Traffic Impact Study

Delo Boom

Louisville, Colorado

Prepared for:

Live Forward Development

Kimley»Horn

T R A F F I C I M P A C T S T U D Y

Delo Boom

Louisville, Colorado

Prepared for
Live Forward Development
915 S Pearl Street
Denver, Colorado 80209

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1.0 EXECUTIVE SUMMARY

Delo Boom is proposed to be located on the southeast corner of the Griffith Street and Cannon Street intersection in Louisville, Colorado. The project is proposed to include 36 townhomes, 99 multifamily units, and 4,000 square feet of retail space. It is expected that the project will be completed in the next couple years. Therefore, analysis was conducted for the 2026 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study in accordance with the City of Louisville and State of Colorado Department of Transportation (CDOT) standards and requirements:

- Griffith Street and Main Street (Intersection #1)
- Griffith Street and Cannon Street (#2)
- Griffith Street and State Highway 42 (HWY 42) (#3)
- Short Street and Cannon Street (#4)
- Short Street and HWY 42 (#5)

In addition, the two (2) proposed full movement accesses along Cannon Street and the existing right-in/right-out access along HWY 42 to remain were evaluated.

Regional access to Delo Boom will be provided by US-36, Northwest Parkway, and US-287 while primary access to the site will be provided by South Boulder Road and HWY 42. Direct access to the site will be provided by two (2) proposed accesses along the east side of Cannon Street with the north access located approximately 200 feet (measured edge to edge) south of Griffith Street and the south access located 375 feet (measured edge to edge) from the north access. Additionally, the existing right-in/right-out access along HWY 42 will remain.

Accounting for internal capture, Delo Boom is expected to generate approximately 1,072 weekday daily trips, with 62 of these trips occurring in the morning peak hour and 86 of these trips occurring in the afternoon peak hour.

Based on the analysis presented in this report, Kimley-Horn believes Delo Boom will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

- The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the west legs of Griffith Street and Short Street along HWY 42 are not anticipated to increase existing access traffic volumes by more than 20 percent. However, the addition of project traffic on the west leg of the right-in/right-out access along HWY 42 is anticipated to increase existing access traffic volumes by more than 20 percent. Therefore, an access permit is anticipated to be needed at this access.

- With completion of the Delo Boom project, two full movement accesses are proposed along the east side of Cannon Street. The north access will be located approximately 200 feet (measured edge to edge) south of Griffith Street and the south access located 375 feet (measured edge to edge) from the north access. Additionally, the existing right-in/right-out access along HWY 42 will remain. It is recommended that R1-1 “STOP” signs be installed on the westbound approaches exiting the development at both driveways along Cannon Street.

- By 2045, HWY 42 will need two-through lanes in each direction as has been identified in the City’s Transportation Master Plan. The southbound right turn lane at the Griffith Street / HWY-42 (#3) intersection will need to be reconstructed with a length of 165 feet when the two southbound through lanes are constructed along HWY 42.

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the City of Louisville and the Manual on Uniform Traffic Control Devices (MUTCD) – 11th Edition, 2023.

2.0 INTRODUCTION

Kimley-Horn has prepared this report to document the results of a Traffic Impact Study for Delo Boom proposed to be located on the southeast corner of the Griffith Street and Cannon Street intersection in Louisville, Colorado. A vicinity map illustrating the Delo Boom development location is shown in **Figure 1**. Delo Boom is proposed to include 36 townhomes, 99 multifamily units, and 4,000 square feet of retail space. A conceptual site plan is attached in **Appendix A.** It is expected that Delo Boom will be completed in the next couple years; therefore, analysis was conducted for the 2026 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study in accordance with the City of Louisville and CDOT standards and requirements:

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Kimley»Horn
NORTH
NTS 196777000

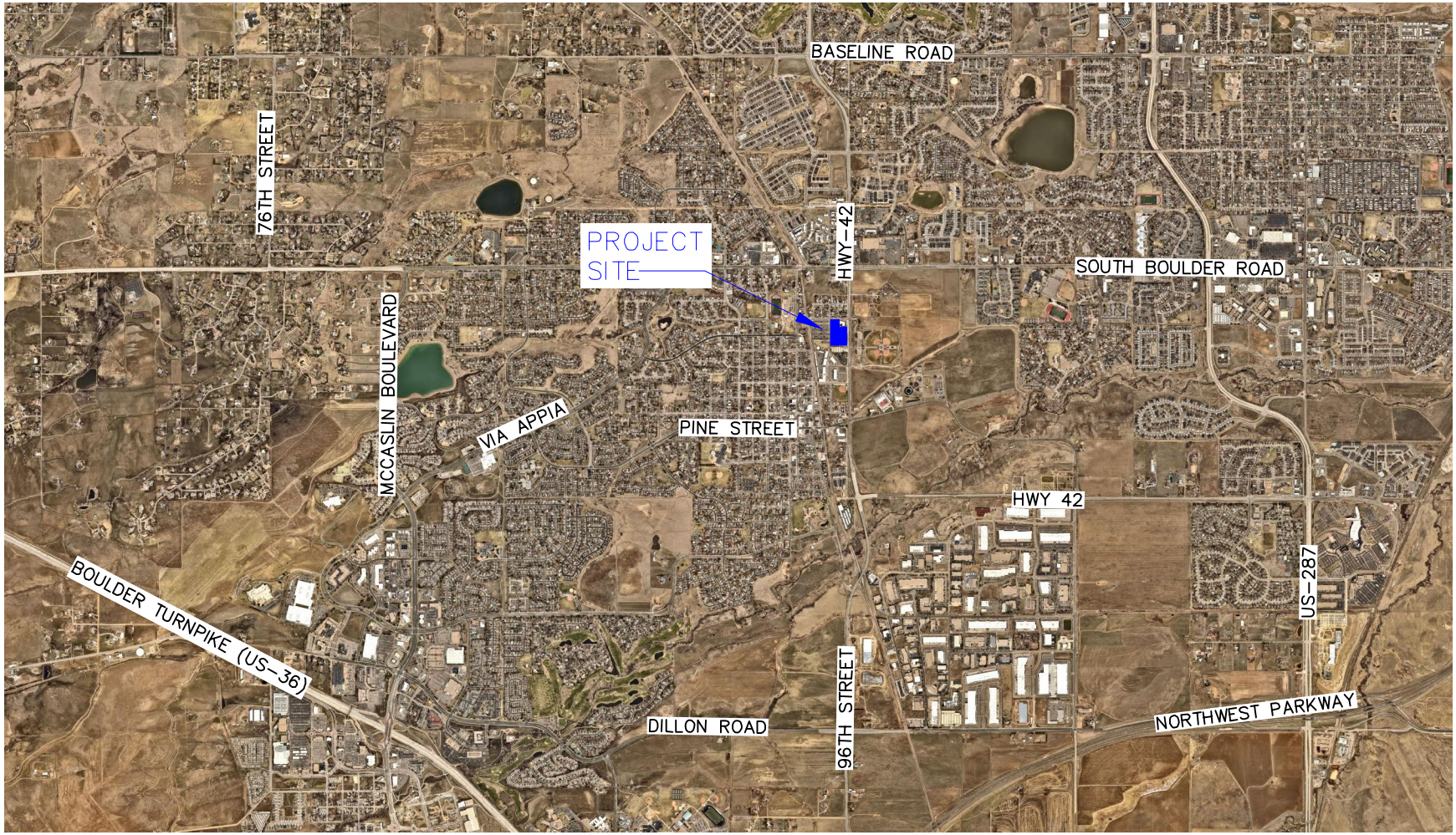

FIGURE 1
DELO BOOM
LOUISVILLE, COLORADO
VICINITY MAP

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3.1 Existing Study Area

The existing site is comprised of vacant land and storage for heavy-use equipment. Directly to the south are storage units, directly west are single-family attached homes, and directly east is Louisville Tire & Auto Care. The extended surrounding area comprises of mostly residential housing and public parks. A site aerial is shown below (north is up).

Site Aerial

3.2 Existing Roadway Network

Griffith Street extends east/west with one through lane of travel in each direction with on-street parking permitted. The posted speed limit along Griffith Street is 25 miles per hour.

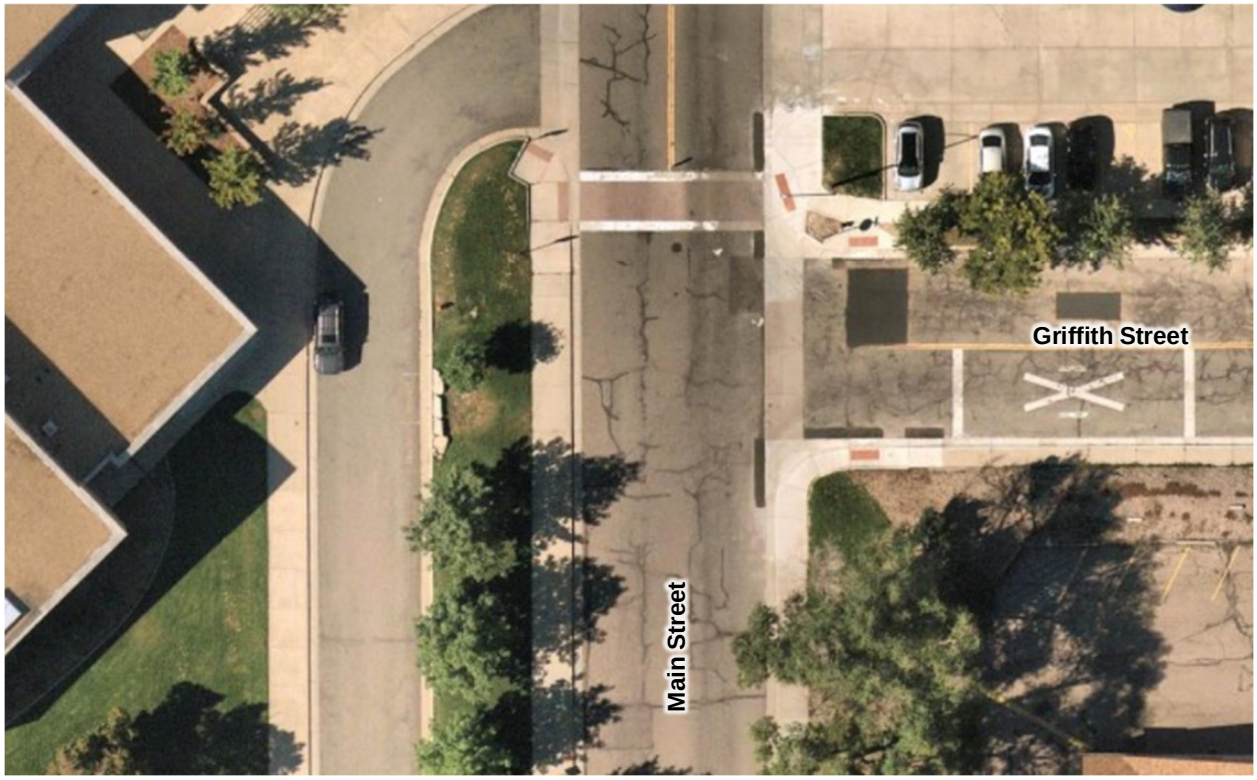
Main Street provides one through lane in each direction extending northbound and southbound with on-street parking. Main Street has a posted speed limit of 25 miles per hour that decreases to 20 miles per hour during the arrival and dismissal times near Louisville Middle School.

Cannon Street extends in the north/south direction with one through lane in each direction with on-street parking provided. A posted speed limit was not observed nor could be determined from Google Earth Streetview; however, travel speeds of 25 miles per hour could be assumed along Cannon Street based on the adjacent development area and character of the roadway.

HWY 42 is a two-lane roadway extending northbound and southbound near the project site. The posted speed limit in the southbound direction is 45 miles per hour while the posted speed limit in the northbound direction is 50 miles per hour. HWY 42 is a state highway and is classified as a “Non-Rural Principal Highway (NR-A)”.

Short Street extends east/west with one lane in each direction while also providing on-street parking. A posted speed limit was not observed along Short Street but could be assumed to be 25 miles per hour due to the characteristics of the street.

The unsignalized ‘T’-intersection of Griffith Street and Main Street (#1) operates with stop control on the westbound approach of Griffith Street. All three legs provide a single lane shared for all movements. An aerial photo of the existing intersection configuration is below (north is up - typical).



Griffith Street & Main Street (#1)

The unsignalized Griffith Street and Cannon Street (#2) intersection operates with stop control on the northbound and southbound approaches of Cannon Street. All four approaches provide a single through lane shared with left and right turning movements. An aerial photo of the existing intersection configuration is below.

Griffith Street & Cannon Street (#2)

The intersection of Griffith Street and HWY 42 (#3) is unsignalized and operates with stop control on the eastbound and westbound approaches of Griffith Street. The northbound approach of HWY 42 provides a left turn lane and a shared through/right turn lane while the southbound approach of HWY 42 provides a left turn lane, a through lane, and a right turn lane. The eastbound approach provides a single lane shared for all movements and the westbound approach provides a shared left turn/through lane and right turn lane. An aerial photo of the existing intersection configuration is below.

Griffith Street & HWY 42 (#3)

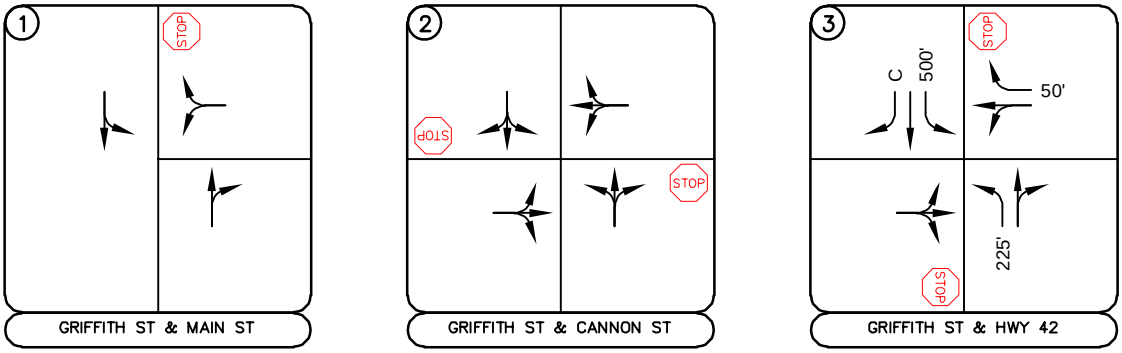
The intersection of Short Street and Cannon Street (#4) operates with stop control on the eastbound and westbound approaches of Short Street. All four approaches provide a single lane shared with all movements. An aerial photo of the existing intersection configuration is below.

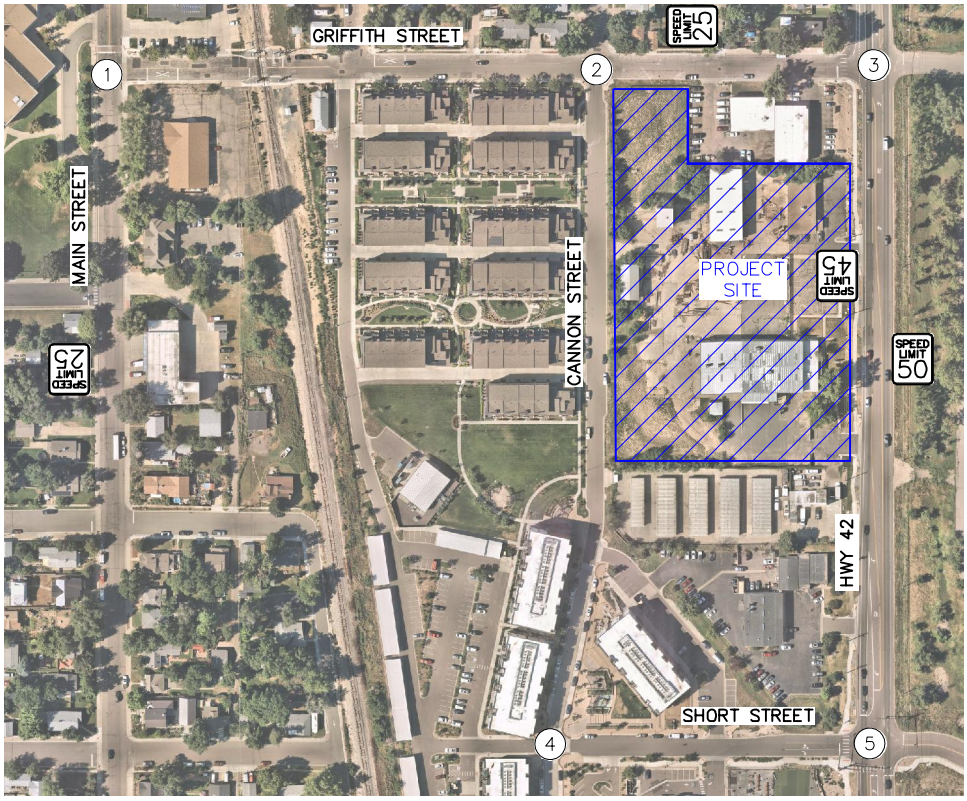
Short Street & Cannon Street (#4)

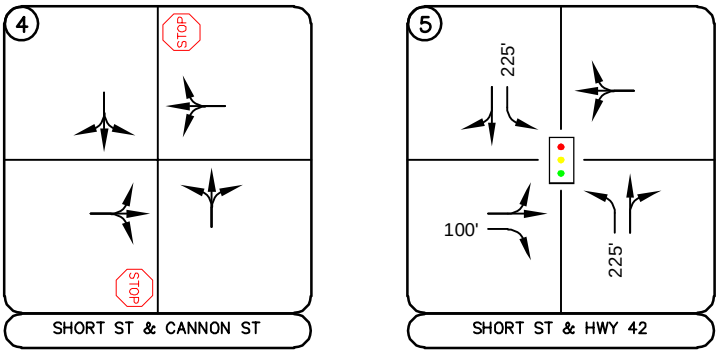
The signalized intersection of Short Street and HWY 42 (#5) operates with permissive only left turn phasing on the eastbound and westbound approaches of Short Street and protected-permissive left turn phasing on the northbound and southbound approaches of HWY 42. The northbound and southbound approaches provide a left turn lane and a shared through/right turn lane. The eastbound Short Street approach provides a shared left turn/through lane and a right turn lane while the westbound approach provides a single lane shared with left turn, through, and right turn movements. An aerial photo of the existing intersection configuration is below.

Short Street & HWY 42 (#5)

The intersection lane configuration and control for the study area key intersections are shown in **Figure 2**.







LEGEND

- X — Study Area Key Intersection
- Signalized Intersection
- STOP — Stop Controlled Approach
- SPEED LIMIT XX — Roadway Speed Limit
- 100' — Turn Lane Length (feet)

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NTS 196777000

FIGURE 2
DELO BOOM
LOUISVILLE, COLORADO
EXISTING GEOMETRY AND CONTROL

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3.3 Existing Traffic Volumes

Existing turning movement counts were conducted at the study intersections on Thursday, January 18, 2024 during the weekday morning and afternoon peak hours with the exception of Griffith Street/Main Street and Griffith Street/HWY 42 intersection which were conducted on Tuesday, January 23, 2024. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date. The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix B**.

3.4 Unspecified Development Traffic Growth

According to information provided on the website for the Colorado Department of Transportation (CDOT), the 20-year growth factor along State Highway 42 in the vicinity of the site is 1.23 which equates to annual growth rate of 1.04 percent. Traffic information from the CDOT Online Transportation Information System (OTIS) website is included in **Appendix C**. This annual growth rate was used to estimate near-term 2026 and long-term 2045 traffic volume projections at the key intersections. Background traffic volumes for 2026 and 2045 are shown in **Figures 4** and **5**, respectively.

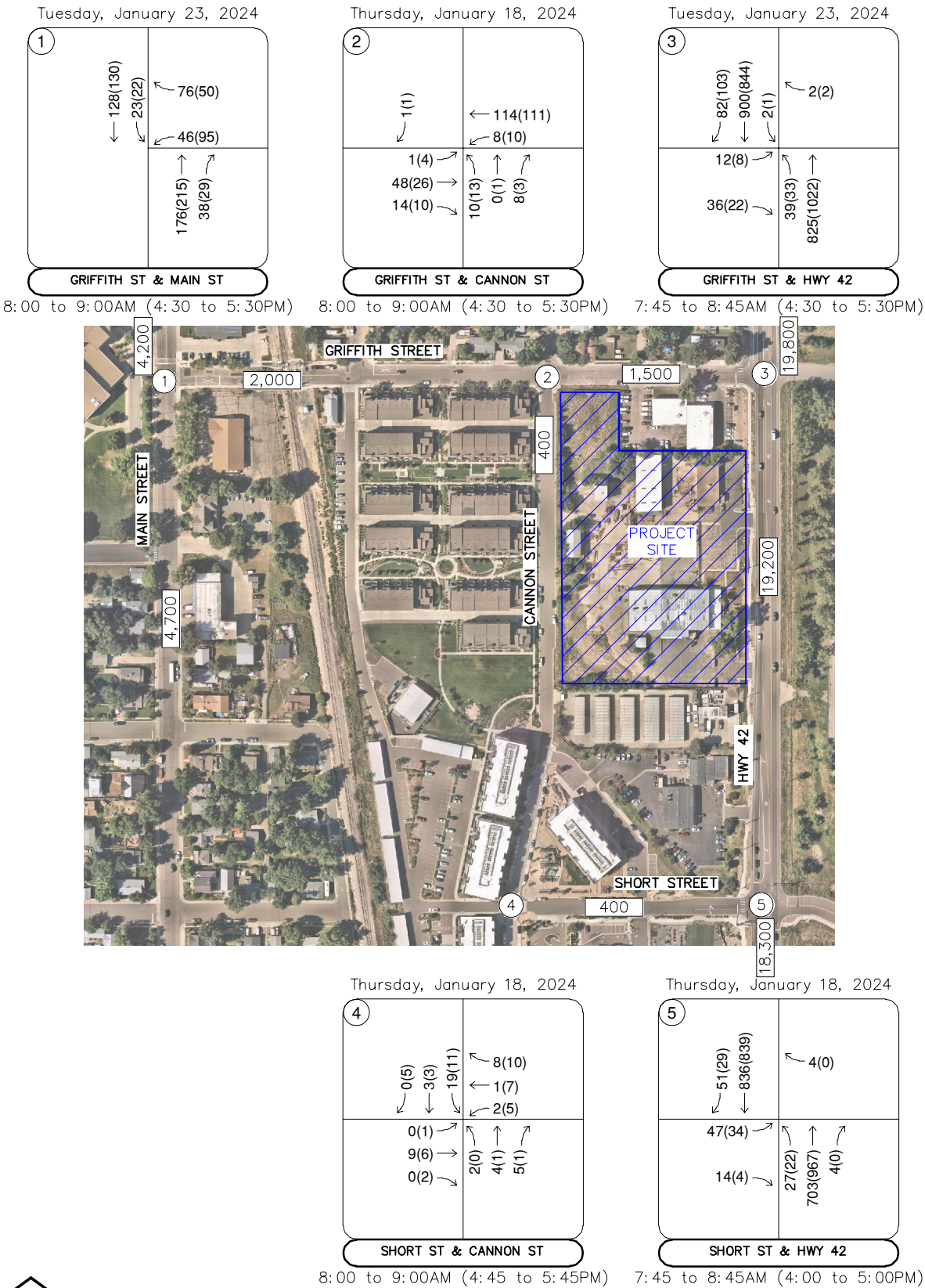

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FIGURE 3
DELO BOOM
LOUISVILLE, COLORADO
2024 EXISTING TRAFFIC VOLUMES

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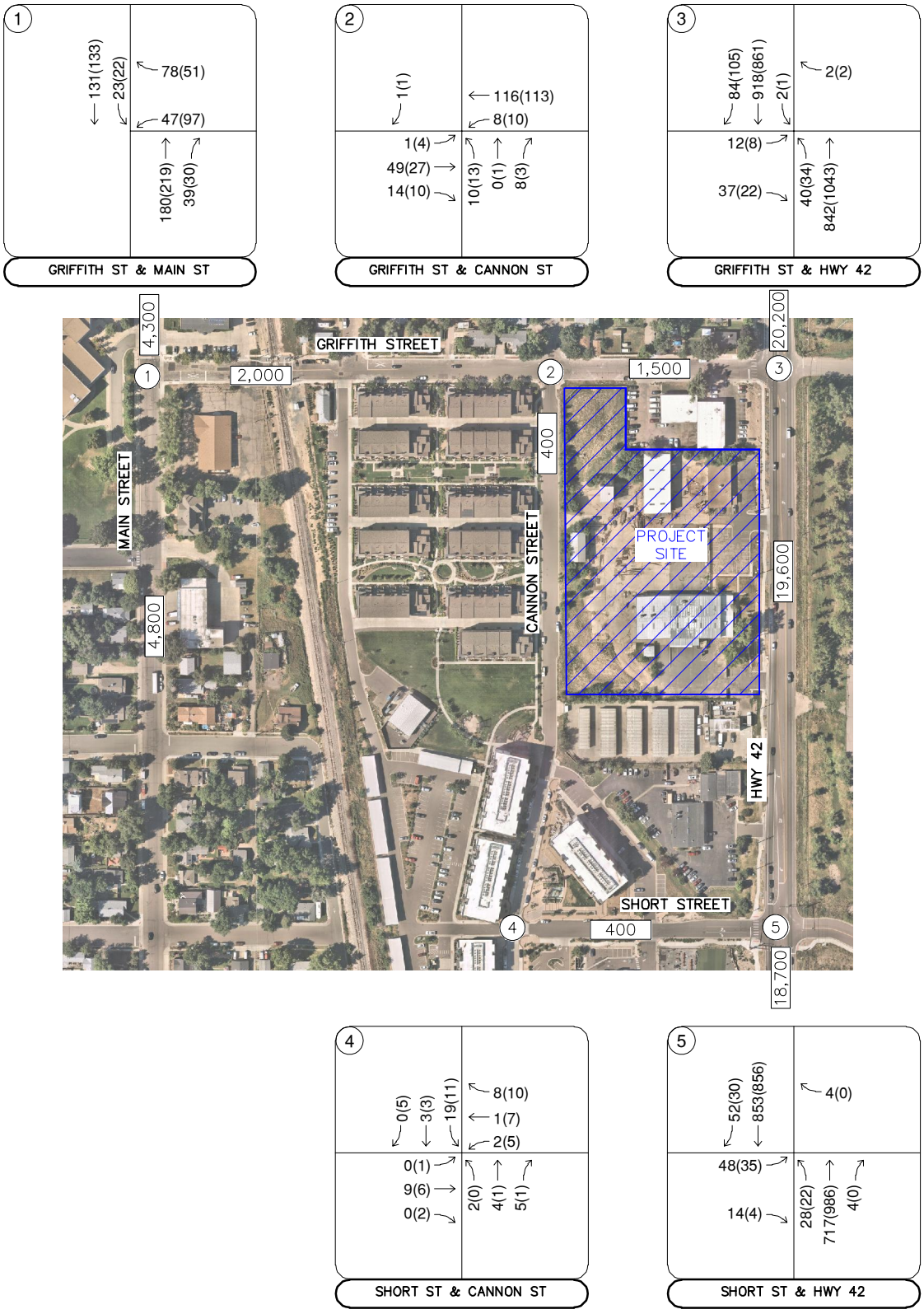

