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October 17, 2024

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

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

Dear Mr. Farkas:

In response to your request, LSC Transportation Consultants, Inc. has prepared this updated Traffic Impact Analysis for the proposed CPR - Aspen 3-65 15-14 South & Aspen 3-65 15-14 North Phase 2 well sites in Aurora, Colorado, to address City comments and update the timing of the work. The sites are located east of Monaghan Road and south of E. 56th Avenue as shown in Figure 1.

**REPORT CONTENTS**

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

**LAND USE AND ACCESS**

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

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

| | | |
|---|---|---|
| 1. | Construction Phase 1 Set up | 2 days |
| 2. | Construction Phase 1 (Earthwork of site and access road) | 45 days South/<br>48 days North |

| | | |
|---|---|---|
| 3. | Construction Phase 1 Breakdown | 2 days |
| 4. | Secondary Construction (Finishing work and access road construction) | 10 days |
| 5. | Drilling Set Up | 2 days |
| 6. | Drilling | 56 days South/70 days North |
| 7. | Drilling Breakdown | 2 days |
| 8. | Completion & Flow Back Set Up | 7 days |
| 9. | Completion (5.8 days per well) | 69 days South/71 days North |
| 10. | Flowback | 15 days |
| 11. | Completion & Flow Back Breakdown | 3 days |
| 12. | Production/Operations (all production/operations trips will be to/from the South site) | ongoing |

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

**ROADWAY AND TRAFFIC CONDITIONS**

**Area Roadways**

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

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

- **E. 38th Avenue** is an east-west, two-lane paved roadway south of the site. The intersection with Monaghan Road is stop-sign controlled. The posted speed limit is 30 mph.

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

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

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

**Existing Traffic Conditions**

Figure 3 shows the existing weekday traffic volumes, lane geometry, traffic controls, and the posted speed limits in the vicinity of the site. The weekday peak-hour traffic volumes and average daily traffic volumes are from the attached traffic counts conducted by Counter Measures in November, 2023.

**2025 and 2026 Background Traffic**

Figure 4 shows the 2025 background traffic volumes and Figure 5 shows the 2026 background traffic volumes which both assume an annual growth rate of three percent to maintain a conservative analysis. This rate was chosen after reviewing the NEATS and DRCOG projections for the area.

**Existing, 2025, and 2026 Background Levels of Service**

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

The intersections in the study area were analyzed to determine the existing, 2025, and 2026 background levels of service using Synchro Version 11. Table 2 shows the level of service analysis results. The level of service reports are attached.

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

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

**2. Monaghan Road/E. 38th Avenue:** All movements at this unsignalized intersection currently operate at LOS "B" or better during both morning and afternoon peak-hours and are expected to do so through 2026.

**3. Monaghan Road/E. 26th Avenue:** All movements at this unsignalized intersection currently operate at LOS "B" or better during both morning and afternoon peak-hours and are expected to do so through 2026.

**4. Hudson Road/E. 26th Avenue:** All movements at this unsignalized intersection currently operate at LOS "B" or better during both morning and afternoon peak-hours and are expected to do so through 2026.

**5. E. Colfax Avenue (US 36)/Hudson Road:** All movements at this unsignalized intersection currently operate at LOS "B" or better during both morning and afternoon peak-hours and are expected to do so through 2026.

**TRIP GENERATION**

Table 3 shows the highest estimated daily and peak-hour traffic impact for the two sites in both 2025 and 2026.

**TRIP DISTRIBUTION**

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

**TRIP ASSIGNMENT**

Figure 7a shows the estimated peak 2025 assignment of site-generated traffic volumes in passenger car equivalents. This phase is expected to be about 69 days long.

Figure 7b shows the estimated peak 2026 assignment of site-generated traffic volumes in passenger car equivalents. This phase is expected to be about 71 days long.

**2025 AND 2026 TOTAL TRAFFIC**

Figure 8 shows the estimated peak 2025 total traffic, traffic control, and lane geometry which is the sum of 2025 background traffic volumes (from Figure 4) and the 2025 site-generated traffic volumes (from Figure 7a). This figure shows the highest combined impact of the two sites in 2025.

Figure 9 shows the estimated peak 2026 total traffic, traffic control, and lane geometry which is the sum of 2026 background traffic volumes (from Figure 5) and the 2026 site-generated traffic volumes (from Figure 7b). This figure shows the highest combined impact of the two sites in 2026.

**PROJECTED LEVELS OF SERVICE**

The intersections in the study area were analyzed as appropriate to determine the 2025 and 2026 total levels of service for the highest trip generating scenario. Table 2 shows the level of service analysis results. The level of service reports are attached.

**1a. Monaghan Road/North Site Access:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2026.

**1b. Monaghan Road/South Site Access:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2026.

**2. Monaghan Road/E. 38th Avenue:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2026.

**3. Monaghan Road/E. 26th Avenue:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2026.

**4. Hudson Road/E. 26th Avenue:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2026.

**5. E. Colfax Avenue (CO 36)/Hudson Road:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2026.

**AUXILIARY TURN LANE EVALUATION**

The City of Aurora generally follows the CDOT NR-B classification to determine if auxiliary turn lanes are warranted. Figures 8 and 9 show multiple auxiliary turn lanes would typically be re-

commended. The threshold volume to construct these lanes is only met by site traffic for a relatively short amount of time.

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

**TRAFFIC CONTROL PLAN**

The City of Aurora is restricting all non-essential site trips during the commuter hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. which will greatly reduce impacts to commuter traffic. A traffic control plan should be developed to warn motorists of heavy truck traffic during construction of the site. Auxiliary turn lanes are not recommended per the above section because the impacts are temporary and the traffic control and construction of a turn lane would likely be more impactful than the temporary impact with implementation of a traffic control plan. It is also worth noting the site access intersection is not intended as a future public street so the turning volumes will be very low once the productions/operations phase begins. A suggested traffic control plan is shown in Figure 10.

**CONCLUSIONS AND RECOMMENDATIONS**

**Trip Generation**

1. The highest combined impact of the two sites will be 422 passenger car equivalent trips for about 69 days in 2025 and about 71 days in 2026.

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

**Projected Levels of Service**

3. All movements at the unsignalized intersections analyzed are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2026. Operations will likely be much better because the City is restricting all non-essential site trips during the commuter hours of 7:00 - 9:00 a.m. and 4:00 - 6:00 p.m.

**Conclusions**

4. The impact of the proposed CPR - Aspen 3-65 15-14 South & Aspen 3-65 15-14 North Phase 2 well sites can be accommodated by the existing roadway network with the following recommendations.

**Recommendations**

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

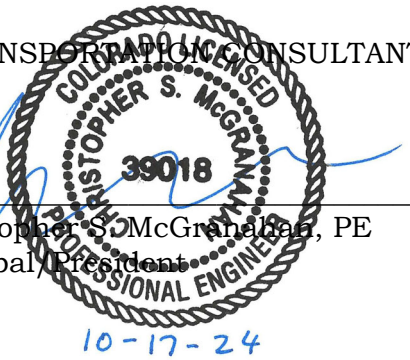
because the impacts are temporary and the traffic control and construction of one or more turn lanes would be more impactful than the temporary impact with implementation of a traffic control plan. A suggested traffic control plan is shown in Figure 10.

* * * * *

We trust our findings will assist you in gaining approval of the proposed CPR - Aspen 3-65 15-14 South & Aspen 3-65 15-14 North Phase 2 well sites development. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.




By_____
Christopher S. McGranahan, PE
Principal/President

CSM/wc

10-17-24

Enclosures: Tables 1 - 3
Figures 1 - 10
Traffic Count Reports
Level of Service Definitions
Level of Service Reports

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

| Phase of Development and Estimated Start Date | Gross Vehicle Weight [1] | ESAL Per Vehicle [1] | Number of Vehicles Estimated per Day [1] | Average Daily Trips | Average Daily ESALs |
|---|---|---|---|---|---|
| **Estimated Start: October, 2024** | | | | | |
| **Construction Phase 1 (49 days +/-) - Earthwork of site and access road** | | | | | |
| 1.) *Setup (2 Day)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 10 Vehicles | 20 | 0.06 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 5 Vehicles | 10 | 10.87 |
| | | | Typical Vehicle Trips per Day = | 30 | 10.93 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 50 | |
| 2.) *Construction (45 days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 10 Vehicles | 20 | 0.06 |
| | | | Typical Vehicle Trips per Day = | 20 | 0.06 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 20 | |
| 3.) *Breakdown (2 Days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 10 Vehicles | 20 | 0.06 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 5 Vehicles | 10 | 10.87 |
| | | | Typical Vehicle Trips per Day = | 30 | 10.93 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 50 | |
| **4.) Secondary Construction (10 days +/-) - Finishing work and access road construction** | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 10 Vehicles | 20 | 0.06 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 40 Vehicles | 80 | 86.96 |
| | | | Typical Vehicle Trips per Day = | 100 | 87.02 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 260 | |
| **Drilling Phase (60 days +/-)** | | | | | |
| 5.) *Setup (2 Days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 20 Vehicles | 40 | 0.12 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 14 Vehicles | 28 | 30.44 |
| | | | Typical Vehicle Trips per Day = | 68 | 30.56 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 124 | |
| 6.) *Drilling (56 days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 23 Vehicles | 46 | 0.14 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 11 Vehicles | 22 | 23.91 |
| | | | Typical Vehicle Trips per Day = | 68 | 24.05 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 112 | |
| 7.) *Breakdown (2 Days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 20 Vehicles | 40 | 0.12 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 14 Vehicles | 28 | 30.44 |
| | | | Typical Vehicle Trips per Day = | 68 | 30.56 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 124 | |
| **Completion & Flow Back Phase (94 days +/-)** | | | | | |
| 8.) *Setup (7 Days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 20 Vehicles | 40 | 0.12 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 40 Vehicles | 80 | 86.96 |
| | | | Typical Vehicle Trips per Day = | 120 | 87.08 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 280 | |
| 9.) *Completion (69 days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 61 Vehicles | 122 | 0.37 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 50 Vehicles | 100 | 108.70 |
| | | | Typical Vehicle Trips per Day = | 222 | 109.07 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 422 | |
| 10.) *Flow Back (15 Days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 5 Vehicles | 10 | 0.03 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 28 Vehicles | 56 | 60.87 |
| | | | Typical Vehicle Trips per Day = | 66 | 60.90 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 178 | |
| 11.) *Breakdown (3 days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 20 Vehicles | 40 | 0.12 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 40 Vehicles | 80 | 86.96 |
| | | | Typical Vehicle Trips per Day = | 120 | 87.08 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 280 | |
| **12.) Production/Operation Phase (all production trips are to this site)** | | | | | |
| Passenger Vehicle | 4,500 to 8,500 lbs | 0.003 | 4 Vehicles | 8 | 0.02 |
| Tanker Truck Trips | 50,000 to 70,000 lbs | 1.087 | 2 Vehicles | 4 | 4.348 |
| | | | Typical Vehicle Trips per Day = | 12 | 4.37 |
| | | | Typical Passenger Car Equivalent Trips per Day = | 20 | |

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

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

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

| Phase of Development and Estimated Start Date | Gross Vehicle Weight [1] | ESAL Per Vehicle [1] | Number of Vehicles Estimated per Day [1] | Average Daily Trips | Average Daily ESALs |
|---|---|---|---|---|---|
| **Estimated Start: May, 2026** | | | | | |
| **Construction Phase 1 (52 days +/-) - Earthwork of site and access road** | | | | | |
| 1.) *Setup (2 Day)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 10 Vehicles | 20 | 0.06 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 5 Vehicles | 10 | 10.87 |
| | | | Typical Vehicle Trips per Day = | 30 | 10.93 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 50 | |
| 2.) *Construction (48 days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 10 Vehicles | 20 | 0.06 |
| | | | Typical Vehicle Trips per Day = | 20 | 0.06 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 20 | |
| 3.) *Breakdown (2 Days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 10 Vehicles | 20 | 0.06 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 5 Vehicles | 10 | 10.87 |
| | | | Typical Vehicle Trips per Day = | 30 | 10.93 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 50 | |
| **4.) Secondary Construction (10 days +/-) - Finishing work and access road construction** | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 10 Vehicles | 20 | 0.06 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 40 Vehicles | 80 | 86.96 |
| | | | Typical Vehicle Trips per Day = | 100 | 87.02 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 260 | |
| **Drilling Phase (74 days +/-)** | | | | | |
| 5.) *Setup (2 Days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 20 Vehicles | 40 | 0.12 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 14 Vehicles | 28 | 30.44 |
| | | | Typical Vehicle Trips per Day = | 68 | 30.56 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 124 | |
| 6.) *Drilling (70 days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 23 Vehicles | 46 | 0.14 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 11 Vehicles | 22 | 23.91 |
| | | | Typical Vehicle Trips per Day = | 68 | 24.05 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 112 | |
| 7.) *Breakdown (2 Days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 20 Vehicles | 40 | 0.12 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 14 Vehicles | 28 | 30.44 |
| | | | Typical Vehicle Trips per Day = | 68 | 30.56 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 124 | |
| **Completion & Flow Back Phase (96 days +/-)** | | | | | |
| 8.) *Setup (7 Days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 20 Vehicles | 40 | 0.12 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 40 Vehicles | 80 | 86.96 |
| | | | Typical Vehicle Trips per Day = | 120 | 87.08 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 280 | |
| 9.) *Completion (71 days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 61 Vehicles | 122 | 0.37 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 50 Vehicles | 100 | 108.70 |
| | | | Typical Vehicle Trips per Day = | 222 | 109.07 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 422 | |
| 10.) *Flow Back (15 Days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 5 Vehicles | 10 | 0.03 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 28 Vehicles | 56 | 60.87 |
| | | | Typical Vehicle Trips per Day = | 66 | 60.90 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 178 | |
| 11.) *Breakdown (3 days)* | | | | | |
| Passenger Vehicle [2] | 4,500 to 8,500 lbs | 0.003 | 20 Vehicles | 40 | 0.12 |
| Multiple Unit Trucks [2] | 50,000 to 70,000 lbs | 1.087 | 40 Vehicles | 80 | 86.96 |
| | | | Typical Vehicle Trips per Day = | 120 | 87.08 |
| | | | Typical Passenger Car Equivalent Trips per Day [3] = | 280 | |
| **12.) Production/Operation Phase (all production trips will be to/from the South site)** | | | | | |
| Passenger Vehicle | 4,500 to 8,500 lbs | 0.003 | 0 Vehicles | 0 | 0.00 |
| Tanker Truck Trips | 50,000 to 70,000 lbs | 1.087 | 0 Vehicles | 0 | 0 |
| | | | Typical Vehicle Trips per Day = | 0 | 0.00 |
| | | | Typical Passenger Car Equivalent Trips per Day = | 0 | |

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

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

**Table 2**
**Intersection Levels of Service Analysis**
**CPR Aspen South & North**
**Aurora, CO**
**LSC #230033; October, 2024**

| Intersection No. & Location | Traffic Control | Existing Traffic Level of Service AM | Existing Traffic Level of Service PM | 2025 Background Traffic Level of Service AM | 2025 Background Traffic Level of Service PM | 2025 Total Traffic Level of Service AM | 2025 Total Traffic Level of Service PM | 2026 Background Traffic Level of Service AM | 2026 Background Traffic Level of Service PM | 2026 Total Traffic Level of Service AM | 2026 Total Traffic Level of Service PM |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1a) Monaghan Road/North Site Access | TWSC | | | | | | | | | | |
| WB Approach | | -- | -- | -- | -- | A | A | -- | -- | B | B |
| SB Approach | | -- | -- | -- | -- | A | A | -- | -- | A | A |
| Critical Movement Delay (sec/veh) | | -- | -- | -- | -- | 0.0 | 0.0 | -- | -- | 10.7 | 11.6 |
| 1b) Monaghan Road/South Site Access | TWSC | | | | | | | | | | |
| WB Approach | | -- | -- | -- | -- | B | B | -- | -- | A | A |
| SB Approach | | -- | -- | -- | -- | A | A | -- | -- | A | A |
| Critical Movement Delay (sec/veh) | | -- | -- | -- | -- | 10.6 | 11.5 | -- | -- | 0.0 | 0.0 |
| 2) Monaghan Road/E. 38th Avenue | TWSC | | | | | | | | | | |
| NB Approach | | A | A | A | A | A | A | A | A | A | A |
| EB Approach | | A | B | A | B | A | B | A | B | A | B |
| Critical Movement Delay (sec/veh) | | 7.4 | 10.0 | 9.4 | 10.2 | 9.6 | 10.4 | 9.3 | 10.2 | 9.6 | 10.5 |
| 3) Monaghan Road/E. 26th Avenue | TWSC | | | | | | | | | | |
| NB Approach | | B | A | B | A | B | A | B | A | B | A |
| EB Approach | | A | A | A | A | A | A | A | A | A | A |
| WB Approach | | A | A | A | A | A | A | A | A | A | A |
| SB Approach | | A | B | A | B | B | B | A | B | B | B |
| Critical Movement Delay (sec/veh) | | 10.4 | 10.2 | 10.2 | 10.4 | 10.4 | 10.9 | 10.3 | 10.5 | 10.4 | 11.0 |
| 4) Hudson Road/E. 26th Avenue | TWSC | | | | | | | | | | |
| NB Approach | | A | A | A | A | A | A | A | A | A | A |
| EB Approach | | A | A | A | A | A | A | A | A | A | A |
| WB Approach | | B | A | B | A | B | B | B | A | B | B |
| SB Approach | | A | A | A | A | A | A | A | A | A | A |
| Critical Movement Delay (sec/veh) | | 10.6 | 9.8 | 10.8 | 9.9 | 11.2 | 10.3 | 10.8 | 9.9 | 11.3 | 10.4 |
| 5) E. Colfax Avenue (CO 36)/Hudson Road | TWSC | | | | | | | | | | |
| NB Approach | | B | A | B | A | B | A | B | A | B | A |
| EB Left/Through | | A | A | A | A | A | A | A | A | A | A |
| WB Approach | | A | A | A | A | A | A | A | A | A | A |
| SB Approach | | B | B | B | B | B | B | B | B | B | B |
| Critical Movement Delay (sec/veh) | | 11.1 | 10.3 | 11.3 | 10.5 | 11.7 | 10.9 | 11.4 | 10.5 | 11.8 | 11.0 |

