0	0	103		0	0	0	0
Count Total	0	0	216	2	0	33	40	0	0	1	0	189	0	0	0	0	481		0	0	0	0
Peak Hour	0	0	216	2	0	33	40	0	0	1	0	189	0	0	0	0	481		0	0	0	0

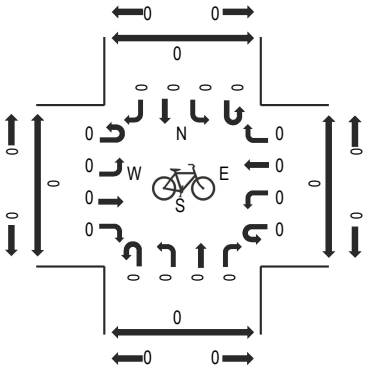
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CR 14 & HWY 131 PM
Date: Wednesday, February 14, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

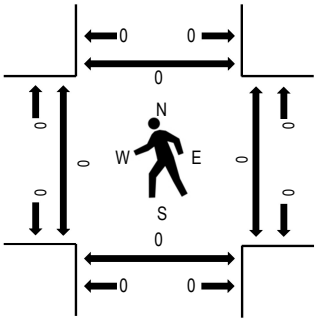
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 131 Eastbound				HWY 131 Westbound				CR 14 Northbound				CR 14 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
5:00 PM	0	0	11	1	0	29	51	0	0	0	0	15	0	0	0	0	107	394	0	0	0	0
5:15 PM	0	0	12	0	2	34	59	0	0	0	0	9	0	0	0	0	116		0	0	0	0
5:30 PM	0	0	8	0	0	45	39	0	0	0	0	15	0	0	0	0	107		0	0	0	0
5:45 PM	0	0	10	1	0	18	26	0	0	0	0	9	0	0	0	0	64		0	0	0	0
Count Total	0	0	41	2	2	126	175	0	0	0	0	48	0	0	0	0	394		0	0	0	0
Peak Hour	0	0	41	2	2	126	175	0	0	0	0	48	0	0	0	0	394		0	0	0	0

Appendix B. MUTCD Signal Warrants

MUTCD Volume-based Warrant Evaluation
Stetson Ranch Access & CR 14
2040 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 14
Lanes Moving Traffic: 2 or more
Approach Speed: 35 MPH
Option: Rural Community

Minor Street: Stetson Ranch Access
Lanes Moving Traffic: 2 or more
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	175	164	154	143	132	121	111	100
Highest Apprch. Minor Street	140 (112)	0	0	0	0	0	0	0	0

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	175	164	154	143	132	121	111	100
Highest Apprch. Minor Street	70 (56)	0	0	0	0	0	0	0	0

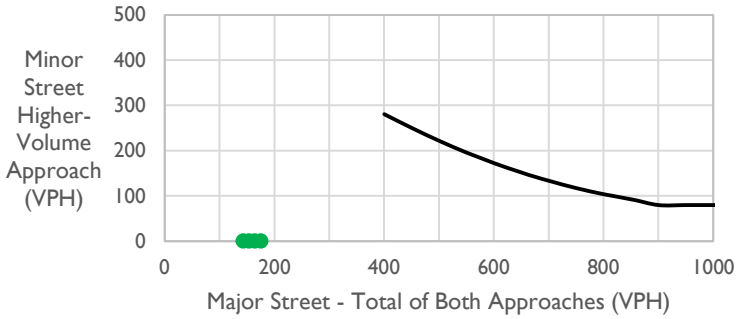
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

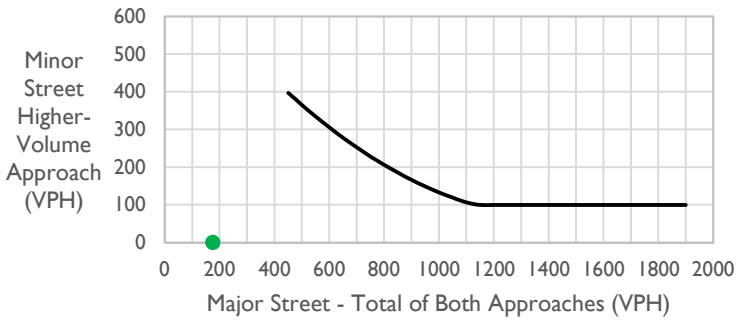
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	175	0
2nd Highest	164	0
3rd Highest	154	0
4th Highest	143	0



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	175	0



MUTCD Volume-based Warrant Evaluation
Stetson Ranch Access & CR 14
2045 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 14
Lanes Moving Traffic: 2 or more
Approach Speed: 35 MPH
Option: Rural Community

Minor Street: Stetson Ranch Access
Lanes Moving Traffic: 2 or more
Right Turn Volume Included: 75%
per NCHRP 457 Methodology

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	177	166	155	144	134	123	112	101
Highest Apprch. Minor Street	140 (112)	0	0	0	0	0	0	0	0

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	177	166	155	144	134	123	112	101
Highest Apprch. Minor Street	70 (56)	0	0	0	0	0	0	0	0

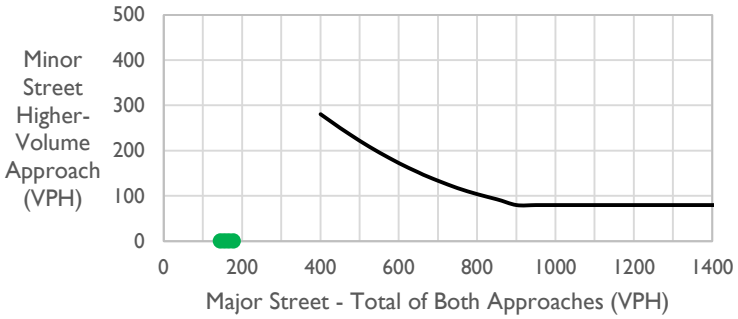
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

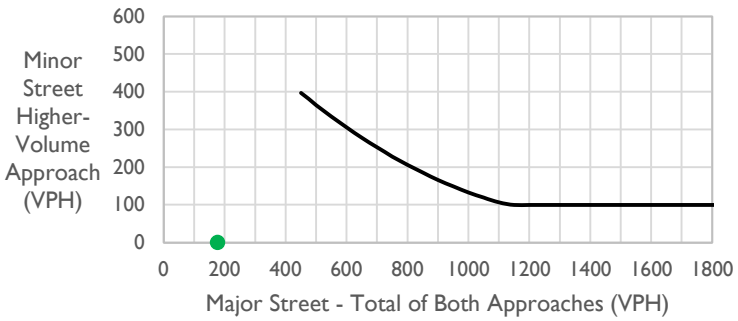
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	177	0
2nd Highest	166	0
3rd Highest	155	0
4th Highest	144	0



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	177	0



MUTCD Volume-based Warrant Evaluation
Stetson Ranch Access & CR 14
2040 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 14
Lanes Moving Traffic: 2 or more
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Stetson Ranch Access
Lanes Moving Traffic: 2 or more
Right Turn Volume Included: 75%
per NCHRP 457 Methodology

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	254	238	223	207	192	176	161	145
Highest Apprch. Minor Street	140 (112)	2	2	2	2	2	1	1	1

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	254	238	223	207	192	176	161	145
Highest Apprch. Minor Street	70 (56)	2	2	2	2	2	1	1	1

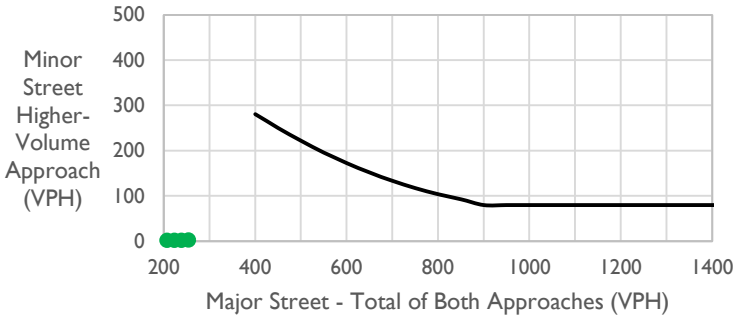
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

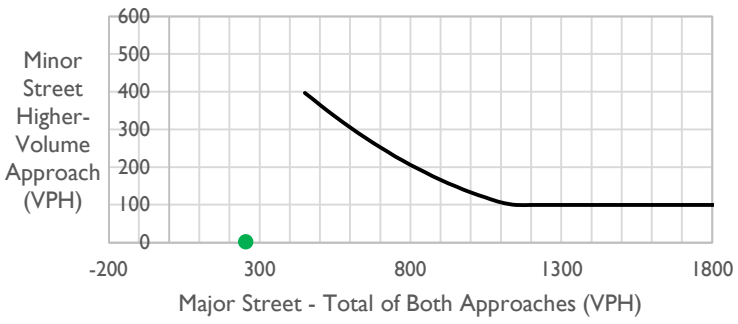
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	254	2
2nd Highest	238	2
3rd Highest	223	2
4th Highest	207	2



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	254	2



MUTCD Volume-based Warrant Evaluation
Stetson Ranch Access & CR 14
2045 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 14
Lanes Moving Traffic: 2 or more
Approach Speed: 35 MPH
Option: Rural Community

Minor Street: Stetson Ranch Access
Lanes Moving Traffic: 2 or more
Right Turn Volume Included: 75%
per NCHRP 457 Methodology

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	256	240	225	209	193	178	162	146
Highest Apprch. Minor Street	140 (112)	2	2	2	2	2	1	1	1

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	256	240	225	209	193	178	162	146
Highest Apprch. Minor Street	70 (56)	2	2	2	2	2	1	1	1

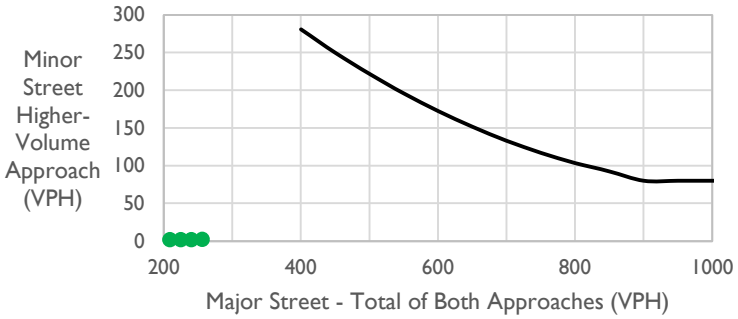
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

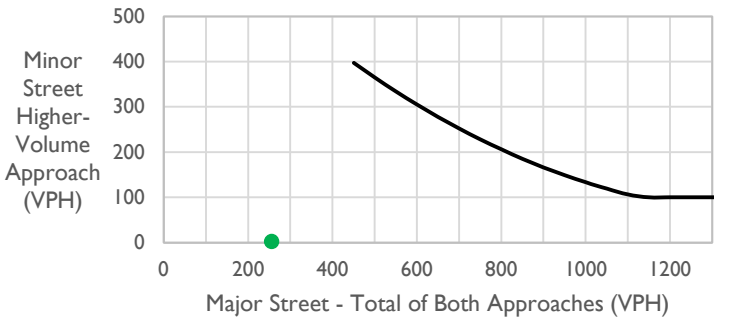
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	256	2
2nd Highest	240	2
3rd Highest	225	2
4th Highest	209	2



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	256	2



MUTCD Volume-based Warrant Evaluation
CR 16 & CR 14
2040 Background

Major Street:	CR 14	Minor Street:	CR 16
Lanes Moving Traffic:	2 or more	Lanes Moving Traffic:	2 or more
Approach Speed:	45 MPH	Right Turn Volume Included:	0% NB
Option:	High speed, rural community		per NCHRP 457 Methodology

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	418	392	367	341	316	290	264	239
Highest Apprch. Minor Street	140 (112)	75	70	66	61	57	52	47	43

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	418	392	367	341	316	290	264	239
Highest Apprch. Minor Street	70 (56)	75	70	66	61	57	52	47	43

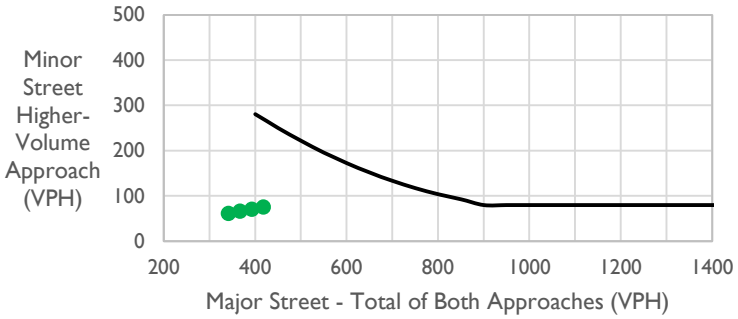
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

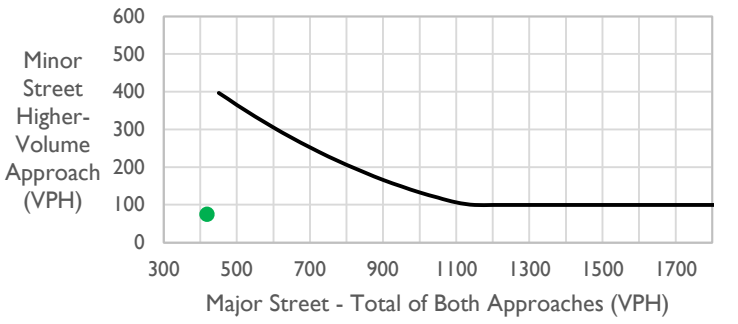
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	418	75
2nd Highest	392	70
3rd Highest	367	66
4th Highest	341	61



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	418	75



MUTCD Volume-based Warrant Evaluation
CR 16 & CR 14
2045 Background

Major Street:	CR 14	Minor Street:	CR 16
Lanes Moving Traffic:	2 or more	Lanes Moving Traffic:	2 or more
Approach Speed:	45 MPH	Right Turn Volume Included:	0% NB
Option:	High speed, rural community		per NCHRP 457 Methodology

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	420	394	369	343	317	291	266	240
Highest Apprch. Minor Street	140 (112)	75	70	66	61	57	52	47	43

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	420	394	369	343	317	291	266	240
Highest Apprch. Minor Street	70 (56)	75	70	66	61	57	52	47	43

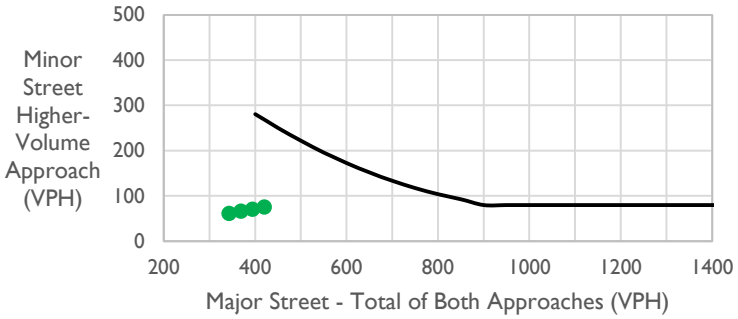
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

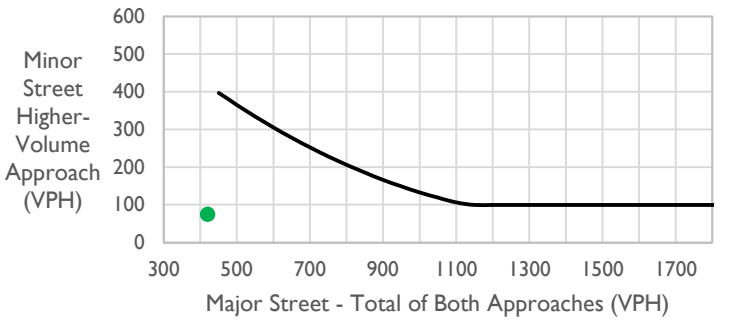
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	420	75
2nd Highest	394	70
3rd Highest	369	66
4th Highest	343	61



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	420	75



MUTCD Volume-based Warrant Evaluation
CR 16 & CR 14
2040 Total

Major Street:	CR 14	Minor Street:	CR 16
Lanes Moving Traffic:	2 or more	Lanes Moving Traffic:	2 or more
Approach Speed:	45 MPH	Right Turn Volume Included:	0% NB
Option:	High speed, rural community		per NCHRP 457 Methodology

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	598	561	525	488	451	415	378	341
Highest Apprch. Minor Street	140 (112)	106	100	93	87	80	74	67	61

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	598	561	525	488	451	415	378	341
Highest Apprch. Minor Street	70 (56)	106	100	93	87	80	74	67	61

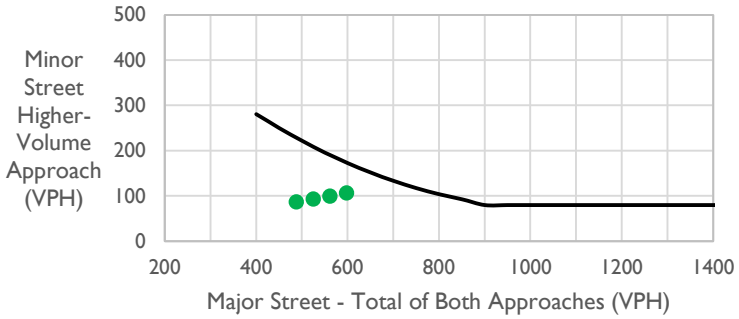
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

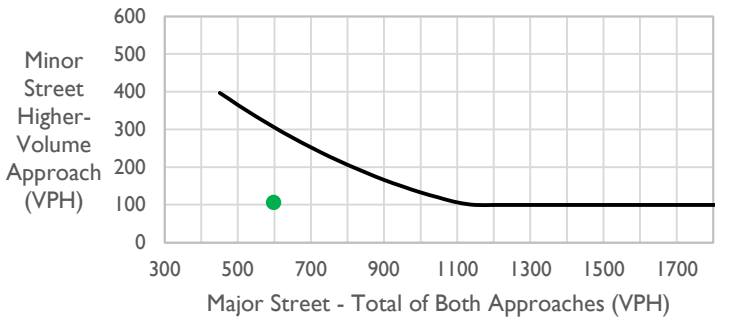
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	598	106
2nd Highest	561	100
3rd Highest	525	93
4th Highest	488	87



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	598	106



MUTCD Volume-based Warrant Evaluation
CR 16 & CR 14
2045 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 14
Lanes Moving Traffic: 2 or more
Approach Speed: 45 MPH
Option: High speed, rural community

Minor Street: CR 16
Lanes Moving Traffic: 2 or more
Right Turn Volume Included: 0% NB
per NCHRP 457 Methodology

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	600	563	526	490	453	416	379	343
Highest Apprch. Minor Street	140 (112)	95	89	83	78	72	66	60	54

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	600	563	526	490	453	416	379	343
Highest Apprch. Minor Street	70 (56)	95	89	83	78	72	66	60	54

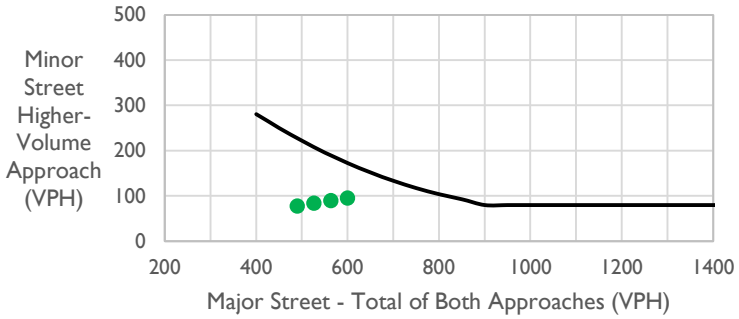
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

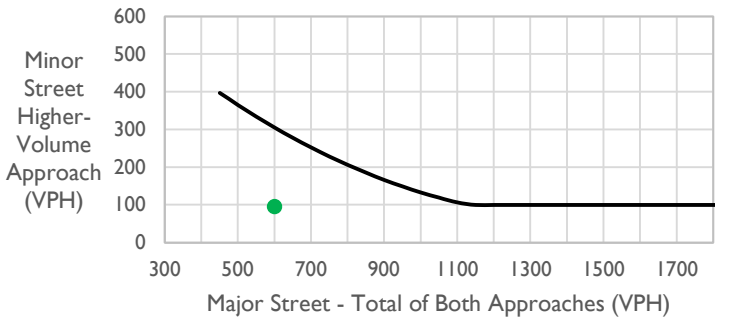
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	600	95
2nd Highest	563	89
3rd Highest	526	83
4th Highest	490	78



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	600	95



MUTCD Volume-based Warrant Evaluation
CR 14 & SH 131
2040 Background

Major Street: SH 131
Lanes Moving Traffic: 2 or more
Approach Speed: 65 MPH
Option: High speed, rural community

Minor Street: CR 14
Lanes Moving Traffic: 2 or more
Right Turn Volume Included: 0% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	570	535	500	465	430	395	360	325
Highest Apprch. Minor Street	140 (112)	1	1	1	1	1	1	1	1

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	570	535	500	465	430	395	360	325
Highest Apprch. Minor Street	70 (56)	1	1	1	1	1	1	1	1

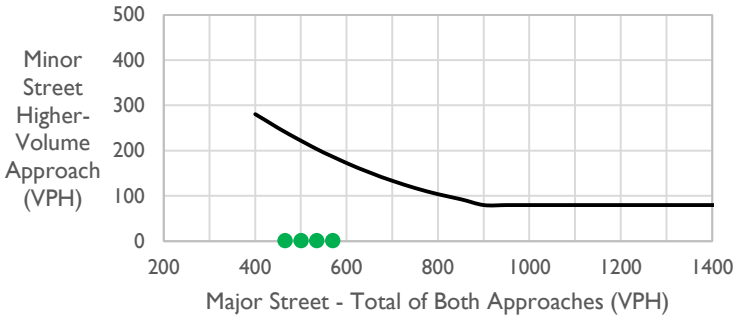
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

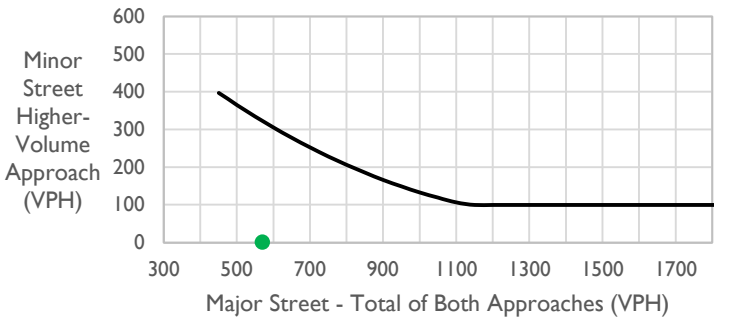
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	570	1
2nd Highest	535	1
3rd Highest	500	1
4th Highest	465	1



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	570	1



MUTCD Volume-based Warrant Evaluation
CR 14 & SH 131
2045 Background

FELSBURG HOLT & ULLEVIG

Major Street: SH 131
Lanes Moving Traffic: 2 or more
Approach Speed: 65 MPH
Option: High speed, rural community

Minor Street: CR 14
Lanes Moving Traffic: 2 or more
Right Turn Volume Included: 0% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	582	546	511	475	439	404	368	332
Highest Apprch. Minor Street	140 (112)	1	1	1	1	1	1	1	1

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	582	546	511	475	439	404	368	332
Highest Apprch. Minor Street	70 (56)	1	1	1	1	1	1	1	1

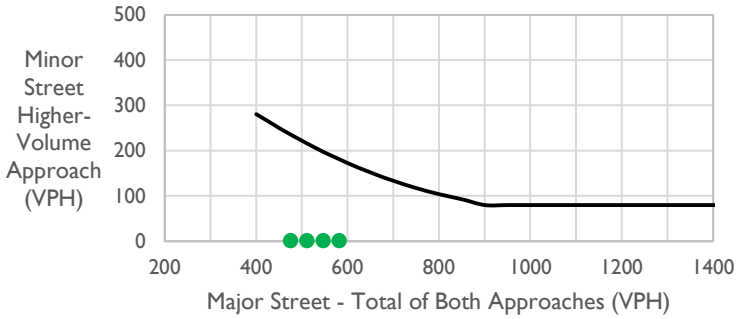
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

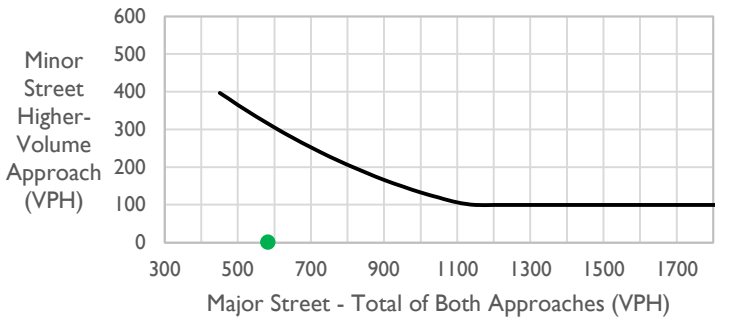
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	582	1
2nd Highest	546	1
3rd Highest	511	1
4th Highest	475	1



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	582	1



MUTCD Volume-based Warrant Evaluation
CR 14 & SH 131
2040 Total

FELSBURG HOLT & ULLEVIG

Major Street: SH 131
Lanes Moving Traffic: 2 or more
Approach Speed: 65 MPH
Option: High speed, rural community

Minor Street: CR 14
Lanes Moving Traffic: 2 or more
Right Turn Volume Included: 0% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	712	668	625	581	537	494	450	407
Highest Apprch. Minor Street	140 (112)	1	1	1	1	1	1	1	1

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	712	668	625	581	537	494	450	407
Highest Apprch. Minor Street	70 (56)	1	1	1	1	1	1	1	1

