



Town of Berthoud
807 Mountain Ave.
P.O. Box 1229
Berthoud, CO 80513
970.532.2643

DEVELOPMENT REVIEW APPLICATION

All required information must be provided before submittal will be accepted and deemed complete.
To be complete, the application must include all items identified on the submittal checklist.
Please complete both sides of application form.

Parcel Number(s): 9424265001 & 9424265002		
Site Address: SE side of Intersection of Mountain Avenue & Pyramid Peak Street		
Project Name: Fickel Farms 5th Filing		
Brief description of project: A residential subdivision which will consist of a combination townhomes and duplex products.		
APPLICATION TYPE (Check as appropriate):		
☐ Annexation	☒ Preliminary Subdivision Plat	☐ Final Site Plan
☐ Rezoning	☐ Final Subdivision Plat	☐ PUD Amendment
☐ Concept Plan	☐ Plat Amendment	☐ PUD Preliminary Development Plan
☐ Minor Subdivision	☐ Oil and Gas	☐ PUD Final Development Plan
☐ Special Use Review	☐ ROW Vacation	☐ Other _____
APPLICANT		
Name: TruMark Homes (Kurt Jones)		
E-mail: kjones@trumarkco.com Phone: 720-346-2800	Mailing Address: 8350 E. Crescent Pkwy, Ste. #450 City/State/Zip: Greenwood Village, CO 80111	
CONTACT PERSON (will receive correspondence from Town Staff/Referral Agencies)		
Name: Kristin Turner		
E-mail: kristin@tbgroup.us Phone: 970-532-5891	Mailing Address: 444 Mountain Ave. City/State/Zip: Berthoud, CO 80513	
OWNER(S) (If different than applicant)		
Name: Edwards Development (Will Edwards)		
E-mail: will@edwardsdevelopment.com Phone: (949) 413-4711	Mailing Address: 506 Shoshoni St, Cheyenne, WY 82009 City/State/Zip: 506 Shoshoni St, Cheyenne, WY 82009	
CONSULTANT (Engineer, Surveyor, or Planner)		
Name: Kristin Turner		
E-mail: kristin@tbgroup.us Phone: 970-532-5891	Mailing Address: 444 Mountain Ave. City/State/Zip: Berthoud, CO 80513	

LAND USE INFORMATION		
Existing Use: Vacant		
Proposed Use: Residential		
Existing Zoning: UR		
Proposed Zoning: (if applicable):		
Number of acres: 14.52 AC		
Proposed Access: Mountain Ave, Welch Av		
Adjacent zoning / land use:		
East Side: Larimer County RR2		North Side: Larimer County RR2/HWY 56
West Side: Residential R1		South Side: Residential PUD
UTILITY SERVICE INFORMATION		
Water: Town of Berthoud		Sewer: Town of Berthoud
PROJECT INFORMATION		
Number of proposed units: 165		Non-Residential Building Area (Sq. Ft.) Proposed: N/A
Number of phases: TBD		Non-Residential Construction Floor Area Ratio Proposed: N/A
Number of Units per phase: TBD		Total Number of Parking Spaces: N/A
Number of lots proposed: 165		<u>Acreage of Site:</u>
Lot size minimum: 25x70		a. Gross: 14.52
Lot size maximum: 28x71		b. Right-of-Way: 3.01
Lot size average: 26.5 x70.5		c. Net (a-b) 11.51
Gross density (units/acre): 11.3		Type of Housing Proposed (please check):
Net density (units/acre): 14.3		☐ Future Single Family
Area and percent open space: 2.70 OS		☒ Townhouse
		☒ Duplex
		☐ Condominium
		☐ Multi-family
		(# of units:)

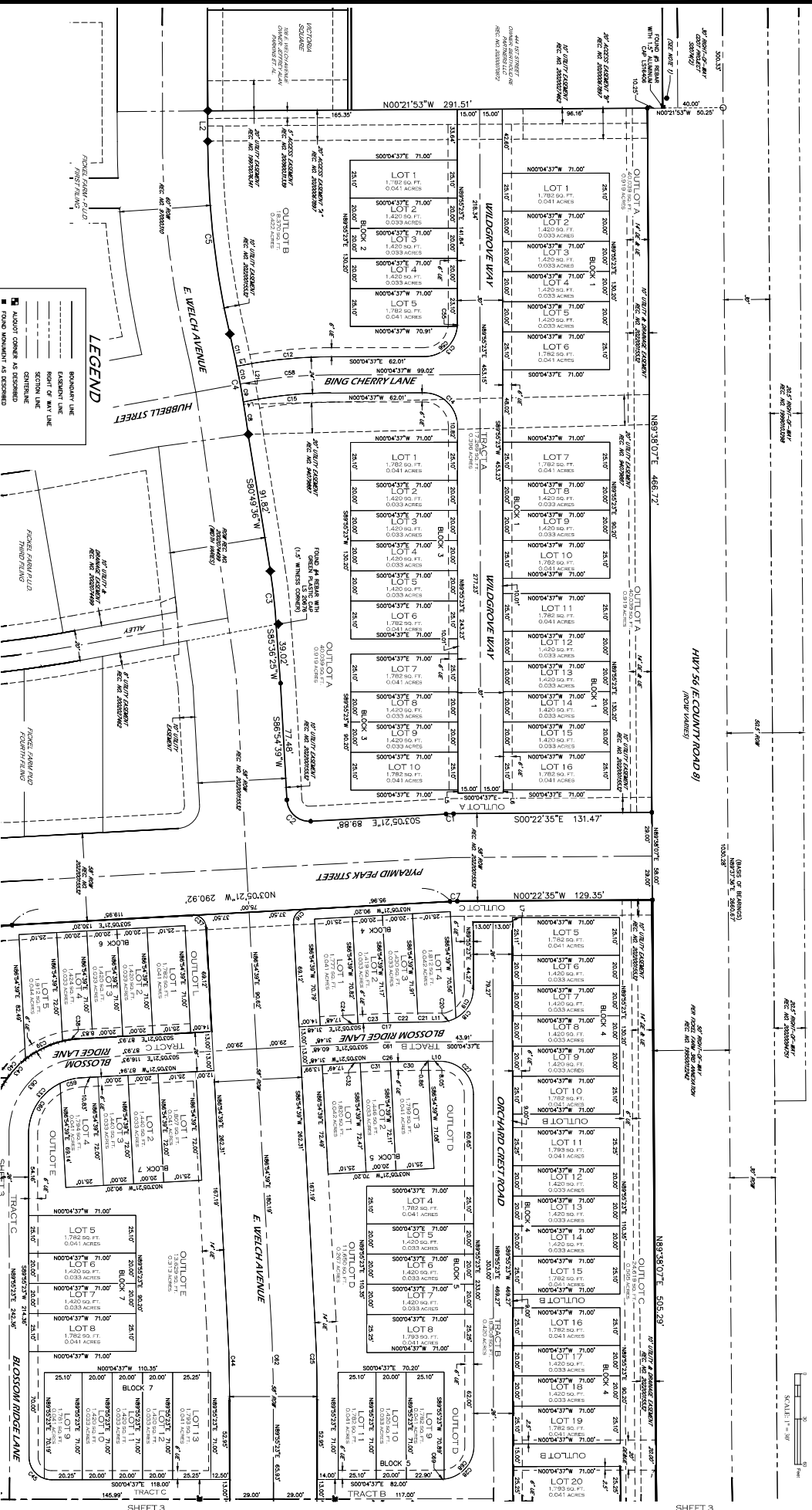
Signatures are required for ALL Property Owners and the Applicant		
I hereby certify that I am the lawful owner of the parcel(s) of land that this application concerns and consent to the action. I hereby permit Town of Berthoud staff to enter upon the property for the purposes of inspection relating to the application. Building Permits <u>will not be accepted</u> while this application is in process.		
Signed by: <i>Will Edwards</i>		
Property Owner(s):	<i>Will Edwards</i>	Date: 12/8/2025
Property Owner(s):		
Date:		
In submitting the application materials and signing this application agreement, I acknowledge and agree that the application is subject to the applicable processing and public hearing requirements set forth in the Development Code.		
Signed by: <i>Kurt Jones</i>		
Applicant:	<i>Kurt Jones</i>	Date: 12/8/2025
FOR OFFICE USE ONLY		
Received By:		Date:

BEING A REPLAT OF TRACTS 1 & 2, FICKEL FARM PUD FOURTH FILING
SITUATE IN THE NW QUARTER OF SECTION 24, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M.,
TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

LEGEND

_____	BOUNDARY LINE
-----	EXHIBIT LINE
_____	SECTION OF WAY LINE
_____	SECTION LINE
_____	CENTRELINE
■	ADJUT COMING AS DESCRIBED
■	FOUND MONUMENT AS DESCRIBED
◇	CALCULATED POSITION
○	PLASTIC CAPSULE GREEN
●	PLASTIC CAPSULE BROWN
●	SET "A" OF A-18 AREA WITH PINK PLASTIC CAP IS 38344

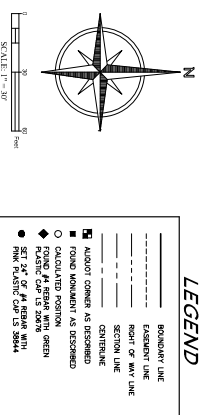
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than three years from the date of the satisfaction shown herein. (17-80-106 C.R.S. 2012)



HWY 56 (E. COUNTY ROAD 8)
(ROW VARIES)

FICKEL FARM FIFTH FILING

BEING A REPLAT OF TRACTS 1 & 2, FICKEL FARM PUD FOURTH FILING
SITUATE IN THE NW QUARTER OF SECTION 24, TOWNSHIP 4 NORTH,
RANGE 69 WEST OF THE 6TH P.M.,
TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO



PRELIMINARY

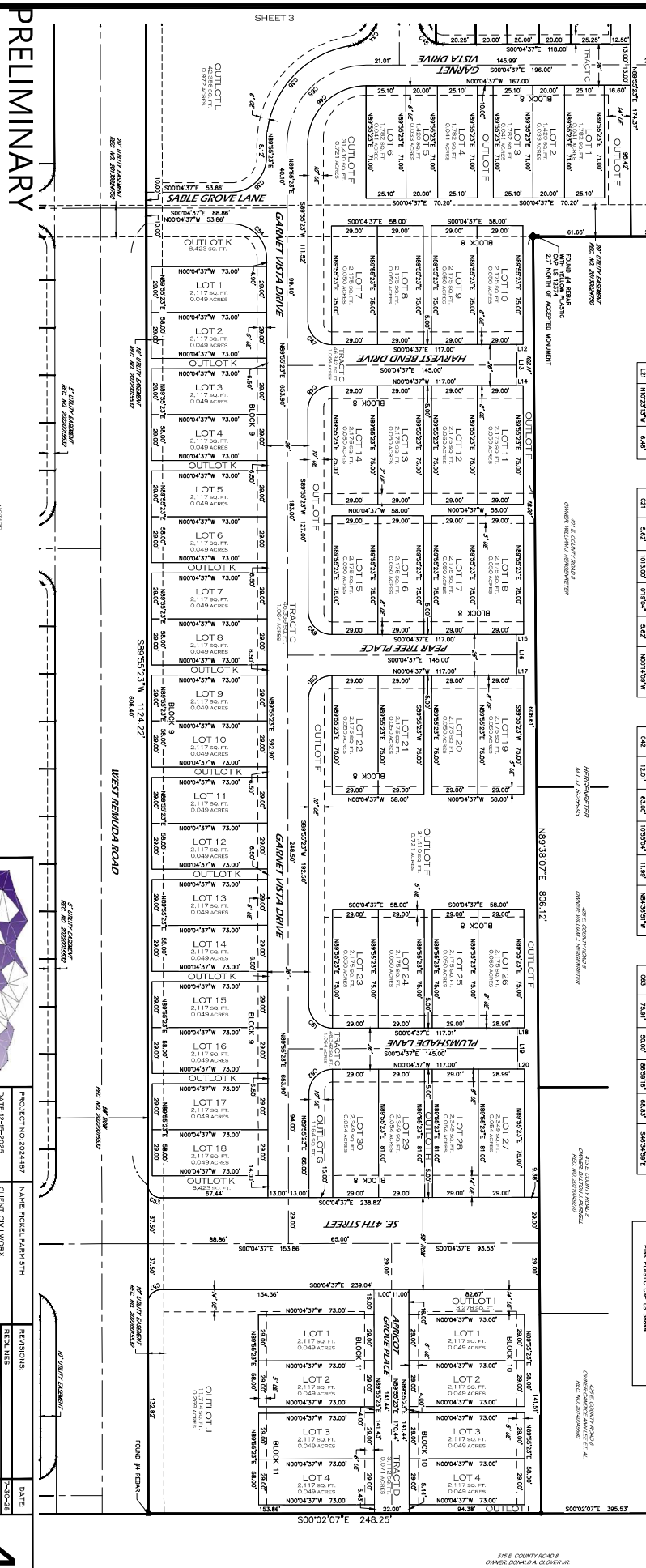
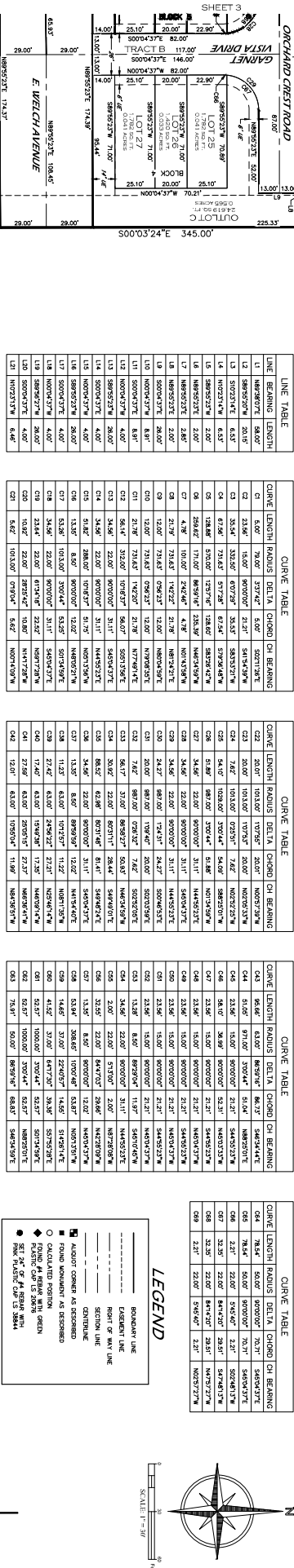
Matthew A. Kramer • On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor #30048

NOTICE

According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey

					
PROJECT NO 2024487		NAME FROEL FABR 5TH		REVISIONS:	
DATE 8-6-2025		CLIENT CHILWORKX		7-30-25	
DRAWN BY MAX		FILE NAME 2024487519			
CHECKED BY CO		SCALE 1" = 30'			
				3	
				SHEET 3 OF 4	

FICKEL FARM FIFTH FILING
BEING A REPLAT OF TRACTS 1 & 2, FICKEL FARM PUD FOURTH FILING
SITUATE IN THE NW QUARTER OF SECTION 24, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M.,
TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO



Matthew A. Kramer - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor #38844

PRELIMINARY

NOTICE

According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than four years from the date of the certification document hereon. (17-CO-105 C.D.S. 2012)



PROJECT NO 2024/87	NAME PICKEL FARM 5TH	REVISIONS:	DATE:
DATE 12-15-2025	CLIENT CIVILNOX	REDLINES	7-30-28
DRAWN BY: MAK	FILE NAME: 2024/875UB		
CHECKED BY: GQ	SCALE: 1" = 30'		

SHEET 4 OF 4

[illegible]

DO NOT REBROADCAST THE GRASS. TEMPORARY REBROADCASTING CAN BE AVOIDED BY PLANTING LOW GROW GRASS SEED IN OR APPROXIMATELY EQUAL. SEED SHALL BE A MATURE THAT MATURES THE FOLLOWING:

LOW GROW SEED MIX	% OF TOTAL MIX
PERMANENT CRISTED WHEATGRASS	50%
PERMANENT BLUEGRASS	20%
PERMANENT BERMUDAGRASS	20%
PERMANENT COWGRASS	15%
PERMANENT CRYSTAL GRASS	10%

SEED SHALL BE AS MANUFACTURED BY ARIZONA VALLEY SEED SOLUTIONS OR APPROVED EQUAL. 4855 COLORADO BOULEVARD, DENVER, CO 80216 (977) 896-3333 OR APPROVED EQUAL.

DRILLED IN TWO PERPENDICULAR DIRECTIONS WITH AN APPLICATION RATE OF 15-20 LBS PER ACRE.

ADDITIONAL TEMPORARY REBROADCASTING OF BY OTHER ACCEPTABLE MEANS WILL BE PROVIDED BY CONTRACTOR FOR THE WINTERING, ESTABLISHMENT AND MAINTENANCE OF THE GRASS. REBROADCASTING SHALL BE DONE IN THE SAME MANNER AS THE FIRST REBROADCASTING OF SEEDS, FRESH AND DRYER, AND SHALL NOT REPRESENT A FIRE HAZARD NOR BECOME A NUISANCE SITE FOR WATER OR WIND EROSION.

MIXING IN ALL NATIVE SEEDS:

1. IMMEDIATELY FOLLOWING THE TOWING, SEEDING OPERATION, AND STRAW MULCH TO THE STEEP SLOPE AREAS.

2. APPLY STRAW MULCH AT A MINIMUM OF 1.5 TONS PER ACRE OF DRY MATERIAL. SPREAD STRAW MULCH UNIFORMLY OVER THE AREA WITH MECHANICAL. WHEREVER THE USE OF CHIPPING EQUIPMENT IS NECESSARY, PLACE MULCH IN THE MANNER NOTED ABOVE AND INCORPORATE INTO THE SOIL. USE A DISC SUCH AS THE DISC TYPE CHIPPING CHARRIER. DO NOT MULCH WHEN WIND VELOCITY EXCEEDS 10 MPH.

UNITS PROVIDED.....	154
SUBTOTAL IDENTIFY ELEMENTS REQUIRED.....	7
PREVIOUSLY APPROVED ELEMENTS:	
1. COMMUNITY GARDENS.....	1
2. USABLE OPEN SPACE.....	2
3. PLAYGROUND.....	1
4. ENHANCED ENTRYWAY.....	1
5. ALLEY (CANDY STREET) MAINTAINED BY TOWN.....	1
TOTAL.....	6
PROPOSED IDENTIFY ELEMENTS:	
1. POWER PARK.....	1
TOTAL.....	7

1. ALL SUNDIALS BE REQUIRED TO ASSESS FOR EXISTING PEAKS.
2. PROPOSED SUNDIALS SHOULD MATCH OR IMPROVE EXISTING SUNDIALS TO PRODUCE POSITIVE DRAINAGE AWAY FROM BUILDING WHEN PROVIDING A SMOOTH TRANSITION BETWEEN ADJACENT GRADES AND/OR PROPOSED SUNDIALS.
3. ALL SUNDIALS SHALL BE MAINTAINED FOR THE LIFE OF THE PROJECT.
4. MAINTAINED FOR SAFETY.
5. ALL SUNDIALS BEING PLACED TO WORK WITH, NOT AGAINST, ANY OTHER OF CONSTRUCTION LIMITS. DUE TO NEW CONSTRUCTION, IT MAY BE REQUIRED AND WORKER/TRAFFIC BEING KEPT FROM THE SUNDIALS.
6. PROTECT EXISTING SUNDIALS AND SUNDIALS WITH NEW, OR OTHER, OF CONSTRUCTION LIMITS DURING CONSTRUCTION. IF SUNDIALS COULD BE DAMAGED, IT BE REPAIRABLE FOR THE LIFE OF THE PROJECT TO EXISTING CONDITIONS AND EXPENSES TO THE OWNER/ TOWN.
7. CONTRACTORS BE RESPONSIBLE FOR SET-UP OF BARRICADES, WARNING SIGNALS, OR OTHER CONTEMPORARY DEVICES IF ANY EXCAVATIONS ARE LEFT EXPOSED AFTER COMPLETE THE CONTRACTOR SHALL NOT PROCEED WITH ANY CONSTRUCTION UNTIL ALL CONSTRUCTION IS COMPLETED AND ALL EXISTING SUNDIALS ARE PROTECTED, NOT CONTAMINATED, OR DAMAGED. IF ANY ARE DAMAGED, IT SHALL BE REPAIRABLE FOR THE LIFE OF THE PROJECT TO EXISTING CONDITIONS AND EXPENSES TO THE OWNER/ TOWN.
8. THE CONTRACTOR SHALL NOT PROCEED WITH ANY CONSTRUCTION UNTIL ALL CONSTRUCTION IS COMPLETED AND ALL EXISTING SUNDIALS ARE PROTECTED, NOT CONTAMINATED, OR DAMAGED. IF ANY ARE DAMAGED, IT SHALL BE REPAIRABLE FOR THE LIFE OF THE PROJECT TO EXISTING CONDITIONS AND EXPENSES TO THE OWNER/ TOWN.

Team Player	Date
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SHEET 1	COVER SHEET
SHEET 2	OVERALL LANDSCAPE PLAN & PLANT PALETTE
SHEETS 3-4	LANDSCAPE PLAN
SHEET 5	LANDSCAPE PLAN & POCKET PARK ENLARGEMENT
SHEETS 6-7	LANDSCAPE NOTES & DETAILS
R110	IRRIGATION LEGEND AND NOTES
R111 - R115	IRRIGATION PLAN
R116 - R122	IRRIGATION DETAILS

OWNER:
TRUMARK
8350 E. Crescent Pkwy
Suite 450
Greenwood Village, CO
80111

LANDSCAPE PLAN

PREPARED FOR:

OWNER:

TRUMARK

8350 E. Crescent Pkwy
Suite 450
Greenwood Village, CO
80111

TRACT A

TRACT B

TRACT C

TRACT D

TRACT E

TRACT F

ORCHARD CREST ROAD (PRIVATE DRIVE)

WELCH AVENUE (58th LOCAL)

GARNET VISTA DRIVE (PRIVATE DRIVE)

HARVEST BEND DRIVE

PEAR TREE PLACE

ALLEY A

ALLEY B

ALLEY C

ALLEY D

ALLEY E

ALLEY F

ALLEY G

ALLEY H

ALLEY I

ALLEY J

ALLEY K

ALLEY L

ALLEY M

ALLEY N

ALLEY O

ALLEY P

ALLEY Q

ALLEY R

ALLEY S

ALLEY T

ALLEY U

ALLEY V

ALLEY W

ALLEY X

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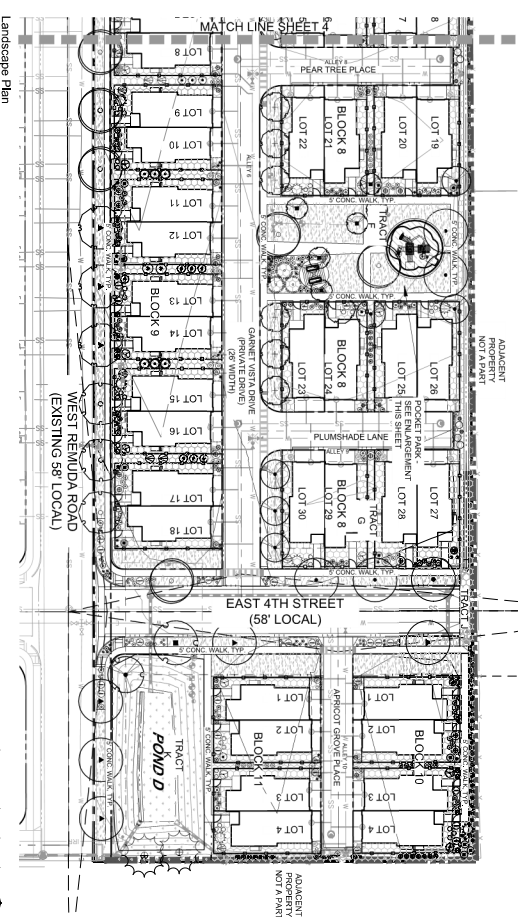
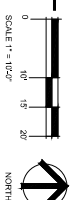
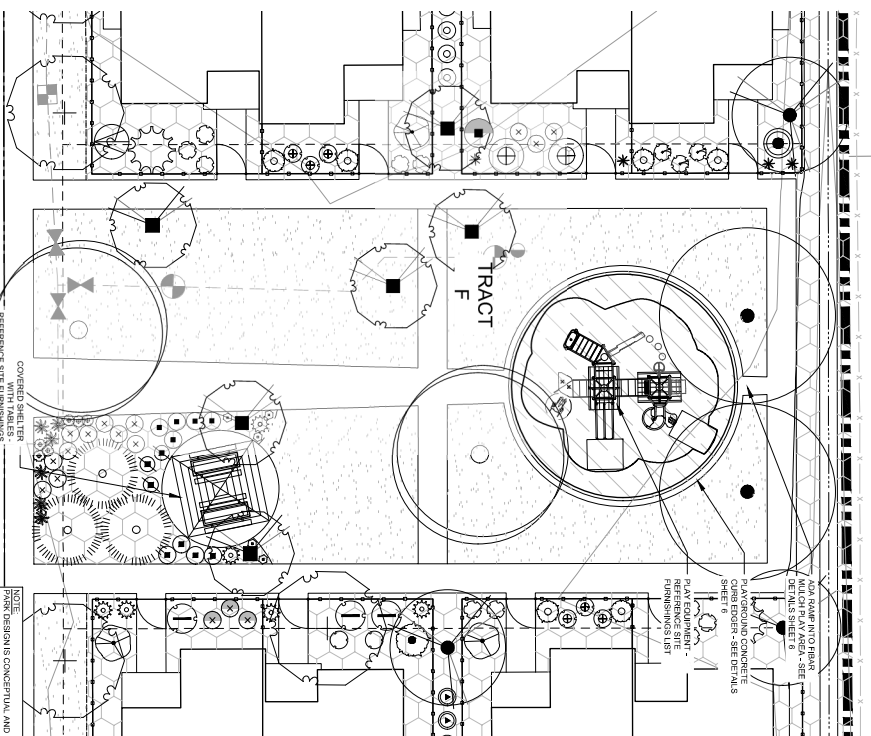
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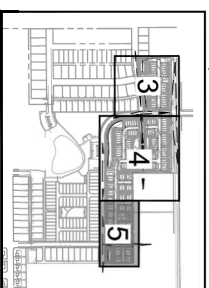
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19,372 sf	
3,299 sf	
111,056 sf	
200 sf	

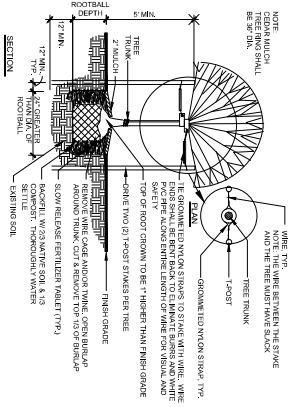
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3,509 sf	
11,098 sf	
200 sf	

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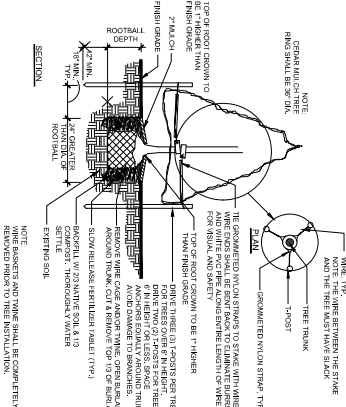
POCKET PARK REQUIREMENTS	
REQUIRED	PROVIDED
List A - All	All
List B - 5	Group Picnic Shelter, 2 Tables
List C - 1 High	Commercial-Grade Playground
List C - 2 Low	Positive Aesthetics Seating Area Active Permanent Cornhole Area



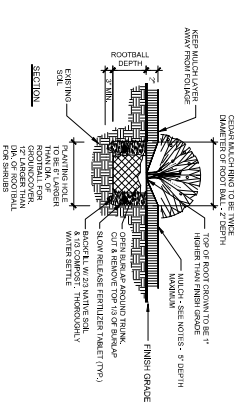
Planting Details



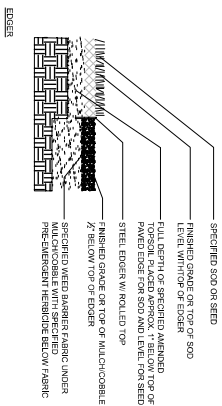
1 DECIDUOUS TREE PLANTING DETAIL



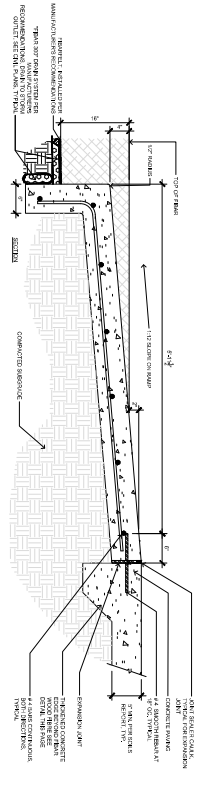
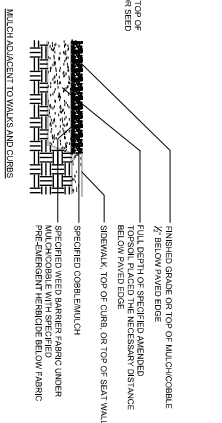
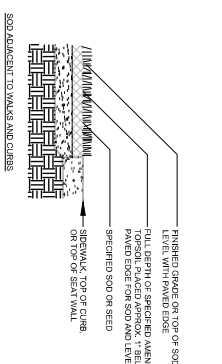
2 CONIFER TREE PLANTING DETAIL
NOT TO SCALE



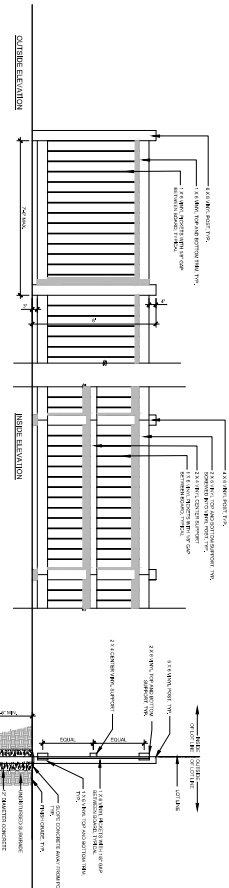
3 GROUND COVER AND SHRUB PLANTING DETAIL



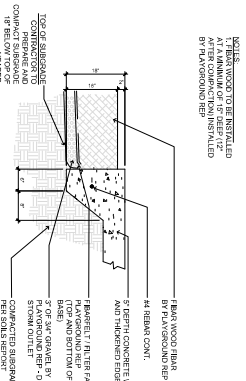
EDGE TREATMENT



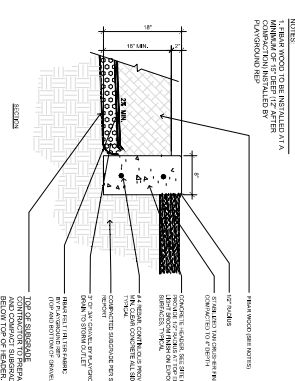
CONCRETE RAMP INTO FIBAR
NOT TO SCALE



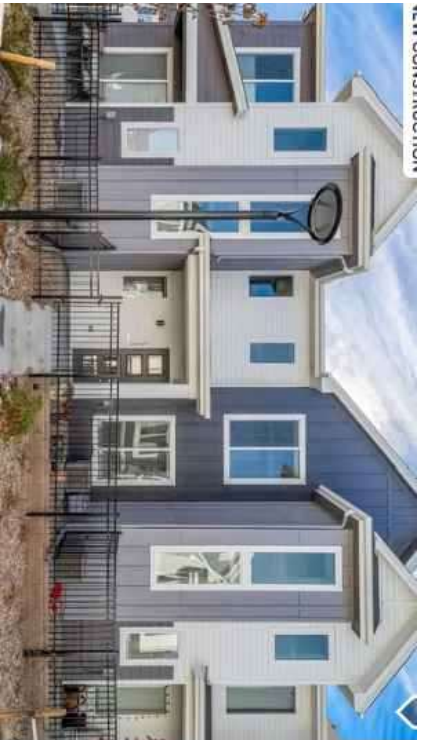
Fence Type 2 - 6 Foot Privacy Fence Without Column



