Appendices

Appendix A. US 36 / SH 66 Inter-Governmental Agreement

INTERGOVERNMENTAL AGREEMENT
AMONG
THE TOWN OF LYONS, THE CITY OF LONGMONT,
THE TOWN OF MEAD, THE TOWN OF FIRESTONE,
THE COUNTY OF BOULDER, THE COUNTY OF WELD,
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 Cities/Towns of Lyons, Longmont, Mead, and Firestone and the Counties of Boulder and Weld (hereinafter referred to collectively as the "Cities and Counties"), 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 36 between McConnell Drive (M.P 21.00) and Highland Drive (M.P. 21.764), and the section of Colorado State Highway 66 between Highland Drive (M.P. 28.693) and Weld County Road 19 (M.P. 47.912) (hereinafter referred to as the "Segment"), 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 Segment 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 2020 for the Segment (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 Segment 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 Segment 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 affect 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 Segment shall not be provided with direct access to the Segment unless the location, use and design thereof conform to the provisions of this Agreement.

6. This Agreement supersedes and controls all prior written, oral agreements, and representations of the Agencies and constitutes the whole agreement between them with respect to regulating vehicular access to the Segment. 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 with express authorization from their respective governing bodies or legally designated officials. Upon thirty-day notice, any party to this Agreement may withdraw from the Agreement in writing, without consent of the other party. 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. 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.

10. 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.

11. 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.

12. 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.

13. 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.

Town of Lyons, Colorado	ATTEST:
______________________________	______________________________
Mayor, Town of Lyons	Town Clerk

APPROVED AS TO FORM:

____
Town Attorney Date

City of Longmont, Colorado	ATTEST:
______________________________	______________________________
Mayor, City of Longmont	City Clerk

APPROVED AS TO FORM:

____
City Attorney Date

Town of Mead, Colorado	ATTEST:
______________________________	______________________________
Mayor, Town of Mead	Town Clerk

APPROVED AS TO FORM:

____
Town Attorney Date

Town of Firestone, Colorado	ATTEST:
______________________________	______________________________
Mayor, Town of Firestone	City Clerk
APPROVED AS TO FORM:	
______________________________	
Town Attorney Date	
County of Boulder, Colorado	ATTEST:
______________________________	______________________________
Commissioner, County of Boulder	County Clerk Date
APPROVED AS TO FORM:	
______________________________	
County Attorney Date	
County of Weld, Colorado	ATTEST:
______________________________	______________________________
Commissioner, County of Weld	County Clerk Date
APPROVED AS TO FORM:	
______________________________	
County Attorney Date	
State of Colorado **Department of Transportation**	CONCUR:
______________________________	______________________________
Region 4 Regional Transportation Director Date	Statewide Access Program Administrator Date

“EXHIBIT – A”
UNITED STATES HIGHWAY 36 AND COLORADO STATE HIGHWAY 66
(US 36 MP 21.00-MP 21.764 AND CO 66 MP 28.693-MP 47.912)
ACCESS CONTROL PLAN
March 2020

Town of Lyons, City of Longmont, Town of Mead, Town of Firestone, Boulder County, Weld 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 36 between McConnell Drive (M.P 21.00) and Highland Drive (M.P. 21.764), as well as the section of Colorado State Highway 66 between Highland Drive (M.P. 28.693) and Weld County Road 19 (M.P. 47.912).

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 Segment 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 table provides a listing of each existing and future access point in the Segment. 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 36 and Colorado State Highway 66 are defined by the approximate Department reference point (in hundredths of a mile) based on CDOT Highway Segment Description Mileposts. 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 Table takes precedence.

B. All highway design and construction will be based on the assumption that the Segment 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 - B”
UNITED STATES HIGHWAY 36 AND COLORADO STATE HIGHWAY 66
(US 36 MP 21.00-MP 21.764 AND CO 66 MP 28.693-MP 47.912)
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 *Colorado State Highway 66 Access Control Plan* (March 2020) executive summary and Appendix for this corridor 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 a minimum of 66% (aka, five) of the 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 TOWN OF LYONS, THE CITY OF LONGMONT,
THE TOWN OF MEAD, THE TOWN OF FIRESTONE,
THE COUNTY OF BOULDER, THE COUNTY OF WELD,
AND THE STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION
DATED ___________________

WHEREAS:

The Town of Lyons, the City of Longmont, the Town of Mead, the Town of Firestone, the County of Boulder, and the County of Weld (hereinafter referred to collectively as the “Cities and Counties”) 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 _____________ _______, 2020 to adopt an Access Control Plan dated March, 2020 for the section of United States Highway 36 between McConnell Drive (M.P 21.00) and Highland Drive (M.P. 21.764), and the section of Colorado State Highway 66 between Highland Drive (M.P. 28.693) and Weld County Road 19 (M.P. 47.912) (hereinafter referred to as the "Segment").

The Agencies desire to amend this Agreement in accordance with the attached table for the Segment.

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 and exhibits for United States Highway 36 and Colorado State Highway 66 in Exhibit A shall be replaced with the table attached to this Amendment.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the day and year written above:

Town of Lyons, Colorado

____
Town Administrator Date

City of Longmont, Colorado

____
City Manager Date

Town of Mead, Colorado

____
Town Manager Date

Town of Firestone, Colorado

____

Town Manager Date

County of Boulder, Colorado

____

County Manager Date

County of Weld, Colorado

____

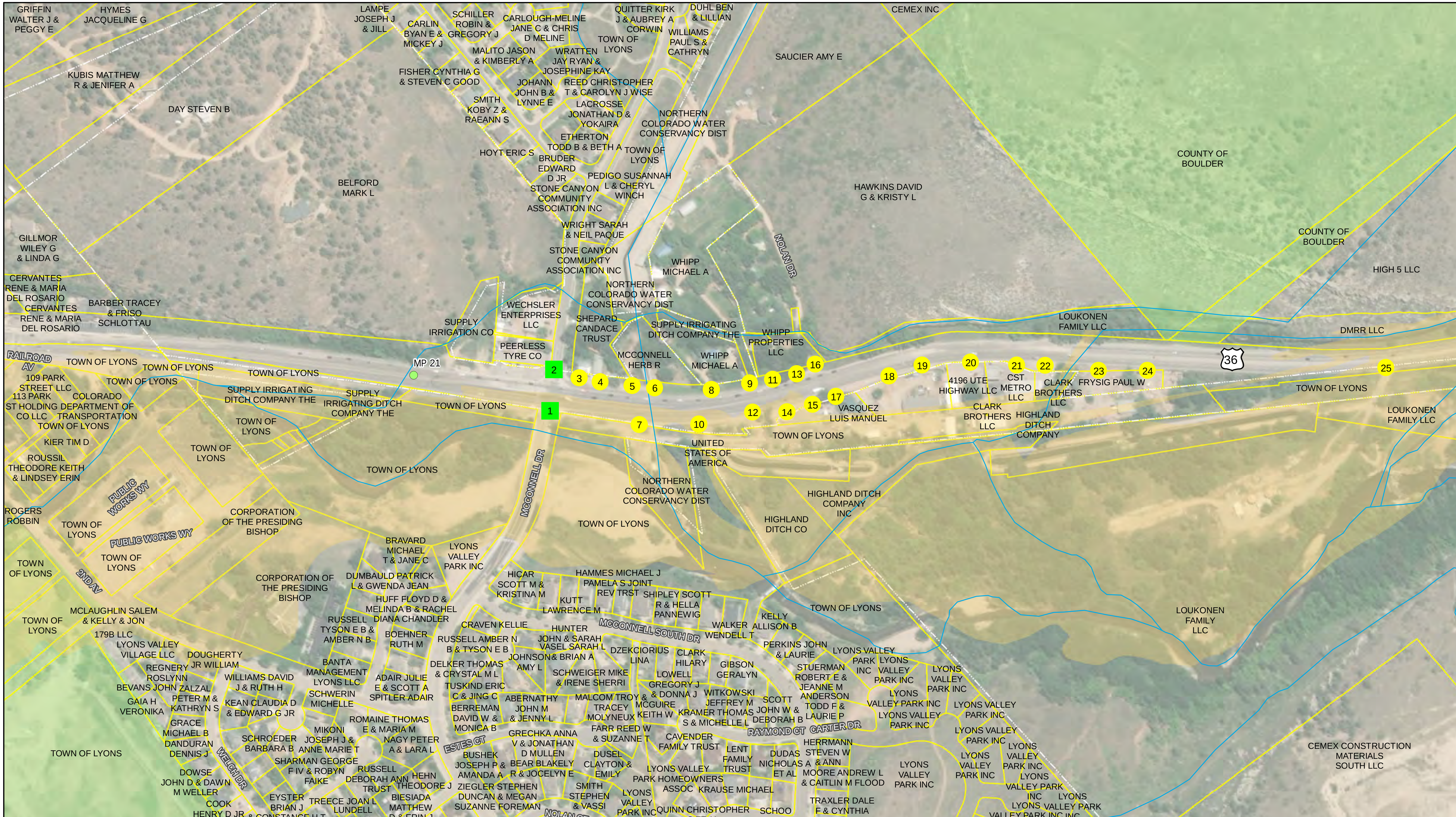
County Manager Date

State of Colorado, Department of Transportation

____

Region 4 Regional Transportation Director Date

Appendix B. Existing Access Maps



Legend
- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

SH66 ACP - Existing Access Configuration

Map Sheet 1

*Note: Map Sheets may overlap

N

0 300 600 Feet

SH 66 Planning and Environmental Linkages Study

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

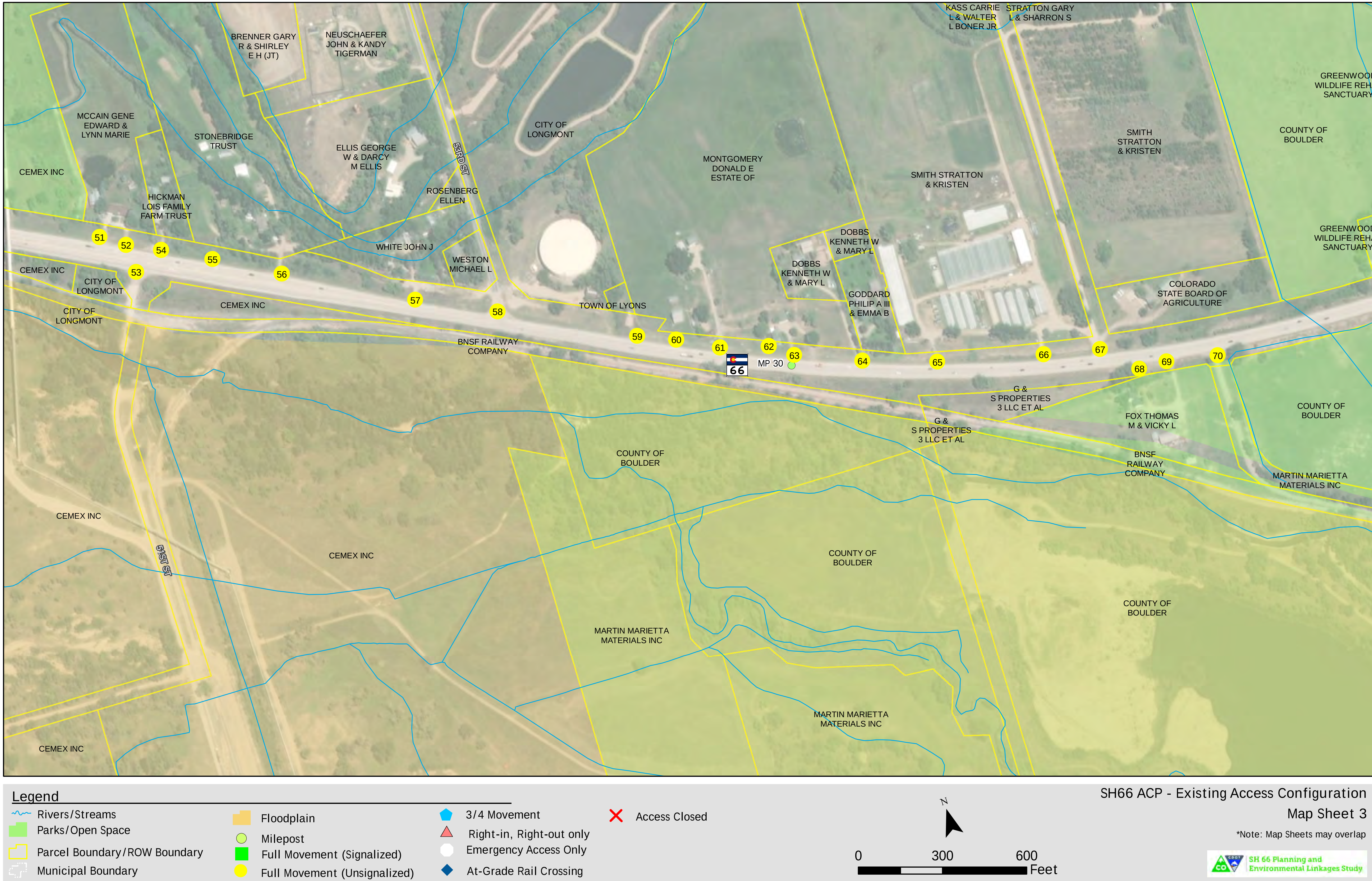
0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 2

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study



SH66 ACP - Existing Access Configuration

Map Sheet 3

*Note: Map Sheets may overlap

Legend
Rivers/Streams
Parks/Open Space
Parcel Boundary/ROW Boundary
Municipal Boundary
Floodplain
Milepost
Full Movement (Signalized)
Full Movement (Unsignalized)
3/4 Movement
Right-in, Right-out only
Emergency Access Only
At-Grade Rail Crossing
Access Closed

N
0 300 600 Feet

SH66 ACP - Existing Access Configuration
Map Sheet 4
*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 5

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 6

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 7

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 8

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 9

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

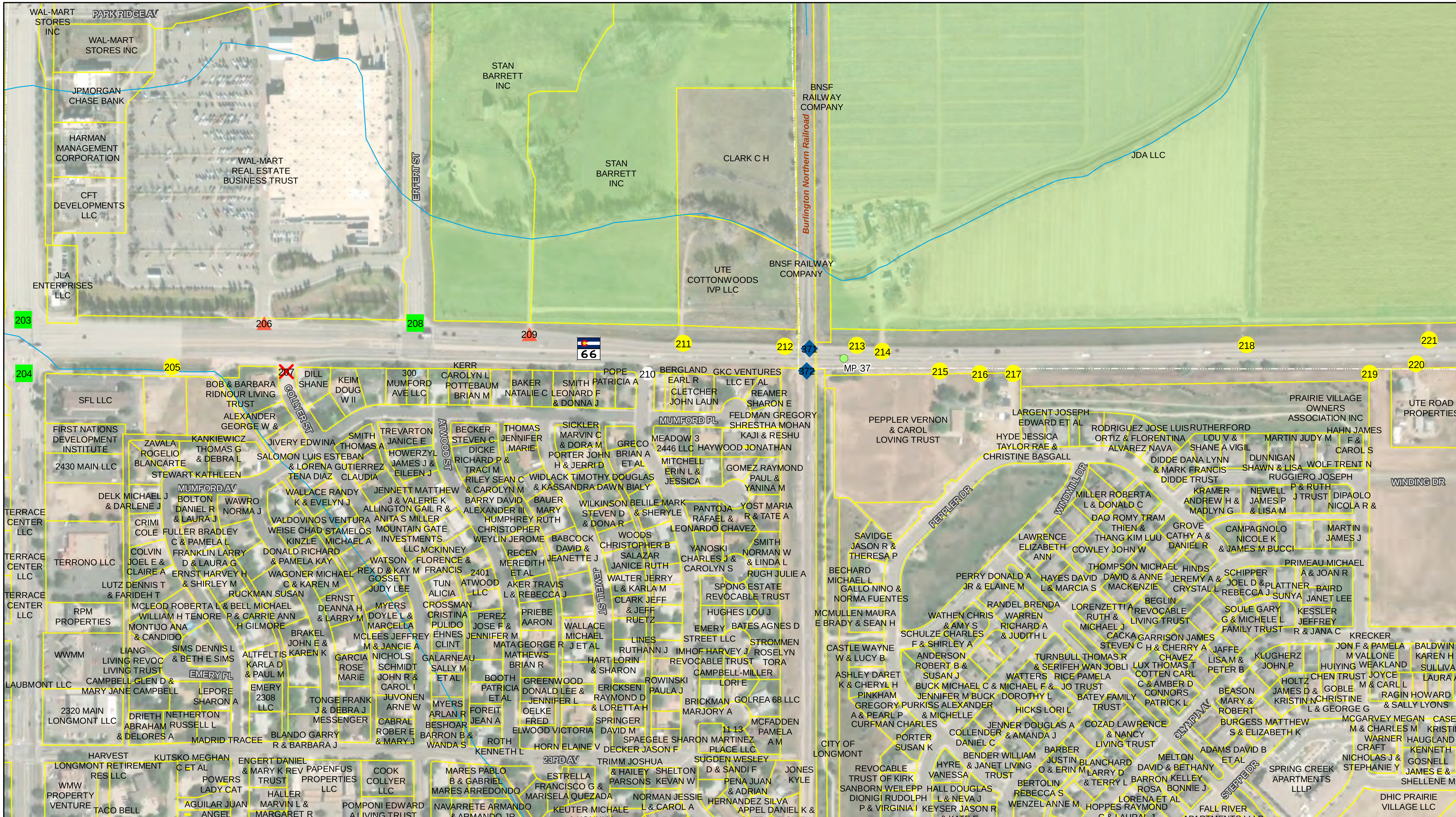
0 300 600
Feet

SH66 ACP - Existing Access Configuration

Map Sheet 10

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study



Legend

Rivers/Streams
Parks/Open Space
Parcel Boundary/ROW Boundary
Municipal Boundary
Floodplain
Milepost
Full Movement (Signalized)
Full Movement (Unsignalized)
3/4 Movement
Right-in, Right-out only
Emergency Access Only
At-Grade Rail Crossing
Access Closed

N

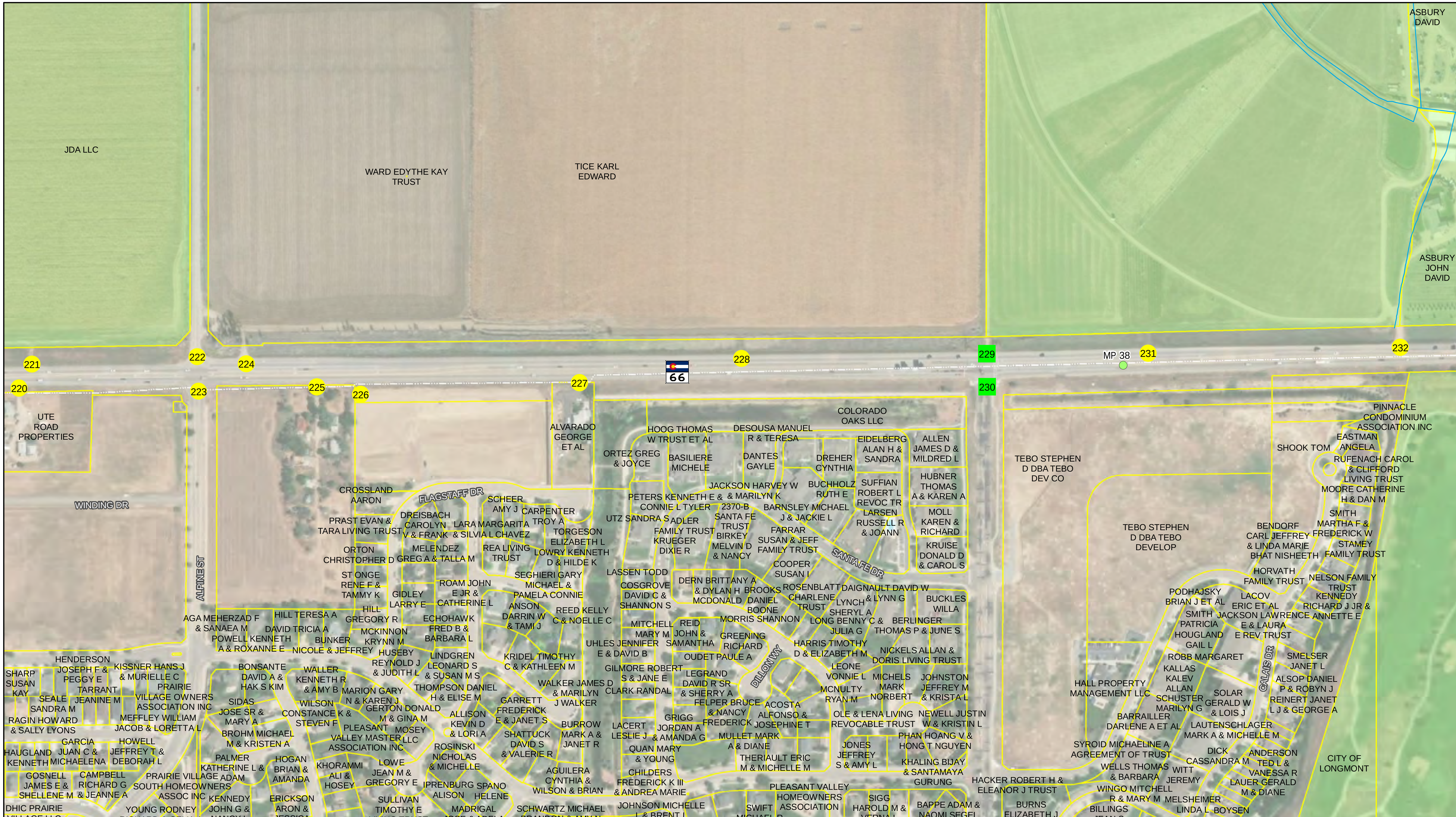
0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 11