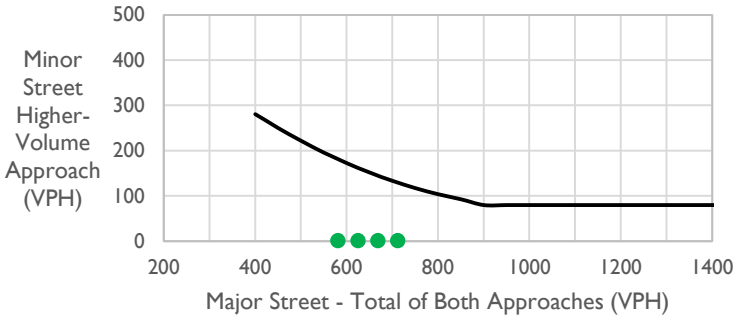
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

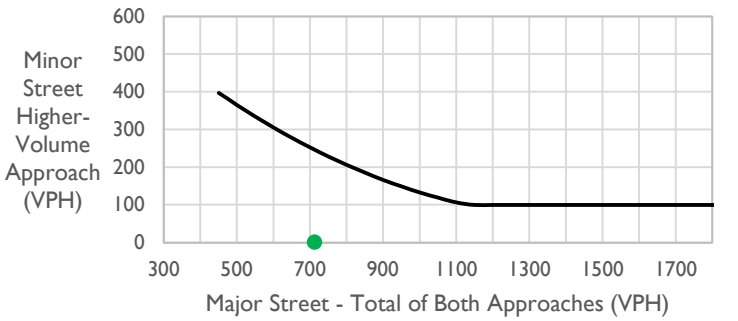
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	712	1
2nd Highest	668	1
3rd Highest	625	1
4th Highest	581	1



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	712	1



MUTCD Volume-based Warrant Evaluation
CR 14 & SH 131
2045 Total

FELSBURG HOLT & ULLEVIG

Major Street: SH 131
Lanes Moving Traffic: 2 or more
Approach Speed: 65 MPH
Option: High speed, rural community

Minor Street: CR 14
Lanes Moving Traffic: 2 or more
Right Turn Volume Included: 0% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	724	680	635	591	547	502	458	413
Highest Apprch. Minor Street	140 (112)	1	1	1	1	1	1	1	1

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	724	680	635	591	547	502	458	413
Highest Apprch. Minor Street	70 (56)	1	1	1	1	1	1	1	1

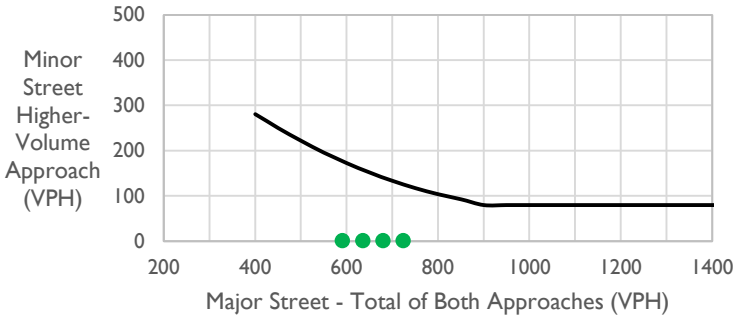
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

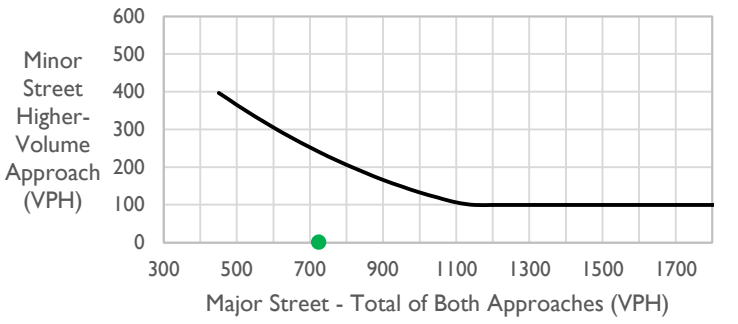
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	724	1
2nd Highest	680	1
3rd Highest	635	1
4th Highest	591	1



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	724	1



MUTCD Volume-based Warrant Evaluation
CR 212 & CR 16
2040 Background

Major Street: CR 212
Lanes Moving Traffic: 2 or more
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: CR 16
Lanes Moving Traffic: 2 or more
Right Turn Volume Included: 50% WB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	368	345	323	300	278	255	233	210
Highest Apprch. Minor Street	140 (112)	135	127	118	110	102	94	85	77

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	368	345	323	300	278	255	233	210
Highest Apprch. Minor Street	70 (56)	135	127	118	110	102	94	85	77

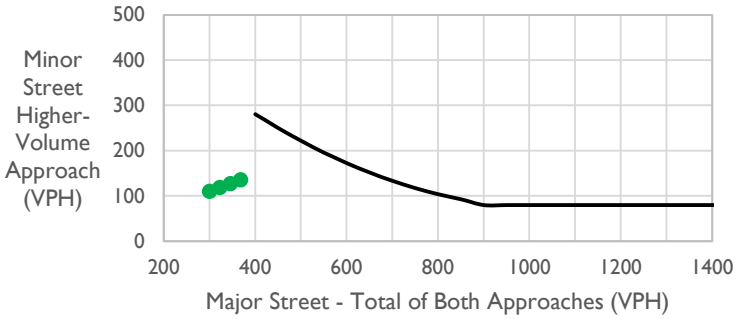
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	368	135
2nd Highest	345	127
3rd Highest	323	118
4th Highest	300	110



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	368	135

MUTCD Volume-based Warrant Evaluation
CR 212 & CR 16
2045 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 2 or more
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: CR 16
Lanes Moving Traffic: 2 or more
Right Turn Volume Included: 50% WB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	368	345	323	300	278	255	233	210
Highest Apprch. Minor Street	140 (112)	135	127	118	110	102	94	85	77

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	368	345	323	300	278	255	233	210
Highest Apprch. Minor Street	70 (56)	135	127	118	110	102	94	85	77

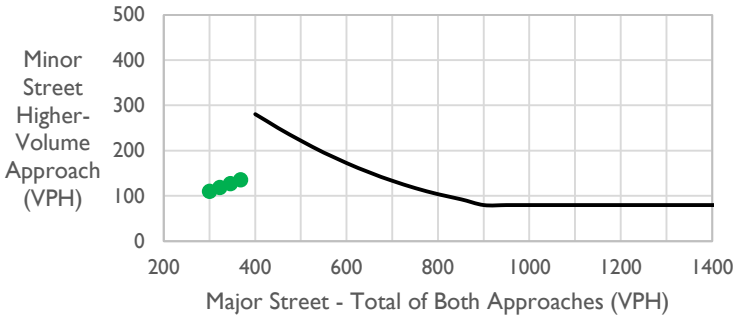
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	368	135
2nd Highest	345	127
3rd Highest	323	118
4th Highest	300	110



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	368	135

MUTCD Volume-based Warrant Evaluation
CR 212 & CR 16
2040 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 2 or more
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: CR 16
Lanes Moving Traffic: 2 or more
Right Turn Volume Included: 50% WB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	747	701	655	610	564	518	472	427
Highest Apprch. Minor Street	140 (112)	139	130	122	113	105	96	88	79

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	747	701	655	610	564	518	472	427
Highest Apprch. Minor Street	70 (56)	139	130	122	113	105	96	88	79

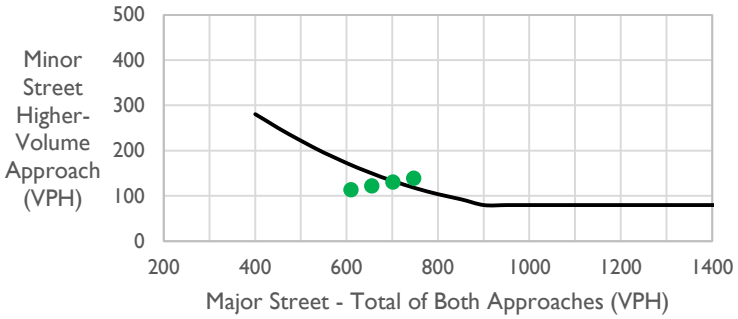
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

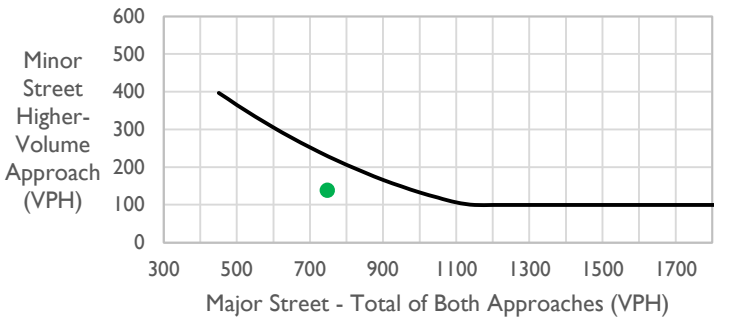
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	747	139
2nd Highest	701	130
3rd Highest	655	122
4th Highest	610	113



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	747	139



MUTCD Volume-based Warrant Evaluation
CR 212 & CR 16
2045 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 2 or more
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: CR 16
Lanes Moving Traffic: 2 or more
Right Turn Volume Included: 50% WB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	747	701	655	610	564	518	472	427
Highest Apprch. Minor Street	140 (112)	135	127	118	110	102	94	85	77

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	747	701	655	610	564	518	472	427
Highest Apprch. Minor Street	70 (56)	135	127	118	110	102	94	85	77

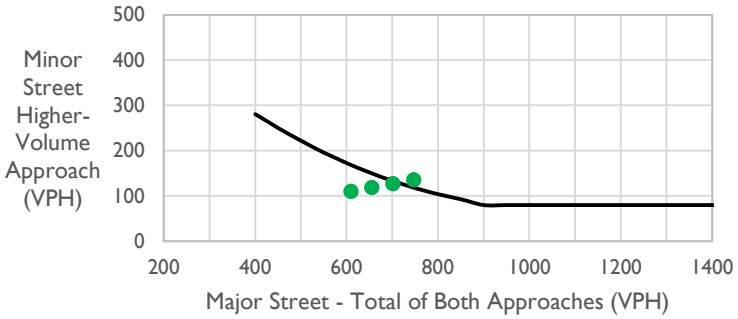
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

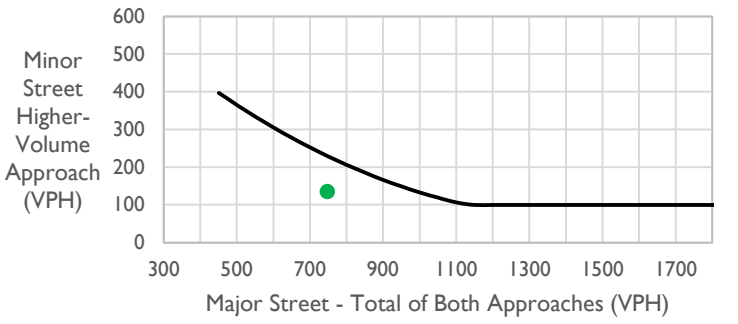
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	747	135
2nd Highest	701	127
3rd Highest	655	118
4th Highest	610	110



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	747	135



MUTCD Volume-based Warrant Evaluation
Stageline Ave / Schussmark Trail & CR 212
2040 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 2 or more
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Stageline Ave / Schussmark Trail
Lanes Moving Traffic: 1
Right Turn Volume Included: 50% SB, 75% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	58	54	51	47	44	40	37	33
Highest Apprch. Minor Street	105 (84)	30	28	26	24	23	21	19	17

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	58	54	51	47	44	40	37	33
Highest Apprch. Minor Street	53 (42)	30	28	26	24	23	21	19	17

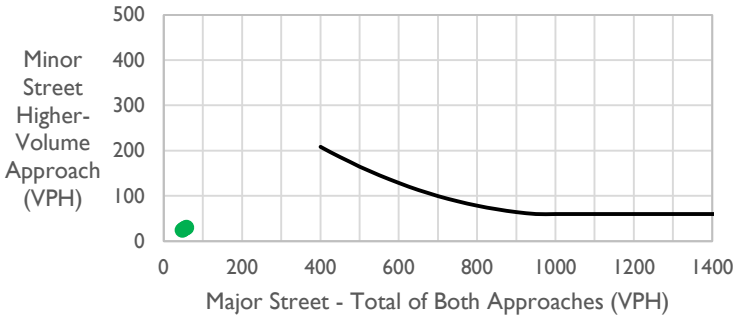
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

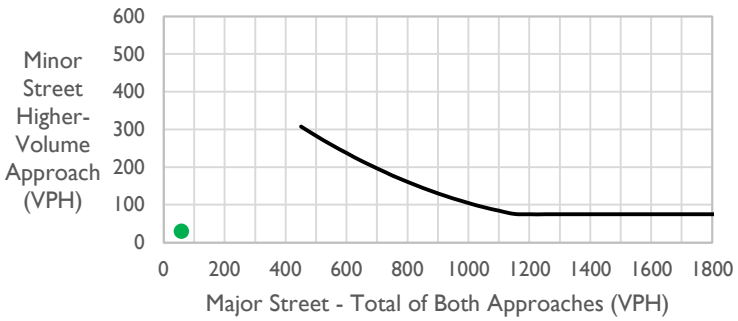
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	58	30
2nd Highest	54	28
3rd Highest	51	26
4th Highest	47	24



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	58	30



MUTCD Volume-based Warrant Evaluation
Stageline Ave / Schussmark Trail & CR 212
2045 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 2 or more
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Stageline Ave / Schussmark Trail
Lanes Moving Traffic: 1
Right Turn Volume Included: 50% SB, 75% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	58	54	51	47	44	40	37	33
Highest Apprch. Minor Street	105 (84)	30	28	26	24	23	21	19	17

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	58	54	51	47	44	40	37	33
Highest Apprch. Minor Street	53 (42)	30	28	26	24	23	21	19	17

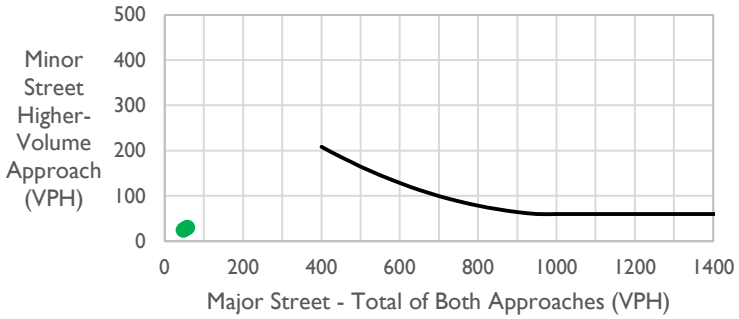
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

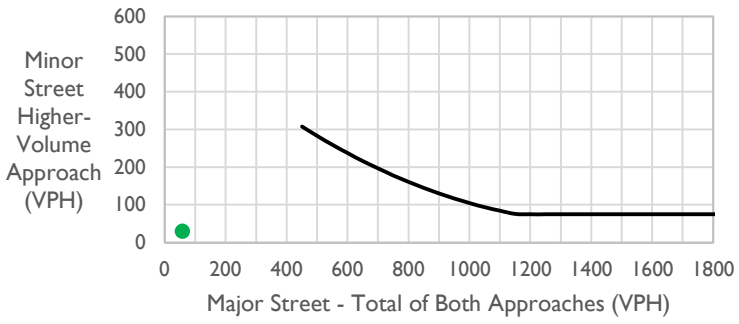
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	58	30
2nd Highest	54	28
3rd Highest	51	26
4th Highest	47	24



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	58	30



MUTCD Volume-based Warrant Evaluation
Stageline Ave / Schussmark Trail & CR 212
2040 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 2 or more
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Stageline Ave / Schussmark Trail
Lanes Moving Traffic: 1
Right Turn Volume Included: 50% SB, 75% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	423	397	371	345	319	293	267	242
Highest Apprch. Minor Street	105 (84)	72	68	63	59	54	50	46	41

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	423	397	371	345	319	293	267	242
Highest Apprch. Minor Street	53 (42)	72	68	63	59	54	50	46	41

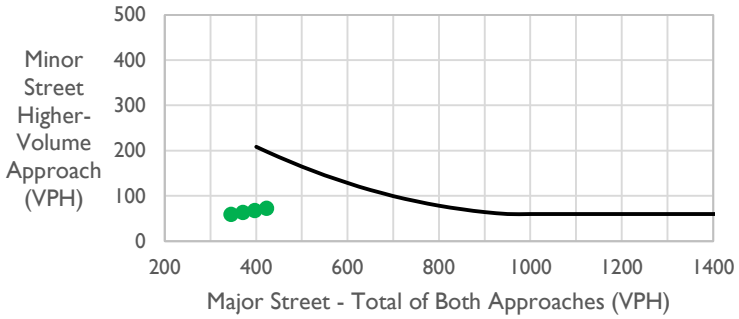
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

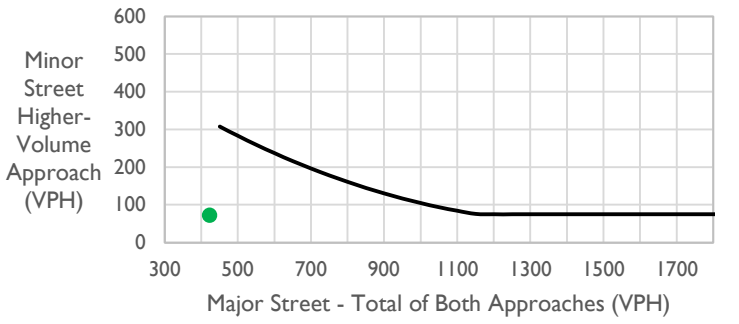
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	423	72
2nd Highest	397	68
3rd Highest	371	63
4th Highest	345	59



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	423	72



MUTCD Volume-based Warrant Evaluation
Stageline Ave / Schussmark Trail & CR 212
2045 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 2 or more
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Stageline Ave / Schussmark Trail
Lanes Moving Traffic: 1
Right Turn Volume Included: 50% SB, 75% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	423	397	371	345	319	293	267	242
Highest Apprch. Minor Street	105 (84)	38	36	33	31	29	26	24	22

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	423	397	371	345	319	293	267	242
Highest Apprch. Minor Street	53 (42)	38	36	33	31	29	26	24	22

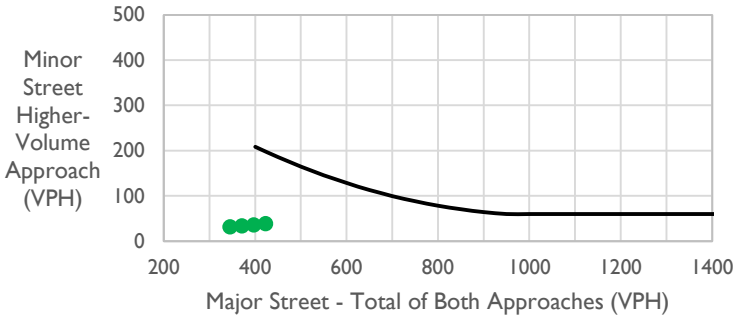
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

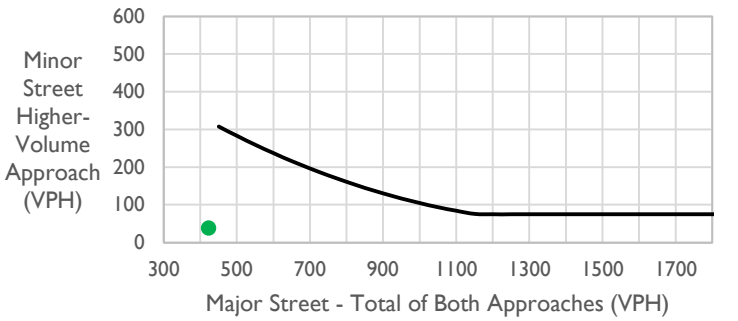
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	423	38
2nd Highest	397	36
3rd Highest	371	33
4th Highest	345	31



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	423	38



MUTCD Volume-based Warrant Evaluation
Community Center Driveway & CR 212
2040 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Community Center Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	47	44	41	38	35	33	30	27
Highest Apprch. Minor Street	105 (84)	0	0	0	0	0	0	0	0

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	47	44	41	38	35	33	30	27
Highest Apprch. Minor Street	53 (42)	0	0	0	0	0	0	0	0

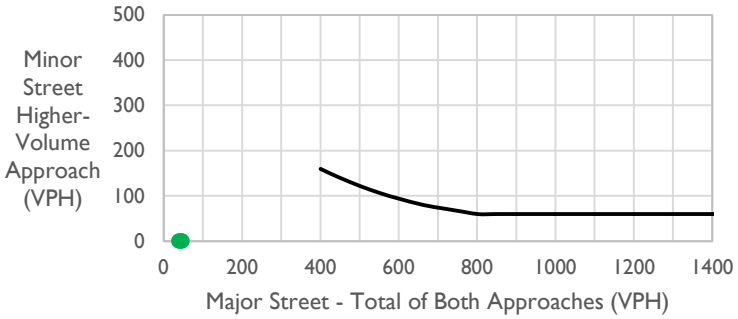
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

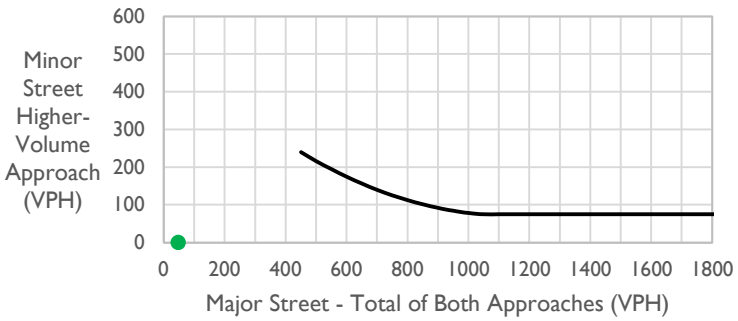
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	47	0
2nd Highest	44	0
3rd Highest	41	0
4th Highest	38	0



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	47	0



MUTCD Volume-based Warrant Evaluation
Community Center Driveway & CR 212
2045 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Community Center Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	48	45	42	39	36	33	30	27
Highest Apprch. Minor Street	105 (84)	0	0	0	0	0	0	0	0

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	48	45	42	39	36	33	30	27
Highest Apprch. Minor Street	53 (42)	0	0	0	0	0	0	0	0

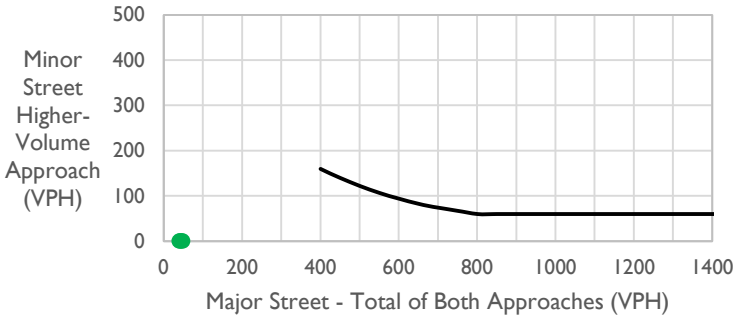
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

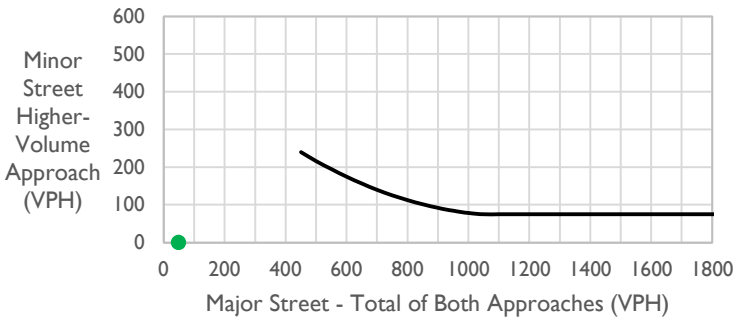
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	48	0
2nd Highest	45	0
3rd Highest	42	0
4th Highest	39	0



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	48	0



MUTCD Volume-based Warrant Evaluation
Community Center Driveway & CR 212
2040 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Community Center Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	339	318	297	277	256	235	214	194
Highest Apprch. Minor Street	105 (84)	14	13	12	11	11	10	9	8

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	339	318	297	277	256	235	214	194
Highest Apprch. Minor Street	53 (42)	14	13	12	11	11	10	9	8

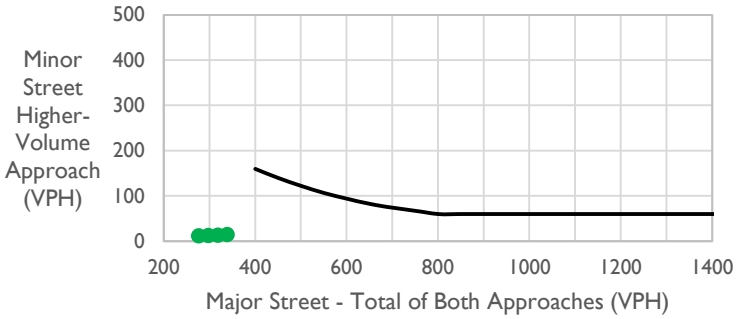
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

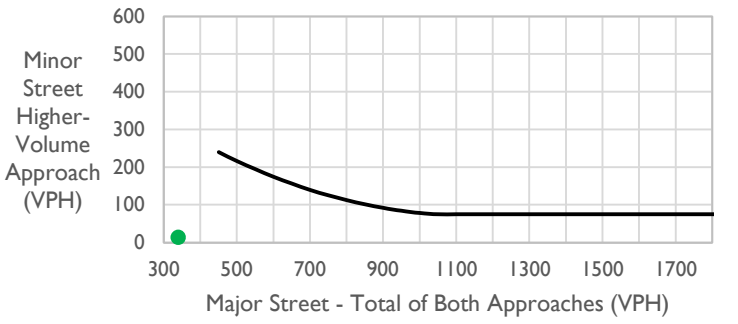
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	339	14
2nd Highest	318	13
3rd Highest	297	12
4th Highest	277	11



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	339	14



MUTCD Volume-based Warrant Evaluation
Community Center Driveway & CR 212
2045 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Community Center Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	339	318	297	277	256	235	214	194
Highest Apprch. Minor Street	105 (84)	11	10	10	9	8	8	7	6

