DELTA
U.S. HIGHWAY 50 AND
STATE HIGHWAY 92
ACCESS STUDY TECHNICAL APPENDIX

APPENDIX A - PUBLIC OUTREACH

APPENDIX B - EXISTING ACCESS INVENTORY

APPENDIX C - CRASH HISTORY

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APPENDIX A

PUBLIC OUTREACH

PLANNING FOR FUTURE GROWTH

City of Delta, Delta County &
Colorado Department of Transportation (CDOT)
invite you to an

Open House

for the

US 50 and SH 92 Access Plan

US 50 Limits: Starr Nelson Road to SH 92
SH 92 Limits: US 50 to 2200 Rd/Austin Rd

Wednesday, September 30, 2015

4:00 p.m. - 7:00 p.m.
(No formal presentation—come anytime)

Bill Heddles Recreation Center
531 N. Palmer Street

Stolfus

COLORADO
Department of Transportation

This public open house will provide the community with an opportunity to:

- Learn about planning for future growth along US Highway 50 and State Highway 92
- Discuss future highway access with project representatives
- Provide comments on the Draft Access Plan

For more information, contact:
Michelle Hansen, PE
Stolfus & Associates, Inc.
(303) 221-2330
michelle@stolfusandassociates.com

Thanks for your participation!

COLORADO
Department of Transportation

Stolfus

Stolfus & Associates, Inc.
5690 DTC Blvd., Ste. 101W
Greenwood Village, CO 80111

DELTA COUNTY
INDEPENDENT

401 Meeker St.
P.O. Box 809
Delta, CO 81416

AFFIDAVIT OF PUBLICATION

STATE OF COLORADO }
COUNTY OF DELTA } ss.

I, Randal Sunderland, do solemnly swear that I am publisher of the *Delta County Independent;* that the same is a weekly newspaper printed, in whole or in part, and published in the County of Delta, State of Colorado, continuously and uninterruptedly in said County of Delta for a period of more than fifty-two consecutive weeks prior to the first publication of the annexed legal notice or advertisement; that said newspaper has been admitted to the United States mails as second-class matter under the provisions of the Act of March 3, 1879, and all amendments thereof, and that said newspaper is a weekly newspaper duly qualified for publishing legal notices and advertisements within the meaning of the laws of the State of Colorado; that the annexed legal notice or advertisment was published in the regular and entire issue two consecutive insertions; that the first publication of said notice was in the issue of said newspaper dated September 16th, A.D., 2015, and that the last publication of said notice was in the issue of said newspaper dated September 23rd, A.D., 2015.

In witness whereof I have hereunto set my hand this 23rd day of September, A.D., 2015.

Randal Sunderland
General manager of said *Delta County Independent*

Subscribed and sworn before me, a Notary Public in and for the County of Delta, State of Colorado, this 23rd day of September, A.D., 2015.

Patricia Sunderland
Notary Public

My commission expires 12/24/2017
900 Cypress Wood Lane
Delta, CO 81416

PATRICIA SUNDERLAND
NOTARY PUBLIC
STATE OF COLORADO
My Commission Expires 12-24-2017

PUBLIC NOTICE
NOTICE OF PUBLIC OPEN HOUSE
The City of Delta, Delta County, and the Colorado Department of Transportation will hold a Public Open House for the Delta US Highway 50 and State Highway 92 Access Plan on Wednesday, September 30, 2015 from 4:00 pm to 7:00 pm at the Bill Heddles Recreation Center, 531 N. Palmer Street, Delta, CO. The Access Plan is a long-range plan for future access to US Highway 50 between Starr Nelson Road and SH 92 and to State Highway 92 between US 50 and 2200 Road/Austin Road as growth occurs. For more information, contact the consultant project manager, Michelle Hansen, Stolfus & Associates, Inc. at (303) 221-2330.
Published in the Delta County Independent September 16 and 23, 2015.

15018 - billing
15014 - working

DELTA US 50 AND SH 92 ACCESS PLAN
Delta, Colorado
STAFF PREVIEW
SIGN-IN SHEET
September 30, 2015

Name	Representing	E-mail or Mailing Address
Frank Sickles	Delta County	dsickles@deltacounty.com
Bruce Horde	Delta County	bhorde@deltacounty.com
Gerald E Roberts	City of Delta P&Z	
Oscar Plant	Self	—
Larry Record	Delta County R+B 1	~~lrecord~~ lrecord@deltacounty.com

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DELTA US 50 AND SH 92 ACCESS PLAN
Delta, Colorado
PUBLIC OPEN HOUSE
SIGN-IN SHEET
September 30, 2015

Name	Representing	E-mail or Mailing Address
Clayton Caywood	Hellman Motor Co.	Clay@HellmanMotorCo.Com
PAUL VAN DUSEN	SELF	psycbear@gmail.com.
Kirby Clock	Delta County Ambulance	kclock@dcadems.com
DALE COTTEN	SELF	1459 Hwy 50 DELTA, CO
RONALD D. BAIN	Western Slope Watchdog	WSWdog@gmail.com
Gary + Nanna James		
Mark Rieber	Delta County	mrieber@deltacounty.com
Tracy Trulove	CDOT	tracy.trulove@state.co.us
Robert Jurca	City Council	
ERIC SORENSON	DELTA TIMBER / OMF	eric@deltatimber.com
Brandi Maher		
Charles Valdez		
Gary Chism		gechism8@gmail.com
Kathleen Sickles	Town of Cedaredge	manager@cedaredgecolorado.com
LES RENFROW	Umnovsky Realtors	darrfrowl@minvospain.com
Rudy Rodriguez	Investors	joyru2@msn.com
Mildred Schlagel		
Jim O'Neal	Prop. owner	1042 1650 Rd Delta
Bill + Helen Hardman	Prop. owner	740 1320 Rd Delta
Bart Grob	Ag Service	3384 Hwy 348 Delta
Wendell Koontz	Town of Hotchkiss	wkoontz@townofhotchkiss.com

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DELTA US 50 AND SH 92 ACCESS PLAN
ANSWERS TO FREQUENTLY ASKED QUESTIONS

What is an Access?

An access, as related to roadways, is a location where vehicles, bicycles, or pedestrians may enter and/or exit a roadway. Access may be public, such as a City street, or private, such as a driveway to a business or residence. Every property owner has the right of reasonable access to the general street system.

Why is access management beneficial?

Access management benefits communities by preserving and improving traffic operations along the State's most critical highways. Over the long term, efficiently managing existing roadways costs less than continually investing in capital improvements. Applying access management techniques can increase capacity on a highway by 20% to 40%.

Access management also has tremendous safety benefits. Studies have shown a 30% to 60% reduction in accidents on roadways where access management techniques are implemented.

The reduction in vehicle conflicts has the added benefit of improving traffic flow, reducing travel times, increasing fuel efficiency and contributing less to air pollution. Access management is also good for business, providing safe access to customers and retaining more of a community's original market area.

How is Access to the State Highway system controlled today?

By law, CDOT currently manages access to the State Highway system in accordance with the State Highway Access Code (SHAC). The State Transportation Commission assigns each segment of highway an access category based on the general function of the segment. The SHAC then defines specific criteria for access location, level of access, and required infrastructure improvements by category. Implementation of access using the SHAC is on a first-come, first-serve basis and CDOT only has the authority to consider transportation elements on an individual basis as properties develop and redevelop. If a development or redevelopment increases traffic by 20% or more, a property owner is required to apply for a State Highway Access Permit. CDOT may only permit access improvements that are in compliance with the SHAC. Right-in/right-out access is considered legal access.

What is an Access Plan?

An access plan provides a unified vision of the future access needs for a particular roadway corridor. Generally, access plans seek a balance between state and local transportation objectives. The goal is to define safe and effective access to support the economic viability of the corridor, while preserving the functionality of the highway as a through roadway.

An access plan defines existing and future access locations and configurations, with consideration for spacing, traffic movements, circulation, and alternative access opportunities. The plan does not define specific capacity improvements, off-network improvements, or specific funding sources for access improvements. It is a long-range planning document that identifies access conditions that will be implemented as highway and land-use characteristics change.

Once an Access Control Plan is adopted, all action taken in regard to access must be in conformance with the Plan and State Highway Access Code design standards. Modifications to the plan must be approved by the local governing agency (City of Delta and/or Delta County) and the CDOT.

Why is adopting an Access Control Plan beneficial?

Adopting an Access Control Plan is the one method defined by the State Highway Access Code for local government and CDOT to cooperatively plan for future access to the State Highway system. An Access Control Plan allows the City and County to participate in making decisions about access that are more consistent with the local vision, existing and future land use, and the local transportation system rather than having access defined solely by the criteria from the SHAC.

In addition, the ACP addresses access on a corridor-wide basis rather than an individual, first-come, first serve basis. An ACP considers how adjacent access points impact each other and provides property owners with security in the planned access for their property. Recommendations of the ACP consider adjacent land use, corridor specific conditions and local plans for future improvements and may allow for closer access spacing and increased level of access than the criteria of the State Highway Access Code, where technical analyses can demonstrate adequate safety and operations.

DELTA US 50 AND SH 92 ACCESS PLAN

ANSWERS TO FREQUENTLY ASKED QUESTIONS

How is the Access Plan implemented?

The access plan will be implemented in phases as changes and growth occur in and around the City. Portions of the plan will be implemented based on the following triggers:

1. Redevelopment that increases traffic at the site by more than 20%
2. Publicly funded project by the City, CDOT or County
3. Safety or operational issue

Who is sponsoring the US 50 and SH 92 Access Plan?

The City of Delta, Delta County, and CDOT are jointly sponsoring the US 50 and SH 92 Access Plan. Stolfus & Associates, Inc. is leading the development of the Plan.

What area does the project include?

The Access Plan study area covers approximately 7.0 miles of US 50 from Starr Nelson Road to State Highway 92 and approximately 6.9 miles of SH 92 from US 50 to 2200 Road/Austin Road.

How long will it take to complete the Access Plan?

The US 50/SH 92 Access Plan project began in May, 2015. Development of the Access Plan recommendations will take just under one year. Once the Plan has been completed, City and County officials, as well as CDOT, will formally adopt the plan through an Intergovernmental Agreement. Adoption is expected in March, 2016.

How can I get more information about the project?

Visit the City's or County's websites at www.delta-co.gov or www.deltacounty.com, or contact one of the project team representatives:

Steve Glammeyer, PE
Utilities/Public Works Director
City of Delta
360 Main Street
Delta, CO 81416
Ph. (970) 874-7566
Fax (970) 874-8776
steve@cityofdelta.net

Bob Kalenak
County Engineer
Delta County
501 Palmer Street, Suite 227
Delta, CO 81416
Ph. (970) 874-2035
Fax (970) 874-2455
bkalenak@deltacounty.com

Dan Roussin, PE
Permit Unit Manager
CDOT – Region 3
222 South 6th Street, Room 100
Grand Junction, CO 81501
Ph. (970) 683-6284
Fax (970) 683-6290
daniel.roussin@dot.state.co.us

Michelle Hansen, PE
Consultant Project Manager
Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 101W
Greenwood Village, CO 80111
Ph. (303) 221-2330
Fax (303) 221-2331
michelle@stolfusandassociates.com

PLANNING FOR FUTURE GROWTH

City of Delta, Delta County &
Colorado Department of Transportation (CDOT)
invite you to the

FINAL Open House

for the

US 50 and SH 92 Access Plan

US 50 Limits: Starr Nelson Road to SH 92
SH 92 Limits: US 50 to 2200 Rd/Austin Rd

Wednesday, January 13, 2016

4:00 p.m. - 7:00 p.m.
(No formal presentation—come anytime)

Bill Heddles Recreation Center
531 N. Palmer Street

This public open house will provide the community with an opportunity to:

- Learn about planning for future growth along US Highway 50 and State Highway 92
- Discuss future highway access with project representatives
- Provide comments on the revised Draft Access Plan

For more information, contact:
Michelle Hansen, PE
Stolfus & Associates, Inc.
(303) 221-2330
michelle@stolfusandassociates.com

Thanks for your participation!

Stolfus & Associates, Inc.
5690 DTC Blvd., Ste. 560E
Greenwood Village, CO 80111

DELTA COUNTY
INDEPENDENT

401 Meeker St.
P.O. Box 809
Delta, CO 81416

AFFIDAVIT OF PUBLICATION

STATE OF COLORADO }
COUNTY OF DELTA } ss.

I, Randal Sunderland, do solemnly swear that I am publisher of the *Delta County Independent;* that the same is a weekly newspaper printed, in whole or in part, and published in the County of Delta, State of Colorado, continuously and uninterruptedly in said County of Delta for a period of more than fifty-two consecutive weeks prior to the first publication of the annexed legal notice or advertisement; that said newspaper has been admitted to the United States mails as second-class matter under the provisions of the Act of March 3, 1879, and all amendments thereof, and that said newspaper is a weekly newspaper duly qualified for publishing legal notices and advertisements within the meaning of the laws of the State of Colorado; that the annexed legal notice or advertisment was published in the regular and entire issue two consecutive insertions; that the first publication of said notice was in the issue of said newspaper dated December 30th, A.D., 2015, and that the last publication of said notice was in the issue of said newspaper dated January 6th, A.D., 2016.

In witness whereof I have hereunto set my hand this 6th day of January, A.D., 2016.

Randal Sunderland
General manager of said *Delta County Independent*

Subscribed and sworn before me, a Notary Public in and for the County of Delta, State of Colorado, this 6th day of January, A.D., 2016.

Patricia Sunderland
Notary Public

My commission expires 12/24/2017
900 Cypress Wood Lane
Delta, CO 81416

PATRICIA SUNDERLAND
NOTARY PUBLIC
STATE OF COLORADO
My Commission Expires 12-24-2017

PUBLIC NOTICE

NOTICE OF PUBLIC OPEN HOUSE

The City of Delta, Delta County, and the Colorado Department of Transportation will hold a Public Open House for the Delta US Highway 50 and State Highway 92 Access Plan on Wednesday, January 13, 2016 from 4:00 p.m. to 7:00 p.m. at the Bill Heddles Recreation Center, 531 N. Palmer Street, Delta, CO. The Access Plan is a long-range plan for future access to US Highway 50 between Starr Nelson Road and SH 92 and to State Highway 92 between US 50 and 2200 Road/Austin Road as growth occurs. This is the second and final Open House for the project. For more information, contact the consultant project manager, Michelle Hansen, Stolfus & Associates, Inc. at (303) 221-2330.

Published in the Delta County Independent December 30, 2015 and January 6, 2016.

15014

DELTA US 50 AND SH 92 ACCESS PLAN
Delta, Colorado
PUBLIC OPEN HOUSE
SIGN-IN SHEET
January 13, 2016

Name	Representing	E-mail or Mailing Address
Greg Kaup	Kaup Ent. Inc.	GLKaup@Kaup.com
Weldon [illegible]		938 1535 Rd. Delta Co. 81416
Len Gerritt		1449 Hwy 50 Delta
Jim Lake		Eagle Lake LLC
Robbie LeValley		Delta County
Mark Eckhart		eckhart@fcls.net
Bruce Hovde		Delta County
Paul Ficklin	Source Gas LLC	paul.ficklin@sourcegas.com
Bill Hellman	Hellman Motor Co	bill@hellmanmotorco.com
Harp & Sheila Suckow	Self	1447 Hwy 50
Louis & Joyce Wick	Self	2046 5600 Rd – Delta
[illegible]	"	21570 Hiza Rd Austin.
Doug Atchley	Delta County	
Gerald Robotty	Self	
Nancy Hovde	Self	PO Box 747 Cedaredge 81413
Scott Doughty	Doughty Steel	PO Box 690 Delta Co 81416
Ed & Cherri Lilly	Alpine Fencing & Supplies, Inc.	1427 Hwy 50 Delta, CO 81416.
Lanni & Bro Ballard	Tack & trade Co & Self	lanni-kelley@hotmail.com
Jamie Dopp	Allsafe Storage	7454 Hwy 65 allsafestorage12@yahoo.com
Nancy Wood	Re/MAX Today	26416 North Road Nathrop
Pat Demmin		1486 Hwy 50, Delta, Co. 81416
Don Suppes	Orchard City	don@donsuppes.com
LORI MIZUSHIMA	B & B TIRES	LMIZUSHIMA@BNBTIRES.COM
Scot Buhrdorf	JK Mining	Sbuhrdorf@jkmining.com
Nick & Heather Redden	Delta Cabinet CO	heather@deltacabinetcompany.com

Stolfus

15014

DELTA US 50 AND SH 92 ACCESS PLAN
Delta, Colorado
PUBLIC OPEN HOUSE
SIGN-IN SHEET
January 13, 2016

Name	Representing	E-mail or Mailing Address
Matthew Soper	Oxford Strategies LLC	matt.soper@yahoo.com
Pat Sunderland	Delta County Independent	pat@deltacountyindependent.com
WALID BOUMATAR	Delta Triangle	wboumatar@bresnan.net
Teresa Boumatar	"	"
Tita Wilbur	Riverwood Mobile Home Park	tcbtwins@yahoo.com

< send pdf's

Stolfus

Please join us for a
NEIGHBORHOOD MEETING
to discuss your future access to US 50

City of Delta, Delta County &
Colorado Department of Transportation (CDOT)
invite you to a
Neighborhood Meeting
for the
US 50 and SH 92 Access Plan
This meeting will focus on the segment of US 50 between 1525 Rd and 1550 Rd

Wednesday, November 4, 2015
5:30 p.m. - 7:00 p.m.

Bill Heddles Recreation Center
531 N. Palmer Street

COLORADO
Department of Transportation

Stolfus

This neighborhood meeting will provide you with an opportunity to:

- Learn about planning for future growth along US Highway 50
- Discuss future highway access with project representatives
- Provide comments on the Draft Access Plan

For more information, contact:
Michelle Hansen, PE
Stolfus & Associates, Inc.
(303) 221-2330
michelle@stolfusandassociates.com

Steve Glammeyer, PE
City of Delta
(970) 874-7566 Ext 258
steve@cityofdelta.net

Thanks for your participation!

Stolfus & Associates, Inc.
5690 DTC Blvd., Ste. 101W
Greenwood Village, CO 80111

DELTA US 50 AND SH 92 ACCESS PLAN
Delta, Colorado
NEIGHBORHOOD MEETING
SIGN-IN SHEET
November 4, 2015

Name	Representing	E-mail or Mailing Address
Dixie Gerrie Schroeder	760 - 1575 Rd	Delta
Dick Steele DVM	1534 N 4 0 Y 50	GMVHsteele@aol.com

Stolfus

Delta US 50 and SH 92 Access Plan
One-on-one meeting participants

Thursday, October 22, 2015

Randall Taylor	Alta Vista De La Montana
Richard and Betsey Frazier	Frazier Properties
Kevin Anderson	Grand Mesa MotorSports
Paul Glick	Glick property
Sue and Gale Brown	Brown property - 130 acres
Shannon Crespin	Delta Fire

Wednesday, November 04, 2015

Bill Hellman	Hellman Motors
Mike Morgan	Orchard City
Trish Thibodo	DCED
Roy Nelson	Hartland Ditch/ North Delta ditch
Walt, Ursula, and Holly Richard	Four Seasons Inn
Carol and Larry Morell	Splash Spade
Joe Ferrantelli	Ferrantelli property
Virginia Harman and Shelby Bear	DMEA

Neighborhood Meeting - November 4, 2015
Dixie Garcia Schroeder
Dick Steele

Wednesday, January 06, 2016
Bonafide Ditch

Thursday, February 11, 2016
Hellman Motors

DELTA US 50 AND SH 92 DRAFT ACCESS PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
SEPTEMBER 30, 2015

Name: Bill Hellman Representing: Hellman Motor Co

Address: 750 E Hwy 92 City: Delta State: Co Zip: 81416

Phone: 970-874-4444 Fax: 970.874.8511 Email: bill@hellmanmotorco.com

Do you want to be added to the mailing list? Yes ✓ No ____

Are you a (check all that apply):

- ☒ Property Owner along US 50 or SH 92
- ☒ Business Owner/Lessee along US 50 or SH 92
- ☐ Delta Resident in project area
- ☐ Delta County Resident in project area
- ☐ Member of the General Public
- ☐ Other

What elements or concepts of the plan do you support?

Support the concept of planning for growth and some access points need only to be right-in-right out.

What elements or concepts of the plan do you dislike?

For us business wise, our entry point today needs to be full movement because of a safety issue for the operation. Because of the design of the dealership all safety flow for the consumer, is in the middle of our property.

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? No problem with what triggers the plan other than if something triggers it there needs to be an updated review

Other comments:

Please call any time.
Thank you.

Please leave this with us, or mail or email by **October 30, 2015** to:
Michelle Hansen, P.E. Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 101W, Greenwood Village, CO 80111
303.221.2330 (Phone) 303.221.2331 (Fax)
michelle@stolfusandassociates.com

Thank you for your participation

Copy before mailing

DELTA US 50 AND SH 92 DRAFT ACCESS PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
SEPTEMBER 30, 2015

Name: Gale and Sue Brown Representing: _____

Address: 1317 Hwy 50 City: Delta State: Co Zip: 81416

Phone: 874-0326 Fax: _____ Email: _____

Do you want to be added to the mailing list? Yes X No ____

Are you a (check all that apply):

- ☒ Property Owner along US 50 or SH 92
- ☒ Business Owner/Lessee along US 50 or SH 92 (FARM)
- ☒ Delta Resident in project area
- ☒ Delta County Resident in project area
- ☒ Member of the General Public
- ☒ Other Concerned property owner!!

What elements or concepts of the plan do you support?

NONE

What elements or concepts of the plan do you dislike?

All of them

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? Yes, I do. You people need to do a big reality check. This "plan" is totally unnecessary at this time.

Other comments:

I cannot possibly put all my concerns and frustrations in this small space. I am really angry and disgusted by this. It's certainly not an incentive to own property in Colorado!!!

Please leave this with us, or mail or email by **October 30, 2015** to:

Michelle Hansen, P.E. Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 101W, Greenwood Village, CO 80111
303.221.2330 (Phone) 303.221.2331 (Fax)
michelle@stolfusandassociates.com

City of Delta · CDOT · Colorado Department of Transportation · Stolfus

Thank you for your participation

DELTA US 50 AND SH 92 DRAFT ACCESS PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
SEPTEMBER 30, 2015

Name: Dick Steele DVM Representing: Grand Mesa Veterinary Hosp

Address: 1534 N Hwy 50 City: Delta State: Co Zip: 81416

Phone: 874-8041 Fax: 874-8042 Email: gmvhsteele@aol.com

Do you want to be added to the mailing list? Yes X No ____

Are you a (check all that apply):

- ☒ Property Owner along US 50 or SH 92
- ☒ Business Owner/Lessee along US 50 or SH 92
- ☐ Delta Resident in project area
- ☐ Delta County Resident in project area
- ☐ Member of the General Public
- ☐ Other

What elements or concepts of the plan do you support?

None

What elements or concepts of the plan do you dislike?

Access loss

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? Do not want it in any way, shape, or form

Other comments:

See letter

Please leave this with us, or mail or email by **October 30, 2015** to:
Michelle Hansen, P.E. Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 101W, Greenwood Village, CO 80111
303.221.2330 (Phone) 303.221.2331 (Fax)
michelle@stolfusandassociates.com

Thank you for your participation

Dick Steele DVM

1534 N Hwy 50
Delta, CO 81416
(970)874-8041
gmvhsteele@aol.com

December 3, 2015

Dear Town Council Members,

I am writing to strongly object to the plan for Highway 50 as written.

Reducing the driveway access to my business from three driveways to one would would cripple our business. Even putting the plan in writing will devalue the property for future sale.

We are a veterinary hospital treating small animals as well as horses. Quite consistently we will have two or three trucks and horse trailers as well as three to five clients cars in our parking area as well as five staff vehicles. This makes getting in and out with trucks and trailers problematic. Without the three options for ingress and egress traffic will not be able to flow through our parking area and trailers will be waiting on the highway to enter. Clients will avoid bringing their animals in if it becomes a problem an will go elsewhere.

We had to purchase additional property when the highway was widened because of the removal of our front parking. At that time they wanted to reduce us to just one access. We negotiated our present access then in good faith.

Giving the city more control will be of no benefit if it restricts us to one access and forces us to relocate.

Sincerely yours,

Dick Steele DVM

Dick Steele DVM

DELTA US 50 AND SH 92 DRAFT ACCESS PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
SEPTEMBER 30, 2015

Name: Virginia Harman Representing: Delta-Montrose Electric Asso

Address: 11925 6300 Rd City: Montrose State: CO Zip: 81401

Phone: 970-240-1262 Fax: _____ Email: virginia.harman@dmea.com

Do you want to be added to the mailing list? Yes X No ____

Are you a (check all that apply):

- [x] Property Owner along US 50 or SH 92
- [x] Business Owner/Lessee along US 50 or SH 92
- [ ] Delta Resident in project area
- [ ] Delta County Resident in project area
- [ ] Member of the General Public
- [ ] Other

What elements or concepts of the plan do you support?

proposed 92 access point @ 2100 Rd. would be beneficial to DMEA. Also like the proposal to remove 92 access @ H75 Rd., as it is dangerous.

What elements or concepts of the plan do you dislike?

concerned with proposed 92 access point along east side of DMEA property. As drawn the needed easment would negatively affect our PV system, parking lots, and warehouse yard fencing. Would prefer to move*

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? _____

Other comments:

* The proposed access further west.

Please leave this with us, or mail or email by **October 30, 2015** to:

Michelle Hansen, P.E. Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 101W, Greenwood Village, CO 80111
303.221.2330 (Phone) 303.221.2331 (Fax)
michelle@stolfusandassociates.com

COLORADO Department of Transportation

Thank you for your participation

Michelle Hansen

From: Virginia Harman <virginia.harman@dmea.com>
Sent: Friday, November 06, 2015 11:31 AM
To: Michelle Hansen
Subject: Re: DMEA comments on US 50 and SH92 access plan

Away from our property.

Virginia A. Harman
DMEA

> On Nov 6, 2015, at 10:02 AM, Michelle Hansen <Michelle@Stolfusandassociates.com> wrote:
>
> Hi Virginia,
>
> Thanks for meeting with us and providing written comments. I'll share these with the team. I did want to make sure I understood your preference on where the access is located. Did you mean move the access further east away from your property or further west to a location more in the center of your property?
>
> Thanks,
> Michelle
>
> Michelle R. Hansen, PE | Senior Transportation Engineer | Stolfus & Associates, Inc.
> P: 303 221 2330 | C: 720 771 3056 |
> michelle@stolfusandassociates.com www.stolfusandassociates.com
>
> -----Original Message-----
> From: Virginia Harman [mailto:virginia.harman@dmea.com]
> Sent: Friday, November 06, 2015 8:15 AM
> To: Michelle Hansen <Michelle@Stolfusandassociates.com>
> Cc: Shelby Bear <shelby.bear@dmea.com>; Kent Davenport
> <kent.davenport@dmea.com>
> Subject: DMEA comments on US 50 and SH92 access plan
>
> Attached.
>
> Virginia Harman
> Manager of Member Relations & Human Resources Delta-Montrose Electric
> Association
> office: (970) 240-1262
> cell: (406) 229-0466
>
> DMEA is an equal opportunity provider and employer.
> If you wish to file a Civil Rights program complaint of discrimination, complete the USDA Program Discrimination Complaint Form, found online at http://www.ascr.usda.gov/complaint_filing_cust.html or at any USDA office, or call (866) 632-9992 to request the form. You may also write a letter containing all of the information requested in the form. Send your completed complaint form or letter to us by mail at U.S. Department of Agriculture, Director, Office of

Adjudication, 1400 Independence Avenue, S.W. Washington, D.C. 20250-9410, by fax (202) 690-7442 or email at program.intake@usda.gov<mailto:program.intake@usda.gov>.
>

ADVENTURE'S FIRST STOP
MAVERIK

880 West Center Street
North Salt Lake, UT 84054
801.936.5557 | maverik.com

November 4, 2015

Michelle R. Hansen, PE
Senior Transportation Engineer
Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 101W
Greenwood Village, CO 80111

Subject: US 50 and SH 92 Access Plan - Delta Colorado

Dear Ms. Hansen

This letter is in response to your email to me on October 27, 2015, wherein you acted as the formal representative of the above referenced plan. We understand that plan development is a joint effort by CDOT, City of Delta, and Delta County. We declined your offer to meet with Maverik and indicated that we would respond by letter.

Maverik is located on the northeast corner of US-50 & SH-92. Through ownership or easements, we are directly involved in the following existing access points:

- Access #135 – a direct access to US-50 with a RIRO configuration.
- Access #205 – a direct access to SH-92, with a full movement configuration in alignment with Meeker Street.
- Access #212 - a direct access to SH-92, with a full movement configuration in alignment with Crawford Ave.
- Access #213 – shown on your plan as an existing access but we are not aware of anything at this location.

We reviewed the US-50 & SH-92 Access Exhibit, sheet 11 of 19, and offer the following comments.

1. Access #135. The Plan does not modify this access in configuration or location so we do not have any comments.

2. Access #205.
    a. The Plan calls for this critical full movement access to be converted to a RIRO configuration, which would cause severe hardship to our business operations. This position is not anecdotal or conjecture. Our experience with exactly this type of change in other store locations indicates that we could lose 50% of our current business. We had a store in Sandy, Utah that had a full access driveway on one street and a RIRO access on the other street. UDOT came in and put a median in the road with the full access driveway and over the next six months our store sales dropped an average of 25.3% and our fuel sales dropped an average of 43.66%. Due to the extreme reduction in sales, we were forced to close the store. As you know, our type of business relies heavily on the capture of pass-by traffic. In fact, the ITE Trip Generation Manual states that 62% of our business comes from these type of trips.
    b. Your plan would make it impossible for eastbound traffic on SH-92 to turn directly into our current store, and they would find another business option that they could actually drive to. Your plan provides for a new ¾-movement intersection (presumably allowing the inbound left turn) on the north side of SH-92, in alignment with Grand Avenue (no Access #). This means that all inbound traffic to our site from the north, south, and east would need to use this new access, travel across another site and head back west to get to our store. This traffic would include our fuel delivery vehicles, which would then create liability concerns about travel across the adjacent site.
    c. Your plan would make it impossible for any traffic from our property on the north side of SH-92 to make an outbound left turn and head east. Your plan seems to accommodate this movement in two ways.
        i. Outbound vehicles to the east would need to make an outbound right turn from the site and head west, then weave across 3-4 lanes of traffic as it approaches the traffic signal in a very short distance along SH--92, and then U-turn at the signal on US-50. The problem here is that the signalized intersection does not have the pavement area to accommodate large vehicle U-turn movements. In addition, it is not documented how the weave traffic operations would work.
        ii. Make extensive improvements to the local road system, including right of way acquisition and new road alignments on the north and south sides of the railroad tracks. This means all outbound vehicles to the east would need to turn right out of the site, then right turn north on US-50, then right turn on Confluence Drive, then right turn on the new Henry Street Extension, and then left on SH-92. There are numerous problems with this concept. First, this route is 0.65 miles of out of the way travel, which would further discourage pass-by vehicle capture. Second, drivers would not know how to find this circuitous route, even with extensive highway signing. Third, this plan forces our fuel delivery vehicle to cross the railroad tracks two additional times, increasing safety risk.

3. Access #212. Your plan calls for closure of this access and it is not clear why this could not be at least a RIRO access configuration.

4. And last, but not least, Maverik went through the CDOT access permitting and construction process at a cost of nearly $1,000,000 dollars. The work included extensive improvements to US-92 and the signalized intersection on US-50. This work included additional lanes to make sure that our current full movement access (Access #205) could remain that way for at least 20 years (study period in the traffic study). This included a second westbound left turn lane for US-50 intersection, and an exclusive eastbound left turn lane for our site access. These improvements added extensive capacity to westbound movements at the traffic signal, well beyond the needs to mitigate our Project traffic. In addition to highway improvements, there were substantial improvements to the corroded and failing underground drainage system between SH-92 and the railroad canal. In summary, we fixed many existing problems at no cost to the taxpayers of Colorado. Now you tell us, "thanks for your contribution, but we will restrict your critical access anyway."

For the reasons stated above, Maverik cannot support this plan in its current configuration, and we request that you respond to the following items.

1. Revise the plan to show:
    a. A ¾ movement access at your plan access #205
    b. A full-movement access at the Grand Avenue intersection

2. Provide results of your technical analysis showing that this plan provides acceptable traffic operations and safety.

3. Provide your best estimate of when CDOT and/or City of Delta would have the funding necessary to implementation this plan, including right of way and new local road construction.

4. Provide the specific conditions at which CDOT would expect the change to access #205 and #212 to happen.

5. The schedule and dates for adoption by the City of Delta and the CO Transportation Commission.

We look forward to your reply.

Sincerely:

Don Lilyquist

Don Lilyquist
Maverik

Copy: Dan Roussin, CDOT Region 3 Traffic Section (222 South 6th Street, Grand Junction, CO 81501)

Michelle Hansen

From: Fischhaber - DORA, Pamela <pamela.fischhaber@state.co.us>
Sent: Tuesday, December 01, 2015 12:44 PM
To: Michelle Hansen; Lance Kippen; Sherman N. Spear; Daniel Roussin - CDOT
Subject: Fwd: Delta Access Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon Michelle,

My apologies. I did look through the plans and thought I had sent my comments, but apparently I did not. I will remedy that situation now.

The crossings along the US 50/SH 92 corridor start at Sheet 11 of 19, so I only reviewed sheets 11 through 19. I will provide comments by sheet and access point number.

Sheet 11 - access point 135 - this access is proposed to be converted to a right in/right out (ri/ro) access point. This access point is near the UP Main Street crossing (DOT 254020N), and in the current full movement configuration can lead to potential queuing of SB traffic back to the crossing for any vehicle waiting to make a SB left-turn at this access. Restricting the access to ri/ro will eliminate this potential queuing and will be favorable for safety at the Main Street crossing.

Sheet 11 - access points 212 and 217 - the current crossing at access point 217 is a private crossing (I think the DOT number is 254021V). If the new alternate route is constructed, the crossing would need to be changed to a public crossing. Given the close proximity of the crossing to SH 92 and lack of storage distance, there would need to be active warning at the crossing and a traffic signal at the intersection to allow for interconnection and preemption of the crossing signal. Also, if that new route is established, I would imagine that Union Pacific would want to see the two private crossings to the east at access pints 223 and 225 (I think they are DOT numbers 254022C and 254023J) closed as those property owners would now have access to their properties from the new access. However, since they are private crossings, the PUC would not be involved with the closures, so I will let Union Pacific comment on those two crossings.

Sheet 12 - unnumbered possible new access point north of access point 230 - if the new alternate route is established, the current private crossing (I think it is DOT 254025X) would need to be changed to a public crossing. Similar to the last comment, since this would be proposed as a full movement access and with the crossing so close to SH 92 and limited storage distance, there would need to be active warning at the crossing and a traffic signal at the intersection to allow for interconnection and preemption of the crossing signal.

Sheet 12 - access point 243 - I believe this is an existing crossing with DOT # 254027L. If a traffic signal is installed at the intersection, the crossing would need to have active warning installed and the two would need to be interconnected and preempted given the close proximity of the crossing to the intersection and lack of storage distance.

Sheet 13 - access points 245 and 248 - I am a little confused on what is being proposed for access point 245. Would there be an alternate route north of SH 92 at this location? If this is the case,

there would need to be a new public crossing with active warning and a traffic signal at the location for interconnection/preemption given the limited storage distance. I would imagine that the private crossing at access point 248 (I think it is DOT 254028T) would be moved to the new access point 245 location.

Sheet 13 - access point 249 - I believe this is a private crossing with DOT 907891D - the PUC would have no jurisdiction over the closure, so you will need to work with Union Pacific to close that crossing.

Sheet 14 - access point 254 - what is the current classification of this roadway? It looks from the current DOT inventory form (DOT 254029A) the crossing is already signalized. If the roadway is proposed to be upgraded to the minor arterial and there is a full movement intersection, there would need to be installation of a traffic signal and interconnection/preemption with the existing active warning device (depending on age and if the signal needs to be moved for a widened roadway there may need to be a new crossing signal installed) due to limited storage distance.

Sheet 15 - access point 263 - I believe this is a private crossing with DOT 907894Y - the PUC would have no jurisdiction over the closure, so you will need to work with Union Pacific to close that crossing.

Sheet 15 - access point 266 - I don't believe that there is currently a crossing at this location. If a new roadway is established, there should be an acceleration lane for the SB to WB right turn to prevent queuing of vehicles on the crossing. Depending on volumes, we may also need to look at installation of active warning at such a crossing.

Sheet 15 - access point 269 - this is an access point by an existing signalized crossing (DOT 254031B. If the roadways are upgrades and if there is a new leg added to the intersection, this location will need to have a traffic signal installed with interconnection/preemption of the crossing signal due to limited storage distance.

Sheet 16 - access point 273 - I believe this is a private crossing with DOT 254032H - the PUC would have no jurisdiction over the closure, so you will need to work with Union Pacific to close that crossing.

Sheet 16 - access point 279 - I believe this is a private crossing with DOT 254033P - the PUC would have no jurisdiction over this crossing if it remains a private crossing. You will need to work with Union Pacific regarding changes to this crossing.

Sheet 17 - access point 284 - I believe this is a private crossing with DOT 907897U - the PUC would have no jurisdiction over this crossing if it remains a private crossing. You will need to work with Union Pacific regarding changes to this crossing.

Sheet 17 - access point 286 - I believe this is a private crossing with DOT 907899H - the PUC would have no jurisdiction over the closure, so you will need to work with Union Pacific to close that crossing.

Sheet 17 - access point 294 - I believe this is a private crossing with DOT 907900A - the PUC would have no jurisdiction over this crossing if it remains a private crossing. You will need to work with Union Pacific regarding changes to this crossing.

Sheet 18 - access points 298, 301, and unnumbered conditional full movement - I believe access point 301 is a private crossing (possible DOT 907902N - but not completely sure on this one) - the PUC would have no jurisdiction over this crossing if it remains a private crossing. You will need to work with Union Pacific regarding changes to this crossing. Regarding the other two access points, what would they be conditional on? Would thee be an expectation of crossings of the Union Pacific?

The last sheet does not have any access points from SH 92 near the UPRR rail line, so I have comments.

Please let me know if you have any questions regarding any of my comments. Also, please work with the Union Pacific to verify crossing numbers and to find out how they would want to handle the private crossing issues.

Thanks and again my apologies for not providing comments sooner,
Pam

Pamela Fischhaber, Ph.D., P.E., WSO-CSS
Section Chief - Rail and Transit Safety

P 303.894.2529 | F 303.894.2065
1560 Broadway, Suite 250, Denver, CO 80202
pamela.fischhaber@state.co.us | www.colorado.gov/dora/puc

On Tue, Dec 1, 2015 at 10:20 AM, Michelle Hansen <Michelle@stolfusandassociates.com> wrote:

> Hi Pam,
>
> I just wanted to check in and see if you had an opportunity to review the Draft Delta Colorado Access Plan. Please feel free to send me any comments or I'd be happy to meet with you and/or the UP representatives to discuss in more detail as well.
>
> We are currently returning to City Council and Board of County Commissioners this month to review the public comment received so far. We will have another public open house in January and want to finalize the plan soon after that for adoption in March.
>
> Thank you,
>
> Michelle
>
> Michelle R. Hansen, PE | Senior Transportation Engineer | Stolfus & Associates, Inc.
>
> P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com
>
> **www.stolfusandassociates.com**

From: Fischhaber - DORA, Pamela [mailto:pamela.fischhaber@state.co.us]
Sent: Friday, October 16, 2015 9:32 AM
To: Michelle Hansen ; Sherman N. Spear <SNSPEAR@up.com>; Lance Kippen <lkippen@up.com>
Cc: Dan Roussin (daniel.roussin@state.co.us) <daniel.roussin@state.co.us>
Subject: Re: Delta Access Plan

Good Morning Michelle,

Thank you for the link and information regarding the drat Delta Access Control Plan. Per our conversation, I am forwarding the link and information that you sent me to Sherman Spear and Lance Kippen with Union Pacific Railroad for their perusal as well relating to the railroad related aspects of the draft access plan.

We can figure out the best path forward in terms of discussing issues/concerns/etc. after we have all had a chance to review these documents and after Scott gets a chance to review the information as well. I will suggest following up with everyone toward the end of October to get needed discussion moving forward.

Thanks and have a great weekend,

Pam

Pamela Fischhaber, Ph.D., P.E., WSO-CSS
Section Chief - Rail and Transit Safety

P 303.894.2529 | F 303.894.2065
1560 Broadway, Suite 250, Denver, CO 80202
pamela.fischhaber@state.co.us | www.colorado.gov/dora/puc

On Wed, Oct 14, 2015 at 3:45 PM, Michelle Hansen <Michelle@stolfusandassociates.com> wrote:

> Hi Pam,
>
> Thanks for talking with me today about the Delta Access Control Plan. Our draft plan can be downloaded from this link: https://stolfusandassociates.sharefile.com/d-se0950f31eed49769
>
> You'll be interested in the SH 92 segment – Sheets 11-19. The plain orange circles indicate full movement intersections with the potential for signalization, if warranted by the MUTCD. The orange circles with a "C" mean that the full movement intersection will never be signalized and may be further restricted to a right-in/right-out in the future. The access points with yellow stars and a "C" mean that they will eventually be closed when alternate access is available to those properties.
>
> We've been discussing an alternative in the segment just east of US 50 that would move the next full movement intersection we're considering from access 217 and 218 to access 211 and 212. I've attached a version of this alternative marked up in black for your information. This area is one that I'm specifically interested in discussing with the PUC and Railroad.

Take a look at the draft and let's talk about the best way to coordinate with CDOT Region 3, Delta, and Delta County. In the meantime, I'll contact Scott Hoftiezer.

Thanks,

Michelle

Michelle R. Hansen, PE| Senior Transportation Engineer

Stolfus

www.stolfusandassociates.com

Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 101W | Greenwood Village, CO 80111

P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

DELTA US 50 AND SH 92 DRAFT ACCESS PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
SEPTEMBER 30, 2015

Name: Four Seasons River Inn Representing: Walter Richard

Address: 676 HWY 50 City: Delta State: CO Zip: 81416

Phone: 970-874-9659 Fax: Email: walt.g.richard@gmail.com

Do you want to be added to the mailing list? Yes ✓ No

Are you a (check all that apply):

- ☐ Property Owner along US 50 or SH 92
- ☑ Business Owner/Lessee along US 50 or SH 92
- ☐ Delta Resident in project area
- ☐ Delta County Resident in project area
- ☐ Member of the General Public
- ☐ Other

What elements or concepts of the plan do you support?

Please see attachements.

What elements or concepts of the plan do you dislike?

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue?

Other comments:

Please leave this with us, or mail or email by **October 30, 2015** to:

Michelle Hansen, P.E. Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 101W, Greenwood Village, CO 80111
303.221.2330 (Phone) 303.221.2331 (Fax)
michelle@stolfusandassociates.com

Thank you for your participation

Four Seasons River Inn and RV-Park
676 HWY 50
Delta, CO 81416

Wednesday, November 4, 2015

Highway 50 Line Change

Preamble:
We from the Four Seasons understand the State and City representatives to the importance to improve better traffic flow and increased safety. But we also believe the necessity to support local businesses in their efforts to improve their operations and capability to provide jobs.
It is therefore our believe that a reasonable compromise could satisfy all parties involved.

Concerns:

1. For businesses like the Four Seasons the "Location" is probably one of the most important marketing essentials, and with that easy access to such a business is paramount. Restricting the entrance into our business will definitely put us into a competitive disadvantage.
2. To restrict access without a reasonable workaround would severely impact our business.
3. A restriction of access without a reasonable workaround would also decrease the value of the property and the business. Such a value loss would make it more difficult to run and sell such a business.
4. For customers approaching from South would not find an entry and no way to turn around. Those customers would be lost. That would be true for motel-customers, RV-Park customers and customers who fill propane bottles at our park.
5. We also have a mobile home park. Some of those trailers are 14x60 feet. It must be possible to those owners to remove their mobile home from the park or bring such a mobile home into our park.
6. No left exit is not desirable, however we can make this work if we have an official workaround (turn around, etc.) that can be posted and explained.

Safety Issues:
In average there are approximately 40-50 families living in the park. In addition, the mobile home park is a 55 and older park. It is of great concern to us if Emergency vehicles don't have a turn in line and need to find access to the park.

2 Access Points to the Four Seasons:
We were surprised that our access was labeled as to access points. In the middle of our access is an island that splits access into an inlet line and an outlet line. In the middle of the island is a Century Link distribution box. This box is not the demarcation; it is actually feeding secondary distribution boxes in the park. It is those boxes that are considered the demarcation points. Only Century Link would know whether the junction box in the island serves other properties as well.

Desirable:
It would be beneficial to shorten the line divider north of the bridge and provide a proper left turn line.

Other Comments:
The speed increase from 55 mph to 65mph further north of our business is not making access within that stretch more save. Some of those business have large trucks that have to turn into a line where traffic is now travelling much faster.

HELLMAN
MOTOR CO.
750 E. Highway 92 • Delta, Colorado 81416
Telephone: (970) 874-4444
Toll Free No: (888) 874-4448
www.hellmanmotorco.com

REGION 3
JAN 2 0 2016
TRAFFIC

January 13, 2016

Dan Roussin, PE
CDOT – Region 3
222 S 6th St, Room 100
Grand Junction CO 81501

Dear Dan:

In 1970, CDOT expanded Highway 92 to the four-lane you see today. At that time, the current entry to the dealership was established with CDOT's help. The reason for this entry point was to accommodate the wishes of CDOT, which led to the final design of our dealership. This was to satisfy not only CDOT's requirements, but to provide a safe point of entry to the sales and more importantly service customers. If you would like, I can provide estimated numbers for the volume of traffic at the dealership based upon repair orders and sales figures. With this being said, there have been no traffic problems observed or reported by our customers.

Primarily, the proposed right-in/right-out to the west just won't work for Hellman Motor Company. First of all, it is not even on our property, but the most important part is the safety of not only our inventory but also of our customers. This also applies to the entrance on Tuscher Street. Today, we lease a piece of property to our west and have inventory there. But when that property is sold, we will relocate that inventory (as it has in the past) back to the west side of the property.

Sometimes the need for change is understandable based on traffic congestion (which traffic is not a bad thing for our business) and perceived safety. Addressing that, I can only remember one accident in 45 years of business which involved a 90 year old lady using the current exit. Further, we have finalized renovation plans with Ford and Toyota, which are 6 years in the making. We will be renovating our showroom in order to provide a better customer experience. Our manufacturers have strongly advised we keep the current entrance as it is for safety reasons. The showroom renovation will not lead to increased traffic, but a service department renovation probably would. If you look at the design of other dealerships in rural areas with highway access, they have all been designed in a similar fashion to accommodate traffic flow for safety reasons.

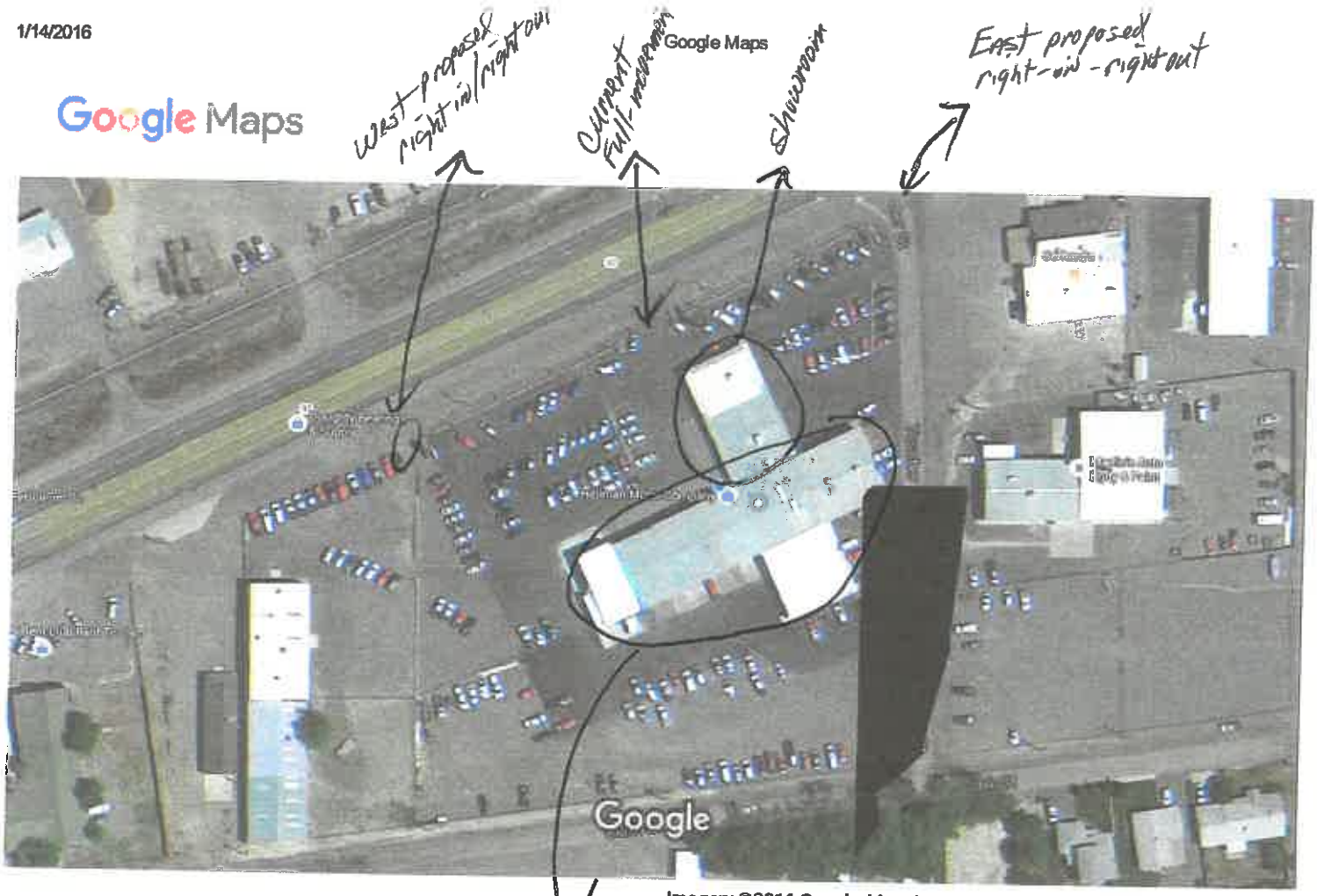
Of course, I would like to see our current access be a full movement access because it has worked for 45 years and still works great. But at the very least, a right-in/right-out for west to east traffic and a left turn in for traffic traveling east to west since a lot of our business comes from the North Fork and Cedaredge areas.

I can't stress enough how strongly we feel about the importance retaining the current access to our dealership. It is safe and it works well for our customers.

Sincerely,

Bill Hellman

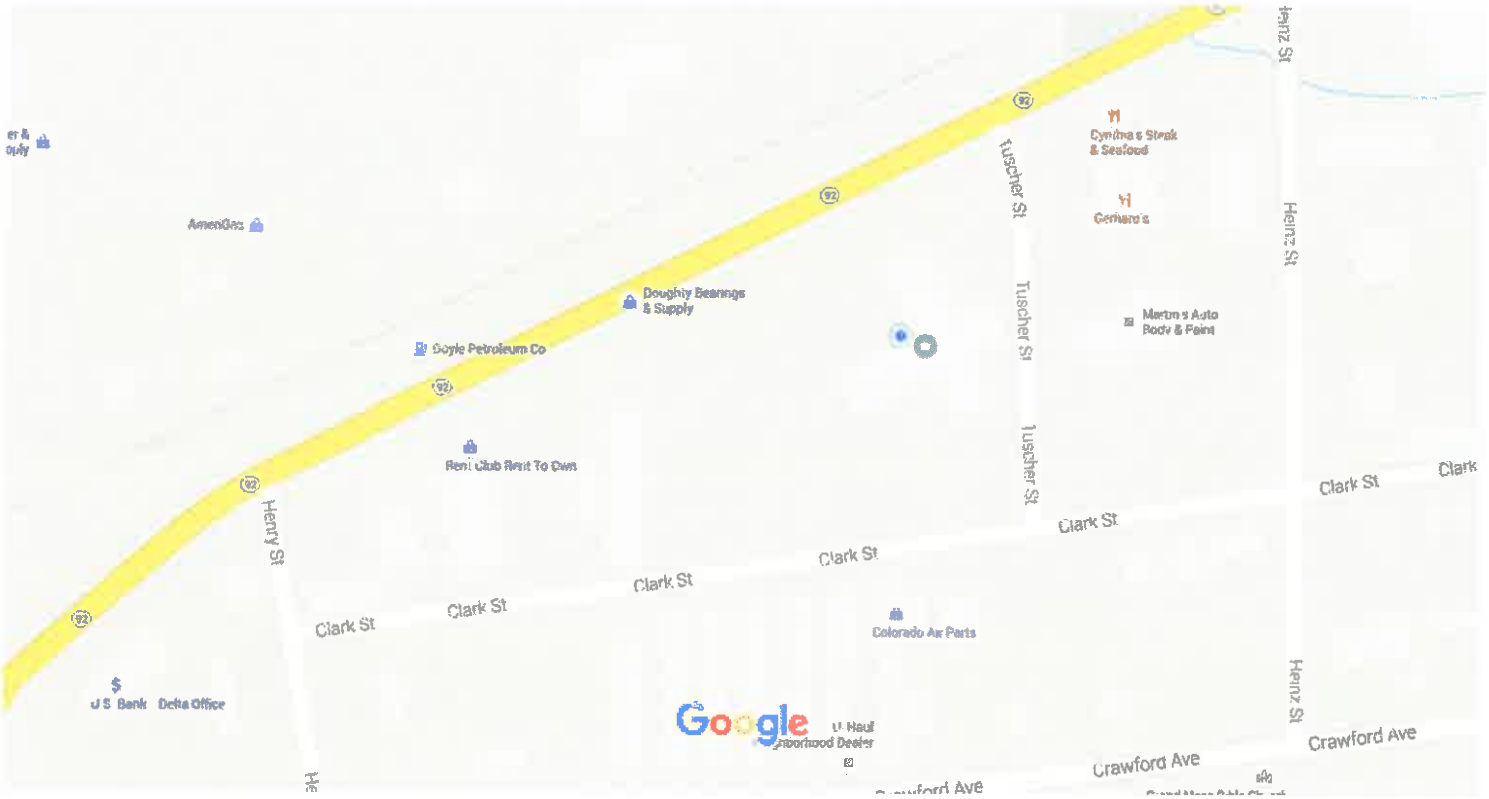
Google Maps



PART + Service Area
See attached - comments

Hellman Motor Co. - #226

Google Maps



Map data ©2016 Google 100 ft

Michelle Hansen

From: Michelle Hansen
Sent: Tuesday, January 12, 2016 9:42 AM
To: 'kjwdistillers@gmail.com'
Cc: 'Steve Glammeyer'; Dan Roussin (daniel.roussin@state.co.us)
Subject: US 50 and SH 92 Access Plan
Attachments: Page 5 from 15014_PrintSet 1-7-16.pdf

John,

I apologize for the delay in sending this over. Please find attached the draft plan for US 50 in the area around the Triad Capital, LLC property. As we discussed, the plan really does not propose any changes at this property. The existing access will remain in the same location and will remain right-in/right-out long-term.

I followed up with Dan Roussin regarding our discussion about traffic counts and permitting the access. Dan can work with you to obtain a base permit for the existing use based on existing traffic volumes if you'd like. You would be responsible for obtaining the traffic count, but there would be no charge for the permit itself. If you are interested in pursuing a base permit, please contact Dan Roussin prior to conducting your traffic counts to verify what he needs for the permit. Dan is copied on this email if you'd like to contact him.

If you have any other questions or comments, please let me know. We will be accepting comments on the Access Plan through January 31.

Thank you,
Michelle

Michelle R. Hansen, PE| Senior Transportation Engineer
Stolfus
www.stolfusandassociates.com
PLEASE NOTE OUR NEW SUITE NUMBER BELOW
Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 560E | Greenwood Village, CO 80111
P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

Michelle Hansen

From: Michelle Hansen
Sent: Friday, December 11, 2015 3:30 PM
To: 'flf450@aol.com'
Subject: US 50 and SH 92 Access Plan

Lynn,

I've included a link to the US 50 and SH 92 draft plan for Delta, CO for your review:

https://stolfusandassociates.sharefile.com/d-s5ea6794dab246cf8

As we discussed, remember that this is a long range planning document and is only meant to be implemented if conditions in the corridor change. Implementation occurs with the following three triggers:

1. If a property owner redevelops and increases their use by 20% or more.
2. With a public improvement project. (There are no projects planned or funded at this time.)
3. If safety or operational issues develop.

The majority of changes occur with trigger 1.

We will be holding another Public Open House on January 13 in Delta if you'd like to attend and discuss the plan with project representatives. I will include you on our mailing list. If you have any questions or comments before then, feel free to contact me.

Thank you,
Michelle

Michelle R. Hansen, PE| Senior Transportation Engineer
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PLEASE NOTE OUR NEW SUITE NUMBER BELOW
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P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

Michelle Hansen

From: Michelle Hansen
Sent: Tuesday, January 12, 2016 10:49 AM
To: 'jandjlake@netscape.net'
Cc: 'Steve Glammeyer'; Dan Roussin (daniel.roussin@state.co.us)
Subject: US 50 and SH 92 Access Plan
Attachments: Page 11 from 15014_PrintSet 1-7-16.pdf

Julia,

Thank you for contacting me about the US 50 and SH 92 Access Plan in Delta. Please find attached the draft Access Plan near your property. As we discussed, long-term, the access at #133 in the plan will change to right-in/right-out. Implementation of the plan is based on one of the following triggers:

- Land use changes and traffic increases by 20% or more at the site.
- A publicly funded project by the City or CDOT
- A safety or operational issue develops.

Additional information is also available on the County's website at
http://www.deltacounty.com/DocumentCenter/View/9169

If you have any questions or comments, feel free to contact me. We will be accepting comments on the Access Plan until January 31.

Thank you,
Michelle

Michelle R. Hansen, PE| Senior Transportation Engineer
Stolfus
www.stolfusandassociates.com
PLEASE NOTE OUR NEW SUITE NUMBER BELOW
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P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

Michelle Hansen

From: Werkmeister, Melissa <mwerkmeister@usbr.gov>
Sent: Wednesday, January 13, 2016 8:30 AM
To: Michelle Hansen
Cc: Stephen Coverly; Kathleen Ozga; Dan Roussin (daniel.roussin@state.co.us); Steve Glammeyer; Bob Kalenak
Subject: Re: Highways US 50 and SH92 plan/ map

Hi Michelle,

We looked over the maps, and we do not have any concerns about the US Hwy 50 and SH 92 Draft Access Plan at this time.

Thanks for the opportunity to comment.

Melissa

On Thu, Jan 7, 2016 at 11:12 AM, Michelle Hansen <Michelle@stolfusandassociates.com> wrote:

Melissa,

Thanks for contacting me about the US 50 and SH 92 Access Plan. The Access Plan is a long-range planning document for future locations and level of access to the State Highway system. Implementation of the plan may occur with one of the following triggers:

- Change in use that increase traffic at the site by 20% or more
- Public project by City, County, or CDOT
- Safety or operational issues

The link below will allow you to download the most current draft plan. I think the Bureau of Reclamation will be most interested in the first 2 sheets. After you've had a chance to review, please feel free to contact me with questions or comments. This is our final outreach to property owners and the public, so I would ask that you provide comments no later than January 31, 2016.

https://stolfusandassociates.sharefile.com/d-sb5ea3a9d76b4577a

Thank you,

Michelle

Michelle R. Hansen, PE | Senior Transportation Engineer | Stolfus & Associates, Inc.

P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

www.stolfusandassociates.com

From: Werkmeister, Melissa [mailto:mwerkmeister@usbr.gov]
Sent: Thursday, January 07, 2016 9:31 AM
To: Michelle Hansen
Cc: Stephen Coverly <scoverly@usbr.gov>; Kathleen Ozga <kozga@usbr.gov>
Subject: Highways US 50 and SH92 plan/ map

Hi Michelle,

The Bureau of Reclamation received a post card in the mail regarding the US Hwy 50 and SH 92 Draft Access Plan. I was wondering if you could please share where I can find an electronic copy of the US 50 and SH 92 Access Plan. I am especially interested in any maps.

Thanks,

Melissa

--

Melissa Werkmeister

Lands & Recreation Group Chief

U.S. Bureau of Reclamation

Western Colorado Area Office

445 West Gunnison Ave., Suite 221

Grand Junction, CO 81501-5711

mwerkmeister@usbr.gov

(970)248-0636

--

Melissa Werkmeister
Lands & Recreation Group Chief
U.S. Bureau of Reclamation
Western Colorado Area Office
445 West Gunnison Ave., Suite 221
Grand Junction, CO 81501-5711

mwerkmeister@usbr.gov
(970)248-0636

Michelle Hansen

From: Roussin - CDOT, Daniel <daniel.roussin@state.co.us>
Sent: Friday, February 12, 2016 8:31 AM
To: bill@hellmanmortorco.com
Cc: Glen Black; Steve Glammeyer; Michelle Hansen; Bob Kalenak
Subject: Meeting
Attachments: MP 4.3 R Fucco Counts 2010.pdf; Access Permit Application Packet.pdf

Bill - It was good talking to you. I think we have a good Access Control Plan. As we discussed, the plan is only implemented when re-development occurs. To help understand what type of traffic does your business has, I would recommend you get access permits for your existing business. This will help document the traffic use for your access. This will give you a baseline to help identify if your re-model would increase the traffic by 20%.

I have enclosed an application and a sample traffic study to help document the existing access to the another car dealership.

If you have any questions, please let me know.

thanks

Dan Roussin
Permit Unit Manager
Traffic and Safety

P 970.683.6284 | F 970.683.6290
222 South 6th Street, Room 100, Grand Junction, CO 81501
daniel.roussin@state.co.us | www.codot.gov/ | www.cotrip.org

Michelle Hansen

From: Michelle Hansen
Sent: Tuesday, January 12, 2016 10:03 AM
To: 'Bill Vocke'
Cc: 'Steve Glammeyer'; Dan Roussin (daniel.roussin@state.co.us)
Subject: RE: Questions in Delta co
Attachments: Page 9 from 15014_PrintSet 1-7-16.pdf

Hi Bill,

Thanks for talking with me last week about the US 50 and SH 92 Access Plan. Please find attached the draft Access Plan in the area around your property. As we discussed, the Access Plan recommends closure of the existing access point to US 50 based on alternate access via 1575 Rd. The closure can occur with one of the three conditions:

- Land use changes and traffic increases by 20% or more at your site.
- A publicly funded project by the City or CDOT
- A safety or operational issue develops.

I think based on the residential nature of your property, the most likely scenario is probably with a publicly funded project, but you should be aware of all three triggers. There are no public projects currently planned in this area.

If you have any questions or comments, please let me know. We will be accepting comments on the Access Plan through January 31.

Thank you,
Michelle

Michelle R. Hansen, PE | Senior Transportation Engineer | Stolfus & Associates, Inc.
P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com
www.stolfusandassociates.com

From: Bill Vocke [mailto:bill.vocke74@gmail.com]
Sent: Thursday, January 07, 2016 5:06 PM
To: Michelle Hansen
Subject: Questions in Delta co

Michelle,

My name is, William Vocke. I received a flyer in the mail about the project up in Delta Colorado. I do not live in the area but I do own property north of Delta. I'd like to visit with you about the scope of the project and see if I need to come up there on Wednesday for the public hearing meeting. Please give me a call at 505-330-2519. Thanks

Bill Vocke

Michelle Hansen

From: Michelle Hansen
Sent: Friday, December 11, 2015 11:38 AM
To: 'phil@phillipsmachine.net'
Cc: Dan Roussin (daniel.roussin@state.co.us)
Subject: US 50 and SH 92 Access Plan - Delta CO

Phil,

Dan Roussin asked that I forward you a link to the US 50 and SH 92 draft plan for Delta, CO. The most current draft can be found at this link:

https://stolfusandassociates.sharefile.com/d-s5ea6794dab246cf8

As you review the plan, remember that this is a long range planning document and is only meant to be implemented if conditions in the corridor change. Implementation occurs with the following three triggers:

1. If a property owner redevelops and increases their use by 20% or more.
2. With a public improvement project. (There are no projects planned or funded at this time.)
3. If safety or operational issues develop.

The majority of changes occur with trigger 1.

We will be holding another Public Open House on January 13 in Delta if you'd like to attend and discuss the plan with project representatives. I will include you on our mailing list. If you have any questions or comments before then, feel free to contact me.

Thank you,
Michelle

Michelle R. Hansen, PE| Senior Transportation Engineer
Stolfus
www.stolfusandassociates.com
PLEASE NOTE OUR NEW SUITE NUMBER BELOW
Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 560E | Greenwood Village, CO 80111
P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

Michelle Hansen

From: Eric Sorenson <eric@deltatimber.com>
Sent: Friday, January 08, 2016 3:17 PM
To: Michelle Hansen
Subject: RE: US 50 and SH 92 Access Plan Open House - Delta, Colorado

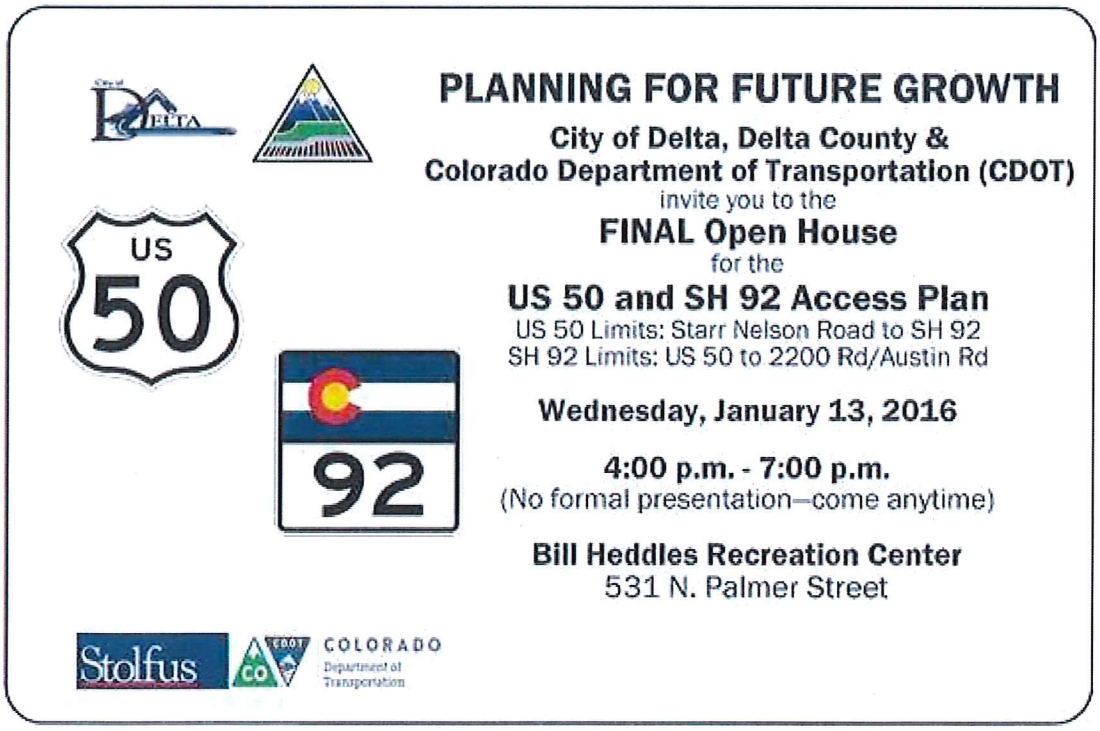
Michelle,

Thank you for the invite, however, I will be in Albuquerque Wed thru Fri of next week (1/13 -1/15/15). Will there be significant new info since the previous meeting? If so, is there info that could be emailed to me so I can share with my partner (Bill St. James). Bill owns additional properties that would be affected by the proposed Access Plan.

Thank You,

Eric Sorenson
President – Delta Timber & Landscape Supply

From: Michelle Hansen [mailto:Michelle@Stolfusandassociates.com]
Sent: Friday, January 08, 2016 10:58 AM
To: Michelle Hansen
Subject: US 50 and SH 92 Access Plan Open House - Delta, Colorado



This public open house will provide the community with an opportunity to:

- Learn about planning for future growth along US Highway 50 and State Highway 92
- Discuss future highway access with project representatives
- Provide comments on the revised Draft Access Plan

For more information, contact:
Michelle Hansen, PE
Stolfus & Associates, Inc.
(303) 221-2330
michelle@stolfusandassociates.com

Thanks for your participation!

Michelle R. Hansen, PE| Senior Transportation Engineer

Stolfus

www.stolfusandassociates.com

PLEASE NOTE OUR NEW SUITE NUMBER BELOW

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P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

Michelle Hansen

From: Michelle Hansen
Sent: Thursday, October 29, 2015 3:10 PM
To: 'tiffanytrucking@yahoo.com'
Subject: US 50 and SH 92 Access Plan

Doug,

Thanks for talking with me today about the US 50 and SH 92 Access Plan in Delta. The draft plan and open house materials can be found at this link:
http://www.deltacounty.com/CivicAlerts.aspx?AID=312

If you can attend the neighborhood meeting on November 4, we'd be happy to discuss the plan in more detail with you. I also have one-on-one meetings available during the day on November 4, if that is preferable. Please give me a call if you have any questions or would like to set up a meeting during the day. Otherwise, we'll hope to see you at the neighborhood meeting.

Thank you,
Michelle

Michelle R. Hansen, PE| Senior Transportation Engineer
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P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

Michelle Hansen

From: Michelle Hansen
Sent: Wednesday, October 14, 2015 2:22 PM
To: 'planning@kaycee.net'
Subject: US 50 and SH 92 Access Plan
Attachments: Pages from 15014_PrintSet 9-29-15.pdf

Mike,
Thanks for talking with me today about the US 50 and SH 92 Access Plan. The draft plan and open house materials can be found at this link:
http://cityofdelta.net/site/documentspage.html

Look under the Miscellaneous heading for US 50 and SH 92 Access Control Plan. I've also just attached the sheets that apply to Orchard City specifically.

I'll send you an email invite for our meeting on November 4. Feel free to forward it to anyone else at the City that you'd like to attend. Give me a call with any questions.

Thank you,
Michelle

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P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

Michelle Hansen

From: Michelle Hansen
Sent: Wednesday, October 28, 2015 5:41 PM
To: Eric Sorenson
Subject: Re: US 50 and SH 92 Access Plan

Hi Eric

It's really up to you whether you'd like to come meet with us. We have not identified any changes to the draft plan near that segment of the project. I would encourage Bill to send us any written comments before thanksgiving for consideration before we go back to city council.

Thanks
Michelle

Sent from my iPhone

On Oct 27, 2015, at 5:45 PM, Eric Sorenson <eric@deltatimber.com> wrote:

> Michelle,
> My Partner (Bill St.James) just left today to go back to Florida. He will be back in 2 to 4 weeks ... but I'm sure he will miss your November 4 meetings. I could be available, but Bill owns most of the properties affected by the transportation planning proposal. Let me know if you want to get together to give me some additional info to pass along to Bill in the meantime.
> Eric Sorenson
> Delta Timber & Landscape Supply
>
> **From:** Michelle Hansen [mailto:Michelle@Stolfusandassociates.com]
> **Sent:** Tuesday, October 27, 2015 3:46 PM
> **To:** 'Eric Sorenson'
> **Subject:** US 50 and SH 92 Access Plan
> Hi Eric,
> I'm working on scheduling meetings on November 4 for the Access Plan. Are you and your partner interested in meeting with us individually. Let me know so we can get you scheduled.
> Thanks,
> Michelle
> Michelle R. Hansen, PE| Senior Transportation Engineer
> **www.stolfusandassociates.com**
> Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 101W | Greenwood Village, CO 80111
> P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

Michelle Hansen

From: Michelle Hansen
Sent: Wednesday, October 14, 2015 3:20 PM
To: 'ewpope2801@aol.com'
Subject: US 50 and SH 92 Access Plan

Ernest,

We spoke a couple weeks ago regarding the US 50 and SH 92 Delta Access Plan. Here is the link to the County's website with all the documents presented at the Open House at the end of September:

http://www.deltacounty.com/CivicAlerts.aspx?AID=312

We are holding one-on-one meetings with property owners to discuss the plan at Delta City Hall on Oct. 21, 22 and Nov 4. Please let me know if you're interested in scheduling a meeting and what your availability on those dates is.

Thank you,
Michelle

Michelle R. Hansen, PE| Senior Transportation Engineer
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Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 101W | Greenwood Village, CO 80111
P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

Michelle Hansen

From: Michelle Hansen
Sent: Wednesday, October 14, 2015 11:14 AM
To: 'kclock@dcadems.com'
Subject: US 50 and SH 92 Access Plan

Hi Kirby,
Thanks for coming to the US 50 and SH 92 Access Plan Open House in Delta a few weeks ago. Just wanted to reach out and see if you wanted to have a one-on-one meeting with our project team. We're holding meetings on Oct 21, 22 and Nov 4 at City Hall. It would be about ½ hour of your time. Let me know if you're interested in scheduling a meeting.
Thanks,
Michelle
Michelle R. Hansen, PE| Senior Transportation Engineer
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Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 101W | Greenwood Village, CO 80111
P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

Michelle Hansen

From: Michelle Hansen
Sent: Tuesday, October 27, 2015 4:49 PM
To: 'steve@jlockandkey.com'
Subject: US 50 and SH 92 Access Plan - Delta CO

Steve,

Thanks for talking with me today about the US 50 and SH 92 Access Plan in Delta. The draft plan and open house materials can be found at this link:
http://www.deltacounty.com/CivicAlerts.aspx?AID=312

Please give me a call if you'd like to set up a meeting on November 4 in Delta. Currently, I have availability between 8 and 9 am, at 9:30 am, and between 2:30 and 4 pm. Meetings are scheduled for a half an hour. Give me a call with any questions.

Thank you,
Michelle

Michelle R. Hansen, PE| Senior Transportation Engineer
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Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 101W | Greenwood Village, CO 80111
P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

Michelle Hansen

From: Michelle Hansen
Sent: Tuesday, October 13, 2015 4:21 PM
To: 'hassigaz@aol.com'
Subject: US 50 and SH 92 Delta Access Plan

Fred,

We spoke a couple weeks ago regarding the US 50 and SH 92 Delta Access Plan. Here is the link to the City's website with all the documents presented at the Open House at the end of September:
http://cityofdelta.net/site/documentspage.html

Look under the Miscellaneous heading for US 50 and SH 92 Access Control Plan.

As I recall, you are not in Colorado and would not be able to meet with us in person. Please let me know if that changes or if you'd like to discuss any items over the phone. There is a comment sheet on the website if you'd like to send written comments back to me.

Thank you,
Michelle

Michelle R. Hansen, PE| Senior Transportation Engineer
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P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

Michelle Hansen

From: Michelle Hansen
Sent: Monday, October 19, 2015 3:06 PM
To: 'deltafiredept@msn.com'
Subject: US 50 and SH 92 Access Plan

Shannon,

Thanks for talking with me today about the US 50 and SH 92 Access Plan. The draft plan and open house materials can be found at this link:
http://cityofdelta.net/site/documentspage.html

Look under the Miscellaneous heading for US 50 and SH 92 Access Control Plan.

I'll send you an email invite for our meeting on Thursday. Give me a call with any questions.

Thank you,
Michelle

Michelle R. Hansen, PE| Senior Transportation Engineer
Stolfus
www.stolfusandassociates.com
Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 101W | Greenwood Village, CO 80111
P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

Michelle Hansen

From: Michelle Hansen
Sent: Monday, October 19, 2015 11:38 AM
To: 'gopmorrell@gmail.com'
Subject: US 50 and SH 92 Access Plan

Carol,

Thanks for talking with me today about the US 50 and SH 92 Access Plan. The draft plan and open house materials can be found at this link:
http://www.deltacounty.com/CivicAlerts.aspx?AID=312

I'll send you an email invite for our meeting on November 4. Give me a call with any questions.

Thank you,
Michelle

Michelle R. Hansen, PE| Senior Transportation Engineer
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www.stolfusandassociates.com
Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 101W | Greenwood Village, CO 80111
P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

March 11, 2016

Mr. Will Hutchins
Bonafide Ditch Company
1735 H75 Road
Delta, CO 81416

Dear Mr. Hutchins:

Thank you for your interest and participation in the Delta US 50 and SH 92 Access Plan. Based on our discussions with you at our one-on-one meeting on January 6, 2016, the project team has reviewed access to as it relates to the Bonafide Ditch along SH 92. The purpose of this letter is to summarize the Plan generally, and with respect to the ditch.

The US 50 and SH 92 Access Plan is a long-range planning document for the City, County, and Colorado Department of Transportation (CDOT) that identifies the location of access points on US 50 and SH 92 along with the level of access for each location in the future. By Colorado law, property owners have the right of reasonable access to the general street system. This access may be provided directly, through a shared access, or via a local roadway. Right-in/right-out access is considered legal access. We considered the following elements in determining access for this corridor: intersection spacing, reducing access to one access per property, opportunities to access via local roads, opportunities for shared access, local planning efforts, highway operational characteristics, topographic conditions, vehicle conflict areas, and sight distance. In addition, as part of this plan, we have identified future local alternative routes that can provide local circulation, especially for properties where left turn movements may be restricted in the future.

Regarding implementation of this plan, generally, access modifications will be implemented in association with development activities. Public entities may also participate in implementing the plan; however, no public entity has identified any plans or funds to implement any portion of this plan at this time. Finally, the plan can be implemented if safety or operational issues develop that can be addressed through access management techniques. After Plan adoption, the plan can be revised to address changes in land use, transportation elements, or other conditions unknown at this time. The procedure for revising the plan will be outlined in an Intergovernmental Agreement between the City, County, and CDOT.

With regard to the Bonafide Ditch, the project team has identified conditions in the plan for changes proposed for access points that serve the ditch in order to allow for long term maintenance of the ditch. Please refer to the attached exhibits 11-19. The following summarizes our findings related to each access point that serve the ditch:

Access 255 (Bond property) – Long-term closure of access point is conditioned on alternate access for ditch maintenance. If property redevelops and alternate ditch access is not available, access will be limited to ditch maintenance only.

Access 256 (Bond property) – When property redevelops, access will be limited to ditch maintenance only. If ditch maintenance access is no longer needed, access will close.

Access 263 (Graff property) - Long-term closure of access point is conditioned on alternate access for ditch maintenance. If property redevelops and alternate ditch access is not available, access will be limited to ditch maintenance only.
Access 273 (Frazier property) - Long-term closure of access point is conditioned on alternate access for ditch maintenance. If property redevelops and alternate ditch access is not available, access will be limited to ditch maintenance only.

Access 286 (Shields property) - Long-term closure of access point is conditioned on alternate access for ditch maintenance. If property redevelops and alternate ditch access is not available, access will be limited to ditch maintenance only.

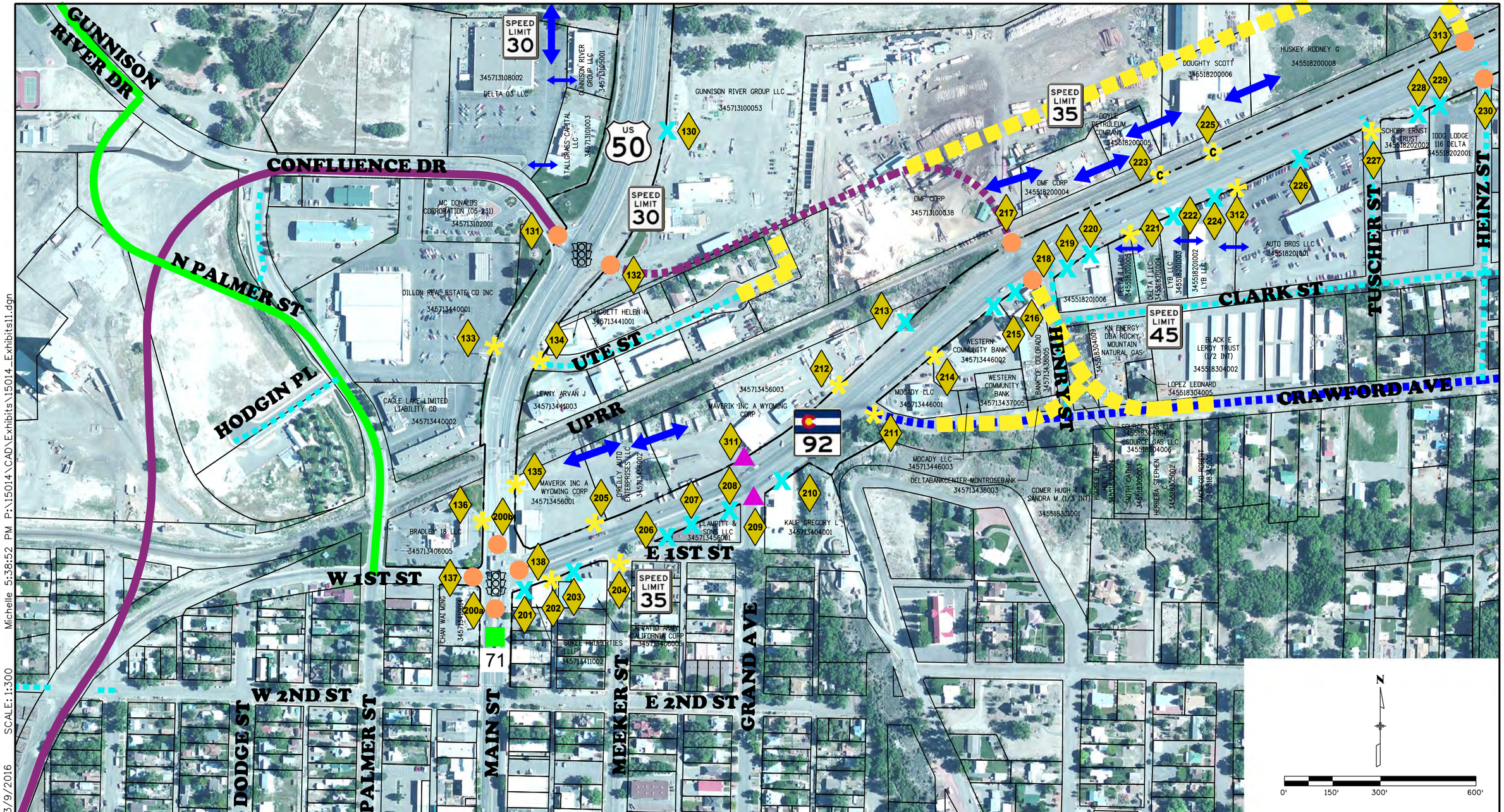
Access 302, 303, and 322 (Slash Spade property) – A full movement unsignalized intersection will be provided at Access 322 for ditch maintenance to replace Access 302 and 303 when the Slash Spade property redevelops. Closure of Access 302 and 303 is conditional upon Access 322. If ditch access is no longer needed, Access 322 will be eliminated.

We appreciate the time you spent to provide comments and meet with us. We encourage you to remain actively involved in the process of developing transportation solutions for the Delta area. Please contact me if you have any further questions about the Plan.

Sincerely,

Michelle R. Hansen, PE
Stolfus & Associates, Inc.

Cc: Dan Roussin – CDOT
Bob Kalenak – Delta County
Steve Glammeyer – City of Delta



LEGEND:

- Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
- Existing Signalized Intersection
- Cross Access for Shared Access Point
- Parcel Line
- Alternate Route (Conceptual)
- Delta City Boundary
- Orchard City Boundary
- Highway Right of Way
- Access Control Line
- "C" Conditional
- "R" Residential Access
- "F" Field Access
- "D" Ditch
- Principal Arterial
- Proposed Principal Arterial
- Proposed Minor Arterial
- Proposed Collector
- Collector
- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

City of DELTA

US 50 & SH 92 ACCESS EXHIBIT

11 OF 19

FIGURE 2K **PAGE 39**

RP 70.6 TO RP 70.919
RP 0.0 TO RP 0.66

Stolfus

SCALE: 1:300 Michelle 5:38:52 PM P:\15014\CAD\Exhibits\15014_Exhibits11.dgn 3/9/2016

SCALE: 1:300 Michelle 5:23:40 PM P:\15014\CAD\Exhibits\15014_Exhibits12.dgn 3/9/2016

LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
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- Existing Signalized Intersection
- Cross Access for Shared Access Point
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- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

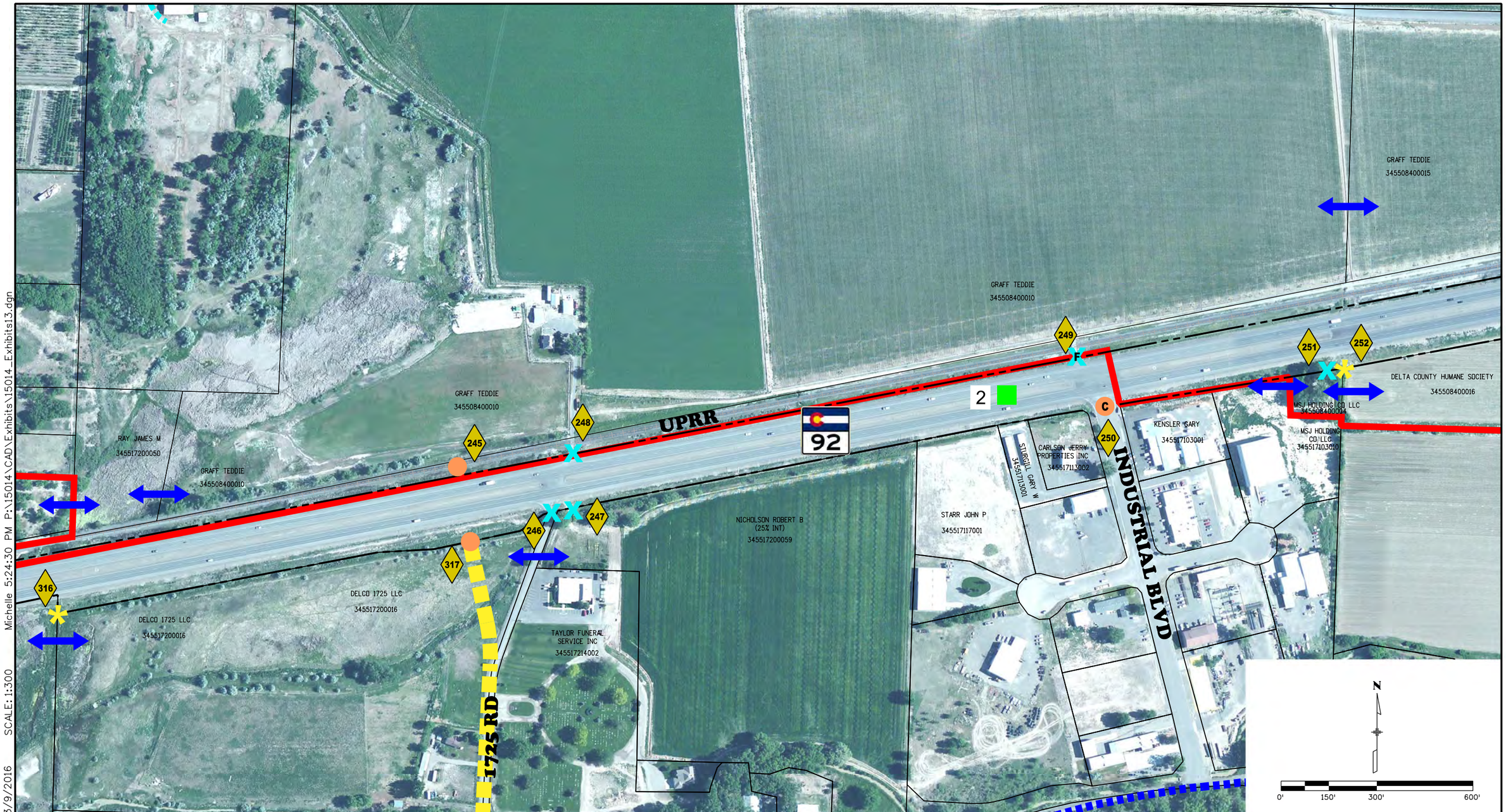
City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
12 OF 19

FIGURE 2L **PAGE 40**

RP 0.58 TO RP 1.48

Stolfus



Michelle 5:24:30 PM P:\15014\CAD\Exhibits\15014_Exhibits13.dgn

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3/9/2016

LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
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COLORADO Department of Transportation

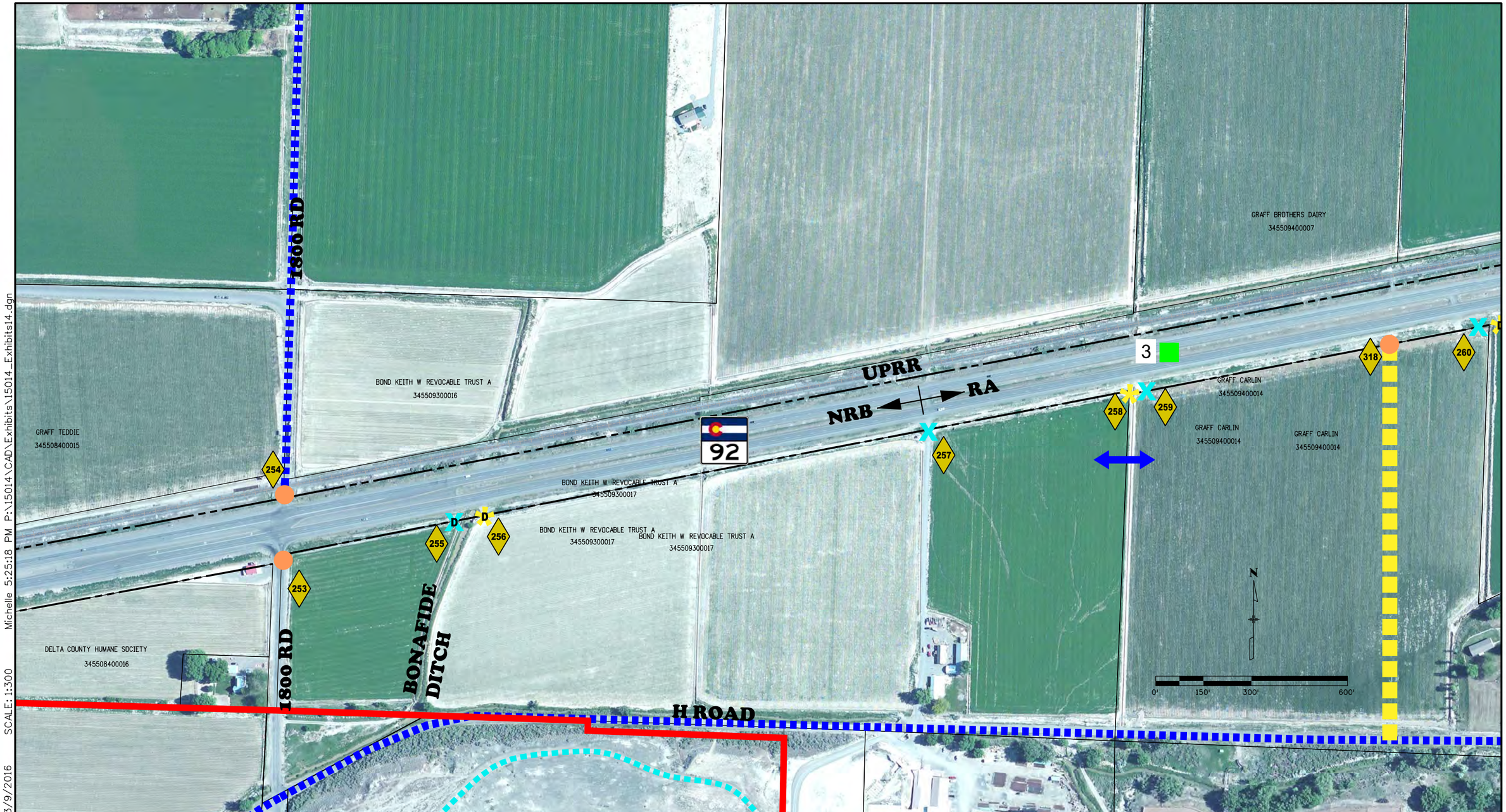
City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
13 OF 19

FIGURE 2M **PAGE 41**

RP 1.48 TO RP 2.3

Stolfus



Michelle 5:25:18 PM P:\15014\CAD\Exhibits\15014_Exhibits14.dgn

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3/9/2016

LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
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COLORADO Department of Transportation

City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
14 OF 19

FIGURE 2N **PAGE 42**

RP 2.3 TO RP 3.23

Stolfus

3/9/2016 SCALE: 1:300 Michelle 5:26:09 PM P:\15014\CAD\Exhibits\15014_Exhibits15.dgn

LEGEND:

- Access Point
- Full Movement
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- Collector
- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

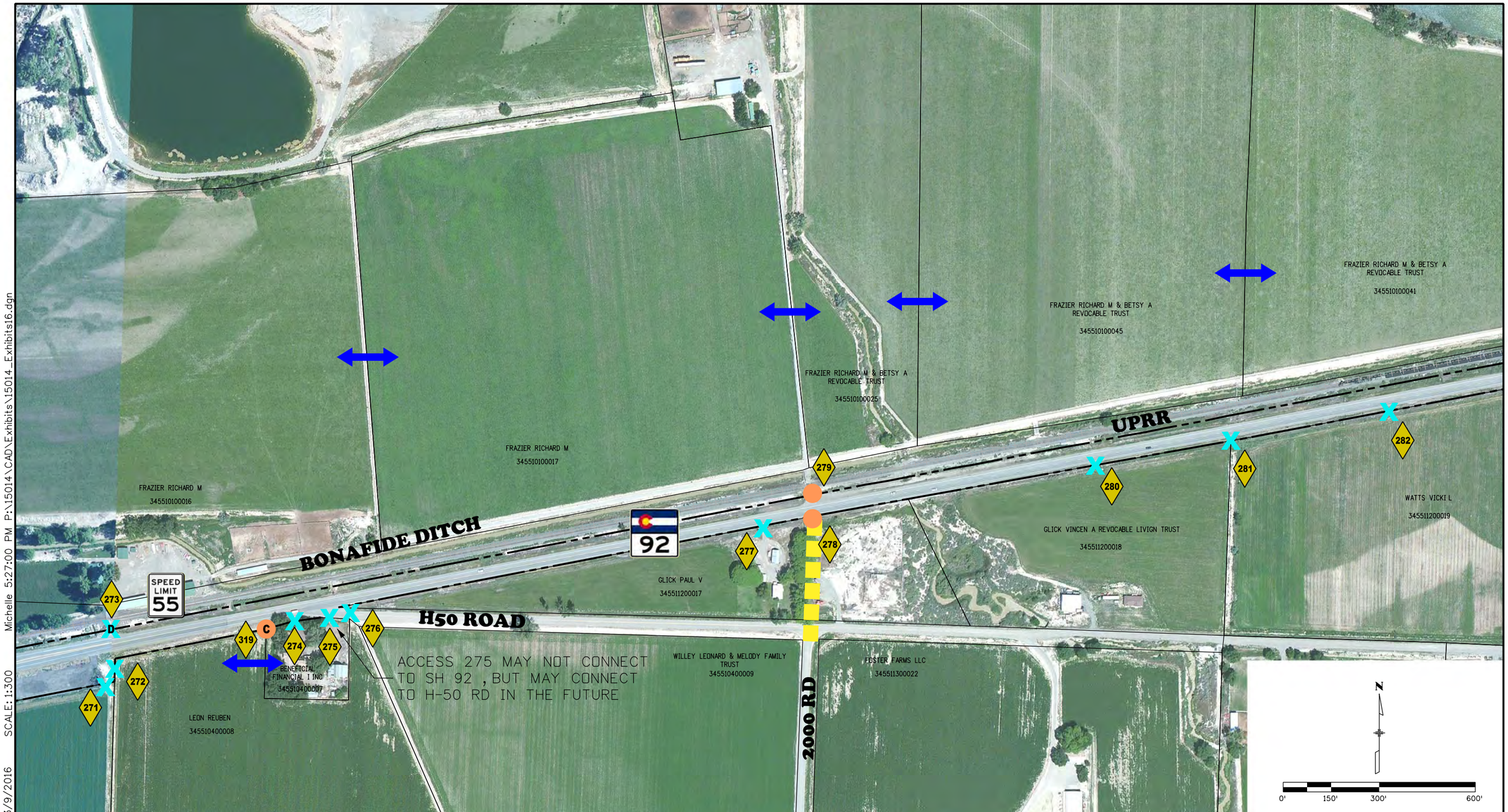
City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
15 OF 19

FIGURE 20 **PAGE 43**

RP 3.22 TO RP 4.0

Stolfus



Michelle 5:27:00 PM P:\15014\CAD\Exhibits\15014_Exhibits16.dgn

SCALE: 1:300

3/9/2016

LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
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- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

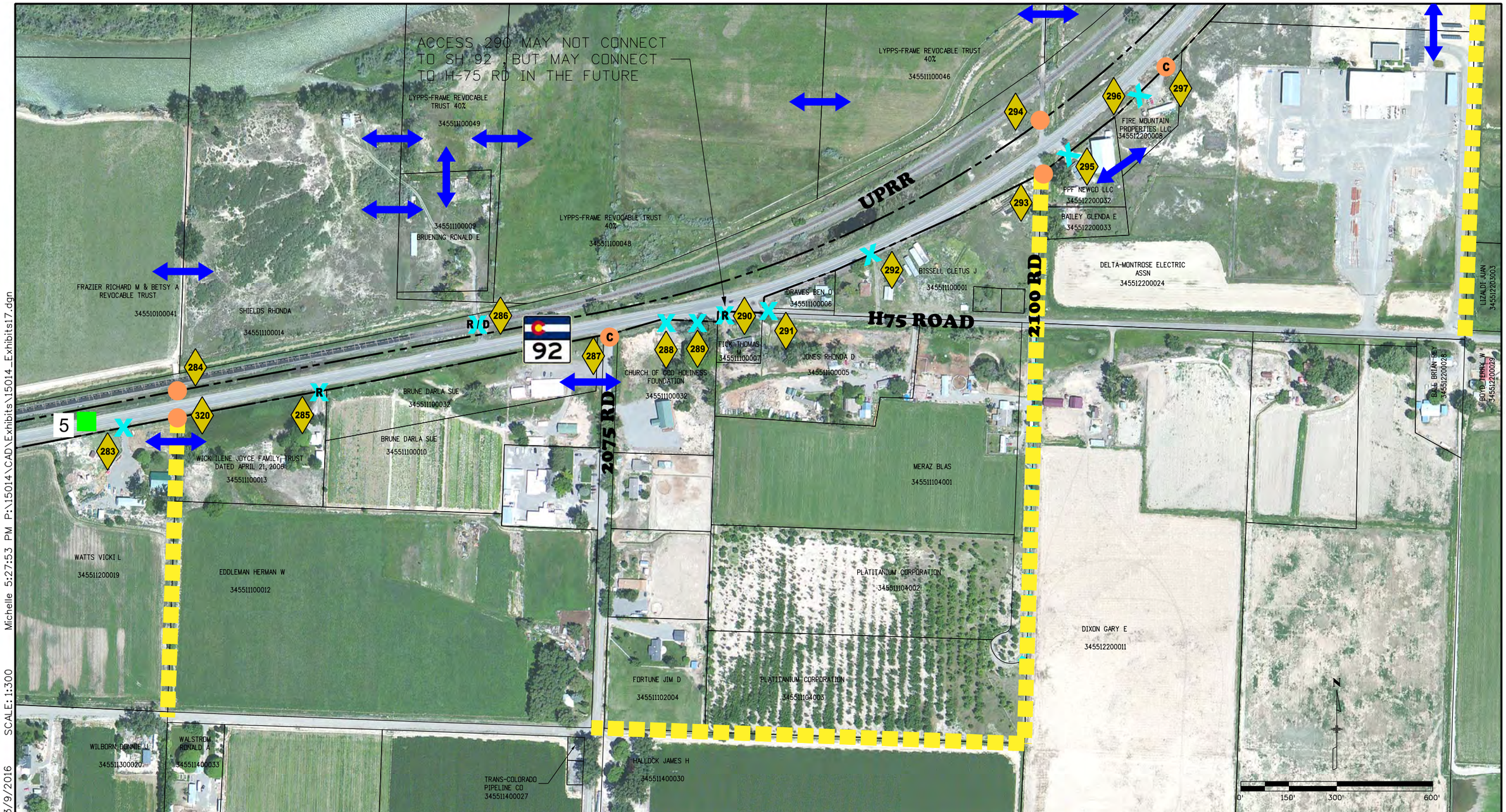
City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
16 OF 19

FIGURE 2P **PAGE 44**

RP 4.0 TO RP 4.9

Stolfus



Michelle 5:27:53 PM P:\15014\CAD\Exhibits\15014_Exhibits17.dgn

SCALE: 1:300

3/9/2016

LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
- Existing Signalized Intersection
- Cross Access for Shared Access Point
- Parcel Line
- Alternate Route (Conceptual)
- Delta City Boundary
- Orchard City Boundary
- Highway Right of Way
- Access Control Line
- "C" Conditional
- "R" Residential Access
- "F" Field Access
- "D" Ditch
- Principal Arterial
- Proposed Principal Arterial
- Proposed Minor Arterial
- Proposed Collector
- Collector
- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

City of DELTA

US 50 & SH 92 ACCESS EXHIBIT

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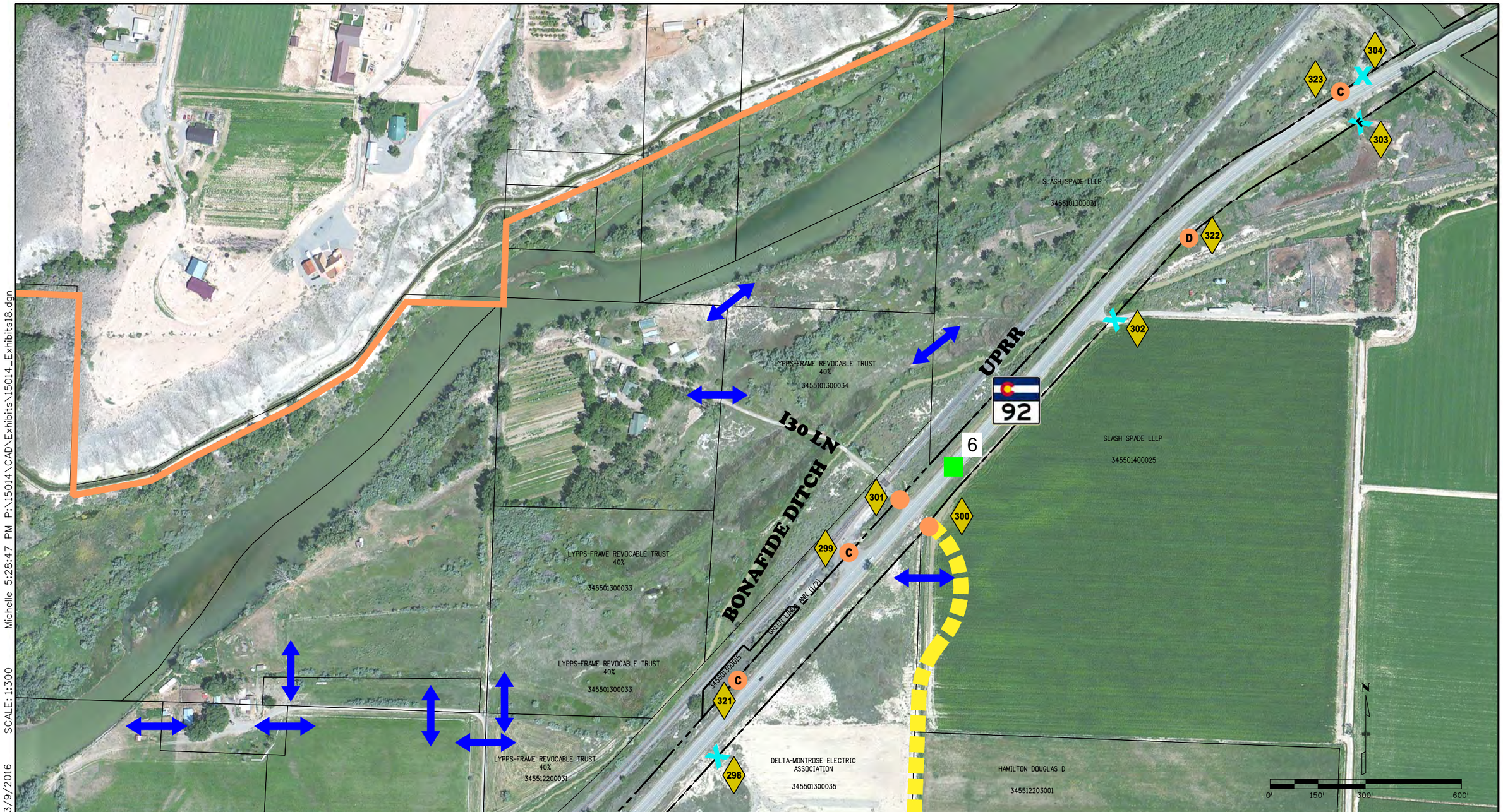
FIGURE 2Q **PAGE 45**

RP 4.9 TO RP 5.7

Stolfus



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LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
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- Proposed Local Street

COLORADO Department of Transportation

City of DELTA

US 50 & SH 92 ACCESS EXHIBIT

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FIGURE 2R **PAGE 46**

RP 5.8 TO RP 6.4

Stolfus

Michelle 5:29:36 PM P:\15014\CAD\Exhibits\15014_Exhibits19.dgn

SCALE: 1:300

3/9/2016

LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
- Existing Signalized Intersection
- Cross Access for Shared Access Point
- Parcel Line
- Alternate Route (Conceptual)
- Delta City Boundary
- Orchard City Boundary
- Highway Right of Way
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- "C" Conditional
- "R" Residential Access
- "F" Field Access
- "D" Ditch
- Principal Arterial
- Proposed Principal Arterial
- Proposed Minor Arterial
- Proposed Collector
- Collector
- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

City of Delta

US 50 & SH 92 ACCESS EXHIBIT
19 OF 19

FIGURE 2S **PAGE 47**

RP 6.4 TO RP 6.938

Stolfus

March 11, 2016

Mr. Bill Hellman
750 E. Highway 92
Delta, CO 81416

Dear Mr. Hellman:

Thank you for your interest and participation in the Delta US 50 and SH 92 Access Plan. Based on our discussions with you at our one-on-one meetings on November 4, 2015 and February 11, 2016 and your comments from the September 30, 2015 Open House and letter dated January 13, 2016, the project team has reviewed access to your property on SH 92. The purpose of this letter is to summarize the Plan generally, and with respect to your property.

The US 50 and SH 92 Access Plan is a long-range planning document for the City, County, and Colorado Department of Transportation (CDOT) that identifies the location of access points on US 50 and SH 92 along with the level of access for each location in the future. By Colorado law, property owners have the right of reasonable access to the general street system. This access may be provided directly, through a shared access, or via a local roadway. Right-in/right-out access is considered legal access. We considered the following elements in determining access for this corridor: intersection spacing, reducing access to one access per property, opportunities to access via local roads, opportunities for shared access, local planning efforts, highway operational characteristics, topographic conditions, vehicle conflict areas, and sight distance.

Regarding implementation of this plan, generally, access modifications will be implemented in association with development activities. Public entities may also participate in implementing the plan; however, no public entity has identified any plans or funds to implement any portion of this plan at this time. Finally, the plan can be implemented if safety or operational issues develop that can be addressed through access management techniques. After Plan adoption, the plan can be revised to address changes in land use, transportation elements, or other conditions unknown at this time. The procedure for revising the plan will be outlined in an Intergovernmental Agreement between the City, County, and CDOT.

With regard to your property, the project team understands that you are concerned about restricted movements and relocating access to your property. To summarize, the Access Plan proposes to close the access point to your property and replace it with a single access point at the property line to serve both properties. The trigger for closure and relocation of your access point is redevelopment of your property. For the purposes of access to the state highway system, redevelopment is defined by a change in use that increases traffic to and from the site by 20% or more. As discussed, if you would like to establish existing conditions at your site that could be used as a basis for defining the 20% trigger, we recommend obtaining a State Highway Access Permit for your existing access point. Please contact Dan Roussin, CDOT Region 3 Access Manager, to start this process.

In addition, ultimately, the plan calls for right-in/right-out access. The implementation of right-in/right-out could occur with any of the three triggers described above; however, right-in/right-out access is generally applied to a segment of highway with the implementation of a raised median rather than at a single access point. Alternatives for left turn access to your site include circulation to full movement intersections via the local street system and u-turns on SH 92.

After reviewing the draft Plan, plan goals, your property, and the State Highway Access Code, the project team confirmed the recommendations for long-term access to your property. The recommendations are consistent with the goals for reducing the number of conflict points on the highway system, sharing access where feasible, and limiting access between major full movement public intersections.

We appreciate the time you spent to provide comments and meet with us. We encourage you to remain actively involved in the process of developing transportation solutions for the Delta area. Please contact me if you have any further questions about the Plan.

Sincerely,

Michelle R Hansen

Michelle R. Hansen, PE
Stolfus & Associates, Inc.

Cc: Dan Roussin – CDOT
Steve Glammeyer – City of Delta
Bob Kalenak – Delta County

March 3, 2016

Mr. Don Lilyquist
Maverik
880 West Center Street
North Salt Lake City, UT 84054

Dear Mr. Lilyquist:

Thank you for your interest and participation in the Delta US 50 and SH 92 Access Plan. Based on your written comments dated November 4, 2015, the project team has reviewed access to your property on US 50 and SH 92. The purpose of this letter is to summarize the Plan generally, and with respect to your properties.

The US 50 and SH 92 Access Plan is a long-range planning document for the City, County, and Colorado Department of Transportation (CDOT) that identifies the location of access points on US 50 and SH 92 along with the level of access for each location in the future. By Colorado law, property owners have the right of reasonable access to the general street system. This access may be provided directly, through a shared access, or via a local roadway. Right-in/right-out access is considered legal access. We considered the following elements in determining access for this corridor: intersection spacing, reducing access to one access per property, opportunities to access via local roads, opportunities for shared access, local planning efforts, highway operational characteristics, topographic conditions, vehicle conflict areas, and sight distance. In addition, as part of this plan, we have identified future local alternative routes and considered routes already identified by the City's Master Street Plan that can provide local circulation, especially for properties where left turn movements may be restricted in the future.

Regarding implementation of this plan, generally, access modifications will be implemented in association with development activities. For the purposes of access to the state highway system, redevelopment is defined by a change in use that increases traffic to and from the site by 20% or more. Public entities may also participate in implementing the plan; however, no public entity has identified any plans or funds to implement any portion of this plan at this time. Finally, the plan can be implemented if safety or operational issues develop that can be addressed through access management techniques. Some examples of these type of issues include the development of an accident pattern, left-turn queuing that blocks the operation of through lanes, and queuing that extends into the previous intersection. After Plan adoption, the plan can be revised to address changes in land use, transportation elements, or other conditions unknown at this time. The procedure for revising the plan will be outlined in an Intergovernmental Agreement between the City, County, and CDOT.

With regard to your properties, the project team understands that you have some concerns about restrictions to several access points. The following summarizes our findings related to each access point of concern:

Access #205: The Access Plan proposes restricting access at this location to a right-in/right out. The implementation of right-in/right-out could occur with any of the three triggers described above; however, right-in/right-out access is generally applied to a segment of highway with the implementation of a raised median rather than at a single access point. This proposed condition is consistent with the findings of the Maverik traffic study and current access permit. One of the conditions of the Maverik permit states that if safety or operational issues occur at this location, right-in/right-out access will be implemented. The

improvements constructed in conjunction with the development of the Maverik property extended the life of this intersection substantially, and currently, the safety and operations at the intersection are acceptable. However, the evaluation of long-term operations of this area indicates there is potential for these conditions to change as traffic volumes continue to increase. Alternatives to left turn access when restrictions are implemented in the future include u-turns at the US 50 and SH 92 intersection or via the local street system.

Access #212: The draft Access Plan originally proposed closing access at this location and providing long-term signalized full movement access at Henry Street. During the permitting process for your properties, CDOT and the City only had the opportunity to review access at your property. The Access Plan has provided CDOT and the City the opportunity to evaluate long-term access for the entire corridor, considering land use, the City's existing street system and Master Street Plan, and future traffic operations. Several locations were considered for long-term signalized full movement access, including Crawford Avenue/Access 212 and Henry Street/Access 217. Based on the evaluation, CDOT and the City have identified Henry Street as the next future long-term signalized full movement access point east of US 50 for the following reasons:

- Intersection spacing is preferred for operations and signal timing on SH 92 and the side streets
- Increased access options on SH 92 are available – the spacing between US 50 and Henry Street provides opportunities to provide an additional ¾ movement access point at Grand Avenue between signals.
- Compatibility with the City's Master Street Plan on the north side of SH 92, including the opportunity to provide a secondary option to connect US 50 and SH 92.
- Improved access opportunities for properties on the north side of SH 92 across the railroad upon redevelopment.
- Compatibility with the existing railroad crossing location.

After reviewing your comments, the project team confirmed the recommendations for full movement access, however, we agree that right-in/right-out access is acceptable at Access #212. The Plan has been revised to include a right-in/right-out access at Access #212. Similar to Access #205, the implementation of right-in/right-out could occur with any of the three triggers described above. The access permit currently on file establishes the conditions for that access until such time redevelopment occurs.

Access #311 (opposite Grand Avenue): The Access Plan proposes providing ¾ movement to the Maverik property opposite Grand Avenue upon redevelopment of the property. Based on the projected traffic volumes in the Plan's twenty year planning period, there is adequate space between US 50 and Henry Street to allow for developing left turn movements between intersections at this location. The Plan typically provides ¾ movements at minor public streets. However, based on the number of potential properties that could be served with cross access easements and the limited options for left turn movements at Maverik and adjacent properties, ¾ movement was identified for improved operations within the segment. A full movement intersection was not selected for this location based on intersection spacing and future signal operations within the corridor.

Overall, CDOT, the City, and County are adopting this plan as a blueprint for access to the highways as conditions change. None of the entities have identified any portion of the plan for immediate implementation and generally anticipate the majority of the plan will be implemented with redevelopment. Limiting access points to right-in/right-out may occur based on safety and operational characteristics of certain segments or with larger projects, however it is difficult to estimate when this will occur since so many factors are unknown. Currently, no operational or safety issues have been identified in the segment of SH 92 between US 50 and Henry Street.

We appreciate the time you spent to provide comments. The City Council is scheduled to consider adoption of the plan at the March 15 City Council meeting and the Delta County Board of Commissioners is scheduled to consider adoption of the plan at their March 21 meeting. We encourage you to remain actively involved in the process of developing transportation solutions for the Delta area. Please contact me if you have any further questions about the Plan.

Sincerely,

Michelle R. Hansen, PE
Stolfus & Associates, Inc.

Cc: Dan Roussin – CDOT
Steve Glammeyer – City of Delta
Bob Kalenak – Delta County

March 3, 2016

Mr. Walter Richard
Four Season River Inn
676 Hwy 50
Delta, CO 81416

Dear Mr. Richard:

Thank you for your interest and participation in the Delta US 50 and SH 92 Access Plan. Based on our discussions with you at our one-on-one meeting on November 4, 2015 and your written comments received, the project team has reviewed access to your property on US 50. The purpose of this letter is to summarize the Plan generally, and with respect to your property.

The US 50 and SH 92 Access Plan is a long-range planning document for the City, County, and Colorado Department of Transportation (CDOT) that identifies the location of access points on US 50 and SH 92 along with the level of access for each location in the future. By Colorado law, property owners have the right of reasonable access to the general street system. This access may be provided directly, through a shared access, or via a local roadway. Right-in/right-out access is considered legal access. We considered the following elements in determining access for this corridor: intersection spacing, reducing access to one access per property, opportunities to access via local roads, opportunities for shared access, local planning efforts, highway operational characteristics, topographic conditions, vehicle conflict areas, and sight distance.

Regarding implementation of this plan, generally, access modifications will be implemented in association with development activities. Public entities may also participate in implementing the plan; however, no public entity has identified any plans or funds to implement any portion of this plan at this time. Finally, the plan can be implemented if safety or operational issues develop that can be addressed through access management techniques. After Plan adoption, the plan can be revised to address changes in land use, transportation elements, or other conditions unknown at this time. The procedure for revising the plan will be outlined in an Intergovernmental Agreement between the City, County, and CDOT.