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NTS 196777000

LEGEND

(X) Study Area Key Intersection

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

[XX,X00] Estimated Daily Traffic Volume

FIGURE 4
DELO BOOM
LOUISVILLE, COLORADO
2026 BACKGROUND TRAFFIC VOLUMES

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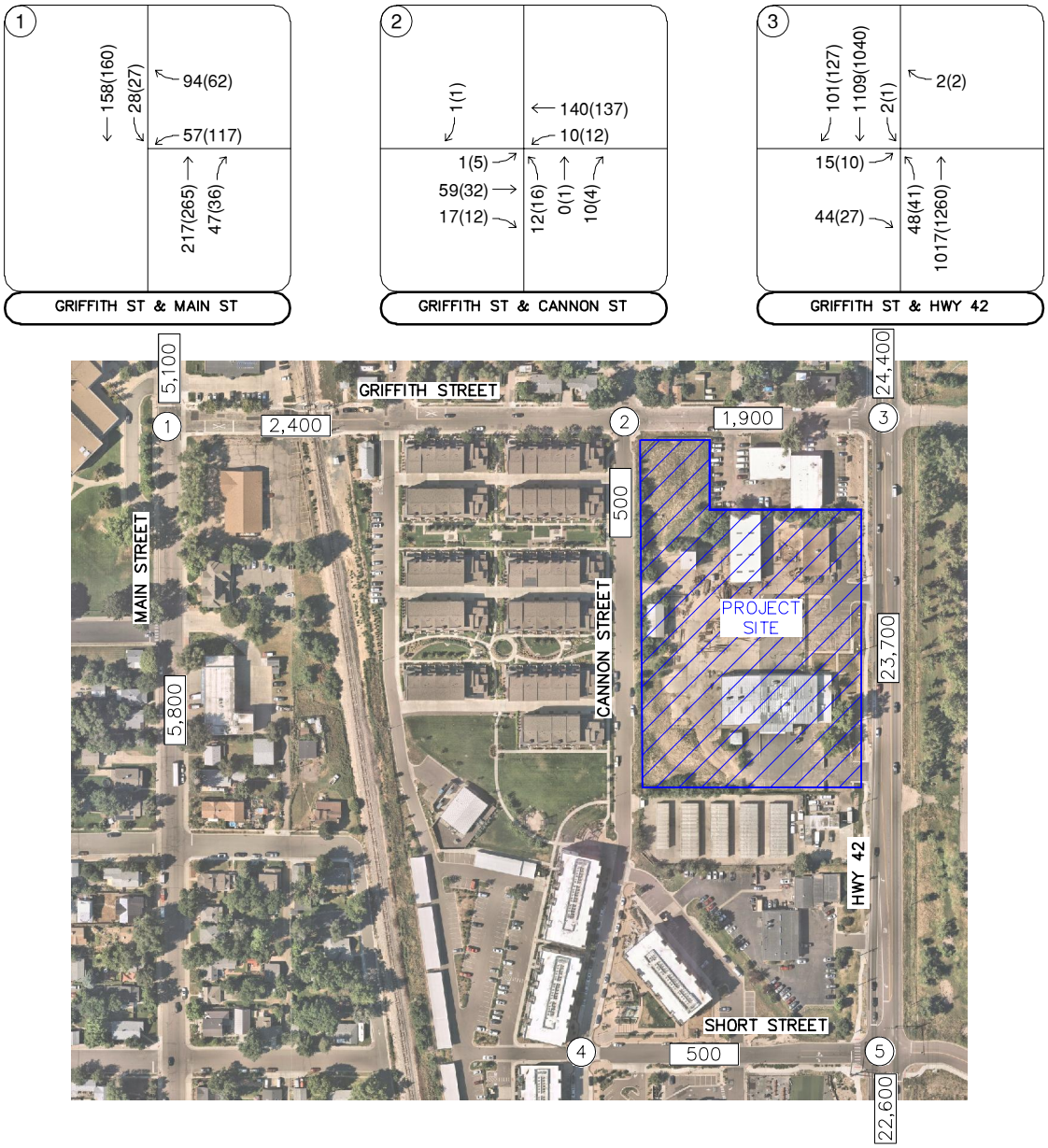

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NTS 196777000

LEGEND

(X) Study Area Key Intersection

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

[XX,X00] Estimated Daily Traffic Volume

FIGURE 5
DELO BOOM
LOUISVILLE, COLORADO
2045 BACKGROUND TRAFFIC VOLUMES

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4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report average rates that apply to Multifamily Low-Rise Housing (ITE Land Use Code 220) and to Strip Retail <40k (ITE 822) and fitted curve equations that apply to Single Family Attached Housing (ITE 215) for traffic associated with the development. Of note, the number of multifamily units meets the ITE average rate equation line first with the low number of dwelling units (99 DUs), even though the fitted curve equation is recommended to be used based on the *Process for Selecting Average Rage or Equation* chart.

Since the full buildout of the project is proposed to contain residential and a small retail component, internal capture trips are expected to occur on site as well. These internal capture trips are shared trips from vehicles already within the internal street network. These shared trips reduce the number of total external trips and were calculated directly per the ITE procedure.

Accounting for internal capture, Delo Boom is expected to generate approximately 1,072 weekday daily trips, with 62 of these trips occurring in the morning peak hour and 86 of these trips occurring in the afternoon peak hour. Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 11th Edition – Volume 1: User's Guide and Handbook*, 2021. **Table 1** summarizes the estimated trip generation for the Delo Boom. The trip generation worksheets are included in **Appendix D**.

[1] Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

Table 1 – Delo Boom Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Single Family Attached (ITE 215) – 36 Dwelling Units	224	4	9	13	11	7	18
Multifamily Low-Rise Housing (ITE 220) – 99 Dwelling Units	668	10	30	40	32	18	50
Strip Retail <40k (ITE 822) – 4,000 Square Feet	218	5	4	9	13	13	26
Total Project Trips	**1,110**	**19**	**43**	**62**	**56**	**38**	**96**
Total Project Trips with Internal Capture	**1,072**	**19**	**43**	**62**	**51**	**35**	**86**

4.2 Trip Distribution

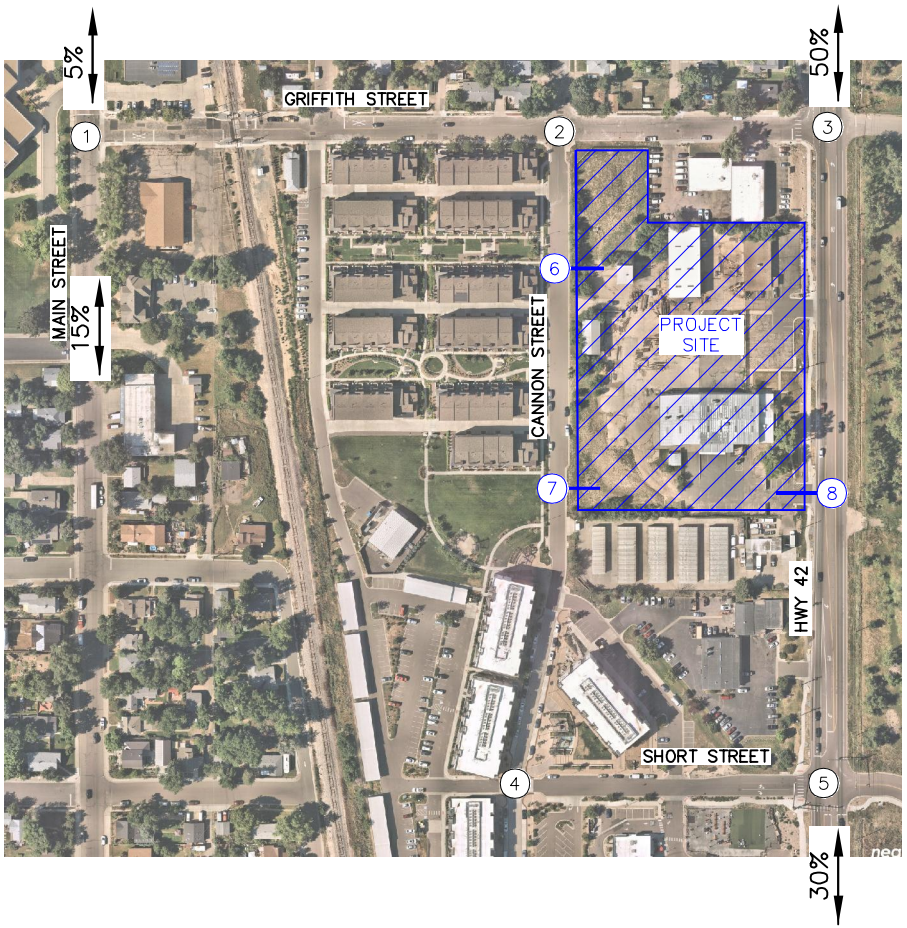
Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding attraction information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution for the proposed development is illustrated in **Figure 6** for the residential portion and **Figure 7** for the retail portion.

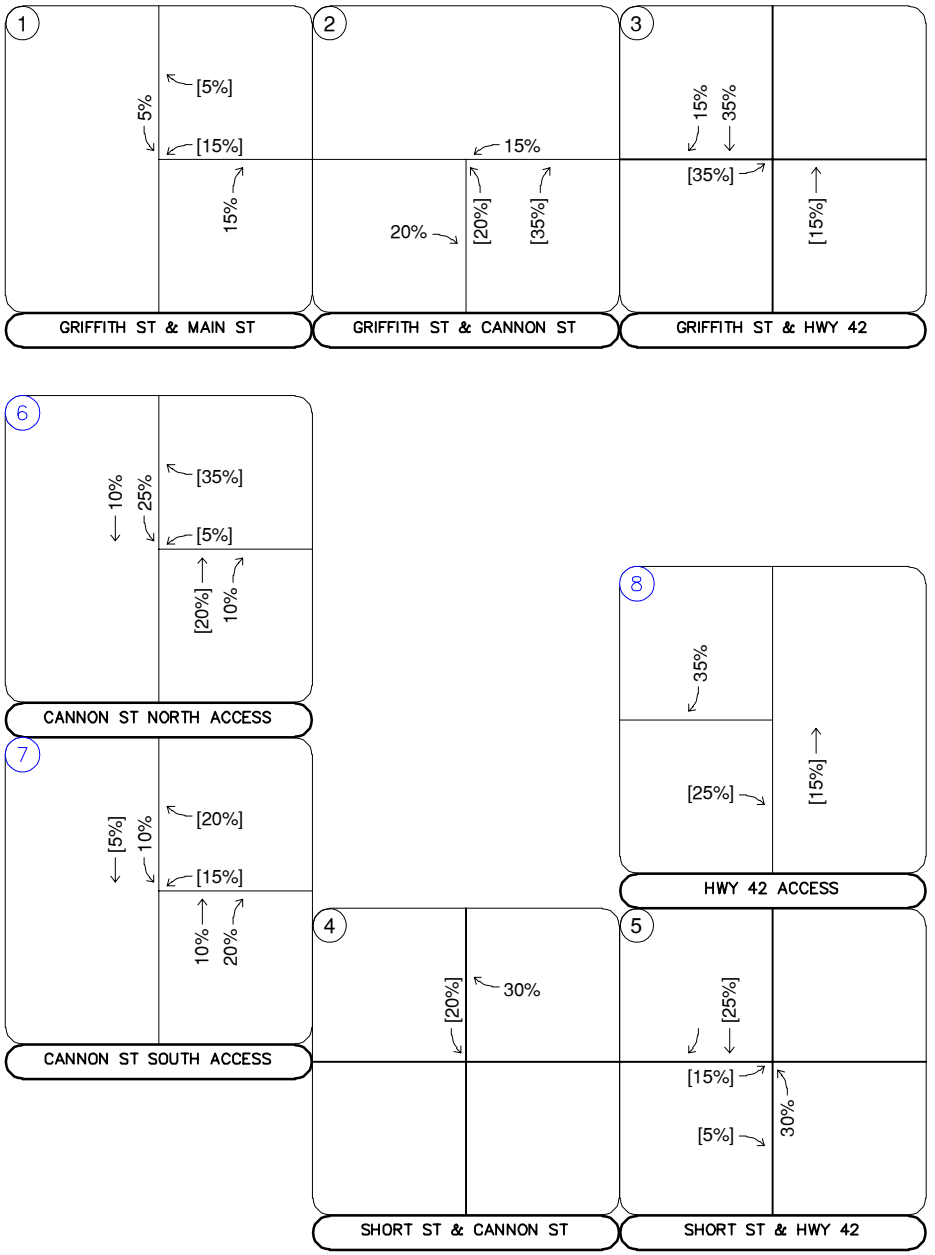
4.3 Traffic Assignment

Delo Boom traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Traffic assignment is shown in **Figure 8.**

4.4 Total (Background Plus Project) Traffic

Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2026 buildout horizon and long-term 2045 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2026 and 2045 horizon years in **Figures 9** and **10**, respectively.





LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- XX% External Trip Distribution Percentage
- XX%[XX%] Entering[Exiting] Trip Distribution Percentage

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NTS 196777000

FIGURE 6
DELO BOOM
LOUISVILLE, COLORADO
PROJECT TRIP DISTRIBUTION (RESIDENTIAL)

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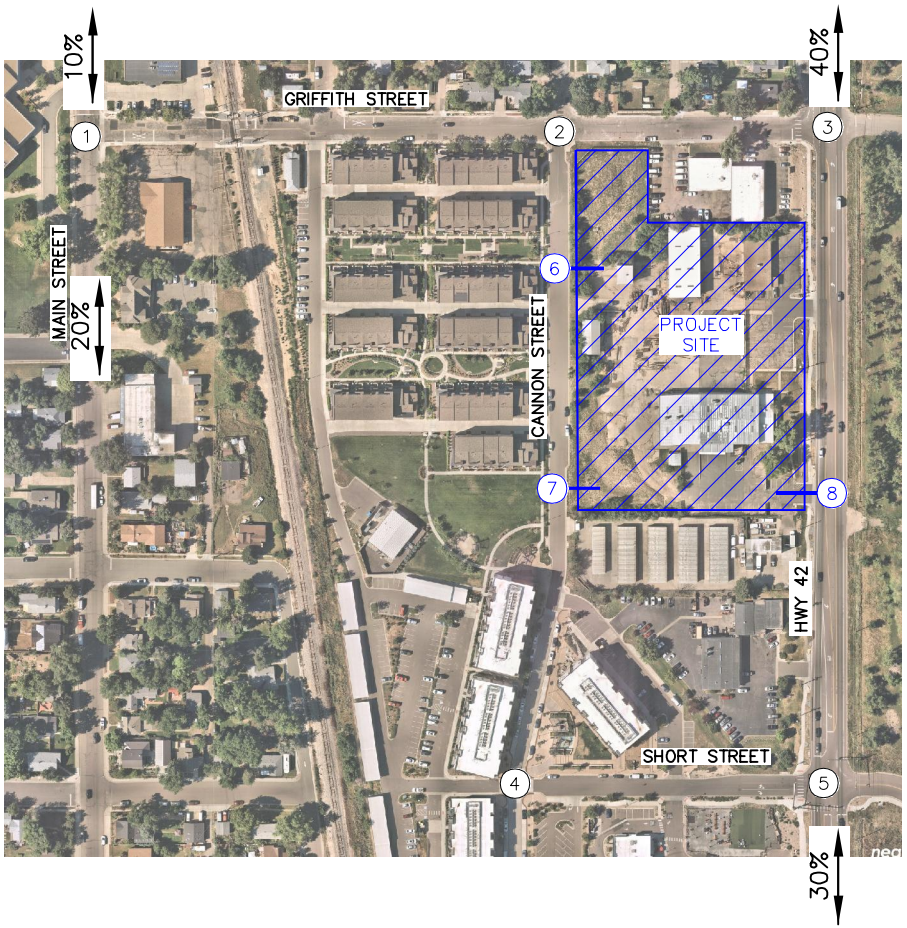

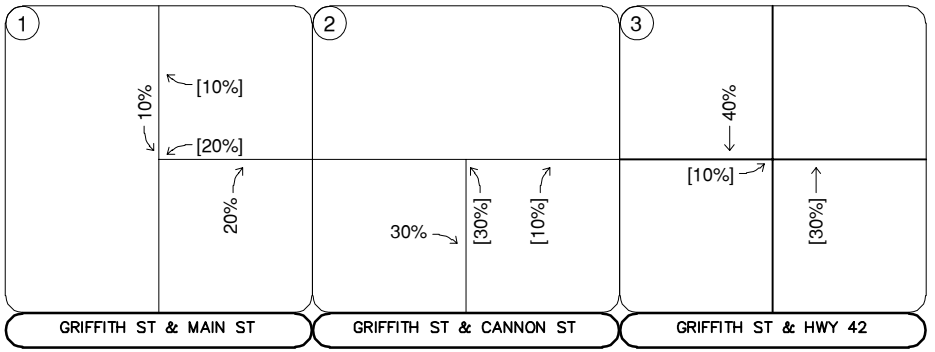

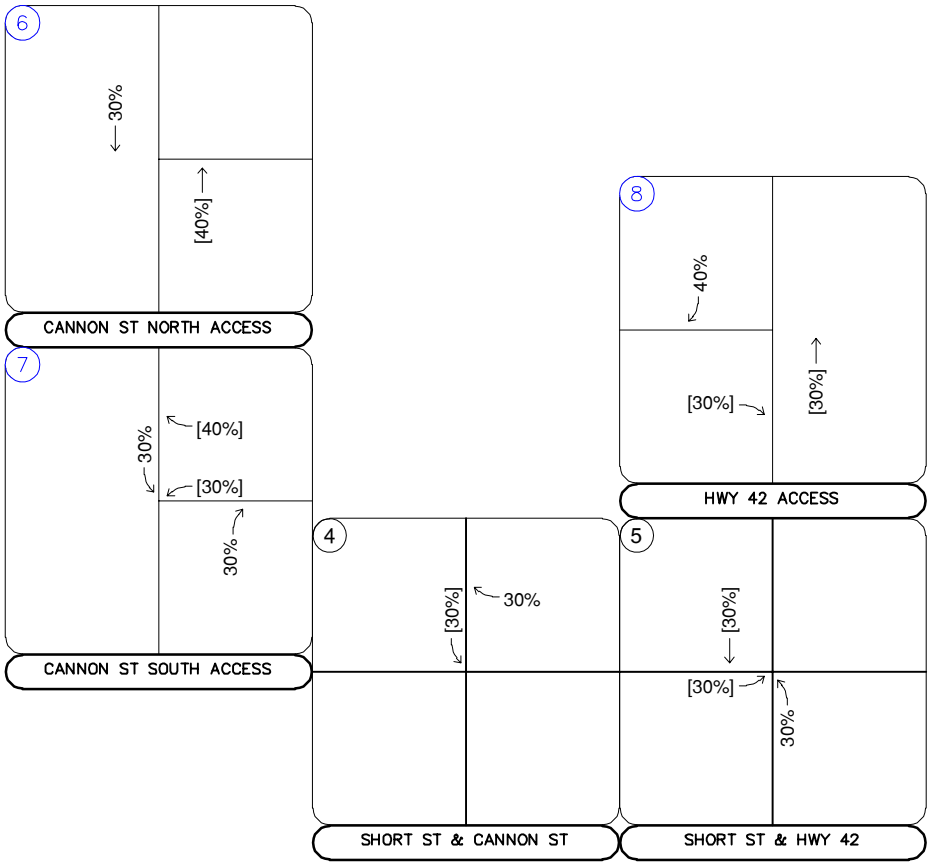

LEGEND

(X) Study Area Key Intersection

(X) Project Access Intersection

XX% External Trip Distribution Percentage

XX%[XX%] Entering[Exiting] Trip Distribution Percentage

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NTS 196777000

FIGURE 7
DELO BOOM
LOUISVILLE, COLORADO
PROJECT TRIP DISTRIBUTION (RETAIL)

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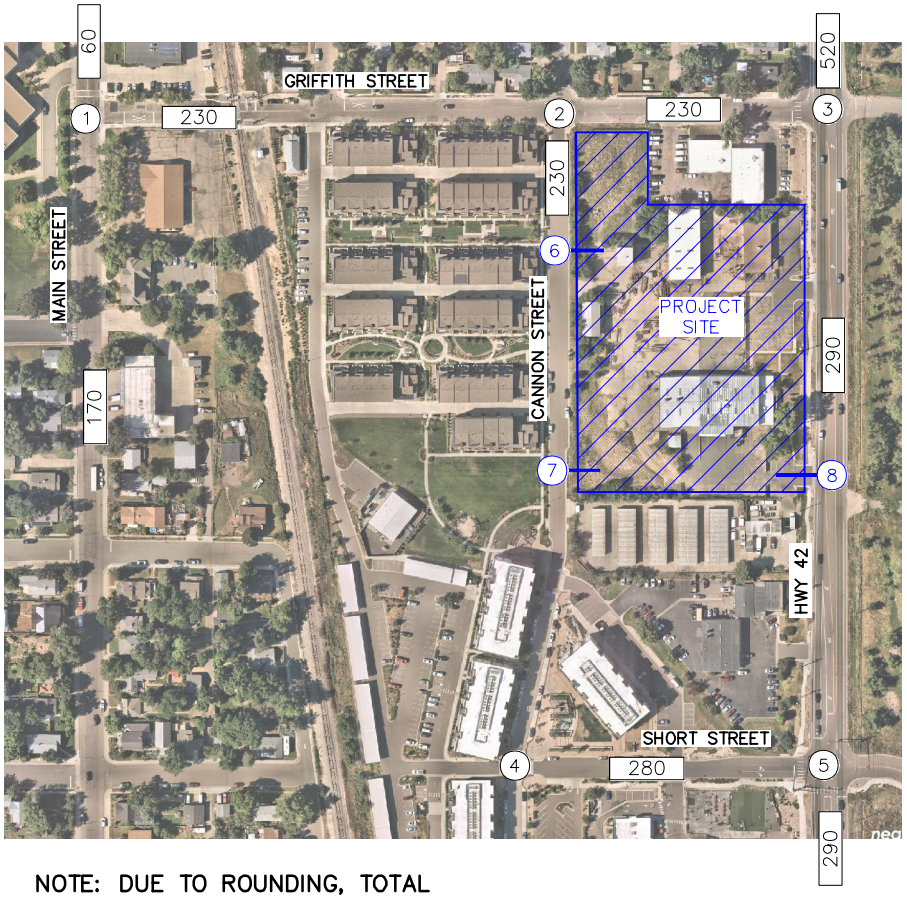
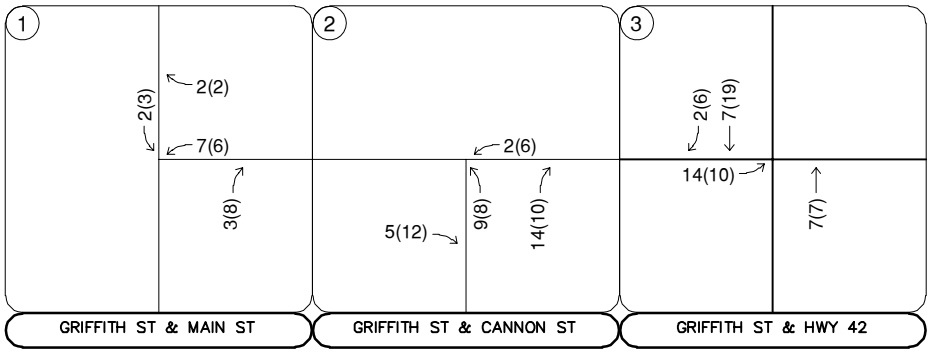
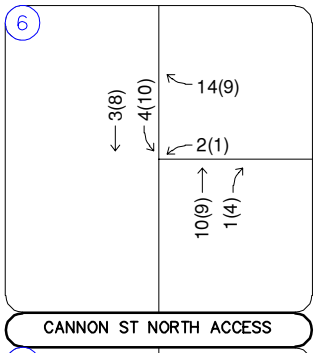
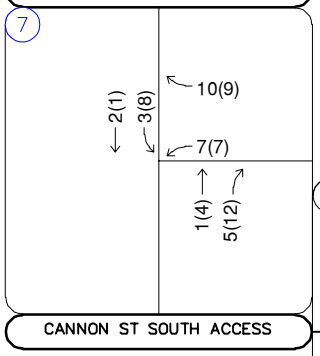
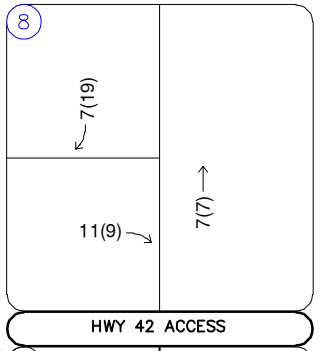


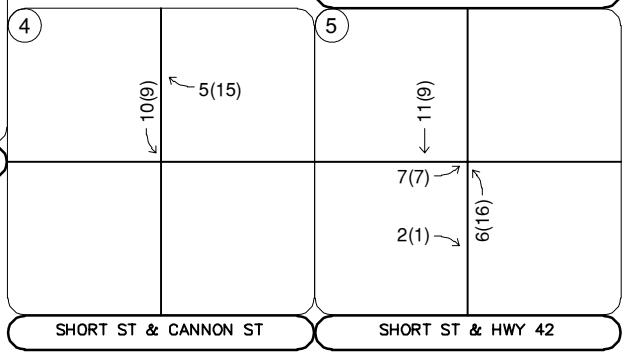
NOTE: DUE TO ROUNDING, TOTAL ASSIGNMENT MAY BE ROUNDED UP











LEGEND

(X)	Study Area Key Intersection
(X)	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

Kimley»Horn NORTH
NTS 196777000

FIGURE 8
DELO BOOM
LOUISVILLE, COLORADO
PROJECT TRAFFIC ASSIGNMENT

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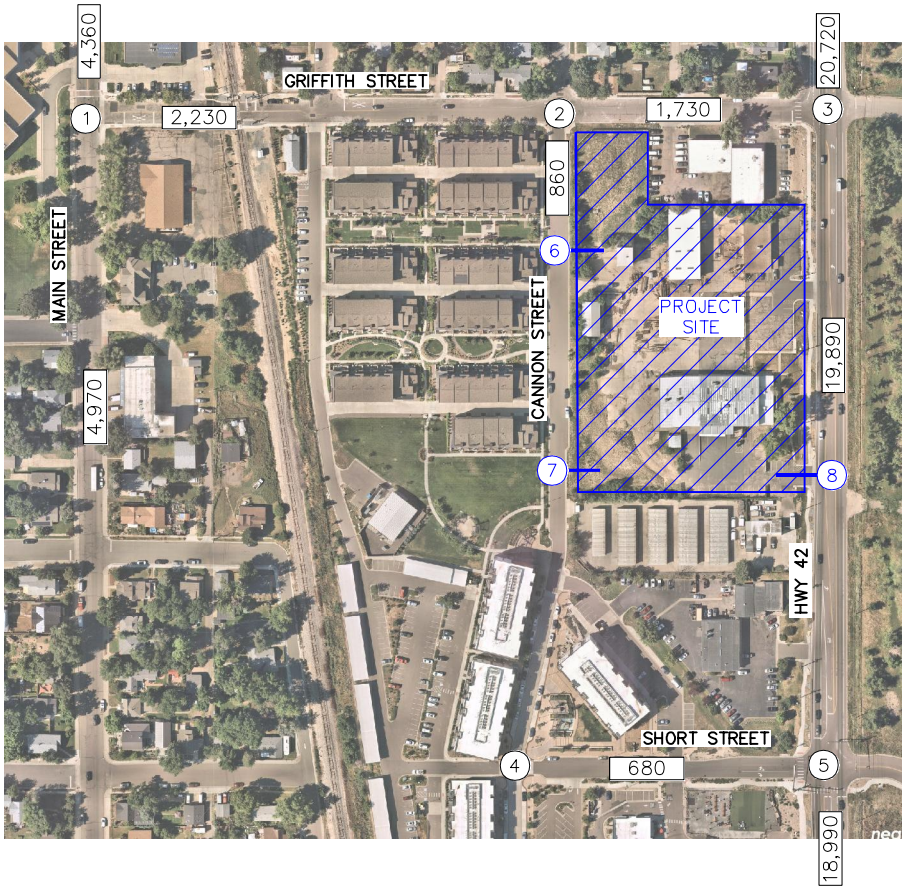