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	339	318	297	277	256	235	214	194
Highest Apprch. Minor Street	53 (42)	11	10	10	9	8	8	7	6

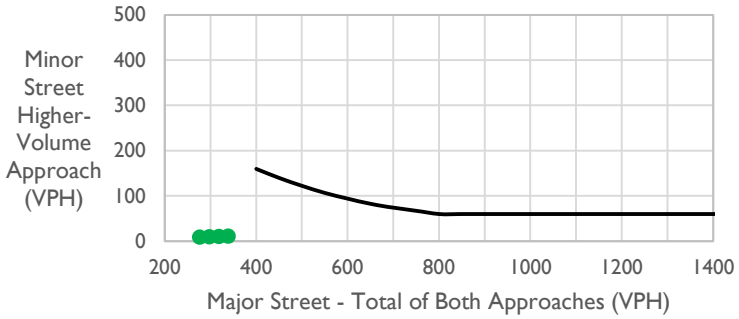
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

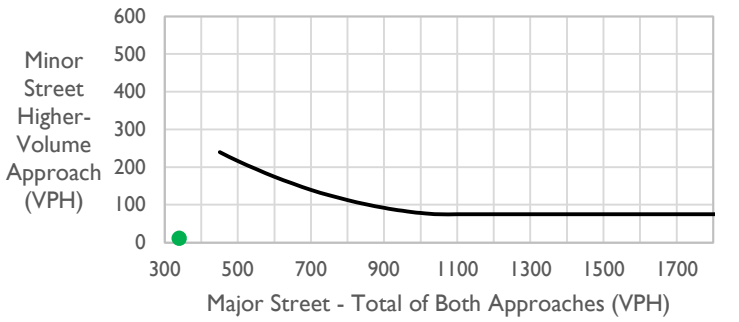
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	339	11
2nd Highest	318	10
3rd Highest	297	10
4th Highest	277	9



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	339	11



MUTCD Volume-based Warrant Evaluation
Coyote Run Ct & CR 212
2040 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Coyote Run Ct
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% SB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	38	36	33	31	29	26	24	22
Highest Apprch. Minor Street	105 (84)	11	10	10	9	8	8	7	6

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	38	36	33	31	29	26	24	22
Highest Apprch. Minor Street	53 (42)	11	10	10	9	8	8	7	6

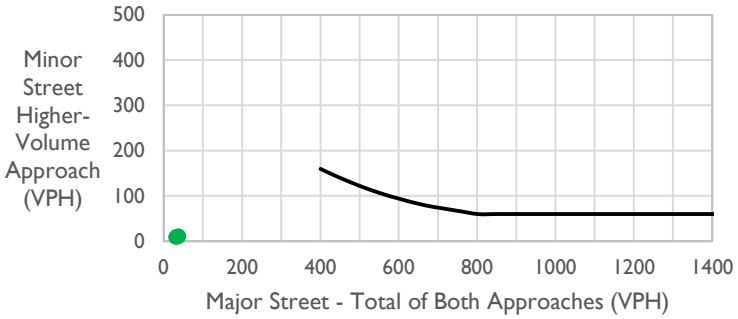
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

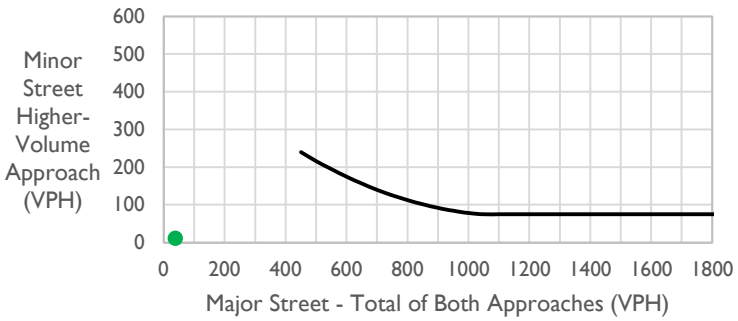
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	38	11
2nd Highest	36	10
3rd Highest	33	10
4th Highest	31	9



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	38	11



MUTCD Volume-based Warrant Evaluation
Coyote Run Ct & CR 212
2045 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Coyote Run Ct
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% SB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	38	36	33	31	29	26	24	22
Highest Apprch. Minor Street	105 (84)	11	10	10	9	8	8	7	6

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	38	36	33	31	29	26	24	22
Highest Apprch. Minor Street	53 (42)	11	10	10	9	8	8	7	6

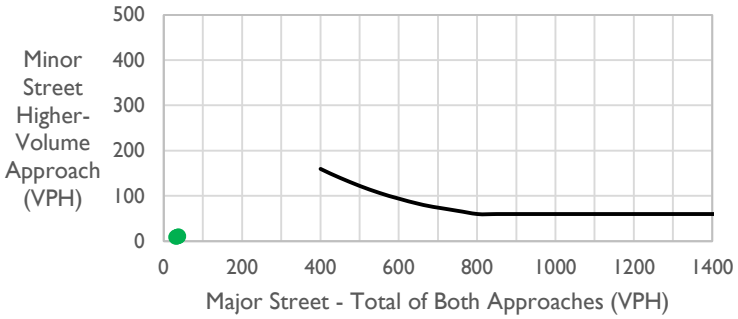
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

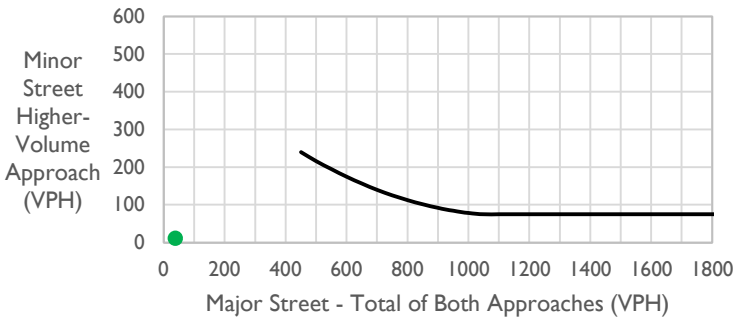
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	38	11
2nd Highest	36	10
3rd Highest	33	10
4th Highest	31	9



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	38	11



MUTCD Volume-based Warrant Evaluation
Coyote Run Ct & CR 212
2040 Total

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Coyote Run Ct
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% SB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	325	305	285	265	245	225	205	186
Highest Apprch. Minor Street	105 (84)	11	10	10	9	8	8	7	6

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	325	305	285	265	245	225	205	186
Highest Apprch. Minor Street	53 (42)	11	10	10	9	8	8	7	6

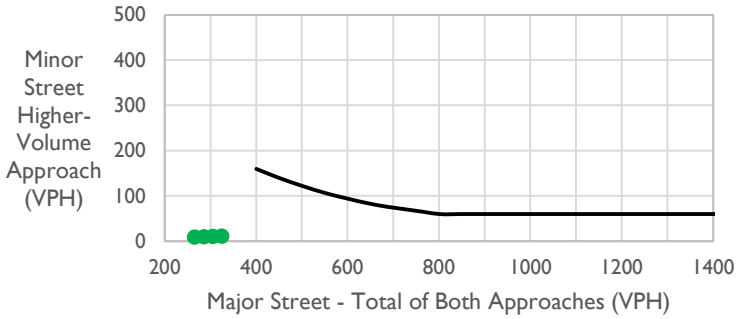
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

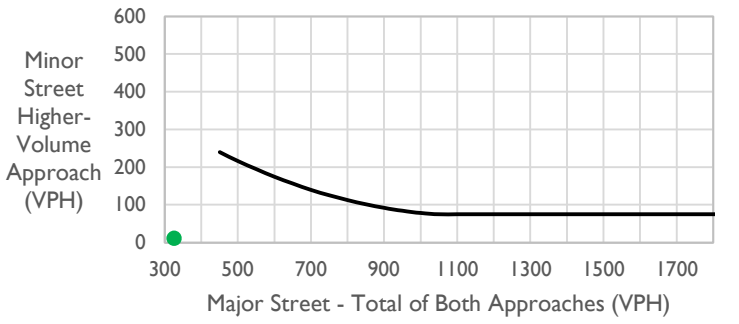
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	325	11
2nd Highest	305	10
3rd Highest	285	10
4th Highest	265	9



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	325	11



MUTCD Volume-based Warrant Evaluation
Coyote Run Ct & CR 212
2045 Total

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Coyote Run Ct
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% SB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	325	305	285	265	245	225	205	186
Highest Apprch. Minor Street	105 (84)	11	10	10	9	8	8	7	6

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	325	305	285	265	245	225	205	186
Highest Apprch. Minor Street	53 (42)	11	10	10	9	8	8	7	6

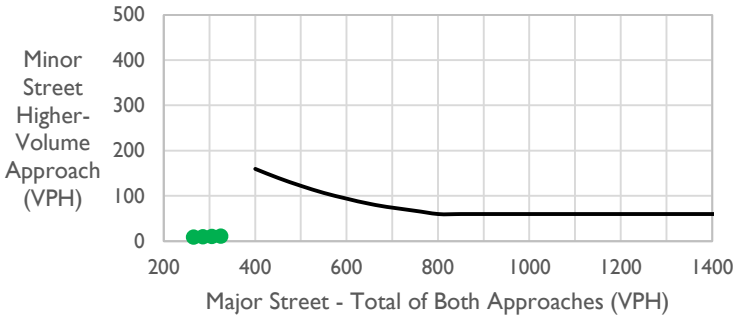
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

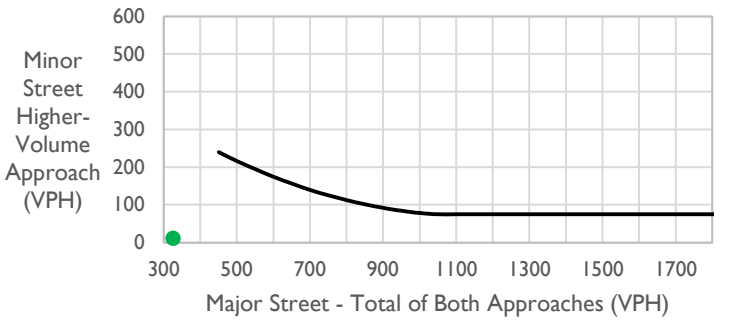
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	325	11
2nd Highest	305	10
3rd Highest	285	10
4th Highest	265	9



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	325	11



MUTCD Volume-based Warrant Evaluation
CR 212 & Ski Parking Driveway
2040 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Ski Parking Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	33	31	29	27	25	23	21	19
Highest Apprch. Minor Street	105 (84)	0	0	0	0	0	0	0	0

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	33	31	29	27	25	23	21	19
Highest Apprch. Minor Street	53 (42)	0	0	0	0	0	0	0	0

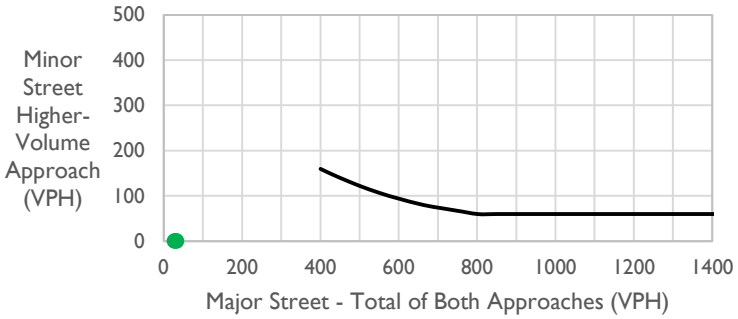
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

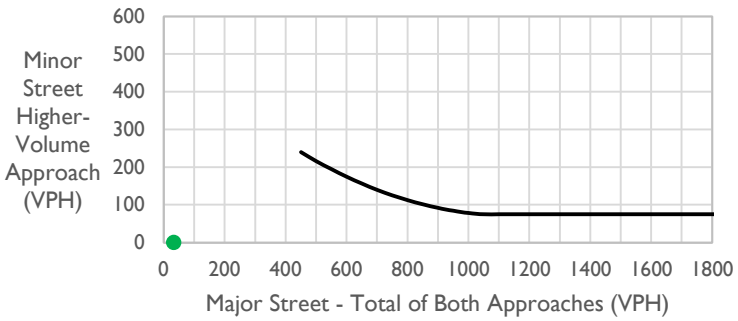
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	33	0
2nd Highest	31	0
3rd Highest	29	0
4th Highest	27	0



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	33	0



MUTCD Volume-based Warrant Evaluation
CR 212 & Ski Parking Driveway
2045 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Ski Parking Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	33	31	29	27	25	23	21	19
Highest Apprch. Minor Street	105 (84)	0	0	0	0	0	0	0	0

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	33	31	29	27	25	23	21	19
Highest Apprch. Minor Street	53 (42)	0	0	0	0	0	0	0	0

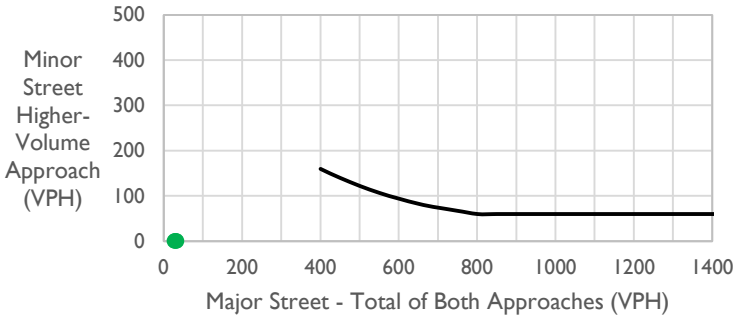
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

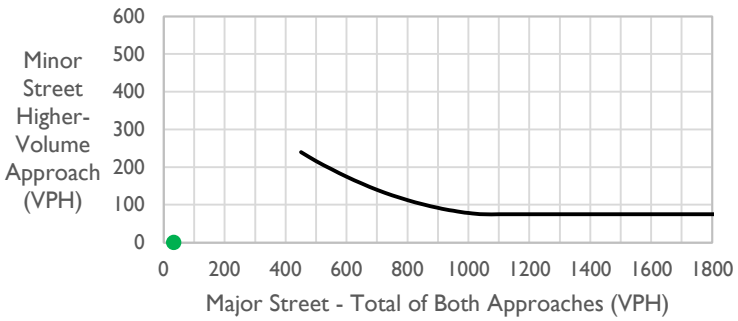
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	33	0
2nd Highest	31	0
3rd Highest	29	0
4th Highest	27	0



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	33	0



MUTCD Volume-based Warrant Evaluation
CR 212 & Ski Parking Driveway
2040 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Ski Parking Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 7

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	275	258	241	224	208	191	174	157
Highest Apprch. Minor Street	105 (84)	46	43	40	38	35	32	29	26

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	275	258	241	224	208	191	174	157
Highest Apprch. Minor Street	53 (42)	46	43	40	38	35	32	29	26

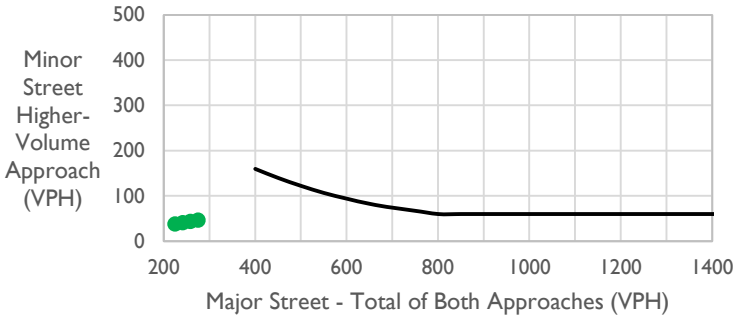
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

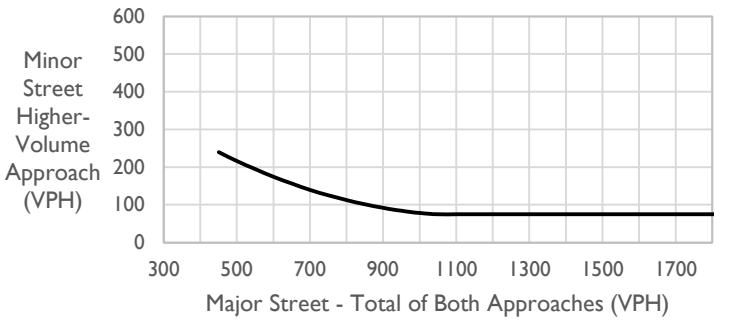
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	275	46
2nd Highest	258	43
3rd Highest	241	40
4th Highest	224	38



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	275	46



MUTCD Volume-based Warrant Evaluation
CR 212 & Ski Parking Driveway
2045 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Ski Parking Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 7

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	275	258	241	224	208	191	174	157
Highest Apprch. Minor Street	105 (84)	46	43	40	38	35	32	29	26

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	275	258	241	224	208	191	174	157
Highest Apprch. Minor Street	53 (42)	46	43	40	38	35	32	29	26

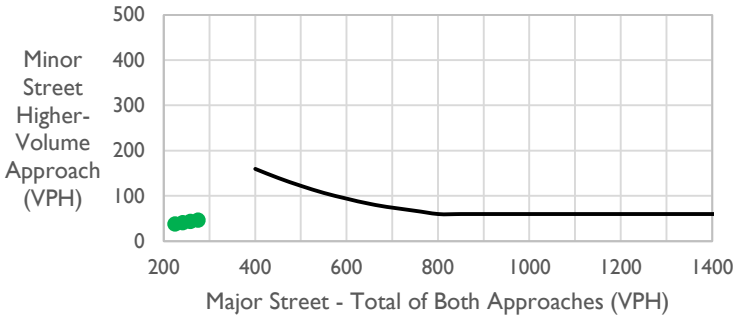
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

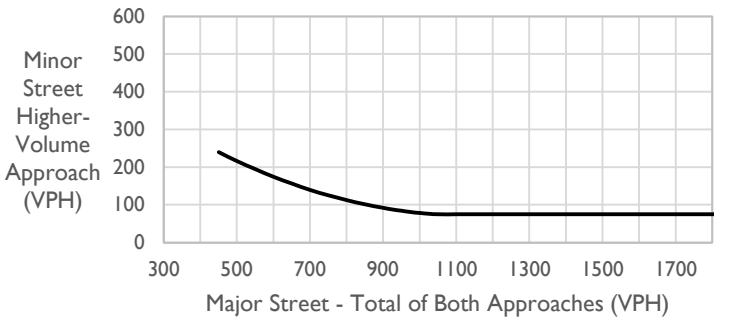
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	275	46
2nd Highest	258	43
3rd Highest	241	40
4th Highest	224	38



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	275	46



MUTCD Volume-based Warrant Evaluation
CR 212 & Double Creek Driveway
2040 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Double Creek Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	33	31	29	27	25	23	21	19
Highest Apprch. Minor Street	105 (84)	0	0	0	0	0	0	0	0

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	33	31	29	27	25	23	21	19
Highest Apprch. Minor Street	53 (42)	0	0	0	0	0	0	0	0

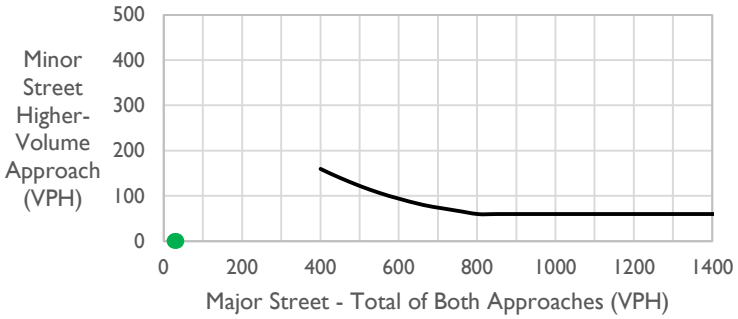
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

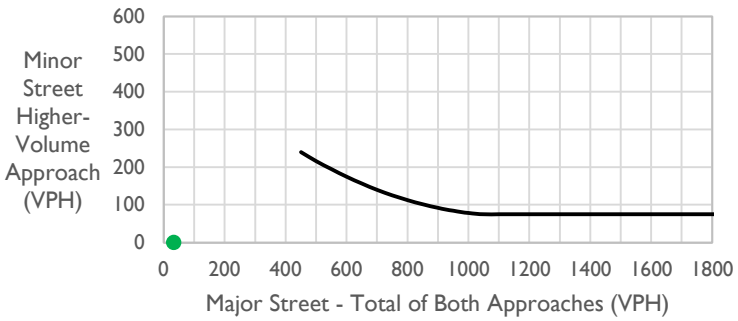
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	33	0
2nd Highest	31	0
3rd Highest	29	0
4th Highest	27	0



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	33	0



MUTCD Volume-based Warrant Evaluation
CR 212 & Double Creek Driveway
2045 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Double Creek Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	33	31	29	27	25	23	21	19
Highest Apprch. Minor Street	105 (84)	0	0	0	0	0	0	0	0

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	33	31	29	27	25	23	21	19
Highest Apprch. Minor Street	53 (42)	0	0	0	0	0	0	0	0

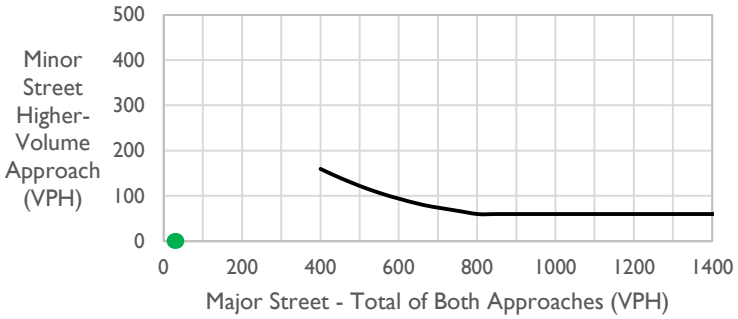
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

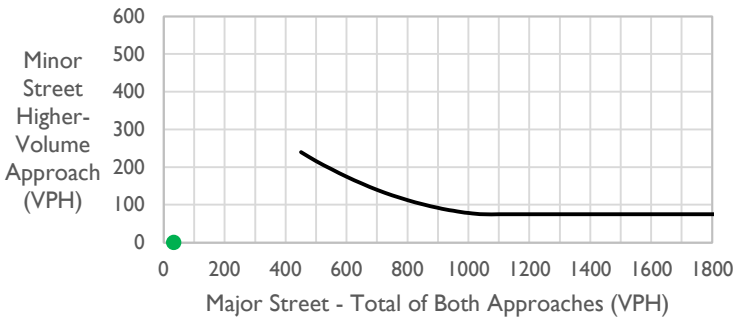
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	33	0
2nd Highest	31	0
3rd Highest	29	0
4th Highest	27	0



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	33	0



MUTCD Volume-based Warrant Evaluation
CR 212 & Double Creek Driveway
2040 Total

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Double Creek Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% WB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	249	234	218	203	188	173	157	142
Highest Apprch. Minor Street	105 (84)	18	17	16	15	14	12	11	10

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	249	234	218	203	188	173	157	142
Highest Apprch. Minor Street	53 (42)	18	17	16	15	14	12	11	10

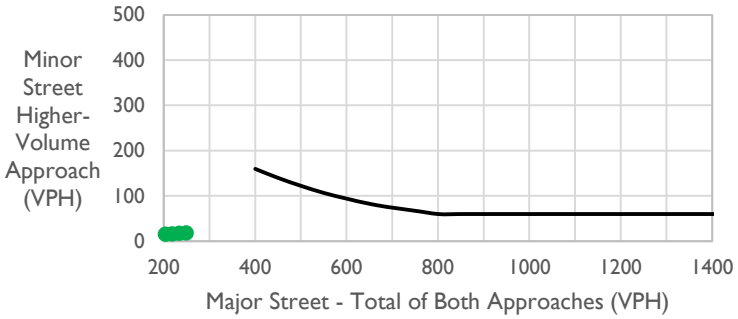
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

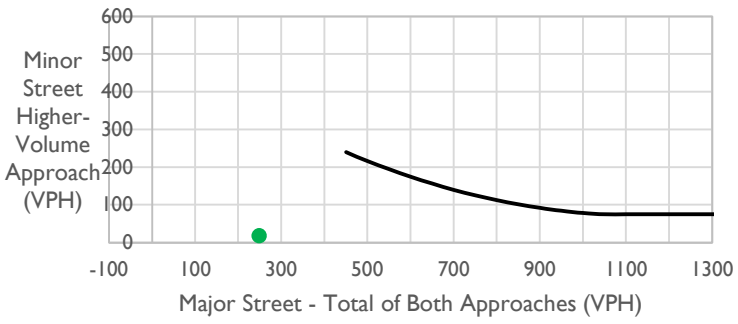
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	249	18
2nd Highest	234	17
3rd Highest	218	16
4th Highest	203	15



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	249	18



MUTCD Volume-based Warrant Evaluation
CR 212 & Double Creek Driveway
2045 Total

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Double Creek Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% WB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	250	235	219	204	189	173	158	143
Highest Apprch. Minor Street	105 (84)	18	17	16	15	14	12	11	10

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	250	235	219	204	189	173	158	143
Highest Apprch. Minor Street	53 (42)	18	17	16	15	14	12	11	10

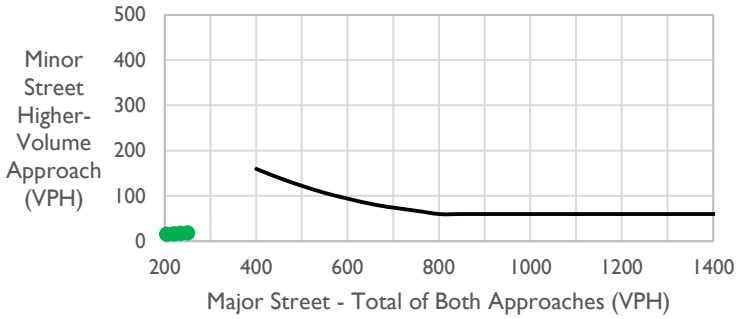
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