With regard to your property, the project team understands that you are concerned about restricting turning movements to your properties. To summarize, the Access Plan proposes closing one of the two existing access points to your property. The trigger for closure and consolidation of access points would be redevelopment. For the purposes of access to the state highway system, redevelopment is defined by a change in use that increases traffic to and from the site by 20% or more. Issues such as utilities would be addressed through the redevelopment process.

In addition, ultimately, the plan calls for right-in/right-out access. The implementation of right-in/right-out could occur with any of the three triggers described above; however, right-in/right-out access is generally applied to a segment of highway with the implementation of a raised median rather than at a single access point.

After reviewing the draft Plan, plan goals, your properties, the proximity of the Gunnison River bridge and the State Highway Access Code, the project team confirmed the recommendations for long-term access to your property. The recommendations are consistent with the goals for reducing the number of conflict points on the highway system, reducing access to one location per ownership, and limiting access between major full movement public intersections. That being said, we also recognize and value the need to provide alternative left turn access to properties with restricted access. In order to address

alternative access to your property, we have included the following condition for restricting access to your property in the Access Control Plan Table that will be included in the Intergovernmental Agreement described above:

"Prior to restricting access, u-turns must be accommodated on US 50 for design vehicle."

We appreciate the time you spent to provide comments and meet with us. We encourage you to remain actively involved in the process of developing transportation solutions for the Delta area. Please contact me if you have any further questions about the Plan.

Sincerely,

Michelle R Hansen

Michelle R. Hansen, PE
Stolfus & Associates, Inc.

Cc: Dan Roussin – CDOT
Steve Glammeyer – City of Delta
Bob Kalenak – Delta County

March 3, 2016

Dr. Dick Steele, DVM
1534 N. Highway 50
Delta, CO 81416

Dear Dr. Steele:

Thank you for your interest and participation in the Delta US 50 and SH 92 Access Plan. Based on our discussions with you at the Neighborhood Meeting on November 4, 2015 and your comments, dated December 3, 2015, the project team has reviewed access to your property on US 50. The purpose of this letter is to summarize the Plan generally, and with respect to your property.

The US 50 and SH 92 Access Plan is a long-range planning document for the City, County, and Colorado Department of Transportation (CDOT) that identifies the location of access points on US 50 and SH 92 along with the level of access for each location in the future. By Colorado law, property owners have the right of reasonable access to the general street system. This access may be provided directly, through a shared access, or via a local roadway. Right-in/right-out access is considered legal access. We considered the following elements in determining access for this corridor: intersection spacing, reducing access to one access per property, opportunities to access via local roads, opportunities for shared access, local planning efforts, highway operational characteristics, topographic conditions, vehicle conflict areas, and sight distance. In addition, as part of this plan, we have identified future local alternative routes that can provide local circulation, especially for properties where left turn movements may be restricted in the future.

Regarding implementation of this plan, generally, access modifications will be implemented in association with development activities. Public entities may also participate in implementing the plan; however, no public entity has identified any plans or funds to implement any portion of this plan at this time. Finally, the plan can be implemented if safety or operational issues develop that can be addressed through access management techniques. After Plan adoption, the plan can be revised to address changes in land use, transportation elements, or other conditions unknown at this time. The procedure for revising the plan will be outlined in an Intergovernmental Agreement between the City, County, and CDOT.

With regard to your property, the project team understands that you are concerned about reduction of access to your property. To summarize, the Access Plan proposes to close the three existing access points to your two adjacent properties and replace them with a single access point at the property line to serve both properties. The trigger for closure and consolidation of access points would be redevelopment of either property. For the purposes of access to the state highway system, redevelopment is defined by a change in use that increases traffic to and from the site by 20% or more.

In addition, ultimately, the plan calls for right-in/right-out access. The implementation of right-in/right-out could occur with any of the three triggers described above; however, right-in/right-out access is generally applied to a segment of highway with the implementation of a raised median rather than at a single access point. The plan also calls recommends the development of a back access roadway or alley behind your property to provide alternative access to a full movement intersection when movements are restricted.

After reviewing the draft Plan, plan goals, your two properties, ownership, and the State Highway Access Code, the project team confirmed the recommendations for long-term access to your properties. The recommendations are consistent with the goals for reducing the number of conflict points on the highway

system and reducing access to one location per ownership, sharing access where feasible, and limiting access between major full movement public intersections. The plan is also consistent with the requirements of the State Highway Access Code. If the proposed plan was not adopted, the same access conditions would be required upon redevelopment. The proposed Plan, however, expands the potential access options for your property by identifying local alternative routes to adjacent full movement intersections.

We appreciate the time you spent to provide comments and meet with us. We encourage you to remain actively involved in the process of developing transportation solutions for the Delta area. Please contact me if you have any further questions about the Plan.

Sincerely,

Michelle R Hansen

Michelle R. Hansen, PE
Stolfus & Associates, Inc.

Cc: Dan Roussin – CDOT
Steve Glammeyer – City of Delta
Bob Kalenak – Delta County

APPENDIX B

EXISTING ACCESS INVENTORY

US 50 - Starr Nelson Rd to SH 92 Existing Access Inventory

**Reference Points (RP) defined per CDOT Highway Segment Description beginning at 70.919

Access ID No.	Reference Point **	Reference Point OTIS	Owner / Description	Existing Configuration	Side	Type	Notes	Permits
1	63.586		Delta County	Unsignalized Full Movement	RT	FA		
2	63.586		Starr Nelson Road	Unsignalized Full Movement	LT	PRU		
		64.000	MILEPOST 64					
3	64.367		Field Access	Unsignalized RIRO	RT	FA		
4	64.909	64.947	G50 Road	Unsignalized Full Movement	RT	PRU		
5	64.909	64.947	West winds Airport	Unsignalized Full Movement	LT	FA		
		65.000	MILEPOST 65					
6	65.374		Field Access	Unsignalized RIRO	RT	FA		
7	65.862		Private Road	Unsignalized RIRO	RT	PVRU	May not be an official access	
		66.000	MILEPOST 66					
8	65.957		Frontage Road	Unsignalized Full Movement	RT	PRU		P
8.1	65.857		Access to Frontage Road	Unsignalized Full Movement	RT	R		
8.2	65.871		Access to Frontage Road	Unsignalized Full Movement	RT	R		
8.3	65.918		Access to Frontage Road	Unsignalized Full Movement	RT	R		
8.4	65.957		Access to Frontage Road	Unsignalized Full Movement	RT	R		
8.5	65.978		Access to Frontage Road	Unsignalized Full Movement	RT	R		
9	65.957		Falcon Road	Unsignalized Full Movement	LT	PVRU		
10	66.079		Alkali Basin Road (1200 Road)	Unsignalized RIRO	LT	PRU		P
11	66.204		Field Access	Unsignalized Full Movement	RT	FA		P
12	66.204		Private Road	Unsignalized Full Movement	LT	PVRU		P
13	66.358		Private Road	Unsignalized RIRO	LT	PVRU	1221 Hwy 50	P
14	66.371		Residential Subdivision	Unsignalized RIRO	RT	FA	access to landscaping adjacent to US 50	P
15	66.593	66.628	1250 Road	Unsignalized Full Movement	RT	PRU		P
16	66.593	66.628	Field Access	Unsignalized Full Movement	LT	FA		P
17	66.624		Residential (mobile home)	Unsignalized RIRO	RT	R		Closed
18	66.657		Residential	Unsignalized RIRO	LT	R		P
19	66.793		Delta Muffler & More 2	Unsignalized RIRO	LT	BA		P
20a	66.832		Shared - Delta Muffler & More 2, Private Road	Unsignalized RIRO	LT	R		
20b	66.840		Residential Driveway	Unsignalized RIRO	LT	BA		
21	66.852		AA Insurance Auto Auctions	Unsignalized RIRO	RT	BA	1280 Hwy 50	P
22	66.912		Private Road	Unsignalized RIRO	LT	PVRU	1277 Hwy 50	P, RIRO
		67.000	MILEPOST 67					
23	67.023		Residential	Unsignalized RIRO	RT	R		P
24	67.131		Field Access	Unsignalized RIRO	LT	FA		P
25	67.270		Private Road	Unsignalized Full Movement	LT	PVRU		P
26	67.339		1325 Road	Unsignalized Full Movement	RT	PRU		
27	67.339		Grand Mesa Motorsports	Unsignalized Full Movement	LT	BA		P
28	67.561		Field Access	Unsignalized Full Movement	LT	FA		P
29	67.589		Private Road	Unsignalized Full Movement	RT	PVRU		P
30	67.589		1355 Lane	Unsignalized Full Movement	LT	PVRU		P
31	67.668		Ponderosa Trailers	Unsignalized Full Movement	RT	BA	secondary access	P
32	67.734		Auto Salvage	Unsignalized Full Movement	RT	BA	1360 Hwy 50	P
33	67.769		Business Access	Unsignalized Full Movement	RT	BA		P

Legend

BA - Business Access
FA - Field Access
R - Residential Access

PRS - Public Road Signalized
PRU - Public Road Unsignalized
PVRU - Private Road Unsignalized

US 50 - Starr Nelson Rd to SH 92 Existing Access Inventory

**Reference Points (RP) defined per CDOT Highway Segment Description beginning at 70.919

Access ID No.	Reference Point **	Reference Point OTIS	Owner / Description	Existing Configuration	Side	Type	Notes	Permits
34	67.797		Valley Craft Fabrication	Unsignalized Full Movement	RT	BA		P
35	67.840		Business Access	Unsignalized Full Movement	RT	BA		P
36	67.840		Varner Equipment	Unsignalized Full Movement	LT	BA	1375 Hwy 50	P
37	67.954		Business Access	Unsignalized Full Movement	RT	BA	1384 & 1386 Hwy 50	P
		68.000	MILEPOST 68					
38	68.025		Jim's Outback R.V. Inc.	Unsignalized Full Movement	RT	BA		P
39	68.093		1400 Road	Unsignalized Full Movement	LT	PRU		P
40	68.109		City of Delta Wastewater Treatment Plant	Unsignalized Full Movement	RT	PRU		P
41	68.201		Residential	Unsignalized Full Movement	LT	R	1425 Hwy 50	P
42	68.215		Residential	Unsignalized Full Movement	RT	R		P
43	68.225		Business Access	Unsignalized Full Movement	RT	BA		P
44	68.257		Alpine Fencing	Unsignalized Full Movement	LT	BA		P
45	68.280		Trade Center Auto Recyclers	Unsignalized Full Movement	RT	BA		P
46	68.322		Western Gas Station & Convenience Store	Unsignalized Full Movement	RT	BA		
47	68.342		Private Road	Unsignalized Full Movement	LT	PVRU	1431 Hwy 50	P
48	68.342		Private Road	Unsignalized Full Movement	RT	PVRU	1432 Hwy 50	P
49	68.396		Foster Farms	Unsignalized Full Movement	LT	BA	1435 Hwy 50	P
50	68.456		Shared - Phillips (Business), Residential	Unsignalized Full Movement	RT	BA		P
51	68.581		Field Access	Unsignalized Full Movement	RT	FA		P
52	68.597		Private Road	Unsignalized Full Movement	LT	PVRU		
53	68.597		Jobsite Inc.	Unsignalized Full Movement	RT	BA		P
54	68.665		Business (Agricultural) Access	Unsignalized Full Movement	LT	BA		Closed
55	68.721		Residential	Unsignalized Full Movement	LT	R	1459 Hwy 50	P
56	68.736		Colorado Lime Company	Unsignalized Full Movement	RT	BA		P
57	68.751		Residential	Unsignalized Full Movement	LT	R	1463 & 1465 Hwy 50	P
58	68.773		Residential	Unsignalized Full Movement	LT	R	1467 Hwy 50	P
59	68.783		Shared - Colorado Lime Company, United Supply & Machine	Unsignalized Full Movement	RT	BA		P
61	68.840		Field Access	Unsignalized Full Movement	LT	BA		P
60	68.849		United Supply & Machine	Unsignalized Full Movement	RT	FA	Provides same access as #61	P
62	68.849		Residential	Unsignalized Full Movement	RT	R	1476 Hwy 50	P
63	68.862		Field Access	Unsignalized Full Movement	LT	FA	Provides same access as #63	
64	68.897		Residential	Unsignalized Full Movement	RT	R	1478 Hwy 50	P
65	68.912		Residential	Unsignalized Full Movement	RT	R	1484 Hwy 50	P
		69.000	MILEPOST 69					
66	68.933		Residential	Unsignalized Full Movement	RT	R	2nd access to 1484 Hwy 50 (#65)	P
67	68.956		Field Access	Unsignalized Full Movement	LT	FA		P
68	68.970		Residential	Unsignalized Full Movement	RT	R	1486 Hwy 50	P
69	69.029		Private Road	Unsignalized Full Movement	LT	PVRU	Wide Acres Park	P
70	69.029		Residential	Unsignalized Full Movement	RT	R	1488 Hwy 50	P
71	69.052		Residential	Unsignalized Full Movement	RT	R	1490 Hwy 50	P
73	69.086		Utility Access	Unsignalized Full Movement	LT	BA	1496 Hwy 50	P
72	69.095		Residential	Unsignalized Full Movement	RT	R		P
74	69.104		Residential	Unsignalized Full Movement	RT	R		P

Legend

BA - Business Access
FA - Field Access
R - Residential Access

PRS - Public Road Signalized
PRU - Public Road Unsignalized
PVRU - Private Road Unsignalized

US 50 - Starr Nelson Rd to SH 92 Existing Access Inventory

**Reference Points (RP) defined per CDOT Highway Segment Description beginning at 70.919

Access ID No.	Reference Point **	Reference Point OTIS	Owner / Description	Existing Configuration	Side	Type	Notes	Permits
75	69.134		CDOT Maintenance Facility	Unsignalized Full Movement	LT	BA	1501 Hwy 50	P
76	69.180		Residential	Unsignalized Full Movement	RT	R		P
77	69.346		Residential	Unsignalized Full Movement	RT	R	1522 Hwy 50	P
78	69.346	69.401	1525 Road	Unsignalized Full Movement	LT	PRU		P
79	69.404		Shared Access - various businesses	Unsignalized Full Movement	LT	BA		
80	69.419		Grand Mesa Imports	Unsignalized Full Movement	RT	BA		P
81	69.445		Grand Mesa Imports	Unsignalized Full Movement	RT	BA		
82	69.466		Business Access	Unsignalized Full Movement	LT	BA		
83	69.466		B&D Storage	Unsignalized Full Movement	RT	BA		P
84	69.481		Residential	Unsignalized Full Movement	RT	R		P
85	69.497		Grand Mesa Veterinary Hospital (Access #1)	Unsignalized Full Movement	RT	BA	1534 Hwy 50	P
86	69.510		Grand Mesa Veterinary Hospital (Access #2)	Unsignalized Full Movement	RT	BA	1534 Hwy 50	P
87	69.519		Grand Mesa Veterinary Hospital (Access #3)	Unsignalized Full Movement	RT	BA	1534 Hwy 50	P
88	69.525		Residential (Apartment)	Unsignalized Full Movement	LT	R	1545 Hwy 50	P
89	69.531		Residential	Unsignalized Full Movement	RT	R		P
90	69.540		Residential	Unsignalized Full Movement	RT	R	1538 Hwy 50	P
91	69.551		Residential	Unsignalized Full Movement	RT	R		
92	69.569		Residential	Unsignalized Full Movement	RT	R	1542 Hwy 50	P
93	69.580		Residential	Unsignalized Full Movement	RT	R		P
94	69.580		Mesa View Apartments	Unsignalized Full Movement	LT	R	1549 Hwy 50	P
95	69.598	69.649	1550 Road (south leg)	Unsignalized Full Movement	RT	PRU		
96	69.598		1550 Road (north leg)	Unsignalized Full Movement	LT	PRU		
97	69.626		Guthrie's Floor Coverings	Unsignalized Full Movement	RT	BA		P
98	69.651		Connection to H50 Road	Unsignalized Full Movement	LT	PRU		
99	69.677		Dairy King Drive-In	Unsignalized Full Movement	RT	BA		P
100	69.708		Dairy King Drive-In	Unsignalized Full Movement	RT	BA		P
101	69.732		1560 Road	Unsignalized Full Movement	RT	PRU		
102	69.766		PeopleCare Health Services	Unsignalized Full Movement	LT	BA	1561 Hwy 50	P
103	69.792		Field Access	Unsignalized Full Movement	LT	FA		Closed
104	69.817		Residential	Unsignalized Full Movement	LT	R	1571 Hwy 50	P
105	69.900		1565 Road (south leg)	Signalized Full Movement	RT	PRS		
106	69.900		H38 Road (north leg)	Signalized Full Movement	LT	PRS		P
		70.000	MILEPOST 70					
107	69.929		CDOT Facility	Unsignalized Full Movement	RT	BA		
108	69.952		CJ's Auto Repair, Black Jack Import Auto Recycling	Unsignalized Full Movement	RT	BA		
109	69.959	70.043	H-25 Road	Unsignalized Full Movement	LT	PRU		
110	69.990		Shared Access - various businesses	Unsignalized Full Movement	LT	BA		P
111	70.081		Private Road	Unsignalized Full Movement	LT	PVRU		
112	70.091		Business Access	Unsignalized Full Movement	RT	BA		P
113	70.148		1565 Road	Unsignalized Full Movement	RT	PRU		P
115	70.181		Residential	Unsignalized Full Movement	LT	R	701 Hwy 50	
114	70.196		Residential	Unsignalized Full Movement	RT	R	702 Hwy 50	P
116	70.217		Residential	Unsignalized Full Movement	LT	R	699 Hwy 50	P

Legend

BA - Business Access
FA - Field Access
R - Residential Access

PRS - Public Road Signalized
PRU - Public Road Unsignalized
PVRU - Private Road Unsignalized

US 50 - Starr Nelson Rd to SH 92 Existing Access Inventory

**Reference Points (RP) defined per CDOT Highway Segment Description beginning at 70.919

Access ID No.	Reference Point **	Reference Point OTIS	Owner / Description	Existing Configuration	Side	Type	Notes	Permits
117	70.238		Delta Simmons	Unsignalized Full Movement	LT	BA		
118	70.249	70.309	G-96 Lane	Unsignalized Full Movement	RT	PRU		
119a	70.262		Delta Self Storage	Unsignalized Full Movement	RT	BA	access crosses ROW	
119b	70.270		Delta Self Storage	Unsignalized Full Movement	RT	BA	694 Hwy 50	
119c	70.279		Delta Self Storage	Unsignalized Full Movement	RT	BA	access crosses ROW	
120	70.279		Auto Repair Shop & Uhaul	Unsignalized Full Movement	LT	BA		
121	70.288		Pawn & Gun (Access #1)	Unsignalized Full Movement	RT	BA		
122a	70.305		Pawn & Gun (Access #2)	Unsignalized Full Movement	RT	BA		
122b	70.312		Residential	Unsignalized Full Movement	RT	R	access crosses ROW	
123	70.316		Residential	Unsignalized Full Movement	LT	R		P
124a	70.326		Business Access	Unsignalized Full Movement	RT	BA	690 Hwy 50	
124b	70.332		Business Access	Unsignalized Full Movement	RT	BA	680 Hwy 50	
125	70.337		Riverwood Mobile Home Park	Unsignalized Full Movement	LT	PVRU		P
126	70.369	70.433	G-86 Lane	Unsignalized Full Movement	RT	PRU		
127	70.408		Riverwood Motel	Unsignalized Full Movement	LT	BA	677 Hwy 50	
128	70.427		Four Seasons River Inn & RV Park (Access #1)	Unsignalized Full Movement	RT	BA		
129	70.442		Four Seasons River Inn & RV Park (Access #2)	Unsignalized Full Movement	RT	BA		
130	70.631		Business Access	Unsignalized RIRO	LT	BA		
131	70.712	70.766	Confluence Drive	Signalized Full Movement	RT	PRS		
132	70.712	70.766	Private Road	Signalized Full Movement	LT	PRS		
133	70.783		City Market	Unsignalized Full Movement	RT	BA		
134	70.783	70.841	Ute Street	Unsignalized Full Movement	LT	PRU		
		70.883	RRX (254-020N) D AND RGW RR					
135	70.883		Maverick Country Store & Gas Station	Unsignalized RIRO	LT	BA		
136	70.919		Sinclair Gas Station	Unsignalized RIRO	RT	BA		P, RIRO
137	70.919	70.919	1st Street (west leg)	Signalized Full Movement	RT	PRS		P
138	70.919	70.919	SH-92 Jct (east leg)	Signalized Full Movement	LT	PRS		
		71.000	MILEPOST 71					

Legend

BA - Business Access
FA - Field Access
R - Residential Access

PRS - Public Road Signalized
PRU - Public Road Unsignalized
PVRU - Private Road Unsignalized

SH 92 - US 50 to 2200 Road Existing Access Inventory

**Reference Points (RP) defined per CDOT Highway Segment Description beginning at 0.000

Access ID No.	Reference Point **	Reference Point OTIS	Owner / Description	Existing Configuration	Side	Type	Notes	Permits
200a	0.000		US 50 Jct (South leg)	Signalized Full Movement	RT	PRS		
200b	0.000		US 50 Jct (North leg)	Signalized Full Movement	LT	PRS		
201	0.012		Various businesses	Unsignalized RIRO	RT	BA		
202	0.029		Alley	Unsignalized RIRO	RT	PRU	provides back access to numerous businesses	
203	0.043		The Salvation Army	Unsignalized RIRO	RT	BA		
204	0.063	0.075	Meeker Street	Unsignalized Full Movement	RT	PRU		
205	0.072		Maverick Country Store & Gas Station	Unsignalized Full Movement	LT	BA		P
206	0.102		Moonshine Liquors (Access #1)	Unsignalized RIRO	RT	BA		
207	0.119		Moonshine Liquors (Access #2)	Unsignalized RIRO	RT	BA		
208	0.144		Various businesses	Unsignalized RIRO	RT	BA	270 Hwy 92	
209	0.158	0.163	Grand Avenue	Unsignalized Full Movement	RT	PRU		
210	0.176		Cornerstone Home Lending, Inc.	Unsignalized Full Movement	RT	BA		
211	0.237	0.239	Crawford Avenue	Unsignalized Full Movement	RT	PRU		P
212	0.237		Business Access	Unsignalized Full Movement	LT	BA		
213	0.282		Business Access	Unsignalized Full Movement	LT	BA		
214	0.293		US Bank (Access #1)	Unsignalized Full Movement	RT	BA		
215	0.337		US Bank (Access #2)	Unsignalized Full Movement	RT	BA		
216	0.354		OCI Supply	Unsignalized Full Movement	RT	BA		
217	0.366		Business Access	Unsignalized Full Movement	LT	BA		
218	0.366	0.385	Henry Street	Unsignalized Full Movement	RT	PRU		
219	0.388		Source Gas (Access #1)	Unsignalized Full Movement	RT	BA		
220	0.406		Source Gas (Access #2)	Unsignalized Full Movement	RT	BA		
221	0.433		Ashley's Home Center	Unsignalized Full Movement	RT	BA		
222	0.460		Business Access	Unsignalized Full Movement	RT	BA		
223	0.460		Business Access	Unsignalized Full Movement	LT	BA		
224	0.486		Business Access	Unsignalized Full Movement	RT	BA		P
225	0.493		Doughty Steel & Machine	Unsignalized Full Movement	LT	BA		P
226	0.542		Ford Dealership	Unsignalized Full Movement	RT	BA		
227	0.587	0.601	Tuscher Street	Unsignalized Full Movement	RT	PRU		
228	0.618		Gerhard's	Unsignalized Full Movement	RT	BA		
229	0.633		Oddfellows Hall	Unsignalized Full Movement	RT	BA		
230	0.660	0.677	Heinz Street	Unsignalized Full Movement	RT	PRU		
231	0.682		CarQuest Auto Parts (Access #1)	Unsignalized Full Movement	RT	BA		
232	0.689		Delta Sand & Gravel	Unsignalized Full Movement	LT	BA		
233	0.704		CarQuest Auto Parts (Access #2)	Unsignalized Full Movement	RT	BA		

Legend
BA - Business Access
FA - Field Access
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PRS - Public Road Signalized
PRU - Public Road Unsignalized
PVRU - Private Road Unsignalized

SH 92 - US 50 to 2200 Road Existing Access Inventory

**Reference Points (RP) defined per CDOT Highway Segment Description beginning at 0.000

Access ID No.	Reference Point **	Reference Point OTIS	Owner / Description	Existing Configuration	Side	Type	Notes	Permits
234	0.727		Business Access	Unsignalized Full Movement	RT	BA		
235	0.769		B&T Auto Service	Unsignalized Full Movement	RT	BA		
236	0.797		Dorr Veterinary Hospital	Unsignalized Full Movement	RT	BA		
237	0.850		Business Access	Unsignalized Full Movement	RT	BA		
238	0.874		Residential	Unsignalized Full Movement	RT	R	1140 Hwy 92	
239	0.903		Residential	Unsignalized Full Movement	RT	R		
240	0.977	0.966	Circle Drive	Unsignalized Full Movement	RT	PRU		P
		1.000	MILEPOST 1					
241	1.107		Safeway	Unsignalized 3/4 Movement	RT	BA		P
242	1.222	1.205	Stafford Lane	Signalized Full Movement	RT	PRS		P
243	1.222	1.205	1675 Road	Signalized Full Movement	LT	PRS		
244	1.338		Field Access	Unsignalized RIRO	RT	FA		
246	1.769		1725 Road	Unsignalized Full Movement	RT	PRU		
247	1.783		Field Access	Unsignalized RIRO	RT	FA		
248	1.786		Residential	Unsignalized RIRO	LT	R		
249	2.091		Field Access	Unsignalized Full Movement	LT	FA		
250	2.103	2.050	Industrial Blvd	Unsignalized Full Movement	RT	PRU		
251	2.237		Field Access	Unsignalized Full Movement	RT	FA		
252	2.247		Field Access	Unsignalized Full Movement	RT	FA		
253	2.507	2.507	1800 Road (south leg)	Unsignalized Full Movement	RT	PRU		P
254	2.507	2.507	1800 Road (north leg)	Unsignalized Full Movement	LT	PRU		P
255	2.608		Field Access	Unsignalized RIRO	RT	FA		
256	2.629		Field Access	Unsignalized RIRO	RT	FA		
257	2.894		Residential	Unsignalized Full Movement	RT	R		
258	3.016		Field Access	Unsignalized RIRO	RT	FA		
259	3.023		Field Access	Unsignalized RIRO	RT	FA		
260	3.224		Field Access	Unsignalized Full Movement	RT	FA		
261	3.237		Field Access	Unsignalized RIRO	RT	FA		
262	3.285		Field Access	Unsignalized RIRO	RT	FA		
263	3.285		Ditch Access	Unsignalized RIRO	LT	FA		
264	3.526		Field Access	Unsignalized RIRO	RT	FA		
265	3.542	3.550	1900 Road (south leg)	Unsignalized Full Movement	RT	PRU		
266	3.542	3.550	1900 Road (north leg)	Unsignalized Full Movement	LT	PRU		P
267	3.787		Field Access	Unsignalized Full Movement	RT	FA		
268	3.802		Field Access	Unsignalized Full Movement	RT	FA		
269	3.802	3.814	SH 65 Jct	Unsignalized Full Movement	LT	PRU		

Legend
BA - Business Access
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PRS - Public Road Signalized
PRU - Public Road Unsignalized
PVRU - Private Road Unsignalized

SH 92 - US 50 to 2200 Road Existing Access Inventory

**Reference Points (RP) defined per CDOT Highway Segment Description beginning at 0.000

Access ID No.	Reference Point **	Reference Point OTIS	Owner / Description	Existing Configuration	Side	Type	Notes	Permits
270	3.998		Business Access	Unsignalized Full Movement	RT	BA	19440 Hwy 92	
		4.000	MILEPOST 4					
271	4.145		Field Access	Unsignalized Full Movement	RT	FA		
272	4.156		Field Access	Unsignalized Full Movement	RT	FA		
273	4.160		Residential	Unsignalized Full Movement	LT	R	19589 & 19647 Hwy 92	
274	4.266		Residential	Unsignalized Full Movement	RT	R	19698 Hwy 92	
275	4.287		Residential	Unsignalized Full Movement	RT	R		
276	4.299	4.290	H50 Road	Unsignalized Full Movement	RT	PRU		
277	4.548		Residential	Unsignalized Full Movement	RT	R	19966 Hwy 92	
278	4.578		Field Access	Unsignalized Full Movement	RT	FA		
279	4.578		Field Access	Unsignalized Full Movement	LT	FA		
280	4.749		Field Access	Unsignalized Full Movement	RT	FA		
281	4.830		Field Access	Unsignalized Full Movement	RT	FA		
282	4.925		Field Access	Unsignalized Full Movement	RT	FA		
		5.000	MILEPOST 5					
283	5.060		Residential	Unsignalized Full Movement	RT	R	20460 & 20464 Hwy 92	
284	5.094		Field Access	Unsignalized Full Movement	LT	FA		
285	5.179		Residential	Unsignalized Full Movement	RT	R	20578 Hwy 92	
286	5.278		Residential	Unsignalized Full Movement	LT	R	20673 & 20677 Hwy 92	
287	5.355	5.368	2075 Road	Unsignalized Full Movement	RT	PRU		
288	5.389		Holiness Chapel	Unsignalized Full Movement	RT	BA		
289	5.408		Residential	Unsignalized Full Movement	RT	R		
290	5.434		Residential	Unsignalized Full Movement	RT	R		
291	5.447	5.430	H75 Road	Unsignalized Full Movement	RT	PRU		
292	5.515		Residential	Unsignalized Full Movement	RT	R		
293	5.633	5.648	2100 Road	Unsignalized Full Movement	RT	PRU		
294	5.633		Private Road	Unsignalized Full Movement	LT	PVRU		
295	5.643		Business Access	Unsignalized Full Movement	RT	BA	21008 Hwy 92	
296	5.701		Residential (Access #1)	Unsignalized Full Movement	RT	R	21050 Hwy 92	
297	5.721		Residential (Access #2)	Unsignalized Full Movement	RT	R	21050 Hwy 92	
298	5.819		Field Access	Unsignalized Full Movement	RT	FA		
299	5.962		Railroad Access	Unsignalized Full Movement	LT	FA		
300	6.000		Field Access	Unsignalized Full Movement	RT	FA		
301	6.000		I30 Ln	Unsignalized Full Movement	LT	PVRU		P
		6.000	MILEPOST 6					
302	6.166		Residential Access	Unsignalized Full Movement	RT	R		

Legend
BA - Business Access
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PRS - Public Road Signalized
PRU - Public Road Unsignalized
PVRU - Private Road Unsignalized

SH 92 - US 50 to 2200 Road Existing Access Inventory

**Reference Points (RP) defined per CDOT Highway Segment Description beginning at 0.000

Access ID No.	Reference Point **	Reference Point OTIS	Owner / Description	Existing Configuration	Side	Type	Notes	Permits
303	6.363		Field Access	Unsignalized Full Movement	RT	FA		
304	6.370		River access	Unsignalized Full Movement	LT	FA		
305	6.657		Field Access	Unsignalized Full Movement	RT	FA		
306	6.669		Field Access	Unsignalized Full Movement	LT	FA		
307	6.884		Field Access	Unsignalized Full Movement	RT	FA		
308	6.892		Field Access	Unsignalized Full Movement	LT	FA		
309	6.938	6.956	2200 Road (south leg)	Unsignalized Full Movement	RT	PRU		
310	6.938	6.956	Austin Road (north leg)	Unsignalized Full Movement	LT	PRU		
		7.000	MILEPOST 7					

Legend
BA - Business Access
FA - Field Access
R - Residential Access

PRS - Public Road Signalized
PRU - Public Road Unsignalized
PVRU - Private Road Unsignalized

APPENDIX C

CRASH HISTORY

Colorado Department of Transportation
DiExSys™ Roadway Safety Systems
Detailed Accident Summary Report

03/06/2015

Job #: 20150306065831

Location: 50A 92A **Begin:** 63.94 **End:** 70.92 **From:** 07/01/2009 **To:** 06/30/2014

Severity

PDO:	87	
INJ:	19	24 :Injured
FAT:	1	1 :Killed
Total:	**107**	

Number of Vehicles

One Vehicle:	36
Two Vehicles:	68
Three or More:	3
Unknown:	0
Total:	**107**

Location

On Road:	87
Off Road Left:	10
Off Road Right:	10
Off Road at Tee:	0
Off in Median:	0
Unknown:	0
Total:	**107**

Lighting Conditions

Daylight:	73
Dawn or Dusk:	14
Dark - Lighted:	6
Dark - Unlighted:	14
Unknown:	0
Total:	**107**

Weather Conditions

None:	101
Rain:	4
Snow/Sleet/Hail:	1
Fog:	0
Dust:	0
Wind:	1
Unknown:	0
Total:	**107**

Accident Rates

PDO:	0.71 *	* MVMT
INJ:	0.15 *	** 100 MVMT
FAT:	0.81 **	**Total:** 0.87 *

Accident Type

Overturning:	4	Bridge Abutment:	0
Other Non Collision:	1	Column/Pier:	0
Pedestrians:	0	Culvert/Headwall:	0
Broadside:	15	Embankment:	4
Head On:	3	Curb:	0
Rear End:	26	Delineator Post:	0
Sideswipe (Same):	14	Fence:	4
Sideswipe (Opposite):	1	Tree:	0
Approach Turn:	9	Large Boulders or Rocks:	0
Overtaking Turn:	1	Barricade:	0
Parked Motor Vehicle:	0	Wall/Building:	0
Railway Vehicle:	0	Crash Cushion:	0
Bicycle:	0	Mailbox:	1
Motorized Bicycle:	0	Other Fixed Object:	0
Domestic Animal:	3	Total Fixed Objects:	17
Wild Animal:	11	Rocks in Roadway:	0
Light/Utility Pole:	0	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maintenance Equipment:	0
Sign:	4	Involving Other Object:	2
Bridge Rail:	0	Total Other Objects:	2
Guard Rail:	4	Unknown:	0
Cable Rail:	0	**Total:**	**107**
Concrete Barrier:	0		

Mainline/Ramps/Frontage Roads

Mainline:	107
Crossroad (A):	0

Frontage/Ramp Intersections

M:	0	N:	0	O:	0	P:	0

Ramps

B:	0	F:	0	J:	0
C:	0	G:	0	K:	0
D:	0	H:	0	L:	0
E:	0	I:	0		

Left Frontage Rd (L):	0
Rt Frontage Rd (R):	0
HOV Lanes (V):	0
Unknown:	0
Total:	**107**

Road Description

At Intersection:	56
At Driveway Access:	8
Intersection Related:	5
Non Intersection:	38
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
Total:	**107**

Road Conditions

Dry:	101
Wet:	4
Muddy:	0
Snowy:	0
Icy:	1
Slushy:	0
Foreign Material:	0
With Road Treatment:	0
Dry w/Icy Road Treatment:	0
Wet w/Icy Road Treatment:	0
Snowy w/Icy Road Treatment:	0
Icy w/Icy Road Treatment:	1
Slushy w/Icy Road Treatment:	0
Unknown:	0
Total:	**107**

ADT: 9,196 **Length:** 7.32

Any intentional or inadvertant release of this data or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 USC 409.

User: ClaytonP on

Colorado Department of Transportation
DiExSys™ Roadway Safety Systems
Detailed Accident Summary Report

03/06/2015

Job #: 20150306065831

Location: 50A 92A **Begin:** 63.94 **End:** 70.92 **From:** 07/01/2009 **To:** 06/30/2014

Vehicle Type	Veh 1	Veh 2	Veh 3
Passenger Car/Van:	48	38	2
Passenger Car/Van w/Trl:	0	0	0
Pickup Truck/Utility Van:	33	11	1
Pickup Truck/Utility Van w/Trl:	0	3	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Bus > 15 People:	5	2	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	0	0
Motorhome:	0	0	0
Motorcycle:	3	1	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	1	0	0
Other:	1	0	0
Unknown:	0	0	0
Total:	**107**	**71**	**3**

Vehicle Movement	Veh 1	Veh 2	Veh 3
Going Straight:	59	39	0
Slowing:	2	5	0
Stopped in Traffic:	0	14	3
Making Right Turn:	4	3	0
Making Left Turn:	22	9	0
Making U-Turn:	0	0	0
Passing:	1	1	0
Backing:	2	0	0
Enter/Leave Parked Position:	1	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	5	0	0
Avoiding Object/Veh in Road:	1	0	0
Weaving:	4	0	0
Other:	6	0	0
Unknown:	0	0	0
Total:	**107**	**71**	**3**

Contributing Factor	Veh 1	Veh 2	Veh 3
No Apparent Contributing Factor:	59	64	3
Asleep at the Wheel:	6	0	0
Illness:	3	0	0
Distracted by Passenger:	1	1	0
Driver Inexperience:	4	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	8	1	0
Driver Unfamilar with Area:	2	1	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officier:	1	0	0
Physical Disability:	1	0	0
Unknown:	22	4	0
Total:	**107**	**71**	**3**

Direction	Veh 1	Veh 2	Veh 3
North:	26	19	0
Northeast:	0	0	0
East:	26	14	0
Southeast:	3	2	1
South:	30	24	1
Southwest:	1	2	0
West:	18	9	1
Northwest:	2	1	0
Unknown:	1	0	0
Total:	**107**	**71**	**3**

Condition of Driver	Veh 1	Veh 2	Veh 3
No Impairment Suspected:	105	71	3
Alcohol Involved:	2	0	0
RX, Medication, or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Pedestrian not Observed:	0	0	0
Unknown:	0	0	0
Total:	**107**	**71**	**3**

ADT: 9,196 **Length:** 7.32

Any intentional or inadvertant release of this data or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 USC 409.

#	Hwy	MP	Date	Time	Sev	Location	Road Description	# of Veh	Contour	Road Condition	Lighting	Weather
1	0050A	64.00	10/18/13	1520	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
2	0050A	64.10	10/07/13	2100	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE
3	0050A	64.50	09/16/09	1918	PDO	OFF LEFT	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAWN OR DUSK	NONE
4	0050A	64.50	12/10/09	1100	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
5	0050A	64.50	08/08/09	0040	PDO	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE
6	0050A	64.93	02/08/13	2234	PDO	OFF RIGHT	AT INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
7	0050A	64.95	09/25/12	0820	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
8	0050A	64.95	10/24/12	1624	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	WIND
9	0050A	65.00	04/27/13	0309	PDO	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
10	0050A	65.05	05/05/13	0650	INJ	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
11	0050A	65.10	08/20/10	1710	INJ	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
12	0050A	65.50	07/30/10	0838	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
13	0050A	66.00	07/02/10	0051	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
14	0050A	66.00	11/30/10	0634	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
15	0050A	66.00	11/17/12	1800	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
16	0050A	66.00	09/20/09	1154	INJ	OFF RIGHT	INTERSECTION RELATED	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
17	0050A	66.00	06/13/13	1509	INJ	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
18	0050A	66.00	12/06/12	1344	PDO	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
19	0050A	66.60	07/14/10	2215	PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
20	0050A	66.65	08/29/12	1558	INJ	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
21	0050A	67.00	01/19/10	1715	PDO	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
22	0050A	67.00	04/14/10	1601	INJ	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
23	0050A	67.56	11/19/10	1129	FAT	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
24	0050A	68.00	06/02/11	2205	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
25	0050A	68.35	03/31/14	0815	INJ	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
26	0050A	68.40	07/28/12	1615	INJ	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
27	0050A	68.85	05/04/14	2027	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
28	0050A	68.87	05/22/13	2210	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
29	0050A	69.00	04/21/10	0547	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
30	0050A	69.00	12/30/10	1136	INJ	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL
31	0050A	69.12	12/03/13	1749	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
32	0050A	69.15	06/24/12	2048	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
33	0050A	69.40	08/27/09	1118	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
34	0050A	69.45	04/06/13	0915	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
35	0050A	69.65	04/16/13	1610	INJ	ON	AT INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE
36	0050A	69.65	02/22/14	0330	PDO	OFF LEFT	AT INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
37	0050A	69.67	02/05/11	1413	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
38	0050A	69.98	09/18/10	2207	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
39	0050A	69.99	09/07/09	1842	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
40	0050A	69.99	06/04/11	1140	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
41	0050A	69.99	05/09/11	1218	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN
42	0050A	69.99	11/25/13	1030	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
43	0050A	69.99	11/05/09	1750	INJ	OFF LEFT	AT INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE
44	0050A	69.99	04/29/11	1705	PDO	ON	AT INTERSECTION	3	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE
45	0050A	70.30	03/19/13	1120	INJ	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
46	0050A	70.31	08/07/13	0400	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
47	0050A	70.31	01/03/14	2141	PDO	ON	INTERSECTION RELATED	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
48	0050A	70.31	05/25/14	2039	PDO	ON	AT INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
49	0050A	70.31	05/25/14	2039	PDO	ON	AT INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
50	0050A	70.35	04/22/12	2024	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE
51	0050A	70.57	07/20/09	1200	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
52	0050A	70.76	05/19/14	1125	PDO	ON	AT INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE
53	0050A	70.76	06/21/10	1649	PDO	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE
54	0050A	70.76	07/07/10	1211	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
55	0050A	70.77	05/11/12	1700	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
56	0050A	70.77	03/27/13	1605	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
57	0050A	70.77	03/30/11	1636	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
58	0050A	70.77	04/13/13	1300	PDO	ON	AT INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE
59	0050A	70.77	09/10/13	0850	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
60	0050A	70.77	08/03/11	1630	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN

#	Hwy	MP	Date	Time	Ramp	Accident Type	Dir	Vehicle Type	Driver Factor	Human Factor	Speed	Vehicle Movement
1	0050A	64.00	10/18/13	1520	N	WILD ANIMAL	W	SUV	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT
2	0050A	64.10	10/07/13	2100	N	WILD ANIMAL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	066	GOING STRAIGHT
3	0050A	64.50	09/16/09	1918	N	SIGN	E	PASS CAR/VAN	NO IMPAIRMENT	EVADING LAW ENFORCEMENT OFFICER	095	GOING STRAIGHT
4	0050A	64.50	12/10/09	1100	N	EMBANKMENT CUT/FILL SLOPE	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT
5	0050A	64.50	08/08/09	0040	N	OVERTURNING	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	065	OTHER
6	0050A	64.93	02/08/13	2234	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	065	GOING STRAIGHT
7	0050A	64.95	09/25/12	0820	N	BROADSIDE	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	005	MAKING LEFT TURN
8	0050A	64.95	10/24/12	1624	N	BROADSIDE	N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	005	MAKING LEFT TURN
9	0050A	65.00	04/27/13	0309	N	OVERTURNING	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	UK	GOING STRAIGHT
10	0050A	65.05	05/05/13	0650	N	GUARD RAIL	E	PICKUP TRUCK/UTILITY VAN	ALCOHOL	UNKNOWN	065	GOING STRAIGHT
11	0050A	65.10	08/20/10	1710	N	OVERTURNING	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	075	WEAVING
12	0050A	65.50	07/30/10	0838	N	INVOLVING OTHER OBJECT	W	SUV	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
13	0050A	66.00	07/02/10	0051	N	DOMESTIC ANIMAL	N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
14	0050A	66.00	11/30/10	0634	N	WILD ANIMAL	NW	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT
15	0050A	66.00	11/17/12	1800	N	WILD ANIMAL	E	SUV	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
16	0050A	66.00	09/20/09	1154	N	GUARD RAIL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
17	0050A	66.00	06/13/13	1509	N	GUARD RAIL	S	SUV	NO IMPAIRMENT	UNKNOWN	065	WEAVING
18	0050A	66.00	12/06/12	1344	N	FENCE	E	SUV	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT
19	0050A	66.60	07/14/10	2215	N	WILD ANIMAL	E	SUV	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT
20	0050A	66.65	08/29/12	1558	N	EMBANKMENT CUT/FILL SLOPE	E	SUV	NO IMPAIRMENT	ASLEEP AT WHEEL	070	GOING STRAIGHT
21	0050A	67.00	01/19/10	1715	N	FENCE	S	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	UK	GOING STRAIGHT
22	0050A	67.00	04/14/10	1601	N	FENCE	E	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	068	GOING STRAIGHT
23	0050A	67.56	11/19/10	1129	N	HEAD-ON	S	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	UK	WEAVING
24	0050A	68.00	06/02/11	2205	N	SIGN	S	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	UK	WEAVING
25	0050A	68.35	03/31/14	0815	N	BROADSIDE	S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN
26	0050A	68.40	07/28/12	1615	N	REAR-END	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT
27	0050A	68.85	05/04/14	2027	N	SIGN	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT
28	0050A	68.87	05/22/13	2210	N	INVOLVING OTHER OBJECT	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT
29	0050A	69.00	04/21/10	0547	N	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT
30	0050A	69.00	12/30/10	1136	N	MAILBOX	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT
31	0050A	69.12	12/03/13	1749	N	DOMESTIC ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT
32	0050A	69.15	06/24/12	2048	N	REAR-END	E	SUV	NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT
33	0050A	69.40	08/27/09	1118	N	SIDESWIPE SAME DIRECTION	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	MAKING LEFT TURN
34	0050A	69.45	04/06/13	0915	N	OVERTAKING TURN	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	030	MAKING RIGHT TURN
35	0050A	69.65	04/16/13	1610	N	REAR-END	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	048	GOING STRAIGHT
36	0050A	69.65	02/22/14	0330	N	SIGN	E	PASS CAR/VAN	ALCOHOL	UNKNOWN	UK	OTHER
37	0050A	69.67	02/05/11	1413	N	FENCE	S	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	040	OTHER
38	0050A	69.98	09/18/10	2207	N	DOMESTIC ANIMAL	UK	OTHER - SEE REPORT	NO IMPAIRMENT	NONE APPARENT	UK	OTHER
39	0050A	69.99	09/07/09	1842	N	BROADSIDE	N	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT
40	0050A	69.99	06/04/11	1140	N	BROADSIDE	N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
41	0050A	69.99	05/09/11	1218	N	REAR-END	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
42	0050A	69.99	11/25/13	1030	N	SIDESWIPE SAME DIRECTION	S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT
43	0050A	69.99	11/05/09	1750	N	EMBANKMENT CUT/FILL SLOPE	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	ILLNESS	UK	GOING STRAIGHT
44	0050A	69.99	04/29/11	1705	N	REAR-END	SE	SUV	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
45	0050A	70.30	03/19/13	1120	N	BROADSIDE	W	SUV	NO IMPAIRMENT	UNKNOWN	015	ENTERING/LEAVING PARKED POSITION
46	0050A	70.31	08/07/13	0400	N	WILD ANIMAL	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT
47	0050A	70.31	01/03/14	2141	N	WILD ANIMAL	S	SUV	NO IMPAIRMENT	UNKNOWN	040	GOING STRAIGHT
48	0050A	70.31	05/25/14	2039	N	WILD ANIMAL	S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
49	0050A	70.31	05/25/14	2039	N	WILD ANIMAL	S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
50	0050A	70.35	04/22/12	2024	N	WILD ANIMAL	S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT
51	0050A	70.57	07/20/09	1200	N	REAR-END	N	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	030	CHANGING LANES
52	0050A	70.76	05/19/14	1125	N	REAR-END	SW	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	015	MAKING RIGHT TURN
53	0050A	70.76	06/21/10	1649	N	SIDESWIPE SAME DIRECTION	S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
54	0050A	70.76	07/07/10	1211	N	APPROACH TURN	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
55	0050A	70.77	05/11/12	1700	N	BROADSIDE	SE	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	UK	MAKING LEFT TURN
56	0050A	70.77	03/27/13	1605	N	BROADSIDE	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	003	MAKING LEFT TURN
57	0050A	70.77	03/30/11	1636	N	HEAD-ON	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN
58	0050A	70.77	04/13/13	1300	N	REAR-END	SE	PASS CAR/VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER	005	GOING STRAIGHT
59	0050A	70.77	09/10/13	0850	N	REAR-END	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN
60	0050A	70.77	08/03/11	1630	N	SIDESWIPE SAME DIRECTION	N	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	UK	CHANGING LANES

#	Hwy	MP	Date	Time	Sev	Location	Road Description	# of Veh	Contour	Road Condition	Lighting	Weather
61	0050A	70.77	05/29/13	1200	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
62	0050A	70.77	04/07/14	1722	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
63	0050A	70.80	05/05/11	1510	INJ	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE
64	0050A	70.80	09/24/11	0000	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
65	0050A	70.84	02/17/13	1311	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
66	0050A	70.84	03/31/10	0850	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
67	0050A	70.84	03/05/10	0938	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
68	0050A	70.84	06/04/13	1800	PDO	ON	AT INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE
69	0050A	70.84	06/20/13	1043	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
70	0050A	70.84	03/01/14	1030	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
71	0050A	70.84	07/27/12	1744	PDO	ON	AT INTERSECTION	2	CURVE ON-GRADE	WET	DAYLIGHT	RAIN
72	0050A	70.85	02/22/14	1200	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
73	0050A	70.85	11/26/11	1411	PDO	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE
74	0050A	70.89	06/20/12	1119	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
75	0050A	70.90	08/29/09	2312	INJ	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE
76	0050A	70.91	05/12/10	1335	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
77	0050A	70.91	05/15/10	1946	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
78	0050A	70.91	07/27/10	1200	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
79	0050A	70.91	09/13/10	1608	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
80	0050A	70.91	05/30/10	2252	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE
81	0050A	70.91	06/03/10	1856	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
82	0050A	70.92	06/29/13	1250	PDO	ON	AT INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE
83	0050A	70.92	12/30/13	0756	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
84	0050A	70.92	04/21/14	1941	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
85	0050A	70.92	06/21/14	1140	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
86	0050A	70.92	08/19/09	0859	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
87	0050A	70.92	02/05/10	1757	INJ	ON	AT INTERSECTION	4	STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE
88	0050A	70.92	03/12/10	1215	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
89	0050A	70.92	06/29/12	1510	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
90	0050A	70.92	04/20/13	1040	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
91	0050A	70.92	11/08/13	1650	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
92	0050A	70.92	12/12/13	1441	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
93	0050A	70.92	12/27/13	0752	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
94	0050A	70.92	04/08/14	1155	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
95	0050A	70.92	04/01/12	1929	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
96	0050A	70.92	06/29/13	1516	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
97	0050A	70.92	08/15/13	1545	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
98	0050A	70.92	06/16/14	1715	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
99	0050A	70.92	09/27/12	1712	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
100	0050A	70.92	01/02/12	1900	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE
101	0050A	70.92	12/02/12	1600	PDO	ON	AT INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE
102	0050A	70.92	01/09/14	1824	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
103	0050A	70.92	05/07/12	1115	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
104	0050A	70.92	06/22/12	1741	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
105	0050A	70.92	08/29/12	1643	PDO	ON	AT INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
106	0092A	0.00	11/14/12	0602	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
107	0092A	0.00	03/09/13	1430	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN

#	Hwy	MP	Date	Time	Ramp	Accident Type	Dir	Vehicle Type	Driver Factor	Human Factor	Speed	Vehicle Movement
61	0050A	70.77	05/29/13	1200	N	SIDESWIPE SAME DIRECTION	S	MOTORCYCLE	NO IMPAIRMENT	NONE APPARENT	UK	PASSING
62	0050A	70.77	04/07/14	1722	N	APPROACH TURN	N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN
63	0050A	70.80	05/05/11	1510	N	OVERTURNING	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	UK	MAKING LEFT TURN
64	0050A	70.80	09/24/11	0000	N	BROADSIDE	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	010	MAKING LEFT TURN
65	0050A	70.84	02/17/13	1311	N	APPROACH TURN	W	MOTORCYCLE	NO IMPAIRMENT	UNKNOWN	005	AVOIDING OBJECT/VEHICLE IN ROAD
66	0050A	70.84	03/31/10	0850	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	BACKING
67	0050A	70.84	03/05/10	0938	N	SIDESWIPE SAME DIRECTION	S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES
68	0050A	70.84	06/04/13	1800	N	SIDESWIPE SAME DIRECTION	N	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	005	MAKING LEFT TURN
69	0050A	70.84	06/20/13	1043	N	SIDESWIPE SAME DIRECTION	N	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	DRIVER PREOCCUPIED	030	GOING STRAIGHT
70	0050A	70.84	03/01/14	1030	N	SIDESWIPE SAME DIRECTION	W	SUV	NO IMPAIRMENT	UNKNOWN	025	GOING STRAIGHT
71	0050A	70.84	07/27/12	1744	N	APPROACH TURN	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	005	MAKING LEFT TURN
72	0050A	70.85	02/22/14	1200	N	BROADSIDE	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	010	MAKING RIGHT TURN
73	0050A	70.85	11/26/11	1411	N	SIDESWIPE SAME DIRECTION	S	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	030	CHANGING LANES
74	0050A	70.89	06/20/12	1119	N	EMBANKMENT CUT/FILL SLOPE	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
75	0050A	70.90	08/29/09	2312	N	OTHER NON-COLLISION	S	MOTORCYCLE	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	025	GOING STRAIGHT
76	0050A	70.91	05/12/10	1335	N	REAR-END	S	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
77	0050A	70.91	05/15/10	1946	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	005	BACKING
78	0050A	70.91	07/27/10	1200	N	REAR-END	S	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
79	0050A	70.91	09/13/10	1608	N	REAR-END	N	SUV	NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT
80	0050A	70.91	05/30/10	2252	N	APPROACH TURN	N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN
81	0050A	70.91	06/03/10	1856	N	APPROACH TURN	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN
82	0050A	70.92	06/29/13	1250	N	BROADSIDE	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	030	MAKING LEFT TURN
83	0050A	70.92	12/30/13	0756	N	BROADSIDE	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	ILLNESS	UK	GOING STRAIGHT
84	0050A	70.92	04/21/14	1941	N	BROADSIDE	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	ILLNESS	UK	GOING STRAIGHT
85	0050A	70.92	06/21/14	1140	N	BROADSIDE	N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT
86	0050A	70.92	08/19/09	0859	N	REAR-END	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
87	0050A	70.92	02/05/10	1757	N	REAR-END	S	PASS CAR/VAN	NO IMPAIRMENT	PHYSICAL DISABILITY	005	GOING STRAIGHT
88	0050A	70.92	03/12/10	1215	N	REAR-END	N	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	005	SLOWING
89	0050A	70.92	06/29/12	1510	N	REAR-END	N	SUV	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
90	0050A	70.92	04/20/13	1040	N	REAR-END	NW	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	010	MAKING RIGHT TURN
91	0050A	70.92	11/08/13	1650	N	REAR-END	S	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	005	GOING STRAIGHT
92	0050A	70.92	12/12/13	1441	N	REAR-END	N	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT
93	0050A	70.92	12/27/13	0752	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	005	MAKING LEFT TURN
94	0050A	70.92	04/08/14	1155	N	REAR-END	N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
95	0050A	70.92	04/01/12	1929	N	SIDESWIPE SAME DIRECTION	N	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	010	MAKING LEFT TURN
96	0050A	70.92	06/29/13	1516	N	SIDESWIPE SAME DIRECTION	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	030	OTHER
97	0050A	70.92	08/15/13	1545	N	SIDESWIPE SAME DIRECTION	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	005	SLOWING
98	0050A	70.92	06/16/14	1715	N	SIDESWIPE SAME DIRECTION	S	SUV	NO IMPAIRMENT	UNKNOWN	UK	CHANGING LANES
99	0050A	70.92	09/27/12	1712	N	SIDESWIPE OPPOSITE DIRECTION	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN
100	0050A	70.92	01/02/12	1900	N	APPROACH TURN	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	010	GOING STRAIGHT
101	0050A	70.92	12/02/12	1600	N	APPROACH TURN	N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	030	MAKING LEFT TURN
102	0050A	70.92	01/09/14	1824	N	APPROACH TURN	S	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	005	MAKING LEFT TURN
103	0050A	70.92	05/07/12	1115	N	REAR-END	N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
104	0050A	70.92	06/22/12	1741	N	REAR-END	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT
105	0050A	70.92	08/29/12	1643	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	OTHER
106	0092A	0.00	11/14/12	0602	N	BROADSIDE	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT
107	0092A	0.00	03/09/13	1430	N	HEAD-ON	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN

Colorado Department of Transportation
DiExSys™ Roadway Safety Systems
Detailed Accident Summary Report

01/23/2015

Job #: 20150123112447

Location: 92A 65A **Begin:** 0.00 **End:** 6.96 **From:** 07/01/2009 **To:** 06/30/2014

Severity

PDO:	106	
INJ:	45	61 :Injured
FAT:	2	2 :Killed
Total:	**153**	

Number of Vehicles

One Vehicle:	62
Two Vehicles:	88
Three or More:	3
Unknown:	0
Total:	**153**

Location

On Road:	120
Off Road Left:	11
Off Road Right:	21
Off Road at Tee:	0
Off in Median:	1
Unknown:	0
Total:	**153**

Lighting Conditions

Daylight:	108
Dawn or Dusk:	6
Dark - Lighted:	14
Dark - Unlighted:	24
Unknown:	1
Total:	**153**

Weather Conditions

None:	143
Rain:	4
Snow/Sleet/Hail:	5
Fog:	1
Dust:	0
Wind:	0
Unknown:	0
Total:	**153**

Accident Rates

PDO:	0.88 *	* MVMT
INJ:	0.37 *	** 100 MVMT
FAT:	1.67 **	**Total:** 1.27 *

Accident Type

Overturning:	6	Bridge Abutment:	0
Other Non Collision:	0	Column/Pier:	0
Pedestrians:	0	Culvert/Headwall:	1
Broadside:	22	Embankment:	9
Head On:	2	Curb:	0
Rear End:	31	Delineator Post:	2
Sideswipe (Same):	14	Fence:	6
Sideswipe (Opposite):	4	Tree:	1
Approach Turn:	15	Large Boulders or Rocks:	0
Overtaking Turn:	0	Barricade:	0
Parked Motor Vehicle:	1	Wall/Building:	1
Railway Vehicle:	0	Crash Cushion:	0
Bicycle:	1	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	2
Domestic Animal:	1	Total Fixed Objects:	28
Wild Animal:	26	Rocks in Roadway:	0
Light/Utility Pole:	2	Vehicle Cargo/Debris:	1
Traffic Signal Pole:	0	Road Maintenance Equipment:	0
Sign:	3	Involving Other Object:	1
Bridge Rail:	1	Total Other Objects:	2
Guard Rail:	0	Unknown:	0
Cable Rail:	0	**Total:**	**153**
Concrete Barrier:	0		

Mainline/Ramps/Frontage Roads

Mainline:	153
Crossroad (A):	0

Frontage/Ramp Intersections

M:	0	N:	0	O:	0	P:	0

Ramps

B:	0	F:	0	J:	0
C:	0	G:	0	K:	0
D:	0	H:	0	L:	0
E:	0	I:	0		

Left Frontage Rd (L):	0
Rt Frontage Rd (R):	0
HOV Lanes (V):	0
Unknown:	0
Total:	**153**

Road Description

At Intersection:	72
At Driveway Access:	7
Intersection Related:	9
Non Intersection:	65
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
Total:	**153**

Road Conditions

Dry:	138
Wet:	7
Muddy:	0
Snowy:	2
Icy:	5
Slushy:	0
Foreign Material:	0
With Road Treatment:	0
Dry w/Icy Road Treatment:	0
Wet w/Icy Road Treatment:	0
Snowy w/Icy Road Treatment:	0
Icy w/Icy Road Treatment:	0
Slushy w/Icy Road Treatment:	0
Unknown:	1
Total:	**153**

ADT: 9,460 **Length:** 6.95

Any intentional or inadvertant release of this data or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 USC 409.

User: ryank on 7TRAFSERVER109

Location: 92A 65A **Begin:** 0.00 **End:** 6.96 **From:** 07/01/2009 **To:** 06/30/2014

Vehicle Type	Veh 1	Veh 2	Veh 3
Passenger Car/Van:	71	40	2
Passenger Car/Van w/Trl:	0	0	0
Pickup Truck/Utility Van:	31	23	0
Pickup Truck/Utility Van w/Trl:	3	4	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Bus > 15 People:	3	2	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	0	0
Motorhome:	2	0	0
Motorcycle:	1	1	0
Bicycle:	1	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	3	0	0
Other:	5	1	0
Unknown:	0	0	0
Total:	**153**	**91**	**3**

Vehicle Movement	Veh 1	Veh 2	Veh 3
Going Straight:	77	57	0
Slowing:	7	4	0
Stopped in Traffic:	0	16	3
Making Right Turn:	10	3	0
Making Left Turn:	32	7	0
Making U-Turn:	1	0	0
Passing:	1	0	0
Backing:	0	0	0
Enter/Leave Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	1	0
Changing Lanes:	8	1	0
Avoiding Object/Veh in Road:	0	1	0
Weaving:	0	0	0
Other:	16	1	0
Unknown:	1	0	0
Total:	**153**	**91**	**3**

Contributing Factor	Veh 1	Veh 2	Veh 3
No Apparent Contributing Factor:	85	90	3
Asleep at the Wheel:	12	0	0
Illness:	6	0	0
Distracted by Passenger:	4	0	0
Driver Inexperience:	7	0	0
Driver Fatigue:	2	0	0
Driver Preoccupied:	11	1	0
Driver Unfamilar with Area:	5	0	0
Driver Emotionally Upset:	2	0	0
Evading Law Enforcement Officier:	0	0	0
Physical Disability:	0	0	0
Unknown:	19	0	0
Total:	**153**	**91**	**3**

Direction	Veh 1	Veh 2	Veh 3
North:	28	19	3
Northeast:	2	0	0
East:	56	35	0
Southeast:	0	0	0
South:	12	5	0
Southwest:	2	3	0
West:	48	27	0
Northwest:	4	2	0
Unknown:	1	0	0
Total:	**153**	**91**	**3**

Condition of Driver	Veh 1	Veh 2	Veh 3
No Impairment Suspected:	146	91	3
Alcohol Involved:	3	0	0
RX, Medication, or Drugs Involved:	3	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	1	0	0
Driver/Pedestrian not Observed:	0	0	0
Unknown:	0	0	0
Total:	**153**	**91**	**3**

ADT: 9,460 **Length:** 6.95

Any intentional or inadvertant release of this data or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 USC 409.

#	Hwy	MP	Date	Time	Sev	Location	Road Description	# of Veh	Contour	Road Condition	Lighting	Weather
1	092A	0.02	01/03/00	41070	1137	12032618	OFF RIGHT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
2	092A	0.05	01/04/00	41316	1645	13007556	ON	VEWAY A	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
3	092A	0.05	01/04/00	41300	0855	13005860	ON	INTERSEC	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT
4	092A	0.08	01/05/00	41611	1259	13073397	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
5	092A	0.08	01/05/00	41686	2042	14010034	ON	ECTION R	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
6	092A	0.08	01/05/00	41793	0645	14032296	ON	VEWAY A	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
7	092A	0.08	01/04/00	41452	1815	13039517	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
8	092A	0.08	01/05/00	41649	1143	14004787	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
9	092A	0.08	01/01/00	40185	1840	10001990	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK
10	092A	0.08	01/05/00	41774	1530	14029296	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
11	092A	0.15	01/05/00	41634	1237	13080246	ON	VEWAY A	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
12	092A	0.16	01/01/00	40318	1614	10026610	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
13	092A	0.16	01/03/00	40786	1112	11048765	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
14	092A	0.16	01/04/00	41110	1300	12038341	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
15	092A	0.16	01/05/00	41543	1752	13056127	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
16	092A	0.16	01/05/00	41618	1737	13076980	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
17	092A	0.16	01/04/00	41205	0709	12058104	OFF LEFT	NTERSEC	1	STRAIGHT ON-LEVEL	DRY	UNKNOWN
18	092A	0.17	01/02/00	40511	1831	10066788	OFF RIGHT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
19	092A	0.19	01/05/00	41526	1250	13052393	ON	VEWAY A	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
20	092A	0.19	01/02/00	40582	1100	11315375	ON	INTERSEC	2	STRAIGHT ON-GRADE	ICY	DAYLIGHT
21	092A	0.20	01/04/00	41453	1016	13036851	ON	INTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
22	092A	0.24	01/01/00	40260	0346	10016710	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
23	092A	0.24	01/02/00	40564	2247	11004281	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
24	092A	0.24	01/04/00	41240	1610	12065438	ON	NTERSEC	2	CURVE ON-LEVEL	DRY	DAYLIGHT
25	092A	0.24	01/05/00	41526	1315	13056114	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
26	092A	0.24	01/01/00	40009	1140	09036381	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
27	092A	0.24	01/01/00	40065	1556	09048224	ON	ECTION R	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
28	092A	0.24	01/01/00	40067	1023	09048222	ON	ECTION R	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
29	092A	0.24	01/01/00	40185	1255	10002587	ON	ECTION R	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
30	092A	0.24	01/01/00	40347	1728	10033433	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
31	092A	0.24	01/04/00	41250	1220	12067259	ON	ECTION R	2	CURVE ON-LEVEL	DRY	DAYLIGHT
32	092A	0.24	01/02/00	40428	0000	10050122	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
33	092A	0.24	01/04/00	41245	1850	12065439	ON	ECTION R	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
34	092A	0.24	01/01/00	40158	1435	09068820	ON	NTERSEC	2	CURVE ON-LEVEL	ICY	DAYLIGHT
35	092A	0.24	01/04/00	41336	1838	13012360	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
36	092A	0.25	01/04/00	41451	2228	13049319	OFF LEFT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
37	092A	0.37	01/04/00	41248	1958	12075102	ON	INTERSEC	2	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED
38	092A	0.38	01/03/00	40772	1551	11048763	OFF RIGHT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
39	092A	0.55	01/04/00	41439	1515	13036846	ON	VEWAY A	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
40	092A	0.70	01/05/00	41732	1339	14020572	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
41	092A	0.85	01/03/00	40795	1545	11057589	ON	INTERSEC	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
42	092A	0.87	01/04/00	41305	1606	13005047	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
43	092A	0.97	01/01/00	40127	1613	09062385	ON	NTERSEC	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
44	092A	0.97	01/05/00	41467	1308	13040929	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
45	092A	0.97	01/01/00	40023	1100	09041054	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
46	092A	0.97	01/04/00	41200	1526	12056604	OFF RIGHT	NTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
47	092A	0.97	01/04/00	41097	1440	12036962	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
48	092A	1.00	01/03/00	40855	0903	11063237	OFF RIGHT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
49	092A	1.11	01/05/00	41516	1017	13049799	ON	INTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
50	092A	1.21	01/02/00	40598	1337	11011969	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
51	092A	1.21	01/03/00	40774	2040	11044452	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
52	092A	1.21	01/05/00	41665	1200	14005934	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
53	092A	1.21	01/01/00	40157	1030	09068818	ON	NTERSEC	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT
54	092A	1.21	01/03/00	40750	0844	11039904	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
55	092A	1.21	01/03/00	41085	1708	12032624	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
56	092A	1.21	01/04/00	41157	1638	12048279	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
57	092A	1.21	01/04/00	41374	0804	13020532	ON	NTERSEC	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT
58	092A	1.21	01/04/00	41379	2036	13022350	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
59	092A	1.21	01/05/00	41737	1120	14023047	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
60	092A	1.21	01/01/00	40329	1339	10045766	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT

#	Hwy	MP	Date	Time	Ramp	Accident Type	Dir	Vehicle Type	Driver Factor	Human Factor	Speed	Vehicle Movement
1	092A	0.02	01/03/00	41070	35	OVERTURNING	:TUF	W	SUV	NO IMPAIRMENT	ΞP AT V	045
2	092A	0.05	01/04/00	41316	UK	BROADSIDE	)ADS	S	PICKUP TRUCK/UTIL	NO IMPAIRMENT	Ξ APPA	005
3	092A	0.05	01/04/00	41300	35	SIDESWIPE SAME DIRECTION	SAMI	E	SUV	NO IMPAIRMENT	Ξ APPA	UK
4	092A	0.08	01/05/00	41611	35	BROADSIDE	)ADS	N	PASS CAR/VAN	NO IMPAIRMENT	Ξ APPA	UK
5	092A	0.08	01/05/00	41686	30	BROADSIDE	)ADS	E	PASS CAR/VAN	NO IMPAIRMENT	PREOC	UK
6	092A	0.08	01/05/00	41793	UK	BROADSIDE	)ADS	S	PASS CAR/VAN	NO IMPAIRMENT	PREOC	UK
7	092A	0.08	01/04/00	41452	25	REAR-END	AR-E	N	PICKUP TRUCK/UTIL	NO IMPAIRMENT	OTION/	005
8	092A	0.08	01/05/00	41649	30	REAR-END	AR-E	N	PASS CAR/VAN	NO IMPAIRMENT	Ξ APPA	005
9	092A	0.08	01/01/00	40185	30	SIDESWIPE SAME DIRECTION	SAMI	E	PICKUP TRUCK/UTIL	NO IMPAIRMENT	Ξ APPA	UK
10	092A	0.08	01/05/00	41774	30	SIDESWIPE SAME DIRECTION	SAMI	N	PASS CAR/VAN	NO IMPAIRMENT	Ξ APPA	005
11	092A	0.15	01/05/00	41634	UK	REAR-END	AR-E	E	PICKUP TRUCK/UTIL	NO IMPAIRMENT	NKNOV	UK
12	092A	0.16	01/01/00	40318	UK	REAR-END	AR-E	N	PASS CAR/VAN	NO IMPAIRMENT	PREOC	UK
13	092A	0.16	01/03/00	40786	UK	REAR-END	AR-E	N	PASS CAR/VAN	NO IMPAIRMENT	Ξ APPA	UK
14	092A	0.16	01/04/00	41110	UK	REAR-END	AR-E	N	PASS CAR/VAN	NO IMPAIRMENT	Ξ APPA	UK
15	092A	0.16	01/05/00	41543	UK	REAR-END	AR-E	N	PASS CAR/VAN	NO IMPAIRMENT	ΞD BY P	UK
16	092A	0.16	01/05/00	41618	UK	APPROACH TURN	)ACH	W	HIT & RUN - UNKNOV	NO IMPAIRMENT	Ξ APPA	UK
17	092A	0.16	01/04/00	41205	35	LIGHT/UTILITY POLE	SIGN	E	OTHER - SEE REPOF	NO IMPAIRMENT	Ξ APPA	UK
18	092A	0.17	01/02/00	40511	35	FENCE	ENC	W	PASS CAR/VAN	NO IMPAIRMENT	Ξ APPA	045
19	092A	0.19	01/05/00	41526	35	BROADSIDE	)ADS	S	PICKUP TRUCK/UTIL	NO IMPAIRMENT	INEXPE	020
20	092A	0.19	01/02/00	40582	30	PARKED MOTOR VEHICLE	OTC	E	TRUCK GVW > 10K/E	NO IMPAIRMENT	Ξ APPA	015
21	092A	0.20	01/04/00	41453	35	SIDESWIPE SAME DIRECTION	SAMI	W	PASS CAR/VAN	NO IMPAIRMENT	INEXPE	035
22	092A	0.24	01/01/00	40260	35	OVERTURNING	:TUF	W	SUV	NO IMPAIRMENT	ΞP AT V	UK
23	092A	0.24	01/02/00	40564	35	BROADSIDE	)ADS	SW	PICKUP TRUCK/UTIL	NO IMPAIRMENT	FAMILI/	015
24	092A	0.24	01/04/00	41240	35	BROADSIDE	)ADS	NW	SUV	NO IMPAIRMENT	NKNOV	005
25	092A	0.24	01/05/00	41526	35	BROADSIDE	)ADS	NW	PASS CAR/VAN	NO IMPAIRMENT	PREOC	025
26	092A	0.24	01/01/00	40009	30	REAR-END	AR-E	NW	PICKUP TRUCK/UTIL	NO IMPAIRMENT	FAMILI/	UK
27	092A	0.24	01/01/00	40065	UK	REAR-END	AR-E	E	PASS CAR/VAN	NO IMPAIRMENT	NKNOV	UK
28	092A	0.24	01/01/00	40067	30	REAR-END	AR-E	W	PASS CAR/VAN	NO IMPAIRMENT	Ξ APPA	UK
29	092A	0.24	01/01/00	40185	30	REAR-END	AR-E	NW	PASS CAR/VAN	NO IMPAIRMENT	Ξ APPA	UK
30	092A	0.24	01/01/00	40347	UK	REAR-END	AR-E	N	PICKUP TRUCK/UTIL	NO IMPAIRMENT	Ξ APPA	UK
31	092A	0.24	01/04/00	41250	35	REAR-END	AR-E	W	PASS CAR/VAN	NO IMPAIRMENT	NKNOV	035
32	092A	0.24	01/02/00	40428	35	SIDESWIPE SAME DIRECTION	SAMI	W	PICKUP TRUCK/UTIL	NO IMPAIRMENT	FAMILI/	UK
33	092A	0.24	01/04/00	41245	35	SIDESWIPE SAME DIRECTION	SAMI	W	PASS CAR/VAN	NO IMPAIRMENT	Ξ APPA	015
34	092A	0.24	01/01/00	40158	UK	SIDESWIPE OPPOSITE DIRECTION	POS	E	PASS CAR/VAN	NO IMPAIRMENT	Ξ APPA	UK
35	092A	0.24	01/04/00	41336	35	WILD ANIMAL	) AN	W	SUV	NO IMPAIRMENT	Ξ APPA	UK
36	092A	0.25	01/04/00	41451	35	OVERTURNING	/BUI	W	SUV	NO IMPAIRMENT	ΞP AT V	UK
37	092A	0.37	01/04/00	41248	35	BICYCLE	CYC	S	BICYCLE	ALCOHOL	Ξ APPA	005
38	092A	0.38	01/03/00	40772	30	LIGHT/UTILITY POLE	TILT	E	PASS CAR/VAN	NO IMPAIRMENT	PREOC	UK
39	092A	0.55	01/04/00	41439	45	APPROACH TURN	)ACH	E	PASS CAR/VAN	NO IMPAIRMENT	FAMILI/	015
40	092A	0.70	01/05/00	41732	45	WILD ANIMAL	) AN	E	PICKUP TRUCK/UTIL	NO IMPAIRMENT	Ξ APPA	UK
41	092A	0.85	01/03/00	40795	40	REAR-END	AR-E	W	PASS CAR/VAN	NO IMPAIRMENT	Ξ APPA	025
42	092A	0.87	01/04/00	41305	50	WILD ANIMAL	) AN	W	SUV	NO IMPAIRMENT	Ξ APPA	045
43	092A	0.97	01/01/00	40127	45	BROADSIDE	)ADS	N	PASS CAR/VAN	NO IMPAIRMENT	NKNOV	UK
44	092A	0.97	01/05/00	41467	UK	BROADSIDE	)ADS	N	PASS CAR/VAN	NO IMPAIRMENT	Ξ APPA	UK
45	092A	0.97	01/01/00	40023	UK	REAR-END	AR-E	W	MOTOR HOME	NO IMPAIRMENT	Ξ APPA	UK
46	092A	0.97	01/04/00	41200	45	EMBANKMENT CUT/FILL SLOPE	T CU	W	PASS CAR/VAN	NO IMPAIRMENT	ΞP AT V	UK
47	092A	0.97	01/04/00	41097	UK	UNKNOWN	)ADS	N	SUV	NO IMPAIRMENT	Ξ APPA	010
48	092A	1.00	01/03/00	40855	55	INVOLVING OTHER OBJECT	OTH	W	TRUCK GVW > 10K/E	NO IMPAIRMENT	LLNESS	050
49	092A	1.11	01/05/00	41516	UK	SIDESWIPE SAME DIRECTION	SAMI	E	PICKUP TRUCK/UTIL	NO IMPAIRMENT	Ξ APPA	UK
50	092A	1.21	01/02/00	40598	UK	BROADSIDE	)ADS	N	PICKUP TRUCK/UTIL	NO IMPAIRMENT	Ξ APPA	UK
51	092A	1.21	01/03/00	40774	45	BROADSIDE	)ADS	NE	PICKUP TRUCK/UTIL	NO IMPAIRMENT	ER FAT	010
52	092A	1.21	01/05/00	41665	45	BROADSIDE	)ADS	E	PICKUP TRUCK/UTIL	NO IMPAIRMENT	Ξ APPA	045
53	092A	1.21	01/01/00	40157	UK	REAR-END	AR-E	N	SUV	NO IMPAIRMENT	Ξ APPA	UK
54	092A	1.21	01/03/00	40750	UK	REAR-END	AR-E	E	PASS CAR/VAN	NO IMPAIRMENT	NKNOV	UK
55	092A	1.21	01/03/00	41085	30	REAR-END	AR-E	N	PASS CAR/VAN	NO IMPAIRMENT	PREOC	UK
56	092A	1.21	01/04/00	41157	30	REAR-END	AR-E	N	HIT & RUN - UNKNOV	NO IMPAIRMENT	Ξ APPA	UK
57	092A	1.21	01/04/00	41374	45	REAR-END	AR-E	W	PICKUP TRUCK/UTIL	NO IMPAIRMENT	NKNOV	UK
58	092A	1.21	01/04/00	41379	30	REAR-END	AR-E	N	HIT & RUN - UNKNOV	NO IMPAIRMENT	Ξ APPA	UK
59	092A	1.21	01/05/00	41737	45	SIDESWIPE SAME DIRECTION	SAMI	W	PASS CAR/VAN	NO IMPAIRMENT	ΞD BY P	040
60	092A	1.21	01/01/00	40329	45	APPROACH TURN	)ACH	W	PASS CAR/VAN	NO IMPAIRMENT	Ξ APPA	UK

#	Hwy	MP	Date	Time	Sev	Location	Road Description	# of Veh	Contour	Road Condition	Lighting	Weather
61	092A	1.21	01/01/00	40329	1807	10034184	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
62	092A	1.21	01/02/00	40402	0759	10041731	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
63	092A	1.21	01/02/00	40494	1211	10072262	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
64	092A	1.21	01/04/00	41183	1311	12050889	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
65	092A	1.21	01/04/00	41276	1542	13000647	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
66	092A	1.21	01/04/00	41430	1124	13036845	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
67	092A	1.21	01/05/00	41726	1039	14021840	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
68	092A	1.21	01/05/00	41737	1040	14021841	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
69	092A	1.21	01/04/00	41238	1950	12066016	ON	NTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
70	092A	1.21	01/02/00	40506	1932	10066787	OFF RIGHT	NTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
71	092A	1.21	01/02/00	40564	0102	11004276	OFF RIGHT	NTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
72	092A	1.21	01/01/00	40041	1452	09043606	ON	NTERSEC	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
73	092A	1.21	01/03/00	40900	1730	11070719	ON	NTERSEC	3	STRAIGHT ON-LEVEL	ICY	DARK-LIGHTED
74	092A	1.21	01/04/00	41256	1529	12069070	ON	NTERSEC	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
75	092A	1.21	01/05/00	41480	1324	13043789	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
76	092A	1.76	01/04/00	41345	1600	13016476	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
77	092A	1.76	01/01/00	40029	1637	09040433	ON	NTERSEC	1	STRAIGHT ON-LEVEL	UNKNOWN	DAYLIGHT
78	092A	2.00	01/01/00	40120	1916	09060582	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
79	092A	2.00	01/02/00	40448	2109	10051426	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
80	092A	2.00	01/02/00	40491	1700	10064884	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK
81	092A	2.03	01/05/00	41611	1718	13075559	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK
82	092A	2.04	01/03/00	40788	1926	11048779	ON	ECTION R	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK
83	092A	2.05	01/05/00	41488	1536	13044339	OFF RIGHT	NTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
84	092A	2.05	01/03/00	40808	1708	11052954	ON	NTERSEC	2	CURVE ON-LEVEL	DRY	DAYLIGHT
85	092A	2.05	01/01/00	40210	1900	10004988	ON	ECTION R	1	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
86	092A	2.05	01/03/00	41038	2142	12023821	OFF IN MEDIAN	NTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
87	092A	2.06	01/05/00	41810	0157	14037386	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
88	092A	2.07	01/05/00	41615	1328	13076977	OFF RIGHT	INTERSEC	1	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT
89	092A	2.51	01/04/00	41271	2000	12072346	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
90	092A	2.51	01/05/00	41526	0800	13518340	ON	ECTION R	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
91	092A	2.55	01/01/00	40303	2337	10031020	ON	INTERSEC	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
92	092A	2.60	01/03/00	40908	1054	11513855	ON	INTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
93	092A	2.70	01/05/00	41564	0735	13521283	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
94	092A	2.71	01/04/00	41446	0644	13512572	OFF RIGHT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
95	092A	2.90	01/05/00	41763	1720	14509818	OFF RIGHT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
96	092A	3.00	01/02/00	40602	0720	11303873	ON	INTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
97	092A	3.01	01/04/00	41451	2130	13513416	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
98	092A	3.10	01/05/00	41598	1725	13523886	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
99	092A	3.40	01/02/00	40421	1545	10308569	OFF RIGHT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
100	092A	3.50	01/03/00	40933	1245	12501405	ON	INTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
101	092A	3.50	01/02/00	40597	1950	11303725	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
102	092A	3.50	01/03/00	40873	1750	11509882	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
103	092A	3.50	01/04/00	41266	0812	12525330	OFF RIGHT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
104	092A	3.52	01/05/00	41579	0650	13522352	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK
105	092A	3.55	01/03/00	40775	1850	11514179	ON	NTERSEC	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
106	092A	3.55	01/04/00	41194	1715	12519435	ON	NTERSEC	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT
107	092A	3.57	01/05/00	41797	2230	14513278	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
108	092A	3.70	01/04/00	41347	1720	13505559	ON	INTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
109	092A	3.80	01/03/00	41030	1120	12508726	OFF LEFT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
110	092A	3.81	01/01/00	40122	1133	09326324	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
111	092A	3.81	01/05/00	41530	0840	13518401	ON	NTERSEC	2	CURVE ON-LEVEL	DRY	DAYLIGHT
112	092A	3.81	01/02/00	40687	2055	11309643	ON	NTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
113	092A	3.81	01/05/00	41803	0858	14514747	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
114	092A	3.81	01/04/00	41227	0602	12065446	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK
115	092A	3.81	01/04/00	41342	1430	13014720	ON	NTERSEC	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT
116	092A	3.83	01/02/00	40634	1515	11306071	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
117	092A	4.10	01/02/00	40591	1905	11312487	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
118	092A	4.40	01/04/00	41215	1400	12521035	ON	INTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
119	092A	4.40	01/05/00	41523	1620	13518003	OFF RIGHT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
120	092A	4.60	01/04/00	41410	0935	13510217	ON	INTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT

#	Hwy	MP	Date	Time	Ramp	Accident Type	Dir	Vehicle Type	Driver Factor	Human Factor	Speed	Vehicle Movement
61	092A	1.21	01/01/00	40329	45	APPROACH TURN	)ACH	E	PASS CAR/VAN	NO IMPAIRMENT	E APPA	UK
62	092A	1.21	01/02/00	40402	30	APPROACH TURN	)ACH	W	PASS CAR/VAN	NO IMPAIRMENT	PREOC	010
63	092A	1.21	01/02/00	40494	45	APPROACH TURN	)ACH	E	MOTOR HOME	NO IMPAIRMENT	FAMILI	025
64	092A	1.21	01/04/00	41183	45	APPROACH TURN	)ACH	E	PASS CAR/VAN	NO IMPAIRMENT	E APPA	UK
65	092A	1.21	01/04/00	41276	45	APPROACH TURN	)ACH	W	PICKUP TRUCK/UTIL	NO IMPAIRMENT	E APPA	UK
66	092A	1.21	01/04/00	41430	UK	APPROACH TURN	)ACH	W	PICKUP TRUCK/UTIL	NO IMPAIRMENT	NKNOW	UK
67	092A	1.21	01/05/00	41726	30	APPROACH TURN	)ACH	E	PICKUP TRUCK/UTIL	NO IMPAIRMENT	E APPA	005
68	092A	1.21	01/05/00	41737	45	APPROACH TURN	)ACH	S	PASS CAR/VAN	NO IMPAIRMENT	E APPA	UK
69	092A	1.21	01/04/00	41238	55	WILD ANIMAL	) AN	W	PASS CAR/VAN	NO IMPAIRMENT	E APPA	055
70	092A	1.21	01/02/00	40506	UK	EMBANKMENT CUT/FILL SLOPE	T CU	N	PASS CAR/VAN	NO IMPAIRMENT	NKNOW	UK
71	092A	1.21	01/02/00	40564	UK	OTHER FIXED OBJECT	IXED	E	PICKUP TRUCK/UTIL	ALCOHOL	NKNOW	UK
72	092A	1.21	01/01/00	40041	45	UNKNOWN	)ACH	W	PASS CAR/VAN	NO IMPAIRMENT	NKNOW	UK
73	092A	1.21	01/03/00	40900	UK	UNKNOWN	AR-E	N	SUV	NO IMPAIRMENT	E APPA	UK
74	092A	1.21	01/04/00	41256	45	UNKNOWN	)ADS	S	PASS CAR/VAN	NO IMPAIRMENT	E APPA	020
75	092A	1.21	01/05/00	41480	35	OVERTURNING	)ACH	N	PASS CAR/VAN	NO IMPAIRMENT	INEXPE	025
76	092A	1.76	01/04/00	41345	55	REAR-END	AR-E	E	SUV	NO IMPAIRMENT	NKNOW	055
77	092A	1.76	01/01/00	40029	UK	WILD ANIMAL	) AN	W	SUV	NO IMPAIRMENT	E APPA	UK
78	092A	2.00	01/01/00	40120	55	WILD ANIMAL	) AN	E	SUV	NO IMPAIRMENT	E APPA	055
79	092A	2.00	01/02/00	40448	55	WILD ANIMAL	) AN	W	SUV	NO IMPAIRMENT	E APPA	055
80	092A	2.00	01/02/00	40491	UK	WILD ANIMAL	) AN	E	OTHER - SEE REPOR	NO IMPAIRMENT	E APPA	UK
81	092A	2.03	01/05/00	41611	UK	WILD ANIMAL	) AN	E	PICKUP TRUCK/UTIL	NO IMPAIRMENT	E APPA	UK
82	092A	2.04	01/03/00	40788	55	WILD ANIMAL	) AN	E	OTHER - SEE REPOR	NO IMPAIRMENT	E APPA	UK
83	092A	2.05	01/05/00	41488	55	OVERTURNING	TUR	W	PASS CAR/VAN	NO IMPAIRMENT	EP AT W	060
84	092A	2.05	01/03/00	40808	55	SIDESWIPE SAME DIRECTION	SAMI	E	PICKUP TRUCK/UTIL	NO IMPAIRMENT	PREOC	UK
85	092A	2.05	01/01/00	40210	UK	WILD ANIMAL	) AN	UK	OTHER - SEE REPOR	NO IMPAIRMENT	E APPA	UK
86	092A	2.05	01/03/00	41038	55	OTHER FIXED OBJECT	IXED	E	PASS CAR/VAN	NO IMPAIRMENT	EP AT W	035
87	092A	2.06	01/05/00	41810	45	OVERTURNING	TUR	E	PASS CAR/VAN	NO IMPAIRMENT	ER FAT	UK
88	092A	2.07	01/05/00	41615	UK	CULVERT/HEADWALL	T/HE	W	SUV	NO IMPAIRMENT	LLNESS	UK
89	092A	2.51	01/04/00	41271	55	BROADSIDE	)ADS	N	PICKUP TRUCK/UTIL	NO IMPAIRMENT	NKNOW	045
90	092A	2.51	01/05/00	41526	35	REAR-END	AR-E	N	PASS CAR/VAN	NO IMPAIRMENT	E APPA	005
91	092A	2.55	01/01/00	40303	45	SIDESWIPE SAME DIRECTION	SAMI	E	PASS CAR/VAN	NO IMPAIRMENT	OTIONA	UK
92	092A	2.60	01/03/00	40908	55	SIDESWIPE OPPOSITE DIRECTION	POS	E	SUV	NO IMPAIRMENT	E APPA	070
93	092A	2.70	01/05/00	41564	55	WILD ANIMAL	) AN	W	PASS CAR/VAN	NO IMPAIRMENT	E APPA	055
94	092A	2.71	01/04/00	41446	55	OVERTURNING	TUR	W	SUV	NO IMPAIRMENT	PREOC	055
95	092A	2.90	01/05/00	41763	55	INVOLVING OTHER OBJECT	T CU	W	PASS CAR/VAN	NO IMPAIRMENT	E APPA	065
96	092A	3.00	01/02/00	40602	55	SIDESWIPE SAME DIRECTION	SAMI	W	PASS CAR/VAN	NO IMPAIRMENT	E APPA	055
97	092A	3.01	01/04/00	41451	55	WILD ANIMAL	) AN	E	SUV	NO IMPAIRMENT	E APPA	055
98	092A	3.10	01/05/00	41598	55	WILD ANIMAL	) AN	E	PICKUP TRUCK/UTIL	NO IMPAIRMENT	E APPA	055
99	092A	3.40	01/02/00	40421	55	INVOLVING OTHER OBJECT	ATO	E	TRUCK GVW > 10K/E	NO IMPAIRMENT	E APPA	055
100	092A	3.50	01/03/00	40933	55	REAR-END	AR-E	E	PASS CAR/VAN	NO IMPAIRMENT	LLNESS	055
101	092A	3.50	01/02/00	40597	55	WILD ANIMAL	) AN	E	SUV	NO IMPAIRMENT	E APPA	050
102	092A	3.50	01/03/00	40873	55	WILD ANIMAL	) AN	N	PICKUP TRUCK/UTIL	NO IMPAIRMENT	E APPA	055
103	092A	3.50	01/04/00	41266	55	LIGHT/UTILITY POLE	TILT	W	PASS CAR/VAN	NO IMPAIRMENT	EP AT W	UK
104	092A	3.52	01/05/00	41579	55	WILD ANIMAL	) AN	W	PASS CAR/VAN	NO IMPAIRMENT	E APPA	050
105	092A	3.55	01/03/00	40775	35	REAR-END	AR-E	N	PASS CAR/VAN	NO IMPAIRMENT	ED BY P	010
106	092A	3.55	01/04/00	41194	30	UNKNOWN	)ADS	N	SUV	NO IMPAIRMENT	E APPA	005
107	092A	3.57	01/05/00	41797	55	WILD ANIMAL	) AN	E	SUV	NO IMPAIRMENT	E APPA	060
108	092A	3.70	01/04/00	41347	55	SIDESWIPE SAME DIRECTION	SAMI	W	PASS CAR/VAN	NO IMPAIRMENT	PREOC	045
109	092A	3.80	01/03/00	41030	55	EMBANKMENT CUT/FILL SLOPE	T CU	E	PICKUP TRUCK/UTIL	NO IMPAIRMENT	LLNESS	055
110	092A	3.81	01/01/00	40122	35	REAR-END	AR-E	S	PASS CAR/VAN	NO IMPAIRMENT	E APPA	005
111	092A	3.81	01/05/00	41530	35	REAR-END	AR-E	SW	PASS CAR/VAN	NO IMPAIRMENT	NKNOW	010
112	092A	3.81	01/02/00	40687	55	WILD ANIMAL	) AN	E	PASS CAR/VAN	NO IMPAIRMENT	E APPA	055
113	092A	3.81	01/05/00	41803	35	OVERTURNING	AR-E	S	MOTORCYCLE	NO IMPAIRMENT	E APPA	010
114	092A	3.81	01/04/00	41227	UK	BROADSIDE	)ADS	W	PASS CAR/VAN	NO IMPAIRMENT	E APPA	030
115	092A	3.81	01/04/00	41342	30	HEAD-ON	AD-	S	PICKUP TRUCK/UTIL	NO IMPAIRMENT	E APPA	015
116	092A	3.83	01/02/00	40634	55	SIDESWIPE SAME DIRECTION	SAMI	E	SUV	NO IMPAIRMENT	INEXPE	030
117	092A	4.10	01/02/00	40591	65	WILD ANIMAL	) AN	W	SUV	NO IMPAIRMENT	E APPA	060
118	092A	4.40	01/04/00	41215	65	APPROACH TURN	)ACH	E	PASS CAR/VAN	NO IMPAIRMENT	E APPA	005
119	092A	4.40	01/05/00	41523	65	FENCE	ENC	E	PASS CAR/VAN	NO IMPAIRMENT	LLNESS	065
120	092A	4.60	01/04/00	41410	65	OVERTURNING	POS	W	SUV	NO IMPAIRMENT	EP AT W	065

#	Hwy	MP	Date	Time	Sev	Location	Road Description	# of Veh	Contour	Road Condition	Lighting	Weather
121	092A	4.70	01/04/00	41346	1950	13505561	ON	INTERSEC	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
122	092A	4.70	01/03/00	40944	1745	12502243	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
123	092A	4.80	01/05/00	41616	0545	13525450	OFF LEFT	INTERSEC	1	STRAIGHT ON-LEVEL	SNOWY	DARK-UNLIGHTED
124	092A	5.10	01/05/00	41812	2050	14514393	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
125	092A	5.20	01/04/00	41096	0430	12512515	ON	VEWAY A	2	STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED
126	092A	5.20	01/01/00	40050	0430	09310873	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
127	092A	5.20	01/02/00	40415	0950	10308393	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
128	092A	5.20	01/04/00	41328	1700	13503967	OFF RIGHT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
129	092A	5.37	01/01/00	40350	1405	10309997	OFF LEFT	NTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
130	092A	5.37	01/05/00	41493	1720	13515672	OFF RIGHT	NTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
131	092A	5.65	01/03/00	40799	1238	11502914	ON	VEWAY A	2	CURVE ON-LEVEL	DRY	DAYLIGHT
132	092A	5.70	01/04/00	41447	1705	13512590	ON	INTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
133	092A	5.70	01/05/00	41483	0900	13514898	OFF LEFT	INTERSEC	1	CURVE ON-LEVEL	WET	DAYLIGHT
134	092A	5.80	01/03/00	40841	1333	11507912	OFF LEFT	INTERSEC	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT
135	092A	6.00	01/01/00	40091	1040	09324896	ON	INTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
136	092A	6.00	01/04/00	41364	0925	13506782	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
137	092A	6.00	01/04/00	41435	1600	13511941	OFF RIGHT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
138	092A	6.10	01/05/00	41486	0400	13515190	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
139	092A	6.20	01/03/00	40905	1437	11513542	OFF LEFT	INTERSEC	1	CURVE ON-LEVEL	DRY	DAYLIGHT
140	092A	6.20	01/05/00	41486	0740	13515191	OFF RIGHT	INTERSEC	1	CURVE ON-LEVEL	DRY	DAYLIGHT
141	092A	6.42	01/04/00	41239	2200	12524309	OFF LEFT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
142	092A	6.50	01/05/00	41547	1030	13519641	ON	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
143	092A	6.50	01/01/00	40115	0807	09326237	OFF RIGHT	INTERSEC	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT
144	092A	6.60	01/05/00	41579	1145	13522385	OFF LEFT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
145	092A	6.70	01/01/00	40106	1450	09324421	OFF RIGHT	INTERSEC	1	CURVE ON-LEVEL	DRY	DAYLIGHT
146	092A	6.70	01/03/00	40810	1440	11503712	OFF LEFT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
147	092A	6.90	01/03/00	40957	1259	12503499	OFF RIGHT	INTERSEC	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
148	092A	6.96	01/01/00	40267	0755	10309005	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
149	092A	6.96	01/02/00	40558	0915	11301465	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
150	092A	6.96	01/03/00	40826	1030	11503832	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
151	092A	6.96	01/03/00	40857	1810	11508634	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
152	092A	6.96	01/05/00	41719	1600	14506805	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
153	092A	6.96	01/04/00	41423	1702	13511465	ON	NTERSEC	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT

#	Hwy	MP	Date	Time	Ramp	Accident Type	Dir	Vehicle Type	Driver Factor	Human Factor	Speed	Vehicle Movement
121	092A	4.70	01/04/00	41346	65	SIDESWIPE OPPOSITE DIRECTION	POS	W	PASS CAR/VAN	ALCOHOL	NKNOW	065
122	092A	4.70	01/03/00	40944	65	WILD ANIMAL	) AN	E	SUV	NO IMPAIRMENT	E APPA	065
123	092A	4.80	01/05/00	41616	65	EMBANKMENT CUT/FILL SLOPE	T CU	E	PASS CAR/VAN	NO IMPAIRMENT	EP AT W	055
124	092A	5.10	01/05/00	41812	65	WILD ANIMAL	) AN	E	PICKUP TRUCK/UTIL	NO IMPAIRMENT	E APPA	060
125	092A	5.20	01/04/00	41096	65	HEAD-ON	AD-	W	PASS CAR/VAN	NO IMPAIRMENT	E APPA	010
126	092A	5.20	01/01/00	40050	65	WILD ANIMAL	) AN	E	PASS CAR/VAN	NO IMPAIRMENT	E APPA	065
127	092A	5.20	01/02/00	40415	65	WILD ANIMAL	) AN	W	PASS CAR/VAN	NO IMPAIRMENT	E APPA	065
128	092A	5.20	01/04/00	41328	65	OVERTURNING	T CU	W	SUV	NO IMPAIRMENT	E APPA	065
129	092A	5.37	01/01/00	40350	65	EMBANKMENT CUT/FILL SLOPE	T CU	E	PICKUP TRUCK/UTIL	ALCOHOL/DRUGS	NKNOW	050
130	092A	5.37	01/05/00	41493	35	EMBANKMENT CUT/FILL SLOPE	T CU	S	PASS CAR/VAN	NO IMPAIRMENT	INEXPE	040
131	092A	5.65	01/03/00	40799	65	REAR-END	AR-E	E	SUV	NO IMPAIRMENT	INEXPE	060
132	092A	5.70	01/04/00	41447	45	REAR-END	AR-E	S	SUV	NO IMPAIRMENT	E APPA	020
133	092A	5.70	01/05/00	41483	65	OVERTURNING	T CU	W	PASS CAR/VAN	NO IMPAIRMENT	EP AT W	065
134	092A	5.80	01/03/00	40841	65	FENCE	ENC	W	SUV	RX/MEDICATION/DR	NKNOW	065
135	092A	6.00	01/01/00	40091	65	VEHICLE CARGO/DEBRIS	ARC	NE	OTHER - SEE REPOF	NO IMPAIRMENT	E APPA	005
136	092A	6.00	01/04/00	41364	65	DOMESTIC ANIMAL	TIC	E	SUV	NO IMPAIRMENT	E APPA	025
137	092A	6.00	01/04/00	41435	65	FENCE	ENC	E	PICKUP TRUCK/UTIL	NO IMPAIRMENT	EP AT W	065
138	092A	6.10	01/05/00	41486	65	WILD ANIMAL	) AN	W	SUV	NO IMPAIRMENT	E APPA	055
139	092A	6.20	01/03/00	40905	65	OVERTURNING	TUF	W	PICKUP TRUCK/UTIL	NO IMPAIRMENT	E APPA	060
140	092A	6.20	01/05/00	41486	65	EMBANKMENT CUT/FILL SLOPE	HRU	W	PASS CAR/VAN	NO IMPAIRMENT	E APPA	065
141	092A	6.42	01/04/00	41239	60	BRIDGE RAIL	GE	E	PASS CAR/VAN	NO IMPAIRMENT	PREOC	060
142	092A	6.50	01/05/00	41547	65	WILD ANIMAL	) AN	E	PASS CAR/VAN	NO IMPAIRMENT	E APPA	055
143	092A	6.50	01/01/00	40115	65	OVERTURNING	ENC	E	PICKUP TRUCK/UTIL	NO IMPAIRMENT	E APPA	055
144	092A	6.60	01/05/00	41579	40	TREE/SHRUBBERY	ENC	E	PICKUP TRUCK/UTIL	NO IMPAIRMENT	LLNESS	070
145	092A	6.70	01/01/00	40106	55	SIGN	SIGN	E	SUV	NO IMPAIRMENT	EP AT W	055
146	092A	6.70	01/03/00	40810	65	FENCE	ATO	E	PASS CAR/VAN	RX/MEDICATION/DR	NKNOW	065
147	092A	6.90	01/03/00	40957	60	SIGN	SIGN	W	PASS CAR/VAN	RX/MEDICATION/DR	NKNOW	035
148	092A	6.96	01/01/00	40267	30	BROADSIDE	)ADS	N	PICKUP TRUCK/UTIL	NO IMPAIRMENT	E APPA	010
149	092A	6.96	01/02/00	40558	10	BROADSIDE	)ADS	N	PASS CAR/VAN	NO IMPAIRMENT	E APPA	055
150	092A	6.96	01/03/00	40826	35	BROADSIDE	)ADS	N	PASS CAR/VAN	NO IMPAIRMENT	E APPA	015
151	092A	6.96	01/03/00	40857	35	BROADSIDE	)ADS	N	PICKUP TRUCK/UTIL	NO IMPAIRMENT	INEXPE	030
152	092A	6.96	01/05/00	41719	60	SIDESWIPE SAME DIRECTION	SAM	E	PASS CAR/VAN	NO IMPAIRMENT	ED BY P	060
153	092A	6.96	01/04/00	41423	60	UNKNOWN	)ACH	E	SUV	NO IMPAIRMENT	E APPA	025

APPENDIX D

TRAFFIC METHODOLOGY, DATA AND ANALYSIS

TRAFFIC METHODOLOGY

Memorandum

TO: Delta Access Control Plan (ACP) Project Team
FROM: Mark Bunnell, PE, PTOE
DATE: June 5, 2015
PROJECT: **Delta ACP; US 50 – Starr Nelson Rd to SH 92, and SH 92 – US 50 to 2200 Rd**
RE: DRAFT Traffic Analysis Methodology

The purpose of this memorandum is to outline the primary assumptions and procedures that will be used by Stolfus & Associates, Inc. (Stolfus) in the traffic analyses for the Delta Access Control Plan (ACP). The traffic analyses conducted for the Delta ACP will be used to support access-related decisions made during the course of the project.

STUDY AREA

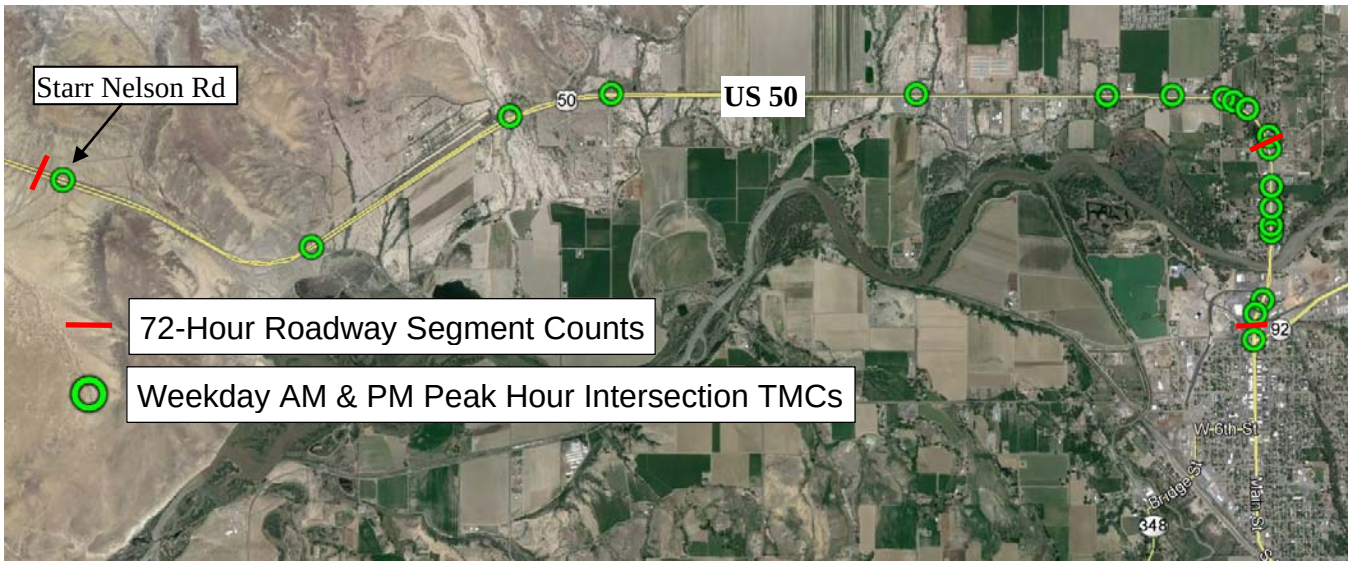
The Study Area consists of the three segments listed in Table 1.

TABLE 1 – Study Area Segments

Segment	Highway	Limits			Length
		Start	End	Mile Posts	
#1	US 50	Starr Nelson Rd	SH 92	MP 63.94 to MP 70.92	7.3
#2	SH 92	US 50	SH 65	MP 0.00 to MP 3.81	3.8
#3	SH 92	SH 65	2200 Rd	MP 3.81 to MP 6.96	3.1
				Total Length	14.2

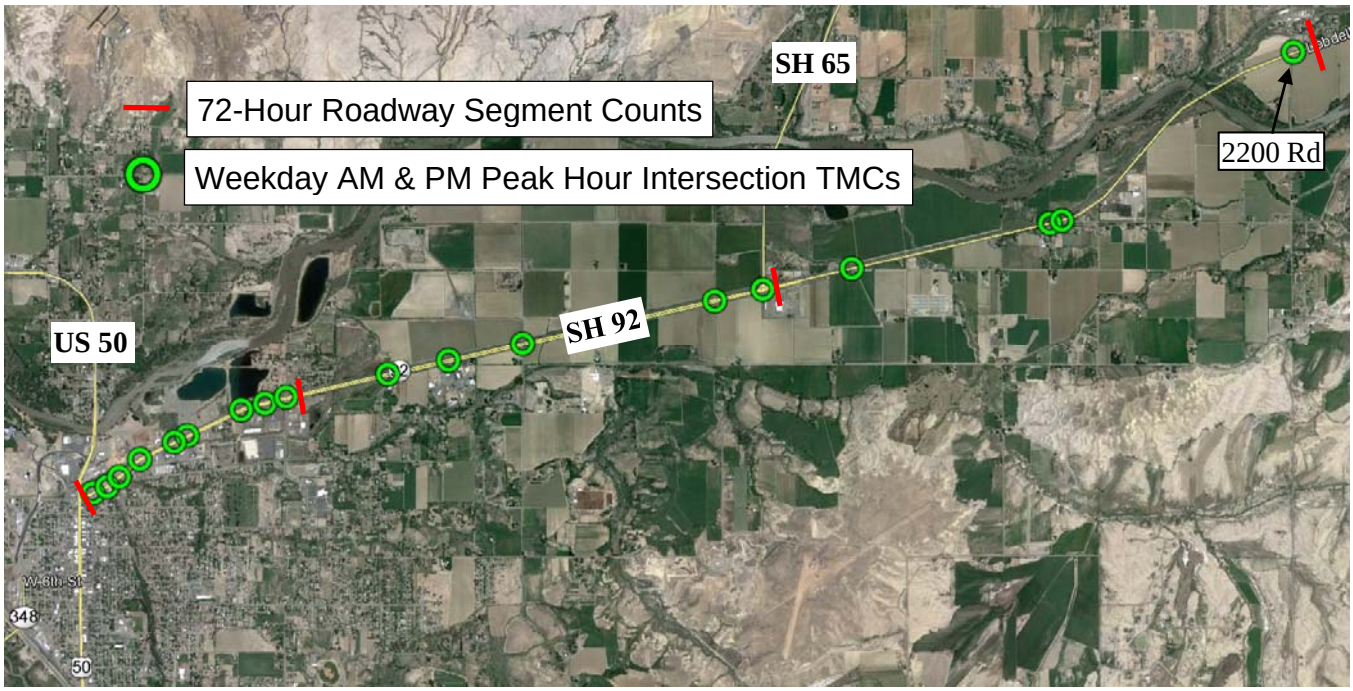
EXISTING TRAFFIC VOLUMES

72-hour roadway segment counts and weekday morning (AM) and afternoon (PM) peak hour intersection turning movement counts (TMC) were collected in the Study Area on September 30 thru October 2, 2014 (Tuesday thru Thursday). Figures 1 and 2 show the traffic count locations.



Aerial Image Source: Google Earth

FIGURE 1 – US 50 Traffic Count Locations



Aerial Image Source: Google Earth

FIGURE 2 – SH 92 Traffic Count Locations

CDOT maintains an Automatic Traffic Recorder (ATR) on SH 92 just east of 2200 Road. CDOT does not have an ATR on this section of US 50. Average Daily Traffic (ADT) data dates back to year 1991 at the SH 92 ATR. Table 2 shows the monthly ADT averages from the SH 92 ATR.

TABLE 2 – Monthly ADT Averages from SH 92 ATR

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2015	3,635	3,782	4,146	4,212								
2014	3,534	3,546	3,878	3,917	4,187	4,380	4,632	4,725	4,617	4,409	3,837	3,712
2013	3,593	3,756	3,980	4,013	4,377	4,527	4,648	4,680	4,466	4,264	3,877	3,581
2012	3,834	3,959	4,228	4,227	4,545	4,867	4,667	4,951	4,712	4,451	4,117	3,682
2011	3,778	3,875	4,223	4,192	4,392	4,707	4,762	4,926	4,863	4,547	4,097	3,953
2010	3,677	3,735	4,155	4,241	4,488	4,912	5,007	5,036	4,987	4,528	4,105	3,967
2009	4,133	4,342	4,266	4,465	4,583	4,916	4,972	4,849	4,617	4,356	3,961	3,750
2008	4,026	4,212	4,600	4,657	4,882	5,129	5,160	5,237	5,119	5,072	4,445	4,128
2007	4,062	4,317	4,556	4,621	4,927	5,276	5,226	5,269	5,177	5,027	4,621	3,923
2006	4,064	4,292	4,409	4,536	4,762	5,072	5,119	5,239	5,123	4,786	4,428	4,170
2005	3,913	4,142	4,410	4,490	4,648	5,044	5,091	5,092	4,869	4,515	4,294	4,147
2004	3,728	3,874	4,364	4,386	4,489	4,892	5,008	5,032	5,002	4,613	4,169	4,160
2003	3,807	3,829	4,047	4,152	4,445	4,707	5,035	4,883	4,836	4,688	3,952	3,900
2002	3,556	3,783	3,940	4,264	4,549	4,689	4,814	4,924	4,642	4,442	3,962	3,776
2001	3,475	3,737	4,072	4,049	4,272	4,574	4,676	4,876	4,478	4,216	3,905	3,594
2000	3,327	3,625	3,880	3,919	4,259	4,529	4,561	4,657	4,425	4,190	3,755	3,600
1999	3,376	3,746	3,942	3,882	4,056	4,586	4,561	4,649	4,462	4,184	3,764	3,586
1998	3,203	3,360	3,849	3,972	4,184	4,560	4,819	4,692	4,499	4,405	3,707	3,513
1997	3,093	3,318	3,600	3,534	3,882	4,130	4,511	4,524	4,333	4,230	3,586	3,519
1996	2,987	3,206	3,421	3,546	3,851	4,132	4,352	4,449	4,084	3,867	3,363	3,294
1995	2,898	3,201	3,346	3,418	3,698	4,094	4,219	4,377	4,080	3,891	3,465	3,309
1994	2,792	2,905	3,221	3,304	3,586	4,039	4,311	4,339	4,224	3,739	3,232	3,144
1993	2,427	2,620	2,925	3,076	3,228	3,668	3,940	4,015	3,855	3,568	3,094	2,951
1992	2,338	2,575	2,674	2,894	3,108	3,618	3,872	3,708	3,425	3,245	2,725	2,709
1991	2,059	2,423	2,402	2,551	2,831	3,201	3,454	3,462	3,221	3,077	2,568	2,425
Monthly Variations												
Last 5 Years *(2010-2014)*	86.2%	88.3%	95.7%	96.3%	102.9%	109.4%	111.0%	113.8%	110.6%	103.9%	93.7%	88.4%
All Years *(1991-2014)*	82.9%	87.9%	94.0%	96.1%	102.2%	110.7%	114.3%	115.4%	110.6%	104.6%	92.8%	88.3%

Table 2 shows that the traffic exceeds the yearly average (100%) in May thru October, with August the highest at 114%-115%. The traffic counts were conducted the last day of September and first two days of October, which range from 104% to 111% of the monthly average.

The hourly totals for each day in year 2014 from the SH 92 ATR were also analyzed to determine how a weekday (Tue-Thu) in late September and early October ("THESE DAYS") compared to the yearly weekday (Mon-Fri) average. THESE DAYS ranged from 109% to 119% of the yearly weekday (Mon-Fri) average. When ranked by daily weekday volume over the entire year,

THESE DAYS ranked at the ~85th percentile. This means that 85% of the time, the weekday volume is less and 15% of the time the volume is higher than on THESE DAYS.

The traffic counts conducted on September 30th thru October 2nd, 2014 will be used "as-is" without adjustments because the monthly and weekday averages show that the traffic counts were conducted on days that were 4% to 19% higher than the average month or day.

FUTURE YEAR 2035 TRAFFIC VOLUMES

The future year 2035 traffic volumes in the Study Area will be developed as follows:

Year 2035 Background Traffic Volumes

The year 2035 background traffic volumes will be forecasted using the "20 Year Factor" from CDOT traffic data for US 50 and SH 92. Table 3 shows the 20 Year Factors.

TABLE 3 – 20 Year Factors for US 50 and SH 92

Roadway	Section			20 Year Factor
	Begin	End	Mile Posts	
US 50	west of Starr Nelson Rd	G50 Rd	59.33 to 64.95	1.32
	G50 Rd	1525 Rd	64.95 to 69.40	1.27
	1525 Rd	H 38 Rd / 1565 Rd	69.40 to 69.99	1.29
	H 38 Rd / 1565 Rd	SH 92	69.99 to 70.92	1.21
SH 92	US 50	1800 Rd	0.00 to 2.51	1.26
	1800 Rd	SH 65	2.51 to 3.81	1.30
	SH 65	2200 Rd	3.81 to 6.96	1.33

The 20 Year Factors will be applied to the traffic volumes on US 50 and SH 92. The 20 Year Factors will also be applied to traffic volumes on public roads intersecting US 50 and SH 92. Traffic volumes to/from private roads and accesses will not be factored; it is assumed that they will stay the same, unless impacted by future development (see next section).

Future Development Traffic Volumes

Stolfus will work with the City of Delta (City) and Delta County (County) to identify future development traffic that should be added to the year 2035 background traffic volumes. This will include developments that have been submitted for review by the City or County, and other developments that the City and County think will likely occur by the year 2035. The City or County will provide the best available data (or estimates) regarding future development land use and size. Generally, only developments that are estimated to generate more than 100 trips during the peak hour will be considered for inclusion in the future traffic projections. Smaller developments (less than 100 trips in the peak hour) are accounted for in the growth of

background traffic volumes discussed in the previous section. Traffic volumes to/from these developments will be estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. Internal capture and pass-by trip reductions to the external trips generated by future development will be applied as appropriate. Once on the highway (US 50 or SH 92), turning movements for future development traffic volumes will be estimated according to the turning movement pattern of existing traffic in the vicinity.

Year 2035 Total Traffic Volumes

Year 2035 total traffic volumes consist of year 2035 background traffic volumes plus future development traffic volumes.

TRAFFIC ANALYSIS SCENARIOS

Traffic operations will be evaluated for the following three scenarios:

- Existing Year 2015
- Year 2035 without ACP
- Year 2035 WITH ACP

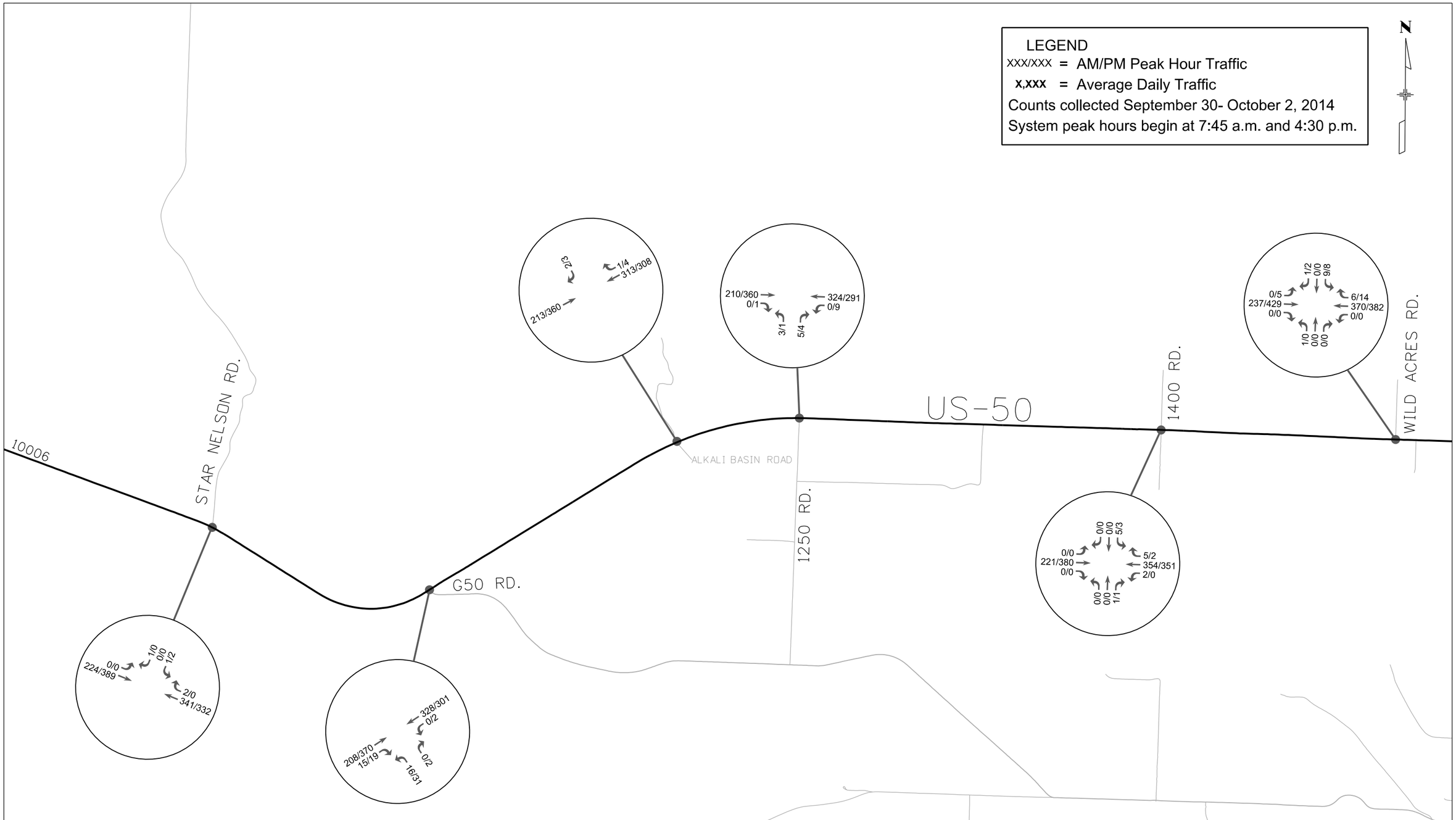
The Year 2035 without ACP scenario will evaluate future traffic conditions with no changes to the existing access or intersection configurations. The 2035 WITH ACP scenario will reroute traffic as necessary to reflect the full implementation of the ACP.

TRAFFIC ANALYSIS APPROACH

Traffic analyses will be conducted using procedures outlined in the Transportation Research Board's 2010 Highway Capacity Manual (HCM). Synchro and SimTraffic will be used to evaluate the performance of various elements of the highway. Morning and afternoon peak hour Level-of-Service (LOS) evaluations will be conducted at intersections or accesses where TMCs were collected for each of the three scenarios. Additionally, the average speed from SimTraffic will be used to determine the roadway segment LOS.

For the Existing Year 2015 scenario, LOS under the existing traffic control will be determined. No traffic signal warrant analysis or alternative intersection configurations will be evaluated. For the two future scenarios, where Two-Way Stop Controlled (TWSC) intersections show LOS 'E' or worse and turn movement demand from the side streets exceeds 80% of capacity, peak hour traffic signal warrants described in the 2009 Manual on Uniform Traffic Control Devices (MUTCD) will be evaluated. Public street intersections that meet the MUTCD warrant will have their LOS evaluated with signalization unless it is determined that signalization would not be appropriate.

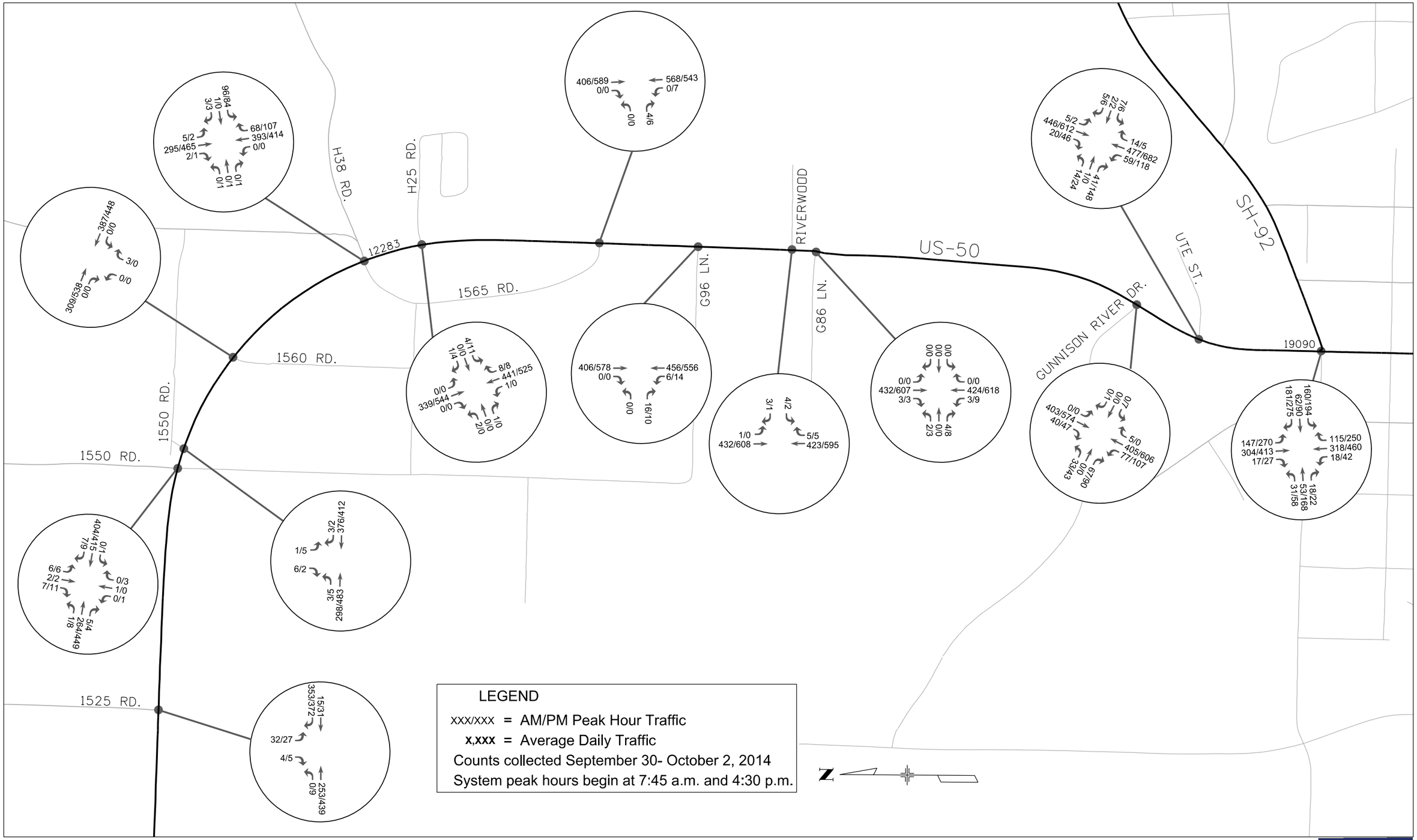
TRAFFIC FIGURES



MARCH 2015 TRAFFIC COUNTS

SHEET 1 OF 4

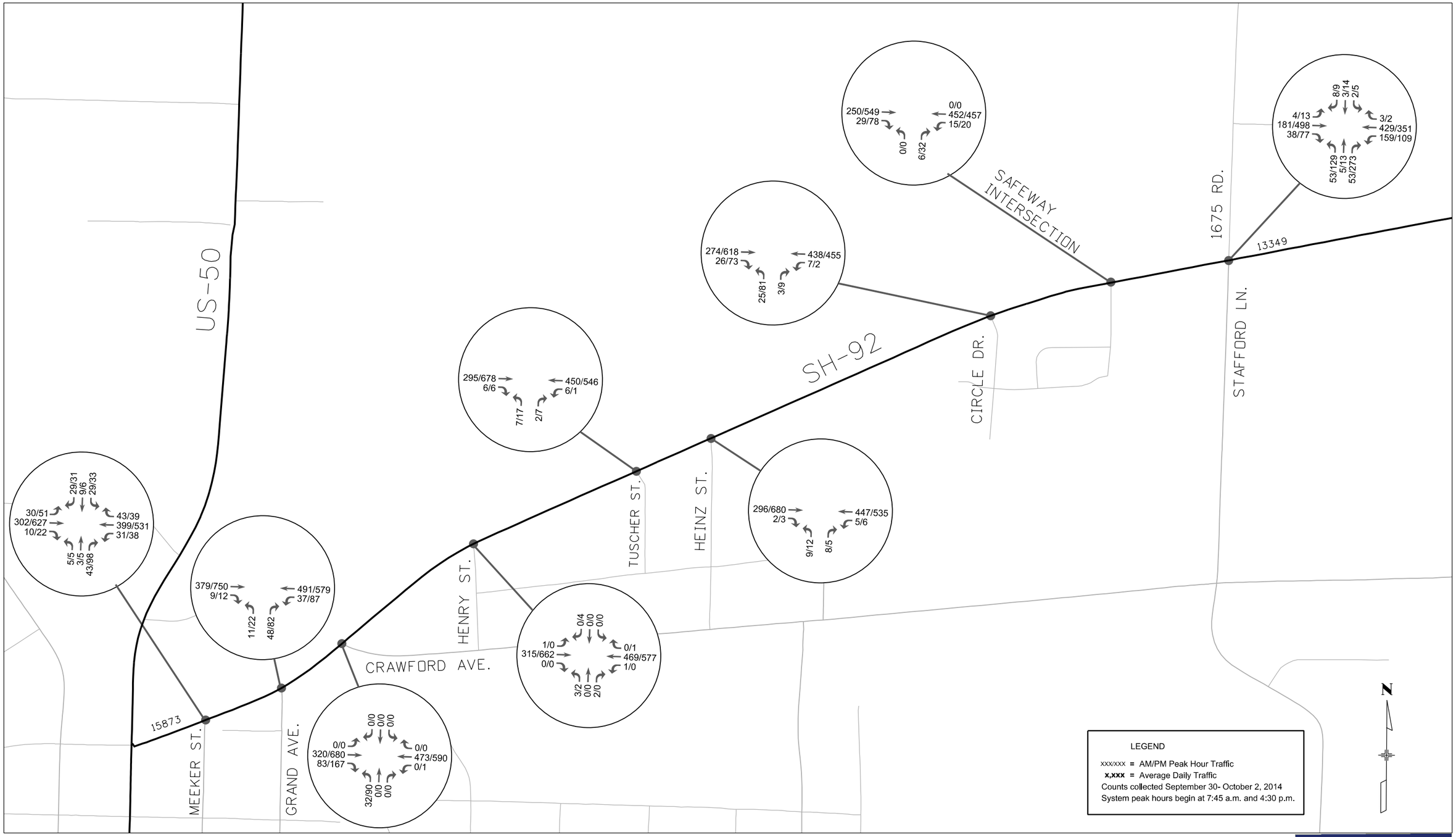
Stolfus



MARCH 2015 TRAFFIC COUNTS

SHEET 2 OF 4

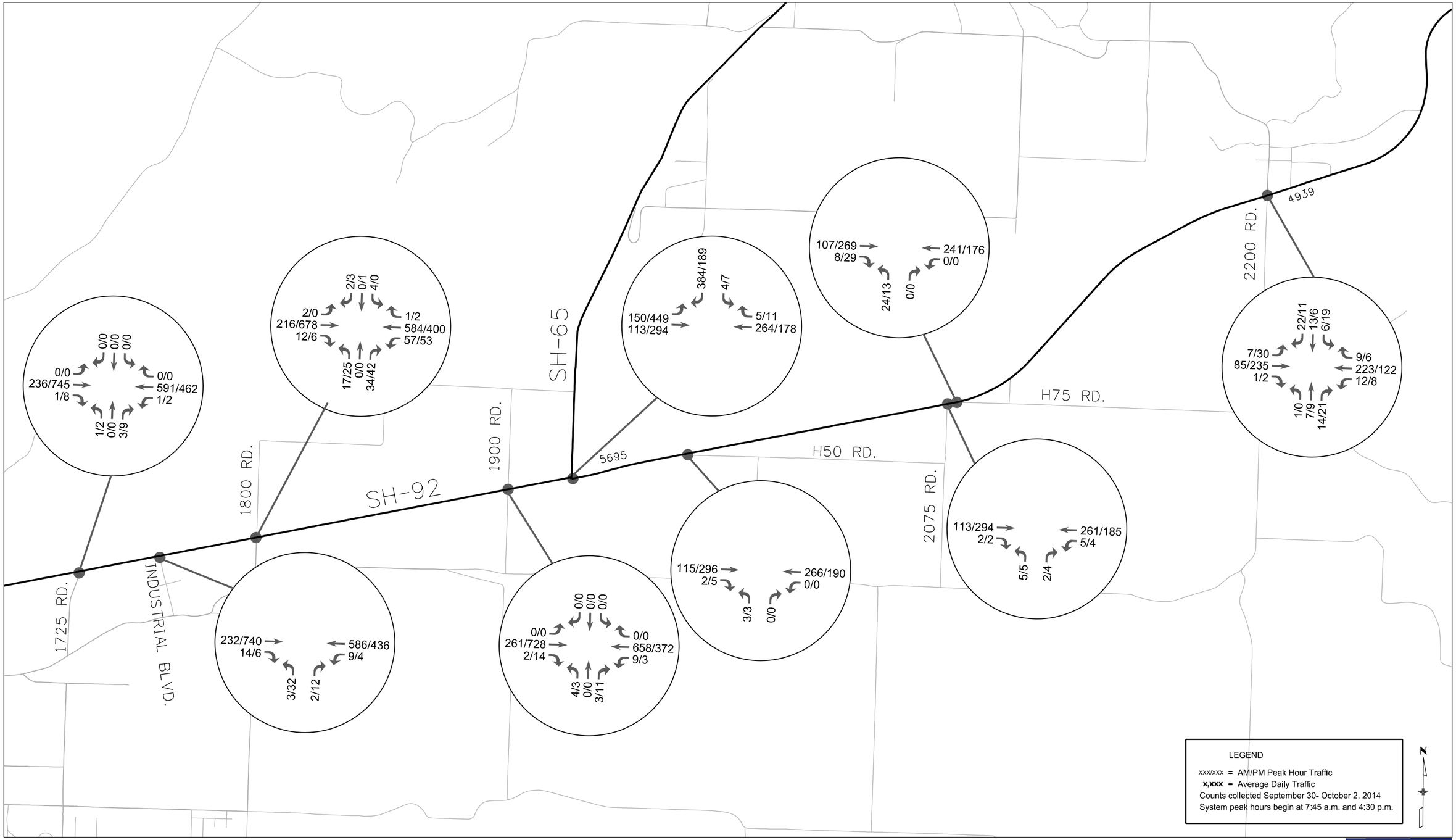
Stolfus



MARCH 2015 TRAFFIC COUNTS

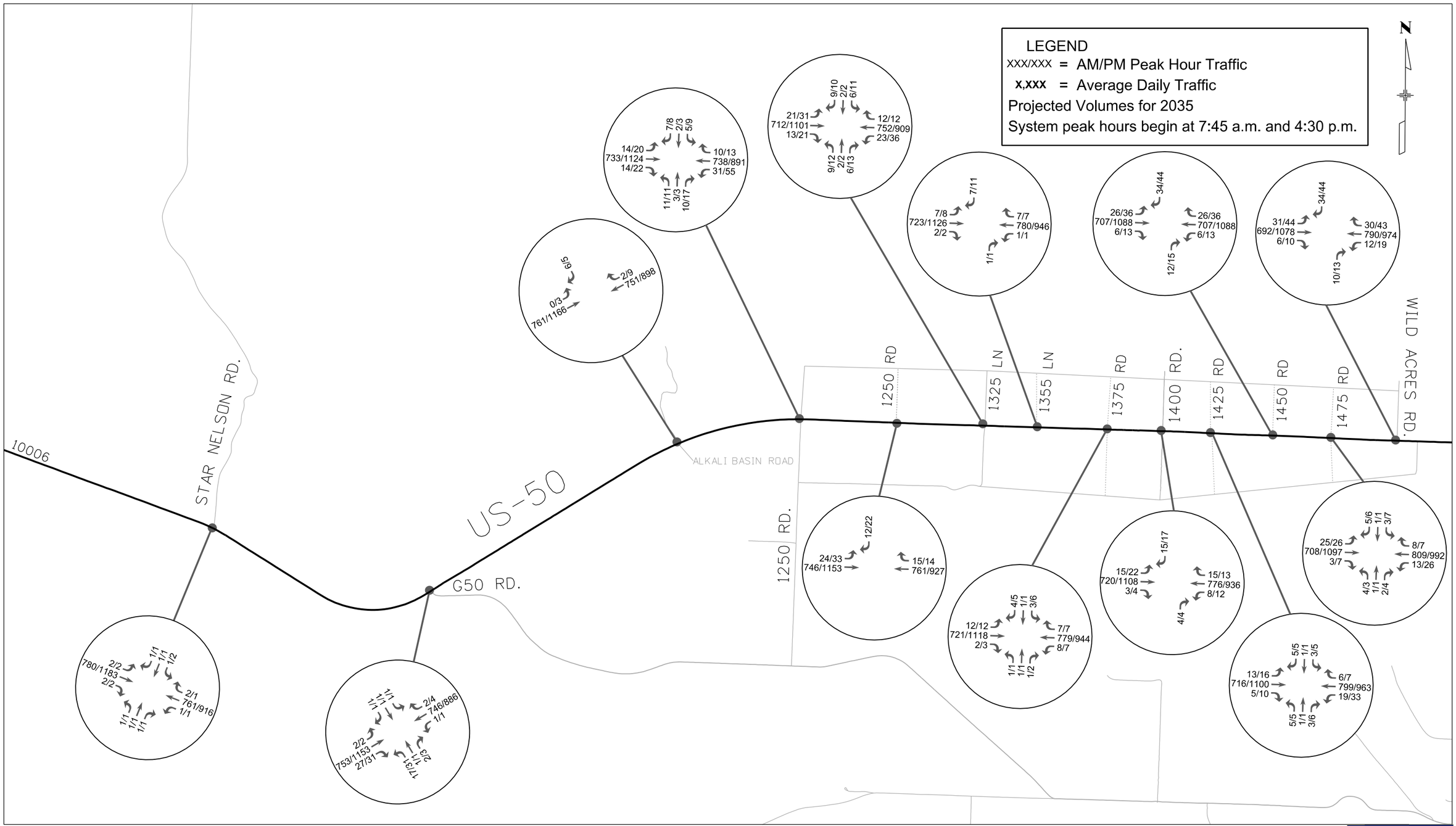
SHEET 3 OF 4

Stolfus



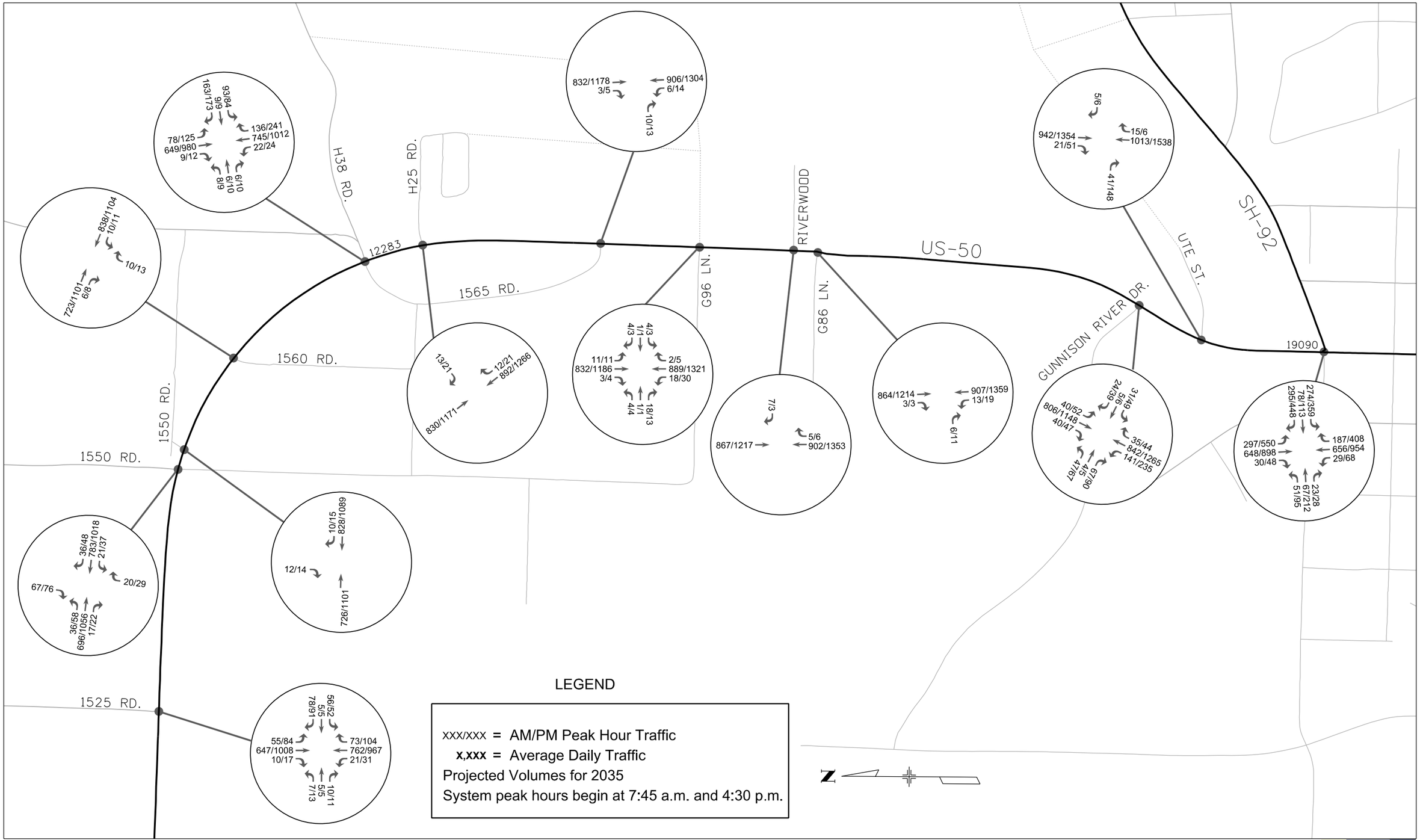
MARCH 2015 TRAFFIC COUNTS

SHEET 4 OF 4



2035 PROJECTIONS WITH ACP

SHEET 1 OF 4



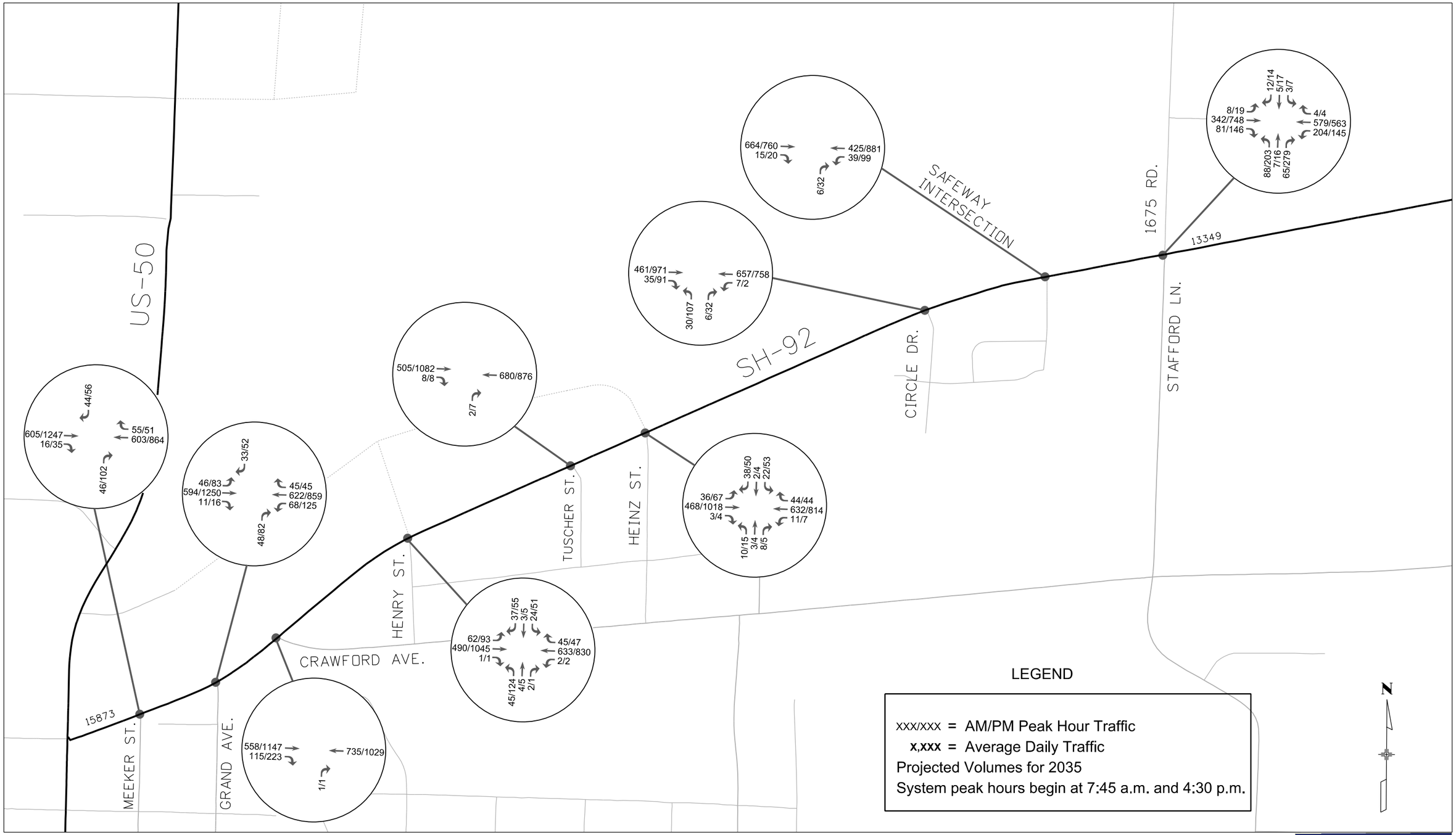
LEGEND

xxx/xxx = AM/PM Peak Hour Traffic
x,xxx = Average Daily Traffic
Projected Volumes for 2035
System peak hours begin at 7:45 a.m. and 4:30 p.m.

2035 PROJECTIONS WITH ACP

SHEET 2 OF 4

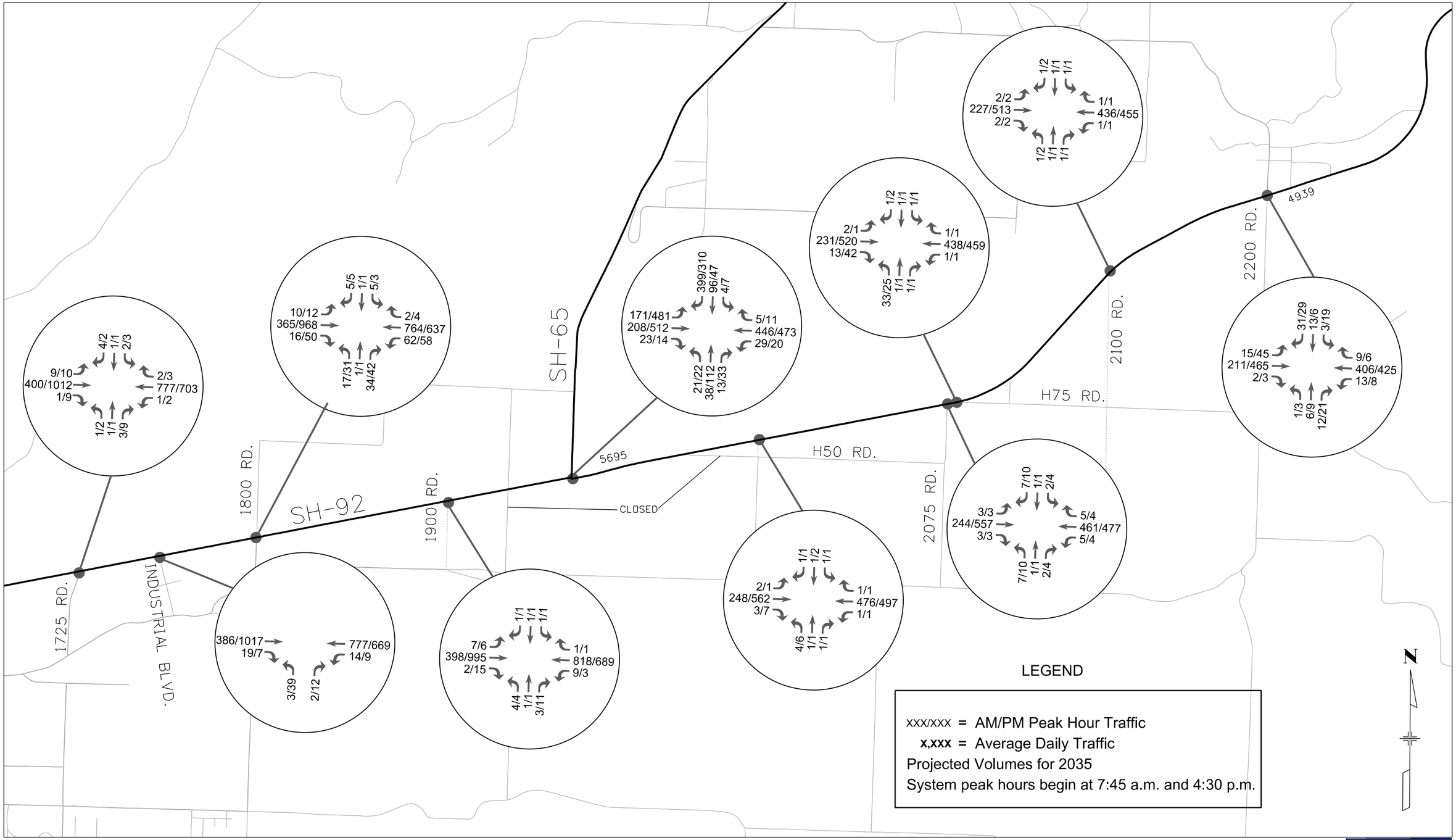
Stolfus



2035 PROJECTIONS WITH ACP

SHEET 3 OF 4

Stolfus



2035 PROJECTIONS WITH ACP

SHEET 4 OF 4

Stolfus

TRAFFIC COUNTS

72-Hour Roadway Segment Traffic Counts

US-50 -- West of Star Nelson Road

Time	9/30/2014 (Tues)			10/1/2014 (Wed)			10/2/2014 (Thur)			Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
Daily (24-hr)	**4,802**	**5,023**	**9,825**	**4,802**	**4,917**	**9,719**	**5,190**	**5,284**	**10,474**	**4,931**	**5,075**	**10,006**
AM Period												
12:00 AM	2	3	5	7	2	9	7	2	9	5	2	7
12:15 AM	12	4	16	6	2	8	5	2	7	8	3	11
12:30 AM	4	6	10	1	1	2	14	2	16	6	3	9
12:45 AM	2	7	9	4	2	6	4	4	8	3	4	7
01:00 AM	8	2	10	10	4	14	4	2	6	7	3	10
01:15 AM	1	4	5	4	2	6	6	9	15	4	5	9
01:30 AM	7	2	9	2	3	5	4	3	7	4	3	7
01:45 AM	2	1	3	8	4	12	6	6	12	5	4	9
02:00 AM	6	4	10	4	1	5	2	2	4	4	2	6
02:15 AM	6	3	9	5	12	17	9	2	11	7	6	13
02:30 AM	3	1	4	2	0	2	4	4	8	3	2	5
02:45 AM	2	5	7	8	4	12	6	5	11	5	5	10
03:00 AM	2	8	10	8	4	12	6	8	14	5	7	12
03:15 AM	4	5	9	4	6	10	12	7	19	7	6	13
03:30 AM	8	8	16	3	4	7	9	6	15	7	6	13
03:45 AM	13	10	23	14	8	22	8	10	18	12	9	21
04:00 AM	6	11	17	6	18	24	12	12	24	8	14	22
04:15 AM	10	12	22	7	8	15	4	13	17	7	11	18
04:30 AM	12	13	25	9	18	27	25	12	37	15	14	29
04:45 AM	10	14	24	16	20	36	20	12	32	15	15	30
05:00 AM	10	30	40	22	24	46	22	28	50	18	27	45
05:15 AM	11	42	53	26	30	56	14	22	36	17	31	48
05:30 AM	22	34	56	16	26	42	22	28	50	20	29	49
05:45 AM	31	34	65	26	29	55	19	32	51	25	32	57
06:00 AM	36	43	79	30	54	84	26	43	69	31	47	78
06:15 AM	39	100	139	40	72	112	26	61	87	35	78	113
06:30 AM	40	66	106	46	72	118	40	58	98	42	65	107
06:45 AM	58	64	122	44	71	115	57	60	117	53	65	118
07:00 AM	62	90	152	40	66	106	53	72	125	52	76	128
07:15 AM	62	92	154	62	124	186	58	88	146	61	101	162
07:30 AM	64	64	128	44	72	116	62	74	136	57	70	127
07:45 AM	64	82	146	54	74	128	78	70	148	65	75	140
08:00 AM	72	74	146	53	88	141	44	75	119	56	79	135
08:15 AM	59	112	171	67	82	149	75	84	159	67	93	160
08:30 AM	57	80	137	52	72	124	56	106	162	55	86	141
08:45 AM	78	98	176	65	70	135	73	99	172	72	89	161
09:00 AM	62	104	166	75	100	175	70	102	172	69	102	171
09:15 AM	68	100	168	90	120	210	79	76	155	79	99	178
09:30 AM	70	110	180	86	111	197	91	85	176	82	102	184
09:45 AM	64	84	148	77	94	171	81	99	180	74	92	166
10:00 AM	54	93	147	56	106	162	59	114	173	56	104	160
10:15 AM	74	92	166	63	112	175	66	82	148	68	95	163
10:30 AM	60	98	158	76	90	166	80	120	200	72	103	175
10:45 AM	72	98	170	76	80	156	80	98	178	76	92	168
11:00 AM	79	76	155	75	92	167	79	89	168	78	86	164
11:15 AM	98	103	201	71	113	184	75	92	167	81	103	184
11:30 AM	70	98	168	76	84	160	80	82	162	75	88	163
11:45 AM	58	71	129	63	98	161	66	100	166	62	90	152
AM Peak Hour	**319**	**375**	**694**	**328**	**425**	**753**	**314**	**399**	**713**	**304**	**395**	**699**
	Start	**10:45 AM**		**Start**	**09:00 AM**		**Start**	**10:30 AM**				
	End	**11:45 AM**		**End**	**10:00 AM**		**End**	**11:30 AM**				

72-Hour Roadway Segment Traffic Counts

US-50 -- West of Star Nelson Road

Time	9/30/2014 (Tues)			10/1/2014 (Wed)			10/2/2014 (Thur)			Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
Daily (24-hr)	**4,802**	**5,023**	**9,825**	**4,802**	**4,917**	**9,719**	**5,190**	**5,284**	**10,474**	**4,931**	**5,075**	**10,006**
PM Period												
12:00 PM	62	81	143	73	108	181	77	98	175	71	96	167
12:15 PM	104	77	181	73	88	161	77	86	163	85	84	169
12:30 PM	73	80	153	88	79	167	93	89	182	85	83	168
12:45 PM	64	70	134	61	90	151	64	77	141	63	79	142
01:00 PM	85	92	177	84	74	158	88	111	199	86	92	178
01:15 PM	62	100	162	106	77	183	112	98	210	93	92	185
01:30 PM	82	98	180	85	72	157	89	82	171	85	84	169
01:45 PM	75	83	158	83	80	163	87	88	175	82	84	166
02:00 PM	85	92	177	91	70	161	96	113	209	91	92	183
02:15 PM	108	70	178	71	99	170	97	102	199	92	90	182
02:30 PM	88	72	160	82	96	178	86	85	171	85	84	169
02:45 PM	90	87	177	97	86	183	105	112	217	97	95	192
03:00 PM	74	78	152	91	96	187	92	84	176	86	86	172
03:15 PM	98	98	196	76	90	166	101	80	181	92	89	181
03:30 PM	83	90	173	108	66	174	119	92	211	103	83	186
03:45 PM	96	92	188	81	70	151	110	84	194	96	82	178
04:00 PM	89	59	148	102	88	190	98	90	188	96	79	175
04:15 PM	104	102	206	105	88	193	108	98	206	106	96	202
04:30 PM	116	87	203	96	98	194	122	128	250	111	104	215
04:45 PM	92	89	181	118	77	195	116	107	223	109	91	200
05:00 PM	117	100	217	103	82	185	97	98	195	106	93	199
05:15 PM	100	104	204	86	84	170	120	83	203	102	90	192
05:30 PM	116	86	202	120	64	184	112	111	223	116	87	203
05:45 PM	122	67	189	97	94	191	135	84	219	118	82	200
06:00 PM	108	58	166	123	53	176	97	64	161	109	58	167
06:15 PM	90	55	145	91	58	149	101	58	159	94	57	151
06:30 PM	73	37	110	70	46	116	74	52	126	72	45	117
06:45 PM	62	46	108	63	34	97	70	60	130	65	47	112
07:00 PM	59	48	107	42	40	82	64	45	109	55	44	99
07:15 PM	54	58	112	38	32	70	45	38	83	46	43	89
07:30 PM	55	43	98	48	38	86	52	44	96	52	42	94
07:45 PM	68	40	108	55	22	77	55	40	95	59	34	93
08:00 PM	38	31	69	43	30	73	51	54	105	44	38	82
08:15 PM	22	30	52	48	24	72	38	33	71	36	29	65
08:30 PM	26	19	45	43	14	57	30	44	74	33	26	59
08:45 PM	29	22	51	38	16	54	45	40	85	37	26	63
09:00 PM	35	20	55	36	18	54	33	26	59	35	21	56
09:15 PM	18	16	34	30	29	59	30	31	61	26	25	51
09:30 PM	36	14	50	18	13	31	23	14	37	26	14	40
09:45 PM	26	14	40	24	14	38	32	15	47	27	14	41
10:00 PM	14	14	28	14	11	25	46	20	66	25	15	40
10:15 PM	20	4	24	22	8	30	17	10	27	20	7	27
10:30 PM	14	8	22	17	8	25	19	11	30	17	9	26
10:45 PM	16	2	18	20	8	28	17	11	28	18	7	25
11:00 PM	10	10	20	17	16	33	18	8	26	15	11	26
11:15 PM	16	14	30	12	8	20	4	12	16	11	11	22
11:30 PM	7	3	10	7	6	13	20	6	26	11	5	16
11:45 PM	7	8	15	7	6	13	10	6	16	8	7	15
PM Peak Hour	**455**	**357**	**812**	**421**	**351**	**772**	**443**	**431**	**874**	**432**	**384**	**816**
	Start	**05:00 PM**		**Start**	**04:00 PM**		**Start**	**04:15 PM**				
	End	**06:00 PM**		**End**	**05:00 PM**		**End**	**05:15 PM**				

72-Hour Roadway Segment Traffic Counts

US-50 -- South of H38 Road

Time	9/30/2014 (Tues)			10/1/2014 (Wed)			10/2/2014 (Thur)			Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
Daily (24-hr)	**6,223**	**6,080**	**12,303**	**5,948**	**5,921**	**11,869**	**6,359**	**6,319**	**12,678**	**6,177**	**6,107**	**12,284**
AM Period												
12:00 AM	5	4	9	6	9	15	3	4	7	5	6	11
12:15 AM	4	7	11	1	7	8	5	7	12	3	7	10
12:30 AM	3	6	9	5	7	12	2	10	12	3	8	11
12:45 AM	4	3	7	3	3	6	2	7	9	3	4	7
01:00 AM	2	4	6	4	3	7	9	2	11	5	3	8
01:15 AM	3	3	6	3	9	12	4	4	8	3	5	8
01:30 AM	5	2	7	2	5	7	3	6	9	3	4	7
01:45 AM	2	6	8	2	3	5	3	3	6	2	4	6
02:00 AM	5	1	6	7	4	11	1	4	5	4	3	7
02:15 AM	4	5	9	4	6	10	3	3	6	4	5	9
02:30 AM	4	5	9	2	3	5	6	8	14	4	5	9
02:45 AM	6	3	9	4	2	6	6	6	12	5	4	9
03:00 AM	6	3	9	6	2	8	6	3	9	6	3	9
03:15 AM	2	1	3	6	1	7	6	11	17	5	4	9
03:30 AM	3	7	10	6	4	10	6	5	11	5	5	10
03:45 AM	10	9	19	7	13	20	10	4	14	9	9	18
04:00 AM	8	10	18	11	13	24	12	14	26	10	12	22
04:15 AM	9	9	18	15	8	23	9	14	23	11	10	21
04:30 AM	12	13	25	14	16	30	7	17	24	11	15	26
04:45 AM	21	18	39	22	14	36	17	25	42	20	19	39
05:00 AM	34	11	45	35	15	50	31	25	56	33	17	50
05:15 AM	33	18	51	22	17	39	23	16	39	26	17	43
05:30 AM	40	27	67	30	21	51	31	32	63	34	27	61
05:45 AM	30	32	62	35	36	71	35	28	63	33	32	65
06:00 AM	66	36	102	61	39	100	53	24	77	60	33	93
06:15 AM	72	43	115	54	47	101	59	35	94	62	42	104
06:30 AM	58	52	110	69	52	121	55	51	106	61	52	113
06:45 AM	88	88	176	74	58	132	61	73	134	74	73	147
07:00 AM	91	64	155	90	62	152	81	65	146	87	64	151
07:15 AM	80	90	170	92	88	180	83	87	170	85	88	173
07:30 AM	85	82	167	65	90	155	63	98	161	71	90	161
07:45 AM	89	111	200	101	119	220	78	120	198	89	117	206
08:00 AM	121	88	209	100	98	198	132	82	214	118	89	207
08:15 AM	117	69	186	109	72	181	100	105	205	109	82	191
08:30 AM	107	90	197	78	96	174	114	76	190	100	87	187
08:45 AM	107	98	205	88	75	163	101	87	188	99	87	186
09:00 AM	128	75	203	112	88	200	98	90	188	113	84	197
09:15 AM	122	79	201	111	82	193	101	85	186	111	82	193
09:30 AM	111	85	196	99	72	171	106	113	219	105	90	195
09:45 AM	99	100	199	109	75	184	115	95	210	108	90	198
10:00 AM	111	99	210	123	72	195	95	90	185	110	87	197
10:15 AM	108	87	195	103	76	179	131	84	215	114	82	196
10:30 AM	94	95	189	116	99	215	106	93	199	105	96	201
10:45 AM	99	100	199	106	95	201	119	98	217	108	98	206
11:00 AM	109	95	204	123	83	206	110	93	203	114	90	204
11:15 AM	130	106	236	91	89	180	119	91	210	113	95	208
11:30 AM	112	117	229	118	91	209	126	87	213	119	98	217
11:45 AM	69	92	161	117	101	218	121	101	222	102	98	200
AM Peak Hour	**450**	**418**	**868**	**449**	**364**	**813**	**476**	**372**	**848**	**454**	**381**	**835**
	Start	**10:45 AM**		**Start**	**11:00 AM**		**Start**	**11:00 AM**				
	End	**11:45 AM**		**End**	**12:00 PM**		**End**	**12:00 PM**				

72-Hour Roadway Segment Traffic Counts

US-50 -- South of H38 Road

Time	9/30/2014 (Tues)			10/1/2014 (Wed)			10/2/2014 (Thur)			Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
Daily (24-hr)	**6,223**	**6,080**	**12,303**	**5,948**	**5,921**	**11,869**	**6,359**	**6,319**	**12,678**	**6,177**	**6,107**	**12,284**
PM Period												
12:00 PM	129	105	234	103	88	191	133	97	230	122	97	219
12:15 PM	102	119	221	129	88	217	104	95	199	112	101	213
12:30 PM	96	101	197	92	86	178	91	105	196	93	97	190
12:45 PM	114	87	201	94	110	204	126	116	242	111	104	215
01:00 PM	127	99	226	88	114	202	124	115	239	113	109	222
01:15 PM	102	72	174	89	97	186	94	125	219	95	98	193
01:30 PM	105	111	216	97	104	201	104	124	228	102	113	215
01:45 PM	107	88	195	99	109	208	100	94	194	102	97	199
02:00 PM	100	102	202	117	99	216	116	107	223	111	103	214
02:15 PM	92	106	198	99	102	201	100	107	207	97	105	202
02:30 PM	98	121	219	120	102	222	107	104	211	108	109	217
02:45 PM	97	105	202	86	108	194	103	119	222	95	111	206
03:00 PM	118	104	222	118	118	236	112	115	227	116	112	228
03:15 PM	114	111	225	95	100	195	117	107	224	109	106	215
03:30 PM	121	106	227	114	112	226	122	136	258	119	118	237
03:45 PM	123	102	225	114	119	233	117	136	253	118	119	237
04:00 PM	118	123	241	123	122	245	144	110	254	128	118	246
04:15 PM	118	112	230	113	133	246	126	130	256	119	125	244
04:30 PM	124	131	255	123	121	244	136	152	288	128	135	263
04:45 PM	116	128	244	130	144	274	129	140	269	125	137	262
05:00 PM	164	124	288	117	118	235	134	134	268	138	125	263
05:15 PM	136	124	260	95	136	231	133	129	262	121	130	251
05:30 PM	100	120	220	111	132	243	121	131	252	111	128	239
05:45 PM	82	121	203	93	117	210	111	133	244	95	124	219
06:00 PM	80	135	215	84	110	194	102	119	221	89	121	210
06:15 PM	79	108	187	70	116	186	66	138	204	72	121	193
06:30 PM	74	90	164	65	102	167	81	121	202	73	104	177
06:45 PM	63	89	152	67	86	153	78	78	156	69	84	153
07:00 PM	72	66	138	58	75	133	70	83	153	67	75	142
07:15 PM	76	71	147	62	54	116	61	70	131	66	65	131
07:30 PM	47	59	106	41	50	91	49	63	112	46	57	103
07:45 PM	49	83	132	43	64	107	64	57	121	52	68	120
08:00 PM	43	59	102	52	44	96	66	48	114	54	50	104
08:15 PM	41	49	90	42	50	92	45	45	90	43	48	91
08:30 PM	36	56	92	25	46	71	42	45	87	34	49	83
08:45 PM	39	47	86	29	43	72	49	38	87	39	43	82
09:00 PM	23	40	63	33	33	66	35	38	73	30	37	67
09:15 PM	25	38	63	35	52	87	36	33	69	32	41	73
09:30 PM	27	40	67	24	24	48	25	31	56	25	32	57
09:45 PM	29	23	52	15	31	46	28	29	57	24	28	52
10:00 PM	12	28	40	11	18	29	26	31	57	16	26	42
10:15 PM	20	35	55	13	14	27	15	30	45	16	26	42
10:30 PM	12	22	34	12	23	35	13	16	29	12	20	32
10:45 PM	10	12	22	18	23	41	9	20	29	12	18	30
11:00 PM	11	17	28	13	19	32	13	12	25	12	16	28
11:15 PM	9	17	26	7	15	22	7	13	20	8	15	23
11:30 PM	9	13	22	7	7	14	6	10	16	7	10	17
11:45 PM	6	13	19	2	3	5	2	9	11	3	8	11
PM Peak Hour	**540**	**507**	**1,047**	**489**	**520**	**1,009**	**532**	**555**	**1,087**	**512**	**527**	**1,039**
	Start	**04:30 PM**		**Start**	**04:00 PM**		**Start**	**04:30 PM**				
	End	**05:30 PM**		**End**	**05:00 PM**		**End**	**05:30 PM**				

72-Hour Roadway Segment Traffic Counts

US-50 -- North of SH-92

Time	9/30/2014 (Tues)			10/1/2014 (Wed)			10/2/2014 (Thur)			Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
Daily (24-hr)	**9,583**	**9,433**	**19,016**	**9,391**	**9,209**	**18,600**	**9,933**	**9,720**	**19,653**	**9,636**	**9,454**	**19,090**
AM Period												
12:00 AM	11	6	17	9	12	21	5	6	11	8	8	16
12:15 AM	6	10	16	3	7	10	6	5	11	5	7	12
12:30 AM	8	4	12	4	8	12	4	12	16	5	8	13
12:45 AM	4	7	11	6	3	9	4	7	11	5	6	11
01:00 AM	2	2	4	4	5	9	12	4	16	6	4	10
01:15 AM	6	6	12	3	8	11	1	2	3	3	5	8
01:30 AM	4	2	6	4	8	12	6	9	15	5	6	11
01:45 AM	4	10	14	9	5	14	4	1	5	6	5	11
02:00 AM	6	0	6	10	2	12	1	5	6	6	2	8
02:15 AM	5	8	13	6	10	16	2	6	8	4	8	12
02:30 AM	4	8	12	4	7	11	7	9	16	5	8	13
02:45 AM	8	4	12	6	3	9	8	10	18	7	6	13
03:00 AM	8	4	12	5	2	7	8	5	13	7	4	11
03:15 AM	3	2	5	7	2	9	6	16	22	5	7	12
03:30 AM	8	7	15	6	4	10	6	10	16	7	7	14
03:45 AM	20	14	34	18	20	38	14	8	22	17	14	31
04:00 AM	11	16	27	10	6	16	15	10	25	12	11	23
04:15 AM	12	12	24	21	18	39	12	15	27	15	15	30
04:30 AM	13	16	29	16	19	35	11	26	37	13	20	33
04:45 AM	22	24	46	24	22	46	18	20	38	21	22	43
05:00 AM	38	13	51	38	24	62	35	27	62	37	21	58
05:15 AM	46	24	70	29	25	54	33	28	61	36	26	62
05:30 AM	48	26	74	40	26	66	44	45	89	44	32	76
05:45 AM	45	34	79	52	44	96	48	27	75	48	35	83
06:00 AM	84	49	133	83	54	137	67	30	97	78	44	122
06:15 AM	88	58	146	66	62	128	74	44	118	76	55	131
06:30 AM	84	57	141	90	74	164	70	56	126	81	62	143
06:45 AM	98	102	200	98	72	170	88	88	176	95	87	182
07:00 AM	120	88	208	128	85	213	102	90	192	117	88	205
07:15 AM	119	128	247	115	110	225	105	90	195	113	109	222
07:30 AM	105	124	229	96	121	217	91	130	221	97	125	222
07:45 AM	144	158	302	146	148	294	140	158	298	143	155	298
08:00 AM	174	111	285	150	134	284	194	110	304	173	118	291
08:15 AM	154	122	276	142	116	258	143	116	259	146	118	264
08:30 AM	164	133	297	128	136	264	160	112	272	151	127	278
08:45 AM	136	130	266	151	121	272	148	119	267	145	123	268
09:00 AM	186	118	304	172	118	290	156	138	294	171	125	296
09:15 AM	180	119	299	162	125	287	164	140	304	169	128	297
09:30 AM	178	142	320	168	130	298	184	150	334	177	141	318
09:45 AM	153	142	295	186	135	321	202	158	360	180	145	325
10:00 AM	184	150	334	200	132	332	168	151	319	184	144	328
10:15 AM	183	160	343	173	138	311	195	153	348	184	150	334
10:30 AM	156	152	308	188	158	346	170	154	324	171	155	326
10:45 AM	174	169	343	180	186	366	196	190	386	183	182	365
11:00 AM	183	170	353	184	160	344	186	187	373	184	172	356
11:15 AM	208	192	400	158	156	314	202	164	366	189	171	360
11:30 AM	182	204	386	222	156	378	196	152	348	200	171	371
11:45 AM	168	158	326	201	162	363	189	159	348	186	160	346
AM Peak Hour	**747**	**735**	**1,482**	**744**	**658**	**1,402**	**780**	**693**	**1,473**	**756**	**696**	**1,452**
	Start	**10:45 AM**		**Start**	**10:45 AM**		**Start**	**10:45 AM**				
	End	**11:45 AM**		**End**	**11:45 AM**		**End**	**11:45 AM**				

72-Hour Roadway Segment Traffic Counts

US-50 -- North of SH-92

Time	9/30/2014 (Tues)			10/1/2014 (Wed)			10/2/2014 (Thur)			Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
Daily (24-hr)	**9,583**	**9,433**	**19,016**	**9,391**	**9,209**	**18,600**	**9,933**	**9,720**	**19,653**	**9,636**	**9,454**	**19,090**
PM Period												
12:00 PM	224	180	404	186	159	345	230	156	386	213	165	378
12:15 PM	169	188	357	200	168	368	179	184	363	183	180	363
12:30 PM	197	194	391	164	153	317	171	206	377	177	184	361
12:45 PM	168	162	330	159	193	352	204	192	396	177	182	359
01:00 PM	204	179	383	146	178	324	212	180	392	187	179	366
01:15 PM	164	144	308	159	164	323	164	194	358	162	167	329
01:30 PM	164	159	323	160	182	342	174	176	350	166	172	338
01:45 PM	168	157	325	160	178	338	172	214	386	167	183	350
02:00 PM	170	162	332	176	159	335	184	169	353	177	163	340
02:15 PM	154	163	317	166	174	340	162	176	338	161	171	332
02:30 PM	164	212	376	202	161	363	204	184	388	190	186	376
02:45 PM	170	175	345	136	176	312	166	210	376	157	187	344
03:00 PM	199	169	368	178	188	366	192	171	363	190	176	366
03:15 PM	164	180	344	166	174	340	188	190	378	173	181	354
03:30 PM	204	208	412	184	164	348	192	203	395	193	192	385
03:45 PM	182	162	344	170	179	349	208	188	396	187	176	363
04:00 PM	168	186	354	204	190	394	212	187	399	195	188	383
04:15 PM	182	185	367	196	204	400	180	196	376	186	195	381
04:30 PM	210	196	406	202	174	376	230	235	465	214	202	416
04:45 PM	179	192	371	182	196	378	206	209	415	189	199	388
05:00 PM	238	197	435	208	236	444	229	212	441	225	215	440
05:15 PM	210	216	426	170	187	357	202	224	426	194	209	403
05:30 PM	146	192	338	178	214	392	183	202	385	169	203	372
05:45 PM	152	160	312	164	188	352	158	180	338	158	176	334
06:00 PM	118	205	323	144	160	304	136	194	330	133	186	319
06:15 PM	111	166	277	119	168	287	106	168	274	112	167	279
06:30 PM	110	152	262	102	164	266	117	192	309	110	169	279
06:45 PM	98	139	237	106	119	225	106	140	246	103	133	236
07:00 PM	108	118	226	91	100	191	115	120	235	105	113	218
07:15 PM	114	85	199	96	108	204	90	106	196	100	100	200
07:30 PM	72	88	160	63	90	153	98	90	188	78	89	167
07:45 PM	80	85	165	70	78	148	98	88	186	83	84	167
08:00 PM	56	96	152	72	78	150	86	88	174	71	87	158
08:15 PM	62	72	134	55	68	123	62	64	126	60	68	128
08:30 PM	52	68	120	38	64	102	68	67	135	53	66	119
08:45 PM	50	67	117	35	46	81	58	50	108	48	54	102
09:00 PM	30	60	90	48	48	96	54	60	114	44	56	100
09:15 PM	36	46	82	50	60	110	38	41	79	41	49	90
09:30 PM	30	50	80	32	44	76	41	46	87	34	47	81
09:45 PM	34	29	63	19	38	57	37	38	75	30	35	65
10:00 PM	20	36	56	13	20	33	28	37	65	20	31	51
10:15 PM	23	34	57	22	18	40	22	43	65	22	32	54
10:30 PM	16	28	44	15	26	41	13	15	28	15	23	38
10:45 PM	14	18	32	24	26	50	14	22	36	17	22	39
11:00 PM	20	24	44	18	27	45	19	15	34	19	22	41
11:15 PM	16	18	34	10	24	34	12	18	30	13	20	33
11:30 PM	10	20	30	10	11	21	5	14	19	8	15	23
11:45 PM	6	16	22	2	6	8	8	14	22	5	12	17
PM Peak Hour	**837**	**801**	**1,638**	**788**	**810**	**1,598**	**867**	**880**	**1,747**	**822**	**825**	**1,647**
	Start	**04:30 PM**		**Start**	**04:15 PM**		**Start**	**04:30 PM**				
	End	**05:30 PM**		**End**	**05:15 PM**		**End**	**05:30 PM**				

72-Hour Roadway Segment Traffic Counts

SH-92 -- East of US-50

Time	9/30/2014 (Tues)			10/1/2014 (Wed)			10/2/2014 (Thur)			Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
Daily (24-hr)	**8,065**	**7,815**	**15,880**	**7,966**	**7,645**	**15,611**	**8,272**	**7,858**	**16,130**	**8,101**	**7,773**	**15,874**
AM Period												
12:00 AM	4	5	9	4	6	10	3	1	4	4	4	8
12:15 AM	10	4	14	8	3	11	3	1	4	7	3	10
12:30 AM	7	6	13	11	3	14	9	5	14	9	5	14
12:45 AM	6	4	10	4	4	8	9	2	11	6	3	9
01:00 AM	0	3	3	5	4	9	4	3	7	3	3	6
01:15 AM	2	6	8	6	5	11	5	4	9	4	5	9
01:30 AM	1	3	4	4	3	7	4	5	9	3	4	7
01:45 AM	8	5	13	5	5	10	3	3	6	5	4	9
02:00 AM	1	2	3	5	6	11	5	4	9	4	4	8
02:15 AM	4	2	6	5	2	7	2	1	3	4	2	6
02:30 AM	4	5	9	4	3	7	2	9	11	3	6	9
02:45 AM	1	5	6	5	6	11	4	4	8	3	5	8
03:00 AM	3	2	5	0	5	5	1	3	4	1	3	4
03:15 AM	5	4	9	8	4	12	8	6	14	7	5	12
03:30 AM	3	10	13	2	5	7	3	6	9	3	7	10
03:45 AM	4	6	10	6	5	11	4	4	8	5	5	10
04:00 AM	4	7	11	7	10	17	2	4	6	4	7	11
04:15 AM	7	10	17	6	12	18	7	8	15	7	10	17
04:30 AM	14	6	20	16	18	34	9	10	19	13	11	24
04:45 AM	15	20	35	10	18	28	14	16	30	13	18	31
05:00 AM	11	22	33	8	28	36	14	19	33	11	23	34
05:15 AM	13	34	47	14	31	45	14	36	50	14	34	48
05:30 AM	32	53	85	26	44	70	30	32	62	29	43	72
05:45 AM	25	42	67	30	50	80	22	48	70	26	47	73
06:00 AM	31	58	89	36	51	87	27	55	82	31	55	86
06:15 AM	28	74	102	28	72	100	32	79	111	29	75	104
06:30 AM	50	83	133	53	78	131	48	74	122	50	78	128
06:45 AM	75	100	175	68	112	180	57	88	145	67	100	167
07:00 AM	62	106	168	54	111	165	54	104	158	57	107	164
07:15 AM	82	120	202	64	112	176	65	95	160	70	109	179
07:30 AM	74	118	192	76	114	190	74	110	184	75	114	189
07:45 AM	96	144	240	86	134	220	80	138	218	87	139	226
08:00 AM	82	124	206	90	114	204	96	132	228	89	123	212
08:15 AM	104	122	226	81	123	204	99	116	215	95	120	215
08:30 AM	86	135	221	102	112	214	118	121	239	102	123	225
08:45 AM	93	141	234	124	142	266	116	144	260	111	142	253
09:00 AM	90	122	212	105	131	236	110	132	242	102	128	230
09:15 AM	96	154	250	104	134	238	97	130	227	99	139	238
09:30 AM	116	132	248	130	130	260	120	151	271	122	138	260
09:45 AM	124	132	256	110	166	276	126	163	289	120	154	274
10:00 AM	120	150	270	120	136	256	138	160	298	126	149	275
10:15 AM	132	146	278	136	138	274	155	165	320	141	150	291
10:30 AM	146	130	276	132	147	279	128	162	290	135	146	281
10:45 AM	160	146	306	108	160	268	164	122	286	144	143	287
11:00 AM	146	150	296	134	150	284	157	151	308	146	150	296
11:15 AM	141	184	325	144	131	275	162	154	316	149	156	305
11:30 AM	153	158	311	139	154	293	160	181	341	151	164	315
11:45 AM	144	156	300	164	164	328	140	158	298	149	159	308
AM Peak Hour	**600**	**638**	**1,238**	**581**	**599**	**1,180**	**619**	**644**	**1,263**	**595**	**629**	**1,224**
	Start	**10:45 AM**		**Start**	**11:00 AM**		**Start**	**11:00 AM**				
	End	**11:45 AM**		**End**	**12:00 PM**		**End**	**12:00 PM**				

72-Hour Roadway Segment Traffic Counts

SH-92 -- East of US-50

Time	9/30/2014 (Tues)			10/1/2014 (Wed)			10/2/2014 (Thur)			Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
Daily (24-hr)	**8,065**	**7,815**	**15,880**	**7,966**	**7,645**	**15,611**	**8,272**	**7,858**	**16,130**	**8,101**	**7,773**	**15,874**
PM Period												
12:00 PM	138	182	320	156	180	336	135	190	325	143	184	327
12:15 PM	143	138	281	166	160	326	167	148	315	159	149	308
12:30 PM	177	140	317	151	164	315	182	172	354	170	159	329
12:45 PM	183	154	337	159	130	289	182	164	346	175	149	324
01:00 PM	152	148	300	177	126	303	172	162	334	167	145	312
01:15 PM	148	135	283	151	160	311	166	156	322	155	150	305
01:30 PM	166	166	332	162	133	295	166	133	299	165	144	309
01:45 PM	184	156	340	167	150	317	172	133	305	174	146	320
02:00 PM	146	144	290	142	128	270	164	156	320	151	143	294
02:15 PM	144	150	294	168	140	308	152	140	292	155	143	298
02:30 PM	180	153	333	148	131	279	164	141	305	164	142	306
02:45 PM	168	132	300	150	141	291	182	144	326	167	139	306
03:00 PM	150	137	287	174	117	291	146	134	280	157	129	286
03:15 PM	160	140	300	175	120	295	174	124	298	170	128	298
03:30 PM	180	155	335	171	137	308	164	158	322	172	150	322
03:45 PM	176	151	327	137	139	276	210	146	356	174	145	319
04:00 PM	202	152	354	200	160	360	197	163	360	200	158	358
04:15 PM	190	113	303	205	143	348	175	155	330	190	137	327
04:30 PM	188	160	348	185	149	334	186	162	348	186	157	343
04:45 PM	190	137	327	189	151	340	188	156	344	189	148	337
05:00 PM	206	154	360	208	156	364	202	161	363	205	157	362
05:15 PM	194	164	358	189	152	341	194	148	342	192	155	347
05:30 PM	191	110	301	176	130	306	192	120	312	186	120	306
05:45 PM	154	136	290	175	110	285	152	94	246	160	113	273
06:00 PM	144	104	248	126	89	215	176	88	264	149	94	243
06:15 PM	110	76	186	134	102	236	112	89	201	119	89	208
06:30 PM	131	86	217	124	71	195	126	88	214	127	82	209
06:45 PM	122	67	189	112	93	205	100	73	173	111	78	189
07:00 PM	99	76	175	118	69	187	103	85	188	107	77	184
07:15 PM	94	82	176	86	70	156	84	65	149	88	72	160
07:30 PM	68	58	126	72	51	123	72	72	144	71	60	131
07:45 PM	74	52	126	54	51	105	84	50	134	71	51	122
08:00 PM	84	50	134	69	60	129	64	52	116	72	54	126
08:15 PM	62	39	101	72	32	104	45	34	79	60	35	95
08:30 PM	53	47	100	40	37	77	63	39	102	52	41	93
08:45 PM	46	31	77	40	30	70	33	33	66	40	31	71
09:00 PM	38	23	61	38	32	70	44	44	88	40	33	73
09:15 PM	36	31	67	42	39	81	38	29	67	39	33	72
09:30 PM	28	26	54	37	22	59	68	19	87	44	22	66
09:45 PM	21	21	42	32	15	47	33	24	57	29	20	49
10:00 PM	26	20	46	18	17	35	35	23	58	26	20	46
10:15 PM	18	12	30	17	11	28	27	16	43	21	13	34
10:30 PM	14	10	24	17	11	28	23	14	37	18	12	30
10:45 PM	17	7	24	15	20	35	12	8	20	15	12	27
11:00 PM	16	18	34	20	8	28	16	10	26	17	12	29
11:15 PM	15	6	21	9	6	15	12	9	21	12	7	19
11:30 PM	14	12	26	4	4	8	6	7	13	8	8	16
11:45 PM	10	3	13	2	2	4	8	8	16	7	4	11
PM Peak Hour	**778**	**615**	**1,393**	**787**	**599**	**1,386**	**770**	**627**	**1,397**	**772**	**617**	**1,389**
	Start	**04:30 PM**		**Start**	**04:15 PM**		**Start**	**04:30 PM**				
	End	**05:30 PM**		**End**	**05:15 PM**		**End**	**05:30 PM**				

72-Hour Roadway Segment Traffic Counts

SH-92 -- East of Stafford Lane

Time	9/30/2014 (Tues)			10/1/2014 (Wed)			10/2/2014 (Thur)			Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
Daily (24-hr)	**6,724**	**6,686**	**13,410**	**6,495**	**6,382**	**12,877**	**6,945**	**6,814**	**13,759**	**6,721**	**6,627**	**13,348**
AM Period												
12:00 AM	4	1	5	9	2	11	2	0	2	5	1	6
12:15 AM	7	0	7	5	1	6	2	0	2	5	0	5
12:30 AM	5	2	7	7	2	9	6	0	6	6	1	7
12:45 AM	1	3	4	5	2	7	7	1	8	4	2	6
01:00 AM	2	2	4	6	2	8	4	1	5	4	2	6
01:15 AM	1	3	4	4	3	7	3	4	7	3	3	6
01:30 AM	0	6	6	3	3	6	4	3	7	2	4	6
01:45 AM	1	1	2	0	2	2	1	2	3	1	2	3
02:00 AM	2	3	5	6	6	12	4	4	8	4	4	8
02:15 AM	6	0	6	3	0	3	1	1	2	3	0	3
02:30 AM	0	3	3	2	1	3	2	6	8	1	3	4
02:45 AM	1	5	6	4	4	8	4	4	8	3	4	7
03:00 AM	4	1	5	0	3	3	2	0	2	2	1	3
03:15 AM	9	4	13	6	2	8	3	5	8	6	4	10
03:30 AM	1	5	6	5	5	10	4	6	10	3	5	8
03:45 AM	4	6	10	1	5	6	3	4	7	3	5	8
04:00 AM	3	6	9	7	8	15	4	3	7	5	6	11
04:15 AM	3	3	6	2	5	7	3	5	8	3	4	7
04:30 AM	14	6	20	10	16	26	7	10	17	10	11	21
04:45 AM	10	18	28	8	16	24	16	21	37	11	18	29
05:00 AM	14	22	36	10	23	33	16	16	32	13	20	33
05:15 AM	10	38	48	12	27	39	8	32	40	10	32	42
05:30 AM	32	46	78	19	33	52	27	28	55	26	36	62
05:45 AM	26	48	74	30	50	80	20	52	72	25	50	75
06:00 AM	20	47	67	28	48	76	20	57	77	23	51	74
06:15 AM	26	80	106	32	72	104	20	68	88	26	73	99
06:30 AM	38	86	124	42	82	124	50	72	122	43	80	123
06:45 AM	66	116	182	52	128	180	56	106	162	58	117	175
07:00 AM	54	107	161	48	116	164	51	123	174	51	115	166
07:15 AM	61	147	208	62	131	193	64	111	175	62	130	192
07:30 AM	82	150	232	73	150	223	62	152	214	72	151	223
07:45 AM	60	187	247	63	184	247	68	188	256	64	186	250
08:00 AM	62	150	212	60	126	186	68	158	226	63	145	208
08:15 AM	79	135	214	60	142	202	91	130	221	77	136	213
08:30 AM	74	134	208	72	118	190	96	114	210	81	122	203
08:45 AM	71	139	210	84	149	233	84	146	230	80	145	225
09:00 AM	72	126	198	66	120	186	82	126	208	73	124	197
09:15 AM	82	126	208	72	129	201	80	108	188	78	121	199
09:30 AM	82	125	207	74	127	201	71	135	206	76	129	205
09:45 AM	84	128	212	83	136	219	72	150	222	80	138	218
10:00 AM	86	118	204	88	112	200	86	148	234	87	126	213
10:15 AM	96	142	238	86	128	214	107	166	273	96	145	241
10:30 AM	98	113	211	93	122	215	114	141	255	102	125	227
10:45 AM	114	150	264	76	126	202	117	128	245	102	135	237
11:00 AM	112	120	232	86	128	214	130	125	255	109	124	233
11:15 AM	114	148	262	94	106	200	98	111	209	102	122	224
11:30 AM	96	132	228	92	125	217	130	158	288	106	138	244
11:45 AM	115	133	248	112	120	232	118	132	250	115	128	243
AM Peak Hour	**436**	**550**	**986**	**384**	**479**	**863**	**468**	**560**	**1,028**	**432**	**512**	**944**
	Start	**10:45 AM**		**Start**	**11:00 AM**		**Start**	**10:15 AM**				
	End	**11:45 AM**		**End**	**12:00 PM**		**End**	**11:15 AM**				

72-Hour Roadway Segment Traffic Counts

SH-92 -- East of Stafford Lane

Time	9/30/2014 (Tues)			10/1/2014 (Wed)			10/2/2014 (Thur)			Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
Daily (24-hr)	**6,724**	**6,686**	**13,410**	**6,495**	**6,382**	**12,877**	**6,945**	**6,814**	**13,759**	**6,721**	**6,627**	**13,348**
PM Period												
12:00 PM	100	128	228	115	138	253	95	142	237	103	136	239
12:15 PM	118	102	220	126	91	217	117	106	223	120	100	220
12:30 PM	122	116	238	105	112	217	129	136	265	119	121	240
12:45 PM	110	132	242	111	114	225	124	106	230	115	117	232
01:00 PM	110	104	214	124	114	238	117	117	234	117	112	229
01:15 PM	126	129	255	114	138	252	128	123	251	123	130	253
01:30 PM	128	111	239	127	112	239	132	109	241	129	111	240
01:45 PM	140	118	258	114	110	224	136	118	254	130	115	245
02:00 PM	106	99	205	134	107	241	125	96	221	122	101	223
02:15 PM	112	130	242	128	102	230	116	130	246	119	121	240
02:30 PM	126	114	240	118	100	218	144	112	256	129	109	238
02:45 PM	142	112	254	116	132	248	137	134	271	132	126	258
03:00 PM	118	112	230	125	101	226	124	109	233	122	107	229
03:15 PM	138	100	238	155	108	263	163	110	273	152	106	258
03:30 PM	154	134	288	167	98	265	159	124	283	160	119	279
03:45 PM	181	124	305	152	111	263	174	134	308	169	123	292
04:00 PM	160	124	284	175	119	294	172	114	286	169	119	288
04:15 PM	178	94	272	172	119	291	158	140	298	169	118	287
04:30 PM	170	136	306	168	126	294	160	135	295	166	132	298
04:45 PM	190	105	295	178	92	270	184	117	301	184	105	289
05:00 PM	201	106	307	181	124	305	194	128	322	192	119	311
05:15 PM	175	124	299	183	123	306	186	110	296	181	119	300
05:30 PM	175	94	269	182	87	269	210	96	306	189	92	281
05:45 PM	160	90	250	166	83	249	139	90	229	155	88	243
06:00 PM	141	74	215	121	68	189	170	60	230	144	67	211
06:15 PM	102	60	162	116	61	177	112	68	180	110	63	173
06:30 PM	116	63	179	120	54	174	112	80	192	116	66	182
06:45 PM	106	55	161	104	48	152	86	62	148	99	55	154
07:00 PM	101	52	153	88	39	127	78	70	148	89	54	143
07:15 PM	76	62	138	72	40	112	81	52	133	76	51	127
07:30 PM	64	48	112	62	42	104	90	50	140	72	47	119
07:45 PM	56	32	88	46	32	78	66	31	97	56	32	88
08:00 PM	72	36	108	76	26	102	74	31	105	74	31	105
08:15 PM	71	27	98	74	17	91	63	30	93	69	25	94
08:30 PM	59	23	82	52	21	73	42	32	74	51	25	76
08:45 PM	45	20	65	42	16	58	43	21	64	43	19	62
09:00 PM	58	14	72	33	20	53	30	36	66	40	23	63
09:15 PM	36	18	54	37	25	62	36	16	52	36	20	56
09:30 PM	34	21	55	35	10	45	74	16	90	48	16	64
09:45 PM	15	19	34	23	11	34	40	19	59	26	16	42
10:00 PM	28	13	41	17	12	29	34	6	40	26	10	36
10:15 PM	25	2	27	16	6	22	32	8	40	24	5	29
10:30 PM	18	8	26	18	9	27	14	8	22	17	8	25
10:45 PM	14	5	19	13	8	21	17	5	22	15	6	21
11:00 PM	9	9	18	16	6	22	14	5	19	13	7	20
11:15 PM	15	5	20	3	2	5	11	6	17	10	4	14
11:30 PM	12	10	22	8	2	10	5	4	9	8	5	13
11:45 PM	7	1	8	5	0	5	10	1	11	7	1	8
PM Peak Hour	**736**	**471**	**1,207**	**710**	**465**	**1,175**	**774**	**451**	**1,225**	**723**	**475**	**1,198**
	Start	**04:30 PM**		**Start**	**04:30 PM**		**Start**	**04:45 PM**				
	End	**05:30 PM**		**End**	**05:30 PM**		**End**	**05:45 PM**				

72-Hour Roadway Segment Traffic Counts

SH-92 -- East of SH-65

Time	9/30/2014 (Tues)			10/1/2014 (Wed)			10/2/2014 (Thur)			Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
Daily (24-hr)	**3,029**	**2,780**	**5,809**	**2,787**	**2,644**	**5,431**	**3,114**	**2,730**	**5,844**	**2,977**	**2,718**	**5,695**
AM Period												
12:00 AM	0	0	0	4	0	4	0	0	0	1	0	1
12:15 AM	2	1	3	3	0	3	2	0	2	2	0	2
12:30 AM	3	0	3	0	1	1	2	0	2	2	0	2
12:45 AM	0	3	3	2	0	2	3	1	4	2	1	3
01:00 AM	0	0	0	0	0	0	4	1	5	1	0	1
01:15 AM	1	2	3	1	2	3	0	1	1	1	2	3
01:30 AM	0	1	1	1	0	1	1	1	2	1	1	2
01:45 AM	1	1	2	0	1	1	0	0	0	0	1	1
02:00 AM	0	0	0	2	1	3	2	1	3	1	1	2
02:15 AM	2	0	2	1	2	3	2	1	3	2	1	3
02:30 AM	1	0	1	1	0	1	2	0	2	1	0	1
02:45 AM	1	1	2	3	1	4	4	0	4	3	1	4
03:00 AM	0	0	0	0	2	2	0	2	2	0	1	1
03:15 AM	6	0	6	3	1	4	3	0	3	4	0	4
03:30 AM	2	3	5	5	1	6	3	3	6	3	2	5
03:45 AM	5	1	6	1	1	2	2	2	4	3	1	4
04:00 AM	3	3	6	7	5	12	2	4	6	4	4	8
04:15 AM	4	2	6	3	3	6	5	2	7	4	2	6
04:30 AM	16	4	20	12	4	16	9	2	11	12	3	15
04:45 AM	10	3	13	8	5	13	11	6	17	10	5	15
05:00 AM	14	10	24	9	7	16	13	8	21	12	8	20
05:15 AM	5	13	18	7	12	19	7	13	20	6	13	19
05:30 AM	28	18	46	17	14	31	23	14	37	23	15	38
05:45 AM	26	14	40	32	13	45	20	14	34	26	14	40
06:00 AM	16	21	37	23	20	43	7	14	21	15	18	33
06:15 AM	23	30	53	20	22	42	19	29	48	21	27	48
06:30 AM	15	38	53	18	43	61	30	32	62	21	38	59
06:45 AM	32	62	94	24	55	79	23	48	71	26	55	81
07:00 AM	22	47	69	26	43	69	24	38	62	24	43	67
07:15 AM	34	49	83	32	52	84	36	53	89	34	51	85
07:30 AM	39	74	113	34	74	108	28	67	95	34	72	106
07:45 AM	36	78	114	28	82	110	35	66	101	33	75	108
08:00 AM	24	62	86	18	46	64	25	64	89	22	57	79
08:15 AM	35	55	90	30	44	74	36	50	86	34	50	84
08:30 AM	33	60	93	39	48	87	50	52	102	41	53	94
08:45 AM	33	60	93	37	52	89	36	57	93	35	56	91
09:00 AM	31	54	85	28	44	72	34	50	84	31	49	80
09:15 AM	36	52	88	23	64	87	42	47	89	34	54	88
09:30 AM	38	55	93	42	63	105	30	53	83	37	57	94
09:45 AM	35	42	77	42	56	98	33	62	95	37	53	90
10:00 AM	49	58	107	43	41	84	36	72	108	43	57	100
10:15 AM	38	44	82	34	62	96	52	60	112	41	55	96
10:30 AM	40	56	96	37	42	79	55	56	111	44	51	95
10:45 AM	53	56	109	22	60	82	52	45	97	42	54	96
11:00 AM	44	53	97	46	42	88	60	48	108	50	48	98
11:15 AM	44	46	90	47	42	89	58	0	58	50	29	79
11:30 AM	64	60	124	33	46	79	54	44	98	50	50	100
11:45 AM	44	51	95	38	46	84	54	44	98	45	47	92
AM Peak Hour	**205**	**215**	**420**	**161**	**222**	**383**	**195**	**233**	**428**	**170**	**217**	**387**
	Start	**10:45 AM**		**Start**	**09:30 AM**		**Start**	**10:00 AM**				
	End	**11:45 AM**		**End**	**10:30 AM**		**End**	**11:00 AM**				

72-Hour Roadway Segment Traffic Counts

SH-92 -- East of SH-65

Time	9/30/2014 (Tues)			10/1/2014 (Wed)			10/2/2014 (Thur)			Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
Daily (24-hr)	**3,029**	**2,780**	**5,809**	**2,787**	**2,644**	**5,431**	**3,114**	**2,730**	**5,844**	**2,977**	**2,718**	**5,695**
PM Period												
12:00 PM	38	52	90	67	59	126	40	39	79	48	50	98
12:15 PM	53	36	89	61	44	105	52	52	104	55	44	99
12:30 PM	58	47	105	44	52	96	57	44	101	53	48	101
12:45 PM	48	40	88	42	40	82	56	34	90	49	38	87
01:00 PM	56	48	104	53	50	103	52	51	103	54	50	104
01:15 PM	54	56	110	38	48	86	54	30	84	49	45	94
01:30 PM	50	36	86	53	54	107	62	51	113	55	47	102
01:45 PM	60	42	102	44	62	106	56	56	112	53	53	106
02:00 PM	56	44	100	62	42	104	58	50	108	59	45	104
02:15 PM	52	36	88	51	48	99	46	56	102	50	47	97
02:30 PM	52	50	102	44	50	94	60	56	116	52	52	104
02:45 PM	51	40	91	48	52	100	62	54	116	54	49	103
03:00 PM	51	46	97	43	50	93	56	53	109	50	50	100
03:15 PM	58	51	109	65	42	107	60	26	86	61	40	101
03:30 PM	66	62	128	66	28	94	82	79	161	71	56	127
03:45 PM	74	58	132	56	48	104	72	56	128	67	54	121
04:00 PM	78	57	135	71	44	115	76	46	122	75	49	124
04:15 PM	67	38	105	71	44	115	57	58	115	65	47	112
04:30 PM	76	58	134	78	48	126	66	60	126	73	55	128
04:45 PM	84	42	126	64	50	114	90	56	146	79	49	128
05:00 PM	90	58	148	76	66	142	85	67	152	84	64	148
05:15 PM	74	62	136	64	45	109	80	54	134	73	54	127
05:30 PM	76	25	101	77	44	121	79	45	124	77	38	115
05:45 PM	74	32	106	66	32	98	80	31	111	73	32	105
06:00 PM	61	44	105	48	26	74	62	33	95	57	34	91
06:15 PM	61	18	79	60	32	92	48	29	77	56	26	82
06:30 PM	50	37	87	47	22	69	44	30	74	47	30	77
06:45 PM	34	32	66	44	26	70	37	24	61	38	27	65
07:00 PM	42	18	60	46	18	64	38	32	70	42	23	65
07:15 PM	34	19	53	24	17	41	36	18	54	31	18	49
07:30 PM	26	24	50	29	18	47	42	26	68	32	23	55
07:45 PM	21	20	41	20	10	30	28	13	41	23	14	37
08:00 PM	27	24	51	22	8	30	26	8	34	25	13	38
08:15 PM	27	7	34	26	6	32	22	10	32	25	8	33
08:30 PM	19	17	36	21	6	27	18	13	31	19	12	31
08:45 PM	25	12	37	8	9	17	22	16	38	18	12	30
09:00 PM	22	7	29	17	8	25	9	12	21	16	9	25
09:15 PM	21	6	27	15	6	21	15	4	19	17	5	22
09:30 PM	11	6	17	14	4	18	29	8	37	18	6	24
09:45 PM	13	11	24	15	5	20	18	10	28	15	9	24
10:00 PM	3	7	10	8	3	11	8	1	9	6	4	10
10:15 PM	19	0	19	7	2	9	16	5	21	14	2	16
10:30 PM	7	1	8	6	1	7	6	2	8	6	1	7
10:45 PM	10	1	11	8	7	15	8	0	8	9	3	12
11:00 PM	3	4	7	8	1	9	2	3	5	4	3	7
11:15 PM	2	5	7	1	1	2	6	1	7	3	2	5
11:30 PM	6	1	7	3	1	4	1	0	1	3	1	4
11:45 PM	1	0	1	0	0	0	6	1	7	2	0	2
PM Peak Hour	**324**	**220**	**544**	**289**	**208**	**497**	**321**	**237**	**558**	**309**	**222**	**531**
	Start	**04:30 PM**		**Start**	**04:15 PM**		**Start**	**04:30 PM**				
	End	**05:30 PM**		**End**	**05:15 PM**		**End**	**05:30 PM**				

72-Hour Roadway Segment Traffic Counts

SH-92 -- East of Austin Road / 2200 Road

Time	9/30/2014 (Tues)			10/1/2014 (Wed)			10/2/2014 (Thur)			Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
Daily (24-hr)	**2,511**	**2,489**	**5,000**	**2,296**	**2,302**	**4,598**	**2,651**	**2,568**	**5,219**	**2,486**	**2,453**	**4,939**
AM Period												
12:00 AM	0	0	0	2	0	2	0	0	0	1	0	1
12:15 AM	2	0	2	2	0	2	1	0	1	2	0	2
12:30 AM	2	0	2	0	0	0	2	0	2	1	0	1
12:45 AM	1	1	2	2	0	2	2	1	3	2	1	3
01:00 AM	0	0	0	0	1	1	3	2	5	1	1	2
01:15 AM	1	2	3	1	1	2	0	0	0	1	1	2
01:30 AM	0	2	2	1	0	1	1	1	2	1	1	2
01:45 AM	2	0	2	0	0	0	0	0	0	1	0	1
02:00 AM	1	0	1	0	1	1	3	1	4	1	1	2
02:15 AM	2	0	2	3	2	5	2	1	3	2	1	3
02:30 AM	0	1	1	1	0	1	0	0	0	0	0	0
02:45 AM	1	0	1	1	0	1	3	0	3	2	0	2
03:00 AM	1	0	1	2	1	3	1	0	1	1	0	1
03:15 AM	3	1	4	4	0	4	2	0	2	3	0	3
03:30 AM	4	2	6	3	1	4	3	3	6	3	2	5
03:45 AM	5	1	6	4	3	7	3	2	5	4	2	6
04:00 AM	4	1	5	8	1	9	4	2	6	5	1	6
04:15 AM	6	2	8	4	3	7	4	1	5	5	2	7
04:30 AM	13	3	16	8	2	10	7	2	9	9	2	11
04:45 AM	11	4	15	11	6	17	15	3	18	12	4	16
05:00 AM	12	11	23	12	10	22	17	9	26	14	10	24
05:15 AM	8	10	18	10	11	21	5	13	18	8	11	19
05:30 AM	18	14	32	7	9	16	15	11	26	13	11	24
05:45 AM	15	13	28	20	13	33	9	16	25	15	14	29
06:00 AM	14	20	34	17	20	37	7	15	22	13	18	31
06:15 AM	21	28	49	23	22	45	25	19	44	23	23	46
06:30 AM	16	40	56	20	40	60	21	36	57	19	39	58
06:45 AM	30	48	78	19	47	66	23	34	57	24	43	67
07:00 AM	18	50	68	19	44	63	21	42	63	19	45	64
07:15 AM	24	47	71	25	40	65	34	51	85	28	46	74
07:30 AM	34	69	103	34	59	93	26	56	82	31	61	92
07:45 AM	30	59	89	19	81	100	23	69	92	24	70	94
08:00 AM	18	67	85	12	44	56	28	48	76	19	53	72
08:15 AM	27	48	75	21	39	60	34	50	84	27	46	73
08:30 AM	21	59	80	31	53	84	42	49	91	31	54	85
08:45 AM	23	50	73	31	43	74	35	54	89	30	49	79
09:00 AM	23	50	73	22	47	69	33	41	74	26	46	72
09:15 AM	34	42	76	23	47	70	27	47	74	28	45	73
09:30 AM	35	43	78	27	60	87	31	54	85	31	52	83
09:45 AM	28	44	72	33	43	76	29	49	78	30	45	75
10:00 AM	47	41	88	31	43	74	26	53	79	35	46	81
10:15 AM	32	41	73	35	38	73	41	56	97	36	45	81
10:30 AM	37	52	89	35	42	77	42	36	78	38	43	81
10:45 AM	42	47	89	18	52	70	42	35	77	34	45	79
11:00 AM	44	42	86	32	27	59	44	50	94	40	40	80
11:15 AM	38	47	85	35	33	68	53	40	93	42	40	82
11:30 AM	45	56	101	32	40	72	42	47	89	40	48	88
11:45 AM	33	46	79	35	36	71	42	56	98	37	46	83
AM Peak Hour	**169**	**192**	**361**	**97**	**224**	**321**	**181**	**193**	**374**	**159**	**174**	**333**
	Start	**10:45 AM**		**Start**	**07:00 AM**		**Start**	**11:00 AM**				
	End	**11:45 AM**		**End**	**08:00 AM**		**End**	**12:00 PM**				

72-Hour Roadway Segment Traffic Counts

SH-92 -- East of Austin Road / 2200 Road

Time	9/30/2014 (Tues)			10/1/2014 (Wed)			10/2/2014 (Thur)			Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
Daily (24-hr)	**2,511**	**2,489**	**5,000**	**2,296**	**2,302**	**4,598**	**2,651**	**2,568**	**5,219**	**2,486**	**2,453**	**4,939**
PM Period												
12:00 PM	32	45	77	42	46	88	29	32	61	34	41	75
12:15 PM	41	32	73	46	48	94	49	43	92	45	41	86
12:30 PM	46	39	85	39	39	78	36	30	66	40	36	76
12:45 PM	31	35	66	38	39	77	47	40	87	39	38	77
01:00 PM	38	50	88	34	46	80	48	34	82	40	43	83
01:15 PM	49	38	87	39	36	75	39	49	88	42	41	83
01:30 PM	34	36	70	35	54	89	50	41	91	40	44	84
01:45 PM	48	41	89	31	44	75	37	57	94	39	47	86
02:00 PM	39	28	67	54	38	92	59	47	106	51	38	89
02:15 PM	36	36	72	43	50	93	52	55	107	44	47	91
02:30 PM	42	33	75	35	48	83	42	47	89	40	43	83
02:45 PM	47	42	89	31	41	72	54	49	103	44	44	88
03:00 PM	44	46	90	41	35	76	39	46	85	41	42	83
03:15 PM	44	52	96	52	48	100	54	59	113	50	53	103
03:30 PM	49	52	101	63	24	87	49	45	94	54	40	94
03:45 PM	63	48	111	36	47	83	62	56	118	54	50	104
04:00 PM	58	45	103	62	47	109	72	52	124	64	48	112
04:15 PM	62	35	97	57	37	94	52	53	105	57	42	99
04:30 PM	57	48	105	62	51	113	59	53	112	59	51	110
04:45 PM	70	39	109	60	45	105	77	59	136	69	48	117
05:00 PM	76	35	111	70	39	109	78	42	120	75	39	114
05:15 PM	67	57	124	60	32	92	75	48	123	67	46	113
05:30 PM	62	34	96	59	34	93	74	42	116	65	37	102
05:45 PM	68	31	99	65	21	86	76	30	106	70	27	97
06:00 PM	55	33	88	44	31	75	46	35	81	48	33	81
06:15 PM	48	23	71	35	22	57	34	36	70	39	27	66
06:30 PM	42	29	71	38	17	55	47	28	75	42	25	67
06:45 PM	36	35	71	33	18	51	29	28	57	33	27	60
07:00 PM	40	21	61	31	13	44	35	17	52	35	17	52
07:15 PM	21	21	42	22	13	35	32	25	57	25	20	45
07:30 PM	32	19	51	26	19	45	40	20	60	33	19	52
07:45 PM	14	20	34	18	9	27	24	11	35	19	13	32
08:00 PM	26	20	46	13	5	18	17	10	27	19	12	31
08:15 PM	28	11	39	30	6	36	23	10	33	27	9	36
08:30 PM	15	16	31	13	8	21	16	14	30	15	13	28
08:45 PM	23	16	39	10	12	22	15	22	37	16	17	33
09:00 PM	22	4	26	16	7	23	9	12	21	16	8	24
09:15 PM	12	5	17	12	6	18	15	7	22	13	6	19
09:30 PM	15	10	25	8	2	10	18	7	25	14	6	20
09:45 PM	13	7	20	13	6	19	24	6	30	17	6	23
10:00 PM	0	6	6	11	3	14	10	2	12	7	4	11
10:15 PM	15	1	16	6	2	8	10	4	14	10	2	12
10:30 PM	7	1	8	6	2	8	6	3	9	6	2	8
10:45 PM	8	2	10	8	5	13	8	1	9	8	3	11
11:00 PM	6	2	8	8	1	9	1	4	5	5	2	7
11:15 PM	0	3	3	4	0	4	4	1	5	3	1	4
11:30 PM	4	2	6	2	1	3	3	0	3	3	1	4
11:45 PM	0	1	1	0	0	0	3	1	4	1	1	2
PM Peak Hour	**270**	**179**	**449**	**241**	**180**	**421**	**304**	**191**	**495**	**270**	**184**	**454**
	Start	**04:30 PM**		**Start**	**04:00 PM**		**Start**	**04:45 PM**				
	End	**05:30 PM**		**End**	**05:00 PM**		**End**	**05:45 PM**				

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

US-50 & Star Nelson Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	Star Nelson Rd				US-50				Star Nelson Rd				US-50					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	1	73	0	0	0	0	0	0	0	46	0	0	120	
7:15 AM	0	0	0	0	0	80	0	0	0	0	0	0	0	50	0	0	130	
7:30 AM	0	0	0	0	0	62	0	0	0	0	0	0	0	58	0	0	120	
7:45 AM	0	0	0	0	0	56	0	0	0	0	0	0	0	66	0	1	122	492
8:00 AM	1	0	0	0	1	69	0	0	0	0	0	0	0	47	0	0	118	490
8:15 AM	0	0	0	0	0	78	0	0	0	0	0	0	0	59	0	0	137	497
8:30 AM	0	0	0	0	1	108	0	0	0	0	0	0	0	57	0	0	166	543
8:45 AM	0	0	1	0	0	86	0	0	0	0	0	0	0	61	0	0	148	569
Morning Peak Hour	1	0	1	0	2	341	0	0	0	0	0	0	0	224	0	0		569
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.86
4:00 PM	0	0	0	0	0	85	0	0	0	0	0	0	0	89	0	0	174	
4:15 PM	0	0	0	0	0	82	0	0	0	0	0	0	0	95	0	0	177	
4:30 PM	0	0	2	0	0	96	0	0	0	0	0	0	0	97	0	0	195	
4:45 PM	0	0	0	0	0	69	0	0	0	0	0	0	0	108	0	0	177	723
5:00 PM	0	0	0	0	0	75	0	0	0	0	0	0	0	94	0	0	169	718
5:15 PM	1	0	0	0	1	72	0	0	0	0	0	0	0	86	0	0	160	701
5:30 PM	0	0	1	0	0	62	0	0	0	0	0	0	0	111	1	0	175	681
5:45 PM	0	0	0	0	1	84	0	0	0	0	0	0	0	94	0	0	179	683
Morning Peak Hour	0	0	2	0	0	332	0	0	0	0	0	0	0	389	0	0		723
					Peak Hour =			4:00 PM		to	5:00 PM						PHF =	0.93

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

US-50 & G50 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
					US-50				G50 Road				US-50					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	72	0	0	0	0	5	0	5	41	0	0	123	
7:15 AM	0	0	0	0	0	78	1	0	1	0	5	0	3	47	0	0	135	
7:30 AM	0	0	0	0	0	55	0	0	0	0	9	0	2	56	0	0	122	
7:45 AM	0	0	0	0	0	50	0	0	1	0	7	0	3	63	0	0	124	504
8:00 AM	0	0	0	0	0	68	0	0	0	0	2	0	3	44	0	0	117	498
8:15 AM	0	0	0	0	0	70	0	0	0	0	7	0	3	55	0	0	135	498
8:30 AM	0	0	0	0	0	106	0	0	0	0	4	0	6	51	0	0	167	543
8:45 AM	0	0	0	0	0	84	0	0	0	0	3	0	3	58	0	0	148	567
Morning Peak Hour	0	0	0	0	0	328	0	0	0	0	16	0	15	208	0	0		567
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.85
4:00 PM	0	0	0	0	0	78	1	0	0	0	7	0	6	83	0	0	175	
4:15 PM	0	0	0	0	0	76	1	0	1	0	6	0	6	89	0	0	179	
4:30 PM	0	0	0	0	0	89	0	0	0	0	7	0	4	93	0	0	193	
4:45 PM	0	0	0	0	0	58	0	0	1	0	11	0	3	105	0	0	178	725
5:00 PM	0	0	0	0	0	69	0	0	0	0	7	0	9	86	0	0	171	721
5:15 PM	0	0	0	0	0	60	0	0	0	0	10	0	8	77	0	0	155	697
5:30 PM	0	0	0	0	0	58	0	0	0	0	6	0	7	102	0	0	173	677
5:45 PM	0	0	0	0	0	82	0	0	0	0	2	0	10	84	0	0	178	677
Morning Peak Hour	0	0	0	0	0	301	2	0	2	0	31	0	19	370	0	0		725
					Peak Hour =			4:00 PM		to	5:00 PM						PHF =	0.94

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

US-50 & Alkali Basin Road (1200 Road)

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	Alkali Basin Road				US-50								US-50					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	65	0	0	0	0	0	0	0	42	0	0	107	
7:15 AM	1	0	0	0	1	83	0	0	0	0	0	0	0	55	0	0	140	
7:30 AM	0	0	0	0	0	63	0	0	0	0	0	0	0	44	0	0	107	
7:45 AM	0	0	0	0	0	66	0	0	0	0	0	0	0	62	0	0	128	482
8:00 AM	0	0	0	0	0	62	0	0	0	0	0	0	0	42	0	0	104	479
8:15 AM	1	0	0	0	0	75	0	0	0	0	0	0	0	59	0	0	135	474
8:30 AM	1	0	1	0	1	95	0	0	0	0	0	0	0	47	0	0	145	512
8:45 AM	0	0	0	0	0	81	0	0	0	0	0	0	0	65	0	0	146	530
Morning Peak Hour	2	0	1	0	1	313	0	0	0	0	0	0	0	213	0	0		530
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.91
4:00 PM	0	0	0	0	2	68	0	0	0	0	0	0	0	79	0	0	149	
4:15 PM	2	0	0	0	0	82	0	0	0	0	0	0	0	96	0	0	180	
4:30 PM	0	0	0	0	2	86	0	0	0	0	0	0	0	84	0	0	172	
4:45 PM	1	0	0	0	1	73	0	1	0	0	0	0	0	97	0	0	172	673
5:00 PM	0	0	0	0	1	67	0	0	0	0	0	0	0	83	0	0	151	675
5:15 PM	0	0	0	0	1	70	0	0	0	0	0	0	0	91	0	0	162	657
5:30 PM	0	0	0	0	1	59	0	0	0	0	0	0	0	100	0	0	160	645
5:45 PM	0	0	0	0	0	73	0	0	0	0	0	0	0	93	0	0	166	639
Morning Peak Hour	3	0	0	0	4	308	0	1	0	0	0	0	0	360	0	0		676
					Peak Hour =			4:15 PM		to	5:15 PM						PHF =	0.94

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

US-50 & 1250 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
					US-50				1250 Road				US-50					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	75	0	1	0	0	0	0	1	47	0	0	123	
7:15 AM	0	0	0	0	0	70	1	0	3	0	0	0	0	52	0	1	126	
7:30 AM	0	0	0	0	0	56	2	2	2	0	1	0	0	45	0	0	106	
7:45 AM	0	0	0	0	0	55	1	0	1	0	0	0	0	60	0	0	117	472
8:00 AM	0	0	0	0	0	67	0	0	2	0	1	0	0	41	0	0	111	460
8:15 AM	0	0	0	0	0	80	0	0	1	0	1	0	0	58	0	0	140	474
8:30 AM	0	0	0	0	0	95	0	1	0	0	0	0	0	50	0	0	145	513
8:45 AM	0	0	0	0	0	82	0	2	2	0	1	0	0	61	0	0	146	542
Morning Peak Hour	0	0	0	0	0	324	0	3	5	0	3	0	0	210	0	0		545
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.93
4:00 PM	0	0	0	0	0	79	0	1	1	0	1	0	0	79	0	0	160	
4:15 PM	0	0	0	0	0	88	1	1	2	0	0	0	1	93	0	0	185	
4:30 PM	0	0	0	0	0	85	2	2	3	0	0	0	0	88	0	0	178	
4:45 PM	0	0	0	0	0	70	2	2	1	0	0	0	0	94	0	0	167	690
5:00 PM	0	0	0	0	0	70	3	0	0	0	1	0	1	86	0	0	161	691
5:15 PM	0	0	0	0	0	66	2	1	0	0	0	0	0	92	0	0	160	666
5:30 PM	0	0	0	0	0	60	1	1	1	0	0	0	0	96	0	0	158	646
5:45 PM	0	0	0	0	0	80	1	0	2	0	0	0	0	94	0	0	177	656
Morning Peak Hour	0	0	0	0	0	313	8	5	6	0	1	0	2	361	0	0		696
					Peak Hour =			4:15 PM		to	5:15 PM						PHF =	0.93

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

US-50 & 1400 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	1400 Road				US-50				1400 Road				US-50					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	77	0	0	0	0	0	0	0	47	0	0	124	
7:15 AM	0	0	2	0	3	71	0	0	0	0	0	0	1	55	0	0	132	
7:30 AM	1	0	2	0	0	61	0	0	0	0	0	0	0	56	0	0	120	
7:45 AM	0	0	1	0	0	55	1	0	0	0	0	0	0	59	0	0	116	492
8:00 AM	0	0	0	0	3	84	2	0	0	0	0	0	0	44	0	0	133	501
8:15 AM	0	0	1	0	0	86	0	0	0	0	0	0	0	63	0	0	150	519
8:30 AM	0	0	2	0	0	97	0	0	1	0	0	0	0	51	0	0	151	550
8:45 AM	0	0	2	0	2	87	0	0	0	0	0	0	0	63	0	0	154	588
Morning Peak Hour	0	0	5	0	5	354	2	0	1	0	0	0	0	221	0	0		588
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.95
4:00 PM	0	0	1	0	0	87	0	0	0	0	0	0	0	84	0	0	172	
4:15 PM	0	0	0	1	0	88	0	0	0	0	0	0	0	98	0	0	186	
4:30 PM	0	0	2	0	1	94	0	0	0	0	0	0	0	98	0	0	195	
4:45 PM	0	0	0	0	1	82	0	0	1	0	0	0	0	100	0	0	184	737
5:00 PM	0	0	0	0	0	72	0	0	0	0	0	0	0	98	1	0	171	736
5:15 PM	0	0	0	0	1	61	0	0	1	0	0	0	0	96	0	0	159	709
5:30 PM	1	0	2	0	2	66	0	0	0	0	0	0	0	99	0	0	170	684
5:45 PM	0	0	0	0	0	85	0	1	0	0	0	0	0	103	0	0	188	688
Morning Peak Hour	0	0	3	1	2	351	0	0	1	0	0	0	0	380	0	0		738
					Peak Hour =			4:00 PM		to	5:00 PM						PHF =	0.94

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

US-50 & Wild Acres Park

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	Wild Acres Park				US-50				Private Access				US-50					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	3	0	1	81	0	0	0	0	0	0	0	46	1	0	132	
7:15 AM	1	0	2	0	0	78	0	0	0	0	0	1	0	57	0	0	138	
7:30 AM	1	0	4	0	0	62	0	0	0	0	0	0	0	55	0	0	122	
7:45 AM	1	0	6	0	0	71	0	0	0	0	0	1	0	66	0	0	144	536
8:00 AM	1	0	2	0	2	89	0	0	0	0	0	0	0	46	0	0	140	544
8:15 AM	0	0	5	0	3	93	0	0	0	0	0	0	0	73	0	0	174	580
8:30 AM	0	0	1	0	1	96	0	0	1	0	0	0	0	52	0	0	151	609
8:45 AM	0	0	1	0	0	92	0	0	0	0	0	0	0	66	0	0	159	624
Morning Peak Hour	1	0	9	0	6	370	0	0	1	0	0	0	0	237	0	0		624
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.90
4:00 PM	2	0	1	0	6	96	0	0	0	0	0	0	0	97	1	0	203	
4:15 PM	0	0	1	0	3	98	0	0	0	0	0	0	0	109	0	0	211	
4:30 PM	0	0	3	0	2	97	0	0	0	0	0	0	0	103	2	0	207	
4:45 PM	0	0	3	0	3	91	0	0	0	0	0	0	0	120	2	0	219	840
5:00 PM	0	0	4	0	5	82	0	0	0	0	0	0	0	101	1	0	193	830
5:15 PM	0	1	2	0	2	66	0	0	0	0	0	0	0	108	2	0	181	800
5:30 PM	0	0	1	0	3	74	0	0	0	0	0	1	0	123	0	0	201	794
5:45 PM	0	0	2	0	2	89	0	0	0	0	0	0	0	97	1	0	191	766
Morning Peak Hour	2	0	8	0	14	382	0	0	0	0	0	0	0	429	5	0		840
					Peak Hour =			4:00 PM		to	5:00 PM						PHF =	0.96

Intersection Turning Movement Traffic Counts

US-50 & 1525 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	1525 Road				US-50								US-50					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	4	0	5	78	0	0	0	0	0	0	0	49	0	0	136	
7:15 AM	0	0	10	0	2	78	0	0	0	0	0	0	0	60	0	0	150	
7:30 AM	2	0	16	0	1	58	0	0	0	0	0	0	0	57	0	0	134	
7:45 AM	2	0	20	0	2	72	0	0	0	0	0	1	0	72	0	0	168	588
8:00 AM	1	0	4	0	6	94	0	0	0	0	0	1	0	48	0	0	153	605
8:15 AM	1	0	5	0	5	87	0	0	0	0	0	0	0	78	0	0	176	631
8:30 AM	0	0	3	0	2	100	0	0	0	0	0	0	0	55	0	0	160	657
8:45 AM	0	0	2	0	2	92	0	0	0	0	0	0	0	65	1	0	162	651
Morning Peak Hour	4	0	32	0	15	353	0	0	0	0	0	2	0	253	0	0		659
					Peak Hour =			7:45 AM		to	8:45 AM						PHF =	0.93
4:00 PM	0	0	3	0	8	101	0	0	0	0	0	0	0	93	1	0	206	
4:15 PM	2	0	5	0	8	99	0	0	0	0	0	0	0	111	1	0	226	
4:30 PM	0	0	6	0	4	103	0	0	0	0	0	0	0	105	1	0	219	
4:45 PM	3	0	7	0	10	86	0	0	0	0	0	0	0	118	5	0	229	880
5:00 PM	0	0	9	0	9	84	0	0	0	0	0	0	0	105	2	0	209	883
5:15 PM	1	0	5	0	13	70	0	0	0	0	0	0	0	111	0	0	200	857
5:30 PM	1	0	7	0	9	81	0	0	0	0	0	0	0	126	1	0	225	863
5:45 PM	0	0	5	0	7	88	0	0	0	0	0	0	0	95	2	0	197	831
Morning Peak Hour	5	0	27	0	31	372	0	0	0	0	0	0	0	439	9	0		883
					Peak Hour =			4:15 PM		to	5:15 PM						PHF =	0.96

Intersection Turning Movement Traffic Counts

US-50 & 1550 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	1550 Road				US-50				1550 Road				US-50					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	4	0	0	0	0	71	0	0	0	0	2	0	0	52	0	0	129	
7:15 AM	2	0	0	0	0	84	0	0	2	0	0	0	1	66	0	0	155	
7:30 AM	1	0	2	0	1	57	0	0	0	0	0	0	0	73	1	0	135	
7:45 AM	2	1	0	0	2	73	0	0	0	0	1	0	0	92	1	0	172	591
8:00 AM	1	1	1	0	5	108	0	0	0	1	0	0	0	54	0	0	171	633
8:15 AM	1	1	1	0	0	96	0	0	0	0	0	0	2	83	0	0	184	662
8:30 AM	1	0	2	0	1	102	0	0	0	0	0	0	1	62	0	0	169	696
8:45 AM	4	0	2	0	1	98	0	0	0	0	0	0	2	65	1	0	173	697
Morning Peak Hour	7	2	6	0	7	404	0	0	0	1	0	0	5	264	1	0		697
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.95
4:00 PM	4	2	1	0	2	110	0	0	2	0	0	0	1	99	0	0	221	
4:15 PM	3	0	1	0	2	105	0	0	0	0	1	0	0	121	2	0	235	
4:30 PM	2	0	2	0	2	98	1	0	0	0	0	0	3	102	4	0	214	
4:45 PM	2	0	2	0	3	102	0	0	1	0	0	0	0	127	2	0	239	909
5:00 PM	1	0	1	0	0	94	0	0	0	0	0	0	0	115	3	0	214	902
5:15 PM	2	0	1	0	0	81	0	0	0	0	0	0	1	117	3	0	205	872
5:30 PM	0	0	0	0	2	89	0	0	0	0	0	1	0	133	4	0	228	886
5:45 PM	1	0	2	0	4	95	1	0	1	0	0	0	0	107	0	0	211	858
Morning Peak Hour	11	2	6	0	9	415	1	0	3	0	1	0	4	449	8	0		909
					Peak Hour =			4:00 PM		to	5:00 PM						PHF =	0.95

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

US-50 & H50 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	H50 Road				US-50				Private Access				US-50					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	85	1	0	0	0	0	0	0	54	1	0	141	
7:15 AM	1	0	1	0	0	75	0	0	0	0	0	0	0	72	0	0	149	
7:30 AM	1	0	3	0	2	56	0	0	0	0	0	0	0	75	0	0	137	
7:45 AM	0	0	0	0	1	83	0	0	0	0	0	0	0	94	3	0	181	608
8:00 AM	4	0	0	0	0	108	0	0	0	0	0	0	0	60	0	0	172	639
8:15 AM	0	0	0	0	1	86	0	0	0	0	0	0	0	81	0	0	168	658
8:30 AM	2	0	1	0	1	99	0	0	0	0	0	0	0	63	0	0	166	687
8:45 AM	1	0	1	0	0	93	0	0	0	0	0	0	0	66	0	0	161	667
Morning Peak Hour	6	0	1	0	3	376	0	0	0	0	0	0	0	298	3	0		687
					Peak Hour =			7:45 AM		to	8:45 AM						PHF =	0.95
4:00 PM	1	0	0	0	0	107	0	0	0	0	0	0	0	104	4	0	216	
4:15 PM	0	0	1	0	2	111	0	0	0	0	0	0	0	123	2	0	239	
4:30 PM	1	0	1	0	0	106	0	0	0	0	0	0	0	110	1	0	219	
4:45 PM	1	0	2	0	0	89	0	0	0	0	0	0	0	132	0	0	224	898
5:00 PM	0	0	1	0	0	106	0	0	1	0	0	0	0	118	2	0	228	910
5:15 PM	0	0	0	0	0	74	0	0	0	0	0	0	0	118	1	0	193	864
5:30 PM	0	0	0	0	0	105	0	0	0	0	0	0	0	137	1	0	243	888
5:45 PM	0	0	1	0	0	88	0	0	0	0	0	0	0	112	3	0	204	868
Morning Peak Hour	2	0	5	0	2	412	0	0	1	0	0	0	0	483	5	0		910
					Peak Hour =			4:15 PM		to	5:15 PM						PHF =	0.95

Intersection Turning Movement Traffic Counts

US-50 & 1560 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
					US-50				1560 Road				US-50					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	77	0	0	0	0	0	0	0	54	0	0	131	
7:15 AM	0	0	0	0	0	79	0	0	0	0	0	0	0	73	0	0	152	
7:30 AM	0	0	0	0	0	63	0	0	0	0	0	0	0	74	0	1	137	
7:45 AM	0	0	0	0	0	71	0	0	0	0	0	0	0	99	0	0	170	590
8:00 AM	0	0	0	0	0	99	0	0	1	0	0	0	0	54	0	0	154	613
8:15 AM	0	0	0	0	0	102	0	0	2	0	0	0	0	92	0	0	196	657
8:30 AM	0	0	0	0	0	115	0	0	0	0	0	0	0	64	0	0	179	699
8:45 AM	0	0	0	0	0	92	0	0	0	0	0	0	0	72	0	0	164	693
Morning Peak Hour	0	0	0	0	0	387	0	0	3	0	0	0	0	309	0	0		699
					Peak Hour =			7:45 AM		to	8:45 AM						PHF =	0.89
4:00 PM	0	0	0	0	0	113	1	0	1	0	0	0	0	104	0	0	219	
4:15 PM	0	0	0	0	0	101	0	0	0	0	0	0	0	115	0	0	216	
4:30 PM	0	0	0	0	0	131	0	0	0	0	0	0	0	154	0	1	285	
4:45 PM	0	0	0	0	0	104	0	0	0	0	0	0	0	135	0	0	239	959
5:00 PM	0	0	0	0	0	101	0	0	0	0	0	0	0	124	0	1	225	965
5:15 PM	0	0	0	0	0	112	0	0	0	0	0	0	0	125	0	0	237	986
5:30 PM	0	0	0	0	0	110	0	0	0	0	0	0	0	131	0	0	241	942
5:45 PM	0	0	0	0	0	90	0	0	0	0	0	0	0	139	0	0	229	932
Morning Peak Hour	0	0	0	0	0	448	0	0	0	0	0	0	0	538	0	2		986
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.86

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

US-50 & H38/1565 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	US-50				H38 Road				US-50				1565 Road					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	49	1	0	4	0	14	0	11	77	0	0	0	0	0	0	156	
7:15 AM	0	73	0	0	3	0	16	0	9	70	0	0	0	0	0	0	171	
7:30 AM	0	77	0	0	0	0	24	0	6	57	0	0	0	0	0	1	164	
7:45 AM	0	93	1	0	1	0	30	0	6	87	0	0	0	0	0	0	218	709
8:00 AM	0	58	0	0	0	1	17	0	26	111	0	0	0	0	0	0	213	766
8:15 AM	1	86	0	0	1	0	30	0	18	91	0	0	0	0	0	0	227	822
8:30 AM	1	58	4	0	1	0	19	0	18	104	0	0	0	0	0	0	205	863
8:45 AM	0	69	0	0	4	0	20	0	22	94	0	0	1	0	0	0	210	855
Morning Peak Hour	2	295	5	0	3	1	96	0	68	393	0	0	0	0	0	0		863
					Peak Hour =			7:45 AM		to	8:45 AM						PHF =	0.95
4:00 PM	0	101	1	0	4	0	31	0	30	108	1	0	0	0	1	0	277	
4:15 PM	0	121	1	0	2	0	17	0	16	103	0	0	0	1	0	0	261	
4:30 PM	1	106	0	0	1	0	22	0	24	115	0	0	0	0	0	0	269	
4:45 PM	0	131	0	0	0	0	19	0	40	97	0	0	1	0	0	0	288	1095
5:00 PM	0	107	1	0	0	0	26	0	27	99	0	0	0	0	1	0	261	1079
5:15 PM	1	124	0	0	1	0	15	0	27	70	0	0	0	0	1	0	239	1057
5:30 PM	0	127	3	0	1	0	15	1	17	102	0	0	0	0	0	0	265	1053
5:45 PM	0	107	5	0	0	0	14	0	21	94	0	0	0	1	0	0	242	1007
Morning Peak Hour	1	459	2	0	7	0	89	0	110	423	1	0	1	1	1	0		1095
					Peak Hour =			4:00 PM		to	5:00 PM						PHF =	0.95

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

US-50 & H25 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	US-50				H25 Road				US-50				Private Access					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	62	0	0	1	0	2	0	1	92	0	0	0	0	0	0	158	
7:15 AM	0	79	0	0	1	0	2	1	0	81	0	0	0	0	0	0	163	
7:30 AM	0	92	0	0	1	0	2	0	1	70	1	0	0	0	0	0	167	
7:45 AM	0	112	1	0	0	0	1	0	0	78	0	0	0	0	0	0	192	680
8:00 AM	0	70	0	0	0	0	2	0	2	113	0	0	0	0	0	0	187	709
8:15 AM	0	83	0	0	0	0	0	0	3	113	0	0	0	0	2	0	201	747
8:30 AM	0	94	0	0	1	0	2	0	3	109	0	0	1	0	0	0	210	790
8:45 AM	0	92	0	0	0	0	0	0	0	106	1	0	0	0	0	0	199	797
Morning Peak Hour	0	339	0	0	1	0	4	0	8	441	1	0	1	0	2	0		797
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.95
4:00 PM	0	133	0	0	2	0	4	0	4	138	0	0	0	0	0	0	281	
4:15 PM	0	132	0	0	1	0	1	0	3	116	0	0	0	0	0	0	253	
4:30 PM	0	126	0	0	1	0	4	0	0	134	0	0	0	0	0	0	265	
4:45 PM	0	153	0	0	0	0	2	0	1	137	0	0	0	0	0	0	293	1092
5:00 PM	0	140	1	0	1	0	1	0	3	130	0	0	0	0	0	0	276	1087
5:15 PM	0	137	0	0	1	0	1	0	3	103	0	0	0	0	0	0	245	1079
5:30 PM	0	140	0	0	0	0	3	1	1	115	0	0	1	0	0	0	260	1074
5:45 PM	0	122	0	0	2	0	1	0	1	112	0	0	0	0	0	0	238	1019
Morning Peak Hour	0	544	0	0	4	0	11	0	8	525	0	0	0	0	0	0		1092
					Peak Hour =			4:00 PM		to	5:00 PM						PHF =	0.93

Intersection Turning Movement Traffic Counts

US-50 & 1565 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	US-50								US-50				1565 Road					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	66	0	0	0	0	0	0	0	89	1	0	2	0	0	0	158	
7:15 AM	0	85	0	0	0	0	0	0	0	87	0	0	2	0	0	0	174	
7:30 AM	0	104	0	0	0	0	0	0	0	67	1	0	0	0	0	0	172	
7:45 AM	0	131	0	0	0	0	0	0	0	84	0	0	1	0	0	0	216	720
8:00 AM	0	82	0	0	0	0	0	0	0	139	0	0	2	0	0	0	223	785
8:15 AM	0	111	0	0	0	0	0	0	0	114	0	0	0	0	0	0	225	836
8:30 AM	0	82	0	0	0	0	0	0	0	131	0	0	1	0	0	0	214	878
8:45 AM	0	92	0	0	0	0	0	0	0	104	3	0	2	0	0	0	201	863
Morning Peak Hour	0	406	0	0	0	0	0	0	0	468	0	0	4	0	0	0		878
					Peak Hour =			7:45 AM		to	8:45 AM						PHF =	0.98
4:00 PM	0	130	0	0	0	0	0	0	0	141	0	0	1	0	0	0	272	
4:15 PM	0	142	0	0	0	0	0	0	0	126	2	0	2	0	0	0	272	
4:30 PM	0	139	0	0	0	0	0	0	0	139	2	0	2	0	0	0	282	
4:45 PM	0	156	0	0	0	0	0	0	0	141	0	0	0	0	0	0	297	1123
5:00 PM	0	152	0	0	0	0	0	0	0	137	3	0	2	0	0	0	294	1145
5:15 PM	0	138	0	0	0	0	0	0	0	108	4	0	4	0	0	0	254	1127
5:30 PM	0	146	0	0	0	0	0	0	0	116	3	0	0	0	0	0	265	1110
5:45 PM	0	129	0	0	0	0	0	0	0	110	2	0	1	0	0	0	242	1055
Morning Peak Hour	0	589	0	0	0	0	0	0	0	543	7	0	6	0	0	0		1145
					Peak Hour =			4:15 PM		to	5:15 PM						PHF =	0.96

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

US-50 & G96 Lane

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	US-50								US-50				G96 Lane					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	63	0	0	0	0	0	0	0	88	0	0	0	0	0	0	151	
7:15 AM	0	96	0	0	0	0	0	0	0	82	0	0	4	0	0	0	182	
7:30 AM	0	100	0	0	0	0	0	0	0	65	3	0	6	0	0	0	174	
7:45 AM	0	129	0	0	0	0	0	0	0	90	1	0	4	0	0	0	224	731
8:00 AM	0	83	0	0	0	0	0	0	0	139	3	0	3	0	0	0	228	808
8:15 AM	0	114	0	0	0	0	0	0	0	106	2	0	3	0	0	0	225	851
8:30 AM	0	80	0	0	0	0	0	0	0	121	0	0	6	0	0	0	207	884
8:45 AM	0	96	0	0	0	0	0	0	0	120	1	0	0	0	0	0	217	877
Morning Peak Hour	0	406	0	0	0	0	0	0	0	456	6	0	16	0	0	0		884
					Peak Hour =			7:45 AM		to	8:45 AM						PHF =	0.97
4:00 PM	0	140	0	0	0	0	0	0	0	141	4	0	3	0	0	0	288	
4:15 PM	0	139	0	0	0	0	0	0	0	133	4	0	2	0	0	1	278	
4:30 PM	0	137	0	0	0	0	0	0	0	137	2	0	3	0	0	0	279	
4:45 PM	0	162	0	0	0	0	0	0	0	145	4	0	2	0	0	0	313	1158
5:00 PM	0	145	0	0	0	0	0	0	0	131	7	0	0	0	0	0	283	1153
5:15 PM	1	147	0	0	0	0	0	0	0	103	2	0	2	0	0	1	255	1130
5:30 PM	0	148	0	0	0	0	0	0	0	127	5	0	5	0	0	0	285	1136
5:45 PM	1	126	0	0	0	0	0	0	0	109	5	0	4	0	1	0	246	1069
Morning Peak Hour	0	578	0	0	0	0	0	0	0	556	14	0	10	0	0	1		1158
					Peak Hour =			4:00 PM		to	5:00 PM						PHF =	0.92

Intersection Turning Movement Traffic Counts

US-50 & Riverwood

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	US-50				Riverwood				US-50									
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	73	0	0	0	0	0	0	0	103	0	0	0	0	0	0	176	
7:15 AM	0	90	0	0	0	0	1	0	1	94	0	0	0	0	0	0	186	
7:30 AM	0	105	0	0	0	0	1	0	0	78	0	0	0	0	0	0	184	
7:45 AM	0	133	0	0	0	0	0	0	3	106	0	0	0	0	0	0	242	788
8:00 AM	0	108	0	0	0	0	2	0	1	111	0	0	0	0	0	0	222	834
8:15 AM	0	89	0	0	0	0	1	0	1	116	0	0	0	0	0	0	207	855
8:30 AM	0	102	1	0	3	0	1	0	0	90	0	0	0	0	0	0	197	868
8:45 AM	0	86	0	0	0	0	2	0	0	100	0	0	0	0	0	0	188	814
Morning Peak Hour	0	432	1	0	3	0	4	0	5	423	0	0	0	0	0	0		868
					Peak Hour =			7:45 AM		to	8:45 AM						PHF =	0.90
4:00 PM	0	147	0	0	0	0	1	0	1	152	0	0	0	0	0	0	301	
4:15 PM	0	144	0	0	0	0	0	0	1	143	0	0	0	0	0	0	288	
4:30 PM	0	142	0	0	1	0	0	0	0	142	0	0	0	0	0	0	285	
4:45 PM	0	175	0	0	0	0	1	0	3	158	0	0	0	0	0	0	337	1211
5:00 PM	0	149	0	0	0	0	0	0	1	143	0	0	0	0	0	0	293	1203
5:15 PM	0	146	0	0	0	0	1	0	2	107	0	0	0	0	0	0	256	1171
5:30 PM	0	152	0	0	0	0	3	0	1	140	0	1	0	0	0	0	296	1182
5:45 PM	0	133	2	0	1	0	0	0	0	115	0	1	0	0	0	0	251	1096
Morning Peak Hour	0	608	0	0	1	0	2	0	5	595	0	0	0	0	0	0		1211
					Peak Hour =			4:00 PM		to	5:00 PM						PHF =	0.90

Intersection Turning Movement Traffic Counts

US-50 & G86 Lane

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	US-50								US-50				G86 Lane					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	73	0	0	0	0	0	0	0	104	0	0	0	0	0	0	177	
7:15 AM	0	90	0	0	0	0	0	0	0	94	1	0	1	0	1	0	187	
7:30 AM	0	106	0	0	0	0	0	0	0	78	1	0	0	0	1	0	186	
7:45 AM	0	132	0	0	0	0	0	0	0	106	0	0	1	0	0	0	239	789
8:00 AM	0	109	0	0	0	0	0	0	0	111	3	0	1	0	0	0	224	836
8:15 AM	2	88	0	0	0	0	0	0	0	117	0	0	0	0	1	0	208	857
8:30 AM	1	103	0	0	0	0	0	0	0	90	0	0	2	0	1	0	197	868
8:45 AM	0	88	0	0	0	0	0	0	0	100	1	0	1	0	0	0	190	819
Morning Peak Hour	3	432	0	0	0	0	0	0	0	424	3	0	4	0	2	0		868
					Peak Hour =			7:45 AM		to	8:45 AM						PHF =	0.91
4:00 PM	1	139	0	0	0	0	0	0	0	119	0	0	0	0	0	0	259	
4:15 PM	0	139	0	0	0	0	0	0	0	141	2	0	1	0	0	2	283	
4:30 PM	0	143	0	0	0	0	0	0	0	138	2	0	1	0	0	0	284	
4:45 PM	1	148	0	0	0	0	0	0	0	124	2	0	2	0	0	0	277	1103
5:00 PM	1	161	0	0	0	0	0	0	0	195	3	0	1	0	2	1	363	1207
5:15 PM	1	155	0	0	0	0	0	0	0	161	2	0	4	0	1	0	324	1248
5:30 PM	0	149	0	0	0	0	0	0	0	116	0	0	1	0	1	0	267	1231
5:45 PM	1	146	0	0	0	0	0	0	0	106	0	0	1	0	0	0	254	1208
Morning Peak Hour	3	607	0	0	0	0	0	0	0	618	9	0	8	0	3	1		1248
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.86

Intersection Turning Movement Traffic Counts

US-50 & Gunnison River Drive

Tuesday, September 30, 2014

Time	Southbound US-50				Westbound Gunnison River Drive				Northbound US-50				Eastbound Gunnison River Drive				Totals (veh)	
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	11	64	0	0	0	0	0	0	1	107	11	0	11	0	6	0	211	
7:15 AM	4	96	0	0	0	0	0	0	0	80	11	0	8	0	10	0	209	
7:30 AM	10	102	0	0	0	0	0	0	0	76	11	0	13	0	7	1	219	
7:45 AM	10	124	0	0	0	0	0	0	3	106	16	0	17	0	9	0	285	924
8:00 AM	11	101	0	0	0	0	0	0	1	118	20	1	10	0	5	0	266	979
8:15 AM	10	79	0	0	0	0	0	0	0	104	24	0	14	0	7	0	238	1008
8:30 AM	9	99	0	0	0	0	0	0	1	77	17	0	26	0	12	0	241	1030
8:45 AM	14	77	0	0	0	0	0	0	0	94	28	0	23	0	13	0	249	994
Morning Peak Hour	40	403	0	0	0	0	0	0	5	405	77	1	67	0	33	0		1031
					Peak Hour =			7:45 AM		to	8:45 AM						PHF =	0.90
4:00 PM	12	126	0	0	0	0	0	0	1	124	18	0	16	0	13	0	310	
4:15 PM	11	128	0	0	2	0	1	0	0	126	28	0	24	0	14	0	334	
4:30 PM	15	140	0	0	0	0	1	0	0	132	29	0	20	0	11	0	348	
4:45 PM	16	128	0	0	0	0	1	0	0	141	25	0	29	0	10	0	350	1342
5:00 PM	8	153	0	0	1	0	4	0	0	181	22	0	23	0	12	1	404	1436
5:15 PM	8	153	0	0	0	0	1	0	0	152	31	0	18	0	10	0	373	1475
5:30 PM	15	127	0	0	0	1	0	0	0	104	25	0	30	0	14	0	316	1443
5:45 PM	10	127	0	0	0	0	0	2	0	101	32	0	18	0	6	0	294	1387
Morning Peak Hour	47	574	0	0	1	0	7	0	0	606	107	0	90	0	43	1		1475
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.91

Intersection Turning Movement Traffic Counts

US-50 & Ute Street / City Market

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	US-50				Ute Street				US-50				City Market					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	4	70	0	0	1	0	0	0	3	121	5	0	7	0	1	0	212	
7:15 AM	3	100	1	0	1	0	0	0	2	92	5	0	4	0	1	0	209	
7:30 AM	5	107	0	0	0	1	1	0	1	80	13	0	14	0	2	0	224	
7:45 AM	4	138	1	0	0	0	0	0	4	131	15	0	4	1	2	0	300	945
8:00 AM	4	102	2	0	2	2	2	0	4	129	18	0	12	0	10	0	287	1020
8:15 AM	6	88	0	0	2	0	5	0	2	120	13	0	12	0	1	0	249	1060
8:30 AM	6	118	2	0	1	0	0	0	4	97	13	0	13	0	1	0	255	1091
8:45 AM	2	97	1	0	1	0	0	1	8	108	18	0	13	0	4	0	252	1043
Morning Peak Hour	20	446	5	0	5	2	7	0	14	477	59	0	41	1	14	0		1091
					Peak Hour =			7:45 AM		to	8:45 AM						PHF =	0.91
4:00 PM	7	140	0	0	2	0	0	0	1	148	28	0	29	0	6	1	361	
4:15 PM	6	147	1	0	0	0	3	0	1	134	31	0	25	0	6	0	354	
4:30 PM	11	149	1	0	0	0	1	0	1	165	36	0	40	0	2	2	406	
4:45 PM	16	139	1	0	1	1	2	0	1	154	27	0	34	0	6	0	382	1503
5:00 PM	8	162	0	0	3	0	1	0	2	199	29	0	31	0	8	0	443	1585
5:15 PM	11	162	0	0	2	1	2	1	1	164	26	0	43	0	8	0	420	1651
5:30 PM	11	143	0	0	0	0	0	0	0	117	11	0	37	0	9	0	328	1573
5:45 PM	11	133	0	0	0	0	0	1	1	119	22	0	30	0	5	0	321	1512
Morning Peak Hour	46	612	2	0	6	2	6	1	5	682	118	0	148	0	24	2		1652
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.93

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

US-50 & SH-92

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	US-50				SH-92				US-50				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	4	48	23	0	52	20	28	0	17	58	2	0	5	10	2	0	269	
7:15 AM	1	71	32	0	39	22	39	0	23	48	4	0	5	11	10	0	305	
7:30 AM	2	91	15	0	33	10	48	0	32	56	6	0	9	13	4	0	319	
7:45 AM	5	94	32	0	46	22	39	0	37	91	6	0	2	14	7	0	395	1288
8:00 AM	2	80	34	0	43	16	37	0	18	91	8	0	5	8	7	0	349	1368
8:15 AM	4	63	35	0	52	12	46	0	30	69	3	0	6	15	11	0	346	1409
8:30 AM	6	67	46	0	40	12	38	0	30	67	1	0	5	16	6	0	334	1424
8:45 AM	4	70	37	0	45	22	55	2	52	77	7	0	2	13	5	0	389	1418
Morning Peak Hour	17	304	147	0	181	62	160	0	115	318	18	0	18	53	31	0		1424
					Peak Hour =			7:45 AM		to	8:45 AM						PHF =	0.90
4:00 PM	5	98	68	0	63	14	62	0	77	98	5	0	4	28	10	6	532	
4:15 PM	6	88	65	0	49	16	38	0	66	106	8	0	7	38	5	0	492	
4:30 PM	5	102	71	0	75	20	51	2	59	119	11	0	2	33	6	1	554	
4:45 PM	5	98	62	0	61	18	54	0	65	107	11	0	8	55	17	0	561	2139
5:00 PM	1	102	64	1	67	29	39	1	70	133	9	0	7	37	19	1	577	2184
5:15 PM	16	111	73	0	72	23	50	0	56	101	11	0	5	43	16	0	577	2269
5:30 PM	5	88	73	0	37	14	39	0	65	82	6	0	3	25	8	0	445	2160
5:45 PM	1	76	65	0	50	12	47	2	36	71	7	0	6	26	9	0	406	2005
Morning Peak Hour	27	413	270	1	275	90	194	3	250	460	42	0	22	168	58	2		2273
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.98

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

SH-92 & Meeker Street

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	Maverick Access				SH-92				Meeker Street				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	7	1	7	0	12	97	4	0	1	1	0	1	2	39	12	0	183	
7:15 AM	12	2	4	0	8	91	8	0	4	0	0	0	0	55	6	0	190	
7:30 AM	4	2	8	0	18	86	14	0	7	2	0	0	0	55	6	0	202	
7:45 AM	8	3	11	0	14	102	13	1	6	1	0	0	1	68	12	0	239	814
8:00 AM	7	2	9	0	13	90	9	0	18	3	1	0	2	57	8	0	219	850
8:15 AM	9	1	9	0	10	98	8	0	5	0	2	1	4	64	9	0	219	879
8:30 AM	7	2	6	0	10	89	10	0	10	0	0	1	1	85	2	0	222	899
8:45 AM	6	4	5	0	10	122	4	0	10	0	2	0	3	96	11	0	273	933
Morning Peak Hour	29	9	29	0	43	399	31	0	43	3	5	2	10	302	30	0		935
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.85
4:00 PM	7	2	10	0	11	130	3	0	23	1	1	2	5	158	10	0	361	
4:15 PM	9	0	7	1	11	95	5	1	12	1	0	0	2	158	7	0	307	
4:30 PM	6	0	7	0	7	144	7	0	18	1	1	2	3	154	13	0	361	
4:45 PM	10	2	9	0	13	120	7	0	23	0	0	1	6	164	12	0	366	1395
5:00 PM	6	4	7	0	11	128	8	0	34	3	2	0	9	162	9	0	383	1417
5:15 PM	9	0	10	0	8	139	16	0	23	2	2	0	4	147	17	0	377	1487
5:30 PM	6	2	15	0	10	94	5	0	15	0	1	0	2	154	11	0	315	1441
5:45 PM	5	1	12	0	15	99	9	0	8	0	1	0	2	122	9	0	283	1358
Morning Peak Hour	31	6	33	0	39	531	38	0	98	6	5	3	22	627	51	0		1490
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.97

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

SH-92 & Grand Avenue

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
					SH-92				Grand Avenue				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	99	8	0	6	0	3	0	1	48	0	0	165	
7:15 AM	0	0	0	0	0	93	13	0	8	0	2	0	0	57	0	0	173	
7:30 AM	0	0	0	0	0	105	14	0	10	0	2	0	1	72	0	0	204	
7:45 AM	0	0	0	0	0	130	24	0	14	0	4	0	1	77	0	0	250	792
8:00 AM	0	0	0	0	0	122	13	0	21	0	5	0	3	91	0	0	255	882
8:15 AM	0	0	0	0	0	105	8	0	5	0	3	0	2	92	0	0	215	924
8:30 AM	0	0	0	0	0	118	9	0	12	0	1	0	3	86	0	0	229	949
8:45 AM	0	0	0	0	0	146	7	0	10	0	2	0	1	110	0	0	276	975
Morning Peak Hour	0	0	0	0	0	491	37	0	48	0	11	0	9	379	0	0		975
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.88
4:00 PM	0	0	0	0	0	152	14	0	17	0	3	0	3	194	0	0	383	
4:15 PM	0	0	0	0	0	136	12	0	18	0	3	0	1	201	0	0	371	
4:30 PM	0	0	0	0	0	143	22	0	17	0	4	0	2	178	0	0	366	
4:45 PM	0	0	0	0	1	141	15	0	27	0	8	0	6	185	0	0	383	1503
5:00 PM	0	0	0	0	0	154	25	0	18	0	3	0	2	202	0	0	404	1524
5:15 PM	0	0	0	0	0	141	25	0	20	0	7	0	2	185	0	0	380	1533
5:30 PM	0	0	0	0	0	126	12	0	14	0	3	0	5	169	0	0	329	1496
5:45 PM	0	0	0	0	0	104	6	0	19	0	3	0	0	175	0	0	307	1420
Morning Peak Hour	0	0	0	0	1	579	87	0	82	0	22	0	12	750	0	0		1533
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.95

Intersection Turning Movement Traffic Counts

SH-92 & Crawford Avenue

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
					SH-92				Crawford Avenue				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	109	0	0	1	0	7	0	9	48	0	0	174	
7:15 AM	0	0	0	0	0	116	0	0	0	0	4	0	12	59	0	0	191	
7:30 AM	0	0	0	0	0	120	0	0	0	0	8	0	14	73	0	1	215	
7:45 AM	0	0	0	0	0	140	0	0	1	0	8	0	19	70	0	0	238	818
8:00 AM	0	0	0	0	0	115	0	0	0	0	8	0	25	69	0	0	217	861
8:15 AM	0	0	0	0	0	116	0	0	0	0	5	1	22	64	0	0	207	877
8:30 AM	0	0	0	0	0	102	0	0	0	0	9	0	15	84	0	0	210	872
8:45 AM	0	0	0	0	0	140	0	0	0	0	10	0	21	103	0	0	274	908
Morning Peak Hour	0	0	0	0	0	473	0	0	0	0	32	1	83	320	0	0		909
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.83
4:00 PM	0	0	0	0	0	152	1	0	0	0	12	0	53	169	0	0	387	
4:15 PM	0	0	0	0	0	106	0	0	0	0	16	0	37	161	0	0	320	
4:30 PM	0	0	0	0	0	163	0	0	0	0	11	0	36	164	0	0	374	
4:45 PM	0	0	0	0	0	125	0	0	0	0	16	0	43	162	0	0	346	1427
5:00 PM	0	0	0	0	0	147	0	0	0	0	25	0	54	181	0	0	407	1447
5:15 PM	0	0	0	0	0	155	1	0	0	0	38	0	34	173	0	0	401	1528
5:30 PM	0	0	0	0	0	97	0	0	0	0	11	0	34	173	0	0	315	1469
5:45 PM	0	0	0	0	0	120	1	0	1	0	26	0	38	128	0	0	314	1437
Morning Peak Hour	0	0	0	0	0	590	1	0	0	0	90	0	167	680	0	0		1528
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.94

Intersection Turning Movement Traffic Counts

SH-92 & Henry Street

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	Private Access				SH-92				Henry Street				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	109	0	0	0	0	0	0	1	48	0	0	158	
7:15 AM	0	0	0	0	0	121	0	0	0	0	0	0	0	59	0	0	180	
7:30 AM	0	0	0	0	0	120	0	0	0	0	0	0	0	73	0	0	193	
7:45 AM	0	0	0	0	0	138	0	0	0	0	0	0	1	68	2	0	209	740
8:00 AM	0	0	0	0	0	115	0	0	0	0	0	0	0	67	0	0	182	764
8:15 AM	0	0	0	0	0	114	0	0	1	0	2	0	0	64	0	0	181	765
8:30 AM	0	0	0	0	0	102	0	0	0	0	0	0	0	83	1	0	186	758
8:45 AM	0	0	0	0	0	138	1	0	1	0	1	0	0	101	0	0	242	791
Morning Peak Hour	0	0	0	0	0	469	1	0	2	0	3	0	0	315	1	0		791
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.82
4:00 PM	0	0	1	0	0	134	0	0	0	0	0	0	0	172	0	0	307	
4:15 PM	0	0	0	0	0	120	1	0	0	0	1	0	0	165	0	0	287	
4:30 PM	1	0	0	0	1	138	0	0	0	0	1	1	0	145	0	0	286	
4:45 PM	2	0	0	1	0	138	0	0	0	0	0	0	0	160	0	0	300	1180
5:00 PM	1	0	0	0	0	138	0	0	0	0	0	0	0	184	0	0	323	1196
5:15 PM	0	0	0	0	0	163	0	0	0	0	1	0	0	173	0	0	337	1246
5:30 PM	0	0	1	0	0	106	0	0	0	0	1	0	1	161	0	0	270	1230
5:45 PM	0	0	0	0	0	123	0	0	2	0	0	0	0	158	0	0	283	1213
Morning Peak Hour	4	0	0	1	1	577	0	0	0	0	2	1	0	662	0	0		1248
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.92

Intersection Turning Movement Traffic Counts

SH-92 & Tuscher Street

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
					SH-92				Tuscher Street				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	104	1	0	0	0	2	0	3	39	0	0	149	
7:15 AM	0	0	0	0	0	109	2	0	0	0	0	0	5	52	0	0	168	
7:30 AM	0	0	0	0	0	119	0	0	0	0	0	0	0	72	0	0	191	
7:45 AM	0	0	0	0	0	128	0	0	0	0	2	0	2	66	0	0	198	706
8:00 AM	0	0	0	0	0	110	4	0	1	0	1	0	3	63	0	0	182	739
8:15 AM	0	0	0	0	0	112	1	0	1	0	1	0	1	54	0	0	170	741
8:30 AM	0	0	0	0	0	104	0	0	0	0	0	1	2	73	0	0	179	729
8:45 AM	0	0	0	0	0	124	1	0	0	0	5	0	0	105	0	0	235	766
Morning Peak Hour	0	0	0	0	0	450	6	0	2	0	7	1	6	295	0	0		767
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.81
4:00 PM	0	0	0	0	0	146	0	0	1	0	1	0	4	163	0	0	315	
4:15 PM	0	0	0	0	0	98	2	0	0	0	3	0	0	163	0	0	266	
4:30 PM	0	0	0	0	0	154	0	0	0	0	6	1	3	155	0	0	318	
4:45 PM	0	0	0	0	0	121	0	0	2	0	5	0	2	157	0	0	287	1186
5:00 PM	0	0	0	0	0	132	1	0	1	0	2	0	1	190	0	0	327	1198
5:15 PM	0	0	0	0	0	139	0	0	4	0	4	0	0	176	0	0	323	1255
5:30 PM	0	0	0	0	0	106	1	0	4	0	4	0	2	168	0	0	285	1222
5:45 PM	0	0	0	0	0	107	0	0	1	0	2	0	2	132	0	0	244	1179
Morning Peak Hour	0	0	0	0	0	546	1	0	7	0	17	1	6	678	0	0		1256
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.96

Intersection Turning Movement Traffic Counts

SH-92 & Heinz Street

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
					SH-92				Heinz Street				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	101	2	0	0	0	4	0	1	38	0	0	146	
7:15 AM	0	0	0	0	0	109	0	0	4	0	2	0	0	52	0	0	167	
7:30 AM	0	0	0	0	0	117	0	0	2	0	2	0	2	70	0	0	193	
7:45 AM	0	0	0	0	0	126	6	0	3	0	2	0	1	65	0	0	203	709
8:00 AM	0	0	0	0	0	110	4	0	2	0	4	0	1	63	0	0	184	747
8:15 AM	0	0	0	0	0	111	0	0	4	0	2	0	1	54	0	0	172	752
8:30 AM	0	0	0	0	0	102	0	0	0	0	2	0	0	75	0	0	179	738
8:45 AM	0	0	0	0	0	124	1	0	2	0	1	0	0	104	0	0	232	767
Morning Peak Hour	0	0	0	0	0	447	5	0	8	0	9	0	2	296	0	0		767
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.83
4:00 PM	0	0	0	0	0	144	2	0	2	0	1	0	0	164	0	0	313	
4:15 PM	0	0	0	0	0	98	2	0	0	0	3	0	0	163	0	0	266	
4:30 PM	0	0	0	0	0	152	0	0	4	0	2	0	1	154	0	0	313	
4:45 PM	0	0	0	0	0	120	2	0	1	0	1	0	1	156	0	0	281	1173
5:00 PM	0	0	0	0	0	128	2	0	0	0	7	0	1	190	0	0	328	1188
5:15 PM	0	0	0	0	0	135	2	0	0	0	2	0	0	180	0	0	319	1241
5:30 PM	0	0	0	0	0	105	3	0	4	0	1	0	1	170	0	0	284	1212
5:45 PM	0	0	0	0	0	108	1	0	4	0	1	0	0	133	0	0	247	1178
Morning Peak Hour	0	0	0	0	0	535	6	0	5	0	12	0	3	680	0	0		1241
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.95

Intersection Turning Movement Traffic Counts

SH-92 & Circle Drive

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
					SH-92				Circle Drive				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	102	0	0	0	0	7	0	2	37	0	0	148	
7:15 AM	0	0	0	0	0	110	1	0	0	0	7	0	2	55	0	0	175	
7:30 AM	0	0	0	0	0	124	1	0	2	0	3	0	3	67	0	0	200	
7:45 AM	0	0	0	0	0	132	1	0	0	0	4	0	4	59	0	0	200	723
8:00 AM	0	0	0	0	0	112	1	0	0	0	4	0	2	60	0	0	179	754
8:15 AM	0	0	0	0	0	107	2	0	1	0	3	0	6	52	0	0	171	750
8:30 AM	0	0	0	0	0	96	2	0	1	0	11	0	3	73	0	0	186	736
8:45 AM	0	0	0	0	0	123	2	0	1	0	7	0	15	89	0	0	237	773
Morning Peak Hour	0	0	0	0	0	438	7	0	3	0	25	0	26	274	0	0		773
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.82
4:00 PM	0	0	0	0	0	126	1	0	2	0	15	0	19	147	0	0	310	
4:15 PM	0	0	0	0	0	100	1	0	5	0	9	0	17	146	0	0	278	
4:30 PM	0	0	0	0	0	123	0	0	2	0	21	0	23	133	0	0	302	
4:45 PM	0	0	0	0	0	103	0	0	3	0	16	1	19	143	0	0	284	1174
5:00 PM	0	0	0	0	0	113	1	0	2	0	20	0	18	175	0	0	329	1193
5:15 PM	0	0	0	0	0	116	1	0	2	0	24	0	13	167	0	0	323	1238
5:30 PM	0	0	0	0	0	92	0	0	1	0	11	0	13	165	0	0	282	1218
5:45 PM	0	0	0	0	0	93	1	0	3	0	12	0	8	132	0	0	249	1183
Morning Peak Hour	0	0	0	0	0	455	2	0	9	0	81	1	73	618	0	0		1239
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.94

Intersection Turning Movement Traffic Counts

SH-92 & Safeway

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
					SH-92				Safeway				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	100	6	0	3	0	0	0	5	30	0	0	144	
7:15 AM	0	0	0	0	0	114	1	0	0	0	0	0	2	51	0	0	168	
7:30 AM	0	0	0	0	0	119	0	0	1	0	0	0	3	63	0	0	186	
7:45 AM	0	0	0	0	0	138	2	0	1	0	0	0	6	55	0	0	202	700
8:00 AM	0	0	0	0	0	115	1	0	3	0	0	0	6	53	0	0	178	734
8:15 AM	0	0	0	0	0	112	7	0	0	0	0	0	7	54	0	0	180	746
8:30 AM	0	0	0	0	0	93	3	0	1	0	0	0	5	64	0	0	166	726
8:45 AM	0	0	0	0	0	132	4	0	2	0	0	0	11	79	0	0	228	752
Morning Peak Hour	0	0	0	0	0	452	15	0	6	0	0	0	29	250	0	0		752
					Peak Hour =			8:00 AM		to	9:00 AM						PHF =	0.82
4:00 PM	0	0	0	0	0	134	3	0	4	0	0	0	25	134	0	0	300	
4:15 PM	0	0	0	0	0	99	7	0	16	0	0	0	12	136	0	0	270	
4:30 PM	0	0	0	0	0	124	4	0	5	0	0	0	13	128	0	0	274	
4:45 PM	0	0	0	0	0	99	6	0	9	0	0	1	14	129	0	0	257	1101
5:00 PM	0	0	0	0	0	116	6	0	8	0	0	0	24	151	0	0	305	1106
5:15 PM	0	0	0	0	0	118	4	0	10	0	0	0	27	141	0	0	300	1136
5:30 PM	0	0	0	0	0	86	2	0	14	0	0	0	21	143	0	0	266	1128
5:45 PM	0	0	0	0	0	103	1	0	9	0	0	0	20	127	0	0	260	1131
Morning Peak Hour	0	0	0	0	0	457	20	0	32	0	0	1	78	549	0	0		1137
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.93

Intersection Turning Movement Traffic Counts

SH-92 & Stafford Lane / 1675 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	1675 Road				SH-92				Stafford Lane				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	7	1	0	1	0	87	23	0	4	2	12	0	3	31	2	0	172	
7:15 AM	3	4	0	0	1	101	29	0	16	2	10	0	4	43	5	0	218	
7:30 AM	3	0	1	0	2	110	33	0	14	1	10	0	11	54	1	0	240	
7:45 AM	2	1	1	0	1	126	54	0	11	3	9	0	3	50	0	0	261	891
8:00 AM	0	2	0	0	0	91	34	0	10	1	22	0	13	44	1	0	218	937
8:15 AM	3	0	0	0	0	102	38	0	18	0	12	0	11	33	2	0	219	938
8:30 AM	3	2	1	0	0	87	22	0	18	1	10	0	13	56	3	0	216	914
8:45 AM	1	0	0	0	0	115	31	0	15	1	15	0	10	61	6	0	255	908
Morning Peak Hour	8	3	2	0	3	429	159	0	53	5	53	0	38	181	4	0		938
					Peak Hour =			7:30 AM		to	8:30 AM						PHF =	0.90
4:00 PM	3	4	1	0	2	88	31	0	46	1	39	0	17	112	7	0	351	
4:15 PM	1	2	1	1	3	66	25	0	59	5	35	0	24	110	4	0	335	
4:30 PM	4	6	1	0	1	100	28	0	56	4	31	0	21	114	4	0	370	
4:45 PM	3	2	2	0	0	74	28	0	64	4	35	1	16	113	2	0	343	1399
5:00 PM	2	3	1	0	0	84	26	0	67	3	34	0	25	140	4	0	389	1437
5:15 PM	0	3	1	0	1	93	27	0	50	2	29	0	15	131	3	0	355	1457
5:30 PM	2	2	0	0	1	74	12	0	49	0	21	0	31	120	5	0	317	1404
5:45 PM	3	2	0	0	1	68	23	0	48	1	24	0	14	111	5	0	300	1361
Morning Peak Hour	9	14	5	0	2	351	109	0	237	13	129	1	77	498	13	0		1458
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.94

Intersection Turning Movement Traffic Counts

SH-92 & 1725 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	Private Access				SH-92				1725 Road				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	110	2	0	0	0	2	0	1	34	0	0	149	
7:15 AM	0	0	0	0	0	131	0	0	0	0	0	0	0	57	0	0	188	
7:30 AM	0	0	0	0	0	145	1	0	1	0	0	0	0	69	0	0	216	
7:45 AM	0	0	0	0	0	181	0	0	1	0	0	0	0	63	0	0	245	798
8:00 AM	0	0	0	0	0	125	0	0	1	0	1	0	1	53	0	0	181	830
8:15 AM	0	0	0	0	0	140	0	0	0	0	0	0	0	51	0	0	191	833
8:30 AM	0	0	0	0	0	109	1	0	0	0	0	0	0	75	0	0	185	802
8:45 AM	0	0	0	0	0	146	2	0	0	0	1	0	1	75	0	0	225	782
Morning Peak Hour	0	0	0	0	0	591	1	0	3	0	1	0	1	236	0	0		833
					Peak Hour =			7:30 AM		to	8:30 AM						PHF =	0.85
4:00 PM	0	0	0	0	0	122	0	0	2	0	1	0	2	161	0	0	288	
4:15 PM	0	0	0	0	0	94	0	0	0	0	0	0	0	170	0	0	264	
4:30 PM	0	0	0	0	0	129	0	0	0	0	1	0	2	174	0	0	306	
4:45 PM	0	0	0	0	0	102	0	0	3	0	0	0	0	180	0	0	285	1143
5:00 PM	0	0	0	0	0	110	1	0	4	0	0	0	2	209	0	0	326	1181
5:15 PM	0	0	0	0	0	121	1	0	2	0	1	0	4	182	0	0	311	1228
5:30 PM	0	0	0	0	0	107	0	0	0	0	0	0	1	170	0	0	278	1200
5:45 PM	0	0	0	0	0	90	2	0	0	0	1	0	1	168	0	0	262	1177
Morning Peak Hour	0	0	0	0	0	462	2	0	9	0	2	0	8	745	0	0		1228
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.94

Intersection Turning Movement Traffic Counts

SH-92 & Industrial Blvd

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
					SH-92				Industrial Blvd				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	109	3	0	3	0	3	0	2	34	0	0	154	
7:15 AM	0	0	0	0	0	130	3	0	0	0	1	0	1	56	0	0	191	
7:30 AM	0	0	0	0	0	144	3	0	0	0	0	0	2	68	0	0	217	
7:45 AM	0	0	0	0	0	179	4	0	0	0	1	0	4	62	0	0	250	812
8:00 AM	0	0	0	0	0	124	1	0	1	0	0	0	4	52	0	0	182	840
8:15 AM	0	0	0	0	0	139	1	0	1	0	2	0	4	50	0	0	197	846
8:30 AM	0	0	0	0	0	108	3	0	0	0	3	0	3	74	0	0	191	820
8:45 AM	0	0	0	0	0	145	0	0	1	0	1	0	2	74	0	0	223	793
Morning Peak Hour	0	0	0	0	0	586	9	0	2	0	3	0	14	232	0	0		846
					Peak Hour =			7:30 AM		to	8:30 AM						PHF =	0.85
4:00 PM	0	0	0	0	0	112	3	0	3	0	10	0	4	160	0	0	292	
4:15 PM	0	0	0	0	0	90	3	0	1	0	4	0	4	172	0	0	274	
4:30 PM	0	0	0	0	0	126	1	0	5	0	6	0	0	173	0	0	311	
4:45 PM	0	0	0	0	0	96	2	0	3	0	6	0	1	179	0	0	287	1164
5:00 PM	0	0	0	0	0	98	1	0	4	0	12	0	4	205	0	0	324	1196
5:15 PM	0	0	0	0	0	116	0	0	0	0	8	0	1	183	0	0	308	1230
5:30 PM	0	0	0	0	0	105	1	0	4	0	1	0	1	169	0	0	281	1200
5:45 PM	0	0	0	0	0	91	1	0	1	0	0	0	0	174	0	0	267	1180
Morning Peak Hour	0	0	0	0	0	436	4	0	12	0	32	0	6	740	0	0		1230
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.95

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

SH-92 & 1800 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	1800 Road				SH-92				1800 Road				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	1	0	0	0	0	120	7	0	5	0	0	0	3	36	3	0	175	
7:15 AM	1	0	0	0	0	120	12	0	7	0	6	0	1	54	0	0	201	
7:30 AM	0	0	1	0	0	162	19	0	11	0	6	0	4	63	1	0	267	
7:45 AM	1	0	2	0	1	177	19	0	12	0	2	0	3	54	0	0	271	914
8:00 AM	0	0	1	0	0	125	7	0	4	0	3	0	4	45	1	0	190	929
8:15 AM	1	0	0	0	1	122	8	0	6	0	4	0	4	48	1	0	195	923
8:30 AM	1	0	1	0	0	106	3	0	5	0	2	0	3	64	1	0	186	842
8:45 AM	0	0	0	0	1	146	12	0	6	0	2	0	7	68	1	0	243	814
Morning Peak Hour	2	0	4	0	1	584	57	0	34	0	17	0	12	216	2	0		929
					Peak Hour =			7:15 AM		to	8:15 AM						PHF =	0.86
4:00 PM	0	0	1	0	0	110	10	0	8	0	5	0	7	144	0	0	285	
4:15 PM	0	0	0	0	0	93	7	0	13	0	6	0	10	157	1	0	287	
4:30 PM	1	0	0	0	1	105	14	0	8	0	9	0	10	162	2	0	312	
4:45 PM	0	1	0	0	0	93	2	0	13	0	7	0	14	178	0	0	308	1192
5:00 PM	1	0	0	0	1	105	20	0	11	0	3	1	13	187	1	0	342	1249
5:15 PM	1	0	0	0	0	97	17	0	10	0	6	0	10	167	0	0	308	1270
5:30 PM	2	0	0	0	1	76	10	0	14	0	6	0	16	158	2	0	285	1243
5:45 PM	0	1	1	0	0	82	10	0	9	0	5	0	6	155	0	0	269	1204
Morning Peak Hour	3	1	0	0	2	400	53	0	42	0	25	1	47	694	3	0		1271
					Peak Hour =			4:30 PM		to	5:30 PM						PHF =	0.93

Intersection Turning Movement Traffic Counts

SH-92 & 1900 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	Private Access				SH-92				1900 Road				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	118	3	0	1	0	1	0	1	49	1	0	174	
7:15 AM	0	0	0	0	0	129	1	0	0	0	2	0	1	68	0	0	201	
7:30 AM	0	0	0	0	0	177	4	0	1	0	1	0	2	72	0	0	257	
7:45 AM	0	0	0	0	0	194	4	0	1	0	2	0	0	69	0	0	270	902
8:00 AM	0	0	0	0	0	154	1	0	0	0	0	0	0	50	0	0	205	933
8:15 AM	0	0	0	0	0	133	0	0	1	0	1	0	0	70	0	0	205	937
8:30 AM	0	0	0	0	1	130	0	0	1	0	0	0	2	63	0	0	197	877
8:45 AM	0	0	0	0	0	155	1	0	0	0	1	0	0	74	0	0	231	838
Morning Peak Hour	0	0	0	0	0	658	9	0	3	0	4	0	2	261	0	0		937
					Peak Hour =			7:30 AM		to	8:30 AM						PHF =	0.87
4:00 PM	0	0	0	0	0	84	7	0	2	0	0	0	2	153	1	0	249	
4:15 PM	0	0	0	0	0	104	2	0	4	0	2	0	1	168	0	0	281	
4:30 PM	0	0	0	0	0	79	2	0	1	0	4	0	5	160	0	0	251	
4:45 PM	0	0	0	0	0	95	0	0	1	0	2	0	2	153	0	0	253	1034
5:00 PM	0	0	0	0	0	98	0	0	5	0	1	0	5	205	0	0	314	1099
5:15 PM	0	0	0	0	0	92	2	0	0	0	0	0	5	193	0	0	292	1110
5:30 PM	0	0	0	0	0	87	1	0	5	0	0	0	2	177	0	0	272	1131
5:45 PM	0	0	0	0	0	68	2	0	0	0	0	0	0	127	0	0	197	1075
Morning Peak Hour	0	0	0	0	0	372	3	0	11	0	3	0	14	728	0	0		1131
					Peak Hour =			4:45 PM		to	5:45 PM						PHF =	0.90

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

SH-92 & SH-65

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	SH-65				SH-92								SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	75	0	1	0	0	47	0	0	0	0	0	0	0	21	29	0	173	
7:15 AM	83	0	4	0	0	43	0	0	0	0	0	0	0	29	37	0	196	
7:30 AM	99	0	1	0	0	72	0	0	0	0	0	0	0	31	43	0	246	
7:45 AM	119	0	1	0	0	72	0	0	0	0	0	0	0	33	35	0	260	875
8:00 AM	90	0	0	0	2	62	0	0	0	0	0	0	0	21	30	0	205	907
8:15 AM	76	0	2	0	3	58	0	0	0	0	0	0	0	28	42	0	209	920
8:30 AM	77	0	2	0	4	62	0	0	0	0	0	0	0	28	34	1	207	881
8:45 AM	92	0	0	0	1	60	0	0	0	0	0	0	0	29	45	0	227	848
Morning Peak Hour	384	0	4	0	5	264	0	0	0	0	0	0	0	113	150	0		920
					Peak Hour =			7:30 AM		to	8:30 AM						PHF =	0.88
4:00 PM	54	0	2	0	5	45	0	0	0	0	0	0	0	55	100	0	261	
4:15 PM	64	0	1	0	3	43	0	0	0	0	0	0	0	66	108	0	285	
4:30 PM	41	0	2	0	0	36	0	0	0	0	0	0	0	71	94	0	244	
4:45 PM	39	0	2	0	2	56	0	0	0	0	0	0	0	70	83	0	252	1042
5:00 PM	54	0	4	0	3	43	0	0	0	0	0	0	0	77	136	0	317	1098
5:15 PM	46	0	0	0	6	44	0	0	0	0	0	0	0	72	126	0	294	1107
5:30 PM	50	0	1	0	0	35	0	0	0	0	0	0	0	75	104	0	265	1128
5:45 PM	44	0	2	0	0	31	0	0	0	0	0	0	0	50	74	0	201	1077
Morning Peak Hour	189	0	7	0	11	178	0	0	0	0	0	0	0	294	449	0		1128
					Peak Hour =			4:45 PM		to	5:45 PM						PHF =	0.89

Intersection Turning Movement Traffic Counts

SH-92 & H50 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
					SH-92				H50 Road				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	46	0	0	1	0	1	0	0	22	0	0	70	
7:15 AM	0	0	0	0	0	41	0	0	0	0	2	0	1	32	0	0	76	
7:30 AM	0	0	0	0	0	72	0	0	0	0	0	0	0	32	0	0	104	
7:45 AM	0	0	0	0	0	71	0	0	0	0	1	0	1	33	0	0	106	356
8:00 AM	0	0	0	0	0	64	0	0	0	0	0	0	1	20	0	0	85	371
8:15 AM	0	0	0	0	0	59	0	0	0	0	2	0	0	30	0	0	91	386
8:30 AM	0	0	0	0	0	66	0	0	0	0	0	0	0	30	0	0	96	378
8:45 AM	0	0	0	0	0	61	0	0	0	0	0	0	2	27	0	0	90	362
Morning Peak Hour	0	0	0	0	0	266	0	0	0	0	3	0	2	115	0	0		386
					Peak Hour =			7:30 AM		to	8:30 AM						PHF =	0.91
4:00 PM	0	0	0	0	0	50	0	0	0	0	0	0	1	56	0	0	107	
4:15 PM	0	0	0	0	0	46	0	0	0	0	0	0	0	67	0	0	113	
4:30 PM	0	0	0	0	0	36	0	0	0	0	0	0	1	72	0	0	109	
4:45 PM	0	0	0	0	0	58	0	0	0	0	0	0	1	71	0	0	130	459
5:00 PM	0	0	0	0	0	46	0	0	0	0	0	0	3	78	0	0	127	479
5:15 PM	0	0	0	0	0	51	0	0	0	0	3	0	0	72	0	0	126	492
5:30 PM	0	0	0	0	0	35	0	0	0	0	0	0	1	75	0	0	111	494
5:45 PM	0	0	0	0	0	31	0	0	0	0	0	0	3	49	0	0	83	447
Morning Peak Hour	0	0	0	0	0	190	0	0	0	0	3	0	5	296	0	0		494
					Peak Hour =			4:45 PM		to	5:45 PM						PHF =	0.95

Intersection Turning Movement Traffic Counts

SH-92 & 2075 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
					SH-92				2075 Road				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	46	1	0	0	0	0	0	0	23	0	0	70	
7:15 AM	0	0	0	0	0	41	0	0	0	0	0	0	5	27	0	0	73	
7:30 AM	0	0	0	0	0	72	1	0	2	0	0	0	0	32	0	0	107	
7:45 AM	0	0	0	0	0	70	2	0	0	0	1	0	2	31	0	0	106	356
8:00 AM	0	0	0	0	0	64	0	0	0	0	0	0	0	20	0	0	84	370
8:15 AM	0	0	0	0	0	55	2	0	0	0	4	0	0	30	0	0	91	388
8:30 AM	0	0	0	0	0	63	0	0	0	0	3	0	1	29	0	0	96	377
8:45 AM	0	0	0	0	0	60	0	0	0	0	1	0	1	26	0	0	88	359
Morning Peak Hour	0	0	0	0	0	261	5	0	2	0	5	0	2	113	0	0		388
					Peak Hour =			7:30 AM		to	8:30 AM						PHF =	0.91
4:00 PM	0	0	0	0	0	49	0	0	0	0	1	0	1	55	0	0	106	
4:15 PM	0	0	0	0	0	45	1	0	0	0	1	0	1	66	0	0	114	
4:30 PM	0	0	0	0	0	31	0	0	1	0	5	0	3	69	0	0	109	
4:45 PM	0	0	0	0	0	56	2	0	0	0	2	0	0	71	0	0	131	460
5:00 PM	0	0	0	0	0	44	0	0	1	0	2	0	0	78	0	0	125	479
5:15 PM	0	0	0	0	0	50	2	0	3	0	1	0	1	71	0	0	128	493
5:30 PM	0	0	0	0	0	35	0	0	0	0	0	0	1	74	0	0	110	494
5:45 PM	0	0	0	0	0	29	2	0	0	0	2	0	2	47	0	0	82	445
Morning Peak Hour	0	0	0	0	0	185	4	0	4	0	5	0	2	294	0	0		494
					Peak Hour =			4:45 PM		to	5:45 PM						PHF =	0.94

Intersection Turning Movement Traffic Counts

SH-92 & H75 Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
					SH-92				H75 Road				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	0	0	0	0	0	44	0	0	0	0	3	0	3	20	0	0	70	
7:15 AM	0	0	0	0	0	35	0	0	0	0	6	0	2	25	0	0	68	
7:30 AM	0	0	0	0	0	66	0	0	0	0	6	0	0	34	0	0	106	
7:45 AM	0	0	0	0	0	64	0	0	0	0	8	0	4	27	0	0	103	347
8:00 AM	0	0	0	0	0	58	0	0	0	0	6	0	1	19	0	0	84	361
8:15 AM	0	0	0	0	0	53	0	0	0	0	4	0	3	27	0	0	87	380
8:30 AM	0	0	0	0	0	57	0	0	0	0	6	0	5	24	0	0	92	366
8:45 AM	0	0	0	0	0	55	0	0	0	0	5	0	3	23	0	0	86	349
Morning Peak Hour	0	0	0	0	0	241	0	0	0	0	24	0	8	107	0	0		380
					Peak Hour =			7:30 AM		to	8:30 AM						PHF =	0.90
4:00 PM	0	0	0	0	0	46	0	0	0	0	3	0	3	52	0	0	104	
4:15 PM	0	0	0	0	0	42	0	0	0	0	4	0	4	62	0	0	112	
4:30 PM	0	0	0	0	0	29	0	0	0	0	2	0	5	65	0	0	101	
4:45 PM	0	0	0	0	0	51	0	0	0	0	7	0	8	63	0	0	129	446
5:00 PM	0	0	0	0	0	44	0	0	0	0	0	0	6	73	0	0	123	465
5:15 PM	0	0	0	0	0	48	0	0	0	0	4	0	7	67	0	0	126	479
5:30 PM	0	0	0	0	0	33	0	0	0	0	2	0	8	66	0	0	109	487
5:45 PM	0	0	0	0	0	29	0	0	0	0	2	0	6	41	0	0	78	436
Morning Peak Hour	0	0	0	0	0	176	0	0	0	0	13	0	29	269	0	0		487
					Peak Hour =			4:45 PM		to	5:45 PM						PHF =	0.94

Delta (US-50,SH-92) Access Control Plan

Intersection Turning Movement Traffic Counts

SH-92 & 2200 Road / Austin Road

Tuesday, September 30, 2014

Time	Southbound				Westbound				Northbound				Eastbound				Totals (veh)	
	Austin Road				SH-92				2200 Road				SH-92					
	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	RT	Thru	LT	Peds	15-min	Hourly
7:00 AM	4	1	0	0	1	37	7	0	2	1	0	0	0	18	2	0	73	
7:15 AM	2	2	0	0	0	48	4	0	2	2	0	0	0	22	1	0	83	
7:30 AM	9	5	1	0	3	62	4	0	6	2	0	0	0	22	2	0	116	
7:45 AM	7	1	2	0	4	56	4	0	3	1	0	0	1	27	2	0	108	380
8:00 AM	5	5	0	0	2	58	1	0	1	1	1	0	0	16	3	0	93	400
8:15 AM	1	2	3	0	0	47	3	0	4	3	0	0	0	20	0	0	83	400
8:30 AM	4	3	0	1	3	53	6	0	1	1	0	0	1	20	4	0	96	380
8:45 AM	6	1	0	0	3	46	1	0	3	0	0	0	2	22	4	0	88	360
Morning Peak Hour	23	13	3	0	9	224	13	0	12	6	1	0	1	87	8	0		400
					Peak Hour =			7:15 AM		to	8:15 AM						PHF =	0.86
4:00 PM	1	3	2	0	2	40	4	1	4	2	0	0	0	55	4	0	117	
4:15 PM	2	4	5	0	1	37	4	0	5	5	0	0	0	51	7	0	121	
4:30 PM	1	0	1	0	0	36	4	0	1	3	2	0	1	53	2	0	104	
4:45 PM	3	2	4	0	0	40	1	0	3	2	0	0	0	58	5	0	118	460
5:00 PM	1	2	5	0	3	16	3	0	9	2	0	0	1	67	4	0	113	456
5:15 PM	3	2	2	0	1	39	3	0	4	4	0	0	0	52	11	0	121	456
5:30 PM	4	0	8	0	2	27	1	0	5	1	0	0	1	58	10	0	117	469
5:45 PM	1	2	1	0	0	26	1	0	0	3	1	0	1	43	10	0	89	440
Morning Peak Hour	11	6	19	0	6	122	8	0	21	9	0	0	2	235	30	0		469
					Peak Hour =			4:45 PM		to	5:45 PM						PHF =	0.97

2015 HCM ANALYSIS

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	1	341	2	1	1	0	0	1	1
Future Vol, veh/h	0	0	0	1	341	2	1	1	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	600	-	700	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	397	2	1	1	0	0	1	1

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	399	399	197
Stage 1	-	-	-	399	399	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	579	538	811
Stage 1	-	-	-	647	601	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	579	0	811
Mov Cap-2 Maneuver	-	-	-	579	0	-
Stage 1	-	-	-	647	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		9.5
HCM LOS		A

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	811
HCM Lane V/C Ratio	-	-	-	0.003
HCM Control Delay (s)	-	-	-	9.5
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBL	NBR	SEL	SER	NEL	NER
Traffic Vol, veh/h	0	0	16	1	1	1	1	208
Future Vol, veh/h	0	0	16	1	1	1	1	208
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	-	-	-
Storage Length	-	-	0	-	0	-	0	900
Veh in Median Storage, #	0	-	0	-	0	-	0	-
Grade, %	0	-	0	-	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	19	1	1	1	1	245

Major/Minor	Minor1		Major1	
Conflicting Flow All	247	245	0	0
Stage 1	247	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.42	6.22	-	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-
Pot Cap-1 Maneuver	741	794	-	-
Stage 1	794	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	741	794	-	-
Mov Cap-2 Maneuver	741	-	-	-
Stage 1	794	-	-	-
Stage 2	-	-	-	-

Approach	NB	NE
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NEL	NER	NER2	NBLn1
Capacity (veh/h)	-	-	-	794
HCM Lane V/C Ratio	-	-	-	0.025
HCM Control Delay (s)	-	-	-	9.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	313	1	0	2
Future Vol, veh/h	0	0	313	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	340	1	0	2

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	341	170
Stage 1	-	-	341	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	7.54	6.94
Critical Hdwy Stg 1	-	-	6.54	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	589	844
Stage 1	-	-	647	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	589	844
Mov Cap-2 Maneuver	-	-	589	-
Stage 1	-	-	647	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	9.3
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	844
HCM Lane V/C Ratio	-	-	0.003
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	1	324	1	3	1	0	0	1	1
Future Vol, veh/h	0	0	0	1	324	1	3	1	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	350	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	352	1	3	1	0	0	1	1

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	355	355	176
Stage 1	-	-	-	355	355	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	617	569	837
Stage 1	-	-	-	681	628	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	617	0	837
Mov Cap-2 Maneuver	-	-	-	617	0	-
Stage 1	-	-	-	681	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		9.3
HCM LOS		A

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	837
HCM Lane V/C Ratio	-	-	-	0.003
HCM Control Delay (s)	-	-	-	9.3
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	221	1	2	354	5	1	1	1	5	1	1
Future Vol, veh/h	1	221	1	2	354	5	1	1	1	5	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	240	1	2	385	5	1	1	1	5	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	390	0	0	241	0	0	440	638	121	515	635	195
Stage 1	-	-	-	-	-	-	243	243	-	392	392	-
Stage 2	-	-	-	-	-	-	197	395	-	123	243	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1165	-	-	1323	-	-	501	393	908	443	394	814
Stage 1	-	-	-	-	-	-	739	703	-	604	605	-
Stage 2	-	-	-	-	-	-	786	603	-	868	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1165	-	-	1323	-	-	498	392	908	441	393	814
Mov Cap-2 Maneuver	-	-	-	-	-	-	498	392	-	441	393	-
Stage 1	-	-	-	-	-	-	738	702	-	603	604	-
Stage 2	-	-	-	-	-	-	782	602	-	865	702	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11.8	12.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	530	1165	-	-	1323	-	-	463
HCM Lane V/C Ratio	0.006	0.001	-	-	0.002	-	-	0.016
HCM Control Delay (s)	11.8	8.1	-	-	7.7	-	-	12.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	1	237	370	6	9	1
Future Vol, veh/h	1	237	370	6	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	263	411	7	10	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	418	0	-	0	548	209
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1138	-	-	-	466	797
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1138	-	-	-	466	797
Mov Cap-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	877	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1138	-	-	-	553
HCM Lane V/C Ratio	0.001	-	-	-	0.02
HCM Control Delay (s)	8.2	-	-	-	11.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	1	253	353	15	32	4
Future Vol, veh/h	1	253	353	15	32	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	300	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	275	384	16	35	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	384	0	-	0	524	192
Stage 1	-	-	-	-	384	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1171	-	-	-	483	817
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	872	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1171	-	-	-	483	817
Mov Cap-2 Maneuver	-	-	-	-	551	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	871	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1171	-	-	-	572
HCM Lane V/C Ratio	0.001	-	-	-	0.068
HCM Control Delay (s)	8.1	-	-	-	11.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	264	5	1	404	7	1	1	1	6	2	7
Future Vol, veh/h	1	264	5	1	404	7	1	1	1	6	2	7
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	250	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	287	5	1	439	8	1	1	1	7	2	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	447	0	0	292	0	0	515	741	146	591	740	223
Stage 1	-	-	-	-	-	-	292	292	-	445	445	-
Stage 2	-	-	-	-	-	-	223	449	-	146	295	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1110	-	-	1267	-	-	443	343	875	391	343	780
Stage 1	-	-	-	-	-	-	692	670	-	562	573	-
Stage 2	-	-	-	-	-	-	759	571	-	842	668	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1110	-	-	1267	-	-	436	342	875	389	342	780
Mov Cap-2 Maneuver	-	-	-	-	-	-	436	342	-	389	342	-
Stage 1	-	-	-	-	-	-	691	669	-	561	573	-
Stage 2	-	-	-	-	-	-	748	571	-	839	667	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12.7	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	472	1110	-	-	1267	-	-	496
HCM Lane V/C Ratio	0.007	0.001	-	-	0.001	-	-	0.033
HCM Control Delay (s)	12.7	8.2	-	-	7.8	-	-	12.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	298	376	3	1	6
Future Vol, veh/h	3	298	376	3	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	324	409	3	1	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	412	0	-	0	578	206
Stage 1	-	-	-	-	410	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1143	-	-	-	446	800
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1143	-	-	-	445	800
Mov Cap-2 Maneuver	-	-	-	-	525	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	842	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1143	-	-	-	744
HCM Lane V/C Ratio	0.003	-	-	-	0.01
HCM Control Delay (s)	8.2	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	309	1	1	387	1	3
Future Vol, veh/h	309	1	1	387	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	336	1	1	421	1	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	337	0	548	168
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	212	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1219	-	466	847
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	803	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1219	-	466	847
Mov Cap-2 Maneuver	-	-	-	-	550	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	802	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	746	-	-	1219	-
HCM Lane V/C Ratio	0.006	-	-	0.001	-
HCM Control Delay (s)	9.9	-	-	8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	96	1	3	1	393	68	5	295	2
Future Volume (veh/h)	1	1	1	96	1	3	1	393	68	5	295	2
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1937	1863	1863	1937	1863	1900
Adj Flow Rate, veh/h	1	1	1	104	1	3	1	427	74	5	321	2
Adj No. of Lanes	0	1	0	0	1	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	113	73	374	2	5	758	1961	877	657	1998	12
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	256	869	562	1368	13	39	1095	3539	1583	929	3606	22
Grp Volume(v), veh/h	3	0	0	108	0	0	1	427	74	5	157	166
Grp Sat Flow(s),veh/h/ln	1687	0	0	1421	0	0	1095	1770	1583	929	1770	1859
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	0.0	0.0	2.2	0.8	0.1	1.6	1.6
Cycle Q Clear(g_c), s	0.1	0.0	0.0	2.6	0.0	0.0	1.6	2.2	0.8	2.3	1.6	1.6
Prop In Lane	0.33		0.33	0.96		0.03	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	353	0	0	381	0	0	758	1961	877	657	980	1030
V/C Ratio(X)	0.01	0.00	0.00	0.28	0.00	0.00	0.00	0.22	0.08	0.01	0.16	0.16
Avail Cap(c_a), veh/h	963	0	0	922	0	0	761	1971	882	660	985	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	14.8	0.0	0.0	4.3	4.1	3.8	4.7	3.9	3.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.1	0.3	0.0	0.8	0.8
LnGrp Delay(d),s/veh	13.7	0.0	0.0	15.2	0.0	0.0	4.3	4.1	3.8	4.7	4.0	4.0
LnGrp LOS	B			B			A	A	A	A	A	A
Approach Vol, veh/h		3			108			502			328	
Approach Delay, s/veh		13.7			15.2			4.1			4.0	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.4		10.7		25.4		10.7
Change Period (Y+Rc), s		5.4		6.0		5.4		6.0
Max Green Setting (Gmax), s		20.1		18.5		20.1		18.5
Max Q Clear Time (g_c+I1), s		4.3		4.6		4.2		2.1
Green Ext Time (p_c), s		4.2		0.4		4.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	1	1	4	1	1	1	441	8	1	339	1
Future Vol, veh/h	2	1	1	4	1	1	1	441	8	1	339	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	1	4	1	1	1	479	9	1	368	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	613	861	185	673	858	244	370	0	0	488	0	0
Stage 1	371	371	-	486	486	-	-	-	-	-	-	-
Stage 2	242	490	-	187	372	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	377	292	826	341	293	757	1185	-	-	1071	-	-
Stage 1	622	618	-	531	549	-	-	-	-	-	-	-
Stage 2	740	547	-	797	617	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	375	291	826	339	292	757	1185	-	-	1071	-	-
Mov Cap-2 Maneuver	375	291	-	339	292	-	-	-	-	-	-	-
Stage 1	621	617	-	531	549	-	-	-	-	-	-	-
Stage 2	737	547	-	794	616	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	15.1	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1185	-	-	401	363	1071	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.018	0.001	-	-
HCM Control Delay (s)	8	-	-	14.1	15.1	8.4	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	1	4	1	468	406	1
Future Vol, veh/h	1	4	1	468	406	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	4	1	509	441	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	699	221	442	0	-	0
Stage 1	442	-	-	-	-	-
Stage 2	257	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	374	783	1114	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	374	783	1114	-	-	-
Mov Cap-2 Maneuver	477	-	-	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	761	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1114	-	694	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Control Delay (s)	8.2	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	1	16	6	456	406	1
Future Vol, veh/h	1	16	6	456	406	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	17	7	496	441	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	703	221	442	0	-	0
Stage 1	442	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	372	783	1114	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	370	783	1114	-	-	-
Mov Cap-2 Maneuver	474	-	-	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1114	-	754	-	-
HCM Lane V/C Ratio	0.006	-	0.025	-	-
HCM Control Delay (s)	8.3	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	3	423	5	1	432
Future Vol, veh/h	4	3	423	5	1	432
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	3	470	6	1	480

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	715	238	0	0	476	0
Stage 1	473	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	365	763	-	-	1082	-
Stage 1	593	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	365	763	-	-	1082	-
Mov Cap-2 Maneuver	467	-	-	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	775	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	560	1082	-
HCM Lane V/C Ratio	-	-	0.014	0.001	-
HCM Control Delay (s)	-	-	11.5	8.3	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	2	4	3	424	432	3
Future Vol, veh/h	2	4	3	424	432	3
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	4	3	466	475	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	716	239	478	0	-	0
Stage 1	476	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	365	762	1081	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	364	762	1081	-	-	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1081	-	629	-	-
HCM Lane V/C Ratio	0.003	-	0.01	-	-
HCM Control Delay (s)	8.3	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	77	405	5	1	403	40	33	1	67	1	1	1
Future Volume (veh/h)	77	405	5	1	403	40	33	1	67	1	1	1
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	86	450	6	1	448	0	37	1	0	1	1	1
Adj No. of Lanes	1	2	0	1	2	1	2	1	1	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	711	2412	32	669	2211	989	168	242	206	62	6	6
Arrive On Green	0.05	0.67	0.67	0.00	0.62	0.00	0.05	0.13	0.00	0.01	0.01	0.01
Sat Flow, veh/h	1774	3576	48	1774	3539	1583	3442	1863	1583	533	533	533
Grp Volume(v), veh/h	86	223	233	1	448	0	37	1	0	3	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1854	1774	1770	1583	1721	1863	1583	1598	0	0
Q Serve(g_s), s	1.3	4.0	4.0	0.0	4.6	0.0	0.9	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	1.3	4.0	4.0	0.0	4.6	0.0	0.9	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	0.33		0.33
Lane Grp Cap(c), veh/h	711	1194	1251	669	2211	989	168	242	206	73	0	0
V/C Ratio(X)	0.12	0.19	0.19	0.00	0.20	0.00	0.22	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	743	1194	1251	771	2211	989	729	920	782	395	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	5.1	5.2	5.9	6.8	0.0	38.9	32.2	0.0	41.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.0	0.2	0.0	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.0	2.1	0.0	2.3	0.0	0.4	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	4.5	5.5	5.5	5.9	7.1	0.0	39.5	32.2	0.0	41.9	0.0	0.0
LnGrp LOS	A	A	A	A	A		D	C		D		
Approach Vol, veh/h		542			449			38			3	
Approach Delay, s/veh		5.3			7.1			39.3			41.9	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	8.8	59.1	10.1	6.9	4.6	63.3		17.0
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	5.9	20.6	18.0	18.0	5.0	21.5		42.0
Max Q Clear Time (g_c+I1), s	3.3	6.6	2.9	2.2	2.0	6.0		2.0
Green Ext Time (p_c), s	0.0	4.9	0.1	0.0	0.0	5.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	14	1	41	7	2	5	59	477	14	5	446	20
Future Vol, veh/h	14	1	41	7	2	5	59	477	14	5	446	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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	200	-	200	75	-	0
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	15	1	45	8	2	5	65	524	15	5	490	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	894	1155	245	911	1155	262	490	0	0	524	0	0
Stage 1	501	501	-	654	654	-	-	-	-	-	-	-
Stage 2	393	654	-	257	501	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	236	196	755	229	196	737	1070	-	-	1039	-	-
Stage 1	521	541	-	422	461	-	-	-	-	-	-	-
Stage 2	603	461	-	725	541	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	221	183	755	204	183	737	1070	-	-	1039	-	-
Mov Cap-2 Maneuver	221	183	-	204	183	-	-	-	-	-	-	-
Stage 1	489	538	-	396	433	-	-	-	-	-	-	-
Stage 2	559	433	-	677	538	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	19.2	0.9	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1070	-	-	218	755	269	1039	-	-
HCM Lane V/C Ratio	0.061	-	-	0.076	0.06	0.057	0.005	-	-
HCM Control Delay (s)	8.6	-	-	22.9	10.1	19.2	8.5	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.2	0.2	0	-	-

HCM Signalized Intersection Capacity Analysis

200: US-50 SOUTH/US-50 & 1st St/SH-92

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	53	18	160	62	181	18	318	115	147	304	17
Future Volume (vph)	31	53	18	160	62	181	18	318	115	147	304	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	4.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1839		3433	1863	1583	1770	3398		1770	3514	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.54	1.00		0.34	1.00	
Satd. Flow (perm)	1770	1839		3433	1863	1583	1005	3398		641	3514	
Peak-hour factor, PHF	0.90	0.25	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	1.00
Adj. Flow (vph)	34	212	20	178	69	201	20	353	128	163	338	17
RTOR Reduction (vph)	0	4	0	0	0	0	0	36	0	0	3	0
Lane Group Flow (vph)	34	228	0	178	69	201	20	445	0	163	352	0
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						Free	6			2		
Actuated Green, G (s)	16.2	16.2		10.8	10.8	90.0	32.3	29.5		45.0	36.2	
Effective Green, g (s)	16.2	16.2		10.8	10.8	90.0	32.3	29.5		45.0	36.2	
Actuated g/C Ratio	0.18	0.18		0.12	0.12	1.00	0.36	0.33		0.50	0.40	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	318	331		411	223	1583	384	1113		439	1413	
v/s Ratio Prot	0.02	c0.12		c0.05	0.04		0.00	0.13		c0.04	0.10	
v/s Ratio Perm						0.13	0.02			c0.15		
v/c Ratio	0.11	0.69		0.43	0.31	0.13	0.05	0.40		0.37	0.25	
Uniform Delay, d1	30.9	34.5		36.8	36.2	0.0	18.7	23.4		13.1	17.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	5.9		0.7	0.8	0.2	0.1	1.1		0.5	0.4	
Delay (s)	31.0	40.4		37.5	37.0	0.2	18.8	24.5		13.6	18.3	
Level of Service	C	D		D	D	A	B	C		B	B	
Approach Delay (s)		39.2			20.7			24.3			16.8	
Approach LOS		D			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	30	302	10	31	399	43	5	3	43	29	9	29
Future Vol, veh/h	30	302	10	31	399	43	5	3	43	29	9	29
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	0	-	-	315	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	351	12	36	464	50	6	3	50	34	10	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	514	0	0	363	0	0	736	1013	181	808	994	257
Stage 1	-	-	-	-	-	-	427	427	-	561	561	-
Stage 2	-	-	-	-	-	-	309	586	-	247	433	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1048	-	-	1192	-	-	307	237	831	272	244	742
Stage 1	-	-	-	-	-	-	576	584	-	480	508	-
Stage 2	-	-	-	-	-	-	676	495	-	735	580	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1048	-	-	1192	-	-	269	222	831	241	229	742
Mov Cap-2 Maneuver	-	-	-	-	-	-	269	222	-	241	229	-
Stage 1	-	-	-	-	-	-	557	564	-	464	493	-
Stage 2	-	-	-	-	-	-	613	480	-	664	561	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.5	11.6	17.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	608	1048	-	-	1192	-	-	238	742
HCM Lane V/C Ratio	0.098	0.033	-	-	0.03	-	-	0.186	0.045
HCM Control Delay (s)	11.6	8.6	-	-	8.1	-	-	23.5	10.1
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.7	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	379	9	37	491	11	48
Future Vol, veh/h	379	9	37	491	11	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	175	-	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	431	10	42	558	13	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	441	0	799	220
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	363	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1115	-	323	784
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	674	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1115	-	311	784
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	649	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	611	-	-	1115	-
HCM Lane V/C Ratio	0.11	-	-	0.038	-
HCM Control Delay (s)	11.6	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	1	1	1	32	1	1	1	320	83	1	473	1
Future Vol, veh/h	1	1	1	32	1	1	1	320	83	1	473	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	100	120	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	39	1	1	1	386	100	1	570	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	769	1061	286	726	1011	243	571	0	0	486	0	0
Stage 1	573	573	-	438	438	-	-	-	-	-	-	-
Stage 2	196	488	-	288	573	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	291	222	711	312	238	758	998	-	-	1073	-	-
Stage 1	472	502	-	567	577	-	-	-	-	-	-	-
Stage 2	787	548	-	695	502	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	289	222	711	310	238	758	998	-	-	1073	-	-
Mov Cap-2 Maneuver	289	222	-	310	238	-	-	-	-	-	-	-
Stage 1	472	502	-	566	576	-	-	-	-	-	-	-
Stage 2	783	547	-	692	502	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	16.4	18.2	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	998	-	-	307	758	251	711	1073	-	-
HCM Lane V/C Ratio	0.001	-	-	0.13	0.002	0.01	0.002	0.001	-	-
HCM Control Delay (s)	8.6	-	-	18.5	9.8	19.5	10.1	8.4	-	-
HCM Lane LOS	A	-	-	C	A	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	3	1	2	1	1	1	1	315	1	1	469	1
Future Vol, veh/h	3	1	2	1	1	1	1	315	1	1	469	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	2	1	1	1	1	384	1	1	572	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	676	963	193	770	963	287	573	0	0	385	0	0
Stage 1	387	387	-	575	575	-	-	-	-	-	-	-
Stage 2	289	576	-	195	388	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	339	254	816	290	254	710	996	-	-	1170	-	-
Stage 1	608	608	-	470	501	-	-	-	-	-	-	-
Stage 2	694	500	-	788	607	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	337	254	816	288	254	710	996	-	-	1170	-	-
Mov Cap-2 Maneuver	337	254	-	288	254	-	-	-	-	-	-	-
Stage 1	607	607	-	470	501	-	-	-	-	-	-	-
Stage 2	691	500	-	783	606	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	14.4	15.7	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	996	-	-	392	340	1170	-	-
HCM Lane V/C Ratio	0.001	-	-	0.019	0.011	0.001	-	-
HCM Control Delay (s)	8.6	-	-	14.4	15.7	8.1	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	295	6	6	450	7	2
Future Vol, veh/h	295	6	6	450	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	360	7	7	549	9	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	367	0	652	184
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1188	-	401	827
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1188	-	399	827
Mov Cap-2 Maneuver	-	-	-	-	501	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	731	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	549	-	-	1188	-
HCM Lane V/C Ratio	0.02	-	-	0.006	-
HCM Control Delay (s)	11.7	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	296	2	5	447	9	8
Future Vol, veh/h	296	2	5	447	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	357	2	6	539	11	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	359	0	639	180
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1196	-	408	832
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1196	-	406	832
Mov Cap-2 Maneuver	-	-	-	-	507	-
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	621	-	-	1196	-
HCM Lane V/C Ratio	0.033	-	-	0.005	-
HCM Control Delay (s)	11	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	274	26	7	438	25	3
Future Vol, veh/h	274	26	7	438	25	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	350	350	-	0	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	334	32	9	534	30	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	334	0	618	-
Stage 1	-	-	-	-	334	-
Stage 2	-	-	-	-	284	-
Critical Hdwy	-	-	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	1222	-	421	0
Stage 1	-	-	-	-	697	0
Stage 2	-	-	-	-	739	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1222	-	418	-
Mov Cap-2 Maneuver	-	-	-	-	418	-
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	734	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	418	-	-	-	1222	-
HCM Lane V/C Ratio	0.073	-	-	-	0.007	-
HCM Control Delay (s)	14.3	0	-	-	8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	250	29	15	452	0	6
Future Volume (Veh/h)	250	29	15	452	0	6
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	305	35	18	551	0	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage veh)	1			1		
Upstream signal (ft)				589		
pX, platoon unblocked					0.92	
vC, conflicting volume			340		616	152
vC1, stage 1 conf vol					305	
vC2, stage 2 conf vol					312	
vCu, unblocked vol			340		406	152
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	99
cM capacity (veh/h)			1216		588	866

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	152	152	35	18	276	276	7
Volume Left	0	0	0	18	0	0	0
Volume Right	0	0	35	0	0	0	7
cSH	1700	1700	1700	1216	1700	1700	866
Volume to Capacity	0.09	0.09	0.02	0.01	0.16	0.16	0.01
Queue Length 95th (ft)	0	0	0	1	0	0	1
Control Delay (s)	0.0	0.0	0.0	8.0	0.0	0.0	9.2
Lane LOS				A			A
Approach Delay (s)	0.0			0.3			9.2
Approach LOS							A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	16.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	181	38	159	429	3	53	5	53	2	3	8
Future Volume (veh/h)	4	181	38	159	429	3	53	5	53	2	3	8
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	4	201	42	177	477	3	59	6	59	2	3	9
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	655	293	224	1123	7	652	55	540	121	171	388
Arrive On Green	0.01	0.19	0.19	0.13	0.31	0.31	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1774	3539	1583	1774	3606	23	1397	148	1457	120	462	1048
Grp Volume(v), veh/h	4	201	42	177	234	246	59	0	65	14	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1859	1397	0	1606	1630	0	0
Q Serve(g_s), s	0.1	2.7	1.2	5.2	5.7	5.7	1.1	0.0	1.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	2.7	1.2	5.2	5.7	5.7	1.4	0.0	1.4	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.91	0.14		0.64
Lane Grp Cap(c), veh/h	10	655	293	224	551	579	652	0	595	680	0	0
V/C Ratio(X)	0.42	0.31	0.14	0.79	0.42	0.42	0.09	0.00	0.11	0.02	0.00	0.00
Avail Cap(c_a), veh/h	174	1179	528	315	740	778	658	0	600	686	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.8	19.0	18.4	22.9	14.8	14.8	11.1	0.0	11.2	10.8	0.0	0.0
Incr Delay (d2), s/veh	26.5	0.3	0.2	8.7	0.5	0.5	0.1	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.3	0.5	3.1	2.8	2.9	0.6	0.0	0.6	0.1	0.0	0.0
LnGrp Delay(d),s/veh	53.3	19.3	18.6	31.6	15.3	15.3	11.2	0.0	11.2	10.8	0.0	0.0
LnGrp LOS	D	B	B	C	B	B	B		B	B		
Approach Vol, veh/h		247			657			124			14	
Approach Delay, s/veh		19.7			19.7			11.2			10.8	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		26.5	4.5	23.0		26.5	11.3	16.2
Change Period (Y+Rc), s		6.5	* 4.2	* 6.2		6.5	4.5	* 6.2
Max Green Setting (Gmax), s		20.2	* 5.3	* 23		20.2	9.6	* 18
Max Q Clear Time (g_c+I1), s		2.3	2.1	7.7		3.4	7.2	4.7
Green Ext Time (p_c), s		0.5	0.0	3.2		0.5	0.1	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.6
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	1	591	1	1	1	0	0	1	1
Future Vol, veh/h	0	0	0	1	591	1	1	1	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	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	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	695	1	1	1	0	0	1	1

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	698	698	347
Stage 1	-	-	-	698	698	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	375	363	649
Stage 1	-	-	-	455	440	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	375	0	649
Mov Cap-2 Maneuver	-	-	-	375	0	-
Stage 1	-	-	-	455	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		10.6
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	649
HCM Lane V/C Ratio	-	-	-	0.004
HCM Control Delay (s)	-	-	-	10.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	232	14	0	0	0	0	3	2	0	9	0
Future Vol, veh/h	0	232	14	0	0	0	0	3	2	0	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	273	16	0	0	0	0	4	2	0	11	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	281	281	144
Stage 1	-	-	-	281	281	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	686	626	877
Stage 1	-	-	-	741	677	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	686	0	877
Mov Cap-2 Maneuver	-	-	-	686	0	-
Stage 1	-	-	-	741	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR
Capacity (veh/h)	-	877	-	-	-
HCM Lane V/C Ratio	-	0.003	-	-	-
HCM Control Delay (s)	-	9.1	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	57	584	1	17	2	0	0	4	2
Future Vol, veh/h	0	0	0	57	584	1	17	2	0	0	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	350	-	450	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	66	679	1	20	2	0	0	5	2

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	812	812	339
Stage 1	-	-	-	812	812	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	317	312	657
Stage 1	-	-	-	397	390	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	317	0	657
Mov Cap-2 Maneuver	-	-	-	317	0	-
Stage 1	-	-	-	397	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		10.5
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	657
HCM Lane V/C Ratio	-	-	-	0.011
HCM Control Delay (s)	-	-	-	10.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	9	658	1	4	1	0	0	1	1
Future Vol, veh/h	0	0	0	9	658	1	4	1	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	0	0	0	10	756	1	5	1	0	0	1	1

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	778	778	378
Stage 1	-	-	-	778	778	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	333	326	620
Stage 1	-	-	-	413	405	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	333	0	620
Mov Cap-2 Maneuver	-	-	-	333	0	-
Stage 1	-	-	-	413	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		10.8
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	620
HCM Lane V/C Ratio	-	-	-	0.004
HCM Control Delay (s)	-	-	-	10.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	264	5	0	150	0	0	4	384
Future Vol, veh/h	0	0	0	0	264	5	0	150	0	0	4	384
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	400	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	300	6	0	170	0	0	5	436

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	300	300	-
Stage 1	-	-	-	300	300	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	-
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-
Pot Cap-1 Maneuver	-	-	-	667	611	0
Stage 1	-	-	-	725	664	0
Stage 2	-	-	-	-	-	0
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	667	0	-
Mov Cap-2 Maneuver	-	-	-	667	0	-
Stage 1	-	-	-	725	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Traffic Vol, veh/h	115	2	1	266	3	1
Future Vol, veh/h	115	2	1	266	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	2	1	292	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	129	0	422	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	295	-
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	-	-	1457	-	588	923
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	587	923
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	NW
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	646	-	-	1457	-
HCM Lane V/C Ratio	0.007	-	-	0.001	-
HCM Control Delay (s)	10.6	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	113	2	5	261	5	2
Future Vol, veh/h	113	2	5	261	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	2	5	287	5	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	126	0	423	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	298	-
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	-	-	1460	-	588	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	586	926
Mov Cap-2 Maneuver	-	-	-	-	586	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	655	-	-	1460	-
HCM Lane V/C Ratio	0.012	-	-	0.004	-
HCM Control Delay (s)	10.6	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	107	8	1	241	24	1
Future Vol, veh/h	107	8	1	241	24	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	119	9	1	268	27	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	393	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	270	-
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	-	-	1458	-	611	928
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1458	-	610	928
Mov Cap-2 Maneuver	-	-	-	-	610	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	618	-	-	1458	-
HCM Lane V/C Ratio	0.045	-	-	0.001	-
HCM Control Delay (s)	11.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	87	1	13	224	9	1	6	12	3	13	23
Future Vol, veh/h	8	87	1	13	224	9	1	6	12	3	13	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	100	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	101	1	15	224	10	1	7	14	3	15	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	234	0	0	102	0	0	400	385	102	390	380	229
Stage 1	-	-	-	-	-	-	120	120	-	259	259	-
Stage 2	-	-	-	-	-	-	280	265	-	131	121	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1333	-	-	1490	-	-	560	549	953	569	552	810
Stage 1	-	-	-	-	-	-	884	796	-	746	694	-
Stage 2	-	-	-	-	-	-	727	689	-	873	796	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1333	-	-	1490	-	-	523	540	953	548	543	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	523	540	-	548	543	-
Stage 1	-	-	-	-	-	-	878	791	-	741	687	-
Stage 2	-	-	-	-	-	-	681	682	-	847	791	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	10	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	742	1333	-	-	1490	-	-	675
HCM Lane V/C Ratio	0.03	0.007	-	-	0.01	-	-	0.067
HCM Control Delay (s)	10	7.7	-	-	7.4	-	-	10.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	389	1	0	0	0	0	1	1	2	1	0
Future Vol, veh/h	1	389	1	0	0	0	0	1	1	2	1	0
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	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	800	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	423	1	0	0	0	0	1	1	2	1	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	426	426	211
Stage 1	-	-	-	426	426	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	557	519	794
Stage 1	-	-	-	627	584	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	557	0	794
Mov Cap-2 Maneuver	-	-	-	557	0	-
Stage 1	-	-	-	627	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		9.5
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	794	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	9.5	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBL	NBR	SEL	SER	NEL	NER
Traffic Vol, veh/h	0	0	31	2	1	2	1	370
Future Vol, veh/h	0	0	31	2	1	2	1	370
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	-	-	-
Storage Length	-	-	0	-	0	-	0	900
Veh in Median Storage, #	0	-	0	-	0	-	0	-
Grade, %	0	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	34	2	1	2	1	402

Major/Minor	Minor1		Major1	
Conflicting Flow All	404	402	0	0
Stage 1	404	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.42	6.22	-	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-
Pot Cap-1 Maneuver	603	648	-	-
Stage 1	674	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	603	648	-	-
Mov Cap-2 Maneuver	603	-	-	-
Stage 1	674	-	-	-
Stage 2	-	-	-	-

Approach	NB	NE
HCM Control Delay, s	10.9	
HCM LOS	B	

Minor Lane/Major Mvmt	NEL	NER	NER2	NBLn1
Capacity (veh/h)	-	-	-	648
HCM Lane V/C Ratio	-	-	-	0.055
HCM Control Delay (s)	-	-	-	10.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	308	4	0	3
Future Vol, veh/h	0	0	308	4	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	335	4	0	3

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	337	169
Stage 1	-	-	337	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	7.54	6.94
Critical Hdwy Stg 1	-	-	6.54	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	593	845
Stage 1	-	-	651	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	593	845
Mov Cap-2 Maneuver	-	-	593	-
Stage 1	-	-	651	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	9.3
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	845
HCM Lane V/C Ratio	-	-	0.004
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	361	2	0	0	0	0	1	6	1	8	0
Future Vol, veh/h	1	361	2	0	0	0	0	1	6	1	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	700	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	392	2	0	0	0	0	1	7	1	9	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	395	395	195
Stage 1	-	-	-	395	395	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	582	540	814
Stage 1	-	-	-	650	603	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	582	0	814
Mov Cap-2 Maneuver	-	-	-	582	0	-
Stage 1	-	-	-	650	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		9.5
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	814	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	9.5	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	380	1	1	351	2	1	1	1	3	1	1
Future Vol, veh/h	1	380	1	1	351	2	1	1	1	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	413	1	1	382	2	1	1	1	3	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	384	0	0	414	0	0	609	802	207	594	801	192
Stage 1	-	-	-	-	-	-	416	416	-	385	385	-
Stage 2	-	-	-	-	-	-	193	386	-	209	416	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1171	-	-	1141	-	-	379	316	799	389	316	817
Stage 1	-	-	-	-	-	-	585	590	-	610	609	-
Stage 2	-	-	-	-	-	-	790	609	-	774	590	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1171	-	-	1141	-	-	377	315	799	387	315	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	315	-	387	315	-
Stage 1	-	-	-	-	-	-	585	589	-	609	608	-
Stage 2	-	-	-	-	-	-	787	608	-	771	589	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.6	13.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	424	1171	-	-	1141	-	-	412
HCM Lane V/C Ratio	0.008	0.001	-	-	0.001	-	-	0.013
HCM Control Delay (s)	13.6	8.1	-	-	8.2	-	-	13.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	5	429	382	14	8	2
Future Vol, veh/h	5	429	382	14	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	466	415	15	9	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	430	0	-	0	667	215
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	244	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1126	-	-	-	392	790
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1126	-	-	-	390	790
Mov Cap-2 Maneuver	-	-	-	-	490	-
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1126	-	-	-	530
HCM Lane V/C Ratio	0.005	-	-	-	0.021
HCM Control Delay (s)	8.2	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	9	439	372	31	27	5
Future Vol, veh/h	9	439	372	31	27	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	300	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	477	404	34	29	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	404	0	-	0	662	202
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1151	-	-	-	395	805
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	761	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1151	-	-	-	392	805
Mov Cap-2 Maneuver	-	-	-	-	493	-
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1151	-	-	-	525
HCM Lane V/C Ratio	0.008	-	-	-	0.066
HCM Control Delay (s)	8.2	-	-	-	12.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	449	4	1	415	9	1	1	3	6	2	11
Future Vol, veh/h	8	449	4	1	415	9	1	1	3	6	2	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	250	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	488	4	1	451	10	1	1	3	7	2	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	461	0	0	492	0	0	737	971	246	720	968	230
Stage 1	-	-	-	-	-	-	508	508	-	458	458	-
Stage 2	-	-	-	-	-	-	229	463	-	262	510	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1096	-	-	1068	-	-	307	251	754	315	252	772
Stage 1	-	-	-	-	-	-	516	537	-	552	565	-
Stage 2	-	-	-	-	-	-	753	562	-	720	536	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1096	-	-	1068	-	-	298	249	754	310	250	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	298	249	-	310	250	-
Stage 1	-	-	-	-	-	-	512	533	-	547	564	-
Stage 2	-	-	-	-	-	-	738	561	-	710	532	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	13.3	13.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	441	1096	-	-	1068	-	-	457
HCM Lane V/C Ratio	0.012	0.008	-	-	0.001	-	-	0.045
HCM Control Delay (s)	13.3	8.3	-	-	8.4	-	-	13.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	5	483	412	2	5	2
Future Vol, veh/h	5	483	412	2	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	525	448	2	5	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	450	0	-	0	722	225
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1107	-	-	-	362	778
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1107	-	-	-	360	778
Mov Cap-2 Maneuver	-	-	-	-	467	-
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1107	-	-	-	527
HCM Lane V/C Ratio	0.005	-	-	-	0.014
HCM Control Delay (s)	8.3	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	538	1	1	448	0	1
Future Vol, veh/h	538	1	1	448	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	585	1	1	487	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	586	0	831	293
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	246	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	985	-	308	703
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	772	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	985	-	308	703
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	703	-	-	985	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Control Delay (s)	10.1	-	-	8.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	89	1	7	1	423	110	2	459	1
Future Volume (veh/h)	1	1	1	89	1	7	1	423	110	2	459	1
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1937	1863	1863	1937	1863	1900
Adj Flow Rate, veh/h	1	1	1	97	1	8	1	460	120	2	499	1
Adj No. of Lanes	0	1	0	0	1	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	112	72	360	2	14	650	1964	878	622	2010	4
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	254	868	561	1307	13	108	930	3539	1583	864	3624	7
Grp Volume(v), veh/h	3	0	0	106	0	0	1	460	120	2	244	256
Grp Sat Flow(s),veh/h/ln	1684	0	0	1428	0	0	930	1770	1583	864	1770	1861
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	0.0	0.0	2.4	1.3	0.0	2.6	2.6
Cycle Q Clear(g_c), s	0.1	0.0	0.0	2.5	0.0	0.0	2.6	2.4	1.3	2.4	2.6	2.6
Prop In Lane	0.33		0.33	0.92		0.08	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	350	0	0	375	0	0	650	1964	878	622	982	1033
V/C Ratio(X)	0.01	0.00	0.00	0.28	0.00	0.00	0.00	0.23	0.14	0.00	0.25	0.25
Avail Cap(c_a), veh/h	963	0	0	923	0	0	652	1973	883	624	987	1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	14.8	0.0	0.0	4.8	4.1	3.9	4.7	4.1	4.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.2	0.6	0.0	1.3	1.3
LnGrp Delay(d),s/veh	13.7	0.0	0.0	15.2	0.0	0.0	4.8	4.2	3.9	4.7	4.3	4.3
LnGrp LOS	B			B			A	A	A	A	A	A
Approach Vol, veh/h		3			106			581			502	
Approach Delay, s/veh		13.7			15.2			4.1			4.3	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.4		10.7		25.4		10.7
Change Period (Y+Rc), s		5.4		6.0		5.4		6.0
Max Green Setting (Gmax), s		20.1		18.5		20.1		18.5
Max Q Clear Time (g_c+I1), s		4.6		4.5		4.6		2.1
Green Ext Time (p_c), s		5.5		0.4		5.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	1	1	11	1	4	1	525	8	1	544	1
Future Vol, veh/h	1	1	1	11	1	4	1	525	8	1	544	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	12	1	4	1	571	9	1	591	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	882	1176	296	875	1172	290	592	0	0	579	0	0
Stage 1	594	594	-	577	577	-	-	-	-	-	-	-
Stage 2	288	582	-	298	595	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	241	190	700	243	191	707	980	-	-	991	-	-
Stage 1	458	491	-	469	500	-	-	-	-	-	-	-
Stage 2	695	497	-	686	491	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	238	190	700	241	191	707	980	-	-	991	-	-
Mov Cap-2 Maneuver	238	190	-	241	191	-	-	-	-	-	-	-
Stage 1	458	491	-	469	499	-	-	-	-	-	-	-
Stage 2	689	496	-	683	491	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.2	18.6	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	980	-	-	275	283	991	-	-
HCM Lane V/C Ratio	0.001	-	-	0.012	0.061	0.001	-	-
HCM Control Delay (s)	8.7	-	-	18.2	18.6	8.6	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	1	6	7	543	589	1
Future Vol, veh/h	1	6	7	543	589	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	7	8	590	640	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	951	321	641	0	-	0
Stage 1	641	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	258	675	939	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	256	675	939	-	-	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	939	-	605	-	-
HCM Lane V/C Ratio	0.008	-	0.013	-	-
HCM Control Delay (s)	8.9	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	1	10	14	556	587	1
Future Vol, veh/h	1	10	14	556	587	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	11	15	604	638	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	972	320	639	0	-	0
Stage 1	639	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	250	676	941	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	246	676	941	-	-	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	941	-	628	-	-
HCM Lane V/C Ratio	0.016	-	0.019	-	-
HCM Control Delay (s)	8.9	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	2	1	595	5	1	608
Future Vol, veh/h	2	1	595	5	1	608
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	661	6	1	676

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1004	333	0	0	667	0
Stage 1	664	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	238	663	-	-	919	-
Stage 1	474	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	238	663	-	-	919	-
Mov Cap-2 Maneuver	359	-	-	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	424	919	-
HCM Lane V/C Ratio	-	-	0.008	0.001	-
HCM Control Delay (s)	-	-	13.6	8.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	8	9	618	607	3
Future Vol, veh/h	3	8	9	618	607	3
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	9	10	719	706	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1088	355	709	0	-	0
Stage 1	708	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	210	641	886	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	208	641	886	-	-	-
Mov Cap-2 Maneuver	333	-	-	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	654	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	886	-	512	-	-
HCM Lane V/C Ratio	0.012	-	0.025	-	-
HCM Control Delay (s)	9.1	-	12.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	107	606	1	1	574	47	43	1	90	7	1	1
Future Volume (veh/h)	107	606	1	1	574	47	43	1	90	7	1	1
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	118	666	1	1	631	0	47	1	0	8	1	1
Adj No. of Lanes	1	2	0	1	2	1	2	1	1	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	647	2725	4	595	2520	1127	160	204	174	83	5	4
Arrive On Green	0.04	0.75	0.75	0.00	0.71	0.00	0.05	0.11	0.00	0.03	0.03	0.03
Sat Flow, veh/h	1774	3626	5	1774	3539	1583	3442	1863	1583	1127	200	148
Grp Volume(v), veh/h	118	325	342	1	631	0	47	1	0	10	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1862	1774	1770	1583	1721	1863	1583	1475	0	0
Q Serve(g_s), s	2.0	6.7	6.7	0.0	7.5	0.0	1.6	0.1	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	2.0	6.7	6.7	0.0	7.5	0.0	1.6	0.1	0.0	0.8	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	0.80		0.10
Lane Grp Cap(c), veh/h	647	1330	1399	595	2520	1127	160	204	174	92	0	0
V/C Ratio(X)	0.18	0.24	0.24	0.00	0.25	0.00	0.29	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	892	1330	1399	911	2520	1127	473	699	594	347	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.9	4.5	4.5	4.9	6.1	0.0	55.3	47.6	0.0	57.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.0	0.2	0.0	1.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.4	3.6	0.0	3.7	0.0	0.8	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	4.0	5.0	5.0	4.9	6.3	0.0	56.3	47.6	0.0	57.9	0.0	0.0
LnGrp LOS	A	A	A	A	A		E	D		E		
Approach Vol, veh/h		785			632			48			10	
Approach Delay, s/veh		4.8			6.3			56.1			57.9	
Approach LOS		A			A			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	9.4	91.4	10.1	9.1	4.7	96.2		19.2
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	21.5	37.0	16.5	24.0	21.5	37.0		45.0
Max Q Clear Time (g_c+I1), s	4.0	9.5	3.6	2.8	2.0	8.7		2.1
Green Ext Time (p_c), s	0.3	10.0	0.1	0.0	0.0	10.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	24	1	148	6	2	6	118	682	5	2	612	46
Future Vol, veh/h	24	1	148	6	2	6	118	682	5	2	612	46
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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	200	-	200	75	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	1	161	7	2	7	128	741	5	2	665	50

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1298	1668	333	1335	1668	371	665	0	0	741	0	0
Stage 1	670	670	-	998	998	-	-	-	-	-	-	-
Stage 2	628	998	-	337	670	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	119	95	663	112	95	626	920	-	-	862	-	-
Stage 1	413	454	-	261	320	-	-	-	-	-	-	-
Stage 2	437	320	-	651	454	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	103	82	663	75	82	626	920	-	-	862	-	-
Mov Cap-2 Maneuver	103	82	-	75	82	-	-	-	-	-	-	-
Stage 1	356	453	-	225	275	-	-	-	-	-	-	-
Stage 2	369	275	-	491	453	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18	38.4	1.4	0
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	920	-	-	102	663	123	862	-	-
HCM Lane V/C Ratio	0.139	-	-	0.266	0.243	0.124	0.003	-	-
HCM Control Delay (s)	9.5	-	-	52.6	12.2	38.4	9.2	-	-
HCM Lane LOS	A	-	-	F	B	E	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	1	0.9	0.4	0	-	-

HCM Signalized Intersection Capacity Analysis

200: US-50 SOUTH/US-50 & 1st St/SH-92

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	168	22	194	90	275	42	460	250	270	413	27
Future Volume (vph)	58	168	22	194	90	275	42	460	250	270	413	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	4.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.95		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1830		3433	1863	1583	1770	3352		1770	3507	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.48	1.00		0.23	1.00	
Satd. Flow (perm)	1770	1830		3433	1863	1583	892	3352		422	3507	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	183	24	211	98	299	46	500	272	293	449	29
RTOR Reduction (vph)	0	4	0	0	0	0	0	52	0	0	3	0
Lane Group Flow (vph)	63	203	0	211	98	299	46	720	0	293	475	0
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						Free	6			2		
Actuated Green, G (s)	18.2	18.2		12.8	12.8	120.0	55.6	49.6		71.0	59.0	
Effective Green, g (s)	18.2	18.2		12.8	12.8	120.0	55.6	49.6		71.0	59.0	
Actuated g/C Ratio	0.15	0.15		0.11	0.11	1.00	0.46	0.41		0.59	0.49	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	268	277		366	198	1583	457	1385		422	1724	
v/s Ratio Prot	0.04	c0.11		c0.06	0.05		0.01	0.21		c0.09	0.14	
v/s Ratio Perm						0.19	0.04			c0.32		
v/c Ratio	0.24	0.73		0.58	0.49	0.19	0.10	0.52		0.69	0.28	
Uniform Delay, d1	44.8	48.6		51.0	50.6	0.0	17.7	26.3		15.1	17.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.80	0.90	
Incremental Delay, d2	0.5	9.6		2.2	1.9	0.3	0.1	1.4		4.9	0.4	
Delay (s)	45.2	58.1		53.2	52.5	0.3	17.8	27.7		32.1	16.5	
Level of Service	D	E		D	D	A	B	C		C	B	
Approach Delay (s)		55.1			27.1			27.2			22.4	
Approach LOS		E			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	51	627	22	38	531	39	5	6	98	33	6	31
Future Vol, veh/h	51	627	22	38	531	39	5	6	98	33	6	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	315	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	682	24	41	577	42	5	7	107	36	7	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	620	0	0	705	0	0	1178	1506	353	1136	1497	310
Stage 1	-	-	-	-	-	-	804	804	-	681	681	-
Stage 2	-	-	-	-	-	-	374	702	-	455	816	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	956	-	-	889	-	-	146	120	643	157	121	686
Stage 1	-	-	-	-	-	-	343	394	-	407	448	-
Stage 2	-	-	-	-	-	-	619	439	-	554	389	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	956	-	-	889	-	-	122	108	643	115	109	686
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	108	-	115	109	-
Stage 1	-	-	-	-	-	-	323	371	-	384	427	-
Stage 2	-	-	-	-	-	-	553	419	-	428	367	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	16.2	34.8
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	438	956	-	-	889	-	-	114	686
HCM Lane V/C Ratio	0.27	0.058	-	-	0.046	-	-	0.372	0.049
HCM Control Delay (s)	16.2	9	-	-	9.2	-	-	54.2	10.5
HCM Lane LOS	C	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	1.1	0.2	-	-	0.1	-	-	1.5	0.2

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	750	12	87	579	22	82
Future Vol, veh/h	750	12	87	579	22	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	175	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	815	13	95	629	24	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	828	0	1326	414
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	504	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	799	-	147	587
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	799	-	130	587
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	504	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	337	-	-	799	-
HCM Lane V/C Ratio	0.335	-	-	0.118	-
HCM Control Delay (s)	21	-	-	10.1	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.4	-

Intersection	
Int Delay, s/veh	4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	1	1	1	90	1	1	1	680	167	1	590	1
Future Vol, veh/h	1	1	1	90	1	1	1	680	167	1	590	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	100	120	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	98	1	1	1	739	182	1	641	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1016	1567	321	1155	1477	460	642	0	0	921	0	0
Stage 1	644	644	-	832	832	-	-	-	-	-	-	-
Stage 2	372	923	-	323	645	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	192	110	675	152	125	548	939	-	-	737	-	-
Stage 1	428	466	-	330	382	-	-	-	-	-	-	-
Stage 2	621	347	-	663	466	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	190	110	675	150	125	548	939	-	-	737	-	-
Mov Cap-2 Maneuver	190	110	-	150	125	-	-	-	-	-	-	-
Stage 1	428	465	-	330	382	-	-	-	-	-	-	-
Stage 2	617	347	-	659	465	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	24.3	65.8	0	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	939	-	-	150	548	139	675	737	-	-
HCM Lane V/C Ratio	0.001	-	-	0.659	0.002	0.016	0.002	0.001	-	-
HCM Control Delay (s)	8.8	-	-	66.4	11.6	31.3	10.3	9.9	-	-
HCM Lane LOS	A	-	-	F	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.7	0	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	2	1	1	1	1	4	1	662	1	1	577	1
Future Vol, veh/h	2	1	1	1	1	4	1	662	1	1	577	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	1	1	1	4	1	720	1	1	627	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1038	1352	360	993	1353	314	628	0	0	721	0	0
Stage 1	722	722	-	630	630	-	-	-	-	-	-	-
Stage 2	316	630	-	363	723	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	185	149	637	200	149	682	950	-	-	877	-	-
Stage 1	384	429	-	436	473	-	-	-	-	-	-	-
Stage 2	670	473	-	628	429	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	182	149	637	198	149	682	950	-	-	877	-	-
Mov Cap-2 Maneuver	182	149	-	198	149	-	-	-	-	-	-	-
Stage 1	384	429	-	436	472	-	-	-	-	-	-	-
Stage 2	663	472	-	625	429	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	22.7	15.8	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	950	-	-	208	340	877	-	-
HCM Lane V/C Ratio	0.001	-	-	0.021	0.019	0.001	-	-
HCM Control Delay (s)	8.8	-	-	22.7	15.8	9.1	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	678	6	1	546	17	7
Future Vol, veh/h	678	6	1	546	17	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	737	7	1	593	18	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	743	0	1039	372
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	860	-	226	625
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	860	-	226	625
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	725	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	392	-	-	860	-
HCM Lane V/C Ratio	0.067	-	-	0.001	-
HCM Control Delay (s)	14.8	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	680	3	6	535	12	5
Future Vol, veh/h	680	3	6	535	12	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	739	3	7	582	13	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	742	0	1045	371
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	304	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	861	-	224	626
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	861	-	222	626
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	390	-	-	861	-
HCM Lane V/C Ratio	0.047	-	-	0.008	-
HCM Control Delay (s)	14.7	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	618	73	2	455	81	9
Future Vol, veh/h	618	73	2	455	81	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	350	350	-	0	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	672	79	2	495	88	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	672	0	924	-
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	252	-
Critical Hdwy	-	-	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	915	-	268	0
Stage 1	-	-	-	-	469	0
Stage 2	-	-	-	-	767	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	915	-	267	-
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	25
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	267	-	-	-	915	-
HCM Lane V/C Ratio	0.33	-	-	-	0.002	-
HCM Control Delay (s)	25	0	-	-	8.9	-
HCM Lane LOS	D	A	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	-	0	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	549	78	20	457	0	32
Future Volume (Veh/h)	549	78	20	457	0	32
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	597	85	22	497	0	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage veh)	1			1		
Upstream signal (ft)				589		
pX, platoon unblocked					0.95	
vC, conflicting volume			682		890	298
vC1, stage 1 conf vol					597	
vC2, stage 2 conf vol					292	
vCu, unblocked vol			682		780	298
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	95
cM capacity (veh/h)			907		413	698

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	298	298	85	22	248	248	35
Volume Left	0	0	0	22	0	0	0
Volume Right	0	0	85	0	0	0	35
cSH	1700	1700	1700	907	1700	1700	698
Volume to Capacity	0.18	0.18	0.05	0.02	0.15	0.15	0.05
Queue Length 95th (ft)	0	0	0	2	0	0	4
Control Delay (s)	0.0	0.0	0.0	9.1	0.0	0.0	10.4
Lane LOS				A			B
Approach Delay (s)	0.0			0.4			10.4
Approach LOS							B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	25.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	498	77	109	351	2	129	13	273	5	14	9
Future Volume (veh/h)	13	498	77	109	351	2	129	13	273	5	14	9
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	14	541	84	118	382	2	140	14	297	5	15	10
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	845	378	153	1129	6	555	26	553	131	343	199
Arrive On Green	0.02	0.24	0.24	0.09	0.31	0.31	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1774	3539	1583	1774	3610	19	1380	72	1522	151	944	547
Grp Volume(v), veh/h	14	541	84	118	187	197	140	0	311	30	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1859	1380	0	1594	1642	0	0
Q Serve(g_s), s	0.4	7.6	2.3	3.6	4.5	4.5	0.0	0.0	8.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	7.6	2.3	3.6	4.5	4.5	6.6	0.0	8.5	8.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.95	0.17		0.33
Lane Grp Cap(c), veh/h	31	845	378	153	554	582	555	0	579	672	0	0
V/C Ratio(X)	0.45	0.64	0.22	0.77	0.34	0.34	0.25	0.00	0.54	0.04	0.00	0.00
Avail Cap(c_a), veh/h	171	1175	526	306	732	769	555	0	579	672	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.8	18.8	16.9	24.7	14.5	14.5	13.3	0.0	13.9	11.4	0.0	0.0
Incr Delay (d2), s/veh	9.9	0.8	0.3	8.1	0.4	0.3	0.2	0.0	1.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.8	1.1	2.1	2.2	2.4	1.6	0.0	3.9	0.3	0.0	0.0
LnGrp Delay(d),s/veh	36.7	19.7	17.1	32.7	14.9	14.9	13.5	0.0	14.9	11.4	0.0	0.0
LnGrp LOS	D	B	B	C	B	B	B		B	B		
Approach Vol, veh/h		639			502			451			30	
Approach Delay, s/veh		19.7			19.1			14.5			11.4	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		26.5	5.2	23.4		26.5	9.2	19.4
Change Period (Y+Rc), s		6.5	* 4.2	* 6.2		6.5	4.5	* 6.2
Max Green Setting (Gmax), s		20.0	* 5.3	* 23		20.0	9.5	* 18
Max Q Clear Time (g_c+I1), s		10.5	2.4	6.5		10.5	5.6	9.6
Green Ext Time (p_c), s		1.8	0.0	5.0		1.8	0.1	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	745	8	0	0	0	0	2	9	2	1	0
Future Vol, veh/h	1	745	8	0	0	0	0	2	9	2	1	0
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	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	810	9	0	0	0	0	2	10	2	1	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	816	816	408
Stage 1	-	-	-	816	816	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	315	310	593
Stage 1	-	-	-	395	389	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	315	0	593
Mov Cap-2 Maneuver	-	-	-	315	0	-
Stage 1	-	-	-	395	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		11.2
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	593	-	-	-
HCM Lane V/C Ratio	0.02	-	-	-
HCM Control Delay (s)	11.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	740	6	0	0	0	0	32	12	0	4	0
Future Vol, veh/h	0	740	6	0	0	0	0	32	12	0	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	804	7	0	0	0	0	35	13	0	4	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	808	808	404
Stage 1	-	-	-	808	808	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	319	313	596
Stage 1	-	-	-	399	392	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	319	0	596
Mov Cap-2 Maneuver	-	-	-	319	0	-
Stage 1	-	-	-	399	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR
Capacity (veh/h)	-	596	-	-	-
HCM Lane V/C Ratio	-	0.022	-	-	-
HCM Control Delay (s)	-	11.2	0	-	-
HCM Lane LOS	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	694	47	0	0	0	0	25	42	1	54	0
Future Vol, veh/h	3	694	47	0	0	0	0	25	42	1	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	400	-	550	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	754	51	0	0	0	0	27	46	1	59	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	761	761	376
Stage 1	-	-	-	761	761	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	342	334	622
Stage 1	-	-	-	422	412	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	342	0	622
Mov Cap-2 Maneuver	-	-	-	342	0	-
Stage 1	-	-	-	422	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		11.6
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	622	-	-	-
HCM Lane V/C Ratio	0.117	-	-	-
HCM Control Delay (s)	11.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	3	372	1	3	1	0	0	1	1
Future Vol, veh/h	0	0	0	3	372	1	3	1	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	3	404	1	3	1	0	0	1	1

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	411	411	202
Stage 1	-	-	-	411	411	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	569	529	805
Stage 1	-	-	-	638	593	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	569	0	805
Mov Cap-2 Maneuver	-	-	-	569	0	-
Stage 1	-	-	-	638	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		9.5
HCM LOS		A

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	805
HCM Lane V/C Ratio	-	-	-	0.003
HCM Control Delay (s)	-	-	-	9.5
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	178	11	0	449	0	0	7	189
Future Vol, veh/h	0	0	0	0	178	11	0	449	0	0	7	189
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	400	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	193	12	0	488	0	0	8	205

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	193	193	-
Stage 1	-	-	-	193	193	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	-
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-
Pot Cap-1 Maneuver	-	-	-	778	701	0
Stage 1	-	-	-	821	740	0
Stage 2	-	-	-	-	-	0
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	778	0	-
Mov Cap-2 Maneuver	-	-	-	778	0	-
Stage 1	-	-	-	821	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Traffic Vol, veh/h	296	5	0	1	3	1
Future Vol, veh/h	296	5	0	1	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	322	5	0	1	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	327	0	325	324
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	1	-
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	-	-	1233	-	669	717
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1233	-	669	717
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	680	-	-	1233	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	10.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	294	2	4	185	5	4
Future Vol, veh/h	294	2	4	185	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	320	2	4	201	5	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	322	0	531	321
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	210	-
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	-	-	1238	-	509	720
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	825	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1238	-	507	720
Mov Cap-2 Maneuver	-	-	-	-	507	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	584	-	-	1238	-
HCM Lane V/C Ratio	0.017	-	-	0.004	-
HCM Control Delay (s)	11.3	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	269	29	1	176	13	1
Future Vol, veh/h	269	29	1	176	13	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	292	32	1	191	14	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	324	0	501	308
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	193	-
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	-	-	1236	-	530	732
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1236	-	529	732
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	839	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	540	-	-	1236	-
HCM Lane V/C Ratio	0.028	-	-	0.001	-
HCM Control Delay (s)	11.9	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

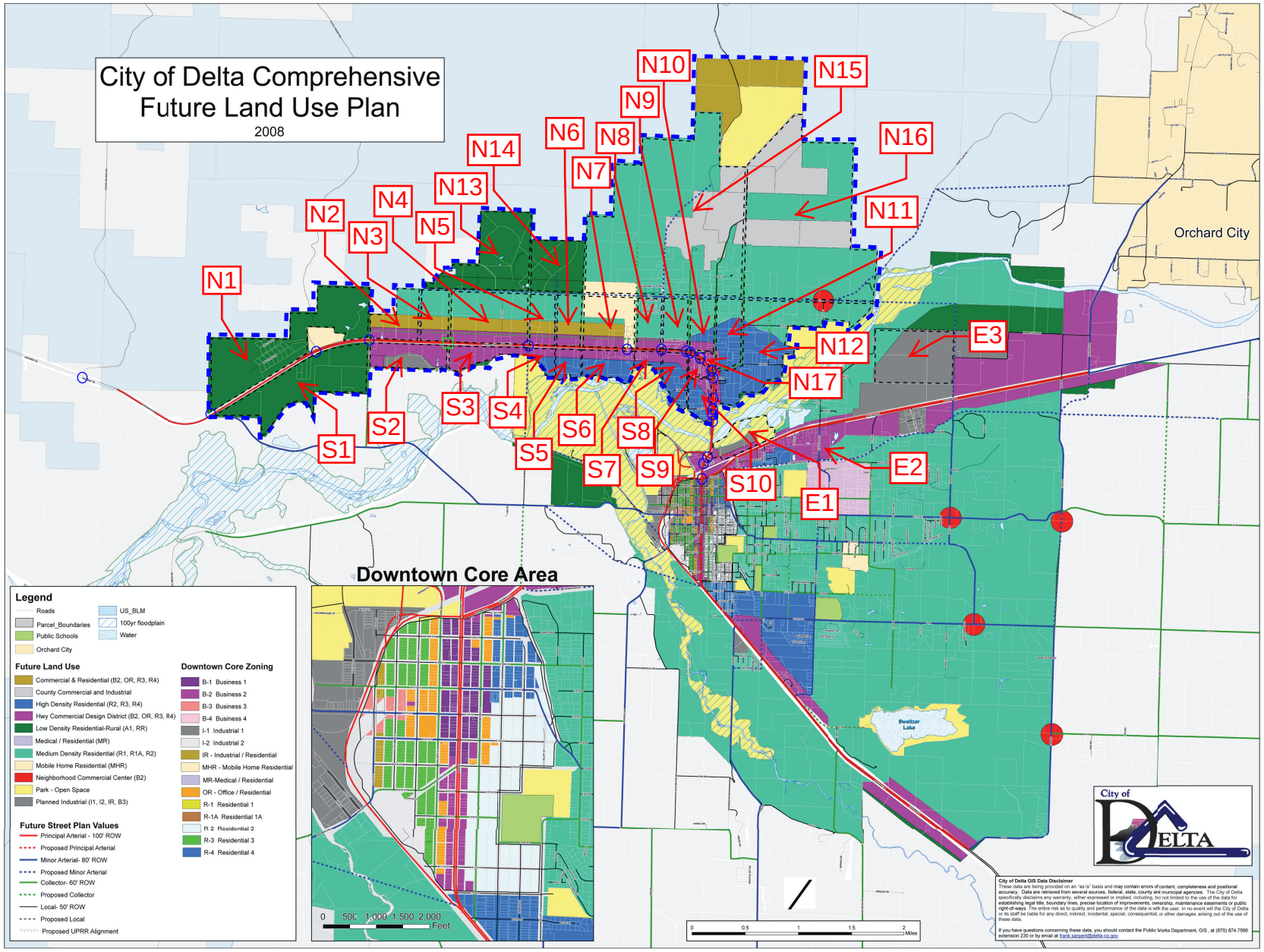
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	30	235	2	8	122	6	1	9	21	19	6	11
Future Vol, veh/h	30	235	2	8	122	6	1	9	21	19	6	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	255	2	9	133	7	1	10	23	21	7	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	139	0	0	258	0	0	485	479	257	491	476	136
Stage 1	-	-	-	-	-	-	322	322	-	153	153	-
Stage 2	-	-	-	-	-	-	163	157	-	338	323	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1445	-	-	1307	-	-	492	486	782	488	488	913
Stage 1	-	-	-	-	-	-	690	651	-	849	771	-
Stage 2	-	-	-	-	-	-	839	768	-	676	650	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1445	-	-	1307	-	-	470	472	782	456	474	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	470	472	-	456	474	-
Stage 1	-	-	-	-	-	-	674	636	-	830	766	-
Stage 2	-	-	-	-	-	-	815	763	-	631	635	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.5	10.9	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	645	1445	-	-	1307	-	-	542
HCM Lane V/C Ratio	0.052	0.023	-	-	0.007	-	-	0.072
HCM Control Delay (s)	10.9	7.5	-	-	7.8	-	-	12.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2

DEVELOPMENT AREA


City of Delta Comprehensive
Future Land Use Plan
2008
N1
N2
N3
N4
N5
N6
N7
N8
N9
N10
N11
N12
N13
N14
N15
N16
N17
S1
S2
S3
S4
S5
S6
S7
S8
S9
S10
E1
E2
E3
Orchard City
Downtown Core Area
Legend
Roads
Parcel_Boundaries
Public Schools
Orchard City
US_BLM
100yr floodplain
Water
Future Land Use
Commercial & Residential (B2, OR, R3, R4)
County Commercial and Industrial
High Density Residential (R2, R3, R4)
Hwy Commercial Design District (B2, OR, R3, R4)
Low Density Residential-Rural (A1, RR)
Medical / Residential (MR)
Medium Density Residential (R1, R1A, R2)
Mobile Home Residential (MHR)
Neighborhood Commercial Center (B2)
Park - Open Space
Planned Industrial (I1, I2, IR, B3)
Future Street Plan Values
Principal Arterial - 100' ROW
Proposed Principal Arterial
Minor Arterial- 80' ROW
Proposed Minor Arterial
Collector- 60' ROW
Proposed Collector
Local- 50' ROW
Proposed Local
Proposed UPRR Alignment
Downtown Core Zoning
B-1 Business 1
B-2 Business 2
B-3 Business 3
B-4 Business 4
I-1 Industrial 1
I-2 Industrial 2
IR - Industrial / Residential
MHR - Mobile Home Residential
MR-Medical / Residential
OR - Office / Residential
R-1 Residential 1
R-1A Residential 1A
R-2 Residential 2
R-3 Residential 3
R-4 Residential 4
0 500 1,000 1,500 2,000 Feet
0 0.5 1 1.5 2 Miles
Sweitzer Lake
City of DELTA
City of Delta GIS Data Disclaimer
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If you have questions concerning these data, you should contact the Public Works Department, GIS, at (970) 874 7566 extension 230 or by email at frank.sargent@delta-co.gov

Delta (US 50, SH 92) Access Control Plan

Future Development - "Developable" Acres by Land Use Type

Travel Shed	% that will develop within 20-year Horizon	Commercial & Residential (B2,OR,R3,R4)		Residential (Units)			Commercial (SF)		Industrial (Acres)	County Commercial and Industrial		Residential (Units)			Commercial (SF)		Industrial (Acres)
				SFH	MF/Apt	MHR	Hwy	FR				SFH	MF/Apt	MHR	Hwy	FR	
	Units / Acre	Acres	% Undev	0.14	0.06			1.00		Acres	% Undev						1.00
	% Developable Land			70%	70%	70%	20%	30%	100%			70%	70%	70%	20%	30%	100%
S1	10%																
S2	10%																
S3	10%																
S4	15%																
S5	20%																
S6	25%																
S7	30%																
S8	35%																
S9	40%																
S10	45%																
N1	10%																
N2	10%	35.0	85%	5	11			13,000									
N3	10%	21.0	100%	4	8			9,100									
N4	10%	61.7	95%	10	22			25,500									
N5	10%	20.5	30%	1	2			2,700									
N6	15%	20.4	30%	2	3			4,000									
N7	20%	31.4	100%	11	23			27,400									
N8	25%																
N9	30%																
N10	35%																
N11	40%																
N12	45%																
N13	10%																
N14	15%																
N15	25%									263.5	85%						56.0
N16	25%									386.4	65%						62.8
N17	35%																
Mav	100%																
E1	100%																
E2	100%																
E3	100%																
TOTAL	23%	190.0	81%	33	69			81,700		649.9	73%						118.8

Future Development - "Developable" Acres by Land Use Type

Travel Shed	% that will develop within 20-year Horizon	High Density Residential (R2,R3,R4)		Residential (Units)			Commercial (SF)		Industrial (Acres)	Hwy Commercial Design District (B2,OR,R3,R4)		Residential (Units)			Commercial (SF)		Industrial (Acres)
				SFH	MF/Apt	MHR	Hwy	FR				SFH	MF/Apt	MHR	Hwy	FR	
	Units / Acre	Acres	% Undev	0.14	0.07					Acres	% Undev	0.14	0.06		1.00		
	% Developable Land			70%	70%	70%	20%	30%	100%			70%	70%	70%	20%	30%	100%
S1	10%																
S2	10%									85.0	85%	12	27		21,000		
S3	10%									66.3	30%	3	7		5,800		
S4	15%	14.3	40%	2	4					14.5	50%	2	4		3,200		
S5	20%	29.2	95%	14	27					14.8	90%	5	10		7,700		
S6	25%	60.3	85%	33	63					28.9	60%	7	16		12,600		
S7	30%	11.1	100%	8	16					15.8	90%	7	16		12,400		
S8	35%	52.4	70%	33	63					18.2	80%	9	19		14,800		
S9	40%									23.0	80%	12	27		21,400		
S10	45%	23.0	60%	16	31					24.6	30%	6	12		9,600		
N1	10%																
N2	10%									33.8	100%	6	12		9,800		
N3	10%									20.4	90%	3	7		5,300		
N4	10%									50.6	90%	8	17		13,200		
N5	10%									16.7	15%	0	1		700		
N6	15%									16.7	75%	3	7		5,500		
N7	20%									26.7	80%	7	16		12,400		
N8	25%									14.8	60%	4	8		6,400		
N9	30%									13.5	10%	1	1		1,200		
N10	35%	14.0	65%	8	16					15.1	40%	4	8		6,100		
N11	40%	64.8	60%	40	76					4.6	100%	3	7		5,300		
N12	45%	191.1	50%	109	211					11.8	60%	5	12		9,300		
N13	10%																
N14	15%																
N15	25%																
N16	25%																
N17	35%									12.0	70%	5	11		8,500		
Mav	100%									9.0	100%				78,400		
E1	100%									75.0	50%	64	139		108,900		
E2	100%														75,000		
E3	100%																
TOTAL	23%	460.2	63%	263	507					611.8	66%	176	384		454,500		

Future Development - "Developable" Acres by Land Use Type

Travel Shed	% that will develop within 20-year Horizon	Low Density Residential-Rural (A1,RR)		Residential (Units)			Commercial (SF)		Industrial (Acres)	Medium Density Residential (R1,R1A,R2)		Residential (Units)			Commercial (SF)		Industrial (Acres)
				SFH	MF/Apt	MHR	Hwy	FR				SFH	MF/Apt	MHR	Hwy	FR	
	Units / Acre	Acres	% Undev	0.38						Acres	% Undev	0.14	0.10				
	% Developable Land			70%	70%	70%	20%	30%	100%			70%	70%	70%	20%	30%	100%
S1	10%	263.0	80%	39													
S2	10%																
S3	10%																
S4	15%																
S5	20%																
S6	25%																
S7	30%																
S8	35%																
S9	40%																
S10	45%																
N1	10%	437.7	70%	57													
N2	10%									36.4	100%	9	12				
N3	10%									45.3	100%	12	15				
N4	10%									119.5	95%	29	38				
N5	10%									41.5	35%	4	5				
N6	15%									41.2	90%	14	19				
N7	20%									9.2	100%	5	6				
N8	25%									59.6	55%	21	28				
N9	30%									66.7	60%	31	41				
N10	35%									50.8	40%	18	24				
N11	40%									32.3	70%	23	31				
N12	45%									191.1	70%	153	204				
N13	10%	301.4	85%	48													
N14	15%	166.9	100%	47													
N15	25%									1002.5	70%	446	594				
N16	25%									687.6	85%	371	495				
N17	35%																
Mav	100%																
E1	100%																
E2	100%																
E3	100%	230.0	25%	107													
TOTAL	23%	1399.0	71%	298						2383.7	75%	1136	1512				

Future Development - "Developable" Acres by Land Use Type

Travel Shed	% that will develop within 20-year Horizon	Mobile Home Residential (MHR)		Residential (Units)			Commercial (SF)		Industrial (Acres)	Planned Industrial (I1,I2,IR,B3)		Residential (Units)			Commercial (SF)		Industrial (Acres)
				SFH	MF/Apt	MHR	Hwy	FR				SFH	MF/Apt	MHR	Hwy	FR	
	Units / Acre					0.10											1.00
	% Developable Land	Acres	% Undev	70%	70%	70%	20%	30%	100%	Acres	% Undev	70%	70%	70%	20%	30%	100%
S1	10%																
S2	10%									30.0	95%						2.9
S3	10%																
S4	15%																
S5	20%																
S6	25%																
S7	30%																
S8	35%																
S9	40%																
S10	45%																
N1	10%	34.0	70%			16											
N2	10%																
N3	10%																
N4	10%																
N5	10%																
N6	15%																
N7	20%	88.1	60%			72											
N8	25%																
N9	30%																
N10	35%																
N11	40%																
N12	45%																
N13	10%																
N14	15%																
N15	25%	15.0	100%			25											
N16	25%																
N17	35%																
Mav	100%																
E1	100%																
E2	100%																
E3	100%																
TOTAL	23%	137.1	67%			113				30.0	95%						2.9

Delta (US 50, SH 92) Access Control Plan

Future Development - "Developable" Acres by Land Use Type

Travel Shed	% that will develop within 20-year Horizon	TOTALS	Residential (Units)			Commercial (SF)		Industrial (Acres)
			SFH	MF/Apt	MHR	Hwy	FR	
	Units / Acre	Developable Land (Acres)						
	% Developable Land							
S1	10%	210.4	39					
S2	10%	100.8	12	27		21,000		2.9
S3	10%	19.9	3	7		5,800		
S4	15%	13.0	4	8		3,200		
S5	20%	41.1	19	37		7,700		
S6	25%	68.6	40	79		12,600		
S7	30%	25.3	15	32		12,400		
S8	35%	51.2	42	82		14,800		
S9	40%	18.4	12	27		21,400		
S10	45%	21.2	22	43		9,600		
N1	10%	330.2	57		16			
N2	10%	100.0	20	35		9,800	13,000	
N3	10%	84.7	19	30		5,300	9,100	
N4	10%	217.7	47	77		13,200	25,500	
N5	10%	23.2	5	8		700	2,700	
N6	15%	55.7	19	29		5,500	4,000	
N7	20%	114.8	23	45	72	12,400	27,400	
N8	25%	41.7	25	36		6,400		
N9	30%	41.4	32	42		1,200		
N10	35%	35.5	30	48		6,100		
N11	40%	66.1	66	114		5,300		
N12	45%	236.4	267	427		9,300		
N13	10%	256.2	48					
N14	15%	166.9	47					
N15	25%	940.7	446	594	25			56
N16	25%	835.6	371	495				62.8
N17	35%	8.4	5	11		8,500		
Mav	100%	9.0				78,400		
E1	100%	37.5	64	139		108,900		
E2	100%					75,000		
E3	100%	57.5	107					
TOTAL	23%	4228.8	1,906	2,472	113	454,500	81,700	121.7

Future Development - ITE Trip Generation Calculations

Travel Shed	% that will develop within 20-year Horizon	# of Trips	Weekday Daily (24-hr) Trips																		Total Trips (Daily)		
			Residential									Commercial						Industrial					
			SFH			MF/Apt			MHR			Hwy			FR								
	Units / Acre	*Trip Gen Rate / Hwy Trip Factor*	9.52	20%		6.23	20%		4.99	20%		58.27	50%		11.64	50%		52.27	25%		Total	IN	OUT
	% Developable Land	*% Trips IN / OUT*		50%	50%		50%	50%		50%	50%		50%	50%		50%	50%		50%	50%			
			Total	IN	OUT	Total	IN	OUT	Total	IN	OUT	Total	IN	OUT	Total	IN	OUT	Total	IN	OUT			
S1	10%		74	37	37																74	37	37
S2	10%		23	12	11	34	17	17				612	306	306				38	19	19	707	354	353
S3	10%		6	3	3	9	5	4				169	85	84							184	93	91
S4	15%		8	4	4	10	5	5				93	47	46							111	56	55
S5	20%		36	18	18	46	23	23				224	112	112							306	153	153
S6	25%		76	38	38	98	49	49				367	184	183							541	271	270
S7	30%		29	15	14	40	20	20				361	181	180							430	216	214
S8	35%		80	40	40	102	51	51				431	216	215							613	307	306
S9	40%		23	12	11	34	17	17				623	312	311							680	341	339
S10	45%		42	21	21	54	27	27				280	140	140							376	188	188
N1	10%		109	55	54				16	8	8										125	63	62
N2	10%		38	19	19	44	22	22				286	143	143	76	38	38				444	222	222
N3	10%		36	18	18	37	19	18				154	77	77	53	27	26				280	141	139
N4	10%		89	45	44	96	48	48				385	193	192	148	74	74				718	360	358
N5	10%		10	5	5	10	5	5				20	10	10	16	8	8				56	28	28
N6	15%		36	18	18	36	18	18				160	80	80	23	12	11				255	128	127
N7	20%		44	22	22	56	28	28	72	36	36	361	181	180	159	80	79				692	347	345
N8	25%		48	24	24	45	23	22				186	93	93							279	140	139
N9	30%		61	31	30	52	26	26				35	18	17							148	75	73
N10	35%		57	29	28	60	30	30				178	89	89							295	148	147
N11	40%		126	63	63	142	71	71				154	77	77							422	211	211
N12	45%		508	254	254	532	266	266				271	136	135							1,311	656	655
N13	10%		91	46	45																91	46	45
N14	15%		89	45	44																89	45	44
N15	25%		849	425	424	740	370	370	25	13	12							732	366	366	2,346	1,174	1,172
N16	25%		706	353	353	617	309	308										821	411	410	2,144	1,073	1,071
N17	35%		10	5	5	14	7	7				248	124	124							272	136	136
Mav	100%											2,284	1,142	1,142							2,284	1,142	1,142
E1	100%		122	61	61	173	87	86				3,173	1,587	1,586							3,468	1,735	1,733
E2	100%											2,185	1,093	1,092							2,185	1,093	1,092
E3	100%		204	102	102																204	102	102
TOTAL	23%		3,630	1,820	1,810	3,081	1,543	1,538	113	57	56	13,240	6,626	6,614	475	239	236	1,591	796	795	22,130	11,081	11,049

Future Development - ITE Trip Generation Calculations

Travel Shed	% that will develop within 20-year Horizon	Weekday AM Peak Hour Trips																		Total Trips (AM Peak Hour)		
		Residential									Commercial						Industrial					
		SFH			MF/Apt			MHR			Hwy			FR								
	Units / Acre	0.76	20%		0.49	20%		0.44	20%		4.49	50%		1.62	50%		8.35	25%		Total	IN	OUT
	% Developable Land		26%	74%		22%	78%		23%	77%		58%	42%		88%	12%		79%	21%			
		Total	IN	OUT	Total	IN	OUT	Total	IN	OUT	Total	IN	OUT	Total	IN	OUT	Total	IN	OUT			
S1	10%	6	2	4																6	2	4
S2	10%	2	1	1	3	1	2				47	27	20				6	5	1	58	34	24
S3	10%	0	0	0	1	0	1				13	8	5							14	8	6
S4	15%	1	0	1	1	0	1				7	4	3							9	4	5
S5	20%	3	1	2	4	1	3				17	10	7							24	12	12
S6	25%	6	2	4	8	2	6				28	16	12							42	20	22
S7	30%	2	1	1	3	1	2				28	16	12							33	18	15
S8	35%	6	2	4	8	2	6				33	19	14							47	23	24
S9	40%	2	1	1	3	1	2				48	28	20							53	30	23
S10	45%	3	1	2	4	1	3				22	13	9							29	15	14
N1	10%	9	2	7				1	0	1										10	2	8
N2	10%	3	1	2	3	1	2				22	13	9	11	10	1				39	25	14
N3	10%	3	1	2	3	1	2				12	7	5	7	6	1				25	15	10
N4	10%	7	2	5	8	2	6				30	17	13	21	18	3				66	39	27
N5	10%	1	0	1	1	0	1				2	1	1	2	2	0				6	3	3
N6	15%	3	1	2	3	1	2				12	7	5	3	3	0				21	12	9
N7	20%	3	1	2	4	1	3	6	1	5	28	16	12	22	19	3				63	38	25
N8	25%	4	1	3	4	1	3				14	8	6							22	10	12
N9	30%	5	1	4	4	1	3				3	2	1							12	4	8
N10	35%	5	1	4	5	1	4				14	8	6							24	10	14
N11	40%	10	3	7	11	2	9				12	7	5							33	12	21
N12	45%	41	11	30	42	9	33				21	12	9							104	32	72
N13	10%	7	2	5																7	2	5
N14	15%	7	2	5																7	2	5
N15	25%	68	18	50	58	13	45	2	0	2							117	92	25	245	123	122
N16	25%	56	15	41	49	11	38										131	103	28	236	129	107
N17	35%	1	0	1	1	0	1				19	11	8							21	11	10
Mav	100%										176	102	74							176	102	74
E1	100%	10	3	7	14	3	11				244	142	102							268	148	120
E2	100%										168	97	71							168	97	71
E3	100%	16	4	12																16	4	12
TOTAL	23%	290	80	210	245	56	189	9	1	8	1,020	591	429	66	58	8	254	200	54	1,884	986	898

Future Development - ITE Trip Generation Calculations

Travel Shed	% that will develop within 20-year Horizon	Weekday PM Peak Hour Trips																		Total Trips (PM Peak Hour)		
		Residential									Commercial						Industrial					
		SFH			MF/Apt			MHR			Hwy			FR								
	Units / Acre	1.01	20%		0.59	20%		0.60	20%		6.82	50%		1.49	50%		8.50	25%				
	% Developable Land		64%	36%		65%	35%		62%	38%		51%	49%		18%	82%		32%	68%	Total	IN	OUT
		Total	IN	OUT	Total	IN	OUT	Total	IN	OUT	Total	IN	OUT	Total	IN	OUT	Total	IN	OUT			
S1	10%	8	5	3																8	5	3
S2	10%	2	1	1	3	2	1				72	37	35				6	2	4	83	42	41
S3	10%	1	1	0	1	1	0				20	10	10							22	12	10
S4	15%	1	1	0	1	1	0				11	6	5							13	8	5
S5	20%	4	3	1	4	3	1				26	13	13							34	19	15
S6	25%	8	5	3	9	6	3				43	22	21							60	33	27
S7	30%	3	2	1	4	3	1				42	21	21							49	26	23
S8	35%	8	5	3	10	7	3				50	26	24							68	38	30
S9	40%	2	1	1	3	2	1				73	37	36							78	40	38
S10	45%	4	3	1	5	3	2				33	17	16							42	23	19
N1	10%	12	8	4				2	1	1										14	9	5
N2	10%	4	3	1	4	3	1				33	17	16	10	2	8				51	25	26
N3	10%	4	3	1	4	3	1				18	9	9	7	1	6				33	16	17
N4	10%	9	6	3	9	6	3				45	23	22	19	3	16				82	38	44
N5	10%	1	1	0	1	1	0				2	1	1	2	0	2				6	3	3
N6	15%	4	3	1	3	2	1				19	10	9	3	1	2				29	16	13
N7	20%	5	3	2	5	3	2	9	6	3	42	21	21	20	4	16				81	37	44
N8	25%	5	3	2	4	3	1				22	11	11							31	17	14
N9	30%	6	4	2	5	3	2				4	2	2							15	9	6
N10	35%	6	4	2	6	4	2				21	11	10							33	19	14
N11	40%	13	8	5	13	8	5				18	9	9							44	25	19
N12	45%	54	35	19	50	33	17				32	16	16							136	84	52
N13	10%	10	6	4																10	6	4
N14	15%	9	6	3																9	6	3
N15	25%	90	58	32	70	46	24	3	2	1							119	38	81	282	144	138
N16	25%	75	48	27	58	38	20										133	43	90	266	129	137
N17	35%	1	1	0	1	1	0				29	15	14							31	17	14
Mav	100%										267	136	131							267	136	131
E1	100%	13	8	5	16	10	6				371	189	182							400	207	193
E2	100%										256	131	125							256	131	125
E3	100%	22	14	8																22	14	8
TOTAL	23%	384	249	135	289	192	97	14	9	5	1,549	790	759	61	11	50	258	83	175	2,555	1,334	1,221

2035 W/O ACP HCM ANALYSIS

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	1183	2	0	0	0	0	2	1	2	2	0
Future Vol, veh/h	2	1183	2	0	0	0	0	2	1	2	2	0
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	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	800	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1286	2	0	0	0	0	2	1	2	2	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	1291	1291	643
Stage 1	-	-	-	1291	1291	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	155	162	416
Stage 1	-	-	-	222	232	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	155	0	416
Mov Cap-2 Maneuver	-	-	-	155	0	-
Stage 1	-	-	-	222	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		13.7
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	416	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	13.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBL	NBR	SEL	SER	NEL	NER
Traffic Vol, veh/h	0	0	32	3	1	5	2	1153
Future Vol, veh/h	0	0	32	3	1	5	2	1153
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	-	-	-
Storage Length	-	-	0	-	0	-	0	900
Veh in Median Storage, #	0	-	0	-	0	-	0	-
Grade, %	0	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	35	3	1	5	2	1253

Major/Minor	Minor1		Major1	
Conflicting Flow All	1258	1253	0	0
Stage 1	1258	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.42	6.22	-	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-
Pot Cap-1 Maneuver	189	210	-	-
Stage 1	268	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	189	210	-	-
Mov Cap-2 Maneuver	189	-	-	-
Stage 1	268	-	-	-
Stage 2	-	-	-	-

Approach	NB	NE
HCM Control Delay, s	25.9	
HCM LOS	D	

Minor Lane/Major Mvmt	NEL	NER	NER2	NBLn1
Capacity (veh/h)	-	-	-	210
HCM Lane V/C Ratio	-	-	-	0.181
HCM Control Delay (s)	-	-	-	25.9
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.6

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	898	9	0	3	0	0	0	5
Future Vol, veh/h	0	0	0	0	898	9	0	3	0	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	976	10	0	3	0	0	0	5

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	981	981	492
Stage 1	-	-	-	981	981	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	247	248	522
Stage 1	-	-	-	324	326	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	247	0	522
Mov Cap-2 Maneuver	-	-	-	247	0	-
Stage 1	-	-	-	324	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s	0	12
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	522
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	0	-	-	12
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	20	1124	22	0	0	0	0	14	17	30	37	0
Future Vol, veh/h	20	1124	22	0	0	0	0	14	17	30	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	700	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	1222	24	0	0	0	0	15	18	33	40	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	1265	1265	610
Stage 1	-	-	-	1265	1265	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	161	168	437
Stage 1	-	-	-	229	239	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	161	0	437
Mov Cap-2 Maneuver	-	-	-	161	0	-
Stage 1	-	-	-	229	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		13.9
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	437	-	-	-
HCM Lane V/C Ratio	0.077	-	-	-
HCM Control Delay (s)	13.9	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	927	14	10	23	0	0	0	22
Future Vol, veh/h	0	0	0	0	927	14	10	23	0	0	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	250	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	1008	15	11	25	0	0	0	24

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	1008	1008	503
Stage 1	-	-	-	1008	1008	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	237	239	514
Stage 1	-	-	-	313	316	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	237	0	514
Mov Cap-2 Maneuver	-	-	-	237	0	-
Stage 1	-	-	-	313	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s	0	12.3
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	514
HCM Lane V/C Ratio	-	-	-	0.047
HCM Control Delay (s)	0	-	-	12.3
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	909	12	12	2	13	11	2	0
Future Vol, veh/h	0	0	0	0	909	12	12	2	13	11	2	0
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	-	-	-
Storage Length	-	-	-	250	-	-	-	-	-	-	-	5
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	988	13	13	2	14	12	2	0

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	24	71	23	29	71	0
Stage 1	-	-	-	23	23	-	0	48	-
Stage 2	-	-	-	1	48	-	29	23	-
Critical Hdwy	4.12	-	-	7.12	6.52	6.22	7.12	6.52	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	3.518	4.018	3.318	3.518	4.018	-
Pot Cap-1 Maneuver	1592	-	-	987	819	1054	980	819	-
Stage 1	-	-	-	995	876	-	-	-	-
Stage 2	-	-	-	-	-	-	988	876	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1592	-	-	-	807	1054	955	807	-
Mov Cap-2 Maneuver	-	-	-	-	807	-	955	807	-
Stage 1	-	-	-	995	876	-	-	-	-
Stage 2	-	-	-	-	-	-	971	876	-

Approach	WB	NB	SB
HCM Control Delay, s	7.3	8.4	
HCM LOS		A	-

Minor Lane/Major Mvmt	NEL2	NEL	NER	NBLn1	WBL2	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	1054	1592	-	-	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.015	-	-	-	-
HCM Control Delay (s)	0	-	-	8.4	7.3	-	7.3	-	0
HCM Lane LOS	A	-	-	A	A	-	A	-	A
HCM 95th %tile Q(veh)	-	-	-	0	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	1126	5	0	946	7	2	1	2	3	1	8
Future Vol, veh/h	8	1126	5	0	946	7	2	1	2	3	1	8
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	250	-	-	150	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1224	5	0	1028	8	2	1	2	3	1	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1036	0	0	1229	0	0	1759	2280	615	1662	2279	518
Stage 1	-	-	-	-	-	-	1244	1244	-	1032	1032	-
Stage 2	-	-	-	-	-	-	515	1036	-	630	1247	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	667	-	-	563	-	-	54	39	434	64	39	502
Stage 1	-	-	-	-	-	-	184	244	-	249	308	-
Stage 2	-	-	-	-	-	-	511	307	-	436	244	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	667	-	-	563	-	-	51	38	434	62	38	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	38	-	62	38	-
Stage 1	-	-	-	-	-	-	182	241	-	246	308	-
Stage 2	-	-	-	-	-	-	500	307	-	426	241	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	59.9	34
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	71	667	-	-	563	-	-	54	502
HCM Lane V/C Ratio	0.077	0.013	-	-	-	-	-	0.081	0.017
HCM Control Delay (s)	59.9	10.5	-	-	0	-	-	77.4	12.3
HCM Lane LOS	F	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	9	1118	3	4	944	7	1	1	2	6	1	5
Future Vol, veh/h	9	1118	3	4	944	7	1	1	2	6	1	5
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	250	-	-	250	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1215	3	4	1026	8	1	1	2	7	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1034	0	0	1218	0	0	1758	2278	609	1667	2277	517
Stage 1	-	-	-	-	-	-	1236	1236	-	1039	1039	-
Stage 2	-	-	-	-	-	-	522	1042	-	628	1238	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	668	-	-	568	-	-	54	39	438	63	39	503
Stage 1	-	-	-	-	-	-	187	246	-	247	306	-
Stage 2	-	-	-	-	-	-	506	305	-	437	246	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	668	-	-	568	-	-	51	38	438	60	38	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	38	-	60	38	-
Stage 1	-	-	-	-	-	-	184	242	-	243	304	-
Stage 2	-	-	-	-	-	-	495	303	-	426	242	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	51.8	49.9
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	51	97	668	-	-	568	-	-	60	165
HCM Lane V/C Ratio	0.021	0.034	0.015	-	-	0.008	-	-	0.109	0.04
HCM Control Delay (s)	77.1	43.4	10.5	-	-	11.4	-	-	72.2	27.7
HCM Lane LOS	F	E	B	-	-	B	-	-	F	D
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	17	1108	4	6	936	13	4	1	4	8	2	8
Future Vol, veh/h	17	1108	4	6	936	13	4	1	4	8	2	8
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	250	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	1204	4	7	1017	14	4	1	4	9	2	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1032	0	0	1209	0	0	1766	2288	604	1677	2283	516
Stage 1	-	-	-	-	-	-	1243	1243	-	1037	1037	-
Stage 2	-	-	-	-	-	-	523	1045	-	640	1246	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	669	-	-	573	-	-	53	39	441	62	39	504
Stage 1	-	-	-	-	-	-	185	245	-	247	307	-
Stage 2	-	-	-	-	-	-	505	304	-	430	244	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	669	-	-	573	-	-	48	37	441	58	37	504
Mov Cap-2 Maneuver	-	-	-	-	-	-	48	37	-	58	37	-
Stage 1	-	-	-	-	-	-	180	238	-	240	303	-
Stage 2	-	-	-	-	-	-	487	300	-	412	237	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	60.1	58
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	75	669	-	-	573	-	-	87
HCM Lane V/C Ratio	0.13	0.028	-	-	0.011	-	-	0.225
HCM Control Delay (s)	60.1	10.5	-	-	11.4	-	-	58
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	1100	10	14	963	7	5	1	6	5	1	5
Future Vol, veh/h	10	1100	10	14	963	7	5	1	6	5	1	5
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	250	-	-	250	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1196	11	15	1047	8	5	1	7	5	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1054	0	0	1207	0	0	1777	2308	603	1701	2309	527
Stage 1	-	-	-	-	-	-	1223	1223	-	1081	1081	-
Stage 2	-	-	-	-	-	-	554	1085	-	620	1228	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	656	-	-	574	-	-	52	38	442	60	38	496
Stage 1	-	-	-	-	-	-	190	250	-	232	292	-
Stage 2	-	-	-	-	-	-	484	291	-	442	249	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	656	-	-	574	-	-	49	36	442	56	36	496
Mov Cap-2 Maneuver	-	-	-	-	-	-	49	36	-	56	36	-
Stage 1	-	-	-	-	-	-	187	246	-	228	284	-
Stage 2	-	-	-	-	-	-	464	283	-	426	245	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	52.3	50.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	49	169	656	-	-	574	-	-	56	158
HCM Lane V/C Ratio	0.111	0.045	0.017	-	-	0.027	-	-	0.097	0.041
HCM Control Delay (s)	87.4	27.3	10.6	-	-	11.4	-	-	76.1	28.8
HCM Lane LOS	F	D	B	-	-	B	-	-	F	D
HCM 95th %tile Q(veh)	0.4	0.1	0.1	-	-	0.1	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	33	1088	13	16	956	27	7	2	7	22	2	22
Future Vol, veh/h	33	1088	13	16	956	27	7	2	7	22	2	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	1183	14	17	1039	29	8	2	8	24	2	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1068	0	0	1197	0	0	1816	2364	598	1753	2357	534
Stage 1	-	-	-	-	-	-	1261	1261	-	1089	1089	-
Stage 2	-	-	-	-	-	-	555	1103	-	664	1268	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	648	-	-	579	-	-	49	35	445	54	35	491
Stage 1	-	-	-	-	-	-	180	240	-	230	290	-
Stage 2	-	-	-	-	-	-	484	285	-	416	238	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	648	-	-	579	-	-	41	32	445	47	32	491
Mov Cap-2 Maneuver	-	-	-	-	-	-	41	32	-	47	32	-
Stage 1	-	-	-	-	-	-	170	227	-	217	281	-
Stage 2	-	-	-	-	-	-	443	277	-	382	225	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	81	106.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	64	648	-	-	579	-	-	80
HCM Lane V/C Ratio	0.272	0.055	-	-	0.03	-	-	0.625
HCM Control Delay (s)	81	10.9	-	-	11.4	-	-	106.3
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1	0.2	-	-	0.1	-	-	2.8

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	13	1097	7	11	992	7	3	1	4	7	1	6
Future Vol, veh/h	13	1097	7	11	992	7	3	1	4	7	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	250	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1192	8	12	1078	8	3	1	4	8	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1086	0	0	1200	0	0	1788	2334	600	1731	2334	543
Stage 1	-	-	-	-	-	-	1224	1224	-	1106	1106	-
Stage 2	-	-	-	-	-	-	564	1110	-	625	1228	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	638	-	-	577	-	-	51	36	444	57	36	484
Stage 1	-	-	-	-	-	-	190	250	-	224	284	-
Stage 2	-	-	-	-	-	-	478	283	-	439	249	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	638	-	-	577	-	-	48	34	444	53	34	484
Mov Cap-2 Maneuver	-	-	-	-	-	-	48	34	-	53	34	-
Stage 1	-	-	-	-	-	-	186	245	-	219	278	-
Stage 2	-	-	-	-	-	-	460	277	-	423	244	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	53.2	55.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	48	130	638	-	-	577	-	-	53	167
HCM Lane V/C Ratio	0.068	0.042	0.022	-	-	0.021	-	-	0.144	0.046
HCM Control Delay (s)	85.4	33.9	10.8	-	-	11.4	-	-	84	27.6
HCM Lane LOS	F	D	B	-	-	B	-	-	F	D
HCM 95th %tile Q(veh)	0.2	0.1	0.1	-	-	0.1	-	-	0.5	0.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	37	1078	10	12	974	43	6	0	5	20	2	20
Future Vol, veh/h	37	1078	10	12	974	43	6	0	5	20	2	20
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	250	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	1172	11	13	1059	47	7	0	5	22	2	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1105	0	0	1183	0	0	1815	2390	591	1774	2371	553
Stage 1	-	-	-	-	-	-	1258	1258	-	1108	1108	-
Stage 2	-	-	-	-	-	-	557	1132	-	666	1263	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	628	-	-	586	-	-	49	33	450	52	34	477
Stage 1	-	-	-	-	-	-	181	241	-	224	284	-
Stage 2	-	-	-	-	-	-	482	276	-	415	239	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	628	-	-	586	-	-	41	30	450	48	31	477
Mov Cap-2 Maneuver	-	-	-	-	-	-	41	30	-	48	31	-
Stage 1	-	-	-	-	-	-	169	226	-	210	278	-
Stage 2	-	-	-	-	-	-	446	270	-	384	224	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	66.7	97.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	70	628	-	-	586	-	-	80
HCM Lane V/C Ratio	0.171	0.064	-	-	0.022	-	-	0.571
HCM Control Delay (s)	66.7	11.1	-	-	11.3	-	-	97.9
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0.1	-	-	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1008	17	20	967	104	11	5	13	91	5	52
Future Volume (veh/h)	78	1008	17	20	967	104	11	5	13	91	5	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	85	1096	18	22	1051	113	12	5	14	99	5	57
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	1602	26	269	1458	652	483	130	364	525	39	442
Arrive On Green	0.06	0.45	0.45	0.03	0.41	0.41	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1845	3564	59	1774	3539	1583	1335	434	1215	1388	129	1473
Grp Volume(v), veh/h	85	544	570	22	1051	113	12	0	19	99	0	62
Grp Sat Flow(s),veh/h/ln	1845	1770	1852	1774	1770	1583	1335	0	1648	1388	0	1603
Q Serve(g_s), s	1.5	14.7	14.7	0.4	14.9	2.7	0.4	0.0	0.5	3.3	0.0	1.7
Cycle Q Clear(g_c), s	1.5	14.7	14.7	0.4	14.9	2.7	2.1	0.0	0.5	3.8	0.0	1.7
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.74	1.00		0.92
Lane Grp Cap(c), veh/h	318	795	833	269	1458	652	483	0	495	525	0	481
V/C Ratio(X)	0.27	0.68	0.68	0.08	0.72	0.17	0.02	0.00	0.04	0.19	0.00	0.13
Avail Cap(c_a), veh/h	355	795	833	371	1458	652	483	0	495	525	0	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.9	13.1	13.1	11.0	14.8	11.2	16.1	0.0	14.9	16.2	0.0	15.3
Incr Delay (d2), s/veh	0.4	4.7	4.5	0.1	3.1	0.6	0.1	0.0	0.1	0.8	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.2	8.5	0.2	7.8	1.3	0.2	0.0	0.2	1.4	0.0	0.8
LnGrp Delay(d),s/veh	11.3	17.9	17.7	11.1	17.9	11.8	16.1	0.0	15.0	17.0	0.0	15.8
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		1199			1186			31			161	
Approach Delay, s/veh		17.3			17.2			15.5			16.6	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		22.5	6.0	31.5		22.5	8.3	29.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.0	5.0	23.5		18.0	5.0	23.5
Max Q Clear Time (g_c+I1), s		4.1	2.4	16.7		5.8	3.5	16.9
Green Ext Time (p_c), s		0.6	0.0	5.9		0.5	0.0	5.7

Intersection Summary	
HCM 2010 Ctrl Delay	17.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	11.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	50	1056	22	21	1018	48	14	1	15	38	2	38
Future Vol, veh/h	50	1056	22	21	1018	48	14	1	15	38	2	38
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	250	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	1148	24	23	1107	52	15	1	16	41	2	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1159	0	0	1172	0	0	1868	2472	586	1861	2458	579
Stage 1	-	-	-	-	-	-	1268	1268	-	1178	1178	-
Stage 2	-	-	-	-	-	-	600	1204	-	683	1280	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	599	-	-	592	-	-	45	30	454	45	30	458
Stage 1	-	-	-	-	-	-	178	238	-	203	263	-
Stage 2	-	-	-	-	-	-	455	255	-	405	235	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	599	-	-	592	-	-	35	26	454	~ 38	26	458
Mov Cap-2 Maneuver	-	-	-	-	-	-	35	26	-	~ 38	26	-
Stage 1	-	-	-	-	-	-	162	217	-	185	253	-
Stage 2	-	-	-	-	-	-	394	245	-	353	214	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	109.2	$ 303.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	64	599	-	-	592	-	-	67
HCM Lane V/C Ratio	0.51	0.091	-	-	0.039	-	-	1.265
HCM Control Delay (s)	109.2	11.6	-	-	11.3	-	-	$ 303.3
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	2	0.3	-	-	0.1	-	-	6.9

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	1101	1089	15	1	14
Future Vol, veh/h	3	1101	1089	15	1	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1197	1184	16	1	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1200	0	-	0	1797	600
Stage 1	-	-	-	-	1192	-
Stage 2	-	-	-	-	605	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	577	-	-	-	71	444
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	508	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	577	-	-	-	71	444
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	505	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	577	-	-	-	404
HCM Lane V/C Ratio	0.006	-	-	-	0.04
HCM Control Delay (s)	11.3	-	-	-	14.3
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1101	8	8	1104	1	13
Future Vol, veh/h	1101	8	8	1104	1	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	-	-	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1197	9	9	1200	1	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1205	0	1818	603
Stage 1	-	-	-	-	1201	-
Stage 2	-	-	-	-	617	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	575	-	69	442
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	501	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	575	-	68	442
Mov Cap-2 Maneuver	-	-	-	-	177	-
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	493	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	399	-	-	575	-
HCM Lane V/C Ratio	0.038	-	-	0.015	-
HCM Control Delay (s)	14.4	-	-	11.4	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	10	10	173	9	84	14	1012	241	109	980	12
Future Volume (veh/h)	9	10	10	173	9	84	14	1012	241	109	980	12
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1937	1863	1863	1937	1863	1900
Adj Flow Rate, veh/h	10	11	11	188	10	91	15	1100	262	118	1065	13
Adj No. of Lanes	0	1	0	0	1	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	199	150	366	29	117	310	1690	756	271	1710	21
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	343	791	594	894	114	463	542	3539	1583	414	3581	44
Grp Volume(v), veh/h	32	0	0	289	0	0	15	1100	262	118	526	552
Grp Sat Flow(s),veh/h/ln	1728	0	0	1472	0	0	542	1770	1583	414	1770	1855
Q Serve(g_s), s	0.0	0.0	0.0	7.1	0.0	0.0	0.9	9.9	4.4	10.2	9.3	9.3
Cycle Q Clear(g_c), s	0.6	0.0	0.0	7.7	0.0	0.0	10.2	9.9	4.4	20.1	9.3	9.3
Prop In Lane	0.31		0.34	0.65		0.31	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	547	0	0	512	0	0	310	1690	756	271	845	886
V/C Ratio(X)	0.06	0.00	0.00	0.56	0.00	0.00	0.05	0.65	0.35	0.44	0.62	0.62
Avail Cap(c_a), veh/h	839	0	0	785	0	0	310	1690	756	271	845	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	0.0	14.6	0.0	0.0	12.0	8.3	6.9	16.7	8.2	8.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.0	0.0	0.0	0.1	0.9	0.3	1.1	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	3.2	0.0	0.0	0.1	4.9	1.9	1.4	4.7	4.9
LnGrp Delay(d),s/veh	12.0	0.0	0.0	15.6	0.0	0.0	12.0	9.2	7.2	17.8	9.6	9.5
LnGrp LOS	B			B			B	A	A	B	A	A
Approach Vol, veh/h		32			289			1377			1196	
Approach Delay, s/veh		12.0			15.6			8.9			10.4	
Approach LOS		B			B			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.5		16.6		25.5		16.6
Change Period (Y+Rc), s		5.4		6.0		5.4		6.0
Max Green Setting (Gmax), s		20.1		18.5		20.1		18.5
Max Q Clear Time (g_c+I1), s		22.1		9.7		12.2		2.6
Green Ext Time (p_c), s		0.0		1.2		7.2		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	10	1266	21	1	1171
Future Vol, veh/h	4	10	1266	21	1	1171
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	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	11	1376	23	1	1273

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2026	699	0	0	1399	0
Stage 1	1387	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	50	382	-	-	484	-
Stage 1	197	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	50	382	-	-	484	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	261	484	-
HCM Lane V/C Ratio	-	-	0.058	0.002	-
HCM Control Delay (s)	-	-	19.6	12.5	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	1	13	12	1304	1178	5
Future Vol, veh/h	1	13	12	1304	1178	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	14	13	1417	1280	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2018	643	1286	0	-	0
Stage 1	1283	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	51	416	535	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	50	416	535	-	-	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	424	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	535	-	371	-	-
HCM Lane V/C Ratio	0.024	-	0.041	-	-
HCM Control Delay (s)	11.9	-	15.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	1	13	3	1	3	22	1321	5	4	1186	4
Future Vol, veh/h	4	1	13	3	1	3	22	1321	5	4	1186	4
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	150	-	-	150	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	14	3	1	3	24	1436	5	4	1289	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2066	2789	647	2140	2788	721	1293	0	0	1441	0	0
Stage 1	1300	1300	-	1486	1486	-	-	-	-	-	-	-
Stage 2	766	1489	-	654	1302	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	31	18	414	28	18	370	532	-	-	467	-	-
Stage 1	170	230	-	130	186	-	-	-	-	-	-	-
Stage 2	361	186	-	422	229	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	28	17	414	25	17	370	532	-	-	467	-	-
Mov Cap-2 Maneuver	28	17	-	25	17	-	-	-	-	-	-	-
Stage 1	162	228	-	124	178	-	-	-	-	-	-	-
Stage 2	340	178	-	402	227	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	58.5	112.4	0.2	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	532	-	-	28	155	25	60	467	-	-
HCM Lane V/C Ratio	0.045	-	-	0.155	0.098	0.13	0.072	0.009	-	-
HCM Control Delay (s)	12.1	-	-	155.9	30.7	169.5	69.6	12.8	-	-
HCM Lane LOS	B	-	-	F	D	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.3	0.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	3	1353	6	1	1217
Future Vol, veh/h	4	3	1353	6	1	1217
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	3	1503	7	1	1352

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2185	755	0	0	1510	0
Stage 1	1507	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	39	351	-	-	439	-
Stage 1	170	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	39	351	-	-	439	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	170	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	175	439	-
HCM Lane V/C Ratio	-	-	0.044	0.003	-
HCM Control Delay (s)	-	-	26.5	13.2	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	2	11	11	1359	1214	3
Future Vol, veh/h	2	11	11	1359	1214	3
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	13	13	1580	1412	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2229	708	1415	0	-	0
Stage 1	1413	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	36	377	478	-	-	-
Stage 1	191	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	35	377	478	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	191	-	-	-	-	-
Stage 2	384	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	478	-	292	-	-
HCM Lane V/C Ratio	0.027	-	0.052	-	-
HCM Control Delay (s)	12.7	-	18	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	117	1265	44	40	1148	47	67	5	90	49	6	39
Future Volume (veh/h)	117	1265	44	40	1148	47	67	5	90	49	6	39
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	129	1390	48	44	1262	0	74	5	0	54	7	43
Adj No. of Lanes	1	2	0	1	2	1	2	1	1	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	333	2296	79	227	2292	1025	186	322	274	174	18	113
Arrive On Green	0.01	0.22	0.22	0.03	0.65	0.00	0.05	0.17	0.00	0.08	0.08	0.08
Sat Flow, veh/h	1774	3491	120	1774	3539	1583	3442	1863	1583	1405	226	1391
Grp Volume(v), veh/h	129	704	734	44	1262	0	74	5	0	54	0	50
Grp Sat Flow(s),veh/h/ln	1774	1770	1842	1774	1770	1583	1721	1863	1583	1405	0	1617
Q Serve(g_s), s	2.9	43.0	43.1	1.0	23.4	0.0	2.5	0.3	0.0	4.4	0.0	3.5
Cycle Q Clear(g_c), s	2.9	43.0	43.1	1.0	23.4	0.0	2.5	0.3	0.0	4.4	0.0	3.5
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	333	1164	1211	227	2292	1025	186	322	274	174	0	131
V/C Ratio(X)	0.39	0.60	0.61	0.19	0.55	0.00	0.40	0.02	0.00	0.31	0.00	0.38
Avail Cap(c_a), veh/h	576	1164	1211	488	2292	1025	473	699	594	341	0	323
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	32.9	33.0	14.6	11.6	0.0	54.9	41.2	0.0	52.7	0.0	52.3
Incr Delay (d2), s/veh	0.7	2.3	2.3	0.4	1.0	0.0	1.4	0.0	0.0	1.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	21.8	22.8	0.6	11.7	0.0	1.2	0.1	0.0	1.8	0.0	1.6
LnGrp Delay(d),s/veh	10.5	35.3	35.2	15.0	12.5	0.0	56.2	41.2	0.0	53.7	0.0	54.1
LnGrp LOS	B	D	D	B	B		E	D		D		D
Approach Vol, veh/h		1567			1306			79			104	
Approach Delay, s/veh		33.2			12.6			55.3			53.9	
Approach LOS		C			B			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	83.7	11.0	15.7	8.3	84.9		26.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	21.5	37.0	16.5	24.0	21.5	37.0		45.0
Max Q Clear Time (g_c+I1), s	4.9	25.4	4.5	6.4	3.0	45.1		2.3
Green Ext Time (p_c), s	0.3	10.5	0.1	0.3	0.1	0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	26

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	24	1	148	6	2	6	118	1538	6	2	1354	51
Future Vol, veh/h	24	1	148	6	2	6	118	1538	6	2	1354	51
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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	200	-	200	75	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	1	161	7	2	7	128	1672	7	2	1472	55

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2569	3404	736	2669	3404	836	1472	0	0	1672	0	0
Stage 1	1476	1476	-	1928	1928	-	-	-	-	-	-	-
Stage 2	1093	1928	-	741	1476	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 13	7	361	11	7	310	454	-	-	380	-	-
Stage 1	132	189	-	68	112	-	-	-	-	-	-	-
Stage 2	229	112	-	374	189	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 7	5	361	~ 4	5	310	454	-	-	380	-	-
Mov Cap-2 Maneuver	~ 7	5	-	~ 4	5	-	-	-	-	-	-	-
Stage 1	95	188	-	49	80	-	-	-	-	-	-	-
Stage 2	157	80	-	205	188	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 354.1	$ 1540.3	1.1	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	454	-	-	7	361	7	380	-	-
HCM Lane V/C Ratio	0.283	-	-	3.882	0.446	2.174	0.006	-	-
HCM Control Delay (s)	16	-	$	2316.2	22.3	$ 1540.3	14.5	-	-
HCM Lane LOS	C	-	-	F	C	F	B	-	-
HCM 95th %tile Q(veh)	1.1	-	-	4.7	2.2	3	0	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	212	28	244	113	448	68	954	408	484	898	48
Future Volume (veh/h)	95	212	28	244	113	448	68	954	408	484	898	48
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	103	230	30	265	123	0	74	1037	443	526	976	52
Adj No. of Lanes	1	1	0	2	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	266	242	32	343	186	158	316	1092	489	429	1698	90
Arrive On Green	0.15	0.15	0.15	0.10	0.10	0.00	0.05	0.31	0.31	0.24	0.50	0.50
Sat Flow, veh/h	1774	1615	211	3442	1863	1583	1774	3539	1583	1774	3418	182
Grp Volume(v), veh/h	103	0	260	265	123	0	74	1037	443	526	505	523
Grp Sat Flow(s),veh/h/ln	1774	0	1826	1721	1863	1583	1774	1770	1583	1774	1770	1831
Q Serve(g_s), s	6.3	0.0	16.9	9.0	7.6	0.0	3.3	34.4	32.2	29.0	24.1	24.1
Cycle Q Clear(g_c), s	6.3	0.0	16.9	9.0	7.6	0.0	3.3	34.4	32.2	29.0	24.1	24.1
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	266	0	274	343	186	158	316	1092	489	429	879	910
V/C Ratio(X)	0.39	0.00	0.95	0.77	0.66	0.00	0.23	0.95	0.91	1.23	0.57	0.57
Avail Cap(c_a), veh/h	266	0	274	516	279	237	325	1092	489	429	879	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	0.0	50.5	52.7	52.1	0.0	25.5	40.6	39.8	45.5	21.3	21.3
Incr Delay (d2), s/veh	0.9	0.0	40.7	4.0	4.0	0.0	0.4	17.5	23.1	121.2	2.7	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	11.6	4.5	4.1	0.0	1.6	19.4	17.2	28.6	12.5	12.9
LnGrp Delay(d),s/veh	46.9	0.0	91.3	56.7	56.0	0.0	25.9	58.1	62.9	166.7	24.0	23.9
LnGrp LOS	D		F	E	E		C	E	E	F	C	C
Approach Vol, veh/h		363			388			1554			1554	
Approach Delay, s/veh		78.7			56.5			57.9			72.3	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.4	65.6		18.0	35.0	43.0		24.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	7.0	53.0		18.0	29.0	31.0		18.0
Max Q Clear Time (g_c+I1), s	5.3	26.1		11.0	31.0	36.4		18.9
Green Ext Time (p_c), s	0.0	19.7		1.0	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	65.5
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	17.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	51	1247	35	38	864	51	5	6	102	33	6	56
Future Vol, veh/h	51	1247	35	38	864	51	5	6	102	33	6	56
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	0	-	-	150	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	1355	38	41	939	55	5	7	111	36	7	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	995	0	0	1393	0	0	2040	2562	697	1841	2553	497
Stage 1	-	-	-	-	-	-	1485	1485	-	1049	1049	-
Stage 2	-	-	-	-	-	-	555	1077	-	792	1504	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	691	-	-	487	-	-	33	26	383	47	26	519
Stage 1	-	-	-	-	-	-	131	187	-	243	303	-
Stage 2	-	-	-	-	-	-	484	293	-	349	183	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	691	-	-	487	-	-	20	22	383	~ 23	22	519
Mov Cap-2 Maneuver	-	-	-	-	-	-	20	22	-	~ 23	22	-
Stage 1	-	-	-	-	-	-	121	172	-	224	277	-
Stage 2	-	-	-	-	-	-	382	268	-	220	168	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.5	102.1	$ 318.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	143	691	-	-	487	-	-	23	519
HCM Lane V/C Ratio	0.859	0.08	-	-	0.085	-	-	1.843	0.117
HCM Control Delay (s)	102.1	10.7	-	-	13.1	-	-	$ 758.4	12.9
HCM Lane LOS	F	B	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	5.6	0.3	-	-	0.3	-	-	5.4	0.4

Notes

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

Intersection	
Int Delay, s/veh	22.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	79	1250	16	87	859	45	22	1	82	1	1	52
Future Vol, veh/h	79	1250	16	87	859	45	22	1	82	1	1	52
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	150	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	1359	17	95	934	49	24	1	89	1	1	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	983	0	0	1376	0	0	2196	2711	688	1999	2695	491
Stage 1	-	-	-	-	-	-	1539	1539	-	1147	1147	-
Stage 2	-	-	-	-	-	-	657	1172	-	852	1548	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	698	-	-	494	-	-	25	21	389	35	21	523
Stage 1	-	-	-	-	-	-	121	176	-	212	272	-
Stage 2	-	-	-	-	-	-	420	264	-	321	174	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	698	-	-	494	-	-	~ 16	15	389	20	15	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 16	15	-	20	15	-
Stage 1	-	-	-	-	-	-	106	154	-	186	220	-
Stage 2	-	-	-	-	-	-	301	213	-	215	153	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.2	$ 513.5	23.8
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	64	698	-	-	494	-	-	250
HCM Lane V/C Ratio	1.783	0.123	-	-	0.191	-	-	0.235
HCM Control Delay (s)	$ 513.5	10.9	-	-	14	-	-	23.8
HCM Lane LOS	F	B	-	-	B	-	-	C
HCM 95th %tile Q(veh)	10.4	0.4	-	-	0.7	-	-	0.9

Notes

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

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	90	1	1147	223	1	1029
Future Volume (veh/h)	90	1	1147	223	1	1029
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	98	1	1247	242	1	1118
Adj No. of Lanes	1	1	2	0	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	597	533	1521	293	174	1817
Arrive On Green	0.34	0.34	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1774	1583	3055	570	352	3632
Grp Volume(v), veh/h	98	1	740	749	1	1118
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1762	352	1770
Q Serve(g_s), s	2.3	0.0	21.0	21.6	0.1	13.5
Cycle Q Clear(g_c), s	2.3	0.0	21.0	21.6	21.7	13.5
Prop In Lane	1.00	1.00		0.32	1.00	
Lane Grp Cap(c), veh/h	597	533	909	905	174	1817
V/C Ratio(X)	0.16	0.00	0.81	0.83	0.01	0.62
Avail Cap(c_a), veh/h	597	533	929	925	178	1858
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.48	0.48
Uniform Delay (d), s/veh	14.0	13.2	12.2	12.3	21.5	10.4
Incr Delay (d2), s/veh	0.6	0.0	5.6	6.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	11.5	12.0	0.0	6.6
LnGrp Delay(d),s/veh	14.6	13.2	17.8	18.5	21.5	10.7
LnGrp LOS	B	B	B	B	C	B
Approach Vol, veh/h	99		1489			1119
Approach Delay, s/veh	14.6		18.2			10.7
Approach LOS	B		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		24.7		35.3				35.3
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		19.5		31.5				31.5
Max Q Clear Time (g_c+I1), s		4.3		23.6				23.7
Green Ext Time (p_c), s		0.2		7.2				7.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	124	5	1	51	5	55	73	1045	1	1	830	47
Future Volume (veh/h)	124	5	1	51	5	55	73	1045	1	1	830	47
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	135	5	1	55	5	60	79	1136	1	1	902	51
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	595	480	96	609	36	430	239	1526	1	190	990	56
Arrive On Green	0.08	0.32	0.32	0.05	0.29	0.29	0.06	0.42	0.42	0.29	0.29	0.29
Sat Flow, veh/h	1774	1508	302	1774	123	1479	1774	3629	3	493	3406	193
Grp Volume(v), veh/h	135	0	6	55	0	65	79	554	583	1	469	484
Grp Sat Flow(s),veh/h/ln	1774	0	1810	1774	0	1602	1774	1770	1862	493	1770	1829
Q Serve(g_s), s	3.3	0.0	0.1	1.3	0.0	1.9	1.8	16.8	16.8	0.1	16.2	16.2
Cycle Q Clear(g_c), s	3.3	0.0	0.1	1.3	0.0	1.9	1.8	16.8	16.8	8.6	16.2	16.2
Prop In Lane	1.00		0.17	1.00		0.92	1.00		0.00	1.00		0.11
Lane Grp Cap(c), veh/h	595	0	576	609	0	466	239	744	783	190	514	532
V/C Ratio(X)	0.23	0.00	0.01	0.09	0.00	0.14	0.33	0.74	0.74	0.01	0.91	0.91
Avail Cap(c_a), veh/h	600	0	576	662	0	466	273	780	820	191	515	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	0.0	14.8	14.3	0.0	16.6	15.7	15.5	15.5	22.7	21.7	21.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.6	0.8	3.7	3.5	0.0	20.4	19.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.1	0.7	0.0	0.9	0.9	8.9	9.4	0.0	10.7	11.0
LnGrp Delay(d),s/veh	14.0	0.0	14.9	14.4	0.0	17.3	16.5	19.3	19.1	22.7	42.1	41.6
LnGrp LOS	B		B	B		B	B	B	B	C	D	D
Approach Vol, veh/h		141			120			1216			954	
Approach Delay, s/veh		14.0			15.9			19.0			41.9	
Approach LOS		B			B			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	24.7		31.2	9.3	23.0	8.3	23.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5		28.0	5.0	18.5	5.0	18.5
Max Q Clear Time (g_c+I1), s	3.3	2.1		18.8	5.3	3.9	3.8	18.2
Green Ext Time (p_c), s	0.0	0.2		7.3	0.0	0.2	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	27.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1082	8	6	879	7	7
Future Vol, veh/h	1082	8	6	879	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1176	9	7	955	8	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1185	0	1671	592
Stage 1	-	-	-	-	1180	-
Stage 2	-	-	-	-	491	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	585	-	87	449
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	585	-	86	449
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	574	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	270	-	-	585	-
HCM Lane V/C Ratio	0.056	-	-	0.011	-
HCM Control Delay (s)	19.1	-	-	11.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	67	1018	4	6	814	44	15	4	5	53	4	50
Future Vol, veh/h	67	1018	4	6	814	44	15	4	5	53	4	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	1107	4	7	885	48	16	4	5	58	4	54

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	933	0	0	1111	0	0	1712	2200	555	1623	2179	466
Stage 1	-	-	-	-	-	-	1254	1254	-	922	922	-
Stage 2	-	-	-	-	-	-	458	946	-	701	1257	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	729	-	-	624	-	-	58	44	475	68	46	543
Stage 1	-	-	-	-	-	-	182	242	-	291	347	-
Stage 2	-	-	-	-	-	-	552	338	-	395	241	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	729	-	-	624	-	-	44	39	475	~ 56	41	543
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	39	-	~ 56	41	-
Stage 1	-	-	-	-	-	-	164	218	-	262	343	-
Stage 2	-	-	-	-	-	-	485	334	-	344	217	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	101.6	133.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	44	80	729	-	-	624	-	-	56	285
HCM Lane V/C Ratio	0.371	0.122	0.1	-	-	0.01	-	-	1.029	0.206
HCM Control Delay (s)	128.8	56.2	10.5	-	-	10.8	-	-	248.4	20.9
HCM Lane LOS	F	F	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	1.3	0.4	0.3	-	-	0	-	-	4.8	0.8

Notes

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

Intersection	
Int Delay, s/veh	10.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	971	91	2	758	107	9
Future Vol, veh/h	971	91	2	758	107	9
Conflicting Peds, #/hr	0	91	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	350	350	-	0	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1055	99	2	824	116	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1055	0	1471	-
Stage 1	-	-	-	-	1055	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	-	-	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	656	-	118	0
Stage 1	-	-	-	-	296	0
Stage 2	-	-	-	-	634	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	656	-	~ 107	-
Mov Cap-2 Maneuver	-	-	-	-	~ 107	-
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	577	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	188
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	107	-	-	-	656	-
HCM Lane V/C Ratio	1.087	-	-	-	0.003	-
HCM Control Delay (s)	188	0	-	-	10.5	-
HCM Lane LOS	F	A	-	-	B	-
HCM 95th %tile Q(veh)	7.2	-	-	-	0	-

Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	881	99	20	760	0	32
Future Volume (Veh/h)	881	99	20	760	0	32
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	958	108	22	826	0	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage veh)	1			1		
Upstream signal (ft)				589		
pX, platoon unblocked					0.89	
vC, conflicting volume			1066		1415	479
vC1, stage 1 conf vol					958	
vC2, stage 2 conf vol					457	
vCu, unblocked vol			1066		1221	479
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		100	93
cM capacity (veh/h)			649		264	533

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	479	479	108	22	413	413	35
Volume Left	0	0	0	22	0	0	0
Volume Right	0	0	108	0	0	0	35
cSH	1700	1700	1700	649	1700	1700	533
Volume to Capacity	0.28	0.28	0.06	0.03	0.24	0.24	0.07
Queue Length 95th (ft)	0	0	0	3	0	0	5
Control Delay (s)	0.0	0.0	0.0	10.7	0.0	0.0	12.2
Lane LOS				B			B
Approach Delay (s)	0.0			0.3			12.2
Approach LOS							B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	748	146	140	563	4	203	16	279	7	17	14
Future Volume (veh/h)	19	748	146	140	563	4	203	16	279	7	17	14
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	21	813	159	152	612	4	221	17	303	8	18	15
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	1022	457	193	1361	9	459	27	490	116	236	163
Arrive On Green	0.02	0.29	0.29	0.11	0.38	0.38	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1774	3539	1583	1774	3605	24	1370	85	1511	143	727	502
Grp Volume(v), veh/h	21	813	159	152	300	316	221	0	320	41	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1859	1370	0	1596	1371	0	0
Q Serve(g_s), s	0.7	13.1	4.9	5.2	7.9	7.9	3.0	0.0	10.5	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.7	13.1	4.9	5.2	7.9	7.9	13.5	0.0	10.5	10.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.95	0.20		0.37
Lane Grp Cap(c), veh/h	43	1022	457	193	668	702	459	0	517	514	0	0
V/C Ratio(X)	0.48	0.80	0.35	0.79	0.45	0.45	0.48	0.00	0.62	0.08	0.00	0.00
Avail Cap(c_a), veh/h	152	1078	482	273	668	702	485	0	548	544	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.7	20.3	17.4	26.8	14.4	14.4	19.3	0.0	17.6	14.5	0.0	0.0
Incr Delay (d2), s/veh	8.1	4.0	0.5	9.7	0.5	0.5	0.8	0.0	1.9	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.9	2.2	3.1	3.9	4.1	3.5	0.0	4.9	0.5	0.0	0.0
LnGrp Delay(d),s/veh	37.8	24.3	17.8	36.5	14.9	14.9	20.1	0.0	19.6	14.6	0.0	0.0
LnGrp LOS	D	C	B	D	B	B	C		B	B		
Approach Vol, veh/h		993			768			541			41	
Approach Delay, s/veh		23.6			19.1			19.8			14.6	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		26.5	5.7	29.5		26.5	11.2	24.0
Change Period (Y+Rc), s		6.5	* 4.2	* 6.2		6.5	4.5	* 6.2
Max Green Setting (Gmax), s		21.2	* 5.3	* 23		21.2	9.5	* 19
Max Q Clear Time (g_c+I1), s		12.5	2.7	9.9		15.5	7.2	15.1
Green Ext Time (p_c), s		2.0	0.0	7.6		1.5	0.1	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	21.1
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	1012	9	0	0	0	0	3	9	3	3	0
Future Vol, veh/h	10	1012	9	0	0	0	0	3	9	3	3	0
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	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1100	10	0	0	0	0	3	10	3	3	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	1127	1127	554
Stage 1	-	-	-	1127	1127	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	198	203	476
Stage 1	-	-	-	271	278	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	198	0	476
Mov Cap-2 Maneuver	-	-	-	198	0	-
Stage 1	-	-	-	271	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		12.8
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	476	-	-	-
HCM Lane V/C Ratio	0.027	-	-	-
HCM Control Delay (s)	12.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1017	7	0	0	0	0	39	12	5	4	0
Future Vol, veh/h	0	1017	7	0	0	0	0	39	12	5	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1105	8	0	0	0	0	42	13	5	4	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	1109	1109	556
Stage 1	-	-	-	1109	1109	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	204	208	475
Stage 1	-	-	-	277	283	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	204	0	475
Mov Cap-2 Maneuver	-	-	-	204	0	-
Stage 1	-	-	-	277	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR
Capacity (veh/h)	-	475	-	-	-
HCM Lane V/C Ratio	-	0.027	-	-	-
HCM Control Delay (s)	-	12.8	0	-	-
HCM Lane LOS	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	12	968	50	0	0	0	0	32	42	8	54	0
Future Vol, veh/h	12	968	50	0	0	0	0	32	42	8	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	400	-	550	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1052	54	0	0	0	0	35	46	9	59	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	1078	1078	525
Stage 1	-	-	-	1078	1078	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	213	217	497
Stage 1	-	-	-	288	293	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	213	0	497
Mov Cap-2 Maneuver	-	-	-	213	0	-
Stage 1	-	-	-	288	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		13.6
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	497	-	-	-
HCM Lane V/C Ratio	0.162	-	-	-
HCM Control Delay (s)	13.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	995	15	0	0	0	0	5	11	1	4	0
Future Vol, veh/h	6	995	15	0	0	0	0	5	11	1	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1082	16	0	0	0	0	5	12	1	4	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	1103	1103	548
Stage 1	-	-	-	1103	1103	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	206	210	480
Stage 1	-	-	-	279	285	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	206	0	480
Mov Cap-2 Maneuver	-	-	-	206	0	-
Stage 1	-	-	-	279	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		12.8
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	480	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-
HCM Control Delay (s)	12.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Movement	WBL2	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR2	NEL	NER	NER2
Lane Configurations												
Traffic Volume (vph)	20	473	11	22	112	33	7	47	310	481	512	14
Future Volume (vph)	20	473	11	22	112	33	7	47	310	481	512	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00			1.00	1.00	1.00	0.88	
Frt	1.00	1.00	0.85	1.00	0.97			1.00	0.85	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	1799			1850	1583	1770	2787	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	1799			1850	1583	1770	2787	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	514	12	24	122	36	8	51	337	523	557	15
RTOR Reduction (vph)	0	0	10	0	12	0	0	0	271	0	44	0
Lane Group Flow (vph)	22	514	2	24	146	0	0	59	66	523	528	0
Turn Type	Perm	NA	Perm	Split	NA		Split	NA	custom	pm+pt	Perm	
Protected Phases		8		2	2		6	6		7		
Permitted Phases	8		8						2	4	4	
Actuated Green, G (s)	15.3	15.3	15.3	18.0	18.0			18.0	18.0	42.4	42.4	
Effective Green, g (s)	15.3	15.3	15.3	18.0	18.0			18.0	18.0	42.4	42.4	
Actuated g/C Ratio	0.17	0.17	0.17	0.20	0.20			0.20	0.20	0.46	0.46	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	294	589	263	346	352			362	310	816	1285	
v/s Ratio Prot		c0.15		0.01	c0.08			c0.03		c0.16		
v/s Ratio Perm	0.01		0.00						0.04	0.14	0.19	
v/c Ratio	0.07	0.87	0.01	0.07	0.41			0.16	0.21	0.64	0.41	
Uniform Delay, d1	32.3	37.4	32.0	30.1	32.3			30.7	31.0	18.9	16.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	13.4	0.0	0.4	3.6			1.0	1.6	1.7	0.2	
Delay (s)	32.4	50.8	32.0	30.5	35.9			31.7	32.6	20.7	16.7	
Level of Service	C	D	C	C	D			C	C	C	B	
Approach Delay (s)		49.6			35.2			32.4		18.6		
Approach LOS		D			D			C		B		

Intersection Summary			
HCM 2000 Control Delay	30.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	91.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	562	7	1	497	1	6	1	1	1	1	2
Future Vol, veh/h	1	562	7	1	497	1	6	1	1	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	611	8	1	540	1	7	1	1	1	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	541	0	0	618	0	0	1162	1160	615	1161	1164	541
Stage 1	-	-	-	-	-	-	617	617	-	543	543	-
Stage 2	-	-	-	-	-	-	545	543	-	618	621	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1028	-	-	962	-	-	172	195	491	172	194	541
Stage 1	-	-	-	-	-	-	477	481	-	524	520	-
Stage 2	-	-	-	-	-	-	523	520	-	477	479	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1028	-	-	962	-	-	170	195	491	171	194	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	195	-	171	194	-
Stage 1	-	-	-	-	-	-	477	481	-	523	519	-
Stage 2	-	-	-	-	-	-	519	519	-	474	479	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	25.1	18.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	188	1028	-	-	962	-	-	272
HCM Lane V/C Ratio	0.046	0.001	-	-	0.001	-	-	0.016
HCM Control Delay (s)	25.1	8.5	0	-	8.7	0	-	18.5
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	557	3	4	477	4	10	1	4	4	1	10
Future Vol, veh/h	3	557	3	4	477	4	10	1	4	4	1	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	605	3	4	518	4	11	1	4	4	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	523	0	0	609	0	0	1149	1146	607	1145	1144	521
Stage 1	-	-	-	-	-	-	614	614	-	529	529	-
Stage 2	-	-	-	-	-	-	535	532	-	616	615	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1043	-	-	970	-	-	176	199	496	177	200	555
Stage 1	-	-	-	-	-	-	479	483	-	533	527	-
Stage 2	-	-	-	-	-	-	529	526	-	478	482	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1043	-	-	970	-	-	171	197	496	173	198	555
Mov Cap-2 Maneuver	-	-	-	-	-	-	171	197	-	173	198	-
Stage 1	-	-	-	-	-	-	477	481	-	531	524	-
Stage 2	-	-	-	-	-	-	514	523	-	471	480	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	23.7	16.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	209	1043	-	-	970	-	-	325
HCM Lane V/C Ratio	0.078	0.003	-	-	0.004	-	-	0.05
HCM Control Delay (s)	23.7	8.5	0	-	8.7	0	-	16.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	25	1	1	1	1	2	1	520	42	1	459	1
Future Vol, veh/h	25	1	1	1	1	2	1	520	42	1	459	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	1	1	1	1	2	1	565	46	1	499	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1093	1092	588	1093	1115	499	500	0	0	611	0	0
Stage 1	590	590	-	502	502	-	-	-	-	-	-	-
Stage 2	503	502	-	591	613	-	-	-	-	-	-	-
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	192	215	509	192	208	572	1064	-	-	968	-	-
Stage 1	494	495	-	552	542	-	-	-	-	-	-	-
Stage 2	551	542	-	493	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	190	215	509	191	208	572	1064	-	-	968	-	-
Mov Cap-2 Maneuver	190	215	-	191	208	-	-	-	-	-	-	-
Stage 1	494	495	-	551	541	-	-	-	-	-	-	-
Stage 2	547	541	-	490	483	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	26.7	17.4	0	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	1064	-	-	195	295	968	-	-
HCM Lane V/C Ratio	0.001	-	-	0.151	0.015	0.001	-	-
HCM Control Delay (s)	8.4	0	-	26.7	17.4	8.7	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	1	1	2	2	1	1	2	513	2	1	455	1
Future Vol, veh/h	1	1	2	2	1	1	2	513	2	1	455	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	2	2	1	1	2	558	2	1	495	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1061	1061	495	1062	1061	559	496	0	0	560	0	0
Stage 1	497	497	-	563	563	-	-	-	-	-	-	-
Stage 2	564	564	-	499	498	-	-	-	-	-	-	-
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	202	224	575	201	224	529	1068	-	-	1011	-	-
Stage 1	555	545	-	511	509	-	-	-	-	-	-	-
Stage 2	510	508	-	554	544	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	200	223	575	199	223	529	1068	-	-	1011	-	-
Mov Cap-2 Maneuver	200	223	-	199	223	-	-	-	-	-	-	-
Stage 1	553	544	-	509	507	-	-	-	-	-	-	-
Stage 2	506	506	-	550	543	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	16.8	20	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1068	-	-	244	309	1011	-	-
HCM Lane V/C Ratio	0.002	-	-	0.018	0.014	0.001	-	-
HCM Control Delay (s)	8.4	0	-	20	16.8	8.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	45	465	3	8	425	6	3	9	21	19	6	29
Future Vol, veh/h	45	465	3	8	425	6	3	9	21	19	6	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	505	3	9	462	7	3	10	23	21	7	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	468	0	0	509	0	0	1107	1091	507	1104	1090	465
Stage 1	-	-	-	-	-	-	605	605	-	483	483	-
Stage 2	-	-	-	-	-	-	502	486	-	621	607	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1094	-	-	1056	-	-	188	215	566	188	215	597
Stage 1	-	-	-	-	-	-	485	487	-	565	553	-
Stage 2	-	-	-	-	-	-	552	551	-	475	486	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1094	-	-	1056	-	-	167	204	566	167	204	597
Mov Cap-2 Maneuver	-	-	-	-	-	-	167	204	-	167	204	-
Stage 1	-	-	-	-	-	-	463	465	-	540	548	-
Stage 2	-	-	-	-	-	-	512	546	-	426	464	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	17.1	21.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	333	1094	-	-	1056	-	-	282
HCM Lane V/C Ratio	0.108	0.045	-	-	0.008	-	-	0.208
HCM Control Delay (s)	17.1	8.4	-	-	8.4	-	-	21.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	780	2	0	0	0	0	2	1	2	2	0
Future Vol, veh/h	2	780	2	0	0	0	0	2	1	2	2	0
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	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	800	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	848	2	0	0	0	0	2	1	2	2	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	853	853	424
Stage 1	-	-	-	853	853	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	298	295	579
Stage 1	-	-	-	378	374	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	298	0	579
Mov Cap-2 Maneuver	-	-	-	298	0	-
Stage 1	-	-	-	378	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		11.3
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	579	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s)	11.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBL	NBR	SEL	SER	NEL	NER
Traffic Vol, veh/h	0	0	18	2	1	3	2	753
Future Vol, veh/h	0	0	18	2	1	3	2	753
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	-	-	-
Storage Length	-	-	0	-	0	-	0	900
Veh in Median Storage, #	0	-	0	-	0	-	0	-
Grade, %	0	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	20	2	1	3	2	818

Major/Minor	Minor1		Major1	
Conflicting Flow All	823	818	0	0
Stage 1	823	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.42	6.22	-	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-
Pot Cap-1 Maneuver	343	376	-	-
Stage 1	431	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	343	376	-	-
Mov Cap-2 Maneuver	343	-	-	-
Stage 1	431	-	-	-
Stage 2	-	-	-	-

Approach	NB	NE
HCM Control Delay, s	15.2	
HCM LOS	C	

Minor Lane/Major Mvmt	NEL	NER	NER2	NBLn1
Capacity (veh/h)	-	-	-	376
HCM Lane V/C Ratio	-	-	-	0.058
HCM Control Delay (s)	-	-	-	15.2
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	751	2	0	1	0	0	0	6
Future Vol, veh/h	0	0	0	0	751	2	0	1	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	816	2	0	1	0	0	0	7

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	817	817	408
Stage 1	-	-	-	817	817	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	314	309	593
Stage 1	-	-	-	395	388	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	314	0	593
Mov Cap-2 Maneuver	-	-	-	314	0	-
Stage 1	-	-	-	395	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s	0	11.1
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	593
HCM Lane V/C Ratio	-	-	-	0.011
HCM Control Delay (s)	0	-	-	11.1
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	14	733	14	0	0	0	0	14	10	20	18	0
Future Vol, veh/h	14	733	14	0	0	0	0	14	10	20	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	700	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	797	15	0	0	0	0	15	11	22	20	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	827	827	397
Stage 1	-	-	-	827	827	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	310	305	602
Stage 1	-	-	-	390	384	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	310	0	602
Mov Cap-2 Maneuver	-	-	-	310	0	-
Stage 1	-	-	-	390	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		11.3
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	602	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-
HCM Control Delay (s)	11.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	761	15	6	18	0	0	0	12
Future Vol, veh/h	0	0	0	0	761	15	6	18	0	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	250	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	827	16	7	20	0	0	0	13

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	827	827	413
Stage 1	-	-	-	827	827	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	310	305	588
Stage 1	-	-	-	390	384	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	310	0	588
Mov Cap-2 Maneuver	-	-	-	310	0	-
Stage 1	-	-	-	390	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s	0	11.3
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	588
HCM Lane V/C Ratio	-	-	-	0.022
HCM Control Delay (s)	0	-	-	11.3
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	752	12	9	2	6	6	2	0
Future Vol, veh/h	0	0	0	0	752	12	9	2	6	6	2	0
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	-	-	-
Storage Length	-	-	-	250	-	-	-	-	-	-	-	5
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	817	13	10	2	7	7	2	0

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	16	0	0	30	59	16	34	59	0
Stage 1	-	-	-	29	29	-	0	30	-
Stage 2	-	-	-	1	30	-	34	29	-
Critical Hdwy	4.12	-	-	7.12	6.52	6.22	7.12	6.52	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	3.518	4.018	3.318	3.518	4.018	-
Pot Cap-1 Maneuver	1602	-	-	979	832	1063	973	832	-
Stage 1	-	-	-	988	871	-	-	-	-
Stage 2	-	-	-	-	-	-	982	871	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1602	-	-	-	824	1063	955	824	-
Mov Cap-2 Maneuver	-	-	-	-	824	-	955	824	-
Stage 1	-	-	-	988	871	-	-	-	-
Stage 2	-	-	-	-	-	-	969	871	-

Approach	WB	NB	SB
HCM Control Delay, s	7.3	8.4	
HCM LOS		A	-

Minor Lane/Major Mvmt	NEL2	NEL	NER	NBLn1	WBL2	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	1063	1602	-	-	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.009	-	-	-	-
HCM Control Delay (s)	-	-	-	8.4	7.3	-	7.3	-	0
HCM Lane LOS	-	-	-	A	A	-	A	-	A
HCM 95th %tile Q(veh)	-	-	-	0	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	723	3	0	780	7	2	1	2	3	1	7
Future Vol, veh/h	7	723	3	0	780	7	2	1	2	3	1	7
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	250	-	-	150	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	786	3	0	848	8	2	1	2	3	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	855	0	0	789	0	0	1227	1658	395	1261	1656	428
Stage 1	-	-	-	-	-	-	803	803	-	852	852	-
Stage 2	-	-	-	-	-	-	424	855	-	409	804	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	781	-	-	827	-	-	134	97	604	127	97	575
Stage 1	-	-	-	-	-	-	343	394	-	321	374	-
Stage 2	-	-	-	-	-	-	578	373	-	590	394	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	781	-	-	827	-	-	130	96	604	124	96	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	130	96	-	124	96	-
Stage 1	-	-	-	-	-	-	339	390	-	318	374	-
Stage 2	-	-	-	-	-	-	569	373	-	580	390	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	26.6	20.7
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	172	781	-	-	827	-	-	116	575
HCM Lane V/C Ratio	0.032	0.01	-	-	-	-	-	0.037	0.013
HCM Control Delay (s)	26.6	9.7	-	-	0	-	-	37.2	11.3
HCM Lane LOS	D	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	9	721	2	3	779	7	1	1	2	3	1	4
Future Vol, veh/h	9	721	2	3	779	7	1	1	2	3	1	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	250	-	-	250	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	784	2	3	847	8	1	1	2	3	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	854	0	0	786	0	0	1234	1665	393	1269	1662	427
Stage 1	-	-	-	-	-	-	804	804	-	857	857	-
Stage 2	-	-	-	-	-	-	430	861	-	412	805	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	781	-	-	829	-	-	133	96	606	125	96	576
Stage 1	-	-	-	-	-	-	343	394	-	318	372	-
Stage 2	-	-	-	-	-	-	574	371	-	588	393	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	781	-	-	829	-	-	129	94	606	122	94	576
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	94	-	122	94	-
Stage 1	-	-	-	-	-	-	339	389	-	314	371	-
Stage 2	-	-	-	-	-	-	566	370	-	577	388	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	24.8	24.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	129	215	781	-	-	829	-	-	122	284
HCM Lane V/C Ratio	0.008	0.015	0.013	-	-	0.004	-	-	0.027	0.019
HCM Control Delay (s)	33.1	22	9.7	-	-	9.4	-	-	35.3	17.9
HCM Lane LOS	D	C	A	-	-	A	-	-	E	C
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	17	720	3	4	776	15	4	1	4	8	2	8
Future Vol, veh/h	17	720	3	4	776	15	4	1	4	8	2	8
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	250	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	783	3	4	843	16	4	1	4	9	2	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	860	0	0	786	0	0	1253	1689	393	1289	1683	430
Stage 1	-	-	-	-	-	-	821	821	-	860	860	-
Stage 2	-	-	-	-	-	-	432	868	-	429	823	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	777	-	-	829	-	-	129	93	606	121	93	573
Stage 1	-	-	-	-	-	-	335	387	-	317	371	-
Stage 2	-	-	-	-	-	-	572	368	-	574	386	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	777	-	-	829	-	-	122	90	606	116	90	573
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	90	-	116	90	-
Stage 1	-	-	-	-	-	-	327	378	-	310	369	-
Stage 2	-	-	-	-	-	-	557	366	-	555	377	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	26.4	28.8
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	178	777	-	-	829	-	-	171
HCM Lane V/C Ratio	0.055	0.024	-	-	0.005	-	-	0.114
HCM Control Delay (s)	26.4	9.7	-	-	9.4	-	-	28.8
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	716	5	7	799	6	5	1	3	3	1	5
Future Vol, veh/h	10	716	5	7	799	6	5	1	3	3	1	5
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	250	-	-	250	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	778	5	8	868	7	5	1	3	3	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	875	0	0	784	0	0	1253	1693	392	1298	1692	437
Stage 1	-	-	-	-	-	-	803	803	-	887	887	-
Stage 2	-	-	-	-	-	-	450	890	-	411	805	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	767	-	-	830	-	-	129	92	607	119	92	567
Stage 1	-	-	-	-	-	-	343	394	-	305	360	-
Stage 2	-	-	-	-	-	-	558	359	-	589	393	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	767	-	-	830	-	-	124	90	607	115	90	567
Mov Cap-2 Maneuver	-	-	-	-	-	-	124	90	-	115	90	-
Stage 1	-	-	-	-	-	-	338	388	-	301	357	-
Stage 2	-	-	-	-	-	-	546	356	-	576	387	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	28.4	23.9
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	124	249	767	-	-	830	-	-	115	301
HCM Lane V/C Ratio	0.044	0.017	0.014	-	-	0.009	-	-	0.028	0.022
HCM Control Delay (s)	35.4	19.7	9.8	-	-	9.4	-	-	37.2	17.2
HCM Lane LOS	E	C	A	-	-	A	-	-	E	C
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	33	707	6	8	788	25	5	2	5	16	2	16
Future Vol, veh/h	33	707	6	8	788	25	5	2	5	16	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	768	7	9	857	27	5	2	5	17	2	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	884	0	0	775	0	0	1290	1744	387	1345	1735	442
Stage 1	-	-	-	-	-	-	843	843	-	888	888	-
Stage 2	-	-	-	-	-	-	447	901	-	457	847	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	761	-	-	837	-	-	121	86	611	110	87	563
Stage 1	-	-	-	-	-	-	325	378	-	305	360	-
Stage 2	-	-	-	-	-	-	560	355	-	553	376	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	761	-	-	837	-	-	110	81	611	102	82	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	81	-	102	82	-
Stage 1	-	-	-	-	-	-	310	360	-	291	356	-
Stage 2	-	-	-	-	-	-	534	351	-	519	358	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	30.7	33.7
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	153	761	-	-	837	-	-	162
HCM Lane V/C Ratio	0.085	0.047	-	-	0.01	-	-	0.228
HCM Control Delay (s)	30.7	10	-	-	9.3	-	-	33.7
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	13	708	3	4	809	8	4	1	2	3	1	5
Future Vol, veh/h	13	708	3	4	809	8	4	1	2	3	1	5
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	250	-	-	250	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	770	3	4	879	9	4	1	2	3	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	888	0	0	773	0	0	1248	1696	386	1306	1693	444
Stage 1	-	-	-	-	-	-	799	799	-	892	892	-
Stage 2	-	-	-	-	-	-	449	897	-	414	801	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	758	-	-	838	-	-	130	92	612	117	92	561
Stage 1	-	-	-	-	-	-	345	396	-	303	358	-
Stage 2	-	-	-	-	-	-	559	357	-	586	395	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	758	-	-	838	-	-	125	90	612	113	90	561
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	90	-	113	90	-
Stage 1	-	-	-	-	-	-	339	389	-	297	356	-
Stage 2	-	-	-	-	-	-	549	355	-	572	388	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	29.5	24.1
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	125	209	758	-	-	838	-	-	113	300
HCM Lane V/C Ratio	0.035	0.016	0.019	-	-	0.005	-	-	0.029	0.022
HCM Control Delay (s)	34.8	22.5	9.8	-	-	9.3	-	-	37.8	17.3
HCM Lane LOS	D	C	A	-	-	A	-	-	E	C
HCM 95th %tile Q(veh)	0.1	0	0.1	-	-	0	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	37	692	6	7	790	30	6	0	5	16	2	16
Future Vol, veh/h	37	692	6	7	790	30	6	0	5	16	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	752	7	8	859	33	7	0	5	17	2	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	891	0	0	759	0	0	1282	1743	379	1347	1729	446
Stage 1	-	-	-	-	-	-	836	836	-	890	890	-
Stage 2	-	-	-	-	-	-	446	907	-	457	839	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	757	-	-	848	-	-	122	86	619	110	87	560
Stage 1	-	-	-	-	-	-	328	381	-	304	359	-
Stage 2	-	-	-	-	-	-	561	353	-	553	379	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	757	-	-	848	-	-	110	81	619	104	82	560
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	81	-	104	82	-
Stage 1	-	-	-	-	-	-	311	361	-	288	356	-
Stage 2	-	-	-	-	-	-	535	350	-	519	359	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	26.9	33.2
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	176	757	-	-	848	-	-	164
HCM Lane V/C Ratio	0.068	0.053	-	-	0.009	-	-	0.225
HCM Control Delay (s)	26.9	10	-	-	9.3	-	-	33.2
HCM Lane LOS	D	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	647	10	13	762	73	10	5	7	78	5	56
Future Volume (veh/h)	78	647	10	13	762	73	10	5	7	78	5	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	85	703	11	14	828	79	11	5	8	85	5	61
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	386	1875	29	409	1746	781	377	133	213	451	30	362
Arrive On Green	0.05	0.53	0.53	0.02	0.49	0.49	0.01	0.21	0.21	0.05	0.24	0.24
Sat Flow, veh/h	1845	3567	56	1774	3539	1583	1774	646	1034	1774	121	1480
Grp Volume(v), veh/h	85	349	365	14	828	79	11	0	13	85	0	66
Grp Sat Flow(s),veh/h/ln	1845	1770	1853	1774	1770	1583	1774	0	1680	1774	0	1602
Q Serve(g_s), s	2.0	10.5	10.5	0.4	13.9	2.4	0.4	0.0	0.6	3.3	0.0	2.9
Cycle Q Clear(g_c), s	2.0	10.5	10.5	0.4	13.9	2.4	0.4	0.0	0.6	3.3	0.0	2.9
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.62	1.00		0.92
Lane Grp Cap(c), veh/h	386	930	974	409	1746	781	377	0	345	451	0	392
V/C Ratio(X)	0.22	0.37	0.37	0.03	0.47	0.10	0.03	0.00	0.04	0.19	0.00	0.17
Avail Cap(c_a), veh/h	449	930	974	489	1746	781	462	0	345	506	0	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.0	12.6	12.6	11.2	15.1	12.2	27.6	0.0	28.6	25.3	0.0	26.8
Incr Delay (d2), s/veh	0.3	1.2	1.1	0.0	0.9	0.3	0.0	0.0	0.2	0.2	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.3	5.6	0.2	7.0	1.1	0.2	0.0	0.3	1.6	0.0	1.4
LnGrp Delay(d),s/veh	11.3	13.8	13.7	11.3	16.0	12.4	27.7	0.0	28.8	25.5	0.0	27.7
LnGrp LOS	B	B	B	B	B	B	C		C	C		C
Approach Vol, veh/h		799			921			24			151	
Approach Delay, s/veh		13.5			15.6			28.3			26.5	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	23.0	6.0	51.8	5.7	26.5	8.9	48.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	18.5	5.5	40.5	5.5	20.5	7.5	38.5
Max Q Clear Time (g_c+I1), s	5.3	2.6	2.4	12.5	2.4	4.9	4.0	15.9
Green Ext Time (p_c), s	0.0	0.3	0.0	12.7	0.0	0.3	0.0	11.4

Intersection Summary	
HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	50	696	17	11	783	36	10	1	10	38	2	38
Future Vol, veh/h	50	696	17	11	783	36	10	1	10	38	2	38
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	250	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	757	18	12	851	39	11	1	11	41	2	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	890	0	0	775	0	0	1325	1788	388	1382	1779	445
Stage 1	-	-	-	-	-	-	874	874	-	895	895	-
Stage 2	-	-	-	-	-	-	451	914	-	487	884	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	757	-	-	837	-	-	114	80	611	103	81	561
Stage 1	-	-	-	-	-	-	311	365	-	302	357	-
Stage 2	-	-	-	-	-	-	557	350	-	531	362	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	757	-	-	837	-	-	97	73	611	94	74	561
Mov Cap-2 Maneuver	-	-	-	-	-	-	97	73	-	94	74	-
Stage 1	-	-	-	-	-	-	289	339	-	280	352	-
Stage 2	-	-	-	-	-	-	505	345	-	483	336	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	31.6	52.6
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	158	757	-	-	837	-	-	156
HCM Lane V/C Ratio	0.144	0.072	-	-	0.014	-	-	0.543
HCM Control Delay (s)	31.6	10.1	-	-	9.4	-	-	52.6
HCM Lane LOS	D	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0	-	-	2.7

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	726	828	10	1	12
Future Vol, veh/h	3	726	828	10	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	789	900	11	1	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	911	0	-	0	1306	455
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	401	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	743	-	-	-	151	552
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	645	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	743	-	-	-	150	552
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	743	-	-	-	511
HCM Lane V/C Ratio	0.004	-	-	-	0.028
HCM Control Delay (s)	9.9	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	723	6	7	838	1	10
Future Vol, veh/h	723	6	7	838	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	786	7	8	911	1	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	792	0	1260	396
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	471	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	824	-	162	603
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	824	-	160	603
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	588	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	549	-	-	824	-
HCM Lane V/C Ratio	0.022	-	-	0.009	-
HCM Control Delay (s)	11.7	-	-	9.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	6	6	163	9	93	8	745	136	68	649	9
Future Volume (veh/h)	8	6	6	163	9	93	8	745	136	68	649	9
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1937	1863	1863	1937	1863	1900
Adj Flow Rate, veh/h	9	7	7	177	10	101	9	810	148	74	705	10
Adj No. of Lanes	0	1	0	0	1	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	164	125	324	29	130	455	1882	842	376	1900	27
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	483	656	498	850	114	521	762	3539	1583	607	3573	51
Grp Volume(v), veh/h	23	0	0	288	0	0	9	810	148	74	349	366
Grp Sat Flow(s),veh/h/ln	1637	0	0	1485	0	0	762	1770	1583	607	1770	1854
Q Serve(g_s), s	0.0	0.0	0.0	8.6	0.0	0.0	0.4	7.3	2.5	4.4	6.0	6.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	9.4	0.0	0.0	6.4	7.3	2.5	11.7	6.0	6.0
Prop In Lane	0.39		0.30	0.61		0.35	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	506	0	0	483	0	0	455	1882	842	376	941	986
V/C Ratio(X)	0.05	0.00	0.00	0.60	0.00	0.00	0.02	0.43	0.18	0.20	0.37	0.37
Avail Cap(c_a), veh/h	1194	0	0	1152	0	0	655	2811	1258	535	1406	1472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	18.2	0.0	0.0	9.0	7.4	6.3	11.0	7.2	7.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.2	0.1	0.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	4.0	0.0	0.0	0.1	3.5	1.1	0.8	3.0	3.1
LnGrp Delay(d),s/veh	14.9	0.0	0.0	19.3	0.0	0.0	9.0	7.6	6.4	11.2	7.4	7.4
LnGrp LOS	B			B			A	A	A	B	A	A
Approach Vol, veh/h		23			288			967			789	
Approach Delay, s/veh		14.9			19.3			7.4			7.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.3		19.1		33.3		19.1
Change Period (Y+Rc), s		5.4		6.0		5.4		6.0
Max Green Setting (Gmax), s		41.6		37.0		41.6		37.0
Max Q Clear Time (g_c+I1), s		13.7		11.4		9.3		2.5
Green Ext Time (p_c), s		14.2		1.9		15.2		2.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	10	892	12	1	830
Future Vol, veh/h	4	10	892	12	1	830
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	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	11	970	13	1	902

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1429	491	0	0	983	0
Stage 1	976	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	126	523	-	-	698	-
Stage 1	326	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	523	-	-	698	-
Mov Cap-2 Maneuver	244	-	-	-	-	-
Stage 1	326	-	-	-	-	-
Stage 2	606	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	394	698	-
HCM Lane V/C Ratio	-	-	0.039	0.002	-
HCM Control Delay (s)	-	-	14.5	10.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	1	10	4	906	832	3
Future Vol, veh/h	1	10	4	906	832	3
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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	11	4	985	904	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1407	454	908	0	-	0
Stage 1	906	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	130	553	745	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	129	553	745	-	-	-
Mov Cap-2 Maneuver	254	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	571	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	745	-	500	-	-
HCM Lane V/C Ratio	0.006	-	0.024	-	-
HCM Control Delay (s)	9.9	-	12.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	1	18	4	1	4	9	889	2	2	832	3
Future Vol, veh/h	4	1	18	4	1	4	9	889	2	2	832	3
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	150	-	-	150	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	20	4	1	4	10	966	2	2	904	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1413	1898	454	1444	1899	484	908	0	0	968	0	0
Stage 1	910	910	-	987	987	-	-	-	-	-	-	-
Stage 2	503	988	-	457	912	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	98	69	553	93	69	529	745	-	-	707	-	-
Stage 1	296	352	-	265	324	-	-	-	-	-	-	-
Stage 2	519	323	-	553	351	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	95	68	553	88	68	529	745	-	-	707	-	-
Mov Cap-2 Maneuver	95	68	-	88	68	-	-	-	-	-	-	-
Stage 1	292	351	-	261	320	-	-	-	-	-	-	-
Stage 2	506	319	-	530	350	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.7	33.2	0.1	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	745	-	-	95	402	88	225	707	-	-
HCM Lane V/C Ratio	0.013	-	-	0.046	0.051	0.049	0.024	0.003	-	-
HCM Control Delay (s)	9.9	-	-	44.7	14.4	48	21.4	10.1	-	-
HCM Lane LOS	A	-	-	E	B	E	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	7	902	5	1	867
Future Vol, veh/h	4	7	902	5	1	867
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	8	1002	6	1	963

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1489	504	0	0	1008	0
Stage 1	1005	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	115	513	-	-	683	-
Stage 1	315	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	115	513	-	-	683	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	315	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	357	683	-
HCM Lane V/C Ratio	-	-	0.034	0.002	-
HCM Control Delay (s)	-	-	15.4	10.3	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	2	6	4	907	864	3
Future Vol, veh/h	2	6	4	907	864	3
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	7	5	1055	1005	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1543	504	1008	0	-	0
Stage 1	1006	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	106	513	683	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	513	683	-	-	-
Mov Cap-2 Maneuver	225	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	683	-	389	-	-
HCM Lane V/C Ratio	0.007	-	0.024	-	-
HCM Control Delay (s)	10.3	-	14.5	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	82	842	35	30	806	40	47	4	67	31	5	24
Future Volume (veh/h)	82	842	35	30	806	40	47	4	67	31	5	24
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	90	925	38	33	886	0	52	4	0	34	5	26
Adj No. of Lanes	1	2	0	1	2	1	2	1	1	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	472	2332	96	431	2340	1047	170	301	256	165	20	102
Arrive On Green	0.04	0.67	0.67	0.03	0.66	0.00	0.05	0.16	0.00	0.07	0.07	0.07
Sat Flow, veh/h	1774	3465	142	1774	3539	1583	3442	1863	1583	1407	262	1361
Grp Volume(v), veh/h	90	472	491	33	886	0	52	4	0	34	0	31
Grp Sat Flow(s),veh/h/ln	1774	1770	1838	1774	1770	1583	1721	1863	1583	1407	0	1623
Q Serve(g_s), s	1.9	14.3	14.3	0.7	13.6	0.0	1.8	0.2	0.0	2.7	0.0	2.2
Cycle Q Clear(g_c), s	1.9	14.3	14.3	0.7	13.6	0.0	1.8	0.2	0.0	2.7	0.0	2.2
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		0.84
Lane Grp Cap(c), veh/h	472	1191	1237	431	2340	1047	170	301	256	165	0	122
V/C Ratio(X)	0.19	0.40	0.40	0.08	0.38	0.00	0.31	0.01	0.00	0.21	0.00	0.25
Avail Cap(c_a), veh/h	720	1191	1237	700	2340	1047	473	699	594	341	0	325
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.6	8.8	8.8	6.6	9.2	0.0	55.1	42.2	0.0	52.6	0.0	52.3
Incr Delay (d2), s/veh	0.2	1.0	1.0	0.1	0.5	0.0	1.0	0.0	0.0	0.6	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.3	7.6	0.3	6.7	0.0	0.9	0.1	0.0	1.1	0.0	1.0
LnGrp Delay(d),s/veh	6.8	9.7	9.7	6.7	9.7	0.0	56.1	42.3	0.0	53.2	0.0	53.4
LnGrp LOS	A	A	A	A	A		E	D		D		D
Approach Vol, veh/h		1053			919			56			65	
Approach Delay, s/veh		9.5			9.6			55.1			53.3	
Approach LOS		A			A			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	9.3	85.3	10.4	15.0	7.8	86.7		25.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	21.5	37.0	16.5	24.0	21.5	37.0		45.0
Max Q Clear Time (g_c+I1), s	3.9	15.6	3.8	4.7	2.7	16.3		2.2
Green Ext Time (p_c), s	0.2	13.6	0.1	0.2	0.0	13.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.1
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	20	1	22	3	2	3	118	1013	15	2	942	21
Future Vol, veh/h	20	1	22	3	2	3	118	1013	15	2	942	21
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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	200	-	200	75	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	1	24	3	2	3	128	1101	16	2	1024	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1836	2386	512	1875	2386	551	1024	0	0	1101	0	0
Stage 1	1028	1028	-	1358	1358	-	-	-	-	-	-	-
Stage 2	808	1358	-	517	1028	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	47	34	507	44	34	478	674	-	-	630	-	-
Stage 1	251	310	-	157	215	-	-	-	-	-	-	-
Stage 2	341	215	-	509	310	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	37	27	507	35	27	478	674	-	-	630	-	-
Mov Cap-2 Maneuver	37	27	-	35	27	-	-	-	-	-	-	-
Stage 1	203	309	-	127	174	-	-	-	-	-	-	-
Stage 2	271	174	-	482	309	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	109.2	95.9	1.2	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	674	-	-	36	507	48	630	-	-
HCM Lane V/C Ratio	0.19	-	-	0.634	0.047	0.181	0.003	-	-
HCM Control Delay (s)	11.6	-	-	210.6	12.5	95.9	10.7	-	-
HCM Lane LOS	B	-	-	F	B	F	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-	2.2	0.1	0.6	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	67	23	202	78	295	29	656	187	258	648	30
Future Volume (veh/h)	51	67	23	202	78	295	29	656	187	258	648	30
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	55	73	25	220	85	0	32	713	203	280	704	33
Adj No. of Lanes	1	1	0	2	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	110	38	295	160	136	451	1611	721	312	2042	96
Arrive On Green	0.08	0.08	0.08	0.09	0.09	0.00	0.04	0.46	0.46	0.12	0.40	0.40
Sat Flow, veh/h	1774	1328	455	3442	1863	1583	1774	3539	1583	1774	3443	161
Grp Volume(v), veh/h	55	0	98	220	85	0	32	713	203	280	362	375
Grp Sat Flow(s),veh/h/ln	1774	0	1783	1721	1863	1583	1774	1770	1583	1774	1770	1834
Q Serve(g_s), s	3.5	0.0	6.4	7.5	5.2	0.0	1.1	16.5	9.6	18.7	17.1	17.1
Cycle Q Clear(g_c), s	3.5	0.0	6.4	7.5	5.2	0.0	1.1	16.5	9.6	18.7	17.1	17.1
Prop In Lane	1.00		0.26	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	147	0	148	295	160	136	451	1611	721	312	1050	1088
V/C Ratio(X)	0.37	0.00	0.66	0.75	0.53	0.00	0.07	0.44	0.28	0.90	0.34	0.34
Avail Cap(c_a), veh/h	266	0	267	516	279	237	487	1611	721	399	1050	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	0.0	53.4	53.6	52.6	0.0	15.7	22.3	20.4	51.8	19.9	19.9
Incr Delay (d2), s/veh	1.6	0.0	5.0	3.7	2.7	0.0	0.1	0.9	1.0	18.9	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	3.4	3.7	2.8	0.0	0.6	8.2	4.4	10.8	8.6	8.9
LnGrp Delay(d),s/veh	53.7	0.0	58.4	57.3	55.3	0.0	15.7	23.2	21.4	70.7	20.8	20.7
LnGrp LOS	D		E	E	E		B	C	C	E	C	C
Approach Vol, veh/h		153			305			948			1017	
Approach Delay, s/veh		56.7			56.8			22.5			34.5	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.6	77.2		16.3	27.1	60.6		15.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	7.0	53.0		18.0	27.0	33.0		18.0
Max Q Clear Time (g_c+I1), s	3.1	19.1		9.5	20.7	18.5		8.4
Green Ext Time (p_c), s	0.0	14.1		0.8	0.5	8.8		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	51	605	16	38	603	55	20	6	20	22	2	22
Future Vol, veh/h	51	605	16	38	603	55	20	6	20	22	2	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	150	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	658	17	41	655	60	22	7	22	24	2	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	715	0	0	675	0	0	1188	1575	338	1211	1554	358
Stage 1	-	-	-	-	-	-	777	777	-	768	768	-
Stage 2	-	-	-	-	-	-	411	798	-	443	786	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	881	-	-	912	-	-	144	109	658	138	112	638
Stage 1	-	-	-	-	-	-	356	405	-	360	409	-
Stage 2	-	-	-	-	-	-	589	396	-	564	401	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	881	-	-	912	-	-	125	98	658	117	100	638
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	98	-	117	100	-
Stage 1	-	-	-	-	-	-	334	380	-	338	391	-
Stage 2	-	-	-	-	-	-	538	378	-	503	376	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.5	31.9	28.8
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	183	881	-	-	912	-	-	115	638
HCM Lane V/C Ratio	0.273	0.063	-	-	0.045	-	-	0.227	0.037
HCM Control Delay (s)	31.9	9.4	-	-	9.1	-	-	45.3	10.9
HCM Lane LOS	D	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	1.1	0.2	-	-	0.1	-	-	0.8	0.1

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	43	594	11	37	622	45	22	1	45	10	1	15
Future Vol, veh/h	43	594	11	37	622	45	22	1	45	10	1	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	150	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	646	12	40	676	49	24	1	49	11	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	725	0	0	658	0	0	1164	1550	329	1198	1532	363
Stage 1	-	-	-	-	-	-	745	745	-	781	781	-
Stage 2	-	-	-	-	-	-	419	805	-	417	751	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	874	-	-	926	-	-	150	113	667	141	116	634
Stage 1	-	-	-	-	-	-	372	419	-	354	403	-
Stage 2	-	-	-	-	-	-	582	393	-	584	416	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	874	-	-	926	-	-	135	102	667	120	105	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	102	-	120	105	-
Stage 1	-	-	-	-	-	-	352	396	-	335	386	-
Stage 2	-	-	-	-	-	-	541	376	-	511	394	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	22.2	23.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	283	874	-	-	926	-	-	223
HCM Lane V/C Ratio	0.261	0.053	-	-	0.043	-	-	0.127
HCM Control Delay (s)	22.2	9.4	-	-	9.1	-	-	23.5
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0.2	-	-	0.1	-	-	0.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	90	1	558	115	1	735
Future Volume (veh/h)	90	1	558	115	1	735
Number	5	12	4	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	98	1	607	125	1	799
Adj No. of Lanes	1	1	2	0	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	839	749	1104	227	274	1335
Arrive On Green	0.47	0.47	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1774	1583	3018	601	721	3632
Grp Volume(v), veh/h	98	1	367	365	1	799
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1757	721	1770
Q Serve(g_s), s	1.8	0.0	9.8	9.8	0.1	10.9
Cycle Q Clear(g_c), s	1.8	0.0	9.8	9.8	9.9	10.9
Prop In Lane	1.00	1.00		0.34	1.00	
Lane Grp Cap(c), veh/h	839	749	668	663	274	1335
V/C Ratio(X)	0.12	0.00	0.55	0.55	0.00	0.60
Avail Cap(c_a), veh/h	839	749	929	922	381	1858
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.67	0.67
Uniform Delay (d), s/veh	8.8	8.3	14.7	14.7	18.6	15.0
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	4.8	4.8	0.0	5.4
LnGrp Delay(d),s/veh	9.1	8.3	15.4	15.4	18.6	15.3
LnGrp LOS	A	A	B	B	B	B
Approach Vol, veh/h	99		732			800
Approach Delay, s/veh	9.1		15.4			15.3
Approach LOS	A		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		32.9		27.1				27.1
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		19.5		31.5				31.5
Max Q Clear Time (g_c+I1), s		3.8		11.8				12.9
Green Ext Time (p_c), s		0.2		10.1				9.7

Intersection Summary	
HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	45	4	2	24	3	37	42	490	1	1	633	45
Future Volume (veh/h)	45	4	2	24	3	37	42	490	1	1	633	45
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	49	4	2	26	3	40	46	533	1	1	688	49
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	614	394	197	623	36	474	271	1457	3	366	937	67
Arrive On Green	0.05	0.34	0.34	0.03	0.32	0.32	0.05	0.40	0.40	0.28	0.28	0.28
Sat Flow, veh/h	1774	1173	586	1774	112	1488	1774	3624	7	867	3352	239
Grp Volume(v), veh/h	49	0	6	26	0	43	46	260	274	1	363	374
Grp Sat Flow(s),veh/h/ln	1774	0	1759	1774	0	1600	1774	1770	1862	867	1770	1821
Q Serve(g_s), s	1.0	0.0	0.1	0.6	0.0	1.1	1.0	6.0	6.0	0.0	10.8	10.8
Cycle Q Clear(g_c), s	1.0	0.0	0.1	0.6	0.0	1.1	1.0	6.0	6.0	0.0	10.8	10.8
Prop In Lane	1.00		0.33	1.00		0.93	1.00		0.00	1.00		0.13
Lane Grp Cap(c), veh/h	614	0	591	623	0	510	271	712	749	366	495	509
V/C Ratio(X)	0.08	0.00	0.01	0.04	0.00	0.08	0.17	0.37	0.37	0.00	0.73	0.73
Avail Cap(c_a), veh/h	684	0	591	724	0	510	344	853	897	400	564	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	12.9	12.5	0.0	13.9	13.8	12.2	12.2	15.1	19.0	19.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.0	4.3	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.1	0.3	0.0	0.5	0.5	3.0	3.1	0.0	5.8	6.0
LnGrp Delay(d),s/veh	12.1	0.0	12.9	12.6	0.0	14.2	14.1	12.5	12.5	15.1	23.2	23.2
LnGrp LOS	B		B	B		B	B	B	B	B	C	C
Approach Vol, veh/h		55			69			580			738	
Approach Delay, s/veh		12.2			13.6			12.6			23.2	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	24.0		27.9	7.2	23.0	7.1	20.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5		28.0	5.0	18.5	5.0	18.5
Max Q Clear Time (g_c+I1), s	2.6	2.1		8.0	3.0	3.1	3.0	12.8
Green Ext Time (p_c), s	0.0	0.1		7.8	0.0	0.1	0.0	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	505	8	6	680	2	2
Future Vol, veh/h	505	8	6	680	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	549	9	7	739	2	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	558	0	936	279
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	383	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1009	-	264	718
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1009	-	262	718
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	654	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	504	-	-	1009	-
HCM Lane V/C Ratio	0.009	-	-	0.006	-
HCM Control Delay (s)	12.2	-	-	8.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	36	468	3	5	632	44	10	3	8	22	2	38
Future Vol, veh/h	36	468	3	5	632	44	10	3	8	22	2	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	509	3	5	687	48	11	3	9	24	2	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	735	0	0	512	0	0	944	1335	256	1056	1312	367
Stage 1	-	-	-	-	-	-	589	589	-	722	722	-
Stage 2	-	-	-	-	-	-	355	746	-	334	590	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	866	-	-	1050	-	-	217	152	743	180	157	630
Stage 1	-	-	-	-	-	-	461	494	-	384	429	-
Stage 2	-	-	-	-	-	-	635	419	-	653	493	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	866	-	-	1050	-	-	193	144	743	168	149	630
Mov Cap-2 Maneuver	-	-	-	-	-	-	193	144	-	168	149	-
Stage 1	-	-	-	-	-	-	440	472	-	367	427	-
Stage 2	-	-	-	-	-	-	588	417	-	612	471	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	20	18.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	193	348	866	-	-	1050	-	-	168	542
HCM Lane V/C Ratio	0.056	0.034	0.045	-	-	0.005	-	-	0.142	0.08
HCM Control Delay (s)	24.8	15.7	9.4	-	-	8.4	-	-	30	12.2
HCM Lane LOS	C	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.2	0.1	0.1	-	-	0	-	-	0.5	0.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	461	35	7	657	30	3
Future Vol, veh/h	461	35	7	657	30	3
Conflicting Peds, #/hr	0	91	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	350	350	-	0	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	501	38	8	714	33	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	501	0	873	-
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	1059	-	289	0
Stage 1	-	-	-	-	574	0
Stage 2	-	-	-	-	667	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1059	-	262	-
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	262	-	-	-	1059	-
HCM Lane V/C Ratio	0.124	-	-	-	0.007	-
HCM Control Delay (s)	20.7	0	-	-	8.4	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	-	0	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	425	39	15	664	0	6
Future Volume (Veh/h)	425	39	15	664	0	6
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	462	42	16	722	0	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage veh)	1			1		
Upstream signal (ft)				589		
pX, platoon unblocked					0.89	
vC, conflicting volume			504		855	231
vC1, stage 1 conf vol					462	
vC2, stage 2 conf vol					393	
vCu, unblocked vol			504		577	231
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	99
cM capacity (veh/h)			1057		487	771

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	231	231	42	16	361	361	7
Volume Left	0	0	0	16	0	0	0
Volume Right	0	0	42	0	0	0	7
cSH	1700	1700	1700	1057	1700	1700	771
Volume to Capacity	0.14	0.14	0.02	0.02	0.21	0.21	0.01
Queue Length 95th (ft)	0	0	0	1	0	0	1
Control Delay (s)	0.0	0.0	0.0	8.5	0.0	0.0	9.7
Lane LOS				A			A
Approach Delay (s)	0.0			0.2			9.7
Approach LOS							A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	342	81	199	579	4	88	7	65	3	5	12
Future Volume (veh/h)	8	342	81	199	579	4	88	7	65	3	5	12
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	9	372	88	216	629	4	96	8	71	3	5	13
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	726	325	266	1258	8	609	56	501	113	174	351
Arrive On Green	0.01	0.21	0.21	0.15	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1774	3539	1583	1774	3605	23	1389	163	1445	120	502	1012
Grp Volume(v), veh/h	9	372	88	216	309	324	96	0	79	21	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1859	1389	0	1608	1634	0	0
Q Serve(g_s), s	0.3	5.4	2.7	6.8	7.9	7.9	2.2	0.0	1.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	5.4	2.7	6.8	7.9	7.9	2.7	0.0	1.9	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.90	0.14		0.62
Lane Grp Cap(c), veh/h	21	726	325	266	617	648	609	0	557	638	0	0
V/C Ratio(X)	0.44	0.51	0.27	0.81	0.50	0.50	0.16	0.00	0.14	0.03	0.00	0.00
Avail Cap(c_a), veh/h	163	1104	494	354	751	789	609	0	557	638	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.3	20.4	19.3	23.7	14.8	14.8	13.1	0.0	13.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	13.8	0.6	0.4	10.1	0.6	0.6	0.1	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.7	1.2	4.0	4.0	4.2	1.1	0.0	0.9	0.2	0.0	0.0
LnGrp Delay(d),s/veh	42.1	20.9	19.7	33.8	15.4	15.4	13.3	0.0	13.1	12.5	0.0	0.0
LnGrp LOS	D	C	B	C	B	B	B		B	B		
Approach Vol, veh/h		469			849			175			21	
Approach Delay, s/veh		21.1			20.1			13.2			12.5	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		26.5	4.9	26.3		26.5	13.2	18.0
Change Period (Y+Rc), s		6.5	* 4.2	* 6.2		6.5	4.5	* 6.2
Max Green Setting (Gmax), s		20.0	* 5.3	* 25		20.0	11.5	* 18
Max Q Clear Time (g_c+I1), s		2.5	2.3	9.9		4.7	8.8	7.4
Green Ext Time (p_c), s		0.7	0.0	5.3		0.7	0.1	4.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.5
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	1	777	2	1	10	0	0	3	4
Future Vol, veh/h	0	0	0	1	777	2	1	10	0	0	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	845	2	1	11	0	0	3	4

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	848	848	422
Stage 1	-	-	-	848	848	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	300	297	580
Stage 1	-	-	-	380	376	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	300	0	580
Mov Cap-2 Maneuver	-	-	-	300	0	-
Stage 1	-	-	-	380	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		11.3
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	580
HCM Lane V/C Ratio	-	-	-	0.013
HCM Control Delay (s)	-	-	-	11.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	386	19	0	0	0	0	3	2	5	9	0
Future Vol, veh/h	0	386	19	0	0	0	0	3	2	5	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	420	21	0	0	0	0	3	2	5	10	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	430	430	219
Stage 1	-	-	-	430	430	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	553	516	785
Stage 1	-	-	-	624	582	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	553	0	785
Mov Cap-2 Maneuver	-	-	-	553	0	-
Stage 1	-	-	-	624	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR
Capacity (veh/h)	-	785	-	-	-
HCM Lane V/C Ratio	-	0.003	-	-	-
HCM Control Delay (s)	-	9.6	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	62	764	2	22	6	0	0	6	5
Future Vol, veh/h	0	0	0	62	764	2	22	6	0	0	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	350	-	450	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	67	830	2	24	7	0	0	7	5

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	965	965	414
Stage 1	-	-	-	965	965	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	253	253	587
Stage 1	-	-	-	330	331	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	253	0	587
Mov Cap-2 Maneuver	-	-	-	253	0	-
Stage 1	-	-	-	330	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		11.3
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	587
HCM Lane V/C Ratio	-	-	-	0.02
HCM Control Delay (s)	-	-	-	11.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	9	818	1	9	3	0	0	2	1
Future Vol, veh/h	0	0	0	9	818	1	9	3	0	0	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	10	889	1	10	3	0	0	2	1

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	909	909	444
Stage 1	-	-	-	909	909	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	274	273	561
Stage 1	-	-	-	353	352	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	274	0	561
Mov Cap-2 Maneuver	-	-	-	274	0	-
Stage 1	-	-	-	353	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		11.5
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	561
HCM Lane V/C Ratio	-	-	-	0.006
HCM Control Delay (s)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Movement	WBL2	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR2	NEL	NER	NER2
Lane Configurations												
Traffic Volume (vph)	29	446	5	21	38	13	4	96	399	171	208	23
Future Volume (vph)	29	446	5	21	38	13	4	96	399	171	208	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00			1.00	1.00	1.00	0.88	
Frt	1.00	1.00	0.85	1.00	0.96			1.00	0.85	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	1792			1859	1583	1770	2787	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	1792			1859	1583	1770	2787	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	485	5	23	41	14	4	104	434	186	226	25
RTOR Reduction (vph)	0	0	4	0	10	0	0	0	319	0	55	0
Lane Group Flow (vph)	32	485	1	23	45	0	0	108	115	186	196	0
Turn Type	Perm	NA	Perm	Split	NA		Split	NA	custom	pm+pt	Perm	
Protected Phases		8		2	2		6	6		7		
Permitted Phases	8		8						2	4	4	
Actuated Green, G (s)	15.3	15.3	15.3	20.5	20.5			18.0	20.5	25.3	25.3	
Effective Green, g (s)	15.3	15.3	15.3	20.5	20.5			18.0	20.5	25.3	25.3	
Actuated g/C Ratio	0.20	0.20	0.20	0.27	0.27			0.23	0.27	0.33	0.33	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	350	700	313	469	475			432	419	579	912	
v/s Ratio Prot		c0.14		0.01	0.02			c0.06		c0.02		
v/s Ratio Perm	0.02		0.00						c0.07	0.08	0.07	
v/c Ratio	0.09	0.69	0.00	0.05	0.09			0.25	0.27	0.32	0.21	
Uniform Delay, d1	25.3	28.8	24.9	21.1	21.4			24.2	22.5	19.5	18.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	3.0	0.0	0.2	0.4			1.4	1.6	0.3	0.1	
Delay (s)	25.4	31.8	24.9	21.3	21.8			25.5	24.1	19.9	18.9	
Level of Service	C	C	C	C	C			C	C	B	B	
Approach Delay (s)		31.3			21.7			24.4		19.3		
Approach LOS		C			C			C		B		

Intersection Summary			
HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	77.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	248	3	1	476	1	4	1	1	1	1	1
Future Vol, veh/h	2	248	3	1	476	1	4	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	270	3	1	517	1	4	1	1	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	518	0	0	273	0	0	797	797	271	797	797	518
Stage 1	-	-	-	-	-	-	276	276	-	520	520	-
Stage 2	-	-	-	-	-	-	521	521	-	277	277	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1048	-	-	1290	-	-	305	319	768	305	319	558
Stage 1	-	-	-	-	-	-	730	682	-	539	532	-
Stage 2	-	-	-	-	-	-	539	532	-	729	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1048	-	-	1290	-	-	303	318	768	303	318	558
Mov Cap-2 Maneuver	-	-	-	-	-	-	303	318	-	303	318	-
Stage 1	-	-	-	-	-	-	729	681	-	538	531	-
Stage 2	-	-	-	-	-	-	536	531	-	725	680	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	15.8	15
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	340	1048	-	-	1290	-	-	364
HCM Lane V/C Ratio	0.019	0.002	-	-	0.001	-	-	0.009
HCM Control Delay (s)	15.8	8.4	0	-	7.8	0	-	15
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	244	3	5	461	5	7	1	2	2	1	7
Future Vol, veh/h	3	244	3	5	461	5	7	1	2	2	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	265	3	5	501	5	8	1	2	2	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	507	0	0	268	0	0	792	790	267	790	790	504
Stage 1	-	-	-	-	-	-	273	273	-	515	515	-
Stage 2	-	-	-	-	-	-	519	517	-	275	275	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1058	-	-	1296	-	-	307	322	772	308	322	568
Stage 1	-	-	-	-	-	-	733	684	-	543	535	-
Stage 2	-	-	-	-	-	-	540	534	-	731	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1058	-	-	1296	-	-	300	319	772	304	319	568
Mov Cap-2 Maneuver	-	-	-	-	-	-	300	319	-	304	319	-
Stage 1	-	-	-	-	-	-	731	682	-	541	532	-
Stage 2	-	-	-	-	-	-	529	531	-	726	681	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	15.8	13.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	344	1058	-	-	1296	-	-	454
HCM Lane V/C Ratio	0.032	0.003	-	-	0.004	-	-	0.024
HCM Control Delay (s)	15.8	8.4	0	-	7.8	0	-	13.1
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	33	1	1	1	1	1	2	231	13	1	438	1
Future Vol, veh/h	33	1	1	1	1	1	2	231	13	1	438	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	1	1	1	1	1	2	251	14	1	476	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	743	742	258	743	749	477	477	0	0	265	0	0
Stage 1	263	263	-	479	479	-	-	-	-	-	-	-
Stage 2	480	479	-	264	270	-	-	-	-	-	-	-
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	331	344	781	331	341	588	1085	-	-	1299	-	-
Stage 1	742	691	-	568	555	-	-	-	-	-	-	-
Stage 2	567	555	-	741	686	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	329	343	781	329	340	588	1085	-	-	1299	-	-
Mov Cap-2 Maneuver	329	343	-	329	340	-	-	-	-	-	-	-
Stage 1	741	690	-	567	554	-	-	-	-	-	-	-
Stage 2	564	554	-	737	685	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	17.1	14.3	0.1	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	1085	-	-	335	391	1299	-	-
HCM Lane V/C Ratio	0.002	-	-	0.114	0.008	0.001	-	-
HCM Control Delay (s)	8.3	0	-	17.1	14.3	7.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	1	1	1	1	1	1	2	227	2	1	436	1
Future Vol, veh/h	1	1	1	1	1	1	2	227	2	1	436	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	2	247	2	1	474	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	730	730	474	730	729	248	475	0	0	249	0	0
Stage 1	477	477	-	252	252	-	-	-	-	-	-	-
Stage 2	253	253	-	478	477	-	-	-	-	-	-	-
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	338	349	590	338	350	791	1087	-	-	1317	-	-
Stage 1	569	556	-	752	698	-	-	-	-	-	-	-
Stage 2	751	698	-	568	556	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	336	348	590	336	349	791	1087	-	-	1317	-	-
Mov Cap-2 Maneuver	336	348	-	336	349	-	-	-	-	-	-	-
Stage 1	568	555	-	750	697	-	-	-	-	-	-	-
Stage 2	747	697	-	565	555	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	14.1	13.6	0.1	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1087	-	-	422	398	1317	-	-
HCM Lane V/C Ratio	0.002	-	-	0.008	0.008	0.001	-	-
HCM Control Delay (s)	8.3	0	-	13.6	14.1	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	15	211	2	13	406	9	1	6	12	3	13	31
Future Vol, veh/h	15	211	2	13	406	9	1	6	12	3	13	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	229	2	14	441	10	1	7	13	3	14	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	451	0	0	232	0	0	761	742	230	747	738	446
Stage 1	-	-	-	-	-	-	263	263	-	474	474	-
Stage 2	-	-	-	-	-	-	498	479	-	273	264	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1109	-	-	1336	-	-	322	344	809	329	346	612
Stage 1	-	-	-	-	-	-	742	691	-	571	558	-
Stage 2	-	-	-	-	-	-	554	555	-	733	690	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1109	-	-	1336	-	-	289	335	809	313	337	612
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	335	-	313	337	-
Stage 1	-	-	-	-	-	-	731	681	-	563	552	-
Stage 2	-	-	-	-	-	-	505	549	-	704	680	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	12.1	13.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	525	1109	-	-	1336	-	-	476
HCM Lane V/C Ratio	0.039	0.015	-	-	0.011	-	-	0.107
HCM Control Delay (s)	12.1	8.3	-	-	7.7	-	-	13.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

2035 W/ACP HCM ANALYSIS

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	1183	2	0	0	0	0	2	1	2	2	0
Future Vol, veh/h	2	1183	2	0	0	0	0	2	1	2	2	0
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	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	800	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1286	2	0	0	0	0	2	1	2	2	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	1291	1291	643
Stage 1	-	-	-	1291	1291	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	155	162	416
Stage 1	-	-	-	222	232	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	155	0	416
Mov Cap-2 Maneuver	-	-	-	155	0	-
Stage 1	-	-	-	222	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		13.7
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	416	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	13.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBL	NBR	SEL	SER	NEL	NER
Traffic Vol, veh/h	0	0	32	3	1	5	2	1153
Future Vol, veh/h	0	0	32	3	1	5	2	1153
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	-	-	-
Storage Length	-	-	0	-	0	-	0	900
Veh in Median Storage, #	0	-	0	-	0	-	0	-
Grade, %	0	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	35	3	1	5	2	1253

Major/Minor	Minor1		Major1	
Conflicting Flow All	1258	1253	0	0
Stage 1	1258	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.42	6.22	-	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-
Pot Cap-1 Maneuver	189	210	-	-
Stage 1	268	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	189	210	-	-
Mov Cap-2 Maneuver	189	-	-	-
Stage 1	268	-	-	-
Stage 2	-	-	-	-

Approach	NB	NE
HCM Control Delay, s	25.9	
HCM LOS	D	

Minor Lane/Major Mvmt	NEL	NER	NER2	NBLn1
Capacity (veh/h)	-	-	-	210
HCM Lane V/C Ratio	-	-	-	0.181
HCM Control Delay (s)	-	-	-	25.9
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.6

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	898	9	0	3	0	0	0	5
Future Vol, veh/h	0	0	0	0	898	9	0	3	0	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	976	10	0	3	0	0	0	5

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	981	981	492
Stage 1	-	-	-	981	981	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	247	248	522
Stage 1	-	-	-	324	326	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	247	0	522
Mov Cap-2 Maneuver	-	-	-	247	0	-
Stage 1	-	-	-	324	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s	0	12
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	522
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	0	-	-	12
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	20	1124	22	0	0	0	0	14	17	30	37	0
Future Vol, veh/h	20	1124	22	0	0	0	0	14	17	30	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	700	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	1222	24	0	0	0	0	15	18	33	40	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	1265	1265	610
Stage 1	-	-	-	1265	1265	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	161	168	437
Stage 1	-	-	-	229	239	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	161	0	437
Mov Cap-2 Maneuver	-	-	-	161	0	-
Stage 1	-	-	-	229	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		13.9
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	437	-	-	-
HCM Lane V/C Ratio	0.077	-	-	-
HCM Control Delay (s)	13.9	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	927	14	10	23	0	0	0	22
Future Vol, veh/h	0	0	0	0	927	14	10	23	0	0	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	250	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	1008	15	11	25	0	0	0	24

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	1008	1008	503
Stage 1	-	-	-	1008	1008	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	237	239	514
Stage 1	-	-	-	313	316	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	237	0	514
Mov Cap-2 Maneuver	-	-	-	237	0	-
Stage 1	-	-	-	313	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s	0	12.3
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	514
HCM Lane V/C Ratio	-	-	-	0.047
HCM Control Delay (s)	0	-	-	12.3
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	14	0	909	12	12	2	13	11	2	0
Future Vol, veh/h	0	0	0	14	0	909	12	12	2	13	11	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	-	-	-	None	-	-	None	-	-	-
Storage Length	-	-	-	-	250	-	-	-	-	-	-	-	5
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	0	988	13	13	2	14	12	2	0

Major/Minor	Major2				Minor1			Minor2		
Conflicting Flow All	19	23	0	0	46	123	38	51	123	0
Stage 1	-	-	-	-	45	45	-	0	78	-
Stage 2	-	-	-	-	1	78	-	51	45	-
Critical Hdwy	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	-
Critical Hdwy Stg 1	-	-	-	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	-
Pot Cap-1 Maneuver	-	1592	-	-	955	767	1034	948	767	-
Stage 1	-	-	-	-	969	857	-	-	-	-
Stage 2	-	-	-	-	-	-	-	962	857	-
Platoon blocked, %			-	-						
Mov Cap-1 Maneuver	~ -3	~ -3	-	-	-	767	1034	934	767	-
Mov Cap-2 Maneuver	-	-	-	-	-	767	-	934	767	-
Stage 1	-	-	-	-	969	857	-	-	-	-
Stage 2	-	-	-	-	-	-	-	945	857	-

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

Minor Lane/Major Mvmt	NEL2	NEL	NER	NBLn1	WBL2	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	1034	+	-	-	-	-
HCM Lane V/C Ratio	-	-	-	0.002	-	-	-	-	-
HCM Control Delay (s)	-	-	-	8.5	-	-	-	-	0
HCM Lane LOS	-	-	-	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0	-	-	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	1126	5	0	946	7	0	0	2	0	0	11
Future Vol, veh/h	8	1126	5	0	946	7	0	0	2	0	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	250	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1224	5	0	1028	8	0	0	2	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1036	0	0	1229	0	0	1758	2280	615	1661	2279	518
Stage 1	-	-	-	-	-	-	1244	1244	-	1032	1032	-
Stage 2	-	-	-	-	-	-	514	1036	-	629	1247	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	667	-	-	563	-	-	54	39	434	64	39	502
Stage 1	-	-	-	-	-	-	184	244	-	249	308	-
Stage 2	-	-	-	-	-	-	511	307	-	437	244	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	667	-	-	563	-	-	52	38	434	63	38	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	38	-	63	38	-
Stage 1	-	-	-	-	-	-	182	241	-	246	308	-
Stage 2	-	-	-	-	-	-	499	307	-	429	241	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	13.3	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	434	667	-	-	563	-	-	502
HCM Lane V/C Ratio	0.005	0.013	-	-	-	-	-	0.024
HCM Control Delay (s)	13.3	10.5	-	-	0	-	-	12.3
HCM Lane LOS	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	9	1118	3	3	4	944	7	1	1	2	6	1	5
Future Vol, veh/h	3	9	1118	3	3	4	944	7	1	1	2	6	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	250	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	10	1215	3	3	4	1026	8	1	1	2	7	1	5

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	760	1034	0	0	892	1218	0	0	1772	2292	609	1679	2290	517
Stage 1	-	-	-	-	-	-	-	-	1243	1243	-	1045	1045	-
Stage 2	-	-	-	-	-	-	-	-	529	1049	-	634	1245	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	473	668	-	-	389	568	-	-	53	39	438	62	39	503
Stage 1	-	-	-	-	-	-	-	-	185	245	-	245	304	-
Stage 2	-	-	-	-	-	-	-	-	501	303	-	434	244	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	604	604	-	-	473	473	-	-	51	39	438	60	39	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	51	39	-	60	39	-
Stage 1	-	-	-	-	-	-	-	-	185	245	-	245	304	-
Stage 2	-	-	-	-	-	-	-	-	494	303	-	430	244	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	51.2	49.7
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	51	99	604	-	-	473	-	-	60	169
HCM Lane V/C Ratio	0.021	0.033	0.022	-	-	0.016	-	-	0.109	0.039
HCM Control Delay (s)	77.1	42.6	11.1	-	-	12.7	-	-	72.2	27.2
HCM Lane LOS	F	E	B	-	-	B	-	-	F	D
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	0	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	17	1108	4	6	6	936	13	0	0	4	0	0	17
Future Vol, veh/h	5	17	1108	4	6	6	936	13	0	0	4	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	250	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	18	1204	4	7	7	1017	14	0	0	4	0	0	18

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	771	1032	0	0	887	1209	0	0	1789	2312	604	1701	2308	516
Stage 1	-	-	-	-	-	-	-	-	1254	1254	-	1051	1051	-
Stage 2	-	-	-	-	-	-	-	-	535	1058	-	650	1257	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	465	669	-	-	392	573	-	-	51	38	441	60	38	504
Stage 1	-	-	-	-	-	-	-	-	182	242	-	243	302	-
Stage 2	-	-	-	-	-	-	-	-	497	300	-	424	241	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	602	602	-	-	463	463	-	-	49	38	441	59	38	504
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	49	38	-	59	38	-
Stage 1	-	-	-	-	-	-	-	-	182	242	-	243	302	-
Stage 2	-	-	-	-	-	-	-	-	479	300	-	420	241	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	13.2	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	441	602	-	-	463	-	-	504
HCM Lane V/C Ratio	0.01	0.04	-	-	0.028	-	-	0.037
HCM Control Delay (s)	13.2	11.2	-	-	13	-	-	12.4
HCM Lane LOS	B	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	10	1100	10	19	14	963	7	5	1	6	5	1	5
Future Vol, veh/h	6	10	1100	10	19	14	963	7	5	1	6	5	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	250	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	11	1196	11	21	15	1047	8	5	1	7	5	1	5

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	775	1054	0	0	887	1207	0	0	1832	2362	603	1755	2363	527
Stage 1	-	-	-	-	-	-	-	-	1236	1236	-	1122	1122	-
Stage 2	-	-	-	-	-	-	-	-	596	1126	-	633	1241	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	463	656	-	-	392	574	-	-	47	35	442	54	35	496
Stage 1	-	-	-	-	-	-	-	-	187	246	-	219	279	-
Stage 2	-	-	-	-	-	-	-	-	457	278	-	434	245	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	564	564	-	-	449	449	-	-	45	35	442	52	35	496
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	45	35	-	52	35	-
Stage 1	-	-	-	-	-	-	-	-	187	246	-	219	279	-
Stage 2	-	-	-	-	-	-	-	-	450	278	-	426	245	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.5	56	53.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	45	166	564	-	-	449	-	-	52	155
HCM Lane V/C Ratio	0.121	0.046	0.031	-	-	0.08	-	-	0.105	0.042
HCM Control Delay (s)	95.7	27.7	11.6	-	-	13.7	-	-	82.2	29.2
HCM Lane LOS	F	D	B	-	-	B	-	-	F	D
HCM 95th %tile Q(veh)	0.4	0.1	0.1	-	-	0.3	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	33	1088	13	15	16	956	27	0	0	15	0	0	44
Future Vol, veh/h	3	33	1088	13	15	16	956	27	0	0	15	0	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	250	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	36	1183	14	16	17	1039	29	0	0	16	0	0	48

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	828	1068	0	0	890	1197	0	0	1855	2404	598	1791	2396	534
Stage 1	-	-	-	-	-	-	-	-	1268	1268	-	1121	1121	-
Stage 2	-	-	-	-	-	-	-	-	587	1136	-	670	1275	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	428	648	-	-	391	579	-	-	46	33	445	51	33	491
Stage 1	-	-	-	-	-	-	-	-	178	238	-	220	280	-
Stage 2	-	-	-	-	-	-	-	-	463	275	-	413	236	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	614	614	-	-	461	461	-	-	42	33	445	49	33	491
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	42	33	-	49	33	-
Stage 1	-	-	-	-	-	-	-	-	178	238	-	220	280	-
Stage 2	-	-	-	-	-	-	-	-	418	275	-	398	236	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	13.4	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	445	614	-	-	461	-	-	491
HCM Lane V/C Ratio	0.037	0.064	-	-	0.073	-	-	0.097
HCM Control Delay (s)	13.4	11.3	-	-	13.4	-	-	13.1
HCM Lane LOS	B	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0.2	-	-	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	13	13	1097	7	15	11	992	7	3	1	4	7	1	6
Future Vol, veh/h	13	13	1097	7	15	11	992	7	3	1	4	7	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	250	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	14	1192	8	16	12	1078	8	3	1	4	8	1	7

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	799	1086	0	0	880	1200	0	0	1849	2395	600	1792	2396	543
Stage 1	-	-	-	-	-	-	-	-	1253	1253	-	1139	1139	-
Stage 2	-	-	-	-	-	-	-	-	596	1142	-	653	1257	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	447	638	-	-	396	577	-	-	46	33	444	51	33	484
Stage 1	-	-	-	-	-	-	-	-	182	242	-	214	274	-
Stage 2	-	-	-	-	-	-	-	-	457	273	-	423	241	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	522	522	-	-	454	454	-	-	44	33	444	49	33	484
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	44	33	-	49	33	-
Stage 1	-	-	-	-	-	-	-	-	182	242	-	214	274	-
Stage 2	-	-	-	-	-	-	-	-	449	273	-	417	241	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	56.6	59.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	44	127	522	-	-	454	-	-	49	164
HCM Lane V/C Ratio	0.074	0.043	0.054	-	-	0.062	-	-	0.155	0.046
HCM Control Delay (s)	93.3	34.6	12.3	-	-	13.5	-	-	91.5	28
HCM Lane LOS	F	D	B	-	-	B	-	-	F	D
HCM 95th %tile Q(veh)	0.2	0.1	0.2	-	-	0.2	-	-	0.5	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	37	1078	10	7	12	974	43	0	0	13	0	0	44
Future Vol, veh/h	7	37	1078	10	7	12	974	43	0	0	13	0	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	250	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	40	1172	11	8	13	1059	47	0	0	14	0	0	48

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	855	1105	0	0	877	1183	0	0	1844	2420	591	1805	2401	553
Stage 1	-	-	-	-	-	-	-	-	1273	1273	-	1123	1123	-
Stage 2	-	-	-	-	-	-	-	-	571	1147	-	682	1278	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	411	628	-	-	398	586	-	-	46	32	450	50	33	477
Stage 1	-	-	-	-	-	-	-	-	177	237	-	219	279	-
Stage 2	-	-	-	-	-	-	-	-	473	272	-	406	235	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	566	566	-	-	493	493	-	-	41	32	450	48	33	477
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	41	32	-	48	33	-
Stage 1	-	-	-	-	-	-	-	-	177	237	-	219	279	-
Stage 2	-	-	-	-	-	-	-	-	426	272	-	393	235	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	13.3	13.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	450	566	-	-	493	-	-	477
HCM Lane V/C Ratio	0.031	0.084	-	-	0.042	-	-	0.1
HCM Control Delay (s)	13.3	11.9	-	-	12.6	-	-	13.4
HCM Lane LOS	B	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0.1	-	-	0.3

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	6	78	1008	17	11	20	967	104	11	5	13	91
Future Volume (veh/h)	6	78	1008	17	11	20	967	104	11	5	13	91
Number		7	4	14		3	8	18	5	2	12	1
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1937	1863	1900		1863	1863	1863	1863	1863	1900	1863
Adj Flow Rate, veh/h		85	1096	18		22	1051	113	12	5	14	99
Adj No. of Lanes		1	2	0		1	2	1	1	1	0	1
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		116	2195	36		45	2048	916	251	58	162	291
Arrive On Green		0.06	0.62	0.62		0.05	1.00	1.00	0.13	0.13	0.13	0.13
Sat Flow, veh/h		1845	3564	59		1774	3539	1583	1335	434	1215	1388
Grp Volume(v), veh/h		85	544	570		22	1051	113	12	0	19	99
Grp Sat Flow(s),veh/h/ln		1845	1770	1852		1774	1770	1583	1335	0	1648	1388
Q Serve(g_s), s		2.7	10.2	10.2		0.7	0.0	0.0	0.5	0.0	0.6	4.0
Cycle Q Clear(g_c), s		2.7	10.2	10.2		0.7	0.0	0.0	2.6	0.0	0.6	4.6
Prop In Lane		1.00		0.03		1.00		1.00	1.00		0.74	1.00
Lane Grp Cap(c), veh/h		116	1090	1141		45	2048	916	251	0	220	291
V/C Ratio(X)		0.73	0.50	0.50		0.48	0.51	0.12	0.05	0.00	0.09	0.34
Avail Cap(c_a), veh/h		163	1090	1141		151	2048	916	474	0	495	522
HCM Platoon Ratio		1.00	1.00	1.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		27.6	6.4	6.4		28.1	0.0	0.0	24.6	0.0	22.8	24.8
Incr Delay (d2), s/veh		9.7	1.6	1.6		7.8	0.9	0.3	0.1	0.0	0.2	0.7
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.7	5.3	5.6		0.5	0.3	0.1	0.2	0.0	0.3	1.6
LnGrp Delay(d),s/veh		37.3	8.0	7.9		35.9	0.9	0.3	24.7	0.0	23.0	25.5
LnGrp LOS		D	A	A		D	A	A	C		C	C
Approach Vol, veh/h			1199				1186			31		
Approach Delay, s/veh			10.1				1.5			23.6		
Approach LOS			B				A			C		

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		12.5	6.0	41.5		12.5	8.3	39.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.0	5.1	23.4		18.0	5.3	23.2
Max Q Clear Time (g_c+I1), s		4.6	2.7	12.2		6.6	4.7	2.0
Green Ext Time (p_c), s		0.6	0.0	8.9		0.5	0.0	14.7

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

Notes

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	5	52
Future Volume (veh/h)	5	52
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	5	57
Adj No. of Lanes	1	0
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	17	196
Arrive On Green	0.13	0.13
Sat Flow, veh/h	129	1473
Grp Volume(v), veh/h	0	62
Grp Sat Flow(s),veh/h/ln	0	1603
Q Serve(g_s), s	0.0	2.1
Cycle Q Clear(g_c), s	0.0	2.1
Prop In Lane		0.92
Lane Grp Cap(c), veh/h	0	214
V/C Ratio(X)	0.00	0.29
Avail Cap(c_a), veh/h	0	481
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.4
Incr Delay (d2), s/veh	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0
LnGrp Delay(d),s/veh	0.0	24.2
LnGrp LOS		C
Approach Vol, veh/h	161	
Approach Delay, s/veh	25.0	
Approach LOS	C	

Timer

Intersection	
Int Delay, s/veh	1.2

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	50	1056	22	16	21	1018	48	0	0	29	0	0	76
Future Vol, veh/h	8	50	1056	22	16	21	1018	48	0	0	29	0	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	50	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	54	1148	24	17	23	1107	52	0	0	32	0	0	83

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	928	1159	0	0	887	1172	0	0	1920	2525	586	1913	2511	579
Stage 1	-	-	-	-	-	-	-	-	1286	1286	-	1213	1213	-
Stage 2	-	-	-	-	-	-	-	-	634	1239	-	700	1298	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	369	599	-	-	392	592	-	-	41	27	454	41	28	458
Stage 1	-	-	-	-	-	-	-	-	174	233	-	193	253	-
Stage 2	-	-	-	-	-	-	-	-	434	246	-	396	230	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	530	530	-	-	468	468	-	-	34	27	454	38	28	458
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	34	27	-	38	28	-
Stage 1	-	-	-	-	-	-	-	-	174	233	-	193	253	-
Stage 2	-	-	-	-	-	-	-	-	356	246	-	369	230	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	13.5	14.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	454	530	-	-	468	-	-	458
HCM Lane V/C Ratio	0.069	0.119	-	-	0.086	-	-	0.18
HCM Control Delay (s)	13.5	12.7	-	-	13.4	-	-	14.6
HCM Lane LOS	B	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.2	0.4	-	-	0.3	-	-	0.7

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1101	1089	15	0	14
Future Vol, veh/h	0	1101	1089	15	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1197	1184	16	0	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1200	0	-	0	1790	600
Stage 1	-	-	-	-	1192	-
Stage 2	-	-	-	-	598	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	577	-	-	-	72	444
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	512	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	577	-	-	-	72	444
Mov Cap-2 Maneuver	-	-	-	-	181	-
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	512	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	577	-	-	-	444
HCM Lane V/C Ratio	-	-	-	-	0.034
HCM Control Delay (s)	0	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1101	8	3	8	1104	0	13
Future Vol, veh/h	1101	8	3	8	1104	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	250	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	1197	9	3	9	1200	0	14

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	1220	1205	0	1825	603
Stage 1	-	-	-	-	-	1201	-
Stage 2	-	-	-	-	-	624	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	240	575	-	68	442
Stage 1	-	-	-	-	-	248	-
Stage 2	-	-	-	-	-	496	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	411	411	-	68	442
Mov Cap-2 Maneuver	-	-	-	-	-	178	-
Stage 1	-	-	-	-	-	248	-
Stage 2	-	-	-	-	-	496	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	442	-	-	411	-
HCM Lane V/C Ratio	0.032	-	-	0.029	-
HCM Control Delay (s)	13.4	-	-	14	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	9	10	10	173	9	84	10	14	1012	241	16	109
Future Volume (veh/h)	9	10	10	173	9	84	10	14	1012	241	16	109
Number	3	8	18	7	4	14		1	6	16		5
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900		1937	1863	1863		1937
Adj Flow Rate, veh/h	10	11	11	188	10	91		15	1100	262		118
Adj No. of Lanes	0	1	0	0	1	0		1	2	1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	163	171	134	315	19	108		34	1490	667		150
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23		0.02	0.42	0.42		0.16
Sat Flow, veh/h	364	737	577	927	83	464		1845	3539	1583		1845
Grp Volume(v), veh/h	32	0	0	289	0	0		15	1100	262		118
Grp Sat Flow(s),veh/h/ln	1678	0	0	1475	0	0		1845	1770	1583		1845
Q Serve(g_s), s	0.0	0.0	0.0	10.3	0.0	0.0		0.5	15.7	6.9		3.7
Cycle Q Clear(g_c), s	0.9	0.0	0.0	11.2	0.0	0.0		0.5	15.7	6.9		3.7
Prop In Lane	0.31		0.34	0.65		0.31		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	469	0	0	442	0	0		34	1490	667		150
V/C Ratio(X)	0.07	0.00	0.00	0.65	0.00	0.00		0.44	0.74	0.39		0.79
Avail Cap(c_a), veh/h	587	0	0	552	0	0		154	1490	667		154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	18.0	0.0	0.0	21.9	0.0	0.0		29.1	14.6	12.0		24.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.9	0.0	0.0		8.7	3.3	1.7		22.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	4.8	0.0	0.0		0.3	8.3	3.3		2.8
LnGrp Delay(d),s/veh	18.1	0.0	0.0	23.8	0.0	0.0		37.9	17.9	13.8		47.1
LnGrp LOS	B			C				D	B	B		D
Approach Vol, veh/h		32			289				1377			
Approach Delay, s/veh		18.1			23.8				17.3			
Approach LOS		B			C				B			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.6	34.4		19.9	9.4	30.7		19.9
Change Period (Y+Rc), s	4.5	5.4		6.0	4.5	5.4		6.0
Max Green Setting (Gmax), s	5.0	20.6		18.5	5.0	20.6		18.5
Max Q Clear Time (g_c+I1), s	2.5	3.4		13.2	5.7	17.7		2.9
Green Ext Time (p_c), s	0.0	13.1		0.8	0.0	2.7		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Notes

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	980	12
Future Volume (veh/h)	980	12
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	1065	13
Adj No. of Lanes	2	0
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	1734	21
Arrive On Green	0.97	0.97
Sat Flow, veh/h	3581	44
Grp Volume(v), veh/h	526	552
Grp Sat Flow(s),veh/h/ln	1770	1855
Q Serve(g_s), s	1.4	1.4
Cycle Q Clear(g_c), s	1.4	1.4
Prop In Lane		0.02
Lane Grp Cap(c), veh/h	857	898
V/C Ratio(X)	0.61	0.61
Avail Cap(c_a), veh/h	857	898
HCM Platoon Ratio	2.00	2.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	0.5	0.5
Incr Delay (d2), s/veh	3.3	3.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.1
LnGrp Delay(d),s/veh	3.8	3.6
LnGrp LOS	A	A
Approach Vol, veh/h	1196	
Approach Delay, s/veh	8.0	
Approach LOS	A	

Timer

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	10	1266	21	0	1171
Future Vol, veh/h	0	10	1266	21	0	1171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	1376	23	0	1273

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2023	699	0	0	1399	0
Stage 1	1387	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	50	382	-	-	484	-
Stage 1	197	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	50	382	-	-	484	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	489	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	382	484	-
HCM Lane V/C Ratio	-	-	0.028	-	-
HCM Control Delay (s)	-	-	14.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	13	2	12	1304	1178	5
Future Vol, veh/h	0	13	2	12	1304	1178	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	14	2	13	1417	1280	5

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	2022	643	1300	1286	0	-	0
Stage 1	1283	-	-	-	-	-	-
Stage 2	739	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	-	-
Pot Cap-1 Maneuver	50	416	213	535	-	-	-
Stage 1	224	-	-	-	-	-	-
Stage 2	433	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	50	416	436	436	-	-	-
Mov Cap-2 Maneuver	155	-	-	-	-	-	-
Stage 1	224	-	-	-	-	-	-
Stage 2	433	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	436	-	416	-	-
HCM Lane V/C Ratio	0.035	-	0.034	-	-
HCM Control Delay (s)	13.6	-	14	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	4	1	13	3	1	3	8	22	1321	5	7	4	1186	4
Future Vol, veh/h	4	1	13	3	1	3	8	22	1321	5	7	4	1186	4
Conflicting Peds, #/hr	0	0	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	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	150	-	-	150	-	-	-	150	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	14	3	1	3	9	24	1436	5	8	4	1289	4

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	2099	2822	647	2173	2821	721	958	1293	0	0	1055	1441	0	0
Stage 1	1315	1315	-	1504	1504	-	-	-	-	-	-	-	-	-
Stage 2	784	1507	-	669	1317	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	30	18	414	26	18	370	353	532	-	-	306	467	-	-
Stage 1	167	226	-	127	183	-	-	-	-	-	-	-	-	-
Stage 2	352	182	-	413	225	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	28	18	414	24	18	370	463	463	-	-	348	348	-	-
Mov Cap-2 Maneuver	28	18	-	24	18	-	-	-	-	-	-	-	-	-
Stage 1	167	226	-	127	183	-	-	-	-	-	-	-	-	-
Stage 2	347	182	-	397	225	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	57.7	113.9	0.3	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	463	-	-	28	161	24	63	348	-	-
HCM Lane V/C Ratio	0.07	-	-	0.155	0.095	0.136	0.069	0.034	-	-
HCM Control Delay (s)	13.4	-	-	155.9	29.7	177.3	66.3	15.7	-	-
HCM Lane LOS	B	-	-	F	D	F	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.3	0.4	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	3	1353	6	0	1217
Future Vol, veh/h	0	3	1353	6	0	1217
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	1503	7	0	1352

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2183	755	0	0	1510	0
Stage 1	1507	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	39	351	-	-	439	-
Stage 1	170	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	39	351	-	-	439	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	170	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	351	439	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	-	-	15.4	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	11	8	11	1359	1214	3
Future Vol, veh/h	0	11	8	11	1359	1214	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	86	86	92	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	13	9	13	1580	1412	3

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	2246	708	1428	1415	0	-	0
Stage 1	1413	-	-	-	-	-	-
Stage 2	833	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	-	-
Pot Cap-1 Maneuver	35	377	176	478	-	-	-
Stage 1	191	-	-	-	-	-	-
Stage 2	387	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	35	377	277	277	-	-	-
Mov Cap-2 Maneuver	131	-	-	-	-	-	-
Stage 1	191	-	-	-	-	-	-
Stage 2	387	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	277	-	377	-	-
HCM Lane V/C Ratio	0.078	-	0.034	-	-
HCM Control Delay (s)	19.1	-	14.9	-	-
HCM Lane LOS	C	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	SEL	SET	SER	NWL
Lane Configurations												
Traffic Volume (veh/h)	118	117	1265	44	12	40	1148	47	67	5	90	49
Future Volume (veh/h)	118	117	1265	44	12	40	1148	47	67	5	90	49
Number		1	6	16		5	2	12	3	8	18	7
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h		129	1390	48		44	1262	0	74	5	0	54
Adj No. of Lanes		1	2	0		1	2	1	2	1	1	1
Peak Hour Factor		0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		156	2296	79		57	2131	953	186	322	274	174
Arrive On Green		0.18	1.00	1.00		0.03	0.60	0.00	0.05	0.17	0.00	0.08
Sat Flow, veh/h		1774	3491	120		1774	3539	1583	3442	1863	1583	1405
Grp Volume(v), veh/h		129	704	734		44	1262	0	74	5	0	54
Grp Sat Flow(s),veh/h/ln		1774	1770	1842		1774	1770	1583	1721	1863	1583	1405
Q Serve(g_s), s		8.4	0.0	0.0		3.0	26.5	0.0	2.5	0.3	0.0	4.4
Cycle Q Clear(g_c), s		8.4	0.0	0.0		3.0	26.5	0.0	2.5	0.3	0.0	4.4
Prop In Lane		1.00		0.07		1.00		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		156	1164	1211		57	2131	953	186	322	274	174
V/C Ratio(X)		0.83	0.60	0.61		0.77	0.59	0.00	0.40	0.02	0.00	0.31
Avail Cap(c_a), veh/h		347	1164	1211		139	2131	953	201	458	389	271
HCM Platoon Ratio		2.00	2.00	2.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		48.6	0.0	0.0		57.6	14.8	0.0	54.9	41.2	0.0	52.7
Incr Delay (d2), s/veh		10.7	2.3	2.3		19.6	1.2	0.0	1.4	0.0	0.0	1.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		4.5	0.8	0.8		1.8	13.2	0.0	1.2	0.1	0.0	1.8
LnGrp Delay(d),s/veh		59.3	2.3	2.3		77.3	16.0	0.0	56.2	41.2	0.0	53.7
LnGrp LOS		E	A	A		E	B		E	D		D
Approach Vol, veh/h			1567				1306			79		
Approach Delay, s/veh			7.0				18.1			55.3		
Approach LOS			A				B			E		

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	78.2	11.0	15.7	8.3	84.9		26.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	23.5	50.5	7.0	18.0	9.4	64.6		29.5
Max Q Clear Time (g_c+I1), s	10.4	28.5	4.5	6.4	5.0	2.0		2.3
Green Ext Time (p_c), s	0.2	18.7	0.0	0.3	0.0	42.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Notes

Movement	NWT	NWR
Lane Configurations		
Traffic Volume (veh/h)	6	39
Future Volume (veh/h)	6	39
Number	4	14
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	7	43
Adj No. of Lanes	1	0
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	2	2
Cap, veh/h	18	113
Arrive On Green	0.08	0.08
Sat Flow, veh/h	226	1391
Grp Volume(v), veh/h	0	50
Grp Sat Flow(s),veh/h/ln	0	1617
Q Serve(g_s), s	0.0	3.5
Cycle Q Clear(g_c), s	0.0	3.5
Prop In Lane		0.86
Lane Grp Cap(c), veh/h	0	131
V/C Ratio(X)	0.00	0.38
Avail Cap(c_a), veh/h	0	243
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	52.3
Incr Delay (d2), s/veh	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6
LnGrp Delay(d),s/veh	0.0	54.1
LnGrp LOS		D
Approach Vol, veh/h	104	
Approach Delay, s/veh	53.9	
Approach LOS	D	

Timer

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	148	0	0	6	0	1538	6	0	1354	51
Future Vol, veh/h	0	0	148	0	0	6	0	1538	6	0	1354	51
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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	200	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	161	0	0	7	0	1672	7	0	1472	55

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2308	3144	736	2408	3144	836	1472	0	0	1672	0	0
Stage 1	1472	1472	-	1672	1672	-	-	-	-	-	-	-
Stage 2	836	1672	-	736	1472	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	21	11	361	17	11	310	454	-	-	380	-	-
Stage 1	133	189	-	100	151	-	-	-	-	-	-	-
Stage 2	328	151	-	377	189	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	11	361	9	11	310	454	-	-	380	-	-
Mov Cap-2 Maneuver	21	11	-	9	11	-	-	-	-	-	-	-
Stage 1	133	189	-	100	151	-	-	-	-	-	-	-
Stage 2	321	151	-	209	189	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.7	16.9	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	454	-	-	361	310	380	-	-
HCM Lane V/C Ratio	-	-	-	0.446	0.021	-	-	-
HCM Control Delay (s)	0	-	-	22.7	16.9	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.2	0.1	0	-	-

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	95	212	28	115	244	113	448	68	954	408	66	484
Future Volume (veh/h)	95	212	28	115	244	113	448	68	954	408	66	484
Number	3	8	18		7	4	14	1	6	16		5
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900		1863	1863	1863	1863	1863	1863		1863
Adj Flow Rate, veh/h	103	230	30		265	123	0	74	1037	443		526
Adj No. of Lanes	1	1	0		2	1	1	1	2	1		1
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2		2
Cap, veh/h	266	242	32		342	185	157	282	1064	476		444
Arrive On Green	0.15	0.15	0.15		0.10	0.10	0.00	0.05	0.30	0.30		0.08
Sat Flow, veh/h	1774	1615	211		3442	1863	1583	1774	3539	1583		1774
Grp Volume(v), veh/h	103	0	260		265	123	0	74	1037	443		526
Grp Sat Flow(s),veh/h/ln	1774	0	1826		1721	1863	1583	1774	1770	1583		1774
Q Serve(g_s), s	6.3	0.0	16.9		9.0	7.6	0.0	3.4	34.8	32.6		30.0
Cycle Q Clear(g_c), s	6.3	0.0	16.9		9.0	7.6	0.0	3.4	34.8	32.6		30.0
Prop In Lane	1.00		0.12		1.00		1.00	1.00		1.00		1.00
Lane Grp Cap(c), veh/h	266	0	274		342	185	157	282	1064	476		444
V/C Ratio(X)	0.39	0.00	0.95		0.77	0.66	0.00	0.26	0.97	0.93		1.19
Avail Cap(c_a), veh/h	266	0	274		516	279	237	291	1064	476		444
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		0.33
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	0.00	1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	46.0	0.0	50.5		52.7	52.1	0.0	26.4	41.5	40.8		55.0
Incr Delay (d2), s/veh	0.9	0.0	40.7		4.1	4.0	0.0	0.5	22.2	27.2		104.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	11.6		4.5	4.1	0.0	1.7	20.3	17.9		27.6
LnGrp Delay(d),s/veh	46.9	0.0	91.3		56.8	56.1	0.0	26.9	63.7	68.0		159.5
LnGrp LOS	D		F		E	E		C	E	E		F
Approach Vol, veh/h		363				388			1554			
Approach Delay, s/veh		78.7				56.6			63.2			
Approach LOS		E				E			E			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.4	65.7		17.9	36.0	42.1		24.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	7.0	53.0		18.0	30.0	30.0		18.0
Max Q Clear Time (g_c+I1), s	5.4	33.6		11.0	32.0	36.8		18.9
Green Ext Time (p_c), s	0.0	15.0		0.9	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	71.2
HCM 2010 LOS	E

Notes

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	898	48
Future Volume (veh/h)	898	48
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	976	52
Adj No. of Lanes	2	0
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	1699	91
Arrive On Green	0.16	0.16
Sat Flow, veh/h	3418	182
Grp Volume(v), veh/h	505	523
Grp Sat Flow(s),veh/h/ln	1770	1831
Q Serve(g_s), s	31.6	31.6
Cycle Q Clear(g_c), s	31.6	31.6
Prop In Lane		0.10
Lane Grp Cap(c), veh/h	880	910
V/C Ratio(X)	0.57	0.57
Avail Cap(c_a), veh/h	880	910
HCM Platoon Ratio	0.33	0.33
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	38.4	38.4
Incr Delay (d2), s/veh	2.7	2.6
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.2	16.7
LnGrp Delay(d),s/veh	41.2	41.1
LnGrp LOS	D	D
Approach Vol, veh/h	1554	
Approach Delay, s/veh	81.2	
Approach LOS	F	

Timer

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1247	35	0	864	51	0	0	102	0	0	56
Future Vol, veh/h	0	1247	35	0	864	51	0	0	102	0	0	56
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	-	-	-	150	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1355	38	0	939	55	0	0	111	0	0	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	995	0	0	1393	0	0	1750	2369	697	1645	2360	497
Stage 1	-	-	-	-	-	-	1374	1374	-	967	967	-
Stage 2	-	-	-	-	-	-	376	995	-	678	1393	-
Critical Hdwy	5.34	-	-	4.14	-	-	6.99	6.54	6.94	6.99	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.54	5.54	-
Follow-up Hdwy	3.12	-	-	2.22	-	-	3.67	4.02	3.32	3.67	4.02	3.92
Pot Cap-1 Maneuver	394	-	-	487	-	-	70	34	383	83	35	444
Stage 1	-	-	-	-	-	-	150	211	-	215	331	-
Stage 2	-	-	-	-	-	-	584	321	-	396	207	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	394	-	-	487	-	-	60	34	383	59	35	444
Mov Cap-2 Maneuver	-	-	-	-	-	-	60	34	-	59	35	-
Stage 1	-	-	-	-	-	-	150	211	-	215	331	-
Stage 2	-	-	-	-	-	-	504	321	-	281	207	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	18.2	14.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	383	394	-	-	487	-	-	444
HCM Lane V/C Ratio	0.289	-	-	-	-	-	-	0.137
HCM Control Delay (s)	18.2	0	-	-	0	-	-	14.4
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.2	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	2.2

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	79	1250	16	38	87	859	45	0	0	82	0	0	52
Future Vol, veh/h	4	79	1250	16	38	87	859	45	0	0	82	0	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	150	-	-	-	250	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	86	1359	17	41	95	934	49	0	0	89	0	0	57

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	774	983	0	0	1094	1376	0	0	2287	2802	688	2090	2787	491
Stage 1	-	-	-	-	-	-	-	-	1548	1548	-	1230	1230	-
Stage 2	-	-	-	-	-	-	-	-	739	1254	-	860	1557	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	463	698	-	-	289	494	-	-	21	18	389	30	18	523
Stage 1	-	-	-	-	-	-	-	-	119	174	-	188	248	-
Stage 2	-	-	-	-	-	-	-	-	375	242	-	317	172	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	676	676	-	-	365	365	-	-	19	18	389	23	18	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	19	18	-	23	18	-
Stage 1	-	-	-	-	-	-	-	-	119	174	-	188	248	-
Stage 2	-	-	-	-	-	-	-	-	334	242	-	244	172	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	2.5	17	12.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	389	676	-	-	365	-	-	523
HCM Lane V/C Ratio	0.229	0.133	-	-	0.372	-	-	0.108
HCM Control Delay (s)	17	11.1	-	-	20.6	-	-	12.7
HCM Lane LOS	C	B	-	-	C	-	-	B
HCM 95th %tile Q(veh)	0.9	0.5	-	-	1.7	-	-	0.4

Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Traffic Vol, veh/h	0	1	1147	223	0	1029
Future Vol, veh/h	0	1	1147	223	0	1029
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	1247	242	0	1118

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1927	745	0	0	1489	0
Stage 1	1368	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	58	357	-	-	447	-
Stage 1	202	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	58	357	-	-	447	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	202	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	15.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	357	447	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	-	-	15.1	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	20	73	1045	1	1	1	830	47	124	5	1	51
Future Volume (veh/h)	20	73	1045	1	1	1	830	47	124	5	1	51
Number		7	4	14		3	8	18	5	2	12	1
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1900	1863	1863	1900	1863
Adj Flow Rate, veh/h		79	1136	1		1	902	51	135	5	1	55
Adj No. of Lanes		1	2	0		1	2	0	1	1	0	1
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		101	2091	2		2	1773	100	411	358	72	399
Arrive On Green		0.06	0.58	0.58		0.00	0.52	0.52	0.07	0.24	0.24	0.04
Sat Flow, veh/h		1774	3629	3		1774	3406	193	1774	1508	302	1774
Grp Volume(v), veh/h		79	554	583		1	469	484	135	0	6	55
Grp Sat Flow(s),veh/h/ln		1774	1770	1862		1774	1770	1829	1774	0	1810	1774
Q Serve(g_s), s		5.3	23.2	23.2		0.1	20.7	20.7	7.0	0.0	0.3	2.9
Cycle Q Clear(g_c), s		5.3	23.2	23.2		0.1	20.7	20.7	7.0	0.0	0.3	2.9
Prop In Lane		1.00		0.00		1.00		0.11	1.00		0.17	1.00
Lane Grp Cap(c), veh/h		101	1020	1073		2	921	952	411	0	430	399
V/C Ratio(X)		0.78	0.54	0.54		0.41	0.51	0.51	0.33	0.00	0.01	0.14
Avail Cap(c_a), veh/h		244	1020	1073		81	921	952	448	0	430	419
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		55.8	15.7	15.7		59.9	18.8	18.8	33.0	0.0	35.0	36.5
Incr Delay (d2), s/veh		12.3	2.1	2.0		85.2	2.0	1.9	0.5	0.0	0.1	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.9	11.8	12.4		0.1	10.5	10.9	3.5	0.0	0.2	1.5
LnGrp Delay(d),s/veh		68.1	17.8	17.7		145.1	20.8	20.7	33.4	0.0	35.1	36.6
LnGrp LOS		E	B	B		F	C	C	C		D	D
Approach Vol, veh/h			1216				954			141		
Approach Delay, s/veh			21.0				20.9			33.5		
Approach LOS			C				C			C		

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	33.0	4.7	73.6	13.5	28.2	11.3	67.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	28.5	5.5	62.5	11.5	22.5	16.5	51.5
Max Q Clear Time (g_c+I1), s	4.9	2.3	2.1	25.2	9.0	6.1	7.3	22.7
Green Ext Time (p_c), s	0.0	0.3	0.0	17.9	0.1	0.2	0.1	15.8

Intersection Summary	
HCM 2010 Ctrl Delay	22.6
HCM 2010 LOS	C

Notes

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	5	55
Future Volume (veh/h)	5	55
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	5	60
Adj No. of Lanes	1	0
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	24	292
Arrive On Green	0.20	0.20
Sat Flow, veh/h	123	1479
Grp Volume(v), veh/h	0	65
Grp Sat Flow(s),veh/h/ln	0	1602
Q Serve(g_s), s	0.0	4.1
Cycle Q Clear(g_c), s	0.0	4.1
Prop In Lane		0.92
Lane Grp Cap(c), veh/h	0	316
V/C Ratio(X)	0.00	0.21
Avail Cap(c_a), veh/h	0	316
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	40.3
Incr Delay (d2), s/veh	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9
LnGrp Delay(d),s/veh	0.0	41.7
LnGrp LOS		D
Approach Vol, veh/h	120	
Approach Delay, s/veh	39.4	
Approach LOS	D	

Timer

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1082	8	0	879	0	7
Future Vol, veh/h	1082	8	0	879	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1176	9	0	955	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1185	0	1658	592
Stage 1	-	-	-	-	1180	-
Stage 2	-	-	-	-	478	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	585	-	89	449
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	590	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	585	-	89	449
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	590	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	449	-	-	585	-
HCM Lane V/C Ratio	0.017	-	-	-	-
HCM Control Delay (s)	13.2	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	67	1018	4	1	6	814	44	15	4	5	53	4	50
Future Vol, veh/h	67	1018	4	1	6	814	44	15	4	5	53	4	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	200	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	1107	4	1	7	885	48	16	4	5	58	4	54

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	933	0	0	816	1111	0	0	1714	2202	555	1625	2181	466
Stage 1	-	-	-	-	-	-	-	1254	1254	-	924	924	-
Stage 2	-	-	-	-	-	-	-	460	948	-	701	1257	-
Critical Hdwy	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	729	-	-	436	624	-	-	58	44	475	68	45	543
Stage 1	-	-	-	-	-	-	-	182	242	-	290	346	-
Stage 2	-	-	-	-	-	-	-	551	338	-	395	241	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	729	-	-	586	586	-	-	44	40	475	~ 57	40	543
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	44	40	-	~ 57	40	-
Stage 1	-	-	-	-	-	-	-	164	218	-	261	346	-
Stage 2	-	-	-	-	-	-	-	490	338	-	344	217	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	101.3	129.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	44	81	729	-	-	586	-	-	57	281
HCM Lane V/C Ratio	0.371	0.121	0.1	-	-	0.013	-	-	1.011	0.209
HCM Control Delay (s)	128.8	55.5	10.5	-	-	11.2	-	-	240.1	21.2
HCM Lane LOS	F	F	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	1.3	0.4	0.3	-	-	0	-	-	4.7	0.8

Notes

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

Intersection	
Int Delay, s/veh	10.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	971	91	2	758	107	9
Future Vol, veh/h	971	91	2	758	107	9
Conflicting Peds, #/hr	0	91	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	350	350	-	0	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1055	99	2	824	116	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1055	0	1471	-
Stage 1	-	-	-	-	1055	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	-	-	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	656	-	118	0
Stage 1	-	-	-	-	296	0
Stage 2	-	-	-	-	634	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	656	-	~ 107	-
Mov Cap-2 Maneuver	-	-	-	-	~ 107	-
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	577	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	188
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	107	-	-	-	656	-
HCM Lane V/C Ratio	1.087	-	-	-	0.003	-
HCM Control Delay (s)	188	0	-	-	10.5	-
HCM Lane LOS	F	A	-	-	B	-
HCM 95th %tile Q(veh)	7.2	-	-	-	0	-

Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	881	99	20	760	0	32
Future Volume (Veh/h)	881	99	20	760	0	32
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	958	108	22	826	0	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage veh)	1			1		
Upstream signal (ft)				589		
pX, platoon unblocked					0.89	
vC, conflicting volume			1066		1415	479
vC1, stage 1 conf vol					958	
vC2, stage 2 conf vol					457	
vCu, unblocked vol			1066		1216	479
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		100	93
cM capacity (veh/h)			649		265	533

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	479	479	108	22	413	413	35
Volume Left	0	0	0	22	0	0	0
Volume Right	0	0	108	0	0	0	35
cSH	1700	1700	1700	649	1700	1700	533
Volume to Capacity	0.28	0.28	0.06	0.03	0.24	0.24	0.07
Queue Length 95th (ft)	0	0	0	3	0	0	5
Control Delay (s)	0.0	0.0	0.0	10.7	0.0	0.0	12.2
Lane LOS				B			B
Approach Delay (s)	0.0			0.3			12.2
Approach LOS							B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	19	748	146	5	140	563	4	203	16	279	7	17
Future Volume (vph)	19	748	146	5	140	563	4	203	16	279	7	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	6.2	6.2		4.5	6.2		6.5	6.5			6.5
Lane Util. Factor	1.00	0.95	1.00		1.00	0.95		1.00	1.00			1.00
Frt	1.00	1.00	0.85		1.00	1.00		1.00	0.86			0.95
Flt Protected	0.95	1.00	1.00		0.95	1.00		0.95	1.00			0.99
Satd. Flow (prot)	1770	3539	1583		1770	3536		1770	1598			1754
Flt Permitted	0.95	1.00	1.00		0.95	1.00		0.73	1.00			0.93
Satd. Flow (perm)	1770	3539	1583		1770	3536		1360	1598			1642
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	813	159	5	152	612	4	221	17	303	8	18
RTOR Reduction (vph)	0	0	107	0	0	1	0	0	199	0	0	10
Lane Group Flow (vph)	21	813	52	0	157	615	0	221	121	0	0	31
Turn Type	Prot	NA	Perm	Prot	Prot	NA		Perm	NA		Perm	NA
Protected Phases	3	8		7	7	4			6			2
Permitted Phases			8					6			2	
Actuated Green, G (s)	2.5	29.4	29.4		12.6	39.8		30.8	30.8			30.8
Effective Green, g (s)	2.5	29.4	29.4		12.6	39.8		30.8	30.8			30.8
Actuated g/C Ratio	0.03	0.33	0.33		0.14	0.44		0.34	0.34			0.34
Clearance Time (s)	4.2	6.2	6.2		4.5	6.2		6.5	6.5			6.5
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0			3.0
Lane Grp Cap (vph)	49	1156	517		247	1563		465	546			561
v/s Ratio Prot	0.01	c0.23			c0.09	0.17			0.08			
v/s Ratio Perm			0.03					c0.16				0.02
v/c Ratio	0.43	0.70	0.10		0.64	0.39		0.48	0.22			0.06
Uniform Delay, d1	43.0	26.5	21.1		36.5	17.0		23.3	21.1			19.8
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00	1.00			1.00
Incremental Delay, d2	5.9	2.0	0.1		5.3	0.2		3.5	0.9			0.2
Delay (s)	49.0	28.5	21.2		41.8	17.1		26.7	22.0			20.0
Level of Service	D	C	C		D	B		C	C			C
Approach Delay (s)		27.7				22.1			23.9			20.0
Approach LOS		C				C			C			C

Intersection Summary			
HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	14
Future Volume (vph)	14
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	15
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	1012	9	0	0	0	0	3	9	3	3	0
Future Vol, veh/h	10	1012	9	0	0	0	0	3	9	3	3	0
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	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1100	10	0	0	0	0	3	10	3	3	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	1127	1127	554
Stage 1	-	-	-	1127	1127	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	198	203	476
Stage 1	-	-	-	271	278	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	198	0	476
Mov Cap-2 Maneuver	-	-	-	198	0	-
Stage 1	-	-	-	271	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		12.8
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	476	-	-	-
HCM Lane V/C Ratio	0.027	-	-	-
HCM Control Delay (s)	12.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1017	7	0	0	0	0	39	12	5	4	0
Future Vol, veh/h	0	1017	7	0	0	0	0	39	12	5	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1105	8	0	0	0	0	42	13	5	4	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	1109	1109	556
Stage 1	-	-	-	1109	1109	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	204	208	475
Stage 1	-	-	-	277	283	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	204	0	475
Mov Cap-2 Maneuver	-	-	-	204	0	-
Stage 1	-	-	-	277	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR
Capacity (veh/h)	-	475	-	-	-
HCM Lane V/C Ratio	-	0.027	-	-	-
HCM Control Delay (s)	-	12.8	0	-	-
HCM Lane LOS	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	12	968	50	0	0	0	0	32	42	8	54	0
Future Vol, veh/h	12	968	50	0	0	0	0	32	42	8	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	400	-	550	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1052	54	0	0	0	0	35	46	9	59	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	1078	1078	525
Stage 1	-	-	-	1078	1078	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	213	217	497
Stage 1	-	-	-	288	293	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	213	0	497
Mov Cap-2 Maneuver	-	-	-	213	0	-
Stage 1	-	-	-	288	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		13.6
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	497	-	-	-
HCM Lane V/C Ratio	0.162	-	-	-
HCM Control Delay (s)	13.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	995	15	0	0	0	0	5	11	1	4	0
Future Vol, veh/h	6	995	15	0	0	0	0	5	11	1	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1082	16	0	0	0	0	5	12	1	4	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	1103	1103	548
Stage 1	-	-	-	1103	1103	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	206	210	480
Stage 1	-	-	-	279	285	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	206	0	480
Mov Cap-2 Maneuver	-	-	-	206	0	-
Stage 1	-	-	-	279	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		12.8
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	480	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-
HCM Control Delay (s)	12.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Movement	WBL2	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR2	NEL	NER	NER2
Lane Configurations												
Traffic Volume (vph)	20	473	11	22	112	33	7	47	310	481	512	14
Future Volume (vph)	20	473	11	22	112	33	7	47	310	481	512	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00			1.00	1.00	1.00	0.88	
Frt	1.00	1.00	0.85	1.00	0.97			1.00	0.85	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	1799			1850	1583	1770	2787	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	1799			1850	1583	1770	2787	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	514	12	24	122	36	8	51	337	523	557	15
RTOR Reduction (vph)	0	0	10	0	12	0	0	0	271	0	44	0
Lane Group Flow (vph)	22	514	2	24	146	0	0	59	66	523	528	0
Turn Type	Perm	NA	Perm	Split	NA		Split	NA	custom	pm+pt	Perm	
Protected Phases		8		2	2		6	6		7		
Permitted Phases	8		8						2	4	4	
Actuated Green, G (s)	15.3	15.3	15.3	18.0	18.0			18.0	18.0	42.4	42.4	
Effective Green, g (s)	15.3	15.3	15.3	18.0	18.0			18.0	18.0	42.4	42.4	
Actuated g/C Ratio	0.17	0.17	0.17	0.20	0.20			0.20	0.20	0.46	0.46	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	294	589	263	346	352			362	310	816	1285	
v/s Ratio Prot		c0.15		0.01	c0.08			c0.03		c0.16		
v/s Ratio Perm	0.01		0.00						0.04	0.14	0.19	
v/c Ratio	0.07	0.87	0.01	0.07	0.41			0.16	0.21	0.64	0.41	
Uniform Delay, d1	32.3	37.4	32.0	30.1	32.3			30.7	31.0	18.9	16.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	13.4	0.0	0.4	3.6			1.0	1.6	1.7	0.2	
Delay (s)	32.4	50.8	32.0	30.5	35.9			31.7	32.6	20.7	16.7	
Level of Service	C	D	C	C	D			C	C	C	B	
Approach Delay (s)		49.6			35.2			32.4		18.6		
Approach LOS		D			D			C		B		

Intersection Summary			
HCM 2000 Control Delay	30.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	91.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	562	7	1	497	1	6	1	1	1	1	2
Future Vol, veh/h	1	562	7	1	497	1	6	1	1	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	611	8	1	540	1	7	1	1	1	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	541	0	0	618	0	0	1162	1160	615	1161	1164	541
Stage 1	-	-	-	-	-	-	617	617	-	543	543	-
Stage 2	-	-	-	-	-	-	545	543	-	618	621	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1028	-	-	962	-	-	172	195	491	172	194	541
Stage 1	-	-	-	-	-	-	477	481	-	524	520	-
Stage 2	-	-	-	-	-	-	523	520	-	477	479	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1028	-	-	962	-	-	170	195	491	171	194	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	195	-	171	194	-
Stage 1	-	-	-	-	-	-	477	481	-	523	519	-
Stage 2	-	-	-	-	-	-	519	519	-	474	479	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	25.1	18.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	188	1028	-	-	962	-	-	272
HCM Lane V/C Ratio	0.046	0.001	-	-	0.001	-	-	0.016
HCM Control Delay (s)	25.1	8.5	0	-	8.7	0	-	18.5
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	557	3	4	477	4	10	1	4	4	1	10
Future Vol, veh/h	3	557	3	4	477	4	10	1	4	4	1	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	605	3	4	518	4	11	1	4	4	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	523	0	0	609	0	0	1149	1146	607	1145	1144	521
Stage 1	-	-	-	-	-	-	614	614	-	529	529	-
Stage 2	-	-	-	-	-	-	535	532	-	616	615	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1043	-	-	970	-	-	176	199	496	177	200	555
Stage 1	-	-	-	-	-	-	479	483	-	533	527	-
Stage 2	-	-	-	-	-	-	529	526	-	478	482	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1043	-	-	970	-	-	171	197	496	173	198	555
Mov Cap-2 Maneuver	-	-	-	-	-	-	171	197	-	173	198	-
Stage 1	-	-	-	-	-	-	477	481	-	531	524	-
Stage 2	-	-	-	-	-	-	514	523	-	471	480	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	23.7	16.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	209	1043	-	-	970	-	-	325
HCM Lane V/C Ratio	0.078	0.003	-	-	0.004	-	-	0.05
HCM Control Delay (s)	23.7	8.5	0	-	8.7	0	-	16.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	25	1	1	1	1	2	1	520	42	1	459	1
Future Vol, veh/h	25	1	1	1	1	2	1	520	42	1	459	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	1	1	1	1	2	1	565	46	1	499	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1093	1092	588	1093	1115	499	500	0	0	611	0	0
Stage 1	590	590	-	502	502	-	-	-	-	-	-	-
Stage 2	503	502	-	591	613	-	-	-	-	-	-	-
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	192	215	509	192	208	572	1064	-	-	968	-	-
Stage 1	494	495	-	552	542	-	-	-	-	-	-	-
Stage 2	551	542	-	493	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	190	215	509	191	208	572	1064	-	-	968	-	-
Mov Cap-2 Maneuver	190	215	-	191	208	-	-	-	-	-	-	-
Stage 1	494	495	-	551	541	-	-	-	-	-	-	-
Stage 2	547	541	-	490	483	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	26.7	17.4	0	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	1064	-	-	195	295	968	-	-
HCM Lane V/C Ratio	0.001	-	-	0.151	0.015	0.001	-	-
HCM Control Delay (s)	8.4	0	-	26.7	17.4	8.7	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	1	1	2	2	1	1	2	513	2	1	455	1
Future Vol, veh/h	1	1	2	2	1	1	2	513	2	1	455	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	2	2	1	1	2	558	2	1	495	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1061	1061	495	1062	1061	559	496	0	0	560	0	0
Stage 1	497	497	-	563	563	-	-	-	-	-	-	-
Stage 2	564	564	-	499	498	-	-	-	-	-	-	-
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	202	224	575	201	224	529	1068	-	-	1011	-	-
Stage 1	555	545	-	511	509	-	-	-	-	-	-	-
Stage 2	510	508	-	554	544	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	200	223	575	199	223	529	1068	-	-	1011	-	-
Mov Cap-2 Maneuver	200	223	-	199	223	-	-	-	-	-	-	-
Stage 1	553	544	-	509	507	-	-	-	-	-	-	-
Stage 2	506	506	-	550	543	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	16.8	20	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1068	-	-	244	309	1011	-	-
HCM Lane V/C Ratio	0.002	-	-	0.018	0.014	0.001	-	-
HCM Control Delay (s)	8.4	0	-	20	16.8	8.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	45	465	3	8	425	6	3	9	21	19	6	29
Future Vol, veh/h	45	465	3	8	425	6	3	9	21	19	6	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	505	3	9	462	7	3	10	23	21	7	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	468	0	0	509	0	0	1107	1091	507	1104	1090	465
Stage 1	-	-	-	-	-	-	605	605	-	483	483	-
Stage 2	-	-	-	-	-	-	502	486	-	621	607	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1094	-	-	1056	-	-	188	215	566	188	215	597
Stage 1	-	-	-	-	-	-	485	487	-	565	553	-
Stage 2	-	-	-	-	-	-	552	551	-	475	486	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1094	-	-	1056	-	-	167	204	566	167	204	597
Mov Cap-2 Maneuver	-	-	-	-	-	-	167	204	-	167	204	-
Stage 1	-	-	-	-	-	-	463	465	-	540	548	-
Stage 2	-	-	-	-	-	-	512	546	-	426	464	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	17.1	21.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	333	1094	-	-	1056	-	-	282
HCM Lane V/C Ratio	0.108	0.045	-	-	0.008	-	-	0.208
HCM Control Delay (s)	17.1	8.4	-	-	8.4	-	-	21.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	780	2	0	0	0	0	2	1	2	2	0
Future Vol, veh/h	2	780	2	0	0	0	0	2	1	2	2	0
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	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	800	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	848	2	0	0	0	0	2	1	2	2	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	853	853	424
Stage 1	-	-	-	853	853	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	298	295	579
Stage 1	-	-	-	378	374	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	298	0	579
Mov Cap-2 Maneuver	-	-	-	298	0	-
Stage 1	-	-	-	378	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		11.3
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	579	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s)	11.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBL	NBR	SEL	SER	NEL	NER
Traffic Vol, veh/h	0	0	18	2	1	3	2	753
Future Vol, veh/h	0	0	18	2	1	3	2	753
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	-	-	-
Storage Length	-	-	0	-	0	-	0	900
Veh in Median Storage, #	0	-	0	-	0	-	0	-
Grade, %	0	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	20	2	1	3	2	818

Major/Minor	Minor1		Major1	
Conflicting Flow All	823	818	0	0
Stage 1	823	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.42	6.22	-	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-
Pot Cap-1 Maneuver	343	376	-	-
Stage 1	431	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	343	376	-	-
Mov Cap-2 Maneuver	343	-	-	-
Stage 1	431	-	-	-
Stage 2	-	-	-	-

Approach	NB	NE
HCM Control Delay, s	15.2	
HCM LOS	C	

Minor Lane/Major Mvmt	NEL	NER	NER2	NBLn1
Capacity (veh/h)	-	-	-	376
HCM Lane V/C Ratio	-	-	-	0.058
HCM Control Delay (s)	-	-	-	15.2
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	751	2	0	1	0	0	0	6
Future Vol, veh/h	0	0	0	0	751	2	0	1	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	816	2	0	1	0	0	0	7

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	817	817	408
Stage 1	-	-	-	817	817	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	314	309	593
Stage 1	-	-	-	395	388	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	314	0	593
Mov Cap-2 Maneuver	-	-	-	314	0	-
Stage 1	-	-	-	395	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s	0	11.1
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	593
HCM Lane V/C Ratio	-	-	-	0.011
HCM Control Delay (s)	0	-	-	11.1
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	14	733	14	0	0	0	0	14	10	20	18	0
Future Vol, veh/h	14	733	14	0	0	0	0	14	10	20	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	700	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	797	15	0	0	0	0	15	11	22	20	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	827	827	397
Stage 1	-	-	-	827	827	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	310	305	602
Stage 1	-	-	-	390	384	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	310	0	602
Mov Cap-2 Maneuver	-	-	-	310	0	-
Stage 1	-	-	-	390	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		11.3
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	602	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-
HCM Control Delay (s)	11.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	761	15	6	18	0	0	0	12
Future Vol, veh/h	0	0	0	0	761	15	6	18	0	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	250	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	827	16	7	20	0	0	0	13

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	827	827	413
Stage 1	-	-	-	827	827	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	310	305	588
Stage 1	-	-	-	390	384	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	310	0	588
Mov Cap-2 Maneuver	-	-	-	310	0	-
Stage 1	-	-	-	390	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s	0	11.3
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	588
HCM Lane V/C Ratio	-	-	-	0.022
HCM Control Delay (s)	0	-	-	11.3
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	9	0	752	12	9	2	6	6	2	0
Future Vol, veh/h	0	0	0	9	0	752	12	9	2	6	6	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	-	-	-	None	-	-	None	-	-	-
Storage Length	-	-	-	-	250	-	-	-	-	-	-	-	5
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	10	0	817	13	10	2	7	7	2	0

Major/Minor	Major2				Minor1			Minor2		
Conflicting Flow All	14	16	0	0	30	79	26	34	79	0
Stage 1	-	-	-	-	29	29	-	0	50	-
Stage 2	-	-	-	-	1	50	-	34	29	-
Critical Hdwy	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	-
Critical Hdwy Stg 1	-	-	-	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	-
Pot Cap-1 Maneuver	-	1602	-	-	979	811	1050	973	811	-
Stage 1	-	-	-	-	988	871	-	-	-	-
Stage 2	-	-	-	-	-	-	-	982	871	-
Platoon blocked, %			-	-						
Mov Cap-1 Maneuver	~ -3	~ -3	-	-	-	811	1050	962	811	-
Mov Cap-2 Maneuver	-	-	-	-	-	811	-	962	811	-
Stage 1	-	-	-	-	988	871	-	-	-	-
Stage 2	-	-	-	-	-	-	-	969	871	-

Approach	WB	NB	SB
HCM Control Delay, s		8.4	
HCM LOS		A	-

Minor Lane/Major Mvmt	NEL2	NEL	NER	NBLn1	WBL2	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	1050	+	-	-	-	-
HCM Lane V/C Ratio	-	-	-	0.002	-	-	-	-	-
HCM Control Delay (s)	-	-	-	8.4	-	-	-	-	0
HCM Lane LOS	-	-	-	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0	-	-	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	723	3	0	780	7	0	0	2	0	0	7
Future Vol, veh/h	7	723	3	0	780	7	0	0	2	0	0	7
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	250	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	786	3	0	848	8	0	0	2	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	855	0	0	789	0	0	1227	1658	395	1260	1656	428
Stage 1	-	-	-	-	-	-	803	803	-	852	852	-
Stage 2	-	-	-	-	-	-	424	855	-	408	804	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	781	-	-	827	-	-	134	97	604	127	97	575
Stage 1	-	-	-	-	-	-	343	394	-	321	374	-
Stage 2	-	-	-	-	-	-	578	373	-	591	394	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	781	-	-	827	-	-	131	96	604	126	96	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	96	-	126	96	-
Stage 1	-	-	-	-	-	-	339	390	-	318	374	-
Stage 2	-	-	-	-	-	-	570	373	-	583	390	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	11	11.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	604	781	-	-	827	-	-	575
HCM Lane V/C Ratio	0.004	0.01	-	-	-	-	-	0.013
HCM Control Delay (s)	11	9.7	-	-	0	-	-	11.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	9	721	2	5	3	779	7	1	1	1	3	1	4
Future Vol, veh/h	3	9	721	2	5	3	779	7	1	1	1	3	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	250	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	10	784	2	5	3	847	8	1	1	1	3	1	4

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	628	854	0	0	575	786	0	0	1252	1683	393	1286	1680	427
Stage 1	-	-	-	-	-	-	-	-	811	811	-	868	868	-
Stage 2	-	-	-	-	-	-	-	-	441	872	-	418	812	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	574	781	-	-	620	829	-	-	129	93	606	122	94	576
Stage 1	-	-	-	-	-	-	-	-	339	391	-	314	368	-
Stage 2	-	-	-	-	-	-	-	-	565	366	-	583	390	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	715	715	-	-	684	684	-	-	127	93	606	121	94	576
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	127	93	-	121	94	-
Stage 1	-	-	-	-	-	-	-	-	339	391	-	314	368	-
Stage 2	-	-	-	-	-	-	-	-	559	366	-	580	390	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	29.7	24.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	127	161	715	-	-	684	-	-	121	284
HCM Lane V/C Ratio	0.009	0.014	0.018	-	-	0.013	-	-	0.027	0.019
HCM Control Delay (s)	33.6	27.7	10.1	-	-	10.3	-	-	35.6	17.9
HCM Lane LOS	D	D	B	-	-	B	-	-	E	C
HCM 95th %tile Q(veh)	0	0	0.1	-	-	0	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	12	720	3	4	4	776	15	0	0	4	0	0	15
Future Vol, veh/h	3	12	720	3	4	4	776	15	0	0	4	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	250	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	13	783	3	4	4	843	16	0	0	4	0	0	16

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	644	860	0	0	578	786	0	0	1256	1694	393	1293	1687	430
Stage 1	-	-	-	-	-	-	-	-	817	817	-	869	869	-
Stage 2	-	-	-	-	-	-	-	-	439	877	-	424	818	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	561	777	-	-	618	829	-	-	128	92	606	120	93	573
Stage 1	-	-	-	-	-	-	-	-	337	388	-	313	367	-
Stage 2	-	-	-	-	-	-	-	-	567	364	-	578	388	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	716	716	-	-	705	705	-	-	124	92	606	119	93	573
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	124	92	-	119	93	-
Stage 1	-	-	-	-	-	-	-	-	337	388	-	313	367	-
Stage 2	-	-	-	-	-	-	-	-	551	364	-	574	388	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	11	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	606	716	-	-	705	-	-	573
HCM Lane V/C Ratio	0.007	0.023	-	-	0.012	-	-	0.028
HCM Control Delay (s)	11	10.1	-	-	10.2	-	-	11.5
HCM Lane LOS	B	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	8	716	5	12	7	799	6	5	1	3	3	1	5
Future Vol, veh/h	5	8	716	5	12	7	799	6	5	1	3	3	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	250	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	9	778	5	13	8	868	7	5	1	3	3	1	5

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	644	875	0	0	575	784	0	0	1285	1725	392	1331	1725	437
Stage 1	-	-	-	-	-	-	-	-	809	809	-	913	913	-
Stage 2	-	-	-	-	-	-	-	-	476	916	-	418	812	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	561	767	-	-	620	830	-	-	122	88	607	113	88	567
Stage 1	-	-	-	-	-	-	-	-	340	392	-	294	350	-
Stage 2	-	-	-	-	-	-	-	-	539	349	-	583	390	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	669	669	-	-	681	681	-	-	120	88	607	111	88	567
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	120	88	-	111	88	-
Stage 1	-	-	-	-	-	-	-	-	340	392	-	294	350	-
Stage 2	-	-	-	-	-	-	-	-	532	349	-	578	390	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	29.1	24.4
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	120	245	669	-	-	681	-	-	111	297
HCM Lane V/C Ratio	0.045	0.018	0.021	-	-	0.03	-	-	0.029	0.022
HCM Control Delay (s)	36.4	20	10.5	-	-	10.4	-	-	38.4	17.4
HCM Lane LOS	E	C	B	-	-	B	-	-	E	C
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	0.1	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	24	707	6	9	8	788	25	0	0	12	0	0	34
Future Vol, veh/h	2	24	707	6	9	8	788	25	0	0	12	0	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	250	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	26	768	7	10	9	857	27	0	0	13	0	0	37

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	682	884	0	0	579	775	0	0	1293	1749	387	1348	1739	442
Stage 1	-	-	-	-	-	-	-	-	828	828	-	907	907	-
Stage 2	-	-	-	-	-	-	-	-	465	921	-	441	832	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	530	761	-	-	617	837	-	-	120	85	611	109	86	563
Stage 1	-	-	-	-	-	-	-	-	332	384	-	297	353	-
Stage 2	-	-	-	-	-	-	-	-	547	347	-	565	382	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	731	731	-	-	696	696	-	-	112	85	611	107	86	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	112	85	-	107	86	-
Stage 1	-	-	-	-	-	-	-	-	332	384	-	297	353	-
Stage 2	-	-	-	-	-	-	-	-	511	347	-	553	382	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	11	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	611	731	-	-	696	-	-	563
HCM Lane V/C Ratio	0.021	0.039	-	-	0.027	-	-	0.066
HCM Control Delay (s)	11	10.1	-	-	10.3	-	-	11.8
HCM Lane LOS	B	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	12	13	708	3	9	4	809	8	4	1	2	3	1	5
Future Vol, veh/h	12	13	708	3	9	4	809	8	4	1	2	3	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	250	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	14	770	3	10	4	879	9	4	1	2	3	1	5

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	654	888	0	0	566	773	0	0	1294	1742	386	1352	1739	444
Stage 1	-	-	-	-	-	-	-	-	826	826	-	912	912	-
Stage 2	-	-	-	-	-	-	-	-	468	916	-	440	827	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	553	758	-	-	629	838	-	-	120	86	612	109	86	561
Stage 1	-	-	-	-	-	-	-	-	332	385	-	295	351	-
Stage 2	-	-	-	-	-	-	-	-	545	349	-	566	384	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	640	640	-	-	680	680	-	-	118	86	612	108	86	561
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	118	86	-	108	86	-
Stage 1	-	-	-	-	-	-	-	-	332	385	-	295	351	-
Stage 2	-	-	-	-	-	-	-	-	538	349	-	562	384	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	30.9	24.9
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	118	201	640	-	-	680	-	-	108	292
HCM Lane V/C Ratio	0.037	0.016	0.042	-	-	0.021	-	-	0.03	0.022
HCM Control Delay (s)	36.7	23.2	10.9	-	-	10.4	-	-	39.4	17.6
HCM Lane LOS	E	C	B	-	-	B	-	-	E	C
HCM 95th %tile Q(veh)	0.1	0	0.1	-	-	0.1	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	25	692	6	5	7	790	30	0	0	10	0	0	34
Future Vol, veh/h	6	25	692	6	5	7	790	30	0	0	10	0	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	250	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	27	752	7	5	8	859	33	0	0	11	0	0	37

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	688	891	0	0	565	759	0	0	1278	1740	379	1344	1727	446
Stage 1	-	-	-	-	-	-	-	-	823	823	-	901	901	-
Stage 2	-	-	-	-	-	-	-	-	455	917	-	443	826	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	526	757	-	-	630	848	-	-	123	86	619	110	88	560
Stage 1	-	-	-	-	-	-	-	-	334	386	-	299	355	-
Stage 2	-	-	-	-	-	-	-	-	554	349	-	564	385	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	686	686	-	-	735	735	-	-	115	86	619	108	88	560
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	115	86	-	108	88	-
Stage 1	-	-	-	-	-	-	-	-	334	386	-	299	355	-
Stage 2	-	-	-	-	-	-	-	-	517	349	-	554	385	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	10.9	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	619	686	-	-	735	-	-	560
HCM Lane V/C Ratio	0.018	0.049	-	-	0.018	-	-	0.066
HCM Control Delay (s)	10.9	10.5	-	-	10	-	-	11.9
HCM Lane LOS	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0.1	-	-	0.2

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	4	51	647	10	8	13	762	73	10	5	7	78
Future Volume (veh/h)	4	51	647	10	8	13	762	73	10	5	7	78
Number		7	4	14		3	8	18	5	2	12	1
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1937	1863	1900		1863	1863	1863	1863	1863	1900	1863
Adj Flow Rate, veh/h		55	703	11		14	828	79	11	5	8	85
Adj No. of Lanes		1	2	0		1	2	1	1	1	0	1
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		92	2227	35		31	2094	937	248	86	138	297
Arrive On Green		0.05	0.62	0.62		0.02	0.79	0.79	0.13	0.13	0.13	0.13
Sat Flow, veh/h		1845	3567	56		1774	3539	1583	1330	646	1034	1395
Grp Volume(v), veh/h		55	349	365		14	828	79	11	0	13	85
Grp Sat Flow(s),veh/h/ln		1845	1770	1853		1774	1770	1583	1330	0	1680	1395
Q Serve(g_s), s		1.8	5.5	5.5		0.5	4.3	0.7	0.5	0.0	0.4	3.4
Cycle Q Clear(g_c), s		1.8	5.5	5.5		0.5	4.3	0.7	2.7	0.0	0.4	3.8
Prop In Lane		1.00		0.03		1.00		1.00	1.00		0.62	1.00
Lane Grp Cap(c), veh/h		92	1105	1157		31	2094	937	248	0	224	297
V/C Ratio(X)		0.60	0.32	0.32		0.46	0.40	0.08	0.04	0.00	0.06	0.29
Avail Cap(c_a), veh/h		172	1105	1157		148	2094	937	469	0	504	529
HCM Platoon Ratio		1.00	1.00	1.00		1.33	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		27.9	5.3	5.3		29.0	3.1	2.7	24.7	0.0	22.7	24.4
Incr Delay (d2), s/veh		6.0	0.7	0.7		10.1	0.6	0.2	0.1	0.0	0.1	0.5
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.0	2.8	3.0		0.3	2.2	0.3	0.2	0.0	0.2	1.3
LnGrp Delay(d),s/veh		33.9	6.0	6.0		39.2	3.6	2.9	24.8	0.0	22.8	24.9
LnGrp LOS		C	A	A		D	A	A	C		C	C
Approach Vol, veh/h			769				921			24		
Approach Delay, s/veh			8.0				4.1			23.7		
Approach LOS			A				A			C		

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		12.5	5.5	42.0		12.5	7.5	40.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.0	5.0	23.5		18.0	5.6	22.9
Max Q Clear Time (g_c+I1), s		4.7	2.5	7.5		5.8	3.8	6.3
Green Ext Time (p_c), s		0.5	0.0	8.7		0.5	0.0	8.9

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Notes

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	5	56
Future Volume (veh/h)	5	56
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	5	61
Adj No. of Lanes	1	0
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	16	197
Arrive On Green	0.13	0.13
Sat Flow, veh/h	121	1480
Grp Volume(v), veh/h	0	66
Grp Sat Flow(s),veh/h/ln	0	1602
Q Serve(g_s), s	0.0	2.2
Cycle Q Clear(g_c), s	0.0	2.2
Prop In Lane		0.92
Lane Grp Cap(c), veh/h	0	214
V/C Ratio(X)	0.00	0.31
Avail Cap(c_a), veh/h	0	480
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.5
Incr Delay (d2), s/veh	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0
LnGrp Delay(d),s/veh	0.0	24.3
LnGrp LOS		C
Approach Vol, veh/h	151	
Approach Delay, s/veh	24.6	
Approach LOS	C	

Timer

Intersection	
Int Delay, s/veh	1

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	30	696	17	10	11	783	36	0	0	20	0	0	67
Future Vol, veh/h	6	30	696	17	10	11	783	36	0	0	20	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	50	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	33	757	18	11	12	851	39	0	0	22	0	0	73

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	723	890	0	0	587	775	0	0	1315	1780	388	1373	1769	445
Stage 1	-	-	-	-	-	-	-	-	844	844	-	916	916	-
Stage 2	-	-	-	-	-	-	-	-	471	936	-	457	853	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	499	757	-	-	610	837	-	-	116	81	611	105	83	561
Stage 1	-	-	-	-	-	-	-	-	324	377	-	293	349	-
Stage 2	-	-	-	-	-	-	-	-	542	342	-	553	374	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	675	675	-	-	698	698	-	-	101	81	611	101	83	561
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	101	81	-	101	83	-
Stage 1	-	-	-	-	-	-	-	-	324	377	-	293	349	-
Stage 2	-	-	-	-	-	-	-	-	472	342	-	533	374	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	11.1	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	611	675	-	-	698	-	-	561
HCM Lane V/C Ratio	0.036	0.058	-	-	0.033	-	-	0.13
HCM Control Delay (s)	11.1	10.7	-	-	10.3	-	-	12.4
HCM Lane LOS	B	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	726	828	10	0	12
Future Vol, veh/h	0	726	828	10	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	789	900	11	0	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	911	0	-	0	1300	455
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	395	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	743	-	-	-	153	552
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	650	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	743	-	-	-	153	552
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	650	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	743	-	-	-	552
HCM Lane V/C Ratio	-	-	-	-	0.024
HCM Control Delay (s)	0	-	-	-	11.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	723	6	3	7	838	0	10
Future Vol, veh/h	723	6	3	7	838	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	250	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	786	7	3	8	911	0	11

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	803	792	0	1266	396
Stage 1	-	-	-	-	-	789	-
Stage 2	-	-	-	-	-	477	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	444	824	-	161	603
Stage 1	-	-	-	-	-	408	-
Stage 2	-	-	-	-	-	590	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	651	651	-	161	603
Mov Cap-2 Maneuver	-	-	-	-	-	290	-
Stage 1	-	-	-	-	-	408	-
Stage 2	-	-	-	-	-	590	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	603	-	-	651	-
HCM Lane V/C Ratio	0.018	-	-	0.017	-
HCM Control Delay (s)	11.1	-	-	10.6	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	8	6	6	163	9	93	14	8	745	136	10	68
Future Volume (veh/h)	8	6	6	163	9	93	14	8	745	136	10	68
Number	3	8	18	7	4	14		1	6	16		5
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900		1937	1863	1863		1937
Adj Flow Rate, veh/h	9	7	7	177	10	101		9	810	148		74
Adj No. of Lanes	0	1	0	0	1	0		1	2	1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	194	148	113	297	21	120		422	1576	705		399
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23		0.01	0.45	0.45		0.06
Sat Flow, veh/h	481	642	491	869	93	519		1845	3539	1583		1845
Grp Volume(v), veh/h	23	0	0	288	0	0		9	810	148		74
Grp Sat Flow(s),veh/h/ln	1613	0	0	1481	0	0		1845	1770	1583		1845
Q Serve(g_s), s	0.0	0.0	0.0	10.5	0.0	0.0		0.2	9.9	3.4		1.2
Cycle Q Clear(g_c), s	0.6	0.0	0.0	11.1	0.0	0.0		0.2	9.9	3.4		1.2
Prop In Lane	0.39		0.30	0.61		0.35		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	456	0	0	439	0	0		422	1576	705		399
V/C Ratio(X)	0.05	0.00	0.00	0.66	0.00	0.00		0.02	0.51	0.21		0.19
Avail Cap(c_a), veh/h	573	0	0	553	0	0		554	1576	705		444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	18.0	0.0	0.0	22.0	0.0	0.0		9.1	12.0	10.2		8.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.9	0.0	0.0		0.0	1.2	0.7		0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	4.8	0.0	0.0		0.1	5.0	1.6		0.6
LnGrp Delay(d),s/veh	18.0	0.0	0.0	23.9	0.0	0.0		9.1	13.2	10.9		8.7
LnGrp LOS	B			C				A	B	B		A
Approach Vol, veh/h		23			288				967			
Approach Delay, s/veh		18.0			23.9				12.8			
Approach LOS		B			C				B			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.2	35.0		19.8	8.0	32.1		19.8
Change Period (Y+Rc), s	4.5	5.4		6.0	4.5	5.4		6.0
Max Green Setting (Gmax), s	5.0	20.6		18.5	5.0	20.6		18.5
Max Q Clear Time (g_c+I1), s	2.2	9.5		13.1	3.2	11.9		2.6
Green Ext Time (p_c), s	0.0	7.0		0.8	0.0	5.8		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.6
HCM 2010 LOS	B

Notes

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	649	9
Future Volume (veh/h)	649	9
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	705	10
Adj No. of Lanes	2	0
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	1760	25
Arrive On Green	0.49	0.49
Sat Flow, veh/h	3573	51
Grp Volume(v), veh/h	349	366
Grp Sat Flow(s),veh/h/ln	1770	1854
Q Serve(g_s), s	7.5	7.5
Cycle Q Clear(g_c), s	7.5	7.5
Prop In Lane		0.03
Lane Grp Cap(c), veh/h	872	913
V/C Ratio(X)	0.40	0.40
Avail Cap(c_a), veh/h	872	913
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	9.6	9.6
Incr Delay (d2), s/veh	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	4.1
LnGrp Delay(d),s/veh	11.0	10.9
LnGrp LOS	B	B
Approach Vol, veh/h	789	
Approach Delay, s/veh	10.8	
Approach LOS	B	

Timer

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	13	892	12	0	830
Future Vol, veh/h	0	13	892	12	0	830
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	970	13	0	902

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1427	491	0	0	983	0
Stage 1	976	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	126	523	-	-	698	-
Stage 1	326	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	523	-	-	698	-
Mov Cap-2 Maneuver	244	-	-	-	-	-
Stage 1	326	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	523	698	-
HCM Lane V/C Ratio	-	-	0.027	-	-
HCM Control Delay (s)	-	-	12.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	10	2	4	906	832	3
Future Vol, veh/h	0	10	2	4	906	832	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	11	2	4	985	904	3

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	1411	454	918	908	0	-	0
Stage 1	906	-	-	-	-	-	-
Stage 2	505	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	-	-
Pot Cap-1 Maneuver	129	553	375	745	-	-	-
Stage 1	355	-	-	-	-	-	-
Stage 2	571	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	129	553	555	555	-	-	-
Mov Cap-2 Maneuver	254	-	-	-	-	-	-
Stage 1	355	-	-	-	-	-	-
Stage 2	571	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	555	-	553	-	-
HCM Lane V/C Ratio	0.012	-	0.02	-	-
HCM Control Delay (s)	11.6	-	11.6	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	4	1	18	4	1	4	9	9	889	2	9	2	832	3
Future Vol, veh/h	4	1	18	4	1	4	9	9	889	2	9	2	832	3
Conflicting Peds, #/hr	0	0	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	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	150	-	-	150	-	-	-	150	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	20	4	1	4	10	10	966	2	10	2	904	3

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	1453	1938	454	1484	1939	484	682	908	0	0	711	968	0	0
Stage 1	930	930	-	1007	1007	-	-	-	-	-	-	-	-	-
Stage 2	523	1008	-	477	932	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	91	65	553	87	65	529	530	745	-	-	508	707	-	-
Stage 1	287	344	-	258	317	-	-	-	-	-	-	-	-	-
Stage 2	505	316	-	538	343	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	89	65	553	83	65	529	608	608	-	-	532	532	-	-
Mov Cap-2 Maneuver	89	65	-	83	65	-	-	-	-	-	-	-	-	-
Stage 1	287	344	-	258	317	-	-	-	-	-	-	-	-	-
Stage 2	499	316	-	517	343	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.3	34.7	0.2	0.2
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	608	-	-	89	396	83	218	532	-	-
HCM Lane V/C Ratio	0.032	-	-	0.049	0.052	0.052	0.025	0.022	-	-
HCM Control Delay (s)	11.1	-	-	47.5	14.6	50.8	21.9	11.9	-	-
HCM Lane LOS	B	-	-	E	B	F	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0.2	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	7	902	5	0	867
Future Vol, veh/h	0	7	902	5	0	867
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	1002	6	0	963

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1487	504	0	0	1008	0
Stage 1	1005	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	115	513	-	-	683	-
Stage 1	315	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	115	513	-	-	683	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	315	-	-	-	-	-
Stage 2	587	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	513	683	-
HCM Lane V/C Ratio	-	-	0.015	-	-
HCM Control Delay (s)	-	-	12.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	6	9	4	907	864	3
Future Vol, veh/h	0	6	9	4	907	864	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	86	86	92	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	7	10	5	1055	1005	3

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	1562	504	1015	1008	0	-	0
Stage 1	1006	-	-	-	-	-	-
Stage 2	556	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	-	-
Pot Cap-1 Maneuver	103	513	325	683	-	-	-
Stage 1	314	-	-	-	-	-	-
Stage 2	538	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	103	513	387	387	-	-	-
Mov Cap-2 Maneuver	224	-	-	-	-	-	-
Stage 1	314	-	-	-	-	-	-
Stage 2	538	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	387	-	513	-	-
HCM Lane V/C Ratio	0.037	-	0.014	-	-
HCM Control Delay (s)	14.7	-	12.1	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	47	4	67	31	5	24	59	82	842	35	10	30
Future Volume (veh/h)	47	4	67	31	5	24	59	82	842	35	10	30
Number	3	8	18	7	4	14		1	6	16		5
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		1863	1863	1900		1863
Adj Flow Rate, veh/h	52	4	0	34	5	26		90	925	38		33
Adj No. of Lanes	2	1	1	1	1	0		1	2	0		1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		0.91	0.91	0.91		0.91
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	202	372	317	208	24	124		116	2029	83		55
Arrive On Green	0.06	0.20	0.00	0.09	0.09	0.09		0.07	0.59	0.59		0.03
Sat Flow, veh/h	3442	1863	1583	1407	262	1361		1774	3465	142		1774
Grp Volume(v), veh/h	52	4	0	34	0	31		90	472	491		33
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1407	0	1623		1774	1770	1838		1774
Q Serve(g_s), s	1.3	0.2	0.0	2.0	0.0	1.6		4.5	13.6	13.6		1.7
Cycle Q Clear(g_c), s	1.3	0.2	0.0	2.0	0.0	1.6		4.5	13.6	13.6		1.7
Prop In Lane	1.00		1.00	1.00		0.84		1.00		0.08		1.00
Lane Grp Cap(c), veh/h	202	372	317	208	0	148		116	1036	1076		55
V/C Ratio(X)	0.26	0.01	0.00	0.16	0.00	0.21		0.77	0.46	0.46		0.60
Avail Cap(c_a), veh/h	268	611	519	361	0	325		266	1036	1076		128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	40.5	28.9	0.0	38.1	0.0	37.9		41.4	10.5	10.5		43.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	0.7		10.4	1.4	1.4		9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.8	0.0	0.7		2.5	7.0	7.2		1.0
LnGrp Delay(d),s/veh	41.2	28.9	0.0	38.4	0.0	38.6		51.8	12.0	11.9		52.9
LnGrp LOS	D	C		D		D		D	B	B		D
Approach Vol, veh/h		56			65				1053			
Approach Delay, s/veh		40.3			38.5				15.4			
Approach LOS		D			D				B			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	10.4	55.6	9.8	14.2	7.3	58.7		24.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	13.5	30.5	7.0	18.0	6.5	37.5		29.5
Max Q Clear Time (g_c+I1), s	6.5	15.5	3.3	4.0	3.7	15.6		2.2
Green Ext Time (p_c), s	0.1	10.3	0.0	0.2	0.0	13.5		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B

Notes

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	806	40
Future Volume (veh/h)	806	40
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863
Adj Flow Rate, veh/h	886	0
Adj No. of Lanes	2	1
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	2	2
Cap, veh/h	1951	873
Arrive On Green	0.55	0.00
Sat Flow, veh/h	3539	1583
Grp Volume(v), veh/h	886	0
Grp Sat Flow(s),veh/h/ln	1770	1583
Q Serve(g_s), s	13.5	0.0
Cycle Q Clear(g_c), s	13.5	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	1951	873
V/C Ratio(X)	0.45	0.00
Avail Cap(c_a), veh/h	1951	873
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	0.00
Uniform Delay (d), s/veh	12.1	0.0
Incr Delay (d2), s/veh	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.0
LnGrp Delay(d),s/veh	12.9	0.0
LnGrp LOS	B	
Approach Vol, veh/h	919	
Approach Delay, s/veh	14.3	
Approach LOS	B	
Timer		

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	41	0	0	5	0	1013	15	0	942	21
Future Vol, veh/h	0	0	41	0	0	5	0	1013	15	0	942	21
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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	200	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	45	0	0	5	0	1101	16	0	1024	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1575	2125	512	1613	2125	551	1024	0	0	1101	0	0
Stage 1	1024	1024	-	1101	1101	-	-	-	-	-	-	-
Stage 2	551	1101	-	512	1024	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	74	49	507	69	49	478	674	-	-	630	-	-
Stage 1	252	311	-	226	286	-	-	-	-	-	-	-
Stage 2	486	286	-	513	311	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	73	49	507	63	49	478	674	-	-	630	-	-
Mov Cap-2 Maneuver	73	49	-	63	49	-	-	-	-	-	-	-
Stage 1	252	311	-	226	286	-	-	-	-	-	-	-
Stage 2	480	286	-	468	311	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	12.6	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	674	-	-	507	478	630	-	-
HCM Lane V/C Ratio	-	-	-	0.088	0.011	-	-	-
HCM Control Delay (s)	0	-	-	12.8	12.6	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	51	67	23	72	202	78	295	29	656	187	39	258
Future Volume (veh/h)	51	67	23	72	202	78	295	29	656	187	39	258
Number	3	8	18		7	4	14	1	6	16		5
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900		1863	1863	1863	1863	1863	1863		1863
Adj Flow Rate, veh/h	55	73	25		220	85	0	32	713	203		280
Adj No. of Lanes	1	1	0		2	1	1	1	2	1		1
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2		2
Cap, veh/h	147	110	38		294	159	135	455	1615	723		311
Arrive On Green	0.08	0.08	0.08		0.09	0.09	0.00	0.04	0.46	0.46		0.18
Sat Flow, veh/h	1774	1328	455		3442	1863	1583	1774	3539	1583		1774
Grp Volume(v), veh/h	55	0	98		220	85	0	32	713	203		280
Grp Sat Flow(s),veh/h/ln	1774	0	1783		1721	1863	1583	1774	1770	1583		1774
Q Serve(g_s), s	3.5	0.0	6.4		7.5	5.2	0.0	1.1	16.5	9.6		18.5
Cycle Q Clear(g_c), s	3.5	0.0	6.4		7.5	5.2	0.0	1.1	16.5	9.6		18.5
Prop In Lane	1.00		0.26		1.00		1.00	1.00		1.00		1.00
Lane Grp Cap(c), veh/h	147	0	148		294	159	135	455	1615	723		311
V/C Ratio(X)	0.37	0.00	0.66		0.75	0.53	0.00	0.07	0.44	0.28		0.90
Avail Cap(c_a), veh/h	266	0	267		516	279	237	491	1615	723		414
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	0.00	1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	52.1	0.0	53.4		53.6	52.6	0.0	15.6	22.2	20.3		48.4
Incr Delay (d2), s/veh	1.6	0.0	5.0		3.8	2.8	0.0	0.1	0.9	1.0		18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	3.4		3.7	2.8	0.0	0.6	8.2	4.4		10.7
LnGrp Delay(d),s/veh	53.7	0.0	58.4		57.4	55.3	0.0	15.7	23.1	21.3		66.7
LnGrp LOS	D		E		E	E		B	C	C		E
Approach Vol, veh/h		153				305			948			
Approach Delay, s/veh		56.7				56.8			22.5			
Approach LOS		E				E			C			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.6	77.2		16.3	27.0	60.8		15.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	7.0	53.0		18.0	28.0	32.0		18.0
Max Q Clear Time (g_c+I1), s	3.1	14.5		9.5	20.5	18.5		8.4
Green Ext Time (p_c), s	0.0	14.3		0.8	0.5	8.3		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	31.3
HCM 2010 LOS	C

Notes

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	648	30
Future Volume (veh/h)	648	30
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	704	33
Adj No. of Lanes	2	0
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	2043	96
Arrive On Green	0.59	0.59
Sat Flow, veh/h	3443	161
Grp Volume(v), veh/h	362	375
Grp Sat Flow(s),veh/h/ln	1770	1834
Q Serve(g_s), s	12.5	12.5
Cycle Q Clear(g_c), s	12.5	12.5
Prop In Lane		0.09
Lane Grp Cap(c), veh/h	1050	1089
V/C Ratio(X)	0.34	0.34
Avail Cap(c_a), veh/h	1050	1089
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	12.5	12.5
Incr Delay (d2), s/veh	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	6.6
LnGrp Delay(d),s/veh	13.4	13.3
LnGrp LOS	B	B
Approach Vol, veh/h	1017	
Approach Delay, s/veh	28.0	
Approach LOS	C	

Timer

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	605	16	0	603	55	0	0	46	0	0	44
Future Vol, veh/h	0	605	16	0	603	55	0	0	46	0	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	658	17	0	655	60	0	0	50	0	0	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	715	0	0	675	0	0	928	1381	338	1014	1360	358
Stage 1	-	-	-	-	-	-	666	666	-	685	685	-
Stage 2	-	-	-	-	-	-	262	715	-	329	675	-
Critical Hdwy	5.34	-	-	4.14	-	-	6.99	6.54	6.94	6.99	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.54	5.54	-
Follow-up Hdwy	3.12	-	-	2.22	-	-	3.67	4.02	3.32	3.67	4.02	3.92
Pot Cap-1 Maneuver	536	-	-	912	-	-	250	143	658	220	147	545
Stage 1	-	-	-	-	-	-	403	456	-	337	447	-
Stage 2	-	-	-	-	-	-	684	433	-	635	451	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	536	-	-	912	-	-	228	143	658	203	147	545
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	143	-	203	147	-
Stage 1	-	-	-	-	-	-	403	456	-	337	447	-
Stage 2	-	-	-	-	-	-	624	433	-	587	451	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.9	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	658	536	-	-	912	-	-	545
HCM Lane V/C Ratio	0.076	-	-	-	-	-	-	0.088
HCM Control Delay (s)	10.9	0	-	-	0	-	-	12.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.4

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	43	594	11	31	37	622	45	0	0	48	0	0	33
Future Vol, veh/h	3	43	594	11	31	37	622	45	0	0	48	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	150	-	-	-	250	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	47	646	12	34	40	676	49	0	0	52	0	0	36

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	565	725	0	0	532	658	0	0	1238	1625	329	1271	1606	363
Stage 1	-	-	-	-	-	-	-	-	752	752	-	848	848	-
Stage 2	-	-	-	-	-	-	-	-	486	873	-	423	758	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	630	874	-	-	661	926	-	-	132	101	667	125	104	634
Stage 1	-	-	-	-	-	-	-	-	368	416	-	322	376	-
Stage 2	-	-	-	-	-	-	-	-	531	366	-	579	413	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	848	848	-	-	751	751	-	-	125	101	667	115	104	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	125	101	-	115	104	-
Stage 1	-	-	-	-	-	-	-	-	368	416	-	322	376	-
Stage 2	-	-	-	-	-	-	-	-	501	366	-	534	413	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1	10.9	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	667	848	-	-	751	-	-	634
HCM Lane V/C Ratio	0.078	0.059	-	-	0.098	-	-	0.057
HCM Control Delay (s)	10.9	9.5	-	-	10.3	-	-	11
HCM Lane LOS	B	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.3	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Traffic Vol, veh/h	0	1	558	115	0	735
Future Vol, veh/h	0	1	558	115	0	735
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	607	125	0	799

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1068	366	0	0	732	0
Stage 1	669	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	217	631	-	-	868	-
Stage 1	471	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	217	631	-	-	868	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	647	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	631	868	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	-	-	10.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	20	42	490	1	1	1	633	45	45	4	2	24
Future Volume (veh/h)	20	42	490	1	1	1	633	45	45	4	2	24
Number		7	4	14		3	8	18	5	2	12	1
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1900	1863	1863	1900	1863
Adj Flow Rate, veh/h		46	533	1		1	688	49	49	4	2	26
Adj No. of Lanes		1	2	0		1	2	0	1	1	0	1
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		67	1967	4		2	1696	121	414	269	134	431
Arrive On Green		0.04	0.54	0.54		0.00	0.51	0.51	0.04	0.23	0.23	0.03
Sat Flow, veh/h		1774	3624	7		1774	3352	239	1774	1173	586	1774
Grp Volume(v), veh/h		46	260	274		1	363	374	49	0	6	26
Grp Sat Flow(s),veh/h/ln		1774	1770	1862		1774	1770	1821	1774	0	1759	1774
Q Serve(g_s), s		2.3	7.1	7.1		0.1	11.5	11.5	1.9	0.0	0.2	1.0
Cycle Q Clear(g_c), s		2.3	7.1	7.1		0.1	11.5	11.5	1.9	0.0	0.2	1.0
Prop In Lane		1.00		0.00		1.00		0.13	1.00		0.33	1.00
Lane Grp Cap(c), veh/h		67	960	1010		2	896	921	414	0	403	431
V/C Ratio(X)		0.68	0.27	0.27		0.41	0.41	0.41	0.12	0.00	0.01	0.06
Avail Cap(c_a), veh/h		227	960	1010		108	896	921	457	0	403	493
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		42.8	11.0	11.0		44.9	13.8	13.8	25.6	0.0	26.8	26.2
Incr Delay (d2), s/veh		11.5	0.7	0.7		84.5	1.4	1.3	0.1	0.0	0.1	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.3	3.7	3.8		0.1	5.9	6.1	0.9	0.0	0.1	0.5
LnGrp Delay(d),s/veh		54.3	11.7	11.7		129.4	15.2	15.1	25.8	0.0	26.9	26.2
LnGrp LOS		D	B	B		F	B	B	C		C	C
Approach Vol, veh/h			580				738			55		
Approach Delay, s/veh			15.1				15.3			25.9		
Approach LOS			B				B			C		

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	25.1	4.6	53.3	8.0	24.0	7.9	50.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	19.7	5.5	41.3	5.7	19.5	11.5	35.3
Max Q Clear Time (g_c+I1), s	3.0	2.2	2.1	9.1	3.9	3.9	4.3	13.5
Green Ext Time (p_c), s	0.0	0.2	0.0	8.3	0.0	0.1	0.0	7.4

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Notes

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	3	37
Future Volume (veh/h)	3	37
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	3	40
Adj No. of Lanes	1	0
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	24	322
Arrive On Green	0.22	0.22
Sat Flow, veh/h	112	1488
Grp Volume(v), veh/h	0	43
Grp Sat Flow(s),veh/h/ln	0	1600
Q Serve(g_s), s	0.0	1.9
Cycle Q Clear(g_c), s	0.0	1.9
Prop In Lane		0.93
Lane Grp Cap(c), veh/h	0	347
V/C Ratio(X)	0.00	0.12
Avail Cap(c_a), veh/h	0	347
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.4
Incr Delay (d2), s/veh	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9
LnGrp Delay(d),s/veh	0.0	29.1
LnGrp LOS		C
Approach Vol, veh/h	69	
Approach Delay, s/veh	28.0	
Approach LOS	C	

Timer

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	505	8	0	680	0	2
Future Vol, veh/h	505	8	0	680	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	549	9	0	739	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	558	0	923	279
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1009	-	269	718
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1009	-	269	718
Mov Cap-2 Maneuver	-	-	-	-	393	-
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	718	-	-	1009	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	10	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	36	468	3	6	5	632	44	10	3	8	22	2	38
Future Vol, veh/h	36	468	3	6	5	632	44	10	3	8	22	2	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	200	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	509	3	7	5	687	48	11	3	9	24	2	41

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	735	0	0	382	512	0	0	957	1348	256	1069	1325	367
Stage 1	-	-	-	-	-	-	-	589	589	-	735	735	-
Stage 2	-	-	-	-	-	-	-	368	759	-	334	590	-
Critical Hdwy	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	866	-	-	822	1050	-	-	212	150	743	176	155	630
Stage 1	-	-	-	-	-	-	-	461	494	-	377	424	-
Stage 2	-	-	-	-	-	-	-	624	413	-	653	493	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	866	-	-	906	906	-	-	189	143	743	165	148	630
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	189	143	-	165	148	-
Stage 1	-	-	-	-	-	-	-	440	472	-	360	424	-
Stage 2	-	-	-	-	-	-	-	580	413	-	612	471	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	20.3	18.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	189	346	866	-	-	906	-	-	165	542
HCM Lane V/C Ratio	0.058	0.035	0.045	-	-	0.013	-	-	0.145	0.08
HCM Control Delay (s)	25.2	15.8	9.4	-	-	9	-	-	30.5	12.2
HCM Lane LOS	D	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.2	0.1	0.1	-	-	0	-	-	0.5	0.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	461	35	7	657	30	3
Future Vol, veh/h	461	35	7	657	30	3
Conflicting Peds, #/hr	0	91	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	350	350	-	0	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	501	38	8	714	33	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	501	0	873	-
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	1059	-	289	0
Stage 1	-	-	-	-	574	0
Stage 2	-	-	-	-	667	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1059	-	262	-
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	262	-	-	-	1059	-
HCM Lane V/C Ratio	0.124	-	-	-	0.007	-
HCM Control Delay (s)	20.7	0	-	-	8.4	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	-	0	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	425	39	15	664	0	6
Future Volume (Veh/h)	425	39	15	664	0	6
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	462	42	16	722	0	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage veh)	1			1		
Upstream signal (ft)				589		
pX, platoon unblocked					0.91	
vC, conflicting volume			504		855	231
vC1, stage 1 conf vol					462	
vC2, stage 2 conf vol					393	
vCu, unblocked vol			504		638	231
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	99
cM capacity (veh/h)			1057		472	771

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	231	231	42	16	361	361	7
Volume Left	0	0	0	16	0	0	0
Volume Right	0	0	42	0	0	0	7
cSH	1700	1700	1700	1057	1700	1700	771
Volume to Capacity	0.14	0.14	0.02	0.02	0.21	0.21	0.01
Queue Length 95th (ft)	0	0	0	1	0	0	1
Control Delay (s)	0.0	0.0	0.0	8.5	0.0	0.0	9.7
Lane LOS				A			A
Approach Delay (s)	0.0			0.2			9.7
Approach LOS							A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	12
Future Volume (veh/h)	12
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	13
Adj No. of Lanes	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	197
Arrive On Green	0.19
Sat Flow, veh/h	1021
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.62
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	1	777	2	1	10	0	0	3	4
Future Vol, veh/h	0	0	0	1	777	2	1	10	0	0	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	845	2	1	11	0	0	3	4

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	848	848	422
Stage 1	-	-	-	848	848	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	300	297	580
Stage 1	-	-	-	380	376	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	300	0	580
Mov Cap-2 Maneuver	-	-	-	300	0	-
Stage 1	-	-	-	380	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		11.3
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	580
HCM Lane V/C Ratio	-	-	-	0.013
HCM Control Delay (s)	-	-	-	11.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	386	19	0	0	0	0	3	2	5	9	0
Future Vol, veh/h	0	386	19	0	0	0	0	3	2	5	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	420	21	0	0	0	0	3	2	5	10	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	430	430	219
Stage 1	-	-	-	430	430	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	553	516	785
Stage 1	-	-	-	624	582	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	553	0	785
Mov Cap-2 Maneuver	-	-	-	553	0	-
Stage 1	-	-	-	624	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR
Capacity (veh/h)	-	785	-	-	-
HCM Lane V/C Ratio	-	0.003	-	-	-
HCM Control Delay (s)	-	9.6	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	62	764	2	22	6	0	0	6	5
Future Vol, veh/h	0	0	0	62	764	2	22	6	0	0	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	350	-	450	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	67	830	2	24	7	0	0	7	5

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	965	965	414
Stage 1	-	-	-	965	965	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	253	253	587
Stage 1	-	-	-	330	331	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	253	0	587
Mov Cap-2 Maneuver	-	-	-	253	0	-
Stage 1	-	-	-	330	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		11.3
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	587
HCM Lane V/C Ratio	-	-	-	0.02
HCM Control Delay (s)	-	-	-	11.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	9	818	1	9	3	0	0	2	1
Future Vol, veh/h	0	0	0	9	818	1	9	3	0	0	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	10	889	1	10	3	0	0	2	1

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	909	909	444
Stage 1	-	-	-	909	909	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	274	273	561
Stage 1	-	-	-	353	352	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	274	0	561
Mov Cap-2 Maneuver	-	-	-	274	0	-
Stage 1	-	-	-	353	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		11.5
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	561
HCM Lane V/C Ratio	-	-	-	0.006
HCM Control Delay (s)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Movement	WBL2	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR2	NEL	NER	NER2
Lane Configurations												
Traffic Volume (vph)	29	446	5	21	38	13	4	96	399	171	208	23
Future Volume (vph)	29	446	5	21	38	13	4	96	399	171	208	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00			1.00	1.00	1.00	0.88	
Frt	1.00	1.00	0.85	1.00	0.96			1.00	0.85	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	1792			1859	1583	1770	2787	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	1792			1859	1583	1770	2787	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	485	5	23	41	14	4	104	434	186	226	25
RTOR Reduction (vph)	0	0	4	0	11	0	0	0	339	0	50	0
Lane Group Flow (vph)	32	485	1	23	44	0	0	108	95	186	201	0
Turn Type	Perm	NA	Perm	Split	NA		Split	NA	custom	pm+pt	Perm	
Protected Phases		8		2	2		6	6		7		
Permitted Phases	8		8						2	4	4	
Actuated Green, G (s)	14.9	14.9	14.9	18.1	18.1			18.1	18.1	32.6	32.6	
Effective Green, g (s)	14.9	14.9	14.9	18.1	18.1			18.1	18.1	32.6	32.6	
Actuated g/C Ratio	0.18	0.18	0.18	0.22	0.22			0.22	0.22	0.40	0.40	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	320	640	286	389	394			408	348	701	1103	
v/s Ratio Prot		c0.14		0.01	0.02			c0.06		c0.04		
v/s Ratio Perm	0.02		0.00						c0.06	0.06	0.07	
v/c Ratio	0.10	0.76	0.00	0.06	0.11			0.26	0.27	0.27	0.18	
Uniform Delay, d1	28.1	32.0	27.6	25.4	25.7			26.6	26.6	16.8	16.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	5.1	0.0	0.3	0.6			1.6	1.9	0.2	0.1	
Delay (s)	28.2	37.1	27.6	25.7	26.2			28.2	28.6	17.0	16.3	
Level of Service	C	D	C	C	C			C	C	B	B	
Approach Delay (s)		36.5			26.1			28.5		16.6		
Approach LOS		D			C			C		B		

Intersection Summary			
HCM 2000 Control Delay	27.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	82.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	248	3	1	476	1	4	1	1	1	1	1
Future Vol, veh/h	2	248	3	1	476	1	4	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	270	3	1	517	1	4	1	1	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	518	0	0	273	0	0	797	797	271	797	797	518
Stage 1	-	-	-	-	-	-	276	276	-	520	520	-
Stage 2	-	-	-	-	-	-	521	521	-	277	277	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1048	-	-	1290	-	-	305	319	768	305	319	558
Stage 1	-	-	-	-	-	-	730	682	-	539	532	-
Stage 2	-	-	-	-	-	-	539	532	-	729	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1048	-	-	1290	-	-	303	318	768	303	318	558
Mov Cap-2 Maneuver	-	-	-	-	-	-	303	318	-	303	318	-
Stage 1	-	-	-	-	-	-	729	681	-	538	531	-
Stage 2	-	-	-	-	-	-	536	531	-	725	680	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	15.8	15
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	340	1048	-	-	1290	-	-	364
HCM Lane V/C Ratio	0.019	0.002	-	-	0.001	-	-	0.009
HCM Control Delay (s)	15.8	8.4	0	-	7.8	0	-	15
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	244	3	5	461	5	7	1	2	2	1	7
Future Vol, veh/h	3	244	3	5	461	5	7	1	2	2	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	265	3	5	501	5	8	1	2	2	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	507	0	0	268	0	0	792	790	267	790	790	504
Stage 1	-	-	-	-	-	-	273	273	-	515	515	-
Stage 2	-	-	-	-	-	-	519	517	-	275	275	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1058	-	-	1296	-	-	307	322	772	308	322	568
Stage 1	-	-	-	-	-	-	733	684	-	543	535	-
Stage 2	-	-	-	-	-	-	540	534	-	731	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1058	-	-	1296	-	-	300	319	772	304	319	568
Mov Cap-2 Maneuver	-	-	-	-	-	-	300	319	-	304	319	-
Stage 1	-	-	-	-	-	-	731	682	-	541	532	-
Stage 2	-	-	-	-	-	-	529	531	-	726	681	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	15.8	13.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	344	1058	-	-	1296	-	-	454
HCM Lane V/C Ratio	0.032	0.003	-	-	0.004	-	-	0.024
HCM Control Delay (s)	15.8	8.4	0	-	7.8	0	-	13.1
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	33	1	1	1	1	1	2	231	13	1	438	1
Future Vol, veh/h	33	1	1	1	1	1	2	231	13	1	438	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	1	1	1	1	1	2	251	14	1	476	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	743	742	258	743	749	477	477	0	0	265	0	0
Stage 1	263	263	-	479	479	-	-	-	-	-	-	-
Stage 2	480	479	-	264	270	-	-	-	-	-	-	-
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	331	344	781	331	341	588	1085	-	-	1299	-	-
Stage 1	742	691	-	568	555	-	-	-	-	-	-	-
Stage 2	567	555	-	741	686	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	329	343	781	329	340	588	1085	-	-	1299	-	-
Mov Cap-2 Maneuver	329	343	-	329	340	-	-	-	-	-	-	-
Stage 1	741	690	-	567	554	-	-	-	-	-	-	-
Stage 2	564	554	-	737	685	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	17.1	14.3	0.1	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	1085	-	-	335	391	1299	-	-
HCM Lane V/C Ratio	0.002	-	-	0.114	0.008	0.001	-	-
HCM Control Delay (s)	8.3	0	-	17.1	14.3	7.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	1	1	1	1	1	1	2	227	2	1	436	1
Future Vol, veh/h	1	1	1	1	1	1	2	227	2	1	436	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	2	247	2	1	474	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	730	730	474	730	729	248	475	0	0	249	0	0
Stage 1	477	477	-	252	252	-	-	-	-	-	-	-
Stage 2	253	253	-	478	477	-	-	-	-	-	-	-
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	338	349	590	338	350	791	1087	-	-	1317	-	-
Stage 1	569	556	-	752	698	-	-	-	-	-	-	-
Stage 2	751	698	-	568	556	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	336	348	590	336	349	791	1087	-	-	1317	-	-
Mov Cap-2 Maneuver	336	348	-	336	349	-	-	-	-	-	-	-
Stage 1	568	555	-	750	697	-	-	-	-	-	-	-
Stage 2	747	697	-	565	555	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	14.1	13.6	0.1	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1087	-	-	422	398	1317	-	-
HCM Lane V/C Ratio	0.002	-	-	0.008	0.008	0.001	-	-
HCM Control Delay (s)	8.3	0	-	13.6	14.1	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	15	211	2	13	406	9	1	6	12	3	13	31
Future Vol, veh/h	15	211	2	13	406	9	1	6	12	3	13	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	229	2	14	441	10	1	7	13	3	14	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	451	0	0	232	0	0	761	742	230	747	738	446
Stage 1	-	-	-	-	-	-	263	263	-	474	474	-
Stage 2	-	-	-	-	-	-	498	479	-	273	264	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1109	-	-	1336	-	-	322	344	809	329	346	612
Stage 1	-	-	-	-	-	-	742	691	-	571	558	-
Stage 2	-	-	-	-	-	-	554	555	-	733	690	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1109	-	-	1336	-	-	289	335	809	313	337	612
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	335	-	313	337	-
Stage 1	-	-	-	-	-	-	731	681	-	563	552	-
Stage 2	-	-	-	-	-	-	505	549	-	704	680	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	12.1	13.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	525	1109	-	-	1336	-	-	476
HCM Lane V/C Ratio	0.039	0.015	-	-	0.011	-	-	0.107
HCM Control Delay (s)	12.1	8.3	-	-	7.7	-	-	13.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

APPENDIX E

ACCESS PLAN METHODOLOGY AND EVALUATION PROCESS

Memorandum

TO: Delta Access Control Plan (ACP) Project Team
FROM: Michelle Hansen, PE
DATE: June 5, 2015
PROJECT: **Delta ACP; US 50 – Starr Nelson Rd to SH 92, and SH 92 – US 50 to 2200 Rd**
RE: Access Plan Methodology

This memorandum describes the general approach proposed by Stolfus & Associates, Inc. to develop the US 50 and SH 92 Delta Access Plan. The purpose of this memorandum is to outline, for the benefit of the City of Delta, Delta County, and CDOT, the primary assumptions that will be used in developing the recommended access plan and to document agency concurrence with the proposed methodology. A separate methodology for the related traffic engineering and transportation planning elements of the project has been prepared documenting the primary assumptions and procedures that will be used to develop future traffic projections.

STUDY AREA
The study area consists of two highways, US 50 and SH 92, through the City of Delta and in Delta County, totaling approximately 14 miles. The US 50 segment is approximately 7 miles long from Starr Nelson Road (MP 63.94) to SH 92 (MP 70.92). The SH 92 segment is also approximately 7 miles long from US 50 (MP 0.00) to 2200 Road (MP 6.96).

HIGHWAY ASSUMPTIONS
We will assume that the highway category as defined by the State Highway Access Code (SHAC) for both US 50 and SH 92 will remain the same as it is today. Currently, the study corridor falls under four categories as shown in Table 1.

TABLE 1- SHAC Category Limits

Highway	SHAC Category	Milepost Limits	Limit Description
US 50	EX	MP 63.94 to MP 65.04	Starr Nelson Road to east of G 50 Road
US 50	NR-A	MP 65.04 to MP 70.92	East of G 50 Rd to SH 92
SH 92	NR-B	MP 0.00 to MP 2.89	US 50 to 1850 Road
SH 92	R-A	MP 2.89 to MP 6.96	1850 Road to 2200 Road

Guidance from the SHAC for these classifications will be considered in developing the Access Plan. A summary of the major characteristics of each classification follows.

Category EX or Expressway applies to high speed sections with high traffic volumes. Direct access is subordinate to through traffic movements. Full movement intersections are generally spaced 1 mile apart. Minimum ½ mile spacing for public roadways may be permitted if no reasonable alternative exists. Private access is not permitted unless reasonable access to the local street system is unavailable.

Category NR-A or Non-Rural Principal Highway applies to medium to high speed sections with medium to high traffic volumes within suburban and urban areas. Direct access is subordinate to through traffic movements. Full movement intersections are spaced 1/2 mile apart. Exceptions to ½ mile spacing may be permitted if no reasonable alternative exists, the need for the intersection is justified, and minimum 35% signal progression efficiency is achieved. One access is granted per parcel if reasonable access cannot be obtained from the local street system. Locations of full movement intersections should serve as many properties and interest as possible. Three-quarter movements may be permitted if operations at adjacent full movement intersections are improved and design standards are met.

Category NR-B or Non-Rural Arterial applies to moderate speeds with moderate to high traffic volumes. More direct access is allowed. Intersection spacing is set at 1/2 mile for full movement intersections or where minimum 30% efficiency for signal progression is achieved. One access is granted per parcel if safety or operational problems are not created. Accesses will provide, as a minimum, right turns only. Three-quarter movements may be permitted if operations at adjacent full movement intersections are improved and design standards are met.

Category R-A or Regional Highway is similar to Category NR-A. It applies to medium to high speed sections with medium to high traffic volumes within rural areas. Direct access is subordinate to through traffic movements. Full movement intersections are spaced 1/2 mile apart. Exceptions to ½ mile spacing may be permitted if no reasonable alternative exists, the need for the intersection is justified, and minimum 35% signal progression efficiency is achieved. One access is granted per parcel if reasonable access cannot be obtained from the local street system. Locations of full movement intersections should serve as many properties and interest as possible and preference shall be given to public roadways that meet or may reasonably be expected to meet signal warrants in the future.

Two separate access control tables will be developed for US 50 and SH 92. An access ID number and a reference point (milepost) will identify the location of each access point in the tables. The access ID numbers will be distinct for each highway. A control point will be established for US 50 at SH 92 and a control point will be established for SH 92 at US 50 based on the CDOT Highway Segment Description Table to establish reference points (mileposts). All other access point locations will be measured from the two control points established.

ACCESS ASSUMPTIONS

The following assumptions regarding access points will be used during the development of the access plan:

- Maximum 2-mile out of direction travel standard (1 mile each way) in the Expressway segment on US 50 between Starr Nelson Road and G 50 Road.
- Maximum 1-mile out of direction travel standard (1/2 mile each way) on the remaining segment of US 50 and on SH 92.

- Minimum full movement intersection spacing to be based on the following measures:
  - Functional Intersection Area – AASHTO indicates separation of access points by a distance not less than the functional area of the intersection. The functional intersection area extends upstream and downstream from the physical intersection. The upstream distance is a combination of the storage length, deceleration and taper length, and the perception-reaction distance required for the speed of the segment. The downstream distance is measured as stopping sight distance, which allows drivers to pass through an intersection before considering potential conflicts at the next intersection. The functional intersection area will depend on the speed of the segment and the number of projected turning vehicles. As an example, in a 55 mph rural section with a maximum of 60 turning vehicles during the peak hour, the upstream and downstream functional intersection areas (FIA) are as follows:

    - Upstream FIA = 50' (SHAC storage) + 520'(AASHTO decel + taper) + 200'(Access Management Manual perception-reaction) = 770'
    - Downstream FIA = 495'(AASHTO SSD)

    Similarly, a 45 mph section with an NR-B Category does not take the storage length into account and only accounts for deceleration length per the SHAC. Based on these conditions in a suburban area, the following upstream and downstream FIA's could be considered:

    - Upstream FIA = 350'(AASHTO decel + taper) + 100'(Access Management Manual perception-reaction) = 450'
    - Downstream FIA = 360'(AASHTO SSD)

    For additional explanation of the functional intersection area, refer to attached excerpts from AASHTO A Policy on Geometric Design of Highways and Streets, 2011 and TRB Access Management Manual. The most current guidance available from AASHTO will be used for deceleration and taper lengths.

    Ideally, the full functional intersection area will be provided between full movement intersections. At a minimum, the physical length needed to accommodate storage length, deceleration and taper length will be provided between intersections for the current speed limit to ensure that proposed improvements will meet current design standards on opening day upon construction.

    Storage lengths will be considered for intersections within an NR-B Category with high turning movements. Also, the 55 mph segment east of Stafford Lane will consider the functional intersection area needs for 65 mph speed limit based on a current study underway to review the appropriateness of increasing the speed limit from 55 mph to 65 mph through this segment.

  - Other site-specific considerations as appropriate, including: locations of existing intersections, physical and/or right-of-way limitations, community and stakeholder input, type of access/traffic using access, etc.

- Consolidate private access to one access per ownership unless extenuating circumstances are identified related to property size, circulation and/or business operations

- Share private accesses or locate public accesses to serve multiple properties, wherever possible.
- Eliminate direct private access to US 50 and SH 92 if reasonable access to the local street network is available. Reasonable access is defined per the State Highway Access Code as: "Reasonable local access will be determined in consultation with the appropriate local authority. A determination of reasonable access from a local street or road should include consideration of the local street or road function, purpose, capacity, operational and safety conditions and opportunities to improve the local street or road. Direct access to the highway should not be denied if the alternative local access would create a significant operational or safety problem at the alternative location and the direct access to the state highway would not be a significant problem to the highway."
- The appropriateness of additional access points between full movement intersections will be considered on a case-by-case basis. If such access is appropriate, it will be limited to right-in, right-out unless extenuating circumstances suggest that ¾ movement is more appropriate.
- No additional access points that require an at-grade crossing of the UPRR on the north side of SH 92 will be proposed unless multiple access points are consolidated into one new location or a safety issue is identified.
- The City of Delta Master Street Plan and the Delta County Master Road Plan will be considered in identifying future access points. Additional or modified connections that provide circulation will be identified, if applicable. These local alternate routes will not be included in the IGA, but may be adopted separately by the City or County, if deemed beneficial.
- Potential techniques for access management will be identified within the study document, but particular techniques will not be identified for specific access points.

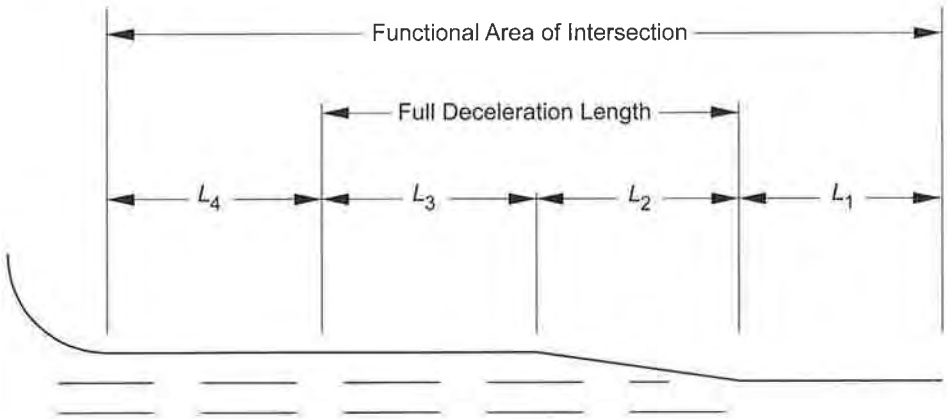
ACCESS PLAN EVALUATION

The project team will develop a single overall recommended access scenario. While options for specific areas may be identified and evaluated during the overall development of the plan, multiple corridor scenarios will not be developed and compared beyond those defined in the Traffic Methodology Memo. In order to provide a logical means for determining whether the Access Plan meets the established project goals without comparing multiple corridor alternatives, a compatibility index was developed. The index identifies a set of evaluation criteria that correspond with each project objective defined by the project team at the beginning of the project. A simple rating system that identifies if the plan is favorable, neutral or unfavorable with respect to each criterion is defined. Each of the three ratings under each criterion is given a definition specific to the criterion to assist in the evaluation. In cases where the evaluation requires a comparison, the criteria will be measured against the Year 2035 without ACP scenario. Please refer to the attached compatibility index for evaluation criteria and definitions.

Access Plan Compatibility Index

The Access Plan will be evaluated using the following criteria to determine if the Plan meets the established project goals. In cases where the evaluation requires a comparison, the criteria will be measured against the Year 2035 without ACP scenario.

		Status with Respect to Criteria		
Project Goal	**Evaluation Criteria**	**Favorable (+)**	**Neutral (0)**	**Unfavorable (-)**
Provide effective and efficient through travel for traffic on US 50 and SH 92.	Corridor Travel Time	Decreases from No-ACP scenario	Little or no change from No-ACP scenario	Increases from No-ACP scenario
	Functional Intersection Area	Full functional intersection area provided between intersections.	At a minimum, accommodates turn lane storage, decel and taper lengths between intersections without overlap.	Turn lane storage, decel and taper lengths overlap between intersections.
	Number of Access Points	Fewer accesses per mile	Number of accesses is maintained	More accesses per mile
Provide safe, effective, and efficient access to and from US 50 and SH 92 for businesses, residents and guests.	Intersection Sight Distance	More intersections have adequate sight distance	Same number of intersections have adequate sight distance	Fewer intersections have adequate sight distance
	Intersection Level of Service (LOS)	LOS improves for most intersections as compared to the No-ACP scenario	Little or no change to LOS for most intersections as compared to the No-ACP scenario	LOS reduced for most intersections as compared to the No-ACP scenario
	Conformance with State Highway Access Code Auxiliary Lane Requirements	More locations meet auxiliary lane standards	Some locations meet auxiliary lane standards	Fewer locations meet auxiliary lane standards
	Out of Direction Travel Distance	Less out-of-direction travel distance is required	No change	More out-of-direction travel distance is required
	Intersection Crash Risk	Reduced by implementing needed physical improvements and access control measures	Maintained by implementing needed physical improvements only	Increased due to failure to implement needed physical improvements or access control
Maintain compatibility with existing and proposed off-system connections that provide local circulation to support the transportation system.	Local Route Connectivity	Improve connectivity of local routes	Maintain connectivity of local routes	Reduce connectivity of local routes
	Serviceability of Local Routes to Developments and Properties within the Study Area	Improve serviceability of local routes	Maintain serviceability of local routes	Reduce serviceability of local routes
Provide a plan that is adoptable by all entities and can be implemented in phases	Public Support	Has positive public support	Has balanced public support	Does not have public support
	Phasing Opportunities	Plan recommendations can be segmented into logical, compatible pieces funded by private development	Plan recommendations can be segmented into logical, compatible pieces requiring public & private funding	Plan recommendations not easily segmented and require significant public investment to implement
	Physical Constraints	No physical constraints	Manageable physical constraints	Physical constraints are not manageable
	Funding Opportunities	Commitment for public and/or private funding	Opportunity for public and/or private funding	Opportunity for public and/or private funding unlikely
Support the economic viability of the project area	Business Market Area	Expands market area for the majority of businesses in the corridor	Market area maintained for a majority of businesses in the corridor	Reduced market area for a majority of businesses in the corridor
Maintain compatibility with previous local planning efforts	Compatibility with Local Planning	Expands/improves upon previous local planning recommendations	Consistent with previous local planning recommendations	Not consistent with previous local planning efforts
Support development of alternative modes	Pedestrian/Bicycle Access	Opportunities to expand access and/or improve safety	Current level of access maintained	Access reduced through the corridor



Notes: L_1 = Distance traveled during perception-reaction time
L_2 = Taper distance to begin deceleration and complete lateral movement
L_3 = Distance traveled to complete deceleration to a stop
L_4 = Storage length

Figure 9-48. Functional Area Upstream of an Intersection Illustrating Components of Deceleration Lane Length

Deceleration Length

Provision for deceleration clear of the through-traffic lanes is a desirable objective on arterial roads and streets and should be incorporated into design, whenever practical. Table 9-22 presents the estimated distances needed by drivers to maneuver from the through lane into a turn bay and brake to a stop (*6*).

Table 9-22. Desirable Full Deceleration Lengths

Metric		U.S. Customary	
Speed, km/h	Distance,[a] m	Speed [mph]	Distance[a] [ft]
30	20	[20]	[70]
50	45	[30]	[160]
65	85	[40]	[275]
80	130	[50]	[425]
95	185	[60]	[605]
110	245	[70]	[820]

[a] Rounded to 5 m [5 ft]

Notes:

1. The above full deceleration lengths are $L_2 = L_3$ in Figure 9-48.
2. Assumes a turning vehicle has "cleared the through lane" when it has moved laterally approximately 3 m [9 ft] so that a following through vehicle can pass without encroaching upon the adjacent traffic lane.
3. The speed differential between the turning vehicle and following through vehicles is 15 km/h [10 mph] when the turning vehicle "clears the through traffic lane."
4. 1.8 m/s^2 [5.8 ft/s^2] deceleration while moving from the through lane into the turn lane; 2.0 m/s^2 [6.5 ft/s^2] average deceleration after completing lateral shift into the turn lane.

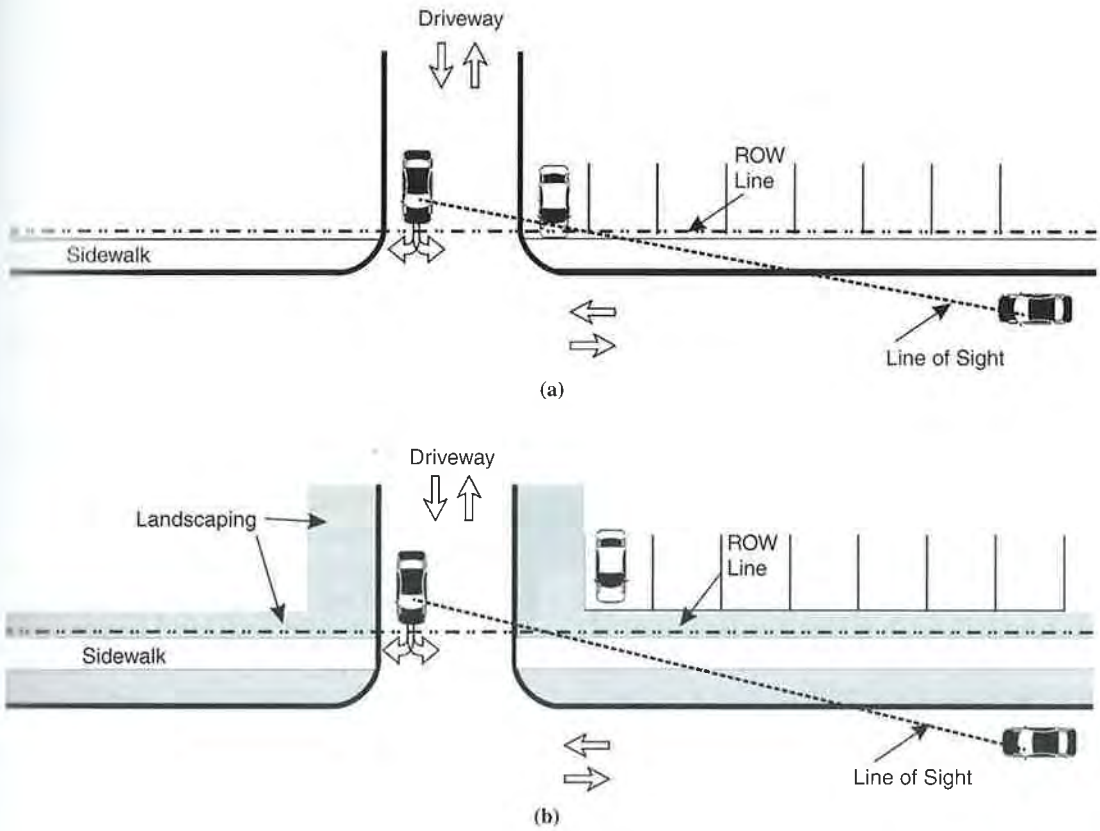


FIGURE 8-11 Parking in close proximity to an access connection. (*a*) Problem: parking areas are designed immediately adjacent to the driveway and extending to the right-of-way (ROW) line, thereby allowing parked vehicles or mobile signs in a parking stall to obstruct the sight distance of an exiting vehicle. The problem is especially severe where sport utility vehicles, vans, pickups, and trucks are parked adjacent to the driveway. (*b*) Solution: establish a landscaped buffer between the right-of-way line and a landscaped border along the access connection to eliminate parking within the sight triangle (*3*).

ACCESS WINDOW

Functional Intersection Area

AASHTO states: "The functional area extends both upstream and downstream from the physical intersection area and includes the longitudinal limits of auxiliary lanes. The influence area associated with a driveway includes: 1) the impact length (the distance back from a driveway in which cars begin to be affected), 2) the perception–reaction distance, and 3) the car length" (*1;* 2001, p. 733; 1994, p. 793; 1990, p. 841; 1984, p. 888).

Logic and analysis indicate that (*a*) the functional intersection area is longer than the physical intersection and (*b*) the upstream dimension is longer than the downstream dimension (*3*) (see Figure 8-12). Thus, identifying the desirable location of site access involves assessing the functional distances upstream and downstream of an intersection and ascertaining the window in which the driveway may be located.

Upstream Functional Distance

As indicated in Figure 8-13, the upstream functional distance of an intersection on a roadway consists of three elements:

1. Distance traveled during a perception–reaction time, d_1;
2. Deceleration distance while the driver maneuvers to a stop, d_2; and
3. Queue storage, d_3.

The minimum physical length, including the taper, consists of the maneuver distance

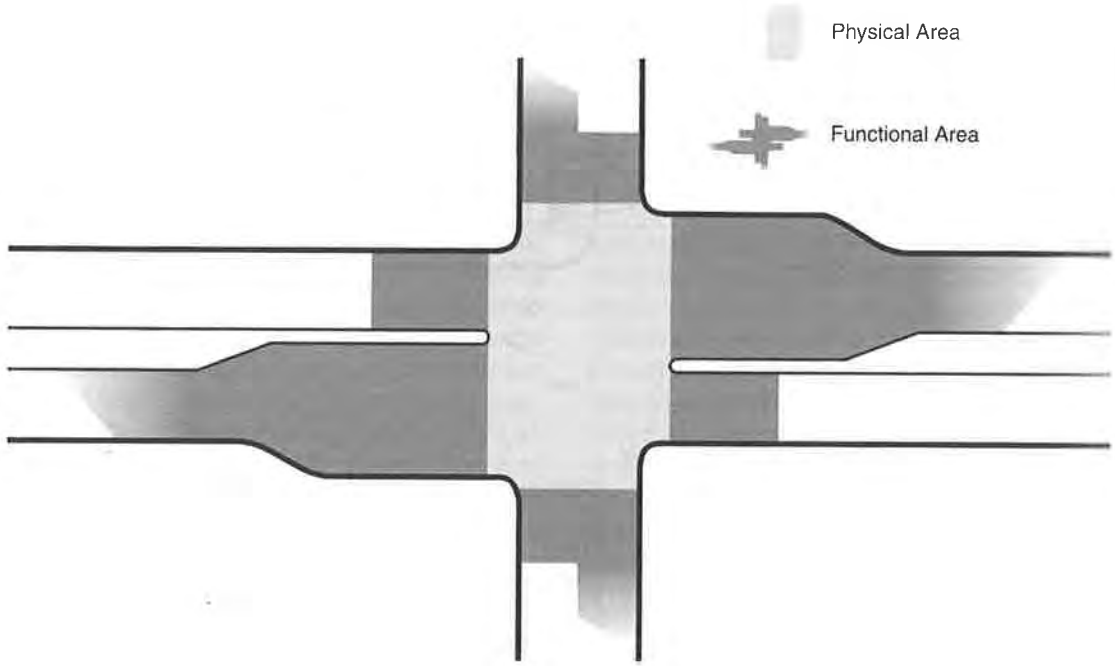


FIGURE 8-12 Comparison of physical and functional areas of an intersection. Source: Florida Department of Transportation.

plus the queue storage. The topic of upstream functional intersection area is covered in some detail in *Transportation and Land Development* (*3*).

The distance d_1 in Figure 8-13 increases with perception–reaction time and speed. The perception–reaction time varies with the driver's familiarity with the roadway segment and state of alertness. The perception–reaction time of an alert driver who is familiar with the roadway and traffic conditions is less than that of an unfamiliar driver. In addition, traffic conditions on urban and suburban roadways result in drivers having a higher level of alertness than those on rural highways. Therefore, 1.5 s is often used as the perception–reaction time for urban and suburban conditions and 2.5 s is often used for rural situations (*2*). The distance traveled also increases with speed. Table 8-3 indicates distances traveled for various speeds.

In Figure 8-14, the access connection is located opposite a left-turn bay. The left-turn queue extends upstream for part of the access

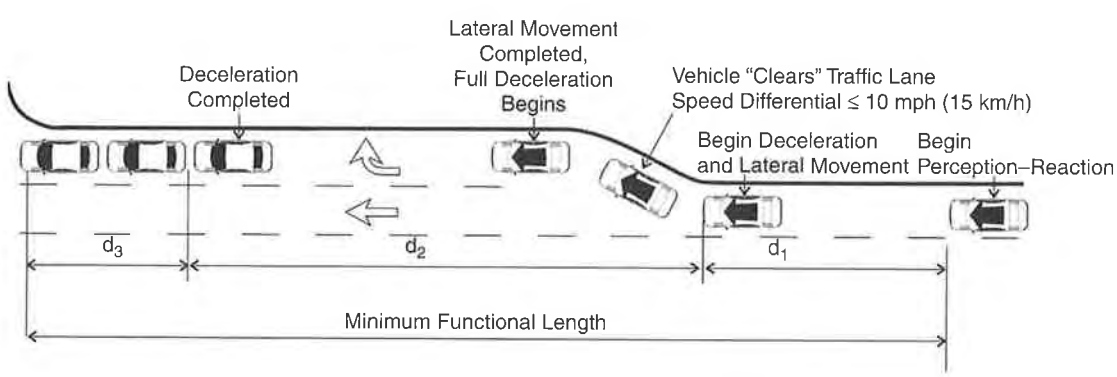


FIGURE 8-13 Upstream functional intersection area (*2, 3*). (d_1 = distance traveled during perception–reaction time; d_2 = distance traveled while driver maneuvers laterally and decelerates to a stop; d_3 = storage length.)

TABLE 8-3 Distance Traveled During Driver's Perception–Reaction (d_1 in Figure 8-13)

Speed		Rural[a]		Urban/Suburban[b]	
mph	(km/h)	ft	(m)	ft	(m)
20	(30)	75	(20)	45	(15)
30	(50)	110	(35)	65	(20)
40	(65)	145	(45)	90	(25)
50	(80)	185	(55)	110	(35)
60	(95)	220	(65)	135	(40)
70	(110)	255	(75)	155	(45)

NOTE: Distances rounded to 5 ft (5 m).
[a] 2.5-s perception–reaction time.
[b] 1.5-s perception–reaction time.

connection. The driver has exited the access connection and blocks the through-traffic lane while waiting to enter the left-turn bay.

In rural areas, turn volumes are typically low and speeds are high. Therefore, queue storage is short, but long upstream functional distances result from the long distances traveled during drivers' perception–reaction (decision) times plus the long maneuver distances.

In urban areas, different traffic conditions are encountered in peak and off-peak periods. In peak periods, turn volumes are high and speeds are slow compared with off-peak periods. Therefore, peak periods commonly require more queue storage and less maneuver distance as well as shorter distances for the perception–reaction (decision-making) process. The upstream functional distance therefore may be determined by the peak or the off-peak, whichever results in the greater sum of d_1 plus d_2 plus d_3. Thus, determining the upstream functional distance requires calculating for both the peak and off-peak—especially for urban roadways.

As indicated in Figure 8-13, the physical length of a turn bay is the functional length minus the distance traveled during the drivers' perception–reaction time. The physical length is an access design topic and is discussed in the section on auxiliary lanes in Chapter 10. Representative examples of functional intersection distances are presented in Table 8-4. The functional distance for a specific approach can be calculated by adding the appropriate distance for d_1 from Table 8-4 to the maneuver distance plus queue storage ($d_2 + d_3$) by using procedures presented in Chapter 10. When turn volumes and speeds are different in peak and off-peak periods, the sum $d_1 + d_2 + d_3$ is calculated for both the peak and off-peak—the larger distance is the upstream functional intersection distance.

FIGURE 8-14 Problem resulting from an access connection located within the left-turn queue length.

Downstream Functional Distance

Stopping sight distance is one method for establishing the downstream functional distance of an intersection (*2, 3*). This enables a driver to pass through the intersection before having to consider a potential conflict at a subsequent access connection.

Identifying the Access Window

AASHTO states: "Ideally, driveways should not be situated within the functional area of an intersection or in the influence area of an intersection or in the influence area of an adjacent driveway" (*1;* 2001, p. 733). To identify where access can best be located, it is helpful to first identify where access should not be located (Figure 8-15). The remaining window is where access can be located with the least interference to the abutting roadway and with the most benefit and flexibility for the site (*3*).

The steps in determining the location and size of the access window (*3*) are as follows:

1. Locate nearby intersections (streets and driveway connections).

TABLE 8-4 Representative Examples of Upstream Functional Intersection Distances

Location	Speed (mph)	Distance Traveled During Perception–Reaction Time, d_1 (ft)	Maneuver Distance, d_2 (ft)	Perception–Reaction Plus Maneuver Distances, $d_1 + d_2$ (ft)	Queue Storage Length, d_3 [a] (ft)	Upstream Functional Distance $d_1+d_2+d_3$ (ft)
Rural	50	185	425	610	50[b]	660
	60	220	605	825	50	875
	70	255	820	1045	50	1095
Suburban	30	110	160	270	375[c]	645
	40	145	275	420	250[d]	670
	50	185	425	610	125[e]	735
Urban	20	45	70	115	500[f, g]	615
	30	65	160	225	500[f, g]	725

[a] Queue storage needs to be determined for each approach to each intersection using methods such as those discussed in Chapter 10.

[b] Minimum storage of two automobiles or one truck.

[c] Example of storage for 15 automobiles.

[d] Example of storage for 10 automobiles.

[e] Example of storage for 5 automobiles.

[f] Example of storage for 20 automobiles.

[g] Dual left-turn lanes can reduce the queue storage length.

2. Arrange these intersections in descending order of importance, for example, arterial-to-arterial being the most important, arterial-to-collector next in importance, and so on.

3. Define the upstream functional area of each intersection (i.e., the distance traveled during perception–reaction time plus maneuver distance plus queue storage). Note the largest queue may be in a through lane.

4. Define the downstream functional area of each intersection.

5. Identify the window in which direct access can best be provided. The larger the window the greater the flexibility in site layout, including building location, site circulation design, and driveway design. Keep in mind that traffic queue lengths—and, hence, upstream functional areas—are sensitive to changing traffic volumes and intersection traffic control.

6. Ask the question: How much flexibility is there for the site access and circulation to accommodate changing traffic conditions?

7. If the access window is very small, or if there is no access window, the following questions need to be asked:

- How much interference will be caused by the site development and direct access to the abutting street? What safety and operational problems can be expected?
- Can the site traffic that is necessary for a successful development adequately enter or exit the site? If not, how much traffic can be accommodated and at what times of the day?

Access located within the functional intersection area interferes with safe and efficient roadway and driveway operations. Such a location also results in inconvenience and excess delay to customers entering and leaving the site. Although it is desirable to avoid access within the functional area, this is not always possible in urban areas, with short street spacings and small property frontages.

Where the property frontage is within the functional intersection area and alternative access is not available or cannot be provided at reasonable cost, it may be necessary to permit an access connection. In such cases, including the following conditions in the access permit can minimize the adverse impacts of the connection: (*a*) require that the access connection be located as far as possible from the intersection; (*b*) limit movements to right in/right out; and (*c*) limit the volume of traffic that may use the connection (see also Chapter 12 and the "Vehicular Use Limitations" section in Appendix A).

Access Plan Compatibility Index Evaluation

The Access Plan will be evaluated using the following criteria to determine if the Plan meets the established project goals. In cases where the evaluation requires a comparison, the criteria will be measured against the 2035 No-ACP Traffic Scenario.

Project Goal	Evaluation Criteria	Rating		Reasoning
Provide effective and efficient through travel for traffic on US 50 and SH 92.	Corridor Travel Time	Favorable	1	Corridor travel times expected to be approximately 1 to 2 minutes less with speeds 4 to 5 mph higher on average for the ACP condition as compared to the No ACP condition.
	Functional Intersection Area	Neutral	0	Full auxiliary lane length between intersections is generally provided at a minimum. For the segment of US 50 between 1250 Rd and H38 Road, although the distance does not meet decel + storage lengths for the current speed limit, the project team determined that 1/4 mile spacing for the proposed 3/4 movement intersections was appropriate for anticipated land use and associated operational conditions in the future.
	Number of Access Points	Favorable	1	Access points reduced from 144 to 97 for US 50 and 111 to 59 on SH 92. Full movement intersection reduced from 126 to 27 for US 50 and 96 to 35 for SH 92..
Provide safe, effective, and efficient access to and from US 50 and SH 92 for businesses, residents and guests.	Intersection Sight Distance	Favorable	1	Reduced number of access points and limited movements improves sight distance conditions. Improved sight distance at skewed intersections on SH 92 (H50 and H75). Located new intersections where sight distance is adequate.
	Intersection Level of Service (LOS)	Favorable	1	Under the ACP, LOS was is better or comparable to the No-ACP.
	Conformance with State Highway Access Code Auxiliary Lane Requirements	Neutral	0	Spacing between major intersections provides for more length to accommodate auxiliary lane requirements. 3/4 movements allowed where auxiliary lane requirements are met. For the segment of US 50 between 1250 Rd and H38 Road, although the distance does not meet decel + storage lengths for the current speed limit, the project team determined that 1/4 mile spacing for the proposed 3/4 movement intersections was appropriate for anticipated land use and associated operational conditions in the future.
	Out of Direction Travel Distance	Unfavorable	-1	Out-of-direction travel increases since access is limited between major intersections.
	Intersection Crash Risk	Favorable	1	Number of conflict points is reduced by implementing needed physical improvements and access control measures, therefore crash risk is reduced.
Maintain compatibility with existing and proposed off-system connections that provide local circulation to support the transportation system.	Local Route Connectivity	Favorable	1	Increased local circulation opportunities provided via proposed alternate routes recommended in the study and the City and County Master Street Plan.
	Serviceability of Local Routes to Developments and Properties within the Study Area	Favorable	1	Access points are compatible with local routes to serve major traffic generators and consistent with travel patterns. Compatible with planned City and County Master Street Plan. Full movement access points serve public road intersections supporting multiple properties.
Provide a plan that is adoptable by all entities and can be implemented in phases	Public Support	Neutral	0	Some individual property owners view the plan unfavorably as it relates to their individual property, but not as it relates to the entire corridor.
	Phasing Opportunities	Neutral	0	Plan recommendations can be segmented into logical, compatible pieces funded by private development. Conditional access points provided for interim development conditions. (Public funding may be used to implement plan, if available).
	Physical Constraints	Neutral	0	Manageable physical constraints - the proximity of the UPRR to the highway is challenging along SH 92, but can be managed through limited access and circulation modifications. Circulation options are limited to properties north of the Gunnison River on US 50, but can be managed through u-turns on the highway and future circulation routes to the north. Topography is challenging in some areas along US 50 including drainage crossings.
	Funding Opportunities	Neutral	0	Opportunities for public and/or private funding for implementation - no funding committed at this time.
Support the economic viability of the project area	Business Market Area	Favorable	1	Market area maintained as evidenced by improved travel times. Consistent with DCED plans for economic development.
Maintain compatibility with previous local planning efforts	Compatibility with Local Planning	Favorable	1	Expands/improves upon previous local planning recommendations including Delta Comprehensive Plan, Delta County Master Plan, City's zoning and land use plans, Delta Growth management Agreement. Includes proposed local routes from City's Master Street Plan and County Master Road Plan. Expanding alternate routes provides additional local circulation not previously identified. Consistent with DCED plans for economic development including Gateway project. Inline with goals from 2035 Transportation Plan for Gunnison Valley TPR.
Support development of alternative modes	Pedestrian/Bicycle Access	Favorable	1	Provides additional opportunities for ped crossing at all full movement intersections. Reduces vehicle/ped/bike conflicts on US 50 by reducing the number of access points.
			9	Positive numerical result is favorable overall.

Stolfus

APPENDIX F

INTERGOVERNMENTAL AGREEMENT

INTERGOVERNMENTAL AGREEMENT
AMONG
THE CITY OF DELTA,
THE COUNTY OF DELTA,
AND
THE STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION

THIS AGREEMENT (hereinafter referred to as the "Agreement") is entered into effective as of the date defined below by and among the City of Delta and the County of Delta (hereinafter referred to collectively as the "City and County"), and the State of Colorado, Department of Transportation (hereinafter referred to as the "Department"), said parties being referred to collectively herein as the "Agencies."

RECITALS:

WHEREAS, The Agencies are authorized by the provisions of Article XIV, Section 18(2)(a), Colorado Constitution, and Sections 29-1-201, et. seq., C.R.S., to enter into contracts with each other for the performance of functions that they are authorized by law to perform on their own; and

WHEREAS, Each Agency is authorized by Section 43-2-147(1)(a), C.R.S., to regulate access to public highways within its jurisdiction; and

WHEREAS, The coordinated regulation of vehicular access to public highways is necessary to maintain the efficient and smooth flow of traffic without compromising pedestrian and alternative modes of transportation circulation, to reduce the potential for traffic accidents, to protect the functional level and optimize the traffic capacity, to provide an efficient spacing of traffic signals, and to protect the public health, safety and welfare; and

WHEREAS, The Agencies desire to provide for the coordinated regulation of vehicular access for the section of United States Highway 50 between Starr Nelson Road (RP 63.586) and Colorado State Highway 92 (RP 70.919) and for the section of Colorado State Highway 92 between United States Highway 50 (RP 0.000) and 2200 Road/Austin Road (RP 6.938) (hereinafter referred to as the "Segments"), which is within the jurisdiction of the Agencies; and

WHEREAS, The Agencies desire to collaborate to assure all transportation modes including pedestrian, bicycle, vehicle, and mass transit are given sufficient consideration and adequate funding support with each transportation improvement project that affects access within the identified project limits; and

WHEREAS, The Agencies are authorized pursuant to Section 2.12 of the 2002 State Highway Access Code, 2 C.C.R. 601-1 (the “Access Code”) to achieve such objective by written agreement among themselves adopting and implementing a comprehensive and mutually acceptable highway access control plan for the Segments for the purposes recited above; and

WHEREAS, The development of this Access Control Plan adheres to the requirements of the Access Code, Section 2.12.

NOW THEREFORE, for and in consideration of the mutual promises and undertakings herein contained, the Agencies agree as follows:

1. The Access Control Plan dated March 9, 2016 for the Segments (hereinafter referred to as the "Access Control Plan") is attached hereto as Exhibit A and incorporated herein.

2. The Agencies shall regulate access to the Segments in compliance with the Access Control Plan, the Highway Access Law, section 43-2-147, C.R.S., (the "Access Law") and the applicable sections of the Access Code. Vehicular access to the Segments shall be permitted when such access is in compliance with the Access Control Plan, the Access Law and the applicable sections of the Access Code.

3. Accesses that were in existence in compliance with the Access Law prior to the effective date of this Agreement may continue in existence until such time as a change in the access is required by the Access Control Plan or in the course of highway reconstruction. When closure, modification, or relocation of access is necessary or required, the Agency(ies) having jurisdiction shall utilize appropriate legal process to effect such action.

4. Actions taken by any Agency with regard to transportation planning and traffic operations within the areas described in the Access Control Plan shall be in conformity with this Agreement. Per Section 2.12 (3) of the Access Code, design waivers may be approved if agreed upon by the Agencies having jurisdiction.

5. Parcels of real property created after the effective date of this Agreement that adjoin the Segments shall not be provided with direct access to the Segments unless the location, use and design thereof conform to the provisions of this Agreement.

6. This Agreement supersedes and controls all prior written and oral agreements and representations of the Agencies concerning regulating vehicular access to the Segments. This agreement may be amended or terminated only in writing executed by the Agencies with express authorization from their respective governing bodies or legally designated officials. To the extent the Access Control Plan, attached as Exhibit A to this Agreement, is modified by a change, closure, relocation, consolidation or addition of an access, the Agencies may amend the attached Exhibit A so long as the amendment to the Access Control Plan is executed in writing and amended in accord with the Access Law and Access Code. The Access Control Plan Amendment Process has been included in Exhibit B. This Agreement is based upon and is intended to be consistent with the Access Law and the Access Code as now or hereafter constituted. An amendment to either the Access Law or the Access Code that becomes effective after the effective date of this Agreement and that conflicts irreconcilably with an express provision of this Agreement may be grounds for revision of this Agreement.

7. This Agreement does not create any current financial obligation for any Agency. Any future financial obligation of any Agency shall be subject to the execution of an appropriate encumbrance document, where required. Agencies involved in or affected by any particular or site-specific undertaking provided for herein will cooperate with each other to agree upon a fair and equitable allocation of the costs associated therewith, however, notwithstanding any provision of this Agreement, no Agency shall be required to expend its public funds for such undertaking without the express prior approval of its governing body, director, and if required, state controller. All financial obligations of the Agencies hereunder shall be contingent upon sufficient funds therefore being appropriated, budgeted, and otherwise made available as provided by law.

8. Should any one or more sections or provisions of this Agreement be judicially determined to be invalid or unenforceable, such judgment shall not affect, impair or invalidate the remaining provisions of this Agreement, the intention being that the various provisions hereof are severable.

9. This Agreement supersedes and controls all prior written and oral agreements and representations of the Agencies and constitutes the whole agreement between them with respect to the subject matter of this instrument. No additional or different oral representation, promise or agreement shall be binding on either Agency. This Agreement may be amended or terminated only in writing executed by the Agencies on express authorization from their respective governing bodies or legally designated officials.

10. By signing this Agreement, the Agencies acknowledge and represent to one another that all procedures necessary to validly contract and execute this Agreement have been performed, and that the persons signing for each Agency have been duly authorized by such Agency to do so.

11. No portion of this Agreement shall be deemed to constitute a waiver, express or implied, of any of the immunities, rights, benefits, protections or other provisions of the Colorado Governmental Immunity Act, C.R.S. Section 24-10-101, et. seq. Nor shall any portion of this Agreement be deemed to have created a duty of care that did not previously exist with respect to any person not a party to this Agreement.

12. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the undersigned parties and nothing in this Agreement shall give or allow any claim or right of action whatsoever by any other person not included in this Agreement. It is the express intention of the undersigned parties that any entity other than the undersigned parties receiving services or benefits under this Agreement shall be an incidental beneficiary only.

13. This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which together shall constitute one original Agreement. Facsimile signature shall be as effective as an original signature.

14. Effective Date. The Effective Date of this Agreement shall be the date of the last party to sign.

IN WITNESS WHEREOF, the Agencies have executed this Agreement effective as of the day and year last above written.

City of Delta, Colorado ATTEST:

_____ _____

Mayor, City of Delta City Clerk

APPROVED AS TO FORM:

_____

City Attorney Date

County of Delta, Colorado ATTEST:

_____ _____

Commissioner, County of Delta County Clerk Date

APPROVED AS TO FORM:

_____

County Attorney Date

State of Colorado
Department of Transportation

_____

Chief Engineer Date

CONCUR:

_____

Regional Transportation Director Date

"EXHIBIT – A"
UNITED STATES HIGHWAY 50
(RP 63.586 – RP 70.919) AND
COLORADO STATE HIGHWAY 92
(RP 0.000 – RP 6.938)
ACCESS CONTROL PLAN
March 9, 2016

City of Delta, Delta County, and the State of Colorado Department of Transportation

I. PURPOSE

The purpose of this Access Control Plan (ACP) is to provide the Agencies with a comprehensive roadway access control plan for the pertinent segment of United States Highway 50 between Starr Nelson Road (RP 63.586) and Colorado State Highway 92 (RP 70.919) and for the pertinent segment of Colorado State Highway 92 between United States Highway 50 (RP 0.000) and 2200 Road/Austin Road (RP 6.938).

II. AUTHORITY

The development of this Access Control Plan was completed pursuant to the requirements of the Access Code, Section 2.12, and adopted by the attached Agreement.

III. RESPONSIBILITIES

It is the responsibility of each of the Agencies to this Agreement to ensure that vehicular access to the Segments shall only be in conformance with this Agreement. The cost of access improvements, closures and modifications shall be determined pursuant to section 43-2-147(6) C.R.S., the Agreement, and this Access Control Plan. All access construction shall be consistent with the design criteria and specifications of the Access Code.

IV. EXISTING AND FUTURE ACCESS

A. The attached tables provide a listing of each existing and future access point in the Segments. For each access point the following information is provided: location, description of the current access status, the future configuration (Access Plan), and the condition(s) for change. All access points along United States Highway 50 are defined by the approximate Department reference point (in thousandths of a mile) based on CDOT Highway Segment Description Milepost for State Highway 92 at US 50 RP 70.919. All access points along Colorado State Highway 92 are defined by the approximate Department reference point (in thousandths of a mile) based on CDOT Highway Segment Description Milepost for US Highway 50 at SH 92 RP 0.000. All access points are located at the approximate centerline of the access (+/- 50 feet) unless otherwise noted in the Access Control Plan and associated tables. Exhibits graphically illustrating the Access Plan are attached for reference. In case of discrepancy, the Access Control Plan Tables take precedence.

B. All highway design and construction will be based on the assumption that the Segments will have a sufficient cross section to accommodate all travel lanes and sufficient right-of-way to accommodate longitudinal installation of utilities.

V. ACCESS MODIFICATION

Any proposed access modification including but not limited to an addition must be in compliance with this Agreement and the current Access Code design standards unless the Agency or Agencies having jurisdiction approves a design waiver under the waiver subsection of the Code. Any access described in this section, which requires changes or closure as part of this Agreement or if significant public safety concerns develop, including but not limited to, when traffic operations have deteriorated, a documented accident history pattern has occurred, or when consistent complaints are received, may be closed, relocated, or consolidated, or turning movements may be restricted, or the access may be brought into conformance with this Access Control Plan, when a formal written request documenting reasons for the change is presented by the Agency(ies) having jurisdiction, with Department concurrence, or in the opinion of the Department, with the appropriate jurisdictional agency's concurrence, any of the following conditions occur:

a. The access is determined to be detrimental to the public's health, safety and welfare;
b. the access has developed an accident history that in the opinion of the Agency(ies) having jurisdiction or the Department is correctable by restricting the access;
c. the access restrictions are necessitated by a change in road or traffic conditions;
d. there is an approved (by the Agency(ies) having jurisdiction) change in the use of the property that would result in a change in the type of access operation as defined by the Access Code;
e. a highway reconstruction project provides the opportunity to make highway and access improvements in support of this Access Control Plan; or
f. the existing development does not allow for the proposed street and road network.

Access construction shall be consistent with the design and specifications of the current State Highway Access Code.

EXHIBIT A
ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 50
REFERENCE POINT 63.586 TO REFERENCE POINT 70.919
March 9, 2016

Reference Points (RP) defined per CDOT Highway Segment Description for US 50 at 70.919

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
1	63.586	RT	Delta County	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
2	63.586	LT	Starr Nelson Road	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
139	64.063	RT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Bureau of Reclamation and Harrington properties upon redevelopment.
140	64.208	LT		None	Right-In, Right-Out	When property redevelops.
3	64.367	RT	Field Access	Right-In, Right-Out	Right-In, Right-Out	When property redevelops.
141	64.784	LT	Colorado Division of Wildlife Parcel	None	Conditional Right-In, Right-Out	When property redevelops. Access will be closed when alternative access to Access 5 is available. Cross access agreements required between Bureau of Reclamation and Colorado Division of Wildlife upon redevelopment.
4	64.909	RT	G50 Road	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

1 Oriented from direction of reference point (W-E)
2 Full movement intersections shall accommodate U-turns for design vehicle
3 If City, County or CDOT improves US 50 or if safety or operational issues develop, access modifications may be implemented
4 Implement with development, redevelopment or use change
5 MUTCD - Manual on Uniform Traffic Control Devices
6 Unless otherwise specified, conditions listed refer to proposed configuration.
7 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
5	64.909	LT	Field Access - Hawkings	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection may be implemented when property redevelops. Intersection shall be aligned with Access 4. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Hawkings and Bureau of Reclamation properties upon redevelopment.
6	65.374	RT	Field Access	Right-In, Right-Out	Close Access - access available via Access 4 and 142	When property redevelops.
142	65.444	RT	Delta Triangle, LLC	None	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Delta Triangle LLC properties (345717200008 and 345708400012) upon redevelopment.
7	65.862	RT	Frontage Road	Right-In, Right-Out	Close Mainline Access to Frontage Road - access available via Frontage Road	When Delta Triangle, LLC property redevelops, safety or operational issues occur, or when a public project is funded.
8	65.957	RT	Frontage Road	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
8.1	65.857	RT	Access to Frontage Road	Unsignalized Full Movement	Unsignalized full movement intersection	Cross access agreements between Abbot Ronald and Delta Triangle LLC properties are required when redevelopment occurs.
8.2	65.871	RT	Access to Frontage Road	Unsignalized Full Movement	Unsignalized full movement intersection	Cross access agreements between Abbot Ronald properties are required when redevelopment occurs.
8.3	65.918	RT	Access to Frontage Road	Unsignalized Full Movement	Unsignalized full movement intersection	Cross access agreements between Abbot Ronald and Page Ronald properties are required when redevelopment occurs.

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3 If City, County or CDOT improves US 50 or if safety or operational issues develop, access modifications may be implemented
4 Implement with development, redevelopment or use change
5 MUTCD - Manual on Uniform Traffic Control Devices
6 Unless otherwise specified, conditions listed refer to proposed configuration.
7 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
8.4	65.957	RT	Access to Frontage Road	Unsignalized Full Movement	Unsignalized full movement intersection	Cross access agreements between Page Family Trust and Page Ronald properties are required when redevelopment occurs.
8.5	65.978	RT	Access to Frontage Road	Unsignalized Full Movement	Close access - access available via Access 8.6	When property redevelops. Cross access agreements between Page Family Trust and Delta Triangle, LLC properties are required when redevelopment occurs.
8.6	66.019	RT	Access to Frontage Road	None	Unsignalized full movement intersection	When property redevelops. Cross access agreements between Page Family Trust and Delta Triangle, LLC properties are required when redevelopment occurs.
9	65.957	LT	Falcon Road	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
10	66.079	LT	Alkali Basin Road (1200 Road)	Public Right-In, Right-Out	Conditional Public Right-In, Right-Out	Access will be closed when alternative access to Falcon Road or Access 12 is available.
11	66.204	RT	Field Access	Unsignalized Full Movement	Conditional Right-In, Right-Out	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Delta Triangle LLC and Johnson Lyndall Living Trust properties upon redevelopment. Access will be closed when alternative access to 1250 Road is available.
12	66.204	LT	Private Road	Unsignalized Private Full Movement	Conditional Public 3/4 Movement (left in allowed)	When property redevelops. 3/4 movement access may be implemented if public road connection is made at Access 12. Private access shall be restricted to right-in/right-out. Cross access agreements required between Country Acress LLC properties upon redevelopment.
13	66.358	LT	Private Road	Right-In, Right-Out	Right-In, Right-Out	Cross access agreeements required between Hawkings properties upon redevelopment.
14	66.371	RT	Field Access	Right-In, Right-Out	Close Access - access available via Access 15	When property redevelops.
15	66.593	RT	1250 Road	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

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3 If City, County or CDOT improves US 50 or if safety or operational issues develop, access modifications may be implemented
4 Implement with development, redevelopment or use change
5 MUTCD - Manual on Uniform Traffic Control Devices
6 Unless otherwise specified, conditions listed refer to proposed configuration.
7 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
16	66.593	LT	Field Access	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when either adjacent property redevelops. Intersection to be aligned with 1250 Road. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Sunshine of Delta Inc. and Sanchez properites upon redevelopment.
17	66.624	RT	Residential (mobile home)	Right-In, Right-Out	Close Access - access available via 1250 Road	When property redevelops.
18	66.657	RT	Residential	Right-In, Right-Out	Close Access - access available via 1250 Road	When property redevelops.
19	66.793	LT	Delta Muffler	Right-In, Right-Out	Close Access - access via 20b or local road system	When property redevelops.
20a	66.832	LT	Shared - Delta Muffler, Private Road	Right-In, Right-Out	Close Access - access via 20b or local road system	When property redevelops.
20b	66.840	LT	Residential Driveway	Right-In, Right-Out	Conditional Shared Right-In, Right-Out at the property line	When any of the three adjacent properties redevelop. Cross access agreements required between Aurelio Rodriguez, Chris Fechle and Arnold Heineman properties upon redevelopment. Access will close when alternative local access to Access 16 or Access 143 is available.
21	66.852	RT	AA Insurance Auto Auctions	Right-In, Right-Out	Right-In, Right-Out	
22	66.912	LT	Private Road	Right-In, Right-Out	Close Access - access via 20b or local road system	When property redevelops.
23	67.023	RT	Residential (mobile home)	Right-In, Right-Out	Conditional Right-In, Right-Out	Cross access agreements required between Strickland and Eric Lederer properties upon redevelopment. Access will be closed when alternate access to 1325 Road is available.

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4 Implement with development, redevelopment or use change
5 MUTCD - Manual on Uniform Traffic Control Devices
6 Unless otherwise specified, conditions listed refer to proposed configuration.
7 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
143	67.061	LT	Field Access - Tellson Properties II LLC	None	Public 3/4 Movement (left in allowed)	When property redevelops.
24	67.131	LT	Field Access - Tellson Properties II LLC	Right-In, Right-Out	Close Access - access available via Access 143	When property redevelops.
25	67.270	LT	Private Road	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the propertly line	When any of the three adjacent properties redevelop. Cross access agreements required between Tellson Properties II LLC, Mann Properties LLC, and Brown properties upon redevelopment. Access will close when alternative local access to Access 27 or Access 143 is available.
26	67.339	RT	1325 Road	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
27	67.339	LT	Grand Mesa Motorsports	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. Intersection to be aligned with 1325 Road. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
28	67.561	LT	Field Access - Gale Brown	Unsignalized Full Movement	Close Access - access available via Access 30	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Gale Brown and Barbara Bowman properties upon redevelopment.
29	67.589	RT	Private Road	Unsignalized Private Full Movement	Public 3/4 Movement (left in allowed)	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Hardman and Eberhardt properties upon redevelopment.
30	67.589	LT	1355 Lane	Unsignalized Private Full Movement	Public 3/4 Movement (left in allowed)	When either adjacent property redevelops, safety or operational issues occur or when a public project is funded. Cross access agreements required between Brown and Bowman properties upon redevelopment.

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5 MUTCD - Manual on Uniform Traffic Control Devices
6 Unless otherwise specified, conditions listed refer to proposed configuration.
7 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
31	67.668	RT	Ponderosa Trailers	Unsignalized Full Movement	Close Access - access available via Access 29	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Steve Eberhardt and Billy Hardman properties upon redevelopment.
32	67.734	RT	Auto Salvage	Unsignalized Full Movement	Close Access - access to be relocated to property line (144)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Cumberland Industries LLC and Bank of Colorado properties upon redevelopment.
144	67.754	RT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Cumberland Industries LL and Bank of Colorado properties upon redevelopment.
33	67.769	RT	Business Access	Unsignalized Full Movement	Close Access - access to be relocated to property line (144)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Cumberland Industries LLC and Bank of Colorado properties upon redevelopment.
34	67.797	RT	Valley Craft Fabrication	Unsignalized Full Movement	Close Access - access available via Access 35	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between A&B Holdings LLC and Z-Barn LLC properties upon redevelopment.
35	67.840	RT	Business and Field Access	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when either adjacent property redevelops. Intersection to be aligned with 1375 Lane. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between A&B Holdings, Inc. and Z-Barn LLC properties upon redevelopment.

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5 MUTCD - Manual on Uniform Traffic Control Devices
6 Unless otherwise specified, conditions listed refer to proposed configuration.
7 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
36	67.840	LT	1375 Ln	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when either adjacent property redevelops. Intersection to be aligned with Access 35. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Coppfer and Varner Equipment Inc. properties upon redevelopment.
37	67.954	RT	Business Access	Unsignalized Full Movement	Close Access - access to be relocated to property line (145)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Randi Kelley and Z-Barn properties upon redevelopment.
145	67.969	RT	Business and Field Access	None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Randi Kelley and Z-Barn properties upon redevelopment.
38	68.025	RT	Jim's Outback R.V. Inc.	Unsignalized Full Movement	Close Access - access available via Access 40	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between James Anderson and City of Delta properties upon redevelopment.
39	68.093	LT	1400 Road	Unsignalized Public Full Movement	Public 3/4 Movement (left in allowed)	When safety or operational issues occur or when a public project is funded.
40	68.109	RT	City of Delta Wastewater Treatment Plant	Unsignalized Private Full Movement	Public 3/4 Movement (left in allowed) at the property line	When either adjacent property redevelops, safety or operational issues occur or when a public project is funded. Cross access agreements required between James Anderson and City of Delta properties upon redevelopment.
41	68.201	LT	Residential	Unsignalized Full Movement	Close Access - access to be relocated to property line (146)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Theresa Roberts and Eddie Lilly properties upon redevelopment.
42	68.215	RT	Residential	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Daniel Jones and Duksa Family LLC properties upon redevelopment.

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8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
146	68.220	LT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Theresa Roberts and Eddie Lilly properties upon redevelopment.
43	68.225	RT	Business Access	Unsignalized Full Movement	Close Access - access is available via Access 42	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Daniel Jones and Duksa Family LLC properties upon redevelopment.
44	68.257	LT	Alpine Fencing	Unsignalized Full Movement	Close Access - access to be relocated to property line (146)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Theresa Roberts and Eddie Lilly properties upon redevelopment.
45	68.280	RT	Trade Center Auto Recyclers	Unsignalized Full Movement	Conditional Right-In, Right-Out	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Trade Center Auto Slave Inc., James and Hot Forty LLC properties upon redevelopment. Access will close when alternative access is available at Access 48.
46	68.322	RT	Western Gas Station & Convenience Store	Unsignalized Full Movement	Close Access - access available via Access 48	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Trade Center Auto Salvage Inc., HDT Forty LLC and Gary James properties upon redevelopment.
47	68.342	LT	Private Road	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when either adjacent property redevelops. Intersection to be aligned with Access 48. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Delta Business Park LLC and Foster Farms LLC properties upon redevelopment.

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48	68.342	RT	Private Road	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when either adjacent property redevelops. Intersection to be aligned with Access 47. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Hot Forty LLC and James properties upon redevelopment.
49	68.396	LT	Foster Farms	Unsignalized Full Movement	Close Access - access available via Access 47	When property redevelops. Existing access may be restricted if safety or operational issues occur.
50	68.456	RT	Shared - Phillips / Residential	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Chick and Heavylong Real Estate LLC properties upon redevelopment.
51	68.581	RT	Field Access - Ronald Tipping	Unsignalized Full Movement	Close Access - access available via shared Access 53	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Ronald Tipping, Priceutah LLC and United Ministries Inc. properties upon redevelopment.
52	68.597	LT	Private Road	Unsignalized Pirvate Full Movement	Public 3/4 Movement (left in allowed) at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Suckow and Cotten properties upon redevelopment.
53	68.597	RT	Jobsite Inc.	Unsignalized Private Full Movement	Public 3/4 Movement (left in allowed) at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Tipping, Priceutah, and United Ministries properties upon redevelopment.
54	68.665	LT	Business (Agricultural) Access	Unsignalized Full Movement	Close Access - access available via Access 52 or 55	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Cotton and Fancher properties upon redevelopment.
55	68.721	LT	Residential	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Harold Fancher and Dale Cotten properties upon redevelopment.

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56	68.736	RT	Colorado Lime Company	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Priceutah, Colorado Lime Company, and Larry Dawson upon redevelopment.
57	68.751	LT	Residential	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Palmer properties upon redevelopment. Access will be closed when alternative access to Access 52 or 63 is available.
58	68.773	LT	Residential	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Palmer and Lowe properties upon redevelopment. Access will be closed when alternative access to Access 52 or 63 is available.
59	68.783	RT	Shared - Colorado Lime Company, United Supply & Machine	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Colorado Lime Company, United Friends, LLC, and Dawson properties upon redevelopment. Access will be closed when alternative access to Access 53 or 60 is available.
61	68.840	LT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 63	When property redevelops. Existing access may be restricted if safety or operational issues occur.
60	68.849	RT	United Supply & Machine	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement public intersection implemented when either adjacent property redevelops. Intersection to be aligned with Access 63. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Schaaf and Morris properties upon redevelopment.

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63	68.849	LT	Residential	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement public intersection implemented when either adjacent property redevelops. Intersection to be aligned with Access 60. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between CBC Southwest Colorado LLC properties upon redevelopment.
62	68.862	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 60	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Pasquale Gazillo, Jeannette Morris and Gerald Kaiser upon redevelopment.
64	68.897	RT	Residential	Unsignalized Full Movement	Close Access - access available via Access 65	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Pasquale Gazillo, Jeannette Morris and Gerald Kaiser upon redevelopment.
65	68.912	RT	Residential	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Robb and Dearmin properties upon redevelopment. Access will be closed when alternative access to Access 60 or 72 is available.
66	68.933	RT	Residential	Unsignalized Full Movement	Close Access - access available via Access 68	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Donald Robb and Patrick Dearmin properties upon redevelopment.
67	68.956	LT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 63	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between CBC Southwest Colorado LLC properties upon redevelopment.
68	68.970	RT	Residential	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Robb and Dearmin properties upon redevelopment.

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69	69.029	LT	Private Road (Wild Acres Park)	Unsignalized Full Movement	Conditional Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded. Access will be closed when alternative access is available at Access 63 or 147.
70	69.029	RT	Residential	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Robert Toole and Maria Toole properties upon redevelopment.
71	69.052	RT	Residential	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded.
73	69.086	LT	Residential (mobile home)	Unsignalized Full Movement	Close Access - access available via Access 69 or 147	When property redevelops. Existing access may be restricted if safety or operational issues occur.
72	69.095	RT	1500 CT	Unsignalized Public Full Movement	Public 3/4 Movement (left in allowed)	When adjacent properties redevelop, safety or operational issues occur or when a public project is funded.
147	69.100	LT		None	Public 3/4 Movement (left in allowed)	When either adjacent property redevelops. Cross access agreements required between Wide Acres Inc and State Department of Highways properties upon redevelopment.
74	69.104	RT	Residential Access	Unsignalized Full Movement	Close Access - access available via Access 72	When property redevelops. Existing access may be restricted if safety or operational issues occur.
75	69.134	LT	CDOT Facility	Unsignalized Full Movement	Close Access - access available via Access 147	When property redevelops. Existing access may be restricted if safety or operational issues occur.
148	69.144	RT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Herrera properties upon redevelopment.
76	69.180	RT	Residential	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded. Cross access agreements required between Deann Turner, WW Delta LLC, Ann Parker Living Trust, and Kathleen Martin properties upon redevelopment.
77	69.346	RT	Residential	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement public intersection implemented when either adjacent property redevelops. Intersection to be aligned with 1525 Road. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Davidson and Rodriguez properties upon redevelopment.

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78	69.346	LT	1525 Road	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
79	69.404	LT	Shared Access - various businesses	Unsignalized Full Movement	Conditional Right-In, Right-Out	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Joel Turner Holdestead Properties, LLC and Kevin Clark properties upon redevelopment. Access will close when alternative access to 1525 Road is available.
80	69.419	RT	Grand Mesa Imports	Unsignalized Full Movement	Close Access - access available via Access 149	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required betweeen Birkholz and Flick properties upon redevelopment.
81	69.445	RT	Grand Mesa Imports	Unsignalized Full Movement	Close Access - access available via Access 149	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required betweeen Birkholz and Flick properties upon redevelopment.
149	69.455	RT	Business Access	None	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Birkholz and Flick properties upon redevelopment. Access will be closed when alternative access to Access 77 or 95 is available.
82	69.466	LT	Business Access	Unsignalized Full Movement	Shared Right-In, Right-Out	When any adjacent property redevelops, safety or operational issues occur or when a public project is funded. Cross access agreements required between Kevin Clark, David Weinlader and State of Colorado properties upon redevelopment.
83	69.466	RT	B&D Storage	Unsignalized Full Movement	Close Access - access available via Access 84 or 149	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Fayanna Flick, Robert Birkholz and Terril Campbell properties upon redevelopment.
84	69.481	RT	Residential	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Campbell and Flick properties upon redevelopment. Access will be closed when alternative access to Access 77 or 95 is available.
85	69.497	RT	Grand Mesa Veterinary Hospital (Access #1)	Unsignalized Full Movement	Close Access - access available via Access 150	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Steele properties upon redevelopment.

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150	69.502	RT		None	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Dick Steele and Barbara Steele properties upon redevelopment. Access will be closed when alternative access to Access 77 or 95 is available.
86	69.510	RT	Grand Mesa Veterinary Hospital (Access #2)	Unsignalized Full Movement	Close Access - access available via Access 150	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Steele properties upon redevelopment.
87	69.519	RT	Grand Mesa Veterinary Hospital (Access #3)	Unsignalized Full Movement	Close Access - access available via Access 150	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Steele properties upon redevelopment.
88	69.525	LT	Residential (Apartment)	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded. Cross access agreements required between Michael Myers and Sandra Cassidy properties upon revelopment.
89	69.531	RT	Residential	Unsignalized Full Movement	Close Access - access available via Access 90	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Erasmo and Garcia properties upon redevelopment.
90	69.540	RT	Residential	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Erasmo and Garcia properties upon redevelopment. Access will be closed when alternative access to Access 77 or 95 is available.
91	69.551	RT	Residential	Unsignalized Full Movement	Close Access - access available via Access 90	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Erasmo and Garcia properties upon redevelopment.
92	69.569	RT	Residential	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Schlapper properties upon redevelopment. Access will be closed when alternative access to Access 77 or 95 is available.
93	69.580	RT	Residential	Unsignalized Full Movement	Close Access - access available via Access 92	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Schlapper properties upon redevelopment.
94	69.580	LT	Mesa View Apartments	Unsignalized Full Movement	Close Access - access available via 1550 Road	When property redevelops. Existing access may be restricted if safety or operational issues occur.

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95	69.598	RT	1550 Road (south leg)	Unsignalized Public Full Movement	Public 3/4 Movement (left in allowed)	When safety or operational issues occur or when a public project is funded.
96	69.598	LT	1550 Road (north leg)	Unsignalized Public Full Movement	Public 3/4 Movement (left in allowed)	When safety or operational issues occur or when a public project is funded.
97	69.626	RT	Guthrie's Floor Coverings	Unsignalized Full Movement	Close Access - access available via 1550 Road	When property redevelops. Existing access may be restricted if safety or operational issues occur.
98	69.651	LT	Connection to H50 Road	Unsignalized Public Full Movement	Public Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
99	69.677	RT	Dairy King Drive-In	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded.
100	69.708	RT	Dairy King Drive-In	Unsignalized Full Movement	Close Access - access available via Access 99	When property redevelops. Existing access may be restricted if safety or operational issues occur.
101	69.732	RT	1560 Road	Unsignalized Public Full Movement	Public 3/4 Movement (left in allowed)	When safety or operational issues occur or when a public project is funded.
102	69.766	LT	PeopleCare Health Services	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, if safety or operational issues occur, or when a public project is funded.
103	69.792	LT	Field Access	Unsignalized Full Movement	Close Access - access available via 1575 Road	When property redevelops, if safety or operational issues occur, or when a public project is funded.
104	69.817	LT	Residential	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, if safety or operational issues occur, or when a public project is funded.
105	69.900	RT	1565 Road (west leg)	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
106	69.900	LT	H38 Road (east leg)	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
107	69.929	RT	CDOT Facility	Unsignalized Full Movement	Close Access - access available via 1565 Road	When property redevelops. Existing access may be restricted if safety or operational issues occur.
108	69.952	RT	CJ's Auto Repair, Black Jack Import Auto Recycling	Unsignalized Full Movement	Close Access - access available via 1565 Road	When property redevelops. Existing access may be restricted if safety or operational issues occur.
109	69.959	LT	H-25 Road	Unsignalized Public Full Movement	Public Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.

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110	69.990	LT	Shared Access - various businesses	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Boyd and Montano properties upon redevelopment.
111	70.081	LT	Private Road	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Robert Stewart and Alta Vista De La Montana LLP properties upon redevelopment.
112	70.091	RT	Business Access	Unsignalized Full Movement	Close Access - access available via Access 113	When property redevelops. Existing access may be restricted if safety or operational issues occur.
113	70.148	RT	1565 Road	Unsignalized Public Full Movement	Conditional Public 3/4 Movement (left in allowed)	Access will be restricted to 3/4 movement when safety or operational issues occur or when a public project is funded. Access may be further restricted to right-in/right-out if safety or operational issues occur related to the left turn in, i.e. additional storage is required at G96 Lane.
115	70.181	LT	Residential	Unsignalized Full Movement	Close Access - access available via Access 116	When property redevelops. Existing access may be restricted if safety or operational issues occur.
114	70.196	RT	Residential	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded.
116	70.217	LT	Residential	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Steven Menzies and Verla Huffington properties upon redevelopment.
117	70.238	LT	Delta Simmons	Unsignalized Full Movement	Close Access - access to be relocated to Access 151	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Menzies property and adjacent properties upon redevelopment.
118	70.249	RT	G-96 Lane	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

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151	70.249	LT	G-96 Lane Extension	None	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. Intersection to be aligned with G96 Lane. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Menzies property and adjacent properties upon redevelopment.
119a	70.262	RT	Delta Self Storage	Unsignalized Full Movement	Close Access - access available via Access 118	When property redevelops. Existing access may be restricted if safety or operational issues occur.
119b	70.270	RT	Delta Self Storage	Unsignalized Full Movement	Close Access - access available via Access 118	When property redevelops. Existing access may be restricted if safety or operational issues occur.
119c	70.279	RT	Delta Self Storage	Unsignalized Full Movement	Close Access - access available via Access 118	When property redevelops. Existing access may be restricted if safety or operational issues occur.
120	70.279	LT	Auto Repair Shop & Uhaul	Unsignalized Full Movement	Close Access - access available via Access 151	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Steven Menzies and Aurelio Rodriguez properties upon redevelopment.
121	70.288	RT	Pawn & Gun (Access #1)	Unsignalized Full Movement	Close Access - access available via Access 122a	When property redevelops. Existing access may be restricted if safety or operational issues occur.
122a	70.305	RT	Pawn & Gun (Access #2)	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Torres and Prock properties upon redevelopment. Prior to restricting access, u-turns must be accommodated on US 50 for design vehicle.
122b	70.312	RT	Residential	Unsignalized Full Movement	Close Access - access available via Access 124a or 122a	When property redevelops. Existing access may be restricted if safety or operational issues occur.
123	70.316	LT	Residential	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Pogue and Rodriguez properties upon redevelopment. Prior to restricting access, u-turns must be accommodated on US 50 for design vehicle.

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124a	70.326	RT	Business Access	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Francisco Torres and Verlin Williams properties upon redevelopment. Prior to restricting access, u-turns must be accommodated on US 50 for design vehicle.
124b	70.332	RT	Business Access	Unsignalized Full Movement	Close Access - access available via Access 124a	When property redevelops. Existing access may be restricted if safety or operational issues occur.
125	70.337	LT	Riverwood Mobile Home Park	Unsignalized Full Movement	Close Access - access to be relocated to property line (123)	When property redevelops . Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Loren Pogue Family Trust and adjacent properties upon redevelopment.
126	70.369	RT	G-86 Lane	Unsignalized Public Full Movement	Public 3/4 Movement (left in allowed)	When safety or operational issues occur or when a public project is funded. Prior to restricting access, u-turns must be accommodated on US 50 for design vehicle.
127	70.408	LT	Riverwood Motel	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded. Cross access agreements required between Stefan Gryglak and Loren Pogue Family Trust properties upon redevelopment. Prior to restricting access, u-turns must be accommodated on US 50 for design vehicle.
128	70.427	RT	Four Seasons River Inn & RV Park (Access #1)	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded. Cross access agreements required between Richard Family Real Estate LLC properties and City of Delta property upon redevelopment. Prior to restricting access, u-turns must be accommodated on US 50 for design vehicle.
129	70.442	RT	Four Seasons River Inn & RV Park (Access #2)	Unsignalized Full Movement	Close Access - access available via Access 128	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Richard Family Real Estate LLC properties and City of Delta property upon redevelopment.
130	70.631	LT	Business Access	Right-In, Right-Out	Close Access - access available via Access 132	When property redevelops.
131	70.712	RT	Confluence Drive	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	

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132	70.712	LT	Private Road/Confluence Drive Extension	Signalized Private Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
133	70.783	RT	City Market	Unsignalized Private Full Movement	Right-In, Right-Out	When property redevelops, a safety or operational issues occurs, or when a public project is funded.
134	70.783	LT	Ute Street	Unsignalized Public Full Movement	Public Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
135	70.860	LT	Maverik Country Store & Gas Station	Right-In, Right-Out	Right-In, Right-Out	
136	70.883	RT	Sinclair Gas Station	Right-In, Right-Out	Right-In, Right-Out	
137	70.919	RT	1st Street (west leg)	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
138	70.919	LT	SH-92 Jct (east leg)	Signalized Public Full Movemen	Signalized full movement public intersection or other traffic control recognized by the MUTCD	

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EXHIBIT A
ACCESS CONTROL PLAN
COLORADO STATE HIGHWAY 92
REFERENCE POINT 0.00 TO REFERENCE POINT 6.938
March 9, 2016

Reference Points (RP) defined per CDOT Highway Segment Description for SH 92 beginning at 0.000

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
200a	0.000	RT	US 50 Jct (South leg)	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
200b	0.000	LT	US 50 Jct (North leg)	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
201	0.012	RT	Various businesses - Sukle Properties, LLLP	Right-In, Right-Out	Close Access - access available via Main St.or Alley	When property redevelops.
202	0.029	RT	Alley	Right-In, Right-Out	Right-In, Right-Out	
203	0.043	RT	The Salvation Army	Right-In, Right-Out	Close Access - access available via Meeker St.	When property redevelops.
204	0.063	RT	Meeker Street	Unsignalized Public Full Movement	Public Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
205	0.072	LT	Maverik Country Store & Gas Station	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between Maverik Inc. and O'Reilly Auto Enterprise LLC properties upon redevelopment.
206	0.102	RT	Moonshine Liquors (Access #1)	Right-In, Right-Out	Close Access - access available via E 1st St.	When property redevelops.
207	0.119	RT	Moonshine Liquors (Access #2)	Right-In, Right-Out	Close Access - access available via E 1st St.	When property redevelops.
208	0.144	RT	Various businesses	Right-In, Right-Out	Close Access - access available via E 1st St.	When property redevelops.
311	0.158	LT	Business Access - Maverik, Inc.	None	Private 3/4 Movement (left in allowed)	When property redevelops. Cross access agreements required between Maverik Inc. and O'Reilly Auto Enterprise LLC properties upon redevelopment.
209	0.158	RT	Grand Avenue	Unsignalized Public Full Movement	Public 3/4 Movement (left in allowed)	When safety or operational issues occur or when a public project is funded.
210	0.176	RT	Cornerstone Home Lending, Inc.	Unsignalized Full Movement	Close Access - access available via Grand Ave.	When property redevelops. Existing access may be restricted if safety or operational issues occur.
211	0.237	RT	Crawford Avenue	Unsignalized Public Full Movement	Public Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
212	0.237	LT	Business Access - Maverik, Inc.	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.

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213	0.282	LT	Business Access - Maverik, Inc.	Unsignalized Full Movement	Close Access - access available via Access 212	When property redevelops. Existing access may be restricted if safety or operational issues occur.
214	0.293	RT	US Bank (Access #1)	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur, or when a public project is funded.
215	0.337	RT	US Bank (Access #2)	Unsignalized Full Movement	Close Access - access available via Access 214	When property redevelops. Existing access may be restricted if safety or operational issues occur.
216	0.354	RT	OCI Supply	Unsignalized Full Movement	Close Access - access available via Henry St.	When property redevelops. Existing access may be restricted if safety or operational issues occur.
217	0.366	LT	Business Access - OMF Corporation	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between OMF Corporation properties upon redevelopment.
218	0.366	RT	Henry Street	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
219	0.388	RT	Source Gas (Access #1)	Unsignalized Full Movement	Close Access - access available via Henry St. or Clark Street	When property redevelops. Existing access may be restricted if safety or operational issues occur.
220	0.406	RT	Source Gas (Access #2)	Unsignalized Full Movement	Close Access - access available via Henry St. or Clark Street	When property redevelops. Existing access may be restricted if safety or operational issues occur.
221	0.433	RT	Ashley's Home Center	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between Delta I, LLC properties upon redevelopment.
222	0.460	RT	Business Access	Unsignalized Full Movement	Close Access - access available via Clark St.	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required betweeen LYB, LLC properties and Delta I, LLC property upon redevelopment.
223	0.460	LT	Business Access	Unsignalized Full Movement	Conditional Right-In, Right-Out	When property redevelops, safety or operational issues occur, or when a public project is funded. Access will be closed when alternative access to Access 217 or 313 is available. Cross access agreements required between Doyle Petroleum and OMF Corporation and Doughty Scott properties upon redevelopment.

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224	0.486	RT	Business Access	Unsignalized Full Movement	Close Access - access available via Clark St. or Access 312	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required betweeen LYB, LLC properties and Auto Bros, LLC property upon redevelopment.
225	0.493	LT	Doughty Steel & Machine	Unsignalized Full Movement	Conditional Right-In, Right-Out	When property redevelops, safety or operational issues occur, or when a public project is funded. Access will be closed when alternative access to Access 217 or 313 is available. Cross access agreements required between Doyle Petroleum and Huskey and Doughty Scott properties upon redevelopment.
312	0.501	RT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between LYB LLC and Auto Bros LLC properties upon redevelopment.
226	0.542	RT	Ford Dealership	Unsignalized Full Movement	Close Access - access to be relocated to property line (312)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreement required between Auto Bros LLC and LYB LLC upon redevelopment.
227	0.587	RT	Tuscher Street	Unsignalized Public Full Movement	Public Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
228	0.618	RT	Gerhard's	Unsignalized Full Movement	Close Access - access available via Tuscher St.	When property redevelops. Existing access may be restricted if safety or operational issues occur.
229	0.633	RT	Oddfellows Hall	Unsignalized Full Movement	Close Access - access available via Heinz St.	When property redevelops. Existing access may be restricted if safety or operational issues occur.
230	0.660	RT	Heinz Street	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
313	0.660	LT	Business Access - Keys Blue Haven LLC	None	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Keys Blue Haven and Huskey properties upon redevelopment.
231	0.682	RT	CarQuest Auto Parts (Access #1)	Unsignalized Full Movement	Close Access	When property redevelops. Existing access may be restricted if safety or operational issues occur.

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232	0.689	LT	Delta Sand & Gravel	Unsignalized Full Movement	Close Access - access to be relocated to 313	When property redevelops and Access 313 is constructed. Existing access may be limited if safety or operational issues occur. Cross access agreements required between Keys Blue Haven and Huskey properties upon redevelopment.
233	0.704	RT	CarQuest Auto Parts (Access #2)	Unsignalized Full Movement	Close Access - relocated to property line (314)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Ralph Jr Carver and Bruton Petroleum Co Inc. properties upon redevelopment.
314	0.714	RT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Ralph Jr Carver and Bruton Petroleum Co Inc. properties upon redevelopment.
234	0.727	RT	Business Access - Bruton Petroleum Co, Inc.	Unsignalized Full Movement	Close Access - access to be relocated to property line (314)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Ralph Jr Carver and James Holveck properties upon redevelopment.
235	0.769	RT	B&T Auto Service	Unsignalized Full Movement	Close Access - access to be relocated to property line (236)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Alan Dorr and James A Holveck properties upon redevelopment.
236	0.797	RT	Dorr Veterinary Hospital	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Alan Dorr and James A Holveck properties upon redevelopment.
237	0.850	RT	Business Access - Delta Dollar	Unsignalized Full Movement	Close Access - access to be relocated to property line (315)	When property redevelops. Existing access may be restricteded if safety or operational issues occur. Cross access agreements required between Delta Dollar LLC and David Garrett properties upon redevelopment.
315	0.862	RT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Delta Dollar LLC and David Garrett properties upon redevelopment.
238	0.874	RT	Residential - Garrett	Unsignalized Full Movement	Close Access - access to be relocated to property line (315)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Delta Dollar LLC and David Garrett properties upon redevelopment.
239	0.903	RT	Residential - Garrett	Unsignalized Full Movement	Close Access - access to be relocated to property line (315) or via Valley View Drive	When property redevelops. Existing access may be limited if safety or operational issues occur. Cross access agreements between David Garrett and Eugene Corrigan & Billie M Revocable Living Trust upon redevelopment.

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240	0.977	RT	Circle Dr	Unsignalized Public Full Movement	Conditional Unsignalized Full Movement Public Intersection.	Access may be restricted when safety or operational issues occur or when traffic signal is warranted.
241	1.107	RT	Safeway	Private 3/4 Movement (left in allowed)	Conditional Private 3/4 Movement (left in allowed)	Access may be restricted to right-in/right-out when safety or operational issues occur.
242	1.222	RT	Stafford Lane	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
243	1.222	LT	1675 Road	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
244	1.338	RT	Field Access- O'Neal	Right-In, Right-Out	Close Access - access to be relocated to property line (316)	When property redevelops. Cross access agreements required between Kim O'Neal, Thomas McMullan, and Delco 1725 LLC properties upon redevelopment.
316	1.472	RT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Kim O'Neal, Thomas McMullan, and Delco 1725 LLC properties upon redevelopment.
245	1.719	LT		None	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. Intersection to be aligned with Access 317. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreeements required between Graff properties upon redevelopment.
317	1.719	RT	Proposed 1725 Rd	None	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. Intersection to be aligned with Access 245. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Access to 1725 Road for Nicholson property must be maintained upon realignment of 1725 Road either directly or through cross access agreements between Robert Nicholson and Delco 1725 LLC properties.

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246	1.769	RT	1725 Road	Unsignalized Public Full Movement	Close Access - access to be relocated to Access 317	When Delco property redevelops and Access 317 is available. Access to 1725 Road for Nicholson property must be maintained upon realignment of 1725 Road either directly or through cross access agreements between Robert Nicholson and Delco 1725 LLC properties.
247	1.783	RT	Field Access	Right-In, Right-Out	Close Access - access available via 1725 Rd	When property redevelops. Access to 1725 Road must be maintained upon realignment of 1725 Road either directly or through cross access agreements between Robert Nicholson and Delco 1725 LLC properties.
248	1.786	LT	Residential	Right-In, Right-Out	Close Access - access available via Access 245	When property redevelops and access is available via Access 245. Cross access agreements required between Graff properties upon redevelopment.
249	2.091	LT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 245	When property redevelops. Cross access agreements required betweeen Graff properties upon redevelopment.
250	2.103	RT	Industrial Blvd	Unsignalized Public Full Movement	Conditional Unsignalized Public Full Movement Intersection.	Access may be restricted when safety or operational issues occur or when traffic signal is warranted.
251	2.237	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 252	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between MSJ Holding Co LLC and Delta Country Humane Society properties upon redevelopment.
252	2.247	RT	Field Access	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between MSJ Holding Co LLC and Delta Country Humane Society properties upon redevelopment.
253	2.507	RT	1800 Road (south leg)	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
254	2.507	LT	1800 Road (north leg)	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
255	2.608	RT	Field Access/Ditch Access	Right-In, Right-Out	Close Access - access available via 1800 Road	When property redevelops and alternate access for ditch maintenance is available. If alternate ditch access is not available upon redevelopment, access will be limited to ditch maintenance only.
256	2.629	RT	Field Access/Ditch Access	Right-In, Right-Out	Conditional Right-In, Right-Out	When property redevelops, access will be limited to ditch maintenance only. If ditch maintenance access is no longer needed, access will close.

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257	2.894	RT	Residential	Unsignalized Full Movement	Close Access - access available via Access 258 and H Rd.	When property redevelops. Existing access may be restricted if safety or operational issues occur.
258	3.016	RT	Field Access	Right-In, Right-Out	Shared Right-In, Right-Out at property line	When either adjacent property redevelops. Cross access agreements required between Bond and Carlin properties upon redevelopment.
259	3.023	RT	Field Access	Right-In, Right-Out	Close Access - access available via Access 258 or H Rd.	When property redevelops.
318	3.170	RT		None	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
260	3.224	RT	Field Access	Unsignalized Full Movement	Close Access - access available via H Rd. or Access 318	When property redevelops. Existing access may be restricted if safety or operational issues occur.
261	3.237	RT	Field Access	Right-In, Right-Out	Conditional Right-In, Right-Out	When property redevelops, access will be limited to ditch maintenance only. If ditch maintenance access is no longer needed, access will close.
262	3.285	RT	Field Access	Right-In, Right-Out	Close Access - access available via H Rd. or 1900 Rd.	When property redevelops.
263	3.285	LT	Field Access/Ditch Access	Right-In, Right-Out	Close Access - access available via County Roads	When property redevelops and alternate access for ditch maintenance is available. If alternate ditch access is not available upon redevelopment, access will be limited to ditch maintenance only. Cross access agreements required between Graff and Benson properties upon redevelopment.
264	3.526	RT	Field Access	Right-In, Right-Out	Close Access - access available via H Rd. or 1900 Rd.	When property redevelops.
265	3.542	RT	1900 Road (south leg)	Unsignalized Public Full Movement	Close Access - access available via H Rd and Access 268	When an alternate route between H Road and SH 92 is available at Access 268.
266	3.542	LT	1900 Road (north leg)	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded. Cross access agreements required between Graff and Benson properties upon redevelopment.
267	3.787	RT	Field Access	Right-In, Right-Out	Close Access - access available via Access 268	When property redevelops or when a public project is funded.

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268	3.802	RT	Field Access - Proposed 4th leg of SH 65 intersection	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Fourth leg of unsignalized full movement intersection may be implemented when properties redevelop or when a public project is funded. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Autumn Gold, LLC and Ironstone, LLC properties upon redevelopment.
269	3.802	LT	SH 65 Jct	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
270	3.998	RT	Business Access	Unsignalized Full Movement	Close Access - access to be relocated to property line (268)	When property redevelops. Cross access agreements required between Autumn Gold LC and Ironstone LLC properties upon redevelopment.
271	4.145	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 268	When property redevelops.
272	4.156	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 319	When property redevelops.
273	4.160	LT	Residential/Ditch Access	Unsignalized Full Movement	Close Access - access available via Access 279	When property redevelops and alternate access for ditch maintenance is available. If alternate ditch access is not available upon redevelopment, access will be limited to ditch maintenance only. Cross access agreements required between Frazier properties upon redevelopment.
319	4.248	RT		None	Shared Conditional Unsignalized Full Movement Intersection at property line	Unsignalized full movement intersection may be implemented when either property redevelops. Access may be restricted when safety or operational issues occur or when a traffic signal is warranted. Cross access agreements required between Reuben Leon and Beneficial Financial I Inc. properties upon redevelopment.
274	4.266	RT	Residential	Unsignalized Full Movement	Close Access - access available via H50 Rd. or Access 319	When property redevelops. Cross access agreements required between Reuben Leon and Beneficial Financial I Inc. properties upon redevelopment.
275	4.287	RT	Residential	Unsignalized Full Movement	Close Access - access available via H50 Rd. or Access 319	When property redevelops or when Access 276 is closed. Access to H50 Road may be provided.
276	4.299	RT	H50 Road	Unsignalized Public Full Movement	Close Access - access to be relocated to Access 278	When alternative public road access is provided at Access 278. Existing access may be restricted or modified when safety or operational issues occur.

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5 MUTCD - Manual on Uniform Traffic Control Devices
6 Unless otherwise specified, conditions listed refer to proposed configuration.
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8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
277	4.548	RT	Residential	Unsignalized Full Movement	Close Access - access to be relocated to Access 278	When property redevelops.
278	4.578	RT	Field Access/2000 Road Extension	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection may be implemented when property redevelops. Intersection to be aligned with Access 279. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
279	4.578	LT	Field Access	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection may be implemented when property redevelops. Intersection to be aligned with Access 278. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Frazier properties upon redevelopment.
280	4.749	RT	Field Access	Unsignalized Full Movement	Close Access - access available via H50 Rd.	When property redevelops.
281	4.830	RT	Field Access	Unsignalized Full Movement	Close Access - access available via H50 Rd.	When property redevelops.
282	4.925	RT	Field Access	Unsignalized Full Movement	Close Access - access available via H50 Rd.	When property redevelops.
283	5.060	RT	Residential Access	Unsignalized Full Movement	Close Access - access available via H50 Rd. or Access 320	When property redevelops.
284	5.094	LT	Field Access	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection may be implemented when either property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Frazier and Shields properties upon redevelopment.

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5 MUTCD - Manual on Uniform Traffic Control Devices
6 Unless otherwise specified, conditions listed refer to proposed configuration.
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8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
320	5.094	RT		None	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection may be implemented when either property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Watts and Wick properties upon redevelopment.
285	5.179	RT	Residential	Unsignalized Full Movement	Close Access - access to be relocated to property line (320)	When property redevelops.
286	5.278	LT	Residential/Ditch Access	Unsignalized Full Movement	Close Access - access available via Access 284	When property redevelops and alternate access for ditch maintenance is available. If alternate ditch access is not available upon redevelopment, access will be limited to ditch maintenance only. Cross access agreements required between Rhonda Shields, Ronald Bruening, Lypps-Frame Revocable Trust and Richard & Betsy Frazier Revocable Trust properties upon redevelopment.
287	5.355	RT	2075 Road	Unsignalized Public Full Movement	Conditional Unsignalized Full Movement Public Intersection.	Access may be restricted when safety or operational issues occur or when traffic signal is warranted. Cross access agreements between Brune properties required upon redevelopment - access to be provided via 2075 Road for both properties.
288	5.389	RT	Holiness Chapel	Unsignalized Full Movement	Close Access - access available via 2075 Rd.	When property redevelops.
289	5.408	RT	Residential	Unsignalized Full Movement	Close Access - access available via 2075 Rd.	When property redevelops.
290	5.434	RT	Residential	Unsignalized Public Full Movement	Close Access - access available via H75 Rd.	When property redevelops or when Access 291 is closed and alternative access to H75 Road is provided.
291	5.447	RT	H75 Road	Unsignalized Full Movement	Close Access - access available via 2100 Road	When alternative public road access is provided at Access 293. Existing access may be restricted or modified when safety or operational issues occur.
292	5.515	RT	Residential	Unsignalized Full Movement	Close Access - access available via H75 Rd. or 2100 Road	When property redevelops.
293	5.633	RT	2100 Road	Unsignalized Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Intersection shall be aligned with Access 294. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

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4 Implement with development, redevelopment or use change
5 MUTCD - Manual on Uniform Traffic Control Devices
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7 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
294	5.633	LT	Private Road	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Intersection shall be aligned with Access 293. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Lypps-Frame Revocable Trust properties upon redevelopment.
295	5.643	RT	Business Access	Unsignalized Full Movement	Close Access - access available via Access 293	When property redevelops. Cross access agreements required between Fire Mountain Properties LLC and PPF NEWCO LLC properties upon redevelopment.
296	5.701	RT	Residential (Access #1)	Unsignalized Full Movement	Close Access - access available via Access 297.	When property redevelops. Cross access agreements required between Fire Mountain Properties LLC and PPF NEWCO LLC properties upon redevelopment.
297	5.721	RT	Residential (Access #2)	Unsignalized Full Movement	Conditional Unsignalized Full Movement Intersection.	Access may be restricted when safety or operational issues occur or when traffic signal is warranted.
298	5.819	RT	Field Access	Unsignalized Full Movement	Close Access - access available via H75 Rd. or Access 300	When property redevelops. Cross access agreements required between DMEA, Hamilton and Slash Spade properties upon redevelopment.
321	5.862	LT		None	Conditional Unsignalized Full Movement Intersection.	When property redevelops. Access may be restricted when safety or operational issues occur or when a traffic signal is warranted.
299	5.962	LT	Railroad Access	Unsignalized Full Movement	Conditional Unsignalized Full Movement Intersection.	Access may be restricted when safety or operational issues occur or when traffic signal is warranted. If railroad maintenance access is no longer needed, access may be closed.
300	6.000	RT	Field Access	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection may be implemented when either property redevelops. Intersection shall be aligned with Access 301. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between DMEA, Hamilton and Slash Spade properties upon redevelopment.
301	6.000	LT	I30 Ln	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection may be implemented when property redevelops. Intersection shall be aligned with Access 300. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between all properties on the north side upon redevelopment.

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5 MUTCD - Manual on Uniform Traffic Control Devices
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8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
302	6.166	RT	Residential Access/Ditch Access	Unsignalized Full Movement	Close Access - access available via Access 300/ditch access available via Access 322	When property redevelops and alternative ditch maintenance access at 322 is available. If ditch access is no longer needed, closure of Access 302 is not conditional on Access 322. Cross access agreement required between Slash Spade LLLP and Delta Montrose Electric Association properties upon redevelopment.
322	6.237	RT		None	Conditional Unsignalized Full Movement Intersection.	If ditch maintenance access is still required upon redevelopment of property, unsignalized full movement access may be implemented to replace Access 302 and 303. If ditch access is no longer needed, Access 322 will be eliminated. Access may be restricted when safety or operational issues occur or when a traffic signal is warranted.
323	6.363	LT		None	Conditional Unsignalized Full Movement Intersection.	Unsignalized full movement intersection may be implemented across from Access 303 when property redevelops. Access may be restricted when safety or operational issues occur or when a traffic signal is warranted.
303	6.363	RT	Field Access/Ditch Access	Unsignalized Full Movement	Close Access - ditch access available via Access 322	When property redevelops and/or alternative ditch maintenance access at 322 is available. If ditch access is no longer needed, closure of Access 303 is not conditional on Access 322.
304	6.370	LT	River access	Unsignalized Full Movement	Close Access - access to be relocated to 323	When property redevelops.
305	6.657	RT	Field Access	Unsignalized Full Movement	Close Access - access to be relocated to property line (324)	When property redevelops.
306	6.669	LT	Field Access	Unsignalized Full Movement	Conditional Unsignalized Full Movement Intersection.	Unsignalized full movement intersection may be implemented at property line when either property redevelops. Intersection shall be aligned with Access 324. Cross access agreements required between Slash Spade and Hice properties upon redevelopment. Access may be restricted when safety or operational issues occur or when traffic signal is warranted.
324	6.669	RT		None	Conditional Unsignalized Full Movement Intersection.	Unsignalized full movement intersection may be implemented at property line when either property redevelops. Intersection shall be aligned with Access 306. Cross access agreements required between Slash Spade and Pope properties upon redevelopment. Access may be restricted when safety or operational issues occur or when traffic signal is warranted.

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8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
307	6.884	RT	Field Access	Unsignalized Full Movement	Close Access - access available via 2200 Rd	When property redevelops.
308	6.892	LT	Field Access	Unsignalized Full Movement	Close Access - access available via Austin Rd	When property redevelops.
309	6.938	RT	2200 Road (south leg)	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
310	6.938	LT	Austin Road (north leg)	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

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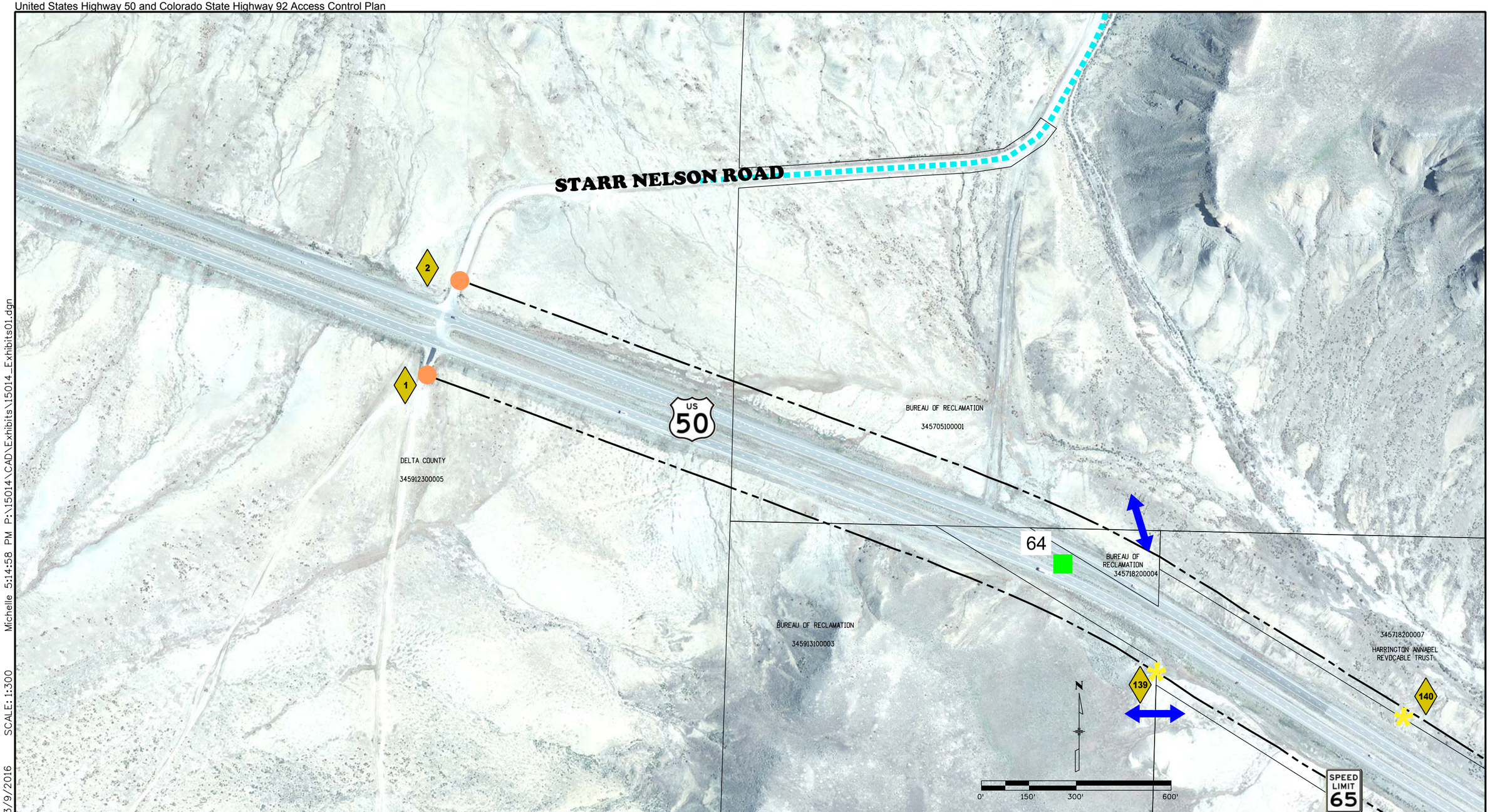
Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
- Existing Signalized Intersection
- Cross Access for Shared Access Point
- Parcel Line
- Alternate Route (Conceptual)
- Delta City Boundary
- Orchard City Boundary
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- Access Control Line
- "C" Conditional
- "R" Residential Access
- "F" Field Access
- "D" Ditch
- Principal Arterial
- Proposed Principal Arterial
- Proposed Minor Arterial
- Proposed Collector
- Collector
- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

City of DELTA

US 50 & SH 92 ACCESS EXHIBIT

1 OF 19

RP 63.586 TO RP 64.2

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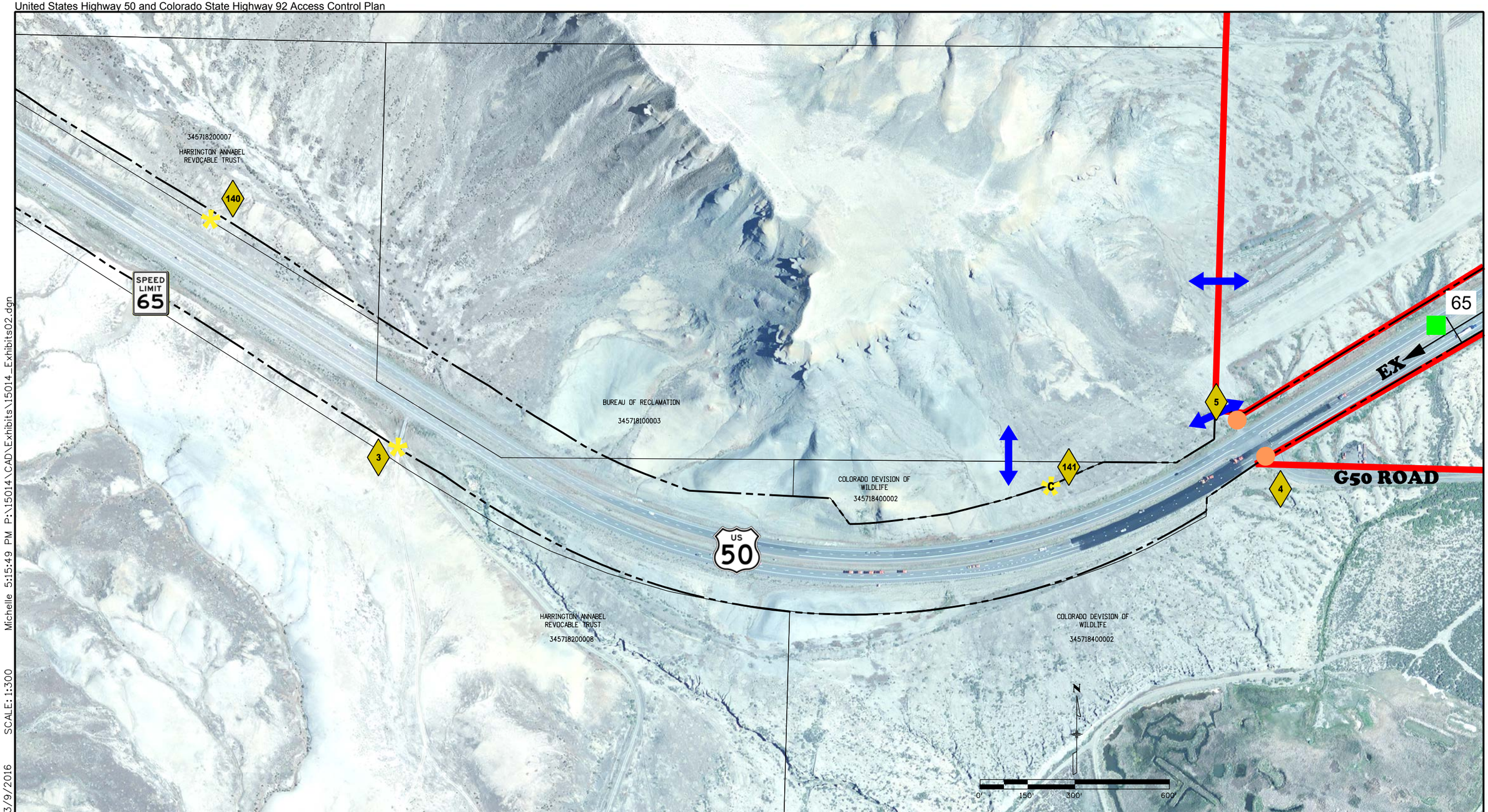
Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
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- Collector
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- Proposed Local Street

COLORADO Department of Transportation

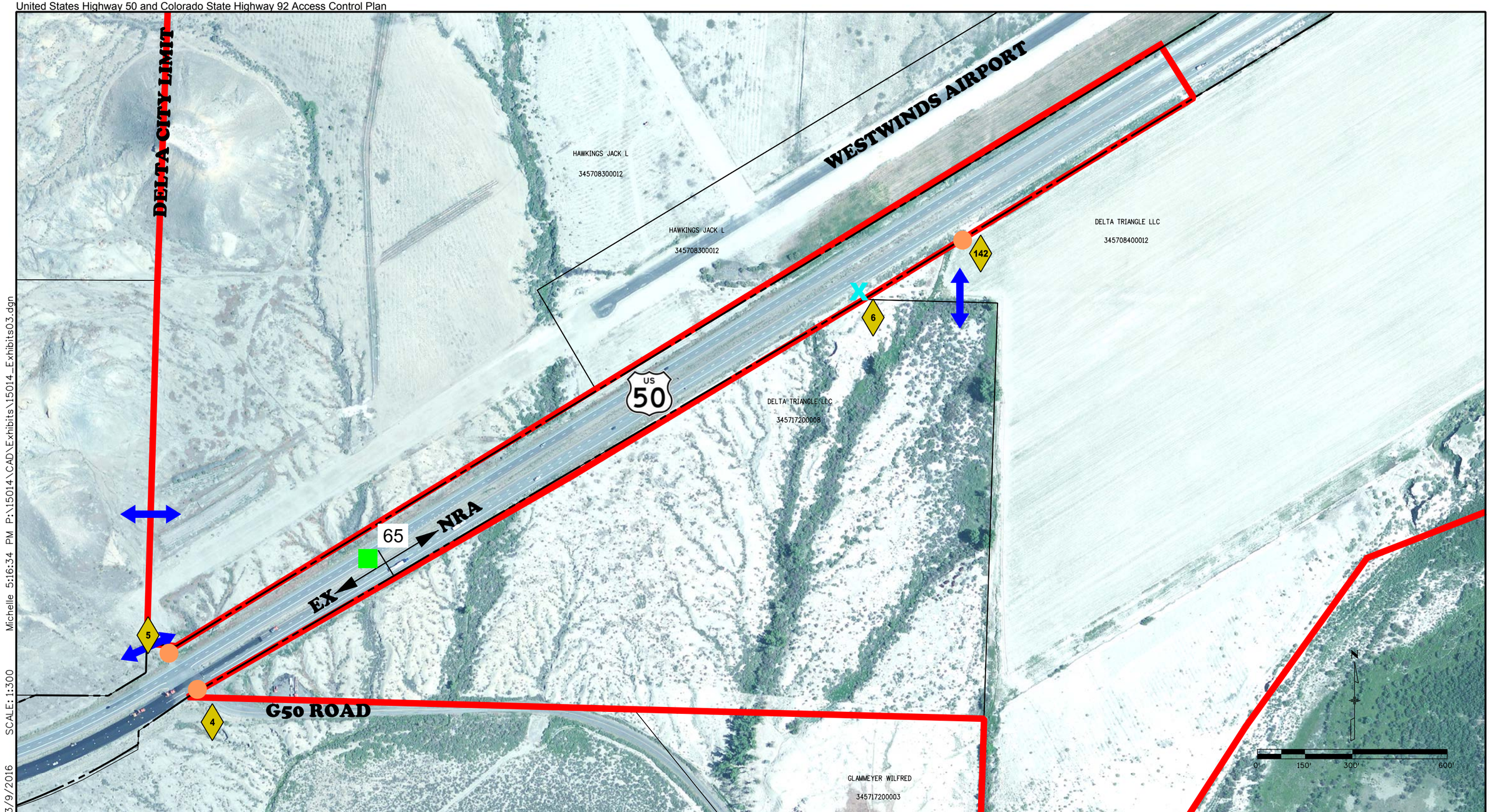
City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
2 OF 19

RP 64.2 TO RP 65.0

Stolfus

Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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LEGEND:

- Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
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COLORADO Department of Transportation

City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
3 OF 19

RP 64.9 TO RP 65.6

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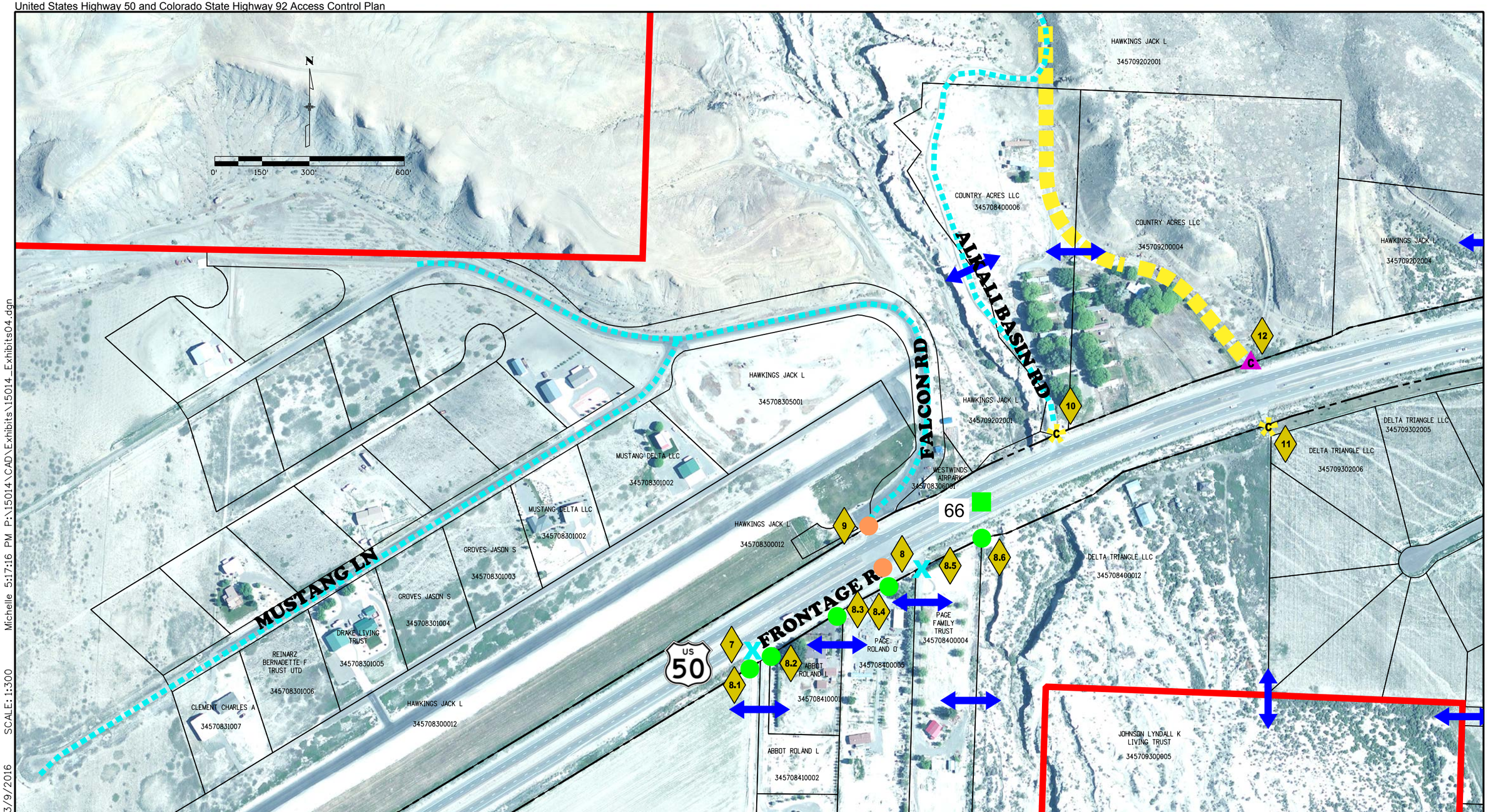
Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
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- Collector
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COLORADO Department of Transportation

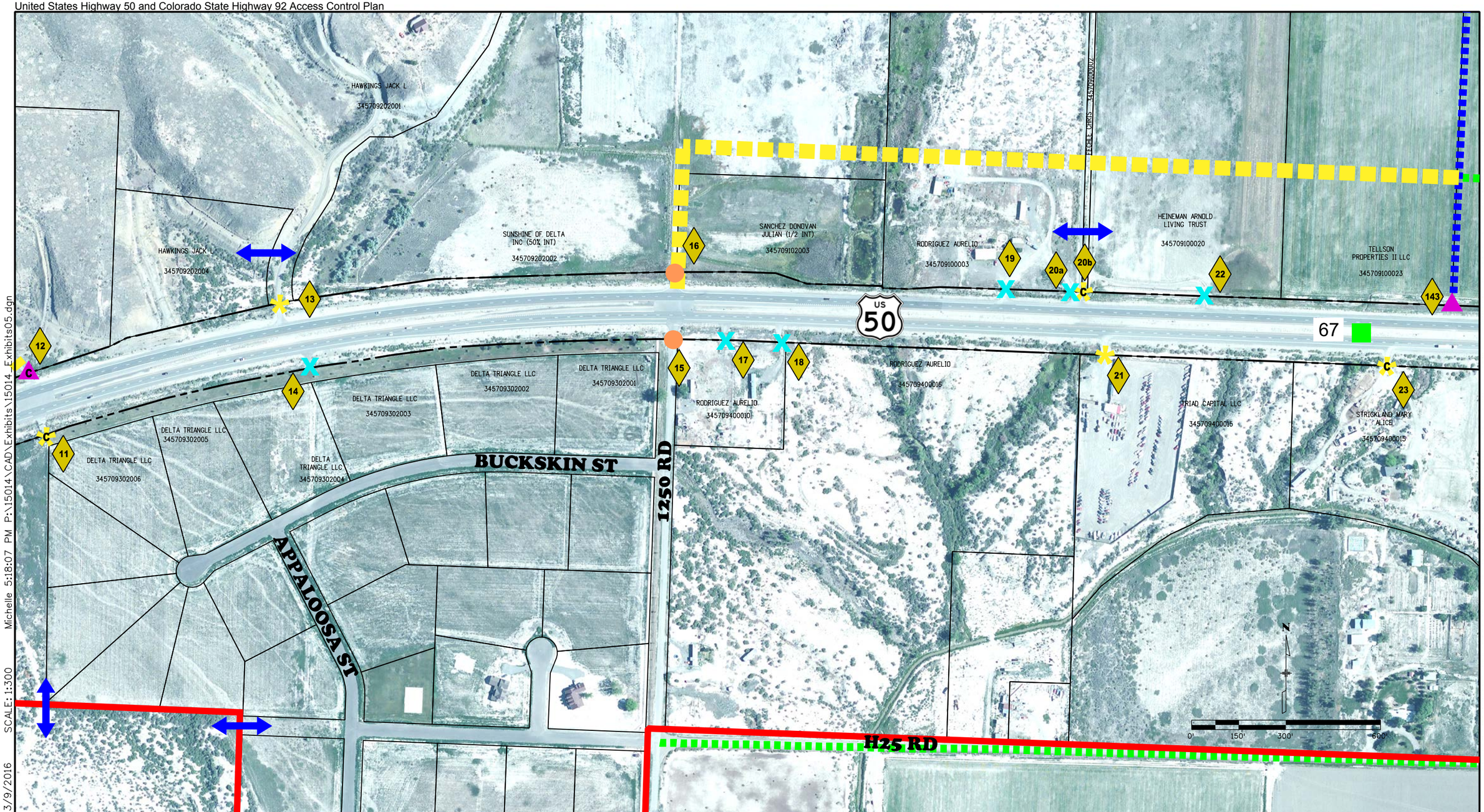
City of Delta

US 50 & SH 92 ACCESS EXHIBIT
4 OF 19

RP 65.6 TO RP 66.3

Stolfus

Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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3/9/2016

LEGEND:

- Access Point
- Full Movement
- Frontage Road Full Movement
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COLORADO Department of Transportation

City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
5 OF 19

RP 66.2 TO RP 67.1

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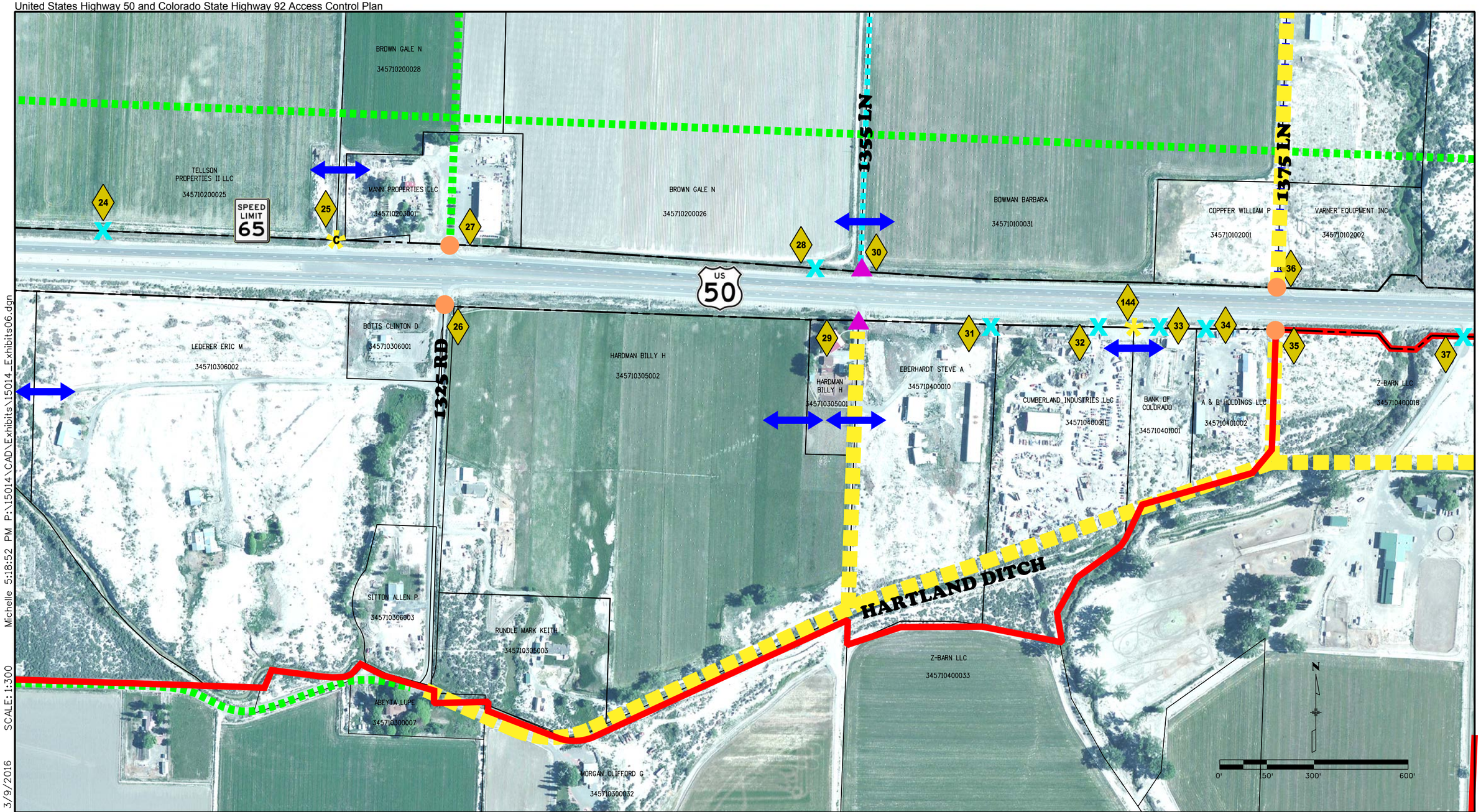
Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
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- Close Existing Access Point
- Existing Signalized Intersection
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CDOT COLORADO Department of Transportation

City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
6 OF 19

RP 67.1 TO RP 67.95

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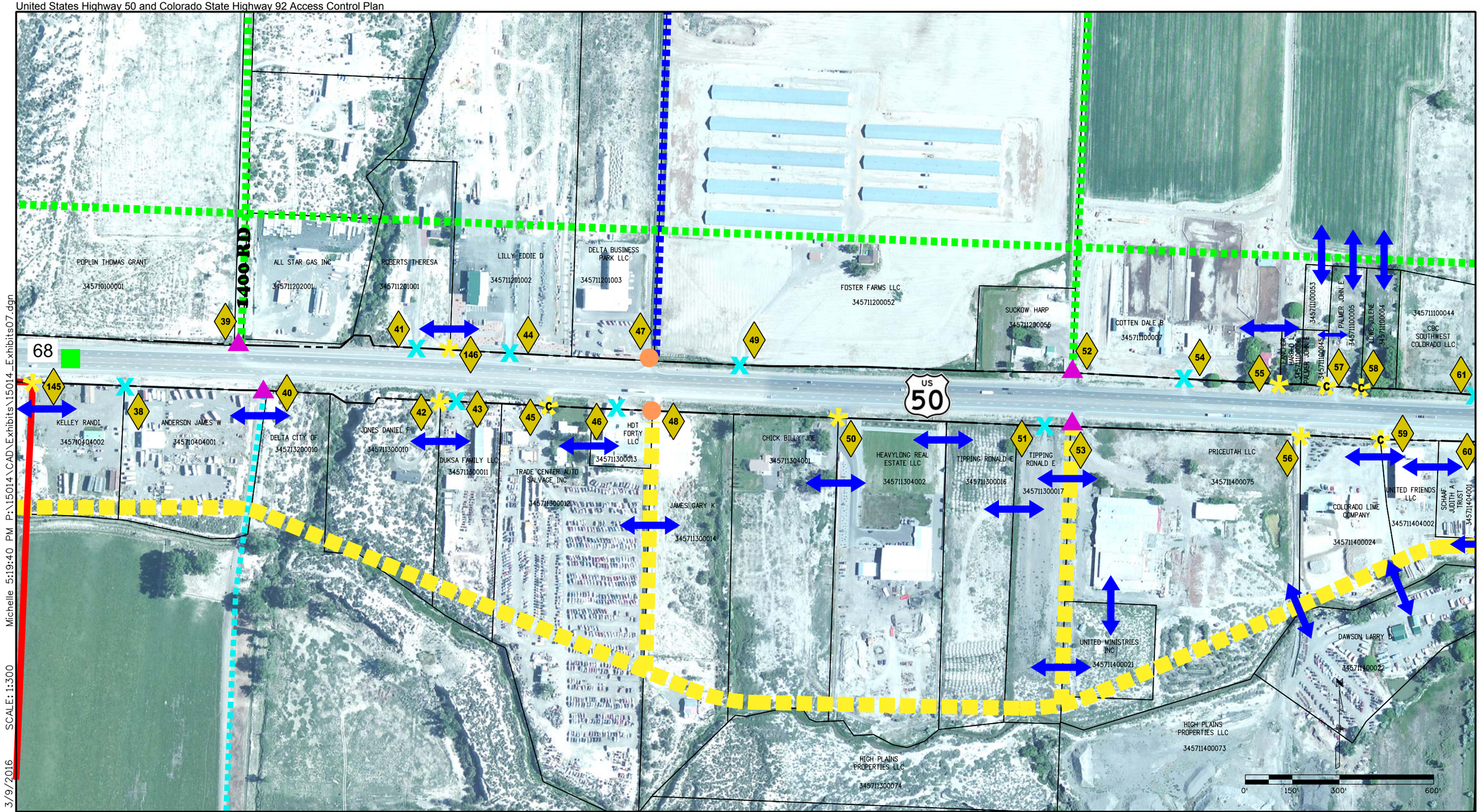
Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



LEGEND:

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- Full Movement
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COLORADO Department of Transportation

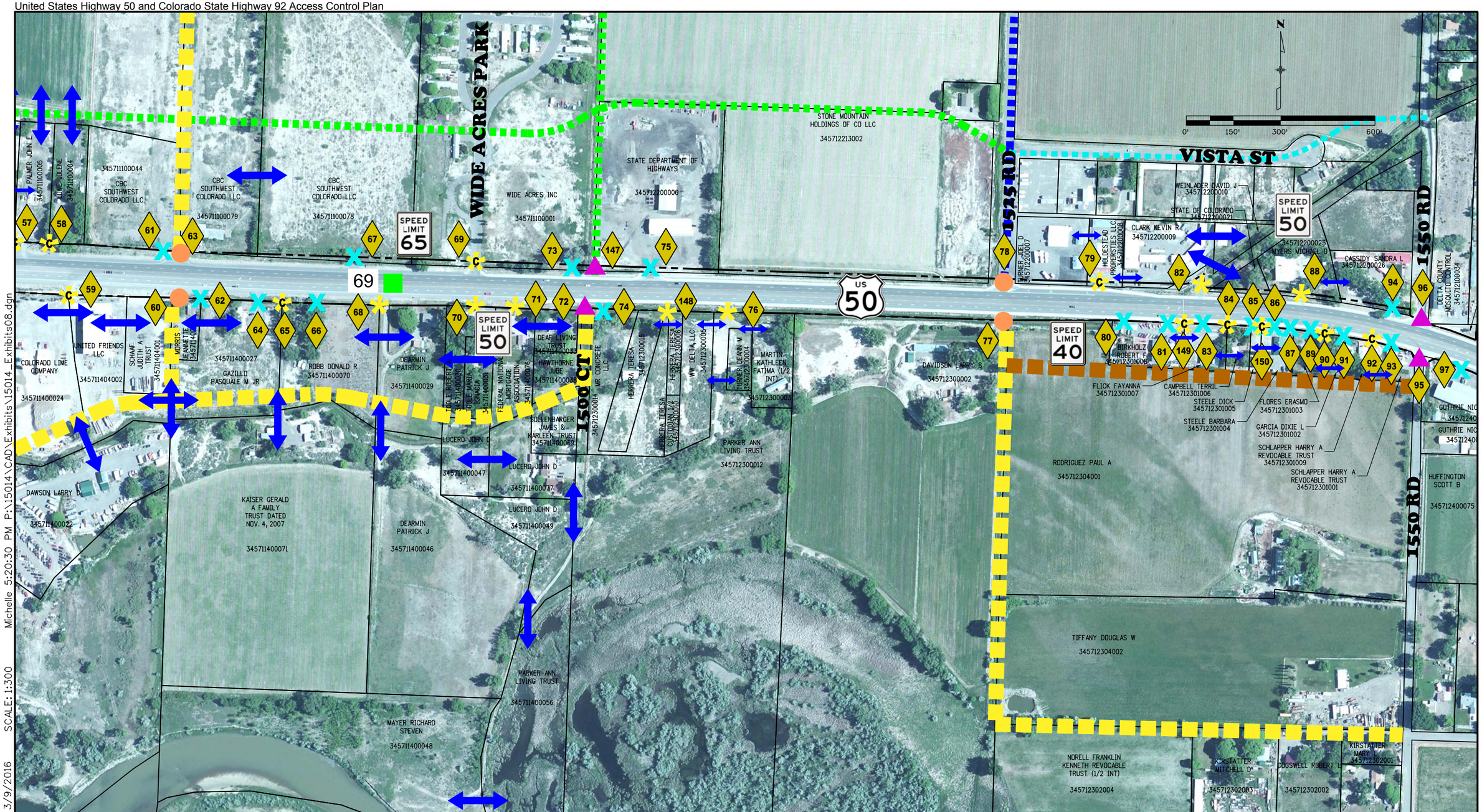
City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
7 OF 19

RP 67.96 TO RP 68.85

Stolfus

Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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LEGEND:

- Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
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COLORADO Department of Transportation

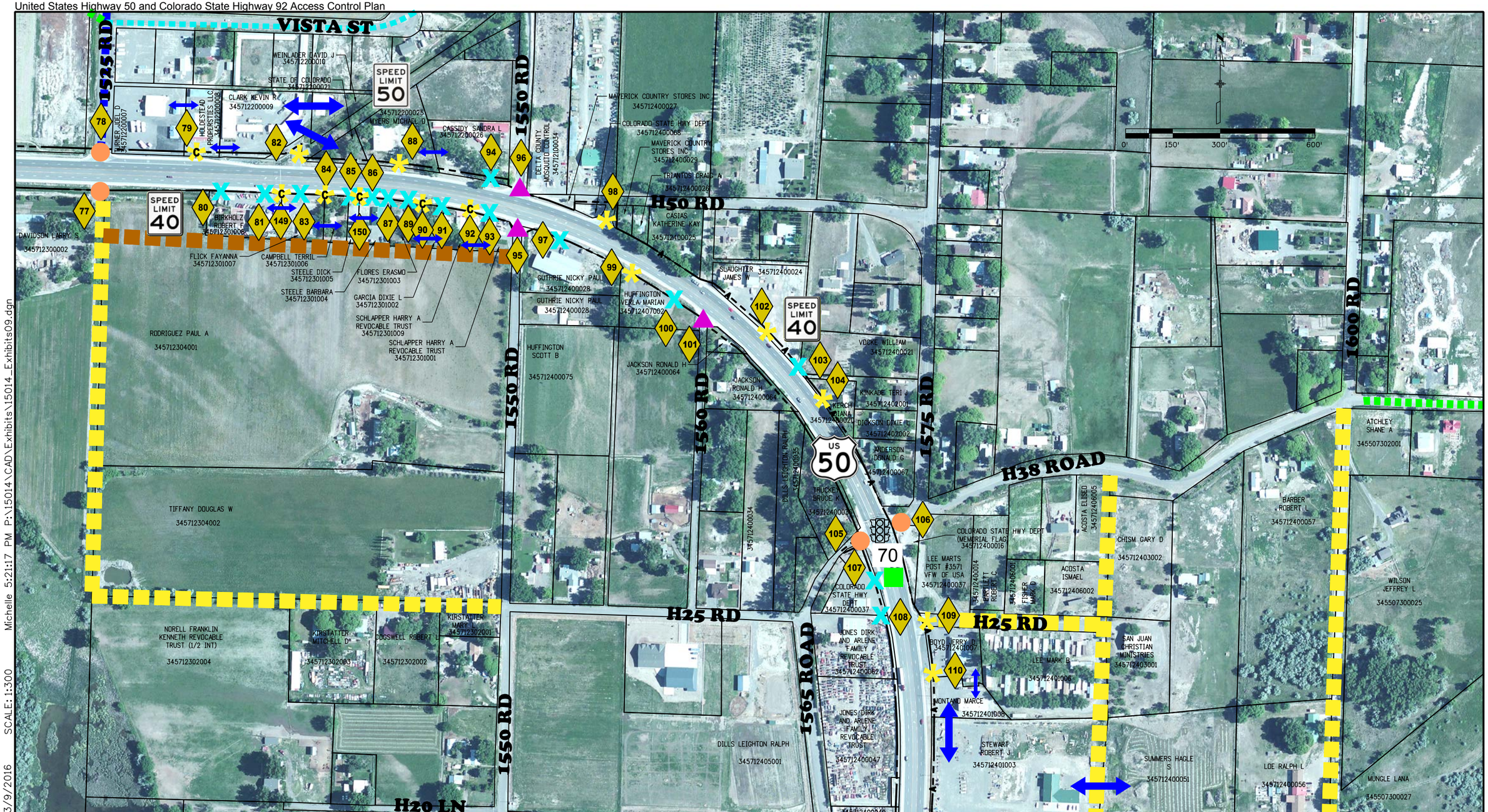
City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
8 OF 19

RP 68.75 TO RP 69.63

Stolfus

Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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LEGEND:

- ## Access Point
- Full Movement
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- Principal Arterial
- Proposed Principal Arterial
- Proposed Minor Arterial
- Proposed Collector
- Collector
- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

City of DELTA

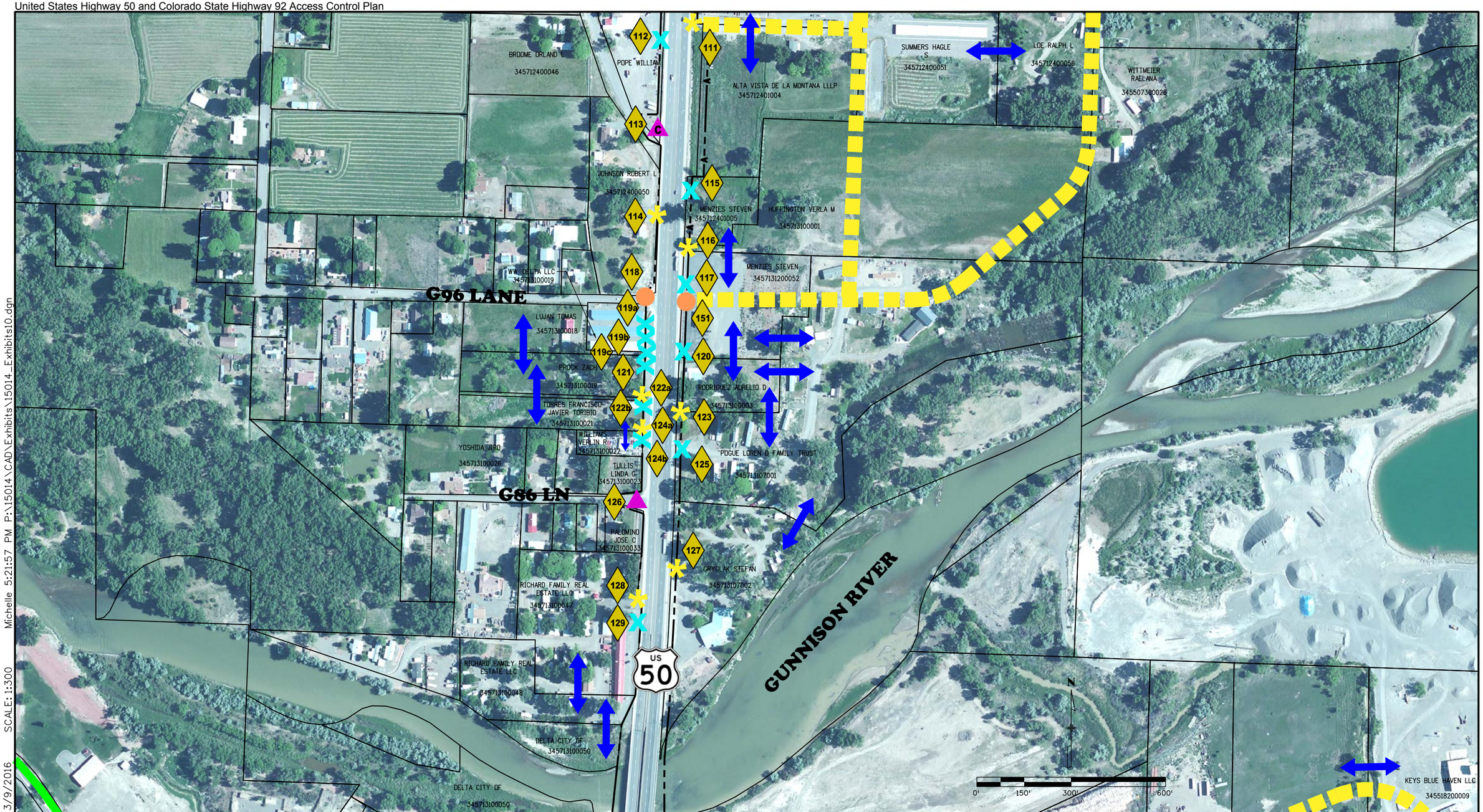
US 50 & SH 92 ACCESS EXHIBIT

9 OF 19

RP 69.3 TO RP 70.1

Stolfus

Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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3/9/2016

LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
- Existing Signalized Intersection
- Cross Access for Shared Access Point
- Parcel Line
- Alternate Route (Conceptual)
- Delta City Boundary
- Orchard City Boundary
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- Access Control Line
- "C" Conditional
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- Proposed Collector
- Collector
- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

City of DELTA

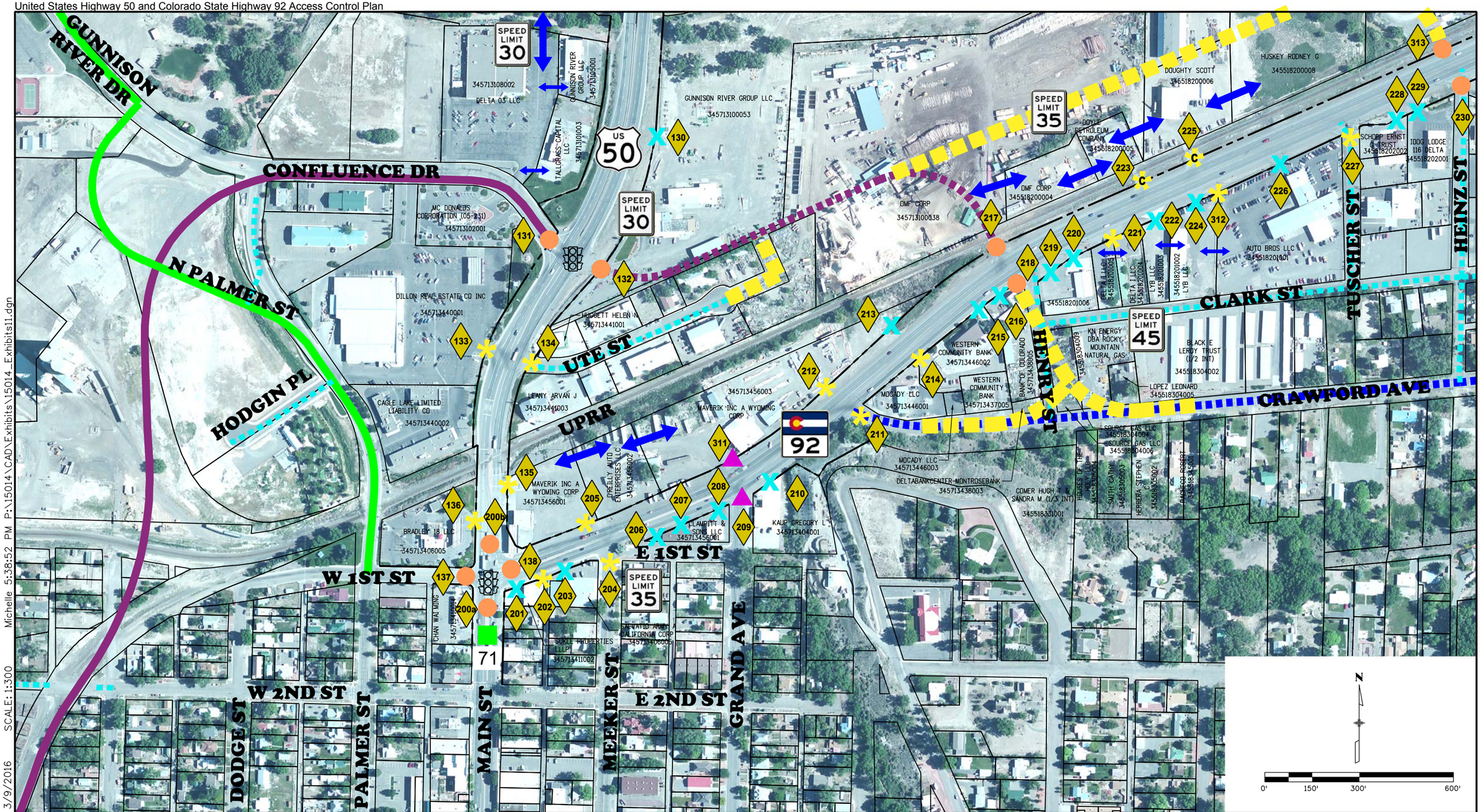
US 50 & SH 92 ACCESS EXHIBIT

10 OF 19

RP 70.1 TO RP 70.6

Stolfus

Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



LEGEND:

- Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
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- Collector
- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

City of DELTA

US 50 & SH 92 ACCESS EXHIBIT

11 OF 19

RP 70.6 TO RP 70.919
RP 0.0 TO RP 0.66

Stolfus

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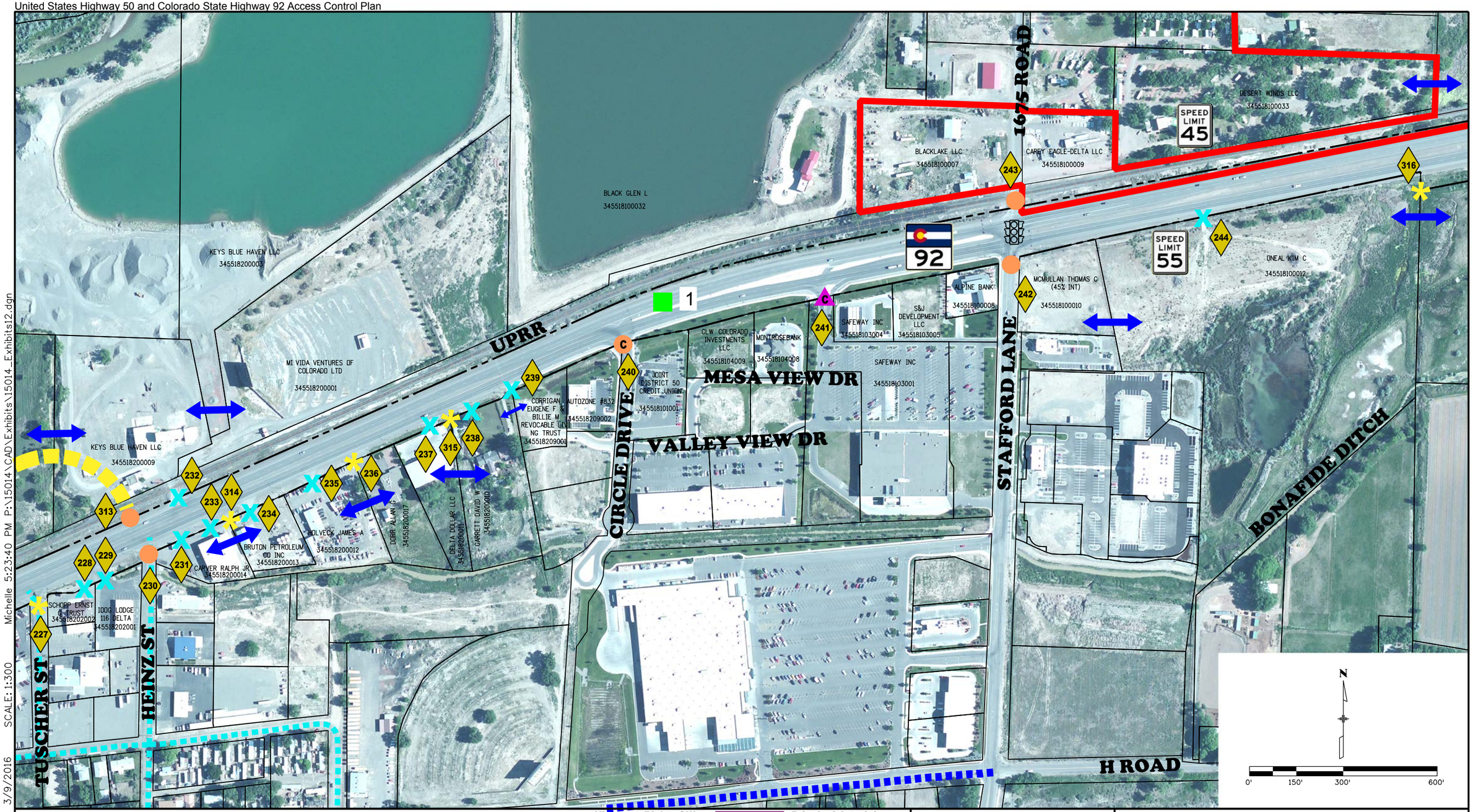
Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
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- Collector
- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
12 OF 19

RP 0.58 TO RP 1.48

Stolfus

Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan

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LEGEND:

- Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
- Existing Signalized Intersection
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- Collector
- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

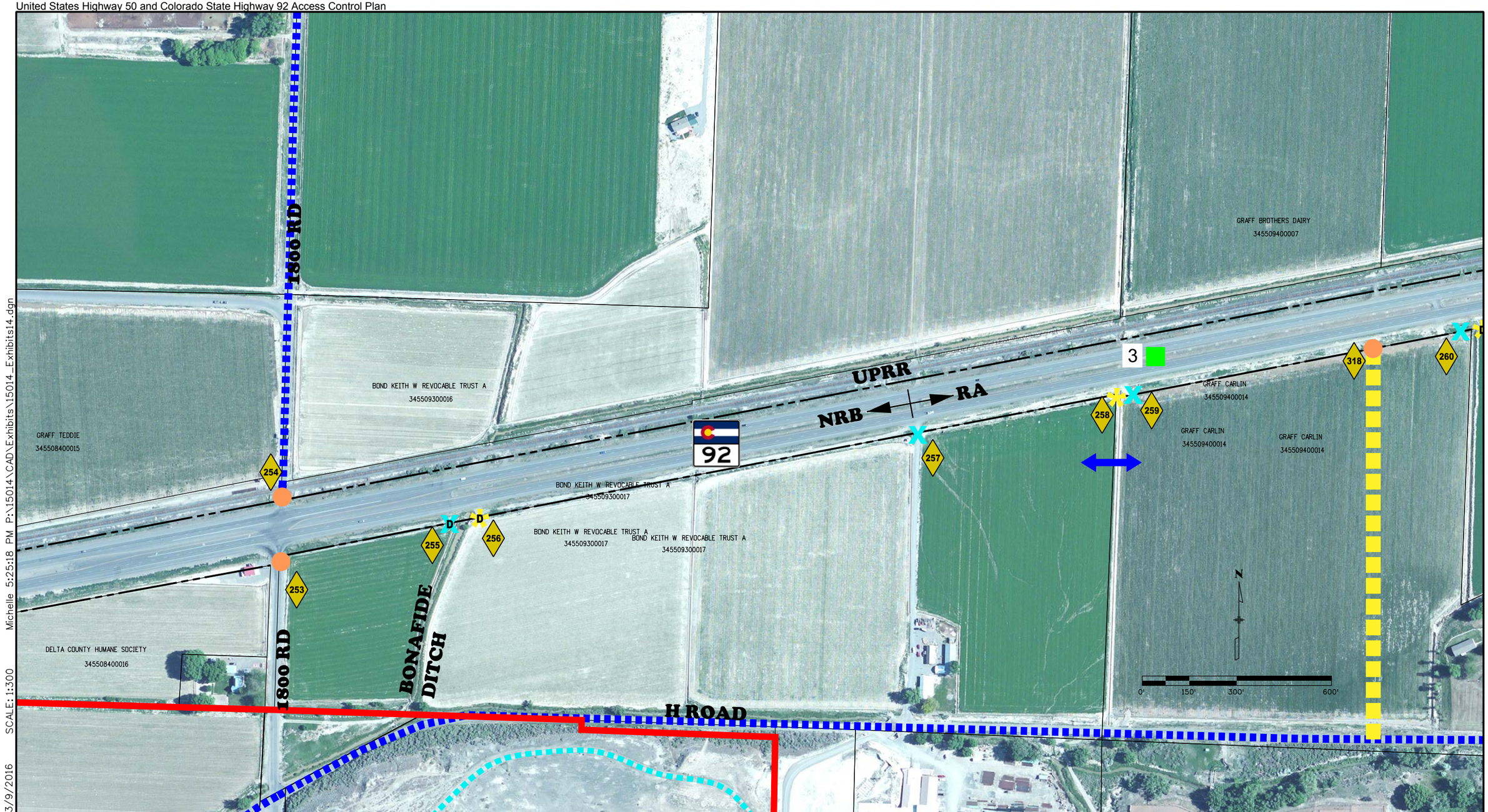
City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
13 OF 19

RP 1.48 TO RP 2.3

Stolfus

Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
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- Proposed Collector
- Collector
- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

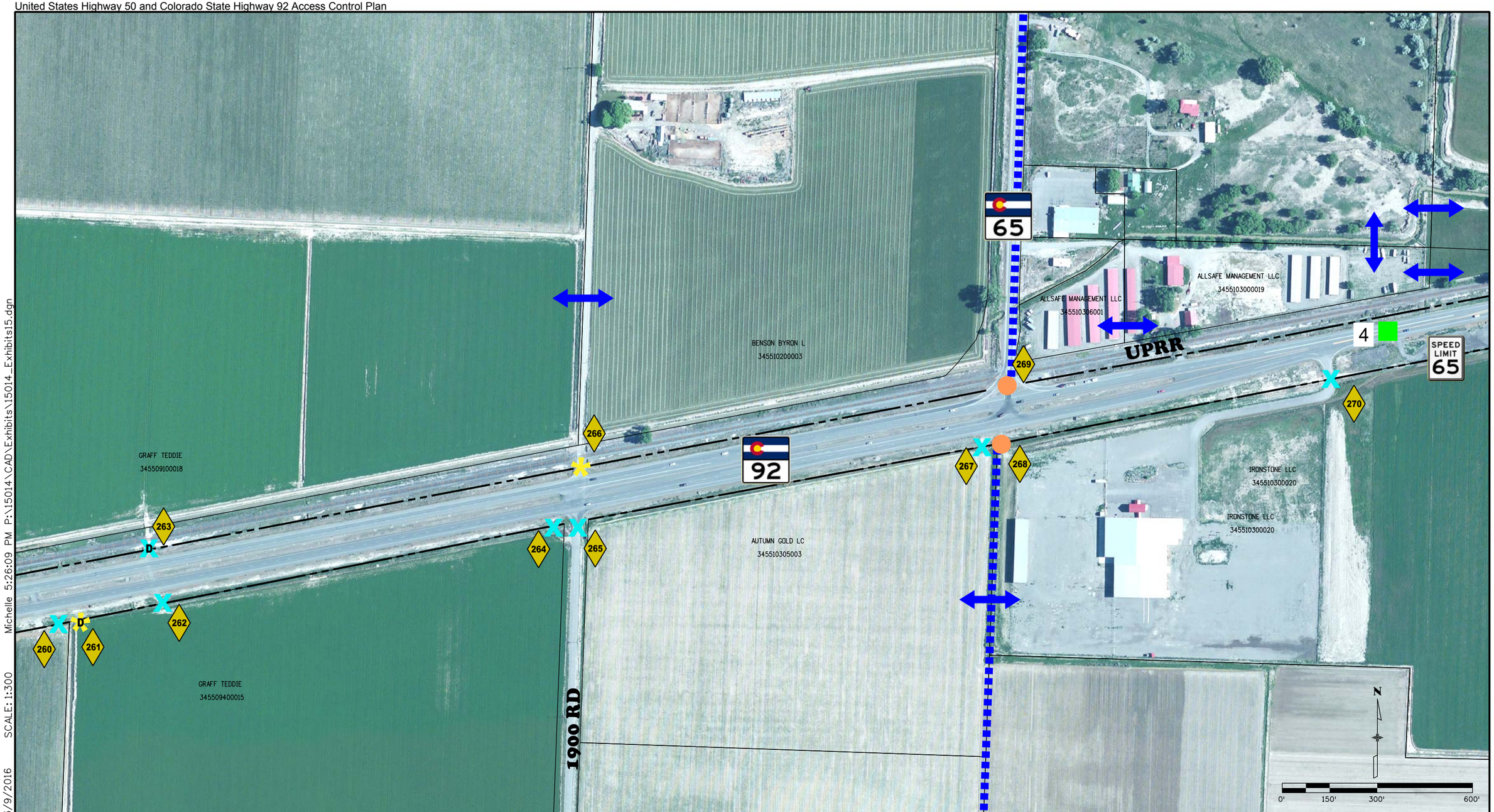
City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
14 OF 19

RP 2.3 TO RP 3.23

Stolfus

Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
- Existing Signalized Intersection
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- Parcel Line
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- "R" Residential Access
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- Proposed Minor Arterial
- Proposed Collector
- Collector
- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

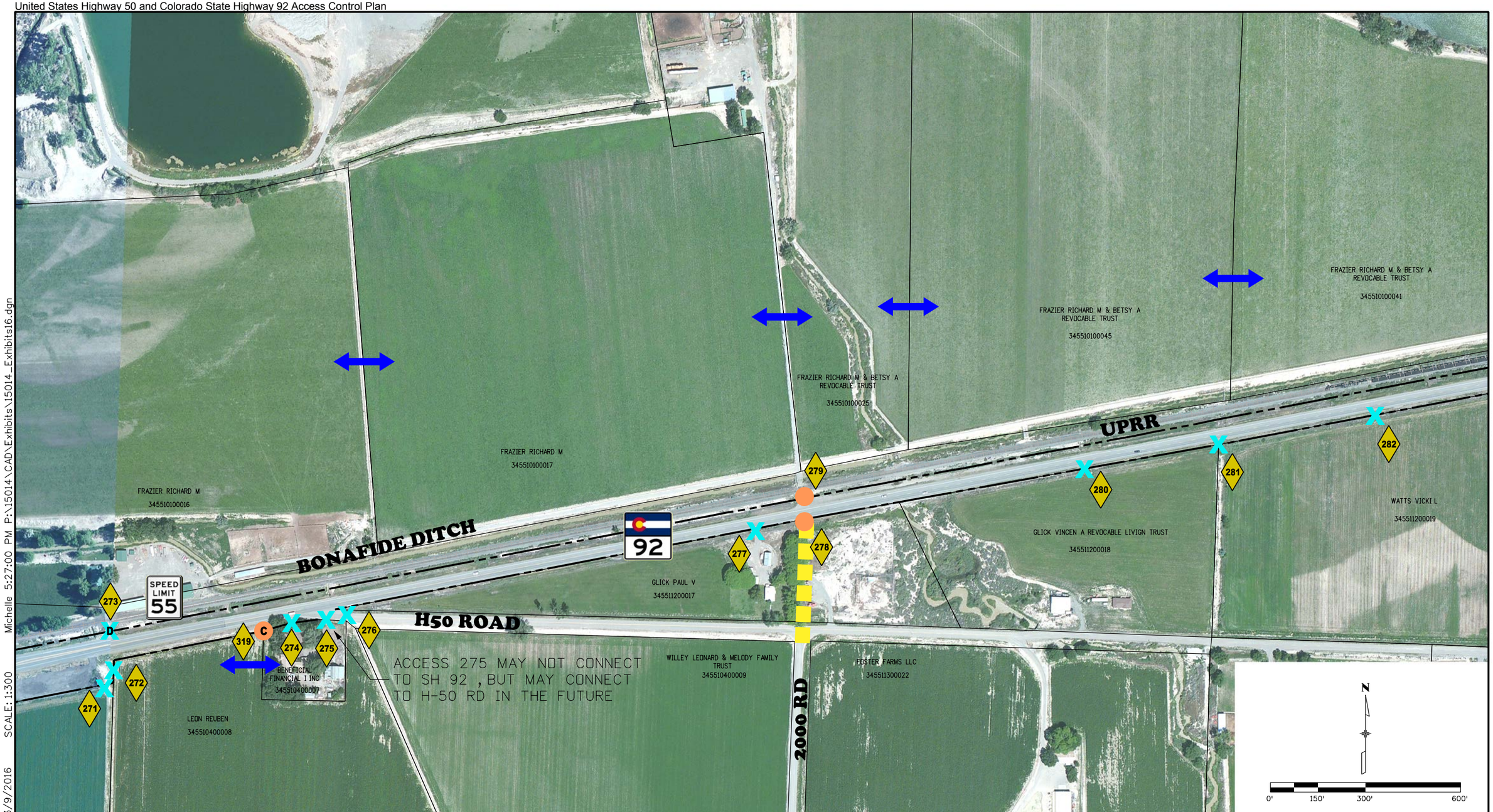
City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
15 OF 19

RP 3.22 TO RP 4.0

Stolfus

Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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3/9/2016

LEGEND:

- Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
- Existing Signalized Intersection
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- Collector
- Proposed Alley
- Proposed Local Street

COLORADO Department of Transportation

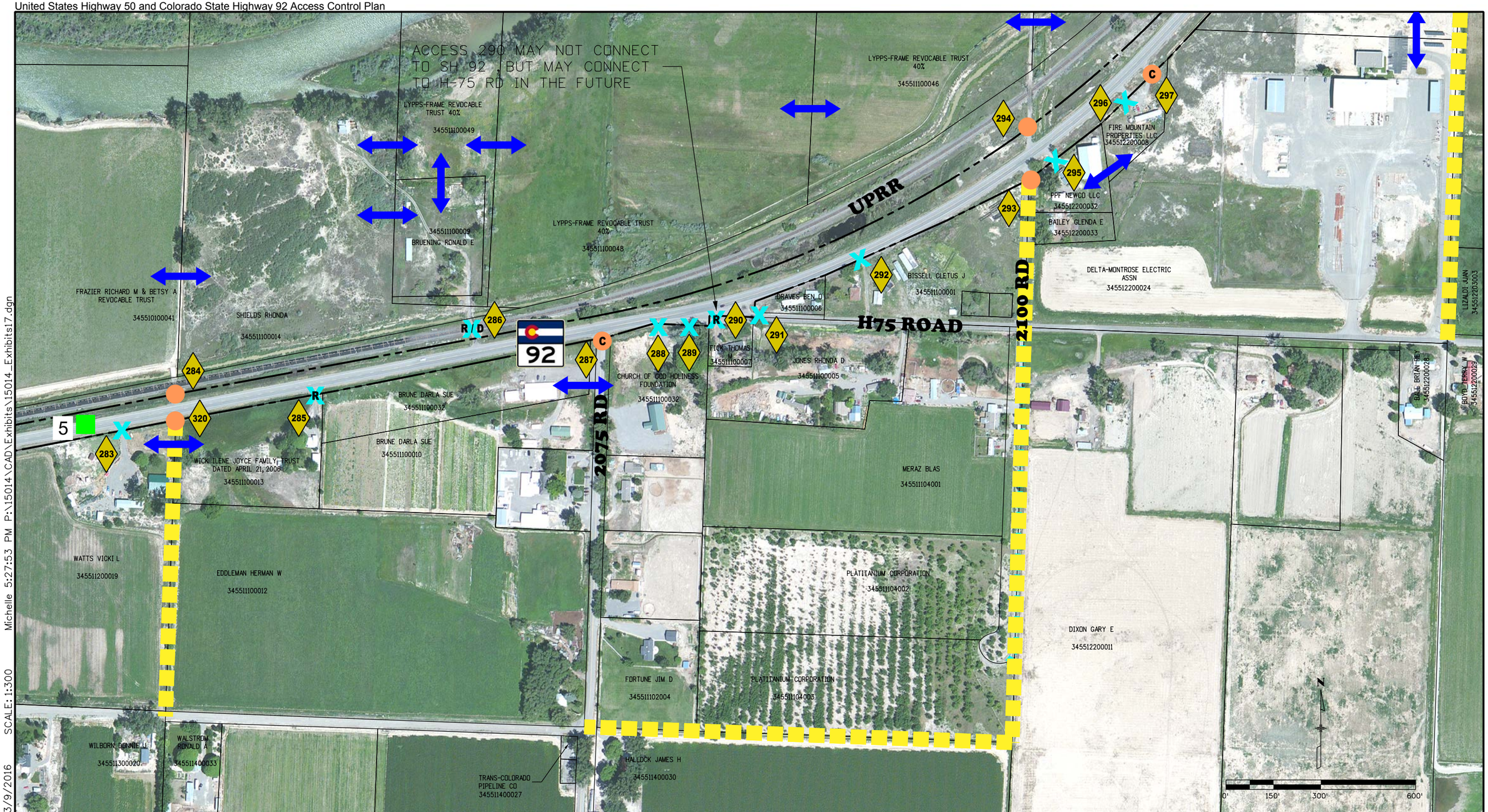
City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
16 OF 19

RP 4.0 TO RP 4.9

Stolfus

Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
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COLORADO Department of Transportation

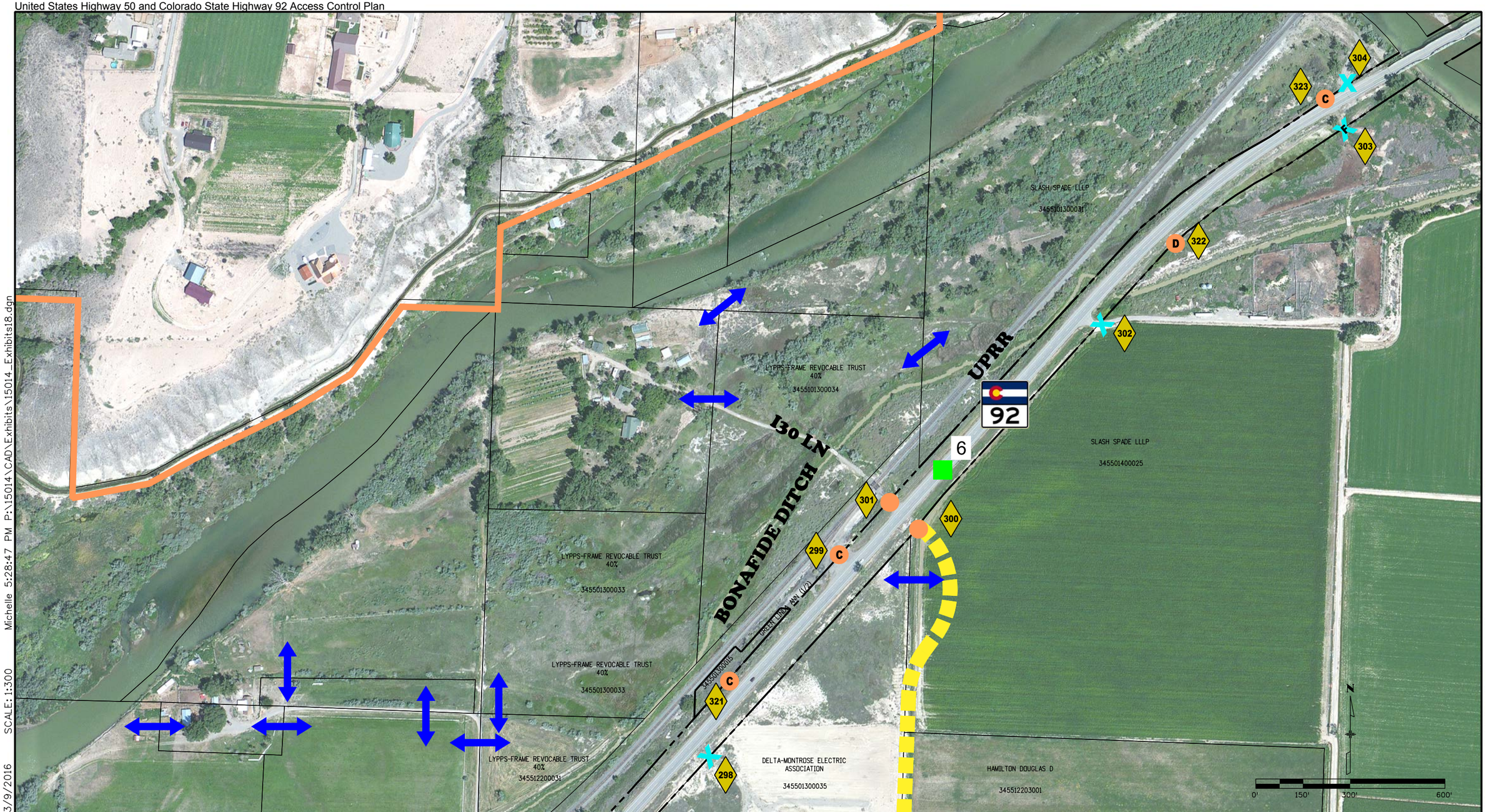
City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
17 OF 19

RP 4.9 TO RP 5.7

Stolfus

Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
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COLORADO Department of Transportation

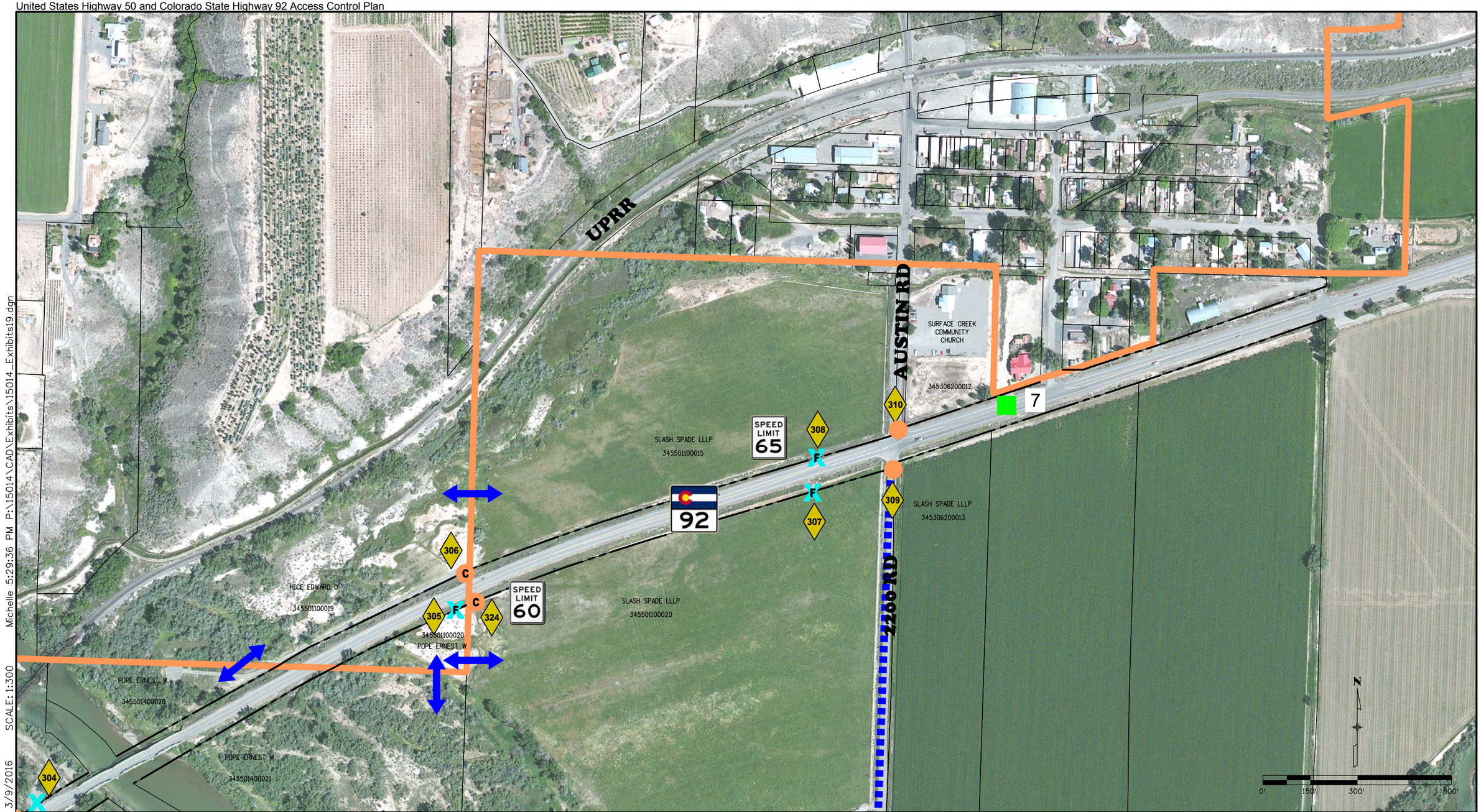
City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
18 OF 19

RP 5.8 TO RP 6.4

Stolfus

Exhibit A
United States Highway 50 and Colorado State Highway 92 Access Control Plan



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3/9/2016

LEGEND:

- ## Access Point
- Full Movement
- Frontage Road Full Movement
- Milepost
- 3/4 Movement Left-In
- Right-In, Right-Out
- Close Existing Access Point
- Existing Signalized Intersection
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- Collector
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- Proposed Local Street

COLORADO Department of Transportation

City of DELTA

US 50 & SH 92 ACCESS EXHIBIT
19 OF 19

RP 6.4 TO RP 6.938

Stolfus

"EXHIBIT - B"
UNITED STATES HIGHWAY 50 AND
COLORADO STATE HIGHWAY 92
ACCESS CONTROL PLAN
AMENDMENT PROCESS

1. A request for an amendment of the Access Control Plan must be initiated by one of the Agencies. The initiating Agency will be responsible for the costs associated with completing and documenting the Amendment.

2. Amendment requests must be submitted to and agreed upon by the affected jurisdictions: Department staff, City staff and/or County staff of the Intergovernmental Agreement, depending on the property location. The property or properties that are directly affected by the proposed amendment must be located within a jurisdiction's boundaries or within the boundaries of a legally recognized planning area, such as a Growth Management Area, for the jurisdiction to be considered an affected jurisdiction.

3. An amendment request shall include hard copy and electronic files of the following:

    a) Description of changes to the Access Control Plan requested
    b) Justification for the Amendment
    c) Traffic Impact Study or analysis, depending upon the magnitude of the change requested. Any affected jurisdiction of the Intergovernmental Agreement can request this supporting documentation.
    d) Amended Access Control Plan Table
    e) Amended Access Control Plan Exhibit(s)/Map(s)

4. The Agencies shall review the submittal concurrently for completeness and for consistency with the access objectives, principles, and strategies described in the *Delta U.S. Highway 50 and State Highway 92 Access Study* (Stolfus & Associates, Inc., March, 2016) report for these corridors and with the design criteria and permit process of the State Highway Access Code.

5. Prior to approval of an amendment, all property owners directly affected by the amendment must be notified in writing and be given thirty (30) calendar days to state any objections. If an objection is lodged, approval of the amendment must be referred to the Agencies respective governing bodies. Depending on the magnitude of the change requested, a public meeting may be required. Any affected jurisdiction of the Intergovernmental Agreement can request a public meeting. The Agency initiating the amendment request shall be responsible for all public notification and public process, unless otherwise agreed to by the Agencies.

6. Amendments must be approved in writing by the following authorized designated officials: Regional Transportation Director for the Department, the City Manager and/or County Manager. At the authorized designated official's discretion, approval may be

referred to their respective governing bodies: Chief Engineer for the Department and local elected officials for the City and County.

7. A written amendment must include the following:

    a) Declarations page defining the parties, effective date, and details of the amendment. Refer to sample amendment attached to this Exhibit as Exhibit C.
    b) Signatures page for authorized designated officials. Refer to Exhibit C.
    c) Amended Access Control Plan table and exhibits. Table and exhibits should be replaced in their entirety.

    A signed amendment must be attached to the original Intergovernmental Agreement.

8. If all affected jurisdictions of the Intergovernmental Agreement do not come to agreement on a proposed amendment, the content of the original Access Control Plan remains intact.

"EXHIBIT – C"
SAMPLE AMENDMENT TO
INTERGOVERNMENTAL AGREEMENT
AMONG THE CITY OF DELTA,
THE COUNTY OF DELTA AND
THE STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION
DATED _____

WHEREAS:

The City of Delta and the County of Delta (hereinafter referred to collectively as the "City and County") and the State of Colorado, Department of Transportation (hereinafter referred to as the "Department"), said parties being referred to collectively herein as the "Agencies", entered into an Agreement on _____, 2016 to adopt an Access Control Plan dated March 9, 2016 for the section of United States Highway 50 between Starr Nelson Road (RP 63.586) and Colorado State Highway 92 (RP 70.919) and for the section of Colorado State Highway 92 between United States Highway 50 (RP 0.000) and 2200 Road/Austin Road (RP 6.938) (hereinafter referred to as the "Segments").

The Agencies desire to amend this Agreement in accordance with the attached table(s) for the Segment(s).

NOW, THEREFORE, the Agencies do hereby agree:

The Agreement and the terms and conditions therein shall remain unchanged other than those sections and exhibits listed below:

The attached table(s) and exhibits for United States Highway 50 and/or Colorado State Highway 92 in Exhibit A shall be replaced with the table(s) attached to this Amendment.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the day and year written above:

City of Delta, Colorado

_____
City Manager Date

County of Delta, Colorado

_____
County Manager Date

State of Colorado, Department of Transportation

_____
Regional Transportation Director Date

APPENDIX G

ACCESS CONTROL PLAN TABLES

EXHIBIT A
ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 50
REFERENCE POINT 63.586 TO REFERENCE POINT 70.919
March 9, 2016

Reference Points (RP) defined per CDOT Highway Segment Description for US 50 at 70.919

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
1	63.586	RT	Delta County	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
2	63.586	LT	Starr Nelson Road	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
139	64.063	RT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Bureau of Reclamation and Harrington properties upon redevelopment.
140	64.208	LT		None	Right-In, Right-Out	When property redevelops.
3	64.367	RT	Field Access	Right-In, Right-Out	Right-In, Right-Out	When property redevelops.
141	64.784	LT	Colorado Division of Wildlife Parcel	None	Conditional Right-In, Right-Out	When property redevelops. Access will be closed when alternative access to Access 5 is available. Cross access agreements required between Bureau of Reclamation and Colorado Division of Wildlife upon redevelopment.
4	64.909	RT	G50 Road	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

1 Oriented from direction of reference point (W-E)
2 Full movement intersections shall accommodate U-turns for design vehicle
3 If City, County or CDOT improves US 50 or if safety or operational issues develop, access modifications may be implemented
4 Implement with development, redevelopment or use change
5 MUTCD - Manual on Uniform Traffic Control Devices
6 Unless otherwise specified, conditions listed refer to proposed configuration.
7 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
5	64.909	LT	Field Access - Hawkings	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection may be implemented when property redevelops. Intersection shall be aligned with Access 4. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Hawkings and Bureau of Reclamation properties upon redevelopment.
6	65.374	RT	Field Access	Right-In, Right-Out	Close Access - access available via Access 4 and 142	When property redevelops.
142	65.444	RT	Delta Triangle, LLC	None	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Delta Triangle LLC properties (345717200008 and 345708400012) upon redevelopment.
7	65.862	RT	Frontage Road	Right-In, Right-Out	Close Mainline Access to Frontage Road - access available via Frontage Road	When Delta Triangle, LLC property redevelops, safety or operational issues occur, or when a public project is funded.
8	65.957	RT	Frontage Road	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
8.1	65.857	RT	Access to Frontage Road	Unsignalized Full Movement	Unsignalized full movement intersection	Cross access agreements between Abbot Ronald and Delta Triangle LLC properties are required when redevelopment occurs.
8.2	65.871	RT	Access to Frontage Road	Unsignalized Full Movement	Unsignalized full movement intersection	Cross access agreements between Abbot Ronald properties are required when redevelopment occurs.
8.3	65.918	RT	Access to Frontage Road	Unsignalized Full Movement	Unsignalized full movement intersection	Cross access agreements between Abbot Ronald and Page Ronald properties are required when redevelopment occurs.

1 Oriented from direction of reference point (W-E)
2 Full movement intersections shall accommodate U-turns for design vehicle
3 If City, County or CDOT improves US 50 or if safety or operational issues develop, access modifications may be implemented
4 Implement with development, redevelopment or use change
5 MUTCD - Manual on Uniform Traffic Control Devices
6 Unless otherwise specified, conditions listed refer to proposed configuration.
7 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
8.4	65.957	RT	Access to Frontage Road	Unsignalized Full Movement	Unsignalized full movement intersection	Cross access agreements between Page Family Trust and Page Ronald properties are required when redevelopment occurs.
8.5	65.978	RT	Access to Frontage Road	Unsignalized Full Movement	Close access - access available via Access 8.6	When property redevelops. Cross access agreements between Page Family Trust and Delta Triangle, LLC properties are required when redevelopment occurs.
8.6	66.019	RT	Access to Frontage Road	None	Unsignalized full movement intersection	When property redevelops. Cross access agreements between Page Family Trust and Delta Triangle, LLC properties are required when redevelopment occurs.
9	65.957	LT	Falcon Road	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
10	66.079	LT	Alkali Basin Road (1200 Road)	Public Right-In, Right-Out	Conditional Public Right-In, Right-Out	Access will be closed when alternative access to Falcon Road or Access 12 is available.
11	66.204	RT	Field Access	Unsignalized Full Movement	Conditional Right-In, Right-Out	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Delta Triangle LLC and Johnson Lyndall Living Trust properties upon redevelopment. Access will be closed when alternative access to 1250 Road is available.
12	66.204	LT	Private Road	Unsignalized Private Full Movement	Conditional Public 3/4 Movement (left in allowed)	When property redevelops. 3/4 movement access may be implemented if public road connection is made at Access 12. Private access shall be restricted to right-in/right-out. Cross access agreements required between Country Acress LLC properties upon redevelopment.
13	66.358	LT	Private Road	Right-In, Right-Out	Right-In, Right-Out	Cross access agreeements required between Hawkings properties upon redevelopment.
14	66.371	RT	Field Access	Right-In, Right-Out	Close Access - access available via Access 15	When property redevelops.
15	66.593	RT	1250 Road	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

1 Oriented from direction of reference point (W-E)
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4 Implement with development, redevelopment or use change
5 MUTCD - Manual on Uniform Traffic Control Devices
6 Unless otherwise specified, conditions listed refer to proposed configuration.
7 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
8 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
16	66.593	LT	Field Access	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when either adjacent property redevelops. Intersection to be aligned with 1250 Road. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Sunshine of Delta Inc. and Sanchez properites upon redevelopment.
17	66.624	RT	Residential (mobile home)	Right-In, Right-Out	Close Access - access available via 1250 Road	When property redevelops.
18	66.657	RT	Residential	Right-In, Right-Out	Close Access - access available via 1250 Road	When property redevelops.
19	66.793	LT	Delta Muffler	Right-In, Right-Out	Close Access - access via 20b or local road system	When property redevelops.
20a	66.832	LT	Shared - Delta Muffler, Private Road	Right-In, Right-Out	Close Access - access via 20b or local road system	When property redevelops.
20b	66.840	LT	Residential Driveway	Right-In, Right-Out	Conditional Shared Right-In, Right-Out at the property line	When any of the three adjacent properties redevelop. Cross access agreements required between Aurelio Rodriguez, Chris Fechle and Arnold Heineman properties upon redevelopment. Access will close when alternative local access to Access 16 or Access 143 is available.
21	66.852	RT	AA Insurance Auto Auctions	Right-In, Right-Out	Right-In, Right-Out	
22	66.912	LT	Private Road	Right-In, Right-Out	Close Access - access via 20b or local road system	When property redevelops.
23	67.023	RT	Residential (mobile home)	Right-In, Right-Out	Conditional Right-In, Right-Out	Cross access agreements required between Strickland and Eric Lederer properties upon redevelopment. Access will be closed when alternate access to 1325 Road is available.

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5 MUTCD - Manual on Uniform Traffic Control Devices
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Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
143	67.061	LT	Field Access - Tellson Properties II LLC	None	Public 3/4 Movement (left in allowed)	When property redevelops.
24	67.131	LT	Field Access - Tellson Properties II LLC	Right-In, Right-Out	Close Access - access available via Access 143	When property redevelops.
25	67.270	LT	Private Road	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the propertly line	When any of the three adjacent properties redevelop. Cross access agreements required between Tellson Properties II LLC, Mann Properties LLC, and Brown properties upon redevelopment. Access will close when alternative local access to Access 27 or Access 143 is available.
26	67.339	RT	1325 Road	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
27	67.339	LT	Grand Mesa Motorsports	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. Intersection to be aligned with 1325 Road. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
28	67.561	LT	Field Access - Gale Brown	Unsignalized Full Movement	Close Access - access available via Access 30	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Gale Brown and Barbara Bowman properties upon redevelopment.
29	67.589	RT	Private Road	Unsignalized Private Full Movement	Public 3/4 Movement (left in allowed)	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Hardman and Eberhardt properties upon redevelopment.
30	67.589	LT	1355 Lane	Unsignalized Private Full Movement	Public 3/4 Movement (left in allowed)	When either adjacent property redevelops, safety or operational issues occur or when a public project is funded. Cross access agreements required between Brown and Bowman properties upon redevelopment.

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31	67.668	RT	Ponderosa Trailers	Unsignalized Full Movement	Close Access - access available via Access 29	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Steve Eberhardt and Billy Hardman properties upon redevelopment.
32	67.734	RT	Auto Salvage	Unsignalized Full Movement	Close Access - access to be relocated to property line (144)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Cumberland Industries LLC and Bank of Colorado properties upon redevelopment.
144	67.754	RT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Cumberland Industries LL and Bank of Colorado properties upon redevelopment.
33	67.769	RT	Business Access	Unsignalized Full Movement	Close Access - access to be relocated to property line (144)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Cumberland Industries LLC and Bank of Colorado properties upon redevelopment.
34	67.797	RT	Valley Craft Fabrication	Unsignalized Full Movement	Close Access - access available via Access 35	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between A&B Holdings LLC and Z-Barn LLC properties upon redevelopment.
35	67.840	RT	Business and Field Access	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when either adjacent property redevelops. Intersection to be aligned with 1375 Lane. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between A&B Holdings, Inc. and Z-Barn LLC properties upon redevelopment.

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36	67.840	LT	1375 Ln	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when either adjacent property redevelops. Intersection to be aligned with Access 35. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Coppfer and Varner Equipment Inc. properties upon redevelopment.
37	67.954	RT	Business Access	Unsignalized Full Movement	Close Access - access to be relocated to property line (145)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Randi Kelley and Z-Barn properties upon redevelopment.
145	67.969	RT	Business and Field Access	None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Randi Kelley and Z-Barn properties upon redevelopment.
38	68.025	RT	Jim's Outback R.V. Inc.	Unsignalized Full Movement	Close Access - access available via Access 40	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between James Anderson and City of Delta properties upon redevelopment.
39	68.093	LT	1400 Road	Unsignalized Public Full Movement	Public 3/4 Movement (left in allowed)	When safety or operational issues occur or when a public project is funded.
40	68.109	RT	City of Delta Wastewater Treatment Plant	Unsignalized Private Full Movement	Public 3/4 Movement (left in allowed) at the property line	When either adjacent property redevelops, safety or operational issues occur or when a public project is funded. Cross access agreements required between James Anderson and City of Delta properties upon redevelopment.
41	68.201	LT	Residential	Unsignalized Full Movement	Close Access - access to be relocated to property line (146)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Theresa Roberts and Eddie Lilly properties upon redevelopment.
42	68.215	RT	Residential	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Daniel Jones and Duksa Family LLC properties upon redevelopment.

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146	68.220	LT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Theresa Roberts and Eddie Lilly properties upon redevelopment.
43	68.225	RT	Business Access	Unsignalized Full Movement	Close Access - access is available via Access 42	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Daniel Jones and Duksa Family LLC properties upon redevelopment.
44	68.257	LT	Alpine Fencing	Unsignalized Full Movement	Close Access - access to be relocated to property line (146)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Theresa Roberts and Eddie Lilly properties upon redevelopment.
45	68.280	RT	Trade Center Auto Recyclers	Unsignalized Full Movement	Conditional Right-In, Right-Out	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Trade Center Auto Slave Inc., James and Hot Forty LLC properties upon redevelopment. Access will close when alternative access is available at Access 48.
46	68.322	RT	Western Gas Station & Convenience Store	Unsignalized Full Movement	Close Access - access available via Access 48	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Trade Center Auto Salvage Inc., HDT Forty LLC and Gary James properties upon redevelopment.
47	68.342	LT	Private Road	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when either adjacent property redevelops. Intersection to be aligned with Access 48. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Delta Business Park LLC and Foster Farms LLC properties upon redevelopment.

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48	68.342	RT	Private Road	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when either adjacent property redevelops. Intersection to be aligned with Access 47. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Hot Forty LLC and James properties upon redevelopment.
49	68.396	LT	Foster Farms	Unsignalized Full Movement	Close Access - access available via Access 47	When property redevelops. Existing access may be restricted if safety or operational issues occur.
50	68.456	RT	Shared - Phillips / Residential	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Chick and Heavylong Real Estate LLC properties upon redevelopment.
51	68.581	RT	Field Access - Ronald Tipping	Unsignalized Full Movement	Close Access - access available via shared Access 53	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Ronald Tipping, Priceutah LLC and United Ministries Inc. properties upon redevelopment.
52	68.597	LT	Private Road	Unsignalized Pirvate Full Movement	Public 3/4 Movement (left in allowed) at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Suckow and Cotten properties upon redevelopment.
53	68.597	RT	Jobsite Inc.	Unsignalized Private Full Movement	Public 3/4 Movement (left in allowed) at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Tipping, Priceutah, and United Ministries properties upon redevelopment.
54	68.665	LT	Business (Agricultural) Access	Unsignalized Full Movement	Close Access - access available via Access 52 or 55	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Cotton and Fancher properties upon redevelopment.
55	68.721	LT	Residential	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Harold Fancher and Dale Cotten properties upon redevelopment.

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56	68.736	RT	Colorado Lime Company	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Priceutah, Colorado Lime Company, and Larry Dawson upon redevelopment.
57	68.751	LT	Residential	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Palmer properties upon redevelopment. Access will be closed when alternative access to Access 52 or 63 is available.
58	68.773	LT	Residential	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Palmer and Lowe properties upon redevelopment. Access will be closed when alternative access to Access 52 or 63 is available.
59	68.783	RT	Shared - Colorado Lime Company, United Supply & Machine	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Colorado Lime Company, United Friends, LLC, and Dawson properties upon redevelopment. Access will be closed when alternative access to Access 53 or 60 is available.
61	68.840	LT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 63	When property redevelops. Existing access may be restricted if safety or operational issues occur.
60	68.849	RT	United Supply & Machine	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement public intersection implemented when either adjacent property redevelops. Intersection to be aligned with Access 63. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Schaaf and Morris properties upon redevelopment.

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63	68.849	LT	Residential	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement public intersection implemented when either adjacent property redevelops. Intersection to be aligned with Access 60. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between CBC Southwest Colorado LLC properties upon redevelopment.
62	68.862	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 60	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Pasquale Gazillo, Jeannette Morris and Gerald Kaiser upon redevelopment.
64	68.897	RT	Residential	Unsignalized Full Movement	Close Access - access available via Access 65	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Pasquale Gazillo, Jeannette Morris and Gerald Kaiser upon redevelopment.
65	68.912	RT	Residential	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Robb and Dearmin properties upon redevelopment. Access will be closed when alternative access to Access 60 or 72 is available.
66	68.933	RT	Residential	Unsignalized Full Movement	Close Access - access available via Access 68	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Donald Robb and Patrick Dearmin properties upon redevelopment.
67	68.956	LT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 63	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between CBC Southwest Colorado LLC properties upon redevelopment.
68	68.970	RT	Residential	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Robb and Dearmin properties upon redevelopment.

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69	69.029	LT	Private Road (Wild Acres Park)	Unsignalized Full Movement	Conditional Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded. Access will be closed when alternative access is available at Access 63 or 147.
70	69.029	RT	Residential	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Robert Toole and Maria Toole properties upon redevelopment.
71	69.052	RT	Residential	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded.
73	69.086	LT	Residential (mobile home)	Unsignalized Full Movement	Close Access - access available via Access 69 or 147	When property redevelops. Existing access may be restricted if safety or operational issues occur.
72	69.095	RT	1500 CT	Unsignalized Public Full Movement	Public 3/4 Movement (left in allowed)	When adjacent properties redevelop, safety or operational issues occur or when a public project is funded.
147	69.100	LT		None	Public 3/4 Movement (left in allowed)	When either adjacent property redevelops. Cross access agreements required between Wide Acres Inc and State Department of Highways properties upon redevelopment.
74	69.104	RT	Residential Access	Unsignalized Full Movement	Close Access - access available via Access 72	When property redevelops. Existing access may be restricted if safety or operational issues occur.
75	69.134	LT	CDOT Facility	Unsignalized Full Movement	Close Access - access available via Access 147	When property redevelops. Existing access may be restricted if safety or operational issues occur.
148	69.144	RT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Herrera properties upon redevelopment.
76	69.180	RT	Residential	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded. Cross access agreements required between Deann Turner, WW Delta LLC, Ann Parker Living Trust, and Kathleen Martin properties upon redevelopment.
77	69.346	RT	Residential	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement public intersection implemented when either adjacent property redevelops. Intersection to be aligned with 1525 Road. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Davidson and Rodriguez properties upon redevelopment.

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78	69.346	LT	1525 Road	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
79	69.404	LT	Shared Access - various businesses	Unsignalized Full Movement	Conditional Right-In, Right-Out	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Joel Turner Holdestead Properties, LLC and Kevin Clark properties upon redevelopment. Access will close when alternative access to 1525 Road is available.
80	69.419	RT	Grand Mesa Imports	Unsignalized Full Movement	Close Access - access available via Access 149	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required betweeen Birkholz and Flick properties upon redevelopment.
81	69.445	RT	Grand Mesa Imports	Unsignalized Full Movement	Close Access - access available via Access 149	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required betweeen Birkholz and Flick properties upon redevelopment.
149	69.455	RT	Business Access	None	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Birkholz and Flick properties upon redevelopment. Access will be closed when alternative access to Access 77 or 95 is available.
82	69.466	LT	Business Access	Unsignalized Full Movement	Shared Right-In, Right-Out	When any adjacent property redevelops, safety or operational issues occur or when a public project is funded. Cross access agreements required between Kevin Clark, David Weinlader and State of Colorado properties upon redevelopment.
83	69.466	RT	B&D Storage	Unsignalized Full Movement	Close Access - access available via Access 84 or 149	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Fayanna Flick, Robert Birkholz and Terril Campbell properties upon redevelopment.
84	69.481	RT	Residential	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Campbell and Flick properties upon redevelopment. Access will be closed when alternative access to Access 77 or 95 is available.
85	69.497	RT	Grand Mesa Veterinary Hospital (Access #1)	Unsignalized Full Movement	Close Access - access available via Access 150	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Steele properties upon redevelopment.

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150	69.502	RT		None	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Dick Steele and Barbara Steele properties upon redevelopment. Access will be closed when alternative access to Access 77 or 95 is available.
86	69.510	RT	Grand Mesa Veterinary Hospital (Access #2)	Unsignalized Full Movement	Close Access - access available via Access 150	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Steele properties upon redevelopment.
87	69.519	RT	Grand Mesa Veterinary Hospital (Access #3)	Unsignalized Full Movement	Close Access - access available via Access 150	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Steele properties upon redevelopment.
88	69.525	LT	Residential (Apartment)	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded. Cross access agreements required between Michael Myers and Sandra Cassidy properties upon revelopment.
89	69.531	RT	Residential	Unsignalized Full Movement	Close Access - access available via Access 90	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Erasmo and Garcia properties upon redevelopment.
90	69.540	RT	Residential	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Erasmo and Garcia properties upon redevelopment. Access will be closed when alternative access to Access 77 or 95 is available.
91	69.551	RT	Residential	Unsignalized Full Movement	Close Access - access available via Access 90	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Erasmo and Garcia properties upon redevelopment.
92	69.569	RT	Residential	Unsignalized Full Movement	Conditional Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Schlapper properties upon redevelopment. Access will be closed when alternative access to Access 77 or 95 is available.
93	69.580	RT	Residential	Unsignalized Full Movement	Close Access - access available via Access 92	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Schlapper properties upon redevelopment.
94	69.580	LT	Mesa View Apartments	Unsignalized Full Movement	Close Access - access available via 1550 Road	When property redevelops. Existing access may be restricted if safety or operational issues occur.

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95	69.598	RT	1550 Road (south leg)	Unsignalized Public Full Movement	Public 3/4 Movement (left in allowed)	When safety or operational issues occur or when a public project is funded.
96	69.598	LT	1550 Road (north leg)	Unsignalized Public Full Movement	Public 3/4 Movement (left in allowed)	When safety or operational issues occur or when a public project is funded.
97	69.626	RT	Guthrie's Floor Coverings	Unsignalized Full Movement	Close Access - access available via 1550 Road	When property redevelops. Existing access may be restricted if safety or operational issues occur.
98	69.651	LT	Connection to H50 Road	Unsignalized Public Full Movement	Public Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
99	69.677	RT	Dairy King Drive-In	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded.
100	69.708	RT	Dairy King Drive-In	Unsignalized Full Movement	Close Access - access available via Access 99	When property redevelops. Existing access may be restricted if safety or operational issues occur.
101	69.732	RT	1560 Road	Unsignalized Public Full Movement	Public 3/4 Movement (left in allowed)	When safety or operational issues occur or when a public project is funded.
102	69.766	LT	PeopleCare Health Services	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, if safety or operational issues occur, or when a public project is funded.
103	69.792	LT	Field Access	Unsignalized Full Movement	Close Access - access available via 1575 Road	When property redevelops, if safety or operational issues occur, or when a public project is funded.
104	69.817	LT	Residential	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, if safety or operational issues occur, or when a public project is funded.
105	69.900	RT	1565 Road (west leg)	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
106	69.900	LT	H38 Road (east leg)	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
107	69.929	RT	CDOT Facility	Unsignalized Full Movement	Close Access - access available via 1565 Road	When property redevelops. Existing access may be restricted if safety or operational issues occur.
108	69.952	RT	CJ's Auto Repair, Black Jack Import Auto Recycling	Unsignalized Full Movement	Close Access - access available via 1565 Road	When property redevelops. Existing access may be restricted if safety or operational issues occur.
109	69.959	LT	H-25 Road	Unsignalized Public Full Movement	Public Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.

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110	69.990	LT	Shared Access - various businesses	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Boyd and Montano properties upon redevelopment.
111	70.081	LT	Private Road	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Robert Stewart and Alta Vista De La Montana LLP properties upon redevelopment.
112	70.091	RT	Business Access	Unsignalized Full Movement	Close Access - access available via Access 113	When property redevelops. Existing access may be restricted if safety or operational issues occur.
113	70.148	RT	1565 Road	Unsignalized Public Full Movement	Conditional Public 3/4 Movement (left in allowed)	Access will be restricted to 3/4 movement when safety or operational issues occur or when a public project is funded. Access may be further restricted to right-in/right-out if safety or operational issues occur related to the left turn in, i.e. additional storage is required at G96 Lane.
115	70.181	LT	Residential	Unsignalized Full Movement	Close Access - access available via Access 116	When property redevelops. Existing access may be restricted if safety or operational issues occur.
114	70.196	RT	Residential	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded.
116	70.217	LT	Residential	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Steven Menzies and Verla Huffington properties upon redevelopment.
117	70.238	LT	Delta Simmons	Unsignalized Full Movement	Close Access - access to be relocated to Access 151	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Menzies property and adjacent properties upon redevelopment.
118	70.249	RT	G-96 Lane	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

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Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
151	70.249	LT	G-96 Lane Extension	None	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. Intersection to be aligned with G96 Lane. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Menzies property and adjacent properties upon redevelopment.
119a	70.262	RT	Delta Self Storage	Unsignalized Full Movement	Close Access - access available via Access 118	When property redevelops. Existing access may be restricted if safety or operational issues occur.
119b	70.270	RT	Delta Self Storage	Unsignalized Full Movement	Close Access - access available via Access 118	When property redevelops. Existing access may be restricted if safety or operational issues occur.
119c	70.279	RT	Delta Self Storage	Unsignalized Full Movement	Close Access - access available via Access 118	When property redevelops. Existing access may be restricted if safety or operational issues occur.
120	70.279	LT	Auto Repair Shop & Uhaul	Unsignalized Full Movement	Close Access - access available via Access 151	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Steven Menzies and Aurelio Rodriguez properties upon redevelopment.
121	70.288	RT	Pawn & Gun (Access #1)	Unsignalized Full Movement	Close Access - access available via Access 122a	When property redevelops. Existing access may be restricted if safety or operational issues occur.
122a	70.305	RT	Pawn & Gun (Access #2)	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Torres and Prock properties upon redevelopment. Prior to restricting access, u-turns must be accommodated on US 50 for design vehicle.
122b	70.312	RT	Residential	Unsignalized Full Movement	Close Access - access available via Access 124a or 122a	When property redevelops. Existing access may be restricted if safety or operational issues occur.
123	70.316	LT	Residential	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Pogue and Rodriguez properties upon redevelopment. Prior to restricting access, u-turns must be accommodated on US 50 for design vehicle.

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124a	70.326	RT	Business Access	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Francisco Torres and Verlin Williams properties upon redevelopment. Prior to restricting access, u-turns must be accommodated on US 50 for design vehicle.
124b	70.332	RT	Business Access	Unsignalized Full Movement	Close Access - access available via Access 124a	When property redevelops. Existing access may be restricted if safety or operational issues occur.
125	70.337	LT	Riverwood Mobile Home Park	Unsignalized Full Movement	Close Access - access to be relocated to property line (123)	When property redevelops . Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Loren Pogue Family Trust and adjacent properties upon redevelopment.
126	70.369	RT	G-86 Lane	Unsignalized Public Full Movement	Public 3/4 Movement (left in allowed)	When safety or operational issues occur or when a public project is funded. Prior to restricting access, u-turns must be accommodated on US 50 for design vehicle.
127	70.408	LT	Riverwood Motel	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded. Cross access agreements required between Stefan Gryglak and Loren Pogue Family Trust properties upon redevelopment. Prior to restricting access, u-turns must be accommodated on US 50 for design vehicle.
128	70.427	RT	Four Seasons River Inn & RV Park (Access #1)	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur or when a public project is funded. Cross access agreements required between Richard Family Real Estate LLC properties and City of Delta property upon redevelopment. Prior to restricting access, u-turns must be accommodated on US 50 for design vehicle.
129	70.442	RT	Four Seasons River Inn & RV Park (Access #2)	Unsignalized Full Movement	Close Access - access available via Access 128	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Richard Family Real Estate LLC properties and City of Delta property upon redevelopment.
130	70.631	LT	Business Access	Right-In, Right-Out	Close Access - access available via Access 132	When property redevelops.
131	70.712	RT	Confluence Drive	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	

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132	70.712	LT	Private Road/Confluence Drive Extension	Signalized Private Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
133	70.783	RT	City Market	Unsignalized Private Full Movement	Right-In, Right-Out	When property redevelops, a safety or operational issues occurs, or when a public project is funded.
134	70.783	LT	Ute Street	Unsignalized Public Full Movement	Public Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
135	70.860	LT	Maverik Country Store & Gas Station	Right-In, Right-Out	Right-In, Right-Out	
136	70.883	RT	Sinclair Gas Station	Right-In, Right-Out	Right-In, Right-Out	
137	70.919	RT	1st Street (west leg)	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
138	70.919	LT	SH-92 Jct (east leg)	Signalized Public Full Movemen	Signalized full movement public intersection or other traffic control recognized by the MUTCD	

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EXHIBIT A
ACCESS CONTROL PLAN
COLORADO STATE HIGHWAY 92
REFERENCE POINT 0.00 TO REFERENCE POINT 6.938
March 9, 2016

Reference Points (RP) defined per CDOT Highway Segment Description for SH 92 beginning at 0.000

Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
200a	0.000	RT	US 50 Jct (South leg)	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
200b	0.000	LT	US 50 Jct (North leg)	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
201	0.012	RT	Various businesses - Sukle Properties, LLLP	Right-In, Right-Out	Close Access - access available via Main St.or Alley	When property redevelops.
202	0.029	RT	Alley	Right-In, Right-Out	Right-In, Right-Out	
203	0.043	RT	The Salvation Army	Right-In, Right-Out	Close Access - access available via Meeker St.	When property redevelops.
204	0.063	RT	Meeker Street	Unsignalized Public Full Movement	Public Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
205	0.072	LT	Maverik Country Store & Gas Station	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between Maverik Inc. and O'Reilly Auto Enterprise LLC properties upon redevelopment.
206	0.102	RT	Moonshine Liquors (Access #1)	Right-In, Right-Out	Close Access - access available via E 1st St.	When property redevelops.
207	0.119	RT	Moonshine Liquors (Access #2)	Right-In, Right-Out	Close Access - access available via E 1st St.	When property redevelops.
208	0.144	RT	Various businesses	Right-In, Right-Out	Close Access - access available via E 1st St.	When property redevelops.
311	0.158	LT	Business Access - Maverik, Inc.	None	Private 3/4 Movement (left in allowed)	When property redevelops. Cross access agreements required between Maverik Inc. and O'Reilly Auto Enterprise LLC properties upon redevelopment.
209	0.158	RT	Grand Avenue	Unsignalized Public Full Movement	Public 3/4 Movement (left in allowed)	When safety or operational issues occur or when a public project is funded.
210	0.176	RT	Cornerstone Home Lending, Inc.	Unsignalized Full Movement	Close Access - access available via Grand Ave.	When property redevelops. Existing access may be restricted if safety or operational issues occur.
211	0.237	RT	Crawford Avenue	Unsignalized Public Full Movement	Public Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
212	0.237	LT	Business Access - Maverik, Inc.	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.

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213	0.282	LT	Business Access - Maverik, Inc.	Unsignalized Full Movement	Close Access - access available via Access 212	When property redevelops. Existing access may be restricted if safety or operational issues occur.
214	0.293	RT	US Bank (Access #1)	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops, safety or operational issues occur, or when a public project is funded.
215	0.337	RT	US Bank (Access #2)	Unsignalized Full Movement	Close Access - access available via Access 214	When property redevelops. Existing access may be restricted if safety or operational issues occur.
216	0.354	RT	OCI Supply	Unsignalized Full Movement	Close Access - access available via Henry St.	When property redevelops. Existing access may be restricted if safety or operational issues occur.
217	0.366	LT	Business Access - OMF Corporation	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between OMF Corporation properties upon redevelopment.
218	0.366	RT	Henry Street	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
219	0.388	RT	Source Gas (Access #1)	Unsignalized Full Movement	Close Access - access available via Henry St. or Clark Street	When property redevelops. Existing access may be restricted if safety or operational issues occur.
220	0.406	RT	Source Gas (Access #2)	Unsignalized Full Movement	Close Access - access available via Henry St. or Clark Street	When property redevelops. Existing access may be restricted if safety or operational issues occur.
221	0.433	RT	Ashley's Home Center	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between Delta I, LLC properties upon redevelopment.
222	0.460	RT	Business Access	Unsignalized Full Movement	Close Access - access available via Clark St.	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required betweeen LYB, LLC properties and Delta I, LLC property upon redevelopment.
223	0.460	LT	Business Access	Unsignalized Full Movement	Conditional Right-In, Right-Out	When property redevelops, safety or operational issues occur, or when a public project is funded. Access will be closed when alternative access to Access 217 or 313 is available. Cross access agreements required between Doyle Petroleum and OMF Corporation and Doughty Scott properties upon redevelopment.

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224	0.486	RT	Business Access	Unsignalized Full Movement	Close Access - access available via Clark St. or Access 312	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required betweeen LYB, LLC properties and Auto Bros, LLC property upon redevelopment.
225	0.493	LT	Doughty Steel & Machine	Unsignalized Full Movement	Conditional Right-In, Right-Out	When property redevelops, safety or operational issues occur, or when a public project is funded. Access will be closed when alternative access to Access 217 or 313 is available. Cross access agreements required between Doyle Petroleum and Huskey and Doughty Scott properties upon redevelopment.
312	0.501	RT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between LYB LLC and Auto Bros LLC properties upon redevelopment.
226	0.542	RT	Ford Dealership	Unsignalized Full Movement	Close Access - access to be relocated to property line (312)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreement required between Auto Bros LLC and LYB LLC upon redevelopment.
227	0.587	RT	Tuscher Street	Unsignalized Public Full Movement	Public Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
228	0.618	RT	Gerhard's	Unsignalized Full Movement	Close Access - access available via Tuscher St.	When property redevelops. Existing access may be restricted if safety or operational issues occur.
229	0.633	RT	Oddfellows Hall	Unsignalized Full Movement	Close Access - access available via Heinz St.	When property redevelops. Existing access may be restricted if safety or operational issues occur.
230	0.660	RT	Heinz Street	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
313	0.660	LT	Business Access - Keys Blue Haven LLC	None	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Keys Blue Haven and Huskey properties upon redevelopment.
231	0.682	RT	CarQuest Auto Parts (Access #1)	Unsignalized Full Movement	Close Access	When property redevelops. Existing access may be restricted if safety or operational issues occur.

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232	0.689	LT	Delta Sand & Gravel	Unsignalized Full Movement	Close Access - access to be relocated to 313	When property redevelops and Access 313 is constructed. Existing access may be limited if safety or operational issues occur. Cross access agreements required between Keys Blue Haven and Huskey properties upon redevelopment.
233	0.704	RT	CarQuest Auto Parts (Access #2)	Unsignalized Full Movement	Close Access - relocated to property line (314)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Ralph Jr Carver and Bruton Petroleum Co Inc. properties upon redevelopment.
314	0.714	RT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Ralph Jr Carver and Bruton Petroleum Co Inc. properties upon redevelopment.
234	0.727	RT	Business Access - Bruton Petroleum Co, Inc.	Unsignalized Full Movement	Close Access - access to be relocated to property line (314)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Ralph Jr Carver and James Holveck properties upon redevelopment.
235	0.769	RT	B&T Auto Service	Unsignalized Full Movement	Close Access - access to be relocated to property line (236)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Alan Dorr and James A Holveck properties upon redevelopment.
236	0.797	RT	Dorr Veterinary Hospital	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Alan Dorr and James A Holveck properties upon redevelopment.
237	0.850	RT	Business Access - Delta Dollar	Unsignalized Full Movement	Close Access - access to be relocated to property line (315)	When property redevelops. Existing access may be restricteded if safety or operational issues occur. Cross access agreements required between Delta Dollar LLC and David Garrett properties upon redevelopment.
315	0.862	RT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Delta Dollar LLC and David Garrett properties upon redevelopment.
238	0.874	RT	Residential - Garrett	Unsignalized Full Movement	Close Access - access to be relocated to property line (315)	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between Delta Dollar LLC and David Garrett properties upon redevelopment.
239	0.903	RT	Residential - Garrett	Unsignalized Full Movement	Close Access - access to be relocated to property line (315) or via Valley View Drive	When property redevelops. Existing access may be limited if safety or operational issues occur. Cross access agreements between David Garrett and Eugene Corrigan & Billie M Revocable Living Trust upon redevelopment.

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Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
240	0.977	RT	Circle Dr	Unsignalized Public Full Movement	Conditional Unsignalized Full Movement Public Intersection.	Access may be restricted when safety or operational issues occur or when traffic signal is warranted.
241	1.107	RT	Safeway	Private 3/4 Movement (left in allowed)	Conditional Private 3/4 Movement (left in allowed)	Access may be restricted to right-in/right-out when safety or operational issues occur.
242	1.222	RT	Stafford Lane	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
243	1.222	LT	1675 Road	Signalized Public Full Movement	Signalized full movement public intersection or other traffic control recognized by the MUTCD	
244	1.338	RT	Field Access- O'Neal	Right-In, Right-Out	Close Access - access to be relocated to property line (316)	When property redevelops. Cross access agreements required between Kim O'Neal, Thomas McMullan, and Delco 1725 LLC properties upon redevelopment.
316	1.472	RT		None	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Cross access agreements required between Kim O'Neal, Thomas McMullan, and Delco 1725 LLC properties upon redevelopment.
245	1.719	LT		None	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. Intersection to be aligned with Access 317. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreeements required between Graff properties upon redevelopment.
317	1.719	RT	Proposed 1725 Rd	None	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. Intersection to be aligned with Access 245. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Access to 1725 Road for Nicholson property must be maintained upon realignment of 1725 Road either directly or through cross access agreements between Robert Nicholson and Delco 1725 LLC properties.

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5 MUTCD - Manual on Uniform Traffic Control Devices
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Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
246	1.769	RT	1725 Road	Unsignalized Public Full Movement	Close Access - access to be relocated to Access 317	When Delco property redevelops and Access 317 is available. Access to 1725 Road for Nicholson property must be maintained upon realignment of 1725 Road either directly or through cross access agreements between Robert Nicholson and Delco 1725 LLC properties.
247	1.783	RT	Field Access	Right-In, Right-Out	Close Access - access available via 1725 Rd	When property redevelops. Access to 1725 Road must be maintained upon realignment of 1725 Road either directly or through cross access agreements between Robert Nicholson and Delco 1725 LLC properties.
248	1.786	LT	Residential	Right-In, Right-Out	Close Access - access available via Access 245	When property redevelops and access is available via Access 245. Cross access agreements required between Graff properties upon redevelopment.
249	2.091	LT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 245	When property redevelops. Cross access agreements required betweeen Graff properties upon redevelopment.
250	2.103	RT	Industrial Blvd	Unsignalized Public Full Movement	Conditional Unsignalized Public Full Movement Intersection.	Access may be restricted when safety or operational issues occur or when traffic signal is warranted.
251	2.237	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 252	When property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between MSJ Holding Co LLC and Delta Country Humane Society properties upon redevelopment.
252	2.247	RT	Field Access	Unsignalized Full Movement	Shared Right-In, Right-Out at the property line	When either adjacent property redevelops. Existing access may be restricted if safety or operational issues occur. Cross access agreements required between MSJ Holding Co LLC and Delta Country Humane Society properties upon redevelopment.
253	2.507	RT	1800 Road (south leg)	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
254	2.507	LT	1800 Road (north leg)	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
255	2.608	RT	Field Access/Ditch Access	Right-In, Right-Out	Close Access - access available via 1800 Road	When property redevelops and alternate access for ditch maintenance is available. If alternate ditch access is not available upon redevelopment, access will be limited to ditch maintenance only.
256	2.629	RT	Field Access/Ditch Access	Right-In, Right-Out	Conditional Right-In, Right-Out	When property redevelops, access will be limited to ditch maintenance only. If ditch maintenance access is no longer needed, access will close.

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Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
257	2.894	RT	Residential	Unsignalized Full Movement	Close Access - access available via Access 258 and H Rd.	When property redevelops. Existing access may be restricted if safety or operational issues occur.
258	3.016	RT	Field Access	Right-In, Right-Out	Shared Right-In, Right-Out at property line	When either adjacent property redevelops. Cross access agreements required between Bond and Carlin properties upon redevelopment.
259	3.023	RT	Field Access	Right-In, Right-Out	Close Access - access available via Access 258 or H Rd.	When property redevelops.
318	3.170	RT		None	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
260	3.224	RT	Field Access	Unsignalized Full Movement	Close Access - access available via H Rd. or Access 318	When property redevelops. Existing access may be restricted if safety or operational issues occur.
261	3.237	RT	Field Access	Right-In, Right-Out	Conditional Right-In, Right-Out	When property redevelops, access will be limited to ditch maintenance only. If ditch maintenance access is no longer needed, access will close.
262	3.285	RT	Field Access	Right-In, Right-Out	Close Access - access available via H Rd. or 1900 Rd.	When property redevelops.
263	3.285	LT	Field Access/Ditch Access	Right-In, Right-Out	Close Access - access available via County Roads	When property redevelops and alternate access for ditch maintenance is available. If alternate ditch access is not available upon redevelopment, access will be limited to ditch maintenance only. Cross access agreements required between Graff and Benson properties upon redevelopment.
264	3.526	RT	Field Access	Right-In, Right-Out	Close Access - access available via H Rd. or 1900 Rd.	When property redevelops.
265	3.542	RT	1900 Road (south leg)	Unsignalized Public Full Movement	Close Access - access available via H Rd and Access 268	When an alternate route between H Road and SH 92 is available at Access 268.
266	3.542	LT	1900 Road (north leg)	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded. Cross access agreements required between Graff and Benson properties upon redevelopment.
267	3.787	RT	Field Access	Right-In, Right-Out	Close Access - access available via Access 268	When property redevelops or when a public project is funded.

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Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
268	3.802	RT	Field Access - Proposed 4th leg of SH 65 intersection	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Fourth leg of unsignalized full movement intersection may be implemented when properties redevelop or when a public project is funded. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Autumn Gold, LLC and Ironstone, LLC properties upon redevelopment.
269	3.802	LT	SH 65 Jct	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
270	3.998	RT	Business Access	Unsignalized Full Movement	Close Access - access to be relocated to property line (268)	When property redevelops. Cross access agreements required between Autumn Gold LC and Ironstone LLC properties upon redevelopment.
271	4.145	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 268	When property redevelops.
272	4.156	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 319	When property redevelops.
273	4.160	LT	Residential/Ditch Access	Unsignalized Full Movement	Close Access - access available via Access 279	When property redevelops and alternate access for ditch maintenance is available. If alternate ditch access is not available upon redevelopment, access will be limited to ditch maintenance only. Cross access agreements required between Frazier properties upon redevelopment.
319	4.248	RT		None	Shared Conditional Unsignalized Full Movement Intersection at property line	Unsignalized full movement intersection may be implemented when either property redevelops. Access may be restricted when safety or operational issues occur or when a traffic signal is warranted. Cross access agreements required between Reuben Leon and Beneficial Financial I Inc. properties upon redevelopment.
274	4.266	RT	Residential	Unsignalized Full Movement	Close Access - access available via H50 Rd. or Access 319	When property redevelops. Cross access agreements required between Reuben Leon and Beneficial Financial I Inc. properties upon redevelopment.
275	4.287	RT	Residential	Unsignalized Full Movement	Close Access - access available via H50 Rd. or Access 319	When property redevelops or when Access 276 is closed. Access to H50 Road may be provided.
276	4.299	RT	H50 Road	Unsignalized Public Full Movement	Close Access - access to be relocated to Access 278	When alternative public road access is provided at Access 278. Existing access may be restricted or modified when safety or operational issues occur.

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Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
277	4.548	RT	Residential	Unsignalized Full Movement	Close Access - access to be relocated to Access 278	When property redevelops.
278	4.578	RT	Field Access/2000 Road Extension	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection may be implemented when property redevelops. Intersection to be aligned with Access 279. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
279	4.578	LT	Field Access	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection may be implemented when property redevelops. Intersection to be aligned with Access 278. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Frazier properties upon redevelopment.
280	4.749	RT	Field Access	Unsignalized Full Movement	Close Access - access available via H50 Rd.	When property redevelops.
281	4.830	RT	Field Access	Unsignalized Full Movement	Close Access - access available via H50 Rd.	When property redevelops.
282	4.925	RT	Field Access	Unsignalized Full Movement	Close Access - access available via H50 Rd.	When property redevelops.
283	5.060	RT	Residential Access	Unsignalized Full Movement	Close Access - access available via H50 Rd. or Access 320	When property redevelops.
284	5.094	LT	Field Access	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection may be implemented when either property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Frazier and Shields properties upon redevelopment.

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Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
320	5.094	RT		None	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection may be implemented when either property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Watts and Wick properties upon redevelopment.
285	5.179	RT	Residential	Unsignalized Full Movement	Close Access - access to be relocated to property line (320)	When property redevelops.
286	5.278	LT	Residential/Ditch Access	Unsignalized Full Movement	Close Access - access available via Access 284	When property redevelops and alternate access for ditch maintenance is available. If alternate ditch access is not available upon redevelopment, access will be limited to ditch maintenance only. Cross access agreements required between Rhonda Shields, Ronald Bruening, Lypps-Frame Revocable Trust and Richard & Betsy Frazier Revocable Trust properties upon redevelopment.
287	5.355	RT	2075 Road	Unsignalized Public Full Movement	Conditional Unsignalized Full Movement Public Intersection.	Access may be restricted when safety or operational issues occur or when traffic signal is warranted. Cross access agreements between Brune properties required upon redevelopment - access to be provided via 2075 Road for both properties.
288	5.389	RT	Holiness Chapel	Unsignalized Full Movement	Close Access - access available via 2075 Rd.	When property redevelops.
289	5.408	RT	Residential	Unsignalized Full Movement	Close Access - access available via 2075 Rd.	When property redevelops.
290	5.434	RT	Residential	Unsignalized Public Full Movement	Close Access - access available via H75 Rd.	When property redevelops or when Access 291 is closed and alternative access to H75 Road is provided.
291	5.447	RT	H75 Road	Unsignalized Full Movement	Close Access - access available via 2100 Road	When alternative public road access is provided at Access 293. Existing access may be restricted or modified when safety or operational issues occur.
292	5.515	RT	Residential	Unsignalized Full Movement	Close Access - access available via H75 Rd. or 2100 Road	When property redevelops.
293	5.633	RT	2100 Road	Unsignalized Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Intersection shall be aligned with Access 294. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

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Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
294	5.633	LT	Private Road	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Intersection shall be aligned with Access 293. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Lypps-Frame Revocable Trust properties upon redevelopment.
295	5.643	RT	Business Access	Unsignalized Full Movement	Close Access - access available via Access 293	When property redevelops. Cross access agreements required between Fire Mountain Properties LLC and PPF NEWCO LLC properties upon redevelopment.
296	5.701	RT	Residential (Access #1)	Unsignalized Full Movement	Close Access - access available via Access 297.	When property redevelops. Cross access agreements required between Fire Mountain Properties LLC and PPF NEWCO LLC properties upon redevelopment.
297	5.721	RT	Residential (Access #2)	Unsignalized Full Movement	Conditional Unsignalized Full Movement Intersection.	Access may be restricted when safety or operational issues occur or when traffic signal is warranted.
298	5.819	RT	Field Access	Unsignalized Full Movement	Close Access - access available via H75 Rd. or Access 300	When property redevelops. Cross access agreements required between DMEA, Hamilton and Slash Spade properties upon redevelopment.
321	5.862	LT		None	Conditional Unsignalized Full Movement Intersection.	When property redevelops. Access may be restricted when safety or operational issues occur or when a traffic signal is warranted.
299	5.962	LT	Railroad Access	Unsignalized Full Movement	Conditional Unsignalized Full Movement Intersection.	Access may be restricted when safety or operational issues occur or when traffic signal is warranted. If railroad maintenance access is no longer needed, access may be closed.
300	6.000	RT	Field Access	Unsignalized Private Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection may be implemented when either property redevelops. Intersection shall be aligned with Access 301. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between DMEA, Hamilton and Slash Spade properties upon redevelopment.
301	6.000	LT	I30 Ln	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Unsignalized full movement intersection may be implemented when property redevelops. Intersection shall be aligned with Access 300. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between all properties on the north side upon redevelopment.

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Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
302	6.166	RT	Residential Access/Ditch Access	Unsignalized Full Movement	Close Access - access available via Access 300/ditch access available via Access 322	When property redevelops and alternative ditch maintenance access at 322 is available. If ditch access is no longer needed, closure of Access 302 is not conditional on Access 322. Cross access agreement required between Slash Spade LLLP and Delta Montrose Electric Association properties upon redevelopment.
322	6.237	RT		None	Conditional Unsignalized Full Movement Intersection.	If ditch maintenance access is still required upon redevelopment of property, unsignalized full movement access may be implemented to replace Access 302 and 303. If ditch access is no longer needed, Access 322 will be eliminated. Access may be restricted when safety or operational issues occur or when a traffic signal is warranted.
323	6.363	LT		None	Conditional Unsignalized Full Movement Intersection.	Unsignalized full movement intersection may be implemented across from Access 303 when property redevelops. Access may be restricted when safety or operational issues occur or when a traffic signal is warranted.
303	6.363	RT	Field Access/Ditch Access	Unsignalized Full Movement	Close Access - ditch access available via Access 322	When property redevelops and/or alternative ditch maintenance access at 322 is available. If ditch access is no longer needed, closure of Access 303 is not conditional on Access 322.
304	6.370	LT	River access	Unsignalized Full Movement	Close Access - access to be relocated to 323	When property redevelops.
305	6.657	RT	Field Access	Unsignalized Full Movement	Close Access - access to be relocated to property line (324)	When property redevelops.
306	6.669	LT	Field Access	Unsignalized Full Movement	Conditional Unsignalized Full Movement Intersection.	Unsignalized full movement intersection may be implemented at property line when either property redevelops. Intersection shall be aligned with Access 324. Cross access agreements required between Slash Spade and Hice properties upon redevelopment. Access may be restricted when safety or operational issues occur or when traffic signal is warranted.
324	6.669	RT		None	Conditional Unsignalized Full Movement Intersection.	Unsignalized full movement intersection may be implemented at property line when either property redevelops. Intersection shall be aligned with Access 306. Cross access agreements required between Slash Spade and Pope properties upon redevelopment. Access may be restricted when safety or operational issues occur or when traffic signal is warranted.

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Access ID No.	Reference Point	Side[1]	Description/Current Business	Existing Configuration	Proposed Configuration[2,5,8]	Conditions for Implementation[3,4,5,6,7]
307	6.884	RT	Field Access	Unsignalized Full Movement	Close Access - access available via 2200 Rd	When property redevelops.
308	6.892	LT	Field Access	Unsignalized Full Movement	Close Access - access available via Austin Rd	When property redevelops.
309	6.938	RT	2200 Road (south leg)	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
310	6.938	LT	Austin Road (north leg)	Unsignalized Public Full Movement	Full movement public intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

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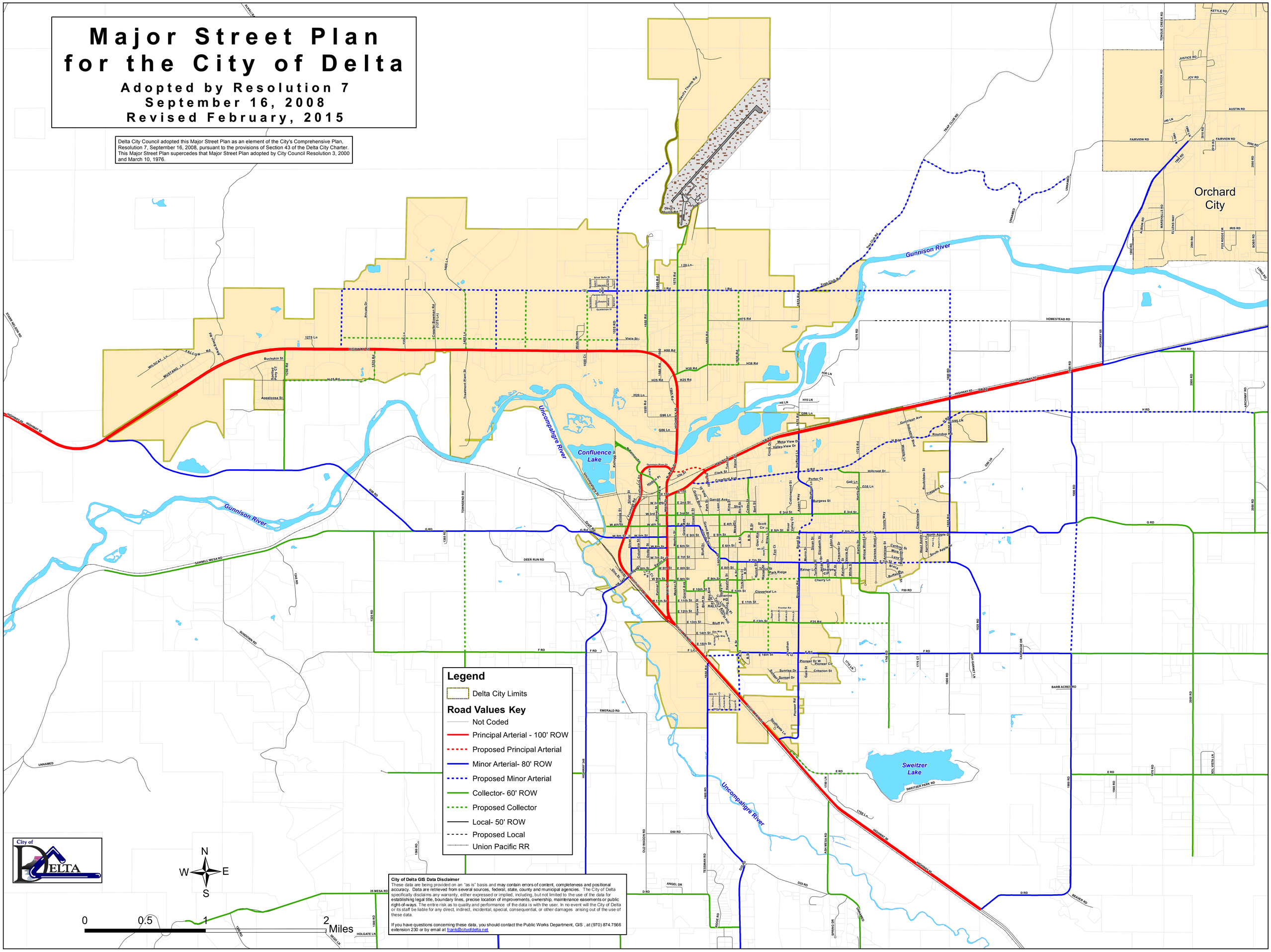
APPENDIX H

STREET PLAN AND GROWTH MANAGEMENT FIGURES

Major Street Plan for the City of Delta

Adopted by Resolution 7
September 16, 2008
Revised February, 2015

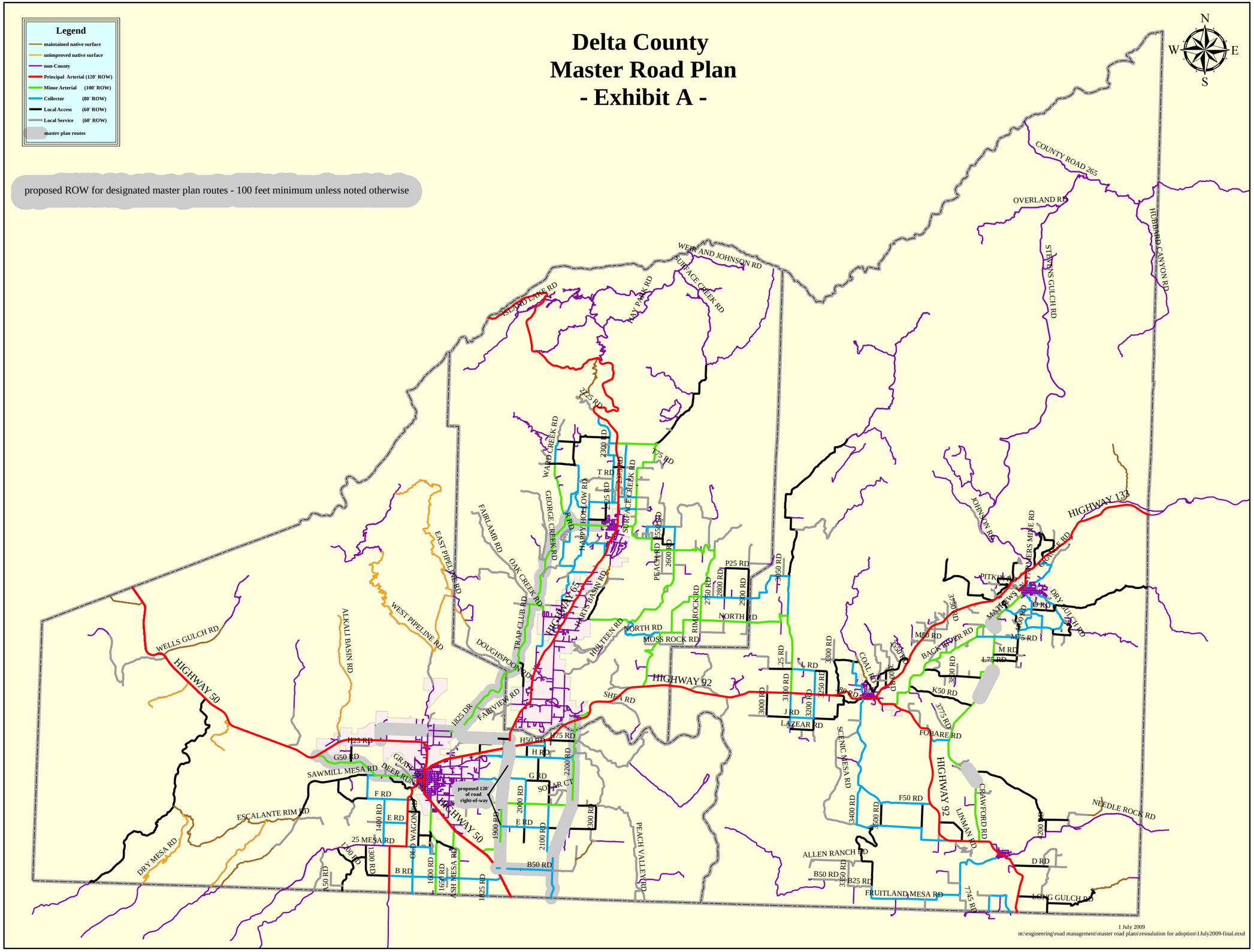
Delta City Council adopted this Major Street Plan as an element of the City's Comprehensive Plan, Resolution 7, September 16, 2008, pursuant to the provisions of Section 43 of the Delta City Charter. This Major Street Plan supercedes that Major Street Plan adopted by City Council Resolution 3, 2000 and March 10, 1976.



City of Delta GIS Data Disclaimer
These data are being provided on an "as is" basis and may contain errors of content, completeness and positional accuracy. Data are retrieved from several sources, federal, state, county and municipal agencies. The City of Delta specifically disclaims any warranty, either expressed or implied, including, but not limited to the use of the data for establishing legal title, boundary lines, precise location of improvements, ownership, maintenance easements or public right-of-ways. The entire risk as to quality and performance of the data is with the user. In no event will the City of Delta or its staff be liable for any direct, indirect, incidental, special, consequential, or other damages arising out of the use of these data.

If you have questions concerning these data, you should contact the Public Works Department, GIS , at (970) 874.7566 extension 230 or by email at frank@cityofdelta.net

Delta County
Master Road Plan
- Exhibit A -



1 July 2009
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GROWTH MANAGEMENT AGREEMENT FOR THE UNINCORPORATED AREA SURROUNDING THE CITY OF DELTA, COLORADO, BETWEEN DELTA COUNTY AND THE CITY OF DELTA, COLORADO

THIS AGREEMENT is entered into between the City of Delta ("City") and the County of Delta ("County"), effective January 1, 2007.

WHEREAS; the previous Growth Management Agreement entered into by the County and the City expires on December 31, 2006; and

WHEREAS; the Delta County Master Plan provides that joint planning areas should be established to define the urban service boundaries around each municipality to encourage development in and near municipalities where adequate infrastructure is available and services can be efficiently provided; and

WHEREAS, the parties wish to cooperate to provide for the efficient management and administration of growth in the developing area around the City of Delta by defining a growth management area based on present and future availability of municipal services; and

WHEREAS, the parties have determined a growth management area around the City consisting of that property which is generally served by City utilities and may be subject to annexation by the City in the next five to ten years. The Growth Management Area is shown on the map, attached hereto as Exhibit A and by reference incorporated herein; and

WHEREAS, the parties enter into this agreement pursuant to §29-20-105, C.R.S., as amended, with the intention of cooperating with respect to land use planning in the area around the City, and to ensure that basic infrastructure standards for easements, roads, and utilities in this area are consistent with City standards; and

WHEREAS, land use regulation within the City of Delta includes a zoning map and ordinance, along with subdivision and mobile home park regulations, and the International Building Code. Land use regulation within the unincorporated areas of the County includes subdivision, specific development, and mobile home park regulations. In addition to County regulations, the Highway 92 Overlay District also has development standards and the International Building Code has been adopted for this specific geographic area of the County.

NOW THEREFORE, FOR AND IN CONSIDERATION of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. Growth Management Area. To encourage growth with urban standards and services within the area described as the Growth Management Area, the following agreements apply to all developments within this area:

(a) Upon receipt by the County of any application for development within the Growth Management Area or whenever a presentation for a development is made at a presubmittal meeting between a developer and Planning Staff of the County, the County shall refer the proposed development to the City. The purpose of the presubmittal meeting shall be to determine whether the development proposal would be more appropriately reviewed and approved by the City for annexation. If the City becomes the entity to consider the application for approval, the County will become a "review agency."

(b) If the County considers the development, the application shall nevertheless be submitted to the City for its review as per statutory requirement, and the County will

consider the standards which are recommended by the City, including but not limited to infrastructure requirements. The County will, at a minimum, apply one (1) acre minimum density standards for any subdivision in the Growth Management Area. The Board of County Commissioners may condition its approval of a development on a requirement that the owners declare the use of the land, which declaration shall be binding unless modified by the Board.

(c) Any development within the Growth Management Area will be required to provide fire protection, domestic water and sewage facilities. Cisterns and wells will not be authorized for domestic water, nor shall septic systems be allowed for sewage treatment except for lots greater than one acre exclusive of easements.

(d) Any development within the Highway 92 Overlay District shall be submitted to the City as a referral agency, however the County shall remain the review agency unless the City chooses to annex the property. Comments submitted by the City shall be taken into consideration by the County when reviewing an application for a new development.

2. Properties outside the Growth Management Area within 3 miles of the City limits.

(a) Any application for development within this area shall be referred to the City in accordance with statutory requirements for its review. The recommendations of the City shall be considered, but will not be binding upon the County.

(b) County standards shall apply to developments within this area, including road easements, road standards, access/utility codes, and the design standards set forth within the Subdivision, Specific Development, Roadway Design & Construction Standards, and Mobile Home regulations. The County will consider City standards applicable to such major factors as storm drainage and road easements in light of the proximity of this area to the City.

(c) With respect to services, the County will require developments to utilize City or other domestic water; City sewer shall be required if the dwelling or structure is within 1000 feet of an existing main sewer line. Cisterns and wells will not be authorized for domestic water and individual sewage disposal systems (septic systems) will be discouraged for sewage disposal.

3. Annexation.

(a) The City shall keep the County informed of its annexation plans. The City shall annex any enclaves created by annexation as allowed by State Statute. The City shall annex the entire width of any right-of-way. Except where deemed necessary or appropriate by the City for purposes of achieving contiguity for future additions, the City will also seek to annex rights-of-way adjacent to City limits, as they exist from time to time. As annexation progresses, the City will eliminate those existing situations where less than the entire width of the right-of-way has been annexed.

(b) Upon annexation, property shall be subject to City jurisdiction, and the provisions of this agreement shall not be applicable.

(c) The City shall annex any property to which City sewer and/or water are provided at the time that such services are provided if annexation statute requirements are met. If such annexation requirements are not met at the time services are provided, the City shall annex said property at the time State Statute requirements are met. The City shall actively pursue fulfillment of State Statute requirements to allow annexation as soon as possible after City services are provided.

4. County Regulations.

(a) Other than for the Highway 92 Overlay District, no building codes exist for the unincorporated areas of the County. Subdivision, Specific Development, Roadway Design & Construction Standards, and Mobile Home regulations do apply to all unincorporated areas of the County. The County will consider the City's recommendations for developments that occur within the Growth Management Area and the Highway 92 Overlay District.

5. Implementation

In addition to this Intergovernmental Agreement, the City and County each agree to keep the other informed of their planning efforts, to adopt such resolutions or ordinances as will effect this Agreement, and will enter into additional intergovernmental agreements to accomplish the purposes thereof, for example, with respect to law enforcement and road maintenance.

6. Annual Review.

At least annually, the governing bodies of the City and the County shall meet to discuss the effectiveness of this agreement and their joint planning efforts. The course of the review shall inquire into the extent of compliance with this agreement and the consistency with the Master/Comprehensive plans adopted by both bodies and will determine whether any modifications to this agreement need to be accomplished.

7. Term/Termination

This agreement shall commence upon execution by both governing bodies signatory hereto, and shall automatically renew at the end of one year and each year hereafter unless terminated by either party upon sixty days written notice to the other party or by the execution of a new agreement.

CITY OF DELTA

By: William F. Sum
Mayor

MARY LYNN WILLIAMS NOTARY PUBLIC STATE OF COLORADO

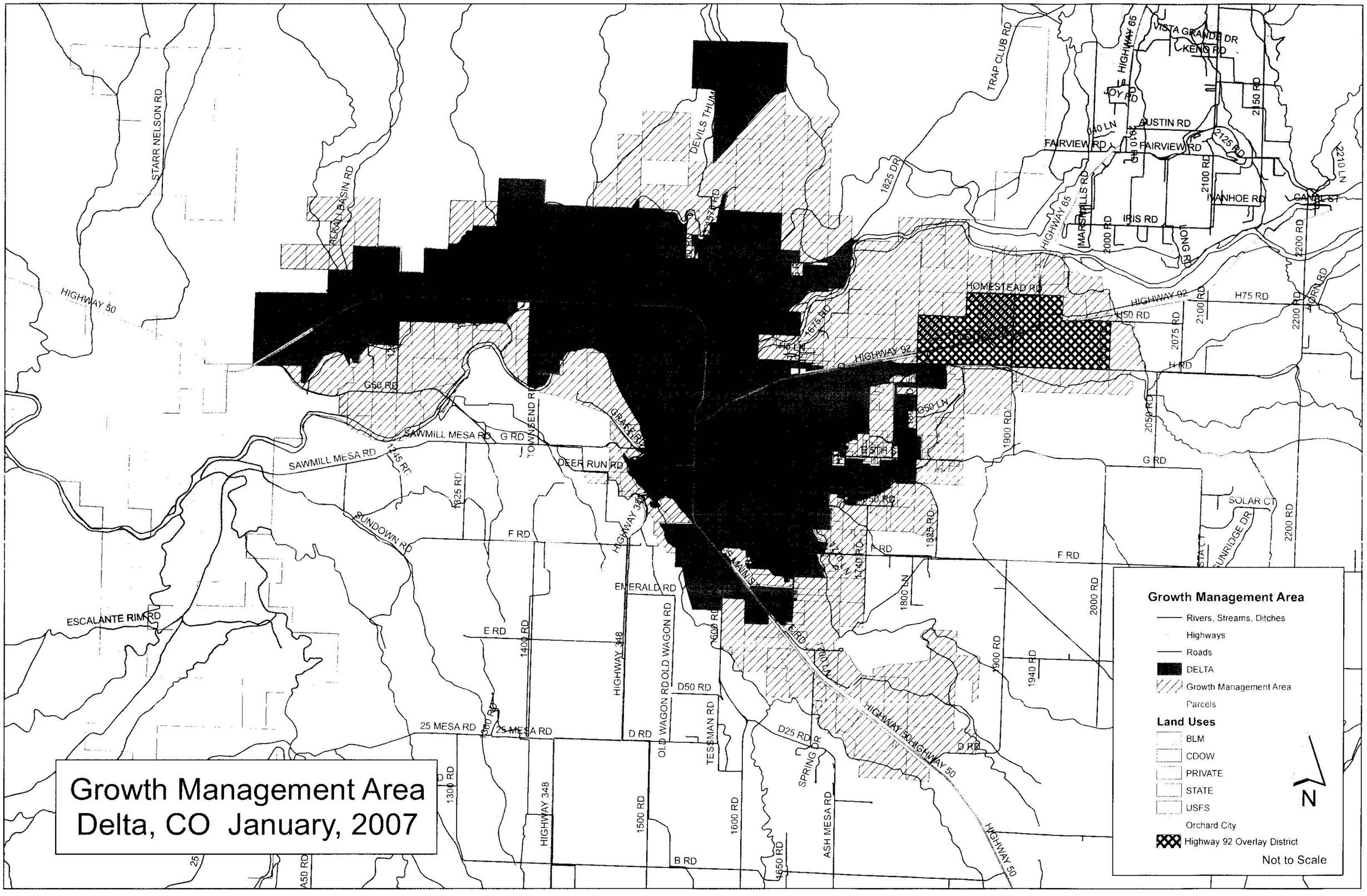
Mary Lynn Williams
City Clerk

COUNTY OF DELTA

By: R. Olin Lund
Chairman, Board of County Commissioners

ATTEST:

Lesley P. Cordova Chief Deputy
County Clerk


Growth Management Area
Delta, CO January, 2007
Growth Management Area
Rivers, Streams, Ditches
Highways
Roads
DELTA
Growth Management Area
Parcels
Land Uses
BLM
CDOW
PRIVATE
STATE
USFS
Orchard City
Highway 92 Overlay District
Not to Scale
N
STARR NELSON RD
ALKALI BASIN RD
HIGHWAY 50
DEVILS THUMB
TRAP CLUB RD
1825 DR
VISTA GRANDE DR
KENO RD
HIGHWAY 65
JOY RD
AUSTIN RD
FAIRVIEW RD
2150 RD
2125 RD
2100 RD
2210 LN
IVANHOE RD
CANAL ST
IRIS RD
MARSHALLS RD
LONG RD
2000 RD
2200 RD
ACORN RD
HOMESTEAD RD
HIGHWAY 92
H75 RD
H50 RD
2075 RD
H RD
1675 RD
H0 LN
G50 RD
G50 LN
1900 RD
2050 RD
G RD
SAWMILL MESA RD
TOWNSEND RD
GRASS RD
DEER RUN RD
1245 RD
1325 RD
SUNDOWN RD
F RD
HIGHWAY 348
SOLAR CT
SUNRIDGE DR
1740 RD
1800 LN
EMERALD RD
ESCALANTE RIM RD
E RD
1400 RD
OLD WAGON RD
D50 RD
1600 RD
TESSMAN RD
1940 RD
25 MESA RD
D RD
D25 RD
SPRING DR
HIGHWAY 50
1300 RD
1500 RD
ASH MESA RD
1650 RD
B RD