7 FIBAR SURFACING & THICKENED EDGES



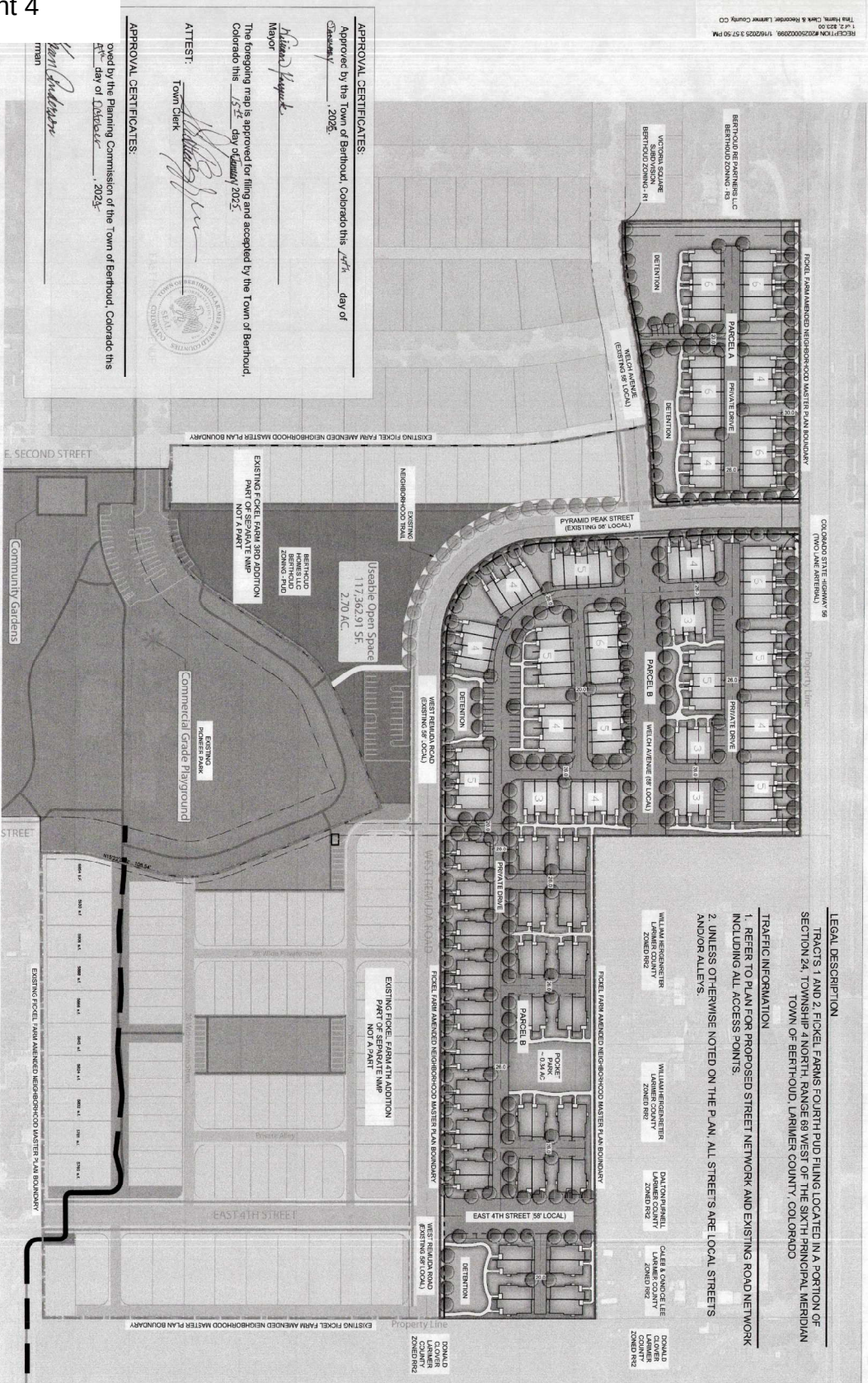
8 TYPICAL CONCRETE PLAYGROUND HEADSTOCK



LOT FENCING AND GATE EXAMPLE

MANUFACTURER: ARBOR FENCING 4" BLACK METAL, OR APPROVED EQUAL. PER MANUFACTURER SPECIFICATIONS

FICKEL FARM PROPERTY | SEPTEMBER 2024



LEGAL DESCRIPTION

TRACTS 1 AND 2, FICKEL FARM FOURTH PLD FILING LOCATED IN A PORTION OF SECTION 24, TOWNSHIP 14 NORTH, RANGE 68 WEST, OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF BERTHOUD, LARIMER COUNTY, COLORADO

TRAFFIC INFORMATION

1. REFER TO PLAN FOR PROPOSED STREET NETWORK AND EXISTING ROAD NETWORK INCLUDING ALL ACCESS POINTS.
2. UNLESS OTHERWISE NOTED ON THE PLAN, ALL STREETS ARE LOCAL STREETS AND/OR ALLEYS.

WILLIAM HENDERSON, LARIMER COUNTY, ZONED R12
WILLIAM HENDERSON, LARIMER COUNTY, ZONED R12
DALTON SPINELL, LARIMER COUNTY, ZONED R12
CALKER & CONCE, LARIMER COUNTY, ZONED R12
DONALD COOPER, LARIMER COUNTY, ZONED R12

FICKEL FARM AMENDED NEIGHBORHOOD MASTER PLAN BOUNDARY

WEST HELENA ROAD (EXISTING 50' LOCAL)

EXISTING FICKEL FARM AMENDED NEIGHBORHOOD MASTER PLAN BOUNDARY

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WEST HELENA ROAD (EXISTING 50' LOCAL)

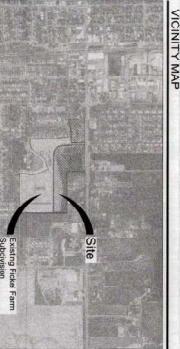
EXISTING FICKEL FARM AMENDED NEIGHBORHOOD MASTER PLAN BOUNDARY

WEST HELENA ROAD (EXISTING 50' LOCAL)

EXISTING FICKEL FARM AMENDED NEIGHBORHOOD MASTER PLAN BOUNDARY

WEST HELENA ROAD (EXISTING 50' LOCAL)

EXISTING FICKEL FARM AMENDED NEIGHBORHOOD MASTER PLAN BOUNDARY



LAND USE SUMMARY

LAND USE	DENSITY
DUPLEX	50 LOTS
TOWNHOMES	115 LOTS
TOTAL =	165 LOTS

LAND USE STATISTICS	
TOTAL ACRES =	14.42 ACRES
ROW/PRIVATE DRIVE ACRES =	3.01 ACRES
% OF SITE AS ROW	20.8%

NOTES:

- THE NEIGHBORHOOD MASTER PLAN IS BINDING ON A DEVELOPMENT AND ALL FUTURE PLANNING ZONING ACTIONS MUST FOLLOW THE APPROVED PLAN AS PRESENTED AND APPROVED BY THE TOWN BOARD OF TRUSTEES. SHOULD THIS NEIGHBORHOOD MASTER PLAN BE ALTERED POST-APPROVAL, A FORMAL AMENDMENT OF THE PLAN MAY BE REQUIRED.
- OVERALL LAND LAYOUT MAY SHIFT DURING DESIGN. SO LONG AS DEVELOPMENT DENSITY REMAINS WITHIN NEIGHBORHOOD MASTER PLAN, DENSITY IS NOT EXCEEDED. EXCEED THE MAXIMUM PERMITTED PER THE UNDERLYING ZONE DISTRICT. DENSITY SHIFTS MUST ADHERE TO THE NEIGHBORHOOD MASTER PLAN REQUIREMENTS PER SECTION 30-6-106-C-5 OF THE BERTHOUD MUNICIPAL CODE.
- ZONING IS PROPOSED URBAN RESIDENTIAL (UR).
- THE NEIGHBORHOOD MASTER PLAN IS BINDING ON A DEVELOPMENT AND ALL FUTURE PLANNING ZONING ACTIONS MUST FOLLOW THE APPROVED PLAN AS PRESENTED AND APPROVED BY THE TOWN BOARD OF TRUSTEES. SHOULD THIS NEIGHBORHOOD MASTER PLAN BE ALTERED POST-APPROVAL, A FORMAL AMENDMENT OF THE PLAN MAY BE REQUIRED.

SHEET INDEX

- SHEET 1 - NEIGHBORHOOD MASTER PLAN
- SHEET 2 - OPEN SPACE, CIRCULATION, & PARKS EXHIBIT



GHBORHOOD MASTER PLAN

APPROVAL CERTIFICATES:
Approved by the Town of Berthoud, Colorado this 27th day of January, 2025.
Mayor: *Michael Hays*
The foregoing map is approved for filing and accepted by the Town of Berthoud, Colorado this 15th day of January 2025.
Attest: *[Signature]*
Town Clerk

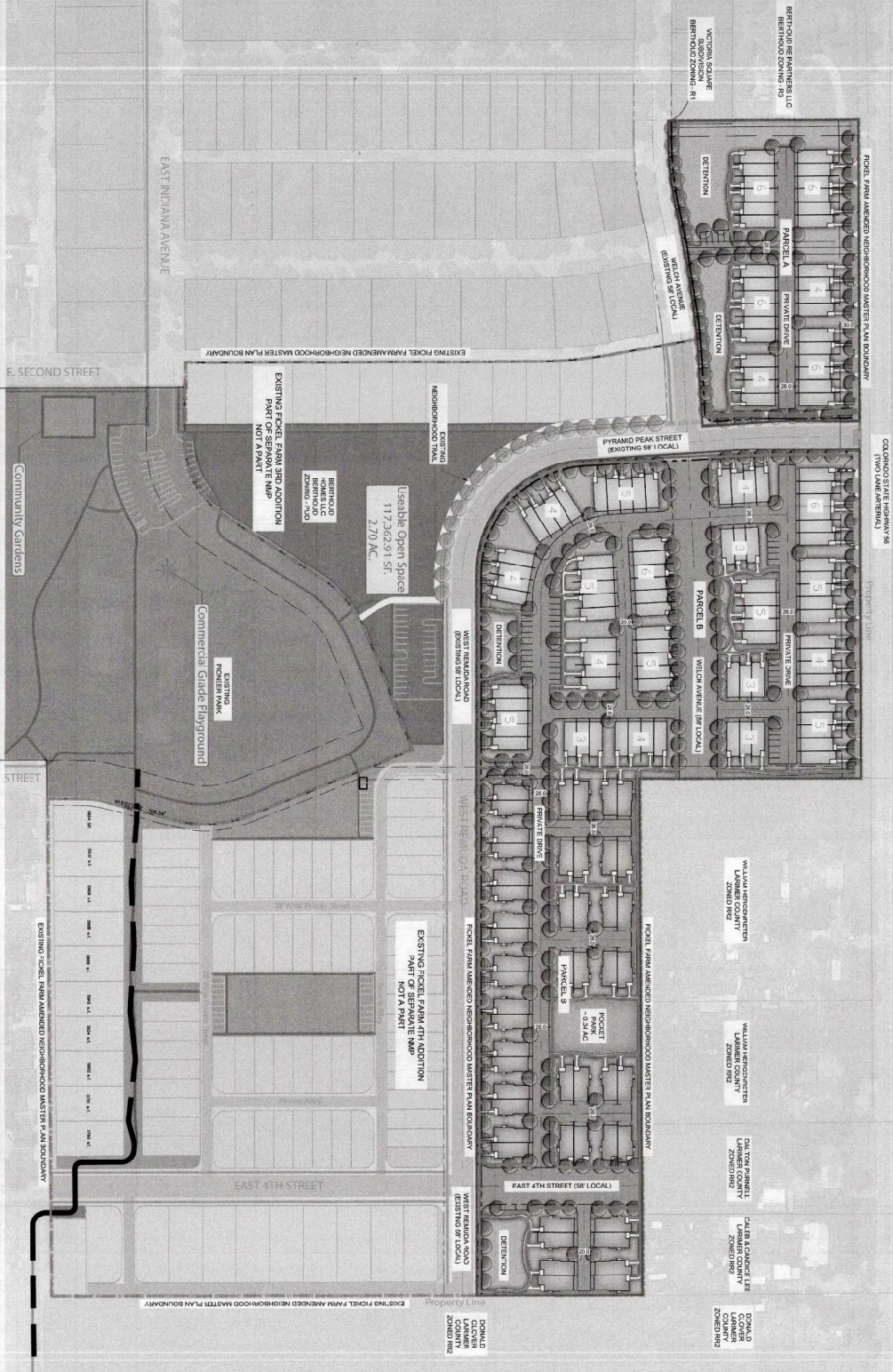
APPROVAL CERTIFICATES:

Approved by the Planning Commission of the Town of Berthoud, Colorado this 15th day of October, 2023.

[Signature]
Mayor

RECEIVED: 10/20/2023 09:00 AM
10/20/2023 3:57 PM
Tina Harris, Clerk & Recorder, Larimer County, CO

FICKEL FARM PROPERTY | SEPTEMBER 2024



SUBDIVISION IDENTITY & RESIDENTIAL STANDARDS

THE SUBDIVISION IDENTITY ELEMENTS LISTED INCLUDE ELEMENTS AT THE EXISTING FICKEL FARM DEVELOPMENTS. IN ADDITION TO NEW AMENITIES TO BE PROVIDED, SPECIFIC AMENITIES AND LOCATIONS WERE DESIGNED AS PART OF THE MASTER PLANNING FOR THE COMMUNITY WITH THE INTENTION OF SATISFYING TOWN REQUIREMENTS FOR THE OVERALL FICKEL FARM DEVELOPMENT.

- PREVIOUSLY APPROVED NMP UNITS (A-N): 70
- PROPOSED NMP UNITS (A-N): 171
- PREVIOUSLY APPROVED NMP UNITS (A-N): 286
- PROPOSED AMENDED NMP UNITS (A-N): 286
- TOTAL CHANGE IN UNITS: +95

- SUBDIVISION IDENTITY ELEMENTS:
- PREVIOUSLY APPROVED SUBDIVISION IDENTITY ELEMENTS REQUIRED: 6
- AMENDED SUBDIVISION IDENTITY ELEMENTS REQUIRED: 1

TOTAL: 7

THE FOLLOWING IS A LIST OF ELEMENTS THAT IS BEING EVALUATED FOR THIS SITE. BUT IS SUBJECT TO CHANGE, SO LONG AS THE REQUIRED ELEMENT POINTS ARE ACHIEVED AT THE TIME OF PLAT.

SUBDIVISION IDENTITY ELEMENTS PROVIDED PER EXISTING/PROPOSED NEIGHBORHOOD MASTER PLAN:

1. COMMUNITY GARDENS 1
2. USABLE OPEN SPACE 2
3. PLAYGROUND 1
4. ENHANCED ENTRYWAY 1
5. ALLEY-LOADED STREET'S, MAINTAINED BY TOWN 1

SUBTOTAL: 6

PROPOSED SUBDIVISION IDENTITY ELEMENT PER AMENDED NEIGHBORHOOD MASTER PLAN:

1. POCKET PARK 1

FICKEL FARM DEVELOPMENT TOTAL: 7

OPEN SPACE ELEMENTS
PARK AND OPEN SPACE REQUIREMENTS APPROVED AND SATISFIED PER THE FICKEL FARM PUD.

TRAILS AND WALKS

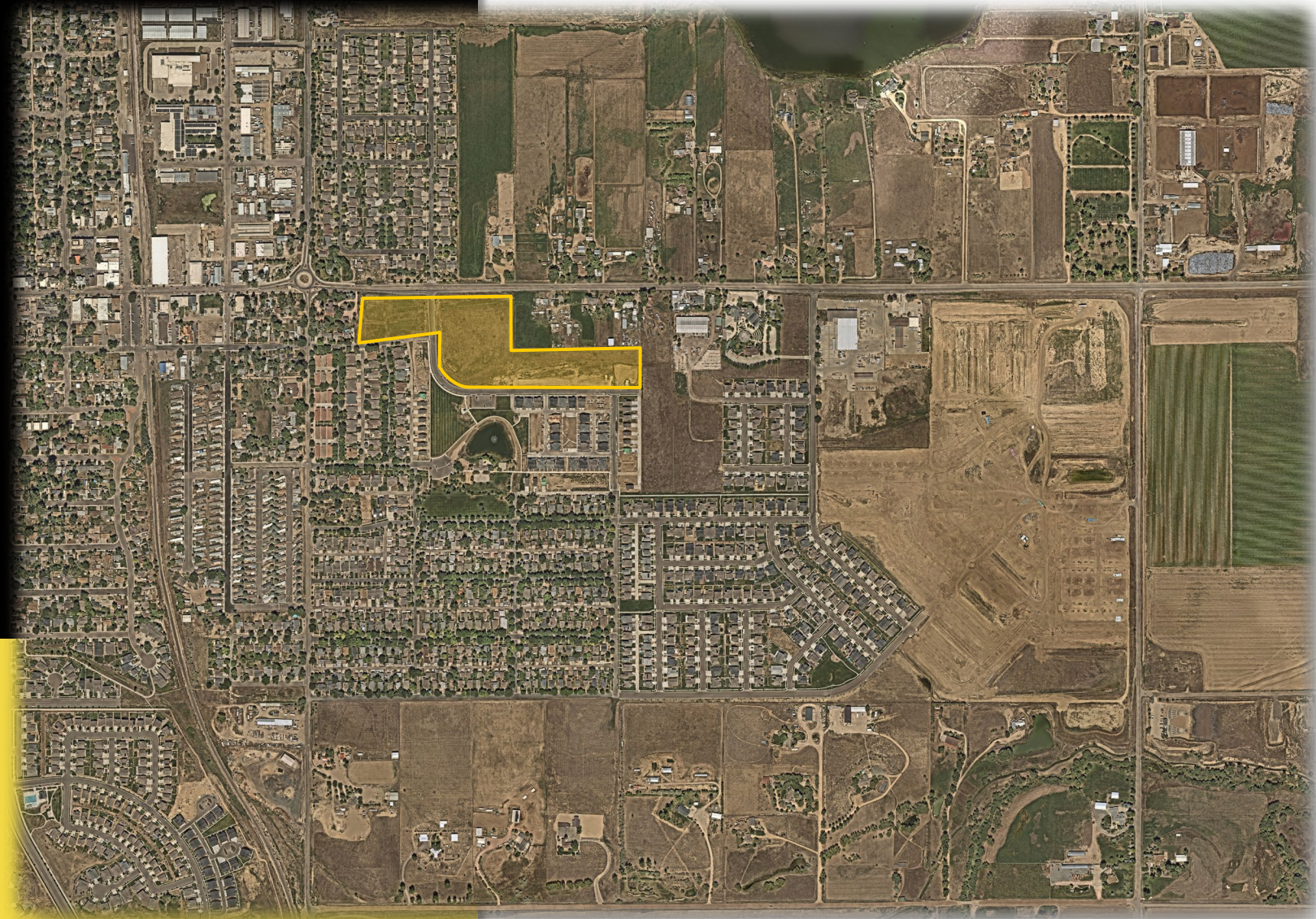
- DETACHED CONCRETE SIDEWALK (6') - 7,734 feet
- 10' REGIONAL TRAIL, W/ PARALLEL 3' SOFT SURFACE TRAIL - 1,271 feet
- NEIGHBORHOOD TRAIL - 237 feet



OPEN SPACE, CIRCULATION, & PARKS EXHIBIT

Fickel Farm

Traffic Impact Study



1st Submittal Date: January 14, 2025

Revised: December 15, 2025

Submitted To:

Trumark Homes
8350 E Crescent Parkway, Suite 450
Greenwood Village, CO 80111

Submitted By:

Fox Tuttle Transportation Group, LLC
1580 Logan Street, Suite 600-PMB 0604
Denver, CO 80203

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Existing Traffic Data

Intersection Capacity Worksheets

Background Documentation



FICKEL FARM TRAFFIC IMPACT STUDY

1.0 Introduction

The Fox Tuttle Transportation Group has prepared this traffic impact study update for the Fickel Farm residential development project. The project site is comprised of vacant property and is located in the Town of Berthoud, Colorado south of State Highway 56 along Pyramid Peak Street and Remuda Road. It is understood that the entire Fickel Farm development is being developed in two (2) phases and at completion will include a total of up to 35 single-family detached homes and 231 single-family attached homes. Note that the current land use proposal for the second phase is for 154 units. The internal roadway network is proposed to connect to Pyramid Peak Street, Remuda Road, 4th Street, and Welch Avenue. Adjacent land uses are comprised of residential neighborhoods and agricultural sites. **Figure 1** provides a vicinity map for the proposed project.

Phase 1 is currently under construction. Phase 2 is still in design, and the proposed number and type of dwelling units has been changed from the original study. This study focuses on Phase 2 of the Fickel Farm project and assumes all Phase 1 development to be completed and occupied in the near-term background.

The purpose of this study is to assist in identifying potential traffic impacts within the study area as a result of Phase 2 of the Fickel Farm project. The traffic study addresses existing, short-term, and long-term peak hour intersection conditions in the study area with and without the project-generated traffic. The information contained in this study is anticipated to be used by the Town of Berthoud staff in identifying any intersection or roadway deficiencies and potential improvements for the build-out condition and long-term future scenarios. This study focused on the weekday AM and PM peak hours which represent the periods of highest trip generation for the proposed use and adjacent street traffic.

2.0 Project Description

The overall Fickel Farm project plans to develop vacant land with up to 35 single-family detached homes and 231 single-family attached homes over the course of two (2) phases. Phase 2 will include up to 165 single-family attached dwelling units (note that the latest site plan is for 154 units and thus the analysis provided in this study is slightly conservative). The project proposes to construct an internal roadway

network that will connect to State Highway 56, Pyramid Peak Street, Remuda Road, 4th Street, and Welch Avenue. For the purpose of this traffic study, it was assumed that Phase 1 of the project will be completed by Year 2028 and is added into the background scenarios as it was previously approved and is currently under construction. It was assumed Phase 2 will also be completed by Year 2028 and will be analyzed as part of this study. **Figure 2** shows the Phase 2 site plan and proposed access locations.

3.0 Study Considerations

3.1 Data Collection

Intersection turning movement volumes were collected in November 2024 or July 2025 at five (5) existing intersections during the weekday AM and PM peak hours, including pedestrians and bicyclists.

The study area intersections are shown on **Figure 3**. The existing traffic volumes are illustrated on **Figure 4**. The existing intersection geometry and traffic control are also shown on this figure. Count data sheets are provided in the **Appendix**.

3.2 Evaluation Methodology

The traffic operations analysis addressed the signalized and unsignalized intersection operations using the procedures and methodologies set forth by the *Highway Capacity Manual (HCM)*¹. Existing peak hour factors (PHF) and heavy vehicle percentages by approach and peak hour were applied to the study intersections for Year 2024 and Year 2028 scenarios. For Year 2045 scenarios, the peak hour factors were changed to 0.92 for movements on State Highway 56 and 0.88 for all other movements unless the existing PHF was higher, and heavy vehicle percentages were changed to 2% unless the existing percentage was lower. Study intersections were evaluated using Synchro software (v12).

3.3 Level of Service Capacity Analysis

A Level of Service analysis was conducted to determine the existing and future performance of the study area intersections and accesses to determine the most appropriate intersection traffic controls and auxiliary lanes for future conditions.

¹ *Highway Capacity Manual*, Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 7th Edition (2022).

To measure and describe the operational status of the study intersections, transportation engineers and planners commonly use a system referred to as “Level of Service” (LOS) that is defined by the HCM. LOS characterizes the operational conditions of an intersection’s traffic flow, ranging from LOS A (indicating free flow operations) and LOS F (indicating congested and sometimes oversaturated conditions). These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with traveling through the intersections. The intersection LOS is based on delay in seconds per vehicle for the intersection as a whole and for each movement.

Typically, LOS D overall during peak hours is acceptable. Individual movements may be allowed to fall to LOS E or F at signalized intersections. Minor movements at unsignalized intersections, such as left turns onto a major arterial, may be allowed to fall below LOS D, specifically where there are low volumes and/or no viable alternative. The Town of Berthoud follows Larimer County Urban Area Street Standards, Chapter 4 (LCUASS)² with regard to transportation impact study standards. Table 4-1 in the current version of LCUASS was used to determine acceptable Levels of Service for intersections and individual movements. Criteria contained in the HCM was applied for these analyses in order to determine peak hour LOS for each scenario. A more detailed discussion of LOS methodology is contained in the **Appendix** for reference.

4.0 Existing Conditions

4.1 Roadways

The study area boundaries are based on the amount of traffic to be generated by the project and potential impact to the existing roadway network. The primary public roadways that serve the project site are discussed in the following text and illustrated on **Figure 1**.

State Highway 56 is a two-lane, east-west, arterial roadway that provides access to urban and rural residential neighborhoods near the project site. Regionally, the roadway provides access to US Highway 287, I-25 and Weld County. State Highway 56 extends from Larimer County Road 23 (west) to Weld County Road 23 (east). The roadway is a Colorado Department of Transportation (CDOT) managed roadway classified as NR-B (Non-Rural Arterial) from west of 1st Street to west of County Line Road, where it transitions to NR-A (Non-Rural Principal Highway). In the eastbound

² Larimer County Urban Area Street Standards, Chapter 4. Adopted August, 2021.

direction, State Highway 56 has a posted speed limit of 25 miles per hour (mph) near the 1st Street roundabout, and then transitions to 55 mph to the east, near County Line Road. In the westbound direction, State Highway 56 has a posted speed limit of 55 mph just west of the County Line Road intersection, then transitions to 40 mph just east of Pyramid Peak Street, and to 25 mph just west of Pyramid Peak Street approaching the 1st Street roundabout. State Highway 56 serves approximately 7,600 vehicles per day (vpd) west of 1st Street and approximately 7,400 vpd east of County Line Road (CDOT, Year 2023).

1st Street is a two-lane, north-south, roadway that provides access to local residential and commercial neighborhoods within Berthoud. 1st Street is classified as a local roadway north of State Highway 56, and as a major collector roadway south of State Highway 56. The roadway extends from US Highway 287 (north), becomes County Road 15 south of County Road 6C, and extends to East County Line Road (south). South of State Highway 56, 1st Street serves approximately 2,950 vpd (CDOT, Year 2024).

Pyramid Peak Street is a two-lane, unstriped north-south roadway that provides local access to residential neighborhoods and will directly serve the Fickel Farm project from State Highway 56. The roadway extends from Little Bear Avenue (north) to Remuda Road (south).

Nebraska Avenue is a two-lane, east-west roadway that provides access to local residential and rural neighborhoods. The roadway extends from 1st Street (west) to Dorothy Drive (east). As the vacant land to the east develops, Nebraska Avenue will extend to County Line Road (east). Nebraska Avenue will indirectly serve the Fickel Farm project via 4th Street.

Welch Avenue is a two-lane, east-west roadway that provides access to local residential and commercial uses extending from Pyramid Peak Street to Berthoud Parkway. The posted speed limit is 25 mph.

4.2 Intersections

The study area includes five (5) existing intersections that are listed below with the current traffic control and were analyzed for existing and future year traffic operations:

1. State Highway 56 at County Line Road [side-street stop controlled]
2. State Highway 56 at 1st Street [roundabout]
3. 1st Street at Nebraska Avenue [side-street stop controlled]

4. State Highway 56 at Pyramid Peak Street [side-street stop controlled]
5. 1st Street at Welch Avenue [side-street stop controlled]

The existing lane configuration at each of the study locations is illustrated on **Figure 3**.

4.3 Pedestrian and Bicycle

Currently, there are no sidewalks along State Highway 56 east of 1st Street. 1st Street has intermittent and inconsistent sidewalks within the study area. Nebraska Avenue has sidewalks on the north side of the roadway. Pyramid Peak Street has sidewalks on both sides of the roadway north of State Highway 56, and sidewalks adjacent to developed frontage south of State Highway 56.

There are no on-street bike facilities within the project study area. Bikes are permitted to travel within the travel lanes of the study roadways.

4.4 Transit

The Town of Berthoud works with other agencies to provide public transportation to residents. Berthoud also operates the Berthoud Area Transportation Service (BATS), which provides door-to-door transit services within Berthoud or to Loveland. Berthoud is also serviced by the Transfort FLEX route, which provides regional services between Fort Collins, Loveland, Longmont and Boulder. Stops for the FLEX route in Berthoud are located at Mountain Avenue and 2nd Street, and Mountain Avenue and 3rd Street. These stops are approximately 1/3 mile west of the State Highway 56 and Pyramid Peak Street intersection.

4.5 Year 2024 Existing Intersection Capacity Analysis

The existing volumes, lane configuration, and traffic control are illustrated on **Figure 3**. The details of LOS for each movement are provided in **Table 1** and the 95th percentile queues are provided in **Table 2** (refer to **Appendix**). The intersection Level of Service worksheets are attached in the **Appendix**. **Currently, a majority of the study intersections operate overall at LOS A in both peak hours, with most individual movements operating at LOS D or better in both peak hours.** All 95th percentile queues were estimated to be contained within existing storage.

The intersection of State Highway 56 and County Line Road currently operates at LOS B in the AM peak hour and LOS F in the PM peak hour. The northbound approach operates at LOS F in both peak hours, and the southbound approach operates at LOS F in the PM peak hour. This is due to the heavy northbound traffic volume and conflicting eastbound and westbound volumes. Per discussion with Town staff, this

intersection is planned to be converted to a single-lane roundabout as part of the adjacent Farmstead development project. A roundabout is anticipated to effectively mitigate these existing delays.

5.0 Future Conditions

5.1 Annual Growth Factor and Future Volume Methodology

In order to forecast the future peak hour traffic volumes, background traffic growth assumptions were estimated based the CDOT growth rates and other traffic studies performed for the town.

Based on CDOT historic data and forecasts, the 20-year growth factor for State Highway 56 is estimated to be 1.3. This equates to an annual growth rate of **1.32%**, however does not account for the projected volume of traffic to be generated by the Farmstead development to the east. The following steps were taken to develop background traffic volumes:

- Estimated traffic volumes associated with Fickel Farm Phase 1 were added to existing volumes to develop background volumes for movements in and out of the south approach of Pyramid Peak Street at State Highway 56. No additional background growth was applied to these movements.
- Estimated traffic volumes associated with the Farmstead project were added to existing volumes to develop background volumes per the *Farmstead Traffic Impact Study*³. Farmstead Phase 1 volumes were used to develop Year 2028 Background volumes, and Farmstead full buildout volumes were used to develop Year 2045 Background volumes. Farmstead project-generated traffic volumes figures are in the **Appendix**. To account for any additional background growth, an annual growth rate of 1.0% was applied to the movements serving the Farmstead project.
- An annual growth rate of 1.32% was applied to existing volumes for all movements not serving the Fickel Farm or Farmstead projects.

Using these assumptions and steps, the Year 2028 background traffic is summarized on **Figure 4** and the Year 2045 background traffic is summarized on **Figure 5**.

³ *Farmstead Traffic Impact Study*. Delich Associates. March, 2024.

5.2 Year 2028 Anticipated Transportation Network

This study assumes the construction of a single-lane roundabout at the intersection of State Highway 56 and County Line Road per Town staff and the Farmstead Traffic Impact Study.