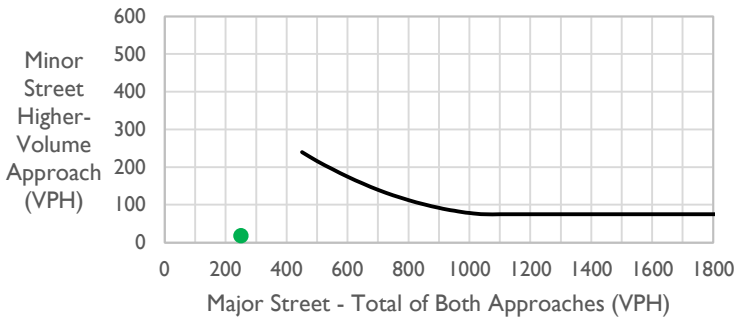
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	250	18
2nd Highest	235	17
3rd Highest	219	16
4th Highest	204	15



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	250	18



MUTCD Volume-based Warrant Evaluation
Green Ridge Dr & CR 212
2040 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Green Ridge Dr
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	33	31	29	27	25	23	21	19
Highest Apprch. Minor Street	105 (84)	0	0	0	0	0	0	0	0

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	33	31	29	27	25	23	21	19
Highest Apprch. Minor Street	53 (42)	0	0	0	0	0	0	0	0

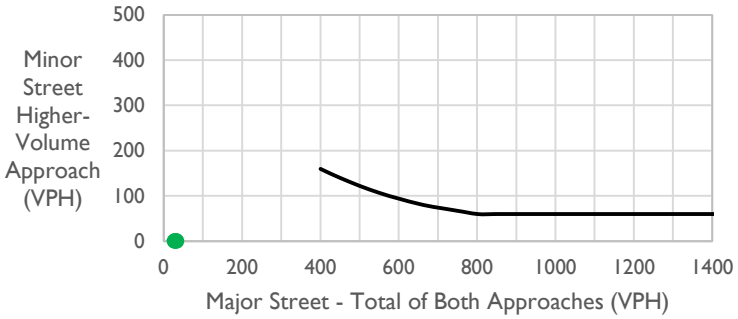
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

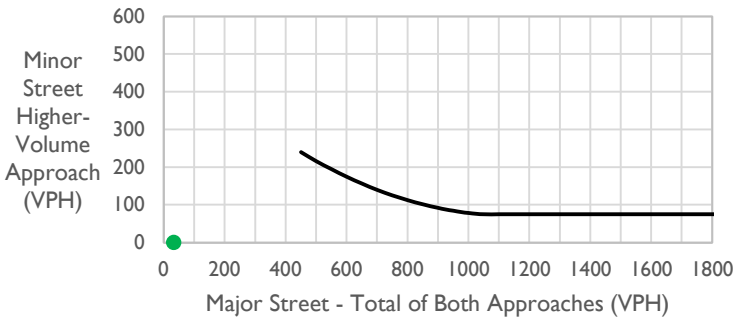
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	33	0
2nd Highest	31	0
3rd Highest	29	0
4th Highest	27	0



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	33	0



MUTCD Volume-based Warrant Evaluation
Green Ridge Dr & CR 212
2045 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Green Ridge Dr
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	27	25	24	22	20	19	17	15
Highest Apprch. Minor Street	105 (84)	0	0	0	0	0	0	0	0

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	27	25	24	22	20	19	17	15
Highest Apprch. Minor Street	53 (42)	0	0	0	0	0	0	0	0

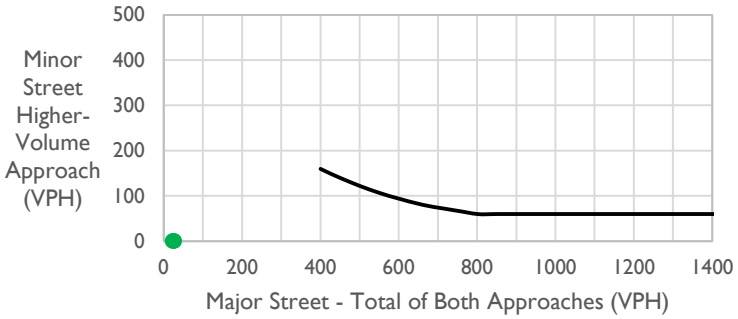
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

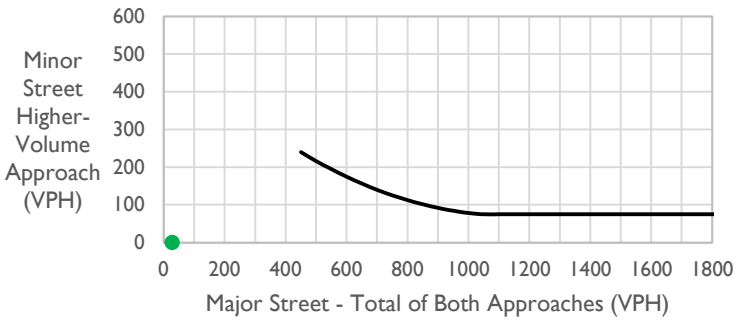
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	27	0
2nd Highest	25	0
3rd Highest	24	0
4th Highest	22	0



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	27	0



MUTCD Volume-based Warrant Evaluation
Green Ridge Dr & CR 212
2040 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Green Ridge Dr
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	134	126	118	109	101	93	85	77
Highest Apprch. Minor Street	105 (84)	96	90	84	78	72	67	61	55

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	134	126	118	109	101	93	85	77
Highest Apprch. Minor Street	53 (42)	96	90	84	78	72	67	61	55

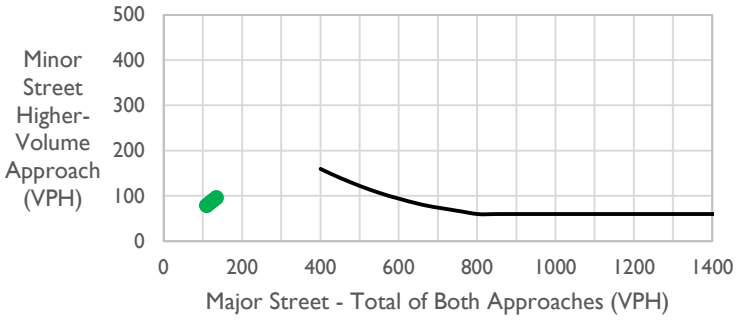
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

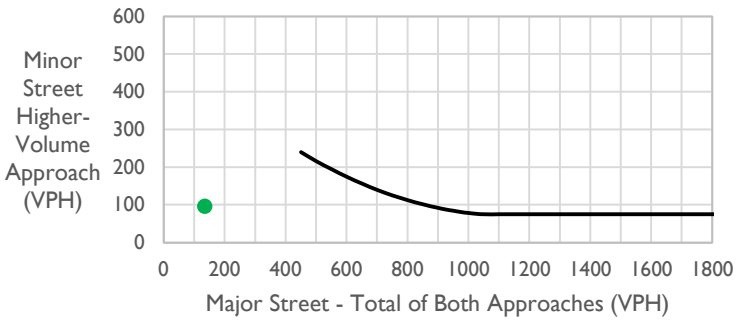
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	134	96
2nd Highest	126	90
3rd Highest	118	84
4th Highest	109	78



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	134	96



MUTCD Volume-based Warrant Evaluation
Green Ridge Dr & CR 212
2045 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Green Ridge Dr
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	129	121	113	105	97	89	82	74
Highest Apprch. Minor Street	105 (84)	96	90	84	78	72	67	61	55

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	129	121	113	105	97	89	82	74
Highest Apprch. Minor Street	53 (42)	96	90	84	78	72	67	61	55

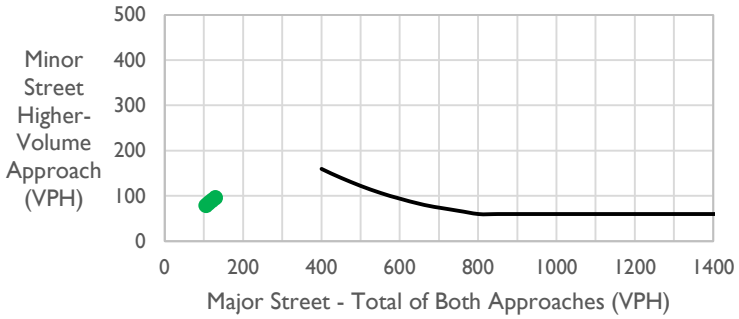
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

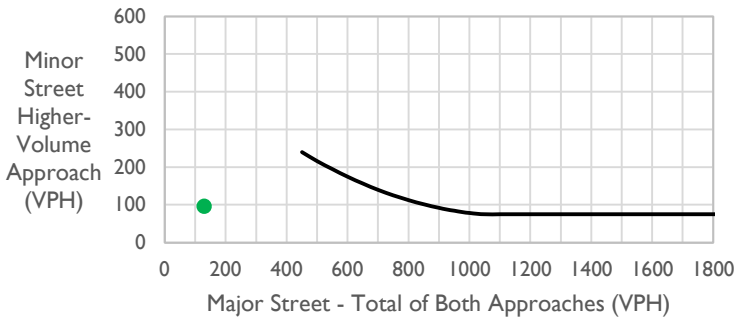
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	129	96
2nd Highest	121	90
3rd Highest	113	84
4th Highest	105	78



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	129	96



MUTCD Volume-based Warrant Evaluation
CR 212 & Green River Dr / Broken Talon Trl
2040 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Green River Dr / Broken Talon Trl
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	22	21	19	18	17	15	14	13
Highest Apprch. Minor Street	105 (84)	5	5	4	4	4	3	3	3

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	22	21	19	18	17	15	14	13
Highest Apprch. Minor Street	53 (42)	5	5	4	4	4	3	3	3

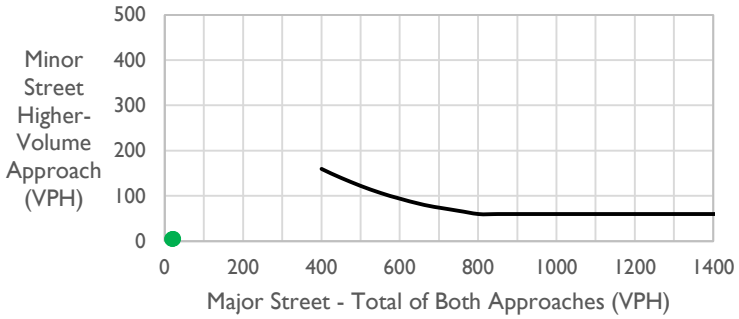
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

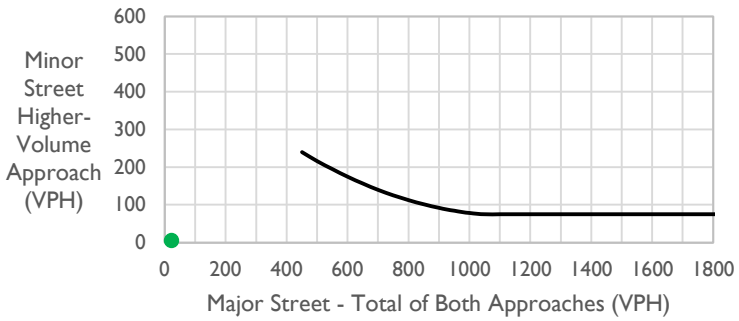
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	22	5
2nd Highest	21	5
3rd Highest	19	4
4th Highest	18	4



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	22	5



MUTCD Volume-based Warrant Evaluation
CR 212 & Green River Dr / Broken Talon Trl
2045 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Green River Dr / Broken Talon Trl
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	22	21	19	18	17	15	14	13
Highest Apprch. Minor Street	105 (84)	5	5	4	4	4	3	3	3

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	22	21	19	18	17	15	14	13
Highest Apprch. Minor Street	53 (42)	5	5	4	4	4	3	3	3

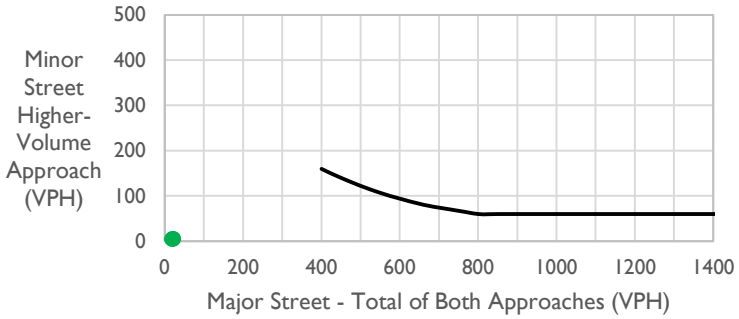
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

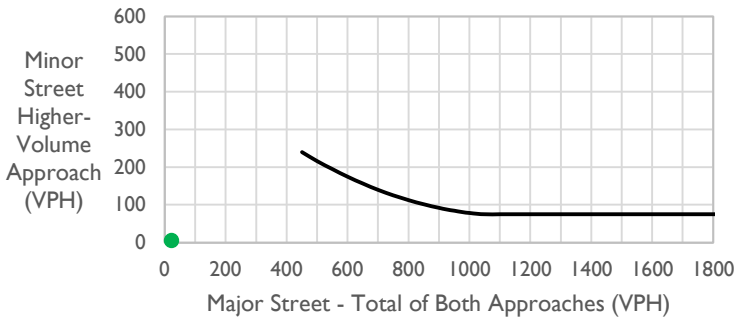
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	22	5
2nd Highest	21	5
3rd Highest	19	4
4th Highest	18	4



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	22	5



MUTCD Volume-based Warrant Evaluation
CR 212 & Green River Dr / Broken Talon Trl
2040 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Green River Dr / Broken Talon Trl
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% EB, 75% WB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	40	38	35	33	30	28	25	23
Highest Apprch. Minor Street	105 (84)	27	25	24	22	20	19	17	15

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	40	38	35	33	30	28	25	23
Highest Apprch. Minor Street	53 (42)	27	25	24	22	20	19	17	15

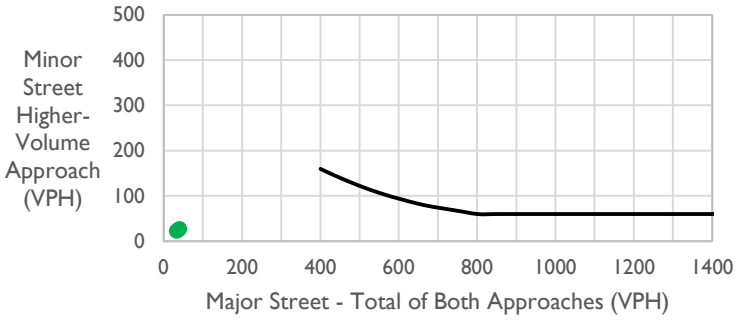
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

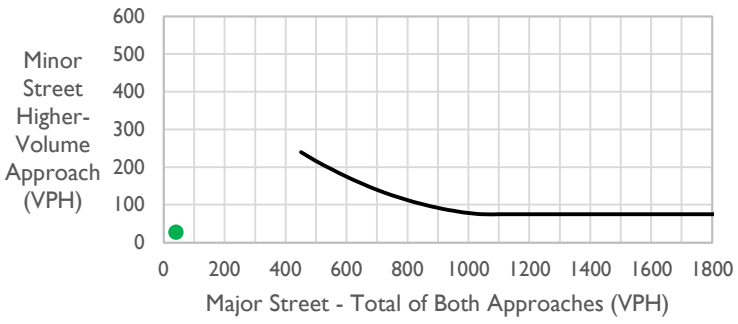
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	40	27
2nd Highest	38	25
3rd Highest	35	24
4th Highest	33	22



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	40	27



MUTCD Volume-based Warrant Evaluation
CR 212 & Green River Dr / Broken Talon Trl
2045 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 212
Lanes Moving Traffic: 1
Approach Speed: 40 MPH
Option: Rural Community

Minor Street: Green River Dr / Broken Talon Trl
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% EB, 75% WB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	40	38	35	33	30	28	25	23
Highest Apprch. Minor Street	105 (84)	27	25	24	22	20	19	17	15

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	40	38	35	33	30	28	25	23
Highest Apprch. Minor Street	53 (42)	27	25	24	22	20	19	17	15

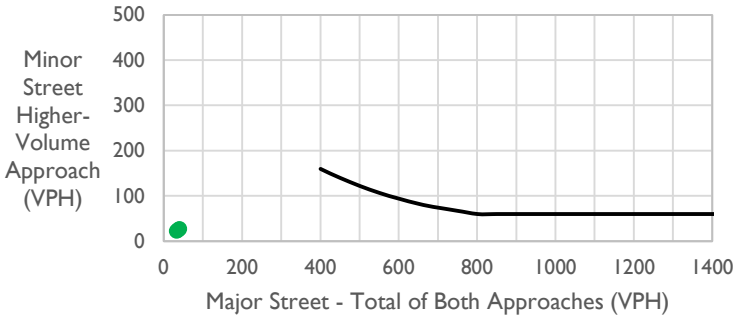
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

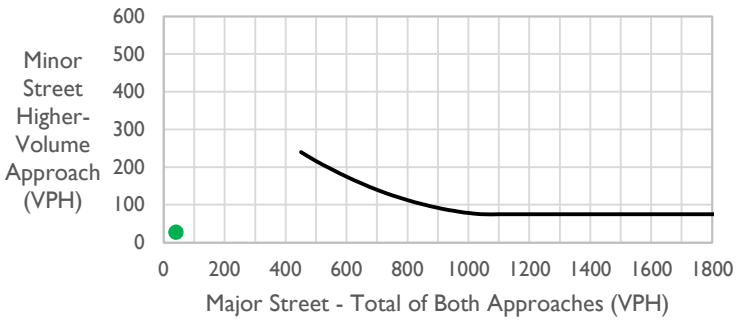
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	40	27
2nd Highest	38	25
3rd Highest	35	24
4th Highest	33	22



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	40	27



MUTCD Volume-based Warrant Evaluation
Broken Talon Rd & CR 16
2040 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Broken Talon Rd
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	48	45	42	39	36	33	30	27
Highest Apprch. Minor Street	105 (84)	1	1	1	1	1	1	1	1

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	48	45	42	39	36	33	30	27
Highest Apprch. Minor Street	53 (42)	1	1	1	1	1	1	1	1

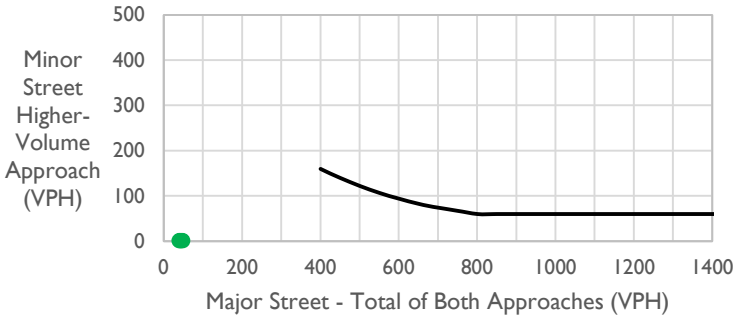
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

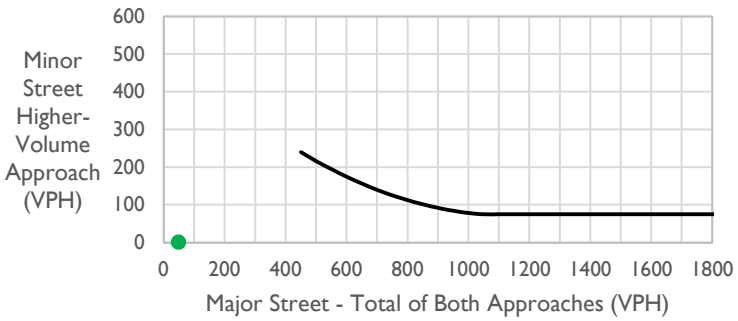
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	48	1
2nd Highest	45	1
3rd Highest	42	1
4th Highest	39	1



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	48	1



MUTCD Volume-based Warrant Evaluation
Broken Talon Rd & CR 16
2045 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Broken Talon Rd
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	48	45	42	39	36	33	30	27
Highest Apprch. Minor Street	105 (84)	1	1	1	1	1	1	1	1

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	48	45	42	39	36	33	30	27
Highest Apprch. Minor Street	53 (42)	1	1	1	1	1	1	1	1

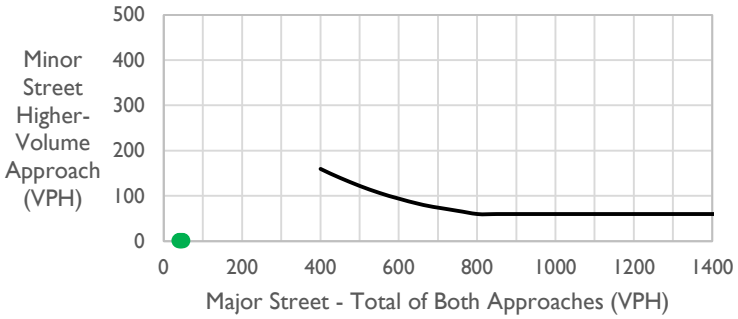
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

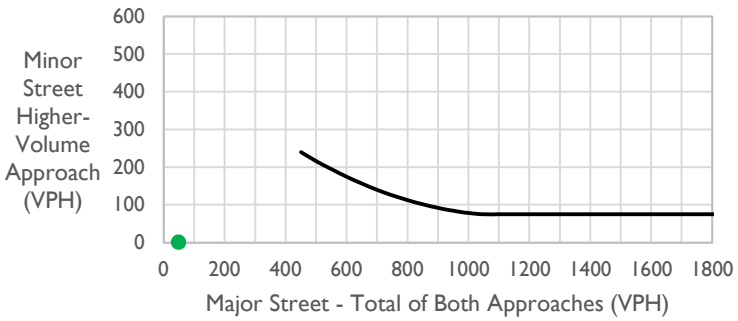
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	48	1
2nd Highest	45	1
3rd Highest	42	1
4th Highest	39	1



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	48	1



MUTCD Volume-based Warrant Evaluation
Broken Talon Rd & CR 16
2040 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Broken Talon Rd
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	48	45	42	39	36	33	30	27
Highest Apprch. Minor Street	105 (84)	1	1	1	1	1	1	1	1

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	48	45	42	39	36	33	30	27
Highest Apprch. Minor Street	53 (42)	1	1	1	1	1	1	1	1

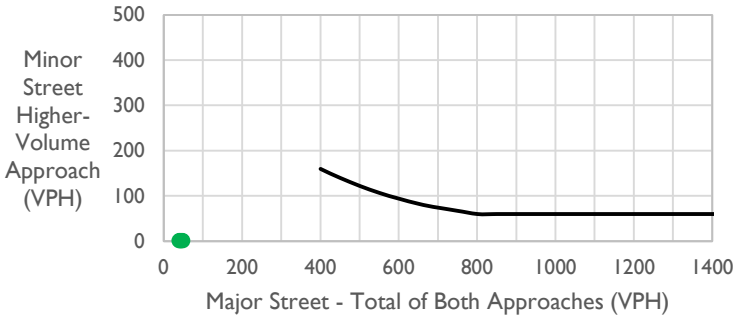
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

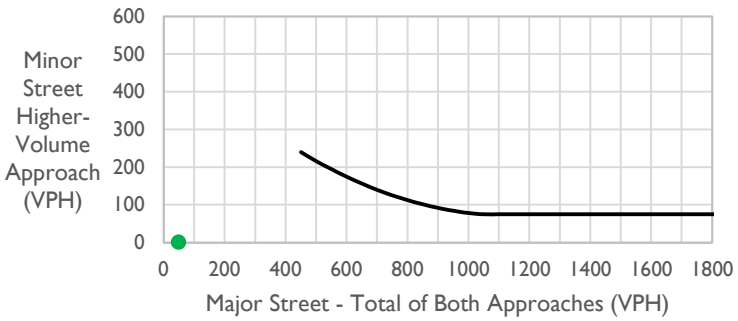
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	48	1
2nd Highest	45	1
3rd Highest	42	1
4th Highest	39	1



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	48	1



MUTCD Volume-based Warrant Evaluation
Broken Talon Rd & CR 16
2045 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Broken Talon Rd
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	48	45	42	39	36	33	30	27
Highest Apprch. Minor Street	105 (84)	1	1	1	1	1	1	1	1

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	48	45	42	39	36	33	30	27
Highest Apprch. Minor Street	53 (42)	1	1	1	1	1	1	1	1

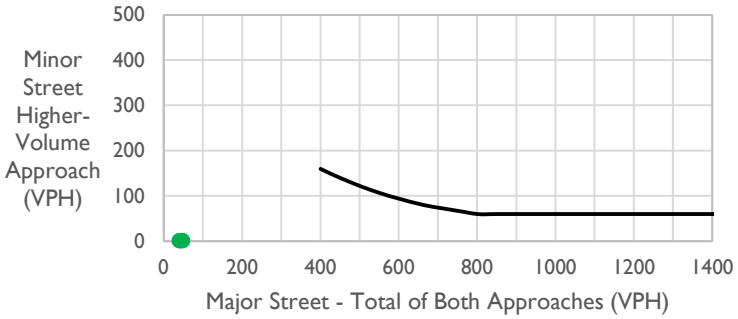
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

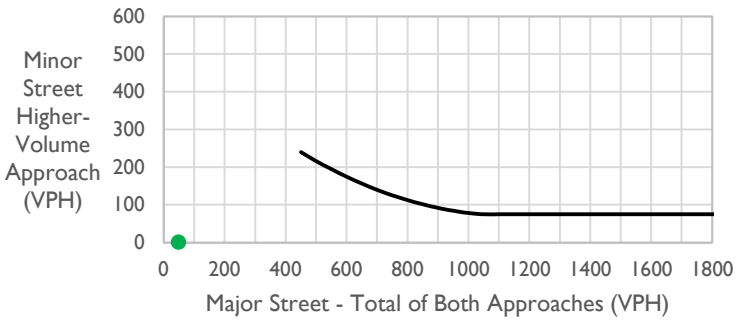
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	48	1
2nd Highest	45	1
3rd Highest	42	1
4th Highest	39	1