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study



SH66 ACP - Existing Access Configuration

Map Sheet 12

*Note: Map Sheets may overlap

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

0 300 600 Feet

SH 66 Planning and Environmental Linkages Study

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 13

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 14

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 15

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 16

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

SH66 ACP - Existing Access Configuration

Map Sheet 17

*Note: Map Sheets may overlap

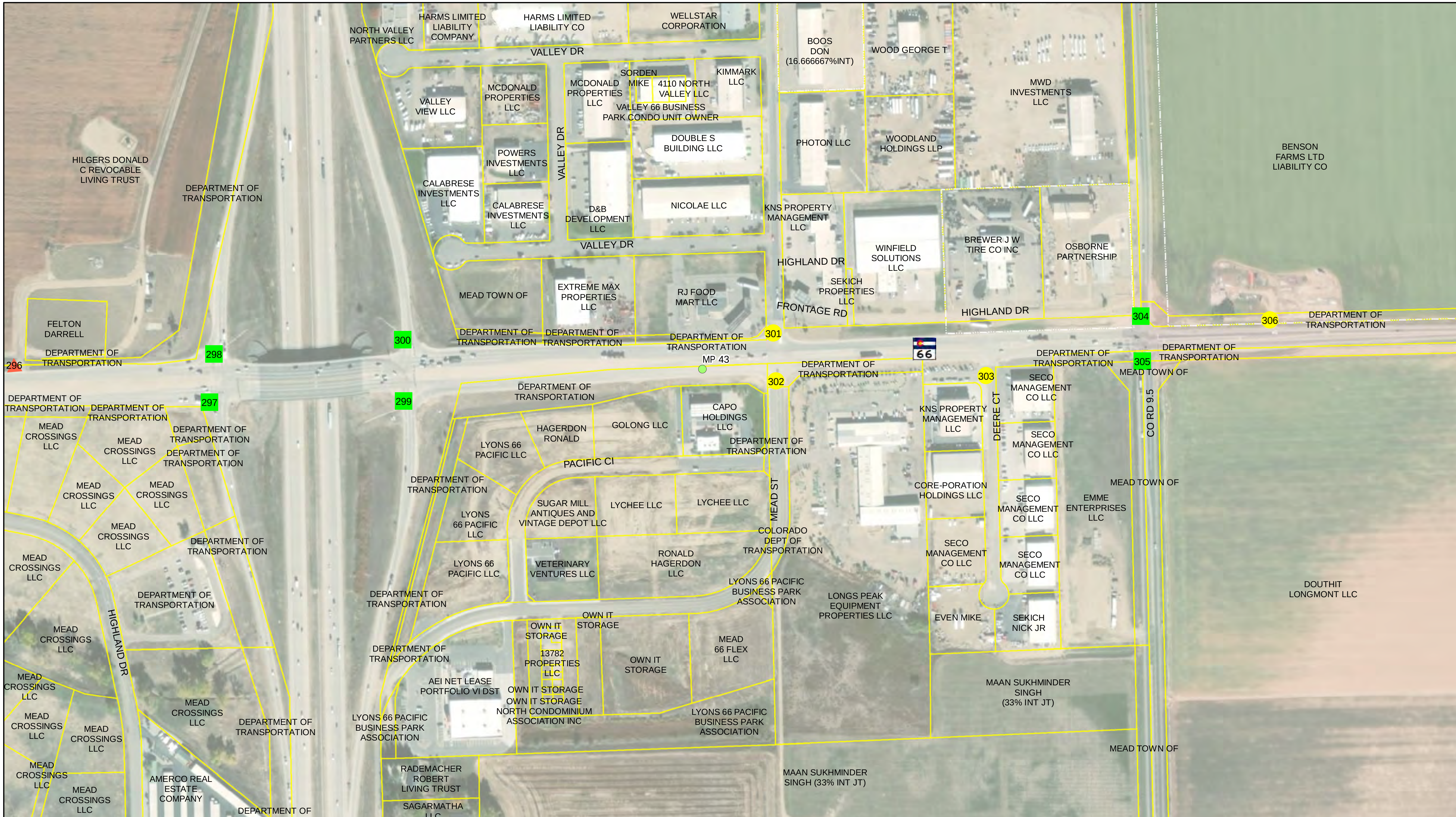
Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

0 300 600 Feet

SH 66 Planning and Environmental Linkages Study



Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 18

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend
- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- 3/4 Movement
- Right-in, Right-out only
- Emergency Access Only
- At-Grade Rail Crossing
- Access Closed

N

0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 19

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

Rivers/Streams	Floodplain	3/4 Movement	Access Closed
Parks/Open Space	Milepost	Right-in, Right-out only	
Parcel Boundary/ROW Boundary	Full Movement (Signalized)	Emergency Access Only	
Municipal Boundary	Full Movement (Unsignalized)	At-Grade Rail Crossing	

N

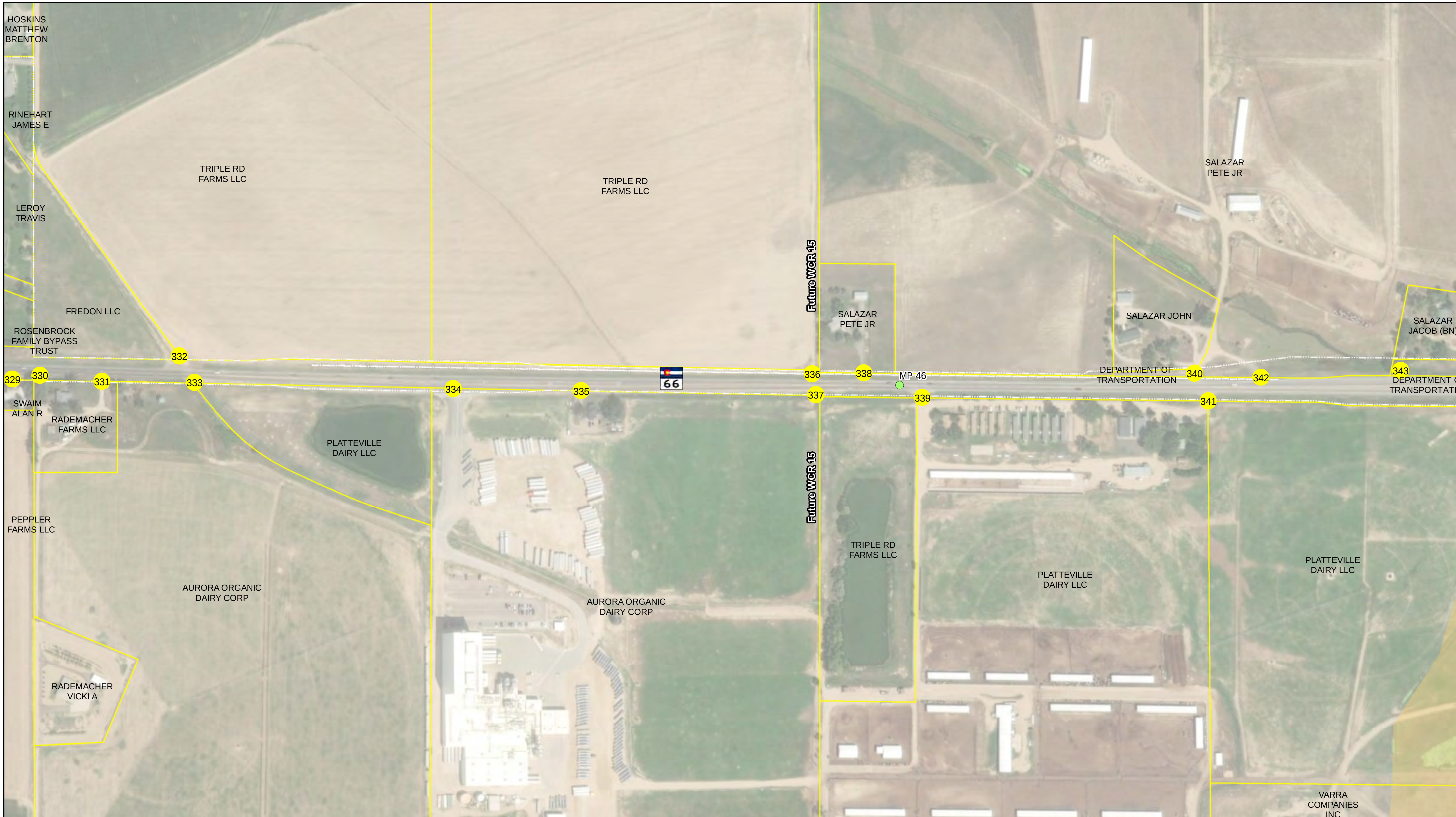
0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 20

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study



Legend
Rivers/Streams
Parks/Open Space
Parcel Boundary/ROW Boundary
Municipal Boundary
Floodplain
Milepost
Full Movement (Signalized)
Full Movement (Unsignalized)
3/4 Movement
Right-in, Right-out only
Emergency Access Only
At-Grade Rail Crossing
Access Closed

N
0 300 600 Feet

SH66 ACP - Existing Access Configuration
Map Sheet 21
*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

Rivers/Streams
Parks/Open Space
Parcel Boundary/ROW Boundary
Municipal Boundary
Floodplain
Milepost
Full Movement (Signalized)
Full Movement (Unsignalized)
3/4 Movement
Right-in, Right-out only
Emergency Access Only
At-Grade Rail Crossing
Access Closed

N

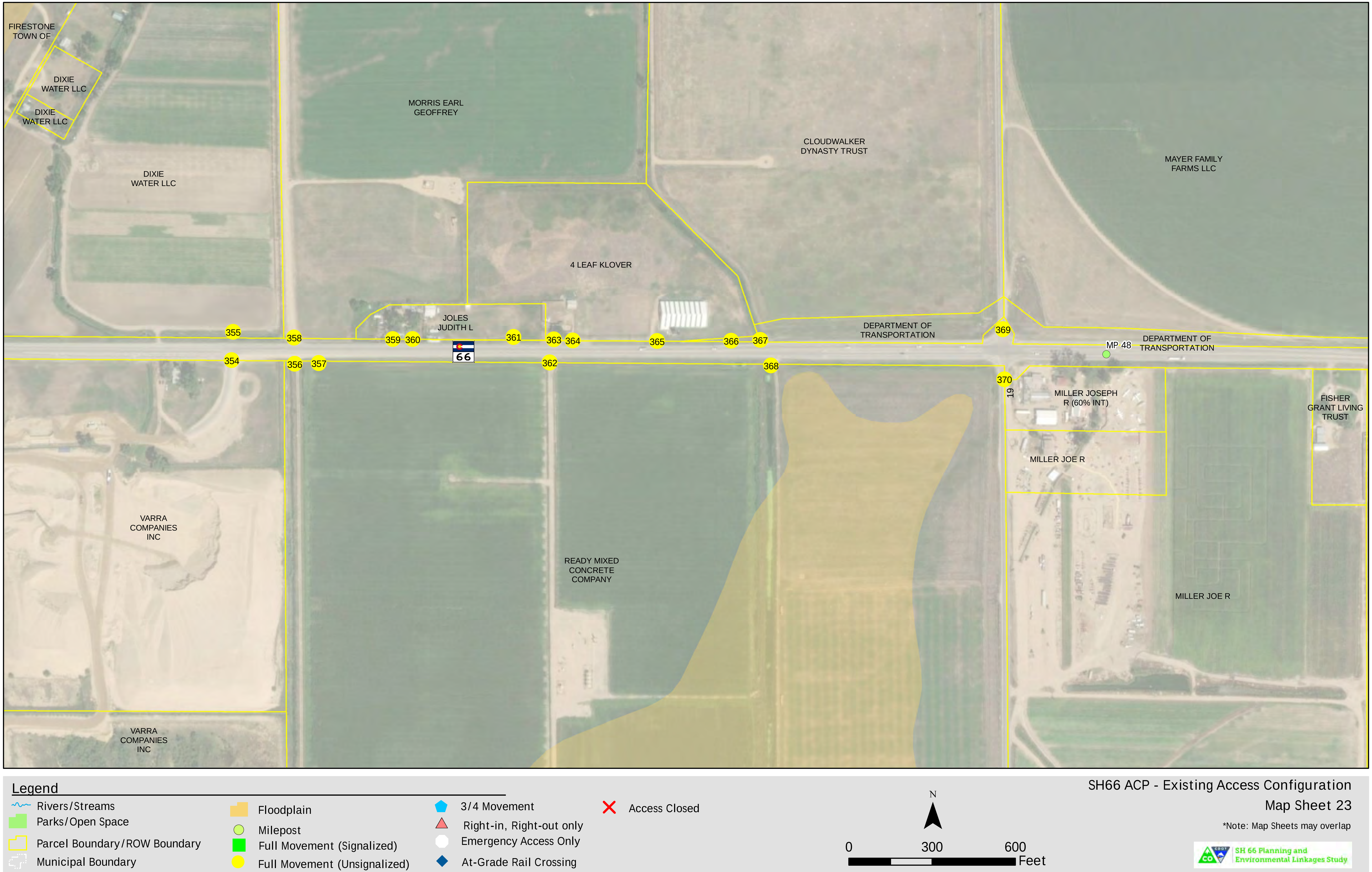
0 300 600 Feet

SH66 ACP - Existing Access Configuration

Map Sheet 22

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study



SH66 ACP - Existing Access Configuration

Map Sheet 23

*Note: Map Sheets may overlap

Appendix C. Public Involvement Material

C.1. Open House 1 Postcard Notification

SH 66 Planning and Environmental Linkages Study

Tuesday, April 16, 2019 | 4:30 to 7:30 p.m.*
Weld County Southwest Services Complex
4209 County Road 24 ½
Longmont, CO 80504

Thursday, April 18, 2019 | 4:30 to 7:30 p.m.*
Longs Peak Middle School
1500 14th Avenue
Longmont, CO 80501

Please visit us to learn about the study, provide feedback on transportation alternatives and learn about CDOT's risk and resiliency assessment. We will also introduce the Access Control Plan (ACP), which will make recommendations for future changes to the location and design of driveways and intersections.

CDOT also will be accepting public feedback through an online questionnaire and webmap. For information and to learn more about the project, visit: https://www.codot.gov/library/studies/co-66-pel

Requests for communication assistance or reasonable accommodations for special needs can be made by contacting the project prior to the meeting at 720-200-8978.

The Colorado Department of Transportation (CDOT) is hosting two public meetings for the SH 66 Planning & Environmental Linkages (PEL) study and ACP from Lyons to Weld County Road 19. These meetings are a continuation of the study that began in 2017. You received this notice because your address is within ½ mile of the project corridor. However, we want input from the greater community, so **please invite neighbors and community members.**

**Both meetings will provide the same content.*

Next Steps:
Late Spring 2019 - Share & present draft ACP for public input
Summer 2019 - Share final PEL & ACP to public

SH 66 Planning and
Environmental Linkages Study

Colorado Department of Transportation
1420 2nd Street
Greeley, CO 80631

C.2. Open House 2 Postcard Notification and Boards

SH 66 Planning and Environmental Linkages Study

The Colorado Department of Transportation (CDOT) is hosting an Open House to present the Draft SH 66 Access Control Plan (ACP). This plan is related but separate from the overall SH 66 Planning and Environmental Linkages Study from Lyons to Weld County Road 19. The ACP is assessing all existing and proposed intersections and driveways along the highway. The ACP will include recommendations for changes to the location and design of access points to improve safety and the movement of all forms of transportation. The recommendations of the plan will be gradually implemented over time as funding becomes available, as redevelopment occurs, and as safety needs arise.

What changes to access could the plan include?

- Consolidate, close, and/or move access points
- Restrict certain movements
- Provide access using alternative routes such as frontage roads
- Recommend potential locations for traffic signals, roundabouts, or interchanges

How can I get involved to help develop a successful Access Control Plan?

- Attend the Open House on July 25th
- Learn about the methods and benefits of access management
- Fill out a comment form at the Open House or on the project's website: https://www.codot.gov/library/studies/co-66-pel

Input received at the Open House and from the website will be used to develop the Final Access Control Plan scheduled to be adopted in fall, 2019.

Your attendance and input are needed!

SH 66 Planning and Environmental Linkages Study

Colorado Department of Transportation
10601 W. 10th Street
Greeley, CO 80634

YOU'RE INVITED
to an Open House for the SH 66 Access Control Plan

Thursday, July 25, 2019 | Anytime from 4:30 to 7:00 p.m
Longmont Senior Center, Room D & E
910 Longs Peak Ave
Longmont, CO 80501

Requests for communication assistance or reasonable accommodations for special needs can be made by contacting the project prior to the Open House at 720-200-8978.

Presorted STD
U.S. Postage
PAID
Permit #4033
Denver, CO

Welcome

to the

SH 66

Access Control Plan

Open House

July 25, 2019

Thank you for attending!

Purpose of tonight's meeting:

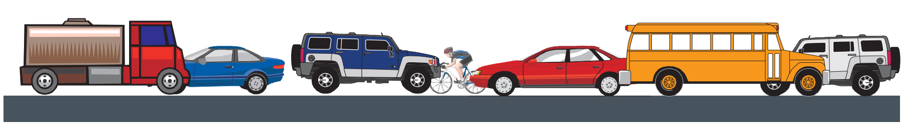
- Present the Access Control Plan's purpose, goals, and study process
- Present the draft Access Control Plan
- Gather your comments regarding the proposed recommendations

COLORADO

Department of Transportation

What Is an Access Control Plan?

- Any intersection or driveway along a roadway is called an access point
  - At access points there is a potential for conflicts between all modes of transportation (vehicle, pedestrian, and bicycle) compromising the overall safety for travelers
  - Vehicles turning into and out of access points can cause other vehicles to slow down, resulting in delay, congestion, or crashes
- An Access Control Plan:
  - Determines what access points will be allowed
  - Establishes where accesses will be located
  - Determines what kind of traffic movements will be allowed at each access
  - Identifies alternative access routes and circulation as necessary
  - Ensures each abutting property has access directly to SH 66 or to local roadways
  - Is a long-range vision for the corridor
  - Will **not** determine the future number of lanes or design features of SH 66
- Implementation of the SH 66 Access Control Plan will occur in phases or incrementally over time based on:
  - Safety needs
  - The development and redevelopment process
  - Available funding
  - Traffic needs
- **There are no planned projects or identified funding that would change existing access**



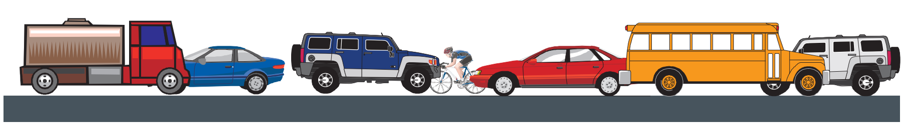
Overview

What are the goals of this Access Control Plan?

- Identify improvements to the local transportation network that promote safety for all modes of transportation
- Blend the corridor vision from the PEL with the requirements of the CDOT State Highway Access Code
- Assist future development and redevelopment along SH 66 by identifying the locations and type of access
- To provide efficient movement for all modes of transportation along SH 66

Why does SH 66 need an Access Control Plan?

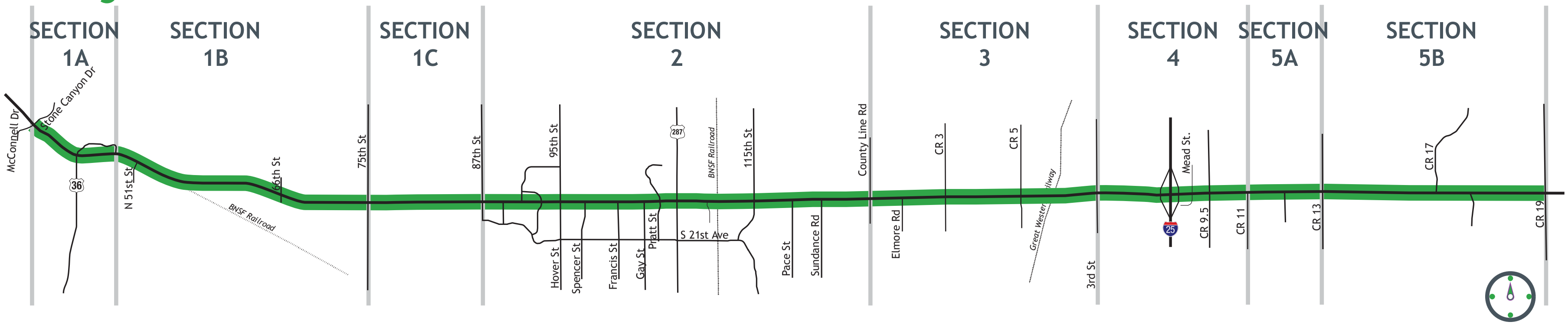
- SH 66 has 373 existing access points (driveways and intersections) within the study area limits from Lyons (McConnell Dr) to WCR 19, which is an average of nearly 19 accesses per mile
- Controlling the number of access points on SH 66:
  - Reduces conflict points where a crash may occur on the highway. This is applicable not only for vehicles, but also for pedestrians and bicycles having to cross multiple driveways on the corridor
  - Creates fewer locations for vehicles to brake or turn onto or off the highway resulting in more efficient travel for through traffic
  - Makes the corridor more visually appealing to drivers and visitors by reducing the number of driveways



SH 66 Access Control Plan

Existing Conditions

Study Limits



Existing Access Summary

SH 66 Roadway Segment	Number of Accesses						Segment Length (miles)	Access Density (#/mile)
	Public			Private				
	FM	PM	Other	FM	PM	Total		
McConnell Dr to 87th St	33	0	0	112	12	160	5.8	28
87th St to County Line Road	23	2	2	51	5	83	4.8	17
County Line Road to Weld County Rd 7	11	0	2	34	0	47	2.8	17
Weld County Rd 7 to Weld County Rd 11	14	1	0	7	0	22	1.8	12
Weld County Rd 11 to Weld County Rd 19	23	0	0	38	0	61	3.9	15
Totals	104	3	4	242	20	373	19.2	18

NOTE: Public accesses are named roads or right of ways maintained by CDOT, County, or Town/City
Private accesses include business and residential driveways.
FM = full movement
PM = partial movement
Other = railroad crossing

Current & Future Traffic Volumes

SH 66 Roadway Segment	Existing Average Daily Traffic Volumes	2040 Projected Average Daily Traffic Volumes	Increase
McConnell Dr to 87th St	14,000	16,000	14%
87th St to County Line Road	27,000	38,950	44%
County Line Road to Weld County Rd 7	23,350	30,000	28%
Weld County Rd 7 to Weld County Rd 11	23,600	33,200	41%
Weld County Rd 11 to Weld County Rd 19	11,900	15,000	26%

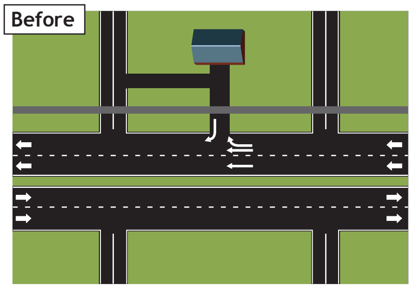
Without an access control plan visitors, residents, property owners, and businesses along the SH 66 corridor could experience:

- Greater number of crashes involving vehicles, pedestrians, or bicyclists
- Increased traffic congestion, resulting in higher levels of pollution and more delays
- A loss of visual appeal along the roadway, which may result in a loss of visitor stops and economic impacts for business owners

SH 66 Access Control Plan

Methods of Access Control

Before



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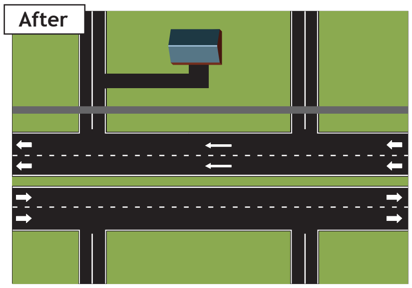
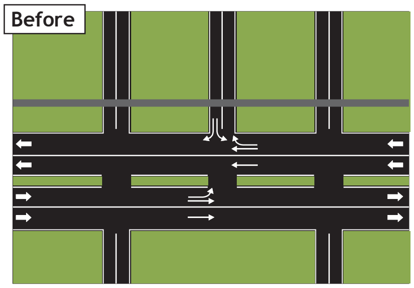