**Table 3**
**ESTIMATED TRAFFIC GENERATION [1]**
**CPR Aspen South & North**
**Aurora, CO**
**LSC #230033; October, 2024**

| Month/Year | Average Daily PCE [1] [2] [3] | Vehicle-Trips Generated AM Peak-Hour [4] In | AM Peak-Hour [4] Out | PM Peak-Hour [4] In | PM Peak-Hour [4] Out |
|---|---|---|---|---|---|
| **Highest Impact for the two sites in 2025** | | | | | |
| Completion Phase (69 days) | | | | | |
| Aspen South | 422 | 21 | 21 | 21 | 21 |
| **Highest Impact for the two sites in 2026** | | | | | |
| Completion Phase (71 days) | | | | | |
| Aspen North | 422 | 21 | 21 | 21 | 21 |

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


*Figure 1*

# *Vicinity Map*

CPR Aspen North & South (LSC #230033)

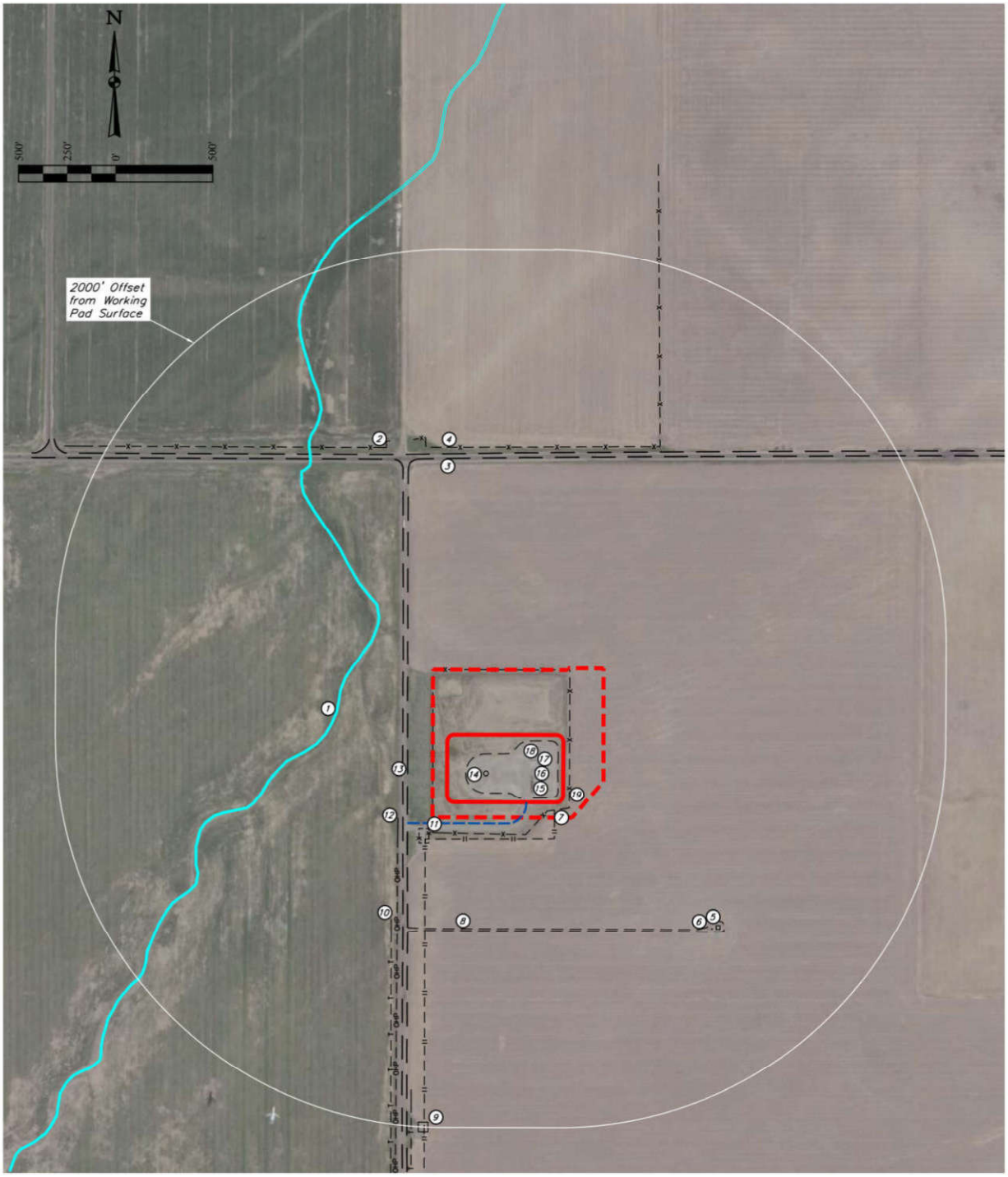



*Figure 2a*

# *North Site Plan*

CPR Aspen North & South (LSC #230033)

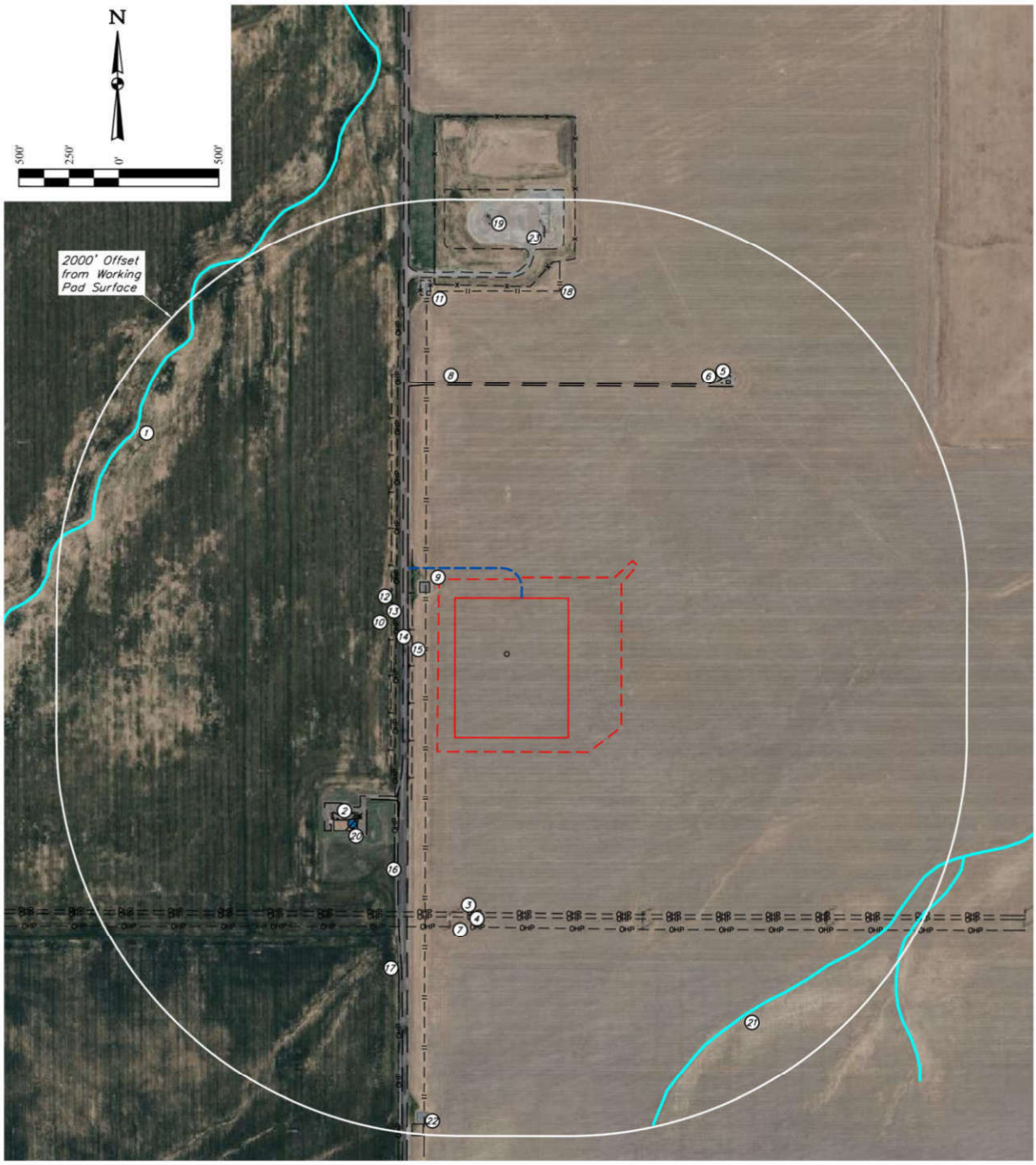
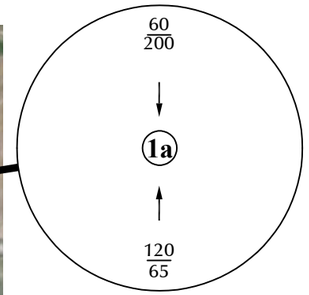
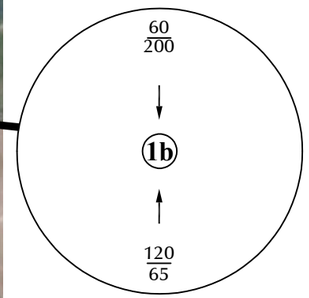


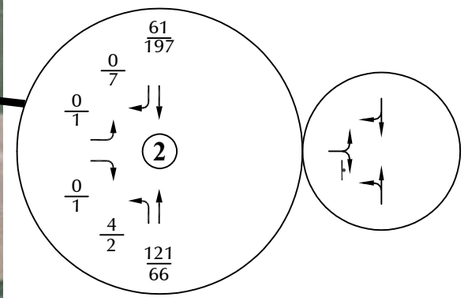

*Figure 2b*

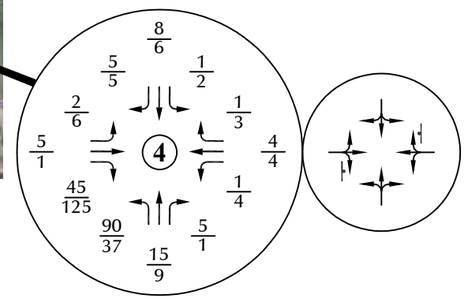
# *South Site Plan*

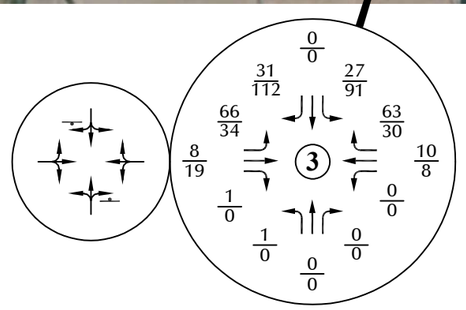
CPR Aspen North & South (LSC #230033)

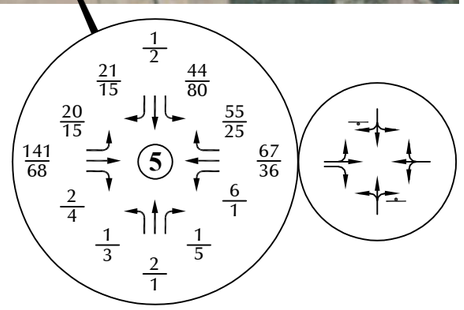





Approximate Scale
Scale: 1"=4,000'

LEGEND:

= Stop Sign

= Speed Limit

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

1,000 = Average Daily Traffic

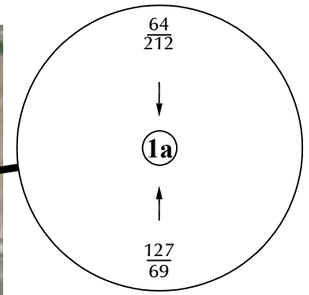
Note: The volumes at Intersection #2 and #3 are based on the traffic counts conducted in November, 2023 and the volumes at Intersection #4 and #5 are based on traffic counts conducted in June, 2023 and adjusted slightly to balance with the newer counts. The daily volumes were adjusted higher per City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

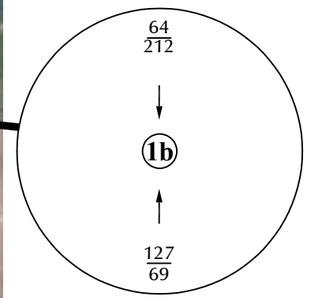
*Figure 3*

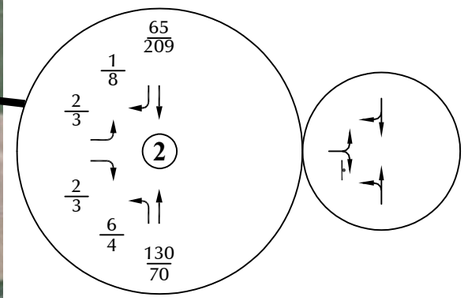
# *Existing Traffic, Lane Geometry and Traffic Control*

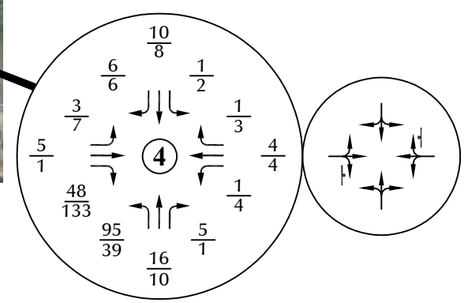
CPR Aspen North & South (LSC #230033)

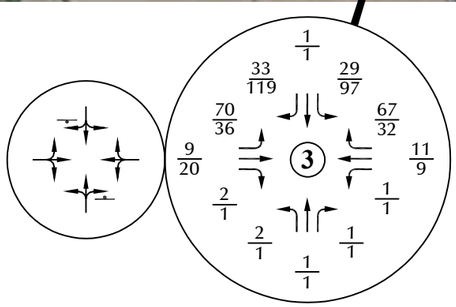
LSC TRANSPORTATION CONSULTANTS, INC.

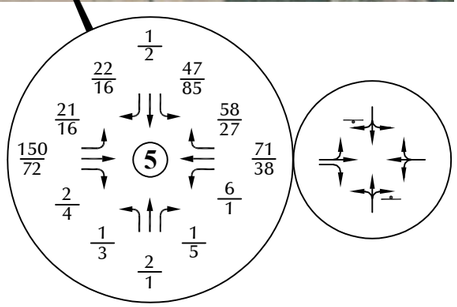




Approximate Scale
Scale: 1"=4,000'

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

LEGEND:

⊦ = Stop Sign

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

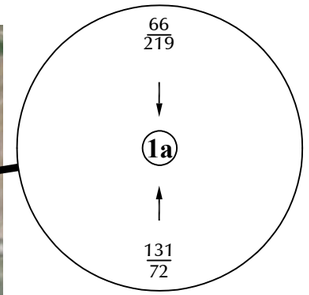
1,000 = Average Daily Traffic

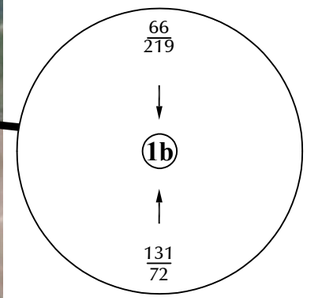
LSC TRANSPORTATION CONSULTANTS, INC.

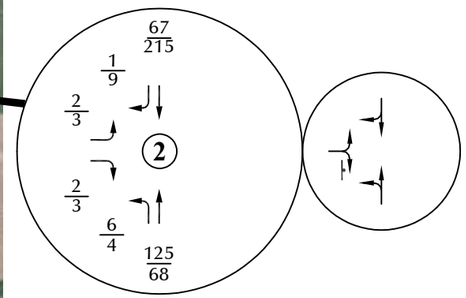
*Figure 4*

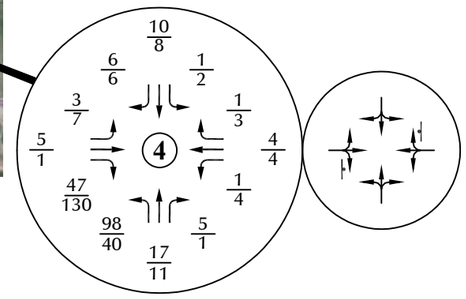
# *Year 2025 Background Traffic, Lane Geometry and Traffic Control*

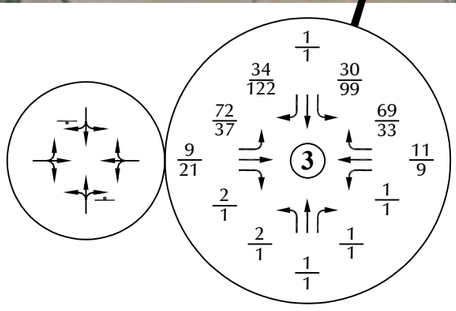
CPR Aspen North & South (LSC #230033)

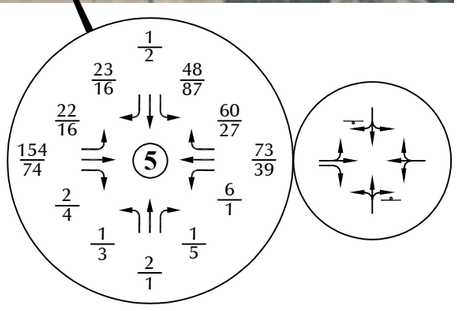




Approximate Scale
Scale: 1"=4,000'

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

LEGEND:

⊦ = Stop Sign

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

1,000 = Average Daily Traffic

TRANSPORTATION CONSULTANTS, INC.

*Figure 5*

# *Year 2026 Background Traffic, Lane Geometry and Traffic Control*

CPR Aspen North & South (LSC #230033)


Approximate Scale
Scale: 1"= 1 Mile

LEGEND:

65% = Percent Directional Distribution

*Figure 6*

# *Directional Distribution of Site-Generated Traffic*

CPR Aspen North & South (LSC #230033)





Approximate Scale
Scale: 1"=4,000'

Note: These volumes are expected to occur for 69 days.

LEGEND:

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

1,000 = Average Daily Traffic

LSC TRANSPORTATION CONSULTANTS, INC.

*Figure 7a*

# *2025 Assignment of Site-Generated Traffic*

CPR Aspen North & South (LSC #230033)





Approximate Scale
Scale: 1"=4,000'

Note: These volumes are expected to occur for 71 days.