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	48	1



MUTCD Volume-based Warrant Evaluation
CR 18A / CR 16 & CR 16
2040 Background

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: CR 18A / CR 16
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	95	89	83	78	72	66	60	54
Highest Apprch. Minor Street	105 (84)	43	40	38	35	32	30	27	25

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	95	89	83	78	72	66	60	54
Highest Apprch. Minor Street	53 (42)	43	40	38	35	32	30	27	25

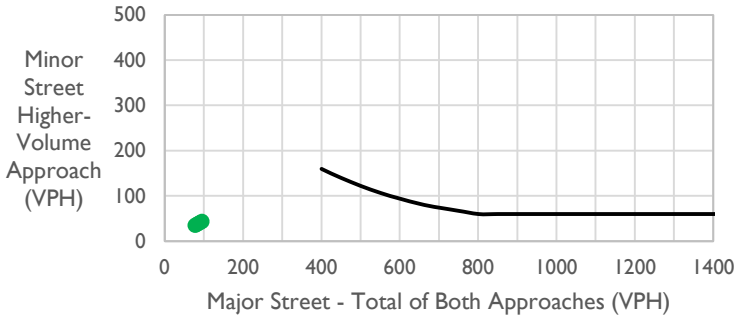
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

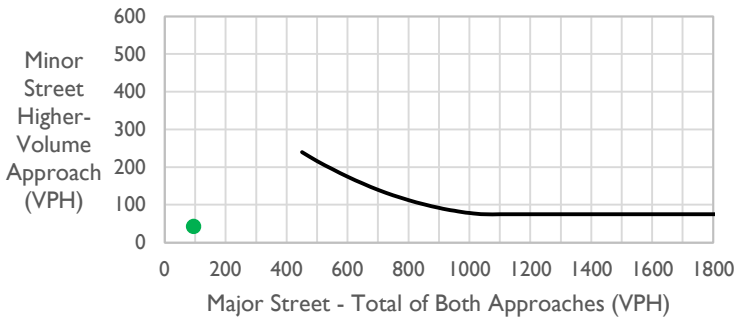
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	95	43
2nd Highest	89	40
3rd Highest	83	38
4th Highest	78	35



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	95	43



MUTCD Volume-based Warrant Evaluation
CR 18A / CR 16 & CR 16
2045 Background

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: CR 18A / CR 16
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	95	89	83	78	72	66	60	54
Highest Apprch. Minor Street	105 (84)	43	40	38	35	32	30	27	25

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	95	89	83	78	72	66	60	54
Highest Apprch. Minor Street	53 (42)	43	40	38	35	32	30	27	25

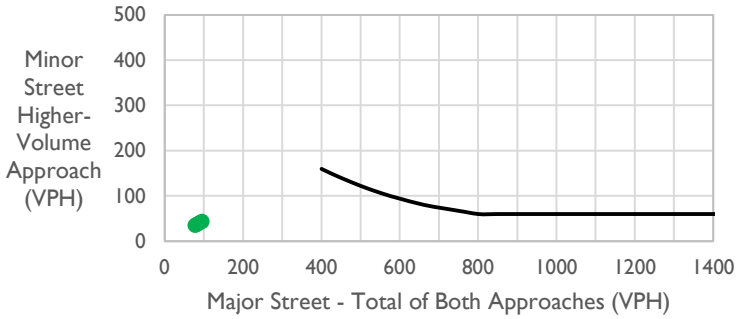
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

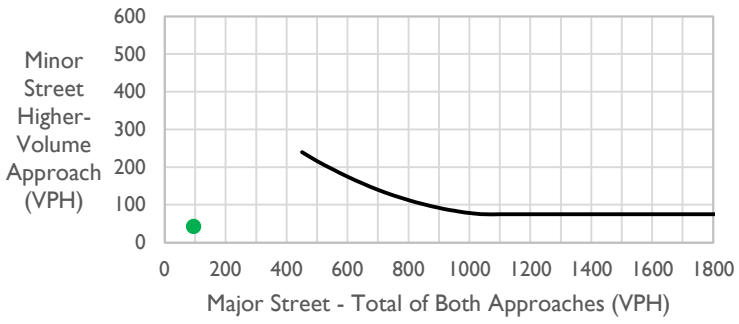
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	95	43
2nd Highest	89	40
3rd Highest	83	38
4th Highest	78	35



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	95	43



MUTCD Volume-based Warrant Evaluation
CR 18A / CR 16 & CR 16
2040 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: CR 18A / CR 16
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% SB, 75% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	95	89	83	78	72	66	60	54
Highest Apprch. Minor Street	105 (84)	43	40	38	35	32	30	27	25

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	95	89	83	78	72	66	60	54
Highest Apprch. Minor Street	53 (42)	43	40	38	35	32	30	27	25

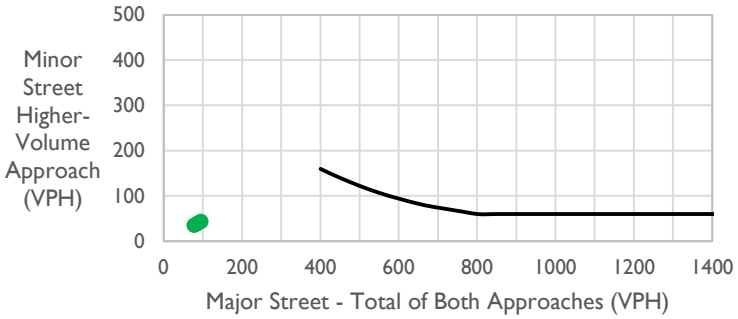
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

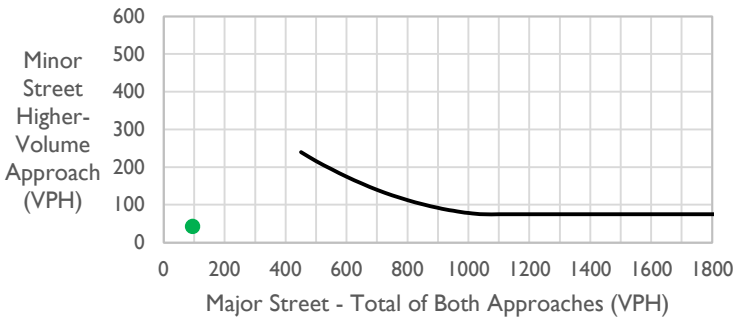
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	95	43
2nd Highest	89	40
3rd Highest	83	38
4th Highest	78	35



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	95	43



MUTCD Volume-based Warrant Evaluation
CR 18A / CR 16 & CR 16
2045 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: CR 18A / CR 16
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% SB, 75% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	95	89	83	78	72	66	60	54
Highest Apprch. Minor Street	105 (84)	43	40	38	35	32	30	27	25

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	95	89	83	78	72	66	60	54
Highest Apprch. Minor Street	53 (42)	43	40	38	35	32	30	27	25

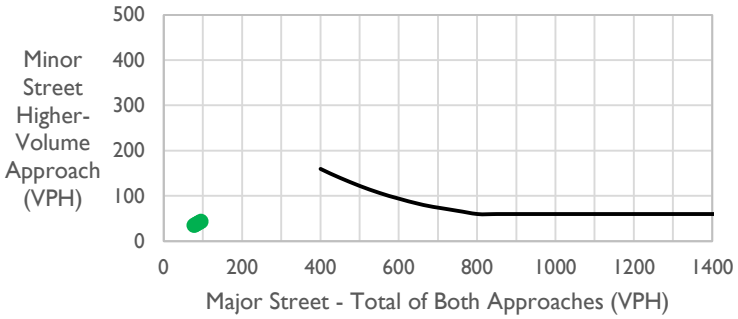
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

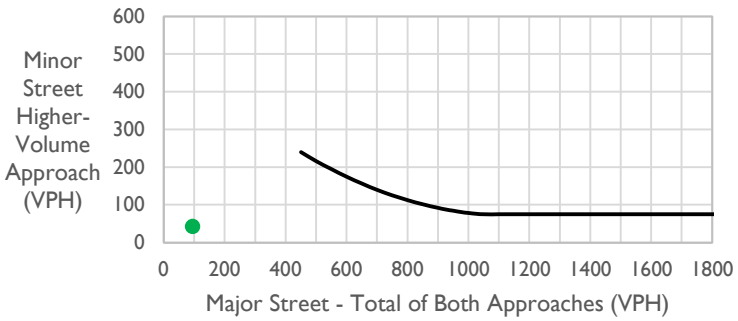
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	95	43
2nd Highest	89	40
3rd Highest	83	38
4th Highest	78	35



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	95	43



MUTCD Volume-based Warrant Evaluation
Stagehorn Trail & CR 16
2040 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Stagehorn Trail
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	144	135	126	118	109	100	91	82
Highest Apprch. Minor Street	105 (84)	2	2	2	2	2	1	1	1

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	144	135	126	118	109	100	91	82
Highest Apprch. Minor Street	53 (42)	2	2	2	2	2	1	1	1

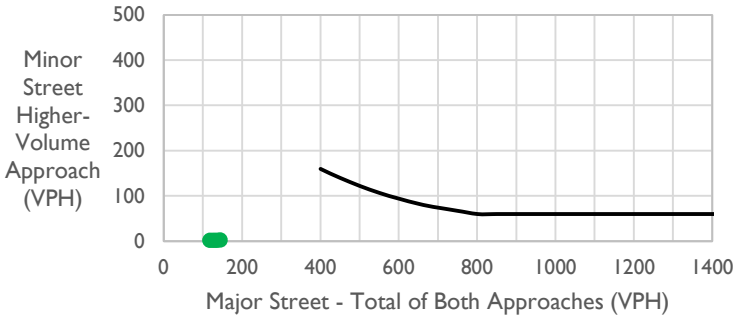
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

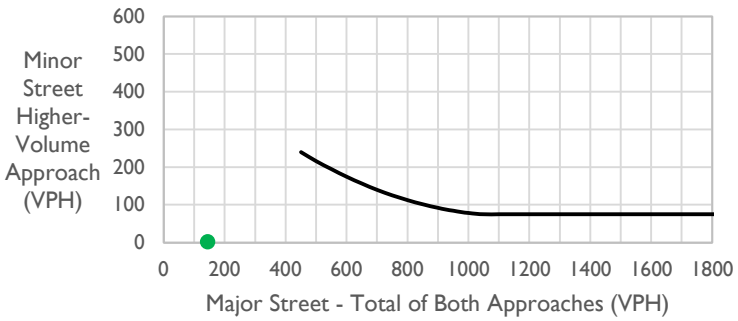
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	144	2
2nd Highest	135	2
3rd Highest	126	2
4th Highest	118	2



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	144	2



MUTCD Volume-based Warrant Evaluation
Stagehorn Trail & CR 16
2045 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Stagehorn Trail
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	144	135	126	118	109	100	91	82
Highest Apprch. Minor Street	105 (84)	2	2	2	2	2	1	1	1

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	144	135	126	118	109	100	91	82
Highest Apprch. Minor Street	53 (42)	2	2	2	2	2	1	1	1

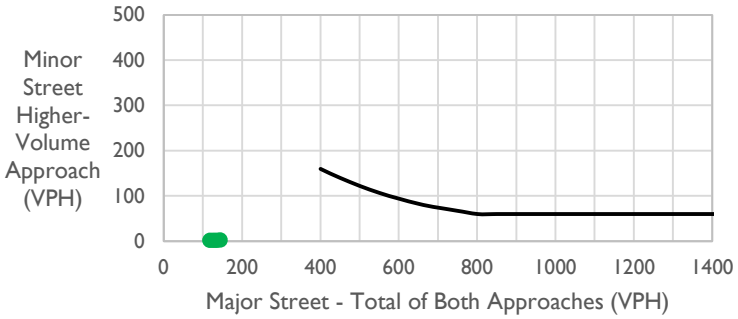
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

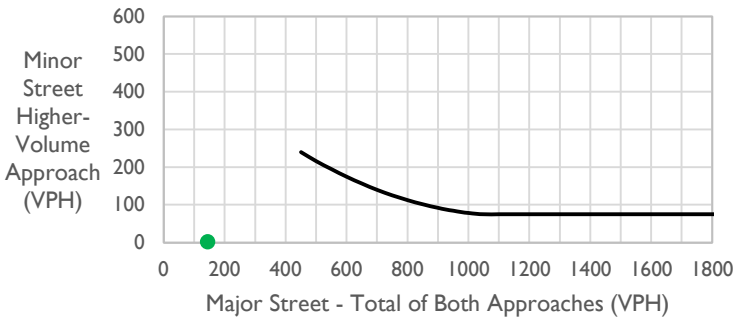
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	144	2
2nd Highest	135	2
3rd Highest	126	2
4th Highest	118	2



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	144	2



MUTCD Volume-based Warrant Evaluation
Stagehorn Trail & CR 16
2040 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Stagehorn Trail
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% SB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	144	135	126	118	109	100	91	82
Highest Apprch. Minor Street	105 (84)	2	2	2	2	2	1	1	1

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	144	135	126	118	109	100	91	82
Highest Apprch. Minor Street	53 (42)	2	2	2	2	2	1	1	1

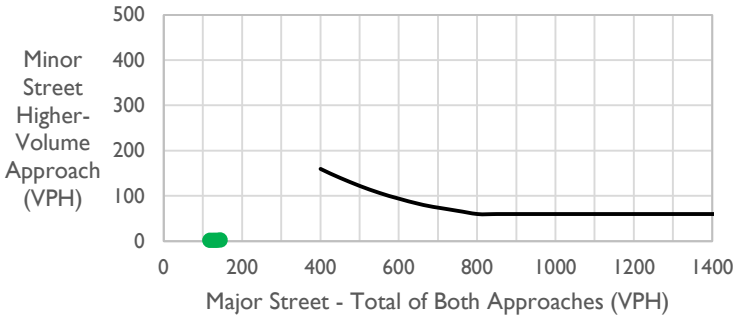
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

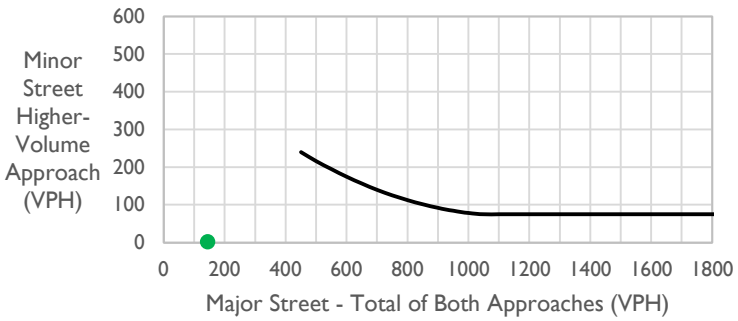
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	144	2
2nd Highest	135	2
3rd Highest	126	2
4th Highest	118	2



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	144	2



MUTCD Volume-based Warrant Evaluation
Stagehorn Trail & CR 16
2045 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Stagehorn Trail
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% SB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	144	135	126	118	109	100	91	82
Highest Apprch. Minor Street	105 (84)	2	2	2	2	2	1	1	1

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	144	135	126	118	109	100	91	82
Highest Apprch. Minor Street	53 (42)	2	2	2	2	2	1	1	1

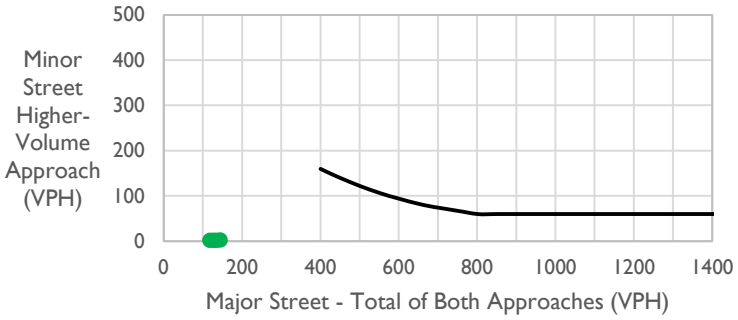
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

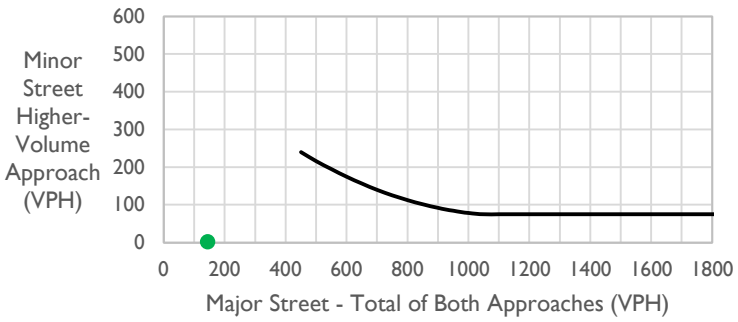
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	144	2
2nd Highest	135	2
3rd Highest	126	2
4th Highest	118	2



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	144	2



MUTCD Volume-based Warrant Evaluation
CR 16 & Middle Creek Meadow Driveway
2040 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Middle Creek Meadow Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	557	523	489	455	420	386	352	318
Highest Apprch. Minor Street	105 (84)	0	0	0	0	0	0	0	0

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	557	523	489	455	420	386	352	318
Highest Apprch. Minor Street	53 (42)	0	0	0	0	0	0	0	0

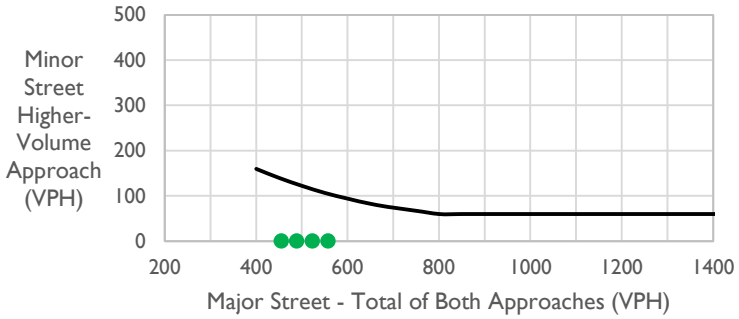
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

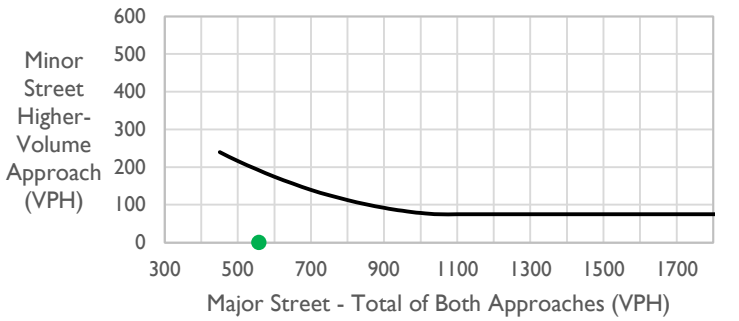
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	557	0
2nd Highest	523	0
3rd Highest	489	0
4th Highest	455	0



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	557	0



MUTCD Volume-based Warrant Evaluation
CR 16 & Middle Creek Meadow Driveway
2045 Background

FELSBURG HOLT & ULLEVIG

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Middle Creek Meadow Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 75%

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	557	523	489	455	420	386	352	318
Highest Apprch. Minor Street	105 (84)	0	0	0	0	0	0	0	0

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	557	523	489	455	420	386	352	318
Highest Apprch. Minor Street	53 (42)	0	0	0	0	0	0	0	0

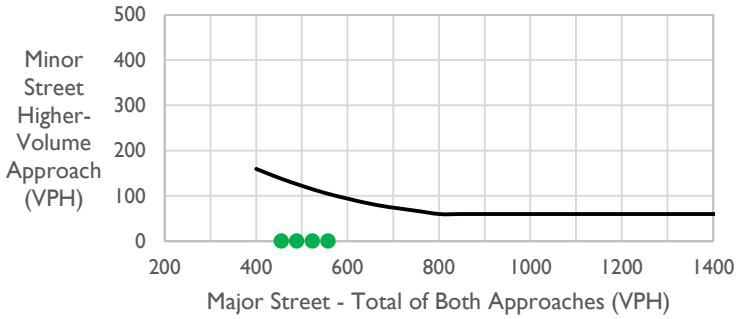
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

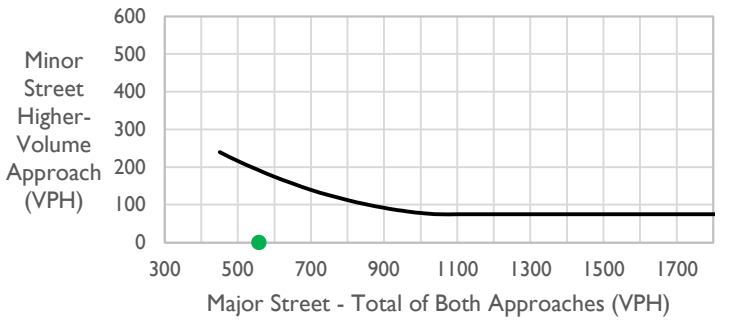
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	557	0
2nd Highest	523	0
3rd Highest	489	0
4th Highest	455	0



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	557	0



MUTCD Volume-based Warrant Evaluation
CR 16 & Middle Creek Meadow Driveway
2040 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Middle Creek Meadow Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% WB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	932	875	818	761	704	646	589	532
Highest Apprch. Minor Street	105 (84)	9	8	8	7	7	6	6	5

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	932	875	818	761	704	646	589	532
Highest Apprch. Minor Street	53 (42)	9	8	8	7	7	6	6	5

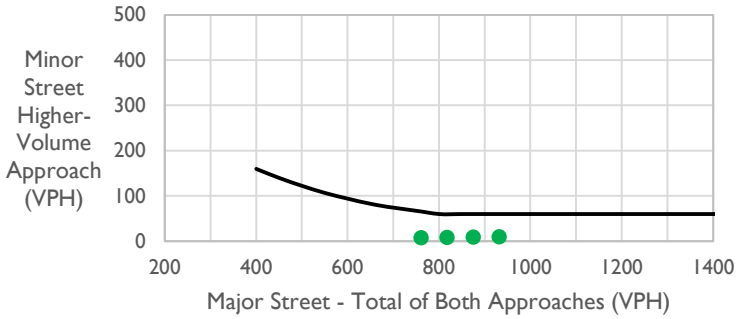
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

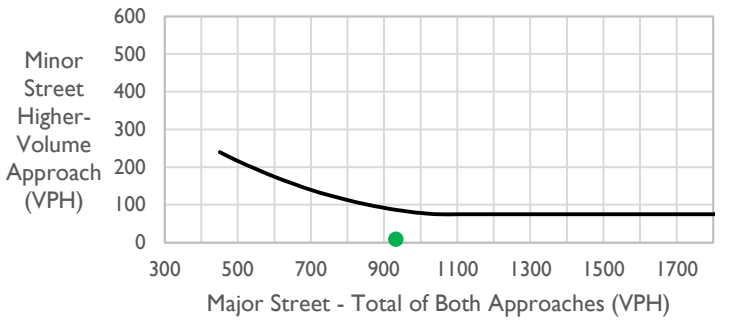
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	932	9
2nd Highest	875	8
3rd Highest	818	8
4th Highest	761	7



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	932	9



MUTCD Volume-based Warrant Evaluation
CR 16 & Middle Creek Meadow Driveway
2045 Total

FELSBURG HOLT & ULLEVIG

Major Street: CR 16
Lanes Moving Traffic: 1
Approach Speed: 30 MPH
Option: Rural Community

Minor Street: Middle Creek Meadow Driveway
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% WB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	932	875	818	761	704	646	589	532
Highest Apprch. Minor Street	105 (84)	6	6	5	5	5	4	4	3

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	932	875	818	761	704	646	589	532
Highest Apprch. Minor Street	53 (42)	6	6	5	5	5	4	4	3

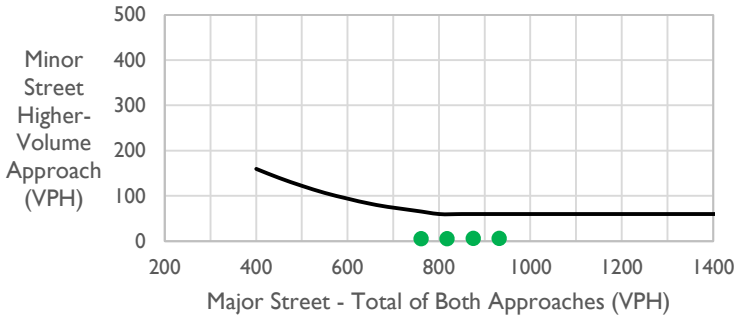
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

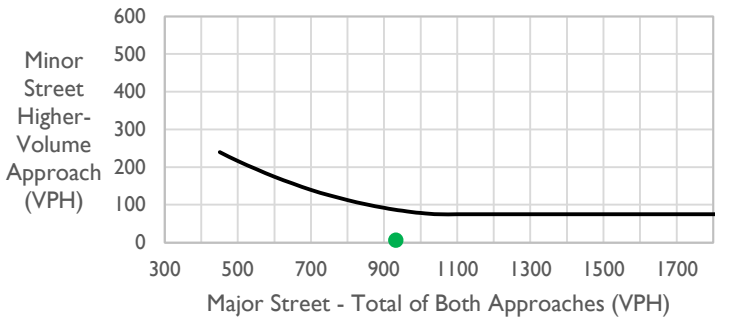
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	932	6
2nd Highest	875	6
3rd Highest	818	5
4th Highest	761	5



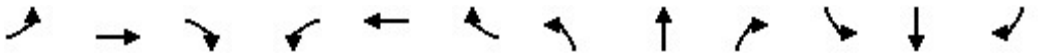
WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	932	6



Appendix C. Analysis Worksheets – Existing Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	2	1	2	1	6	0	34	1	2	9	1
Future Volume (Veh/h)	27	2	1	2	1	6	0	34	1	2	9	1
Sign Control		Yield			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	30	2	1	2	1	7	0	37	1	2	10	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	60	52	10	54	52	38	11			38		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	60	52	10	54	52	38	11			38		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	100	100	100	99	100			100		
cM capacity (veh/h)	933	842	1077	946	842	1040	1621			1585		