Access Relocation

- Access to local properties through secondary roads
- Reduce the number of access locations where vehicles may enter or exit the highway
- Reduce the number of conflict points

Before



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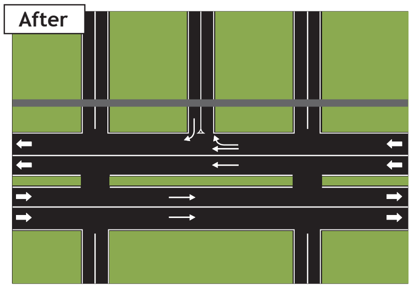
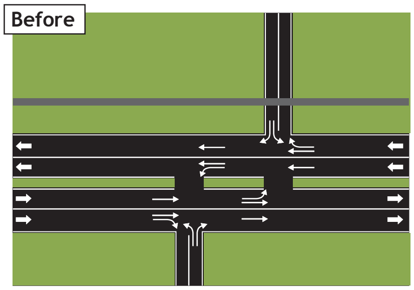


Access Conversion with Median Treatment

- Restrict some or all turning movements
- Reduce the number of conflicts between left turning vehicles and through vehicles on the highway

Before



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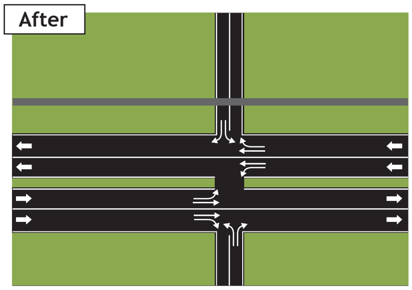
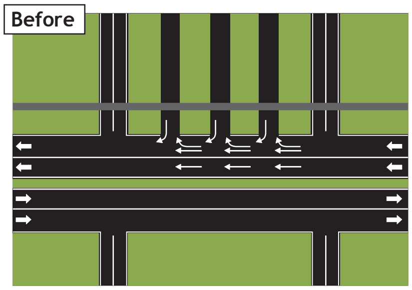


Access Realignment

- Align opposite approaches
- Create a more traditional intersection design

Before



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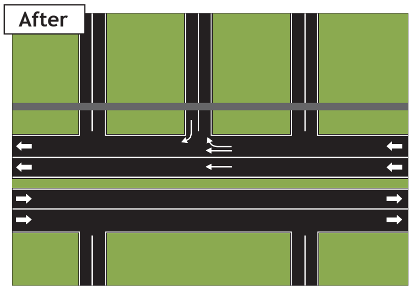
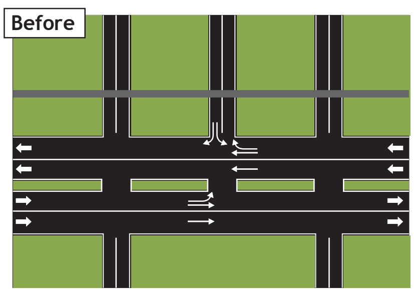


Access Consolidation

- Consolidate adjacent access points into one location
- The number of conflict points are reduced

Before



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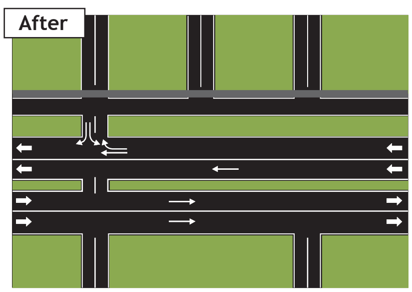


Parallel Access Route

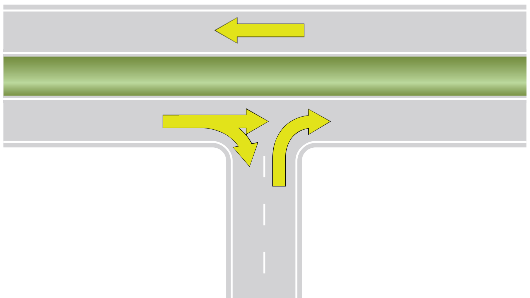
- Provide access to properties via a new access road (such as a frontage road)
- Reduces the number of access points along the highway

SH 66 Access Control Plan

Types of Accesses

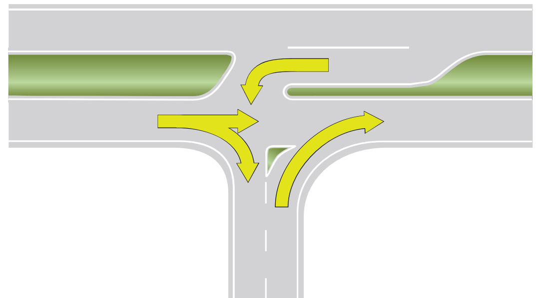
Right-in, Right-out

- Only right turns are allowed
- Traffic median prevents left turns and straight movements - these movements must be completed at another intersection



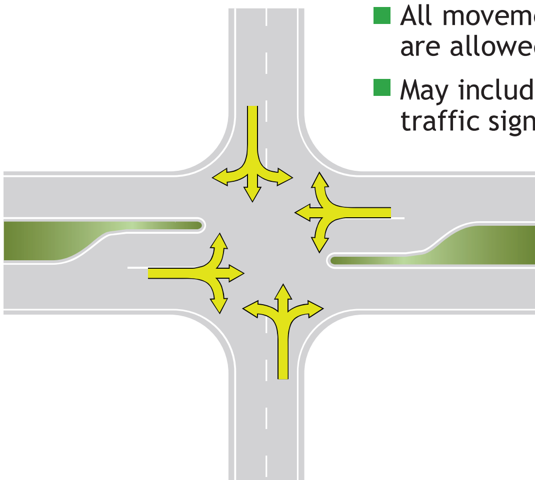
3/4 Movement

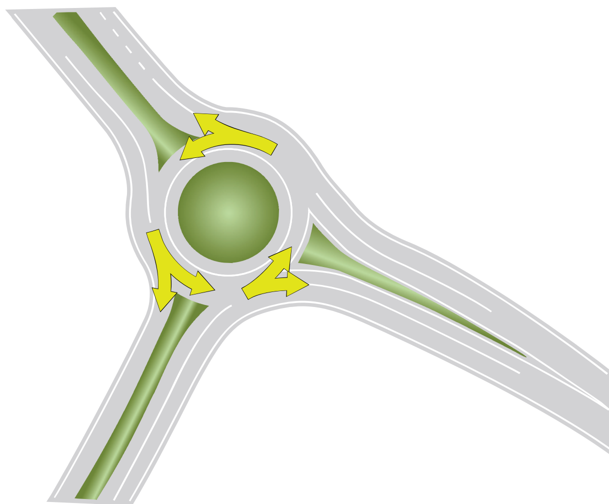
- Right-in, right-out, and left-in are allowed
- Traffic median prevents left-out and straight movements - these movements must be completed at another intersection



Full Movement/Roundabout

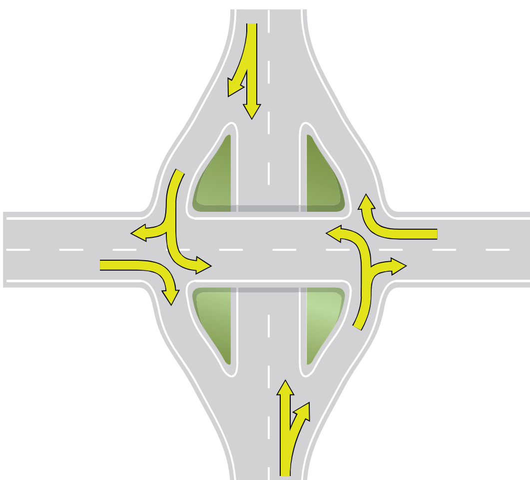
- All movements in all directions are allowed
- May include the need for a traffic signal





Grade-Separated

- All movements in all directions are allowed
- Some movements will occur at-grade and may require a traffic signal
- May require the need to close nearby access



Access Control Plan Process

Develop Draft ACP based on PEL recommendations, input from local agencies, and CDOT

↓

Revise Access Control Plan based on input from local agencies, the public, and final PEL recommendations

↓

Accept the final plan

↓

Specify how elements of the plan can be changed in the future

↓

Prepare, sign, and adopt an Intergovernmental Agreement between Town of Lyons, City of Longmont, Town of Mead, Town of Firestone, Boulder County, Weld County, and CDOT

↓

Report outcomes to the Colorado Transportation Commission and get approval from the CDOT State Access Manager so the plan becomes law

↓

Continuing coordination between Town of Lyons, City of Longmont, Town of Mead, Town of Firestone, Boulder County, Weld County, and CDOT to ensure proper implementation of the plan in the future

What are the Expected Benefits of the SH 66 Access Control Plan?

The following is a summary of the potential improvements and benefits when the Access Control Plan is implemented:

Improve Safety for All Modes of Transportation

- The potential of high-speed rear-end, broadside, and sideswipe accidents between vehicles is reduced
- Future locations where pedestrian and bicyclists can cross the highway at a traffic signal are identified
- Opportunities to build sidewalks/paths are included

Improve Traffic Flow

- Greater spacing of accesses reduces congestion caused by vehicles turning onto and off of SH 66

Reduce Traffic Conflicts

- Restricting the types of access allowed results in fewer conflict points between modes of transportation

Provide Adequate Access to Adjacent Land Uses

- All properties have access to SH 66 or local roads
- Better use of the secondary street system or shared access locations

The recommended Access Control Plan meets the established goals for the project by improving traffic flow, reducing the number of conflicts, improving safety for all modes of transportation, and providing access to the adjacent land uses.

Proposed Access Summary

SH 66 Roadway Segment	Total Existing	Number of Accesses with ACP Implemented						Segment Length (miles)	Access Density (#/mile)
		Public			Private				
		FM	PM	Other	FM	PM	Total		
McConnell Dr to 87th St	160	9	7	0	1	19	36	5.8	6
87th St to County Line Road	83	9	13	2	2	3	29	4.8	6
County Line Road to Weld County Rd 7	47	6	3	2	0	7	18	2.8	6
Weld County Rd 7 to Weld County Rd 11	22	7	4	0	1	1	13	1.8	7
Weld County Rd 11 to Weld County Rd 19	61	12	2	2	4	3	23	3.9	6
Totals	373	43	29	6	8	33	119	19.2	6

NOTE: Public accesses are named roads or right of ways maintained by CDOT, County, or Town/City
Private accesses include business and residential driveways.
FM = full movement
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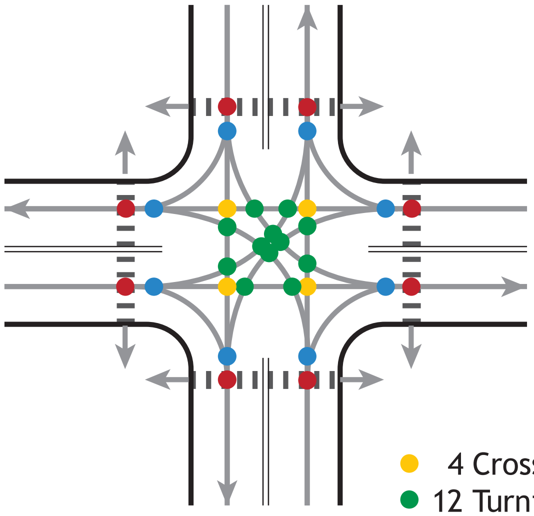
SH 66 Access Control Plan

Conflict Points

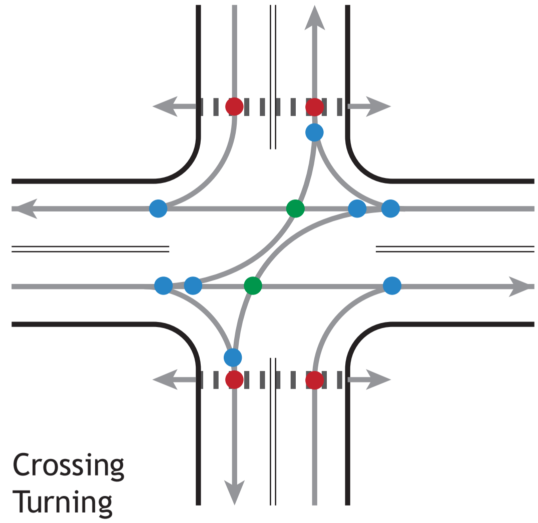
FULL ACCESS



- 4 Crossing
- 12 Turning
- 8 Merge/Diverge
- 8 Pedestrian

32 Total

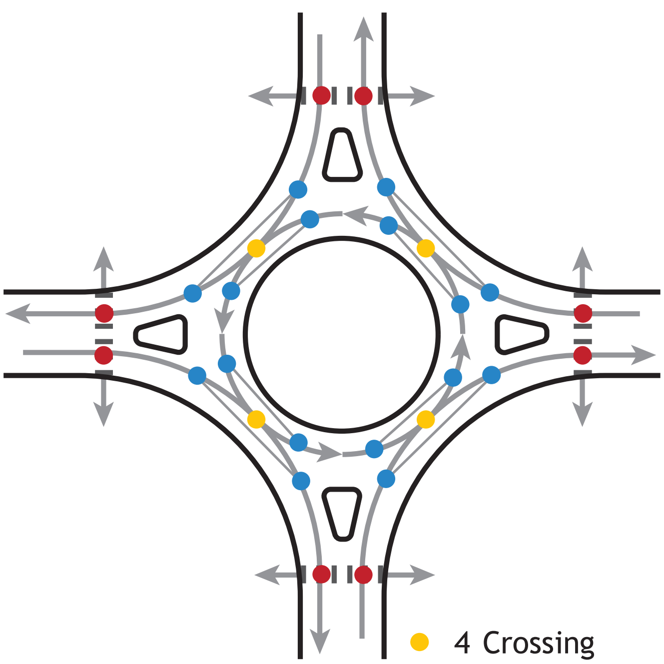
3/4 ACCESS



- 0 Crossing
- 2 Turning
- 8 Merge/Diverge
- 4 Pedestrian

14 Total

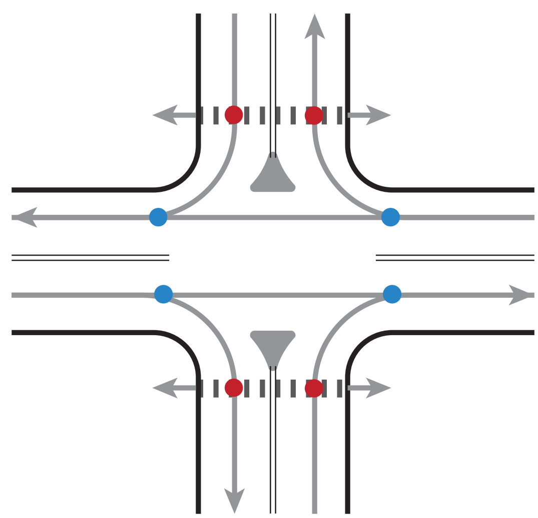
SINGLE-LANE ROUNDABOUT ACCESS



- 4 Crossing
- 0 Turning
- 16 Merge/Diverge
- 8 Pedestrian

28 Total

RIGHT-IN/RIGHT-OUT ACCESS



- 0 Crossing
- 0 Turning
- 4 Merge/Diverge
- 4 Pedestrian

8 Total

C.3. Open House 3 Postcard Notification and Boards

SH 66 Planning and Environmental Linkages Study

Wednesday, September 25, 2019 4:30 to 7:30 p.m.*
Weld County Southwest Service Complex
4209 County Road 24 ½
Longmont, CO 80504

Thursday, September 26, 2019 4:30 to 7:30 p.m.*
Longs Peak Middle School
1500 14th Avenue
Longmont, CO 80501

Attendees will be able to view and provide feedback on:
- The RECOMMENDED projects along the entire project corridor
- The potential environmental impacts associated with each recommendation
- List of future access changes

CDOT will also be accepting public feedback through an online questionnaire. For more information and to learn about the project, visit: **https://www.codot.gov/library/studies/co-66-pel**

Requests for communication assistance or reasonable accommodations for special needs can be made by calling 720-200-8978 prior to the meeting.

The Colorado Department of Transportation (CDOT) is hosting a final set of public meetings for the SH 66 Planning & Environmental Linkages (PEL) study and Access Control Plan (ACP) from Lyons to Weld County Road 19. These meetings will be the final chance to review planning documents and provide feedback before the PEL and ACP are finalized in late 2019. You received this notice because your address is within ½ mile of the project corridor. However, we want input from the greater community, so **please invite neighbors and community members.**

******Both meetings will provide the same content.*

SH 66 Planning and
Environmental Linkages Study

Colorado Department of Transportation
1420 2nd Street
Greeley, CO 80631

Welcome

to the

SH 66

Planning and Environmental Linkages Study and Access Control Plan

Public Meeting

SEPTEMBER 25 & 26, 2019

Thank you for attending! We are pleased you are here to hear more about the SH 66 Corridor! We are eager to share with you the future vision for the corridor!

How to get the most out of this meeting:

- View the displays and talk with our project team members to learn more and share your ideas
- Participate in the interactive activities
- Fill out a project comment card and drop it in the box

COLORADO
Department of Transportation

What Is an Access Control Plan?

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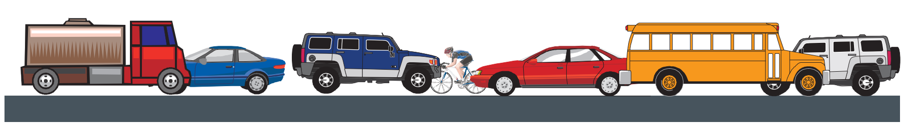
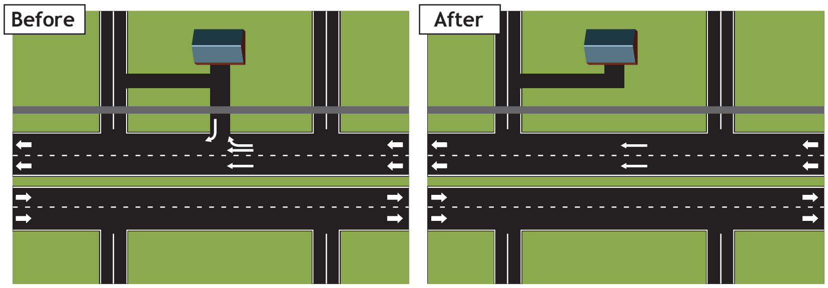


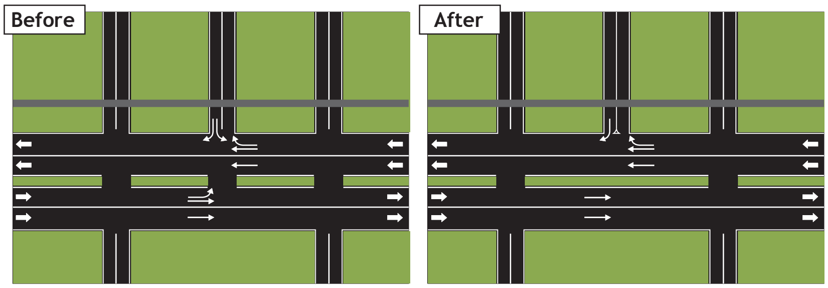
SH 66 Access Control Plan

Methods of Access Control



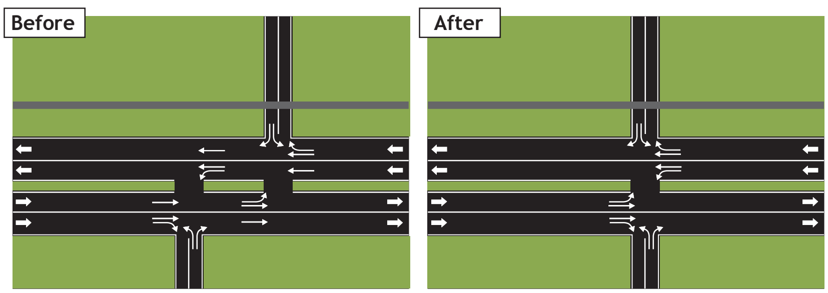
Access Relocation

- Access to local properties through secondary roads
- Reduce the number of access locations where vehicles may enter or exit the highway
- Reduce the number of conflict points



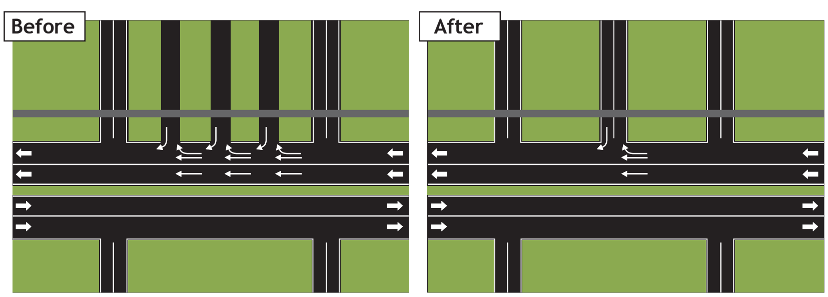
Access Conversion with Median Treatment

- Restrict some or all turning movements
- Reduce the number of conflicts between left turning vehicles and through vehicles on the highway



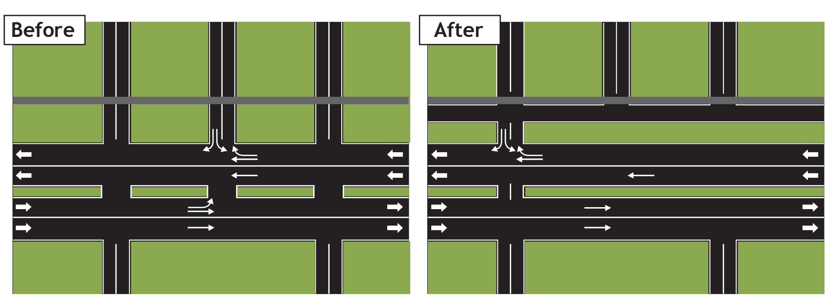
Access Realignment

- Align opposite approaches
- Create a more traditional intersection design



Access Consolidation

- Consolidate adjacent access points into one location
- The number of conflict points are reduced



Parallel Access Route

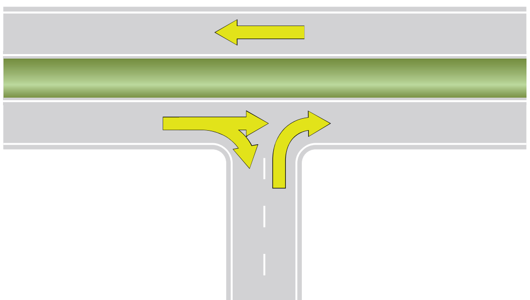
- Provide access to properties via a new access road (such as a frontage road)
- Reduces the number of access points along the highway

SH 66 Access Control Plan

Types of Accesses

Right-in, Right-out

- Only right turns are allowed
- Traffic median prevents left turns and straight movements - these movements must be completed at another intersection