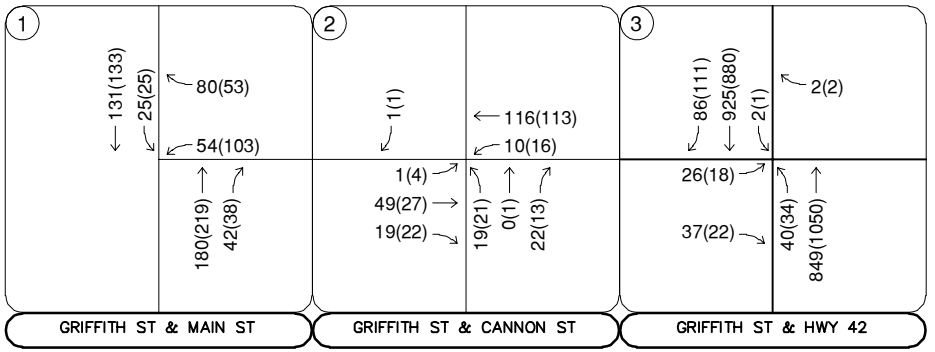

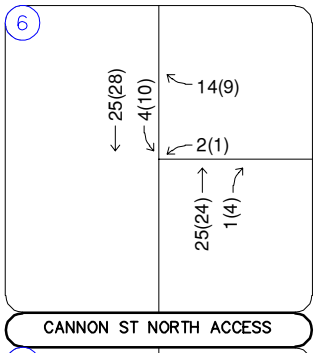

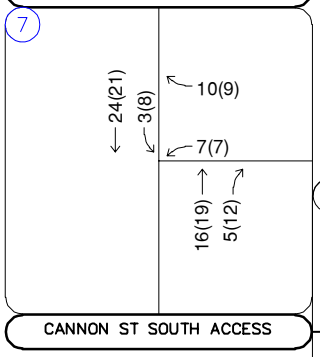

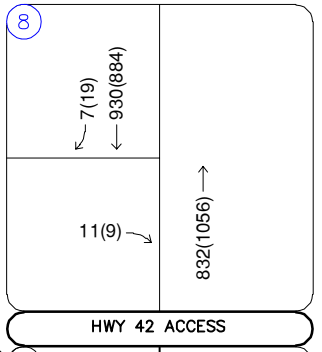

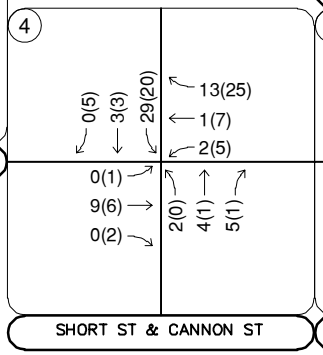

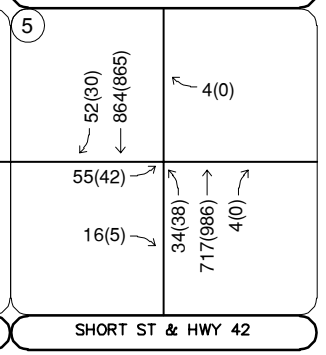

LEGEND

X	Study Area Key Intersection
X	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

Kimley»Horn NORTH
NTS 196777000

FIGURE 9
DELO BOOM
LOUISVILLE, COLORADO
2026 TOTAL TRAFFIC VOLUMES

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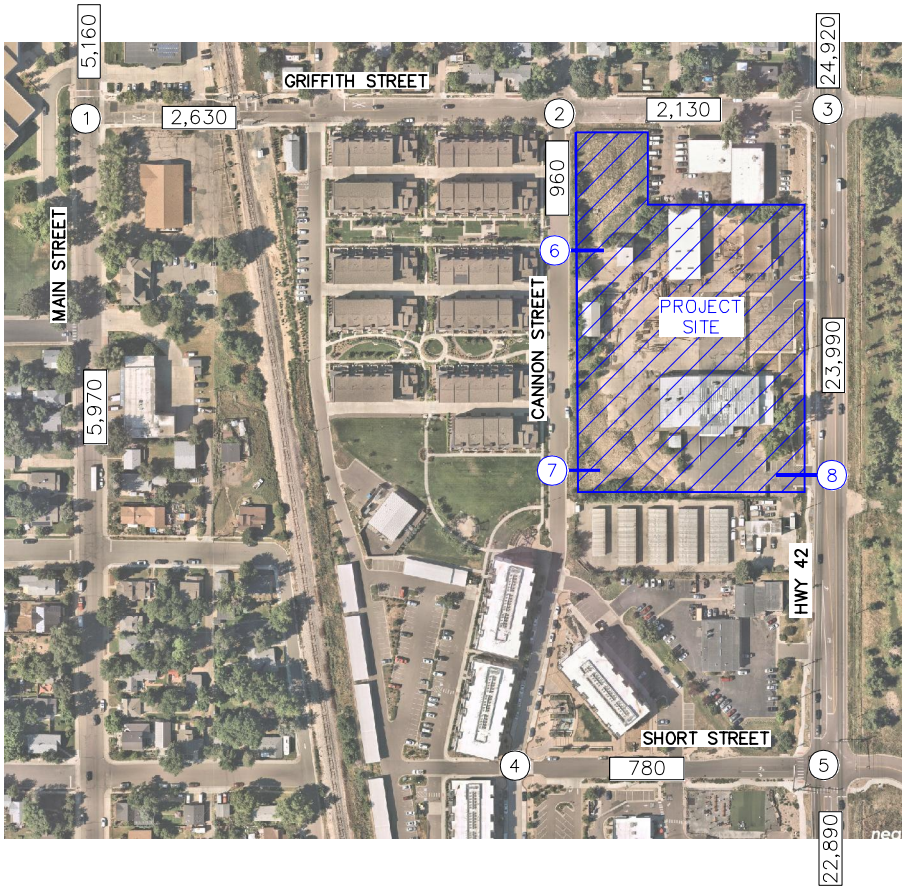
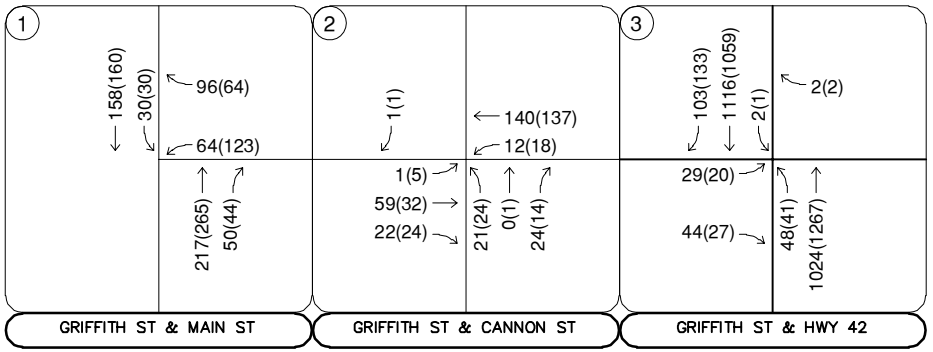
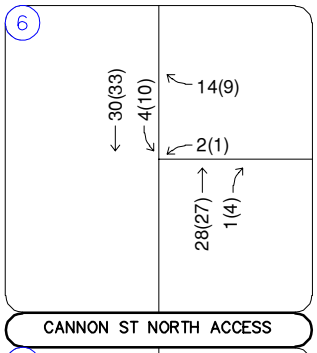
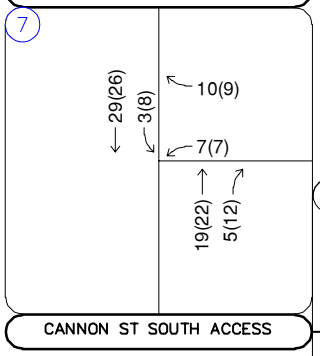
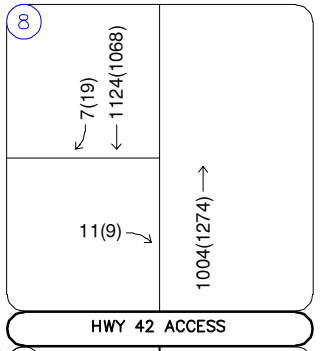
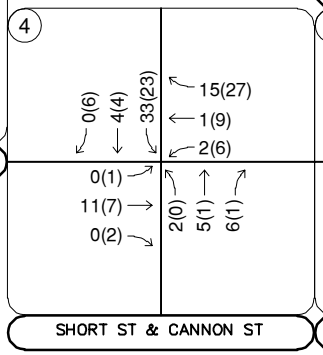


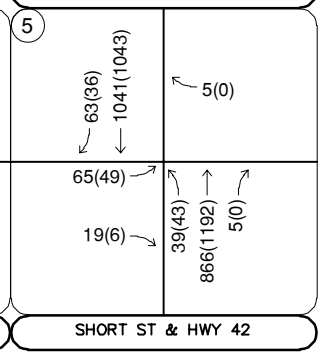












LEGEND

X	Study Area Key Intersection
X	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

Kimley»Horn NORTH
NTS 196777000

FIGURE 10
DELO BOOM
LOUISVILLE, COLORADO
2045 TOTAL TRAFFIC VOLUMES

Kimley»Horn

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2026 and 2045 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the *Highway Capacity Manual (HCM)*[2].

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways in this study area, standard traffic engineering practice recommends overall intersection LOS D and movement/approach LOS E as the minimum desirable thresholds for acceptable operations. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Definitions provided from the Highway Capacity Manual, Sixth Edition, Transportation Research Board, 2016.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for signalized, roundabout, and all-way stop controlled intersections are defined for each approach and for the overall intersection.

[2] Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections for the study area are provided in **Appendix E**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 3.** Existing peak hour factors were utilized in the analysis. The existing heavy vehicle percentages obtained from the turning movement counts were also used in each horizon year. The signalized intersection analysis utilizes the observed cycle lengths with optimized phasing and timing. Based on increased national attention given to establishing appropriate yellow and all-red clearance intervals to improve intersection safety, these have been calculated and are applied for approaches at the signalized intersections. The increase in yellow (4 seconds) and all red time (2 seconds) sacrifices intersection capacity for improved safety. Synchro traffic analysis software was used to analyze the signalized and unsignalized key intersections for HCM level of service.

Griffith Street and Main Street (#1)

The unsignalized 'T'-intersection of Griffith Street and Main Street (#1) operates with stop control on the westbound approach of Griffith Street. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 3** provides the results of the LOS analysis conducted at this intersection.

Table 3 – Griffith Street & Main Street LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Existing				
Westbound Approach	13.4	B	12.6	B
Southbound Left	8.0	A	7.8	A
2026 Background				
Westbound Approach	13.7	B	12.7	B
Southbound Left	8.0	A	7.8	A
2026 Background Plus Project				
Westbound Approach	14.3	B	13.1	B
Southbound Left	8.0	A	7.9	A
2045 Background				
Westbound Approach	16.7	C	14.9	B
Southbound Left	8.2	A	8.0	A
2045 Background Plus Project				
Westbound Approach	17.8	C	15.3	C
Southbound Left	8.2	A	8.0	A

Griffith Street and Cannon Street (#2)

The unsignalized intersection of Griffith Street and Cannon Street (#2) operates with stop control on the northbound and southbound approaches of Cannon Street. Under existing conditions, the intersection movements operate acceptably at LOS B or better during the morning and afternoon peak hours. With the addition of project traffic, all movements are anticipated to continue operating at LOS B or better throughout the 2045 horizon with the existing intersection control and geometry. **Table 4** provides the results of the LOS analysis conducted at this intersection.

Table 4 – Griffith Street & Cannon Street LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Existing				
Northbound Approach	10.1	B	9.6	A
Eastbound Left	7.6	A	7.5	A
Westbound Left	7.5	A	7.3	A
Southbound Approach	9.3	A	8.9	A
2026 Background				
Northbound Approach	10.2	B	9.7	A
Eastbound Left	7.6	A	7.5	A
Westbound Left	7.5	A	7.3	A
Southbound Approach	9.3	A	8.9	A
2026 Background Plus Project				
Northbound Approach	10.3	B	9.6	A
Eastbound Left	7.6	A	7.5	A
Westbound Left	7.5	A	7.3	A
Southbound Approach	9.3	A	8.9	A
2045 Background				
Northbound Approach	10.9	B	9.9	A
Eastbound Left	7.7	A	7.6	A
Westbound Left	7.6	A	7.4	A
Southbound Approach	9.6	A	9.0	A
2045 Background Plus Project				
Northbound Approach	11.0	B	10.0	B
Eastbound Left	7.7	A	7.6	A
Westbound Left	7.6	A	7.4	A
Southbound Approach	9.6	A	9.0	A

Griffith Street and HWY 42 (#3)

The intersection of Griffith Street and HWY 42 (#3) is unsignalized and operates with stop control on the eastbound and westbound approaches of Griffith Street. The intersection movements operate acceptably during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service D or better in 2026.

By 2045, the City of Louisville Transportation Master Plan identifies that HWY 42 will require future improvements. As described, the future demand forecast shows that HWY 42 will need to be widened to be a four-lane roadway providing two through lanes in each direction. Therefore, with two through lanes along HWY 42, the movements at the intersection are expected to operate with LOS D or better with the addition of project traffic. **Table 5** provides the results of the LOS analysis conducted at this intersection.

Table 5 – Griffith Street & HWY 42 LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Existing				
Northbound Left	11.0	B	10.4	B
Eastbound Approach	24.3	C	21.4	C
Westbound Left/Through	0.0	A	0.0	A
Westbound Right	15.7	C	18.4	C
Southbound Left	9.8	A	10.5	B
2026 Background				
Northbound Left	11.1	B	10.5	B
Eastbound Approach	25.1	D	22.0	C
Westbound Left/Through	0.0	A	0.0	A
Westbound Right	15.9	C	18.8	C
Southbound Left	9.8	A	10.6	B
2026 Background Plus Project				
Northbound Left	11.2	B	10.6	B
Eastbound Approach	31.9	D	27.8	D
Westbound Left/Through	0.0	A	0.0	A
Westbound Right	16.1	C	19.0	C
Southbound Left	9.9	A	10.7	B
2045 Background #				
Northbound Left	12.9	B	11.8	B
Eastbound Approach	23.0	C	19.3	C
Westbound Left/Through	0.0	A	0.0	A
Westbound Right	12.6	B	13.9	B
Southbound Left	10.8	B	11.9	B
2045 Background Plus Project #				
Northbound Left	13.0	B	12.0	B
Eastbound Approach	31.4	D	24.7	C
Westbound Left/Through	0.0	A	0.0	A
Westbound Right	12.6	B	13.9	B
Southbound Left	10.8	B	11.9	B

= Two NB and SB Through Lanes

Short Street and Cannon Street (#4)

The intersection of Short Street and Cannon Street (#4) operates with stop control on the eastbound and westbound approaches of Short Street. Under existing conditions, the movements at the intersection currently operate with LOS A during both peak hours. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 6** provides the results of the LOS analysis conducted at this intersection.

Table 6 – Short Street & Cannon Street LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Existing				
Northbound Left	7.2	A	0.0	A
Eastbound Approach	9.5	A	9.1	A
Westbound Approach	8.7	A	8.8	A
Southbound Left	7.3	A	7.2	A
2026 Background				
Northbound Left	7.2	A	0.0	A
Eastbound Approach	9.5	A	9.1	A
Westbound Approach	8.7	A	8.8	A
Southbound Left	7.3	A	7.2	A
2026 Background Plus Project				
Northbound Left	7.2	A	0.0	A
Eastbound Approach	9.7	A	9.2	A
Westbound Approach	8.7	A	8.8	A
Southbound Left	7.3	A	7.3	A
2045 Background				
Northbound Left	7.2	A	0.0	A
Eastbound Approach	9.6	A	9.1	A
Westbound Approach	8.7	A	8.9	A
Southbound Left	7.3	A	7.2	A
2045 Background Plus Project				
Northbound Left	7.2	A	0.0	A
Eastbound Approach	9.8	B	9.3	A
Westbound Approach	8.7	A	8.9	A
Southbound Left	7.3	A	7.3	A

Short Street and HWY 42 (#5)

The signalized intersection of Short Street and HWY 42 (#5) operates with permissive only left turn phasing on the eastbound and westbound approaches of Short Street and protected-permissive left turn phasing on the northbound and southbound approaches of HWY 42. The intersection currently operates at LOS A during the morning the afternoon peak hour. With project traffic, the intersection is expected to continue operating at LOS A during both peak hours in 2026.

As stated previously, HYW 42 is planned to be a four-lane roadway in the future. With two northbound and southbound through lanes along HWY 42, the intersection is expected to operate with LOS B during the peak hours in 2045. **Table 7** provides the results of the LOS analysis conducted at this intersection.

Table 7 – Short Street & HWY 42 LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Existing	8.0	A	6.2	A
2026 Background	8.2	A	6.4	A
2026 Background Plus Project	9.0	A	7.2	A
2045 Background #	11.6	B	9.3	A
2045 Background Plus Project #	12.7	B	10.3	B

= Two NB and SB Through Lanes

Project Accesses

With completion of the Delo Boom project, two full movement accesses are proposed along the east side of Cannon Street. The north access will be located approximately 200 feet (measured edge to edge) south of Griffith Street and the south access located 375 feet (measured edge to edge) from the north access. Additionally, the existing right-in/right-out access along HWY 42 will remain. It is recommended that R1-1 "STOP" signs be installed on the westbound approaches exiting the development at both driveways along Cannon Street. **Table 8** provides the results of the level of service for the proposed accesses. As shown in the table, the project access intersections are anticipated to have all movements operating with acceptable LOS C or better during the peak hours in both the buildout year 2026 and the 2045 long term horizons. Of note, by 2045, HWY 42 is planned to be a four-lane roadway and the eastbound right movement is reporting a decrease in delay compared to the 2026 horizon.

Table 8 – Project Access Level of Service Results

Intersection	2026 Total				2045 Total			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS
Cannon St North Access (#6)								
Westbound Approach	8.5	A	8.5	A	8.6	A	8.5	A
Southbound Left	7.3	A	7.3	A	7.3	A	7.3	A
Cannon St South Access (#7)								
Westbound Approach	8.6	A	8.7	A	8.7	A	8.8	A
Southbound Approach	7.3	A	7.3	A	7.3	A	7.3	A
HWY 42 RIRO Access (#8)					#	#	#	#
Eastbound Right	18.0	C	17.2	C	13.5	B	13.2	B

= Two Northbound and Southbound Through Lanes

5.3 CDOT Access Permit and Auxiliary Turn Lane Warrant Analysis

The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the west legs of Griffith Street and Short Street along HWY 42 are not anticipated to increase existing access traffic volumes by more than 20 percent. The maximum expected increase on the west leg of Griffith Street is nine (9) percent (16 project / 169 existing) and on the west leg of Short Street is 19 percent (17 project / 89 existing), both during the afternoon peak hour. Therefore, CDOT access permits are not anticipated to be required in association with this project at either intersection. However, the west leg of the right-in/right-out access along HWY 42 is anticipated to increase existing access traffic volumes by more than 20 percent. Therefore, an access permit is anticipated to be needed at this access.

Auxiliary turn lanes along CDOT controlled highways are to be implemented based on volume threshold requirements set forth in the State Highway Access Code. Further, turn lane lengths should be designed based on the State Highway Access Code. HWY 42 is categorized as a Non-Rural Arterial (NR-A) and has a posted speed limit of 45 miles per hour southbound and 50 miles per hour northbound. According to the State Highway Access Code for category Non-Rural Arterial (NR-A) roadways, the turn lane warrants are as follows:

- A left turn deceleration lane and taper is required for any access with a projected peak hour ingress turning volume greater than 10 vehicles per hour (vph). The taper length will be included within the required deceleration length.
- A right turn deceleration lane and taper is required for any access with a projected peak hour ingress turning volume greater than 25 vph. The taper length will be included within the required deceleration length.
- Right turn acceleration lane and taper is required for any access with a projected peak hour right turning volume greater than 50 vph when the posted speed on the highway is greater than 40 mph. The taper length will be included within the required acceleration length.

Based on the 2026 traffic volume projections, turn lane requirements at the project access intersection along HWY 42 are as follows:

- A southbound right turn lane **is not** warranted at the HWY 42 Access based on projected 2026 background plus project traffic volumes being 19 southbound right turns during the peak hour and the threshold being 25 vph.
- A southbound acceleration lane along HWY 42 from the eastbound right turn **is not** warranted based on projected 2026 background plus project traffic volumes being 11 eastbound right turns during the peak hour and the threshold being 50 vph.

5.4 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 9** with calculations provided within the level of service operational sheets of **Appendix E** for unsignalized intersections and **Appendix F** for signalized intersections.

Table 9 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length (feet)	2026 Calculated Queue (feet)	2026 Recommended Length (feet)	2045 Calculated Queue (feet)	2045 Recommended Length (feet)
Griffith St & Cannon St (#2)					
Northbound Approach	C (60')	25'	C (60')	25'	C (60')
Griffith St & HWY 42 (#3)					
Northbound Left	225'	25'	225'	25'	225'
Westbound Right	50'	25'	50'	25'	50'
Southbound Left	500'	25'	500'	25'	500'
Southbound Right	C	25'	C	25'	**165'**
Short St & HWY 42 (#5)					
Eastbound Right	100'	25'	100'	25'	100'
Northbound Left	225'	25'	225'	25'	225'
Southbound Left	225'	25'	225'	25'	225'

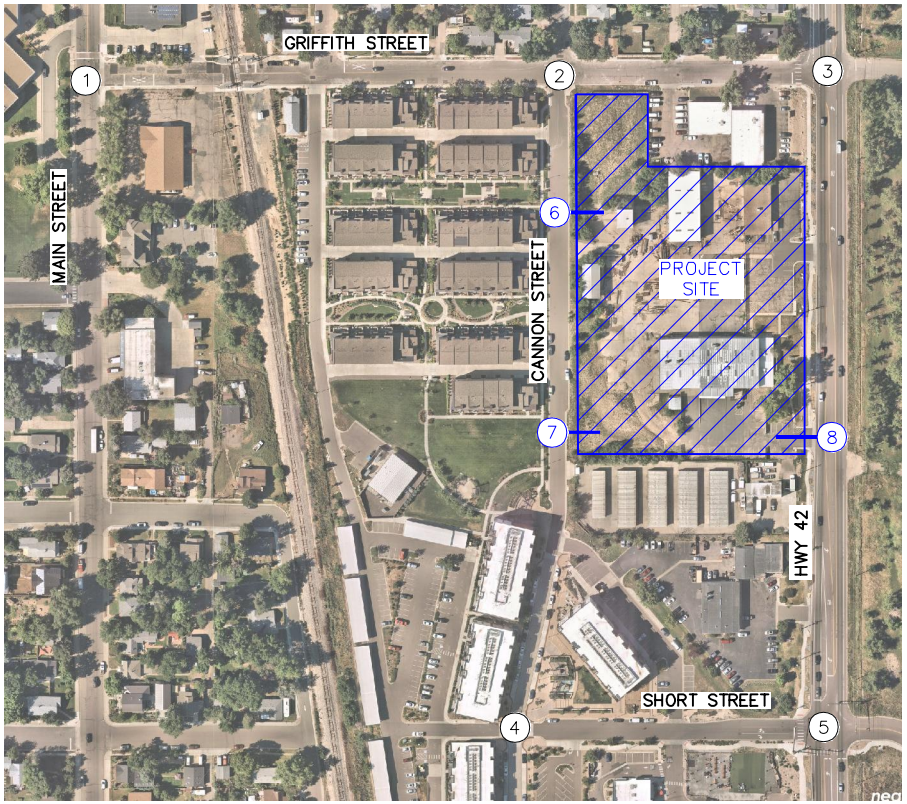
C = Continuous; **Blue** Text = Recommendation

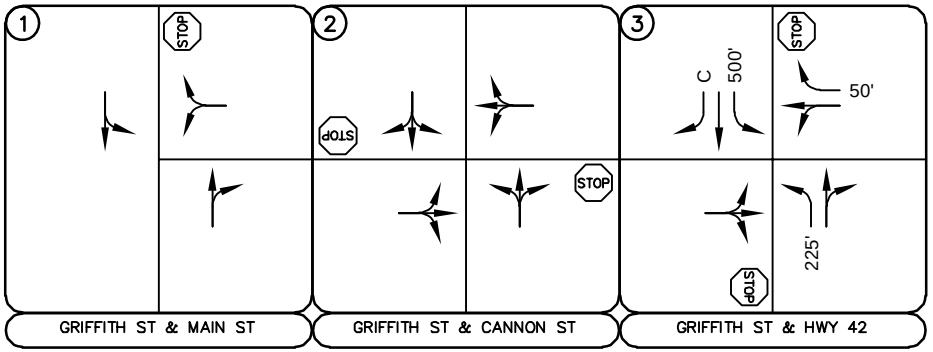
All queues are anticipated to remain within the existing or recommended turn lane lengths through 2045. As shown in **Table 9**, the 95th percentile queue is anticipated to be one vehicle between the northbound stop bar at the Griffith Street / Cannon Street (#2) intersection and the existing Maria Lane intersection. Therefore, this queue will be accommodated without blocking the existing Maria Lane intersection. The southbound right turn lane at the Griffith Street and HWY 42 (#3) intersection is recommended to be reconstructed by 2045 when HWY 42 is improved to provide two through lanes in each direction. This southbound right turn lane is recommended to provide a length of 165 feet since the right turn lane is constrained by the existing driveway to the north.

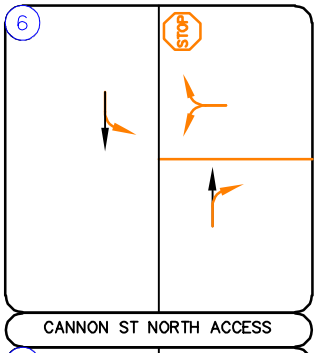
Of note, the CDOT State Highway Access Code would identify a turn lane length of 275 feet with a 160-foot taper based on the 45 mile per hour posted speed limit.

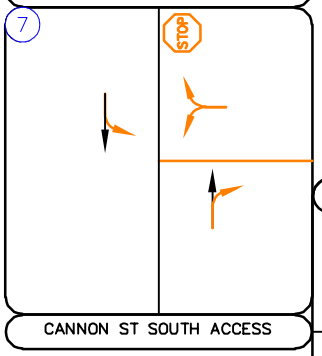
5.5 Improvement Summary

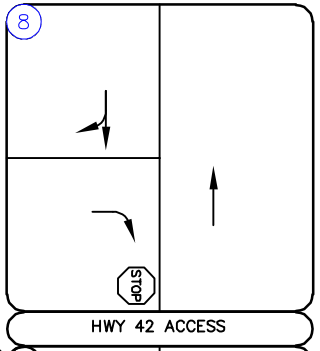
Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 11** for the 2026 horizon and **Figure 12** for the 2045 horizon.