LEGEND:

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

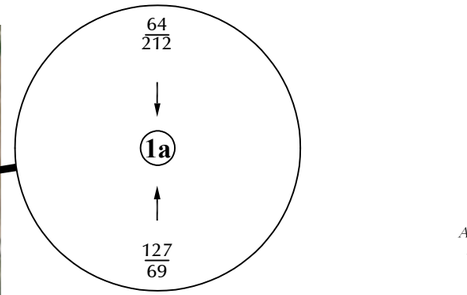
1,000 = Average Daily Traffic

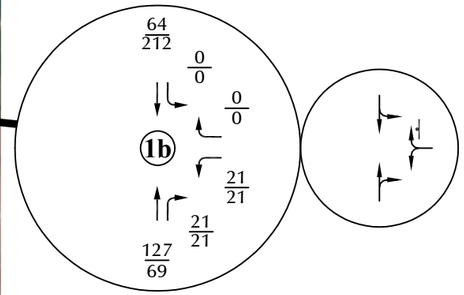
LSC TRANSPORTATION CONSULTANTS, INC.

*Figure 7b*

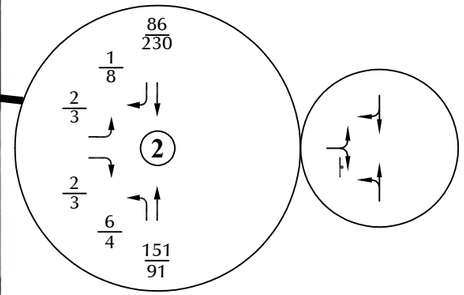
# *2026 Assignment of Site-Generated Traffic*

CPR Aspen North & South (LSC #230033)

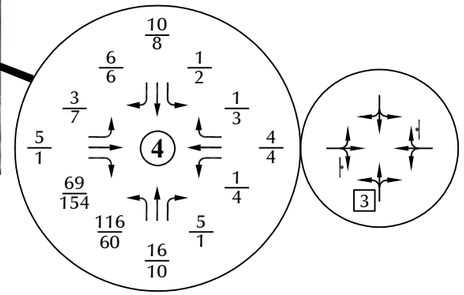





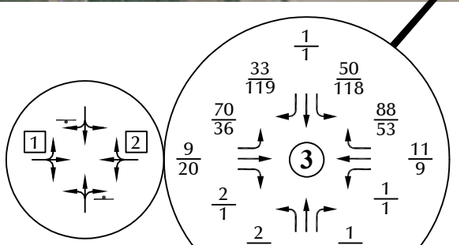





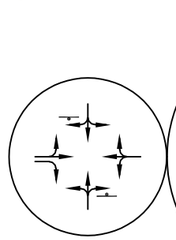


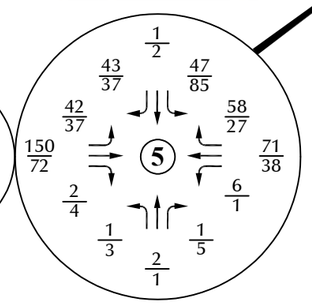













LEGEND:

⊦ = Stop Sign

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

1,000 = Average Daily Traffic

Improvements Based on Typical Requirements*

1 EB LT deceleration lane - trigger is greater than 10vph and greater than 100vph for opposing flow (not met).

2 WB RT deceleration lane - trigger is greater than 25vph and a total approach value greater than 150vph (not met).

3 NB LT deceleration lane - trigger is greater than 10vph and greater than 100vph for opposing flow (not met).

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

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

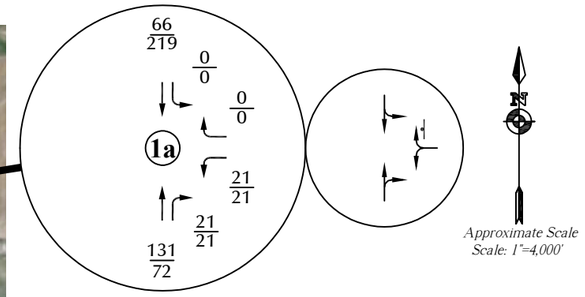
Approximate Scale
Scale: 1"=4,000'

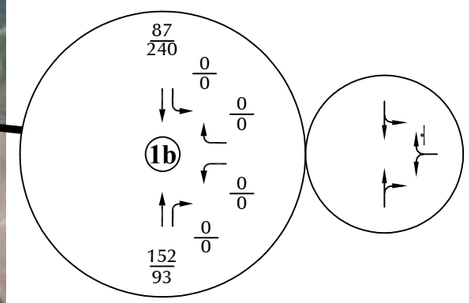
*Figure 8*

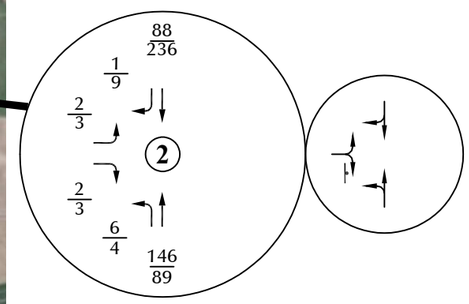
# *Year 2025 Total Traffic, Lane Geometry and Traffic Control*

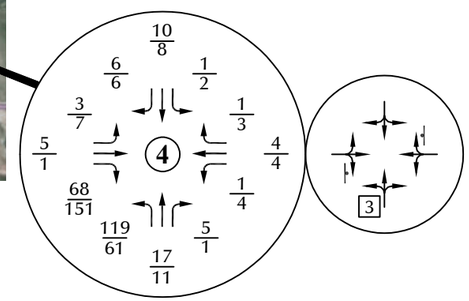
CPR Aspen North & South (LSC #230033)

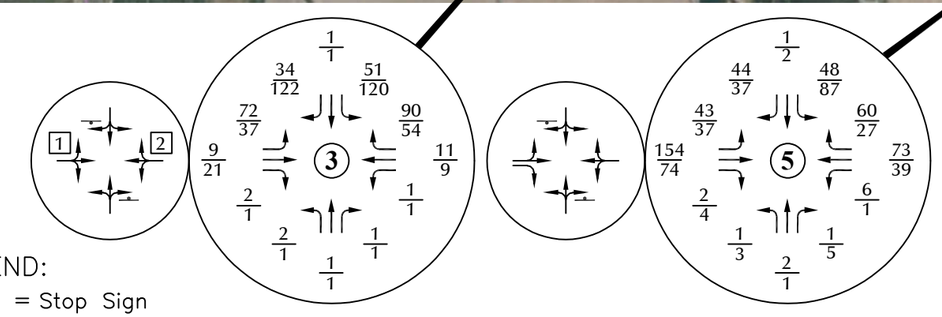
LSC TRANSPORTATION CONSULTANTS, INC.


Improvements Based on Typical Requirements*

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

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

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

LEGEND:

⊦ = Stop Sign

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

1,000 = Average Daily Traffic

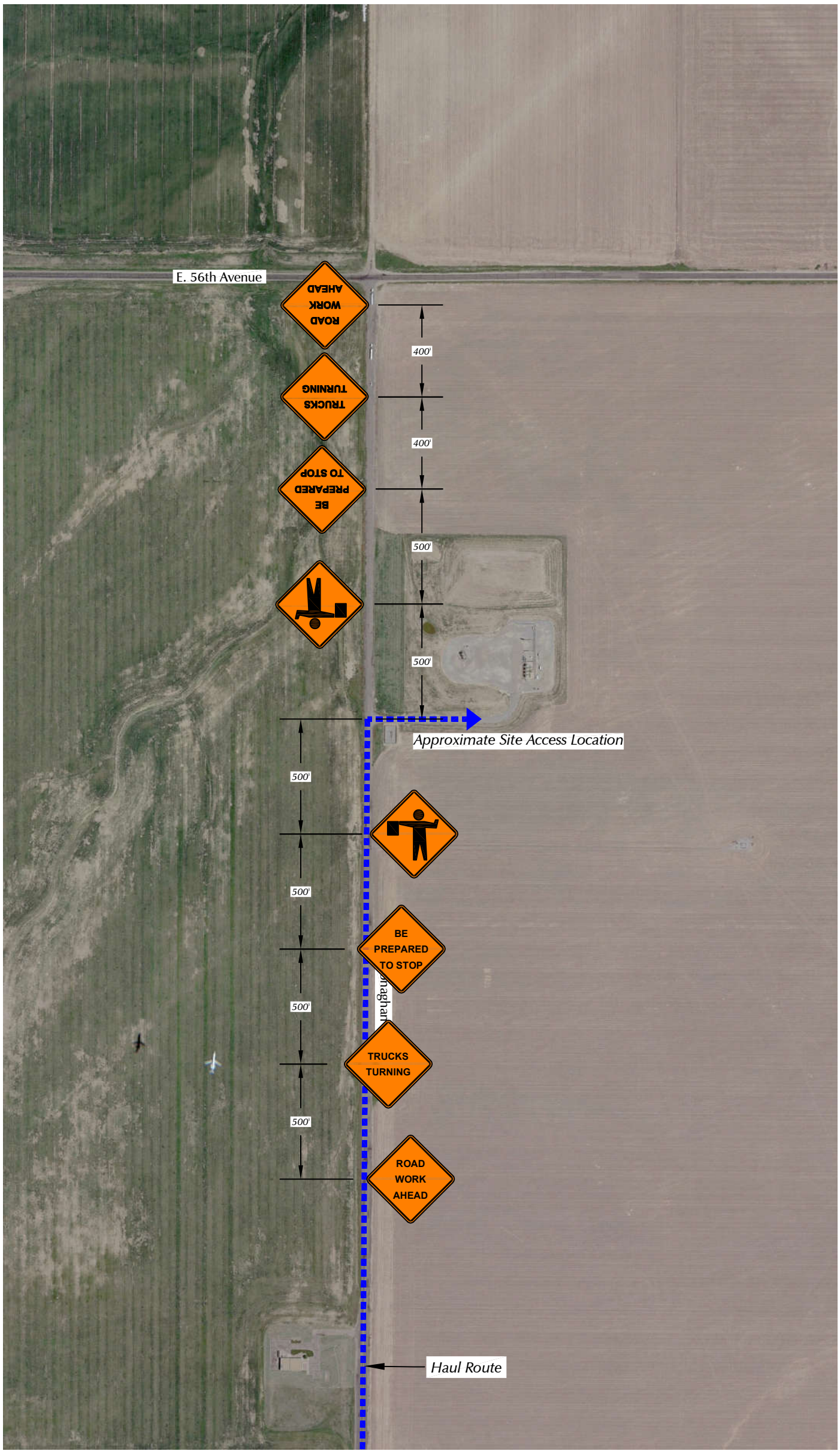
Approximate Scale
Scale: 1"=4,000'

LSC TRANSPORTATION CONSULTANTS, INC.

*Figure 9*

# *Year 2026 Total Traffic, Lane Geometry and Traffic Control*

CPR Aspen North & South (LSC #230033)




Existing posted speed limit = 45mph

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

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

*Figure 10*

# *Traffic Control Plan*

CPR Aspen North & South (LSC #230033)

**COUNTER MEASURES INC.**

1889 YORK STREET
DENVER.COLORADO
303-333-7409

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

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

Groups Printed- VEHICLES

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

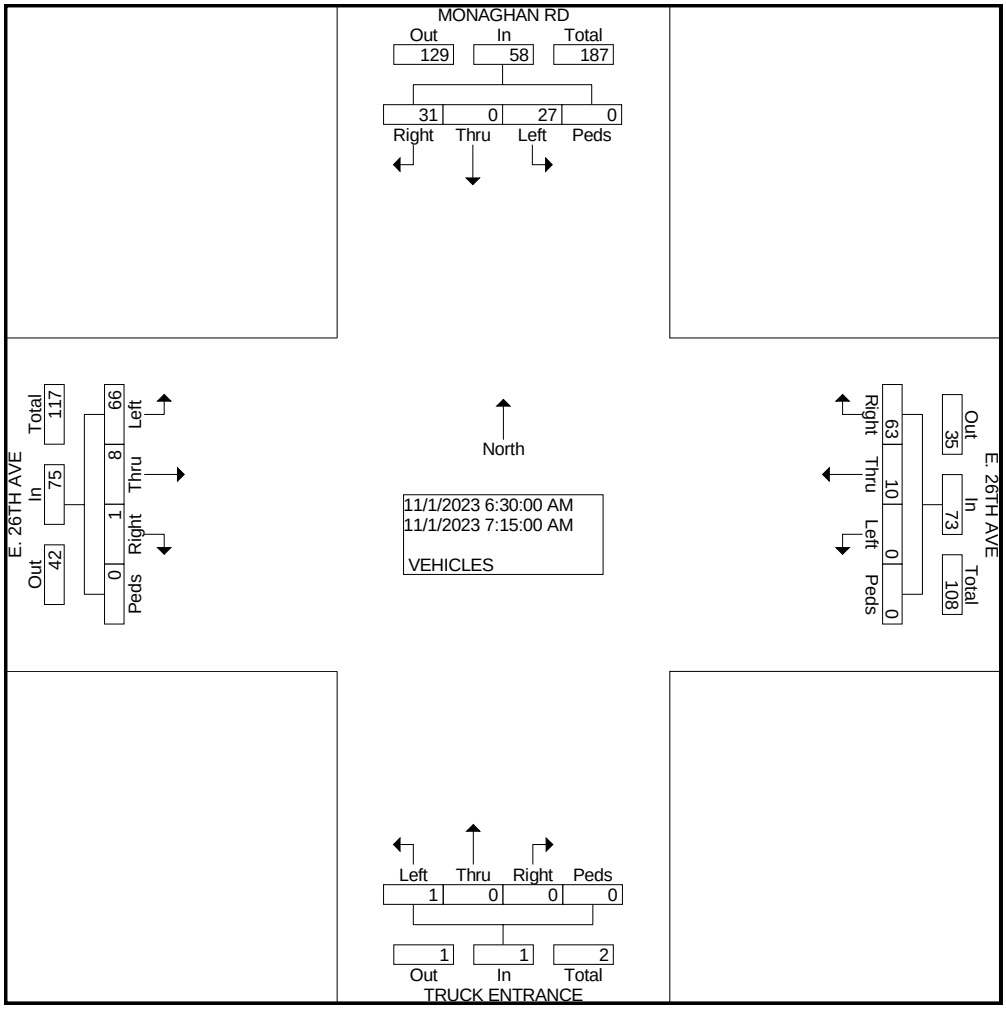
**COUNTER MEASURES INC.**

1889 YORK STREET
DENVER.COLORADO
303-333-7409

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

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

| | MONAGHAN RD Southbound | | | | | E. 26TH AVE Westbound | | | | | TRUCK ENTRANCE Northbound | | | | | E. 26TH AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 06:30 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 27 | 0 | 31 | 0 | 58 | 0 | 10 | 63 | 0 | 73 | 1 | 0 | 0 | 0 | 1 | 66 | 8 | 1 | 0 | 75 | 207 |
| Percent | 46.6 | 0.0 | 53.4 | 0.0 | | 0.0 | 13.7 | 86.3 | 0.0 | | 100.0 | 0.0 | 0.0 | 0.0 | | 88.0 | 10.7 | 1.3 | 0.0 | | |
| 06:45 Volume | 12 | 0 | 11 | 0 | 23 | 0 | 4 | 13 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 0 | 15 | 55 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.941 |
| High Int. | 06:45 AM | | | | | 07:15 AM | | | | | 06:30 AM | | | | | 06:30 AM | | | | | |
| Volume | 12 | 0 | 11 | 0 | 23 | 0 | 0 | 20 | 0 | 20 | 1 | 0 | 0 | 0 | 1 | 21 | 1 | 1 | 0 | 23 | |
| Peak Factor | | | | | 0.630 | | | | | 0.913 | | | | | 0.250 | | | | | 0.815 | |

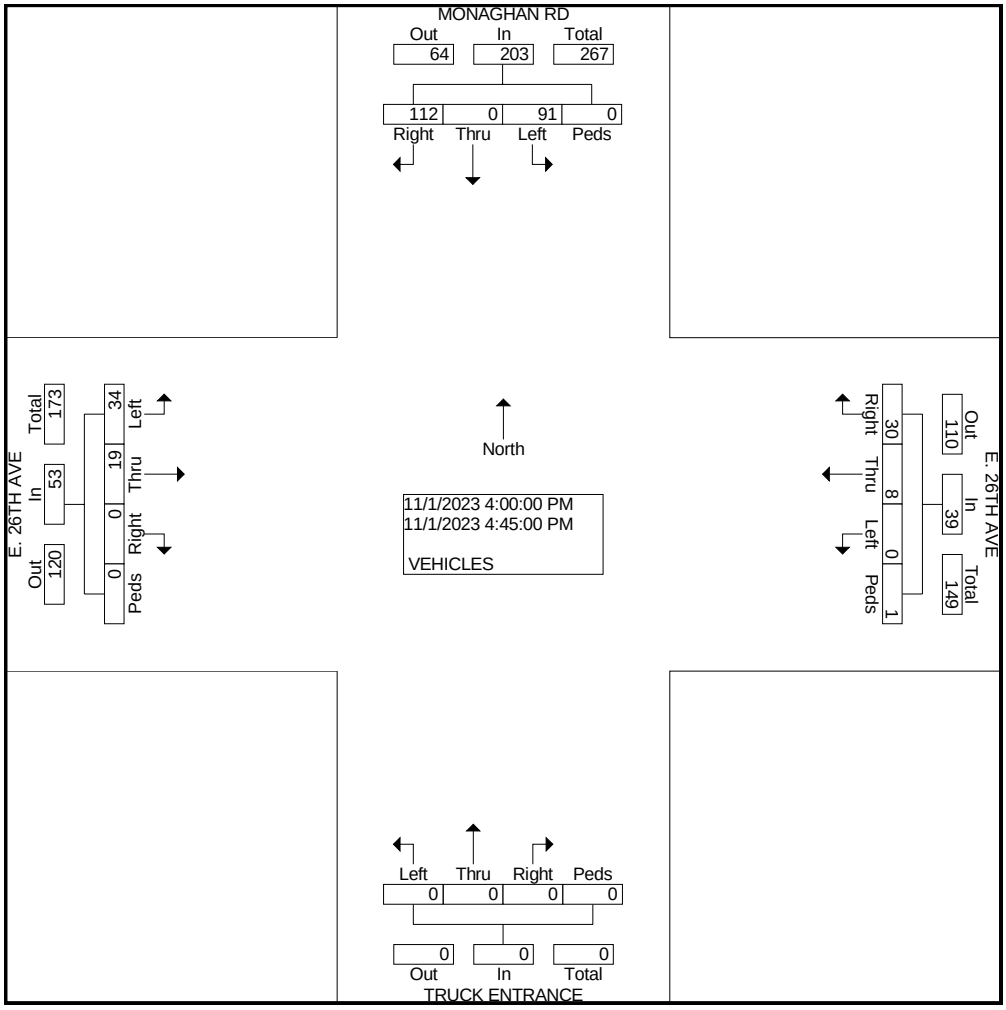


**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

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

File Name : MONAE26THAVE23
Site Code : 00000016
Start Date : 11/1/2023


| | MONAGHAN RD Southbound | | | | | E. 26TH AVE Westbound | | | | | TRUCK ENTRANCE Northbound | | | | | E. 26TH AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 91 | 0 | 112 | 0 | 203 | 0 | 8 | 30 | 1 | 39 | 0 | 0 | 0 | 0 | 0 | 34 | 19 | 0 | 0 | 53 | 295 |
| Percent | 44.8 | 0.0 | 55.2 | 0.0 | | 0.0 | 20.5 | 76.9 | 2.6 | | 0.0 | 0.0 | 0.0 | 0.0 | | 64.2 | 35.8 | 0.0 | 0.0 | | |
| 04:30 Volume | 31 | 0 | 26 | 0 | 57 | 0 | 3 | 7 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 12 | 5 | 0 | 0 | 17 | 85 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.868 |
| High Int. | 04:30 PM | | | | | 04:00 PM | | | | | | | | | | 04:30 PM | | | | | |
| Volume | 31 | 0 | 26 | 0 | 57 | 0 | 3 | 10 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 12 | 5 | 0 | 0 | 17 | |
| Peak Factor | | | | | 0.890 | | | | | 0.750 | | | | | | | | | | 0.779 | |