3/4 Movement

- Right-in, right-out, and left-in are allowed
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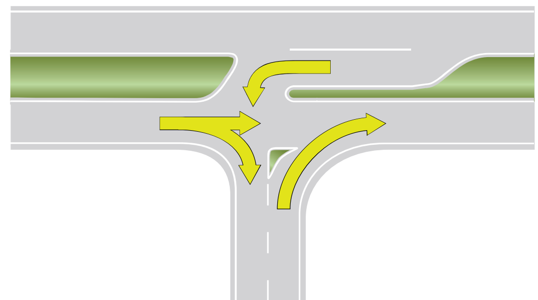
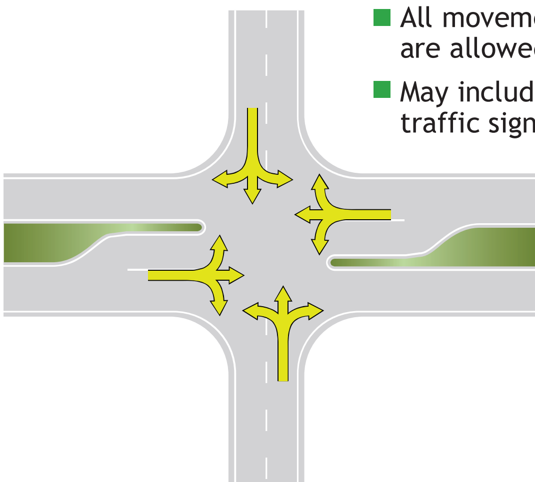
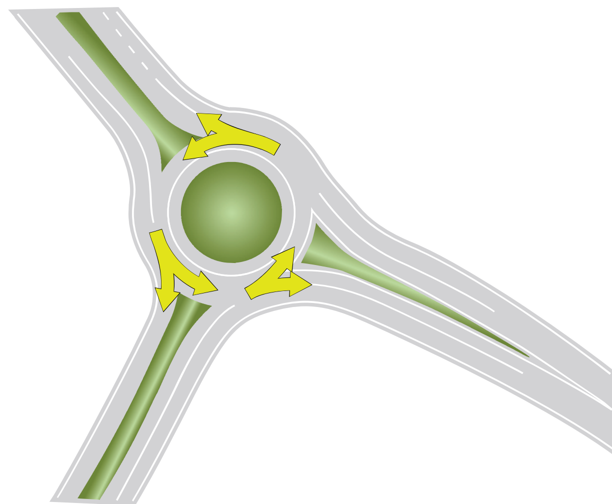
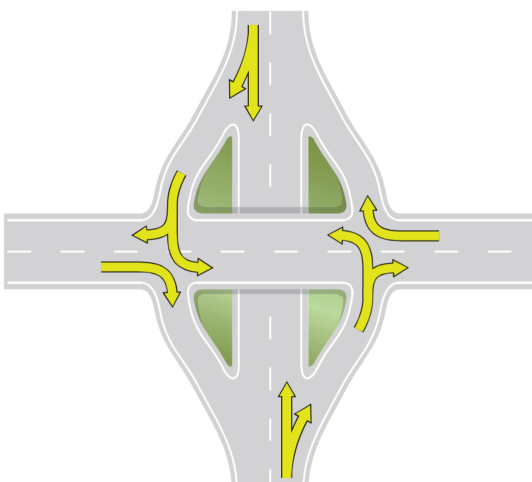


Full Movement/Roundabout



- All movements in all directions are allowed
- May include the need for a traffic signal





Grade-Separated

- All movements in all directions are allowed
- Some movements will occur at-grade and may require a traffic signal
- May require the need to close nearby access

Access Control Plan Process

Develop Draft ACP based on PEL recommendations, input from local agencies, and CDOT

↓

Revise Access Control Plan based on input from local agencies, the public, and final PEL recommendations

↓

Accept the final plan

↓

Specify how elements of the plan can be changed in the future

↓

Prepare, sign, and adopt an Intergovernmental Agreement between Town of Lyons, City of Longmont, Town of Mead, Town of Firestone, Boulder County, Weld County, and CDOT

↓

Report outcomes to the Colorado Transportation Commission and get approval from the CDOT State Access Manager so the plan becomes law

↓

Continuing coordination between Town of Lyons, City of Longmont, Town of Mead, Town of Firestone, Boulder County, Weld County, and CDOT to ensure proper implementation of the plan in the future

What are the Expected Benefits of the SH 66 Access Control Plan?

The following is a summary of the potential improvements and benefits when the Access Control Plan is implemented:

Improve Safety for All Modes of Transportation

- The potential of high-speed rear-end, broadside, and sideswipe accidents between vehicles is reduced
- Future locations where pedestrian and bicyclists can cross the highway at a traffic signal are identified
- Opportunities to build sidewalks/paths are included

Improve Traffic Flow

- Greater spacing of accesses reduces congestion caused by vehicles turning onto and off of SH 66

Reduce Traffic Conflicts

- Restricting the types of access allowed results in fewer conflict points between modes of transportation

Provide Adequate Access to Adjacent Land Uses

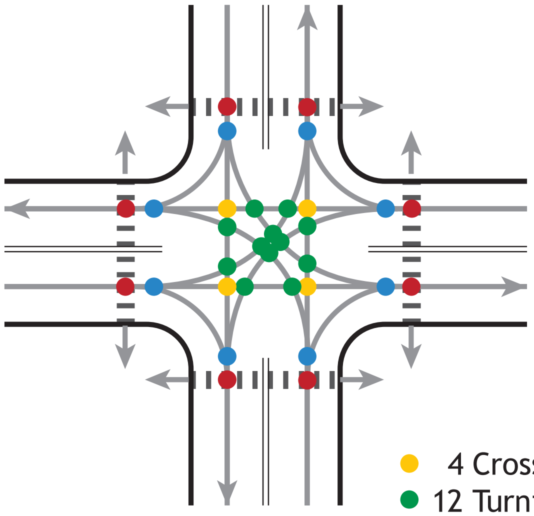
- All properties have access to SH 66 or local roads
- Better use of the secondary street system or shared access locations

The recommended Access Control Plan meets the established goals for the project by improving traffic flow, reducing the number of conflicts, improving safety for all modes of transportation, and providing access to the adjacent land uses.

SH 66 Access Control Plan

Conflict Points

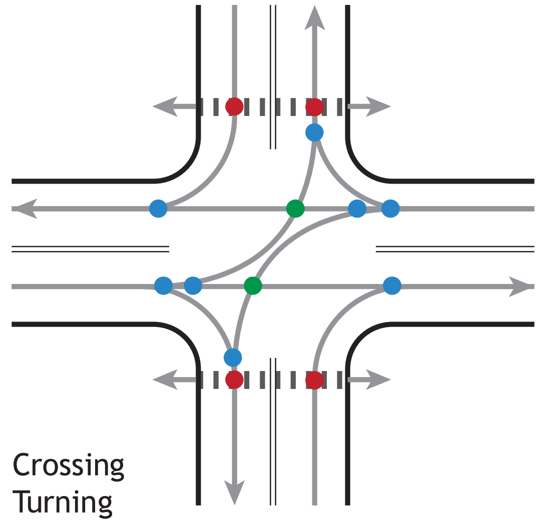
FULL ACCESS



- 4 Crossing
- 12 Turning
- 8 Merge/Diverge
- 8 Pedestrian

32 Total

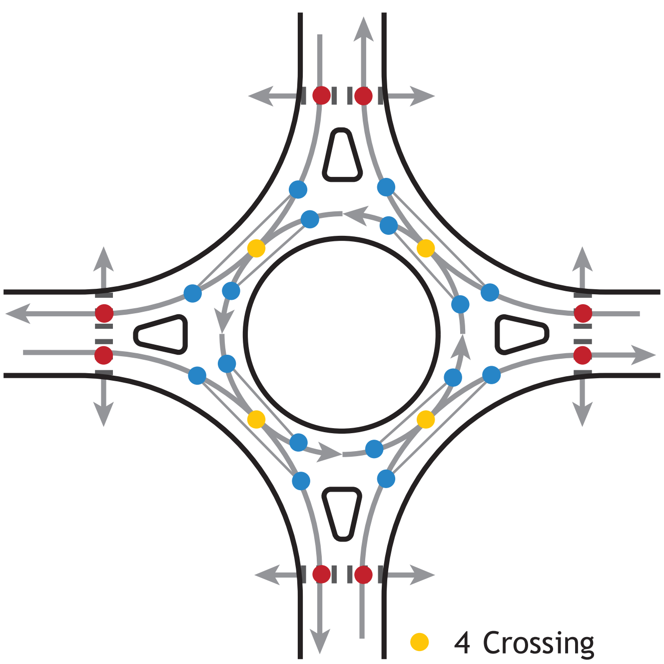
3/4 ACCESS



- 0 Crossing
- 2 Turning
- 8 Merge/Diverge
- 4 Pedestrian

14 Total

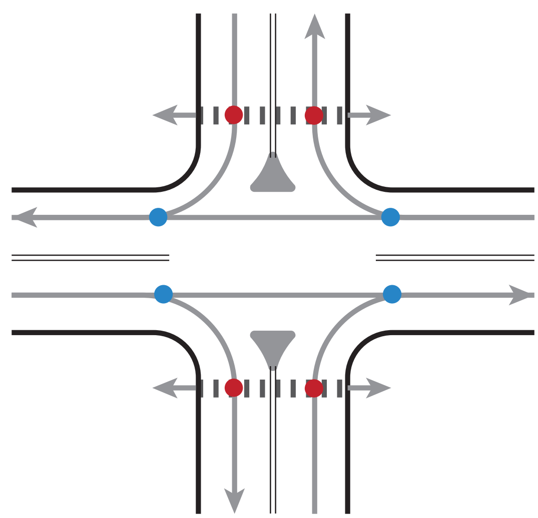
SINGLE-LANE ROUNDABOUT ACCESS



- 4 Crossing
- 0 Turning
- 16 Merge/Diverge
- 8 Pedestrian

28 Total

RIGHT-IN/RIGHT-OUT ACCESS



- 0 Crossing
- 0 Turning
- 4 Merge/Diverge
- 4 Pedestrian

8 Total

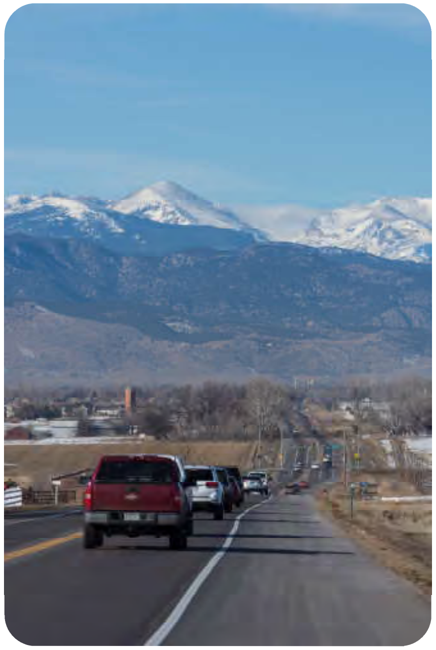
Existing &Proposed Access Summary

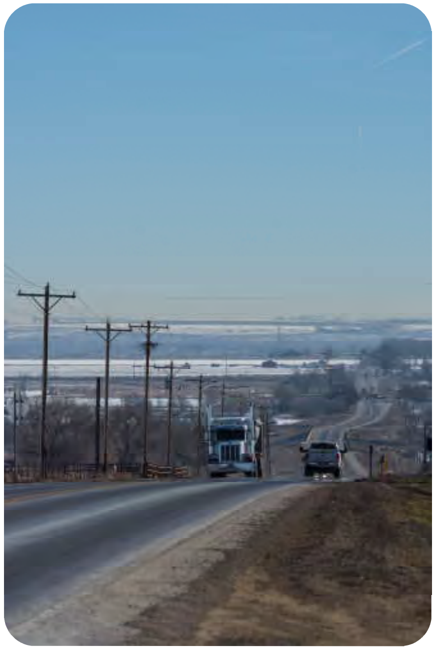
SH 66 Roadway Segment	Segment Length (miles)	Number of Existing Accesses						Access Density (#/mile)	Number of Accesses with ACP Implemented						Access Density (#/mile)
		Public			Private		Total		Public			Private		Total	
		FM	PM	Other	FM	PM			FM	PM	Other	FM	PM		
McConnell Dr to 87th St	5.8	33	0	0	112	15	160	28	9	7	0	1	17	34	6
87th St to County Line Road	4.8	23	2	2	51	5	83	17	13	9	2	2	4	30	6
County Line Road to WCR 7	2.8	11	0	2	34	0	47	17	6	3	2	0	7	18	6
WCR 7 to WCR 11	1.8	14	1	0	7	0	22	12	9	2	0	1	1	13	7
WCR 11 to WCR 19	3.9	23	0	0	38	0	61	15	14	0	0	4	5	23	6
Totals	19.2	104	3	4	242	20	373	18	51	21	4	8	34	118	6

NOTE: Public accesses are named roads or right of ways maintained by CDOT, County, or Town/City
Private accesses include business and residential driveways.
FM = full movement
PM = partial movement
Other = railroad crossing

C.4. SH 66 Coalition Presentation 1

SH 66 Planning and Environmental Linkages Study





Introduction to Access Control

Presentation to SH 66 Coalition

March 22, 2019

What is an Access Control Plan?

- Blend of the agencies' vision for the corridor, the requirements of the State Highway Access Code, and the PEL recommendations
- Determines how to provide property owners reasonable access to the highway
- Identifies improvements to the local transportation network to support vehicle movement and property access
- Determines where accesses will ultimately be located to better assist in the development/redevelopment process

Why develop an Access Control Plan on SH 66?

- SH 66 has approximately 370 access points (driveways and intersections) from Lyons (McConnell Dr) to WCR 19
- A reduction in the number of accesses improves safety for all modes of transportation, reduces driveway clutter, and improves traffic flow
- Provide CDOT and agencies with a document to assist future development with the site planning process and to streamline access permitting
- To support the functional classification recommendations being developed in the PEL
- The ACP will provide the corridor with a framework for future development that accommodates regional, intra-city, and inter-city travel needs

What an Access Control Plan Does

- Optimizes the number and location of access points on the corridor
- Recommends where accesses may be consolidated, relocated, or restricted
- Identifies the type of allowed traffic movements and traffic control at each access point
- Identifies conditions for when access changes will occur
  - In some instances an interim access condition may be identified
- Ensures legal access to all properties
- Blends the corridor vision established as part of the PEL study with a legally binding document for access on the corridor

What an Access Control Plan Does NOT Do

- Determine the number of future lanes on the corridor
- Design the future roadway layout
- Identify funding for improvements
- Require immediate changes to properties
- "Take away access"
- **The ACP Recommendations is a long-term planning document that will be implemented over time, primarily as development and redevelopment occur**

Preliminary SH 66 ACP Schedule

Task	2019											
	Completed as part of PEL	February	March	April	May	June	July	August	September	October	November	December
Access Control Plan Kickoff Meeting												
Data Collection												
Traffic Operations Analysis												
Presentation to SH 66 Coalition												
Initial Public Open House (jointly with PEL)												
Develop Draft Access Control Plan												
Outreach Meetings with Local Agencies												
Submit Draft ACP for Agency Input and Review												
Second Public Open House												
Modify Plan based on Stakeholder input and Final PEL												
Final Public Open House (jointly with PEL)												
One-on-one Meetings												
Presentation to SH 66 Coalition												
Final Acess Control Plan and Documentation												
Submit Final ACP for Agency Review												
IGA Adoption Process												

Steps to Adopt/Implement an Access Control Plan

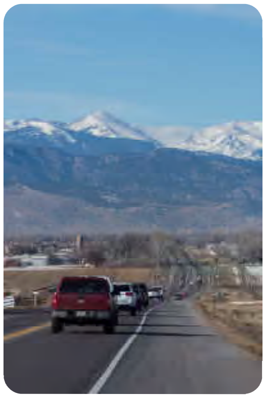
- Study, propose, and accept final Access Control Plan configuration based on agency and public input
- Prepare an Intergovernmental Agreement (IGA) between the local agencies (Boulder County, Town of Lyons, City of Longmont, Weld County, Town of Mead, Town of Firestone) and CDOT
- Specify the process for modifying the ACP in the IGA
- Adopt ACP through signing of the IGA
- Provide a summary to the Colorado Transportation Commission and obtain approval from CDOT Chief Engineer
- Continued coordination between CDOT and agencies to ensure proper implementation of the plan

Key Points to Remember about ACP Implementation

- The plan represents a long-range vision for the highway and surrounding roadways
- There are currently no planned projects or identified funding for improvements to SH 66 that would significantly change existing access
- Implementation will occur over time based on:
  - Traffic and/or safety needs
  - Available funding
  - As part of the development and redevelopment process

C.5. SH 66 Coalition Presentation 2

SH 66 Planning and Environmental Linkages Study



Update to Access Control Plan

Presentation to SH 66 Coalition

June 28, 2019

Recap: Role of an Access Control Plan

- Optimizes the number and location of access points on the corridor
- Recommends where accesses may be consolidated, relocated, or restricted
- Identifies the type of allowed traffic movements and traffic control at each access point
- Identifies conditions for when access changes will occur
  - In some instances an interim access condition may be identified
- Blends the corridor vision established as part of the PEL study with a legally binding document for access on the corridor

Recap: What an Access Control Plan Does NOT Do

- Determine the number of future lanes on the corridor
- Design the future roadway layout
- Identify funding for improvements
- Require immediate changes to properties
- "Take away access"

- **The ACP is a long-term planning document that will be implemented over time, primarily as development and redevelopment occur**

Recap: ACP Implementation

- The plan represents a long-range vision for the highway and surrounding roadways
- There are currently no planned projects or identified funding for improvements to SH 66 that would significantly change existing access
- Implementation will occur over time based on:
  - Traffic and/or safety needs
  - Available funding
  - As part of the development and redevelopment process

ACP Schedule Update

- Hold additional agency meetings with planners/engineering staff
- Develop and circulate draft IGA text and Appendices
- ACP Open House
  - Present Draft ACP to Public
  - Thursday July 25 4:30-7:00pm
  - Longmont Senior Center
- Refine ACP based on agency and public's input
- Present final ACP at joint Open House with SH 66 PEL in the fall
  - Tentatively mid-September
- Circulate IGA, Appendices, final Access Table, and final Access maps for signatures
  - Fall 2019 (Tentatively beginning in September)

Draft Access Control Plan

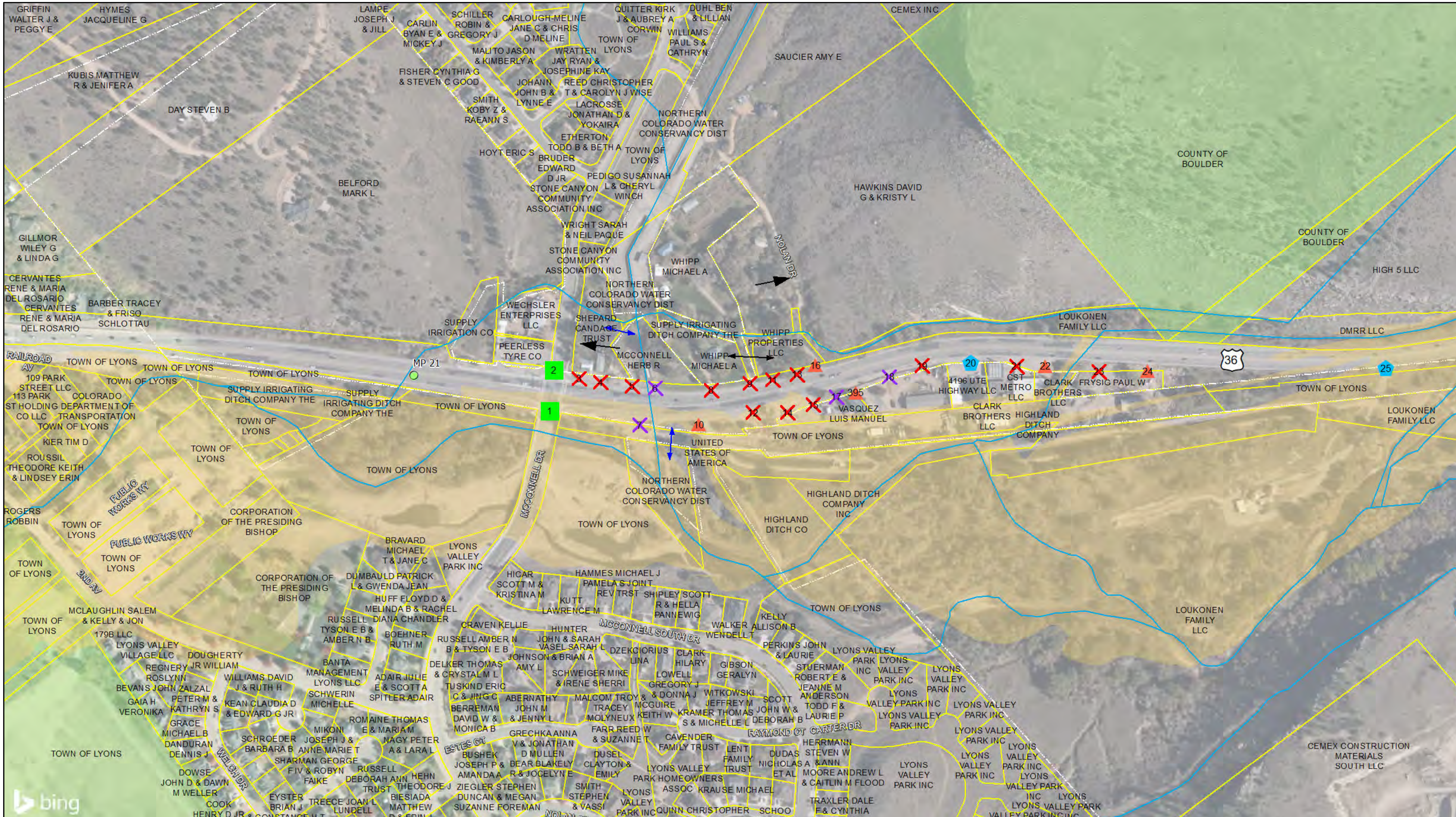
Existing and Proposed Access Summary				
Segment	Existing Accesses		Proposed Accesses with ACP Fully Implemented	
	Total Public and Private Accesses	Average Access Spacing (per mile)	Total Public and Private Accesses	Average Access Spacing (per mile)
Lyons to WCR 19	375	19	122	6

- Some closures dependent on:
  - Future road or shared path construction
  - Future cross-access agreement
  - Future development

Draft Access Control Plan

Draft Access Control Plan

Appendix D. Proposed Access Maps



Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- 3/4 Movement
- Right-in, Right-out only
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N