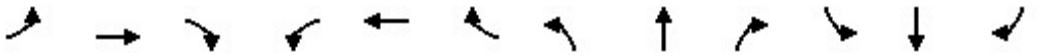
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	33	10	38	13
Volume Left	30	2	0	2
Volume Right	1	7	1	1
cSH	931	997	1621	1585
Volume to Capacity	0.04	0.01	0.00	0.00
Queue Length 95th (ft)	3	1	0	0
Control Delay (s)	9.0	8.6	0.0	1.1
Lane LOS	A	A		A
Approach Delay (s)	9.0	8.6	0.0	1.1
Approach LOS	A	A		

Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	15.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	15	21	0	1	12
Future Volume (Veh/h)	0	15	21	0	1	12
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63
Hourly flow rate (vph)	0	24	33	0	2	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	56	33			33	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	56	33			33	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	955	1046			1592	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	33	21
Volume Left	0	0	2
Volume Right	24	0	0
cSH	1046	1700	1592
Volume to Capacity	0.02	0.02	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	8.5	0.0	0.7
Lane LOS	A		A
Approach Delay (s)	8.5	0.0	0.7
Approach LOS	A		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	4	0	15	2	2	2	1
Future Volume (Veh/h)	0	0	0	0	0	4	0	15	2	2	2	1
Sign Control		Yield			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Hourly flow rate (vph)	0	0	0	0	0	6	0	23	3	3	3	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	40	36	4	34	36	24	5			26		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	40	36	4	34	36	24	5			26		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	99	100			100		
cM capacity (veh/h)	962	859	1085	976	859	1058	1630			1601		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	6	26	8
Volume Left	0	0	0	3
Volume Right	0	6	3	2
cSH	1700	1058	1630	1601
Volume to Capacity	0.00	0.01	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	8.4	0.0	2.7
Lane LOS	A	A		A
Approach Delay (s)	0.0	8.4	0.0	2.7
Approach LOS	A	A		

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	30	16	12	5	42	140
Future Volume (Veh/h)	30	16	12	5	42	140
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	36	19	14	6	51	169
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			55		80	46
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			55		80	46
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	84
cM capacity (veh/h)			1563		920	1030

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	55	14	6	220
Volume Left	0	14	0	51
Volume Right	19	0	0	169
cSH	1700	1563	1700	1002
Volume to Capacity	0.03	0.01	0.00	0.22
Queue Length 95th (ft)	0	1	0	21
Control Delay (s)	0.0	7.3	0.0	9.6
Lane LOS		A		A
Approach Delay (s)	0.0	5.1		9.6
Approach LOS				A

Intersection Summary			
Average Delay	7.5		
Intersection Capacity Utilization	25.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	87	69	2	20	9
Future Volume (Veh/h)	4	87	69	2	20	9
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	5	119	95	3	27	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	162	96			98	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	162	96			98	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	88			98	
cM capacity (veh/h)	818	965			1508	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	124	98	39
Volume Left	5	0	27
Volume Right	119	3	0
cSH	958	1700	1508
Volume to Capacity	0.13	0.06	0.02
Queue Length 95th (ft)	11	0	1
Control Delay (s)	9.3	0.0	5.2
Lane LOS	A		A
Approach Delay (s)	9.3	0.0	5.2
Approach LOS	A		

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	6	0	0	27	1	0
Future Volume (Veh/h)	6	0	0	27	1	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	9	0	0	39	1	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			9		48	9
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			9		48	9
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1624		967	1079

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	9	39	1
Volume Left	0	0	1
Volume Right	0	0	0
cSH	1700	1624	967
Volume to Capacity	0.01	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	8.7
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.7
Approach LOS			A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	4	26	1	0	16
Future Volume (Veh/h)	7	4	26	1	0	16
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	10	6	36	1	0	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	84	11	22			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	84	11	22			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	98			
cM capacity (veh/h)	902	1076	1607			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	16	37	22
Volume Left	10	36	0
Volume Right	6	0	22
cSH	960	1607	1700
Volume to Capacity	0.02	0.02	0.01
Queue Length 95th (ft)	1	2	0
Control Delay (s)	8.8	7.1	0.0
Lane LOS	A	A	
Approach Delay (s)	8.8	7.1	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	216	2	33	40	1	189
Future Volume (Veh/h)	216	2	33	40	1	189
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	235	2	36	43	1	205
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			237		350	235
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			237		350	235
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		100	75
cM capacity (veh/h)			1330		630	804

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	235	2	36	43	206
Volume Left	0	0	36	0	1
Volume Right	0	2	0	0	205
cSH	1700	1700	1330	1700	803
Volume to Capacity	0.14	0.00	0.03	0.03	0.26
Queue Length 95th (ft)	0	0	2	0	26
Control Delay (s)	0.0	0.0	7.8	0.0	11.0
Lane LOS			A		B
Approach Delay (s)	0.0		3.5		11.0
Approach LOS					B

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		

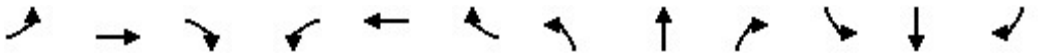
Intersection	
Int Delay, s/veh	4.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	216	2	33	40	1	189
Future Vol, veh/h	216	2	33	40	1	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	660	500	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	235	2	36	43	1	205

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	237	0	350	235
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1330	-	647	804
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1330	-	630	804
Mov Cap-2 Maneuver	-	-	-	-	630	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	885	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	803	-	-	1330	-
HCM Lane V/C Ratio	0.257	-	-	0.027	-
HCM Control Delay (s)	11	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	1	0	2	1	0	14	0	2	27	15
Future Volume (Veh/h)	7	0	1	0	2	1	0	14	0	2	27	15
Sign Control		Yield			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	9	0	1	0	3	1	0	18	0	3	34	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	70	68	44	68	77	18	53			18		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	70	68	44	68	77	18	53			18		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	100	100	100	100			100		
cM capacity (veh/h)	922	825	1032	927	816	1066	1566			1612		

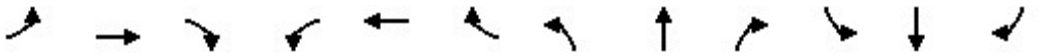
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	10	4	18	56
Volume Left	9	0	0	3
Volume Right	1	1	0	19
cSH	932	867	1566	1612
Volume to Capacity	0.01	0.00	0.00	0.00
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	8.9	9.2	0.0	0.4
Lane LOS	A	A		A
Approach Delay (s)	8.9	9.2	0.0	0.4
Approach LOS	A	A		

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	16.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	1	9	0	6	23
Future Volume (Veh/h)	0	1	9	0	6	23
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	1	10	0	7	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	50	10			10	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	50	10			10	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	960	1077			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	1	10	33
Volume Left	0	0	7
Volume Right	1	0	0
cSH	1077	1700	1623
Volume to Capacity	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.3	0.0	1.6
Lane LOS	A		A
Approach Delay (s)	8.3	0.0	1.6
Approach LOS	A		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	16.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1	5	0	5	0	6	11	0
Future Volume (Veh/h)	0	0	0	0	1	5	0	5	0	6	11	0
Sign Control		Yield			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Hourly flow rate (vph)	0	0	0	0	2	8	0	8	0	10	18	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	55	46	18	46	46	8	18			8		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	55	46	18	46	46	8	18			8		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	99	100			99		
cM capacity (veh/h)	935	844	1066	956	844	1080	1612			1625		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	10	8	28
Volume Left	0	0	0	10
Volume Right	0	8	0	0
cSH	1700	1023	1612	1625
Volume to Capacity	0.00	0.01	0.00	0.01
Queue Length 95th (ft)	0	1	0	0
Control Delay (s)	0.0	8.6	0.0	2.6
Lane LOS	A	A		A
Approach Delay (s)	0.0	8.6	0.0	2.6
Approach LOS	A	A		

Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	15.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	17	25	123	31	23	27
Future Volume (Veh/h)	17	25	123	31	23	27
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	19	27	135	34	25	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			46		336	32
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			46		336	32
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			91		96	97
cM capacity (veh/h)			1575		606	1047

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	46	135	34	55
Volume Left	0	135	0	25
Volume Right	27	0	0	30
cSH	1700	1575	1700	787
Volume to Capacity	0.03	0.09	0.02	0.07
Queue Length 95th (ft)	0	7	0	6
Control Delay (s)	0.0	7.5	0.0	9.9
Lane LOS		A		A
Approach Delay (s)	0.0	6.0		9.9
Approach LOS				A

Intersection Summary			
Average Delay	5.8		
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	31	20	1	79	50
Future Volume (Veh/h)	4	31	20	1	79	50
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	5	36	23	1	91	57
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	262	24			24	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	262	24			24	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	97			94	
cM capacity (veh/h)	689	1059			1604	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	41	24	148
Volume Left	5	0	91
Volume Right	36	1	0
cSH	994	1700	1604
Volume to Capacity	0.04	0.01	0.06
Queue Length 95th (ft)	3	0	5
Control Delay (s)	8.8	0.0	4.7
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	4.7
Approach LOS	A		

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	31	2	0	15	0	0
Future Volume (Veh/h)	31	2	0	15	0	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	38	2	0	19	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			40		58	39
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			40		58	39
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1583		954	1038

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	40	19	0
Volume Left	0	0	0
Volume Right	2	0	0
cSH	1700	1583	1700
Volume to Capacity	0.02	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	32	14	2	1	9
Future Volume (Veh/h)	11	32	14	2	1	9
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	14	41	18	3	1	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	46	7	13			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	46	7	13			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	96	99			
cM capacity (veh/h)	958	1081	1619			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	55	21	13
Volume Left	14	18	0
Volume Right	41	0	12
cSH	1047	1619	1700
Volume to Capacity	0.05	0.01	0.01
Queue Length 95th (ft)	4	1	0
Control Delay (s)	8.6	6.2	0.0
Lane LOS	A	A	
Approach Delay (s)	8.6	6.2	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	6.8		
Intersection Capacity Utilization	17.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	41	2	126	175	0	48
Future Volume (Veh/h)	41	2	126	175	0	48
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	2	137	190	0	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			47		509	45
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			47		509	45
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			91		100	95
cM capacity (veh/h)			1560		478	1025

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	45	2	137	190	52
Volume Left	0	0	137	0	0
Volume Right	0	2	0	0	52
cSH	1700	1700	1560	1700	1025
Volume to Capacity	0.03	0.00	0.09	0.11	0.05
Queue Length 95th (ft)	0	0	7	0	4
Control Delay (s)	0.0	0.0	7.5	0.0	8.7
Lane LOS			A		A
Approach Delay (s)	0.0		3.2		8.7
Approach LOS					A

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	23.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	2	126	175	0	48
Future Vol, veh/h	41	2	126	175	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	660	500	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	2	137	190	0	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	509	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	464	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1560	-	524	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	478	1025
Mov Cap-2 Maneuver	-	-	-	-	478	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	577	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1025	-	-	1560	-
HCM Lane V/C Ratio	0.051	-	-	0.088	-
HCM Control Delay (s)	8.7	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	-

Appendix D. Analysis Worksheet – Short-Term Background (2040) Conditions

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	68	83	0	0	0
Future Vol, veh/h	0	68	83	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, %	2	2	2	2	2	2
Mvmt Flow	0	74	90	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	90	0	-	0	164	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1505	-	-	-	827	968
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1505	-	-	-	827	968
Mov Cap-2 Maneuver	-	-	-	-	827	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	949	-

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)	1505	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	8.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	33	87	7	75	281
Future Vol, veh/h	35	33	87	7	75	281
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	255	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	36	96	8	82	309

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	74	0	256	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	200	-
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	-	-	1538	-	737	1016
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1538	-	691	1016
Mov Cap-2 Maneuver	-	-	-	-	691	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	786	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.9	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	691	1016	-	-	1538	-
HCM Lane V/C Ratio	0.119	0.304	-	-	0.062	-
HCM Control Delay (s)	10.9	10.1	-	-	7.5	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	1.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	248	2	113	46	1	358
Future Vol, veh/h	248	2	113	46	1	358
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	600	500	-	0	500
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	270	2	123	50	1	389

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	272	0	566	270
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	296	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1291	-	486	769
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1291	-	440	769
Mov Cap-2 Maneuver	-	-	-	-	440	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	683	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.7	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	440	769	-	-	1291	-
HCM Lane V/C Ratio	0.002	0.506	-	-	0.095	-
HCM Control Delay (s)	13.2	14.4	-	-	8.1	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0	2.9	-	-	0.3	-

Intersection	
Int Delay, s/veh	7.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	262	69	2	112	9
Future Vol, veh/h	4	262	69	2	112	9
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	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	301	79	2	129	10

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	348	80	0	0	81	0
Stage 1	80	-	-	-	-	-
Stage 2	268	-	-	-	-	-
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	653	986	-	-	1529	-
Stage 1	948	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	598	986	-	-	1529	-
Mov Cap-2 Maneuver	598	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	598	986	1529	-
HCM Lane V/C Ratio	-	-	0.008	0.305	0.084	-
HCM Control Delay (s)	-	-	11.1	10.2	7.6	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0	1.3	0.3	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	9	1	0	34	1	27	2	1	2	1	6
Future Vol, veh/h	2	9	1	0	34	1	27	2	1	2	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	11	1	0	43	1	34	3	1	3	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	44	0	0	12	0	0	65	61	11	64	62	44
Stage 1	-	-	-	-	-	-	17	17	-	44	44	-
Stage 2	-	-	-	-	-	-	48	44	-	20	18	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1577	-	-	1620	-	-	934	834	1076	935	833	1032
Stage 1	-	-	-	-	-	-	1008	885	-	975	862	-
Stage 2	-	-	-	-	-	-	971	862	-	1004	884	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1577	-	-	1620	-	-	925	832	1076	930	831	1032
Mov Cap-2 Maneuver	-	-	-	-	-	-	925	832	-	930	831	-
Stage 1	-	-	-	-	-	-	1006	883	-	973	862	-
Stage 2	-	-	-	-	-	-	962	862	-	998	882	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0	9.1	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	922	1577	-	-	1620	-	-	982
HCM Lane V/C Ratio	0.041	0.002	-	-	-	-	-	0.012
HCM Control Delay (s)	9.1	7.3	-	-	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	0	0	35	0	0
Future Vol, veh/h	12	0	0	35	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, %	2	2	2	2	2	2
Mvmt Flow	13	0	0	38	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	51	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1606	-	958	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1606	-	958	1067
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	984	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1606	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	12	21	0	0	15
Future Vol, veh/h	1	12	21	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	13	24	0	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	24	0	-	0	39	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	15	-
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	1604	-	-	-	978	1058
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1604	-	-	-	977	1058
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	1013	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	1058
HCM Lane V/C Ratio	0.001	-	-	-	0.016
HCM Control Delay (s)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	21	12	0
Future Vol, veh/h	0	0	0	21	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	23	13	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	36	13	13	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	977	1067	1606	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	977	1067	1606	-	-	-
Mov Cap-2 Maneuver	977	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1606	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	21	0	0	12
Future Vol, veh/h	0	0	21	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	0	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	36	23	0	0	23	0
Stage 1	23	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	977	1054	-	-	1592	-
Stage 1	1000	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	977	1054	-	-	1592	-
Mov Cap-2 Maneuver	977	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1592	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	0	0	21	0	0
Future Vol, veh/h	12	0	0	21	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, %	2	2	2	2	2	2
Mvmt Flow	13	0	0	23	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	36	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	23	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1606	-	977	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1000	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1606	-	977	1067
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1000	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1606	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	4	0	13	2	2	2	1
Future Vol, veh/h	0	0	0	0	0	4	0	13	2	2	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	7	0	22	3	3	3	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	37	35	4	34	35	24	5	0	0	25	0	0
Stage 1	10	10	-	24	24	-	-	-	-	-	-	-
Stage 2	27	25	-	10	11	-	-	-	-	-	-	-
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	973	861	1085	978	861	1058	1630	-	-	1603	-	-
Stage 1	1016	891	-	999	879	-	-	-	-	-	-	-
Stage 2	996	878	-	1016	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	965	859	1085	976	859	1058	1630	-	-	1603	-	-
Mov Cap-2 Maneuver	965	859	-	976	859	-	-	-	-	-	-	-
Stage 1	1016	889	-	999	879	-	-	-	-	-	-	-
Stage 2	990	878	-	1014	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.4	0	2.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1630	-	-	-	1058	1603	-	-
HCM Lane V/C Ratio	-	-	-	-	0.006	0.002	-	-
HCM Control Delay (s)	0	-	-	0	8.4	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	0	0	27	1	0
Future Vol, veh/h	6	0	0	27	1	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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	0	0	33	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	7	0	40	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	33	-
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	-	-	1627	-	977	1081
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1627	-	977	1081
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	977	-	-	1627	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	6	13	0	10	0	42	1	0	0	0	20
Future Vol, veh/h	13	6	13	0	10	0	42	1	0	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	92	78	92	92	92	78	78	92	92	78	78
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	17	7	17	0	11	0	54	1	0	0	0	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	128	122	13	134	135	1	26	0	0	1	0	0
Stage 1	13	13	-	109	109	-	-	-	-	-	-	-
Stage 2	115	109	-	25	26	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	850	768	1073	838	756	1084	1601	-	-	1622	-	-
Stage 1	1013	885	-	896	805	-	-	-	-	-	-	-
Stage 2	895	805	-	993	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	819	742	1073	799	730	1084	1601	-	-	1622	-	-
Mov Cap-2 Maneuver	819	742	-	799	730	-	-	-	-	-	-	-
Stage 1	979	885	-	866	778	-	-	-	-	-	-	-
Stage 2	852	778	-	970	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	10	7.2	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1601	-	-	892	730	1622	-	-
HCM Lane V/C Ratio	0.034	-	-	0.045	0.015	-	-	-
HCM Control Delay (s)	7.3	0	-	9.2	10	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	32	0	0	72	0	0	0	0	0	0	1
Future Vol, veh/h	1	32	0	0	72	0	0	0	0	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	35	0	0	78	0	0	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	78	0	0	35	0	0	116	115	35	115	115	78
Stage 1	-	-	-	-	-	-	37	37	-	78	78	-
Stage 2	-	-	-	-	-	-	79	78	-	37	37	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1520	-	-	1576	-	-	861	775	1038	862	775	983
Stage 1	-	-	-	-	-	-	978	864	-	931	830	-
Stage 2	-	-	-	-	-	-	930	830	-	978	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1520	-	-	1576	-	-	859	774	1038	861	774	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	859	774	-	861	774	-
Stage 1	-	-	-	-	-	-	977	863	-	930	830	-
Stage 2	-	-	-	-	-	-	929	830	-	977	863	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	0	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1520	-	-	1576	-	-	983
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.001
HCM Control Delay (s)	0	7.4	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	331	0	0	121
Future Vol, veh/h	0	0	331	0	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	360	0	0	132

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	492	360	0	0	360	0
Stage 1	360	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	536	684	-	-	1199	-
Stage 1	706	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	536	684	-	-	1199	-
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	894	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1199	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	84	91	0	0	0
Future Vol, veh/h	0	84	91	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, %	2	2	2	2	2	2
Mvmt Flow	0	91	99	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	99	0	-	0	190	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1494	-	-	-	799	957
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1494	-	-	-	799	957
Mov Cap-2 Maneuver	-	-	-	-	799	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	933	-

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)	1494	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	68	298	36	53	154
Future Vol, veh/h	16	68	298	36	53	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	255	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	75	327	40	58	169

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	750	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	694	-
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	-	-	1514	-	382	1016
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	499	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1514	-	299	1016
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	391	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	299	1016	-	-	1514	-
HCM Lane V/C Ratio	0.195	0.167	-	-	0.216	-
HCM Control Delay (s)	19.9	9.3	-	-	8	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0.6	-	-	0.8	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	2	320	201	0	182
Future Vol, veh/h	47	2	320	201	0	182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	600	500	-	0	500
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	2	348	218	0	198

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	53	0	965	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	914	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1553	-	283	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	391	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1553	-	220	1017
Mov Cap-2 Maneuver	-	-	-	-	220	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	303	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.9	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	1017	-	-	1553	-
HCM Lane V/C Ratio	-	0.195	-	-	0.224	-
HCM Control Delay (s)	0	9.4	-	-	8	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	0.7	-	-	0.9	-

Intersection	
Int Delay, s/veh	7.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	190	20	1	297	50
Future Vol, veh/h	4	190	20	1	297	50
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	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	218	23	1	341	57

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	763	24	0	0	24	0
Stage 1	24	-	-	-	-	-
Stage 2	739	-	-	-	-	-
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	375	1058	-	-	1604	-
Stage 1	1004	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	295	1058	-	-	1604	-
Mov Cap-2 Maneuver	295	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	6.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	295	1058	1604	-
HCM Lane V/C Ratio	-	-	0.016	0.206	0.213	-
HCM Control Delay (s)	-	-	17.4	9.3	7.8	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.8	0.8	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	27	15	0	14	0	7	0	1	0	2	1
Future Vol, veh/h	2	27	15	0	14	0	7	0	1	0	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	34	19	0	18	0	9	0	1	0	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	53	0	0	60	58	34	68	77	18
Stage 1	-	-	-	-	-	-	40	40	-	18	18	-
Stage 2	-	-	-	-	-	-	20	18	-	50	59	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1612	-	-	1566	-	-	941	837	1045	930	817	1066
Stage 1	-	-	-	-	-	-	980	866	-	1006	884	-
Stage 2	-	-	-	-	-	-	1004	884	-	968	850	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1566	-	-	936	835	1045	927	815	1066
Mov Cap-2 Maneuver	-	-	-	-	-	-	936	835	-	927	815	-
Stage 1	-	-	-	-	-	-	978	864	-	1004	884	-
Stage 2	-	-	-	-	-	-	1000	884	-	965	848	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	8.8	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	948	1612	-	-	1566	-	-	884
HCM Lane V/C Ratio	0.011	0.002	-	-	-	-	-	0.004
HCM Control Delay (s)	8.8	7.2	-	-	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	0	0	10	0	0
Future Vol, veh/h	28	0	0	10	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, %	2	2	2	2	2	2
Mvmt Flow	30	0	0	11	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	30	0	41	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1583	-	970	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	970	1044
Mov Cap-2 Maneuver	-	-	-	-	970	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1012	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1583	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	23	9	0	0	1
Future Vol, veh/h	6	23	9	0	0	1
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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	26	10	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	10	0	-	0	50	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	40	-
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	1623	-	-	-	964	1077
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1623	-	-	-	960	1077
Mov Cap-2 Maneuver	-	-	-	-	960	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1623	-	-	-	1077
HCM Lane V/C Ratio	0.004	-	-	-	0.001
HCM Control Delay (s)	7.2	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	9	23	0
Future Vol, veh/h	0	0	0	9	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	10	25	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	35	25	25	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	978	1051	1589	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	978	1051	1589	-	-	-
Mov Cap-2 Maneuver	978	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1589	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	9	0	0	23
Future Vol, veh/h	0	0	9	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	10	0	0	25

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	35	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	978	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	978	1071	-	-	1610	-
Mov Cap-2 Maneuver	978	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	998	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1610	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	0	0	9	0	0
Future Vol, veh/h	23	0	0	9	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, %	2	2	2	2	2	2
Mvmt Flow	25	0	0	10	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	25	0	35	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1589	-	978	1051
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1589	-	978	1051
Mov Cap-2 Maneuver	-	-	-	-	978	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	1013	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	1	5	0	5	0	6	11	0
Future Vol, veh/h	0	0	0	0	1	5	0	5	0	6	11	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	2	8	0	8	0	10	18	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	51	46	18	46	46	8	18	0	0	8	0	0
Stage 1	38	38	-	8	8	-	-	-	-	-	-	-
Stage 2	13	8	-	38	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	953	850	1066	961	850	1080	1612	-	-	1625	-	-
Stage 1	982	867	-	1019	893	-	-	-	-	-	-	-
Stage 2	1013	893	-	982	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	940	845	1066	956	845	1080	1612	-	-	1625	-	-
Mov Cap-2 Maneuver	940	845	-	956	845	-	-	-	-	-	-	-
Stage 1	982	862	-	1019	893	-	-	-	-	-	-	-
Stage 2	1003	893	-	976	862	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.5	0	2.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1612	-	-	-	1032	1625	-	-
HCM Lane V/C Ratio	-	-	-	-	0.01	0.006	-	-
HCM Control Delay (s)	0	-	-	0	8.5	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	2	0	15	0	0
Future Vol, veh/h	31	2	0	15	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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	2	0	19	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	58	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	19	-
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	-	-	1583	-	954	1038
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	954	1038
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1009	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1583	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	19	13	53	0	10	0	30	2	0	0	1	18
Future Vol, veh/h	19	13	53	0	10	0	30	2	0	0	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	92	78	92	92	92	78	78	92	92	78	78
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	24	14	68	0	11	0	38	3	0	0	1	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	98	92	13	133	103	3	24	0	0	3	0	0
Stage 1	13	13	-	79	79	-	-	-	-	-	-	-
Stage 2	85	79	-	54	24	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	889	798	1073	839	787	1081	1604	-	-	1619	-	-
Stage 1	1013	885	-	930	829	-	-	-	-	-	-	-
Stage 2	928	829	-	958	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	863	779	1073	761	768	1081	1604	-	-	1619	-	-
Mov Cap-2 Maneuver	863	779	-	761	768	-	-	-	-	-	-	-
Stage 1	989	885	-	908	809	-	-	-	-	-	-	-
Stage 2	894	809	-	883	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.8	6.8	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	970	768	1619	-	-
HCM Lane V/C Ratio	0.024	-	-	0.11	0.014	-	-	-
HCM Control Delay (s)	7.3	0	-	9.2	9.8	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	85	0	0	58	0	0	0	0	0	0	2
Future Vol, veh/h	1	85	0	0	58	0	0	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	92	0	0	63	0	0	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	92	0	0	158	157	92	157	157	63
Stage 1	-	-	-	-	-	-	94	94	-	63	63	-
Stage 2	-	-	-	-	-	-	64	63	-	94	94	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1503	-	-	808	735	965	809	735	1002
Stage 1	-	-	-	-	-	-	913	817	-	948	842	-
Stage 2	-	-	-	-	-	-	947	842	-	913	817	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1503	-	-	806	734	965	808	734	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	806	734	-	808	734	-
Stage 1	-	-	-	-	-	-	912	816	-	947	842	-
Stage 2	-	-	-	-	-	-	945	842	-	912	816	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1540	-	-	1503	-	-	1002
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.002
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	210	0	0	347
Future Vol, veh/h	0	0	210	0	0	347
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	228	0	0	377