**COUNTER MEASURES INC.**

1889 YORK STREET
DENVER.COLORADO
303-333-7409

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

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

Groups Printed- VEHICLES

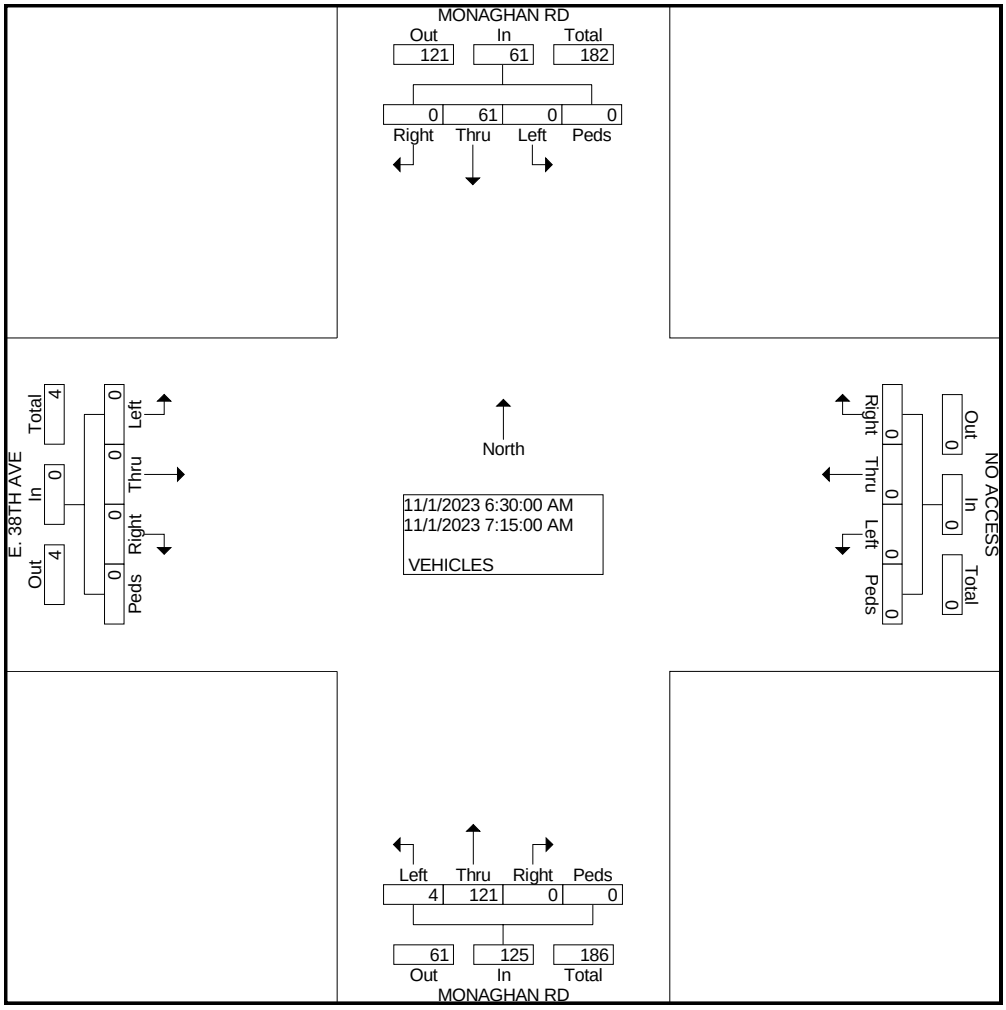
| | MONAGHAN RD Southbound | | | | NO ACCESS Westbound | | | | MONAGHAN RD Northbound | | | | E. 38TH AVE Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |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

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

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

File Name : MONAE38TH23
Site Code : 00000005
Start Date : 11/1/2023


| | MONAGHAN RD Southbound | | | | | NO ACCESS Westbound | | | | | MONAGHAN RD Northbound | | | | | E. 38TH AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 06:30 AM to 07:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 06:30 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 61 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 4 | 121 | 0 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 186 |
| Percent | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 3.2 | 96.8 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 06:45 Volume | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 53 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.877 |
| High Int. | 06:45 AM | | | | | 6:15:00 AM | | | | | 06:30 AM | | | | | 6:15:00 AM | | | | | |
| Volume | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 1 | 35 | 0 | 0 | 36 | | | | | | |
| Peak Factor | | | | | 0.635 | | | | | | | | | | 0.868 | | | | | | |



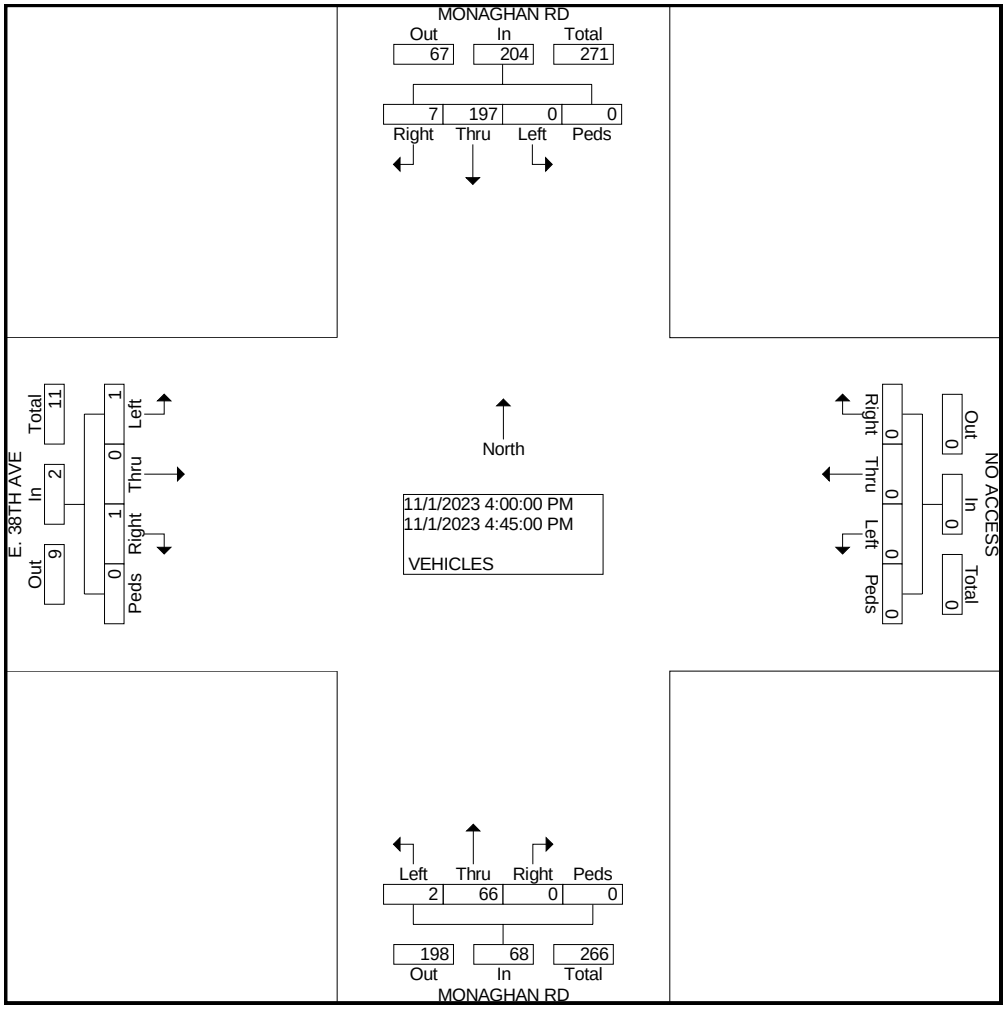
**COUNTER MEASURES INC.**

1889 YORK STREET
DENVER.COLORADO
303-333-7409

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

File Name : MONAE38TH23
Site Code : 00000005
Start Date : 11/1/2023


| | MONAGHAN RD Southbound | | | | | NO ACCESS Westbound | | | | | MONAGHAN RD Northbound | | | | | E. 38TH AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 197 | 7 | 0 | 204 | 0 | 0 | 0 | 0 | 0 | 2 | 66 | 0 | 0 | 68 | 1 | 0 | 1 | 0 | 2 | 274 |
| Percent | 0.0 | 96.6 | 3.4 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 2.9 | 97.1 | 0.0 | 0.0 | | 50.0 | 0.0 | 50.0 | 0.0 | | |
| 04:45 Volume | 0 | 56 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 1 | 75 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.913 |
| High Int. | 04:45 PM | | | | | | | | | | 04:15 PM | | | | | 04:15 PM | | | | | |
| Volume | 0 | 56 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 1 | |
| Peak Factor | | | | | 0.911 | | | | | | | | | | 0.895 | | | | | 0.500 | |



**COUNTER MEASURES INC.**

1889 YORK STREET
DENVER.COLORADO
303-333-7409

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

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

Groups Printed- VEHICLES

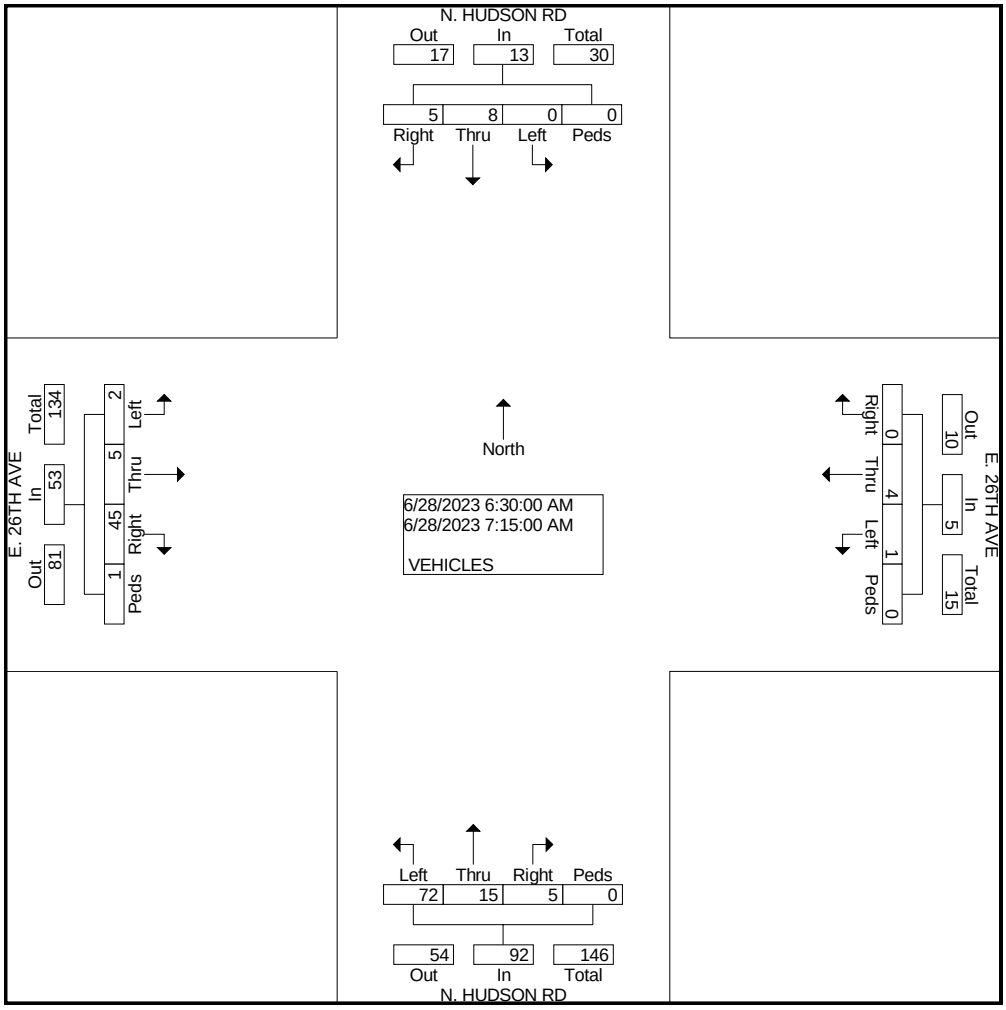
| | N. HUDSON RD Southbound | | | | E. 26TH AVE Westbound | | | | N. HUDSON RD Northbound | | | | E. 26TH AVE Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds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

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

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

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


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



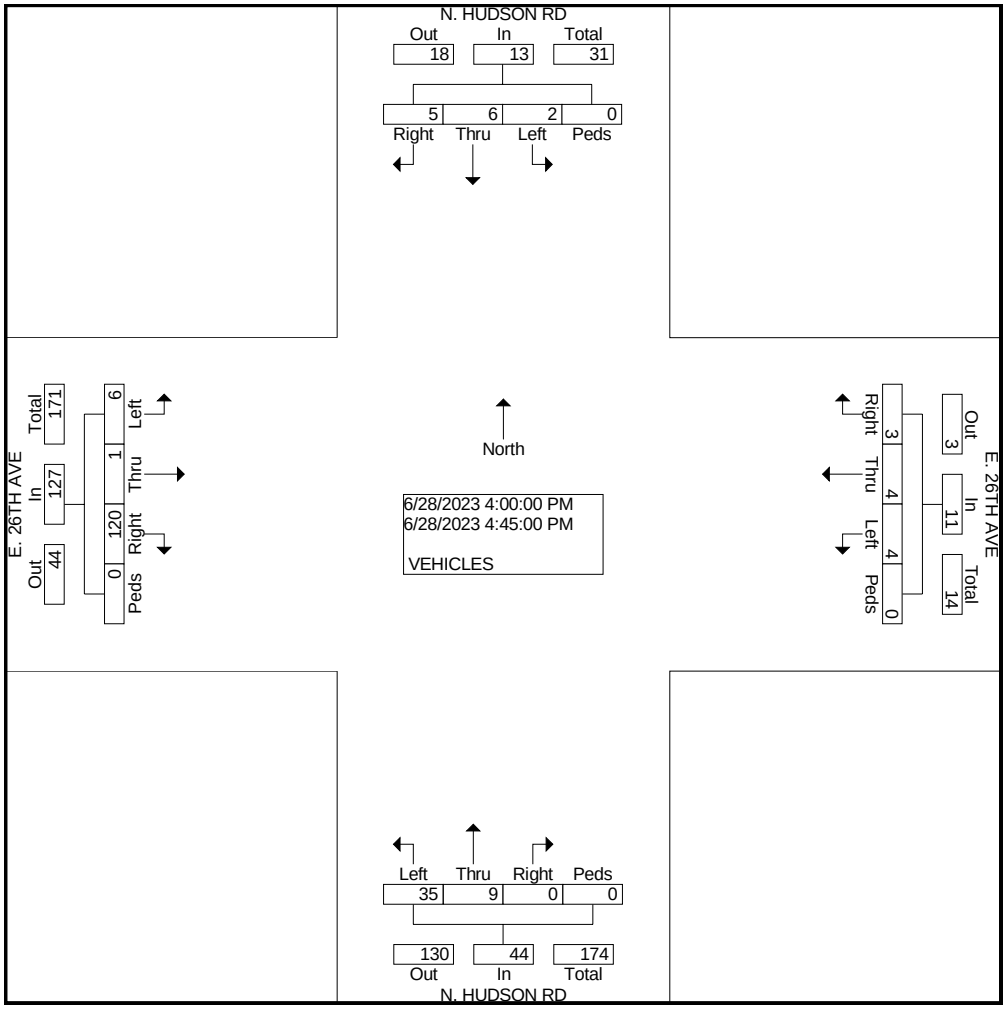
**COUNTER MEASURES INC.**

1889 YORK STREET
DENVER.COLORADO
303-333-7409

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

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


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



**COUNTER MEASURES INC.**

1889 YORK STREET
DENVER.COLORADO
303-333-7409

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

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

Groups Printed- VEHICLES

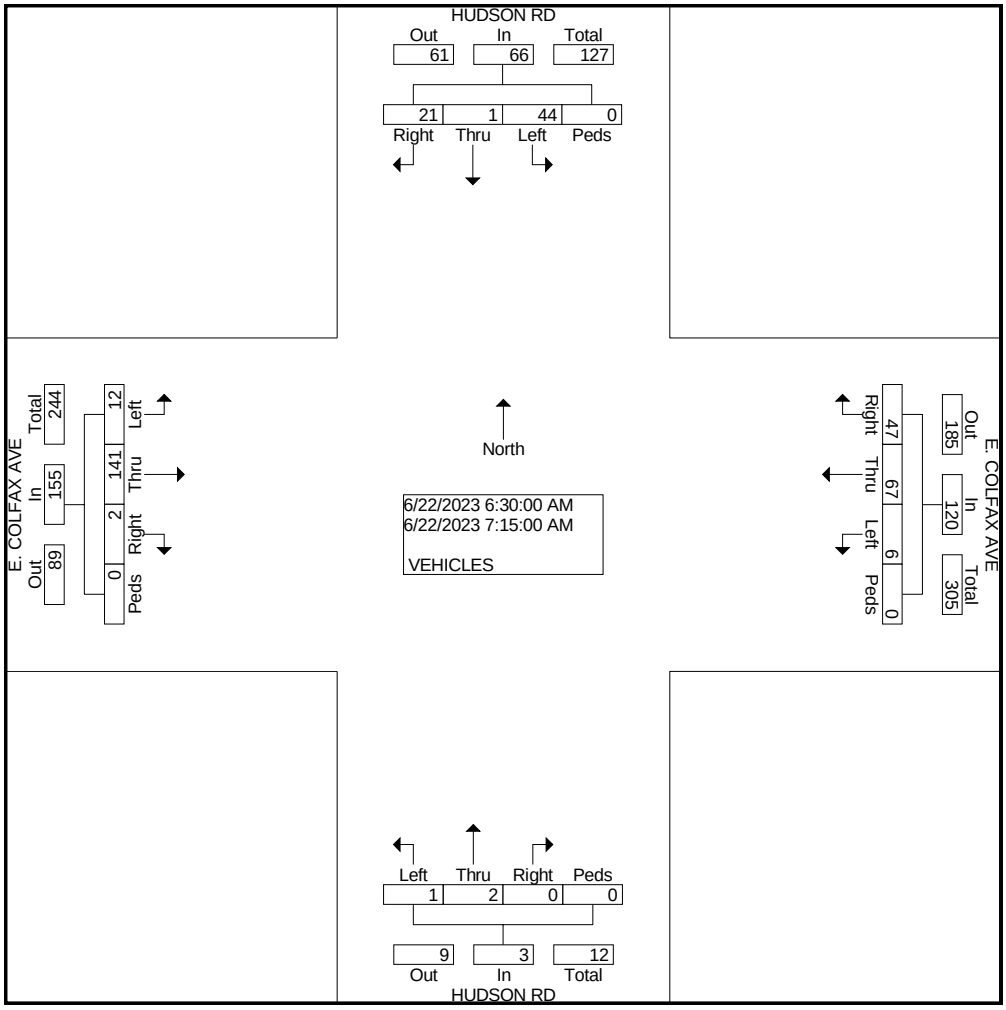
| | HUDSON RD Southbound | | | | E. COLFAX AVE Westbound | | | | HUDSON RD Northbound | | | | E. COLFAX AVE Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds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