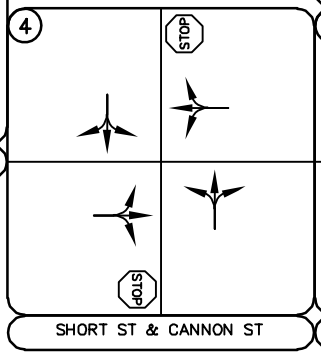


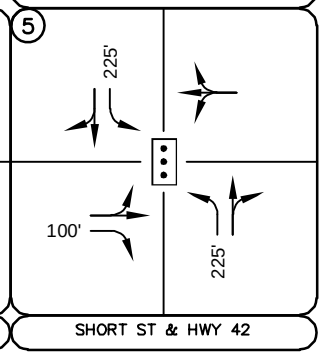












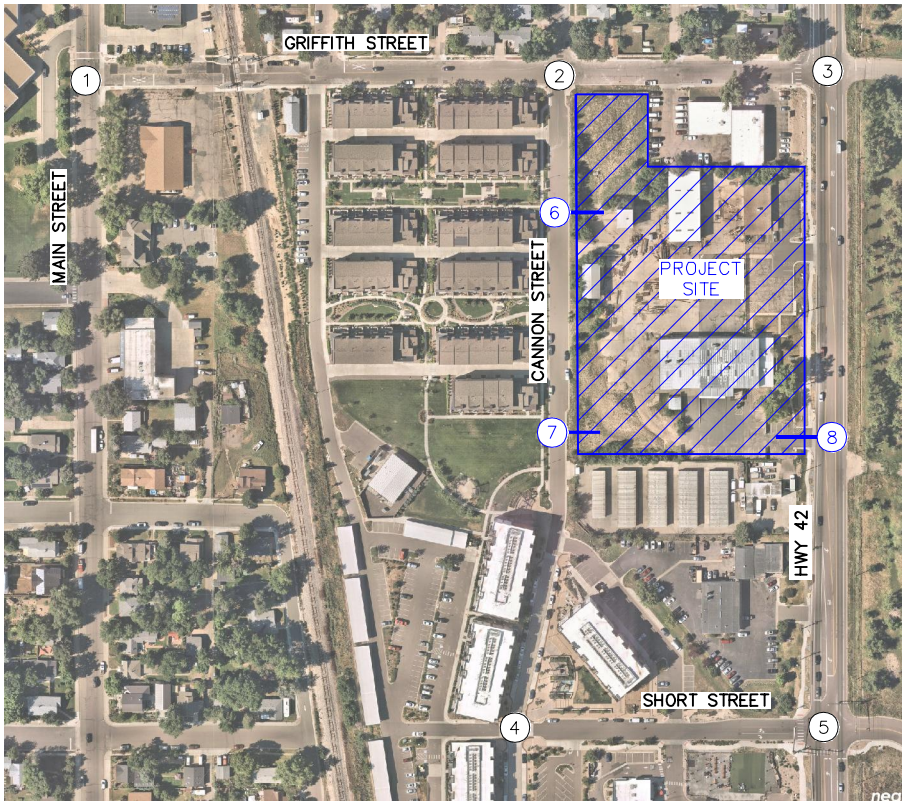
LEGEND

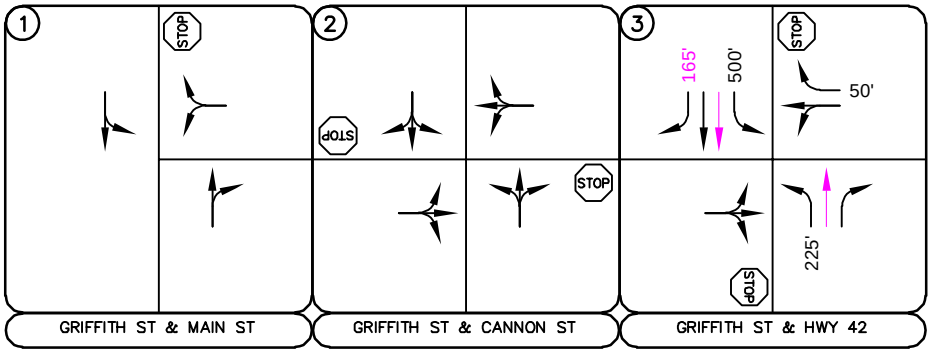
- Study Area Key Intersection
- Project Access Intersection
- Signalized Intersection
- Stop Controlled Approach
- Site Specific Improvement
- 100' Turn Lane Length (feet)

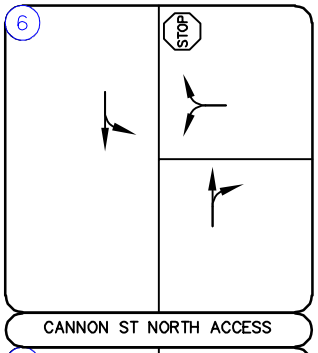
Kimley»Horn NORTH
NTS 196777000

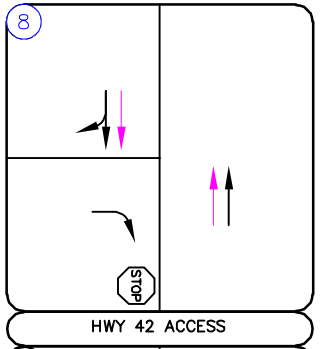
FIGURE 11
DELO BOOM
LOUISVILLE, COLORADO
2026 RECOMMENDED GEOMETRY AND CONTROL

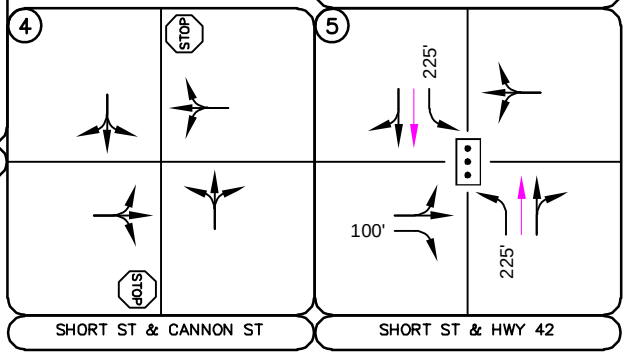
Kimley»Horn











LEGEND

- Study Area Key Intersection
- Project Access Intersection
- Signalized Intersection
- Stop Controlled Approach
- Site Specific Improvement
- Improvement by Others
- 100' Turn Lane Length (feet)

Kimley»Horn NORTH
NTS 196777000

FIGURE 12
DELO BOOM
LOUISVILLE, COLORADO
2045 RECOMMENDED GEOMETRY AND CONTROL

Kimley»Horn

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes Delo Boom will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

- The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the west legs of Griffith Street and Short Street along HWY 42 are not anticipated to increase existing access traffic volumes by more than 20 percent. However, the addition of project traffic on the west leg of the right-in/right-out access along HWY 42 is anticipated to increase existing access traffic volumes by more than 20 percent. Therefore, an access permit is anticipated to be needed at this access.

- With completion of the Delo Boom project, two full movement accesses are proposed along the east side of Cannon Street. The north access will be located approximately 200 feet (measured edge to edge) south of Griffith Street and the south access located 375 feet (measured edge to edge) from the north access. Additionally, the existing right-in/right-out access along HWY 42 will remain. It is recommended that R1-1 “STOP” signs be installed on the westbound approaches exiting the development at both driveways along Cannon Street.

- By 2045, HWY 42 will need two-through lanes in each direction as has been identified in the City’s Transportation Master Plan. The southbound right turn lane at the Griffith Street / HWY-42 (#3) intersection will need to be reconstructed with a length of 165 feet when the two southbound through lanes are constructed along HWY 42.

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the City of Louisville and the Manual on Uniform Traffic Control Devices (MUTCD) – 11th Edition, 2023.

APPENDICES

APPENDIX A

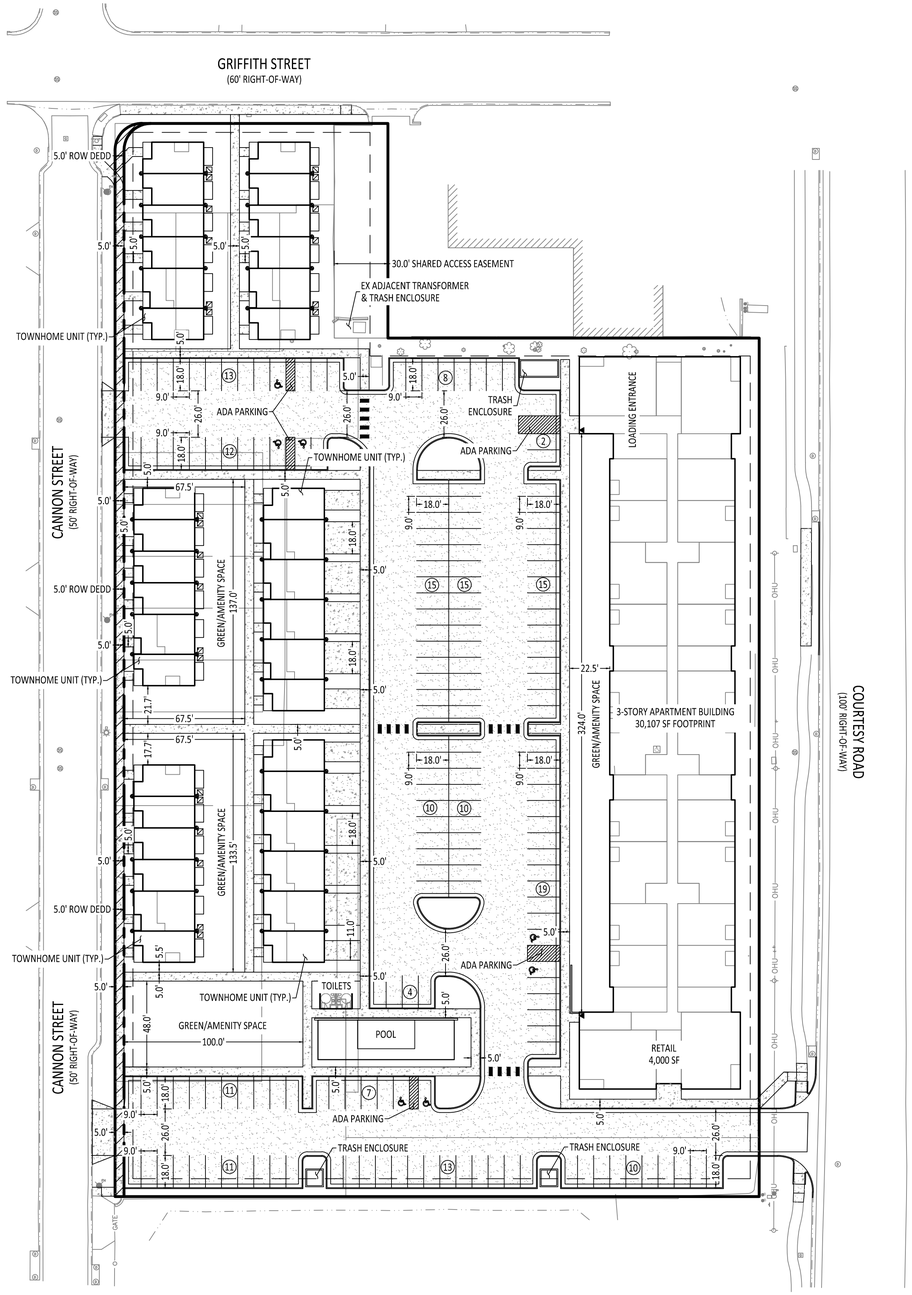
Conceptual Site Plan

DELO BOOM

CONCEPT DRAWINGS

LOTS 1 THROUGH 9, BLOCK 1, AND TRACTS A, B, C, D AND E, DELO LOFTS SUBDIVISION
PART OF THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M.,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SITE SUMMARY:
TOWNHOMES: 36 UNITS
APARTMENTS: 99 UNITS
PARKING: 236 SPACES
*INCLUDES 176 SURFACE SPACES (WITH 7 ADA SPACES), 20 PARALLEL SPACES ALONG CANNON STREET, 20 DRIVEWAY SPACES, & 20 GARAGE SPACES



NORTH

0' 20' 40' 80'

SCALE: 1"=40'

LEGEND:

- PROPERTY LINE
- EASEMENT
- ADA ROUTE
- CONCRETE
- ASPHALT
- RETAINING WALL
- FENCE
- DOWNSPOUT
- PARKING COUNT

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DELO BOOM
CONCEPT DRAWINGS
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

23-45

NOT FOR CONSTRUCTION

REVISION BLOCK

#	DATE	BY

CONCEPT SITE PLAN

1

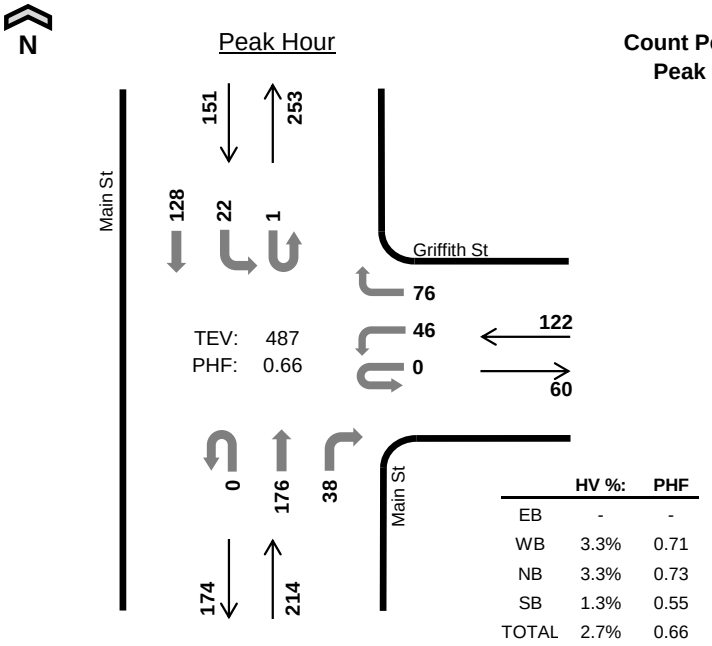
SHEET 1 OF 01

APPENDIX B

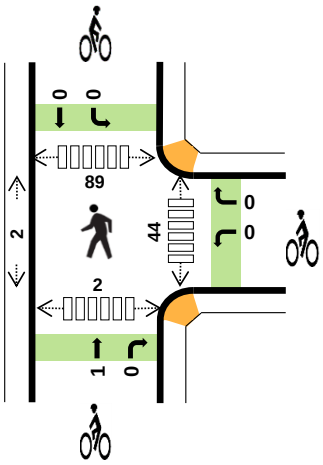
Intersection Count Sheets

Main St
Griffith St

Date: 01/23/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	-	-
WB	3.3%	0.71
NB	3.3%	0.73
SB	1.3%	0.55
TOTAL	2.7%	0.66



Two-Hour Count Summaries

Interval Start	N/A Eastbound				Griffith St Westbound				Main St Northbound				Main St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	2	0	0	10	6	0	0	3	0	22	0
7:15 AM	0	0	0	0	0	3	0	4	0	0	36	6	0	4	8	0	61	0
7:30 AM	0	0	0	0	0	13	0	5	0	0	28	5	0	2	12	0	65	0
7:45 AM	0	0	0	0	0	15	0	16	0	0	43	4	0	2	16	0	96	244
8:00 AM	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**16**	**0**	**0**	**47**	**4**	**0**	**3**	**20**	**0**	**103**	325
8:15 AM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**17**	**0**	**0**	**32**	**13**	**0**	**4**	**27**	**0**	**98**	362
8:30 AM	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**29**	**0**	**0**	**57**	**16**	**0**	**13**	**56**	**0**	**185**	482
8:45 AM	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**14**	**0**	**0**	**40**	**5**	**1**	**2**	**25**	**0**	**101**	**487**
Count Total	0	0	0	0	0	78	0	103	0	0	293	59	1	30	167	0	731	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**76**	**0**	**0**	**176**	**38**	**1**	**22**	**128**	**0**	**487**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**4**	**3**	**0**	**0**	**2**	**0**	**13**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**4%**	**-**	**3%**	**-**	**-**	**2%**	**8%**	**0%**	**0%**	**2%**	**-**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	1	*1*
7:15 AM	0	0	0	1	*1*	0	0	1	0	*1*	0	0	0	1	*1*
7:30 AM	0	1	1	0	*2*	0	0	1	2	*3*	1	0	0	3	*4*
7:45 AM	0	0	1	4	*5*	0	0	0	0	*0*	1	0	0	0	*1*
8:00 AM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	*2*
8:15 AM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**1**	**0**	***1***	**17**	**1**	**17**	**1**	*36*
8:30 AM	**0**	**2**	**5**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**25**	**0**	**69**	**0**	*94*
8:45 AM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**3**	**0**	***5***
Count Total	0	5	10	7	*22*	0	0	3	2	*5*	46	2	89	7	*144*
Peak Hr	**0**	**4**	**7**	**2**	***13***	**0**	**0**	**1**	**0**	***1***	**44**	**2**	**89**	**2**	***137***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	N/A				Griffith St				Main St				Main St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	9
8:00 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	10
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	11
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**7**	16
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**13**
Count Total	0	0	0	0	0	3	0	2	0	0	7	3	0	0	7	0	22	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**4**	**3**	**0**	**0**	**2**	**0**	**13**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	N/A			Griffith St			Main St			Main St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	4
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	0	0	0	0	0	0	3	0	0	2	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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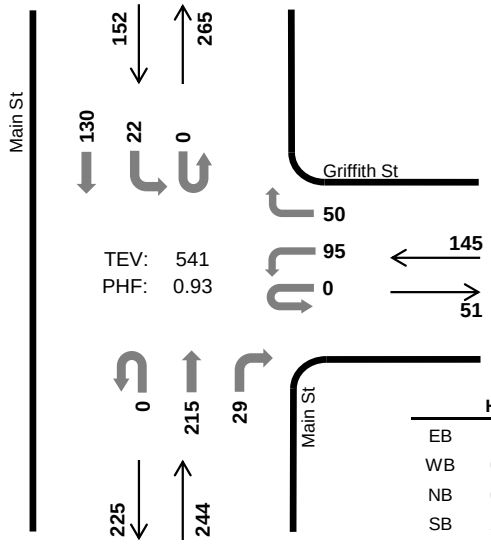
Main St
Griffith St

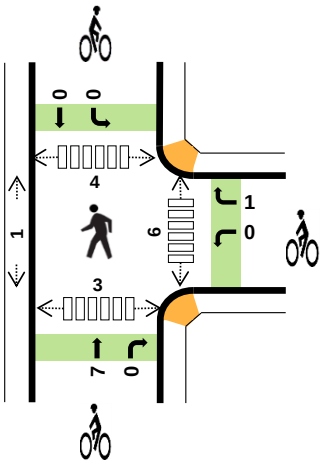
Date: 01/23/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	0.0%	0.79
NB	0.8%	0.94
SB	2.0%	0.93
TOTAL	0.9%	0.93



Two-Hour Count Summaries

Interval Start	N/A Eastbound				Griffith St Westbound				Main St Northbound				Main St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	18	0	10	0	0	47	11	0	7	38	0	131	0
4:15 PM	0	0	0	0	0	16	0	3	0	0	57	5	0	9	35	0	125	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**14**	**0**	**0**	**59**	**5**	**0**	**3**	**36**	**0**	**134**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**14**	**0**	**0**	**54**	**11**	**0**	**8**	**28**	**0**	**132**	522
5:00 PM	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**8**	**0**	**0**	**55**	**8**	**0**	**2**	**34**	**0**	**145**	536
5:15 PM	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**14**	**0**	**0**	**47**	**5**	**0**	**9**	**32**	**0**	**130**	**541**
5:30 PM	0	0	0	0	0	18	0	9	0	0	46	6	0	1	26	0	106	513
5:45 PM	0	0	0	0	0	19	0	4	0	0	41	4	0	1	40	0	109	490
Count Total	0	0	0	0	0	166	0	76	0	0	406	55	0	40	269	0	1,012	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**95**	**0**	**50**	**0**	**0**	**215**	**29**	**0**	**22**	**130**	**0**	**541**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**5**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**1%**	**0%**	**-**	**0%**	**2%**	**-**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	1	1	*2*	3	6	2	1	*12*
4:15 PM	0	1	2	3	*6*	0	0	0	0	*0*	3	6	3	0	*12*
4:30 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**0**	**2**	*3*
4:45 PM	**0**	**0**	**1**	**1**	***2***	**0**	**1**	**2**	**0**	***3***	**0**	**1**	**1**	**0**	*2*
5:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**0**	*4*
5:15 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**4**	**0**	***4***	**3**	**0**	**1**	**1**	***5***
5:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	1	0	*2*
5:45 PM	0	0	2	1	*3*	0	0	1	0	*1*	0	0	0	0	*0*
Count Total	0	1	7	7	*15*	0	1	9	1	*11*	13	13	10	4	*40*
Peak Hr	**0**	**0**	**2**	**3**	***5***	**0**	**1**	**7**	**0**	***8***	**6**	**1**	**4**	**3**	***14***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	N/A				Griffith St				Main St				Main St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	2	1	0	6	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	9
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	9
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**5**
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	6
Count Total	0	0	0	0	0	1	0	0	0	0	7	0	0	2	5	0	15	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**5**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	N/A			Griffith St			Main St			Main St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	6
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**8**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	5
Count Total	0	0	0	0	0	1	0	9	0	0	1	0	11	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**8**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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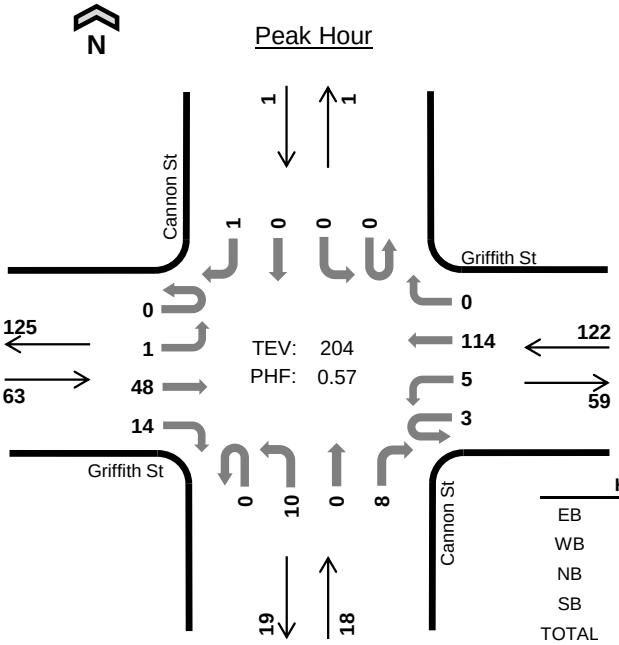
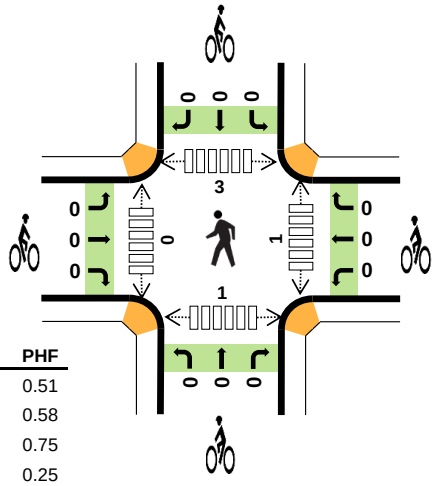
Cannon St
Griffith St

Date: 01/18/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	1.6%	0.51
WB	5.7%	0.58
NB	0.0%	0.75
SB	0.0%	0.25
TOTAL	3.9%	0.57

Two-Hour Count Summaries

Interval Start	Griffith St Eastbound				Griffith St Westbound				Cannon St Northbound				Cannon St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	1	0	0	1	0	0	4	0	1	0	0	1	0	11	0
7:15 AM	0	0	5	1	0	2	7	0	0	0	0	2	0	0	0	0	17	0
7:30 AM	0	0	3	3	0	1	12	0	0	5	0	2	0	0	0	0	26	0
7:45 AM	0	0	4	3	0	1	12	0	0	6	0	0	0	0	0	0	26	80
8:00 AM	**0**	**0**	**7**	**4**	**1**	**0**	**26**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**1**	**45**	114
8:15 AM	**0**	**0**	**9**	**2**	**1**	**0**	**15**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**28**	125
8:30 AM	**0**	**0**	**26**	**5**	**0**	**3**	**50**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**89**	188
8:45 AM	**0**	**1**	**6**	**3**	**1**	**2**	**23**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**42**	**204**
Count Total	0	1	63	22	3	9	146	0	0	25	0	13	0	0	1	1	284	0
Peak Hour All	**0**	**1**	**48**	**14**	**3**	**5**	**114**	**0**	**0**	**10**	**0**	**8**	**0**	**0**	**0**	**1**	**204**	**0**
Peak Hour HV	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**
Peak Hour HV%	**-**	**0%**	**2%**	**0%**	**0%**	**0%**	**6%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**0%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
8:00 AM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
8:30 AM	**1**	**5**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
8:45 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**1**	***3***
Count Total	1	8	0	0	*9*	0	0	0	0	*0*	1	0	3	3	*7*
Peak Hour	**1**	**7**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**3**	**1**	***5***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Griffith St Eastbound				Griffith St Westbound				Cannon St Northbound				Cannon St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	3
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	8
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
Count Total	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0	9	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Griffith St Eastbound			Griffith St Westbound			Cannon St Northbound			Cannon St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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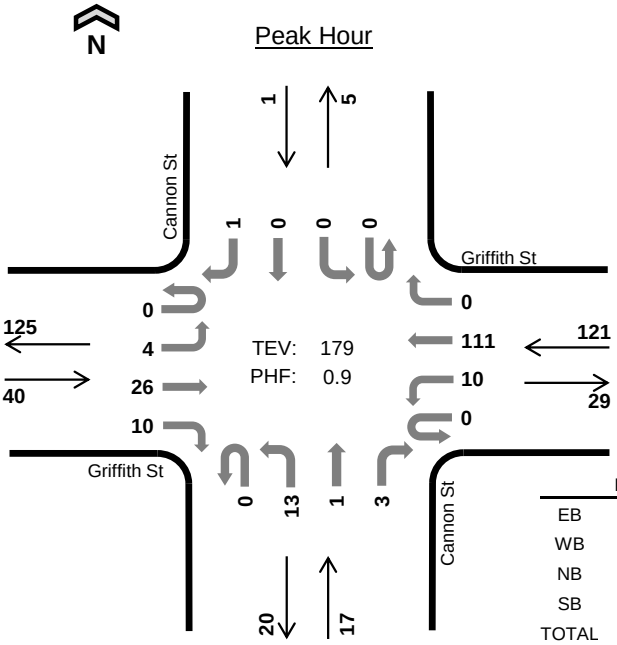
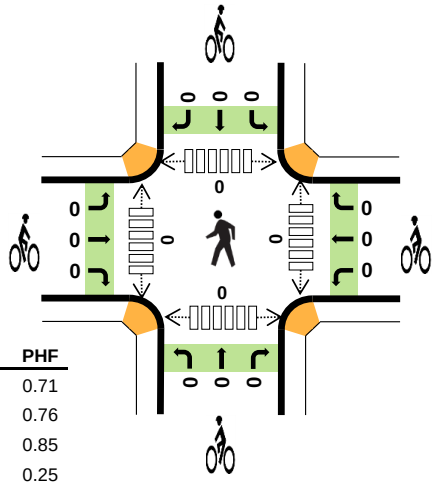
Cannon St
Griffith St