This study assumes that the speed limit on State Highway 56 will be lowered to 35 mph maximum between the roundabouts at 1st Street and County Line Road. Roundabout entry speeds are typically 25 mph or lower, and it is advisable to have no more than a 10 mph differential between speed limit and entry speed.

5.3 Year 2028 Background Intersection Capacity Analysis

The study area intersections were evaluated to determine baseline operations for the Year 2028 background scenario and to identify any capacity constraints associated with background traffic (refer to **Section 5.1** for growth assumptions). It was assumed that the improvements listed in **Section 5.2** will be implemented by Year 2028 background. The background volumes, lane configuration, and traffic control are illustrated on **Figure 4**.

The Level of Service criteria discussed previously was applied to the study area intersections to determine the impacts with the short-term background volumes. The details of LOS for each movement are provided in **Table 1** and the 95th percentile queues are provided in **Table 2** (refer to **Appendix**). The intersection Level of Service worksheets are attached in the **Appendix**.

In summary, all of the study intersections were estimated to operate overall at LOS C or better, with most movements operating at LOS D or better. All 95th percentile queues were estimated to be contained within existing storage. At the intersection of State Highway 56 and Pyramid Peak Street, the following movements were estimated to operate below LOS D in one or more peak hours:

- Northbound left-turn + through operates at LOS E in the AM peak hour and LOS F in the PM peak hour. This is due to the high volume of eastbound and westbound traffic on State Highway 56. The 95th percentile queue was calculated to be 28 feet in the AM peak hour and 33 feet in the PM peak hour.
- Southbound left-turn + through + right-turn operates at LOS E in the PM peak hour. This is due to the high volume of eastbound and westbound traffic on State Highway 56. The 95th percentile queue was calculated to be 10 feet in the PM peak hour.

Recommendation: No mitigation measures are recommended. LCUASS Table 4-1 allows for movements at minor intersections to operate at LOS F.

5.4 Year 2045 Anticipated Transportation Network

Based on the projected 20-year background growth assumptions to include the Farmstead-added traffic growth, it is anticipated that the roundabout at State Highway 56 and County Line Road would need to be widened to include two (2) lanes on State Highway 56 eastbound and westbound through the roundabout. The projected 20-year volumes are above the capacity of single-lane roundabout entries for these approaches. For the 2045 scenarios, it is assumed that this widening would be in place.

Based on 20-year growth projections, the eastbound approach at the State Highway 56 and 1st Street roundabout would exceed single-lane entry capacity. To mitigate this long-term capacity deficiency, an eastbound right-turn bypass lane would be needed and is assumed to be in place for the long-term scenarios. The Year 2045 Background lane geometry is shown on **Figure 5**.

5.5 Year 2045 Background Intersection Capacity Analysis

The study area intersections were evaluated to determine baseline operations for the Year 2045 background scenario and to identify any capacity constraints associated with background traffic in the long-term scenario (refer to **Section 5.1** for growth assumptions). The long-term background volumes, lane configuration, and traffic control are illustrated on **Figure 5**.

The Level of Service criteria discussed previously was applied to the study area intersections to determine the impacts with the long-term background volumes. The details of LOS for each movement are provided in **Table 1** and the 95th percentile queues are provided in **Table 2** (refer to **Appendix**). The intersection Level of Service worksheets are attached in the **Appendix**.

In summary, all four (4) of the study intersections operate at LOS D or better in both peak periods, with most movements operating at LOS D or better. The following intersections have movements which operate below LOS D in one or more peak hours:

State Highway 56 at Pyramid Peak Street was estimated to operate at LOS A in both peak hours.

- Northbound left-turn + through was estimated to operate at LOS F in both peak hours. The 95th percentile queue was estimated to be up to 60 feet.
- Southbound left-turn + through + right-turn was estimated to operate at LOS E in the AM peak hour and LOS F in the PM peak hour. The 95th percentile queue was estimated to be up to 40 feet.

Recommendation: No mitigation measures are recommended. LCUASS Table 4-1 allows for movements at minor intersections to operate at LOS F.

6.0 Future Conditions with the Development

The Fickel Farm project will be comprised of 35 single-family detached homes and 231 single-family attached homes, constructed over two (2) phases. Phase 1 of the project is constructing 35 single-family detached homes and 66 single-family attached homes. Phase 2 proposes to construct up to 165 single-family attached homes. This study assumed that both phases will be completed by Year 2028. As Phase 1 was previously approved and is currently under construction, the traffic associated with Phase 1 has been added to the background traffic volumes for this study. The project proposes to connect its internal roadway network to State Highway 56, Pyramid Peak Street, Remuda Road, 4th Street, and Welch Avenue. **Figure 2** shows the site plan and proposed roadway connections.

6.1 Trip Generation

A trip generation estimate was performed to determine the traffic characteristics for Phase 2 of the proposed development. The trip rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Handbook and Manual⁴ were applied to estimate the traffic for the dwelling units. This study applied the trip rates for “Single-Family Attached Housing” [ITE #215] to determine Phase 2 trips.

Phase 2 of the Fickel Farm project was estimated to generate approximately 1,188 daily trips with 79 trips in the AM peak hour and 94 trips in the PM peak hour. Trip generation is described on **Table 3**.

6.2 Trip Distribution and Assignment

The estimated trip volumes were distributed onto the study area street network based on existing traffic characteristics, land uses, and traffic patterns in the area. The existing volumes were utilized to determine where vehicles are coming from and going to within the study area.

The following overall distributions were assumed for this project and are shown on **Figure 6**:

- North via 1st Street: 20%

⁴ Trip Generation Handbook and Manual, 11th Edition, Institute of Transportation Engineers, 2021.

- South via 1st Street: 5%
- East via State Highway 56: 35%
- West via State Highway 56: 20%
- West via Welch Avenue 5%
- North via County Line Road: 5%
- South via County Line Road: 10%

Using the distribution assumptions, the projected site traffic was assigned to the study area roadway network for the weekday AM and PM peak hour periods. Project-generated trips are shown on **Figure 7**.

6.3 Year 2028 Background + Project Intersection Capacity Analysis

This section discusses impacts associated with the addition of the project trips in the Year 2028 scenario. The site-generated volumes were added to the Year 2028 background volumes and are illustrated on **Figure 8**. This figure also illustrates the necessary traffic control and lane configurations for the study intersections. The recommended improvements in the Year 2028 background scenario were assumed to be implemented.

The study intersections are anticipated to operate similarly to the Year 2028 background conditions with the addition of project trips. All of the overall intersection and most of the individual movement Levels of Service remain the same. At the intersection of State Highway 56 and Pyramid Peak Street, the northbound left-turn + through (AM peak hour) and southbound left-turn + through + right-turn (PM peak hour) fall from LOS E in the background scenario to LOS F when project trips are added.

Recommendation: No mitigation measures are recommended. LCUASS Table 4-1 allows for movements at minor intersections to operate at LOS F. Additionally, as the northbound approach reaches capacity, it is likely vehicles will use alternative routes, such as Welch Avenue to get to 1st Street.

The details of LOS for each movement are provided in **Table 1** and the 95th percentile queues are provided in **Table 2** (refer to **Appendix**). The intersection Level of Service worksheets are attached in the **Appendix**.

6.4 Year 2045 Background + Project Intersection Capacity Analysis

This section discusses impacts associated with the addition of project trips in the Year 2045 scenario. The site-generated volumes were added to the Year 2045 background volumes and are illustrated on **Figure**

14. This figure also illustrates the necessary traffic control and lane configurations for all of the study intersections.

The recommended improvements identified for the Year 2045 Background scenario were assumed to be implemented for this scenario.

The study intersections are anticipated to operate similarly to the Year 2045 background conditions with the addition of project trips. All of the overall intersection and most of the individual movement Levels of Service remain the same. The following intersections have movements which are more significantly impacted by the addition of project traffic:

State Highway 56 at 1st Street continues to operate overall at LOS D in the AM peak hour and LOS E in the PM peak hour.

- The eastbound approach falls from LOS D to LOS E in the PM peak hour. 95th percentile queues are estimated to be up to 325 feet
- The westbound approach falls from LOS D to LOS E in the both peak hours. 95th percentile queues are estimated to be up to 400 feet.
- The southbound approach falls from LOS D to LOS E in the PM peak hour. 95th percentile queues were estimated to be up to 48 feet.

Recommendation: No mitigation measures are recommended. LCUASS Table 4-1 allows for movements at major intersections to operate at LOS E.

State Highway 56 at Pyramid Peak Street continues to operate overall at LOS A in both peak hours.

- The southbound left-turn + through + right-turn movement falls from LOS E to LOS F in the AM peak hour. 95th percentile queues are estimated to be up to 48 feet.

Recommendation: No mitigation measures are recommended. LCUASS Table 4-1 allows for movements at minor intersections to operate at LOS F.

The details of LOS for each movement are provided in **Table 1** and the 95th percentile queues are provided in **Table 2** (refer to **Appendix**). The intersection Level of Service worksheets are attached in the **Appendix**.

7.0 Queuing Analysis

A queuing analysis was performed to determine if the 95th percentile queues would be accommodated by the existing storage length, to determine the storage lengths for future auxiliary lanes, and if any of the queues would impact an upstream intersection/access. **Table 2** provides the existing storage lengths, as well as the 95th percentile queues for each existing and future scenario as calculated by Synchro (assuming each vehicle utilizes 25 feet of space). It should be noted that the 95th percentile queue length is a theoretical queue that is 1.65 standard deviations above the average queue length. In theory, the 95th percentile queue would be exceeded 5% of the time based on the average queue length, but it is also possible that a queue this long may not occur.

As shown in **Table 2**, the estimated queues are shorter than the existing storage length at the side-street stop-controlled intersections in all scenarios. The project trips have minimal impact on queues at the existing study intersections. At the roundabout controlled intersections, queues may begin to impact existing or future upstream intersections and should be monitored.

The westbound approach on State Highway 56 at Pyramid Peak Street includes a westbound left-turn deceleration lane consisting of approximately 60 feet of storage plus a 130-foot taper. The State Highway Access Code prescribes that a left-turn deceleration lane at a 40-mph posted speed should include storage (at 50 feet per 60 vehicles per hour) and a 12:1 taper. At 35 mph, the taper is shortened to 10:1. Since the existing westbound deceleration lane striping exceeds the State Highway Access Code requirement for storage plus taper for 35 mph (which is the recommended speed limit once the intersection is between two roundabouts on State Highway 56), no changes to the existing lane striping on State Highway 56 is proposed for this project.

8.0 Conclusions

The Fickel Farm project plans to develop vacant land with 35 single-family detached homes and 231 single-family attached homes over the course of two (2) phases. Phase 1 was previously approved and is currently under construction. Phase 1 consists of 35 single-family detached homes and 66 single-family attached homes. Phase 2 was evaluated through this study and proposes to construct up to 165 single-family attached homes. The project proposes to construct an internal roadway network that will connect to State Highway 56, Pyramid Peak Street, Remuda Road, 4th Street, and Welch Avenue. For the purpose of this traffic study, it was assumed that both phases will be completed by Year 2028.

The Fickel Farm Phase 2 project is estimated to generate approximately 1,188 daily trips with 79 trips occurring in the AM peak hour and 94 trips occurring in the PM peak hour. **It was determined that the proposed roadway system can adequately accommodate the projected traffic volumes with recommended improvements.**

Existing/Background Conditions (Non-Project Related):

- **State Highway 56 at County line Road**
 - Construct single-lane roundabout at the intersection. *[Implemented prior to Year 2028 Background based on Farmstead Traffic Impact Study found in the **Appendix**]*
 - Widen roundabout to two lanes for eastbound and westbound traffic. *[Year 2045 Background]*
- **State Highway 56 from 1st Street to County Line Road**
 - Reduce speed to 35 mph maximum. *[Year 2028 Background]*
- **State Highway 56 at 1st Street**
 - Construct eastbound right-turn bypass lane at roundabout. *[Year 2045 Background]*

Note that the traffic study provides technical information and evaluates the need for transportation mitigation as traffic grows, but it does not address infrastructure commitments or obligations of the Fickel Farm project.

Tables and Figures:

Table 1 – Peak Hour Intersection Level of Service Summary

Table 2 – Peak Hour Estimated Queues and Proposed Auxiliary Lanes

Table 3 – Trip Generation Summary

Figure 1 – Vicinity Map

Figure 2 – Conceptual Site Plan

Figure 3 – Year 2024 Existing Traffic Volumes

Figure 4 – Year 2028 Background Traffic Volumes

Figure 5 – Year 2045 Background Traffic Volumes

Figure 6 – Site Trip Distribution

Figure 7 – Site-Generated Traffic Volumes

Figure 8 – Year 2028 Background + Project Traffic Volumes

Figure 9 – Year 2045 Background + Project Traffic Volumes

Table 1 - Peak Hour Intersection Level of Service Summary

Intersections and Lane Groups	Year 2024 Existing				Year 2028 Background				Year 2028 with Project				Year 2045 Background				Year 2045 with Project			
	AM Peak Delay LOS		PM Peak Delay LOS		AM Peak Delay LOS		PM Peak Delay LOS		AM Peak Delay LOS		PM Peak Delay LOS		AM Peak Delay LOS		PM Peak Delay LOS		AM Peak Delay LOS		PM Peak Delay LOS	
STOP SIGN CONTROL																				
1. State Highway 56 at County Line Road	13	B	62	F																
Eastbound Left + Through + Right	8	A	8	A	Analyzed as Roundabout				Analyzed as Roundabout				Analyzed as Roundabout				Analyzed as Roundabout			
Westbound Left + Through + Right	9	A	9	A																
Northbound Left + Through + Right	85	F	>120	F																
Southbound Left + Through + Right	26	D	52	F																
3. 1st Street at Nebraska Avenue	3	A	2	A	3	A	2	A	3	A	3	A	3	A	2	A	3	A	2	A
Westbound Left + Right	9	A	10	A	10	A	10	B	10	A	11	B	10	A	11	B	10	A	11	B
Northbound Through + Right	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A
Southbound Left + Through	7	A	8	A	8	A	8	A	8	A	8	A	8	A	8	A	8	A	8	A
4. State Highway 56 at Pyramid Peak Street	1	A	1	A	2	A	2	A	4	A	4	A	3	A	4	A	6	A	9	A
Eastbound Left	8	A	9	A	9	A	9	A	9	A	9	A	10	A	10	A	10	A	10	A
Eastbound Through	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A
Eastbound Right	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A
Westbound Left	9	A	9	A	9	A	10	A	9	A	10	A	9	A	11	B	10	A	11	B
Westbound Through + Right	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A
Northbound Left + Through	23	C	29	D	48	E	72	F	66	F	115	F	102	F	>120	F	>120	F	>120	F
Northbound Right	12	B	12	B	14	B	15	B	15	B	16	C	15	B	18	C	16	C	20	C
Southbound Left + Through + Right	16	C	22	C	26	D	42	E	29	D	52	F	49	E	91	F	56	F	>120	F
5. 1st Street at Welch Avenue	2	A	3	A	2	A	3	A	3	A	3	A	3	A	4	A	8	A	5	A
Eastbound Left + Through + Right	12	B	14	B	12	B	14	B	13	B	14	B	15	B	19	C	15	B	20	C
Westbound Left + Through + Right	11	B	16	C	11	B	16	C	11	B	14	B	13	B	20	C	12	B	19	C
Northbound Left + Through + Right	8	A	8	A	8	A	8	A	8	A	8	A	8	A	8	A	8	A	8	A
Southbound Left + Through + Right	8	A	8	A	8	A	8	A	8	A	8	A	8	A	8	A	8	A	8	A
ROUNDBOUT CONTROL																				
1. State Highway 56 at County Line Road					16	C	17	C	17	C	18	C	15	B	14	B	16	C	15	B
Eastbound Left + Through + Right	Analyzed as Stop Control				13	B	14	B	14	B	14	B								
Eastbound Left + Through												7	A	10	A	7	A	10	A	
Eastbound Through + Right												8	A	11	B	8	A	11	B	
Westbound Left + Through + Right					19	C	23	C	20	C	26	D								
Westbound Left + Through												10	A	11	B	10	A	11	B	
Westbound Through + Right												11	B	12	B	11	B	13	B	
Northbound Left + Through + Right					18	C	13	B	19	C	13	B	28	D	22	C	31	D	24	C
Southbound Left + Through + Right					9	A	10	A	9	A	10	B	9	A	11	B	10	A	12	B
2. State Highway 56 at 1st Street	9	A	9	A	13	B	15	C	14	B	16	C	23	C	30	D	26	D	33	D
Eastbound Left + Through + Right	9	A	10	B	13	B	19	C	13	B	21	C								
Eastbound Left + Through													14	B	34	D	15	B	39	E
Eastbound Right													3	A	4	A	3	A	4	A
Westbound Left + Through + Right	9	A	9	A	15	C	14	B	17	C	15	B	33	D	32	D	39	E	35	E
Northbound Left + Through	7	A	8	A	10	A	12	B	10	B	13	B	11	B	19	C	12	B	21	C
Northbound Right	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A
Southbound Left + Through + Right	9	A	10	A	14	B	16	C	14	B	17	C	22	C	34	D	24	C	38	E

Table 2 - Peak Hour Estimated Queues

Intersections and Lane Groups	2024 Existing		2028 Background		2028 with Project		2045 Background		2045 with Project		Max. Queue	Existing Storage
	95th% Queue AM	PM	95th% Queue AM	PM	95th% Queue AM	PM	95th% Queue AM	PM	95th% Queue AM	PM		
1. State Highway 56 at County Line Road	Stop Control		Roundabout		Roundabout		Roundabout		Roundabout			
Eastbound Left + Through + Right	0'	0'	125'	125'	150'	150'					150'	-
Eastbound Left + Through							50'	75'	50'	75'	75'	-
Eastbound Through + Right							50'	75'	50'	75'	75'	-
Westbound Left + Through + Right	10'	18'	175'	250'	175'	275'					275'	-
Westbound Left + Through							50'	75'	50'	75'	75'	-
Westbound Through + Right							75'	100'	75'	100'	100'	-
Northbound Left + Through + Right	170'	423'	125'	100'	150'	100'	275'	200'	300'	225'	423'	-
Southbound Left + Through + Right	13'	28'	0'	0'	0'	25'	0'	25'	25'	25'	28'	-
2. State Highway 56 at 1st Street	Roundabout		Roundabout		Roundabout		Roundabout		Roundabout			
Eastbound Left + Through + Right	50'	75'	100'	175'	100'	200'					200'	-
Eastbound Left + Through							125'	300'	125'	325'	325'	-
Eastbound Right							0'	0'	0'	0'	0'	-
Westbound Left + Through + Right	75'	75'	150'	125'	175'	150'	350'	325'	400'	350'	400'	-
Northbound Left + Through	25'	25'	25'	25'	25'	50'	25'	75'	50'	75'	75'	-
Northbound Right	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	50'
Southbound Left + Through + Right	50'	50'	100'	125'	100'	150'	175'	275'	175'	300'	300'	-
3. 1st Street at Nebraska Avenue	Stop Control		Stop Control		Stop Control		Stop Control		Stop Control			
Westbound Left + Right	5'	5'	8'	8'	8'	8'	8'	8'	10'	8'	10'	-
Northbound Through + Right	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	-
Southbound Left + Through	0'	3'	0'	3'	0'	3'	0'	3'	0'	3'	3'	-
4. State Highway 56 at Pyramid Peak Street	Stop Control		Stop Control		Stop Control		Stop Control		Stop Control			
Eastbound Left	0'	0'	0'	0'	0'	0'	0'	3'	0'	3'	3'	35'
Eastbound Through	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	-
Eastbound Right	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	160'
Westbound Left	0'	0'	3'	5'	3'	8'	3'	5'	3'	8'	8'	60'
Westbound Through + Right	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	-
Northbound Left + Through	5'	8'	28'	33'	58'	65'	50'	60'	90'	100'	100'	-
Northbound Right	3'	3'	8'	8'	18'	15'	8'	10'	15'	18'	18'	100'
Southbound Left + Through + Right	8'	5'	15'	10'	18'	10'	28'	40'	33'	48'	48'	-
5. 1st Street at Welch Avenue	Stop Control		Stop Control		Stop Control		Stop Control		Stop Control			
Eastbound Left + Through + Right	10'	15'	10'	18'	10'	18'	18'	38'	20'	40'	40'	-
Westbound Left + Through + Right	3'	3'	3'	3'	5'	5'	5'	8'	8'	10'	10'	-
Northbound Left + Through + Right	3'	5'	3'	5'	3'	5'	3'	5'	3'	5'	5'	-
Southbound Left + Through + Right	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	-



Table 3 - Trip Generation

Land Use	Size	Unit	Average Daily				Weekday AM Peak Hour				PM Peak Hour			
			Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
ITE 215 - Single-Family Attached Housing	165	Dwelling Units	7.20	1188	594	594	0.48	79	20	59	0.57	94	55	39
Total				1188	594	594		79	20	59		94	55	39

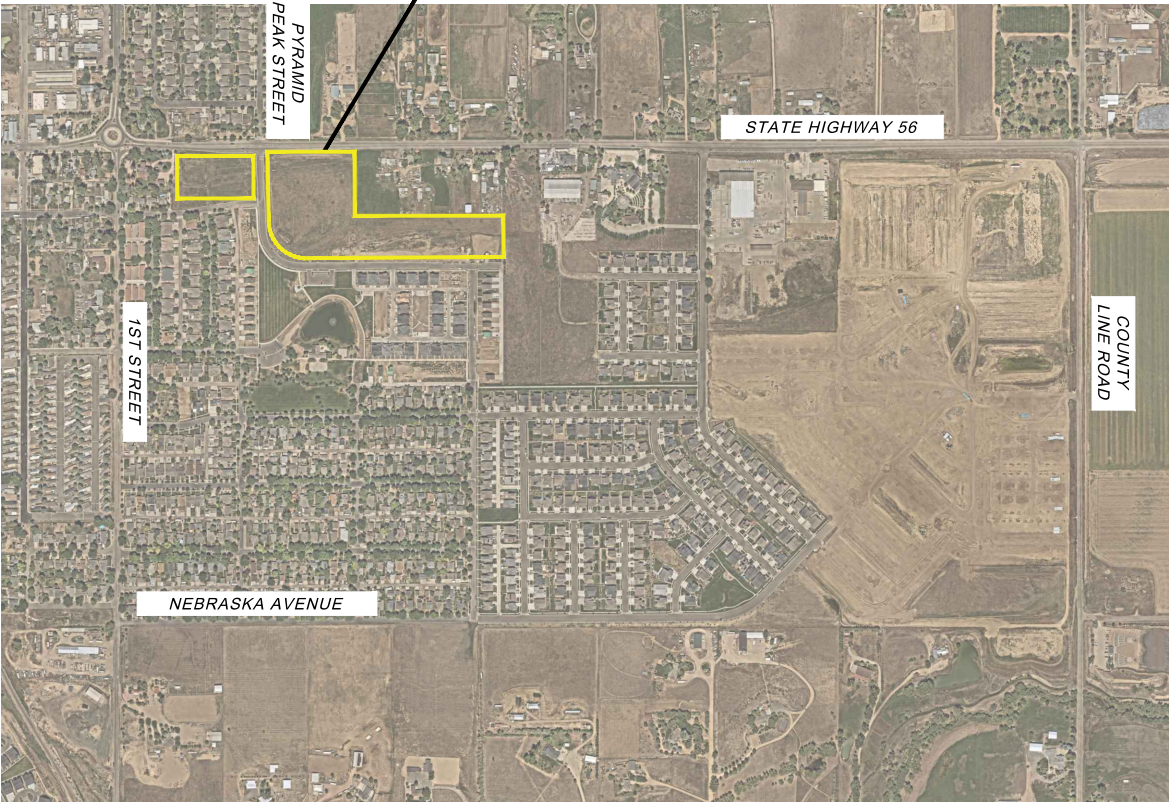
Sources : ITE Trip Generation 11th Edition, 2021.

Area Map



Location within Berthoud

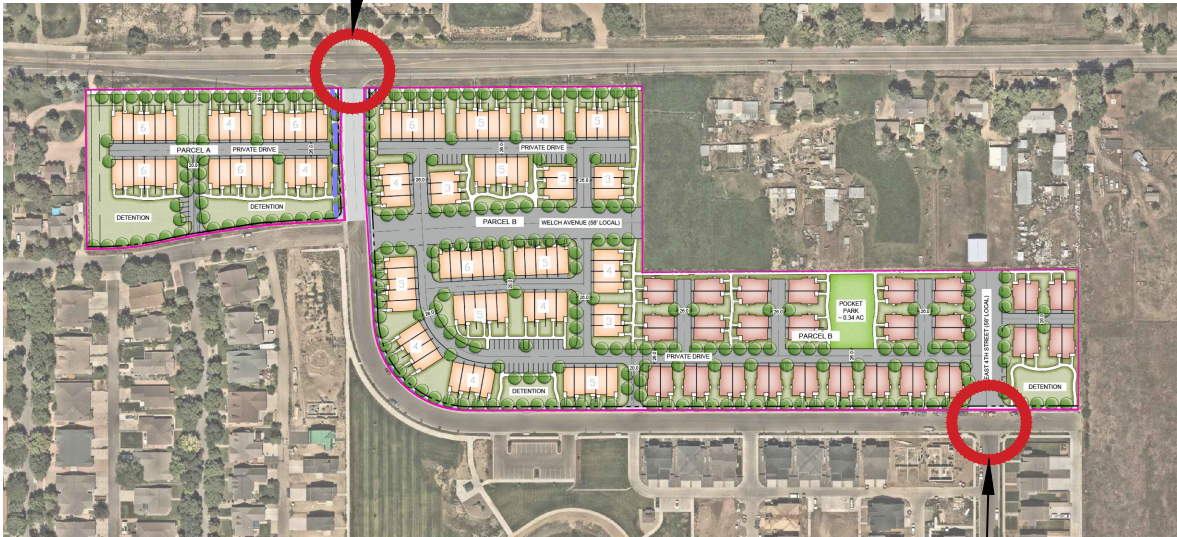
PROJECT SITE



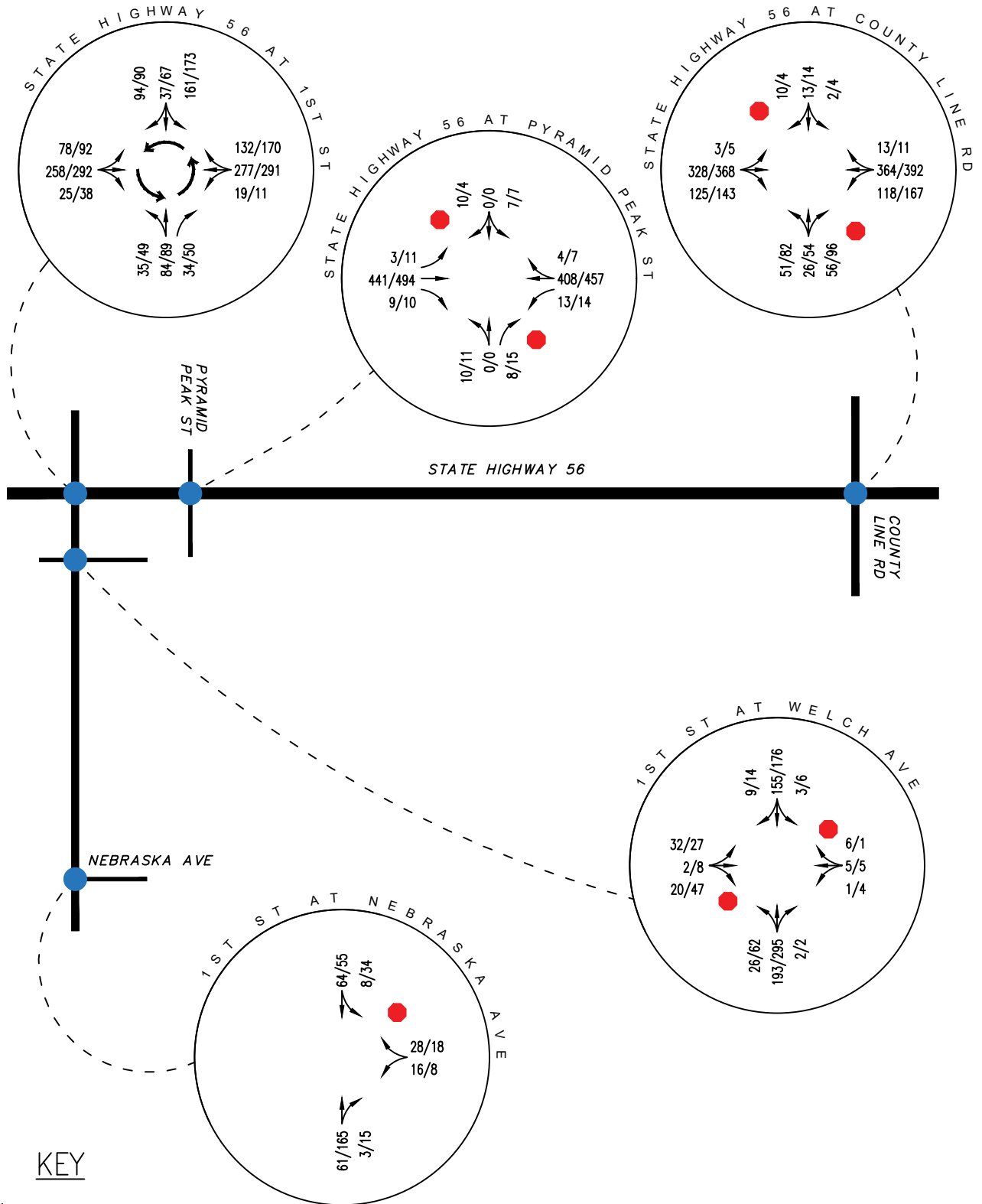
FICKEL FARM TRAFFIC IMPACT STUDY
VICINITY MAP