0 300 600 Feet

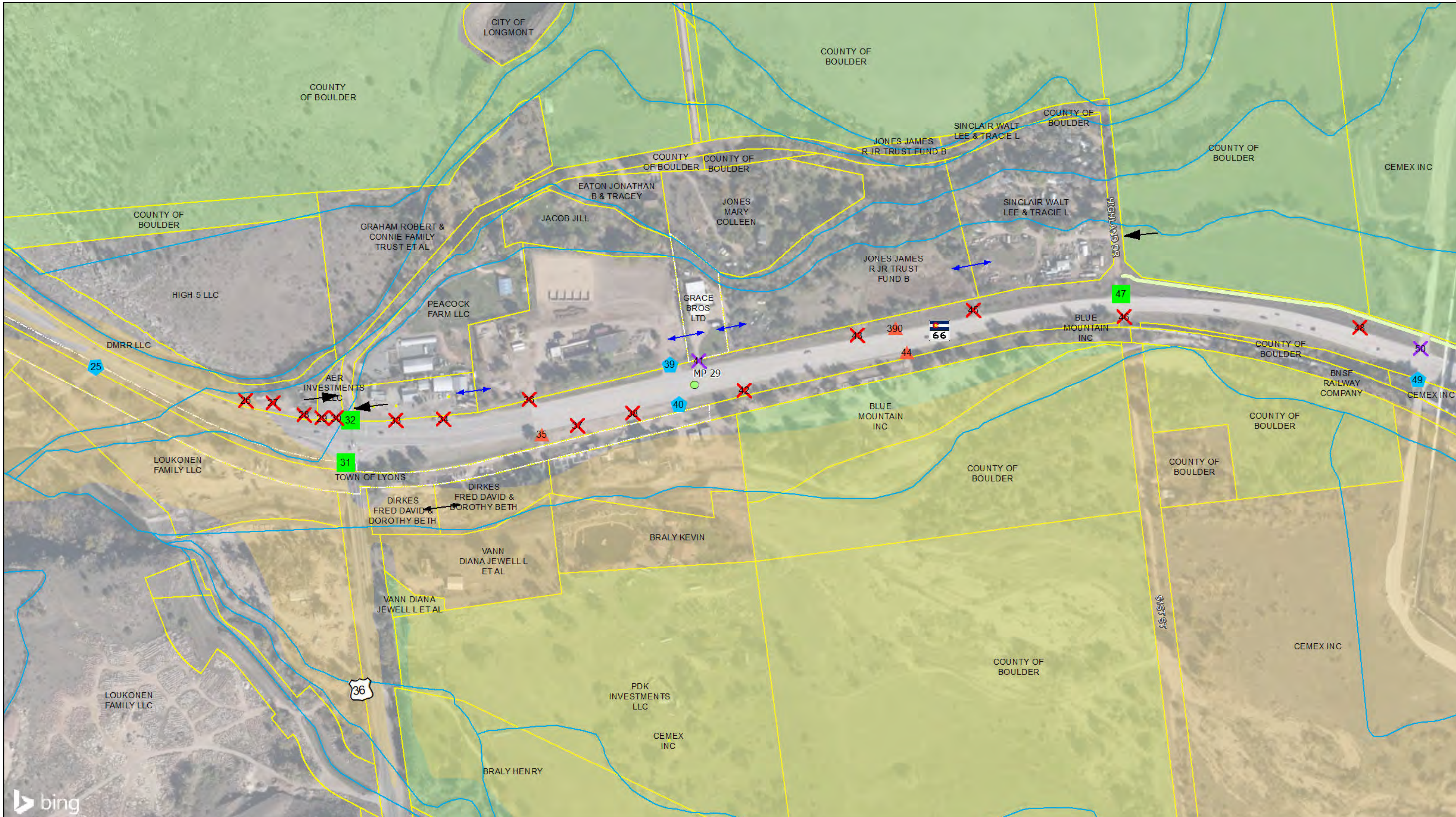
SH 66 ACP - Recommended Access Control Plan

Map Sheet 1

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study



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N

0 300 600 Feet

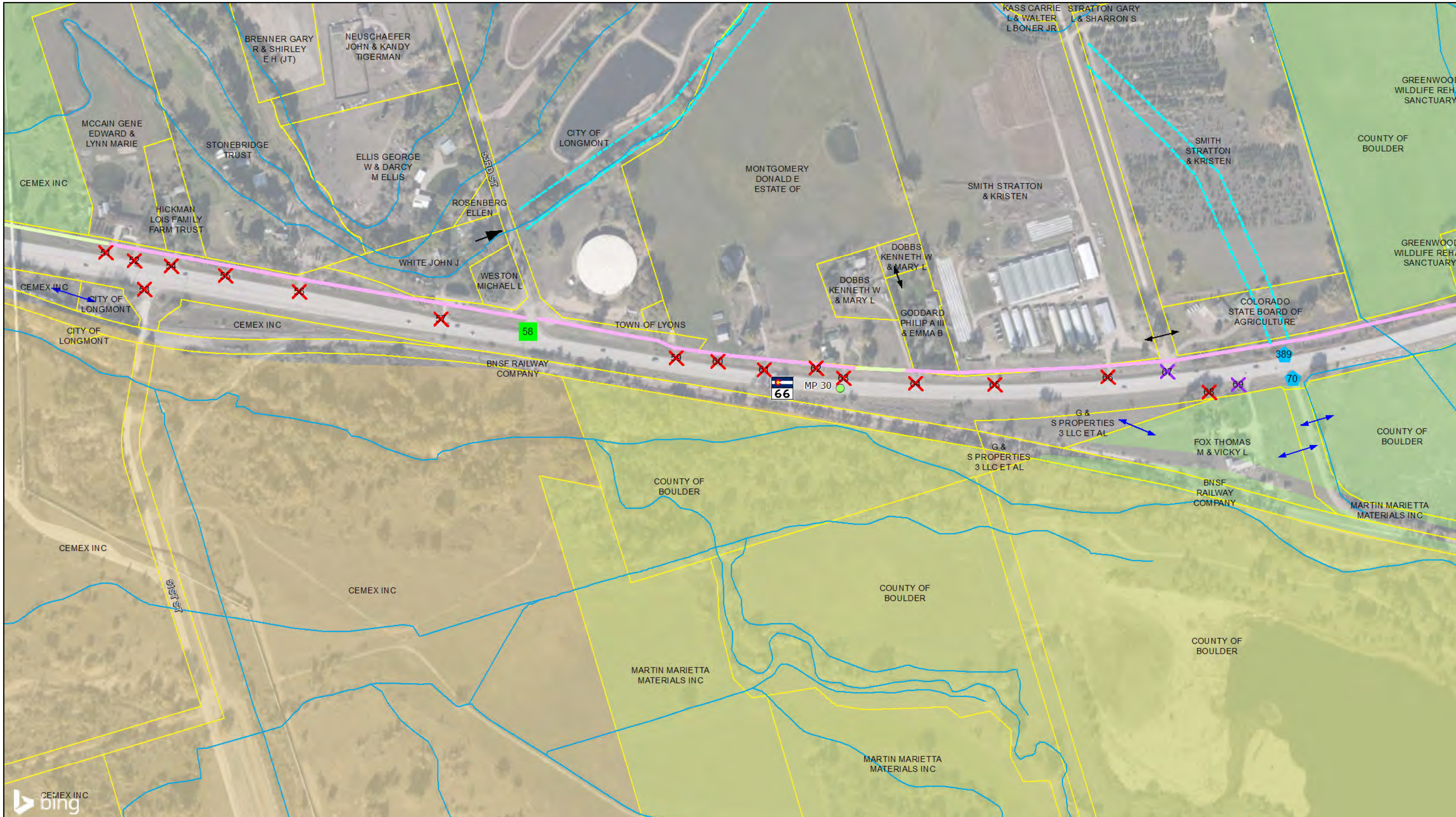
SH 66 ACP - Recommended Access Control Plan

Map Sheet 2

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study



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N

0 300 600 Feet

SH 66 ACP - Recommended Access Control Plan

Map Sheet 3

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

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N

0 300 600 Feet

SH 66 ACP - Recommended Access Control Plan

Map Sheet 4

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

SH 66 ACP - Recommended Access Control Plan

Map Sheet 5

March 2020

*Note: Map Sheets may overlap

Legend

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N

0 300 600 Feet

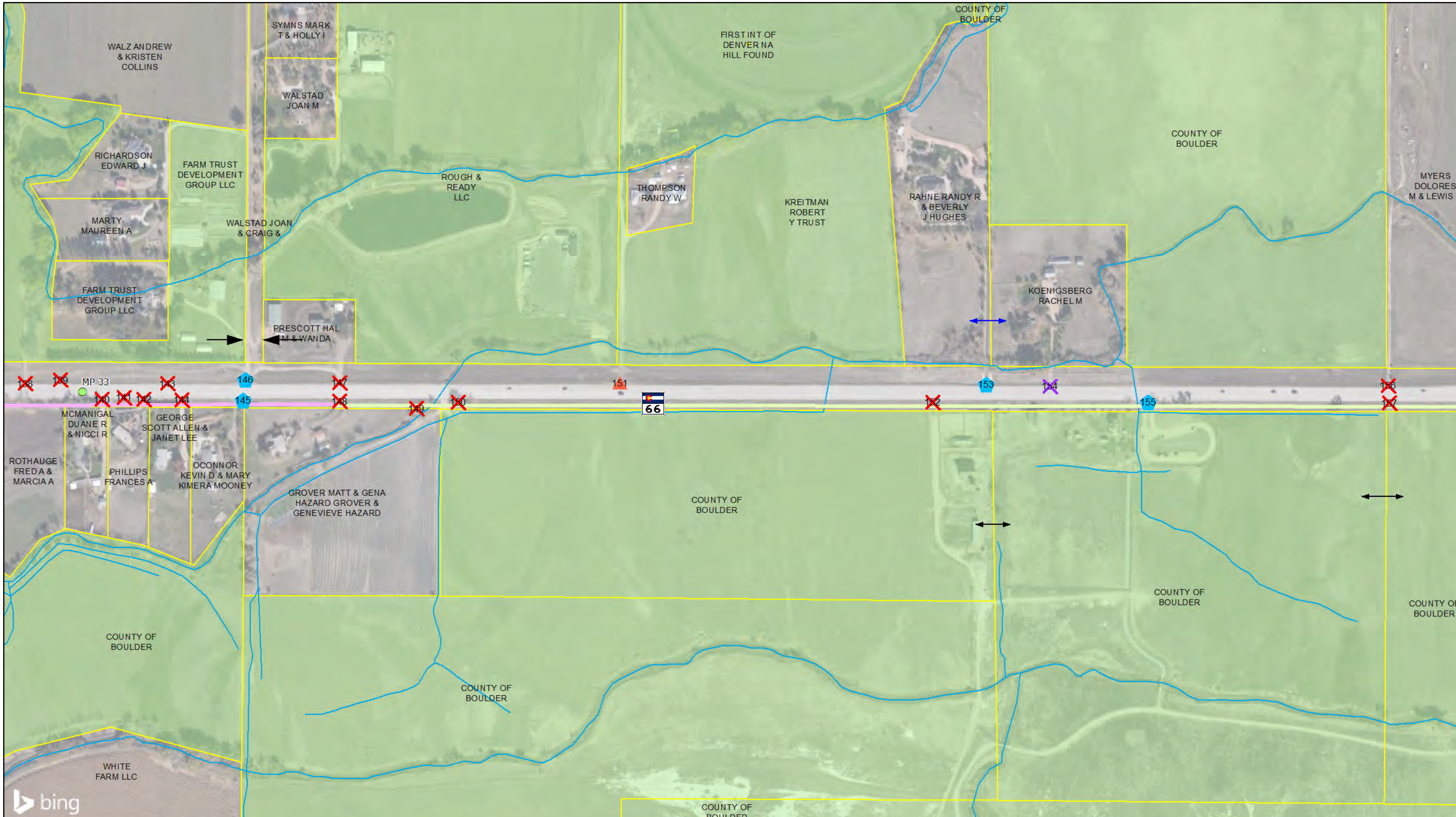
SH 66 ACP - Recommended Access Control Plan

Map Sheet 6

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study



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N

0 300 600 Feet

SH 66 ACP - Recommended Access Control Plan

Map Sheet 7

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

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SH 66 ACP - Recommended Access Control Plan

Map Sheet 8

March 2020

*Note: Map Sheets may overlap

N

0 300 600 Feet

SH 66 Planning and Environmental Linkages Study

Legend

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N

0 300 600 Feet

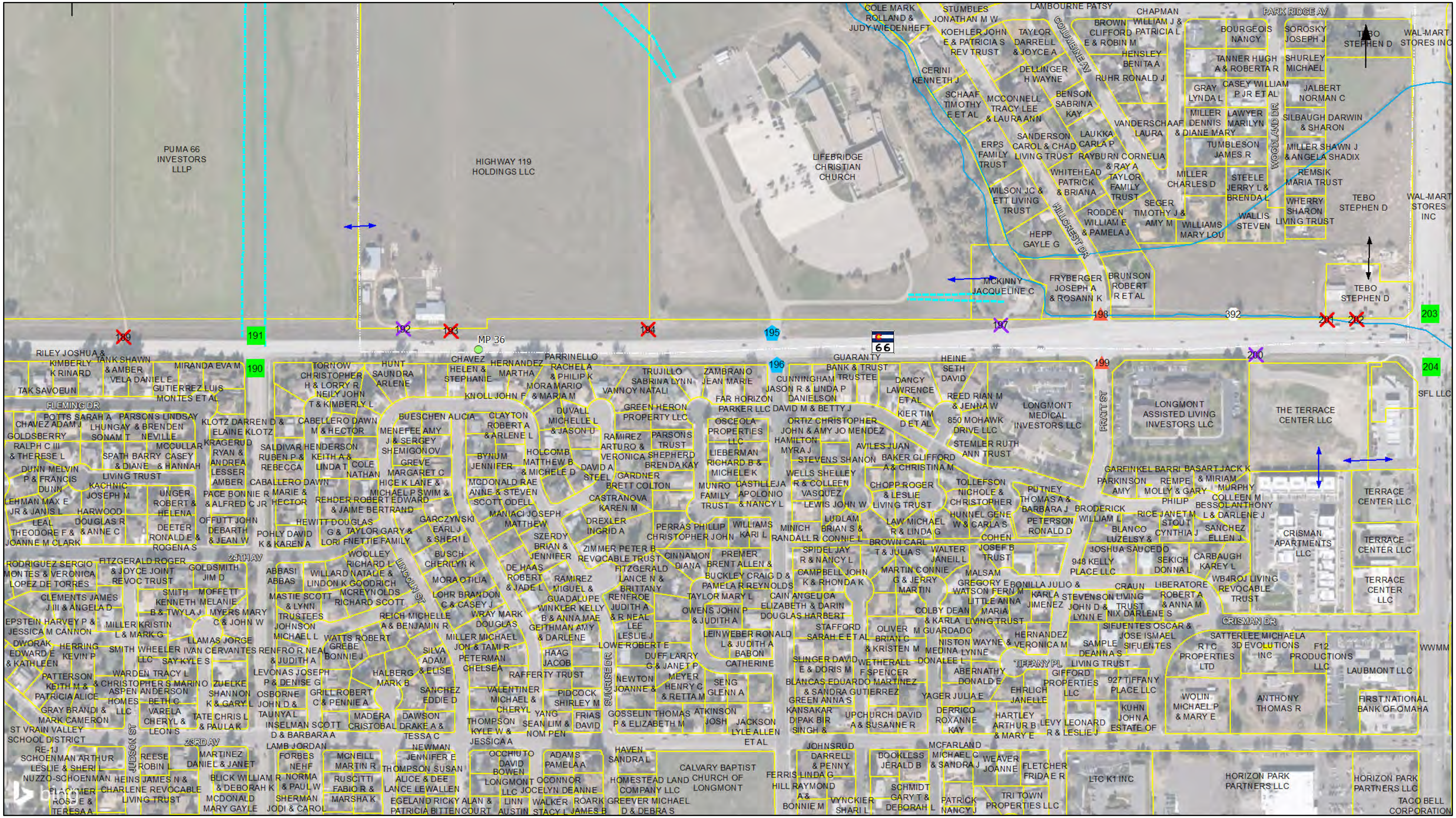
SH 66 ACP - Recommended Access Control Plan

Map Sheet 9

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study



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N

0 300 600 Feet

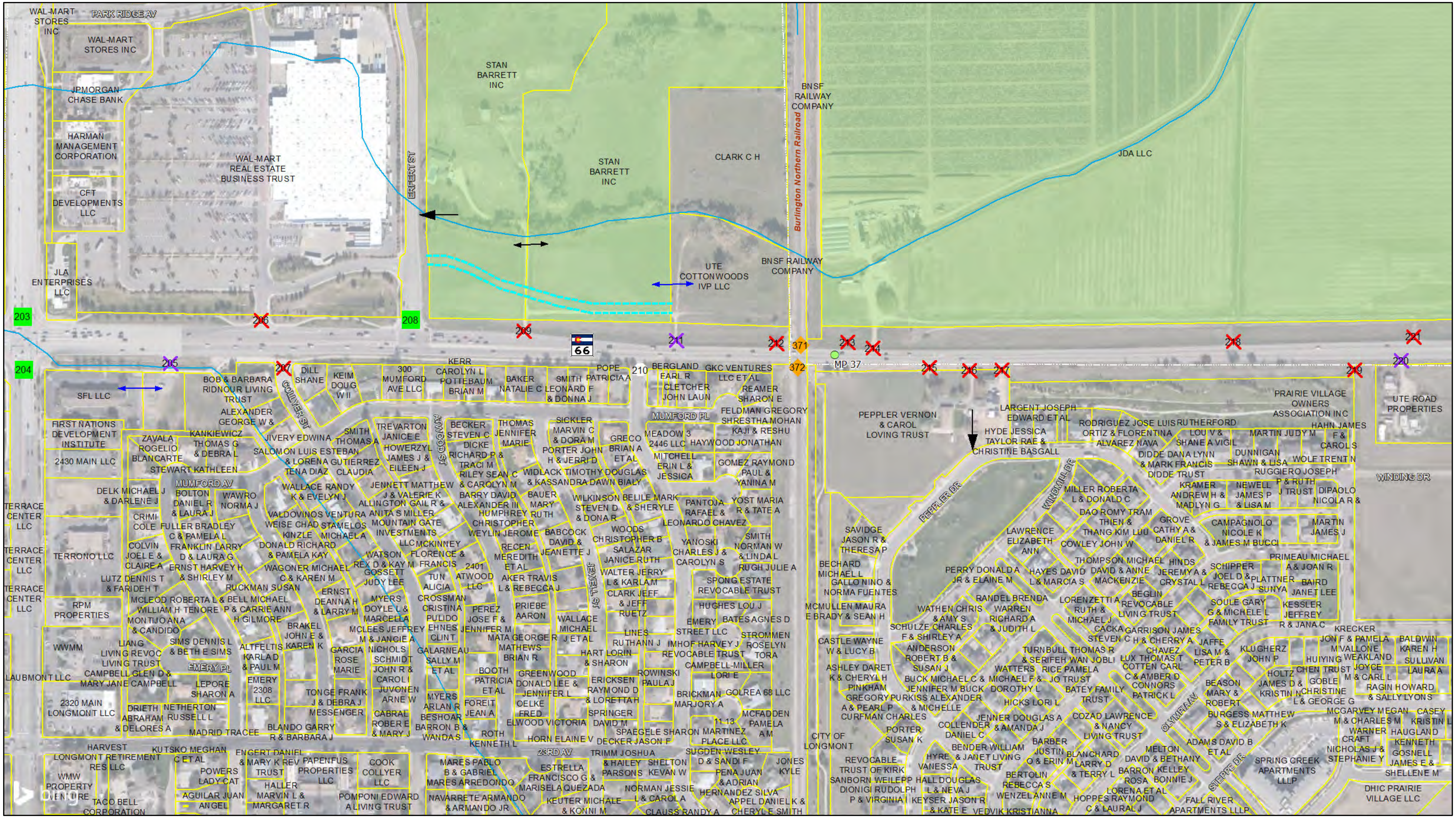
SH 66 ACP - Recommended Access Control Plan

Map Sheet 10

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study



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N

0 300 600 Feet

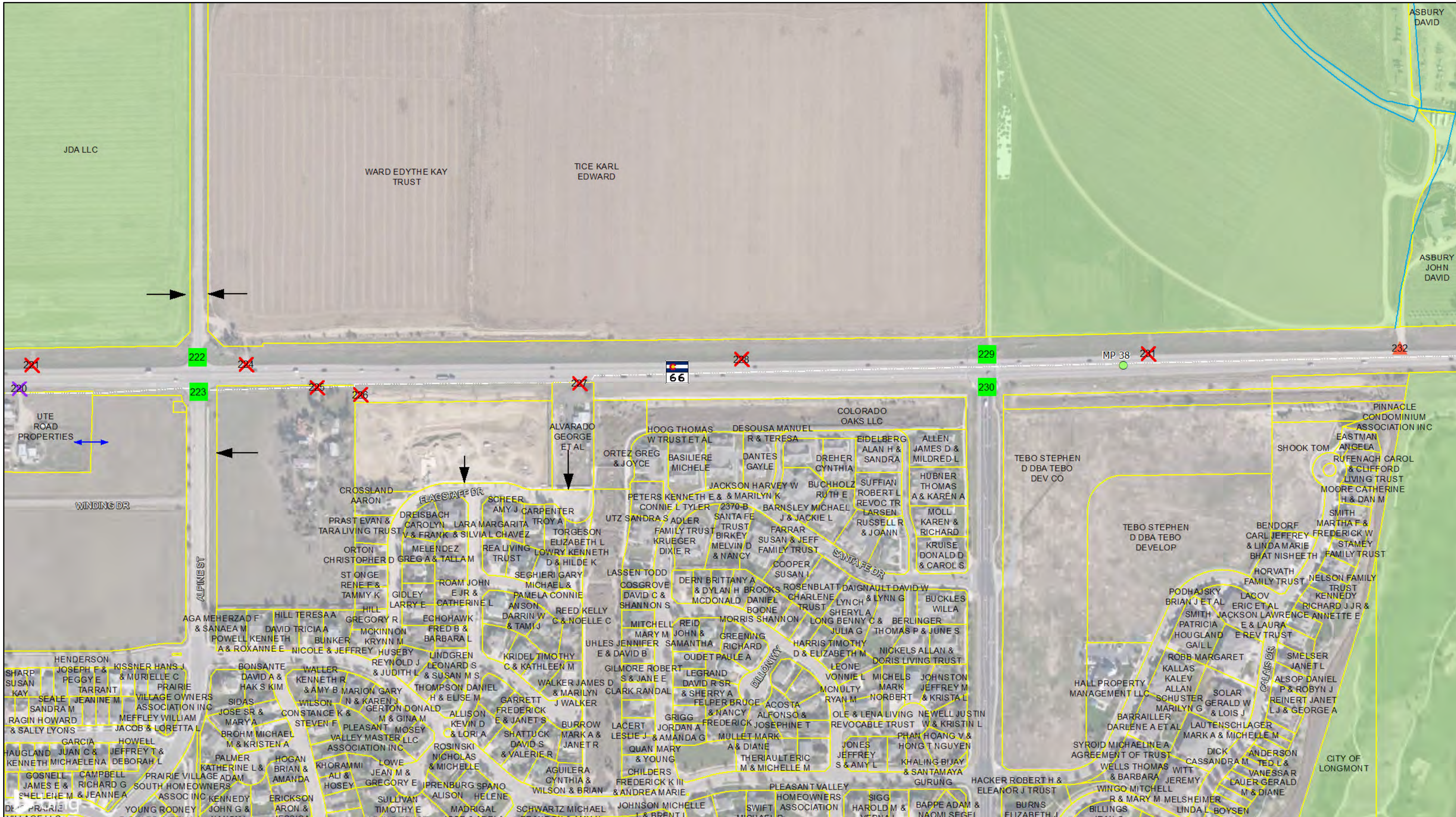
SH 66 ACP - Recommended Access Control Plan