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

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

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

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

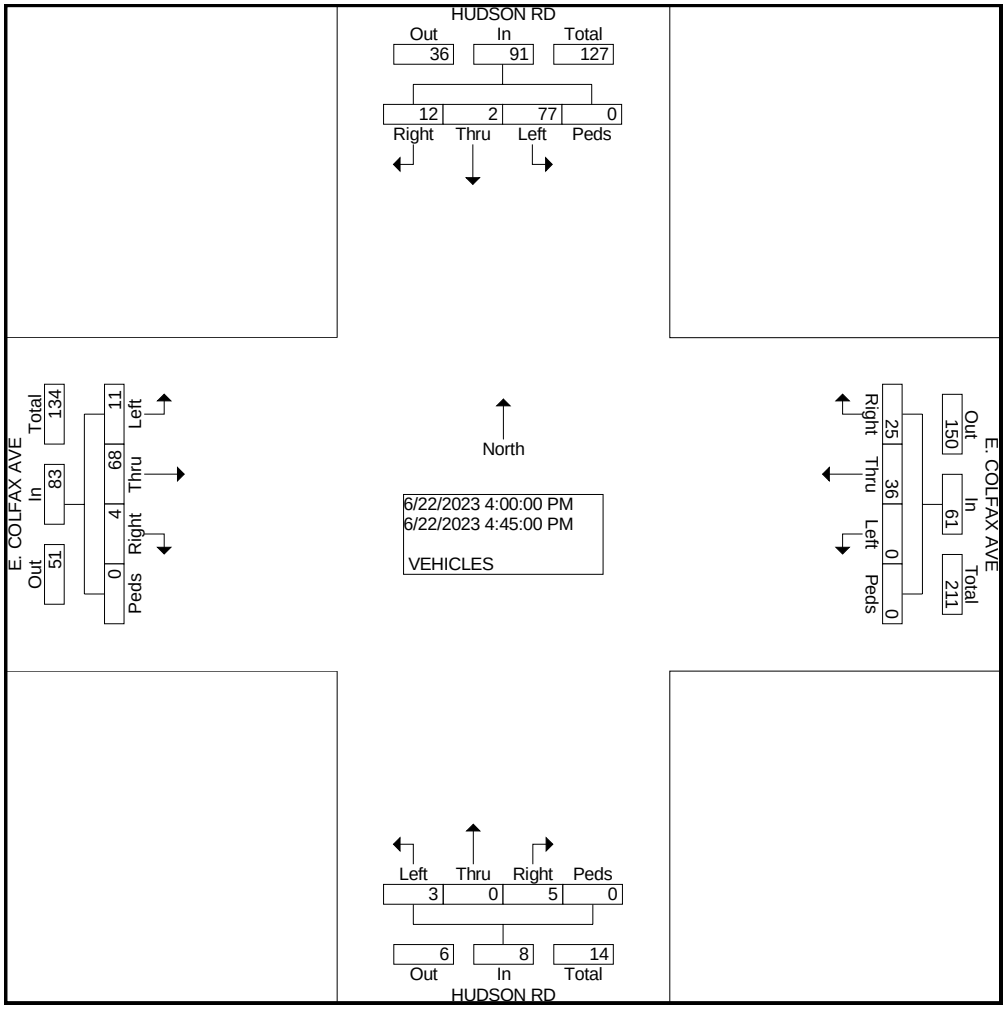


**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

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

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

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



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

COUNTER MEASURES, INC.
TRAFFIC AND TRANSPORTATION FIELD DATA

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

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

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

COUNTER MEASURES, INC.
TRAFFIC AND TRANSPORTATION FIELD DATA

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

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

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

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

Site Code: 230119
Station ID: 230119

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

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

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

Site Code: 230119
Station ID: 230119

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

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

COUNTER MEASURES, INC.
TRAFFIC AND TRANSPORTATION FIELD DATA

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

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

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

COUNTER MEASURES, INC.
TRAFFIC AND TRANSPORTATION FIELD DATA

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

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

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

COUNTER MEASURES, INC.
TRAFFIC AND TRANSPORTATION FIELD DATA

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

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

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

COUNTER MEASURES, INC.
TRAFFIC AND TRANSPORTATION FIELD DATA

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

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

# LEVEL OF SERVICE DEFINITIONS

**From *Highway Capacity Manual*, Transportation Research Board**

## UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

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

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

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

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 217 | 69 | 69 | 0 | - | 0 |
| Stage 1 | 69 | - | - | - | - | - |
| Stage 2 | 148 | - | - | - | - | - |
| Critical Hdwy | 6.5 | 6.3 | 4.2 | - | - | - |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.39 | 2.29 | - | - | - |
| Pot Cap-1 Maneuver | 754 | 972 | 1483 | - | - | - |
| Stage 1 | 934 | - | - | - | - | - |
| Stage 2 | 860 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 751 | 972 | 1483 | - | - | - |
| Mov Cap-2 Maneuver | 751 | - | - | - | - | - |
| Stage 1 | 930 | - | - | - | - | - |
| Stage 2 | 860 | - | - | - | - | - |

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

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 66 | 8 | 1 | 0 | 10 | 63 | 1 | 0 | 0 | 27 | 0 | 31 |
| Future Vol, veh/h | 66 | 8 | 1 | 0 | 10 | 63 | 1 | 0 | 0 | 27 | 0 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 75 | 9 | 1 | 0 | 11 | 72 | 1 | 0 | 0 | 31 | 0 | 35 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 83 | 0 | 0 | 10 | 0 | 0 | 225 | 243 | 10 | 207 | 207 | 47 |
| Stage 1 | - | - | - | - | - | - | 160 | 160 | - | 47 | 47 | - |
| Stage 2 | - | - | - | - | - | - | 65 | 83 | - | 160 | 160 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1465 | - | - | 1559 | - | - | 714 | 645 | 1048 | 734 | 676 | 1000 |
| Stage 1 | - | - | - | - | - | - | 824 | 751 | - | 947 | 840 | - |
| Stage 2 | - | - | - | - | - | - | 926 | 811 | - | 824 | 751 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1465 | - | - | 1559 | - | - | 662 | 612 | 1048 | 705 | 642 | 1000 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 662 | 612 | - | 705 | 642 | - |
| Stage 1 | - | - | - | - | - | - | 782 | 713 | - | 899 | 840 | - |
| Stage 2 | - | - | - | - | - | - | 893 | 811 | - | 782 | 713 | - |

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

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 5 | 45 | 1 | 4 | 1 | 90 | 15 | 5 | 1 | 8 | 5 |
| Future Vol, veh/h | 2 | 5 | 45 | 1 | 4 | 1 | 90 | 15 | 5 | 1 | 8 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 2 | 6 | 51 | 1 | 5 | 1 | 102 | 17 | 6 | 1 | 9 | 6 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 241 | 241 | 12 | 267 | 241 | 20 | 15 | 0 | 0 | 23 | 0 | 0 |
| Stage 1 | 14 | 14 | - | 224 | 224 | - | - | - | - | - | - | - |
| Stage 2 | 227 | 227 | - | 43 | 17 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 | 2.29 | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 697 | 647 | 1046 | 670 | 647 | 1035 | 1552 | - | - | 1542 | - | - |
| Stage 1 | 986 | 868 | - | 761 | 704 | - | - | - | - | - | - | - |
| Stage 2 | 758 | 701 | - | 951 | 866 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 657 | 603 | 1046 | 600 | 603 | 1035 | 1552 | - | - | 1542 | - | - |
| Mov Cap-2 Maneuver | 657 | 603 | - | 600 | 603 | - | - | - | - | - | - | - |
| Stage 1 | 920 | 867 | - | 710 | 657 | - | - | - | - | - | - | - |
| Stage 2 | 702 | 654 | - | 898 | 865 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1552 | - | - | 957 | 648 | 1542 | - | - |
| HCM Lane V/C Ratio | 0.066 | - | - | 0.062 | 0.011 | 0.001 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9 | 10.6 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.2 | 0 | 0 | - | - |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 20 | 141 | 2 | 6 | 67 | 55 | 1 | 2 | 1 | 44 | 1 | 21 |
| Future Vol, veh/h | 20 | 141 | 2 | 6 | 67 | 55 | 1 | 2 | 1 | 44 | 1 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 400 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 23 | 160 | 2 | 7 | 76 | 63 | 1 | 2 | 1 | 50 | 1 | 24 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 139 | 0 | 0 | 162 | 0 | 0 | 340 | 359 | 160 | 331 | 330 | 108 |
| Stage 1 | - | - | - | - | - | - | 206 | 206 | - | 122 | 122 | - |
| Stage 2 | - | - | - | - | - | - | 134 | 153 | - | 209 | 208 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1397 | - | - | 1370 | - | - | 599 | 555 | 865 | 607 | 576 | 925 |
| Stage 1 | - | - | - | - | - | - | 778 | 717 | - | 863 | 780 | - |
| Stage 2 | - | - | - | - | - | - | 851 | 756 | - | 775 | 715 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1397 | - | - | 1370 | - | - | 572 | 542 | 865 | 593 | 562 | 925 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 572 | 542 | - | 593 | 562 | - |
| Stage 1 | - | - | - | - | - | - | 764 | 704 | - | 847 | 775 | - |
| Stage 2 | - | - | - | - | - | - | 823 | 751 | - | 758 | 702 | - |

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

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 1 | 2 | 66 | 197 | 7 |
| Future Vol, veh/h | 1 | 1 | 2 | 66 | 197 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 1 | 1 | 2 | 75 | 224 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 307 | 228 | 232 | 0 | - | 0 |
| Stage 1 | 228 | - | - | - | - | - |
| Stage 2 | 79 | - | - | - | - | - |
| Critical Hdwy | 6.5 | 6.3 | 4.2 | - | - | - |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.39 | 2.29 | - | - | - |
| Pot Cap-1 Maneuver | 669 | 792 | 1290 | - | - | - |
| Stage 1 | 791 | - | - | - | - | - |
| Stage 2 | 924 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 668 | 792 | 1290 | - | - | - |
| Mov Cap-2 Maneuver | 668 | - | - | - | - | - |
| Stage 1 | 789 | - | - | - | - | - |
| Stage 2 | 924 | - | - | - | - | - |

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

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 34 | 19 | 0 | 0 | 8 | 30 | 0 | 0 | 0 | 91 | 0 | 112 |
| Future Vol, veh/h | 34 | 19 | 0 | 0 | 8 | 30 | 0 | 0 | 0 | 91 | 0 | 112 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 39 | 22 | 0 | 0 | 9 | 34 | 0 | 0 | 0 | 103 | 0 | 127 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 43 | 0 | 0 | 22 | 0 | 0 | 190 | 143 | 22 | 126 | 126 | 26 |
| Stage 1 | - | - | - | - | - | - | 100 | 100 | - | 26 | 26 | - |
| Stage 2 | - | - | - | - | - | - | 90 | 43 | - | 100 | 100 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1516 | - | - | 1543 | - | - | 753 | 734 | 1032 | 829 | 750 | 1027 |
| Stage 1 | - | - | - | - | - | - | 887 | 797 | - | 971 | 858 | - |
| Stage 2 | - | - | - | - | - | - | 898 | 844 | - | 887 | 797 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1516 | - | - | 1543 | - | - | 647 | 715 | 1032 | 812 | 731 | 1027 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 647 | 715 | - | 812 | 731 | - |
| Stage 1 | - | - | - | - | - | - | 864 | 776 | - | 946 | 858 | - |
| Stage 2 | - | - | - | - | - | - | 787 | 844 | - | 864 | 776 | - |