Date: 01/18/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

Peak Hour





	HV %:	PHF
EB	5.0%	0.71
WB	0.8%	0.76
NB	0.0%	0.85
SB	0.0%	0.25
TOTAL	1.7%	0.90

Two-Hour Count Summaries

Interval Start	Griffith St Eastbound				Griffith St Westbound				Cannon St Northbound				Cannon St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	12	3	1	6	20	0	0	3	0	1	0	0	0	0	47	0
4:15 PM	0	0	6	2	1	4	22	0	0	1	0	0	0	0	0	0	36	0
4:30 PM	**0**	**1**	**10**	**3**	**0**	**2**	**21**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**42**	0
4:45 PM	**0**	**0**	**6**	**0**	**0**	**4**	**36**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**50**	175
5:00 PM	**0**	**1**	**8**	**3**	**0**	**0**	**29**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	174
5:15 PM	**0**	**2**	**2**	**4**	**0**	**4**	**25**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**41**	**179**
5:30 PM	0	0	5	4	0	3	17	1	0	2	0	0	0	0	0	0	32	169
5:45 PM	0	0	4	0	0	1	25	1	0	2	0	0	0	0	0	1	34	153
Count Total	0	5	53	19	2	24	195	2	0	21	1	4	0	0	0	2	328	0
Peak Hour All	**0**	**4**	**26**	**10**	**0**	**10**	**111**	**0**	**0**	**13**	**1**	**3**	**0**	**0**	**0**	**1**	**179**	**0**
Peak Hour HV	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
Peak Hour HV%	**-**	**25%**	**4%**	**0%**	**-**	**0%**	**1%**	**-**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**-**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hour	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Griffith St Eastbound				Griffith St Westbound				Cannon St Northbound				Cannon St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
Peak Hour	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Griffith St Eastbound			Griffith St Westbound			Cannon St Northbound			Cannon St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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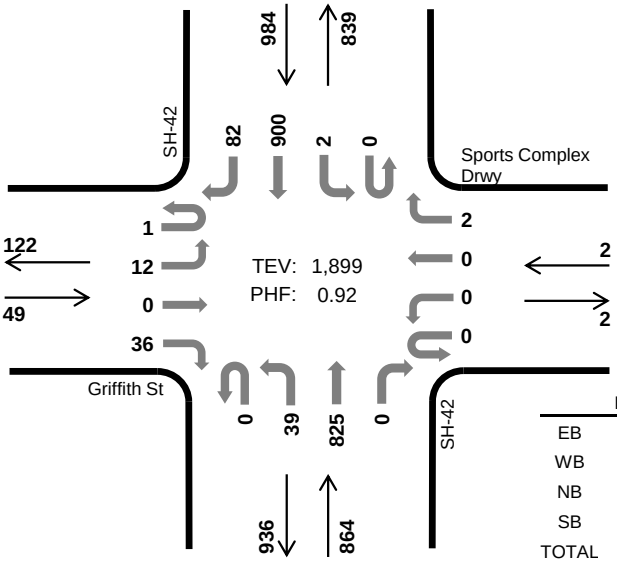
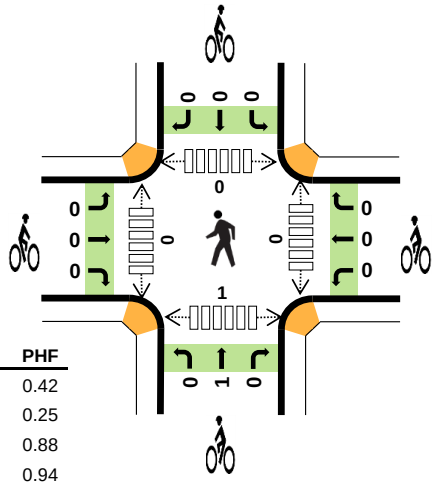
SH-42
Griffith St

Peak Hour

Date: 01/23/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	4.1%	0.42
WB	0.0%	0.25
NB	4.6%	0.88
SB	1.7%	0.94
TOTAL	3.1%	0.92

Two-Hour Count Summaries

Interval Start		Griffith St Eastbound				Sports Complex Drwy Westbound				SH-42 Northbound				SH-42 Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	0	7	0	0	0	0	0	3	77	0	0	0	143	0	231	0
7:15 AM		0	2	0	5	0	0	0	0	0	4	114	0	0	0	175	6	306	0
7:30 AM		0	1	0	9	0	1	0	0	0	1	152	0	0	0	208	17	389	0
7:45 AM		**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**188**	**0**	**0**	**1**	**227**	**18**	**446**	1,372
8:00 AM		**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**204**	**0**	**0**	**0**	**213**	**20**	**451**	1,592
8:15 AM		**0**	**2**	**0**	**9**	**0**	**0**	**0**	**2**	**0**	**8**	**202**	**0**	**0**	**0**	**244**	**17**	**484**	1,770
8:30 AM		**1**	**10**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**14**	**231**	**0**	**0**	**1**	**216**	**27**	**518**	**1,899**
8:45 AM		0	2	0	3	0	0	0	0	0	3	192	0	1	0	209	18	428	1,881
Count Total		1	18	0	60	0	1	0	2	0	50	1,360	0	1	2	1,635	123	3,253	0
Peak Hour	**All**	**1**	**12**	**0**	**36**	**0**	**0**	**0**	**2**	**0**	**39**	**825**	**0**	**0**	**2**	**900**	**82**	**1,899**	**0**
	HV	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**39**	**0**	**0**	**0**	**14**	**3**	**59**	**0**
	HV%	**0%**	**8%**	**-**	**3%**	**-**	**-**	**-**	**0%**	**-**	**3%**	**5%**	**-**	**-**	**0%**	**2%**	**4%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	3	4	*7*	0	0	0	0	*0*	0	1	0	0	*1*
7:15 AM	0	0	4	3	*7*	0	0	0	0	*0*	0	0	0	1	*1*
7:30 AM	0	0	6	3	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**0**	**16**	**1**	***17***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**0**	**7**	**6**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
8:15 AM	**0**	**0**	**7**	**3**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**2**	**0**	**10**	**7**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:45 AM	0	0	13	7	*20*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	2	0	66	34	*102*	0	0	1	0	*1*	0	1	0	2	*3*
Peak Hour	**2**	**0**	**40**	**17**	***59***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**1**	***1***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Griffith St				Sports Complex Drwy				SH-42				SH-42				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	1	7	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	9	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**0**	**0**	**0**	**1**	**0**	**17**	40
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**5**	**1**	**13**	46
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**2**	**1**	**10**	49
8:30 AM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**6**	**1**	**19**	**59**
8:45 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	7	0	20	62
Count Total	0	1	0	1	0	0	0	0	0	1	65	0	0	0	30	4	102	0
Peak Hour	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**39**	**0**	**0**	**0**	**14**	**3**	**59**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Griffith St			Sports Complex Drwy			SH-42			SH-42			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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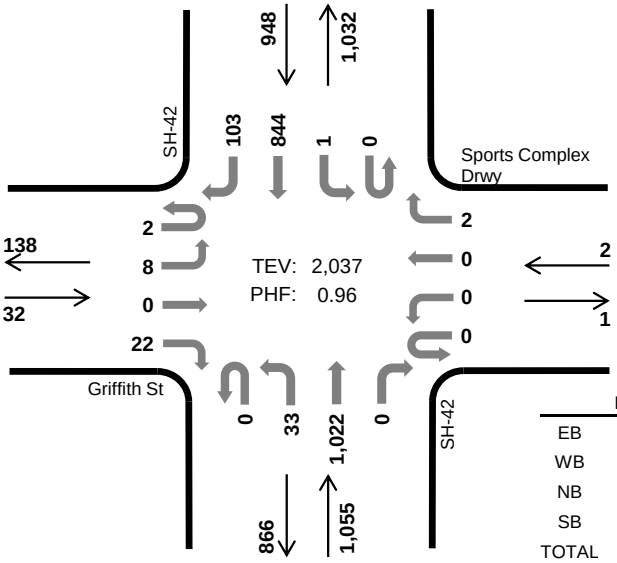
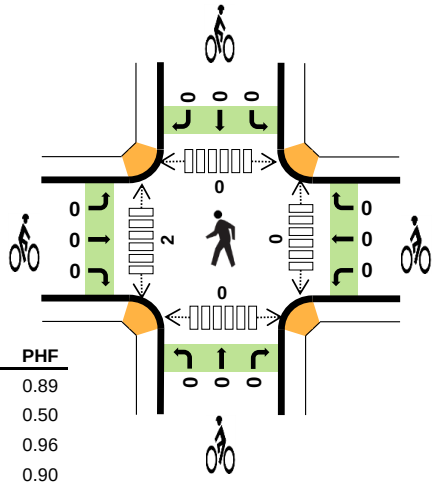
SH-42
Griffith St

Date: 01/23/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

Peak Hour





	HV %:	PHF
EB	0.0%	0.89
WB	0.0%	0.50
NB	0.7%	0.96
SB	0.9%	0.90
TOTAL	0.8%	0.96

Two-Hour Count Summaries

Interval Start	Griffith St Eastbound				Sports Complex Drwy Westbound				SH-42 Northbound				SH-42 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	6	0	0	0	0	0	5	234	0	0	2	223	13	483	0
4:15 PM	0	1	0	12	0	0	0	2	0	5	267	0	0	0	210	21	518	0
4:30 PM	**0**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**5**	**247**	**0**	**0**	**0**	**186**	**17**	**463**	0
4:45 PM	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**9**	**260**	**0**	**0**	**1**	**217**	**28**	**523**	1,987
5:00 PM	**1**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**9**	**250**	**0**	**0**	**0**	**231**	**31**	**530**	2,034
5:15 PM	**1**	**3**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**10**	**265**	**0**	**0**	**0**	**210**	**27**	**521**	**2,037**
5:30 PM	0	1	0	4	0	0	0	0	0	8	209	0	0	0	182	11	415	1,989
5:45 PM	0	3	0	3	0	0	0	0	0	9	174	0	0	0	176	23	388	1,854
Count Total	2	13	0	47	0	0	0	4	0	60	1,906	0	0	3	1,635	171	3,841	0
Peak Hour All	**2**	**8**	**0**	**22**	**0**	**0**	**0**	**2**	**0**	**33**	**1,022**	**0**	**0**	**1**	**844**	**103**	**2,037**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**9**	**0**	**16**	**0**
Peak Hour HV%	**0%**	**0%**	**-**	**0%**	**-**	**-**	**-**	**0%**	**-**	**0%**	**1%**	**-**	**-**	**0%**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	3	4	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	2	0	1	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	*2*
5:00 PM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	2	0	12	18	*32*	0	0	0	0	*0*	0	2	0	0	*2*
Peak Hour	**0**	**0**	**7**	**9**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Griffith St				Sports Complex Drwy				SH-42				SH-42				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	0
4:15 PM	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	1	5	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**5**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**5**	22
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	19
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**16**
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	14
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	10
Count Total	0	0	0	2	0	0	0	0	0	0	12	0	0	0	17	1	32	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**9**	**0**	**16**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Griffith St			Sports Complex Drwy			SH-42			SH-42			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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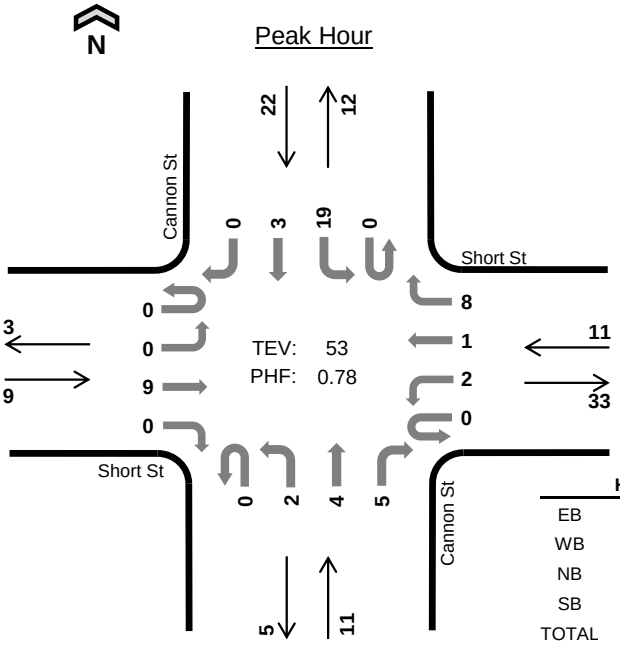
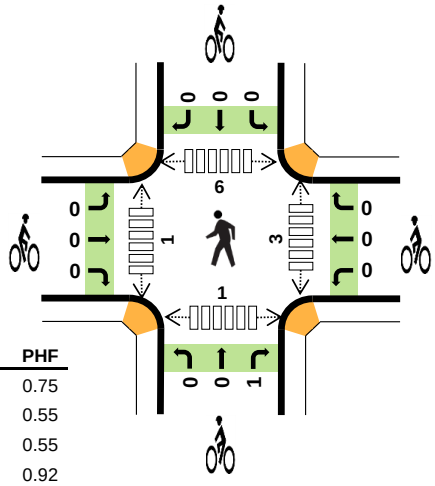
Cannon St
Short St

Date: 01/18/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour



	HV %:	PHF
EB	0.0%	0.75
WB	9.1%	0.55
NB	0.0%	0.55
SB	0.0%	0.92
TOTAL	1.9%	0.78



Two-Hour Count Summaries

Interval Start	Short St Eastbound				Short St Westbound				Cannon St Northbound				Cannon St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	2	0	1	0	0	2	0	0	0	1	0	8	0
7:15 AM	0	0	2	0	0	1	1	1	0	1	0	0	0	0	0	1	7	0
7:30 AM	0	0	3	0	0	0	2	1	0	0	2	0	0	2	1	0	11	0
7:45 AM	0	0	2	0	0	1	1	3	0	0	1	0	0	2	0	0	10	36
8:00 AM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**0**	**11**	39
8:15 AM	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**6**	**0**	**0**	**11**	43
8:30 AM	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**3**	**0**	**4**	**1**	**0**	**14**	46
8:45 AM	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**3**	**0**	**0**	**2**	**2**	**0**	**6**	**0**	**0**	**17**	**53**
Count Total	0	0	18	0	0	6	5	14	0	3	9	5	0	23	5	1	89	0
Peak Hour All	**0**	**0**	**9**	**0**	**0**	**2**	**1**	**8**	**0**	**2**	**4**	**5**	**0**	**19**	**3**	**0**	**53**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Peak Hour HV%	**-**	**-**	**0%**	**-**	**-**	**0%**	**0%**	**13%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**-**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	1	0	1	*3*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	0	1	*3*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
7:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
8:30 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**3**	**1**	*5*
8:45 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**3**	**0**	***5***
Count Total	0	1	0	0	*1*	0	0	1	0	*1*	6	3	6	3	*18*
Peak Hour	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**1**	**0**	***1***	**3**	**1**	**6**	**1**	***11***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Short St Eastbound				Short St Westbound				Cannon St Northbound				Cannon St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Short St Eastbound			Short St Westbound			Cannon St Northbound			Cannon St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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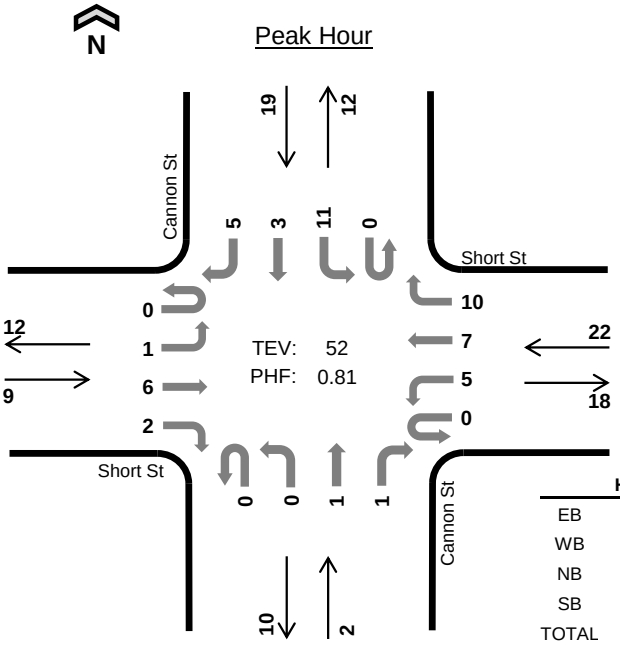
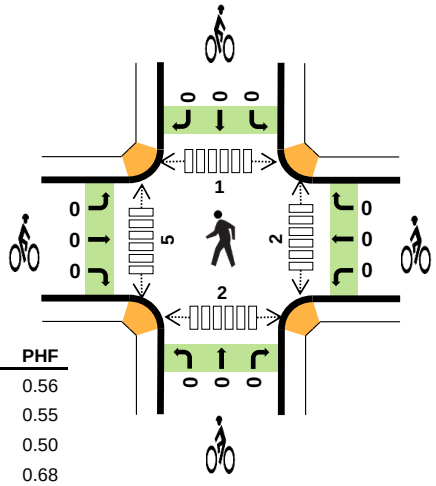
Cannon St
Short St

Date: 01/18/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Peak Hour





	HV %:	PHF
EB	0.0%	0.56
WB	0.0%	0.55
NB	0.0%	0.50
SB	0.0%	0.68
TOTAL	0.0%	0.81

Two-Hour Count Summaries

Interval Start		Short St Eastbound				Short St Westbound				Cannon St Northbound				Cannon St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	2	0	0	1	1	3	0	0	1	1	0	3	1	0	13	0
4:15 PM		0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	4	0
4:30 PM		0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	6	0
4:45 PM		**0**	**0**	**1**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**2**	**11**	34
5:00 PM		**0**	**0**	**3**	**1**	**0**	**4**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**16**	37
5:15 PM		**0**	**0**	**1**	**0**	**0**	**1**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**5**	**1**	**1**	**14**	47
5:30 PM		**0**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**1**	**11**	**52**
5:45 PM		0	0	2	0	0	0	1	0	0	0	2	0	0	1	0	0	6	47
Count Total		0	1	10	2	0	10	9	15	0	1	4	3	0	15	5	6	81	0
Peak Hour	**All**	**0**	**1**	**6**	**2**	**0**	**5**	**7**	**10**	**0**	**0**	**1**	**1**	**0**	**11**	**3**	**5**	**52**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	0	*1*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	1	0	1	*4*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	1	*2*
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**0**	**1**	*5*
5:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**1**	***3***
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	2	0	0	*3*
Count Total	0	0	0	0	*0*	0	0	0	0	*0*	5	8	3	4	*20*
Peak Hour	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**2**	**5**	**1**	**2**	***10***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Short St Eastbound				Short St Westbound				Cannon St Northbound				Cannon St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Short St Eastbound			Short St Westbound			Cannon St Northbound			Cannon St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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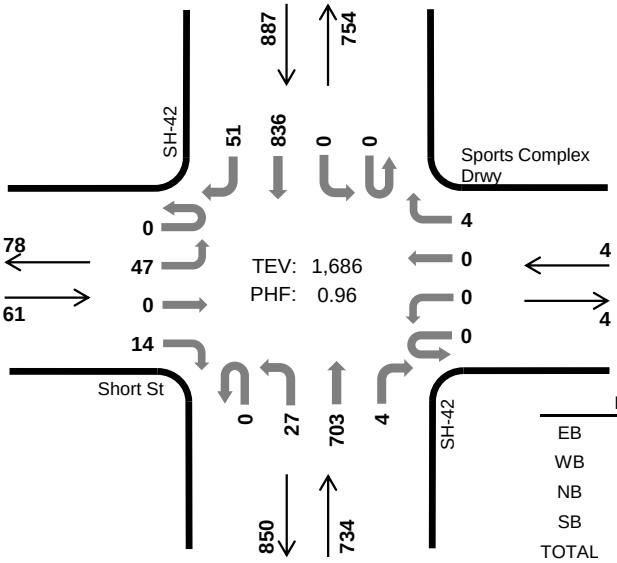
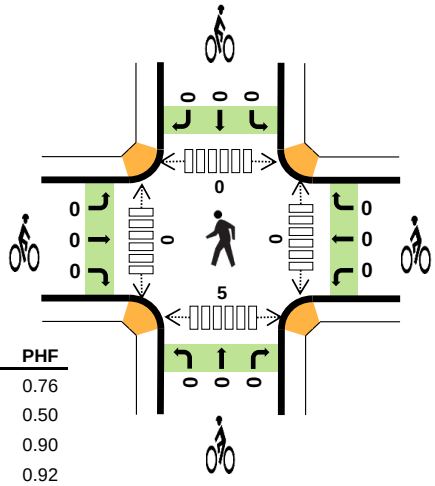
SH-42
Short St

Date: 01/18/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Peak Hour





	HV %:	PHF
EB	0.0%	0.76
WB	0.0%	0.50
NB	3.8%	0.90
SB	1.5%	0.92
TOTAL	2.4%	0.96

Two-Hour Count Summaries

Interval Start		Short St (Eastbound)				Sports Complex Drwy (Westbound)				SH-42 (Northbound)				SH-42 (Southbound)				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	0	2	0	0	0	0	0	4	77	0	0	0	122	3	210	0
7:15 AM		0	3	0	2	0	0	0	0	0	3	101	0	0	0	130	4	243	0
7:30 AM		0	7	0	3	0	0	0	0	0	4	136	0	0	0	203	6	359	0
7:45 AM		**0**	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**173**	**0**	**0**	**0**	**224**	**11**	**432**	1,244
8:00 AM		**0**	**7**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**6**	**197**	**1**	**0**	**0**	**210**	**9**	**434**	1,468
8:15 AM		**0**	**12**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**3**	**164**	**2**	**0**	**0**	**181**	**10**	**379**	1,604
8:30 AM		**0**	**16**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**8**	**169**	**1**	**0**	**0**	**221**	**21**	**441**	**1,686**
8:45 AM		0	18	0	5	0	0	0	1	0	6	181	1	0	0	186	18	416	1,670
Count Total		0	77	0	26	0	0	0	5	0	44	1,198	5	0	0	1,477	82	2,914	0
Peak Hour	**All**	**0**	**47**	**0**	**14**	**0**	**0**	**0**	**4**	**0**	**27**	**703**	**4**	**0**	**0**	**836**	**51**	**1,686**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**26**	**0**	**0**	**0**	**12**	**1**	**41**	**0**
	HV%	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**0%**	**-**	**7%**	**4%**	**0%**	**-**	**-**	**1%**	**2%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	1	*1*
7:15 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	8	4	*12*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**0**	**7**	**7**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
8:00 AM	**0**	**0**	**5**	**3**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
8:15 AM	**0**	**0**	**5**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	*2*
8:30 AM	**0**	**0**	**11**	**2**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
8:45 AM	3	0	5	7	*15*	0	0	0	0	*0*	0	0	0	2	*2*
Count Total	3	0	42	26	*71*	0	0	0	0	*0*	0	0	0	8	*8*
Peak Hour	**0**	**0**	**28**	**13**	***41***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**5**	***5***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Short St				Sports Complex Drwy				SH-42				SH-42				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	12	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**7**	**0**	**14**	29
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**3**	**0**	**8**	36
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**6**	40
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**0**	**0**	**0**	**1**	**1**	**13**	**41**
8:45 AM	0	3	0	0	0	0	0	0	0	0	5	0	0	0	6	1	15	42
Count Total	0	3	0	0	0	0	0	0	0	2	40	0	0	0	24	2	71	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**26**	**0**	**0**	**0**	**12**	**1**	**41**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Short St			Sports Complex Drwy			SH-42			SH-42			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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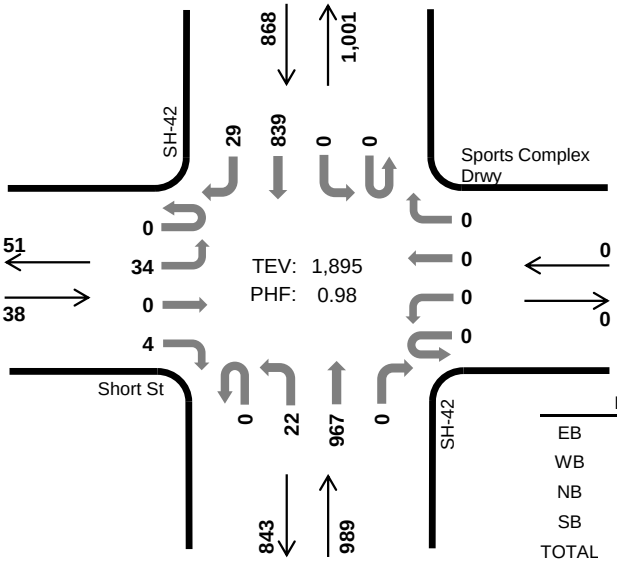
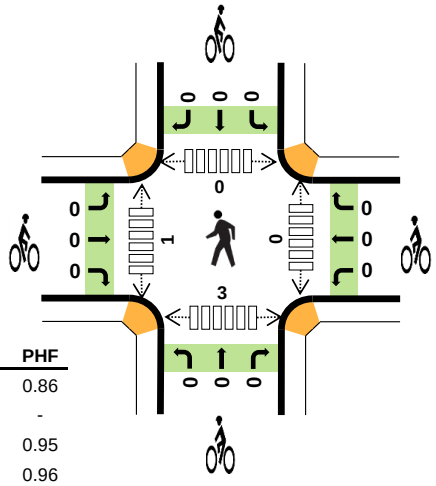
SH-42
Short St

Peak Hour

Date: 01/18/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	0.0%	0.86
WB	-	-
NB	0.7%	0.95
SB	0.8%	0.96
TOTAL	0.7%	0.98

Two-Hour Count Summaries

Interval Start	Short St Eastbound				Sports Complex Drwy Westbound				SH-42 Northbound				SH-42 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**238**	**0**	**0**	**0**	**203**	**10**	**467**	0
4:15 PM	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**254**	**0**	**0**	**0**	**210**	**8**	**484**	0
4:30 PM	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**241**	**0**	**0**	**0**	**207**	**5**	**468**	0
4:45 PM	**0**	**8**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**234**	**0**	**0**	**0**	**219**	**6**	**476**	**1,895**
5:00 PM	0	10	0	2	0	0	0	0	0	12	184	0	0	0	244	14	466	1,894
5:15 PM	0	4	0	4	0	0	0	0	0	7	220	0	0	0	197	5	437	1,847
5:30 PM	0	8	0	6	0	0	0	0	0	7	205	0	0	0	192	4	422	1,801
5:45 PM	0	8	0	5	0	1	0	0	0	3	223	0	0	0	171	7	418	1,743
Count Total	0	64	0	21	0	1	0	0	0	51	1,799	0	0	0	1,643	59	3,638	0
Peak Hour All	**0**	**34**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**22**	**967**	**0**	**0**	**0**	**839**	**29**	**1,895**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**7**	**0**	**14**	**0**
Peak Hour HV%	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**1%**	**-**	**-**	**-**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
4:15 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
4:30 PM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
4:45 PM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
5:00 PM	0	0	1	6	*7*	0	0	0	1	*1*	0	0	0	1	*1*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	3	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	9	17	*26*	0	0	0	1	*1*	0	1	0	4	*5*
Peak Hour	**0**	**0**	**7**	**7**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**3**	***4***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Short St				Sports Complex Drwy				SH-42				SH-42				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**4**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**5**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	**14**
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	7	17
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	13
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	12
Count Total	0	0	0	0	0	0	0	0	0	0	9	0	0	0	17	0	26	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**7**	**0**	**14**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Short St			Sports Complex Drwy			SH-42			SH-42			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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APPENDIX C

Future Traffic Projections

Project Name: Delo Boom

ROUTE	REFPT	ENDREFPT	LENGTH	UPDATEYR	AADT	AADTYR	YR20FACTOR	ANNUAL GROWTH	DHV	DD	LOCATION
042A	1.958	2.624	0.668	2022	16000	2022	1.23	1.04%	11	52	ON SH 42 COURTESY RD N/O PINE ST & EMPIRE RD LOUISVILLE

APPENDIX D

Trip Generation Worksheets

Kimley»Horn

Project	Delo Boom				
Subject	Trip Generation for Single-Family Attached Housing				
Designed by	MAG	*Date*	February 05, 2024	*Job No.*	196777000
Checked by		*Date*		*Sheet No.*	of

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Fitted Curve Equations

Land Use Code - Single-Family Attached Housing (215)

Independent Variable - Dwelling Units (X)

X = 36
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 239)

Directional Distribution: 31% ent. 69% exit.