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	605	228	0	0	228	0
Stage 1	228	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	461	811	-	-	1340	-
Stage 1	810	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	461	811	-	-	1340	-
Mov Cap-2 Maneuver	461	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	694	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1340	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Appendix E. Analysis Worksheet – Long-Term Background (2045) Conditions

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	69	83	0	0	0
Future Vol, veh/h	0	69	83	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, %	2	2	2	2	2	2
Mvmt Flow	0	75	90	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	90	0	-	0	165	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1505	-	-	-	826	968
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1505	-	-	-	826	968
Mov Cap-2 Maneuver	-	-	-	-	826	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	948	-

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)	1505	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	8.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	33	87	7	75	281
Future Vol, veh/h	36	33	87	7	75	281
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	255	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	40	36	96	8	82	309

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	76	0	258	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	200	-
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	-	-	1536	-	735	1014
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1536	-	689	1014
Mov Cap-2 Maneuver	-	-	-	-	689	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	786	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.9	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	689	1014	-	-	1536	-
HCM Lane V/C Ratio	0.12	0.305	-	-	0.062	-
HCM Control Delay (s)	10.9	10.1	-	-	7.5	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	1.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	8.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	257	2	114	48	1	366
Future Vol, veh/h	257	2	114	48	1	366
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	600	500	-	0	500
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	279	2	124	52	1	398

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	281	0	579	279
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1282	-	477	760
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1282	-	431	760
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.7	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	431	760	-	-	1282	-
HCM Lane V/C Ratio	0.003	0.523	-	-	0.097	-
HCM Control Delay (s)	13.4	14.8	-	-	8.1	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0	3.1	-	-	0.3	-

Intersection	
Int Delay, s/veh	7.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	262	69	2	112	9
Future Vol, veh/h	4	262	69	2	112	9
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	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	301	79	2	129	10

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	348	80	0	0	81	0
Stage 1	80	-	-	-	-	-
Stage 2	268	-	-	-	-	-
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	653	986	-	-	1529	-
Stage 1	948	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	598	986	-	-	1529	-
Mov Cap-2 Maneuver	598	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	598	986	1529	-
HCM Lane V/C Ratio	-	-	0.008	0.305	0.084	-
HCM Control Delay (s)	-	-	11.1	10.2	7.6	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0	1.3	0.3	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	9	1	0	34	1	27	2	1	2	1	6
Future Vol, veh/h	2	9	1	0	34	1	27	2	1	2	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	11	1	0	43	1	34	3	1	3	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	44	0	0	12	0	0	65	61	11	64	62	44
Stage 1	-	-	-	-	-	-	17	17	-	44	44	-
Stage 2	-	-	-	-	-	-	48	44	-	20	18	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1577	-	-	1620	-	-	934	834	1076	935	833	1032
Stage 1	-	-	-	-	-	-	1008	885	-	975	862	-
Stage 2	-	-	-	-	-	-	971	862	-	1004	884	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1577	-	-	1620	-	-	925	832	1076	930	831	1032
Mov Cap-2 Maneuver	-	-	-	-	-	-	925	832	-	930	831	-
Stage 1	-	-	-	-	-	-	1006	883	-	973	862	-
Stage 2	-	-	-	-	-	-	962	862	-	998	882	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0	9.1	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	922	1577	-	-	1620	-	-	982
HCM Lane V/C Ratio	0.041	0.002	-	-	-	-	-	0.012
HCM Control Delay (s)	9.1	7.3	-	-	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	0	0	36	0	0
Future Vol, veh/h	12	0	0	36	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, %	2	2	2	2	2	2
Mvmt Flow	13	0	0	39	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	52	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	39	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1606	-	957	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1606	-	957	1067
Mov Cap-2 Maneuver	-	-	-	-	957	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	983	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1606	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	12	21	0	0	15
Future Vol, veh/h	1	12	21	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	13	24	0	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	24	0	-	0	39	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	15	-
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	1604	-	-	-	978	1058
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1604	-	-	-	977	1058
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	1013	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	1058
HCM Lane V/C Ratio	0.001	-	-	-	0.016
HCM Control Delay (s)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	21	12	0
Future Vol, veh/h	0	0	0	21	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	23	13	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	36	13	13	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	977	1067	1606	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	977	1067	1606	-	-	-
Mov Cap-2 Maneuver	977	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1606	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	19	0	0	5
Future Vol, veh/h	0	0	19	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	26	21	0	0	21	0
Stage 1	21	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	989	1056	-	-	1595	-
Stage 1	1002	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	989	1056	-	-	1595	-
Mov Cap-2 Maneuver	989	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1595	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	0	0	19	0	0
Future Vol, veh/h	5	0	0	19	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, %	2	2	2	2	2	2
Mvmt Flow	5	0	0	21	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	5	0	26	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1616	-	989	1078
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1616	-	989	1078
Mov Cap-2 Maneuver	-	-	-	-	989	-
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1002	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1616	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	4	0	15	2	2	2	1
Future Vol, veh/h	0	0	0	0	0	4	0	15	2	2	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	7	0	25	3	3	3	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	40	38	4	37	38	27	5	0	0	28	0	0
Stage 1	10	10	-	27	27	-	-	-	-	-	-	-
Stage 2	30	28	-	10	11	-	-	-	-	-	-	-
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	969	858	1085	973	858	1054	1630	-	-	1599	-	-
Stage 1	1016	891	-	996	877	-	-	-	-	-	-	-
Stage 2	992	876	-	1016	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	961	856	1085	971	856	1054	1630	-	-	1599	-	-
Mov Cap-2 Maneuver	961	856	-	971	856	-	-	-	-	-	-	-
Stage 1	1016	889	-	996	877	-	-	-	-	-	-	-
Stage 2	986	876	-	1014	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.4	0	2.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1630	-	-	-	1054	1599	-	-
HCM Lane V/C Ratio	-	-	-	-	0.006	0.002	-	-
HCM Control Delay (s)	0	-	-	0	8.4	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	27	1	0
Future Vol, veh/h	6	2	0	27	1	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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	2	0	33	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	9	0	41	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	33	-
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	-	-	1624	-	975	1080
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1624	-	975	1080
Mov Cap-2 Maneuver	-	-	-	-	975	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	975	-	-	1624	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	6	13	0	10	0	42	1	0	0	0	20
Future Vol, veh/h	13	6	13	0	10	0	42	1	0	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	92	78	92	92	92	78	78	92	92	78	78
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	17	7	17	0	11	0	54	1	0	0	0	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	128	122	13	134	135	1	26	0	0	1	0	0
Stage 1	13	13	-	109	109	-	-	-	-	-	-	-
Stage 2	115	109	-	25	26	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	850	768	1073	838	756	1084	1601	-	-	1622	-	-
Stage 1	1013	885	-	896	805	-	-	-	-	-	-	-
Stage 2	895	805	-	993	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	819	742	1073	799	730	1084	1601	-	-	1622	-	-
Mov Cap-2 Maneuver	819	742	-	799	730	-	-	-	-	-	-	-
Stage 1	979	885	-	866	778	-	-	-	-	-	-	-
Stage 2	852	778	-	970	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	10	7.2	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1601	-	-	892	730	1622	-	-
HCM Lane V/C Ratio	0.034	-	-	0.045	0.015	-	-	-
HCM Control Delay (s)	7.3	0	-	9.2	10	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	32	0	0	72	0	0	0	0	0	0	1
Future Vol, veh/h	1	32	0	0	72	0	0	0	0	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	35	0	0	78	0	0	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	78	0	0	35	0	0	116	115	35	115	115	78
Stage 1	-	-	-	-	-	-	37	37	-	78	78	-
Stage 2	-	-	-	-	-	-	79	78	-	37	37	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1520	-	-	1576	-	-	861	775	1038	862	775	983
Stage 1	-	-	-	-	-	-	978	864	-	931	830	-
Stage 2	-	-	-	-	-	-	930	830	-	978	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1520	-	-	1576	-	-	859	774	1038	861	774	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	859	774	-	861	774	-
Stage 1	-	-	-	-	-	-	977	863	-	930	830	-
Stage 2	-	-	-	-	-	-	929	830	-	977	863	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	0	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1520	-	-	1576	-	-	983
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.001
HCM Control Delay (s)	0	7.4	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	331	0	0	121
Future Vol, veh/h	0	0	331	0	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	360	0	0	132

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	492	360	0	0	360	0
Stage 1	360	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	536	684	-	-	1199	-
Stage 1	706	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	536	684	-	-	1199	-
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	894	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1199	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	85	92	0	0	0
Future Vol, veh/h	0	85	92	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, %	2	2	2	2	2	2
Mvmt Flow	0	92	100	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	100	0	-	0	192	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1493	-	-	-	797	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1493	-	-	-	797	956
Mov Cap-2 Maneuver	-	-	-	-	797	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	932	-

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)	1493	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	68	298	37	53	154
Future Vol, veh/h	17	68	298	37	53	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	255	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	19	75	327	41	58	169

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	94	0	752	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	695	-
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	-	-	1513	-	381	1015
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	499	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1513	-	299	1015
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	391	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.1	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	299	1015	-	-	1513	-
HCM Lane V/C Ratio	0.195	0.167	-	-	0.216	-
HCM Control Delay (s)	19.9	9.3	-	-	8	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0.6	-	-	0.8	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	2	325	208	0	184
Future Vol, veh/h	47	2	325	208	0	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	600	500	-	0	500
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	2	353	226	0	200

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	53	0	983	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	932	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1553	-	276	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	383	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1553	-	213	1017
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	296	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.9	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	1017	-	-	1553	-
HCM Lane V/C Ratio	-	0.197	-	-	0.227	-
HCM Control Delay (s)	0	9.4	-	-	8	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	0.7	-	-	0.9	-

Intersection	
Int Delay, s/veh	7.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	190	20	1	297	50
Future Vol, veh/h	4	190	20	1	297	50
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	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	218	23	1	341	57

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	763	24	0	0	24	0
Stage 1	24	-	-	-	-	-
Stage 2	739	-	-	-	-	-
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	375	1058	-	-	1604	-
Stage 1	1004	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	295	1058	-	-	1604	-
Mov Cap-2 Maneuver	295	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	6.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	295	1058	1604	-
HCM Lane V/C Ratio	-	-	0.016	0.206	0.213	-
HCM Control Delay (s)	-	-	17.4	9.3	7.8	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.8	0.8	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	27	15	0	14	0	7	0	1	0	2	1
Future Vol, veh/h	2	27	15	0	14	0	7	0	1	0	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	34	19	0	18	0	9	0	1	0	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	53	0	0	60	58	34	68	77	18
Stage 1	-	-	-	-	-	-	40	40	-	18	18	-
Stage 2	-	-	-	-	-	-	20	18	-	50	59	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1612	-	-	1566	-	-	941	837	1045	930	817	1066
Stage 1	-	-	-	-	-	-	980	866	-	1006	884	-
Stage 2	-	-	-	-	-	-	1004	884	-	968	850	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1566	-	-	936	835	1045	927	815	1066
Mov Cap-2 Maneuver	-	-	-	-	-	-	936	835	-	927	815	-
Stage 1	-	-	-	-	-	-	978	864	-	1004	884	-
Stage 2	-	-	-	-	-	-	1000	884	-	965	848	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	8.8	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	948	1612	-	-	1566	-	-	884
HCM Lane V/C Ratio	0.011	0.002	-	-	-	-	-	0.004
HCM Control Delay (s)	8.8	7.2	-	-	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	0	0	10	0	0
Future Vol, veh/h	28	0	0	10	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, %	2	2	2	2	2	2
Mvmt Flow	30	0	0	11	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	30	0	41	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1583	-	970	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	970	1044
Mov Cap-2 Maneuver	-	-	-	-	970	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1012	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1583	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	23	9	0	0	1
Future Vol, veh/h	6	23	9	0	0	1
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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	26	10	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	10	0	-	0	50	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	40	-
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	1623	-	-	-	964	1077
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1623	-	-	-	960	1077
Mov Cap-2 Maneuver	-	-	-	-	960	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1623	-	-	-	1077
HCM Lane V/C Ratio	0.004	-	-	-	0.001
HCM Control Delay (s)	7.2	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	9	23	0
Future Vol, veh/h	0	0	0	9	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	10	25	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	35	25	25	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	978	1051	1589	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	978	1051	1589	-	-	-
Mov Cap-2 Maneuver	978	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1589	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	10	0	0	23
Future Vol, veh/h	0	0	10	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	0	25

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	36	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	977	1070	-	-	1608	-
Stage 1	1012	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	977	1070	-	-	1608	-
Mov Cap-2 Maneuver	977	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	998	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1608	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	0	0	10	0	0
Future Vol, veh/h	17	0	0	10	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, %	2	2	2	2	2	2
Mvmt Flow	18	0	0	11	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	18	0	29	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1599	-	986	1061
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1599	-	986	1061
Mov Cap-2 Maneuver	-	-	-	-	986	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	1012	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1599	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	1	5	0	5	0	6	11	0
Future Vol, veh/h	0	0	0	0	1	5	0	5	0	6	11	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	2	8	0	8	0	10	18	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	51	46	18	46	46	8	18	0	0	8	0	0
Stage 1	38	38	-	8	8	-	-	-	-	-	-	-
Stage 2	13	8	-	38	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	953	850	1066	961	850	1080	1612	-	-	1625	-	-
Stage 1	982	867	-	1019	893	-	-	-	-	-	-	-
Stage 2	1013	893	-	982	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	940	845	1066	956	845	1080	1612	-	-	1625	-	-
Mov Cap-2 Maneuver	940	845	-	956	845	-	-	-	-	-	-	-
Stage 1	982	862	-	1019	893	-	-	-	-	-	-	-
Stage 2	1003	893	-	976	862	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.5	0	2.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1612	-	-	-	1032	1625	-	-
HCM Lane V/C Ratio	-	-	-	-	0.01	0.006	-	-
HCM Control Delay (s)	0	-	-	0	8.5	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	2	0	15	0	0
Future Vol, veh/h	31	2	0	15	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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	2	0	19	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	58	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	19	-
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	-	-	1583	-	954	1038
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	954	1038
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1009	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1583	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	19	13	53	0	10	0	30	2	0	0	1	18
Future Vol, veh/h	19	13	53	0	10	0	30	2	0	0	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	92	78	92	92	92	78	78	92	92	78	78
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	24	14	68	0	11	0	38	3	0	0	1	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	98	92	13	133	103	3	24	0	0	3	0	0
Stage 1	13	13	-	79	79	-	-	-	-	-	-	-
Stage 2	85	79	-	54	24	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	889	798	1073	839	787	1081	1604	-	-	1619	-	-
Stage 1	1013	885	-	930	829	-	-	-	-	-	-	-
Stage 2	928	829	-	958	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	863	779	1073	761	768	1081	1604	-	-	1619	-	-
Mov Cap-2 Maneuver	863	779	-	761	768	-	-	-	-	-	-	-
Stage 1	989	885	-	908	809	-	-	-	-	-	-	-
Stage 2	894	809	-	883	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.8	6.8	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	970	768	1619	-	-
HCM Lane V/C Ratio	0.024	-	-	0.11	0.014	-	-	-
HCM Control Delay (s)	7.3	0	-	9.2	9.8	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	85	0	0	58	0	0	0	0	0	0	2
Future Vol, veh/h	1	85	0	0	58	0	0	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	92	0	0	63	0	0	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	92	0	0	158	157	92	157	157	63
Stage 1	-	-	-	-	-	-	94	94	-	63	63	-
Stage 2	-	-	-	-	-	-	64	63	-	94	94	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1503	-	-	808	735	965	809	735	1002
Stage 1	-	-	-	-	-	-	913	817	-	948	842	-
Stage 2	-	-	-	-	-	-	947	842	-	913	817	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1503	-	-	806	734	965	808	734	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	806	734	-	808	734	-
Stage 1	-	-	-	-	-	-	912	816	-	947	842	-
Stage 2	-	-	-	-	-	-	945	842	-	912	816	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1540	-	-	1503	-	-	1002
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.002
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	210	0	0	347
Future Vol, veh/h	0	0	210	0	0	347
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	228	0	0	377

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	605	228	0	0	228	0
Stage 1	228	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	461	811	-	-	1340	-
Stage 1	810	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	461	811	-	-	1340	-
Mov Cap-2 Maneuver	461	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	694	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1340	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Appendix F. Analysis Worksheet – Short-Term Total (2040) Conditions

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	96	114	1	1	0
Future Vol, veh/h	0	96	114	1	1	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, %	2	2	2	2	2	2
Mvmt Flow	0	104	124	1	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	125	0	-	0	229	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1462	-	-	-	759	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1462	-	-	-	759	926
Mov Cap-2 Maneuver	-	-	-	-	759	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	920	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1462	-	-	-	759
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	9.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	10.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	61	202	8	106	402
Future Vol, veh/h	36	61	202	8	106	402
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	255	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	73	243	10	128	484

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	116	0	576	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	496	-
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	-	-	1485	-	482	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1485	-	403	986
Mov Cap-2 Maneuver	-	-	-	-	403	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	515	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.6	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	403	986	-	-	1485	-
HCM Lane V/C Ratio	0.317	0.491	-	-	0.164	-
HCM Control Delay (s)	18	12.1	-	-	7.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	1.3	2.8	-	-	0.6	-

Intersection	
Int Delay, s/veh	11

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	248	2	229	46	1	480
Future Vol, veh/h	248	2	229	46	1	480
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	600	500	-	0	500
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	270	2	249	50	1	522

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	272	0	818	270
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	548	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1291	-	346	769
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1291	-	279	769
Mov Cap-2 Maneuver	-	-	-	-	279	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	467	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	279	769	-	-	1291	-
HCM Lane V/C Ratio	0.004	0.678	-	-	0.193	-
HCM Control Delay (s)	18	19	-	-	8.5	-
HCM Lane LOS	C	C	-	-	A	-
HCM 95th %tile Q(veh)	0	5.4	-	-	0.7	-

Intersection	
Int Delay, s/veh	6.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	255	216	5	109	151
Future Vol, veh/h	11	255	216	5	109	151
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	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	349	296	7	149	207

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	805	300	0	0	303	0
Stage 1	300	-	-	-	-	-
Stage 2	505	-	-	-	-	-
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	355	744	-	-	1269	-
Stage 1	756	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	313	744	-	-	1269	-
Mov Cap-2 Maneuver	313	-	-	-	-	-
Stage 1	756	-	-	-	-	-
Stage 2	539	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	3.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	313	744	1269	-
HCM Lane V/C Ratio	-	-	0.048	0.47	0.118	-
HCM Control Delay (s)	-	-	17.1	14	8.2	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	2.5	0.4	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	124	25	2	134	1	68	2	2	2	1	16
Future Vol, veh/h	12	124	25	2	134	1	68	2	2	2	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	136	27	2	147	1	75	2	2	2	1	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	148	0	0	163	0	0	323	314	136	330	341	148
Stage 1	-	-	-	-	-	-	162	162	-	152	152	-
Stage 2	-	-	-	-	-	-	161	152	-	178	189	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1446	-	-	1428	-	-	634	605	918	627	584	904
Stage 1	-	-	-	-	-	-	845	768	-	855	775	-
Stage 2	-	-	-	-	-	-	846	775	-	828	748	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1446	-	-	1428	-	-	616	598	918	618	578	904
Mov Cap-2 Maneuver	-	-	-	-	-	-	616	598	-	618	578	-
Stage 1	-	-	-	-	-	-	837	761	-	847	773	-
Stage 2	-	-	-	-	-	-	827	773	-	816	741	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	11.6	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	621	1446	-	-	1428	-	-	838
HCM Lane V/C Ratio	0.127	0.009	-	-	0.002	-	-	0.025
HCM Control Delay (s)	11.6	7.5	-	-	7.5	0	-	9.4
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	8	1	123	14	0
Future Vol, veh/h	120	8	1	123	14	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	130	9	1	134	15	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	139	0	271	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1445	-	718	914
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1445	-	717	914
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	889	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	717	-	-	1445	-
HCM Lane V/C Ratio	0.021	-	-	0.001	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	120	109	0	0	15
Future Vol, veh/h	1	120	109	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	63	63	63	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	190	173	0	0	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	173	0	-	0	367	173
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	194	-
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	1416	-	-	-	637	876
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1416	-	-	-	636	876
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	844	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1416	-	-	-	876
HCM Lane V/C Ratio	0.001	-	-	-	0.027
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	106	98	23
Future Vol, veh/h	3	0	0	106	98	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	0	115	107	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	235	120	132	0	-	0
Stage 1	120	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	753	931	1453	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	753	931	1453	-	-	-
Mov Cap-2 Maneuver	753	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	910	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1453	-	753	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	24	82	0	7	91
Future Vol, veh/h	0	24	82	0	7	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	26	89	0	8	99

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	204	89	0	0	89	0
Stage 1	89	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	784	969	-	-	1506	-
Stage 1	934	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	779	969	-	-	1506	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	969	1506	-
HCM Lane V/C Ratio	-	-	0.027	0.005	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	61	0	37	47	0
Future Vol, veh/h	30	61	0	37	47	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, %	2	2	2	2	2	2
Mvmt Flow	33	66	0	40	51	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	99	0	106	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1494	-	892	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1494	-	892	998
Mov Cap-2 Maneuver	-	-	-	-	892	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	982	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	892	-	-	1494	-
HCM Lane V/C Ratio	0.057	-	-	-	-
HCM Control Delay (s)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	16	0	0	0	0	4	0	13	2	2	2	19
Future Vol, veh/h	16	0	0	0	0	4	0	13	2	2	2	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	0	0	0	0	6	0	20	3	3	3	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	49	47	18	46	61	22	33	0	0	23	0	0
Stage 1	24	24	-	22	22	-	-	-	-	-	-	-
Stage 2	25	23	-	24	39	-	-	-	-	-	-	-
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	956	849	1066	961	834	1061	1592	-	-	1605	-	-
Stage 1	999	879	-	1002	881	-	-	-	-	-	-	-
Stage 2	998	880	-	999	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	949	847	1066	959	832	1061	1592	-	-	1605	-	-
Mov Cap-2 Maneuver	949	847	-	959	832	-	-	-	-	-	-	-
Stage 1	999	877	-	1002	881	-	-	-	-	-	-	-
Stage 2	992	880	-	997	864	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	8.4	0	0.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1592	-	-	949	1061	1605	-	-
HCM Lane V/C Ratio	-	-	-	0.026	0.006	0.002	-	-
HCM Control Delay (s)	0	-	-	8.9	8.4	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	0	0	27	1	0
Future Vol, veh/h	6	0	0	27	1	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	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	0	0	39	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	9	0	48	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	39	-
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	-	-	1624	-	967	1079
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1624	-	967	1079
Mov Cap-2 Maneuver	-	-	-	-	967	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	989	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	967	-	-	1624	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	6	13	0	10	0	42	1	0	0	0	20
Future Vol, veh/h	13	6	13	0	10	0	42	1	0	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	92	72	92	92	92	72	72	92	92	72	72
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	18	7	18	0	11	0	58	1	0	0	0	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	137	131	14	144	145	1	28	0	0	1	0	0
Stage 1	14	14	-	117	117	-	-	-	-	-	-	-
Stage 2	123	117	-	27	28	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	838	760	1072	825	746	1084	1599	-	-	1622	-	-
Stage 1	1011	884	-	888	799	-	-	-	-	-	-	-
Stage 2	886	799	-	990	872	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	805	733	1072	784	719	1084	1599	-	-	1622	-	-
Mov Cap-2 Maneuver	805	733	-	784	719	-	-	-	-	-	-	-
Stage 1	975	884	-	856	770	-	-	-	-	-	-	-
Stage 2	842	770	-	966	872	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	10.1	7.2	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1599	-	-	885	719	1622	-	-
HCM Lane V/C Ratio	0.036	-	-	0.048	0.015	-	-	-
HCM Control Delay (s)	7.3	0	-	9.3	10.1	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	32	0	0	72	0	0	0	0	0	0	1
Future Vol, veh/h	1	32	0	0	72	0	0	0	0	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	35	0	0	78	0	0	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	78	0	0	35	0	0	116	115	35	115	115	78
Stage 1	-	-	-	-	-	-	37	37	-	78	78	-
Stage 2	-	-	-	-	-	-	79	78	-	37	37	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1520	-	-	1576	-	-	861	775	1038	862	775	983
Stage 1	-	-	-	-	-	-	978	864	-	931	830	-
Stage 2	-	-	-	-	-	-	930	830	-	978	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1520	-	-	1576	-	-	859	774	1038	861	774	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	859	774	-	861	774	-
Stage 1	-	-	-	-	-	-	977	863	-	930	830	-
Stage 2	-	-	-	-	-	-	929	830	-	977	863	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	0	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1520	-	-	1576	-	-	983
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.001
HCM Control Delay (s)	0	7.4	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	12	471	0	4	260
Future Vol, veh/h	0	12	471	0	4	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	512	0	4	283

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	803	512	0	0	512	0
Stage 1	512	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	353	562	-	-	1053	-
Stage 1	602	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	351	562	-	-	1053	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	755	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	562	1053	-
HCM Lane V/C Ratio	-	-	0.023	0.004	-
HCM Control Delay (s)	-	-	11.6	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	120	133	1	2	0
Future Vol, veh/h	0	120	133	1	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	130	145	1	2	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	146	0	-	0	276	146
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1436	-	-	-	714	901
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1436	-	-	-	714	901
Mov Cap-2 Maneuver	-	-	-	-	714	-
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	896	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1436	-	-	-	714
HCM Lane V/C Ratio	-	-	-	-	0.003
HCM Control Delay (s)	0	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	17.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	104	439	37	95	318
Future Vol, veh/h	18	104	439	37	95	318
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	255	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	125	529	45	114	383