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

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 1 | 125 | 4 | 4 | 3 | 37 | 9 | 1 | 2 | 6 | 5 |
| Future Vol, veh/h | 6 | 1 | 125 | 4 | 4 | 3 | 37 | 9 | 1 | 2 | 6 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 7 | 1 | 142 | 5 | 5 | 3 | 42 | 10 | 1 | 2 | 7 | 6 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 113 | 109 | 10 | 181 | 112 | 11 | 13 | 0 | 0 | 11 | 0 | 0 |
| Stage 1 | 14 | 14 | - | 95 | 95 | - | - | - | - | - | - | - |
| Stage 2 | 99 | 95 | - | 86 | 17 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 | 2.29 | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 846 | 766 | 1048 | 763 | 763 | 1047 | 1555 | - | - | 1557 | - | - |
| Stage 1 | 986 | 868 | - | 892 | 801 | - | - | - | - | - | - | - |
| Stage 2 | 888 | 801 | - | 902 | 866 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 821 | 745 | 1048 | 645 | 742 | 1047 | 1555 | - | - | 1557 | - | - |
| Mov Cap-2 Maneuver | 821 | 745 | - | 645 | 742 | - | - | - | - | - | - | - |
| Stage 1 | 959 | 867 | - | 868 | 779 | - | - | - | - | - | - | - |
| Stage 2 | 856 | 779 | - | 778 | 865 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1555 | - | - | 1032 | 761 | 1557 | - | - |
| HCM Lane V/C Ratio | 0.027 | - | - | 0.145 | 0.016 | 0.001 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 9.1 | 9.8 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.5 | 0.1 | 0 | - | - |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 68 | 4 | 1 | 36 | 25 | 3 | 1 | 5 | 80 | 2 | 15 |
| Future Vol, veh/h | 15 | 68 | 4 | 1 | 36 | 25 | 3 | 1 | 5 | 80 | 2 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 400 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 17 | 77 | 5 | 1 | 41 | 28 | 3 | 1 | 6 | 91 | 2 | 17 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 69 | 0 | 0 | 82 | 0 | 0 | 178 | 182 | 77 | 174 | 173 | 55 |
| Stage 1 | - | - | - | - | - | - | 111 | 111 | - | 57 | 57 | - |
| Stage 2 | - | - | - | - | - | - | 67 | 71 | - | 117 | 116 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1483 | - | - | 1466 | - | - | 767 | 698 | 962 | 771 | 706 | 990 |
| Stage 1 | - | - | - | - | - | - | 875 | 788 | - | 935 | 832 | - |
| Stage 2 | - | - | - | - | - | - | 924 | 820 | - | 869 | 784 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1483 | - | - | 1466 | - | - | 745 | 689 | 962 | 758 | 697 | 990 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 745 | 689 | - | 758 | 697 | - |
| Stage 1 | - | - | - | - | - | - | 865 | 779 | - | 924 | 831 | - |
| Stage 2 | - | - | - | - | - | - | 905 | 819 | - | 852 | 775 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.3 | 0.1 | 9.3 | 10.3 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 843 | 1483 | - | - | 1466 | - | - | 785 |
| HCM Lane V/C Ratio | 0.012 | 0.011 | - | - | 0.001 | - | - | 0.14 |
| HCM Control Delay (s) | 9.3 | 7.5 | 0 | - | 7.5 | 0 | - | 10.3 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 6 | 130 | 65 | 1 |
| Future Vol, veh/h | 2 | 2 | 6 | 130 | 65 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 2 | 2 | 7 | 148 | 74 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 237 | 75 | 75 | 0 | - | 0 |
| Stage 1 | 75 | - | - | - | - | - |
| Stage 2 | 162 | - | - | - | - | - |
| Critical Hdwy | 6.5 | 6.3 | 4.2 | - | - | - |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.39 | 2.29 | - | - | - |
| Pot Cap-1 Maneuver | 734 | 965 | 1475 | - | - | - |
| Stage 1 | 928 | - | - | - | - | - |
| Stage 2 | 848 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 730 | 965 | 1475 | - | - | - |
| Mov Cap-2 Maneuver | 730 | - | - | - | - | - |
| Stage 1 | 923 | - | - | - | - | - |
| Stage 2 | 848 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1475 | - | 831 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.005 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 9.4 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 70 | 9 | 2 | 1 | 11 | 67 | 2 | 1 | 1 | 29 | 1 | 33 |
| Future Vol, veh/h | 70 | 9 | 2 | 1 | 11 | 67 | 2 | 1 | 1 | 29 | 1 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 80 | 10 | 2 | 1 | 13 | 76 | 2 | 1 | 1 | 33 | 1 | 38 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 89 | 0 | 0 | 12 | 0 | 0 | 244 | 262 | 11 | 225 | 225 | 51 |
| Stage 1 | - | - | - | - | - | - | 171 | 171 | - | 53 | 53 | - |
| Stage 2 | - | - | - | - | - | - | 73 | 91 | - | 172 | 172 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1457 | - | - | 1556 | - | - | 693 | 630 | 1047 | 714 | 660 | 995 |
| Stage 1 | - | - | - | - | - | - | 812 | 742 | - | 940 | 835 | - |
| Stage 2 | - | - | - | - | - | - | 917 | 804 | - | 811 | 742 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1457 | - | - | 1556 | - | - | 638 | 595 | 1047 | 682 | 623 | 995 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 638 | 595 | - | 682 | 623 | - |
| Stage 1 | - | - | - | - | - | - | 767 | 701 | - | 888 | 834 | - |
| Stage 2 | - | - | - | - | - | - | 880 | 803 | - | 764 | 701 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 6.6 | 0.1 | 10.2 | 9.8 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 693 | 1457 | - | - | 1556 | - | - | 815 |
| HCM Lane V/C Ratio | 0.007 | 0.055 | - | - | 0.001 | - | - | 0.088 |
| HCM Control Delay (s) | 10.2 | 7.6 | 0 | - | 7.3 | 0 | - | 9.8 |
| HCM Lane LOS | B | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0 | 0.2 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 3 | 5 | 48 | 1 | 4 | 1 | 95 | 16 | 5 | 1 | 10 | 6 |
| Future Vol, veh/h | 3 | 5 | 48 | 1 | 4 | 1 | 95 | 16 | 5 | 1 | 10 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 3 | 6 | 55 | 1 | 5 | 1 | 108 | 18 | 6 | 1 | 11 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 257 | 257 | 15 | 284 | 257 | 21 | 18 | 0 | 0 | 24 | 0 | 0 |
| Stage 1 | 17 | 17 | - | 237 | 237 | - | - | - | - | - | - | - |
| Stage 2 | 240 | 240 | - | 47 | 20 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 | 2.29 | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 680 | 634 | 1042 | 652 | 634 | 1034 | 1548 | - | - | 1540 | - | - |
| Stage 1 | 982 | 866 | - | 749 | 694 | - | - | - | - | - | - | - |
| Stage 2 | 746 | 692 | - | 947 | 863 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 638 | 588 | 1042 | 580 | 588 | 1034 | 1548 | - | - | 1540 | - | - |
| Mov Cap-2 Maneuver | 638 | 588 | - | 580 | 588 | - | - | - | - | - | - | - |
| Stage 1 | 912 | 865 | - | 696 | 645 | - | - | - | - | - | - | - |
| Stage 2 | 687 | 643 | - | 891 | 862 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1548 | - | - | 945 | 632 | 1540 | - | - |
| HCM Lane V/C Ratio | 0.07 | - | - | 0.067 | 0.011 | 0.001 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9.1 | 10.8 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.2 | 0 | 0 | - | - |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 21 | 150 | 2 | 6 | 71 | 58 | 1 | 2 | 1 | 47 | 1 | 22 |
| Future Vol, veh/h | 21 | 150 | 2 | 6 | 71 | 58 | 1 | 2 | 1 | 47 | 1 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 400 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 24 | 170 | 2 | 7 | 81 | 66 | 1 | 2 | 1 | 53 | 1 | 25 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 147 | 0 | 0 | 172 | 0 | 0 | 359 | 379 | 170 | 349 | 348 | 114 |
| Stage 1 | - | - | - | - | - | - | 218 | 218 | - | 128 | 128 | - |
| Stage 2 | - | - | - | - | - | - | 141 | 161 | - | 221 | 220 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1387 | - | - | 1358 | - | - | 582 | 541 | 853 | 591 | 563 | 917 |
| Stage 1 | - | - | - | - | - | - | 766 | 708 | - | 857 | 775 | - |
| Stage 2 | - | - | - | - | - | - | 843 | 750 | - | 764 | 706 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1387 | - | - | 1358 | - | - | 555 | 527 | 853 | 577 | 549 | 917 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 555 | 527 | - | 577 | 549 | - |
| Stage 1 | - | - | - | - | - | - | 751 | 695 | - | 841 | 770 | - |
| Stage 2 | - | - | - | - | - | - | 814 | 746 | - | 746 | 693 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.9 | 0.3 | 11.1 | 11.3 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 591 | 1387 | - | - | 1358 | - | - | 653 |
| HCM Lane V/C Ratio | 0.008 | 0.017 | - | - | 0.005 | - | - | 0.122 |
| HCM Control Delay (s) | 11.1 | 7.6 | 0 | - | 7.7 | 0 | - | 11.3 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 3 | 4 | 70 | 209 | 8 |
| Future Vol, veh/h | 3 | 3 | 4 | 70 | 209 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 3 | 3 | 5 | 80 | 238 | 9 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 333 | 243 | 247 | 0 | - | 0 |
| Stage 1 | 243 | - | - | - | - | - |
| Stage 2 | 90 | - | - | - | - | - |
| Critical Hdwy | 6.5 | 6.3 | 4.2 | - | - | - |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.39 | 2.29 | - | - | - |
| Pot Cap-1 Maneuver | 646 | 777 | 1273 | - | - | - |
| Stage 1 | 779 | - | - | - | - | - |
| Stage 2 | 914 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 643 | 777 | 1273 | - | - | - |
| Mov Cap-2 Maneuver | 643 | - | - | - | - | - |
| Stage 1 | 776 | - | - | - | - | - |
| Stage 2 | 914 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1273 | - | 704 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.01 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 10.2 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 36 | 20 | 1 | 1 | 9 | 32 | 1 | 1 | 1 | 97 | 1 | 119 |
| Future Vol, veh/h | 36 | 20 | 1 | 1 | 9 | 32 | 1 | 1 | 1 | 97 | 1 | 119 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 41 | 23 | 1 | 1 | 10 | 36 | 1 | 1 | 1 | 110 | 1 | 135 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 46 | 0 | 0 | 24 | 0 | 0 | 204 | 154 | 24 | 137 | 136 | 28 |
| Stage 1 | - | - | - | - | - | - | 106 | 106 | - | 30 | 30 | - |
| Stage 2 | - | - | - | - | - | - | 98 | 48 | - | 107 | 106 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1512 | - | - | 1540 | - | - | 737 | 723 | 1030 | 816 | 740 | 1025 |
| Stage 1 | - | - | - | - | - | - | 880 | 792 | - | 967 | 854 | - |
| Stage 2 | - | - | - | - | - | - | 889 | 839 | - | 879 | 792 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1512 | - | - | 1540 | - | - | 626 | 703 | 1030 | 796 | 719 | 1025 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 626 | 703 | - | 796 | 719 | - |
| Stage 1 | - | - | - | - | - | - | 856 | 771 | - | 941 | 853 | - |
| Stage 2 | - | - | - | - | - | - | 770 | 838 | - | 853 | 771 | - |

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

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 752 | 1512 | - | - | 1540 | - | - | 907 |
| HCM Lane V/C Ratio | 0.005 | 0.027 | - | - | 0.001 | - | - | 0.272 |
| HCM Control Delay (s) | 9.8 | 7.4 | 0 | - | 7.3 | 0 | - | 10.4 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 1 | 133 | 4 | 4 | 3 | 39 | 10 | 1 | 2 | 8 | 6 |
| Future Vol, veh/h | 7 | 1 | 133 | 4 | 4 | 3 | 39 | 10 | 1 | 2 | 8 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 8 | 1 | 151 | 5 | 5 | 3 | 44 | 11 | 1 | 2 | 9 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 121 | 117 | 13 | 193 | 120 | 12 | 16 | 0 | 0 | 12 | 0 | 0 |
| Stage 1 | 17 | 17 | - | 100 | 100 | - | - | - | - | - | - | - |
| Stage 2 | 104 | 100 | - | 93 | 20 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 | 2.29 | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 836 | 759 | 1044 | 749 | 756 | 1046 | 1551 | - | - | 1556 | - | - |
| Stage 1 | 982 | 866 | - | 887 | 797 | - | - | - | - | - | - | - |
| Stage 2 | 883 | 797 | - | 895 | 863 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 810 | 736 | 1044 | 625 | 733 | 1046 | 1551 | - | - | 1556 | - | - |
| Mov Cap-2 Maneuver | 810 | 736 | - | 625 | 733 | - | - | - | - | - | - | - |
| Stage 1 | 954 | 865 | - | 861 | 774 | - | - | - | - | - | - | - |
| Stage 2 | 850 | 774 | - | 764 | 862 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.2 | 9.9 | 5.8 | 0.9 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1551 | - | - | 1026 | 747 | 1556 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | - | 0.156 | 0.017 | 0.001 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 9.2 | 9.9 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.6 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 16 | 72 | 4 | 1 | 38 | 27 | 3 | 1 | 5 | 85 | 2 | 16 |
| Future Vol, veh/h | 16 | 72 | 4 | 1 | 38 | 27 | 3 | 1 | 5 | 85 | 2 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 400 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 18 | 82 | 5 | 1 | 43 | 31 | 3 | 1 | 6 | 97 | 2 | 18 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 74 | 0 | 0 | 87 | 0 | 0 | 189 | 194 | 82 | 185 | 184 | 59 |
| Stage 1 | - | - | - | - | - | - | 118 | 118 | - | 61 | 61 | - |
| Stage 2 | - | - | - | - | - | - | 71 | 76 | - | 124 | 123 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1476 | - | - | 1460 | - | - | 754 | 687 | 956 | 759 | 696 | 985 |
| Stage 1 | - | - | - | - | - | - | 867 | 783 | - | 931 | 829 | - |
| Stage 2 | - | - | - | - | - | - | 919 | 816 | - | 861 | 779 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1476 | - | - | 1460 | - | - | 731 | 677 | 956 | 745 | 686 | 985 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 731 | 677 | - | 745 | 686 | - |
| Stage 1 | - | - | - | - | - | - | 856 | 773 | - | 919 | 828 | - |
| Stage 2 | - | - | - | - | - | - | 899 | 815 | - | 844 | 769 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.3 | 0.1 | 9.4 | 10.5 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 832 | 1476 | - | - | 1460 | - | - | 773 |
| HCM Lane V/C Ratio | 0.012 | 0.012 | - | - | 0.001 | - | - | 0.151 |
| HCM Control Delay (s) | 9.4 | 7.5 | 0 | - | 7.5 | 0 | - | 10.5 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 127 | 0 | 0 | 64 |
| Future Vol, veh/h | 0 | 0 | 127 | 0 | 0 | 64 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 50 | 10 | 10 | 50 | 10 | 10 |
| Mvmt Flow | 0 | 0 | 144 | 0 | 0 | 73 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 217 | 144 | 0 | 0 | 144 | 0 |
| Stage 1 | 144 | - | - | - | - | - |
| Stage 2 | 73 | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.3 | - | - | 4.2 | - |
| Critical Hdwy Stg 1 | 5.9 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 3.39 | - | - | 2.29 | - |
| Pot Cap-1 Maneuver | 676 | 883 | - | - | 1391 | - |
| Stage 1 | 778 | - | - | - | - | - |
| Stage 2 | 841 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 676 | 883 | - | - | 1391 | - |
| Mov Cap-2 Maneuver | 676 | - | - | - | - | - |
| Stage 1 | 778 | - | - | - | - | - |
| Stage 2 | 841 | - | - | - | - | - |

| 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) | - | - | - | 1391 | - |
| 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 | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 6 | 151 | 86 | 1 |
| Future Vol, veh/h | 2 | 2 | 6 | 151 | 86 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 2 | 2 | 7 | 172 | 98 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 285 | 99 | 99 | 0 | - | 0 |
| Stage 1 | 99 | - | - | - | - | - |
| Stage 2 | 186 | - | - | - | - | - |
| Critical Hdwy | 6.5 | 6.3 | 4.2 | - | - | - |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.39 | 2.29 | - | - | - |
| Pot Cap-1 Maneuver | 689 | 935 | 1445 | - | - | - |
| Stage 1 | 905 | - | - | - | - | - |
| Stage 2 | 827 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 686 | 935 | 1445 | - | - | - |
| Mov Cap-2 Maneuver | 686 | - | - | - | - | - |
| Stage 1 | 900 | - | - | - | - | - |
| Stage 2 | 827 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1445 | - | 791 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.006 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 9.6 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 70 | 9 | 2 | 1 | 11 | 88 | 2 | 1 | 1 | 50 | 1 | 33 |
| Future Vol, veh/h | 70 | 9 | 2 | 1 | 11 | 88 | 2 | 1 | 1 | 50 | 1 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 80 | 10 | 2 | 1 | 13 | 100 | 2 | 1 | 1 | 57 | 1 | 38 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 113 | 0 | 0 | 12 | 0 | 0 | 256 | 286 | 11 | 237 | 237 | 63 |
| Stage 1 | - | - | - | - | - | - | 171 | 171 | - | 65 | 65 | - |
| Stage 2 | - | - | - | - | - | - | 85 | 115 | - | 172 | 172 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1428 | - | - | 1556 | - | - | 681 | 610 | 1047 | 701 | 650 | 980 |
| Stage 1 | - | - | - | - | - | - | 812 | 742 | - | 926 | 825 | - |
| Stage 2 | - | - | - | - | - | - | 903 | 785 | - | 811 | 742 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1428 | - | - | 1556 | - | - | 626 | 575 | 1047 | 669 | 613 | 980 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 626 | 575 | - | 669 | 613 | - |
| Stage 1 | - | - | - | - | - | - | 767 | 700 | - | 874 | 824 | - |
| Stage 2 | - | - | - | - | - | - | 866 | 784 | - | 764 | 700 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 6.6 | 0.1 | 10.3 | 10.4 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 679 | 1428 | - | - | 1556 | - | - | 763 |
| HCM Lane V/C Ratio | 0.007 | 0.056 | - | - | 0.001 | - | - | 0.125 |
| HCM Control Delay (s) | 10.3 | 7.7 | 0 | - | 7.3 | 0 | - | 10.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.2 | - | - | 0 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 5 | 69 | 1 | 4 | 1 | 116 | 16 | 5 | 1 | 10 | 6 |
| Future Vol, veh/h | 3 | 5 | 69 | 1 | 4 | 1 | 116 | 16 | 5 | 1 | 10 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 3 | 6 | 78 | 1 | 5 | 1 | 132 | 18 | 6 | 1 | 11 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 305 | 305 | 15 | 344 | 305 | 21 | 18 | 0 | 0 | 24 | 0 | 0 |
| Stage 1 | 17 | 17 | - | 285 | 285 | - | - | - | - | - | - | - |
| Stage 2 | 288 | 288 | - | 59 | 20 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 | 2.29 | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 632 | 595 | 1042 | 595 | 595 | 1034 | 1548 | - | - | 1540 | - | - |
| Stage 1 | 982 | 866 | - | 705 | 661 | - | - | - | - | - | - | - |
| Stage 2 | 703 | 659 | - | 933 | 863 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 586 | 543 | 1042 | 509 | 543 | 1034 | 1548 | - | - | 1540 | - | - |
| Mov Cap-2 Maneuver | 586 | 543 | - | 509 | 543 | - | - | - | - | - | - | - |
| Stage 1 | 898 | 865 | - | 644 | 604 | - | - | - | - | - | - | - |
| Stage 2 | 637 | 602 | - | 856 | 862 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.1 | 11.2 | 6.4 | 0.4 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1548 | - | - | 956 | 583 | 1540 | - | - |
| HCM Lane V/C Ratio | 0.085 | - | - | 0.092 | 0.012 | 0.001 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9.1 | 11.2 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.3 | 0 | 0 | - | - |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 42 | 150 | 2 | 6 | 71 | 58 | 1 | 2 | 1 | 47 | 1 | 43 |
| Future Vol, veh/h | 42 | 150 | 2 | 6 | 71 | 58 | 1 | 2 | 1 | 47 | 1 | 43 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 400 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 48 | 170 | 2 | 7 | 81 | 66 | 1 | 2 | 1 | 53 | 1 | 49 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 147 | 0 | 0 | 172 | 0 | 0 | 419 | 427 | 170 | 397 | 396 | 114 |
| Stage 1 | - | - | - | - | - | - | 266 | 266 | - | 128 | 128 | - |
| Stage 2 | - | - | - | - | - | - | 153 | 161 | - | 269 | 268 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1387 | - | - | 1358 | - | - | 531 | 508 | 853 | 549 | 529 | 917 |
| Stage 1 | - | - | - | - | - | - | 722 | 674 | - | 857 | 775 | - |
| Stage 2 | - | - | - | - | - | - | 831 | 750 | - | 719 | 673 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1387 | - | - | 1358 | - | - | 485 | 486 | 853 | 528 | 506 | 917 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 485 | 486 | - | 528 | 506 | - |
| Stage 1 | - | - | - | - | - | - | 695 | 648 | - | 824 | 770 | - |
| Stage 2 | - | - | - | - | - | - | 781 | 746 | - | 688 | 647 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.7 | 0.3 | 11.7 | 11.5 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 544 | 1387 | - | - | 1358 | - | - | 660 |
| HCM Lane V/C Ratio | 0.008 | 0.034 | - | - | 0.005 | - | - | 0.157 |
| HCM Control Delay (s) | 11.7 | 7.7 | 0 | - | 7.7 | 0 | - | 11.5 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 0 | 127 | 21 | 0 | 64 |
| Future Vol, veh/h | 21 | 0 | 127 | 21 | 0 | 64 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 50 | 10 | 10 | 50 | 10 | 10 |
| Mvmt Flow | 24 | 0 | 144 | 24 | 0 | 73 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 229 | 156 | 0 | 0 | 168 | 0 |
| Stage 1 | 156 | - | - | - | - | - |
| Stage 2 | 73 | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.3 | - | - | 4.2 | - |
| Critical Hdwy Stg 1 | 5.9 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 3.39 | - | - | 2.29 | - |
| Pot Cap-1 Maneuver | 665 | 869 | - | - | 1363 | - |
| Stage 1 | 768 | - | - | - | - | - |
| Stage 2 | 841 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 665 | 869 | - | - | 1363 | - |
| Mov Cap-2 Maneuver | 665 | - | - | - | - | - |
| Stage 1 | 768 | - | - | - | - | - |
| Stage 2 | 841 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 665 | 1363 | - |
| HCM Lane V/C Ratio | - | - | 0.036 | - | - |
| HCM Control Delay (s) | - | - | 10.6 | 0 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 69 | 0 | 0 | 212 |
| Future Vol, veh/h | 0 | 0 | 69 | 0 | 0 | 212 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 50 | 10 | 10 | 50 | 10 | 10 |
| Mvmt Flow | 0 | 0 | 78 | 0 | 0 | 241 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 319 | 78 | 0 | 0 | 78 | 0 |
| Stage 1 | 78 | - | - | - | - | - |
| Stage 2 | 241 | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.3 | - | - | 4.2 | - |
| Critical Hdwy Stg 1 | 5.9 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 3.39 | - | - | 2.29 | - |
| Pot Cap-1 Maneuver | 586 | 961 | - | - | 1471 | - |
| Stage 1 | 837 | - | - | - | - | - |
| Stage 2 | 699 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 586 | 961 | - | - | 1471 | - |
| Mov Cap-2 Maneuver | 586 | - | - | - | - | - |
| Stage 1 | 837 | - | - | - | - | - |
| Stage 2 | 699 | - | - | - | - | - |