(T) = 0.52 (X) - 5.70
(T) = 0.52 * (36) - 5.70

T = 13 Average Vehicle Trip Ends
4 entering 9 exiting

4 + 9 = 13

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 240)

Directional Distribution: 59% ent. 41% exit.

(T) = 0.60 (X) - 3.93
(T) = 0.60 * (36) - 3.93

T = 18 Average Vehicle Trip Ends
11 entering 7 exiting

11 + 7 = 18

Weekday (200 Series Page 238)

Directional Distribution: 50% entering, 50% exiting

(T) = 7.62 (X) - 50.48
(T) = 7.62 * (36) - 50.48

T = 224 Average Vehicle Trip Ends
112 entering 112 exiting

112 + 112 = 224

Kimley»Horn

Project	Delo Boom				
Subject	Trip Generation for Multifamily Housing (Low-Rise)				
Designed by	MAG	*Date*	February 05, 2024	*Job No.*	196777000
Checked by		*Date*		*Sheet No.*	of

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Multifamily Housing (Low-Rise) (220)

Independent Variable - Dwelling Units (X)

X = 99
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 255)

Average Weekday
(T) = 0.40 (X)
(T) = 0.40 * (99.0)

Directional Distribution: 24% ent. 76% exit.
T = 40 Average Vehicle Trip Ends
10 entering 30 exiting

10 + 30 = 40

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 256)

Average Weekday
(T) = 0.51(X)
(T) = 0.51 * (99.0)

Directional Distribution: 63% ent. 37% exit.
T = 50 Average Vehicle Trip Ends
32 entering 18 exiting

32 + 18 = 50

Weekday (200 Series Page 254)

Average Weekday
(T) = 6.74 (X)
(T) = 6.74 * (99.0)

Directional Distribution: 50% entering, 50% exiting
T = 668 Average Vehicle Trip Ends
334 entering 334 exiting

334 + 334 = 668

Kimley»Horn

Project	Delo Boom				
Subject	Trip Generation for Strip Retail Plaza (<40k)				
Designed by	MAG	*Date*	February 05, 2024	*Job No.*	196777000
Checked by		*Date*		*Sheet No.*	of

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Strip Retail Plaza (<40k) (822)

Independent Variable - 1000 Square Feet Gross Leasable Area (X)

Gross Leasable Area = 4,000 Square Feet
X = 4.000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (800 Series Page 230)

Average Weekday — Directional Distribution: 60% ent. 40% exit.
T = 2.36 * (X) — T = 9 Average Vehicle Trip Ends
T = 2.36 * 4 — 5 entering 4 exiting

5 + 4 = 9

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (800 Series page 231)

Average Weekday — Directional Distribution: 50% ent. 50% exit.
T = 6.59 * (X) — T = 26 Average Vehicle Trip Ends
T = 6.59 * 4 — 13 entering 13 exiting

13 + 13 = 26

Weekday (800 Series page 229)

Average Weekday — Directional Distribution: 50% entering, 50% exiting
T = 54.45 * (X) — T = 218 Average Vehicle Trip Ends
T = 54.45 * 4 — 109 entering 109 exiting

109 + 109 = 218

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Delo Boom	**Organization:**	Kimley-Horn and Associates, Inc.
Project Location:	Lousiville, CO	**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office		-	1,000 Sq Ft	0	0	0
Retail		4	1,000 Sq Ft	9	5	4
Restaurant		-	1,000 Sq Ft	0	0	0
Cinema/Entertainment		-	Screen(s)	0	0	0
Residential		135	Dwelling Unit(s)	53	14	39
Hotel		-	Room(s)	0	0	0
All Other Land Uses[2]		-	0	0	0	0
				62	19	43

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	62	19	43
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips[5]	62	19	43
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Delo Boom
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	5	5	1.00	4	4
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	14	14	1.00	39.02	39
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		1	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	0	8	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	5	5	5	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	14	14	14	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	4	4	4	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	39	39	39	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Delo Boom	**Organization:**	Kimley-Horn and Associates, Inc.
Project Location:	Lousiville, CO	**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office		-	1,000 Sq Ft	0	0	0
Retail		4	1,000 Sq Ft	26	13	13
Restaurant		-	1,000 Sq Ft	0	0	0
Cinema/Entertainment		-	Screen(s)	0	0	0
Residential		135	Dwelling Unit(s)	68	42	26
Hotel		-	Room(s)	0	0	0
All Other Land Uses[2]		-	0	0	0	0
				94	55	39

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	3	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	94	55	39
Internal Capture Percentage	9%	7%	10%
External Vehicle-Trips[5]	86	51	35
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	23%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	7%	4%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Delo Boom
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	13	13	1.00	13	13
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	42	42	1.00	25.67	26
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		4	1	3	1
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	11	5	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	2	0
Retail	0		0	0	19	0
Restaurant	0	7		0	7	0
Cinema/Entertainment	0	1	0		2	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	1	12	13	12	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	39	42	39	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	3	10	13	10	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	25	26	25	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

APPENDIX E

Intersection Analysis Worksheets

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	76	176	38	23	128
Future Vol, veh/h	46	76	176	38	23	128
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	66	66	66	66	66	66
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	70	115	267	58	35	194

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	560	296	0	0	325	0
Stage 1	296	-	-	-	-	-
Stage 2	264	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	488	741	-	-	1235	-
Stage 1	752	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	472	741	-	-	1235	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	610	1235	-
HCM Lane V/C Ratio	-	-	0.303	0.028	-
HCM Control Delay (s)	-	-	13.4	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0.1	-

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	95	50	215	29	22	130
Future Vol, veh/h	95	50	215	29	22	130
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	54	231	31	24	140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	435	247	0	0	262	0
Stage 1	247	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	578	792	-	-	1302	-
Stage 1	794	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	566	792	-	-	1302	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	628	1302	-
HCM Lane V/C Ratio	-	-	0.248	0.018	-
HCM Control Delay (s)	-	-	12.6	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	78	180	39	23	131
Future Vol, veh/h	47	78	180	39	23	131
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	66	66	66	66	66	66
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	71	118	273	59	35	198

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	571	303	0	0	332	0
Stage 1	303	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	481	734	-	-	1227	-
Stage 1	747	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	466	734	-	-	1227	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	750	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	603	1227	-
HCM Lane V/C Ratio	-	-	0.314	0.028	-
HCM Control Delay (s)	-	-	13.7	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0.1	-

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	97	51	219	30	22	133
Future Vol, veh/h	97	51	219	30	22	133
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	55	235	32	24	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	442	251	0	0	267	0
Stage 1	251	-	-	-	-	-
Stage 2	191	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	573	788	-	-	1297	-
Stage 1	791	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	562	788	-	-	1297	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	624	1297	-
HCM Lane V/C Ratio	-	-	0.255	0.018	-
HCM Control Delay (s)	-	-	12.7	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	80	180	42	25	131
Future Vol, veh/h	54	80	180	42	25	131
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	66	66	66	66	66	66
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	82	121	273	64	38	198

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	579	305	0	0	337	0
Stage 1	305	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	475	732	-	-	1222	-
Stage 1	745	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	458	732	-	-	1222	-
Mov Cap-2 Maneuver	458	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	743	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	590	1222	-
HCM Lane V/C Ratio	-	-	0.344	0.031	-
HCM Control Delay (s)	-	-	14.3	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.1	-

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	103	53	219	38	25	133
Future Vol, veh/h	103	53	219	38	25	133
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	57	235	41	27	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	453	256	0	0	276	0
Stage 1	256	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	565	783	-	-	1287	-
Stage 1	787	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	552	783	-	-	1287	-
Mov Cap-2 Maneuver	552	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	613	1287	-
HCM Lane V/C Ratio	-	-	0.274	0.021	-
HCM Control Delay (s)	-	-	13.1	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	94	217	47	28	158
Future Vol, veh/h	57	94	217	47	28	158
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	66	66	66	66	66	66
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	86	142	329	71	42	239

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	688	365	0	0	400	0
Stage 1	365	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	411	678	-	-	1159	-
Stage 1	700	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	394	678	-	-	1159	-
Mov Cap-2 Maneuver	394	-	-	-	-	-
Stage 1	700	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.7	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	533	1159	-
HCM Lane V/C Ratio	-	-	0.429	0.037	-
HCM Control Delay (s)	-	-	16.7	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.1	0.1	-

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	117	62	265	36	27	160
Future Vol, veh/h	117	62	265	36	27	160
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	67	285	39	29	172

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	535	305	0	0	324	0
Stage 1	305	-	-	-	-	-
Stage 2	230	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	506	735	-	-	1236	-
Stage 1	748	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	493	735	-	-	1236	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	556	1236	-
HCM Lane V/C Ratio	-	-	0.346	0.023	-
HCM Control Delay (s)	-	-	14.9	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.1	-

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	64	96	217	50	30	158
Future Vol, veh/h	64	96	217	50	30	158
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	66	66	66	66	66	66
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	97	145	329	76	45	239

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	696	367	0	0	405	0
Stage 1	367	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	406	676	-	-	1154	-
Stage 1	699	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	388	676	-	-	1154	-
Mov Cap-2 Maneuver	388	-	-	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.8	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	521	1154	-
HCM Lane V/C Ratio	-	-	0.465	0.039	-
HCM Control Delay (s)	-	-	17.8	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.4	0.1	-

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	123	64	265	44	30	160
Future Vol, veh/h	123	64	265	44	30	160
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	132	69	285	47	32	172

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	545	309	0	0	332	0
Stage 1	309	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	499	731	-	-	1227	-
Stage 1	745	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	485	731	-	-	1227	-
Mov Cap-2 Maneuver	485	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	548	1227	-
HCM Lane V/C Ratio	-	-	0.367	0.026	-
HCM Control Delay (s)	-	-	15.3	8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.7	0.1	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	48	14	8	114	0	10	0	8	0	0	1
Future Vol, veh/h	1	48	14	8	114	0	10	0	8	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	6	6	6	2	2	2	2	2	2
Mvmt Flow	2	84	25	14	200	0	18	0	14	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	200	0	0	109	0	0	330	329	97	336	341	200
Stage 1	-	-	-	-	-	-	101	101	-	228	228	-
Stage 2	-	-	-	-	-	-	229	228	-	108	113	-
Critical Hdwy	4.12	-	-	4.16	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.254	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1372	-	-	1457	-	-	623	590	959	618	581	841
Stage 1	-	-	-	-	-	-	905	811	-	775	715	-
Stage 2	-	-	-	-	-	-	774	715	-	897	802	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1372	-	-	1457	-	-	616	582	959	603	573	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	616	582	-	603	573	-
Stage 1	-	-	-	-	-	-	903	809	-	773	707	-
Stage 2	-	-	-	-	-	-	764	707	-	882	800	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	10.1	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	732	1372	-	-	1457	-	-	841
HCM Lane V/C Ratio	0.043	0.001	-	-	0.01	-	-	0.002
HCM Control Delay (s)	10.1	7.6	0	-	7.5	0	-	9.3
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	26	10	10	111	0	13	1	3	0	0	1
Future Vol, veh/h	4	26	10	10	111	0	13	1	3	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	29	11	11	123	0	14	1	3	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	123	0	0	40	0	0	189	188	35	190	193	123
Stage 1	-	-	-	-	-	-	43	43	-	145	145	-
Stage 2	-	-	-	-	-	-	146	145	-	45	48	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1446	-	-	1570	-	-	771	707	1038	770	702	928
Stage 1	-	-	-	-	-	-	971	859	-	858	777	-
Stage 2	-	-	-	-	-	-	857	777	-	969	855	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1446	-	-	1570	-	-	763	699	1038	760	694	928
Mov Cap-2 Maneuver	-	-	-	-	-	-	763	699	-	760	694	-
Stage 1	-	-	-	-	-	-	968	856	-	855	771	-
Stage 2	-	-	-	-	-	-	849	771	-	962	852	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	9.6	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	796	1446	-	-	1570	-	-	928
HCM Lane V/C Ratio	0.024	0.003	-	-	0.007	-	-	0.001
HCM Control Delay (s)	9.6	7.5	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	49	14	8	116	0	10	0	8	0	0	1
Future Vol, veh/h	1	49	14	8	116	0	10	0	8	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	6	6	6	2	2	2	2	2	2
Mvmt Flow	2	86	25	14	204	0	18	0	14	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	204	0	0	111	0	0	336	335	99	342	347	204
Stage 1	-	-	-	-	-	-	103	103	-	232	232	-
Stage 2	-	-	-	-	-	-	233	232	-	110	115	-
Critical Hdwy	4.12	-	-	4.16	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.254	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1368	-	-	1454	-	-	618	585	957	612	576	837
Stage 1	-	-	-	-	-	-	903	810	-	771	713	-
Stage 2	-	-	-	-	-	-	770	713	-	895	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1368	-	-	1454	-	-	611	577	957	597	569	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	611	577	-	597	569	-
Stage 1	-	-	-	-	-	-	901	808	-	769	705	-
Stage 2	-	-	-	-	-	-	760	705	-	880	798	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	10.2	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	728	1368	-	-	1454	-	-	837
HCM Lane V/C Ratio	0.043	0.001	-	-	0.01	-	-	0.002
HCM Control Delay (s)	10.2	7.6	0	-	7.5	0	-	9.3
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	27	10	10	113	0	13	1	3	0	0	1
Future Vol, veh/h	4	27	10	10	113	0	13	1	3	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	30	11	11	126	0	14	1	3	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	41	0	0	193	192	36	194	197	126
Stage 1	-	-	-	-	-	-	44	44	-	148	148	-
Stage 2	-	-	-	-	-	-	149	148	-	46	49	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1442	-	-	1568	-	-	767	703	1037	765	699	924
Stage 1	-	-	-	-	-	-	970	858	-	855	775	-
Stage 2	-	-	-	-	-	-	854	775	-	968	854	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1442	-	-	1568	-	-	759	695	1037	755	691	924
Mov Cap-2 Maneuver	-	-	-	-	-	-	759	695	-	755	691	-
Stage 1	-	-	-	-	-	-	967	855	-	852	769	-
Stage 2	-	-	-	-	-	-	846	769	-	961	851	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	9.7	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	792	1442	-	-	1568	-	-	924
HCM Lane V/C Ratio	0.024	0.003	-	-	0.007	-	-	0.001
HCM Control Delay (s)	9.7	7.5	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	49	19	10	116	0	19	0	22	0	0	1
Future Vol, veh/h	1	49	19	10	116	0	19	0	22	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	6	6	6	2	2	2	2	2	2
Mvmt Flow	2	86	33	18	204	0	33	0	39	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	204	0	0	119	0	0	348	347	103	366	363	204
Stage 1	-	-	-	-	-	-	107	107	-	240	240	-
Stage 2	-	-	-	-	-	-	241	240	-	126	123	-
Critical Hdwy	4.12	-	-	4.16	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.254	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1368	-	-	1444	-	-	607	576	952	590	565	837
Stage 1	-	-	-	-	-	-	898	807	-	763	707	-
Stage 2	-	-	-	-	-	-	762	707	-	878	794	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1368	-	-	1444	-	-	599	567	952	559	556	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	599	567	-	559	556	-
Stage 1	-	-	-	-	-	-	896	805	-	761	697	-
Stage 2	-	-	-	-	-	-	750	697	-	841	792	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	10.3	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	748	1368	-	-	1444	-	-	837
HCM Lane V/C Ratio	0.096	0.001	-	-	0.012	-	-	0.002
HCM Control Delay (s)	10.3	7.6	0	-	7.5	0	-	9.3
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	27	22	16	113	0	21	1	13	0	0	1
Future Vol, veh/h	4	27	22	16	113	0	21	1	13	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	30	24	18	126	0	23	1	14	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	54	0	0	213	212	42	220	224	126
Stage 1	-	-	-	-	-	-	50	50	-	162	162	-
Stage 2	-	-	-	-	-	-	163	162	-	58	62	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1442	-	-	1551	-	-	744	685	1029	736	675	924
Stage 1	-	-	-	-	-	-	963	853	-	840	764	-
Stage 2	-	-	-	-	-	-	839	764	-	954	843	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1442	-	-	1551	-	-	734	675	1029	716	665	924
Mov Cap-2 Maneuver	-	-	-	-	-	-	734	675	-	716	665	-
Stage 1	-	-	-	-	-	-	960	850	-	837	755	-
Stage 2	-	-	-	-	-	-	828	755	-	937	840	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.9	9.6	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	819	1442	-	-	1551	-	-	924
HCM Lane V/C Ratio	0.047	0.003	-	-	0.011	-	-	0.001
HCM Control Delay (s)	9.6	7.5	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	59	17	10	140	0	12	0	10	0	0	1
Future Vol, veh/h	1	59	17	10	140	0	12	0	10	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	6	6	6	2	2	2	2	2	2
Mvmt Flow	2	104	30	18	246	0	21	0	18	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	246	0	0	134	0	0	406	405	119	414	420	246
Stage 1	-	-	-	-	-	-	123	123	-	282	282	-
Stage 2	-	-	-	-	-	-	283	282	-	132	138	-
Critical Hdwy	4.12	-	-	4.16	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.254	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1320	-	-	1426	-	-	555	535	933	549	525	793
Stage 1	-	-	-	-	-	-	881	794	-	725	678	-
Stage 2	-	-	-	-	-	-	724	678	-	871	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1320	-	-	1426	-	-	547	526	933	531	516	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	547	526	-	531	516	-
Stage 1	-	-	-	-	-	-	879	792	-	724	668	-
Stage 2	-	-	-	-	-	-	712	668	-	853	780	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	10.7	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	674	1320	-	-	1426	-	-	793
HCM Lane V/C Ratio	0.057	0.001	-	-	0.012	-	-	0.002
HCM Control Delay (s)	10.7	7.7	0	-	7.6	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	32	12	12	137	0	16	1	4	0	0	1
Future Vol, veh/h	5	32	12	12	137	0	16	1	4	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	36	13	13	152	0	18	1	4	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	49	0	0	234	233	43	235	239	152
Stage 1	-	-	-	-	-	-	55	55	-	178	178	-
Stage 2	-	-	-	-	-	-	179	178	-	57	61	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1411	-	-	1558	-	-	721	667	1027	720	662	894
Stage 1	-	-	-	-	-	-	957	849	-	824	752	-
Stage 2	-	-	-	-	-	-	823	752	-	955	844	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1411	-	-	1558	-	-	713	658	1027	709	653	894
Mov Cap-2 Maneuver	-	-	-	-	-	-	713	658	-	709	653	-
Stage 1	-	-	-	-	-	-	953	846	-	821	745	-
Stage 2	-	-	-	-	-	-	815	745	-	946	841	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.6	9.9	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	754	1411	-	-	1558	-	-	894
HCM Lane V/C Ratio	0.031	0.004	-	-	0.009	-	-	0.001
HCM Control Delay (s)	9.9	7.6	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	59	22	12	140	0	21	0	24	0	0	1
Future Vol, veh/h	1	59	22	12	140	0	21	0	24	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	6	6	6	2	2	2	2	2	2
Mvmt Flow	2	104	39	21	246	0	37	0	42	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	246	0	0	143	0	0	417	416	124	437	435	246
Stage 1	-	-	-	-	-	-	128	128	-	288	288	-
Stage 2	-	-	-	-	-	-	289	288	-	149	147	-
Critical Hdwy	4.12	-	-	4.16	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.254	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1320	-	-	1415	-	-	546	527	927	530	514	793
Stage 1	-	-	-	-	-	-	876	790	-	720	674	-
Stage 2	-	-	-	-	-	-	719	674	-	854	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1320	-	-	1415	-	-	537	517	927	499	504	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	537	517	-	499	504	-
Stage 1	-	-	-	-	-	-	874	788	-	719	663	-
Stage 2	-	-	-	-	-	-	705	663	-	814	773	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	10.9	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	692	1320	-	-	1415	-	-	793
HCM Lane V/C Ratio	0.114	0.001	-	-	0.015	-	-	0.002
HCM Control Delay (s)	10.9	7.7	0	-	7.6	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	32	24	18	137	0	24	1	14	0	0	1
Future Vol, veh/h	5	32	24	18	137	0	24	1	14	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	36	27	20	152	0	27	1	16	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	63	0	0	255	254	50	262	267	152
Stage 1	-	-	-	-	-	-	62	62	-	192	192	-
Stage 2	-	-	-	-	-	-	193	192	-	70	75	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1411	-	-	1540	-	-	698	650	1018	691	639	894
Stage 1	-	-	-	-	-	-	949	843	-	810	742	-
Stage 2	-	-	-	-	-	-	809	742	-	940	833	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1411	-	-	1540	-	-	688	638	1018	670	627	894
Mov Cap-2 Maneuver	-	-	-	-	-	-	688	638	-	670	627	-
Stage 1	-	-	-	-	-	-	945	840	-	807	732	-
Stage 2	-	-	-	-	-	-	797	732	-	921	830	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.9	9.9	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	777	1411	-	-	1540	-	-	894
HCM Lane V/C Ratio	0.056	0.004	-	-	0.013	-	-	0.001
HCM Control Delay (s)	9.9	7.6	0	-	7.4	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	36	0	0	2	39	825	0	2	900	82
Future Vol, veh/h	12	0	36	0	0	2	39	825	0	2	900	82
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	-	-	-	-	-	50	225	-	-	500	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	2	2	2	5	5	5	2	2	2
Mvmt Flow	13	0	39	0	0	2	42	897	0	2	978	89

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1964	1963	978	2027	2052	897	1067	0	0	897	0	0
Stage 1	982	982	-	981	981	-	-	-	-	-	-	-
Stage 2	982	981	-	1046	1071	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.12	6.52	6.22	4.15	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.518	4.018	3.318	2.245	-	-	2.218	-	-
Pot Cap-1 Maneuver	47	62	301	43	56	339	642	-	-	757	-	-
Stage 1	297	325	-	300	328	-	-	-	-	-	-	-
Stage 2	297	325	-	276	297	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	58	301	35	52	339	642	-	-	757	-	-
Mov Cap-2 Maneuver	146	169	-	121	150	-	-	-	-	-	-	-
Stage 1	278	324	-	281	307	-	-	-	-	-	-	-
Stage 2	276	304	-	239	296	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.3	15.7	0.5	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	642	-	-	238	-	339	757	-	-
HCM Lane V/C Ratio	0.066	-	-	0.219	-	0.006	0.003	-	-
HCM Control Delay (s)	11	-	-	24.3	0	15.7	9.8	-	-
HCM Lane LOS	B	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	22	0	0	2	33	1022	0	1	844	103
Future Vol, veh/h	8	0	22	0	0	2	33	1022	0	1	844	103
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	-	-	-	-	-	50	225	-	-	500	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	23	0	0	2	34	1065	0	1	879	107

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2015	2014	879	2079	2121	1065	986	0	0	1065	0	0
Stage 1	881	881	-	1133	1133	-	-	-	-	-	-	-
Stage 2	1134	1133	-	946	988	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	44	59	347	39	50	270	701	-	-	654	-	-
Stage 1	341	365	-	247	278	-	-	-	-	-	-	-
Stage 2	246	278	-	314	325	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	42	56	347	35	47	270	701	-	-	654	-	-
Mov Cap-2 Maneuver	142	164	-	128	148	-	-	-	-	-	-	-
Stage 1	324	364	-	235	264	-	-	-	-	-	-	-
Stage 2	232	264	-	293	324	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.4	18.4	0.3	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	701	-	-	251	-	270	654	-	-
HCM Lane V/C Ratio	0.049	-	-	0.125	-	0.008	0.002	-	-
HCM Control Delay (s)	10.4	-	-	21.4	0	18.4	10.5	-	-
HCM Lane LOS	B	-	-	C	A	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	37	0	0	2	40	842	0	2	918	84
Future Vol, veh/h	12	0	37	0	0	2	40	842	0	2	918	84
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	-	-	-	-	-	50	225	-	-	500	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	2	2	2	5	5	5	2	2	2
Mvmt Flow	13	0	40	0	0	2	43	915	0	2	998	91

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2004	2003	998	2069	2094	915	1089	0	0	915	0	0
Stage 1	1002	1002	-	1001	1001	-	-	-	-	-	-	-
Stage 2	1002	1001	-	1068	1093	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.12	6.52	6.22	4.15	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.518	4.018	3.318	2.245	-	-	2.218	-	-
Pot Cap-1 Maneuver	44	59	293	40	52	331	630	-	-	745	-	-
Stage 1	290	318	-	293	321	-	-	-	-	-	-	-
Stage 2	290	318	-	268	290	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	55	293	33	48	331	630	-	-	745	-	-
Mov Cap-2 Maneuver	141	164	-	116	145	-	-	-	-	-	-	-
Stage 1	270	317	-	273	299	-	-	-	-	-	-	-
Stage 2	268	296	-	231	289	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.1	15.9	0.5	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	630	-	-	232	-	331	745	-	-
HCM Lane V/C Ratio	0.069	-	-	0.23	-	0.007	0.003	-	-
HCM Control Delay (s)	11.1	-	-	25.1	0	15.9	9.8	-	-
HCM Lane LOS	B	-	-	D	A	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	22	0	0	2	34	1043	0	1	861	105
Future Vol, veh/h	8	0	22	0	0	2	34	1043	0	1	861	105
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	-	-	-	-	-	50	225	-	-	500	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	23	0	0	2	35	1086	0	1	897	109

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2056	2055	897	2121	2164	1086	1006	0	0	1086	0	0
Stage 1	899	899	-	1156	1156	-	-	-	-	-	-	-
Stage 2	1157	1156	-	965	1008	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	41	55	339	37	47	263	689	-	-	642	-	-
Stage 1	334	358	-	239	271	-	-	-	-	-	-	-
Stage 2	239	271	-	306	318	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	52	339	33	45	263	689	-	-	642	-	-
Mov Cap-2 Maneuver	137	159	-	124	143	-	-	-	-	-	-	-
Stage 1	317	357	-	227	257	-	-	-	-	-	-	-
Stage 2	225	257	-	285	317	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22	18.8	0.3	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	689	-	-	243	-	263	642	-	-
HCM Lane V/C Ratio	0.051	-	-	0.129	-	0.008	0.002	-	-
HCM Control Delay (s)	10.5	-	-	22	0	18.8	10.6	-	-
HCM Lane LOS	B	-	-	C	A	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	-	0	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	0	37	0	0	2	40	849	0	2	925	86
Future Vol, veh/h	26	0	37	0	0	2	40	849	0	2	925	86
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	-	-	-	-	-	50	225	-	-	500	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	2	2	2	5	5	5	2	2	2
Mvmt Flow	28	0	40	0	0	2	43	923	0	2	1005	93