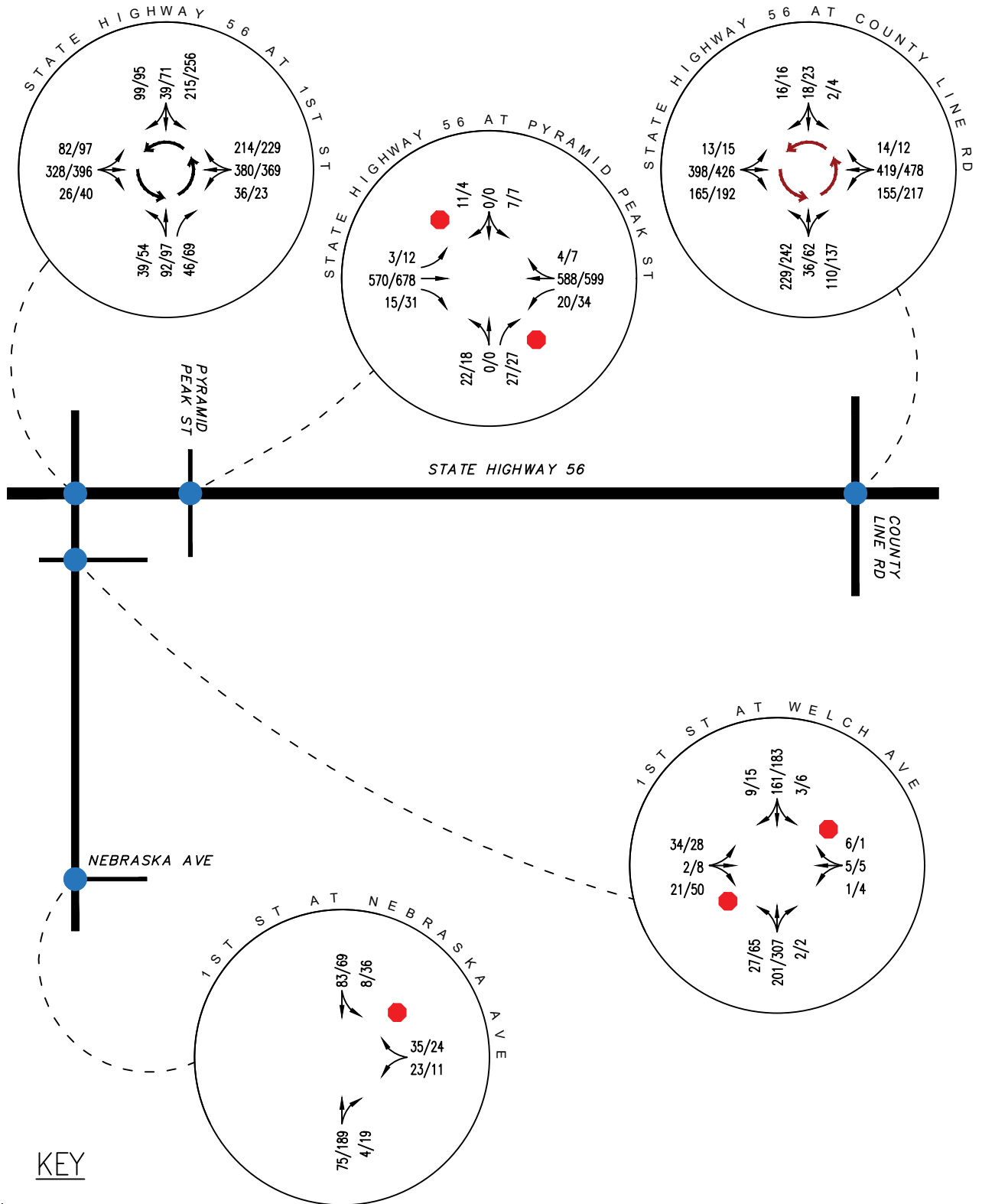
Project #	24095	Original Scale	NTS	Date	12/12/2024	Drawn by	CAF	Figure #	1
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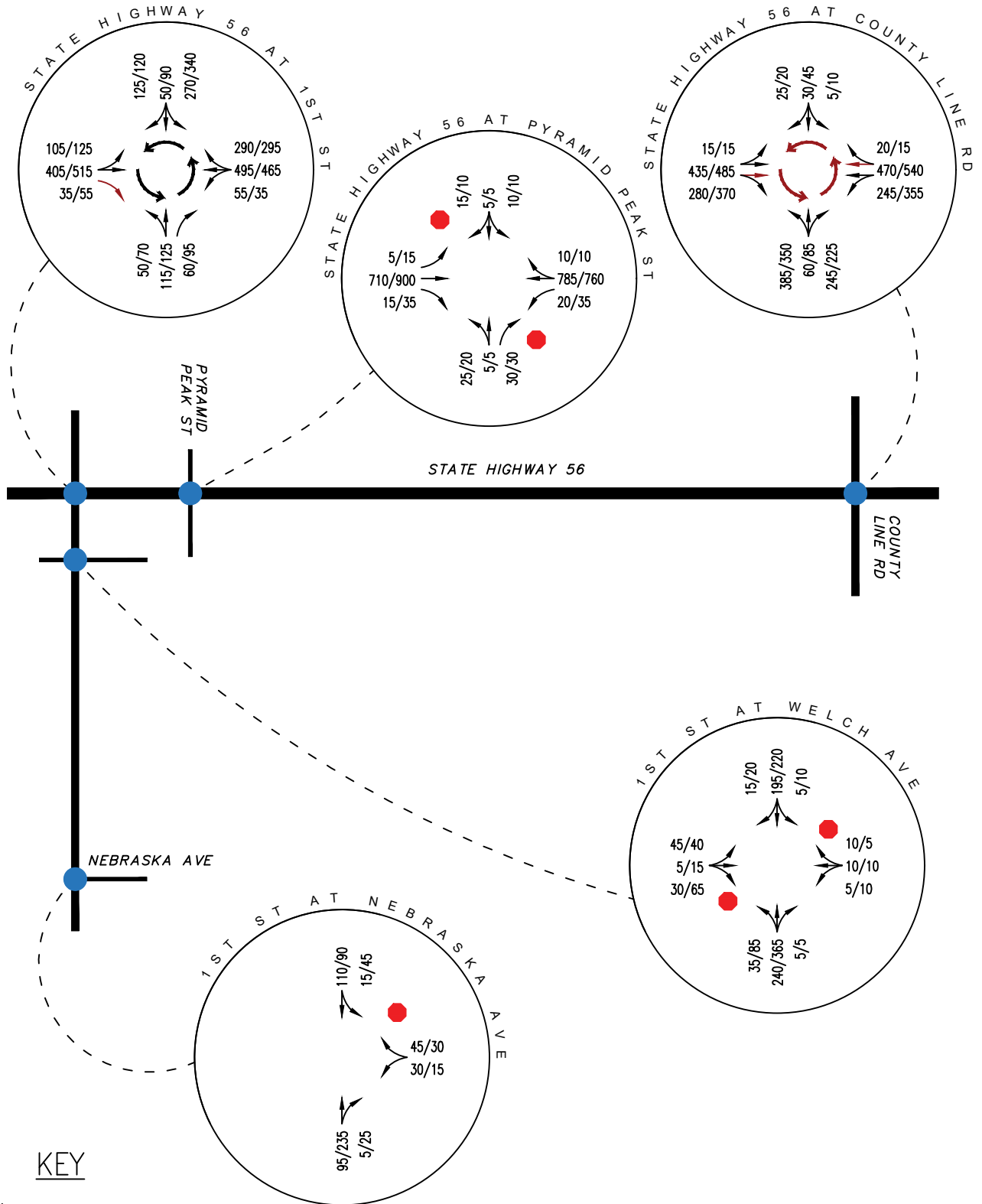
**Proposed Connection
to State Highway 56 via Pyramid Peak Street
Full Movement
Side-Street Stop Controlled**



**Proposed Connection
to 1st Street via 4th Street and Nebraska Avenue
Full Movement
Side-Street Stop Controlled**

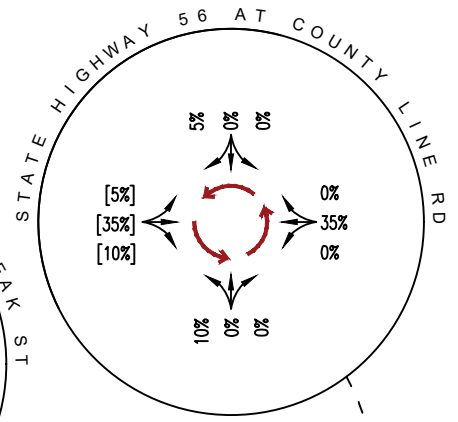
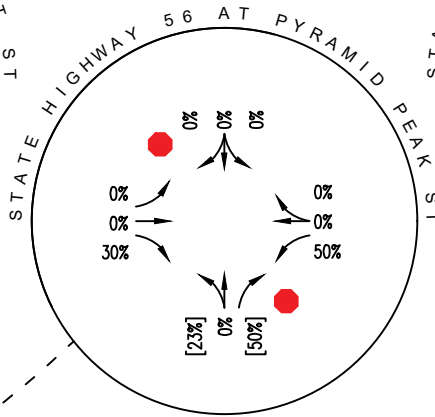
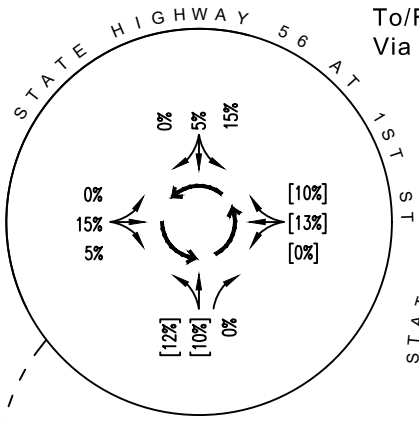






20%

To/From North
Via 1st Street



5%

To/From North
Via County
Line Road

STATE HIGHWAY 56

25%

To/From West
Via Highway 56,
Welch Ave



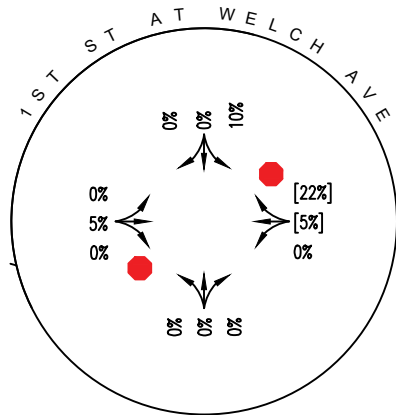
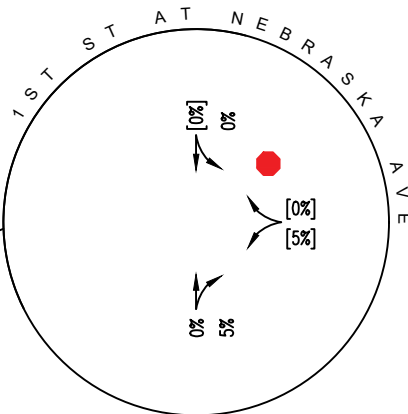
35%

To/From East
Via Highway 56

5%

To/From South
Via 1st Street

NEBRASKA AVE



10%

To/From South
Via County
Line Road

KEY

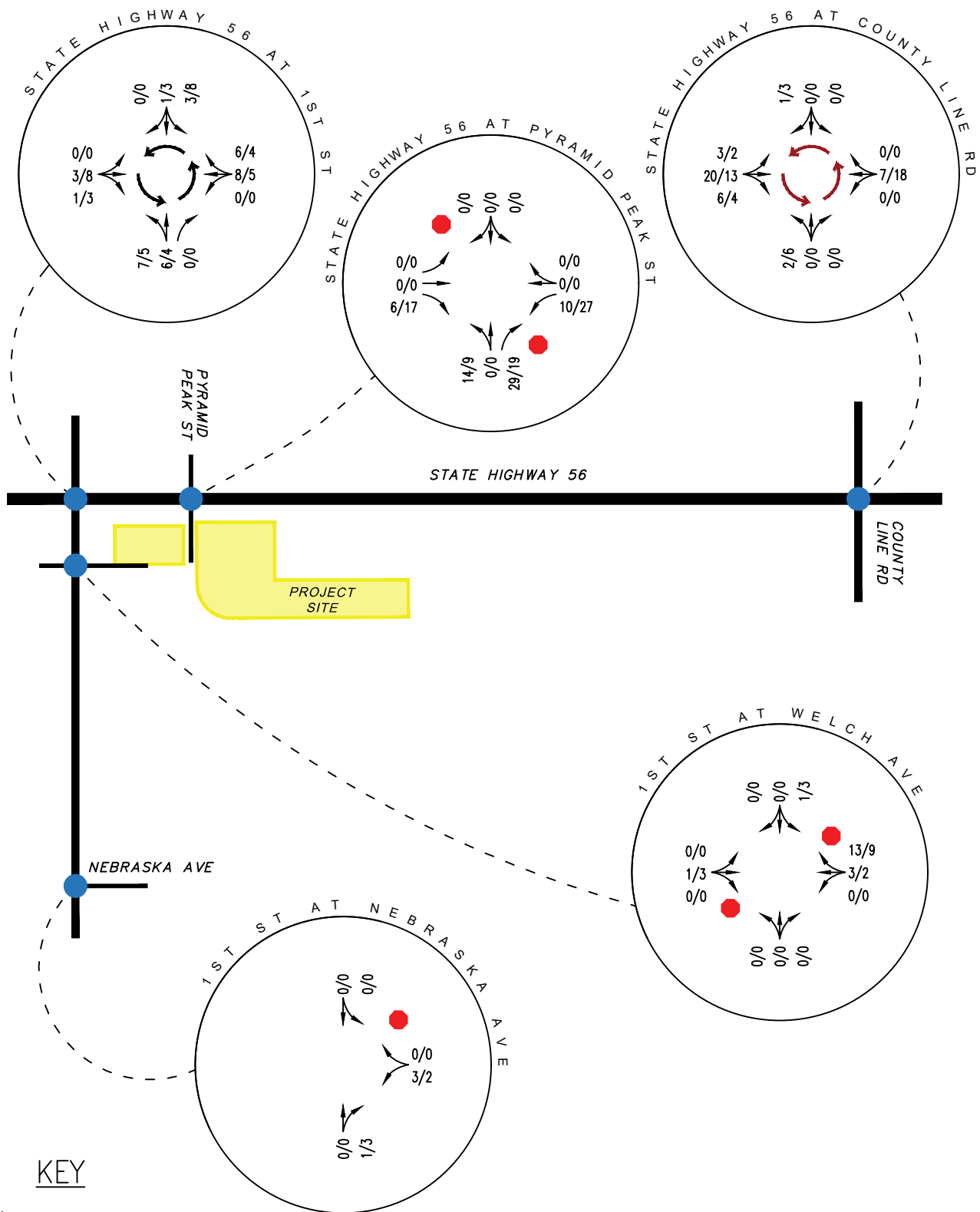
XX% [XX%] IN [OUT] SITE TRIP DISTRIBUTION

→ EXISTING LANE CONFIGURATION

→ PROPOSED FUTURE LANE

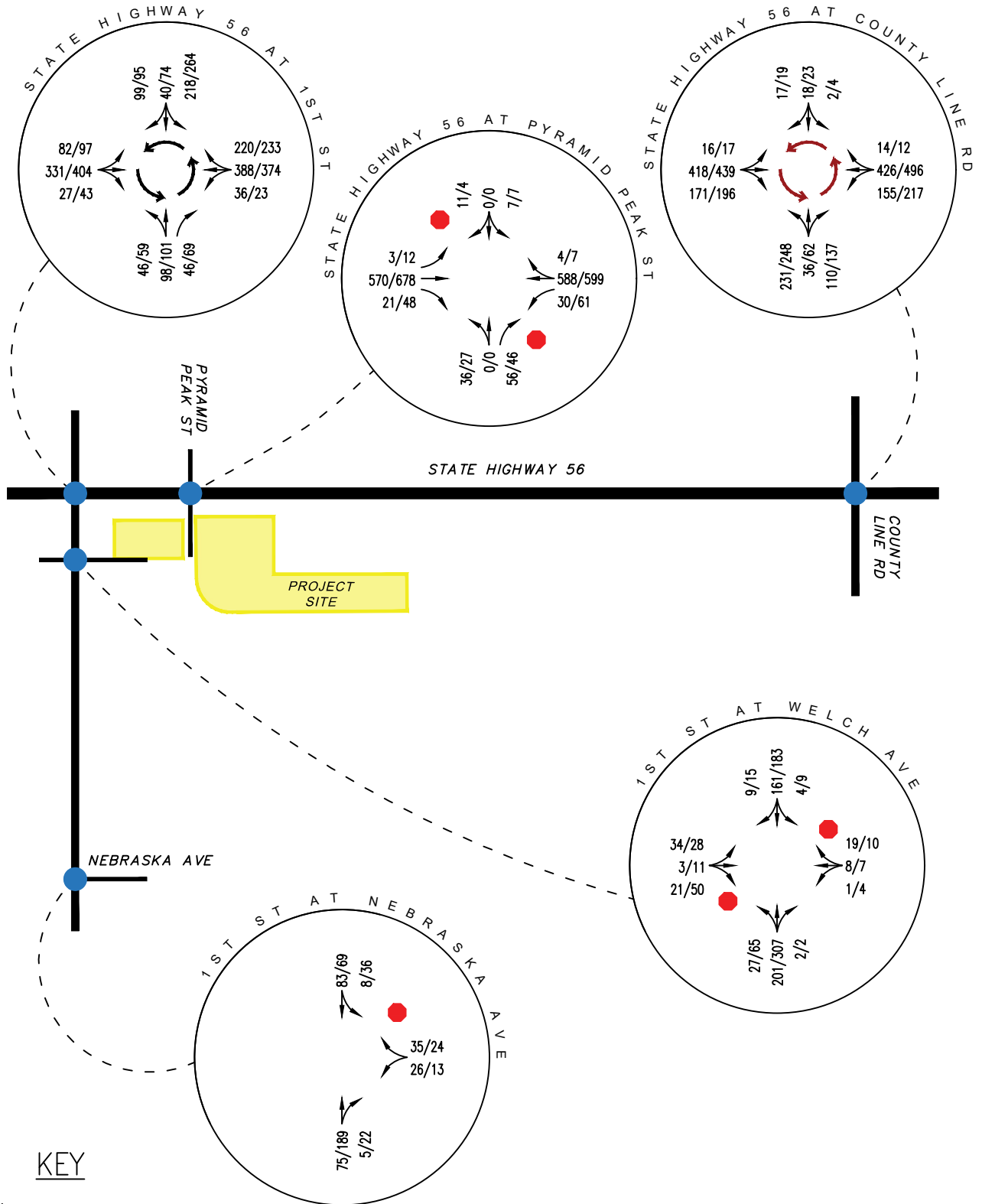
FOX TUTTLE
TRANSPORTATION GROUP

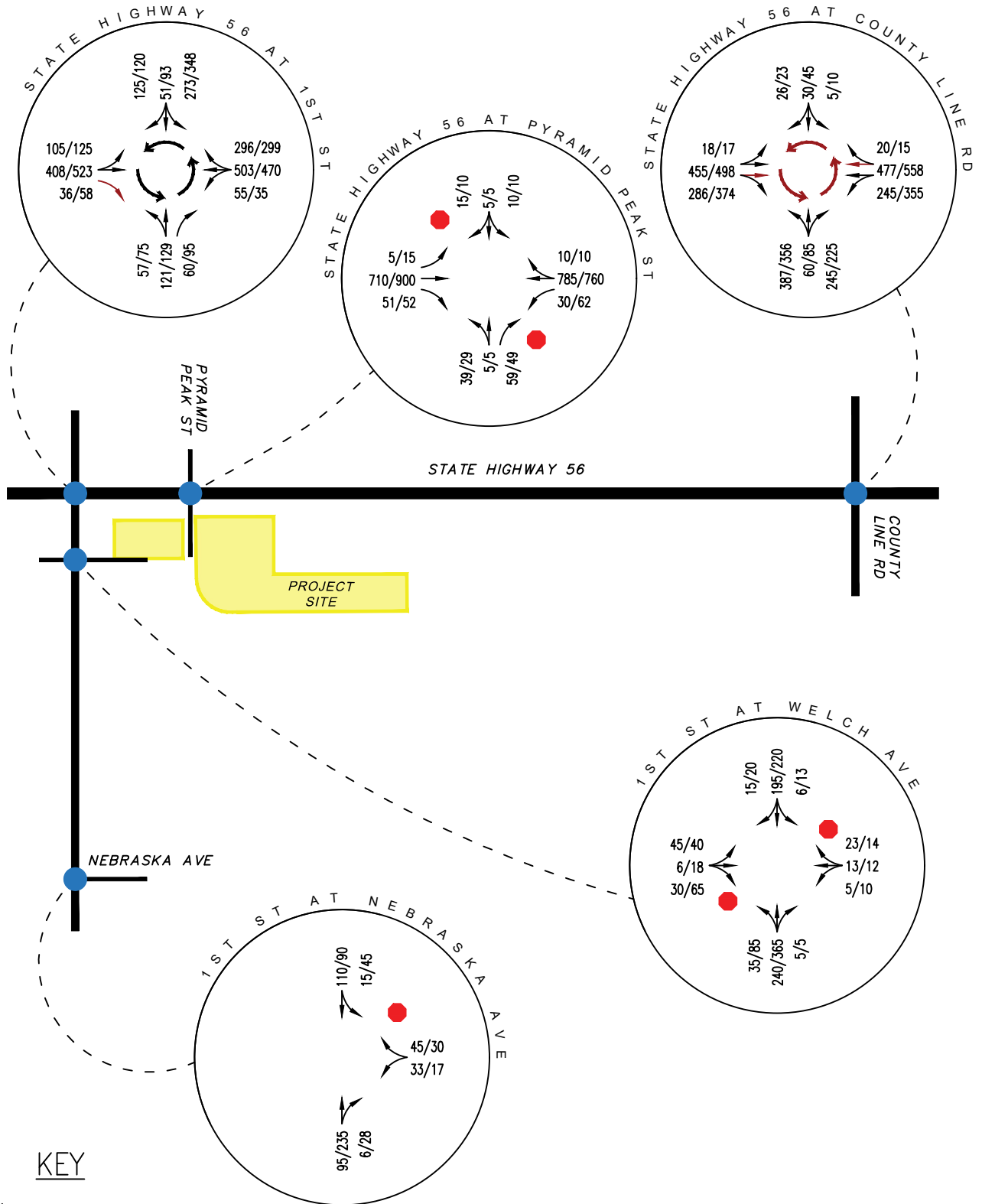
FICKEL FARM TRAFFIC IMPACT STUDY
SITE TRIP DISTRIBUTION



FICKEL FARM TRAFFIC IMPACT STUDY SITE-GENERATED TRAFFIC VOLUMES

Project #	24095	Original Scale	NTS	Date	8/1/25	Drawn by	CAF	Figure #	7
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Appendix:

Level of Service Definitions

Existing Traffic Data

Intersection Capacity Worksheets

Background Documentation



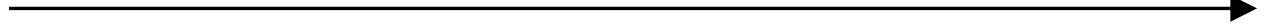
Level of Service Definitions

LEVEL OF SERVICE DEFINITIONS

In rating roadway and intersection operating conditions with existing or future traffic volumes, “Levels of Service” (LOS) A through F are used, with LOS A indicating very good operation and LOS F indicating poor operation. Levels of service at signalized and unsignalized intersections are closely associated with vehicle delays experienced in seconds per vehicle. More complete level of service definitions and delay data for signal and stop sign controlled intersections are contained in the following table for reference.

Level of Service Rating	Delay in seconds per vehicle (a)		Definition
	Signalized	Unsignalized	
A	0.0 to 10.0	0.0 to 10.0	Low vehicular traffic volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within the traffic stream. Drivers are able to maintain their desired speeds with little or no delay.
B	10.1 to 20.0	10.1 to 15.0	Stable vehicular traffic volume flow with potential for some restriction of operating speeds due to traffic conditions. Vehicle maneuvering is only slightly restricted. The stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	20.1 to 35.0	15.1 to 25.0	Stable traffic operations, however the ability for vehicles to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signal coordination or longer vehicle queues cause delays along the corridor.
D	35.1 to 55.0	25.1 to 35.0	Approaching unstable vehicular traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in ability to maneuver and selection of travel speeds due to congestion. Driver comfort and convenience are low, but tolerable.
E	55.1 to 80.0	35.1 to 50.0	Traffic operations characterized by significant approach delays and average travel speeds of one-half to one-third the free flow speed. Vehicular flow is unstable and there is potential for stoppages of brief duration. High signal density, extensive vehicle queuing, or corridor signal progression/timing are the typical causes of vehicle delays at signalized corridors.
F	> 80.0	> 50.0	Forced vehicular traffic flow and operations with high approach delays at critical intersections. Vehicle speeds are reduced substantially, and stoppages may occur for short or long periods of time because of downstream congestion.

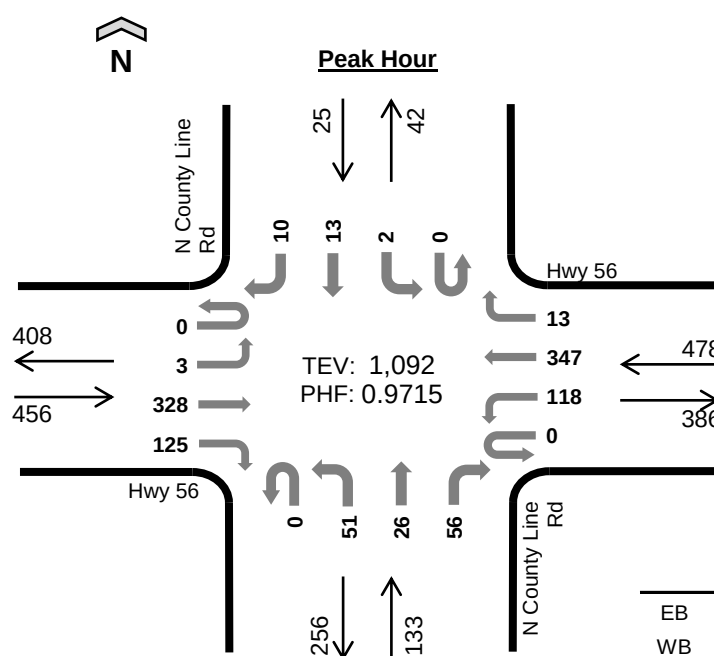
(a) Delay ranges based on Highway Capacity Manual (6th Edition, 2016) criteria.



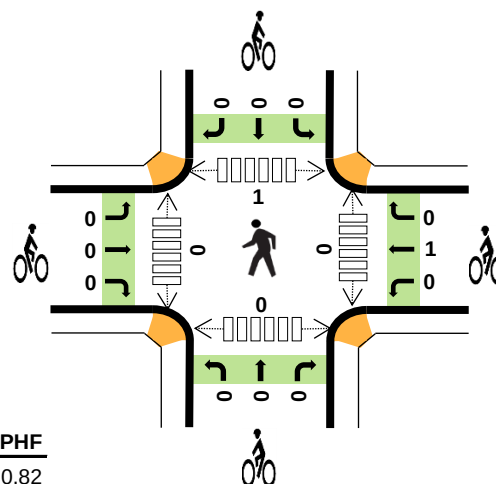
Existing Traffic Data



N County Line Rd Hwy 56



Date: 11/14/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV%	PHF
EB	4%	0.82
WB	7%	0.92
NB	10%	0.76
SB	8%	0.78
TOTAL	6%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		Hwy 56				Hwy 56				N County Line Rd				N County Line Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	2	95	42	0	26	77	3	0	7	5	12	0	0	4	3	276	0
7:30 AM		0	0	84	26	0	35	92	1	0	12	5	10	0	0	3	1	269	0
7:45 AM		0	1	74	32	0	33	91	6	0	15	8	15	0	0	2	4	281	0
8:00 AM		0	0	75	25	0	24	87	3	0	17	8	19	0	2	4	2	266	1,092
Pk Hr	All	0	3	328	125	0	118	347	13	0	51	26	56	0	2	13	10	1,092	
	HV	0	0	15	3	0	8	24	0	0	4	2	7	0	0	0	2	65	
	HV%	-	0%	5%	2%	-	7%	7%	0%	-	8%	8%	13%	-	0%	0%	20%	6%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries 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	E	W	N	S	Total
7:15 AM	4	6	0	1	11	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	5	2	0	11	0	0	0	0	0	0	0	0	0	0
7:45 AM	7	12	5	1	25	0	1	0	0	1	0	0	1	0	1
8:00 AM	3	9	6	0	18	0	0	0	0	0	0	0	0	0	0
Peak Hour	18	32	13	2	65	0	1	0	0	1	0	0	1	0	1

Count Summaries - All Vehicles																			
Interval Start		Hwy 56				Hwy 56				N County Line Rd				N County Line Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	93	29	0	30	71	2	0	10	8	9	0	0	1	1	255	0
7:15 AM		0	2	95	42	0	26	77	3	0	7	5	12	0	0	4	3	276	0
7:30 AM		0	0	84	26	0	35	92	1	0	12	5	10	0	0	3	1	269	0
7:45 AM		0	1	74	32	0	33	91	6	0	15	8	15	0	0	2	4	281	1,081
8:00 AM		0	0	75	25	0	24	87	3	0	17	8	19	0	2	4	2	266	1,092
8:15 AM		0	2	60	26	0	24	99	1	0	10	3	8	0	1	2	1	237	1,053
8:30 AM		0	0	72	19	0	17	68	4	0	10	3	8	0	1	2	1	205	989
8:45 AM		0	1	52	19	0	20	70	3	0	11	3	11	0	1	1	1	193	901
Count Total		0	7	605	218	0	209	655	23	0	92	43	92	0	5	19	14	1,982	
Pk Hr	All	0	3	328	125	0	118	347	13	0	51	26	56	0	2	13	10	1,092	
	HV	0	0	15	3	0	8	24	0	0	4	2	7	0	0	0	2	65	
	HV%	-	0%	5%	2%	-	7%	7%	0%	-	8%	8%	13%	-	0%	0%	20%	6%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	5	7	0	0	12	0	0	0	0	0	0	0	0	0	0
7:15 AM	4	6	0	1	11	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	5	2	0	11	0	0	0	0	0	0	0	0	0	0
7:45 AM	7	12	5	1	25	0	1	0	0	1	0	0	1	0	1
8:00 AM	3	9	6	0	18	0	0	0	0	0	0	0	0	0	0
8:15 AM	6	2	1	0	9	0	0	0	0	0	0	0	0	0	0
8:30 AM	3	8	2	0	13	0	0	0	0	0	0	0	0	0	0
8:45 AM	5	11	3	0	19	0	0	0	0	0	0	0	0	0	0
Count Total	37	60	19	2	118	0	1	0	0	1	0	0	1	0	1
Peak Hour	18	32	13	2	65	0	1	0	0	1	0	0	1	0	1

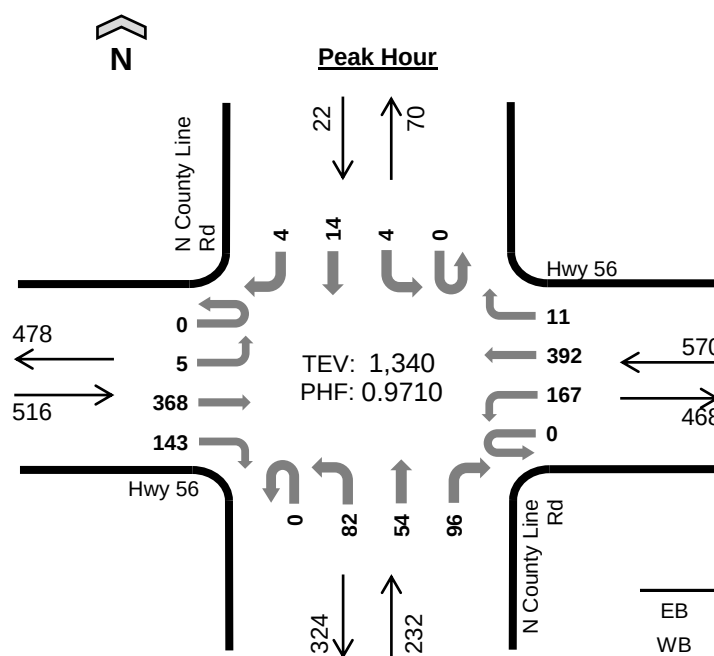
Count Summaries - Heavy Vehicles

Interval Start	Hwy 56				Hwy 56				N County Line Rd				N County Line Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	3	1	0	0	7	0	0	0	0	0	0	0	0	0	12	0
7:15 AM	0	0	2	2	0	0	6	0	0	0	0	0	0	0	0	1	11	0
7:30 AM	0	0	4	0	0	1	4	0	0	1	0	1	0	0	0	0	11	0
7:45 AM	0	0	6	1	0	7	5	0	0	1	1	3	0	0	0	1	25	59
8:00 AM	0	0	3	0	0	0	9	0	0	2	1	3	0	0	0	0	18	65
8:15 AM	0	0	6	0	0	1	1	0	0	1	0	0	0	0	0	0	9	63
8:30 AM	0	0	3	0	0	4	4	0	0	0	0	2	0	0	0	0	13	65
8:45 AM	0	0	2	3	0	6	5	0	0	1	0	2	0	0	0	0	19	59
Count Total	0	1	29	7	0	19	41	0	0	6	2	11	0	0	0	2	118	
Pk Hr Heavy	0	0	15	3	0	8	24	0	0	4	2	7	0	0	0	2	65	