| 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) | - | - | - | 1471 | - |
| 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 | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 3 | 4 | 91 | 230 | 8 |
| Future Vol, veh/h | 3 | 3 | 4 | 91 | 230 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 3 | 3 | 5 | 103 | 261 | 9 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 379 | 266 | 270 | 0 | - | 0 |
| Stage 1 | 266 | - | - | - | - | - |
| Stage 2 | 113 | - | - | - | - | - |
| Critical Hdwy | 6.5 | 6.3 | 4.2 | - | - | - |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.39 | 2.29 | - | - | - |
| Pot Cap-1 Maneuver | 607 | 754 | 1249 | - | - | - |
| Stage 1 | 760 | - | - | - | - | - |
| Stage 2 | 892 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 605 | 754 | 1249 | - | - | - |
| Mov Cap-2 Maneuver | 605 | - | - | - | - | - |
| Stage 1 | 757 | - | - | - | - | - |
| Stage 2 | 892 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.4 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1249 | - | 671 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.01 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 10.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 36 | 20 | 1 | 1 | 9 | 53 | 1 | 1 | 1 | 118 | 1 | 119 |
| Future Vol, veh/h | 36 | 20 | 1 | 1 | 9 | 53 | 1 | 1 | 1 | 118 | 1 | 119 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 41 | 23 | 1 | 1 | 10 | 60 | 1 | 1 | 1 | 134 | 1 | 135 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 70 | 0 | 0 | 24 | 0 | 0 | 216 | 178 | 24 | 149 | 148 | 40 |
| Stage 1 | - | - | - | - | - | - | 106 | 106 | - | 42 | 42 | - |
| Stage 2 | - | - | - | - | - | - | 110 | 72 | - | 107 | 106 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1481 | - | - | 1540 | - | - | 724 | 702 | 1030 | 801 | 729 | 1009 |
| Stage 1 | - | - | - | - | - | - | 880 | 792 | - | 952 | 844 | - |
| Stage 2 | - | - | - | - | - | - | 876 | 820 | - | 879 | 792 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1481 | - | - | 1540 | - | - | 613 | 682 | 1030 | 782 | 708 | 1009 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 613 | 682 | - | 782 | 708 | - |
| Stage 1 | - | - | - | - | - | - | 855 | 770 | - | 925 | 843 | - |
| Stage 2 | - | - | - | - | - | - | 757 | 819 | - | 852 | 770 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 4.7 | 0.1 | 9.9 | 10.9 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 737 | 1481 | - | - | 1540 | - | - | 881 |
| HCM Lane V/C Ratio | 0.005 | 0.028 | - | - | 0.001 | - | - | 0.307 |
| HCM Control Delay (s) | 9.9 | 7.5 | 0 | - | 7.3 | 0 | - | 10.9 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 1 | 154 | 4 | 4 | 3 | 60 | 10 | 1 | 2 | 8 | 6 |
| Future Vol, veh/h | 7 | 1 | 154 | 4 | 4 | 3 | 60 | 10 | 1 | 2 | 8 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 8 | 1 | 175 | 5 | 5 | 3 | 68 | 11 | 1 | 2 | 9 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 169 | 165 | 13 | 253 | 168 | 12 | 16 | 0 | 0 | 12 | 0 | 0 |
| Stage 1 | 17 | 17 | - | 148 | 148 | - | - | - | - | - | - | - |
| Stage 2 | 152 | 148 | - | 105 | 20 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 | 2.29 | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 777 | 713 | 1044 | 684 | 711 | 1046 | 1551 | - | - | 1556 | - | - |
| Stage 1 | 982 | 866 | - | 836 | 760 | - | - | - | - | - | - | - |
| Stage 2 | 832 | 760 | - | 881 | 863 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 744 | 681 | 1044 | 549 | 679 | 1046 | 1551 | - | - | 1556 | - | - |
| Mov Cap-2 Maneuver | 744 | 681 | - | 549 | 679 | - | - | - | - | - | - | - |
| Stage 1 | 939 | 865 | - | 799 | 727 | - | - | - | - | - | - | - |
| Stage 2 | 788 | 727 | - | 732 | 862 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.3 | 10.3 | 6.3 | 0.9 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1551 | - | - | 1023 | 686 | 1556 | - | - |
| HCM Lane V/C Ratio | 0.044 | - | - | 0.18 | 0.018 | 0.001 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 9.3 | 10.3 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.7 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 37 | 72 | 4 | 1 | 38 | 27 | 3 | 1 | 5 | 85 | 2 | 37 |
| Future Vol, veh/h | 37 | 72 | 4 | 1 | 38 | 27 | 3 | 1 | 5 | 85 | 2 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 400 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 42 | 82 | 5 | 1 | 43 | 31 | 3 | 1 | 6 | 97 | 2 | 42 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 74 | 0 | 0 | 87 | 0 | 0 | 249 | 242 | 82 | 233 | 232 | 59 |
| Stage 1 | - | - | - | - | - | - | 166 | 166 | - | 61 | 61 | - |
| Stage 2 | - | - | - | - | - | - | 83 | 76 | - | 172 | 171 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1476 | - | - | 1460 | - | - | 688 | 646 | 956 | 705 | 654 | 985 |
| Stage 1 | - | - | - | - | - | - | 818 | 746 | - | 931 | 829 | - |
| Stage 2 | - | - | - | - | - | - | 906 | 816 | - | 811 | 742 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1476 | - | - | 1460 | - | - | 641 | 626 | 956 | 683 | 634 | 985 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 641 | 626 | - | 683 | 634 | - |
| Stage 1 | - | - | - | - | - | - | 793 | 724 | - | 903 | 828 | - |
| Stage 2 | - | - | - | - | - | - | 864 | 815 | - | 781 | 720 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 2.5 | 0.1 | 9.7 | 10.9 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 782 | 1476 | - | - | 1460 | - | - | 751 |
| HCM Lane V/C Ratio | 0.013 | 0.028 | - | - | 0.001 | - | - | 0.188 |
| HCM Control Delay (s) | 9.7 | 7.5 | 0 | - | 7.5 | 0 | - | 10.9 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 0 | 69 | 21 | 0 | 212 |
| Future Vol, veh/h | 21 | 0 | 69 | 21 | 0 | 212 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 50 | 10 | 10 | 50 | 10 | 10 |
| Mvmt Flow | 24 | 0 | 78 | 24 | 0 | 241 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 331 | 90 | 0 | 0 | 102 | 0 |
| Stage 1 | 90 | - | - | - | - | - |
| Stage 2 | 241 | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.3 | - | - | 4.2 | - |
| Critical Hdwy Stg 1 | 5.9 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 3.39 | - | - | 2.29 | - |
| Pot Cap-1 Maneuver | 576 | 946 | - | - | 1441 | - |
| Stage 1 | 826 | - | - | - | - | - |
| Stage 2 | 699 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 576 | 946 | - | - | 1441 | - |
| Mov Cap-2 Maneuver | 576 | - | - | - | - | - |
| Stage 1 | 826 | - | - | - | - | - |
| Stage 2 | 699 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 576 | 1441 | - |
| HCM Lane V/C Ratio | - | - | 0.041 | - | - |
| HCM Control Delay (s) | - | - | 11.5 | 0 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 6 | 125 | 67 | 1 |
| Future Vol, veh/h | 2 | 2 | 6 | 125 | 67 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 2 | 2 | 7 | 142 | 76 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 233 | 77 | 77 | 0 | - | 0 |
| Stage 1 | 77 | - | - | - | - | - |
| Stage 2 | 156 | - | - | - | - | - |
| Critical Hdwy | 6.5 | 6.3 | 4.2 | - | - | - |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.39 | 2.29 | - | - | - |
| Pot Cap-1 Maneuver | 738 | 962 | 1472 | - | - | - |
| Stage 1 | 926 | - | - | - | - | - |
| Stage 2 | 853 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 734 | 962 | 1472 | - | - | - |
| Mov Cap-2 Maneuver | 734 | - | - | - | - | - |
| Stage 1 | 921 | - | - | - | - | - |
| Stage 2 | 853 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1472 | - | 833 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.005 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 9.3 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 72 | 9 | 2 | 1 | 11 | 69 | 2 | 1 | 1 | 30 | 1 | 34 |
| Future Vol, veh/h | 72 | 9 | 2 | 1 | 11 | 69 | 2 | 1 | 1 | 30 | 1 | 34 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 82 | 10 | 2 | 1 | 13 | 78 | 2 | 1 | 1 | 34 | 1 | 39 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 91 | 0 | 0 | 12 | 0 | 0 | 249 | 268 | 11 | 230 | 230 | 52 |
| Stage 1 | - | - | - | - | - | - | 175 | 175 | - | 54 | 54 | - |
| Stage 2 | - | - | - | - | - | - | 74 | 93 | - | 176 | 176 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1455 | - | - | 1556 | - | - | 688 | 625 | 1047 | 708 | 656 | 994 |
| Stage 1 | - | - | - | - | - | - | 808 | 739 | - | 939 | 834 | - |
| Stage 2 | - | - | - | - | - | - | 916 | 803 | - | 807 | 739 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1455 | - | - | 1556 | - | - | 631 | 589 | 1047 | 675 | 618 | 994 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 631 | 589 | - | 675 | 618 | - |
| Stage 1 | - | - | - | - | - | - | 762 | 697 | - | 885 | 833 | - |
| Stage 2 | - | - | - | - | - | - | 878 | 802 | - | 759 | 697 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 6.6 | 0.1 | 10.3 | 9.9 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 687 | 1455 | - | - | 1556 | - | - | 810 |
| HCM Lane V/C Ratio | 0.007 | 0.056 | - | - | 0.001 | - | - | 0.091 |
| HCM Control Delay (s) | 10.3 | 7.6 | 0 | - | 7.3 | 0 | - | 9.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0 | 0.2 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 5 | 47 | 1 | 4 | 1 | 98 | 17 | 5 | 1 | 10 | 6 |
| Future Vol, veh/h | 3 | 5 | 47 | 1 | 4 | 1 | 98 | 17 | 5 | 1 | 10 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 3 | 6 | 53 | 1 | 5 | 1 | 111 | 19 | 6 | 1 | 11 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 264 | 264 | 15 | 290 | 264 | 22 | 18 | 0 | 0 | 25 | 0 | 0 |
| Stage 1 | 17 | 17 | - | 244 | 244 | - | - | - | - | - | - | - |
| Stage 2 | 247 | 247 | - | 46 | 20 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 | 2.29 | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 673 | 628 | 1042 | 647 | 628 | 1032 | 1548 | - | - | 1539 | - | - |
| Stage 1 | 982 | 866 | - | 742 | 690 | - | - | - | - | - | - | - |
| Stage 2 | 739 | 687 | - | 948 | 863 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 631 | 582 | 1042 | 575 | 582 | 1032 | 1548 | - | - | 1539 | - | - |
| Mov Cap-2 Maneuver | 631 | 582 | - | 575 | 582 | - | - | - | - | - | - | - |
| Stage 1 | 910 | 865 | - | 688 | 640 | - | - | - | - | - | - | - |
| Stage 2 | 679 | 637 | - | 893 | 862 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1548 | - | - | 941 | 626 | 1539 | - | - |
| HCM Lane V/C Ratio | 0.072 | - | - | 0.066 | 0.011 | 0.001 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9.1 | 10.8 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.2 | 0 | 0 | - | - |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 22 | 154 | 2 | 6 | 73 | 60 | 1 | 2 | 1 | 48 | 1 | 23 |
| Future Vol, veh/h | 22 | 154 | 2 | 6 | 73 | 60 | 1 | 2 | 1 | 48 | 1 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 400 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 25 | 175 | 2 | 7 | 83 | 68 | 1 | 2 | 1 | 55 | 1 | 26 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 151 | 0 | 0 | 177 | 0 | 0 | 370 | 390 | 175 | 359 | 358 | 117 |
| Stage 1 | - | - | - | - | - | - | 225 | 225 | - | 131 | 131 | - |
| Stage 2 | - | - | - | - | - | - | 145 | 165 | - | 228 | 227 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1382 | - | - | 1352 | - | - | 572 | 533 | 848 | 582 | 556 | 914 |
| Stage 1 | - | - | - | - | - | - | 760 | 703 | - | 854 | 773 | - |
| Stage 2 | - | - | - | - | - | - | 839 | 747 | - | 757 | 701 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1382 | - | - | 1352 | - | - | 544 | 519 | 848 | 568 | 542 | 914 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 544 | 519 | - | 568 | 542 | - |
| Stage 1 | - | - | - | - | - | - | 745 | 689 | - | 837 | 768 | - |
| Stage 2 | - | - | - | - | - | - | 809 | 743 | - | 738 | 687 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.9 | 0.3 | 11.2 | 11.4 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 582 | 1382 | - | - | 1352 | - | - | 646 |
| HCM Lane V/C Ratio | 0.008 | 0.018 | - | - | 0.005 | - | - | 0.127 |
| HCM Control Delay (s) | 11.2 | 7.7 | 0 | - | 7.7 | 0 | - | 11.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 3 | 4 | 68 | 215 | 9 |
| Future Vol, veh/h | 3 | 3 | 4 | 68 | 215 | 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 3 | 3 | 5 | 77 | 244 | 10 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 336 | 249 | 254 | 0 | - | 0 |
| Stage 1 | 249 | - | - | - | - | - |
| Stage 2 | 87 | - | - | - | - | - |
| Critical Hdwy | 6.5 | 6.3 | 4.2 | - | - | - |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.39 | 2.29 | - | - | - |
| Pot Cap-1 Maneuver | 643 | 771 | 1266 | - | - | - |
| Stage 1 | 774 | - | - | - | - | - |
| Stage 2 | 917 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 640 | 771 | 1266 | - | - | - |
| Mov Cap-2 Maneuver | 640 | - | - | - | - | - |
| Stage 1 | 771 | - | - | - | - | - |
| Stage 2 | 917 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1266 | - | 699 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.01 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 10.2 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 37 | 21 | 1 | 1 | 9 | 33 | 1 | 1 | 1 | 99 | 1 | 122 |
| Future Vol, veh/h | 37 | 21 | 1 | 1 | 9 | 33 | 1 | 1 | 1 | 99 | 1 | 122 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 42 | 24 | 1 | 1 | 10 | 38 | 1 | 1 | 1 | 113 | 1 | 139 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 48 | 0 | 0 | 25 | 0 | 0 | 210 | 159 | 25 | 141 | 140 | 29 |
| Stage 1 | - | - | - | - | - | - | 109 | 109 | - | 31 | 31 | - |
| Stage 2 | - | - | - | - | - | - | 101 | 50 | - | 110 | 109 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1509 | - | - | 1539 | - | - | 730 | 719 | 1029 | 811 | 737 | 1023 |
| Stage 1 | - | - | - | - | - | - | 877 | 790 | - | 965 | 854 | - |
| Stage 2 | - | - | - | - | - | - | 886 | 838 | - | 876 | 790 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1509 | - | - | 1539 | - | - | 616 | 698 | 1029 | 792 | 716 | 1023 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 616 | 698 | - | 792 | 716 | - |
| Stage 1 | - | - | - | - | - | - | 852 | 768 | - | 938 | 853 | - |
| Stage 2 | - | - | - | - | - | - | 764 | 837 | - | 849 | 768 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 4.7 | 0.2 | 9.9 | 10.5 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 745 | 1509 | - | - | 1539 | - | - | 904 |
| HCM Lane V/C Ratio | 0.005 | 0.028 | - | - | 0.001 | - | - | 0.279 |
| HCM Control Delay (s) | 9.9 | 7.5 | 0 | - | 7.3 | 0 | - | 10.5 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1.1 |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 1 | 130 | 4 | 4 | 3 | 40 | 11 | 1 | 2 | 8 | 6 |
| Future Vol, veh/h | 7 | 1 | 130 | 4 | 4 | 3 | 40 | 11 | 1 | 2 | 8 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 8 | 1 | 148 | 5 | 5 | 3 | 45 | 13 | 1 | 2 | 9 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 125 | 121 | 13 | 195 | 124 | 14 | 16 | 0 | 0 | 14 | 0 | 0 |
| Stage 1 | 17 | 17 | - | 104 | 104 | - | - | - | - | - | - | - |
| Stage 2 | 108 | 104 | - | 91 | 20 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 | 2.29 | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 831 | 755 | 1044 | 747 | 752 | 1043 | 1551 | - | - | 1553 | - | - |
| Stage 1 | 982 | 866 | - | 883 | 794 | - | - | - | - | - | - | - |
| Stage 2 | 878 | 794 | - | 897 | 863 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 805 | 732 | 1044 | 626 | 729 | 1043 | 1551 | - | - | 1553 | - | - |
| Mov Cap-2 Maneuver | 805 | 732 | - | 626 | 729 | - | - | - | - | - | - | - |
| Stage 1 | 954 | 865 | - | 857 | 771 | - | - | - | - | - | - | - |
| Stage 2 | 845 | 771 | - | 768 | 862 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.1 | 9.9 | 5.7 | 0.9 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1551 | - | - | 1025 | 746 | 1553 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | - | 0.153 | 0.017 | 0.001 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 9.1 | 9.9 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.5 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 16 | 74 | 4 | 1 | 39 | 27 | 3 | 1 | 5 | 87 | 2 | 16 |
| Future Vol, veh/h | 16 | 74 | 4 | 1 | 39 | 27 | 3 | 1 | 5 | 87 | 2 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 400 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 18 | 84 | 5 | 1 | 44 | 31 | 3 | 1 | 6 | 99 | 2 | 18 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 75 | 0 | 0 | 89 | 0 | 0 | 192 | 197 | 84 | 188 | 187 | 60 |
| Stage 1 | - | - | - | - | - | - | 120 | 120 | - | 62 | 62 | - |
| Stage 2 | - | - | - | - | - | - | 72 | 77 | - | 126 | 125 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1475 | - | - | 1457 | - | - | 751 | 685 | 954 | 755 | 693 | 983 |
| Stage 1 | - | - | - | - | - | - | 865 | 781 | - | 929 | 828 | - |
| Stage 2 | - | - | - | - | - | - | 918 | 815 | - | 859 | 777 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1475 | - | - | 1457 | - | - | 728 | 675 | 954 | 741 | 683 | 983 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 728 | 675 | - | 741 | 683 | - |
| Stage 1 | - | - | - | - | - | - | 854 | 771 | - | 917 | 827 | - |
| Stage 2 | - | - | - | - | - | - | 898 | 814 | - | 842 | 767 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.3 | 0.1 | 9.4 | 10.5 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 830 | 1475 | - | - | 1457 | - | - | 769 |
| HCM Lane V/C Ratio | 0.012 | 0.012 | - | - | 0.001 | - | - | 0.155 |
| HCM Control Delay (s) | 9.4 | 7.5 | 0 | - | 7.5 | 0 | - | 10.5 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 0 | 131 | 21 | 0 | 66 |
| Future Vol, veh/h | 21 | 0 | 131 | 21 | 0 | 66 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 50 | 10 | 10 | 50 | 10 | 10 |
| Mvmt Flow | 24 | 0 | 149 | 24 | 0 | 75 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 236 | 161 | 0 | 0 | 173 | 0 |
| Stage 1 | 161 | - | - | - | - | - |
| Stage 2 | 75 | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.3 | - | - | 4.2 | - |
| Critical Hdwy Stg 1 | 5.9 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 3.39 | - | - | 2.29 | - |
| Pot Cap-1 Maneuver | 658 | 863 | - | - | 1357 | - |
| Stage 1 | 764 | - | - | - | - | - |
| Stage 2 | 840 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 658 | 863 | - | - | 1357 | - |
| Mov Cap-2 Maneuver | 658 | - | - | - | - | - |
| Stage 1 | 764 | - | - | - | - | - |
| Stage 2 | 840 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 658 | 1357 | - |
| HCM Lane V/C Ratio | - | - | 0.036 | - | - |
| HCM Control Delay (s) | - | - | 10.7 | 0 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 6 | 146 | 88 | 1 |
| Future Vol, veh/h | 2 | 2 | 6 | 146 | 88 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 2 | 2 | 7 | 166 | 100 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 281 | 101 | 101 | 0 | - | 0 |
| Stage 1 | 101 | - | - | - | - | - |
| Stage 2 | 180 | - | - | - | - | - |
| Critical Hdwy | 6.5 | 6.3 | 4.2 | - | - | - |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.39 | 2.29 | - | - | - |
| Pot Cap-1 Maneuver | 692 | 933 | 1443 | - | - | - |
| Stage 1 | 903 | - | - | - | - | - |
| Stage 2 | 832 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 689 | 933 | 1443 | - | - | - |
| Mov Cap-2 Maneuver | 689 | - | - | - | - | - |
| Stage 1 | 898 | - | - | - | - | - |
| Stage 2 | 832 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1443 | - | 793 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.006 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 9.6 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 72 | 9 | 2 | 1 | 11 | 90 | 2 | 1 | 1 | 51 | 1 | 34 |
| Future Vol, veh/h | 72 | 9 | 2 | 1 | 11 | 90 | 2 | 1 | 1 | 51 | 1 | 34 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 82 | 10 | 2 | 1 | 13 | 102 | 2 | 1 | 1 | 58 | 1 | 39 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 115 | 0 | 0 | 12 | 0 | 0 | 261 | 292 | 11 | 242 | 242 | 64 |
| Stage 1 | - | - | - | - | - | - | 175 | 175 | - | 66 | 66 | - |
| Stage 2 | - | - | - | - | - | - | 86 | 117 | - | 176 | 176 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1426 | - | - | 1556 | - | - | 676 | 606 | 1047 | 696 | 646 | 978 |
| Stage 1 | - | - | - | - | - | - | 808 | 739 | - | 925 | 824 | - |
| Stage 2 | - | - | - | - | - | - | 902 | 784 | - | 807 | 739 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1426 | - | - | 1556 | - | - | 619 | 570 | 1047 | 663 | 608 | 978 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 619 | 570 | - | 663 | 608 | - |
| Stage 1 | - | - | - | - | - | - | 761 | 696 | - | 871 | 823 | - |
| Stage 2 | - | - | - | - | - | - | 864 | 783 | - | 758 | 696 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 6.7 | 0.1 | 10.4 | 10.4 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 673 | 1426 | - | - | 1556 | - | - | 759 |
| HCM Lane V/C Ratio | 0.007 | 0.057 | - | - | 0.001 | - | - | 0.129 |
| HCM Control Delay (s) | 10.4 | 7.7 | 0 | - | 7.3 | 0 | - | 10.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.2 | - | - | 0 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 5 | 68 | 1 | 4 | 1 | 119 | 17 | 5 | 1 | 10 | 6 |
| Future Vol, veh/h | 3 | 5 | 68 | 1 | 4 | 1 | 119 | 17 | 5 | 1 | 10 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 3 | 6 | 77 | 1 | 5 | 1 | 135 | 19 | 6 | 1 | 11 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 312 | 312 | 15 | 350 | 312 | 22 | 18 | 0 | 0 | 25 | 0 | 0 |
| Stage 1 | 17 | 17 | - | 292 | 292 | - | - | - | - | - | - | - |
| Stage 2 | 295 | 295 | - | 58 | 20 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 | 2.29 | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 625 | 590 | 1042 | 590 | 590 | 1032 | 1548 | - | - | 1539 | - | - |
| Stage 1 | 982 | 866 | - | 699 | 657 | - | - | - | - | - | - | - |
| Stage 2 | 696 | 655 | - | 934 | 863 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 578 | 537 | 1042 | 505 | 537 | 1032 | 1548 | - | - | 1539 | - | - |
| Mov Cap-2 Maneuver | 578 | 537 | - | 505 | 537 | - | - | - | - | - | - | - |
| Stage 1 | 896 | 865 | - | 637 | 599 | - | - | - | - | - | - | - |
| Stage 2 | 629 | 597 | - | 858 | 862 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.2 | 11.3 | 6.4 | 0.4 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1548 | - | - | 953 | 577 | 1539 | - | - |
| HCM Lane V/C Ratio | 0.087 | - | - | 0.091 | 0.012 | 0.001 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9.2 | 11.3 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.3 | 0 | 0 | - | - |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 43 | 154 | 2 | 6 | 73 | 60 | 1 | 2 | 1 | 48 | 1 | 44 |
| Future Vol, veh/h | 43 | 154 | 2 | 6 | 73 | 60 | 1 | 2 | 1 | 48 | 1 | 44 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 400 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 49 | 175 | 2 | 7 | 83 | 68 | 1 | 2 | 1 | 55 | 1 | 50 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 151 | 0 | 0 | 177 | 0 | 0 | 430 | 438 | 175 | 407 | 406 | 117 |
| Stage 1 | - | - | - | - | - | - | 273 | 273 | - | 131 | 131 | - |
| Stage 2 | - | - | - | - | - | - | 157 | 165 | - | 276 | 275 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1382 | - | - | 1352 | - | - | 522 | 501 | 848 | 541 | 522 | 914 |
| Stage 1 | - | - | - | - | - | - | 716 | 670 | - | 854 | 773 | - |
| Stage 2 | - | - | - | - | - | - | 827 | 747 | - | 713 | 668 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1382 | - | - | 1352 | - | - | 476 | 478 | 848 | 520 | 499 | 914 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 476 | 478 | - | 520 | 499 | - |
| Stage 1 | - | - | - | - | - | - | 688 | 644 | - | 821 | 768 | - |
| Stage 2 | - | - | - | - | - | - | 776 | 743 | - | 682 | 642 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.7 | 0.3 | 11.8 | 11.6 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 536 | 1382 | - | - | 1352 | - | - | 653 |
| HCM Lane V/C Ratio | 0.008 | 0.035 | - | - | 0.005 | - | - | 0.162 |
| HCM Control Delay (s) | 11.8 | 7.7 | 0 | - | 7.7 | 0 | - | 11.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 152 | 0 | 0 | 87 |
| Future Vol, veh/h | 0 | 0 | 152 | 0 | 0 | 87 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 50 | 10 | 10 | 50 | 10 | 10 |
| Mvmt Flow | 0 | 0 | 173 | 0 | 0 | 99 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 272 | 173 | 0 | 0 | 173 | 0 |
| Stage 1 | 173 | - | - | - | - | - |
| Stage 2 | 99 | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.3 | - | - | 4.2 | - |
| Critical Hdwy Stg 1 | 5.9 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 3.39 | - | - | 2.29 | - |
| Pot Cap-1 Maneuver | 626 | 850 | - | - | 1357 | - |
| Stage 1 | 754 | - | - | - | - | - |
| Stage 2 | 818 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 626 | 850 | - | - | 1357 | - |
| Mov Cap-2 Maneuver | 626 | - | - | - | - | - |
| Stage 1 | 754 | - | - | - | - | - |
| Stage 2 | 818 | - | - | - | - | - |