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2019	2018	1005	2085	2111	923	1098	0	0	923	0	0
Stage 1	1009	1009	-	1009	1009	-	-	-	-	-	-	-
Stage 2	1010	1009	-	1076	1102	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.12	6.52	6.22	4.15	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.518	4.018	3.318	2.245	-	-	2.218	-	-
Pot Cap-1 Maneuver	43	58	291	39	51	327	625	-	-	740	-	-
Stage 1	287	315	-	290	318	-	-	-	-	-	-	-
Stage 2	287	315	-	266	287	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	54	291	32	47	327	625	-	-	740	-	-
Mov Cap-2 Maneuver	139	162	-	115	143	-	-	-	-	-	-	-
Stage 1	267	314	-	270	296	-	-	-	-	-	-	-
Stage 2	265	293	-	229	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.9	16.1	0.5	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	625	-	-	201	-	327	740	-	-
HCM Lane V/C Ratio	0.07	-	-	0.341	-	0.007	0.003	-	-
HCM Control Delay (s)	11.2	-	-	31.9	0	16.1	9.9	-	-
HCM Lane LOS	B	-	-	D	A	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.4	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	0	22	0	0	2	34	1050	0	1	880	111
Future Vol, veh/h	18	0	22	0	0	2	34	1050	0	1	880	111
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	-	-	-	-	-	50	225	-	-	500	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	0	23	0	0	2	35	1094	0	1	917	116

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2084	2083	917	2153	2199	1094	1033	0	0	1094	0	0
Stage 1	919	919	-	1164	1164	-	-	-	-	-	-	-
Stage 2	1165	1164	-	989	1035	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	39	53	330	35	45	260	673	-	-	638	-	-
Stage 1	325	350	-	237	269	-	-	-	-	-	-	-
Stage 2	237	269	-	297	309	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	37	50	330	31	43	260	673	-	-	638	-	-
Mov Cap-2 Maneuver	134	156	-	120	140	-	-	-	-	-	-	-
Stage 1	308	349	-	225	255	-	-	-	-	-	-	-
Stage 2	223	255	-	276	308	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.8	19	0.3	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	673	-	-	199	-	260	638	-	-
HCM Lane V/C Ratio	0.053	-	-	0.209	-	0.008	0.002	-	-
HCM Control Delay (s)	10.6	-	-	27.8	0	19	10.7	-	-
HCM Lane LOS	B	-	-	D	A	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	44	0	0	2	48	1017	0	2	1109	101
Future Vol, veh/h	15	0	44	0	0	2	48	1017	0	2	1109	101
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	-	-	-	-	-	50	225	-	-	500	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	2	2	2	5	5	5	2	2	2
Mvmt Flow	16	0	48	0	0	2	52	1105	0	2	1205	110

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1866	2418	603	1816	2528	553	1315	0	0	1105	0	0
Stage 1	1209	1209	-	1209	1209	-	-	-	-	-	-	-
Stage 2	657	1209	-	607	1319	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.58	6.98	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.58	5.58	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.58	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.04	3.34	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	44	31	437	49	27	477	506	-	-	628	-	-
Stage 1	191	250	-	194	254	-	-	-	-	-	-	-
Stage 2	415	250	-	450	225	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	28	437	40	24	477	506	-	-	628	-	-
Mov Cap-2 Maneuver	122	120	-	122	100	-	-	-	-	-	-	-
Stage 1	171	249	-	174	228	-	-	-	-	-	-	-
Stage 2	371	224	-	399	224	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23	12.6	0.6	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	506	-	-	264	-	477	628	-	-
HCM Lane V/C Ratio	0.103	-	-	0.243	-	0.005	0.003	-	-
HCM Control Delay (s)	12.9	-	-	23	0	12.6	10.8	-	-
HCM Lane LOS	B	-	-	C	A	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.9	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	27	0	0	2	41	1260	0	1	1040	127
Future Vol, veh/h	10	0	27	0	0	2	41	1260	0	1	1040	127
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	-	-	-	-	-	50	225	-	-	500	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	28	0	0	2	43	1313	0	1	1083	132

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1828	2484	542	1943	2616	657	1215	0	0	1313	0	0
Stage 1	1085	1085	-	1399	1399	-	-	-	-	-	-	-
Stage 2	743	1399	-	544	1217	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	48	29	485	39	24	407	570	-	-	523	-	-
Stage 1	231	291	-	148	206	-	-	-	-	-	-	-
Stage 2	373	206	-	491	252	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	27	485	35	22	407	570	-	-	523	-	-
Mov Cap-2 Maneuver	139	117	-	106	101	-	-	-	-	-	-	-
Stage 1	214	290	-	137	191	-	-	-	-	-	-	-
Stage 2	343	191	-	462	251	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.3	13.9	0.4	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	570	-	-	290	-	407	523	-	-
HCM Lane V/C Ratio	0.075	-	-	0.133	-	0.005	0.002	-	-
HCM Control Delay (s)	11.8	-	-	19.3	0	13.9	11.9	-	-
HCM Lane LOS	B	-	-	C	A	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	-	0	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	0	44	0	0	2	48	1024	0	2	1116	103
Future Vol, veh/h	29	0	44	0	0	2	48	1024	0	2	1116	103
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	-	-	-	-	-	50	225	-	-	500	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	2	2	2	5	5	5	2	2	2
Mvmt Flow	32	0	48	0	0	2	52	1113	0	2	1213	112

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1878	2434	607	1828	2546	557	1325	0	0	1113	0	0
Stage 1	1217	1217	-	1217	1217	-	-	-	-	-	-	-
Stage 2	661	1217	-	611	1329	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.58	6.98	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.58	5.58	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.58	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.04	3.34	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	43	30	435	48	26	474	501	-	-	623	-	-
Stage 1	189	248	-	192	252	-	-	-	-	-	-	-
Stage 2	413	248	-	448	222	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	27	435	39	23	474	501	-	-	623	-	-
Mov Cap-2 Maneuver	121	118	-	120	99	-	-	-	-	-	-	-
Stage 1	169	247	-	172	226	-	-	-	-	-	-	-
Stage 2	368	222	-	397	221	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.4	12.6	0.6	0
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	501	-	-	214	-	474	623	-	-
HCM Lane V/C Ratio	0.104	-	-	0.371	-	0.005	0.003	-	-
HCM Control Delay (s)	13	-	-	31.4	0	12.6	10.8	-	-
HCM Lane LOS	B	-	-	D	A	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.6	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	27	0	0	2	41	1267	0	1	1059	133
Future Vol, veh/h	20	0	27	0	0	2	41	1267	0	1	1059	133
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	-	-	-	-	-	50	225	-	-	500	-	0
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	0	28	0	0	2	43	1320	0	1	1103	139

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1851	2511	552	1960	2650	660	1242	0	0	1320	0	0
Stage 1	1105	1105	-	1406	1406	-	-	-	-	-	-	-
Stage 2	746	1406	-	554	1244	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	46	28	477	38	23	406	556	-	-	519	-	-
Stage 1	225	285	-	146	204	-	-	-	-	-	-	-
Stage 2	372	204	-	484	244	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	43	26	477	34	21	406	556	-	-	519	-	-
Mov Cap-2 Maneuver	136	114	-	104	98	-	-	-	-	-	-	-
Stage 1	208	284	-	135	188	-	-	-	-	-	-	-
Stage 2	341	188	-	455	244	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.7	13.9	0.4	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	556	-	-	231	-	406	519	-	-
HCM Lane V/C Ratio	0.077	-	-	0.212	-	0.005	0.002	-	-
HCM Control Delay (s)	12	-	-	24.7	0	13.9	11.9	-	-
HCM Lane LOS	B	-	-	C	A	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	-	0	0	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	9	0	2	1	8	2	4	5	19	3	0
Future Vol, veh/h	0	9	0	2	1	8	2	4	5	19	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	9	9	9	2	2	2	2	2	2
Mvmt Flow	0	12	0	3	1	10	3	5	6	24	4	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	72	69	4	72	66	8	4	0	0	11	0	0
Stage 1	52	52	-	14	14	-	-	-	-	-	-	-
Stage 2	20	17	-	58	52	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.19	6.59	6.29	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.581	4.081	3.381	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	919	822	1080	902	811	1054	1618	-	-	1608	-	-
Stage 1	961	852	-	988	870	-	-	-	-	-	-	-
Stage 2	999	881	-	936	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	897	808	1080	880	797	1054	1618	-	-	1608	-	-
Mov Cap-2 Maneuver	897	808	-	880	797	-	-	-	-	-	-	-
Stage 1	959	839	-	986	868	-	-	-	-	-	-	-
Stage 2	986	879	-	909	825	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	8.7	1.3	6.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1618	-	-	808	989	1608	-	-
HCM Lane V/C Ratio	0.002	-	-	0.014	0.014	0.015	-	-
HCM Control Delay (s)	7.2	0	-	9.5	8.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	6	2	5	7	10	0	1	1	11	3	5
Future Vol, veh/h	1	6	2	5	7	10	0	1	1	11	3	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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	7	2	6	9	12	0	1	1	14	4	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	47	37	7	42	40	2	10	0	0	2	0	0
Stage 1	35	35	-	2	2	-	-	-	-	-	-	-
Stage 2	12	2	-	40	38	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	954	855	1075	961	852	1082	1610	-	-	1620	-	-
Stage 1	981	866	-	1021	894	-	-	-	-	-	-	-
Stage 2	1009	894	-	975	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	929	847	1075	946	844	1082	1610	-	-	1620	-	-
Mov Cap-2 Maneuver	929	847	-	946	844	-	-	-	-	-	-	-
Stage 1	981	858	-	1021	894	-	-	-	-	-	-	-
Stage 2	988	894	-	956	855	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	8.8	0	4.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1610	-	-	898	964	1620	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.028	0.008	-	-
HCM Control Delay (s)	0	-	-	9.1	8.8	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	9	0	2	1	8	2	4	5	19	3	0
Future Vol, veh/h	0	9	0	2	1	8	2	4	5	19	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	9	9	9	2	2	2	2	2	2
Mvmt Flow	0	12	0	3	1	10	3	5	6	24	4	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	72	69	4	72	66	8	4	0	0	11	0	0
Stage 1	52	52	-	14	14	-	-	-	-	-	-	-
Stage 2	20	17	-	58	52	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.19	6.59	6.29	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.581	4.081	3.381	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	919	822	1080	902	811	1054	1618	-	-	1608	-	-
Stage 1	961	852	-	988	870	-	-	-	-	-	-	-
Stage 2	999	881	-	936	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	897	808	1080	880	797	1054	1618	-	-	1608	-	-
Mov Cap-2 Maneuver	897	808	-	880	797	-	-	-	-	-	-	-
Stage 1	959	839	-	986	868	-	-	-	-	-	-	-
Stage 2	986	879	-	909	825	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	8.7	1.3	6.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1618	-	-	808	989	1608	-	-
HCM Lane V/C Ratio	0.002	-	-	0.014	0.014	0.015	-	-
HCM Control Delay (s)	7.2	0	-	9.5	8.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	6	2	5	7	10	0	1	1	11	3	5
Future Vol, veh/h	1	6	2	5	7	10	0	1	1	11	3	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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	7	2	6	9	12	0	1	1	14	4	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	47	37	7	42	40	2	10	0	0	2	0	0
Stage 1	35	35	-	2	2	-	-	-	-	-	-	-
Stage 2	12	2	-	40	38	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	954	855	1075	961	852	1082	1610	-	-	1620	-	-
Stage 1	981	866	-	1021	894	-	-	-	-	-	-	-
Stage 2	1009	894	-	975	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	929	847	1075	946	844	1082	1610	-	-	1620	-	-
Mov Cap-2 Maneuver	929	847	-	946	844	-	-	-	-	-	-	-
Stage 1	981	858	-	1021	894	-	-	-	-	-	-	-
Stage 2	988	894	-	956	855	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	8.8	0	4.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1610	-	-	898	964	1620	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.028	0.008	-	-
HCM Control Delay (s)	0	-	-	9.1	8.8	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	9	0	2	1	13	2	4	5	29	3	0
Future Vol, veh/h	0	9	0	2	1	13	2	4	5	29	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	9	9	9	2	2	2	2	2	2
Mvmt Flow	0	12	0	3	1	17	3	5	6	37	4	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	101	95	4	98	92	8	4	0	0	11	0	0
Stage 1	78	78	-	14	14	-	-	-	-	-	-	-
Stage 2	23	17	-	84	78	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.19	6.59	6.29	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.581	4.081	3.381	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	880	795	1080	868	785	1054	1618	-	-	1608	-	-
Stage 1	931	830	-	988	870	-	-	-	-	-	-	-
Stage 2	995	881	-	907	817	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	848	775	1080	842	765	1054	1618	-	-	1608	-	-
Mov Cap-2 Maneuver	848	775	-	842	765	-	-	-	-	-	-	-
Stage 1	929	811	-	986	868	-	-	-	-	-	-	-
Stage 2	976	879	-	874	798	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	8.7	1.3	6.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1618	-	-	775	999	1608	-	-
HCM Lane V/C Ratio	0.002	-	-	0.015	0.021	0.023	-	-
HCM Control Delay (s)	7.2	0	-	9.7	8.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	6	2	5	7	25	0	1	1	20	3	5
Future Vol, veh/h	1	6	2	5	7	25	0	1	1	20	3	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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	7	2	6	9	31	0	1	1	25	4	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	79	59	7	64	62	2	10	0	0	2	0	0
Stage 1	57	57	-	2	2	-	-	-	-	-	-	-
Stage 2	22	2	-	62	60	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	910	832	1075	930	829	1082	1610	-	-	1620	-	-
Stage 1	955	847	-	1021	894	-	-	-	-	-	-	-
Stage 2	996	894	-	949	845	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	866	819	1075	910	816	1082	1610	-	-	1620	-	-
Mov Cap-2 Maneuver	866	819	-	910	816	-	-	-	-	-	-	-
Stage 1	955	833	-	1021	894	-	-	-	-	-	-	-
Stage 2	958	894	-	923	831	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	8.8	0	5.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1610	-	-	870	995	1620	-	-
HCM Lane V/C Ratio	-	-	-	0.013	0.046	0.015	-	-
HCM Control Delay (s)	0	-	-	9.2	8.8	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	11	0	2	1	10	2	5	6	23	4	0
Future Vol, veh/h	0	11	0	2	1	10	2	5	6	23	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	9	9	9	2	2	2	2	2	2
Mvmt Flow	0	14	0	3	1	13	3	6	8	29	5	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	86	83	5	86	79	10	5	0	0	14	0	0
Stage 1	63	63	-	16	16	-	-	-	-	-	-	-
Stage 2	23	20	-	70	63	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.19	6.59	6.29	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.581	4.081	3.381	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	900	807	1078	883	798	1051	1616	-	-	1604	-	-
Stage 1	948	842	-	986	868	-	-	-	-	-	-	-
Stage 2	995	879	-	923	829	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	875	791	1078	857	782	1051	1616	-	-	1604	-	-
Mov Cap-2 Maneuver	875	791	-	857	782	-	-	-	-	-	-	-
Stage 1	946	827	-	984	866	-	-	-	-	-	-	-
Stage 2	979	877	-	891	814	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	8.7	1.1	6.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1616	-	-	791	990	1604	-	-
HCM Lane V/C Ratio	0.002	-	-	0.018	0.017	0.018	-	-
HCM Control Delay (s)	7.2	0	-	9.6	8.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	7	2	6	9	12	0	1	1	14	4	6
Future Vol, veh/h	1	7	2	6	9	12	0	1	1	14	4	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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	9	2	7	11	15	0	1	1	17	5	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	58	45	9	50	48	2	12	0	0	2	0	0
Stage 1	43	43	-	2	2	-	-	-	-	-	-	-
Stage 2	15	2	-	48	46	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	939	847	1073	950	844	1082	1607	-	-	1620	-	-
Stage 1	971	859	-	1021	894	-	-	-	-	-	-	-
Stage 2	1005	894	-	965	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	909	838	1073	933	835	1082	1607	-	-	1620	-	-
Mov Cap-2 Maneuver	909	838	-	933	835	-	-	-	-	-	-	-
Stage 1	971	850	-	1021	894	-	-	-	-	-	-	-
Stage 2	979	894	-	943	848	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	8.9	0	4.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	884	954	1620	-	-
HCM Lane V/C Ratio	-	-	-	0.014	0.035	0.011	-	-
HCM Control Delay (s)	0	-	-	9.1	8.9	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	11	0	2	1	15	2	5	6	33	4	0
Future Vol, veh/h	0	11	0	2	1	15	2	5	6	33	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	9	9	9	2	2	2	2	2	2
Mvmt Flow	0	14	0	3	1	19	3	6	8	42	5	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	115	109	5	112	105	10	5	0	0	14	0	0
Stage 1	89	89	-	16	16	-	-	-	-	-	-	-
Stage 2	26	20	-	96	89	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.19	6.59	6.29	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.581	4.081	3.381	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	862	781	1078	849	772	1051	1616	-	-	1604	-	-
Stage 1	918	821	-	986	868	-	-	-	-	-	-	-
Stage 2	992	879	-	894	808	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	828	759	1078	819	750	1051	1616	-	-	1604	-	-
Mov Cap-2 Maneuver	828	759	-	819	750	-	-	-	-	-	-	-
Stage 1	916	800	-	984	866	-	-	-	-	-	-	-
Stage 2	970	877	-	855	787	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	8.7	1.1	6.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1616	-	-	759	997	1604	-	-
HCM Lane V/C Ratio	0.002	-	-	0.019	0.023	0.026	-	-
HCM Control Delay (s)	7.2	0	-	9.8	8.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	7	2	6	9	27	0	1	1	23	4	6
Future Vol, veh/h	1	7	2	6	9	27	0	1	1	23	4	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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	9	2	7	11	33	0	1	1	28	5	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	89	67	9	72	70	2	12	0	0	2	0	0
Stage 1	65	65	-	2	2	-	-	-	-	-	-	-
Stage 2	24	2	-	70	68	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	896	824	1073	919	821	1082	1607	-	-	1620	-	-
Stage 1	946	841	-	1021	894	-	-	-	-	-	-	-
Stage 2	994	894	-	940	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	849	810	1073	898	807	1082	1607	-	-	1620	-	-
Mov Cap-2 Maneuver	849	810	-	898	807	-	-	-	-	-	-	-
Stage 1	946	827	-	1021	894	-	-	-	-	-	-	-
Stage 2	951	894	-	912	824	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	8.9	0	5.1
HCM LOS	A	A		

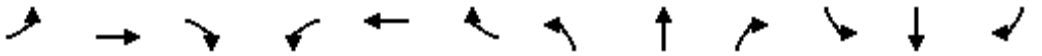
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	856	982	1620	-	-
HCM Lane V/C Ratio	-	-	-	0.014	0.053	0.018	-	-
HCM Control Delay (s)	0	-	-	9.3	8.9	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	Ø1
Lane Configurations								
Traffic Volume (vph)	47	0	14	0	27	703	836	
Future Volume (vph)	47	0	14	0	27	703	836	
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	NA	
Protected Phases		4		8	5	2	6	1
Permitted Phases	4		4		2			
Detector Phase	4	4	4	8	5	2	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	24.0	24.0	24.0	24.0	11.0	85.0	85.0	11.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	9.2%	70.8%	70.8%	9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag					Lead	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 5: HWY-42 & Short Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	0	14	0	0	4	27	703	4	0	836	51
Future Volume (veh/h)	47	0	14	0	0	4	27	703	4	0	836	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	49	0	15	0	0	4	28	732	4	0	871	53
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	2	2	2
Cap, veh/h	126	0	77	0	0	77	433	1557	9	604	1354	82
Arrive On Green	0.05	0.00	0.05	0.00	0.00	0.05	0.03	0.85	0.85	0.00	0.78	0.78
Sat Flow, veh/h	1343	0	1585	0	0	1585	1753	1829	10	1781	1745	106
Grp Volume(v), veh/h	49	0	15	0	0	4	28	0	736	0	0	924
Grp Sat Flow(s),veh/h/ln	1343	0	1585	0	0	1585	1753	0	1839	1781	0	1851
Q Serve(g_s), s	4.1	0.0	1.1	0.0	0.0	0.3	0.4	0.0	11.9	0.0	0.0	26.8
Cycle Q Clear(g_c), s	4.4	0.0	1.1	0.0	0.0	0.3	0.4	0.0	11.9	0.0	0.0	26.8
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	126	0	77	0	0	77	433	0	1565	604	0	1436
V/C Ratio(X)	0.39	0.00	0.19	0.00	0.00	0.05	0.06	0.00	0.47	0.00	0.00	0.64
Avail Cap(c_a), veh/h	268	0	238	0	0	238	462	0	1565	677	0	1436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	56.5	0.0	54.8	0.0	0.0	54.4	5.7	0.0	2.2	0.0	0.0	6.0
Incr Delay (d2), s/veh	2.0	0.0	1.2	0.0	0.0	0.3	0.1	0.0	1.0	0.0	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.5	0.0	0.0	0.1	0.2	0.0	3.0	0.0	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	0.0	56.0	0.0	0.0	54.7	5.7	0.0	3.2	0.0	0.0	8.2
LnGrp LOS	E	A	E	A	A	D	A	A	A	A	A	A
Approach Vol, veh/h		64			4			764			924	
Approach Delay, s/veh		57.9			54.7			3.3			8.2	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	108.1		11.9	9.0	99.1		11.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	79.0		18.0	5.0	79.0		18.0				
Max Q Clear Time (g_c+I1), s	0.0	13.9		6.4	2.4	28.8		2.3				
Green Ext Time (p_c), s	0.0	6.6		0.1	0.0	9.8		0.0				

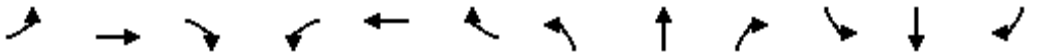
Intersection Summary		
HCM 6th Ctrl Delay		8.0
HCM 6th LOS		A

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	34	0	4	22	967	839		
Future Volume (vph)	34	0	4	22	967	839		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA		
Protected Phases		4		5	2	6	1	8
Permitted Phases	4		4	2				
Detector Phase	4	4	4	5	2	6		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0
Total Split (s)	24.0	24.0	24.0	11.0	85.0	85.0	11.0	24.0
Total Split (%)	20.0%	20.0%	20.0%	9.2%	70.8%	70.8%	9%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0		
Lead/Lag				Lead	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 5: HWY-42 & Short Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	0	4	0	0	0	22	967	0	0	839	29
Future Volume (veh/h)	34	0	4	0	0	0	22	967	0	0	839	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	0	4	0	0	0	22	987	0	0	856	30
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	0	48	0	57	0	484	1626	0	474	1433	50
Arrive On Green	0.03	0.00	0.03	0.00	0.00	0.00	0.02	0.87	0.00	0.00	0.80	0.80
Sat Flow, veh/h	1418	0	1585	0	1870	0	1781	1870	0	1781	1796	63
Grp Volume(v), veh/h	35	0	4	0	0	0	22	987	0	0	0	886
Grp Sat Flow(s),veh/h/ln	1418	0	1585	0	1870	0	1781	1870	0	1781	0	1859
Q Serve(g_s), s	2.9	0.0	0.3	0.0	0.0	0.0	0.2	17.5	0.0	0.0	0.0	22.1
Cycle Q Clear(g_c), s	2.9	0.0	0.3	0.0	0.0	0.0	0.2	17.5	0.0	0.0	0.0	22.1
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	103	0	48	0	57	0	484	1626	0	474	0	1483
V/C Ratio(X)	0.34	0.00	0.08	0.00	0.00	0.00	0.05	0.61	0.00	0.00	0.00	0.60
Avail Cap(c_a), veh/h	273	0	238	0	281	0	519	1626	0	547	0	1483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	57.8	0.0	56.5	0.0	0.0	0.0	4.1	2.2	0.0	0.0	0.0	4.7
Incr Delay (d2), s/veh	1.9	0.0	0.7	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.1	0.0	0.0	0.0	0.1	3.8	0.0	0.0	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	0.0	57.3	0.0	0.0	0.0	4.2	3.9	0.0	0.0	0.0	6.5
LnGrp LOS	E	A	E	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		39			0			1009			886	
Approach Delay, s/veh		59.5			0.0			3.9			6.5	
Approach LOS		E						A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	110.3		9.7	8.6	101.7		9.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	79.0		18.0	5.0	79.0		18.0				
Max Q Clear Time (g_c+I1), s	0.0	19.5		4.9	2.2	24.1		0.0				
Green Ext Time (p_c), s	0.0	11.3		0.1	0.0	9.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			6.2									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	Ø1
Lane Configurations								
Traffic Volume (vph)	48	0	14	0	28	717	853	
Future Volume (vph)	48	0	14	0	28	717	853	
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	NA	
Protected Phases		4		8	5	2	6	1
Permitted Phases	4		4		2			
Detector Phase	4	4	4	8	5	2	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	24.0	24.0	24.0	24.0	11.0	85.0	85.0	11.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	9.2%	70.8%	70.8%	9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag					Lead	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 5: HWY-42 & Short Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	0	14	0	0	4	28	717	4	0	853	52
Future Volume (veh/h)	48	0	14	0	0	4	28	717	4	0	853	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	50	0	15	0	0	4	29	747	4	0	889	54
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	2	2	2
Cap, veh/h	127	0	79	0	0	79	421	1555	8	593	1352	82
Arrive On Green	0.05	0.00	0.05	0.00	0.00	0.05	0.03	0.85	0.85	0.00	0.77	0.77
Sat Flow, veh/h	1344	0	1585	0	0	1585	1753	1829	10	1781	1745	106
Grp Volume(v), veh/h	50	0	15	0	0	4	29	0	751	0	0	943
Grp Sat Flow(s),veh/h/ln	1344	0	1585	0	0	1585	1753	0	1839	1781	0	1851
Q Serve(g_s), s	4.2	0.0	1.1	0.0	0.0	0.3	0.4	0.0	12.4	0.0	0.0	28.1
Cycle Q Clear(g_c), s	4.5	0.0	1.1	0.0	0.0	0.3	0.4	0.0	12.4	0.0	0.0	28.1
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	127	0	79	0	0	79	421	0	1564	593	0	1434
V/C Ratio(X)	0.39	0.00	0.19	0.00	0.00	0.05	0.07	0.00	0.48	0.00	0.00	0.66
Avail Cap(c_a), veh/h	268	0	238	0	0	238	449	0	1564	666	0	1434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	56.5	0.0	54.7	0.0	0.0	54.3	6.0	0.0	2.3	0.0	0.0	6.2
Incr Delay (d2), s/veh	2.0	0.0	1.2	0.0	0.0	0.3	0.1	0.0	1.1	0.0	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.5	0.0	0.0	0.1	0.2	0.0	3.1	0.0	0.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	0.0	55.9	0.0	0.0	54.6	6.1	0.0	3.3	0.0	0.0	8.6
LnGrp LOS	E	A	E	A	A	D	A	A	A	A	A	A
Approach Vol, veh/h		65			4			780			943	
Approach Delay, s/veh		57.8			54.6			3.4			8.6	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	108.0		12.0	9.1	98.9		12.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	79.0		18.0	5.0	79.0		18.0				
Max Q Clear Time (g_c+I1), s	0.0	14.4		6.5	2.4	30.1		2.3				
Green Ext Time (p_c), s	0.0	6.8		0.1	0.0	10.2		0.0				