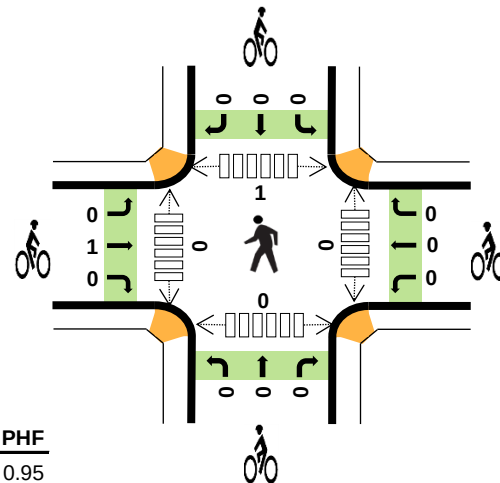
Count Summaries - Bikes

Interval Start	Hwy 56				Hwy 56				N County Line Rd				N County Line Rd				15-min Total	Rolling Hour Total
	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	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	1	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	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	0	0	0	0	1
8:30 AM	0	0	0	0	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	0	0	0	0
Count Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	

N County Line Rd Hwy 56



Date: 11/14/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	2%	0.95
WB	2%	0.90
NB	3%	0.95
SB	5%	0.69
TOTAL	2%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		Hwy 56				Hwy 56				N County Line Rd				N County Line Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	0	83	37	0	41	96	3	0	19	17	24	0	2	3	1	326	0
4:45 PM		0	3	93	40	0	47	98	2	0	23	13	22	0	1	3	0	345	0
5:00 PM		0	2	96	34	0	36	85	4	0	16	16	29	0	0	6	2	326	0
5:15 PM		0	0	96	32	0	43	113	2	0	24	8	21	0	1	2	1	343	1,340
Pk Hr	All	0	5	368	143	0	167	392	11	0	82	54	96	0	4	14	4	1,340	
	HV	0	0	8	0	0	2	11	0	0	2	2	2	0	1	0	0	28	
	HV%	-	0%	2%	0%	-	1%	3%	0%	-	2%	4%	2%	-	25%	0%	0%	2%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries 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	E	W	N	S	Total
4:30 PM	5	3	2	1	11	1	0	0	0	1	0	0	1	0	1
4:45 PM	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	3	1	0	5	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	5	2	0	8	0	0	0	0	0	0	0	0	0	0
Peak Hour	8	13	6	1	28	1	0	0	0	1	0	0	1	0	1

Count Summaries - All Vehicles																			
Interval Start		Hwy 56				Hwy 56				N County Line Rd				N County Line Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	1	87	19	0	43	76	1	0	23	11	8	0	0	1	5	275	0
4:15 PM		0	0	87	30	0	32	92	0	0	23	11	24	0	0	3	2	304	0
4:30 PM		0	0	83	37	0	41	96	3	0	19	17	24	0	2	3	1	326	0
4:45 PM		0	3	93	40	0	47	98	2	0	23	13	22	0	1	3	0	345	1,250
5:00 PM		0	2	96	34	0	36	85	4	0	16	16	29	0	0	6	2	326	1,301
5:15 PM		0	0	96	32	0	43	113	2	0	24	8	21	0	1	2	1	343	1,340
5:30 PM		0	0	80	24	0	43	96	2	0	21	6	24	0	0	0	1	297	1,311
5:45 PM		0	0	75	24	0	45	105	1	0	26	10	30	0	0	1	0	317	1,283
Count Total		0	6	697	240	0	330	761	15	0	175	92	182	0	4	19	12	2,533	
Pk Hr	All	0	5	368	143	0	167	392	11	0	82	54	96	0	4	14	4	1,340	
	HV	0	0	8	0	0	2	11	0	0	2	2	2	0	1	0	0	28	
	HV%	-	0%	2%	0%	-	1%	3%	0%	-	2%	4%	2%	-	25%	0%	0%	2%	

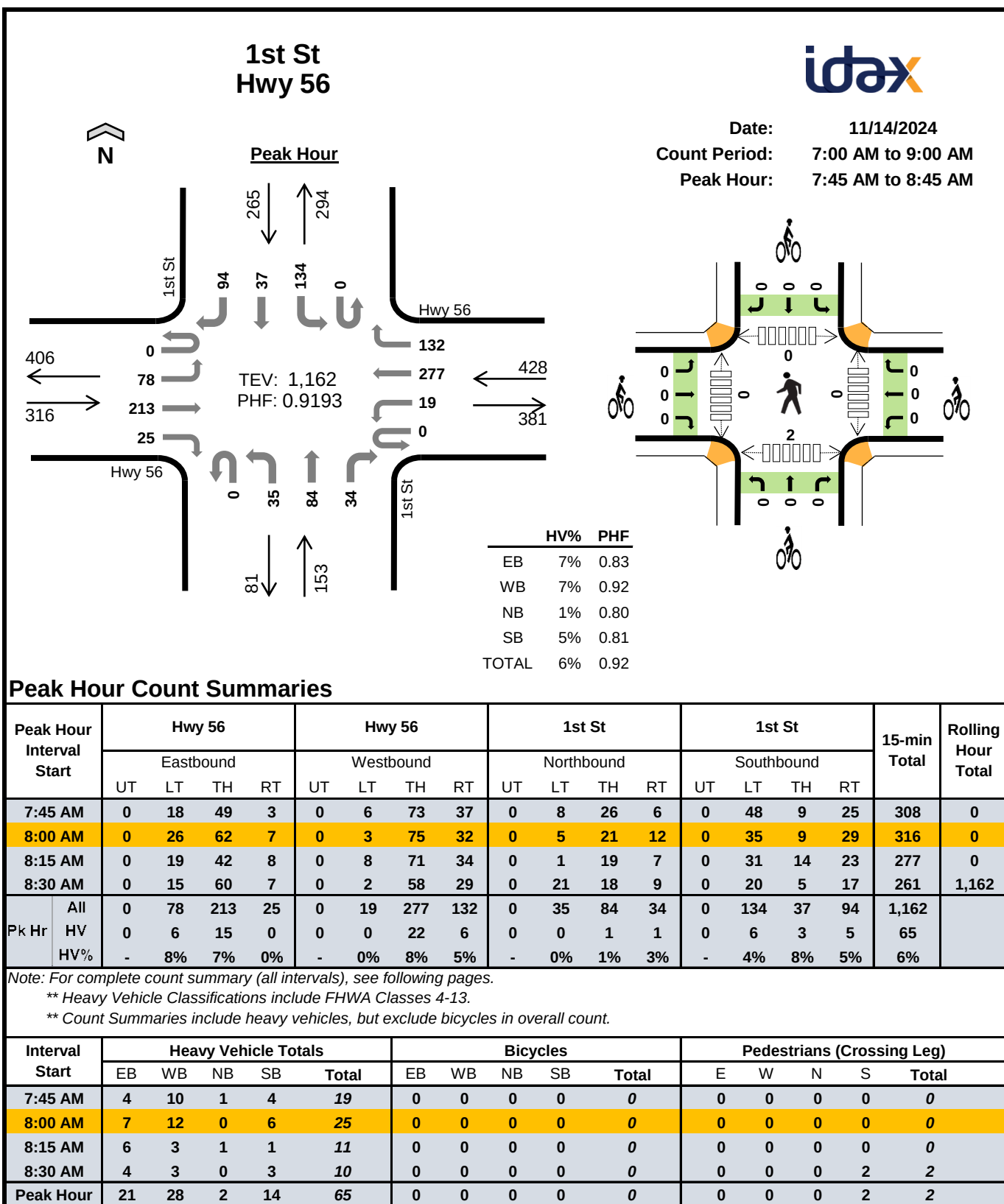
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	5	5	0	0	10	0	0	0	0	0	0	0	0	0	0
4:15 PM	8	4	1	0	13	0	0	0	0	0	0	0	0	0	0
4:30 PM	5	3	2	1	11	1	0	0	0	1	0	0	1	0	1
4:45 PM	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	3	1	0	5	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	5	2	0	8	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0
Count Total	24	33	7	1	65	1	0	0	0	1	0	0	1	0	1
Peak Hour	8	13	6	1	28	1	0	0	0	1	0	0	1	0	1

Count Summaries - Heavy Vehicles

Interval Start	Hwy 56				Hwy 56				N County Line Rd				N County Line Rd				15-min Total	Rolling Hour Total
	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	4	1	0	3	2	0	0	0	0	0	0	0	0	0	10	0
4:15 PM	0	0	5	3	0	0	4	0	0	0	0	1	0	0	0	0	13	0
4:30 PM	0	0	5	0	0	0	3	0	0	1	1	0	0	1	0	0	11	0
4:45 PM	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	4	38
5:00 PM	0	0	1	0	0	0	3	0	0	0	1	0	0	0	0	0	5	33
5:15 PM	0	0	1	0	0	1	4	0	0	1	0	1	0	0	0	0	8	28
5:30 PM	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	6	23
5:45 PM	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	8	27
Count Total	0	0	20	4	0	6	27	0	0	2	2	3	0	1	0	0	65	
Pk Hr Heavy	0	0	8	0	0	2	11	0	0	2	2	2	0	1	0	0	28	

Count Summaries - Bikes

Interval Start	Hwy 56				Hwy 56				N County Line Rd				N County Line Rd				15-min Total	Rolling Hour Total
	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	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	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	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	



Count Summaries - All Vehicles																			
Interval Start		Hwy 56				Hwy 56				1st St				1st St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	19	63	2	0	5	48	35	0	6	15	12	0	45	3	15	268	0
7:15 AM		0	16	51	1	0	5	52	30	0	6	23	14	0	57	8	15	278	0
7:30 AM		0	16	37	1	0	5	56	43	0	5	17	14	0	49	3	10	256	0
7:45 AM		0	18	49	3	0	6	73	37	0	8	26	6	0	48	9	25	308	1,110
8:00 AM		0	26	62	7	0	3	75	32	0	5	21	12	0	35	9	29	316	1,158
8:15 AM		0	19	42	8	0	8	71	34	0	1	19	7	0	31	14	23	277	1,157
8:30 AM		0	15	60	7	0	2	58	29	0	21	18	9	0	20	5	17	261	1,162
8:45 AM		0	19	43	6	0	2	36	40	0	13	23	15	0	24	11	19	251	1,105
Count Total		0	148	407	35	0	36	469	280	0	65	162	89	0	309	62	153	2,215	
Pk Hr	All	0	78	213	25	0	19	277	132	0	35	84	34	0	134	37	94	1,162	
	HV	0	6	15	0	0	0	22	6	0	0	1	1	0	6	3	5	65	
	HV%	-	8%	7%	0%	-	0%	8%	5%	-	0%	1%	3%	-	4%	8%	5%	6%	

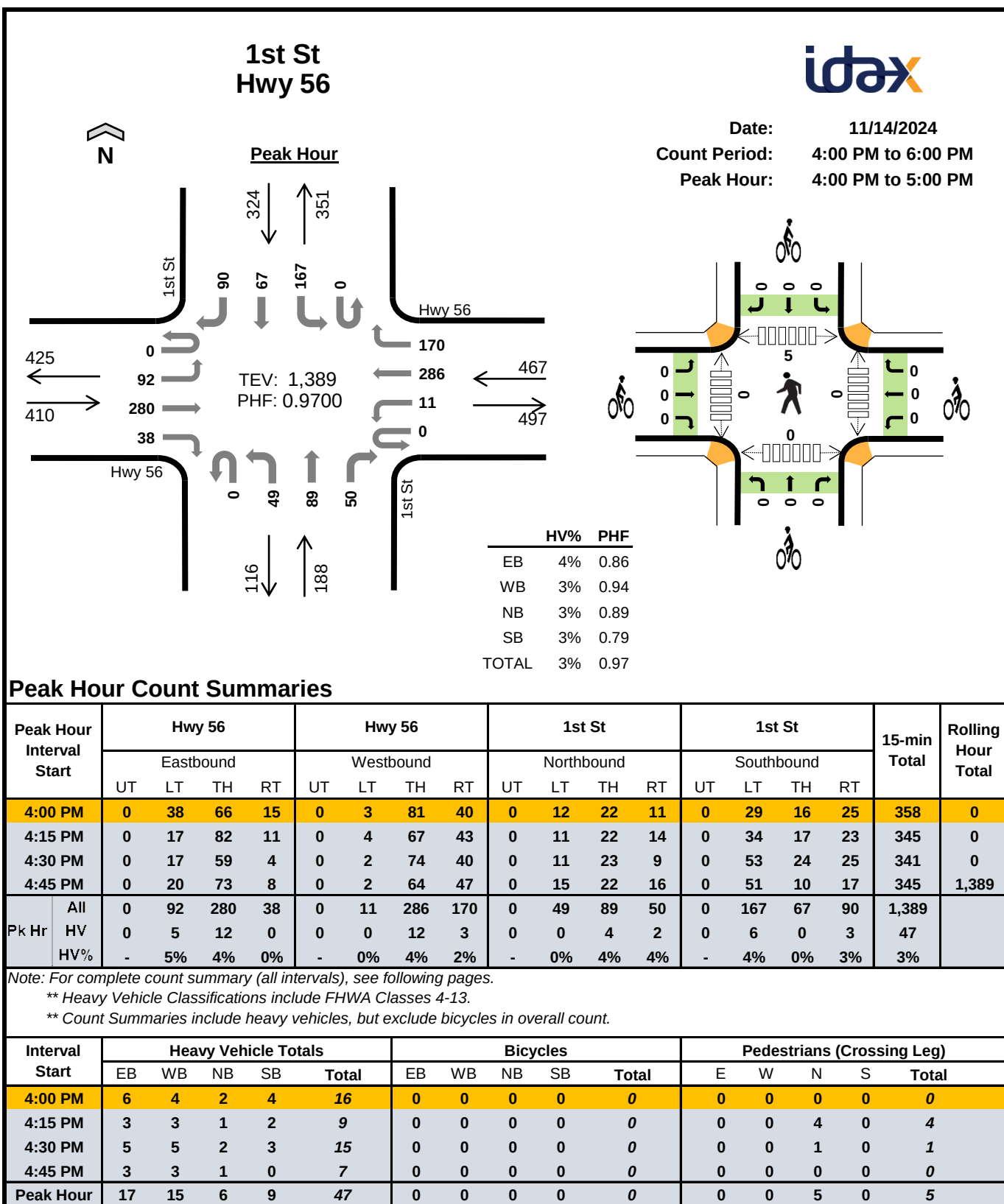
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	7	3	1	12	0	0	0	0	0	0	0	0	0	0
7:15 AM	4	7	0	1	12	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	4	2	1	9	0	0	0	0	0	0	0	0	2	2
7:45 AM	4	10	1	4	19	0	0	0	0	0	0	0	0	0	0
8:00 AM	7	12	0	6	25	0	0	0	0	0	0	0	0	0	0
8:15 AM	6	3	1	1	11	0	0	0	0	0	0	0	0	0	0
8:30 AM	4	3	0	3	10	0	0	0	0	0	0	0	0	2	2
8:45 AM	4	4	0	4	12	0	0	0	0	0	0	0	0	0	0
Count Total	32	50	7	21	110	0	0	0	0	0	0	0	0	4	4
Peak Hour	21	28	2	14	65	0	0	0	0	0	0	0	0	2	2

Count Summaries - Heavy Vehicles

Interval Start	Hwy 56				Hwy 56				1st St				1st St				15-min Total	Rolling Hour Total
	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	1	0	0	0	7	0	0	1	1	1	0	0	0	1	12	0
7:15 AM	0	0	3	1	0	1	5	1	0	0	0	0	0	1	0	0	12	0
7:30 AM	0	0	2	0	0	1	2	1	0	0	0	2	0	1	0	0	9	0
7:45 AM	0	2	2	0	0	0	6	4	0	0	1	0	0	3	1	0	19	52
8:00 AM	0	2	5	0	0	0	10	2	0	0	0	0	0	3	1	2	25	65
8:15 AM	0	1	5	0	0	0	3	0	0	0	0	1	0	0	1	0	11	64
8:30 AM	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	3	10	65
8:45 AM	0	1	3	0	0	0	2	2	0	0	0	0	0	2	1	1	12	58
Count Total	0	7	24	1	0	2	38	10	0	1	2	4	0	10	4	7	110	
Pk Hr Heavy	0	6	15	0	0	0	22	6	0	0	1	1	0	6	3	5	65	

Count Summaries - Bikes

Interval Start	Hwy 56				Hwy 56				1st St				1st St				15-min Total	Rolling Hour Total
	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	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	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	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



Count Summaries - All Vehicles																			
Interval Start		Hwy 56				Hwy 56				1st St				1st St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	38	66	15	0	3	81	40	0	12	22	11	0	29	16	25	358	0
4:15 PM		0	17	82	11	0	4	67	43	0	11	22	14	0	34	17	23	345	0
4:30 PM		0	17	59	4	0	2	74	40	0	11	23	9	0	53	24	25	341	0
4:45 PM		0	20	73	8	0	2	64	47	0	15	22	16	0	51	10	17	345	1,389
5:00 PM		0	17	57	12	0	3	56	33	0	14	29	16	0	50	22	38	347	1,378
5:15 PM		0	18	67	4	0	1	81	55	0	4	20	18	0	37	18	32	355	1,388
5:30 PM		0	21	58	4	0	3	79	32	0	8	24	18	0	30	21	11	309	1,356
5:45 PM		0	14	53	8	0	2	76	48	0	6	18	9	0	25	10	22	291	1,302
Count Total		0	162	515	66	0	20	578	338	0	81	180	111	0	309	138	193	2,691	
Pk Hr	All	0	92	280	38	0	11	286	170	0	49	89	50	0	167	67	90	1,389	
	HV	0	5	12	0	0	0	12	3	0	0	4	2	0	6	0	3	47	
	HV%	-	5%	4%	0%	-	0%	4%	2%	-	0%	4%	4%	-	4%	0%	3%	3%	

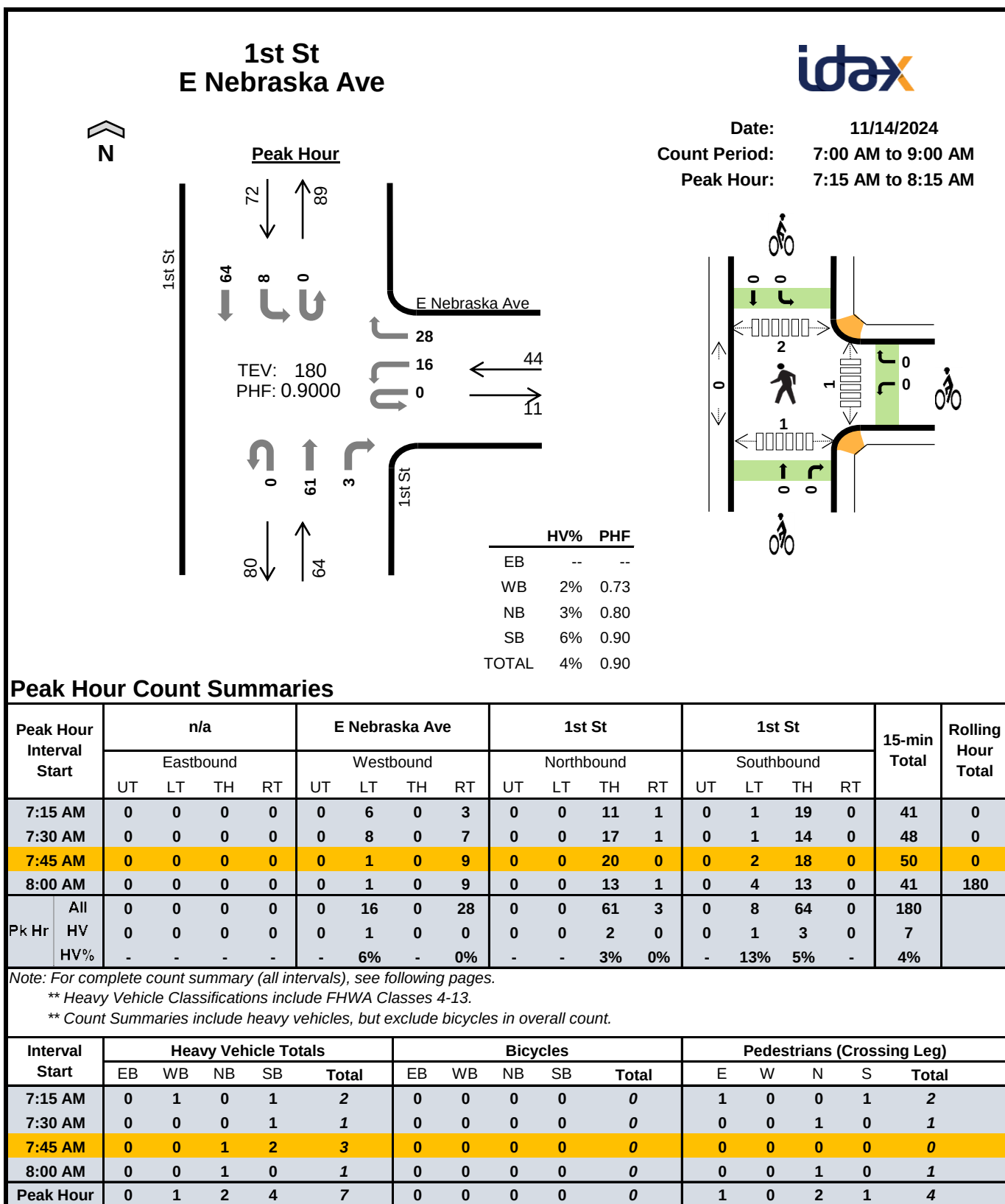
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	6	4	2	4	16	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	3	1	2	9	0	0	0	0	0	0	0	4	0	4
4:30 PM	5	5	2	3	15	0	0	0	0	0	0	0	1	0	1
4:45 PM	3	3	1	0	7	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	3	3	0	3	9	0	0	0	0	0	0	0	0	0	0
5:30 PM	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	3	1	0	5	0	0	0	0	0	0	0	0	0	0
Count Total	24	26	8	13	71	0	0	0	0	0	0	0	5	0	5
Peak Hour	17	15	6	9	47	0	0	0	0	0	0	0	5	0	5

Count Summaries - Heavy Vehicles

Interval Start	Hwy 56				Hwy 56				1st St				1st St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	3	0	0	0	4	0	0	0	1	1	0	2	0	2	16	0
4:15 PM	0	0	3	0	0	0	2	1	0	0	0	1	0	2	0	0	9	0
4:30 PM	0	1	4	0	0	0	4	1	0	0	2	0	0	2	0	1	15	0
4:45 PM	0	1	2	0	0	0	2	1	0	0	1	0	0	0	0	0	7	47
5:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	4	35
5:15 PM	0	0	3	0	0	0	2	1	0	0	0	0	0	2	1	0	9	35
5:30 PM	0	1	2	0	0	0	2	0	0	1	0	0	0	0	0	0	6	26
5:45 PM	0	0	1	0	0	1	0	2	0	1	0	0	0	0	0	0	5	24
Count Total	0	6	18	0	0	1	19	6	0	2	4	2	0	8	1	4	71	
Pk Hr Heavy	0	5	12	0	0	0	12	3	0	0	4	2	0	6	0	3	47	

Count Summaries - Bikes

Interval Start	Hwy 56				Hwy 56				1st St				1st St				15-min Total	Rolling Hour Total
	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	
4:15 PM	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	
4:45 PM	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	
5:15 PM	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	
5:45 PM	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		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		



Count Summaries - All Vehicles																			
Interval Start		n/a				E Nebraska Ave				1st St				1st St				15-min Total	Rolling Hour Total
		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	5	0	3	0	0	6	1	0	1	14	0	30	0
7:15 AM		0	0	0	0	0	6	0	3	0	0	11	1	0	1	19	0	41	0
7:30 AM		0	0	0	0	0	8	0	7	0	0	17	1	0	1	14	0	48	0
7:45 AM		0	0	0	0	0	1	0	9	0	0	20	0	0	2	18	0	50	169
8:00 AM		0	0	0	0	0	1	0	9	0	0	13	1	0	4	13	0	41	180
8:15 AM		0	0	0	0	0	0	0	3	0	0	12	1	0	3	16	0	35	174
8:30 AM		0	0	0	0	0	5	0	8	0	0	12	0	0	8	9	0	42	168
8:45 AM		0	0	0	0	0	2	0	9	0	0	11	0	0	5	15	0	42	160
Count Total		0	0	0	0	0	28	0	51	0	0	102	5	0	25	118	0	329	
Pk Hr	All	0	0	0	0	0	16	0	28	0	0	61	3	0	8	64	0	180	
	HV	0	0	0	0	0	1	0	0	0	0	2	0	0	1	3	0	7	
	HV%	-	-	-	-	-	6%	-	0%	-	-	3%	0%	-	13%	5%	-	4%	

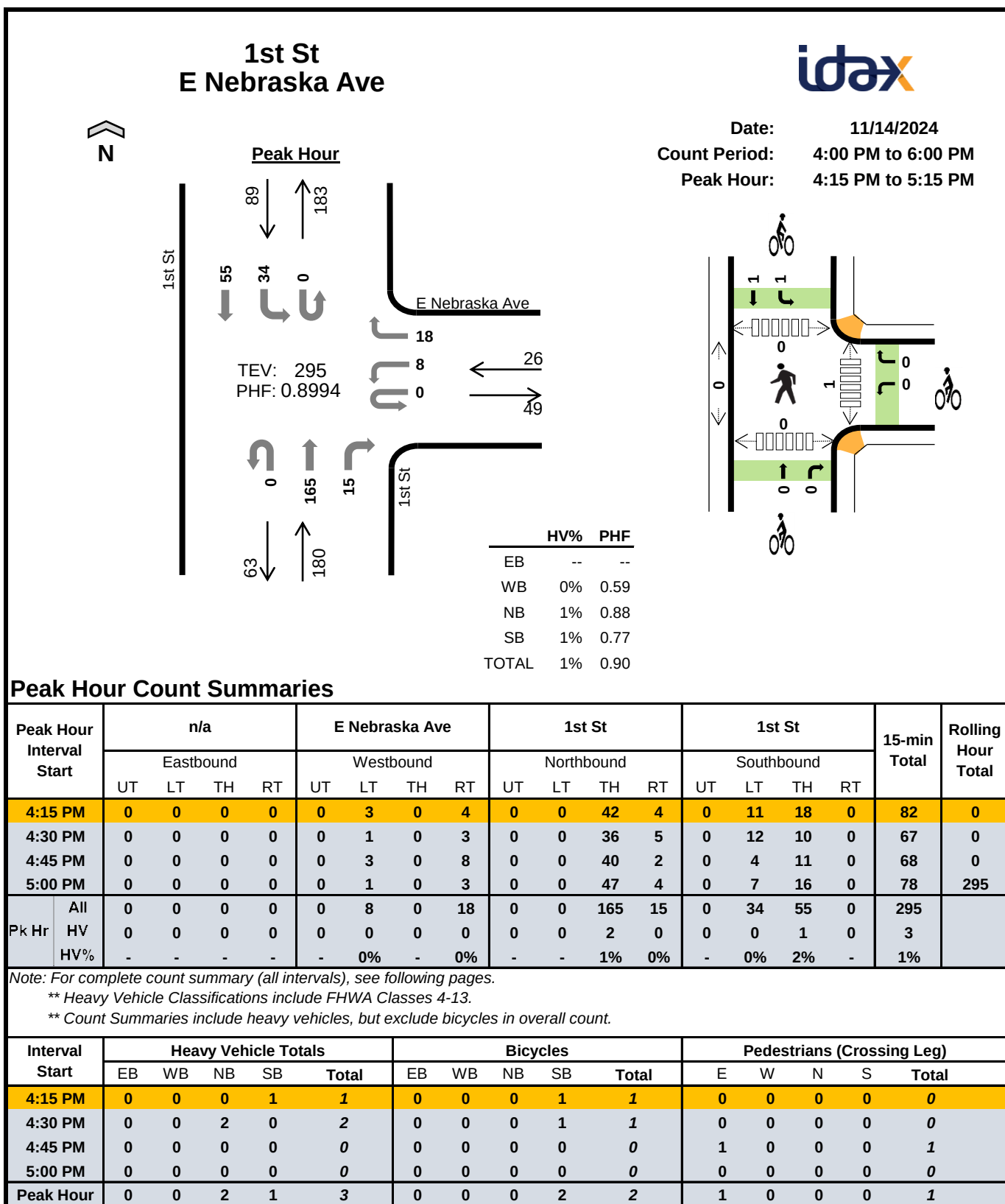
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
7:15 AM	0	1	0	1	2	0	0	0	0	0	1	0	0	1	2
7:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	2	1	3	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
8:45 AM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	6	7	14	0	0	0	0	0	2	0	2	1	5
Peak Hour	0	1	2	4	7	0	0	0	0	0	1	0	2	1	4

Count Summaries - Heavy Vehicles

Interval Start	n/a				E Nebraska Ave				1st St				1st St				15-min Total	Rolling Hour Total
	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	1	0	0	0	0	0	0	0	0	0	1	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3	7
Count Total	0	0	0	0	0	1	0	0	0	0	0	6	0	0	1	6	14	
Pk Hr Heavy	0	0	0	0	0	1	0	0	0	0	0	2	0	0	1	3	7	

Count Summaries - Bikes

Interval Start	n/a				E Nebraska Ave				1st St				1st St				15-min Total	Rolling Hour Total
	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	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	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	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



Count Summaries - All Vehicles																			
Interval Start		n/a				E Nebraska Ave				1st St				1st St				15-min Total	Rolling Hour Total
		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	2	0	3	0	0	39	1	0	4	14	0	63	0
4:15 PM		0	0	0	0	0	3	0	4	0	0	42	4	0	11	18	0	82	0
4:30 PM		0	0	0	0	0	1	0	3	0	0	36	5	0	12	10	0	67	0
4:45 PM		0	0	0	0	0	3	0	8	0	0	40	2	0	4	11	0	68	280
5:00 PM		0	0	0	0	0	1	0	3	0	0	47	4	0	7	16	0	78	295
5:15 PM		0	0	0	0	0	1	0	2	0	0	50	7	0	7	4	0	71	284
5:30 PM		0	0	0	0	0	2	0	2	0	0	36	5	0	8	13	0	66	283
5:45 PM		0	0	0	0	0	0	0	1	0	0	30	5	0	6	5	0	47	262
Count Total		0	0	0	0	0	13	0	26	0	0	320	33	0	59	91	0	542	
Pk Hr	All	0	0	0	0	0	8	0	18	0	0	165	15	0	34	55	0	295	
	HV	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	
	HV%	-	-	-	-	-	0%	-	0%	-	-	1%	0%	-	0%	2%	-	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1
4:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
4:30 PM	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	3	2	5	0	0	1	2	3	1	1	2	0	4
Peak Hour	0	0	2	1	3	0	0	0	2	2	1	0	0	0	1

Count Summaries - Heavy Vehicles

Interval Start	n/a				E Nebraska Ave				1st St				1st St				15-min Total	Rolling Hour Total
	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	1	0	0	0	0	0	1	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	0	2	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
5:30 PM	0	0	0	0	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	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	1	0	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	

Count Summaries - Bikes

Interval Start	n/a				E Nebraska Ave				1st St				1st St				15-min Total	Rolling Hour Total
	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	1	0	0	0	0	0	1	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	0	0	0	1	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	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	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	1	0	0	1	1	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	

Count Summaries - All Vehicles																			
Interval Start		Hwy 56				Hwy 56				Pyramid Peak St				Pyramid Peak St				15-min Total	Rolling Hour Total
		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	118	2	0	1	82	0	0	1	0	1	0	2	0	3	210	0
7:15 AM		0	0	121	2	0	2	88	0	0	1	0	2	0	4	0	4	224	0
7:30 AM		0	1	99	0	0	5	97	2	0	4	0	3	0	0	0	2	213	0
7:45 AM		0	0	97	2	0	4	102	1	0	4	0	0	0	1	0	1	212	859
8:00 AM		0	2	101	5	0	2	112	1	0	1	0	3	0	2	0	3	232	881
8:15 AM		0	2	75	2	0	2	99	1	0	4	1	2	0	1	0	4	193	850
8:30 AM		0	2	85	1	0	1	89	1	0	0	0	1	0	1	0	3	184	821
8:45 AM		0	1	76	1	0	4	68	0	0	4	0	1	0	0	0	1	156	765
Count Total		0	8	772	15	0	21	737	6	0	19	1	13	0	11	0	21	1,624	
Pk Hr	All	0	3	418	9	0	13	399	4	0	10	0	8	0	7	0	10	881	
	HV	0	0	21	1	0	0	35	0	0	0	0	0	0	0	0	0	57	
	HV%	-	0%	5%	11%	-	0%	9%	0%	-	0%	-	0%	-	0%	-	0%	6%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	2	7	0	0	9	0	0	0	0	0	0	0	0	0	0
7:15 AM	4	7	0	0	11	0	0	0	0	0	0	0	0	0	0
7:30 AM	5	6	0	0	11	0	0	0	0	0	0	0	0	0	0
7:45 AM	6	10	0	0	16	0	1	0	0	1	0	0	0	0	0
8:00 AM	7	12	0	0	19	0	0	0	0	0	0	0	0	0	0
8:15 AM	6	2	0	0	8	0	0	0	0	0	0	0	0	0	0
8:30 AM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
8:45 AM	6	4	0	0	10	0	0	0	0	0	0	0	0	0	0
Count Total	39	50	0	0	89	0	1	0	0	1	0	0	0	0	0
Peak Hour	22	35	0	0	57	0	1	0	0	1	0	0	0	0	0

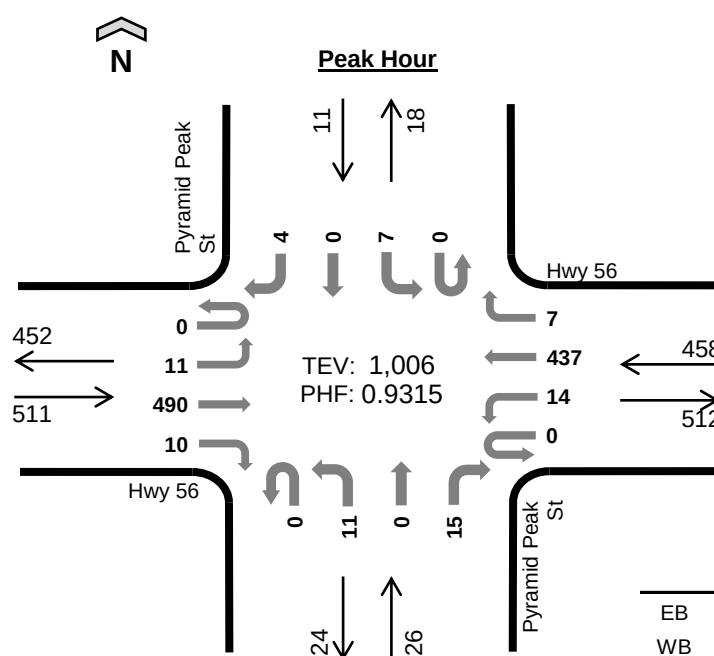
Count Summaries - Heavy Vehicles

Interval Start	Hwy 56				Hwy 56				Pyramid Peak St				Pyramid Peak St				15-min Total	Rolling Hour Total
	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	2	0	0	0	7	0	0	0	0	0	0	0	0	0	9	0
7:15 AM	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	11	0
7:30 AM	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	11	0
7:45 AM	0	0	5	1	0	0	10	0	0	0	0	0	0	0	0	0	16	47
8:00 AM	0	0	7	0	0	0	12	0	0	0	0	0	0	0	0	0	19	57
8:15 AM	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	8	54
8:30 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	48
8:45 AM	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	10	42
Count Total	0	0	38	1	0	0	50	0	0	0	0	0	0	0	0	0	89	
Pk Hr Heavy	0	0	21	1	0	0	35	0	0	0	0	0	0	0	0	0	57	

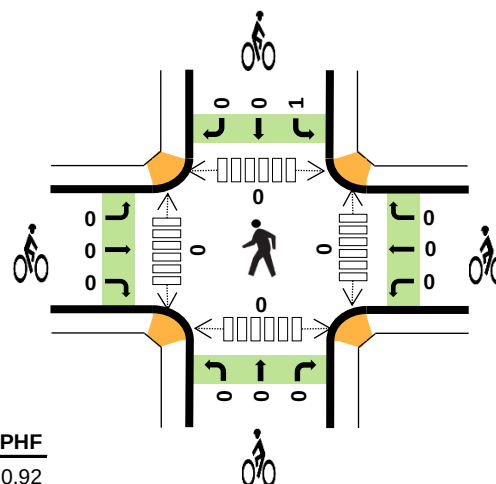
Count Summaries - Bikes

Interval Start	Hwy 56				Hwy 56				Pyramid Peak St				Pyramid Peak St				15-min Total	Rolling Hour Total
	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	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	1	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	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	0	0	0	0	1
8:30 AM	0	0	0	0	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	0	0	0	0
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	

Pyramid Peak St Hwy 56



Date: 11/14/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	3%	0.92
WB	2%	0.84
NB	12%	0.65
SB	0%	0.92
TOTAL	3%	0.93

Peak Hour Count Summaries

Peak Hour Interval Start		Hwy 56				Hwy 56				Pyramid Peak St				Pyramid Peak St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	3	114	3	0	3	111	0	0	5	0	5	0	1	0	1	246	0
4:45 PM		0	6	131	2	0	6	109	0	0	1	0	4	0	2	0	1	262	0
5:00 PM		0	0	124	2	0	3	83	6	0	3	0	4	0	1	0	2	228	0
5:15 PM		0	2	121	3	0	2	134	1	0	2	0	2	0	3	0	0	270	1,006
Pk Hr	All	0	11	490	10	0	14	437	7	0	11	0	15	0	7	0	4	1,006	
	HV	0	0	12	2	0	0	11	0	0	3	0	0	0	0	0	0	28	
	HV%	-	0%	2%	20%	-	0%	3%	0%	-	27%	-	0%	-	0%	-	0%	3%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries 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	E	W	N	S	Total
4:30 PM	6	6	1	0	13	0	0	0	1	1	0	0	0	0	0
4:45 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	5	2	1	0	8	0	0	0	0	0	0	0	0	0	0
Peak Hour	14	11	3	0	28	0	0	0	1	1	0	0	0	0	0

Count Summaries - All Vehicles																			
Interval Start		Hwy 56				Hwy 56				Pyramid Peak St				Pyramid Peak St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	1	107	3	0	4	111	1	0	5	0	3	0	1	0	2	238	0
4:15 PM		0	5	126	3	0	2	108	3	0	0	0	7	0	2	0	1	257	0
4:30 PM		0	3	114	3	0	3	111	0	0	5	0	5	0	1	0	1	246	0
4:45 PM		0	6	131	2	0	6	109	0	0	1	0	4	0	2	0	1	262	1,003
5:00 PM		0	0	124	2	0	3	83	6	0	3	0	4	0	1	0	2	228	993
5:15 PM		0	2	121	3	0	2	134	1	0	2	0	2	0	3	0	0	270	1,006
5:30 PM		0	0	99	1	0	2	112	1	0	2	0	0	0	2	0	1	220	980
5:45 PM		0	0	85	1	0	2	132	3	0	3	0	1	0	1	0	1	229	947
Count Total		0	17	907	18	0	24	900	15	0	21	0	26	0	13	0	9	1,950	
Pk Hr	All	0	11	490	10	0	14	437	7	0	11	0	15	0	7	0	4	1,006	
	HV	0	0	12	2	0	0	11	0	0	3	0	0	0	0	0	0	28	
	HV%	-	0%	2%	20%	-	0%	3%	0%	-	27%	-	0%	-	0%	-	0%	3%	

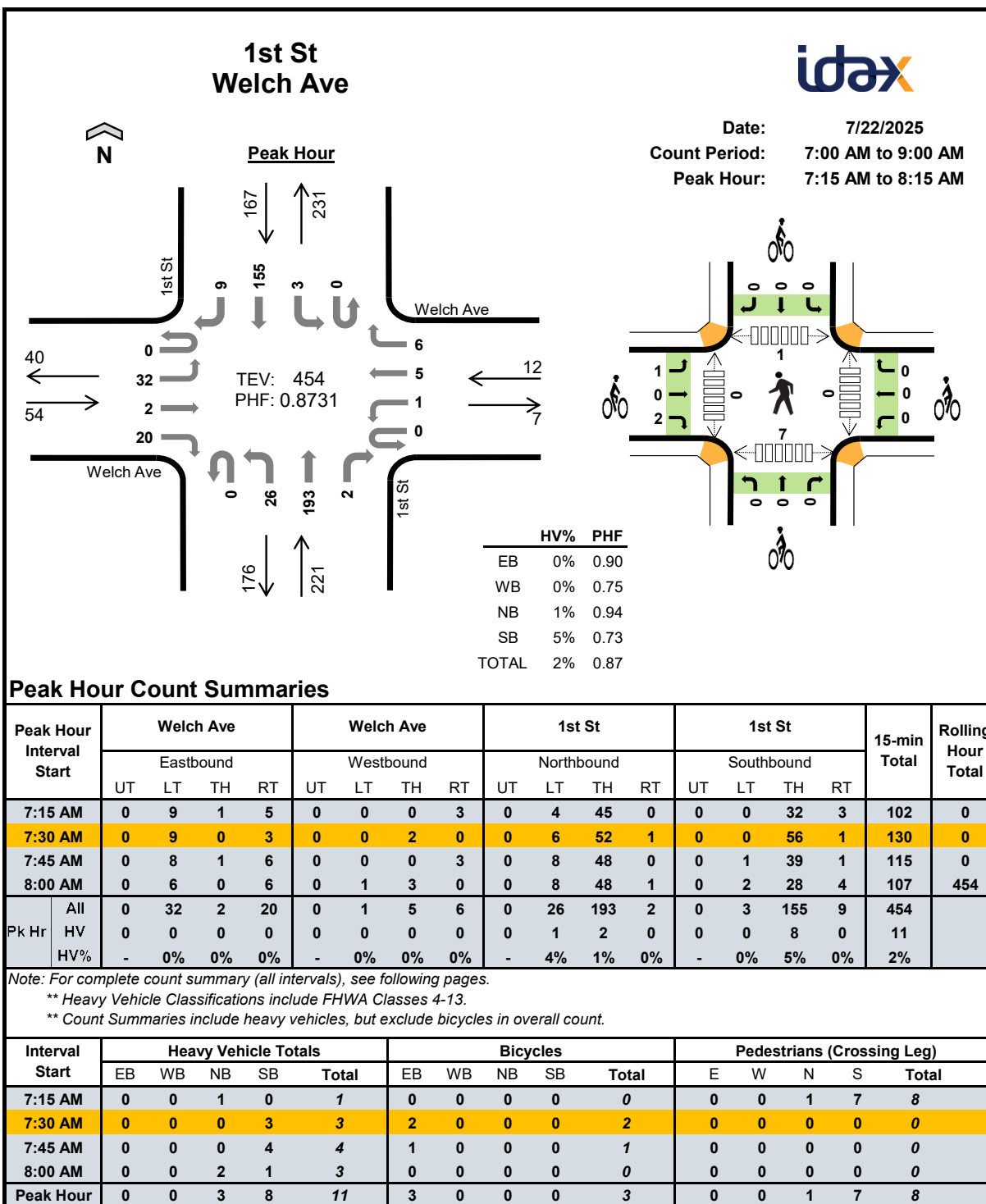
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	6	5	1	0	12	0	0	0	0	0	0	0	0	0	0
4:15 PM	6	1	0	0	7	0	0	0	0	0	0	0	0	0	0
4:30 PM	6	6	1	0	13	0	0	0	1	1	0	0	0	0	0
4:45 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	5	2	1	0	8	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0
Count Total	28	23	4	0	55	0	0	0	1	1	0	0	0	0	0
Peak Hour	14	11	3	0	28	0	0	0	1	1	0	0	0	0	0

Count Summaries - Heavy Vehicles

Interval Start	Hwy 56				Hwy 56				Pyramid Peak St				Pyramid Peak St				15-min Total	Rolling Hour Total	
	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	6	0	0	0	5	0	0	1	0	0	0	0	0	0	0	12	0
4:15 PM	0	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0
4:30 PM	0	0	6	0	0	0	6	0	0	1	0	0	0	0	0	0	0	13	0
4:45 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	35
5:00 PM	0	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	4	27
5:15 PM	0	0	4	1	0	0	2	0	0	1	0	0	0	0	0	0	0	8	28
5:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	18
5:45 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	20
Count Total	0	0	25	3	0	0	23	0	0	4	0	0	0	0	0	0	0	55	
Pk Hr Heavy	0	0	12	2	0	0	11	0	0	3	0	0	0	0	0	0	0	28	

Count Summaries - Bikes

Interval Start	Hwy 56				Hwy 56				Pyramid Peak St				Pyramid Peak St				15-min Total	Rolling Hour Total
	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	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	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	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	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	1	0	0	1	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	



Count Summaries - All Vehicles

Interval Start		Welch Ave				Welch Ave				1st St				1st St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	10	0	6	0	1	1	1	0	4	26	0	0	1	34	0	84	0
7:15 AM		0	9	1	5	0	0	0	3	0	4	45	0	0	0	32	3	102	0
7:30 AM		0	9	0	3	0	0	2	0	0	6	52	1	0	0	56	1	130	0
7:45 AM		0	8	1	6	0	0	0	3	0	8	48	0	0	1	39	1	115	431
8:00 AM		0	6	0	6	0	1	3	0	0	8	48	1	0	2	28	4	107	454
8:15 AM		0	2	0	7	0	2	0	3	0	2	37	0	0	0	42	3	98	450
8:30 AM		0	7	2	4	0	0	2	1	0	7	38	1	0	0	36	1	99	419
8:45 AM		0	6	0	5	0	0	0	0	0	8	35	0	0	1	25	4	84	388
Count Total		0	57	4	42	0	4	8	11	0	47	329	3	0	5	292	17	819	
Pk Hr	All	0	32	2	20	0	1	5	6	0	26	193	2	0	3	155	9	454	
	HV	0	0	0	0	0	0	0	0	0	1	2	0	0	0	8	0	11	
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	4%	1%	0%	-	0%	5%	0%	2%	

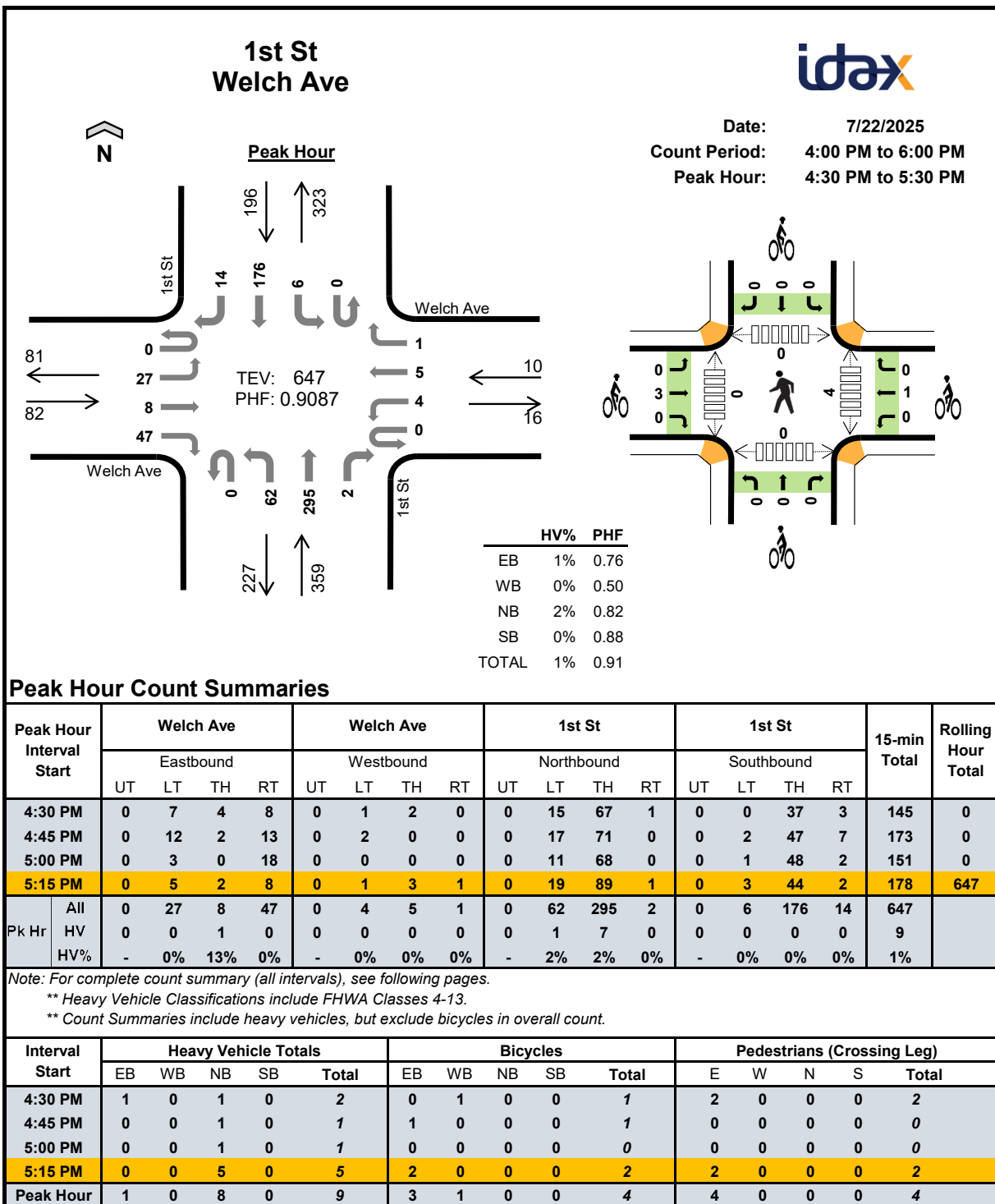
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	7	8
7:30 AM	0	0	0	3	3	2	0	0	0	2	0	0	0	0	0
7:45 AM	0	0	0	4	4	1	0	0	0	1	0	0	0	0	0
8:00 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	2	3	0	0	1	0	1	0	0	0	2	2
8:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	3	2	5	0	0	0	0	0	1	0	0	1	2
Count Total	0	0	7	13	20	3	0	1	1	5	1	0	1	12	14
Peak Hour	0	0	3	8	11	3	0	0	0	3	0	0	1	7	8

Count Summaries - Heavy Vehicles

Interval Start	Welch Ave				Welch Ave				1st St				1st St				15-min Total	Rolling Hour Total	
	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	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3	11
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	13
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	11
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0	5	12
Count Total	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	13	0	20	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	8	0	11	

Count Summaries - Bikes

Interval Start	Welch Ave				Welch Ave				1st St				1st St				15-min Total	Rolling Hour Total	
	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	0	1	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	5	
Pk Hr Bike	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	



Count Summaries - All Vehicles

Interval Start		Welch Ave				Welch Ave				1st St				1st St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	7	0	8	0	0	3	1	0	13	54	0	0	1	49	2	138	0
4:15 PM		0	3	4	15	0	1	0	1	0	9	95	2	0	2	40	2	174	0
4:30 PM		0	7	4	8	0	1	2	0	0	15	67	1	0	0	37	3	145	0
4:45 PM		0	12	2	13	0	2	0	0	0	17	71	0	0	2	47	7	173	630
5:00 PM		0	3	0	18	0	0	0	0	0	11	68	0	0	1	48	2	151	643
5:15 PM		0	5	2	8	0	1	3	1	0	19	89	1	0	3	44	2	178	647
5:30 PM		0	7	1	3	0	0	1	0	0	9	79	1	0	0	31	6	138	640
5:45 PM		0	9	0	8	0	1	2	3	0	6	71	2	0	1	47	3	153	620
Count Total		0	53	13	81	0	6	11	6	0	99	594	7	0	10	343	27	1,250	
Pk Hr	All	0	27	8	47	0	4	5	1	0	62	295	2	0	6	176	14	647	
	HV	0	0	1	0	0	0	0	0	0	1	7	0	0	0	0	0	9	
	HV%	-	0%	13%	0%	-	0%	0%	0%	-	2%	2%	0%	-	0%	0%	0%	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	1	4	5	0	0	0	0	0	0	0	0	2	2
4:15 PM	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	1	0	2	0	1	0	0	1	2	0	0	0	2
4:45 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	5	0	5	2	0	0	0	2	2	0	0	0	2
5:30 PM	0	0	4	0	4	0	0	0	0	0	1	0	0	0	1
5:45 PM	1	0	3	0	4	0	0	0	0	0	1	0	0	0	1
Count Total	2	0	19	6	27	3	1	0	0	4	6	0	0	2	8
Peak Hour	1	0	8	0	9	3	1	0	0	4	4	0	0	0	4

Count Summaries - Heavy Vehicles

Interval Start	Welch Ave				Welch Ave				1st St				1st St				15-min Total	Rolling Hour Total
	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	1	0	0	0	4	0	5	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0	5	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	13
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9
5:15 PM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5	9
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	11
5:45 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	14
Count Total	0	1	1	0	0	0	0	0	0	2	17	0	0	0	6	0	27	
Pk Hr Heavy	0	0	1	0	0	0	0	0	0	1	7	0	0	0	0	0	9	

Count Summaries - Bikes

Interval Start	Welch Ave				Welch Ave				1st St				1st St				15-min Total	Rolling Hour Total
	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	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	
Pk Hr Bike	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	

Intersection Capacity Worksheets:
Year 2024 Existing

Intersection												
Int Delay, s/veh	61.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	368	143	167	392	11	82	54	96	4	14	4
Future Vol, veh/h	5	368	143	167	392	11	82	54	96	4	14	4
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	95	95	95	90	90	90	95	95	95	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	5	5	5
Mvmt Flow	5	387	151	186	436	12	86	57	101	6	20	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	448	0	0	538	0	0	1290	1292	463	1239	1361	442
Stage 1	-	-	-	-	-	-	473	473	-	813	813	-
Stage 2	-	-	-	-	-	-	817	819	-	426	548	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.53	6.23	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.15	5.55	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.027	3.327	3.545	4.045	3.345
Pot Cap-1 Maneuver	1113	-	-	1030	-	-	140	162	597	150	146	609
Stage 1	-	-	-	-	-	-	570	557	-	368	388	-
Stage 2	-	-	-	-	-	-	369	388	-	600	512	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1113	-	-	1030	-	-	89	122	597	57	110	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	122	-	57	110	-
Stage 1	-	-	-	-	-	-	566	553	-	280	295	-
Stage 2	-	-	-	-	-	-	259	295	-	444	508	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	2.71	\$ 351.63	51.81
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	153	17	-	-	525	-	-	108
HCM Lane V/C Ratio	1.601	0.005	-	-	0.18	-	-	0.296
HCM Ctrl Dly (s/v)	\$ 351.6	8.3	0	-	9.3	0	-	51.8
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	16.9	0	-	-	0.7	-	-	1.1

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection					
Intersection Delay, s/veh	9.3				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	491	503	211	418	
Demand Flow Rate, veh/h	511	517	218	431	
Vehicles Circulating, veh/h	326	271	691	388	
Vehicles Exiting, veh/h	493	580	146	400	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	10.3	9.4	6.1	9.7	
Approach LOS	B	A	A	A	
Lane	Left	Left	Left	Bypass	Left
Designated Moves	LTR	LTR	LT	R	LTR
Assumed Moves	LTR	LTR	LT		LTR
RT Channelized				Free	
Lane Util	1.000	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976		4.976
A (Intercept)	1380	1380	1380		1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3		1.02e-3
Entry Flow, veh/h	511	517	160	58	431
Cap Entry Lane, veh/h	990	1047	682	1957	929
Entry HV Adj Factor	0.962	0.972	0.969	0.971	0.971
Flow Entry, veh/h	491	503	155	56	418
Cap Entry, veh/h	952	1018	661	1900	902
V/C Ratio	0.516	0.494	0.235	0.029	0.464
Control Delay, s/veh	10.3	9.4	8.3	0.0	9.7
LOS	B	A	A	A	A
95th %tile Queue, veh	3	3	1	0	2

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	18	165	15	34	55
Future Vol, veh/h	8	18	165	15	34	55
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	59	59	88	88	77	77
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	14	31	188	17	44	71
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	356	196	0	0	205	0
Stage 1	196	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	644	848	-	-	1373	-
Stage 1	839	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	623	848	-	-	1373	-
Mov Cap-2 Maneuver	623	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	10.01	0	2.95			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	763	688	-	
HCM Lane V/C Ratio	-	-	0.058	0.032	-	
HCM Ctrl Dly (s/v)	-	-	10	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	494	10	14	457	7	11	0	15	7	0	4
Future Vol, veh/h	11	494	10	14	457	7	11	0	15	7	0	4
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	35	-	160	50	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	84	84	84	65	65	65	92	92	92
Heavy Vehicles, %	3	3	3	2	2	2	12	12	12	1	1	1
Mvmt Flow	12	537	11	17	544	8	17	0	23	8	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	552	0	0	548	0	0	1138	1147	537	1142	1153	548
Stage 1	-	-	-	-	-	-	561	561	-	582	582	-
Stage 2	-	-	-	-	-	-	577	586	-	561	572	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.22	6.62	6.32	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.22	5.62	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.22	5.62	-	6.11	5.51	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.608	4.108	3.408	3.509	4.009	3.309
Pot Cap-1 Maneuver	1013	-	-	1022	-	-	171	191	525	178	198	538
Stage 1	-	-	-	-	-	-	495	494	-	501	501	-
Stage 2	-	-	-	-	-	-	485	482	-	514	506	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1013	-	-	1022	-	-	165	185	525	166	193	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	165	185	-	166	193	-
Stage 1	-	-	-	-	-	-	489	488	-	493	493	-
Stage 2	-	-	-	-	-	-	473	474	-	486	500	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0.25	19.45	22.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	165	525	1013	-	-	1022	-	-	221
HCM Lane V/C Ratio	0.103	0.044	0.012	-	-	0.016	-	-	0.054
HCM Ctrl Dly (s/v)	29.4	12.2	8.6	-	-	8.6	-	-	22.2
HCM Lane LOS	D	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	8	47	4	5	1	62	295	2	6	176	14
Future Vol, veh/h	27	8	47	4	5	1	62	295	2	6	176	14
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	9	52	4	5	1	68	324	2	7	193	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	677	677	201	673	684	325	209	0	0	326	0	0
Stage 1	214	214	-	462	462	-	-	-	-	-	-	-
Stage 2	463	463	-	211	222	-	-	-	-	-	-	-
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	366	375	840	369	371	716	1362	-	-	1233	-	-
Stage 1	788	725	-	580	565	-	-	-	-	-	-	-
Stage 2	579	564	-	791	720	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	336	350	840	316	347	716	1362	-	-	1233	-	-
Mov Cap-2 Maneuver	336	350	-	316	347	-	-	-	-	-	-	-
Stage 1	783	721	-	545	530	-	-	-	-	-	-	-
Stage 2	537	530	-	729	715	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	13.46		15.59		1.34		0.24	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	310	-	-	515	351	54	-	-
HCM Lane V/C Ratio	0.05	-	-	0.175	0.031	0.005	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	13.5	15.6	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.1	0	-	-

Intersection												
Int Delay, s/veh	13											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	328	125	118	364	13	51	26	56	2	13	10
Future Vol, veh/h	3	328	125	118	364	13	51	26	56	2	13	10
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	82	82	82	92	92	92	76	76	76	78	78	78
Heavy Vehicles, %	4	4	4	7	7	7	10	10	10	8	8	8
Mvmt Flow	4	400	152	128	396	14	67	34	74	3	17	13
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	410	0	0	552	0	0	1144	1150	476	1084	1219	403
Stage 1	-	-	-	-	-	-	484	484	-	659	659	-
Stage 2	-	-	-	-	-	-	661	666	-	424	560	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.2	6.6	6.3	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.18	5.58	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.59	4.09	3.39	3.572	4.072	3.372
Pot Cap-1 Maneuver	1138	-	-	993	-	-	171	192	573	189	176	635
Stage 1	-	-	-	-	-	-	550	539	-	443	451	-
Stage 2	-	-	-	-	-	-	439	445	-	596	501	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1138	-	-	993	-	-	125	159	573	111	145	635
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	159	-	111	145	-
Stage 1	-	-	-	-	-	-	547	537	-	369	376	-
Stage 2	-	-	-	-	-	-	342	371	-	484	499	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			2.18			85.2			26.02		
HCM LOS							F			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	199	11	-	-	426	-	-	203				
HCM Lane V/C Ratio	0.881	0.003	-	-	0.129	-	-	0.158				
HCM Ctrl Dly (s/v)	85.2	8.2	0	-	9.2	0	-	26				
HCM Lane LOS	F	A	A	-	A	A	-	D				
HCM 95th %tile Q(veh)	6.8	0	-	-	0.4	-	-	0.5				

Intersection					
Intersection Delay, s/veh	8.5				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	435	465	191	361	
Demand Flow Rate, veh/h	466	497	192	379	
Vehicles Circulating, veh/h	279	251	643	388	
Vehicles Exiting, veh/h	488	542	102	360	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	8.9	9.0	5.8	8.9	
Approach LOS	A	A	A	A	
Lane	Left	Left	Left	Bypass	Left
Designated Moves	LTR	LTR	LT	R	LTR
Assumed Moves	LTR	LTR	LT		LTR
RT Channelized				Free	
Lane Util	1.000	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976		4.976
A (Intercept)	1380	1380	1380		1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3		1.02e-3
Entry Flow, veh/h	466	497	150	42	379
Cap Entry Lane, veh/h	1038	1068	716	1919	929
Entry HV Adj Factor	0.934	0.935	0.993	0.990	0.952
Flow Entry, veh/h	435	465	149	42	361
Cap Entry, veh/h	970	999	711	1900	884
V/C Ratio	0.449	0.465	0.209	0.022	0.408
Control Delay, s/veh	8.9	9.0	7.4	0.0	8.9
LOS	A	A	A	A	A
95th %tile Queue, veh	2	3	1	0	2

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	16	28	61	3	8	64
Future Vol, veh/h	16	28	61	3	8	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	80	80	90	90
Heavy Vehicles, %	2	2	3	3	6	6
Mvmt Flow	22	38	76	4	9	71

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	167	78	0
Stage 1	78	-	-
Stage 2	89	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	823	983	-
Stage 1	945	-	-
Stage 2	935	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	818	983	-
Mov Cap-2 Maneuver	818	-	-
Stage 1	945	-	-
Stage 2	929	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.21	0	0.83
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	916	200
HCM Lane V/C Ratio	-	-	0.066	0.006
HCM Ctrl Dly (s/v)	-	-	9.2	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	441	9	13	408	4	10	0	8	7	0	10
Future Vol, veh/h	3	441	9	13	408	4	10	0	8	7	0	10
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	35	-	160	50	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	90	90	90	64	64	64	53	53	53
Heavy Vehicles, %	5	5	5	8	8	8	1	1	1	1	1	1
Mvmt Flow	3	507	10	14	453	4	16	0	13	13	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	458	0	0	517	0	0	996	1000	507	998	1009	456
Stage 1	-	-	-	-	-	-	514	514	-	484	484	-
Stage 2	-	-	-	-	-	-	482	487	-	514	524	-
Critical Hdwy	4.15	-	-	4.18	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.245	-	-	2.272	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1087	-	-	1019	-	-	224	244	568	223	241	607
Stage 1	-	-	-	-	-	-	545	537	-	566	554	-
Stage 2	-	-	-	-	-	-	567	552	-	545	531	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1087	-	-	1019	-	-	213	240	568	215	237	607
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	240	-	215	237	-
Stage 1	-	-	-	-	-	-	544	535	-	558	546	-
Stage 2	-	-	-	-	-	-	542	544	-	532	530	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.06			0.26			17.99			16.45		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	213	568	1087	-	-	1019	-	-	346
HCM Lane V/C Ratio	0.073	0.022	0.003	-	-	0.014	-	-	0.093
HCM Ctrl Dly (s/v)	23.2	11.5	8.3	-	-	8.6	-	-	16.4
HCM Lane LOS	C	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0	-	-	0.3

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	32	2	20	1	5	6	26	193	2	3	155	9
Future Vol, veh/h	32	2	20	1	5	6	26	193	2	3	155	9
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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	2	23	1	6	7	30	222	2	3	178	10

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	475	474	183	469	478	223	189	0	0	224	0	0
Stage 1	190	190	-	283	283	-	-	-	-	-	-	-
Stage 2	284	284	-	186	195	-	-	-	-	-	-	-
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	500	489	859	505	486	817	1386	-	-	1345	-	-
Stage 1	812	743	-	724	677	-	-	-	-	-	-	-
Stage 2	723	676	-	816	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	477	475	859	475	473	817	1386	-	-	1345	-	-
Mov Cap-2 Maneuver	477	475	-	475	473	-	-	-	-	-	-	-
Stage 1	809	741	-	706	661	-	-	-	-	-	-	-
Stage 2	693	660	-	789	737	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.08		11.15		0.9		0.14	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	211	-	-	571 599	32	-	-
HCM Lane V/C Ratio	0.022	-	-	0.109 0.023	0.003	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	12.1 11.1	7.7	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4 0.1	0	-	-

Intersection				
Intersection Delay, s/veh	17.0			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	666	785	464	62
Demand Flow Rate, veh/h	679	801	478	65
Vehicles Circulating, veh/h	287	346	479	1051
Vehicles Exiting, veh/h	829	611	487	96
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.5	23.0	12.7	9.9
Approach LOS	B	C	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	679	801	478	65
Cap Entry Lane, veh/h	1030	970	847	472
Entry HV Adj Factor	0.981	0.980	0.971	0.959
Flow Entry, veh/h	666	785	464	62
Cap Entry, veh/h	1010	951	822	453
V/C Ratio	0.659	0.826	0.565	0.138
Control Delay, s/veh	13.5	23.0	12.7	9.9
LOS	B	C	B	A
95th %tile Queue, veh	5	10	4	0

Intersection					
Intersection Delay, s/veh	15.3				
Intersection LOS	C				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	620	661	248	534	
Demand Flow Rate, veh/h	645	681	255	551	
Vehicles Circulating, veh/h	452	293	930	493	
Vehicles Exiting, veh/h	592	812	167	481	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	19.3	13.8	8.2	16.0	
Approach LOS	C	B	A	C	
Lane	Left	Left	Left	Bypass	Left
Designated Moves	LTR	LTR	LT	R	LTR
Assumed Moves	LTR	LTR	LT		LTR
RT Channelized				Free	
Lane Util	1.000	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976		4.976
A (Intercept)	1380	1380	1380		1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3		1.02e-3
Entry Flow, veh/h	645	681	175	80	551
Cap Entry Lane, veh/h	870	1023	534	1957	835
Entry HV Adj Factor	0.961	0.971	0.970	0.971	0.970
Flow Entry, veh/h	620	661	170	78	534
Cap Entry, veh/h	836	994	518	1900	809
V/C Ratio	0.741	0.665	0.327	0.041	0.660
Control Delay, s/veh	19.3	13.8	11.9	0.0	16.0
LOS	C	B	B	A	C
95th %tile Queue, veh	7	5	1	0	5

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	24	189	19	36	69
Future Vol, veh/h	11	24	189	19	36	69
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	59	59	88	88	77	77
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	19	41	215	22	47	90
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	409	226	0	0	236	0
Stage 1	226	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	601	816	-	-	1337	-
Stage 1	814	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	579	816	-	-	1337	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	10.42	0		2.67		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	723	617	-	
HCM Lane V/C Ratio	-	-	0.082	0.035	-	
HCM Ctrl Dly (s/v)	-	-	10.4	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

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	12	678	31	34	599	7	18	0	27	7	0	4
Future Vol, veh/h	12	678	31	34	599	7	18	0	27	7	0	4
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	35	-	160	50	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	84	84	84	65	65	65	92	92	92
Heavy Vehicles, %	3	3	3	2	2	2	12	12	12	1	1	1
Mvmt Flow	13	737	34	40	713	8	28	0	42	8	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	721	0	0	771	0	0	1557	1565	737	1561	1595	717
Stage 1	-	-	-	-	-	-	763	763	-	798	798	-
Stage 2	-	-	-	-	-	-	794	802	-	763	797	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.22	6.62	6.32	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.22	5.62	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.22	5.62	-	6.11	5.51	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.608	4.108	3.408	3.509	4.009	3.309
Pot Cap-1 Maneuver	876	-	-	844	-	-	87	106	402	91	107	431
Stage 1	-	-	-	-	-	-	382	399	-	381	399	-
Stage 2	-	-	-	-	-	-	367	382	-	398	400	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	876	-	-	844	-	-	81	99	402	77	101	431
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	99	-	77	101	-
Stage 1	-	-	-	-	-	-	376	393	-	363	380	-
Stage 2	-	-	-	-	-	-	346	364	-	352	394	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.15	0.5	37.57	41.79
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	81	402	876	-	-	844	-	-	110
HCM Lane V/C Ratio	0.344	0.103	0.015	-	-	0.048	-	-	0.109
HCM Ctrl Dly (s/v)	71.5	15	9.2	-	-	9.5	-	-	41.8
HCM Lane LOS	F	B	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.3	0.3	0	-	-	0.2	-	-	0.4

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	8	50	4	5	1	65	307	2	6	183	15
Future Vol, veh/h	28	8	50	4	5	1	65	307	2	6	183	15
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	9	55	4	5	1	71	337	2	7	201	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	705	705	209	700	712	338	218	0	0	340	0	0
Stage 1	223	223	-	481	481	-	-	-	-	-	-	-
Stage 2	483	482	-	219	231	-	-	-	-	-	-	-
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	351	361	831	354	358	704	1352	-	-	1220	-	-
Stage 1	780	719	-	566	554	-	-	-	-	-	-	-
Stage 2	565	553	-	784	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	320	335	831	300	332	704	1352	-	-	1220	-	-
Mov Cap-2 Maneuver	320	335	-	300	332	-	-	-	-	-	-	-
Stage 1	775	715	-	529	518	-	-	-	-	-	-	-
Stage 2	522	517	-	718	709	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	13.83		16.1		1.36		0.23	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	312	-	-	502	335	52	-
HCM Lane V/C Ratio	0.053	-	-	0.188	0.033	0.005	-
HCM Ctrl Dly (s/v)	7.8	0	-	13.8	16.1	8	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	0	-

Intersection Capacity Worksheets: Year 2028 Background

Intersection				
Intersection Delay, s/veh	16.1			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	702	638	493	47
Demand Flow Rate, veh/h	730	683	543	51
Vehicles Circulating, veh/h	208	400	524	998
Vehicles Exiting, veh/h	841	667	414	85
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.7	19.1	17.7	9.2
Approach LOS	B	C	C	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	730	683	543	51
Cap Entry Lane, veh/h	1116	918	809	499
Entry HV Adj Factor	0.961	0.934	0.908	0.924
Flow Entry, veh/h	702	638	493	47
Cap Entry, veh/h	1073	857	735	461
V/C Ratio	0.654	0.744	0.672	0.102
Control Delay, s/veh	12.7	19.1	17.7	9.2
LOS	B	C	C	A
95th %tile Queue, veh	5	7	5	0

Intersection					
Intersection Delay, s/veh	13.2				
Intersection LOS	B				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	525	685	222	435	
Demand Flow Rate, veh/h	562	733	224	456	
Vehicles Circulating, veh/h	370	271	807	533	
Vehicles Exiting, veh/h	619	701	125	471	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	12.8	15.3	7.1	13.6	
Approach LOS	B	C	A	B	
Lane	Left	Left	Left	Bypass	Left
Designated Moves	LTR	LTR	LT	R	LTR
Assumed Moves	LTR	LTR	LT		LTR
RT Channelized				Free	
Lane Util	1.000	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976		4.976
A (Intercept)	1380	1380	1380		1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3		1.02e-3
Entry Flow, veh/h	562	733	165	59	456
Cap Entry Lane, veh/h	946	1047	606	1919	801
Entry HV Adj Factor	0.935	0.935	0.993	0.990	0.953
Flow Entry, veh/h	525	685	164	58	435
Cap Entry, veh/h	884	978	602	1900	764
V/C Ratio	0.594	0.700	0.272	0.031	0.569
Control Delay, s/veh	12.8	15.3	9.6	0.0	13.6
LOS	B	C	A	A	B
95th %tile Queue, veh	4	6	1	0	4

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	35	75	4	8	83
Future Vol, veh/h	23	35	75	4	8	83
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	73	73	80	80	90	90
Heavy Vehicles, %	2	2	3	3	6	6
Mvmt Flow	32	48	94	5	9	92

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	206	96	0	0	99
Stage 1	96	-	-	-	-
Stage 2	110	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254
Pot Cap-1 Maneuver	782	960	-	-	1469
Stage 1	928	-	-	-	-
Stage 2	915	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	777	960	-	-	1469
Mov Cap-2 Maneuver	777	-	-	-	-
Stage 1	928	-	-	-	-
Stage 2	909	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.51	0	0.66
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	878	158
HCM Lane V/C Ratio	-	-	0.09	0.006
HCM Ctrl Dly (s/v)	-	-	9.5	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.3	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	3	570	15	20	588	4	22	0	27	7	0	11
Future Vol, veh/h	3	570	15	20	588	4	22	0	27	7	0	11
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	35	-	160	50	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	90	90	90	64	64	64	53	53	53
Heavy Vehicles, %	5	5	5	8	8	8	1	1	1	1	1	1
Mvmt Flow	3	655	17	22	653	4	34	0	42	13	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	658	0	0	672	0	0	1360	1364	655	1362	1379	656
Stage 1	-	-	-	-	-	-	662	662	-	700	700	-
Stage 2	-	-	-	-	-	-	698	702	-	662	679	-
Critical Hdwy	4.15	-	-	4.18	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.245	-	-	2.272	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	916	-	-	891	-	-	126	148	468	126	145	468
Stage 1	-	-	-	-	-	-	453	461	-	431	443	-
Stage 2	-	-	-	-	-	-	433	442	-	453	453	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	916	-	-	891	-	-	117	144	468	111	141	468
Mov Cap-2 Maneuver	-	-	-	-	-	-	117	144	-	111	141	-
Stage 1	-	-	-	-	-	-	451	459	-	421	432	-
Stage 2	-	-	-	-	-	-	403	431	-	410	451	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			0.3			28.97			25.64		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	117	468	916	-	-	891	-	-	208
HCM Lane V/C Ratio	0.293	0.09	0.004	-	-	0.025	-	-	0.163
HCM Ctrl Dly (s/v)	48	13.5	8.9	-	-	9.1	-	-	25.6
HCM Lane LOS	E	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.1	0.3	0	-	-	0.1	-	-	0.6

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	34	2	21	1	5	6	27	201	2	3	161	9
Future Vol, veh/h	34	2	21	1	5	6	27	201	2	3	161	9
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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	2	24	1	6	7	31	231	2	3	185	10
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	493	493	190	487	497	232	195	0	0	233	0	0
Stage 1	197	197	-	294	294	-	-	-	-	-	-	-
Stage 2	296	295	-	193	202	-	-	-	-	-	-	-
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	486	477	852	491	475	807	1378	-	-	1334	-	-
Stage 1	805	738	-	714	669	-	-	-	-	-	-	-
Stage 2	712	669	-	809	734	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	463	464	852	461	461	807	1378	-	-	1334	-	-
Mov Cap-2 Maneuver	463	464	-	461	461	-	-	-	-	-	-	-
Stage 1	802	736	-	696	652	-	-	-	-	-	-	-
Stage 2	682	651	-	781	732	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	12.33		11.28		0.9		0.13					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	211	-	-	556	587	31	-	-				
HCM Lane V/C Ratio	0.023	-	-	0.118	0.024	0.003	-	-				
HCM Ctrl Dly (s/v)	7.7	0	-	12.3	11.3	7.7	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-				

Intersection Capacity Worksheets: Year 2045 Background

Intersection						
Intersection Delay, s/veh	14.8					
Intersection LOS	B					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	1		1		2	2
Adj Approach Flow, veh/h	793		799		784	68
Demand Flow Rate, veh/h	808		814		800	70
Vehicles Circulating, veh/h	312		532		504	1239
Vehicles Exiting, veh/h	997		772		616	107
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	7.4		10.2		27.6	9.4
Approach LOS	A		B		D	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.471	0.529	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.328	4.328
A (Intercept)	1420	1420	1420	1420	1420	1420
B (Slope)	9.101e-4	9.101e-4	9.101e-4	9.101e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	380	428	383	431	800	70
Cap Entry Lane, veh/h	1069	1069	875	875	925	495
Entry HV Adj Factor	0.980	0.981	0.980	0.982	0.980	0.976
Flow Entry, veh/h	372	420	375	423	784	68
Cap Entry, veh/h	1048	1049	858	860	906	483
V/C Ratio	0.355	0.400	0.438	0.493	0.865	0.141
Control Delay, s/veh	7.1	7.7	9.6	10.6	27.6	9.4
LOS	A	A	A	B	D	A
95th %tile Queue, veh	2	2	2	3	11	0

Intersection						
Intersection Delay, s/veh22.9						
Intersection LOS C						
Approach	EB		WB		NB	
Entry Lanes	1		1		1	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	592		913		256	
Demand Flow Rate, veh/h	604		931		259	
Vehicles Circulating, veh/h	432		306		878	
Vehicles Exiting, veh/h	752		762		119	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	13.5		33.3		8.4	
Approach LOS	B		D		A	
Lane	Left	Bypass	Left	Left	Bypass	Left
Designated Moves	LT	R	LTR	LT	R	LTR
Assumed Moves	LT		LTR	LT		LTR
RT Channelized		Yield			Free	
Lane Util	1.000		1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976	4.976		4.976
A (Intercept)	1380	1380	1380	1380		1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3		1.02e-3
Entry Flow, veh/h	565	39	931	190	69	516
Cap Entry Lane, veh/h	888	1222	1010	564	1919	698
Entry HV Adj Factor	0.981	0.980	0.981	0.988	0.990	0.980
Flow Entry, veh/h	554	38	913	188	68	506
Cap Entry, veh/h	871	1198	991	557	1900	684
V/C Ratio	0.636	0.032	0.922	0.337	0.036	0.739
Control Delay, s/veh	14.2	3.3	33.3	11.4	0.0	22.3
LOS	B	A	D	B	A	C
95th %tile Queue, veh	5	0	14	1	0	7

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	45	95	5	15	110
Future Vol, veh/h	30	45	95	5	15	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	90	90
Heavy Vehicles, %	2	2	3	3	6	6
Mvmt Flow	34	51	108	6	17	122
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	266	111	0	0	114	0
Stage 1	111	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254	-
Pot Cap-1 Maneuver	723	942	-	-	1451	-
Stage 1	914	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	714	942	-	-	1451	-
Mov Cap-2 Maneuver	714	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	9.8	0	0.9			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	835	216	-	
HCM Lane V/C Ratio	-	-	0.102	0.011	-	
HCM Ctrl Dly (s/v)	-	-	9.8	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0	-	

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	710	15	20	785	10	25	5	30	10	5	15
Future Vol, veh/h	5	710	15	20	785	10	25	5	30	10	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	35	-	160	50	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	8	8	8	1	1	1	1	1	1
Mvmt Flow	5	772	16	22	853	11	28	6	34	11	6	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	864	0	0	788	0	0	1682	1690	772	1688	1701	859
Stage 1	-	-	-	-	-	-	783	783	-	902	902	-
Stage 2	-	-	-	-	-	-	900	908	-	785	799	-
Critical Hdwy	4.15	-	-	4.18	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.245	-	-	2.272	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	766	-	-	805	-	-	75	94	401	75	92	358
Stage 1	-	-	-	-	-	-	389	406	-	334	358	-
Stage 2	-	-	-	-	-	-	335	356	-	387	399	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	766	-	-	805	-	-	65	91	401	62	89	358
Mov Cap-2 Maneuver	-	-	-	-	-	-	65	91	-	62	89	-
Stage 1	-	-	-	-	-	-	386	403	-	325	348	-
Stage 2	-	-	-	-	-	-	305	346	-	347	396	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	0.24	58.34	48.63
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	68	401	766	-	-	805	-	-	116
HCM Lane V/C Ratio	0.5	0.085	0.007	-	-	0.027	-	-	0.295
HCM Ctrl Dly (s/v)	101.9	14.8	9.7	-	-	9.6	-	-	48.6
HCM Lane LOS	F	B	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	2	0.3	0	-	-	0.1	-	-	1.1

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	5	30	5	10	10	35	240	5	5	195	15
Future Vol, veh/h	45	5	30	5	10	10	35	240	5	5	195	15
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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	6	34	6	11	11	40	276	6	6	224	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	606	606	233	598	612	279	241	0	0	282	0	0
Stage 1	244	244	-	359	359	-	-	-	-	-	-	-
Stage 2	362	362	-	239	253	-	-	-	-	-	-	-
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	409	411	806	414	408	760	1325	-	-	1281	-	-
Stage 1	759	704	-	659	627	-	-	-	-	-	-	-
Stage 2	657	625	-	765	698	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	375	394	806	375	391	760	1325	-	-	1281	-	-
Mov Cap-2 Maneuver	375	394	-	375	391	-	-	-	-	-	-	-
Stage 1	755	700	-	635	604	-	-	-	-	-	-	-
Stage 2	611	603	-	722	694	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	14.49		12.97		0.98		0.18	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	224	-	-	471	480	41	-
HCM Lane V/C Ratio	0.03	-	-	0.195	0.06	0.004	-
HCM Ctrl Dly (s/v)	7.8	0	-	14.5	13	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.2	0	-

Intersection						
Intersection Delay, s/veh	13.8					
Intersection LOS	B					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	1		1		2	2
Adj Approach Flow, veh/h	916		989		694	85
Demand Flow Rate, veh/h	934		1009		708	86
Vehicles Circulating, veh/h	457		482		548	1368
Vehicles Exiting, veh/h	997		774		843	123
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	10.3		11.7		21.9	11.1
Approach LOS	B		B		C	B
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.328	4.328
A (Intercept)	1420	1420	1420	1420	1420	1420
B (Slope)	9.101e-4	9.101e-4	9.101e-4	9.101e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	439	495	474	535	708	86
Cap Entry Lane, veh/h	937	937	916	916	891	444
Entry HV Adj Factor	0.980	0.981	0.981	0.980	0.981	0.988
Flow Entry, veh/h	430	485	465	524	694	85
Cap Entry, veh/h	919	919	898	898	874	439
V/C Ratio	0.469	0.528	0.518	0.584	0.794	0.194
Control Delay, s/veh	9.7	10.9	10.8	12.4	21.9	11.1
LOS	A	B	B	B	C	B
95th %tile Queue, veh	3	3	3	4	8	1

Intersection						
Intersection Delay, s/veh 29.7						
Intersection LOS D						
Approach	EB		WB		NB	
Entry Lanes	1		1		1	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	756		846		326	
Demand Flow Rate, veh/h	771		863		333	
Vehicles Circulating, veh/h	536		363		1104	
Vehicles Exiting, veh/h	725		965		142	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	31.3		32.1		12.6	
Approach LOS	D		D		B	
Lane	Left	Bypass	Left	Left	Bypass	Left
Designated Moves	LT	R	LTR	LT	R	LTR
Assumed Moves	LT		LTR	LT		LTR
RT Channelized		Yield			Free	
Lane Util	1.000		1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976	4.976		4.976
A (Intercept)	1380	1380	1380	1380		1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3		1.02e-3
Entry Flow, veh/h	710	61	863	224	109	637
Cap Entry Lane, veh/h	799	1194	953	448	1938	730
Entry HV Adj Factor	0.980	0.980	0.980	0.979	0.980	0.980
Flow Entry, veh/h	696	60	846	219	107	624
Cap Entry, veh/h	783	1170	934	438	1900	715
V/C Ratio	0.889	0.051	0.906	0.500	0.056	0.872
Control Delay, s/veh	33.7	3.5	32.1	18.7	0.0	33.6
LOS	D	A	D	C	A	D
95th %tile Queue, veh	12	0	13	3	0	11

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	30	235	25	45	90
Future Vol, veh/h	15	30	235	25	45	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	17	34	267	28	51	102

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	486	281	0
Stage 1	281	-	-
Stage 2	205	-	-
Critical Hdwy	6.41	6.21	-
Critical Hdwy Stg 1	5.41	-	-
Critical Hdwy Stg 2	5.41	-	-
Follow-up Hdwy	3.509	3.309	-
Pot Cap-1 Maneuver	542	760	-
Stage 1	769	-	-
Stage 2	832	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	519	760	-
Mov Cap-2 Maneuver	519	-	-
Stage 1	769	-	-
Stage 2	797	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.93	0	2.65
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	658	600
HCM Lane V/C Ratio	-	-	0.078	0.04
HCM Ctrl Dly (s/v)	-	-	10.9	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	900	35	35	760	10	20	5	30	10	5	10
Future Vol, veh/h	15	900	35	35	760	10	20	5	30	10	5	10
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	35	-	160	50	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	88	88	88	92	92	92
Heavy Vehicles, %	3	3	3	2	2	2	12	12	12	1	1	1
Mvmt Flow	16	978	38	38	826	11	23	6	34	11	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	837	0	0	1016	0	0	1916	1924	978	1921	1957	832
Stage 1	-	-	-	-	-	-	1011	1011	-	908	908	-
Stage 2	-	-	-	-	-	-	905	913	-	1014	1049	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.22	6.62	6.32	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.22	5.62	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.22	5.62	-	6.11	5.51	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.608	4.108	3.408	3.509	4.009	3.309
Pot Cap-1 Maneuver	793	-	-	683	-	-	48	63	291	51	64	371
Stage 1	-	-	-	-	-	-	277	305	-	331	356	-
Stage 2	-	-	-	-	-	-	318	339	-	289	306	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	793	-	-	683	-	-	40	58	291	38	59	371
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	58	-	38	59	-
Stage 1	-	-	-	-	-	-	271	299	-	313	336	-
Stage 2	-	-	-	-	-	-	287	320	-	245	299	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.15			0.46			98.2			92.1		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	42	291	793	-	-	683	-	-	67
HCM Lane V/C Ratio	0.672	0.117	0.021	-	-	0.056	-	-	0.408
HCM Ctrl Dly (s/v)	193.2	19	9.6	-	-	10.6	-	-	92.1
HCM Lane LOS	F	C	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	2.5	0.4	0.1	-	-	0.2	-	-	1.6

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	15	65	10	10	5	85	365	5	10	220	20
Future Vol, veh/h	40	15	65	10	10	5	85	365	5	10	220	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	16	71	11	11	5	93	401	5	11	242	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	868	868	253	863	876	404	264	0	0	407	0	0
Stage 1	275	275	-	591	591	-	-	-	-	-	-	-
Stage 2	593	593	-	272	286	-	-	-	-	-	-	-
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	273	290	786	275	287	647	1300	-	-	1152	-	-
Stage 1	731	683	-	493	495	-	-	-	-	-	-	-
Stage 2	492	493	-	734	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	233	260	786	211	258	647	1300	-	-	1152	-	-
Mov Cap-2 Maneuver	233	260	-	211	258	-	-	-	-	-	-	-
Stage 1	723	675	-	448	449	-	-	-	-	-	-	-
Stage 2	431	447	-	644	668	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	19.15		20.06		1.49		0.33	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	335	-	-	385	266	71	-	-
HCM Lane V/C Ratio	0.072	-	-	0.343	0.103	0.01	-	-
HCM Ctrl Dly (s/v)	8	0	-	19.2	20.1	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.5	0.3	0	-	-

***Intersection Capacity Worksheets:
Year 2028 Background + Project***

Intersection				
Intersection Delay, s/veh	17.2			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	739	646	496	48
Demand Flow Rate, veh/h	768	691	546	52
Vehicles Circulating, veh/h	208	407	554	1009
Vehicles Exiting, veh/h	853	693	422	89
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.8	20.0	19.3	9.3
Approach LOS	B	C	C	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	768	691	546	52
Cap Entry Lane, veh/h	1116	911	784	493
Entry HV Adj Factor	0.962	0.934	0.909	0.926
Flow Entry, veh/h	739	646	496	48
Cap Entry, veh/h	1073	851	713	457
V/C Ratio	0.688	0.758	0.696	0.105
Control Delay, s/veh	13.8	20.0	19.3	9.3
LOS	B	C	C	A
95th %tile Queue, veh	6	7	6	0

Intersection					
Intersection Delay, s/veh	14.1				
Intersection LOS	B				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	531	700	238	440	
Demand Flow Rate, veh/h	568	750	241	461	
Vehicles Circulating, veh/h	375	288	815	553	
Vehicles Exiting, veh/h	639	709	128	485	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	13.1	16.8	7.7	14.4	
Approach LOS	B	C	A	B	
Lane	Left	Left	Left	Bypass	Left
Designated Moves	LTR	LTR	LT	R	LTR
Assumed Moves	LTR	LTR	LT		LTR
RT Channelized				Free	
Lane Util	1.000	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976		4.976
A (Intercept)	1380	1380	1380		1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3		1.02e-3
Entry Flow, veh/h	568	750	182	59	461
Cap Entry Lane, veh/h	941	1029	601	1919	785
Entry HV Adj Factor	0.935	0.934	0.988	0.990	0.954
Flow Entry, veh/h	531	700	180	58	440
Cap Entry, veh/h	880	961	594	1900	749
V/C Ratio	0.603	0.729	0.303	0.031	0.587
Control Delay, s/veh	13.1	16.8	10.2	0.0	14.4
LOS	B	C	B	A	B
95th %tile Queue, veh	4	7	1	0	4

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	35	75	5	8	83
Future Vol, veh/h	26	35	75	5	8	83
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	73	73	80	80	90	90
Heavy Vehicles, %	2	2	3	3	6	6
Mvmt Flow	36	48	94	6	9	92

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	207	97	0
Stage 1	97	-	-
Stage 2	110	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	782	959	-
Stage 1	927	-	-
Stage 2	915	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	777	959	-
Mov Cap-2 Maneuver	777	-	-
Stage 1	927	-	-
Stage 2	909	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.57	0	0.66
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	872	158
HCM Lane V/C Ratio	-	-	0.096	0.006
HCM Ctrl Dly (s/v)	-	-	9.6	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	570	21	30	588	4	36	0	56	7	0	11
Future Vol, veh/h	3	570	21	30	588	4	36	0	56	7	0	11
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	35	-	160	50	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	90	90	90	64	64	64	53	53	53
Heavy Vehicles, %	5	5	5	8	8	8	1	1	1	1	1	1
Mvmt Flow	3	655	24	33	653	4	56	0	88	13	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	658	0	0	679	0	0	1382	1387	655	1384	1408	656
Stage 1	-	-	-	-	-	-	662	662	-	722	722	-
Stage 2	-	-	-	-	-	-	720	724	-	662	686	-
Critical Hdwy	4.15	-	-	4.18	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.245	-	-	2.272	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	916	-	-	885	-	-	122	144	468	121	139	468
Stage 1	-	-	-	-	-	-	453	461	-	419	433	-
Stage 2	-	-	-	-	-	-	421	432	-	453	449	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	916	-	-	885	-	-	112	138	468	95	134	468
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	138	-	95	134	-
Stage 1	-	-	-	-	-	-	451	459	-	404	416	-
Stage 2	-	-	-	-	-	-	387	415	-	367	448	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.05	0.44	34.72	28.84
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	112	468	916	-	-	885	-	-	185
HCM Lane V/C Ratio	0.504	0.187	0.004	-	-	0.038	-	-	0.184
HCM Ctrl Dly (s/v)	66.2	14.5	8.9	-	-	9.2	-	-	28.8
HCM Lane LOS	F	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	2.3	0.7	0	-	-	0.1	-	-	0.7

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	3	21	1	8	19	27	201	2	4	161	9
Future Vol, veh/h	34	3	21	1	8	19	27	201	2	4	161	9
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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	3	24	1	9	22	31	231	2	5	185	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	497	495	190	490	499	232	195	0	0	233	0	0
Stage 1	199	199	-	294	294	-	-	-	-	-	-	-
Stage 2	298	295	-	196	205	-	-	-	-	-	-	-
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	483	476	852	488	473	807	1378	-	-	1334	-	-
Stage 1	802	736	-	714	669	-	-	-	-	-	-	-
Stage 2	711	669	-	806	732	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	447	462	852	457	459	807	1378	-	-	1334	-	-
Mov Cap-2 Maneuver	447	462	-	457	459	-	-	-	-	-	-	-
Stage 1	799	733	-	696	652	-	-	-	-	-	-	-
Stage 2	664	651	-	776	729	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.58		10.84		0.9		0.18	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	211	-	-	541	649	41	-
HCM Lane V/C Ratio	0.023	-	-	0.123	0.05	0.003	-
HCM Ctrl Dly (s/v)	7.7	0	-	12.6	10.8	7.7	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-

Intersection				
Intersection Delay, s/veh	18.4			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	686	805	470	67
Demand Flow Rate, veh/h	699	821	484	70
Vehicles Circulating, veh/h	287	354	495	1077
Vehicles Exiting, veh/h	860	625	491	98
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	14.1	25.7	13.3	10.4
Approach LOS	B	D	B	B
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	699	821	484	70
Cap Entry Lane, veh/h	1030	962	833	460
Entry HV Adj Factor	0.981	0.980	0.971	0.962
Flow Entry, veh/h	686	805	470	67
Cap Entry, veh/h	1010	943	809	443
V/C Ratio	0.679	0.854	0.581	0.152
Control Delay, s/veh	14.1	25.7	13.3	10.4
LOS	B	D	B	B
95th %tile Queue, veh	6	11	4	1

Intersection					
Intersection Delay, s/veh	16.4				
Intersection LOS	C				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	633	670	257	548	
Demand Flow Rate, veh/h	659	690	264	565	
Vehicles Circulating, veh/h	466	302	951	503	
Vehicles Exiting, veh/h	602	833	174	489	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	21.1	14.5	8.8	17.0	
Approach LOS	C	B	A	C	
Lane	Left	Left	Left	Bypass	Left
Designated Moves	LTR	LTR	LT	R	LTR
Assumed Moves	LTR	LTR	LT		LTR
RT Channelized				Free	
Lane Util	1.000	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976		4.976
A (Intercept)	1380	1380	1380		1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3		1.02e-3
Entry Flow, veh/h	659	690	184	80	565
Cap Entry Lane, veh/h	858	1014	523	1957	826
Entry HV Adj Factor	0.961	0.971	0.971	0.971	0.970
Flow Entry, veh/h	633	670	179	78	548
Cap Entry, veh/h	824	985	508	1900	802
V/C Ratio	0.768	0.680	0.352	0.041	0.684
Control Delay, s/veh	21.1	14.5	12.6	0.0	17.0
LOS	C	B	B	A	C
95th %tile Queue, veh	8	6	2	0	6

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	24	189	22	36	69
Future Vol, veh/h	13	24	189	22	36	69
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	59	59	88	88	77	77
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	22	41	215	25	47	90