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	1188	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	1103	-
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	-	-	1447	-	210	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	321	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1447	-	133	980
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	204	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8.2	33.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	133	980	-	-	1447	-
HCM Lane V/C Ratio	0.861	0.391	-	-	0.366	-
HCM Control Delay (s)	107.8	11	-	-	8.9	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	5.5	1.9	-	-	1.7	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	2	462	201	0	348
Future Vol, veh/h	47	2	462	201	0	348
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	600	500	-	0	500
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	2	502	218	0	378

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	53	0	1273	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	1222	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1553	-	185	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	278	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1553	-	125	1017
Mov Cap-2 Maneuver	-	-	-	-	125	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	188	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.9	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	1017	-	-	1553	-
HCM Lane V/C Ratio	-	0.372	-	-	0.323	-
HCM Control Delay (s)	0	10.6	-	-	8.4	-
HCM Lane LOS	A	B	-	-	A	-
HCM 95th %tile Q(veh)	-	1.7	-	-	1.4	-

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	184	224	11	287	225
Future Vol, veh/h	10	184	224	11	287	225
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	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	211	257	13	330	259

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1183	264	0	0	270	0
Stage 1	264	-	-	-	-	-
Stage 2	919	-	-	-	-	-
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	211	780	-	-	1305	-
Stage 1	785	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	158	780	-	-	1305	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	293	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	4.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	158	780	1305	-
HCM Lane V/C Ratio	-	-	0.073	0.271	0.253	-
HCM Control Delay (s)	-	-	29.6	11.3	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	1.1	1	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	144	63	12	186	0	33	0	6	0	2	17
Future Vol, veh/h	18	144	63	12	186	0	33	0	6	0	2	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	158	69	13	204	0	36	0	7	0	2	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	204	0	0	227	0	0	439	428	158	466	497	204
Stage 1	-	-	-	-	-	-	198	198	-	230	230	-
Stage 2	-	-	-	-	-	-	241	230	-	236	267	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1380	-	-	1353	-	-	532	522	893	510	477	842
Stage 1	-	-	-	-	-	-	808	741	-	777	718	-
Stage 2	-	-	-	-	-	-	767	718	-	772	692	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1380	-	-	1353	-	-	508	509	893	496	465	842
Mov Cap-2 Maneuver	-	-	-	-	-	-	508	509	-	496	465	-
Stage 1	-	-	-	-	-	-	797	731	-	766	710	-
Stage 2	-	-	-	-	-	-	739	710	-	755	682	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	12.2	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	544	1380	-	-	1353	-	-	776
HCM Lane V/C Ratio	0.079	0.014	-	-	0.01	-	-	0.027
HCM Control Delay (s)	12.2	7.6	-	-	7.7	0	-	9.8
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	16	4	185	9	2
Future Vol, veh/h	134	16	4	185	9	2
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, %	2	2	2	2	2	2
Mvmt Flow	146	17	4	201	10	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	163	0	364	155
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1416	-	635	891
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1416	-	633	891
Mov Cap-2 Maneuver	-	-	-	-	633	-
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	824	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	668	-	-	1416	-
HCM Lane V/C Ratio	0.018	-	-	0.003	-
HCM Control Delay (s)	10.5	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	131	188	0	0	1
Future Vol, veh/h	6	131	188	0	0	1
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	63	63	63	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	208	298	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	298	0	-	0	526	298
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	228	-
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	1275	-	-	-	516	746
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1275	-	-	-	511	746
Mov Cap-2 Maneuver	-	-	-	-	511	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1275	-	-	-	746
HCM Lane V/C Ratio	0.007	-	-	-	0.002
HCM Control Delay (s)	7.8	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	0	0	143	117	15
Future Vol, veh/h	46	0	0	143	117	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	0	0	155	127	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	290	135	143	0	-	0
Stage 1	135	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	701	914	1440	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	701	914	1440	-	-	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	873	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1440	-	701	-	-
HCM Lane V/C Ratio	-	-	0.071	-	-
HCM Control Delay (s)	0	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	11	132	0	20	97
Future Vol, veh/h	0	11	132	0	20	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	143	0	22	105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	292	143	0	0	143	0
Stage 1	143	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	699	905	-	-	1440	-
Stage 1	884	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	688	905	-	-	1440	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	905	1440	-
HCM Lane V/C Ratio	-	-	0.013	0.015	-
HCM Control Delay (s)	-	-	9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	57	0	36	96	0
Future Vol, veh/h	41	57	0	36	96	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, %	2	2	2	2	2	2
Mvmt Flow	45	62	0	39	104	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	107	0	115	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	39	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1484	-	881	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1484	-	881	985
Mov Cap-2 Maneuver	-	-	-	-	881	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	983	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	881	-	-	1484	-
HCM Lane V/C Ratio	0.118	-	-	-	-
HCM Control Delay (s)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	0	0	0	1	5	0	5	0	6	11	18
Future Vol, veh/h	27	0	0	0	1	5	0	5	0	6	11	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	0	0	0	2	8	0	8	0	9	17	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	62	57	31	57	71	8	45	0	0	8	0	0
Stage 1	49	49	-	8	8	-	-	-	-	-	-	-
Stage 2	13	8	-	49	63	-	-	-	-	-	-	-
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	938	838	1049	945	823	1080	1576	-	-	1625	-	-
Stage 1	969	858	-	1019	893	-	-	-	-	-	-	-
Stage 2	1013	893	-	969	846	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	926	833	1049	940	818	1080	1576	-	-	1625	-	-
Mov Cap-2 Maneuver	926	833	-	940	818	-	-	-	-	-	-	-
Stage 1	969	853	-	1019	893	-	-	-	-	-	-	-
Stage 2	1004	893	-	963	841	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	8.5	0	1.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1576	-	-	926	1025	1625	-	-
HCM Lane V/C Ratio	-	-	-	0.046	0.009	0.006	-	-
HCM Control Delay (s)	0	-	-	9.1	8.5	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	2	0	15	0	0
Future Vol, veh/h	31	2	0	15	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	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	44	3	0	21	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	67	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	21	-
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	-	-	1573	-	943	1029
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1573	-	943	1029
Mov Cap-2 Maneuver	-	-	-	-	943	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	1007	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1573	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	19	13	53	0	10	0	30	2	0	0	1	18
Future Vol, veh/h	19	13	53	0	10	0	30	2	0	0	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	92	72	92	92	92	72	72	92	92	72	72
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	26	14	74	0	11	0	42	3	0	0	1	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	107	101	14	145	113	3	26	0	0	3	0	0
Stage 1	14	14	-	87	87	-	-	-	-	-	-	-
Stage 2	93	87	-	58	26	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	877	789	1072	824	777	1081	1601	-	-	1619	-	-
Stage 1	1011	884	-	921	823	-	-	-	-	-	-	-
Stage 2	919	823	-	954	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	850	768	1072	742	757	1081	1601	-	-	1619	-	-
Mov Cap-2 Maneuver	850	768	-	742	757	-	-	-	-	-	-	-
Stage 1	985	884	-	897	802	-	-	-	-	-	-	-
Stage 2	883	802	-	874	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.8	6.9	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1601	-	-	966	757	1619	-	-
HCM Lane V/C Ratio	0.026	-	-	0.118	0.014	-	-	-
HCM Control Delay (s)	7.3	0	-	9.2	9.8	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	85	0	0	58	0	0	0	0	0	0	2
Future Vol, veh/h	1	85	0	0	58	0	0	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	92	0	0	63	0	0	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	92	0	0	158	157	92	157	157	63
Stage 1	-	-	-	-	-	-	94	94	-	63	63	-
Stage 2	-	-	-	-	-	-	64	63	-	94	94	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1503	-	-	808	735	965	809	735	1002
Stage 1	-	-	-	-	-	-	913	817	-	948	842	-
Stage 2	-	-	-	-	-	-	947	842	-	913	817	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1503	-	-	806	734	965	808	734	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	806	734	-	808	734	-
Stage 1	-	-	-	-	-	-	912	816	-	947	842	-
Stage 2	-	-	-	-	-	-	945	842	-	912	816	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1540	-	-	1503	-	-	1002
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.002
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	408	0	12	512
Future Vol, veh/h	0	8	408	0	12	512
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	443	0	13	557

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1026	443	0	0	443	0
Stage 1	443	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	260	615	-	-	1117	-
Stage 1	647	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	256	615	-	-	1117	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	549	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	615	1117	-
HCM Lane V/C Ratio	-	-	0.014	0.012	-
HCM Control Delay (s)	-	-	10.9	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Appendix G. Analysis Worksheet – Long-Term Total (2045) Conditions

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	97	114	1	1	0
Future Vol, veh/h	0	97	114	1	1	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, %	2	2	2	2	2	2
Mvmt Flow	0	105	124	1	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	125	0	-	0	230	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	105	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1462	-	-	-	758	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1462	-	-	-	758	926
Mov Cap-2 Maneuver	-	-	-	-	758	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	919	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1462	-	-	-	758
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	9.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	10.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	61	202	8	106	402
Future Vol, veh/h	37	61	202	8	106	402
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	255	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	45	73	243	10	128	484

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	118	0	578	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	496	-
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	-	-	1483	-	481	983
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1483	-	402	983
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	515	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.6	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	402	983	-	-	1483	-
HCM Lane V/C Ratio	0.318	0.493	-	-	0.164	-
HCM Control Delay (s)	18.1	12.2	-	-	7.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	1.3	2.8	-	-	0.6	-

Intersection	
Int Delay, s/veh	11.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	257	2	230	48	1	488
Future Vol, veh/h	257	2	230	48	1	488
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	600	500	-	0	500
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	279	2	250	52	1	530

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	281	0	831	279
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	552	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1282	-	340	760
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	577	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1282	-	274	760
Mov Cap-2 Maneuver	-	-	-	-	274	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	464	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7	19.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	274	760	-	-	1282	-
HCM Lane V/C Ratio	0.004	0.698	-	-	0.195	-
HCM Control Delay (s)	18.2	19.9	-	-	8.5	-
HCM Lane LOS	C	C	-	-	A	-
HCM 95th %tile Q(veh)	0	5.8	-	-	0.7	-

Intersection	
Int Delay, s/veh	6.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	255	216	5	109	151
Future Vol, veh/h	11	255	216	5	109	151
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	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	349	296	7	149	207

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	805	300	0	0	303	0
Stage 1	300	-	-	-	-	-
Stage 2	505	-	-	-	-	-
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	355	744	-	-	1269	-
Stage 1	756	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	313	744	-	-	1269	-
Mov Cap-2 Maneuver	313	-	-	-	-	-
Stage 1	756	-	-	-	-	-
Stage 2	539	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	3.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	313	744	1269	-
HCM Lane V/C Ratio	-	-	0.048	0.47	0.118	-
HCM Control Delay (s)	-	-	17.1	14	8.2	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	2.5	0.4	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	124	25	2	134	1	68	2	2	2	1	16
Future Vol, veh/h	12	124	25	2	134	1	68	2	2	2	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	136	27	2	147	1	75	2	2	2	1	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	148	0	0	163	0	0	323	314	136	330	341	148
Stage 1	-	-	-	-	-	-	162	162	-	152	152	-
Stage 2	-	-	-	-	-	-	161	152	-	178	189	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1446	-	-	1428	-	-	634	605	918	627	584	904
Stage 1	-	-	-	-	-	-	845	768	-	855	775	-
Stage 2	-	-	-	-	-	-	846	775	-	828	748	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1446	-	-	1428	-	-	616	598	918	618	578	904
Mov Cap-2 Maneuver	-	-	-	-	-	-	616	598	-	618	578	-
Stage 1	-	-	-	-	-	-	837	761	-	847	773	-
Stage 2	-	-	-	-	-	-	827	773	-	816	741	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	11.6	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	621	1446	-	-	1428	-	-	838
HCM Lane V/C Ratio	0.127	0.009	-	-	0.002	-	-	0.025
HCM Control Delay (s)	11.6	7.5	-	-	7.5	0	-	9.4
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	8	1	124	14	0
Future Vol, veh/h	120	8	1	124	14	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	130	9	1	135	15	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	139	0	272	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1445	-	717	914
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1445	-	716	914
Mov Cap-2 Maneuver	-	-	-	-	716	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	889	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	716	-	-	1445	-
HCM Lane V/C Ratio	0.021	-	-	0.001	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	120	109	0	0	15
Future Vol, veh/h	1	120	109	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	63	63	63	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	190	173	0	0	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	173	0	-	0	367	173
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	194	-
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	1416	-	-	-	637	876
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1416	-	-	-	636	876
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	844	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1416	-	-	-	876
HCM Lane V/C Ratio	0.001	-	-	-	0.027
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	106	98	23
Future Vol, veh/h	3	0	0	106	98	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	0	115	107	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	235	120	132	0	-	0
Stage 1	120	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	753	931	1453	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	753	931	1453	-	-	-
Mov Cap-2 Maneuver	753	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	910	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1453	-	753	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	24	80	0	7	84
Future Vol, veh/h	0	24	80	0	7	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	26	87	0	8	91

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	194	87	0	0	87	0
Stage 1	87	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	795	971	-	-	1509	-
Stage 1	936	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	790	971	-	-	1509	-
Mov Cap-2 Maneuver	790	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	971	1509	-
HCM Lane V/C Ratio	-	-	0.027	0.005	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	61	0	35	47	0
Future Vol, veh/h	23	61	0	35	47	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, %	2	2	2	2	2	2
Mvmt Flow	25	66	0	38	51	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	96	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1504	-	903	1008
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1504	-	903	1008
Mov Cap-2 Maneuver	-	-	-	-	903	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	984	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	903	-	-	1504	-
HCM Lane V/C Ratio	0.057	-	-	-	-
HCM Control Delay (s)	9.2	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	16	0	0	0	0	4	0	15	2	2	2	19
Future Vol, veh/h	16	0	0	0	0	4	0	15	2	2	2	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	0	0	0	0	6	0	23	3	3	3	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	52	50	18	49	64	25	33	0	0	26	0	0
Stage 1	24	24	-	25	25	-	-	-	-	-	-	-
Stage 2	28	26	-	24	39	-	-	-	-	-	-	-
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	952	845	1066	956	831	1057	1592	-	-	1601	-	-
Stage 1	999	879	-	998	878	-	-	-	-	-	-	-
Stage 2	994	878	-	999	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	945	843	1066	954	829	1057	1592	-	-	1601	-	-
Mov Cap-2 Maneuver	945	843	-	954	829	-	-	-	-	-	-	-
Stage 1	999	877	-	998	878	-	-	-	-	-	-	-
Stage 2	988	878	-	997	864	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	8.4	0	0.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1592	-	-	945	1057	1601	-	-
HCM Lane V/C Ratio	-	-	-	0.026	0.006	0.002	-	-
HCM Control Delay (s)	0	-	-	8.9	8.4	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	27	1	0
Future Vol, veh/h	6	2	0	27	1	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	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	3	0	39	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	50	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	39	-
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	-	964	1076
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1620	-	964	1076
Mov Cap-2 Maneuver	-	-	-	-	964	-
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	989	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	964	-	-	1620	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	13	6	13	0	10	0	42	1	0	0	0	20
Future Vol, veh/h	13	6	13	0	10	0	42	1	0	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	92	72	92	92	92	72	72	92	92	72	72
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	18	7	18	0	11	0	58	1	0	0	0	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	137	131	14	144	145	1	28	0	0	1	0	0
Stage 1	14	14	-	117	117	-	-	-	-	-	-	-
Stage 2	123	117	-	27	28	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	838	760	1072	825	746	1084	1599	-	-	1622	-	-
Stage 1	1011	884	-	888	799	-	-	-	-	-	-	-
Stage 2	886	799	-	990	872	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	805	733	1072	784	719	1084	1599	-	-	1622	-	-
Mov Cap-2 Maneuver	805	733	-	784	719	-	-	-	-	-	-	-
Stage 1	975	884	-	856	770	-	-	-	-	-	-	-
Stage 2	842	770	-	966	872	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	10.1	7.2	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1599	-	-	885	719	1622	-	-
HCM Lane V/C Ratio	0.036	-	-	0.048	0.015	-	-	-
HCM Control Delay (s)	7.3	0	-	9.3	10.1	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	32	0	0	72	0	0	0	0	0	0	1
Future Vol, veh/h	1	32	0	0	72	0	0	0	0	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	35	0	0	78	0	0	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	78	0	0	35	0	0	116	115	35	115	115	78
Stage 1	-	-	-	-	-	-	37	37	-	78	78	-
Stage 2	-	-	-	-	-	-	79	78	-	37	37	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1520	-	-	1576	-	-	861	775	1038	862	775	983
Stage 1	-	-	-	-	-	-	978	864	-	931	830	-
Stage 2	-	-	-	-	-	-	930	830	-	978	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1520	-	-	1576	-	-	859	774	1038	861	774	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	859	774	-	861	774	-
Stage 1	-	-	-	-	-	-	977	863	-	930	830	-
Stage 2	-	-	-	-	-	-	929	830	-	977	863	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	0	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1520	-	-	1576	-	-	983
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.001
HCM Control Delay (s)	0	7.4	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	12	471	0	4	260
Future Vol, veh/h	0	12	471	0	4	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	512	0	4	283

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	803	512	0	0	512	0
Stage 1	512	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	353	562	-	-	1053	-
Stage 1	602	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	351	562	-	-	1053	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	755	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	562	1053	-
HCM Lane V/C Ratio	-	-	0.023	0.004	-
HCM Control Delay (s)	-	-	11.6	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	121	134	1	2	0
Future Vol, veh/h	0	121	134	1	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	132	146	1	2	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	147	0	-	0	279	147
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1435	-	-	-	711	900
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1435	-	-	-	711	900
Mov Cap-2 Maneuver	-	-	-	-	711	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	894	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1435	-	-	-	711
HCM Lane V/C Ratio	-	-	-	-	0.003
HCM Control Delay (s)	0	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	12.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	104	439	38	95	318
Future Vol, veh/h	19	104	439	38	95	318
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	255	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	114	482	42	104	349

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	135	0	1084	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	1006	-
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	-	-	1462	-	242	988
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	357	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1462	-	162	988
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	239	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	162	988	-	-	1462	-
HCM Lane V/C Ratio	0.644	0.354	-	-	0.33	-
HCM Control Delay (s)	60.6	10.6	-	-	8.7	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	3.6	1.6	-	-	1.5	-

Intersection	
Int Delay, s/veh	7.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	2	467	208	0	350
Future Vol, veh/h	47	2	467	208	0	350
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	600	500	-	0	500
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	2	508	226	0	380

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	53	0	1293	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	1242	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1553	-	180	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	272	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1553	-	121	1017
Mov Cap-2 Maneuver	-	-	-	-	121	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	183	-

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

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	1017	-	-	1553	-
HCM Lane V/C Ratio	-	0.374	-	-	0.327	-
HCM Control Delay (s)	0	10.6	-	-	8.4	-
HCM Lane LOS	A	B	-	-	A	-
HCM 95th %tile Q(veh)	-	1.8	-	-	1.4	-

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	184	224	11	287	225
Future Vol, veh/h	10	184	224	11	287	225
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	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	211	257	13	330	259

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1183	264	0	0	270	0
Stage 1	264	-	-	-	-	-
Stage 2	919	-	-	-	-	-
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	211	780	-	-	1305	-
Stage 1	785	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	158	780	-	-	1305	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	293	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	4.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	158	780	1305	-
HCM Lane V/C Ratio	-	-	0.073	0.271	0.253	-
HCM Control Delay (s)	-	-	29.6	11.3	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	1.1	1	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	144	63	12	186	0	33	0	6	0	2	17
Future Vol, veh/h	18	144	63	12	186	0	33	0	6	0	2	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	23	182	80	15	235	0	42	0	8	0	3	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	235	0	0	262	0	0	506	493	182	537	573	235
Stage 1	-	-	-	-	-	-	228	228	-	265	265	-
Stage 2	-	-	-	-	-	-	278	265	-	272	308	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1344	-	-	1314	-	-	480	480	866	458	432	809
Stage 1	-	-	-	-	-	-	779	719	-	745	693	-
Stage 2	-	-	-	-	-	-	733	693	-	738	664	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1344	-	-	1314	-	-	455	466	866	444	419	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	455	466	-	444	419	-
Stage 1	-	-	-	-	-	-	766	707	-	732	684	-
Stage 2	-	-	-	-	-	-	702	684	-	719	653	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	13.2	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	491	1344	-	-	1314	-	-	737
HCM Lane V/C Ratio	0.101	0.017	-	-	0.012	-	-	0.033
HCM Control Delay (s)	13.2	7.7	-	-	7.8	0	-	10
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	16	4	185	9	2
Future Vol, veh/h	134	16	4	185	9	2
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, %	2	2	2	2	2	2
Mvmt Flow	146	17	4	201	10	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	163	0	364	155
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1416	-	635	891
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1416	-	633	891
Mov Cap-2 Maneuver	-	-	-	-	633	-
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	824	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	668	-	-	1416	-
HCM Lane V/C Ratio	0.018	-	-	0.003	-
HCM Control Delay (s)	10.5	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	131	188	0	0	1
Future Vol, veh/h	6	131	188	0	0	1
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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	147	211	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	211	0	-	0	372	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	161	-
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	1372	-	-	-	633	834
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1372	-	-	-	629	834
Mov Cap-2 Maneuver	-	-	-	-	629	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	873	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1372	-	-	-	834
HCM Lane V/C Ratio	0.005	-	-	-	0.001
HCM Control Delay (s)	7.6	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	0	0	143	117	15
Future Vol, veh/h	46	0	0	143	117	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	0	0	155	127	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	290	135	143	0	-	0
Stage 1	135	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	701	914	1440	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	701	914	1440	-	-	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	873	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1440	-	701	-	-
HCM Lane V/C Ratio	-	-	0.071	-	-
HCM Control Delay (s)	0	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	11	133	0	20	97
Future Vol, veh/h	0	11	133	0	20	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	145	0	22	105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	294	145	0	0	145	0
Stage 1	145	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	697	902	-	-	1437	-
Stage 1	882	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	686	902	-	-	1437	-
Mov Cap-2 Maneuver	686	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	902	1437	-
HCM Lane V/C Ratio	-	-	0.013	0.015	-
HCM Control Delay (s)	-	-	9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	57	0	37	96	0
Future Vol, veh/h	35	57	0	37	96	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, %	2	2	2	2	2	2
Mvmt Flow	38	62	0	40	104	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	100	0	109	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1493	-	888	994
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1493	-	888	994
Mov Cap-2 Maneuver	-	-	-	-	888	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	982	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	888	-	-	1493	-
HCM Lane V/C Ratio	0.118	-	-	-	-
HCM Control Delay (s)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	27	0	0	0	1	5	0	5	0	6	11	18
Future Vol, veh/h	27	0	0	0	1	5	0	5	0	6	11	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	0	0	0	2	8	0	8	0	10	18	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	66	61	33	61	76	8	48	0	0	8	0	0
Stage 1	53	53	-	8	8	-	-	-	-	-	-	-
Stage 2	13	8	-	53	68	-	-	-	-	-	-	-
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	932	834	1046	939	818	1080	1572	-	-	1625	-	-
Stage 1	965	855	-	1019	893	-	-	-	-	-	-	-
Stage 2	1013	893	-	965	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	919	829	1046	934	813	1080	1572	-	-	1625	-	-
Mov Cap-2 Maneuver	919	829	-	934	813	-	-	-	-	-	-	-
Stage 1	965	850	-	1019	893	-	-	-	-	-	-	-
Stage 2	1003	893	-	959	837	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	8.6	0	1.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1572	-	-	919	1024	1625	-	-
HCM Lane V/C Ratio	-	-	-	0.049	0.01	0.006	-	-
HCM Control Delay (s)	0	-	-	9.1	8.6	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	2	0	15	0	0
Future Vol, veh/h	31	2	0	15	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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	2	0	19	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	58	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	19	-
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	-	-	1583	-	954	1038
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	954	1038
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1009	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1583	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	19	13	53	0	10	0	30	2	0	0	1	18
Future Vol, veh/h	19	13	53	0	10	0	30	2	0	0	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	92	78	92	92	92	78	78	92	92	78	78
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	24	14	68	0	11	0	38	3	0	0	1	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	98	92	13	133	103	3	24	0	0	3	0	0
Stage 1	13	13	-	79	79	-	-	-	-	-	-	-
Stage 2	85	79	-	54	24	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	889	798	1073	839	787	1081	1604	-	-	1619	-	-
Stage 1	1013	885	-	930	829	-	-	-	-	-	-	-
Stage 2	928	829	-	958	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	863	779	1073	761	768	1081	1604	-	-	1619	-	-
Mov Cap-2 Maneuver	863	779	-	761	768	-	-	-	-	-	-	-
Stage 1	989	885	-	908	809	-	-	-	-	-	-	-
Stage 2	894	809	-	883	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.8	6.8	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	970	768	1619	-	-
HCM Lane V/C Ratio	0.024	-	-	0.11	0.014	-	-	-
HCM Control Delay (s)	7.3	0	-	9.2	9.8	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	85	0	0	58	0	0	0	0	0	0	2
Future Vol, veh/h	1	85	0	0	58	0	0	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	92	0	0	63	0	0	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	92	0	0	158	157	92	157	157	63
Stage 1	-	-	-	-	-	-	94	94	-	63	63	-
Stage 2	-	-	-	-	-	-	64	63	-	94	94	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1503	-	-	808	735	965	809	735	1002
Stage 1	-	-	-	-	-	-	913	817	-	948	842	-
Stage 2	-	-	-	-	-	-	947	842	-	913	817	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1503	-	-	806	734	965	808	734	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	806	734	-	808	734	-
Stage 1	-	-	-	-	-	-	912	816	-	947	842	-
Stage 2	-	-	-	-	-	-	945	842	-	912	816	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1540	-	-	1503	-	-	1002
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.002
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	408	0	12	512
Future Vol, veh/h	0	8	408	0	12	512
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	443	0	13	557

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1026	443	0	0	443	0
Stage 1	443	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	260	615	-	-	1117	-
Stage 1	647	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	256	615	-	-	1117	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	549	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	615	1117	-
HCM Lane V/C Ratio	-	-	0.014	0.012	-
HCM Control Delay (s)	-	-	10.9	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-