Map Sheet 11

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study



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N

0 300 600 Feet

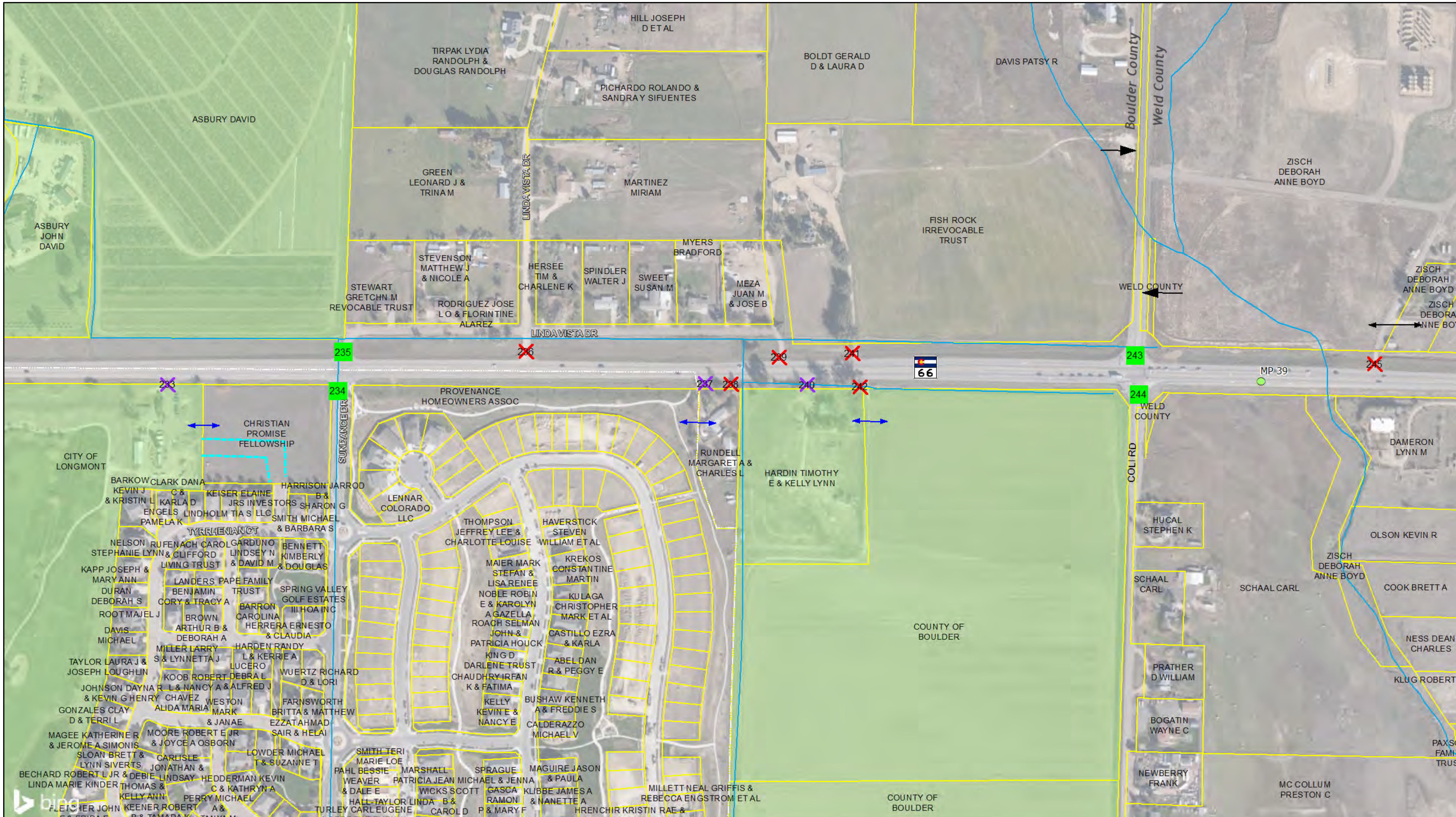
SH 66 ACP - Recommended Access Control Plan

Map Sheet 12

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study



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N

0 300 600 Feet

SH 66 ACP - Recommended Access Control Plan

Map Sheet 13

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

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N

0 300 600 Feet

SH 66 ACP - Recommended Access Control Plan

Map Sheet 14

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

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N

0 300 600 Feet

SH 66 ACP - Recommended Access Control Plan

Map Sheet 15

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

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N

0 300 600 Feet

SH 66 ACP - Recommended Access Control Plan

Map Sheet 16

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

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N

0 300 600 Feet

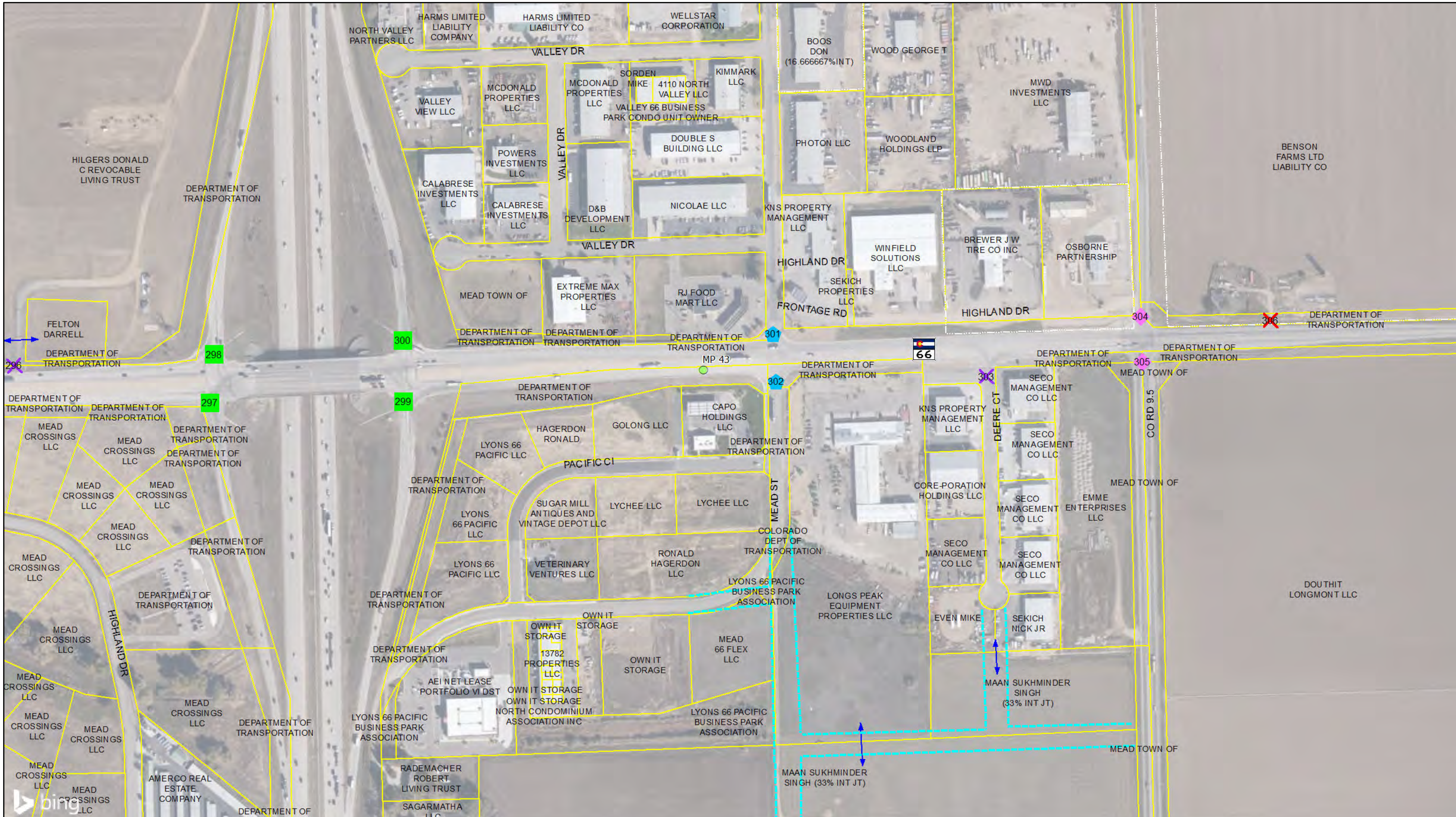
SH 66 ACP - Recommended Access Control Plan

Map Sheet 17

March 2020

*Note: Map Sheets may overlap

CDOT SH 66 Planning and Environmental Linkages Study



Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- 3/4 Movement
- Right-in, Right-out only
- Right-out only
- Emergency Access Only
- Grade Separated
- Grade Separated at Railroad
- Access to be closed
- Access closure contingent on contiguous property ownership or access to adjacent property via shared agreement
- Obtain Access via Alternate Road
- Existing shared ownership/Cross Access
- Proposed cross access for shared access
- Proposed Future 16' Access Road with Advisory Shoulder
- Proposed Future 10' Bike and Pedestrian Path
- Proposed Future Frontage Road
- Proposed Future Connection

SH 66 ACP - Recommended Access Control Plan

Map Sheet 18

March 2020

*Note: Map Sheets may overlap

N

0 300 600 Feet

SH 66 Planning and Environmental Linkages Study

Legend
- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- 3/4 Movement
- Right-in, Right-out only
- Right-out only
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- Proposed cross access for shared access
- Proposed Future 16' Access Road with Advisory Shoulder
- Proposed Future 10' Bike and Pedestrian Path
- Proposed Future Frontage Road
- Proposed Future Connection

N

0 300 600 Feet

SH 66 ACP - Recommended Access Control Plan

Map Sheet 19

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- 3/4 Movement
- Right-in, Right-out only
- Right-out only
- Emergency Access Only
- Grade Separated
- Grade Separated at Railroad
- Access to be closed
- Access closure contingent on contiguous property ownership or access to adjacent property via shared agreement
- Obtain Access via Alternate Road
- Existing shared ownership/Cross Access
- Proposed cross access for shared access
- Proposed Future 16' Access Road with Advisory Shoulder
- Proposed Future 10' Bike and Pedestrian Path
- Proposed Future Frontage Road
- Proposed Future Connection

N

0 300 600 Feet

SH 66 ACP - Recommended Access Control Plan

Map Sheet 20

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- 3/4 Movement
- Right-in, Right-out only
- Right-out only
- Emergency Access Only
- Grade Separated
- Grade Separated at Railroad
- Access to be closed
- Access closure contingent on contiguous property ownership or access to adjacent property via shared agreement
- Obtain Access via Alternate Road
- Existing shared ownership/Cross Access
- Proposed cross access for shared access
- Proposed Future 16' Access Road with Advisory Shoulder
- Proposed Future 10' Bike and Pedestrian Path
- Proposed Future Frontage Road
- Proposed Future Connection

N

0 300 600 Feet

SH 66 ACP - Recommended Access Control Plan

Map Sheet 21

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- 3/4 Movement
- Right-in, Right-out only
- Right-out only
- Emergency Access Only
- Grade Separated
- Grade Separated at Railroad
- Access to be closed
- Access closure contingent on contiguous property ownership or access to adjacent property via shared agreement
- Obtain Access via Alternate Road
- Existing shared ownership/Cross Access
- Proposed cross access for shared access
- Proposed Future 16' Access Road with Advisory Shoulder
- Proposed Future 10' Bike and Pedestrian Path
- Proposed Future Frontage Road
- Proposed Future Connection

N

0 300 600 Feet

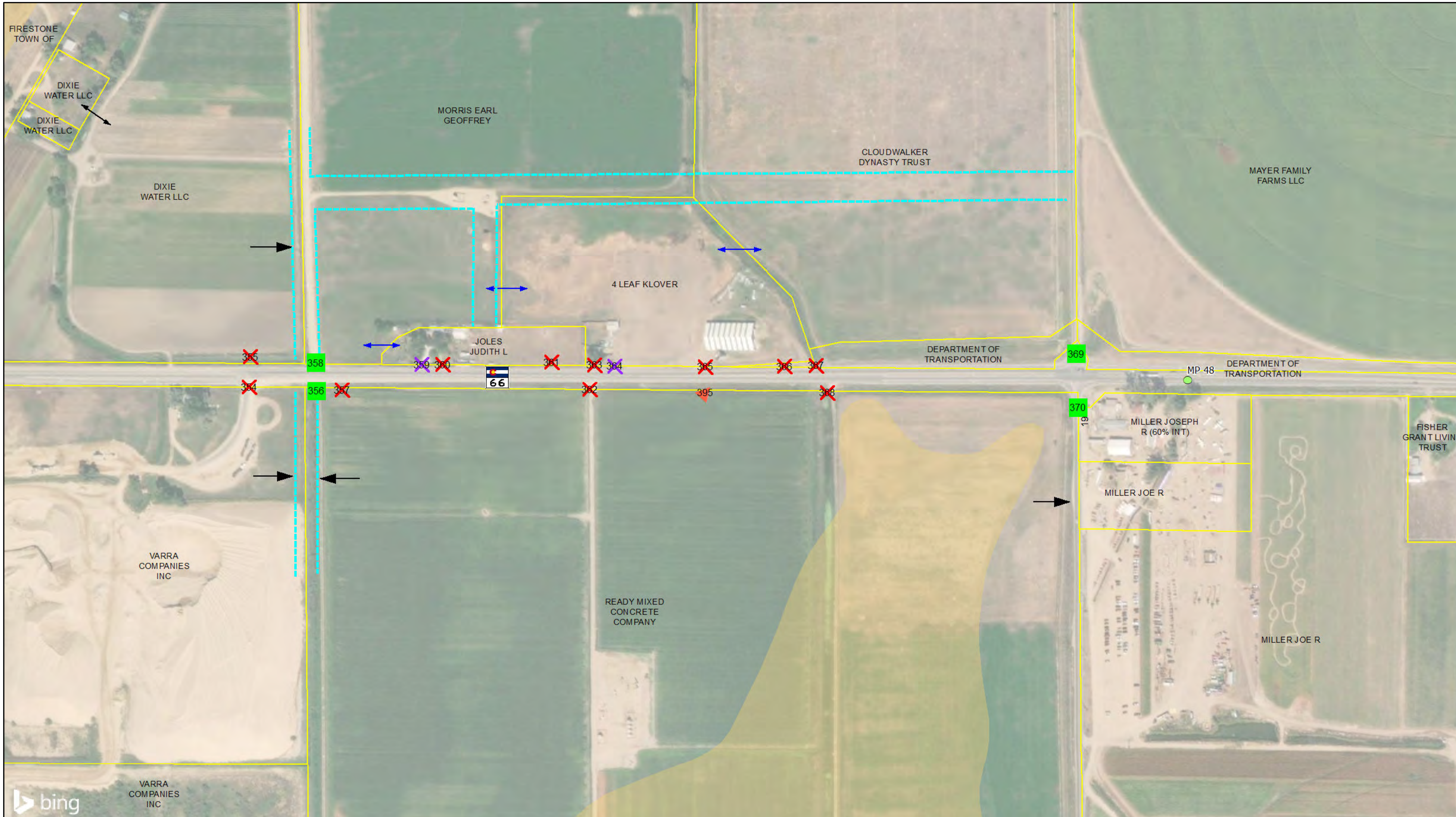
SH 66 ACP - Recommended Access Control Plan

Map Sheet 22

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study



Legend

- Rivers/Streams
- Parks/Open Space
- Parcel Boundary/ROW Boundary
- Municipal Boundary
- Floodplain
- Milepost
- Full Movement (Signalized)
- 3/4 Movement
- Right-in, Right-out only
- Right-out only
- Emergency Access Only
- Grade Separated
- Grade Separated at Railroad
- Access to be closed
- Access closure contingent on contiguous property ownership or access to adjacent property via shared agreement
- Obtain Access via Alternate Road
- Existing shared ownership/Cross Access
- Proposed cross access for shared access
- Proposed Future 16' Access Road with Advisory Shoulder
- Proposed Future 10' Bike and Pedestrian Path
- Proposed Future Frontage Road
- Proposed Future Connection

N

0 300 600 Feet

SH 66 ACP - Recommended Access Control Plan

Map Sheet 23

March 2020

*Note: Map Sheets may overlap

SH 66 Planning and Environmental Linkages Study

Appendix E. SH 66 Access Table

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
21.000*	1	South	McConnell Dr	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
21.000*	2	North	Stone Canyon Dr	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
21.020*	3	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Stone Canyon Dr.
21.028*	4	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 2 (Stone Canyon Dr).
21.050*	5	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 2 (Stone Canyon Dr).

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
21.056*	7	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east to obtain access to Access 10. If cross access can be obtained, access will ultimately be closed.
21.064*	6	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west or east to obtain access to Access 2 (Stone Canyon Dr) or Access 16 (Nolan Dr). If cross access can be obtained, access will ultimately be closed.
21.093*	10	South	Private Drive	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project or if operational and/or safety issues are identified through the completion of a traffic study. Access 10 will provide shared highway access to adjacent properties.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
21.104*	8	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 16 (Nolan Dr).
21.127*	12	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 10.
21.129*	9	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 16 (Nolan Dr).
21.143*	11	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 16 (Nolan Drive).

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
21.148*	14	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be closed and property access will be obtained from Access 17 in the interim, or ultimately from Access 395.
21.160*	13	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 16 (Nolan Drive).
21.164*	15	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be closed and property access will be obtained from Access 17 in the interim, or ultimately from Access 395.
21.170*	16	North	Nolan Dr	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project or if operational and/or safety issues are identified through the completion of a traffic study.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
21.180*	17	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. If cross-access can be obtained with property to the east, access will ultimately be closed and property access will be obtained from Access 395.
21.190*	395	South	Private Drive	N/A	**Right-In, Right-Out**	Access will be a newly constructed right-in, right-out access on the property line to consolidate the existing accesses. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues.
21.210*	18	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. If cross-access can be obtained with property to the west, access will be closed and property access will be obtained from Access 395.
21.230*	19	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be closed and property access will be obtained from Access 18 in the interim, or ultimately from Access 395.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
21.271*	20	South	Private Drive	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access is currently an open curb cut along the majority of the highway frontage. Access will be formalized on the property and may be restricted to less than full movement when a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
21.300*	21	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 22.
21.318*	22	South	Private Drive	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
21.350*	23	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 24.
21.384*	24	South	Private Drive	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
21.530*	25	South	Private Drive	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
21.636*	26	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 32 (Highland Dr).
21.653*	27	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 32 (Highland Dr).
21.670*	28	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 32 (Highland Dr).
21.680*	29	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 32 (Highland Dr).

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
21.700*	30	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to US 36 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 32 (Highland Dr).
28.693	31	South	US 36	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
28.700	32	North	Highland Dr	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
28.728	33	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 32 (Highland Dr).
28.758	34	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be closed or restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will be obtained from Access 32 (Highland Dr).

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
28.814	35	South	Private Drive	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
28.819	36	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west to obtain access to Access 32 (Highland Dr). Access to the property will be obtained via Access 39.
28.842	37	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 40.
28.878	38	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 40.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
28.906	39	North	Private Drive	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
28.908	40	South	Private Drive	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
28.924	41	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west or the east to obtain access to Access 39 and/or 390. If cross access can be obtained, access will ultimately be closed.
28.950	42	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 44.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
29.026	43	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via a new property access, Access 390, located across from Access 44.
29.051	390	North	Future Drive	N/A	**Right-In, Right-Out**	Access will be a newly constructed right-in, right-out access to the property to consolidate the existing accesses. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will be located across SH 66 from Access 44.
29.056	44	South	Private Drive	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
29.102	45	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via a new property access, Access 390, located across from Access 44.
29.196	46	South	51st St	Full Movement (Unsignalized)	**Access to be closed**	Access to properties south of SH 66 has been relocated to Access 49. This access will be formally closed and access will be obtained from existing Access 44 or Access 49.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
29.196	47	North	E Highland Drive	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
29.344	48	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 47.
29.376	49	South	Private Drive	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
29.380	50	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, with the cessation of operations under the current land use, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 58 (53rd Street).

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
29.449	51	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 58 (53rd Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
29.465	52	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 58 (53rd Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
29.466	53	South	51st St	Full Movement (Unsignalized)	**Access to be closed**	Access to properties south of SH 66 has been relocated to Access 49. This access will be formally closed and access will be obtained from existing Access 49.
29.486	54	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 58 (53rd Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
29.517	55	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 58 (53rd Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
29.559	56	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 58 (53rd Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
29.640	57	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 58 (53rd Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
29.691	58	North	53rd Street	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
29.775	59	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 58 (53rd Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
29.800	60	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 58 (53rd Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
29.827	61	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 58 (53rd Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
29.858	62	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 58 (53rd Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
29.873	63	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 58 (53rd Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
29.916	64	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 67 or the newly constructed Access 389 when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
29.964	65	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property access can be obtained via Access 67 (Forest Service Road). Access will ultimately be closed and property access will be obtained from Access 67 or the newly constructed Access 389 when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
30.034	66	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property access can be obtained via Access 67 (Forest Service Road). Access will ultimately be closed and property access will be obtained from Access 67 or the newly constructed Access 389 when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
30.071	67	North	Forest Service Rd	Full Movement (Unsignalized)	**Access to be closed**	Access may be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed if Access 389 is constructed and access can be obtained via the Access Road with Advisory Shoulders on the north side of SH 66.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
30.092	68	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east to obtain access to Access 70. If cross access can be obtained, access will ultimately be closed.
30.111	69	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east to obtain access to Access 70. If cross access can be obtained, access will ultimately be closed.
30.145	389	North	Future Drive	N/A	**3/4 Movement [5]**	Access will be a newly constructed ¾ movement access to the property aligned with Access 70 on the south side of SH 66. The ultimate access design will be based on the results of a traffic study to ensure the access does not create operational and/or safety issues.
30.146	70	South	Private Drive	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
30.289	71	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 67 or the newly constructed Access 389 when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
30.320	72	South	County of Boulder	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west to obtain access to Access 70. If cross access can be obtained, access will ultimately be closed.
30.331	73	North	County of Boulder	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 67 or the newly constructed Access 389 when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
30.470	74	South	County of Boulder	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 70.
30.494	75	South	County of Boulder	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 70.
30.494	76	North	County of Boulder	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 78 (61st Street).
30.642	77	South	County of Boulder	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 81 (63rd Street).

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
30.698	78	North	61st St	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if a property adjacent to 61st St redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
30.736	79	South	County of Boulder	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 81 (63rd Street).
30.819	80	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 78 (61st Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
30.841	81	South	63rd St	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
30.944	82	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
30.965	83	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
30.988	84	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
31.010	85	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
31.042	86	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
31.070	87	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.

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4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
31.085	88	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
31.113	89	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
31.175	90	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
31.193	91	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
31.195	92	South	McCall Dr	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 97 (66th Street).
31.206	93	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
31.248	94	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
31.267	95	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
31.290	96	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
31.330	97	South	66th St	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
31.330	98	North	66th St	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
31.377	99	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
31.377	100	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 97 (66th Street) or Access 105 (McCall Dr).
31.411	101	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
31.434	102	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 97 (66th Street) and Access 105 (McCall Drive).
31.435	103	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
31.570	104	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
31.581	105	South	McCall Dr	Full Movement (Unsignalized)	**Right-Out only**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
31.660	106	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access to the west to obtain access to Access 105 (McCall Dr). If cross access can be obtained, access will ultimately be closed.
31.703	107	South	Private Drive	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
31.722	108	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west to obtain access to Access 107. If cross access can be obtained, access will ultimately be closed.
31.739	109	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 108 or Access 107.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
31.759	110	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 98 (66th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
31.771	111	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 112.
31.796	112	South	Private Drive	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
31.821	113	South	City of Longmont Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east or west to obtain access to Access 112 or Access 117. If cross access can be obtained, access will ultimately be closed.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
31.890	114	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from 66th St when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
31.910	115	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east to obtain a shared access at Access 116. If cross access can be obtained, access will ultimately be closed.
31.954	116	North	Private Drive	Full Movement (Unsignalized)	**3/4 Movement** [5]	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
31.957	117	South	Private Drive	Full Movement (Unsignalized)	**3/4 Movement** [5]	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
32.196	118	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 116.
32.212	119	South	Private Drive	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
32.274	120	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east to obtain access to Access 124. If cross access can be obtained, access will ultimately be closed.
32.296	121	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east to obtain access to Access 124. If cross access can be obtained, access will ultimately be closed.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
32.302	122	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 129 (75th Street).
32.317	123	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 129 (75th Street).
32.331	124	South	Private Drive	Right-In, Right-Out	**Right-In, Right-Out**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (right-in, right-out).
32.332	125	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 129 (75th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
32.345	126	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 129 (75th Street) when the Access Road with Advisory Shoulders is constructed on the north side of SH 66.
32.415	127	South	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be closed if the property redevelops or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 128 (75th Street).
32.452	128	South	75th St	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
32.454	129	North	75th St	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
32.484	130	North	Private Drive	Emergency Access Only	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 129 (75th Street).

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
32.543	131	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 132 or Access 129 (75th Street).
32.562	132	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the north or west to obtain access to Access 129 (75th Street). If cross access can be obtained, access will ultimately be closed.
32.705	133	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 145 when the Access Road with Advisory Shoulders is constructed on the south side of SH 66.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
32.739	134	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 145 when the Access Road with Advisory Shoulders is constructed on the south side of SH 66.
32.752	135	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 145 when the Access Road with Advisory Shoulders is constructed on the south side of SH 66.
32.773	136	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 145 when the Access Road with Advisory Shoulders is constructed on the south side of SH 66.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
32.775	137	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 146 (Unnamed Road).
32.817	138	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 146 (Unnamed Road).
32.839	139	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 146 (Unnamed Road).
32.865	140	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 145 when the Access Road with Advisory Shoulders is constructed on the south side of SH 66.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
32.879	141	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 145 when the Access Road with Advisory Shoulders is constructed on the south side of SH 66.
32.892	142	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 145 when the Access Road with Advisory Shoulders is constructed on the south side of SH 66.
32.907	143	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 146 (Unnamed Road).

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
32.916	144	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 145 when the Access Road with Advisory Shoulders is constructed on the south side of SH 66.
32.950	145	South	Private Drive	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately provide highway access to the Access Road with Advisory Shoulders on the south side of SH 66.
32.958	146	North	Unnamed Rd	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
33.017	147	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 146 (Unnamed Road).

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
33.017	148	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained from Access 145 when the Access Road with Advisory Shoulders is constructed on the south side of SH 66.
33.065	149	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 148 or via the Access Road with Advisory Shoulders.
33.092	150	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 155.
33.195	151	North	Table Mountain Rd	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
33.394	152	South	County of Boulder	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 155.
33.428	153	North	Private Drive	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
33.469	154	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west to obtain access to Access 153. If cross access can be obtained, access will ultimately be closed.
33.531	155	South	County of Boulder	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
33.683	156	North	County of Boulder	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 161 (87th Street).
33.684	157	South	County of Boulder	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 155 or Access 162 (Airport Rd).
33.860	158	South	County of Boulder	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 155 or Access 162 (Airport Rd).
33.887	159	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 162 (Airport Rd).

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
33.888	160	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 161 (87th Street).
33.933	161	North	87th St	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
33.936	162	South	Airport Rd	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
33.982	163	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 161 (87th Street).
34.122	164	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 161 (87th Street).

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
34.204	165	South	North Shore Dr	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
34.277	166	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 161 (87th Street).
34.384	167	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 169 (Anhawa Street).
34.421	168	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 169 (Anhawa Street).
34.439	169	North	Anhawa St	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
34.491	170	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained via Access 169 (Anhawa Street) or Access 177 (Jotipa Drive) when the frontage road is constructed between Anhawa Street and Access 181 on the north side of SH 66.
34.492	171	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Lake Park Drive and the local street network.
34.532	172	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained via Access 169 (Anhawa Street) or Access 177 (Jotipa Drive) when the frontage road is constructed between Anhawa Street and Access 181 on the north side of SH 66.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
34.559	173	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained via Access 169 (Anhawa Street) or Access 177 (Jotipa Drive) when the frontage road is constructed between Anhawa Street and Access 181 on the north side of SH 66.
34.595	174	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained via Access 169 (Anhawa Street) or Access 177 (Jotipa Drive) when the frontage road is constructed between Anhawa Street and Access 181 on the north side of SH 66.
34.609	175	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained via Access 169 (Anhawa Street) or Access 177 (Jotipa Drive) when the frontage road is constructed between Anhawa Street and Access 181 on the north side of SH 66.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
34.653	176	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained via Access 169 (Anhawa Street) or Access 177 (Jotipa Drive) when the frontage road is constructed between Anhawa Street and Access 181 on the north side of SH 66.
34.695	177	North	Jotipa Dr	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
34.696	178	South	Lake Park Dr	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
34.738	179	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained via Access 169 (Anhawa Street) or Access 177 (Jotipa Drive) when the frontage road is constructed between Anhawa Street and Access 181 on the north side of SH 66.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
34.772	180	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained via Access 169 (Anhawa Street) or Access 177 (Jotipa Drive) when the frontage road is constructed between Anhawa Street and Access 181 on the north side of SH 66.
34.818	181	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access will ultimately be closed and property access will be obtained via Access 169 (Anhawa Street) or Access 177 (Jotipa Drive) when the frontage road is constructed between Anhawa Street and Access 181 on the north side of SH 66.
34.933	182	North	Hover St	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
34.933	183	South	Hover St	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
35.217	184	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east to obtain access to Access 186. If cross access can be obtained, access will ultimately be closed.
35.264	185	South	Spencer St	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access may remain ¾ movement unless safety issues arise or major reconstruction of Access 182/183 (Hover Street) requires limiting turn movements to obtain an acceptable geometric design.
35.265	186	North	Private Drive	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access may remain ¾ movement unless safety issues arise or major reconstruction of Access 182/183 (Hover Street) requires limiting turn movements to obtain an acceptable geometric design.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
35.458	187	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 188 in the interim and upon redevelopment property access will be obtained from Access 191 via a future planned City of Longmont roadway.
35.493	188	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Upon redevelopment property access will be obtained from Access 191 via a future planned City of Longmont roadway.
35.604	189	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 188 in the interim and upon redevelopment property access will be obtained from Access 191 via a future planned City of Longmont roadway.
35.689	190	South	Francis St	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
35.689	191	North	Private Drive	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
35.784	192	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. If cross access can be obtained, access will ultimately be closed. Upon redevelopment property access will be obtained from Access 191 or Access 195 via future planned City of Longmont roadways.
35.814	193	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. If cross access can be obtained, access will ultimately be closed. Access to the property will be obtained via Access 192 in the interim and upon redevelopment property access will be obtained from Access 191 or Access 195 via future planned City of Longmont roadways.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
35.941	194	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. If cross access can be obtained, access will ultimately be closed. Access to the property will be obtained via Access 192 in the interim and upon redevelopment property access will be obtained from Access 191 or Access 195 via future planned City of Longmont roadways.
36.021	195	North	Private Drive	Full Movement (Unsignalized)	**3/4 Movement** [5]	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
36.024	196	South	Gay St	Full Movement (Unsignalized)	**3/4 Movement** [5]	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
36.168	197	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west to obtain access to Access 195. If cross access can be obtained, access will ultimately be closed.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
36.233	198	North	Hillcrest Dr	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
36.233	199	South	Pratt St	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
36.298	392	North	Future Drive	N/A	**Emergency Access Only**	Access will be a newly constructed emergency access only to the property. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues.
36.332	200	South	Private Drive	Right-In, Right-Out	**Access to be closed**	Access may remain right-in, right-out unless operational and/or safety issues are identified through the completion of a traffic study or if major reconstruction of Access 203/204 (US 287) requires access closure to obtain an acceptable geometric design. Property should seek to obtain cross access with adjacent property to the south to obtain access to US 287. If cross access can be obtained, access may ultimately be closed.
36.378	201	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be restricted or closed if the property redevelops or if operational and/or safety issues are identified through the completion of a traffic study. Upon property redevelopment, access to the property will be obtained via Park Ridge Ave/US 287.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
36.397	202	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be restricted or closed if the property redevelops or if operational and/or safety issues are identified through the completion of a traffic study. Upon property redevelopment, access to the property will be obtained via Park Ridge Ave/US 287.
36.444	203	North	US 287	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
36.445	204	South	US 287	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
36.540	205	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west to obtain access to US 287. If cross access can be obtained, access will ultimately be closed.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
36.598	206	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access may be closed if operational and/or safety issues are identified through the completion of a traffic study, if property redevelops, or if major reconstruction of Access 203/204 (US 287) requires access closure to obtain an acceptable geometric design. Access to the property will be obtained from Access 208 (Erfert Street) and via US 287/Park Ridge Ave.
36.612	207	South	Collyer St	Access Closed	**Access to be closed**	Access has been closed; to remain closed.
36.694	208	North	Erfert St	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
36.767	209	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, if operational and/or safety issues are identified through the completion of a traffic study, or if the grade-separation over the BNSF Railroad requires access closure. Access to the property will be obtained from Access 208 (Erfert Street).
36.842	210	South	Meadow St	Emergency Access Only	**Emergency Access Only**	Access to remain emergency access only.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
36.865	211	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, if operational and/or safety issues are identified through the completion of a traffic study, or if the grade-separation over the BNSF Railroad requires access closure. Property should seek to obtain cross access with adjacent property to the west to obtain access to Access 208 (Erfert Street). If cross access can be obtained, access will ultimately be closed.
36.929	212	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, if operational and/or safety issues are identified through the completion of a traffic study, or if the grade-separation over the BNSF Railroad requires access closure. Property access will be via Access 211 or via Access 208 (Erfert Street) if cross access can be obtained.
36.943	371	North	BNSF Railway Co	At-grade rail crossing	**Grade Separated at Railroad**	Access at the BNSF Railroad crossing will be grade separated.
36.945	372	South	BNSF Railway Co	At-grade rail crossing	**Grade Separated at Railroad**	Access at the BNSF Railroad crossing will be grade separated.
36.975	213	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, if operational and/or safety issues are identified through the completion of a traffic study, or if the grade-separation over the BNSF Railroad requires access closure. Property access will be via Access 222 (115th Street).

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
36.991	214	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, if operational and/or safety issues are identified through the completion of a traffic study, or if the grade-separation over the BNSF Railroad requires access closure. Property access will be via Access 222 (115th Street).
37.028	215	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, if operational and/or safety issues are identified through the completion of a traffic study, or if the grade-separation over the BNSF Railroad requires access closure. Access to the property will be obtained from Peppler Dr and local roadways.
37.053	216	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, if operational and/or safety issues are identified through the completion of a traffic study, or if the grade-separation over the BNSF Railroad requires access closure. Access to the property will be obtained from Peppler Dr and local roadways.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
37.074	217	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, if operational and/or safety issues are identified through the completion of a traffic study, or if the grade-separation over the BNSF Railroad requires access closure. Access to the property will be obtained from Peppler Dr and local roadways.
37.223	218	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, if operational and/or safety issues are identified through the completion of a traffic study, or if the grade-separation over the BNSF Railroad requires access closure. Property access will be via Access 222 (115th Street).
37.301	219	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 223 (Alpine Street) and local roadways.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
37.331	220	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east to obtain access to Access 223 (Alpine Street). If cross access can be obtained, access will ultimately be closed.
37.339	221	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property access will be via Access 222 (115th Street).
37.444	222	North	115th St	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
37.445	223	South	Alpine St	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
37.475	224	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 222 (115th Street).
37.520	225	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 223 (Alpine Street).
37.548	226	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Flagstaff Dr.
37.687	227	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Flagstaff Dr.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
37.791	228	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 222 (115th Street) or Access 229.
37.947	229	North	Private Drive	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
37.947	230	South	Pace St	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
38.049	231	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 229 or Access 232.
38.210	232	North	Private Drive	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
38.332	233	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east to obtain access to Access 234 (Sundance Drive). If cross access can be obtained, access will ultimately be closed.
38.440	234	South	Sundance Dr	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
38.443	235	North	Rock Ln	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
38.559	236	North	Linda Vista Dr	3/4 Movement	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 235 (Rock Lane).

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
38.674	237	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west or east to obtain alternate access. If cross access can be obtained, access will ultimately be closed.
38.690	238	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 237 or alternate local streets.
38.720	239	North	Rock Ln	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 235 (Rock Lane).

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
38.738	240	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east to obtain access to Access 244 (County Line Road). If cross access can be obtained, access will ultimately be closed.
38.767	241	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 235 (Rock Lane) or Access 243 (County Line Road).
38.772	242	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
38.946	243	North	County Line Rd	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
38.949	244	South	County Line Rd	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
39.099	245	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 243 (County Line Road).
39.263	246	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east to obtain access to Access 379. If cross access can be obtained, access will ultimately be closed.
39.343	247	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 246 or from Access 379 if cross access can be obtained.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
39.372	248	South	Elmore Rd	Full Movement (Unsignalized)	**Emergency Access Only**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if redevelopment occurs, or if operational and/or safety issues are identified through the completion of a traffic study. The access will be converted to emergency access only if alternate access can be provided via a connection to Nesting Crane Lane or a future roadway connection ½ mile south of SH 66 at the southern edge of Elmore Road. Access to the property will be obtained from Nesting Crane Lane or via a future roadway connection to the south.
39.399	249	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east to obtain access to Access 379. If cross access can be obtained, access will ultimately be closed.
39.420	250	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 248 in the interim or ultimately from Access 251 (Nesting Crane Lane).

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
39.473	251	South	Nesting Crane Ln	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if redevelopment occurs, or if operational and/or safety issues are identified through the completion of a traffic study.
39.475	379	North	Future Drive	N/A	**3/4 Movement [5]**	Access will be a newly constructed ¾ movement access to the property. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will be located across SH 66 from Access 251.
39.563	252	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 379 or Access 258 (Weld County Rd 3).
39.625	253	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with properties to the east to obtain access to Access 259 (Weld County Rd 3), or to obtain access to a future roadway connection at the southern edge of the property (½ mile south of SH 66). If cross access can be obtained, access will ultimately be closed.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
39.684	254	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 253 or from Access 259 (Weld County Rd 3) if cross-access can be obtained.
39.721	255	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent properties to the east and/or south to obtain access to Access 259 (Weld County Rd 3). If cross access can be obtained, access will ultimately be closed.
39.756	256	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 379 or Access 258 (Weld County Rd 3).

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
39.758	257	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent properties to the east and/or south to obtain access to Access 259 (Weld County Rd 3). If cross access can be obtained, access will ultimately be closed.
39.940	258	North	Weld County Rd 3	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
39.941	259	South	Weld County Rd 3	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
40.036	260	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west to obtain access to Access 259 (Weld County Rd 3). If cross access can be obtained, access will ultimately be closed.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
40.067	261	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east for a shared access on the property line (Access 391). If cross access can be obtained, access will ultimately be closed.
40.077	262	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 258 (Weld County Rd 3) and Access 373.
40.126	391	South	Future Drive	N/A	**Right-In, Right-Out**	Access will be a newly constructed right-in, right-out access on the property line to consolidate Access 261 and Access 263.
40.141	263	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west for a shared access on the property line (Access 391). If cross access can be obtained, access will ultimately be closed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
40.198	264	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 265 or from Access 386 if cross access can be obtained.
40.236	265	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if redevelopment occurs, or if operational and/or safety issues are identified through the completion of a traffic study. Properties should seek to obtain cross access with adjacent property to the south/east to obtain access to Access 386 via a new future roadway. If cross access can be obtained, access will ultimately be closed.
40.276	266	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 258 (Weld County Rd 3) and Access 373.
40.366	267	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 386.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
40.447	373	North	Future Drive	N/A	**3/4 Movement [5]**	Access will be a newly constructed ¾ movement access to the property. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will be located across SH 66 from Access 386.
40.447	386	South	Future Drive	N/A	**3/4 Movement [5]**	Access will be a newly constructed ¾ movement access to the property. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will be located across SH 66 from Access 373.
40.459	268	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 373 and Access 278 (Weld County Rd 5).
40.540	269	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 386 and Access 277 (Weld County Rd 5).

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
40.540	270	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 373 and Access 278 (Weld County Rd 5).
40.561	271	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 373 and Access 278 (Weld County Rd 5).
40.745	272	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 386 and Access 277 (Weld County Rd 5).
40.810	273	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 373 and Access 278 (Weld County Rd 5).

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
40.905	274	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 373 and Access 278 (Weld County Rd 5).
40.912	275	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 386 and Access 277 (Weld County Rd 5).
40.928	276	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 278 (Weld County Rd 5).
40.947	277	South	Weld County Rd 5	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
40.950	278	North	Weld County Rd 5	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
41.008	279	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 278 (Weld County Rd 5).
41.255	280	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, if operational and/or safety issues are identified through the completion of a traffic study, or if grade-separation occurs over the Great Western Railroad. Access to the property will be obtained from Access 278 (Weld County Rd 5).
41.290	281	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, if operational and/or safety issues are identified through the completion of a traffic study, or if grade-separation occurs over the Great Western Railroad. Access to the property will be obtained from Access 278 (Weld County Rd 5).

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
41.317	282	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, if operational and/or safety issues are identified through the completion of a traffic study, or if grade-separation occurs over the Great Western Railroad. Access to the property will be obtained from Access 277 (Weld County Rd 5).
41.337	283	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, if operational and/or safety issues are identified through the completion of a traffic study, or if grade-separation occurs over the Great Western Railroad. Property should seek to obtain cross access with adjacent property to the west to obtain access to Access 278 (Weld County Rd 5). If cross access can be obtained, access will ultimately be closed.
41.342	380	North	Railroad Crossing	At-grade rail crossing	**Grade Separated at Railroad**	Access will be grade separated.
41.348	381	South	Railroad Crossing	At-grade rail crossing	**Grade Separated at Railroad**	Access will be grade separated.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
41.455	374	North	Future Drive	N/A	**Right-In, Right-Out**	Access will be a newly constructed access to the property. Under interim conditions, the access may be signalized if warrants are met. If Accesses 380 and 381 are grade-separated, Access 374 will be restricted to right-in, right-out. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will be located across SH 66 from Access 284.
41.457	284	South	Weld County Rd 5.5	Full Movement (Unsignalized)	**Right-In, Right-Out**	Under interim conditions, the access may be signalized if warrants are met. If Accesses 380 and 381 are grade-separated, Access 374 will be restricted to right-in, right-out. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will be located across SH 66 from Access 374.
41.515	285	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 374 and Access 376.
41.686	286	South	Stage Coach Dr	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if redevelopment occurs, or if operational and/or safety issues are identified through the completion of a traffic study.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
41.686	376	North	Future Drive	N/A	**3/4 Movement [5]**	Access will be a newly constructed ¾ movement access to the property. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will be located across SH 66 from Access 286.
41.768	287	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 286 (Stage Coach Dr) and Access 289 (Weld County Rd 7).
41.951	288	North	Weld County Rd 7	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
41.952	289	South	Weld County Rd 7	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
41.985	290	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 288 (Weld County Rd 7).

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
42.455	291	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 292 (Foster Ridge Drive).
42.521	292	South	Foster Ridge Dr	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
42.521	377	North	Future Drive	N/A	**Full Movement [6] (May be Signalized)**	Access will be a newly constructed full movement access to the property. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will be located across SH 66 from Access 292. Access may be signalized if warrants are met.
42.618	293	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 292 (Foster Ridge Drive).

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
42.640	294	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 292 (Foster Ridge Drive).
42.650	295	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west to obtain access to Access 377. If cross access can be obtained, access will ultimately be closed.
42.731	296	North	Private Drive	Right-In, Right-Out	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west to obtain access to Access 377. If cross access can be obtained, access will ultimately be closed.
42.855	297	South	I-25	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
42.858	298	North	I-25	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
42.978	299	South	I-25	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
42.979	300	North	I-25	Full Movement (Signalized)	**Full Movement [6] (Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will remain as-is (signalized full movement).
43.215	301	North	Mead St	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if redevelopment occurs, or if operational and/or safety issues are identified through the completion of a traffic study.
43.215	302	South	Mead St	Full Movement (Unsignalized)	**3/4 Movement [5]**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if redevelopment occurs, or if operational and/or safety issues are identified through the completion of a traffic study.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
43.349	303	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if redevelopment occurs, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via a future roadway connection to Access 302 (Mead Street) or Access 305 (Weld County Rd 9.5).
43.448	304	North	Weld County Rd 9.5	Full Movement (Signalized)	**Grade Separated**	Access may be grade separated in the future. The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues.
43.449	305	South	Weld County Rd 9.5	Full Movement (Signalized)	**Grade Separated**	Access may be grade separated in the future. The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues.
43.531	306	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 304 (Weld County Rd 9.5) or Access 382.
43.661	307	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 304 (Weld County Rd 9.5) or Access 382.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
43.687	382	North	Future Drive	N/A	**Right-In, Right-Out**	Access will be a newly constructed right-in, right-out access to the property. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues.
43.734	308	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 305 (Weld County Rd 9.5) or Access 311 (Weld County Rd 11).
43.738	396	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 310 (Weld County Rd 11) or Access 382.
43.794	309	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 305 (Weld County Rd 9) or Access 311 (Weld County Rd 11).