| 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) | - | - | - | 1357 | - |
| 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 | 0.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 0 | 72 | 21 | 0 | 219 |
| Future Vol, veh/h | 21 | 0 | 72 | 21 | 0 | 219 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 50 | 10 | 10 | 50 | 10 | 10 |
| Mvmt Flow | 24 | 0 | 82 | 24 | 0 | 249 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 343 | 94 | 0 | 0 | 106 | 0 |
| Stage 1 | 94 | - | - | - | - | - |
| Stage 2 | 249 | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.3 | - | - | 4.2 | - |
| Critical Hdwy Stg 1 | 5.9 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 3.39 | - | - | 2.29 | - |
| Pot Cap-1 Maneuver | 567 | 941 | - | - | 1437 | - |
| Stage 1 | 822 | - | - | - | - | - |
| Stage 2 | 693 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 567 | 941 | - | - | 1437 | - |
| Mov Cap-2 Maneuver | 567 | - | - | - | - | - |
| Stage 1 | 822 | - | - | - | - | - |
| Stage 2 | 693 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 567 | 1437 | - |
| HCM Lane V/C Ratio | - | - | 0.042 | - | - |
| HCM Control Delay (s) | - | - | 11.6 | 0 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 3 | 4 | 89 | 236 | 9 |
| Future Vol, veh/h | 3 | 3 | 4 | 89 | 236 | 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 3 | 3 | 5 | 101 | 268 | 10 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 384 | 273 | 278 | 0 | - | 0 |
| Stage 1 | 273 | - | - | - | - | - |
| Stage 2 | 111 | - | - | - | - | - |
| Critical Hdwy | 6.5 | 6.3 | 4.2 | - | - | - |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.39 | 2.29 | - | - | - |
| Pot Cap-1 Maneuver | 603 | 747 | 1240 | - | - | - |
| Stage 1 | 755 | - | - | - | - | - |
| Stage 2 | 894 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 601 | 747 | 1240 | - | - | - |
| Mov Cap-2 Maneuver | 601 | - | - | - | - | - |
| Stage 1 | 752 | - | - | - | - | - |
| Stage 2 | 894 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.5 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1240 | - | 666 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.01 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 10.5 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 37 | 21 | 1 | 1 | 9 | 54 | 1 | 1 | 1 | 120 | 1 | 122 |
| Future Vol, veh/h | 37 | 21 | 1 | 1 | 9 | 54 | 1 | 1 | 1 | 120 | 1 | 122 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 42 | 24 | 1 | 1 | 10 | 61 | 1 | 1 | 1 | 136 | 1 | 139 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 71 | 0 | 0 | 25 | 0 | 0 | 222 | 182 | 25 | 153 | 152 | 41 |
| Stage 1 | - | - | - | - | - | - | 109 | 109 | - | 43 | 43 | - |
| Stage 2 | - | - | - | - | - | - | 113 | 73 | - | 110 | 109 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1480 | - | - | 1539 | - | - | 717 | 698 | 1029 | 796 | 725 | 1008 |
| Stage 1 | - | - | - | - | - | - | 877 | 790 | - | 951 | 844 | - |
| Stage 2 | - | - | - | - | - | - | 873 | 819 | - | 876 | 790 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1480 | - | - | 1539 | - | - | 604 | 677 | 1029 | 776 | 703 | 1008 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 604 | 677 | - | 776 | 703 | - |
| Stage 1 | - | - | - | - | - | - | 852 | 767 | - | 923 | 843 | - |
| Stage 2 | - | - | - | - | - | - | 751 | 818 | - | 848 | 767 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 4.7 | 0.1 | 9.9 | 11 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 731 | 1480 | - | - | 1539 | - | - | 877 |
| HCM Lane V/C Ratio | 0.005 | 0.028 | - | - | 0.001 | - | - | 0.315 |
| HCM Control Delay (s) | 9.9 | 7.5 | 0 | - | 7.3 | 0 | - | 11 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 1 | 151 | 4 | 4 | 3 | 61 | 11 | 1 | 2 | 8 | 6 |
| Future Vol, veh/h | 7 | 1 | 151 | 4 | 4 | 3 | 61 | 11 | 1 | 2 | 8 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 8 | 1 | 172 | 5 | 5 | 3 | 69 | 13 | 1 | 2 | 9 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 173 | 169 | 13 | 255 | 172 | 14 | 16 | 0 | 0 | 14 | 0 | 0 |
| Stage 1 | 17 | 17 | - | 152 | 152 | - | - | - | - | - | - | - |
| Stage 2 | 156 | 152 | - | 103 | 20 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.2 | 5.6 | - | 6.2 | 5.6 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 | 2.29 | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 772 | 710 | 1044 | 682 | 707 | 1043 | 1551 | - | - | 1553 | - | - |
| Stage 1 | 982 | 866 | - | 832 | 757 | - | - | - | - | - | - | - |
| Stage 2 | 828 | 757 | - | 884 | 863 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 739 | 677 | 1044 | 549 | 674 | 1043 | 1551 | - | - | 1553 | - | - |
| Mov Cap-2 Maneuver | 739 | 677 | - | 549 | 674 | - | - | - | - | - | - | - |
| Stage 1 | 938 | 865 | - | 795 | 723 | - | - | - | - | - | - | - |
| Stage 2 | 783 | 723 | - | 737 | 862 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.3 | 10.4 | 6.2 | 0.9 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1551 | - | - | 1022 | 683 | 1553 | - | - |
| HCM Lane V/C Ratio | 0.045 | - | - | 0.177 | 0.018 | 0.001 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 9.3 | 10.4 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.6 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 37 | 74 | 4 | 1 | 39 | 27 | 3 | 1 | 5 | 87 | 2 | 37 |
| Future Vol, veh/h | 37 | 74 | 4 | 1 | 39 | 27 | 3 | 1 | 5 | 87 | 2 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 400 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 42 | 84 | 5 | 1 | 44 | 31 | 3 | 1 | 6 | 99 | 2 | 42 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 75 | 0 | 0 | 89 | 0 | 0 | 252 | 245 | 84 | 236 | 235 | 60 |
| Stage 1 | - | - | - | - | - | - | 168 | 168 | - | 62 | 62 | - |
| Stage 2 | - | - | - | - | - | - | 84 | 77 | - | 174 | 173 | - |
| Critical Hdwy | 4.2 | - | - | 4.2 | - | - | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.2 | 5.6 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.29 | - | - | 3.59 | 4.09 | 3.39 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1475 | - | - | 1457 | - | - | 685 | 644 | 954 | 702 | 652 | 983 |
| Stage 1 | - | - | - | - | - | - | 815 | 745 | - | 929 | 828 | - |
| Stage 2 | - | - | - | - | - | - | 905 | 815 | - | 809 | 741 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1475 | - | - | 1457 | - | - | 638 | 624 | 954 | 680 | 632 | 983 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 638 | 624 | - | 680 | 632 | - |
| Stage 1 | - | - | - | - | - | - | 791 | 723 | - | 901 | 827 | - |
| Stage 2 | - | - | - | - | - | - | 863 | 814 | - | 779 | 719 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 2.4 | 0.1 | 9.7 | 11 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 780 | 1475 | - | - | 1457 | - | - | 747 |
| HCM Lane V/C Ratio | 0.013 | 0.029 | - | - | 0.001 | - | - | 0.192 |
| HCM Control Delay (s) | 9.7 | 7.5 | 0 | - | 7.5 | 0 | - | 11 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 93 | 0 | 0 | 240 |
| Future Vol, veh/h | 0 | 0 | 93 | 0 | 0 | 240 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 50 | 10 | 10 | 50 | 10 | 10 |
| Mvmt Flow | 0 | 0 | 106 | 0 | 0 | 273 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 379 | 106 | 0 | 0 | 106 | 0 |
| Stage 1 | 106 | - | - | - | - | - |
| Stage 2 | 273 | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.3 | - | - | 4.2 | - |
| Critical Hdwy Stg 1 | 5.9 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 3.39 | - | - | 2.29 | - |
| Pot Cap-1 Maneuver | 539 | 927 | - | - | 1437 | - |
| Stage 1 | 811 | - | - | - | - | - |
| Stage 2 | 674 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 539 | 927 | - | - | 1437 | - |
| Mov Cap-2 Maneuver | 539 | - | - | - | - | - |
| Stage 1 | 811 | - | - | - | - | - |
| Stage 2 | 674 | - | - | - | - | - |

| 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) | - | - | - | 1437 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |