LSC TRANSPORTATION CONSULTANTS, INC.

1889 York Street
Denver, CO 80206
(303) 333-1105
FAX (303) 333-1107
E-mail: lscdenver@lsctrans.com

January 13, 2025

Mr. Rodrigo Cortina
Griffin Development LLC
701 W. Lionshead Circle
Vail, CO 81657

Re: Red Mountain Ranch
Eagle, CO
LSC #240790

Dear Mr. Cortina:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact analysis for the proposed Red Mountain Ranch development. As shown on Figure 1, the site is located south of US Highway 6 and east of Eby Creek Road in Eagle, Colorado.

## REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, posted speed limits, etc.; the existing weekday peak-hour traffic volumes; the typical weekday site-generated traffic volume projections for the site; the assignment of the projected traffic volumes to the area roadways; the projected background and resulting total traffic volumes on the area roadways; the site's projected traffic impacts; and any recommended roadway improvements to mitigate growth in background traffic or from the impact of the site. All work was completed per the approved CDOT methodology form which is attached for reference.

## LAND USE AND ACCESS

The site is proposed to include 12 single-family detached dwelling units, 12 duplex dwelling units, 42 townhome dwelling units, a 60-room hotel, and a 3,000 square-foot restaurant. Emergency-only access is proposed to US 6 aligning with Nogal Road and full movement access is proposed to the east of Nogal Road. The conceptual site plan is shown in Figure 2.

## ROADWAY AND TRAFFIC CONDITIONS

### Area Roadways

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

- **US Highway 6 (US 6)** is an east-west, two-lane state highway roadway adjacent to the site. It is classified as R-A (Regional Highway) by CDOT. The posted speed limit transitions from

45 mph to 55 mph adjacent to the site. The proposed public access intersection is located in the 55 mph section. The CDOT straight line diagram is attached.

- **Nogal Road** is an east-west, two-lane local access roadway north of the site. The intersection with US 6 is stop-sign controlled with auxiliary turn lanes. The proposed western site access will align with Nogal Road.

**Existing Traffic Conditions**

Figures 3a and 3b show the existing December, 2024 and July, 2024 traffic volumes, existing traffic control, and lane geometry in the site's vicinity on a typical weekday. The weekday peak-hour traffic volumes and daily traffic counts are from the attached traffic counts conducted by Counter Measures in December, 2024. The traffic volumes in Figure 3a were adjusted higher by a factor of 1.386 based on seasonal CDOT data from the continuous count station (Station ID: 000011). The raw count data and the adjustment calculations are attached.

**2027 and 2045 Background Traffic**

Figure 4 shows the estimated 2027 background traffic and Figure 5 shows the estimated 2045 background traffic. The CDOT 20-year factor for US 6 is currently 1.33 which would convert to an annual growth rate about 1.44 percent but a higher rate of 2.54 percent was used to be consistent with the January 2020 *Red Mountain Ranch TIA* by McDowell Engineering.

**Existing, 2027, and 2045 Background Levels of Service**

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

The intersections in the study area were analyzed as appropriate to determine the existing, 2027, and 2045 background levels of service using Synchro. Table 1 shows the level of service analysis results. The level of service reports are attached.

1. **US Highway 6/Nogal Road:** All movements at this unsignalized intersection currently operate at LOS "B" or better during both morning and afternoon peak-hours and are expected to do so through 2045.

2. **US Highway 6/Site Access:** This intersection was analyzed only in the total traffic scenarios.

**TRIP GENERATION**

Table 2 shows the estimated average weekday, morning peak-hour, and afternoon peak-hour trip generation for the proposed site based on the rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE).

The site is projected to generate about 1,302 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which

generally occurs for one hour between 6:30 and 8:30 a.m., about 39 vehicles would enter and about 50 vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 60 vehicles would enter and about 45 vehicles would exit. These estimates are expected to be reduced due to passby trips as shown in Table 2.

**TRIP DISTRIBUTION**

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

**TRIP ASSIGNMENT**

Figure 7a shows the primary site-generated traffic volumes which are the directional distribution percentages (from Figure 6) applied to the primary trip generation estimate (from Table 2).

Figure 7b shows the passby site-generated traffic volumes shown in the passby trip generation estimate (from Table 2).

**2027 AND 2045 TOTAL TRAFFIC**

Figure 8 shows the 2027 total traffic which is the sum of the 2027 background traffic volumes (from Figure 4) and the site-generated traffic volumes (from Figures 7a and 7b). Figure 8 also shows the 2027 total traffic lane geometry and traffic control and recommended improvements.

Figure 9 shows the 2045 total traffic which is the sum of the 2045 background traffic volumes (from Figure 5) and the site-generated traffic volumes (from Figures 7a and 7b). Figure 9 also shows the 2045 total traffic lane geometry and traffic control and recommended improvements.

**PROJECTED LEVELS OF SERVICE**

The intersections in the study area were analyzed to determine the 2027 and 2045 total levels of service. Table 1 shows the level of service analysis results. The level of service reports are attached.

1. **US Highway 6/Nogal Road:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2045.

2. **US Highway 6/Site Access:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2045.

## TURN LANE REQUIREMENTS

### Eastbound Right-Turn Lane

This lane is required when the peak-hour turning volume exceeds 25 vph. The peak turning volume is 46 vph so this lane is required. An appropriate length is 320 feet plus a 180-foot transition taper (15:1) based on the posted speed limit of 55 mph.

### Westbound Left-Turn Lane

This lane is required when the peak-hour turning volume exceeds 10 vph. The peak turning volume is 14 vph so this lane is required. An appropriate length is 345 feet (320 feet for deceleration plus 25 feet for vehicle storage) plus a 180-foot transition taper (15:1) and 55:1 redirect taper.

### Northbound to Eastbound Right-Turn Acceleration Lane

This lane is required when the posted speed limit is greater than 40 mph and the peak-hour turning volume is greater than 50 vph. The peak turning traffic is 12 vph so this lane is not required.

## CONCLUSIONS AND RECOMMENDATIONS

### Trip Generation

1. The site is projected to generate about 1,302 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 39 vehicles would enter and about 50 vehicles would exit the site. During the afternoon peak-hour, about 60 vehicles would enter and about 45 vehicles would exit. These estimates are expected to be reduced due to passby trips as shown in Table 2.

### Projected Levels of Service

2. All movements at the intersections analyzed are expected to operate at LOS “B” or better through 2045.

### Conclusions

3. The impact of the proposed Red Mountain Ranch development can be accommodated by the existing roadway network.

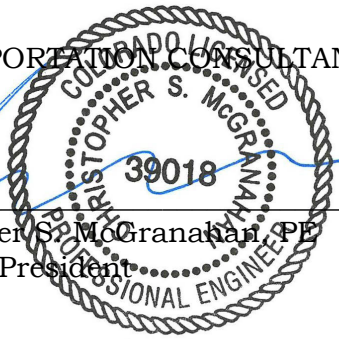
4. CDOT access permit applications should be submitted to CDOT for the public and emergency-only accesses after initial review by the Town of Eagle. These access permits will be for previously issued but expired permits #319170 and #319172. Previously issued and expired permit #319171 will also need to be updated to close an existing access along the US 6 frontage.

* * * * *

We trust our findings will assist you in gaining approval of the proposed Red Mountain Ranch development. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.




By _____
Christopher S. McGranahan, PE
Principal/President

1-13-25

CSM/wc

Enclosures: Tables 1 and 2
Figures 1 - 9
CDOT Approved TIS Methodology Form
CDOT Straight Line Diagram
Traffic Count Reports
CDOT Continuous Count Data and Seasonal Adjustment Calculation
Level of Service Definitions
Level of Service Reports

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**Table 1**
**Intersection Levels of Service Analysis**
**Red Mountain Ranch**
**Eagle, CO**
**LSC #240790; January, 2025**

| Intersection # and Location | Traffic Control | July, 2024 Existing Traffic Level of Service AM | July, 2024 Existing Traffic Level of Service PM | 2027 Background Traffic Level of Service AM | 2027 Background Traffic Level of Service PM | 2027 Total Traffic Level of Service AM | 2027 Total Traffic Level of Service PM | 2045 Background Traffic Level of Service AM | 2045 Background Traffic Level of Service PM | 2045 Total Traffic Level of Service AM | 2045 Total Traffic Level of Service PM |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1) Highway 6/Nogal Road | TWSC | | | | | | | | | | |
| EB Left | | A | A | A | A | A | A | A | A | A | A |
| SB Approach | | A | B | A | B | B | B | B | B | B | B |
| Critical Movement Delay (sec./veh.) | | 9.7 | 10.4 | 9.8 | 10.7 | 10.2 | 11.2 | 10.3 | 12.1 | 10.7 | 12.8 |
| 2) Highway 6/Site Access | TWSC | | | | | | | | | | |
| NB Left | | -- | -- | -- | -- | B | B | -- | -- | B | B |
| NB Right | | -- | -- | -- | -- | A | A | -- | -- | B | A |
| WB Left | | -- | -- | -- | -- | A | A | -- | -- | A | A |
| Critical Movement Delay (sec./veh.) | | -- | -- | -- | -- | 11.1 | 11.0 | -- | -- | 12.9 | 12.7 |

# Table 2
# ESTIMATED TRAFFIC GENERATION
# Red Mountain Ranch
# Eagle, CO
# LSC #240790; January, 2025

| | | Trip Generation Rates [1] | | | | | Total Trips Generated | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Average | AM Peak-Hour | | PM Peak-Hour | | Average | AM Peak-Hour | | PM Peak-Hour | |
| Trip Generating Category | Quantity | Weekday | In | Out | In | Out | Weekday | In | Out | In | Out |
| **CURRENTLY PROPOSED LAND USE** | | | | | | | | | | | |
| Single-Family Detached Homes [2] | 12 DU [3] | 9.43 | 0.182 | 0.518 | 0.592 | 0.348 | 113 | 2 | 6 | 7 | 4 |
| Duplexes [4] | 12 DU [3] | 7.20 | 0.120 | 0.360 | 0.336 | 0.234 | 86 | 1 | 4 | 4 | 3 |
| Townhomes [4] | 42 DU [3] | 7.20 | 0.120 | 0.360 | 0.336 | 0.234 | 302 | 5 | 15 | 14 | 10 |
| Hotel [5] | 60 Rooms | 7.99 | 0.258 | 0.202 | 0.301 | 0.289 | 479 | 15 | 12 | 18 | 17 |
| Restaurant [6] | 3.00 KSF [7] | 107.20 | 5.264 | 4.307 | 5.521 | 3.530 | 322 | 16 | 13 | 17 | 11 |
| | | | | | | **Total =** | **1,302** | **39** | **50** | **60** | **45** |
| | | | | | | Passby Trips [8] = | 138 | 6 | 6 | 6 | 6 |
| | | | | | | **Primary Trips =** | **1,164** | **33** | **44** | **54** | **39** |

Notes:
(1) Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition, 2021
(2) ITE Land Use No. 210 - Single-Family Detached Housing
(3) DU - Dwelling Units
(4) ITE Land Use No. 215 - Single Family Attached Housing
(5) ITE Land Use No. 310 - Hotel
(6) ITE Land Use No. 932 - High Turnover (Sit-Down) Restaurant
(7) KSF = 1,000 square feet
(8) A passby trip percentage of 43% was assumed for the restaurant use.

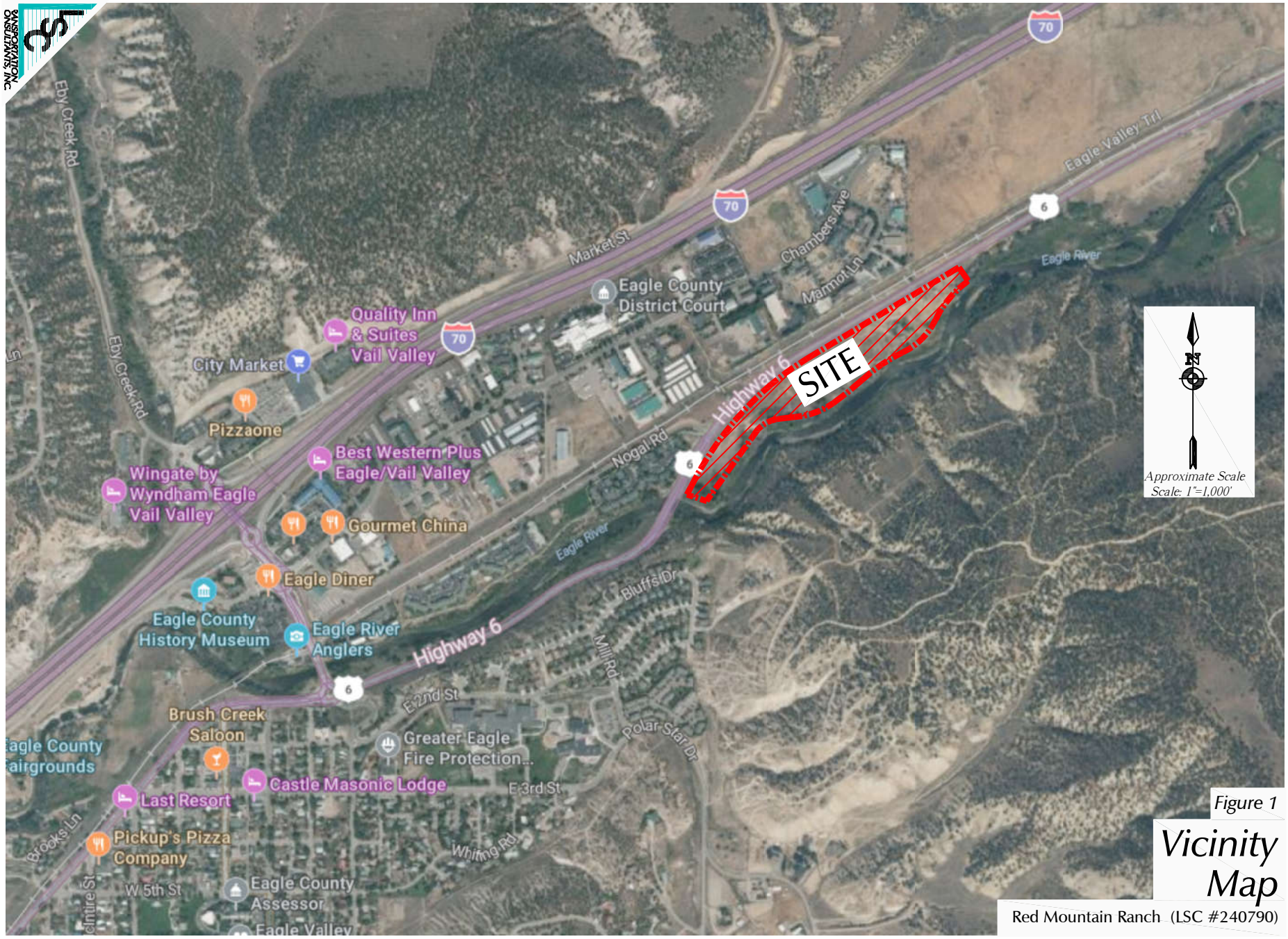



*Figure 1*

# *Vicinity Map*

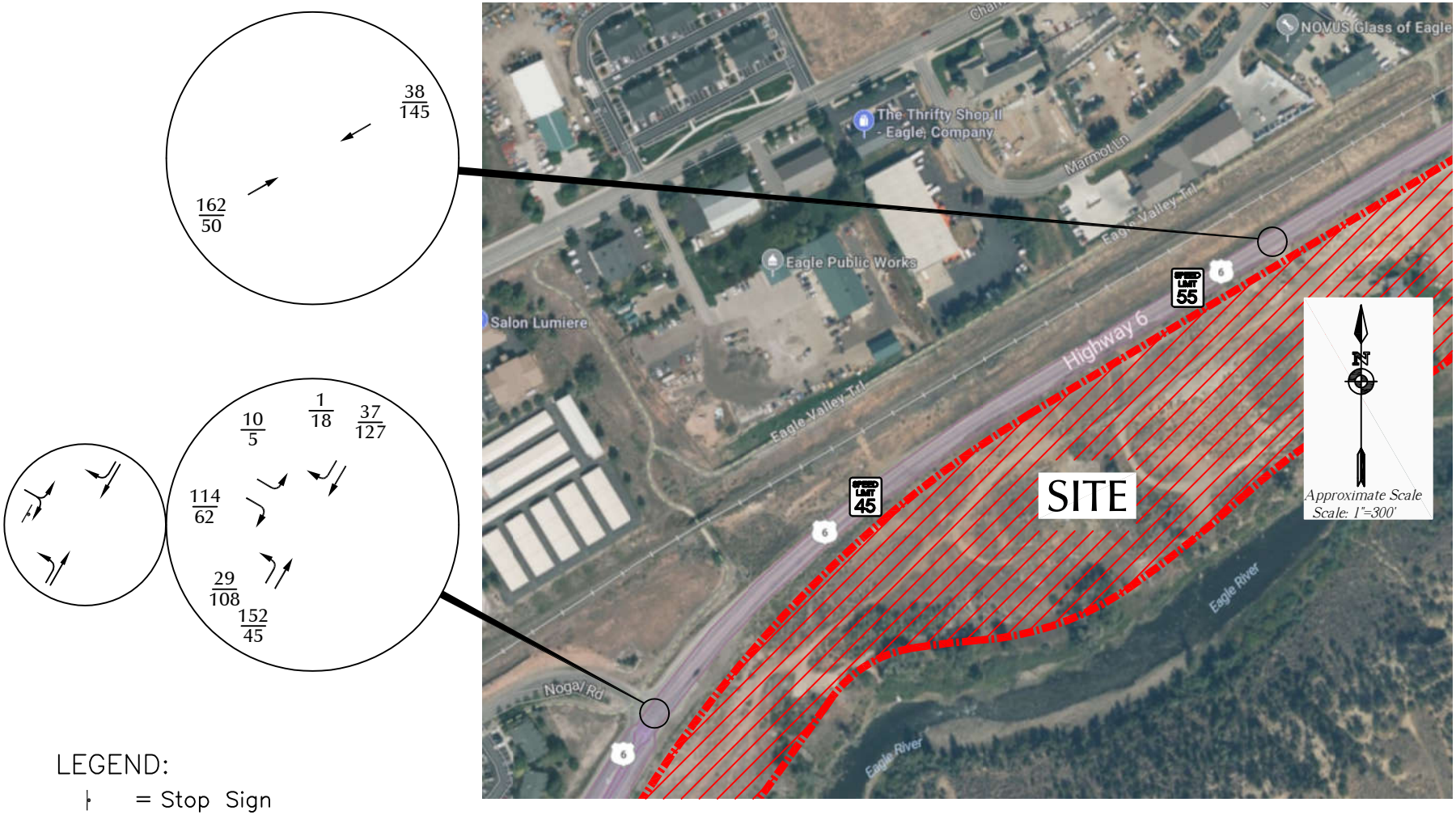
Red Mountain Ranch (LSC #240790)


Approximate Scale
Scale: NTS

*Figure 2*

# *Site Plan*

Red Mountain Ranch (LSC #240790)



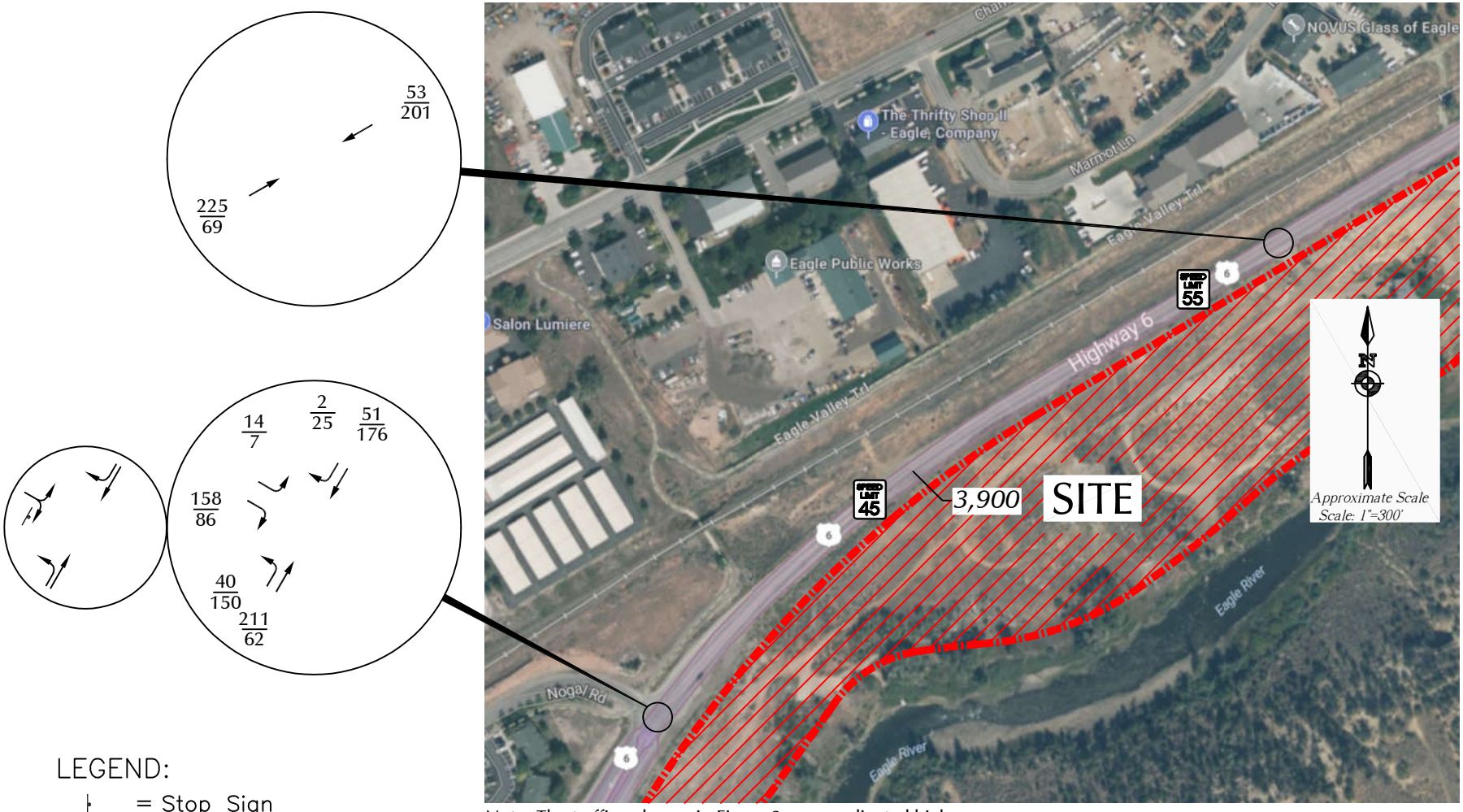

LEGEND:

- ⊦ = Stop Sign
- LIMIT 45 = Speed Limit
- 26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic
- 1,000 = Average Daily Traffic

*Figure 3a*

# *Existing December, 2024 Traffic, Lane Geometry and Traffic Control*

Red Mountain Ranch (LSC #240790)




LEGEND:

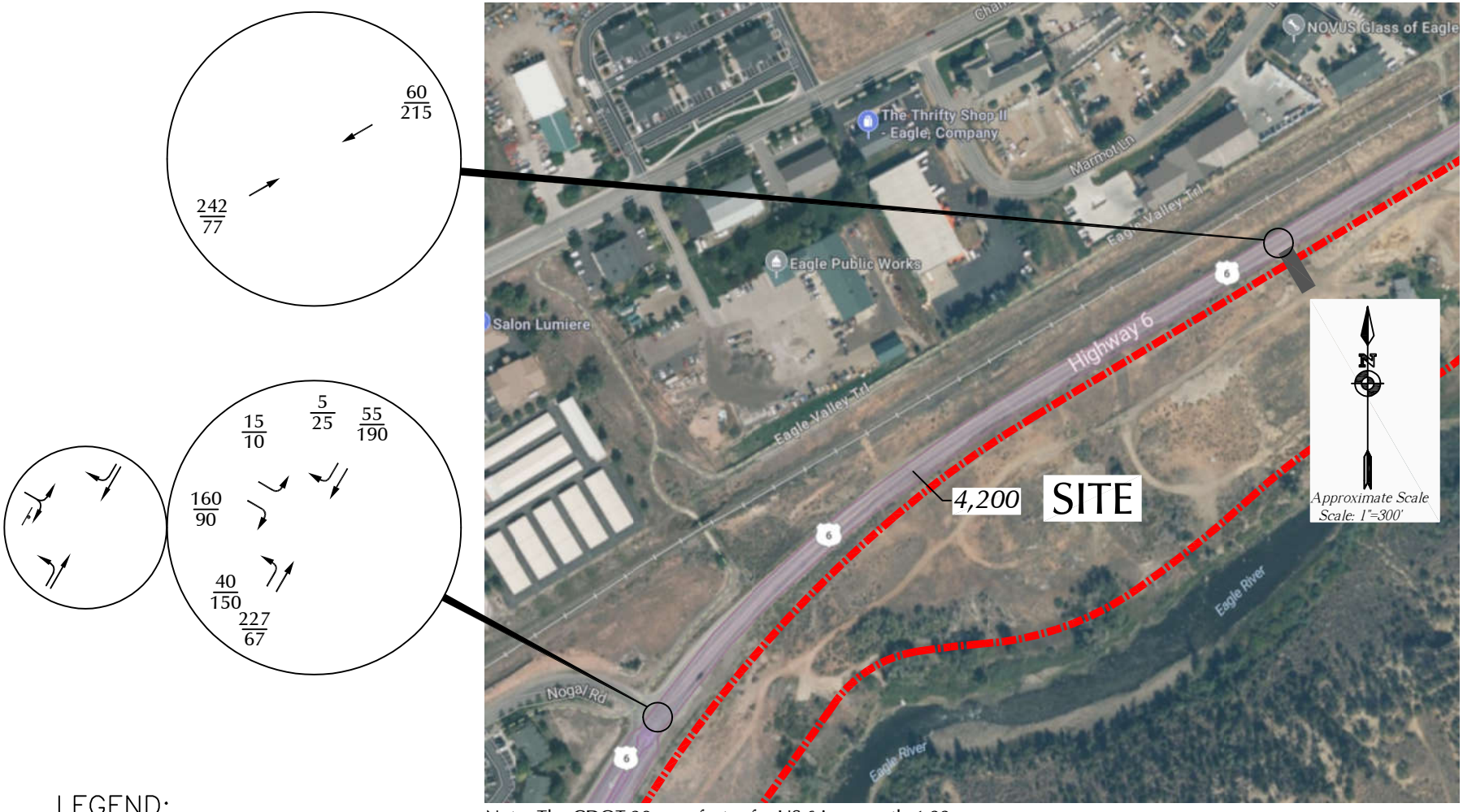
- ⊦ = Stop Sign
- LIMIT 45 = Speed Limit
- 26 / 35 = AM Peak Hour Traffic / PM Peak Hour Traffic
- 1,000 = Average Daily Traffic

Note: The traffic volumes in Figure 3a were adjusted higher by a factor of 1.386 based on Seasonal CDOT data from continuous count (Station ID: 000011).

*Figure 3b*

# *Existing July 2024 Traffic, Lane Geometry and Traffic Control*

Red Mountain Ranch (LSC #240790)




LEGEND:

⊦ = Stop Sign

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

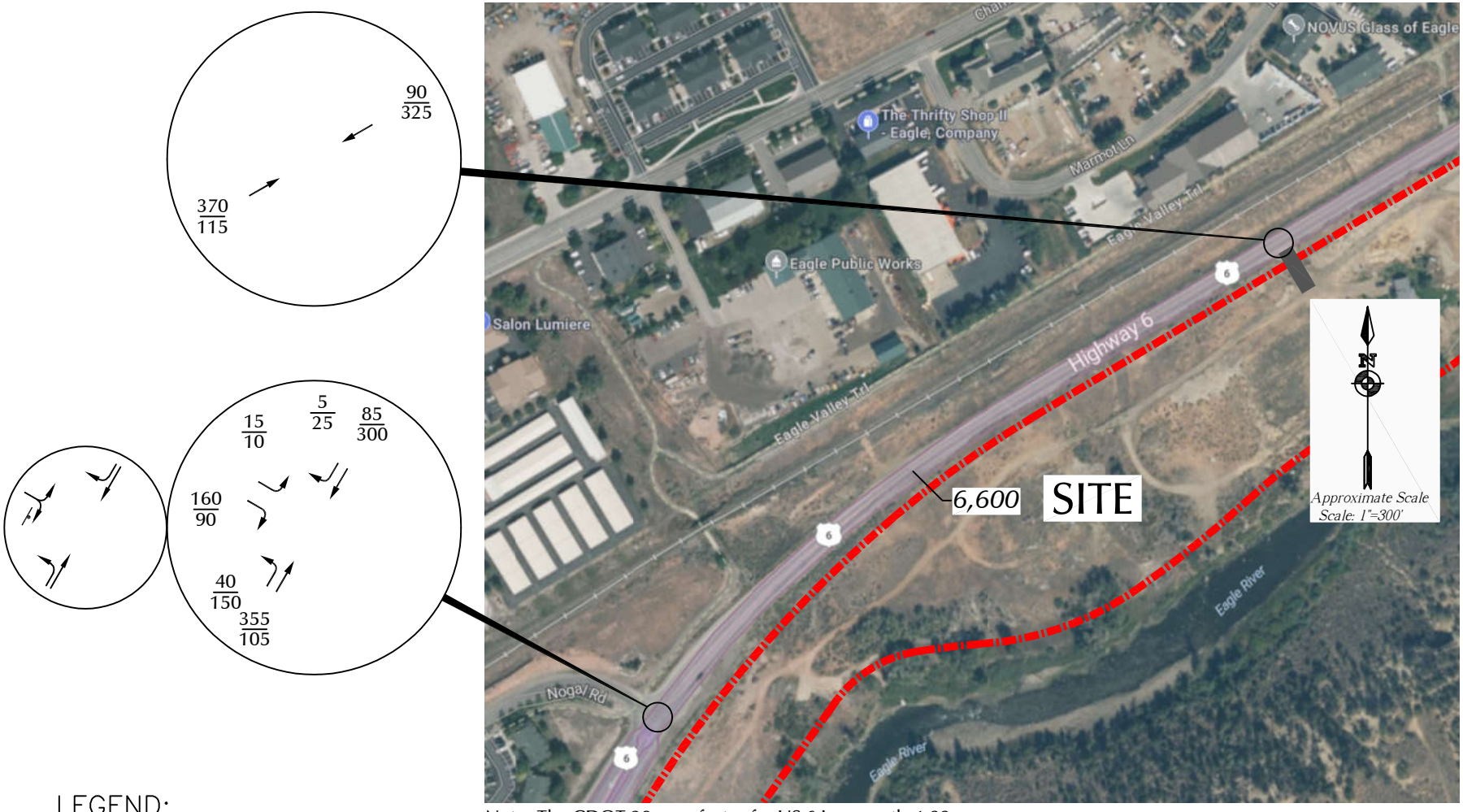
1,000 = Average Daily Traffic

Note: The CDOT 20-year factor for US 6 is currently 1.33 which would convert to an annual growth rate about 1.44 percent but a higher rate of 2.54 percent was used to be consistent with the January 2020 Red Mountain Ranch TIA by Mcdowell Engineering.

*Figure 4*

# *Year 2027 Background Traffic, Lane Geometry and Traffic Control*

Red Mountain Ranch (LSC #240790)




LEGEND:

⊦ = Stop Sign

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

1,000 = Average Daily Traffic

Note: The CDOT 20-year factor for US 6 is currently 1.33 which would convert to an annual growth rate about 1.44 percent but a higher rate of 2.54 percent was used to be consistent with the January 2020 Red Mountain Ranch TIA by Mcdowell Engineering.

*Figure 5*

# *Year 2045 Background Traffic, Lane Geometry and Traffic Control*

Red Mountain Ranch (LSC #240790)


N

*Approximate Scale*
*Scale: 1"=1,000'*

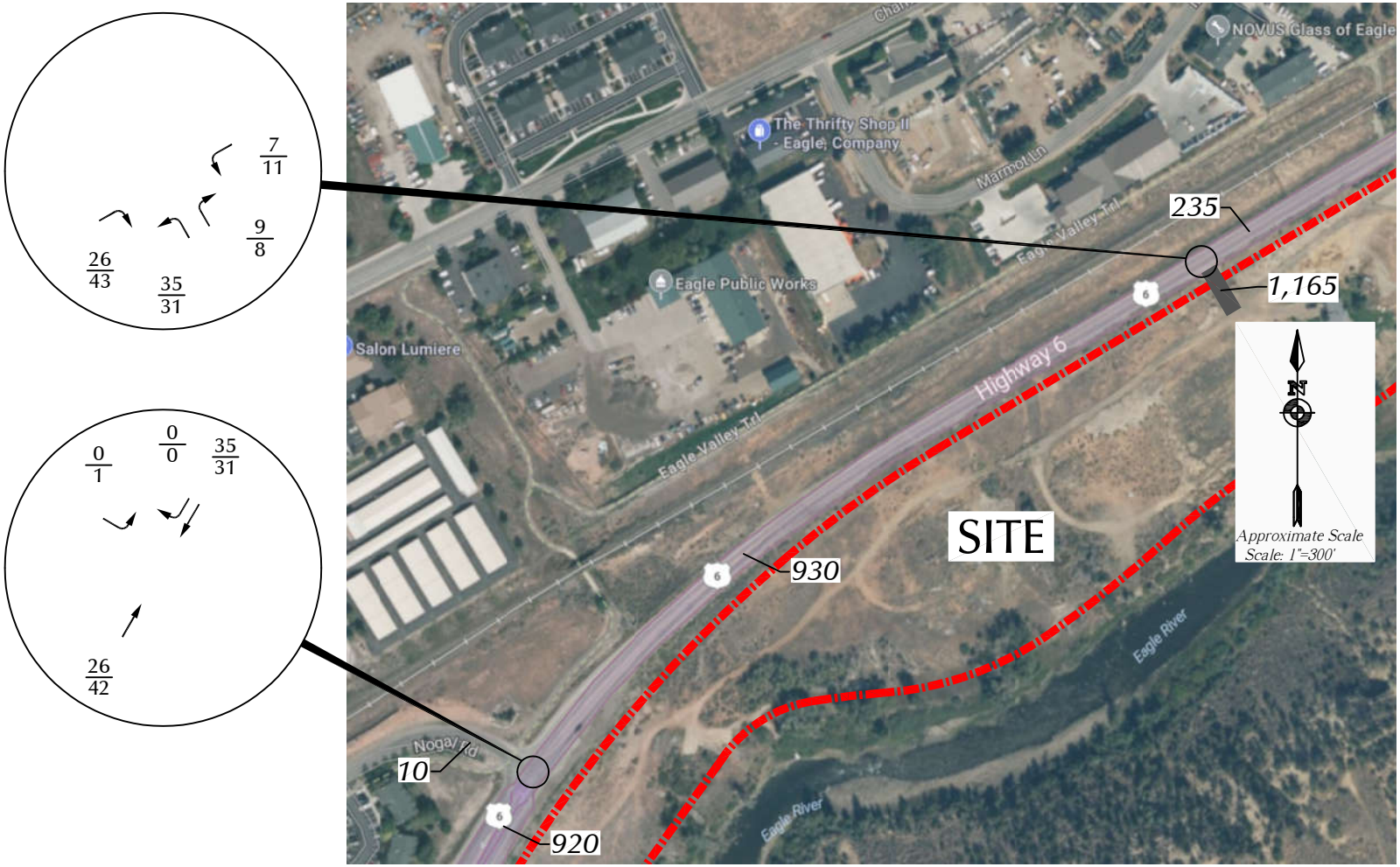
LEGEND:

65% = Percent Directional Distribution

*Figure 6*

# *Directional Distribution of Primary Site-Generated Traffic*

Red Mountain Ranch (LSC #240790)




LEGEND:

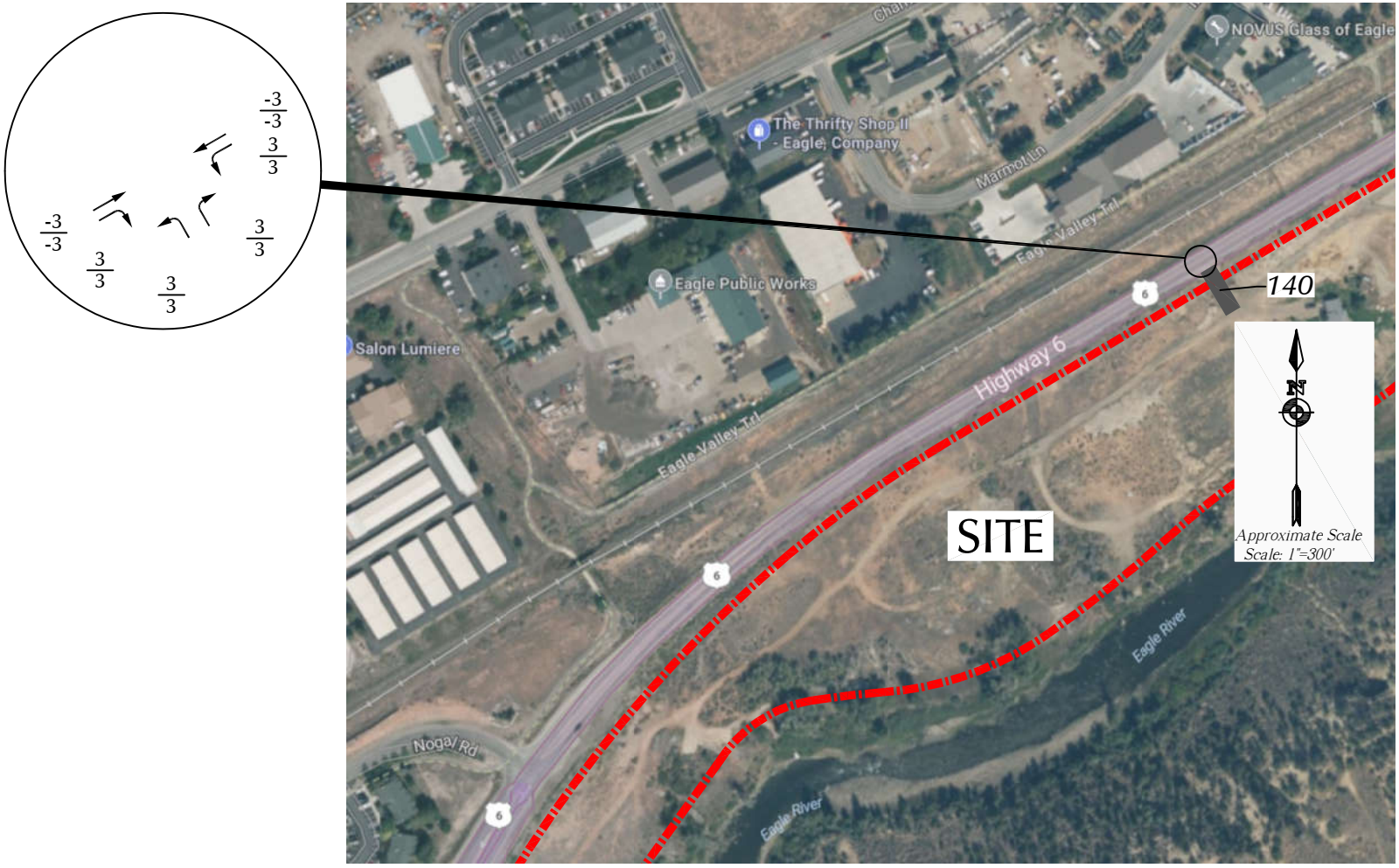
$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

1,000 = Average Daily Traffic

*Figure 7a*

# *Assignment of Primary Site-Generated Traffic*

Red Mountain Ranch (LSC #240790)




LEGEND:

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

1,000 = Average Daily Traffic

*Figure 7b*

# *Assignment of Passby Site-Generated Traffic*

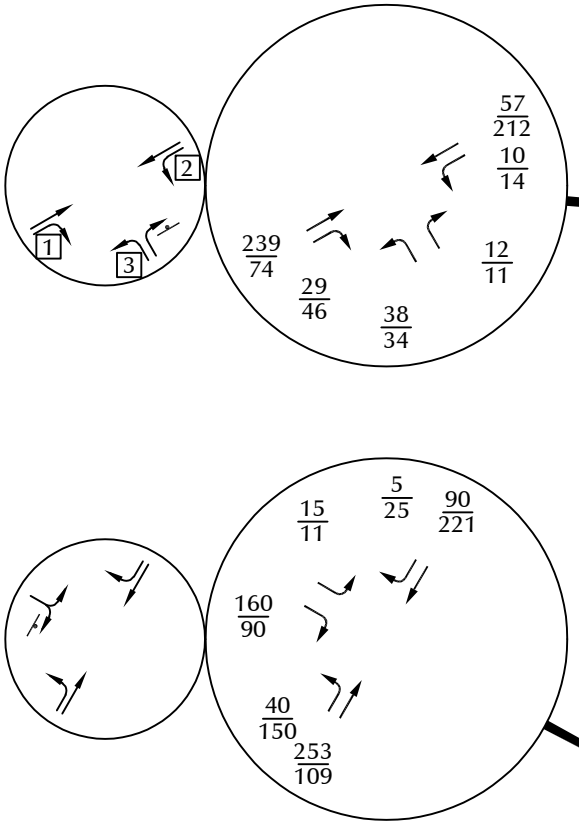
Red Mountain Ranch (LSC #240790)

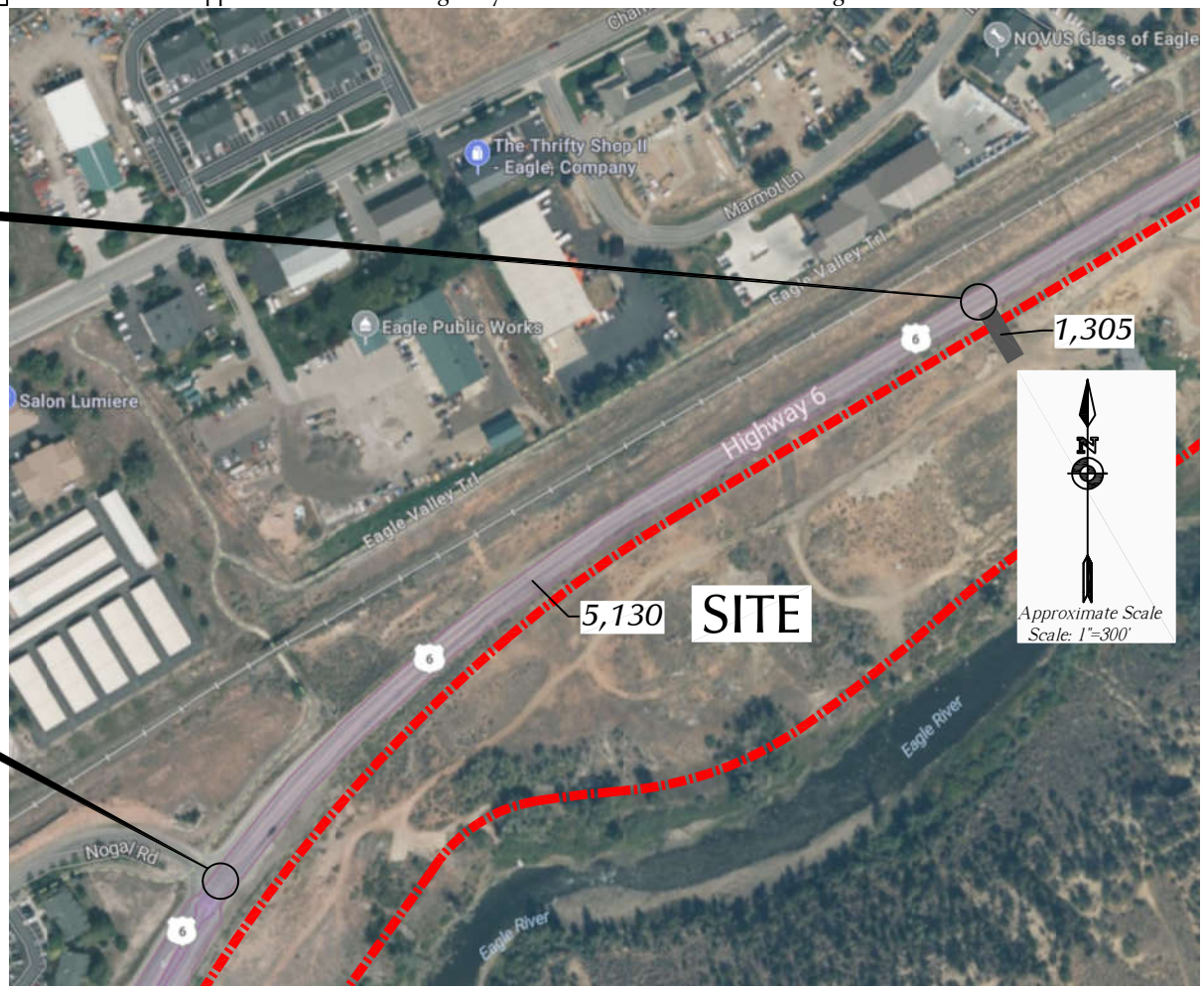
Recommended Improvements:

1 EB RT = 320 feet + 180-foot transition taper (15:1).

2 WB LT = 345 feet + 180-foot transition taper (15:1) and 55:1 redirect taper.

3 Provide two short approach lanes to US Highway 6 - one for left-turn and one for right-turn.




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

LEGEND:

⊦ = Stop Sign

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

1,000 = Average Daily Traffic

*Figure 8*

# *Year 2027 Total Traffic, Lane Geometry and Traffic Control*

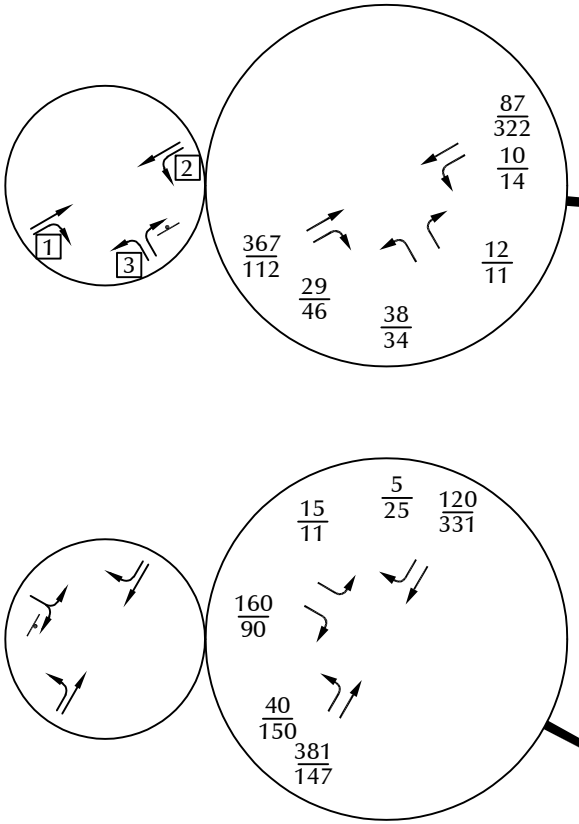
Red Mountain Ranch (LSC #240790)

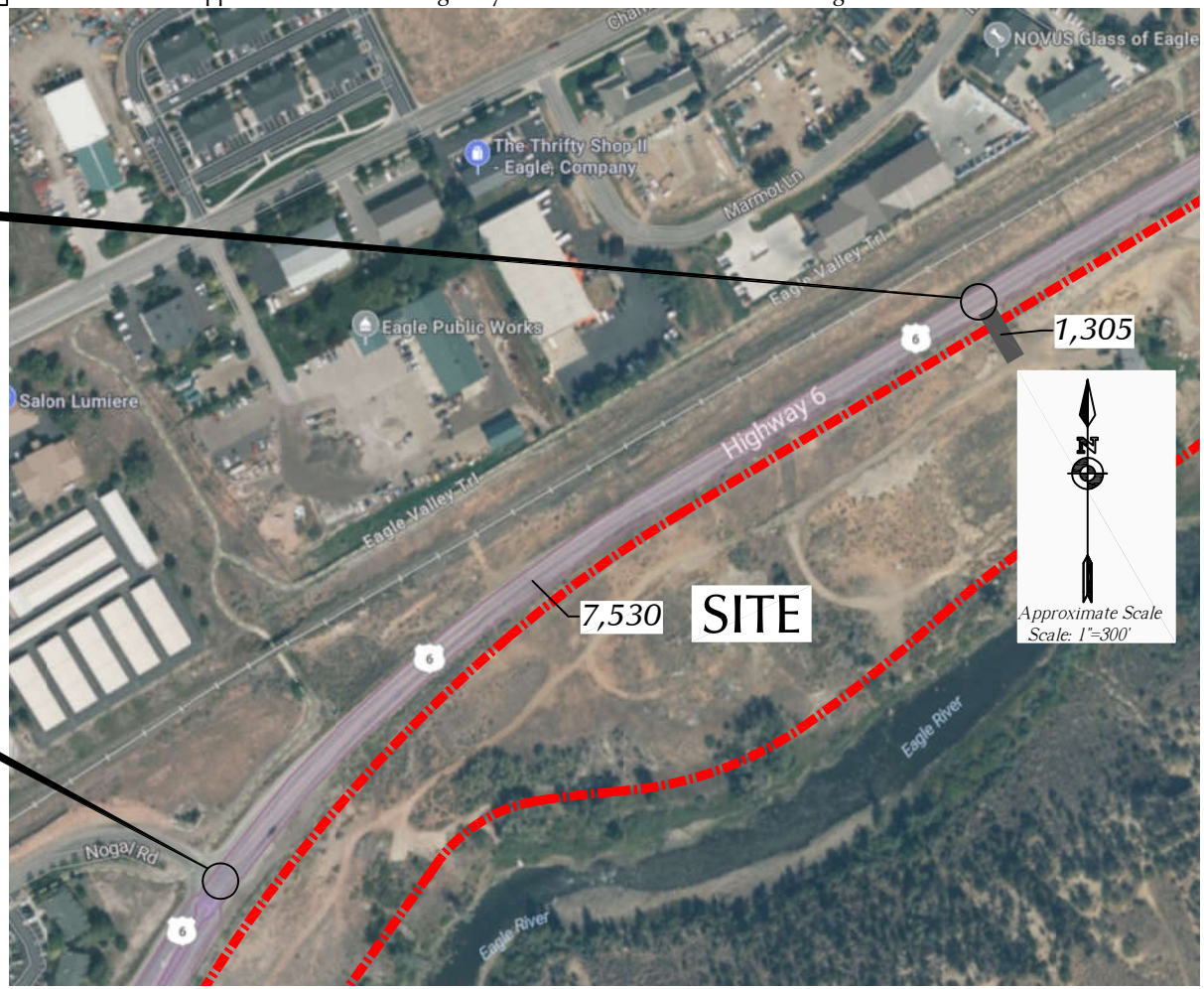
Recommended Improvements:

1 EB RT = 320 feet + 180-foot transition taper (15:1).

2 WB LT = 345 feet + 180-foot transition taper (15:1) and 55:1 redirect taper.

3 Provide two short approach lanes to US Highway 6 - one for left-turn and one for right-turn.




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

LEGEND:

⊦ = Stop Sign

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

1,000 = Average Daily Traffic

*Figure 9*

# *Year 2045 Total Traffic, Lane Geometry and Traffic Control*

Red Mountain Ranch (LSC #240790)

COLORADO
Department of Transportation
Region 3

# Transportation Impact Study Methodology Form

Prior to starting a traffic impact study, a Methodology Form must be submitted for review and signed by the Region 3 Access Engineer. It shall be included as part of the study.

| CONTACT INFORMATION | |
|---|---|
| Consultant: | Name: LSC Transportation Consultants, Inc. |
| | Telephone: 303-333-1105 |
| | Email: csmcgranahan@lsctrans.com |
| Developer/Owner Name: | Griffin Development LLC / Rodrigo Cortina |

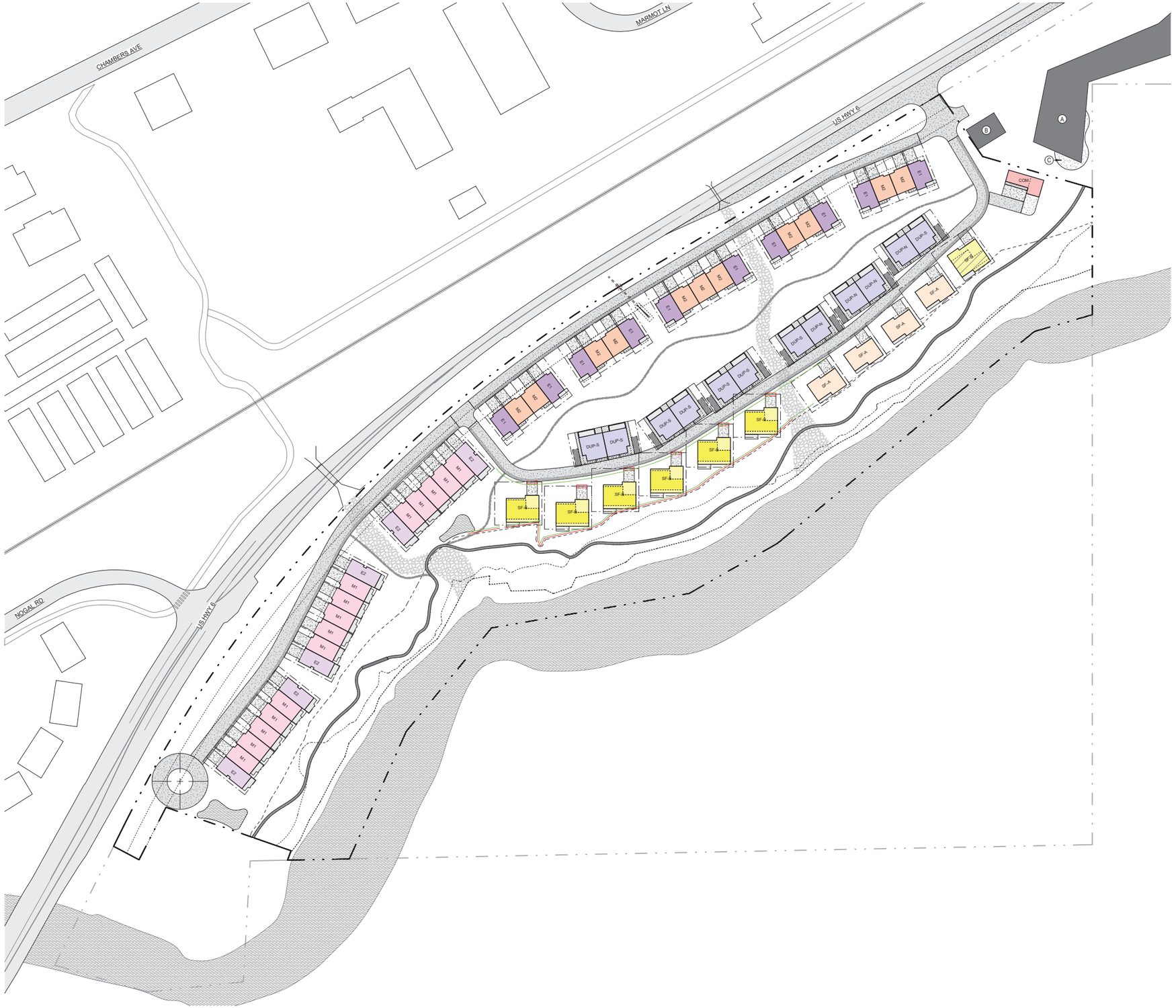
| PROJECT INFORMATION | |
|---|---|
| Project Name | Red Mountain Ranch |
| Project Location | South of US 6 at MP 150.5 +/- |
| Project Description *(Attached proposed site plan)* | Small mixed-use project |
| State Highway | US 6 |
| County | Eagle |
| Mile Post | 150.5 +/- |
| Posted Speed Limit | 45 mph/55 mph |

| TIS ASSUMPTIONS | | | |
|---|---|---|---|
| Study Years | Current Year: 2024 | Buildout Year: 2027 | Long Term Year: 2045 |
| Traffic Assessment Level *(Provide justification)* | Level 3 Update | | |
| Study Intersections | 1. US 6/Nogal Road | 6. | |
| | 2. All site access intersections | 7. | |
| | 3. | 8. | |
| | 4. | 9. | |
| | 5. | 10. | |
| Future Growth Rate | ■ OTIS Plus review of prior TIA | ☐ Regional TDM | ☐ Other |
| Seasonal Adjustment Factor | Based on continuous counter info from OTIS | | |

COLORADO
Department of Transportation
Region 3

| ASSUMPTIONS CONTINUED | | | | |
|---|---|---|---|---|
| Project Trip Distribution *(State assumptions and attach sketch that shows individual movements.)* | 80% west and 20% east consistent with McDowell TIA | | | |
| Trip Reduction Percentage | Internal Capture: | None | Pass By: | None |
| | Multi-Modal: | None | Other: | |
| Study Time Periods *(Check all that apply)* | ■ AM (7-9) | ■ PM (4-6) | ■ Weekday | |
| | ☐ SAT (Midday) | ☐ Other | | |
| Existing and Proposed ITE Trip Generation Land Use | 210 - Single-Family Detached Homes<br>215 - Single-Family Attached Homes<br>310 - Hotel<br>932 - High Turnover Sit-Down Restaurant | | | |
| Analysis Methods *(Check all that apply)* | ■ Synchro or ☐ HCS *(isolated intersections only)* | ☐ SimTraffic or ☐ Other *(closely spaced intersections or when known/expected queuing issue)* | | |
| | ☐ Signal Warrants | ■ Pedestrian/Transit/Bicycle | | |
| | ■ Safety/Sight Distance | ■ Queuing and Storage | | |
| | ☐ Other | | | |
| Notes and Other Assumptions | Applicant will pursue ped/bike connection under US 6 through an existing drainage culvert. | | | |
| Crash Data | CDOT will perform a crash data analysis for the highway in the vicinity of the proposed access and provide to the consultant. As a part of the study consultant shall recommend mitigation measures for any identified safety issues. | | | |
| Simulation Input Files | Consultant to provide computer files used for analysis with a signed and sealed copy of the study. | | | |

| CDOT INTERNAL USE ONLY | |
|---|---|
| Review Comments<br><br>☐ Revise and Resubmit | |
| Engineer Signature/Date | ☐ Approved |




## SHEET NOTES

- **A** PROPOSED HOTEL ON PARCEL 2 (N.I.S.)
- **B** PROPOSED GREENHOUSE ON PARCEL 2 (N.I.S.)
- **C** PROPOSED BEER GARDEN ON PARCEL 2 (N.I.S.)

N

**1** SF-B SITE SKETCH
SCALE: 1" = 80'-0"

## LEGEND

- **ROAD** ASPHALT
- **SIDEWALK** CONCRETE
- **TRAIL** DISCOVERY TRAIL
- **STORMWATER SWALE**
- **STORMWATER/IRRIGATION POND**
- **BUILDING PADS**
- **DRIVEWAY/PARKING** CONCRETE
- **PARCEL BOUNDARY LINE**
- **PROPERTY LINE** SPECIFIC TO INDIVIDUAL UNITS
- **75' STREAM SETBACK**
- **100 YEAR FLOOD PLAIN**
- **AVERAGE HIGH WATER LINE**

PROJECT
# RED MOUNTAIN RANCH (SITE)
17500 US-6, Eagle, CO 81631

ARCHITECT/
GENERAL CONTRACTOR
**tres birds**


PROJECT TEAM

MIKE MOORE
303-324-3622
MMM@TRESBIRDS.COM

DOUG NEWBY
720-563-7289
DN@TRESBIRDS.COM

DAVID HOFFMAN
561-386-5528
DH@TRESBIRDS.COM


**NOT FOR CONSTRUCTION**



CONSULTANTS


**STRUCTURAL ENGINEERING**
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JAKE HOHMANN, PE
JHOHMANN@KLAA.COM
303-384-9910

**SUSTAINABILITY PLANNING**
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TESS.MCNAMARA@ARUP.COM
212-897-1067

**LANDSCAPE**
WENK ASSOCIATES
TYLER KIGGINS
TKIGGINS@WENKLA.COM
720-669-3112

**CIVIL ENGINEERING**
WILSON & CO
BEN BEISLER
BEN.BEISLER@WILSONCO.COM
303-501-1217

**ECOLOGY**
BIRCH ECOLOGY
HEATHER HOUSTON
HEATHER@BIRCHECOLOGY.COM
720-350-2530


ISSUANCE
**100% SCHEMATIC DESIGN**

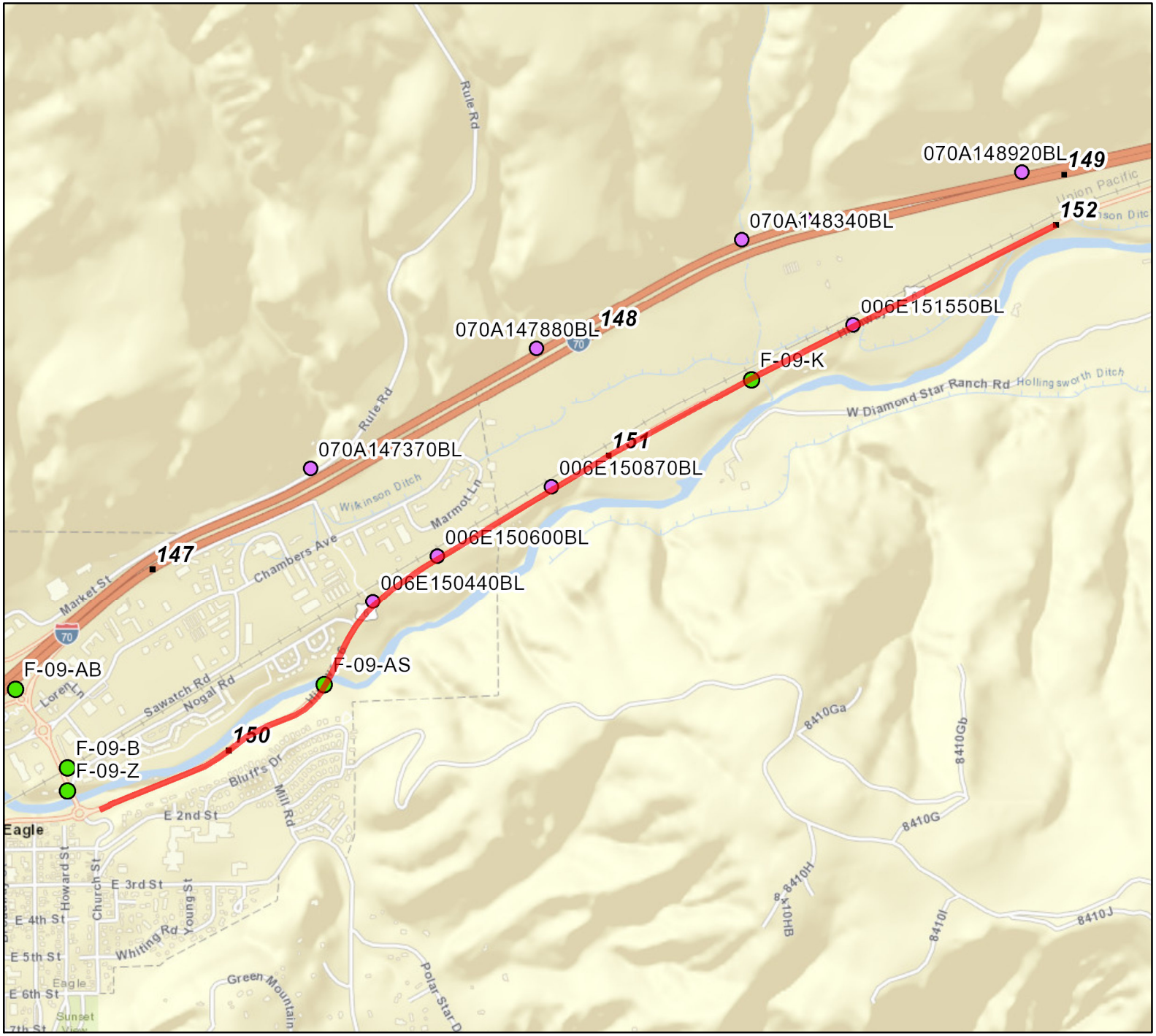
ISSUE DATE
**11.15.2024**

REVISION HISTORY

DRAWING SHEET TITLE
**SF-B SITE**

# SK-003

# Route 006E From 149 to 152




## Legend

- Route
- Milepoint

**Structures**

- Major Structure
- Minor Structure

Created:

Date: 12/14/2024

Time: 5:07:08 AM

0 0.15 0.3 0.45 0.6

Miles

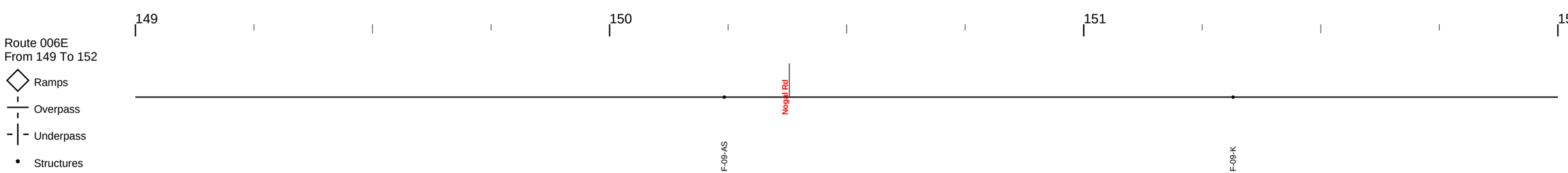
N

W E

S

CDOT

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".




## CLASSIFICATION

| | |
|---|---|
| Access Control | R-A: Regional Highway |

## SAFETY

| | | | |
|---|---|---|---|
| Primary Speed Limit | 35 | 45 | 55 |

## TRAFFIC

| | |
|---|---|
| AADT | 3900 |
| Design Hour Truck Percentage | 0.20 |
| DHV | 15.0 |
| Off Peak Truck Percentage | 3.60 |
| Route Capacity | 2400 |
| V/C Ratio | 0.28 |
| V/C Ratio 20 | 0.37 |
| VMT | 36886 |
| Year 20 Factor | 1.33 |

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

# COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: NOGAL RD
E/W STREET: HWY 6
CITY: EAGLE
COUNTY: EAGLE

File Name : NOGAL RD HWY 6 EAGLE
Site Code : 00000025
Start Date : 12/11/2024
Page No : 1

**Groups Printed- Unshifted**

| | NOGAL RD SOUTHBOUND | | | | HWY 6 WESTBOUND | | | | NO ACCESS NORTHBOUND | | | | HWY 6 EASTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 06:30 AM | 1 | 0 | 11 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 24 |
| 06:45 AM | 4 | 0 | 21 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 39 |
| Total | 5 | 0 | 32 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 0 | 0 | 63 |
| 07:00 AM | 4 | 0 | 20 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 0 | 0 | 50 |
| 07:15 AM | 2 | 0 | 19 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 36 | 0 | 0 | 63 |
| 07:30 AM | 3 | 0 | 33 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 62 | 0 | 0 | 113 |
| 07:45 AM | 3 | 0 | 42 | 0 | 0 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 11 | 27 | 0 | 0 | 100 |
| Total | 12 | 0 | 114 | 0 | 0 | 33 | 1 | 1 | 0 | 0 | 0 | 0 | 23 | 142 | 0 | 0 | 326 |
| 08:00 AM | 2 | 0 | 20 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 27 | 0 | 0 | 68 |
| 08:15 AM | 8 | 0 | 16 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 19 | 0 | 0 | 58 |
| Total | 10 | 0 | 36 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 46 | 0 | 0 | 126 |
| 04:00 PM | 0 | 0 | 17 | 0 | 0 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 23 | 16 | 0 | 0 | 80 |
| 04:15 PM | 4 | 0 | 9 | 0 | 0 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 31 | 16 | 0 | 0 | 85 |
| 04:30 PM | 0 | 0 | 12 | 0 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 11 | 0 | 0 | 75 |
| 04:45 PM | 3 | 0 | 22 | 0 | 0 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 28 | 16 | 0 | 0 | 103 |
| Total | 7 | 0 | 60 | 0 | 0 | 101 | 10 | 2 | 0 | 0 | 0 | 0 | 104 | 59 | 0 | 0 | 343 |
| 05:00 PM | 1 | 0 | 12 | 0 | 0 | 34 | 5 | 1 | 0 | 0 | 0 | 0 | 20 | 12 | 0 | 0 | 85 |
| 05:15 PM | 0 | 0 | 10 | 0 | 0 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 29 | 10 | 0 | 0 | 79 |
| 05:30 PM | 1 | 0 | 18 | 0 | 0 | 36 | 6 | 0 | 0 | 0 | 0 | 0 | 31 | 7 | 0 | 0 | 99 |
| Total | 2 | 0 | 40 | 0 | 0 | 97 | 14 | 1 | 0 | 0 | 0 | 0 | 80 | 29 | 0 | 0 | 263 |
| Grand Total | 36 | 0 | 282 | 0 | 0 | 257 | 27 | 4 | 0 | 0 | 0 | 0 | 226 | 289 | 0 | 0 | 1121 |
| Apprch % | 11.3 | 0 | 88.7 | 0 | 0 | 89.2 | 9.4 | 1.4 | 0 | 0 | 0 | 0 | 43.9 | 56.1 | 0 | 0 | |
| Total % | 3.2 | 0 | 25.2 | 0 | 0 | 22.9 | 2.4 | 0.4 | 0 | 0 | 0 | 0 | 20.2 | 25.8 | 0 | 0 | |

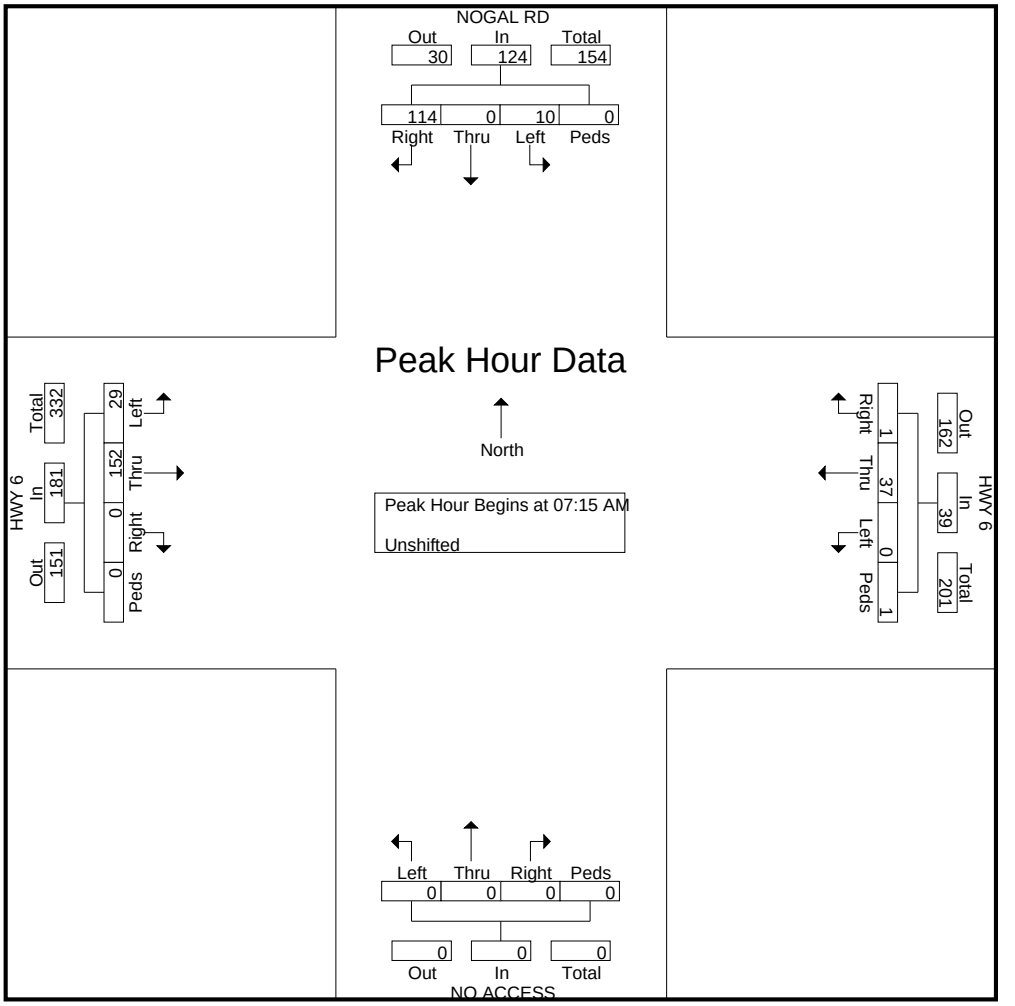
# COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: NOGAL RD
E/W STREET: HWY 6
CITY: EAGLE
COUNTY: EAGLE

File Name : NOGAL RD HWY 6 EAGLE
Site Code : 00000025
Start Date : 12/11/2024
Page No : 2

| | NOGAL RD SOUTHBOUND | | | | | HWY 6 WESTBOUND | | | | | NO ACCESS NORTHBOUND | | | | | HWY 6 EASTBOUND | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 2 | 0 | 19 | 0 | 21 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 36 | 0 | 0 | 38 | 63 |
| 07:30 AM | **3** | 0 | 33 | 0 | 36 | 0 | 7 | **1** | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | **62** | 0 | 0 | **69** | **113** |
| 07:45 AM | 3 | 0 | **42** | 0 | **45** | 0 | **16** | 0 | **1** | **17** | 0 | 0 | 0 | 0 | 0 | **11** | 27 | 0 | 0 | 38 | 100 |
| 08:00 AM | 2 | 0 | 20 | 0 | 22 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 9 | 27 | 0 | 0 | 36 | 68 |
| Total Volume | 10 | 0 | 114 | 0 | 124 | 0 | 37 | 1 | 1 | 39 | 0 | 0 | 0 | 0 | 0 | 29 | 152 | 0 | 0 | 181 | 344 |
| % App. Total | 8.1 | 0 | 91.9 | 0 | | 0 | 94.9 | 2.6 | 2.6 | | 0 | 0 | 0 | 0 | | 16 | 84 | 0 | 0 | | |
| PHF | .833 | .000 | .679 | .000 | .689 | .000 | .578 | .250 | .250 | .574 | .000 | .000 | .000 | .000 | .000 | .659 | .613 | .000 | .000 | .656 | .761 |



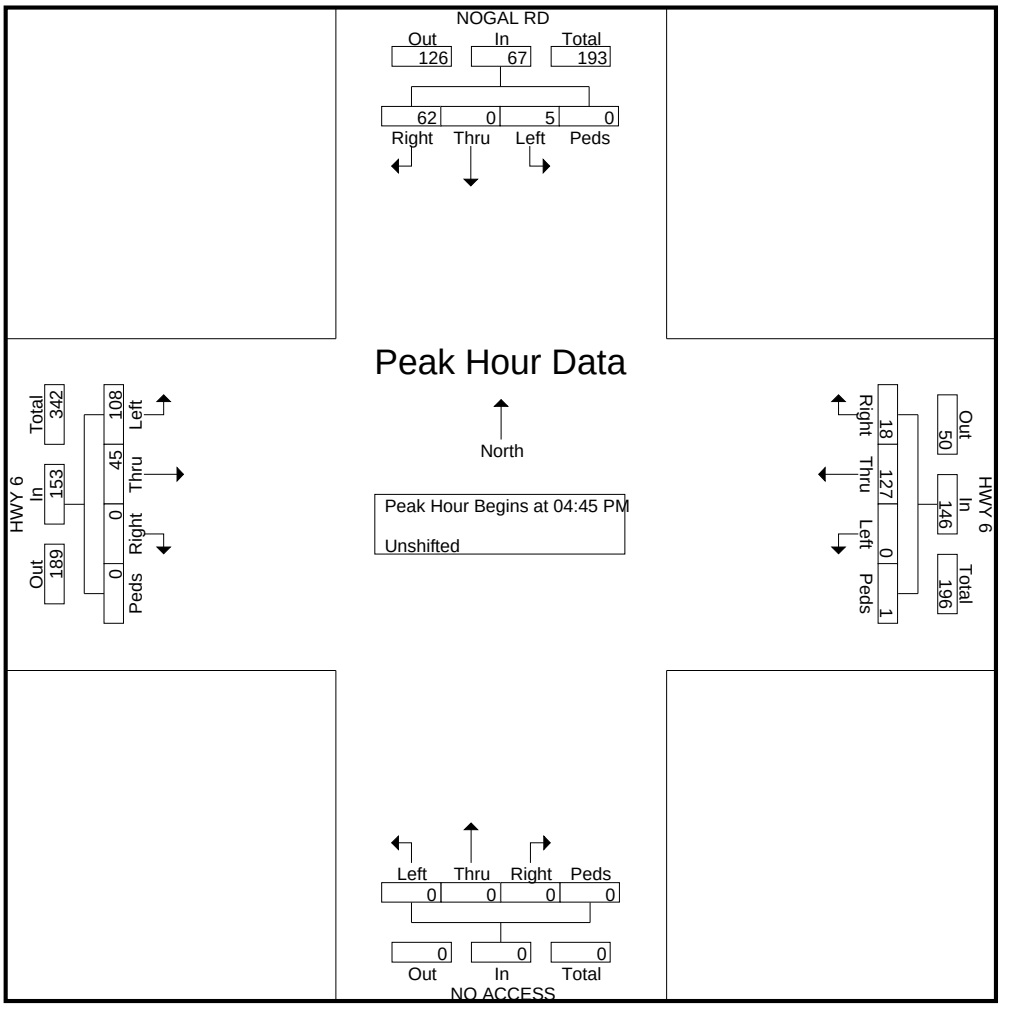
# COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: NOGAL RD
E/W STREET: HWY 6
CITY: EAGLE
COUNTY: EAGLE

File Name : NOGAL RD HWY 6 EAGLE
Site Code : 00000025
Start Date : 12/11/2024
Page No : 3

| | NOGAL RD SOUTHBOUND | | | | | HWY 6 WESTBOUND | | | | | NO ACCESS NORTHBOUND | | | | | HWY 6 EASTBOUND | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | **3** | 0 | **22** | 0 | **25** | 0 | 30 | 4 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 28 | **16** | 0 | 0 | **44** | **103** |
| 05:00 PM | 1 | 0 | 12 | 0 | 13 | 0 | 34 | 5 | **1** | 40 | 0 | 0 | 0 | 0 | 0 | 20 | 12 | 0 | 0 | 32 | 85 |
| 05:15 PM | 0 | 0 | 10 | 0 | 10 | 0 | 27 | 3 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 29 | 10 | 0 | 0 | 39 | 79 |
| 05:30 PM | 1 | 0 | 18 | 0 | 19 | 0 | **36** | **6** | 0 | **42** | 0 | 0 | 0 | 0 | 0 | **31** | 7 | 0 | 0 | 38 | 99 |
| Total Volume | 5 | 0 | 62 | 0 | 67 | 0 | 127 | 18 | 1 | 146 | 0 | 0 | 0 | 0 | 0 | 108 | 45 | 0 | 0 | 153 | 366 |
| % App. Total | 7.5 | 0 | 92.5 | 0 | | 0 | 87 | 12.3 | 0.7 | | 0 | 0 | 0 | 0 | | 70.6 | 29.4 | 0 | 0 | | |
| PHF | .417 | .000 | .705 | .000 | .670 | .000 | .882 | .750 | .250 | .869 | .000 | .000 | .000 | .000 | .000 | .871 | .703 | .000 | .000 | .869 | .888 |



**CDOT CONTINUOUS COUNT DATA**

**I-70 Northwest of SH 131 Wolcott (Station ID: 000011)**

| COUNT STATION ID | CAL YR | JAN COUNT | FEB COUNT | MAR COUNT | APR COUNT | MAY COUNT | JUN COUNT | JUL COUNT | AUG COUNT | SEP COUNT | OCT COUNT | NOV COUNT | DEC COUNT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | 2024 | 24599 | 26348 | 28636 | 27598 | 31699 | 35277 | 37063 | 35273 | 33292 | 30521 | 25011 | |
| 11 | 2023 | 25318 | 27442 | 28837 | 27527 | 30139 | 34140 | 35558 | 33604 | 31508 | 30156 | 26525 | 25651 |
| 11 | 2022 | 24486 | 24843 | 29366 | 26912 | 28616 | 33694 | 34262 | 33264 | 32983 | 29877 | 26727 | 25384 |
| 11 | 2021 | 24064 | 24697 | 29156 | 28675 | 32013 | 35571 | 34096 | 25913 | 32666 | 30062 | 27745 | 25939 |
| 11 | 2020 | 25212 | 24948 | 20794 | 14355 | 23111 | 28892 | 32426 | 24820 | 31220 | 30163 | 24252 | 23951 |
| 11 | 2019 | 24754 | 24526 | 26836 | 26614 | 29111 | 33505 | 34978 | 34099 | 32049 | 29503 | 25247 | 25706 |
| 11 | 2018 | 23833 | 23879 | 28066 | 25227 | 29140 | 31990 | 32973 | 31668 | 31171 | 27693 | 24967 | 24944 |
| 11 | 2017 | 21883 | 23391 | 27430 | 24926 | 27503 | 32675 | 33346 | 31620 | 29830 | 27045 | 25064 | 24946 |
| 11 | 2016 | 22470 | 20829 | 25512 | 23563 | 27800 | 31702 | 33354 | 32044 | 30647 | 27020 | 23524 | 23246 |
| 11 | 2015 | 21420 | 20606 | 25633 | 23457 | 25290 | 29571 | 32273 | 29663 | 28616 | 25758 | 21938 | 23347 |
| 11 | 2014 | 19821 | 19902 | 23275 | 21317 | 23761 | 27277 | 29877 | 28696 | 26362 | 24408 | 20203 | 21459 |
| 11 | 2013 | 19541 | 19101 | 22792 | 20349 | 23523 | 21059 | 28327 | 27702 | 24218 | 22205 | 19886 | 20527 |
| 11 | 2012 | 19531 | 19755 | 23271 | 20611 | 23037 | 26496 | 27976 | 27526 | 24666 | 22125 | 20449 | 18208 |
| 11 | 2011 | 18928 | 18957 | 21794 | 19271 | 21061 | 25090 | 27358 | 27519 | 25481 | 22004 | 19863 | 20684 |
| 11 | 2010 | 19580 | 19845 | 20536 | 20416 | 22368 | 25691 | 28091 | 27231 | 24872 | 20956 | 19086 | 19337 |
| 11 | 2009 | 20473 | 21084 | 22687 | 20734 | 22971 | 26494 | 28787 | 27696 | 25134 | 22138 | 20205 | 19814 |
| 11 | 2008 | 21786 | 22880 | 24374 | 22791 | 24524 | 26906 | 28666 | 28362 | 25861 | 23962 | 20539 | 19436 |
| 11 | 2007 | 21395 | 21353 | 23637 | 22582 | 24265 | 27268 | 29439 | 26065 | 23595 | 22722 | 22460 | 20238 |
| 11 | 2006 | 19845 | 18485 | 23220 | 22153 | 21138 | 26740 | 28011 | 27524 | 25338 | 20618 | 21992 | 20939 |
| 11 | 2005 | 19470 | 21207 | 22943 | 21288 | 23505 | 27502 | 26983 | 26646 | 24940 | 22596 | 20515 | 19588 |
| 11 | 2004 | 18910 | 18951 | 22690 | 21136 | 22659 | 24727 | 28076 | 27149 | 24787 | 22388 | 19567 | 19931 |
| 11 | 2003 | 18431 | 17949 | 18942 | 20692 | 22441 | 25869 | 27729 | 27381 | 23831 | 22323 | 18017 | 18767 |
| 11 | 2002 | 17455 | 18639 | 20925 | 20125 | 22250 | 23241 | 25979 | 25025 | 21984 | 21313 | 18322 | 19105 |
| 11 | 2001 | | | | | | | | 18732 | 19138 | 18973 | 18976 | 17924 |

Seasonal Adjustment Factor = $\frac{35{,}558 \text{ vpd}}{25{,}651 \text{ vpd}}$ = 1.386

# LEVEL OF SERVICE DEFINITIONS

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

## UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

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

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 211 | 51 | 2 | 14 | 158 |
| Future Vol, veh/h | 40 | 211 | 51 | 2 | 14 | 158 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 45 | 240 | 58 | 2 | 16 | 180 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 60 | 0 | - | 0 | 388 | 58 |
| Stage 1 | - | - | - | - | 58 | - |
| Stage 2 | - | - | - | - | 330 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1544 | - | - | - | 616 | 1008 |
| Stage 1 | - | - | - | - | 965 | - |
| Stage 2 | - | - | - | - | 728 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1544 | - | - | - | 598 | 1008 |
| Mov Cap-2 Maneuver | - | - | - | - | 598 | - |
| Stage 1 | - | - | - | - | 937 | - |
| Stage 2 | - | - | - | - | 728 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 1.2 | 0 | 9.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1544 | - | - | - | 955 |
| HCM Lane V/C Ratio | 0.029 | - | - | - | 0.205 |
| HCM Control Delay (s) | 7.4 | - | - | - | 9.7 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 150 | 62 | 176 | 25 | 7 | 86 |
| Future Vol, veh/h | 150 | 62 | 176 | 25 | 7 | 86 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 170 | 70 | 200 | 28 | 8 | 98 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 228 | 0 | - | 0 | 610 | 200 |
| Stage 1 | - | - | - | - | 200 | - |
| Stage 2 | - | - | - | - | 410 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1340 | - | - | - | 458 | 841 |
| Stage 1 | - | - | - | - | 834 | - |
| Stage 2 | - | - | - | - | 670 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1340 | - | - | - | 400 | 841 |
| Mov Cap-2 Maneuver | - | - | - | - | 400 | - |
| Stage 1 | - | - | - | - | 728 | - |
| Stage 2 | - | - | - | - | 670 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 5.7 | 0 | 10.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1340 | - | - | - | 777 |
| HCM Lane V/C Ratio | 0.127 | - | - | - | 0.136 |
| HCM Control Delay (s) | 8.1 | - | - | - | 10.4 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 227 | 55 | 5 | 15 | 160 |
| Future Vol, veh/h | 40 | 227 | 55 | 5 | 15 | 160 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 45 | 258 | 63 | 6 | 17 | 182 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 69 | 0 | - | 0 | 411 | 63 |
| Stage 1 | - | - | - | - | 63 | - |
| Stage 2 | - | - | - | - | 348 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1532 | - | - | - | 597 | 1002 |
| Stage 1 | - | - | - | - | 960 | - |
| Stage 2 | - | - | - | - | 715 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1532 | - | - | - | 580 | 1002 |
| Mov Cap-2 Maneuver | - | - | - | - | 580 | - |
| Stage 1 | - | - | - | - | 932 | - |
| Stage 2 | - | - | - | - | 715 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 1.1 | 0 | 9.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1532 | - | - | - | 943 |
| HCM Lane V/C Ratio | 0.03 | - | - | - | 0.211 |
| HCM Control Delay (s) | 7.4 | - | - | - | 9.8 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 150 | 67 | 190 | 25 | 10 | 90 |
| Future Vol, veh/h | 150 | 67 | 190 | 25 | 10 | 90 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 170 | 76 | 216 | 28 | 11 | 102 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 244 | 0 | - | 0 | 632 | 216 |
| Stage 1 | - | - | - | - | 216 | - |
| Stage 2 | - | - | - | - | 416 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1322 | - | - | - | 444 | 824 |
| Stage 1 | - | - | - | - | 820 | - |
| Stage 2 | - | - | - | - | 666 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1322 | - | - | - | 387 | 824 |
| Mov Cap-2 Maneuver | - | - | - | - | 387 | - |
| Stage 1 | - | - | - | - | 714 | - |
| Stage 2 | - | - | - | - | 666 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 5.6 | 0 | 10.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1322 | - | - | - | 740 |
| HCM Lane V/C Ratio | 0.129 | - | - | - | 0.154 |
| HCM Control Delay (s) | 8.1 | - | - | - | 10.7 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 258 | 94 | 5 | 15 | 160 |
| Future Vol, veh/h | 40 | 258 | 94 | 5 | 15 | 160 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 45 | 293 | 107 | 6 | 17 | 182 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 113 | 0 | - | 0 | 490 | 107 |
| Stage 1 | - | - | - | - | 107 | - |
| Stage 2 | - | - | - | - | 383 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1476 | - | - | - | 537 | 947 |
| Stage 1 | - | - | - | - | 917 | - |
| Stage 2 | - | - | - | - | 689 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1476 | - | - | - | 521 | 947 |
| Mov Cap-2 Maneuver | - | - | - | - | 521 | - |
| Stage 1 | - | - | - | - | 889 | - |
| Stage 2 | - | - | - | - | 689 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 1 | 0 | 10.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1476 | - | - | - | 885 |
| HCM Lane V/C Ratio | 0.031 | - | - | - | 0.225 |
| HCM Control Delay (s) | 7.5 | - | - | - | 10.2 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 239 | 34 | 10 | 58 | 41 | 13 |
| Future Vol, veh/h | 239 | 34 | 10 | 58 | 41 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | 0 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 272 | 39 | 11 | 66 | 47 | 15 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 311 | 0 | 360 | 272 |
| Stage 1 | - | - | - | - | 272 | - |
| Stage 2 | - | - | - | - | 88 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1249 | - | 639 | 767 |
| Stage 1 | - | - | - | - | 774 | - |
| Stage 2 | - | - | - | - | 935 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1249 | - | 633 | 767 |
| Mov Cap-2 Maneuver | - | - | - | - | 633 | - |
| Stage 1 | - | - | - | - | 774 | - |
| Stage 2 | - | - | - | - | 927 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.2 | 10.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 633 | 767 | - | - | 1249 | - |
| HCM Lane V/C Ratio | 0.074 | 0.019 | - | - | 0.009 | - |
| HCM Control Delay (s) | 11.1 | 9.8 | - | - | 7.9 | - |
| HCM Lane LOS | B | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 150 | 117 | 229 | 26 | 11 | 90 |
| Future Vol, veh/h | 150 | 117 | 229 | 26 | 11 | 90 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 170 | 133 | 260 | 30 | 13 | 102 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 290 | 0 | - | 0 | 733 | 260 |
| Stage 1 | - | - | - | - | 260 | - |
| Stage 2 | - | - | - | - | 473 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1272 | - | - | - | 388 | 779 |
| Stage 1 | - | - | - | - | 783 | - |
| Stage 2 | - | - | - | - | 627 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1272 | - | - | - | 336 | 779 |
| Mov Cap-2 Maneuver | - | - | - | - | 336 | - |
| Stage 1 | - | - | - | - | 678 | - |
| Stage 2 | - | - | - | - | 627 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4.6 | 0 | 11.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1272 | - | - | - | 681 |
| HCM Lane V/C Ratio | 0.134 | - | - | - | 0.169 |
| HCM Control Delay (s) | 8.3 | - | - | - | 11.4 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.5 | - | - | - | 0.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 74 | 54 | 15 | 213 | 42 | 13 |
| Future Vol, veh/h | 74 | 54 | 15 | 213 | 42 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | 0 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 84 | 61 | 17 | 242 | 48 | 15 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 145 | 0 | 360 | 84 |
| Stage 1 | - | - | - | - | 84 | - |
| Stage 2 | - | - | - | - | 276 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1437 | - | 639 | 975 |
| Stage 1 | - | - | - | - | 939 | - |
| Stage 2 | - | - | - | - | 771 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1437 | - | 631 | 975 |
| Mov Cap-2 Maneuver | - | - | - | - | 631 | - |
| Stage 1 | - | - | - | - | 939 | - |
| Stage 2 | - | - | - | - | 762 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.5 | 10.6 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 631 | 975 | - | - | 1437 | - |
| HCM Lane V/C Ratio | 0.076 | 0.015 | - | - | 0.012 | - |
| HCM Control Delay (s) | 11.2 | 8.7 | - | - | 7.5 | - |
| HCM Lane LOS | B | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 355 | 85 | 5 | 15 | 160 |
| Future Vol, veh/h | 40 | 355 | 85 | 5 | 15 | 160 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 45 | 403 | 97 | 6 | 17 | 182 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 103 | 0 | - | 0 | 590 | 97 |
| Stage 1 | - | - | - | - | 97 | - |
| Stage 2 | - | - | - | - | 493 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1489 | - | - | - | 470 | 959 |
| Stage 1 | - | - | - | - | 927 | - |
| Stage 2 | - | - | - | - | 614 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1489 | - | - | - | 456 | 959 |
| Mov Cap-2 Maneuver | - | - | - | - | 456 | - |
| Stage 1 | - | - | - | - | 899 | - |
| Stage 2 | - | - | - | - | 614 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.8 | 0 | 10.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1489 | - | - | - | 876 |
| HCM Lane V/C Ratio | 0.031 | - | - | - | 0.227 |
| HCM Control Delay (s) | 7.5 | - | - | - | 10.3 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 150 | 105 | 300 | 25 | 10 | 90 |
| Future Vol, veh/h | 150 | 105 | 300 | 25 | 10 | 90 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 170 | 119 | 341 | 28 | 11 | 102 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 369 | 0 | - | 0 | 800 | 341 |
| Stage 1 | - | - | - | - | 341 | - |
| Stage 2 | - | - | - | - | 459 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1190 | - | - | - | 354 | 701 |
| Stage 1 | - | - | - | - | 720 | - |
| Stage 2 | - | - | - | - | 636 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1190 | - | - | - | 303 | 701 |
| Mov Cap-2 Maneuver | - | - | - | - | 303 | - |
| Stage 1 | - | - | - | - | 617 | - |
| Stage 2 | - | - | - | - | 636 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 5 | 0 | 12.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1190 | - | - | - | 620 |
| HCM Lane V/C Ratio | 0.143 | - | - | - | 0.183 |
| HCM Control Delay (s) | 8.5 | - | - | - | 12.1 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.5 | - | - | - | 0.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 386 | 124 | 5 | 15 | 160 |
| Future Vol, veh/h | 40 | 386 | 124 | 5 | 15 | 160 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 45 | 439 | 141 | 6 | 17 | 182 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 147 | 0 | - | 0 | 670 | 141 |
| Stage 1 | - | - | - | - | 141 | - |
| Stage 2 | - | - | - | - | 529 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1435 | - | - | - | 422 | 907 |
| Stage 1 | - | - | - | - | 886 | - |
| Stage 2 | - | - | - | - | 591 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1435 | - | - | - | 409 | 907 |
| Mov Cap-2 Maneuver | - | - | - | - | 409 | - |
| Stage 1 | - | - | - | - | 859 | - |
| Stage 2 | - | - | - | - | 591 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.7 | 0 | 10.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1435 | - | - | - | 821 |
| HCM Lane V/C Ratio | 0.032 | - | - | - | 0.242 |
| HCM Control Delay (s) | 7.6 | - | - | - | 10.8 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 367 | 34 | 10 | 88 | 41 | 13 |
| Future Vol, veh/h | 367 | 34 | 10 | 88 | 41 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | 0 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 417 | 39 | 11 | 100 | 47 | 15 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 456 | 0 | 539 | 417 |
| Stage 1 | - | - | - | - | 417 | - |
| Stage 2 | - | - | - | - | 122 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1105 | - | 503 | 636 |
| Stage 1 | - | - | - | - | 665 | - |
| Stage 2 | - | - | - | - | 903 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1105 | - | 498 | 636 |
| Mov Cap-2 Maneuver | - | - | - | - | 498 | - |
| Stage 1 | - | - | - | - | 665 | - |
| Stage 2 | - | - | - | - | 894 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.8 | 12.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 498 | 636 | - | - | 1105 | - |
| HCM Lane V/C Ratio | 0.094 | 0.023 | - | - | 0.01 | - |
| HCM Control Delay (s) | 13 | 10.8 | - | - | 8.3 | - |
| HCM Lane LOS | B | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 150 | 155 | 339 | 26 | 11 | 90 |
| Future Vol, veh/h | 150 | 155 | 339 | 26 | 11 | 90 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 170 | 176 | 385 | 30 | 13 | 102 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 415 | 0 | - | 0 | 901 | 385 |
| Stage 1 | - | - | - | - | 385 | - |
| Stage 2 | - | - | - | - | 516 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1144 | - | - | - | 309 | 663 |
| Stage 1 | - | - | - | - | 688 | - |
| Stage 2 | - | - | - | - | 599 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1144 | - | - | - | 263 | 663 |
| Mov Cap-2 Maneuver | - | - | - | - | 263 | - |
| Stage 1 | - | - | - | - | 585 | - |
| Stage 2 | - | - | - | - | 599 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4.3 | 0 | 12.9 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1144 | - | - | - | 569 |
| HCM Lane V/C Ratio | 0.149 | - | - | - | 0.202 |
| HCM Control Delay (s) | 8.7 | - | - | - | 12.9 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.5 | - | - | - | 0.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 112 | 54 | 15 | 323 | 42 | 13 |
| Future Vol, veh/h | 112 | 54 | 15 | 323 | 42 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | 0 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 127 | 61 | 17 | 367 | 48 | 15 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 188 | 0 | 528 | 127 |
| Stage 1 | - | - | - | - | 127 | - |
| Stage 2 | - | - | - | - | 401 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1386 | - | 511 | 923 |
| Stage 1 | - | - | - | - | 899 | - |
| Stage 2 | - | - | - | - | 676 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1386 | - | 505 | 923 |
| Mov Cap-2 Maneuver | - | - | - | - | 505 | - |
| Stage 1 | - | - | - | - | 899 | - |
| Stage 2 | - | - | - | - | 668 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 12 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 505 | 923 | - | - | 1386 | - |
| HCM Lane V/C Ratio | 0.095 | 0.016 | - | - | 0.012 | - |
| HCM Control Delay (s) | 12.9 | 9 | - | - | 7.6 | - |
| HCM Lane LOS | B | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0 | - |