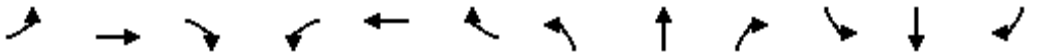
Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	35	0	4	22	986	856		
Future Volume (vph)	35	0	4	22	986	856		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA		
Protected Phases		4		5	2	6	1	8
Permitted Phases	4		4	2				
Detector Phase	4	4	4	5	2	6		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0
Total Split (s)	24.0	24.0	24.0	11.0	85.0	85.0	11.0	24.0
Total Split (%)	20.0%	20.0%	20.0%	9.2%	70.8%	70.8%	9%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0		
Lead/Lag				Lead	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 5: HWY-42 & Short Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	0	4	0	0	0	22	986	0	0	856	30
Future Volume (veh/h)	35	0	4	0	0	0	22	986	0	0	856	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	0	4	0	0	0	22	1006	0	0	873	31
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	0	50	0	59	0	471	1625	0	462	1431	51
Arrive On Green	0.03	0.00	0.03	0.00	0.00	0.00	0.02	0.87	0.00	0.00	0.80	0.80
Sat Flow, veh/h	1418	0	1585	0	1870	0	1781	1870	0	1781	1795	64
Grp Volume(v), veh/h	36	0	4	0	0	0	22	1006	0	0	0	904
Grp Sat Flow(s),veh/h/ln	1418	0	1585	0	1870	0	1781	1870	0	1781	0	1859
Q Serve(g_s), s	3.0	0.0	0.3	0.0	0.0	0.0	0.2	18.3	0.0	0.0	0.0	23.1
Cycle Q Clear(g_c), s	3.0	0.0	0.3	0.0	0.0	0.0	0.2	18.3	0.0	0.0	0.0	23.1
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	104	0	50	0	59	0	471	1625	0	462	0	1482
V/C Ratio(X)	0.34	0.00	0.08	0.00	0.00	0.00	0.05	0.62	0.00	0.00	0.00	0.61
Avail Cap(c_a), veh/h	273	0	238	0	281	0	507	1625	0	535	0	1482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	57.8	0.0	56.4	0.0	0.0	0.0	4.4	2.2	0.0	0.0	0.0	4.8
Incr Delay (d2), s/veh	1.9	0.0	0.7	0.0	0.0	0.0	0.0	1.8	0.0	0.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.1	0.0	0.0	0.0	0.1	4.0	0.0	0.0	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	0.0	57.1	0.0	0.0	0.0	4.4	4.0	0.0	0.0	0.0	6.7
LnGrp LOS	E	A	E	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		40			0			1028			904	
Approach Delay, s/veh		59.5			0.0			4.0			6.7	
Approach LOS		E						A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	110.2		9.8	8.6	101.6		9.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	79.0		18.0	5.0	79.0		18.0				
Max Q Clear Time (g_c+I1), s	0.0	20.3		5.0	2.2	25.1		0.0				
Green Ext Time (p_c), s	0.0	11.8		0.1	0.0	9.4		0.0				

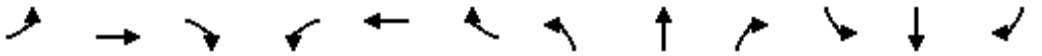
Intersection Summary												
HCM 6th Ctrl Delay			6.4									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	Ø1
Lane Configurations								
Traffic Volume (vph)	55	0	16	0	34	717	864	
Future Volume (vph)	55	0	16	0	34	717	864	
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	NA	
Protected Phases		4		8	5	2	6	1
Permitted Phases	4		4		2			
Detector Phase	4	4	4	8	5	2	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	24.0	24.0	24.0	24.0	11.0	85.0	85.0	11.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	9.2%	70.8%	70.8%	9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag					Lead	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 5: HWY-42 & Short Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	0	16	0	0	4	34	717	4	0	864	52
Future Volume (veh/h)	55	0	16	0	0	4	34	717	4	0	864	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	57	0	17	0	0	4	35	747	4	0	900	54
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	2	2	2
Cap, veh/h	135	0	88	0	0	88	409	1544	8	586	1337	80
Arrive On Green	0.06	0.00	0.06	0.00	0.00	0.06	0.03	0.84	0.84	0.00	0.77	0.77
Sat Flow, veh/h	1352	0	1585	0	0	1585	1753	1829	10	1781	1747	105
Grp Volume(v), veh/h	57	0	17	0	0	4	35	0	751	0	0	954
Grp Sat Flow(s),veh/h/ln	1352	0	1585	0	0	1585	1753	0	1839	1781	0	1851
Q Serve(g_s), s	4.8	0.0	1.2	0.0	0.0	0.3	0.5	0.0	12.9	0.0	0.0	29.9
Cycle Q Clear(g_c), s	5.1	0.0	1.2	0.0	0.0	0.3	0.5	0.0	12.9	0.0	0.0	29.9
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	135	0	88	0	0	88	409	0	1552	586	0	1417
V/C Ratio(X)	0.42	0.00	0.19	0.00	0.00	0.05	0.09	0.00	0.48	0.00	0.00	0.67
Avail Cap(c_a), veh/h	268	0	238	0	0	238	432	0	1552	658	0	1417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	0.0	54.1	0.0	0.0	53.6	6.7	0.0	2.5	0.0	0.0	6.8
Incr Delay (d2), s/veh	2.1	0.0	1.0	0.0	0.0	0.2	0.1	0.0	1.1	0.0	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.5	0.0	0.0	0.1	0.2	0.0	3.4	0.0	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	0.0	55.1	0.0	0.0	53.8	6.8	0.0	3.5	0.0	0.0	9.4
LnGrp LOS	E	A	E	A	A	D	A	A	A	A	A	A
Approach Vol, veh/h		74			4			786			954	
Approach Delay, s/veh		57.4			53.8			3.7			9.4	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	107.3		12.7	9.4	97.9		12.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	79.0		18.0	5.0	79.0		18.0				
Max Q Clear Time (g_c+I1), s	0.0	14.9		7.1	2.5	31.9		2.3				
Green Ext Time (p_c), s	0.0	6.8		0.2	0.0	10.3		0.0				

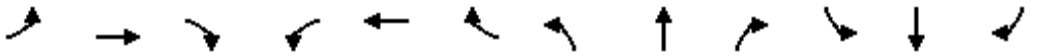
Intersection Summary			
HCM 6th Ctrl Delay		9.0	
HCM 6th LOS		A	

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	42	0	5	38	986	865		
Future Volume (vph)	42	0	5	38	986	865		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA		
Protected Phases		4		5	2	6	1	8
Permitted Phases	4		4	2				
Detector Phase	4	4	4	5	2	6		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0
Total Split (s)	24.0	24.0	24.0	11.0	85.0	85.0	11.0	24.0
Total Split (%)	20.0%	20.0%	20.0%	9.2%	70.8%	70.8%	9%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0		
Lead/Lag				Lead	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 5: HWY-42 & Short Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	0	5	0	0	0	38	986	0	0	865	30
Future Volume (veh/h)	42	0	5	0	0	0	38	986	0	0	865	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	0	5	0	0	0	39	1006	0	0	883	31
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	0	60	0	71	0	462	1612	0	454	1404	49
Arrive On Green	0.04	0.00	0.04	0.00	0.00	0.00	0.03	0.86	0.00	0.00	0.78	0.78
Sat Flow, veh/h	1418	0	1585	0	1870	0	1781	1870	0	1781	1796	63
Grp Volume(v), veh/h	43	0	5	0	0	0	39	1006	0	0	0	914
Grp Sat Flow(s),veh/h/ln	1418	0	1585	0	1870	0	1781	1870	0	1781	0	1859
Q Serve(g_s), s	3.6	0.0	0.4	0.0	0.0	0.0	0.5	19.3	0.0	0.0	0.0	25.3
Cycle Q Clear(g_c), s	3.6	0.0	0.4	0.0	0.0	0.0	0.5	19.3	0.0	0.0	0.0	25.3
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	114	0	60	0	71	0	462	1612	0	454	0	1453
V/C Ratio(X)	0.38	0.00	0.08	0.00	0.00	0.00	0.08	0.62	0.00	0.00	0.00	0.63
Avail Cap(c_a), veh/h	273	0	238	0	281	0	483	1612	0	527	0	1453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	55.7	0.0	0.0	0.0	5.1	2.5	0.0	0.0	0.0	5.6
Incr Delay (d2), s/veh	2.1	0.0	0.6	0.0	0.0	0.0	0.1	1.8	0.0	0.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.2	0.0	0.0	0.0	0.2	4.6	0.0	0.0	0.0	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	0.0	56.3	0.0	0.0	0.0	5.2	4.3	0.0	0.0	0.0	7.7
LnGrp LOS	E	A	E	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		48			0			1045			914	
Approach Delay, s/veh		59.0			0.0			4.3			7.7	
Approach LOS		E						A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	109.4		10.6	9.6	99.8		10.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	79.0		18.0	5.0	79.0		18.0				
Max Q Clear Time (g_c+I1), s	0.0	21.3		5.6	2.5	27.3		0.0				
Green Ext Time (p_c), s	0.0	11.8		0.1	0.0	9.6		0.0				

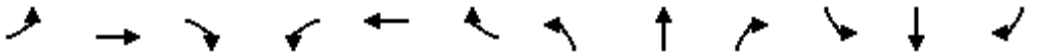
Intersection Summary			
HCM 6th Ctrl Delay		7.2	
HCM 6th LOS		A	

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	Ø1
Lane Configurations								
Traffic Volume (vph)	58	0	17	0	33	866	1030	
Future Volume (vph)	58	0	17	0	33	866	1030	
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	NA	
Protected Phases		4		8	5	2	6	1
Permitted Phases	4		4		2			
Detector Phase	4	4	4	8	5	2	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	24.0	24.0	24.0	24.0	11.0	85.0	85.0	11.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	9.2%	70.8%	70.8%	9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag					Lead	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 5: HWY-42 & Short Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	0	17	0	0	5	33	866	5	0	1030	63
Future Volume (veh/h)	58	0	17	0	0	5	33	866	5	0	1030	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	60	0	18	0	0	5	34	902	5	0	1073	66
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	2	2	2
Cap, veh/h	139	0	94	0	0	94	296	1538	9	483	1330	82
Arrive On Green	0.06	0.00	0.06	0.00	0.00	0.06	0.03	0.84	0.84	0.00	0.76	0.76
Sat Flow, veh/h	1340	0	1585	0	0	1585	1753	1829	10	1781	1744	107
Grp Volume(v), veh/h	60	0	18	0	0	5	34	0	907	0	0	1139
Grp Sat Flow(s),veh/h/ln	1340	0	1585	0	0	1585	1753	0	1839	1781	0	1851
Q Serve(g_s), s	5.0	0.0	1.3	0.0	0.0	0.4	0.5	0.0	18.6	0.0	0.0	45.6
Cycle Q Clear(g_c), s	5.4	0.0	1.3	0.0	0.0	0.4	0.5	0.0	18.6	0.0	0.0	45.6
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	139	0	94	0	0	94	296	0	1546	483	0	1412
V/C Ratio(X)	0.43	0.00	0.19	0.00	0.00	0.05	0.11	0.00	0.59	0.00	0.00	0.81
Avail Cap(c_a), veh/h	267	0	238	0	0	238	319	0	1546	556	0	1412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	55.8	0.0	53.7	0.0	0.0	53.3	12.4	0.0	3.0	0.0	0.0	8.8
Incr Delay (d2), s/veh	2.1	0.0	1.0	0.0	0.0	0.2	0.2	0.0	1.6	0.0	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.5	0.0	0.0	0.1	0.4	0.0	5.0	0.0	0.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	0.0	54.7	0.0	0.0	53.5	12.6	0.0	4.6	0.0	0.0	13.8
LnGrp LOS	E	A	D	A	A	D	B	A	A	A	A	B
Approach Vol, veh/h		78			5			941			1139	
Approach Delay, s/veh		57.2			53.5			4.9			13.8	
Approach LOS		E			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	106.9		13.1	9.4	97.5		13.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	79.0		18.0	5.0	79.0		18.0				
Max Q Clear Time (g_c+I1), s	0.0	20.6		7.4	2.5	47.6		2.4				
Green Ext Time (p_c), s	0.0	9.5		0.2	0.0	13.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			11.6									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	42	0	5	27	1192	1034		
Future Volume (vph)	42	0	5	27	1192	1034		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA		
Protected Phases		4		5	2	6	1	8
Permitted Phases	4		4	2				
Detector Phase	4	4	4	5	2	6		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0
Total Split (s)	24.0	24.0	24.0	11.0	85.0	85.0	11.0	24.0
Total Split (%)	20.0%	20.0%	20.0%	9.2%	70.8%	70.8%	9%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0		
Lead/Lag				Lead	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 5: HWY-42 & Short Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	0	5	0	0	0	27	1192	0	0	1034	36
Future Volume (veh/h)	42	0	5	0	0	0	27	1192	0	0	1034	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	0	5	0	0	0	28	1216	0	0	1055	37
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	0	60	0	71	0	355	1612	0	340	1413	50
Arrive On Green	0.04	0.00	0.04	0.00	0.00	0.00	0.03	0.86	0.00	0.00	0.79	0.79
Sat Flow, veh/h	1418	0	1585	0	1870	0	1781	1870	0	1781	1796	63
Grp Volume(v), veh/h	43	0	5	0	0	0	28	1216	0	0	0	1092
Grp Sat Flow(s),veh/h/ln	1418	0	1585	0	1870	0	1781	1870	0	1781	0	1859
Q Serve(g_s), s	3.6	0.0	0.4	0.0	0.0	0.0	0.3	30.8	0.0	0.0	0.0	36.4
Cycle Q Clear(g_c), s	3.6	0.0	0.4	0.0	0.0	0.0	0.3	30.8	0.0	0.0	0.0	36.4
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	114	0	60	0	71	0	355	1612	0	340	0	1463
V/C Ratio(X)	0.38	0.00	0.08	0.00	0.00	0.00	0.08	0.75	0.00	0.00	0.00	0.75
Avail Cap(c_a), veh/h	273	0	238	0	281	0	384	1612	0	412	0	1463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	55.7	0.0	0.0	0.0	8.3	3.3	0.0	0.0	0.0	6.6
Incr Delay (d2), s/veh	2.1	0.0	0.6	0.0	0.0	0.0	0.1	3.3	0.0	0.0	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.2	0.0	0.0	0.0	0.2	7.5	0.0	0.0	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	0.0	56.3	0.0	0.0	0.0	8.4	6.6	0.0	0.0	0.0	10.1
LnGrp LOS	E	A	E	A	A	A	A	A	A	A	A	B
Approach Vol, veh/h		48			0			1244			1092	
Approach Delay, s/veh		59.0			0.0			6.6			10.1	
Approach LOS		E						A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	109.4		10.6	9.0	100.4		10.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	79.0		18.0	5.0	79.0		18.0				
Max Q Clear Time (g_c+I1), s	0.0	32.8		5.6	2.3	38.4		0.0				
Green Ext Time (p_c), s	0.0	17.6		0.1	0.0	13.2		0.0				

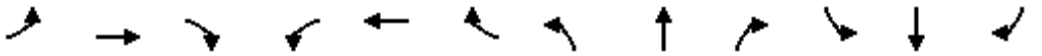
Intersection Summary		
HCM 6th Ctrl Delay		9.3
HCM 6th LOS		A

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	Ø1
Lane Configurations								
Traffic Volume (vph)	65	0	19	0	39	866	1041	
Future Volume (vph)	65	0	19	0	39	866	1041	
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	NA	
Protected Phases		4		8	5	2	6	1
Permitted Phases	4		4		2			
Detector Phase	4	4	4	8	5	2	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	24.0	24.0	24.0	24.0	11.0	85.0	85.0	11.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	9.2%	70.8%	70.8%	9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag					Lead	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 5: HWY-42 & Short Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	0	19	0	0	5	39	866	5	0	1041	63
Future Volume (veh/h)	65	0	19	0	0	5	39	866	5	0	1041	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	68	0	20	0	0	5	41	902	5	0	1084	66
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	2	2	2
Cap, veh/h	148	0	104	0	0	104	282	1526	8	475	1314	80
Arrive On Green	0.07	0.00	0.07	0.00	0.00	0.07	0.03	0.83	0.83	0.00	0.75	0.75
Sat Flow, veh/h	1348	0	1585	0	0	1585	1753	1829	10	1781	1745	106
Grp Volume(v), veh/h	68	0	20	0	0	5	41	0	907	0	0	1150
Grp Sat Flow(s),veh/h/ln	1348	0	1585	0	0	1585	1753	0	1839	1781	0	1851
Q Serve(g_s), s	5.7	0.0	1.4	0.0	0.0	0.4	0.6	0.0	19.3	0.0	0.0	48.6
Cycle Q Clear(g_c), s	6.0	0.0	1.4	0.0	0.0	0.4	0.6	0.0	19.3	0.0	0.0	48.6
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	148	0	104	0	0	104	282	0	1534	475	0	1395
V/C Ratio(X)	0.46	0.00	0.19	0.00	0.00	0.05	0.15	0.00	0.59	0.00	0.00	0.82
Avail Cap(c_a), veh/h	268	0	238	0	0	238	301	0	1534	548	0	1395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	55.4	0.0	53.0	0.0	0.0	52.5	14.1	0.0	3.2	0.0	0.0	9.6
Incr Delay (d2), s/veh	2.2	0.0	0.9	0.0	0.0	0.2	0.2	0.0	1.7	0.0	0.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.6	0.0	0.0	0.1	0.5	0.0	5.4	0.0	0.0	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	0.0	53.9	0.0	0.0	52.7	14.3	0.0	4.9	0.0	0.0	15.3
LnGrp LOS	E	A	D	A	A	D	B	A	A	A	A	B
Approach Vol, veh/h		88			5			948			1150	
Approach Delay, s/veh		56.7			52.7			5.3			15.3	
Approach LOS		E			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	106.1		13.9	9.7	96.4		13.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	79.0		18.0	5.0	79.0		18.0				
Max Q Clear Time (g_c+I1), s	0.0	21.3		8.0	2.6	50.6		2.4				
Green Ext Time (p_c), s	0.0	9.5		0.2	0.0	12.9		0.0				

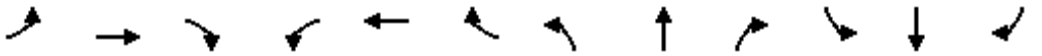
Intersection Summary												
HCM 6th Ctrl Delay			12.7									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	49	0	6	43	1192	1043		
Future Volume (vph)	49	0	6	43	1192	1043		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA		
Protected Phases		4		5	2	6	1	8
Permitted Phases	4		4	2				
Detector Phase	4	4	4	5	2	6		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0
Total Split (s)	24.0	24.0	24.0	11.0	85.0	85.0	11.0	24.0
Total Split (%)	20.0%	20.0%	20.0%	9.2%	70.8%	70.8%	9%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0		
Lead/Lag				Lead	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 5: HWY-42 & Short Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	0	6	0	0	0	43	1192	0	0	1043	36
Future Volume (veh/h)	49	0	6	0	0	0	43	1192	0	0	1043	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	0	6	0	0	0	44	1216	0	0	1064	37
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	0	71	0	83	0	345	1600	0	331	1390	48
Arrive On Green	0.04	0.00	0.04	0.00	0.00	0.00	0.03	0.86	0.00	0.00	0.77	0.77
Sat Flow, veh/h	1418	0	1585	0	1870	0	1781	1870	0	1781	1797	62
Grp Volume(v), veh/h	50	0	6	0	0	0	44	1216	0	0	0	1101
Grp Sat Flow(s),veh/h/ln	1418	0	1585	0	1870	0	1781	1870	0	1781	0	1859
Q Serve(g_s), s	4.2	0.0	0.4	0.0	0.0	0.0	0.5	32.2	0.0	0.0	0.0	39.5
Cycle Q Clear(g_c), s	4.2	0.0	0.4	0.0	0.0	0.0	0.5	32.2	0.0	0.0	0.0	39.5
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	123	0	71	0	83	0	345	1600	0	331	0	1438
V/C Ratio(X)	0.41	0.00	0.09	0.00	0.00	0.00	0.13	0.76	0.00	0.00	0.00	0.77
Avail Cap(c_a), veh/h	273	0	238	0	281	0	362	1600	0	404	0	1438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	56.8	0.0	55.0	0.0	0.0	0.0	9.8	3.6	0.0	0.0	0.0	7.6
Incr Delay (d2), s/veh	2.1	0.0	0.5	0.0	0.0	0.0	0.2	3.5	0.0	0.0	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.2	0.0	0.0	0.0	0.4	8.3	0.0	0.0	0.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	0.0	55.5	0.0	0.0	0.0	10.0	7.0	0.0	0.0	0.0	11.5
LnGrp LOS	E	A	E	A	A	A	A	A	A	A	A	B
Approach Vol, veh/h		56			0			1260			1101	
Approach Delay, s/veh		58.6			0.0			7.1			11.5	
Approach LOS		E						A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	108.7		11.3	9.8	98.8		11.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	79.0		18.0	5.0	79.0		18.0				
Max Q Clear Time (g_c+I1), s	0.0	34.2		6.2	2.5	41.5		0.0				
Green Ext Time (p_c), s	0.0	17.5		0.1	0.0	13.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			10.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	14	25	1	4	25
Future Vol, veh/h	2	14	25	1	4	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	15	27	1	4	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	63	28	0	0	28	0
Stage 1	28	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	943	1047	-	-	1585	-
Stage 1	995	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	940	1047	-	-	1585	-
Mov Cap-2 Maneuver	940	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	984	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1032	1585	-
HCM Lane V/C Ratio	-	-	0.017	0.003	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	9	24	4	10	28
Future Vol, veh/h	1	9	24	4	10	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	10	26	4	11	30

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	80	28	0	0	30	0
Stage 1	28	-	-	-	-	-
Stage 2	52	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	922	1047	-	-	1583	-
Stage 1	995	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	916	1047	-	-	1583	-
Mov Cap-2 Maneuver	916	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1032	1583	-
HCM Lane V/C Ratio	-	-	0.011	0.007	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	14	28	1	4	30
Future Vol, veh/h	2	14	28	1	4	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	15	30	1	4	33

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	72	31	0	0	31	0
Stage 1	31	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	932	1043	-	-	1582	-
Stage 1	992	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	929	1043	-	-	1582	-
Mov Cap-2 Maneuver	929	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1027	1582	-
HCM Lane V/C Ratio	-	-	0.017	0.003	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	9	27	4	10	33
Future Vol, veh/h	1	9	27	4	10	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	10	29	4	11	36

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	89	31	0	0	33	0
Stage 1	31	-	-	-	-	-
Stage 2	58	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	912	1043	-	-	1579	-
Stage 1	992	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	906	1043	-	-	1579	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1027	1579	-
HCM Lane V/C Ratio	-	-	0.011	0.007	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	10	16	5	3	24
Future Vol, veh/h	7	10	16	5	3	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	11	17	5	3	26

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	52	20	0	0	22	0
Stage 1	20	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	957	1058	-	-	1593	-
Stage 1	1003	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	955	1058	-	-	1593	-
Mov Cap-2 Maneuver	955	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	989	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1013	1593	-
HCM Lane V/C Ratio	-	-	0.018	0.002	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	9	19	12	8	21
Future Vol, veh/h	7	9	19	12	8	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	10	21	13	9	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	69	28	0	0	34	0
Stage 1	28	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	936	1047	-	-	1578	-
Stage 1	995	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	930	1047	-	-	1578	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	992	1578	-
HCM Lane V/C Ratio	-	-	0.018	0.006	-
HCM Control Delay (s)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	10	19	5	3	29
Future Vol, veh/h	7	10	19	5	3	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	11	21	5	3	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	62	24	0	0	26	0
Stage 1	24	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	944	1052	-	-	1588	-
Stage 1	999	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	942	1052	-	-	1588	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1004	1588	-
HCM Lane V/C Ratio	-	-	0.018	0.002	-
HCM Control Delay (s)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	9	22	12	8	26
Future Vol, veh/h	7	9	22	12	8	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	10	24	13	9	28

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	77	31	0	0	37	0
Stage 1	31	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	926	1043	-	-	1574	-
Stage 1	992	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	920	1043	-	-	1574	-
Mov Cap-2 Maneuver	920	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	970	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	985	1574	-
HCM Lane V/C Ratio	-	-	0.018	0.006	-
HCM Control Delay (s)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	0	832	930	7
Future Vol, veh/h	0	11	0	832	930	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	0	904	1011	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1015	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	289	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	289	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	289	-	-
HCM Lane V/C Ratio	-	0.041	-	-
HCM Control Delay (s)	-	18	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	0	1056	884	19
Future Vol, veh/h	0	9	0	1056	884	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	0	1148	961	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	972	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	306	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	306	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	306	-	-
HCM Lane V/C Ratio	-	0.032	-	-
HCM Control Delay (s)	-	17.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	0	1004	1124	7
Future Vol, veh/h	0	11	0	1004	1124	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	0	1091	1222	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	615	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	434	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	434	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	434	-	-
HCM Lane V/C Ratio	-	0.028	-	-
HCM Control Delay (s)	-	13.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	0	1274	1068	19
Future Vol, veh/h	0	9	0	1274	1068	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	0	1385	1161	21

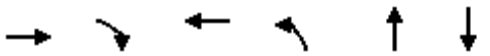
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	591	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	450	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	450	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	450	-	-
HCM Lane V/C Ratio	-	0.022	-	-
HCM Control Delay (s)	-	13.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

APPENDIX F

Queue Analysis Worksheets

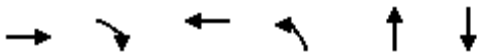


Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	57	17	4	35	751	954
v/c Ratio	0.48	0.08	0.01	0.09	0.49	0.66
Control Delay	64.6	0.8	0.0	3.1	4.8	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	0.8	0.0	3.1	4.8	12.0
Queue Length 50th (ft)	43	0	0	4	144	383
Queue Length 95th (ft)	85	0	0	12	254	640
Internal Link Dist (ft)	373		80		379	390
Turn Bay Length (ft)						
Base Capacity (vph)	210	307	495	373	1541	1447
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.06	0.01	0.09	0.49	0.66

Intersection Summary

Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	43	5	39	1006	914
v/c Ratio	0.41	0.03	0.09	0.63	0.62
Control Delay	63.1	0.2	2.7	6.3	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	63.1	0.2	2.7	6.3	10.4
Queue Length 50th (ft)	32	0	4	228	337
Queue Length 95th (ft)	69	0	12	407	552
Internal Link Dist (ft)	373			379	390
Turn Bay Length (ft)					
Base Capacity (vph)	211	307	417	1590	1467
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.02	0.09	0.63	0.62

Intersection Summary



Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	68	20	5	41	907	1150
v/c Ratio	0.52	0.09	0.01	0.18	0.59	0.82
Control Delay	65.3	0.8	0.0	4.6	6.5	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	0.8	0.0	4.6	6.5	20.2
Queue Length 50th (ft)	51	0	0	5	215	615
Queue Length 95th (ft)	96	0	0	14	387	#1131
Internal Link Dist (ft)	373		80		379	390
Turn Bay Length (ft)						
Base Capacity (vph)	210	307	441	227	1529	1397
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.07	0.01	0.18	0.59	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	50	6	44	1216	1101
v/c Ratio	0.45	0.03	0.16	0.77	0.77
Control Delay	63.9	0.3	3.6	10.3	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	0.3	3.6	10.3	16.6
Queue Length 50th (ft)	38	0	5	380	519
Queue Length 95th (ft)	77	0	14	728	#897
Internal Link Dist (ft)	373			379	390
Turn Bay Length (ft)					
Base Capacity (vph)	211	307	280	1581	1423
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.02	0.16	0.77	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.