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	410	227	0	0	240
Stage 1	227	-	-	-	-
Stage 2	183	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209
Pot Cap-1 Maneuver	599	815	-	-	1333
Stage 1	813	-	-	-	-
Stage 2	851	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	577	815	-	-	1333
Mov Cap-2 Maneuver	577	-	-	-	-
Stage 1	813	-	-	-	-
Stage 2	819	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.55	0	2.67
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	712	617
HCM Lane V/C Ratio	-	-	0.088	0.035
HCM Ctrl Dly (s/v)	-	-	10.5	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	678	48	61	599	7	27	0	46	7	0	4
Future Vol, veh/h	12	678	48	61	599	7	27	0	46	7	0	4
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	35	-	160	50	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	84	84	84	65	65	65	92	92	92
Heavy Vehicles, %	3	3	3	2	2	2	12	12	12	1	1	1
Mvmt Flow	13	737	52	73	713	8	42	0	71	8	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	721	0	0	789	0	0	1621	1630	737	1626	1678	717
Stage 1	-	-	-	-	-	-	763	763	-	862	862	-
Stage 2	-	-	-	-	-	-	858	867	-	763	815	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.22	6.62	6.32	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.22	5.62	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.22	5.62	-	6.11	5.51	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.608	4.108	3.408	3.509	4.009	3.309
Pot Cap-1 Maneuver	876	-	-	831	-	-	78	96	402	82	95	431
Stage 1	-	-	-	-	-	-	382	399	-	351	373	-
Stage 2	-	-	-	-	-	-	338	357	-	398	392	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	876	-	-	831	-	-	70	87	402	61	86	431
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	87	-	61	86	-
Stage 1	-	-	-	-	-	-	376	393	-	320	341	-
Stage 2	-	-	-	-	-	-	305	326	-	323	387	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.15	0.89	52.48	51.73
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	70	402	876	-	-	831	-	-	89
HCM Lane V/C Ratio	0.597	0.176	0.015	-	-	0.087	-	-	0.135
HCM Ctrl Dly (s/v)	114.9	15.8	9.2	-	-	9.7	-	-	51.7
HCM Lane LOS	F	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	2.6	0.6	0	-	-	0.3	-	-	0.4

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	11	50	4	7	10	65	307	2	9	183	15
Future Vol, veh/h	28	11	50	4	7	10	65	307	2	9	183	15
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	12	55	4	8	11	71	337	2	10	201	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	713	712	209	708	719	338	218	0	0	340	0	0
Stage 1	229	229	-	481	481	-	-	-	-	-	-	-
Stage 2	484	482	-	227	237	-	-	-	-	-	-	-
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	347	358	831	349	354	704	1352	-	-	1220	-	-
Stage 1	774	715	-	566	554	-	-	-	-	-	-	-
Stage 2	564	553	-	776	709	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	309	331	831	292	328	704	1352	-	-	1220	-	-
Mov Cap-2 Maneuver	309	331	-	292	328	-	-	-	-	-	-	-
Stage 1	767	708	-	529	518	-	-	-	-	-	-	-
Stage 2	511	517	-	706	702	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	14.31		13.92		1.36		0.35	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	312	-	-	484	427	77	-
HCM Lane V/C Ratio	0.053	-	-	0.202	0.054	0.008	-
HCM Ctrl Dly (s/v)	7.8	0	-	14.3	13.9	8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.2	0	-

***Intersection Capacity Worksheets:
Year 2045 Background + Project***

Intersection						
Intersection Delay, s/veh	15.8					
Intersection LOS	C					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	1		1		2	2
Adj Approach Flow, veh/h	826		806		786	70
Demand Flow Rate, veh/h	842		821		802	72
Vehicles Circulating, veh/h	312		538		531	1248
Vehicles Exiting, veh/h	1008		795		623	111
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	7.6		10.3		30.7	9.5
Approach LOS	A		B		D	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.328	4.328
A (Intercept)	1420	1420	1420	1420	1420	1420
B (Slope)	9.101e-4	9.101e-4	9.101e-4	9.101e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	396	446	386	435	802	72
Cap Entry Lane, veh/h	1069	1069	870	870	904	492
Entry HV Adj Factor	0.980	0.982	0.981	0.982	0.980	0.977
Flow Entry, veh/h	388	438	379	427	786	70
Cap Entry, veh/h	1048	1049	854	854	886	480
V/C Ratio	0.370	0.417	0.444	0.500	0.887	0.146
Control Delay, s/veh	7.3	7.9	9.8	10.8	30.7	9.5
LOS	A	A	A	B	D	A
95th %tile Queue, veh	2	2	2	3	12	1

Intersection						
Intersection Delay, s/veh 25.6						
Intersection LOS D						
Approach	EB		WB		NB	
Entry Lanes	1		1		1	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	598		929		271	
Demand Flow Rate, veh/h	610		947		274	
Vehicles Circulating, veh/h	436		321		888	
Vehicles Exiting, veh/h	769		772		119	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	13.9		38.9		9.1	
Approach LOS	B		E		A	
Lane	Left	Bypass	Left	Left	Bypass	Left
Designated Moves	LT	R	LTR	LT	R	LTR
Assumed Moves	LT		LTR	LT		LTR
RT Channelized		Yield			Free	
Lane Util	1.000		1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976	4.976		4.976
A (Intercept)	1380	1380	1380	1380		1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3		1.02e-3
Entry Flow, veh/h	571	39	947	205	69	520
Cap Entry Lane, veh/h	885	1222	995	558	1919	686
Entry HV Adj Factor	0.981	0.980	0.981	0.988	0.990	0.981
Flow Entry, veh/h	560	38	929	203	68	510
Cap Entry, veh/h	868	1198	976	551	1900	673
V/C Ratio	0.646	0.032	0.952	0.367	0.036	0.758
Control Delay, s/veh	14.6	3.3	38.9	12.1	0.0	23.9
LOS	B	A	E	B	A	C
95th %tile Queue, veh	5	0	16	2	0	7

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	45	95	6	15	110
Future Vol, veh/h	33	45	95	6	15	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	90	90
Heavy Vehicles, %	2	2	3	3	6	6
Mvmt Flow	38	51	108	7	17	122

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	267	111	0	0	115
Stage 1	111	-	-	-	-
Stage 2	156	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254
Pot Cap-1 Maneuver	722	942	-	-	1450
Stage 1	913	-	-	-	-
Stage 2	873	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	713	942	-	-	1450
Mov Cap-2 Maneuver	713	-	-	-	-
Stage 1	913	-	-	-	-
Stage 2	862	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.86	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	829	216
HCM Lane V/C Ratio	-	-	0.107	0.011
HCM Ctrl Dly (s/v)	-	-	9.9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	710	51	30	785	10	39	5	59	10	5	15
Future Vol, veh/h	5	710	51	30	785	10	39	5	59	10	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	35	-	160	50	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	8	8	8	1	1	1	1	1	1
Mvmt Flow	5	772	55	33	853	11	44	6	67	11	6	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	864	0	0	827	0	0	1704	1712	772	1709	1762	859
Stage 1	-	-	-	-	-	-	783	783	-	924	924	-
Stage 2	-	-	-	-	-	-	921	929	-	785	838	-
Critical Hdwy	4.15	-	-	4.18	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.245	-	-	2.272	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	766	-	-	778	-	-	73	91	401	72	85	358
Stage 1	-	-	-	-	-	-	389	406	-	324	350	-
Stage 2	-	-	-	-	-	-	325	348	-	387	383	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	766	-	-	778	-	-	61	87	401	54	81	358
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	87	-	54	81	-
Stage 1	-	-	-	-	-	-	386	403	-	311	335	-
Stage 2	-	-	-	-	-	-	292	333	-	316	380	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.06			0.36			78.82			56.25		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	64	401	766	-	-	778	-	-	103			
HCM Lane V/C Ratio	0.787	0.167	0.007	-	-	0.042	-	-	0.331			
HCM Ctrl Dly (s/v)	163.4	15.8	9.7	-	-	9.8	-	-	56.2			
HCM Lane LOS	F	C	A	-	-	A	-	-	F			
HCM 95th %tile Q(veh)	3.6	0.6	0	-	-	0.1	-	-	1.3			

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	6	30	5	13	23	35	240	5	6	195	15
Future Vol, veh/h	45	6	30	5	13	23	35	240	5	6	195	15
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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	7	34	6	15	26	40	276	6	7	224	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	610	609	233	601	614	279	241	0	0	282	0	0
Stage 1	247	247	-	359	359	-	-	-	-	-	-	-
Stage 2	364	362	-	241	255	-	-	-	-	-	-	-
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	406	410	806	412	407	760	1325	-	-	1281	-	-
Stage 1	757	702	-	659	627	-	-	-	-	-	-	-
Stage 2	655	625	-	762	696	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	362	393	806	372	390	760	1325	-	-	1281	-	-
Mov Cap-2 Maneuver	362	393	-	372	390	-	-	-	-	-	-	-
Stage 1	753	698	-	635	604	-	-	-	-	-	-	-
Stage 2	595	603	-	718	692	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	14.85		12.42		0.98		0.22	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	224	-	-	458 532	49	-	-
HCM Lane V/C Ratio	0.03	-	-	0.203 0.089	0.005	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	14.9 12.4	7.8	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8 0.3	0	-	-

Intersection						
Intersection Delay, s/veh	14.8					
Intersection LOS	B					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	1		1		2	2
Adj Approach Flow, veh/h	936		1009		701	88
Demand Flow Rate, veh/h	954		1029		722	93
Vehicles Circulating, veh/h	460		496		564	1399
Vehicles Exiting, veh/h	1032		790		850	126
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	10.6		12.2		24.4	12.2
Approach LOS	B		B		C	B
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.328	4.328
A (Intercept)	1420	1420	1420	1420	1420	1420
B (Slope)	9.101e-4	9.101e-4	9.101e-4	9.101e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	448	506	484	545	722	93
Cap Entry Lane, veh/h	934	934	904	904	879	432
Entry HV Adj Factor	0.981	0.980	0.980	0.981	0.971	0.951
Flow Entry, veh/h	440	496	474	535	701	88
Cap Entry, veh/h	917	916	886	887	854	411
V/C Ratio	0.479	0.542	0.535	0.603	0.821	0.215
Control Delay, s/veh	9.9	11.2	11.3	13.0	24.4	12.2
LOS	A	B	B	B	C	B
95th %tile Queue, veh	3	3	3	4	9	1

Intersection						
Intersection Delay, s/veh33.3						
Intersection LOS D						
Approach	EB		WB		NB	
Entry Lanes	1		1		1	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	771		855		336	
Demand Flow Rate, veh/h	787		872		343	
Vehicles Circulating, veh/h	549		373		1132	
Vehicles Exiting, veh/h	735		994		142	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	36.1		35.2		14.0	
Approach LOS	E		E		B	
Lane	Left	Bypass	Left	Left	Bypass	Left
Designated Moves	LT	R	LTR	LT	R	LTR
Assumed Moves	LT		LTR	LT		LTR
RT Channelized		Yield			Free	
Lane Util	1.000		1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976	4.976		4.976
A (Intercept)	1380	1380	1380	1380		1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3		1.02e-3
Entry Flow, veh/h	726	61	872	234	109	650
Cap Entry Lane, veh/h	788	1194	943	435	1938	723
Entry HV Adj Factor	0.980	0.980	0.981	0.979	0.980	0.980
Flow Entry, veh/h	711	60	855	229	107	637
Cap Entry, veh/h	772	1170	925	426	1900	708
V/C Ratio	0.921	0.051	0.924	0.538	0.056	0.899
Control Delay, s/veh	38.9	3.5	35.2	20.6	0.0	37.6
LOS	E	A	E	C	A	E
95th %tile Queue, veh	13	0	14	3	0	12

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	39	235	28	45	90
Future Vol, veh/h	17	39	235	28	45	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	19	44	267	32	51	102
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	488	283	0	0	299	0
Stage 1	283	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	541	758	-	-	1268	-
Stage 1	767	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	518	758	-	-	1268	-
Mov Cap-2 Maneuver	518	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	10.99	0		2.65		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	665	600	-	
HCM Lane V/C Ratio	-	-	0.096	0.04	-	
HCM Ctrl Dly (s/v)	-	-	11	8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	900	52	62	760	10	29	5	49	10	5	10
Future Vol, veh/h	15	900	52	62	760	10	29	5	49	10	5	10
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	35	-	160	50	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	88	88	88	92	92	92
Heavy Vehicles, %	3	3	3	2	2	2	12	12	12	1	1	1
Mvmt Flow	16	978	57	67	826	11	33	6	56	11	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	837	0	0	1035	0	0	1974	1983	978	1980	2034	832
Stage 1	-	-	-	-	-	-	1011	1011	-	966	966	-
Stage 2	-	-	-	-	-	-	964	972	-	1014	1067	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.22	6.62	6.32	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.22	5.62	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.22	5.62	-	6.11	5.51	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.608	4.108	3.408	3.509	4.009	3.309
Pot Cap-1 Maneuver	793	-	-	672	-	-	44	58	291	46	57	371
Stage 1	-	-	-	-	-	-	277	305	-	307	334	-
Stage 2	-	-	-	-	-	-	294	318	-	289	300	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	793	-	-	672	-	-	34	51	291	30	51	371
Mov Cap-2 Maneuver	-	-	-	-	-	-	34	51	-	30	51	-
Stage 1	-	-	-	-	-	-	271	299	-	276	301	-
Stage 2	-	-	-	-	-	-	252	286	-	225	293	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.15	0.82	155.12	125.55
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	36	291	793	-	-	672	-	-	54
HCM Lane V/C Ratio	1.087	0.191	0.021	-	-	0.1	-	-	0.502
HCM Ctrl Dly (s/v)	\$ 349.4	20.3	9.6	-	-	11	-	-	125.6
HCM Lane LOS	F	C	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4	0.7	0.1	-	-	0.3	-	-	1.9

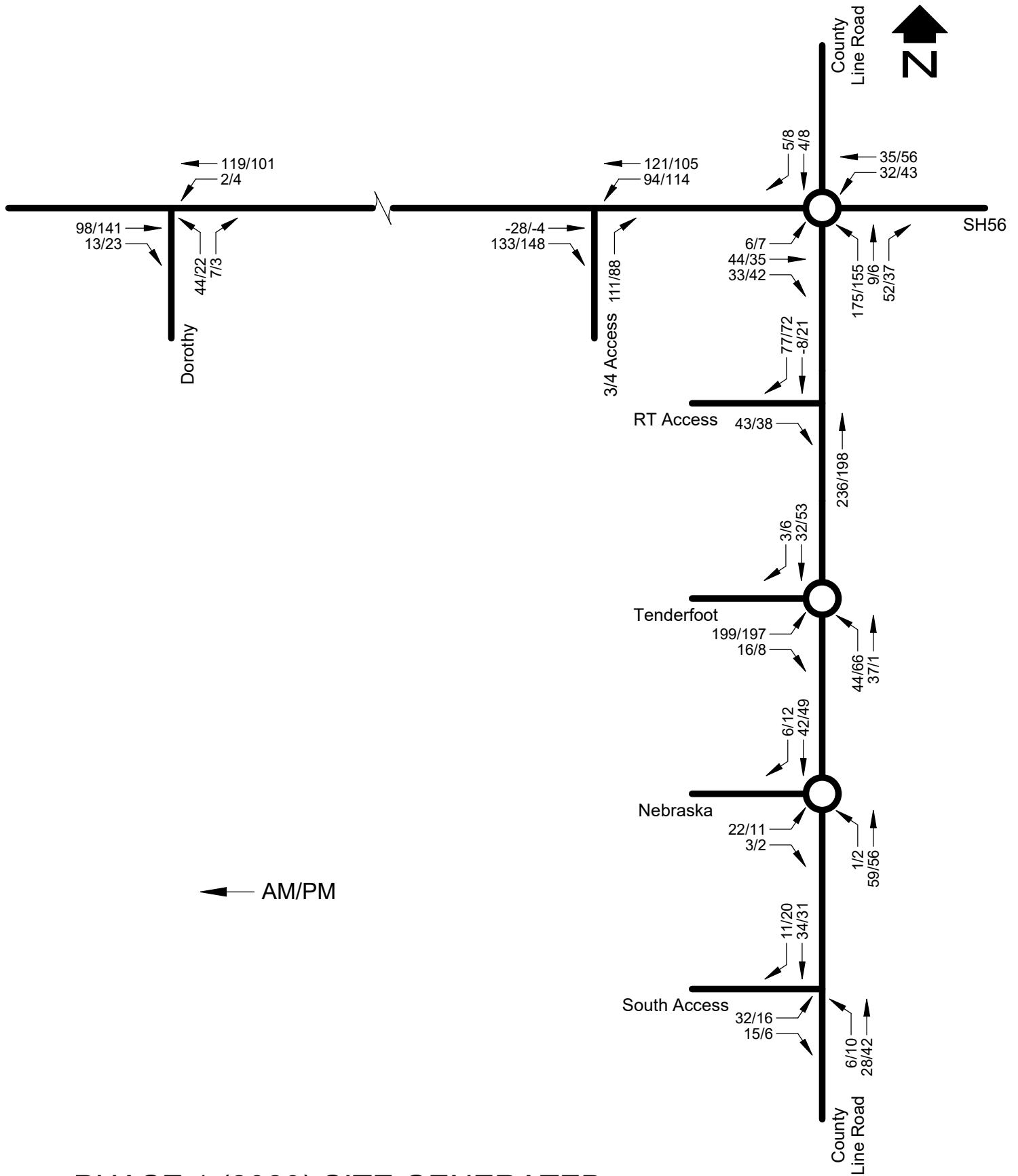
Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	18	65	10	12	14	85	365	5	13	220	20
Future Vol, veh/h	40	18	65	10	12	14	85	365	5	13	220	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	20	71	11	13	15	93	401	5	14	242	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	876	875	253	871	883	404	264	0	0	407	0	0
Stage 1	281	281	-	591	591	-	-	-	-	-	-	-
Stage 2	595	593	-	280	292	-	-	-	-	-	-	-
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	269	288	786	271	285	647	1300	-	-	1152	-	-
Stage 1	726	678	-	493	495	-	-	-	-	-	-	-
Stage 2	491	493	-	726	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	224	257	786	205	254	647	1300	-	-	1152	-	-
Mov Cap-2 Maneuver	224	257	-	205	254	-	-	-	-	-	-	-
Stage 1	715	668	-	448	449	-	-	-	-	-	-	-
Stage 2	422	447	-	632	661	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	20.13		18.48		1.49		0.42	
HCM LOS	C		C					

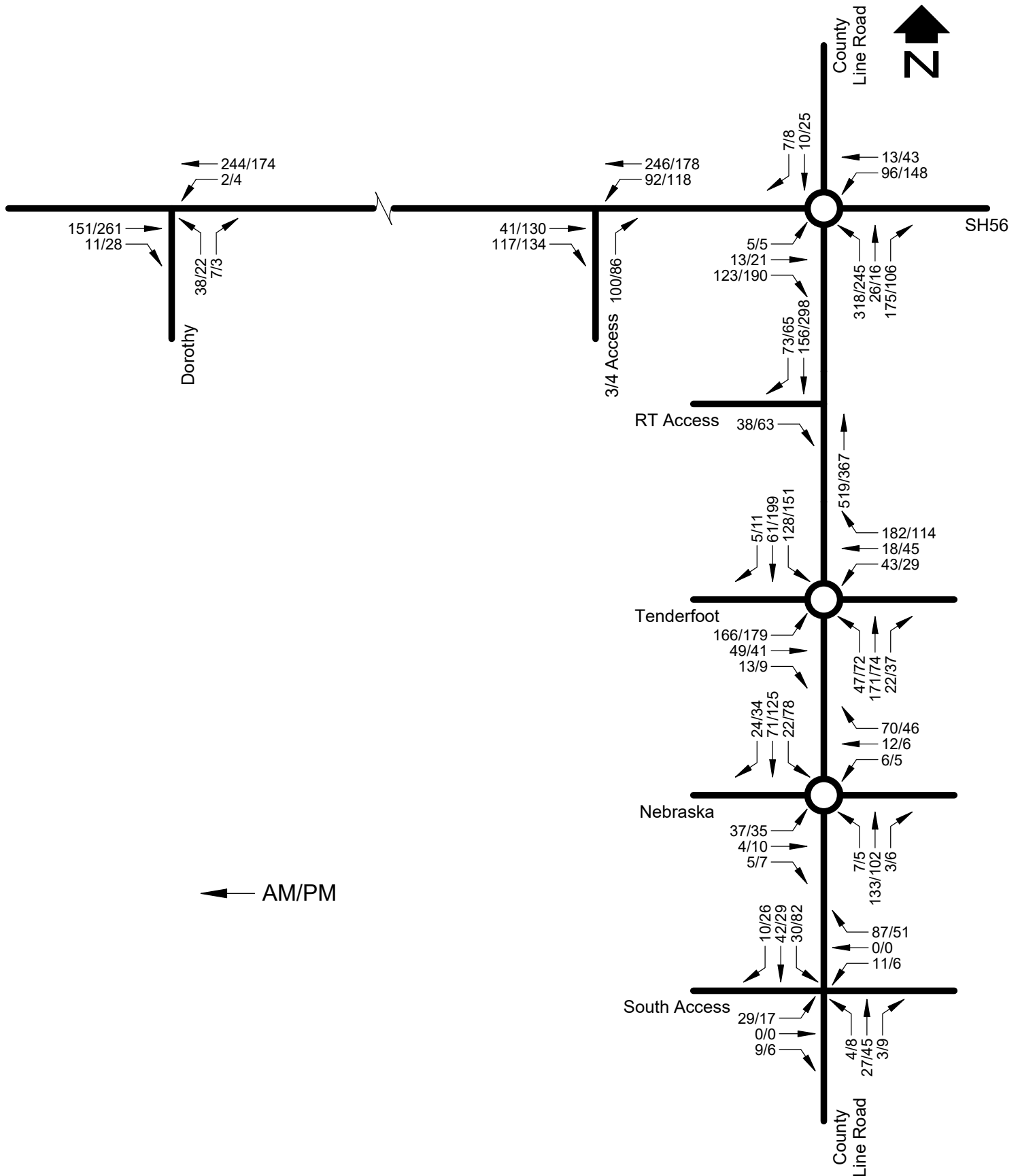
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	335	-	-	371 306	91	-	-
HCM Lane V/C Ratio	0.072	-	-	0.364 0.129	0.012	-	-
HCM Ctrl Dly (s/v)	8	0	-	20.1 18.5	8.2	0	-
HCM Lane LOS	A	A	-	C C	A A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.6 0.4	0	-	-

Background Documentation



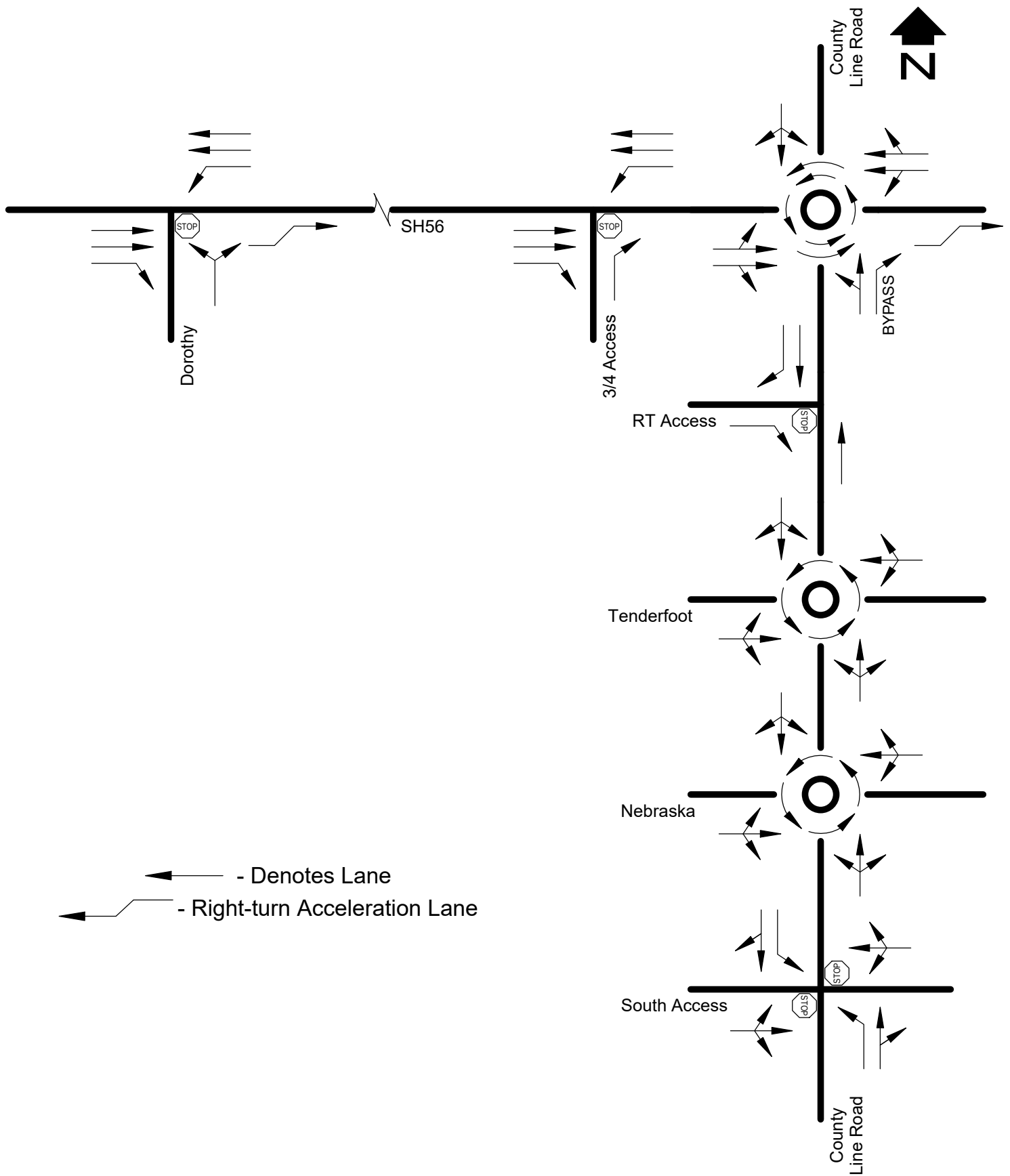
PHASE 1 (2029) SITE GENERATED PEAK HOUR TRAFFIC

Figure 7



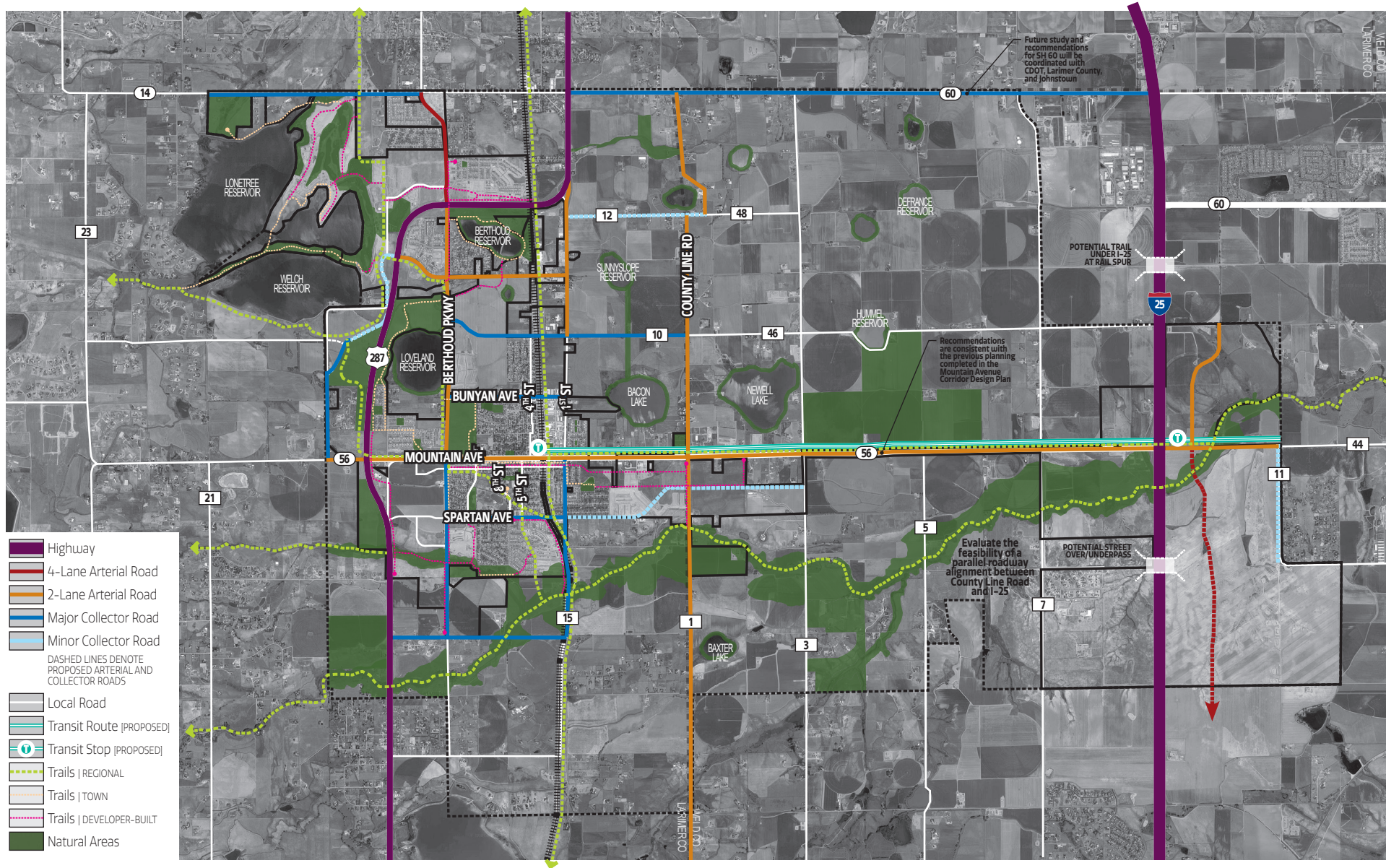
FULL DEVELOPMENT SITE GENERATED PEAK HOUR TRAFFIC

Figure 8



LONG RANGE (2045) GEOMETRY

Figure 14



TRANSPORTATION PLAN MAP

LAST REVISED: SEPTEMBER 9, 2021



Table 4-1
Loveland (GMA and City Limits)
Motor Vehicle LOS Standards (Intersections)

Intersection Component	Major Intersection ¹	Minor Intersection ²	Driveway
Overall (City Limits)	LOS C	LOS C	No Limit
Overall (GMAs)	LOS D	LOS D	No Limit
Any Leg	LOS D	LOS E	No Limit
Any Movement	LOS E	LOS F	No Limit
¹ Includes all signalized and unsignalized arterial/arterial and arterial/ major collector intersections. ² Includes all unsignalized intersections (except major intersections) and high volume driveways ³ There are no LOS standards for I-25 Interchanges. ⁴ On State Highways, overall LOS D is acceptable.			

Table 4-2
Fort Collins (GMA and City Limits)
Motor Vehicle LOS Standards (Intersections)

	Overall	Any Approach leg	Any Movement
Signalized	D ¹	E	E ²
Unsignalized Arterial / Arterial Collector / Collector	E ³	F ⁴	
Unsignalized Arterial / Collector Arterial / Local Collector / Local Local / Local	D ³	F ⁴	
Roundabout	E ^{3,5}	E ^{5,4}	E ⁵
¹ In mixed use district including downtown as defined by structure plan, overall LOS E is acceptable ² Applicable with at least 5% of total entering volume ³ Use weighted average to identify overall delay ⁴ Mitigation may be required ⁵ Apply unsignalized delay value thresholds to determine LOS			