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
43.951	310	North	Weld County Rd 11	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
43.952	311	South	Weld County Rd 11	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
44.069	312	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 310 (Weld County Rd 11) or Access 383.
44.191	383	North	Future Drive	N/A	**Right-In, Right-Out**	Access will be a newly constructed right-in, right-out access to the property. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will be located across SH 66 from Access 384.
44.193	384	South	Future Drive	N/A	**Right-In, Right-Out**	Access will be a newly constructed right-in, right-out access to the property. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will be located across SH 66 from Access 383.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
44.233	313	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 384 or Access 319 (Future Weld County Rd 11.5).
44.270	314	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 384 or Access 319 (Future Weld County Rd 11.5).
44.284	315	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 384 or Access 319 (Future Weld County Rd 11.5).
44.285	316	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 383 or Access 318 (Future Weld County Rd 11.5).

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
44.305	317	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 384 or Access 319 (Future Weld County Rd 11.5).
44.444	318	North	Future Weld County Rd 11.5	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
44.444	319	South	Future Weld County Rd 11.5	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
44.700	320	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 393 or Access 323 (Weld County Rd 13).
44.711	393	South	Future Drive	N/A	**Right-In, Right-Out**	Access will be a newly constructed right-in, right-out access to the property. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
44.825	321	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 322 (Weld County Rd 13).
44.944	322	North	Weld County Rd 13	Full Movement (Signalized)	**Grade Separated**	Access may be grade separated in the future. The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues.
44.945	323	South	Weld County Rd 13	Full Movement (Signalized)	**Grade Separated**	Access may be grade separated in the future. The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues.
44.973	324	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 322 (Weld County Rd 13).
45.121	325	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property can be obtained via local roadways.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
45.177	326	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 323 (Weld County Rd 13) or Access 330.
45.194	327	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 323 (Weld County Rd 13) or Access 330.
45.328	328	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 323 (Weld County Rd 13) or Access 330.
45.412	329	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 323 (Weld County Rd 13) or Access 330.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
45.427	330	South	Private Drive	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
45.430	378	North	Future Drive	N/A	**Full Movement [6] (May be Signalized)**	Access will be a newly constructed full movement access. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues. Access will be located across SH 66 from Access 330.
45.469	331	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 330.
45.518	332	North	N Service Rd	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 378.
45.528	333	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 330.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
45.693	334	South	Private Drive	Full Movement (Unsignalized)	**Right-In, Right-Out**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study.
45.774	335	South	J Bar B Airport Rd	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 334 or Access 337.
45.921	336	North	Future Weld County Rd 15	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
45.923	337	South	Future Weld County Rd 15	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
45.954	338	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 336.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
45.991	339	South	J Bar B Rd	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 337.
46.164	340	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west to obtain access to Access 336 or Access 345. If cross access can be obtained, access will ultimately be closed.
46.173	341	South	J Bar B Rd	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 337.
46.206	342	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 336.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
46.295	343	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west to obtain access to Access 336 or Access 345. If cross access can be obtained, access will ultimately be closed.
46.348	344	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 337.
46.447	345	North	Weld County Rd 17 North	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
46.594	346	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 345 (Weld County Rd 17 N).

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
46.595	347	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 337 or Access 350 (Weld County Rd 17 S).
46.785	348	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 337 or Access 350 (Weld County Rd 17 S).
46.871	349	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 345 (Weld County Rd 17 N) or Access 358.
46.907	350	South	Weld County Rd 17 South	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
46.949	351	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained from Access 345 (Weld County Rd 17 N) or Access 358.
47.093	387	South	Future path crossing	N/A	**Grade Separated**	Access will be a grade separated multi-modal path.
47.116	388	North	Future path crossing	N/A	**Grade Separated**	Access will be a grade separated multi-modal path.
47.128	352	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 358.
47.157	353	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the east to obtain access to Access 358. If cross access can be obtained, access will ultimately be closed.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
47.373	354	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 356.
47.374	355	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 358.
47.416	356	South	Private Drive	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
47.416	358	North	Private Drive	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
47.432	357	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 356 or Access 370 (Weld County Rd 19).

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
47.483	359	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west to obtain access to Access 358. If cross access can be obtained, access will ultimately be closed.
47.496	360	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 359 or from Access 358 if cross-access can be obtained.
47.565	361	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 359 or from Access 358 if cross-access can be obtained.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
47.590	362	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 356 or Access 370 (Weld County Rd 19).
47.593	363	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 364 or from Access 369 if cross-access can be obtained.
47.606	364	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Property should seek to obtain cross access with adjacent property to the west to obtain access to Access 358. If cross access can be obtained, access will ultimately be closed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
47.663	365	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 364 or from Access 369 if cross-access can be obtained.
47.663	394	South	Future Drive	N/A	**Right-In, Right-Out**	Access will be a newly constructed right-in, right-out access to the property. The ultimate access design will be based on the results of a traffic study to ensure the intersection does not create operational and/or safety issues.
47.714	366	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 364 or from Access 369 if cross-access can be obtained.
47.734	367	North	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 364 or from Access 369 if cross-access can be obtained.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Milepost [3] (CO 66 / *US 36)	Access Number	Side of Highway	Access Description	Existing Conditions	Ultimate Access Control Plan Configuration	Conditions for Change [4]
47.741	368	South	Private Drive	Full Movement (Unsignalized)	**Access to be closed**	Access will be restricted to less than full movement or closed if a raised median is added to SH 66 as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified through the completion of a traffic study. Access to the property will be obtained via Access 356 or Access 370 (Weld County Rd 19).
47.899	369	North	Weld County Rd 19	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.
47.900	370	South	Weld County Rd 19	Full Movement (Unsignalized)	**Full Movement [6] (May be Signalized)**	The ultimate access design will be based on the results of a traffic study to ensure it does not create operational and/or safety issues. Access may be signalized if warrants are met.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
6. Full movement access with potential to become/remain signalized.

Appendix F. 2040 Synchro Analysis

F.1. 2040 AM No Action

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	15	740	65	195	460	15	65	15	235	40	35	40
Future Volume (veh/h)	15	740	65	195	460	15	65	15	235	40	35	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	804	71	212	500	16	71	16	255	43	38	43
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	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	396	924	422	505	1927	880	340	17	268	171	142	161
Arrive On Green	0.27	0.27	0.27	0.18	0.56	0.56	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	885	3469	1585	1781	3469	1585	1317	94	1505	1108	801	906
Grp Volume(v), veh/h	16	804	71	212	500	16	71	0	271	43	0	81
Grp Sat Flow(s),veh/h/ln	885	1735	1585	1781	1735	1585	1317	0	1599	1108	0	1707
Q Serve(g_s), s	0.6	10.0	1.5	3.1	3.4	0.2	2.2	0.0	7.5	0.5	0.0	1.8
Cycle Q Clear(g_c), s	0.6	10.0	1.5	3.1	3.4	0.2	4.1	0.0	7.5	8.0	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.53
Lane Grp Cap(c), veh/h	396	924	422	505	1927	880	340	0	284	171	0	304
V/C Ratio(X)	0.04	0.87	0.17	0.42	0.26	0.02	0.21	0.00	0.95	0.25	0.00	0.27
Avail Cap(c_a), veh/h	396	925	423	505	1928	881	340	0	284	171	0	304
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	12.3	15.8	12.7	8.7	5.2	4.5	17.7	0.0	18.3	22.4	0.0	16.0
Incr Delay (d2), s/veh	0.1	9.2	0.3	0.6	0.1	0.0	0.4	0.0	40.8	1.1	0.0	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	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.0	0.4	0.7	0.5	0.0	0.6	0.0	5.7	0.5	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	25.0	12.9	9.3	5.3	4.5	18.1	0.0	59.1	23.5	0.0	16.6
LnGrp LOS	B	C	B	A	A	A	B	A	E	C	A	B
Approach Vol, veh/h		891			728			342			124	
Approach Delay, s/veh		23.8			6.4			50.6			19.0	
Approach LOS		C			A			D			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.0	18.0		14.0		31.0		14.0				
Change Period (Y+Rc), s	5.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	8.0	12.0		8.0		25.0		8.0				
Max Q Clear Time (g_c+I1), s	5.1	12.0		10.0		5.4		9.5				
Green Ext Time (p_c), s	0.2	0.0		0.0		4.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay			21.8
HCM 6th LOS			C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	480	520	370	510	35	135	40	35	25	25	25
Future Volume (vph)	25	480	520	370	510	35	135	40	35	25	25	25
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	6.0		6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85		0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00		0.98	
Satd. Flow (prot)	1624	3185	1425	1593	3102		1442	1522	1358		1606	
Flt Permitted	0.42	1.00	1.00	0.46	1.00		0.95	0.97	1.00		0.98	
Satd. Flow (perm)	722	3185	1425	769	3102		1442	1522	1358		1606	
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)	27	522	565	402	554	38	147	43	38	27	27	27
RTOR Reduction (vph)	0	0	221	0	6	0	0	0	34	0	20	0
Lane Group Flow (vph)	27	522	344	402	586	0	94	96	4	0	61	0
Heavy Vehicles (%)	0%	2%	2%	2%	4%	0%	7%	0%	7%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2		2	6					4			
Actuated Green, G (s)	50.0	50.0	50.0	50.0	50.0		8.2	8.2	8.2		6.0	
Effective Green, g (s)	50.0	50.0	50.0	50.0	50.0		8.2	8.2	8.2		6.0	
Actuated g/C Ratio	0.61	0.61	0.61	0.61	0.61		0.10	0.10	0.10		0.07	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	
Lane Grp Cap (vph)	439	1937	866	467	1886		143	151	135		117	
v/s Ratio Prot		0.16			0.19		c0.07	0.06			c0.04	
v/s Ratio Perm	0.04		0.24	c0.52					0.00			
v/c Ratio	0.06	0.27	0.40	0.86	0.31		0.66	0.64	0.03		0.52	
Uniform Delay, d1	6.6	7.5	8.3	13.2	7.8		35.6	35.6	33.4		36.7	
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	0.1	0.4	15.4	0.1		11.5	9.5	0.1		5.1	
Delay (s)	6.6	7.6	8.7	28.6	7.9		47.1	45.0	33.5		41.8	
Level of Service	A	A	A	C	A		D	D	C		D	
Approach Delay (s)		8.2			16.3			44.0			41.8	
Approach LOS		A			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	82.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	380	145	270	765	5	85	10	40	5	195	75
Future Volume (veh/h)	10	380	145	270	765	5	85	10	40	5	195	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1856	1900	1870	1826	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	413	158	293	832	5	92	11	0	5	212	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, %	11	3	0	2	5	0	0	0	0	0	0	0
Cap, veh/h	245	799	693	569	975	859	287	28		67	299	
Arrive On Green	0.02	0.43	0.43	0.12	0.53	0.53	0.16	0.16	0.00	0.16	0.16	0.00
Sat Flow, veh/h	1654	1856	1610	1781	1826	1610	1055	176	0	16	1878	0
Grp Volume(v), veh/h	11	413	158	293	832	5	103	0	0	217	0	0
Grp Sat Flow(s),veh/h/ln	1654	1856	1610	1781	1826	1610	1231	0	0	1895	0	0
Q Serve(g_s), s	0.2	9.4	3.6	4.7	22.4	0.1	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.2	9.4	3.6	4.7	22.4	0.1	4.4	0.0	0.0	6.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.89		0.00	0.02		0.00
Lane Grp Cap(c), veh/h	245	799	693	569	975	859	315	0		366	0	
V/C Ratio(X)	0.04	0.52	0.23	0.51	0.85	0.01	0.33	0.00		0.59	0.00	
Avail Cap(c_a), veh/h	415	1717	1490	766	1893	1669	700	0		953	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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.1	12.0	10.3	7.5	11.5	6.3	22.1	0.0	0.0	22.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.2	0.7	2.3	0.0	0.6	0.0	0.0	1.5	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	0.1	2.9	1.0	1.1	6.2	0.0	1.2	0.0	0.0	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	12.5	10.5	8.3	13.7	6.3	22.7	0.0	0.0	24.4	0.0	0.0
LnGrp LOS	B	B	B	A	B	A	C	A		C	A	
Approach Vol, veh/h		582			1130			103	A		217	A
Approach Delay, s/veh		11.9			12.3			22.7			24.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	31.7		14.1	5.6	37.6		14.1				
Change Period (Y+Rc), s	4.5	7.0		5.0	4.5	7.0		5.0				
Max Green Setting (Gmax), s	13.4	53.1		27.0	7.0	59.5		27.0				
Max Q Clear Time (g_c+I1), s	6.7	11.4		8.2	2.2	24.4		6.4				
Green Ext Time (p_c), s	0.5	2.9		1.0	0.0	6.2		0.5				

Intersection Summary			
HCM 6th Ctrl Delay			14.0
HCM 6th LOS			B

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	415	5	5	975	25	20	5	30	50	5	25
Future Vol, veh/h	5	415	5	5	975	25	20	5	30	50	5	25
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	-	-	Stop	-	-	Stop
Storage Length	475	-	475	325	-	325	-	-	-	-	-	-
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, %	0	4	0	0	4	0	0	0	4	0	0	0
Mvmt Flow	5	451	5	5	1060	27	22	5	33	54	5	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1087	0	0	456	0	0	1547	1558	451	1536	1536	1060
Stage 1	-	-	-	-	-	-	461	461	-	1070	1070	-
Stage 2	-	-	-	-	-	-	1086	1097	-	466	466	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.24	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	649	-	-	1115	-	-	94	114	604	96	117	275
Stage 1	-	-	-	-	-	-	584	569	-	270	300	-
Stage 2	-	-	-	-	-	-	264	291	-	581	566	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	649	-	-	1115	-	-	81	113	604	87	116	275
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	113	-	87	116	-
Stage 1	-	-	-	-	-	-	579	564	-	268	299	-
Stage 2	-	-	-	-	-	-	233	290	-	540	561	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	40	102.1
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	161	649	-	-	1115	-	-	113
HCM Lane V/C Ratio	0.371	0.008	-	-	0.005	-	-	0.77
HCM Control Delay (s)	40	10.6	-	-	8.2	-	-	102.1
HCM Lane LOS	E	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.6	0	-	-	0	-	-	4.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	490	5	25	980	25	55
Future Vol, veh/h	490	5	25	980	25	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	0	575	-	150	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	533	5	27	1065	27	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	538	0	1652	533
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	1119	-
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	-	-	1030	-	108	547
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	312	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1030	-	105	547
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	312	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	215	547	-	-	1030	-
HCM Lane V/C Ratio	0.126	0.109	-	-	0.026	-
HCM Control Delay (s)	24.2	12.4	-	-	8.6	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.4	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.6					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	540	1000	15	15	5
Future Vol, veh/h	5	540	1000	15	15	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	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	4	25	25	0
Mvmt Flow	5	587	1087	16	16	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1103	0	-	0	1692	1095
Stage 1	-	-	-	-	1095	-
Stage 2	-	-	-	-	597	-
Critical Hdwy	4.1	-	-	-	6.65	6.2
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	2.2	-	-	-	3.725	3.3
Pot Cap-1 Maneuver	640	-	-	-	90	262
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	508	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	640	-	-	-	89	262
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	508	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	47
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	640	-	-	-	107
HCM Lane V/C Ratio	0.008	-	-	-	0.203
HCM Control Delay (s)	10.7	-	-	-	47
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	555	5	30	1000	25	10	5	15	20	10	5
Future Vol, veh/h	5	555	5	30	1000	25	10	5	15	20	10	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	-	-	-	-	-	-	-	-	-	-	-	-
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	5	603	5	33	1087	27	11	5	16	22	11	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1114	0	0	608	0	0	1791	1796	606	1793	1785	1101
Stage 1	-	-	-	-	-	-	616	616	-	1167	1167	-
Stage 2	-	-	-	-	-	-	1175	1180	-	626	618	-
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	627	-	-	970	-	-	63	80	497	63	82	258
Stage 1	-	-	-	-	-	-	478	482	-	236	268	-
Stage 2	-	-	-	-	-	-	233	264	-	472	481	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	627	-	-	970	-	-	51	72	497	53	74	258
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	72	-	53	74	-
Stage 1	-	-	-	-	-	-	472	476	-	233	244	-
Stage 2	-	-	-	-	-	-	198	240	-	446	475	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	56.8	116.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	101	627	-	-	970	-	-	66
HCM Lane V/C Ratio	0.323	0.009	-	-	0.034	-	-	0.576
HCM Control Delay (s)	56.8	10.8	0	-	8.8	0	-	116.7
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	335	250	1350	595	50	410	90	695	20	280	50
Future Volume (vph)	5	335	250	1350	595	50	410	90	695	20	280	50
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.4	6.4	6.5	6.4	6.4	5.7	5.7	5.7	5.8	5.7	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1827	1599	3252	1792	1615	1752	1863	1553	1805	1851	
Flt Permitted	0.42	1.00	1.00	0.95	1.00	1.00	0.12	1.00	1.00	0.69	1.00	
Satd. Flow (perm)	796	1827	1599	3252	1792	1615	228	1863	1553	1318	1851	
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)	5	364	272	1467	647	54	446	98	755	22	304	54
RTOR Reduction (vph)	0	0	198	0	0	26	0	0	489	0	4	0
Lane Group Flow (vph)	5	364	74	1467	647	28	446	98	266	22	354	0
Heavy Vehicles (%)	0%	4%	1%	2%	6%	0%	3%	2%	4%	0%	0%	2%
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Actuated Green, G (s)	34.7	33.9	33.9	49.5	82.5	82.5	55.6	47.4	47.4	29.0	26.6	
Effective Green, g (s)	34.7	33.9	33.9	49.5	82.5	82.5	55.6	47.4	47.4	29.0	26.6	
Actuated g/C Ratio	0.22	0.22	0.22	0.31	0.52	0.52	0.35	0.30	0.30	0.18	0.17	
Clearance Time (s)	6.6	6.4	6.4	6.5	6.4	6.4	5.7	5.7	5.7	5.8	5.7	
Vehicle Extension (s)	2.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	180	392	343	1021	938	845	305	560	467	249	312	
v/s Ratio Prot	0.00	c0.20		c0.45	0.36		c0.22	0.05		0.00	0.19	
v/s Ratio Perm	0.01		0.05			0.02	c0.30		0.17	0.01		
v/c Ratio	0.03	0.93	0.22	1.44	0.69	0.03	1.46	0.17	0.57	0.09	1.13	
Uniform Delay, d1	48.1	60.7	50.9	54.0	28.0	18.2	49.4	40.7	46.5	53.1	65.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	28.2	0.4	202.2	2.3	0.0	225.3	0.1	1.6	0.2	92.3	
Delay (s)	48.1	88.9	51.3	256.3	30.3	18.2	274.6	40.8	48.1	53.3	157.8	
Level of Service	D	F	D	F	C	B	F	D	D	D	F	
Approach Delay (s)		72.6			182.9			125.3			151.7	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	147.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.35		
Actuated Cycle Length (s)	157.6	Sum of lost time (s)	24.5
Intersection Capacity Utilization	118.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	17.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1045	5	25	1990	5	5	0	95	5	5	5
Future Vol, veh/h	0	1045	5	25	1990	5	5	0	95	5	5	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	150	-	0	150	-	-	-	-	125	-	-	75
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	1136	5	27	2163	5	5	0	103	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2168	0	0	1141	0	0	3361	3358	1136	3410	3361	2166
Stage 1	-	-	-	-	-	-	1136	1136	-	2220	2220	-
Stage 2	-	-	-	-	-	-	2225	2222	-	1190	1141	-
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	246	-	-	612	-	-	~ 5	8	246	~ 4	8	59
Stage 1	-	-	-	-	-	-	246	277	-	58	81	-
Stage 2	-	-	-	-	-	-	57	80	-	229	275	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	246	-	-	612	-	-	~ 2	8	246	~ 2	8	59
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	8	-	~ 2	8	-
Stage 1	-	-	-	-	-	-	246	277	-	58	77	-
Stage 2	-	-	-	-	-	-	46	76	-	133	275	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	214.5	$ 2233
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	2	246	246	-	-	612	-	-	3	59
HCM Lane V/C Ratio	2.717	0.42	-	-	-	0.044	-	-	3.623	0.092
HCM Control Delay (s)	$ 3724.5	29.8	0	-	-	11.2	-	-	$ 3313.4	72.1
HCM Lane LOS	F	D	A	-	-	B	-	-	F	F
HCM 95th %tile Q(veh)	1.7	2	0	-	-	0.1	-	-	2.6	0.3

Notes

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

Intersection	
Int Delay, s/veh	1534.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1080	60	200	1945	70	170
Future Vol, veh/h	1080	60	200	1945	70	170
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	-	275	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	56	63	91	63	80
Heavy Vehicles, %	3	0	1	3	0	1
Mvmt Flow	1227	107	317	2137	111	213

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1334	0	3998	1227
Stage 1	-	-	-	-	1227	-
Stage 2	-	-	-	-	2771	-
Critical Hdwy	-	-	4.11	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	520	-	~ 3	219
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	~ 47	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	520	-	~ 1	219
Mov Cap-2 Maneuver	-	-	-	-	~ 1	-
Stage 1	-	-	-	-	~ 109	-
Stage 2	-	-	-	-	~ 47	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	$ 19483.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	1	219	-	-	520	-
HCM Lane V/C Ratio	111.111	0.97	-	-	0.611	-
HCM Control Delay (s)	$ 56554.5	99.7	-	-	22.2	-
HCM Lane LOS	F	F	-	-	C	-
HCM 95th %tile Q(veh)	16.3	8.5	-	-	4.1	-

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	1185	45	185	2055	35	25	5	140	25	10	65
Future Vol, veh/h	20	1185	45	185	2055	35	25	5	140	25	10	65
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	-	-	Stop	-	-	None
Storage Length	300	-	300	325	-	0	-	-	125	-	-	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	1288	49	201	2234	38	27	5	152	27	11	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2272	0	0	1337	0	0	4028	4006	1288	3995	4017	2234
Stage 1	-	-	-	-	-	-	1332	1332	-	2636	2636	-
Stage 2	-	-	-	-	-	-	2696	2674	-	1359	1381	-
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	224	-	-	516	-	-	~ 1	~ 3	200	~ 2	~ 3	~ 54
Stage 1	-	-	-	-	-	-	190	223	-	32	49	-
Stage 2	-	-	-	-	-	-	30	47	-	183	211	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	224	-	-	516	-	-	-	~ 2	200	-	~ 2	~ 54
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 2	-	-	~ 2	-
Stage 1	-	-	-	-	-	-	171	201	-	29	30	-
Stage 2	-	-	-	-	-	-	-	29	-	38	190	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.3		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	200	224	-	-	516	-	-	-	54
HCM Lane V/C Ratio	-	0.761	0.097	-	-	0.39	-	-	-	1.308
HCM Control Delay (s)	-	64.4	22.8	-	-	16.4	-	-	-	$ 351
HCM Lane LOS	-	F	C	-	-	C	-	-	-	F
HCM 95th %tile Q(veh)	-	5.1	0.3	-	-	1.8	-	-	-	6.3

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)	580	535	235	325	800	135	335	400	220	185	900	1140
Future Volume (veh/h)	580	535	235	325	800	135	335	400	220	185	900	1140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1595	1657	1643	1569	1643	1643	1657	1630	1670	1670	1697	1683
Adj Flow Rate, veh/h	630	582	0	353	870	0	364	435	0	201	978	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	4	5	4	5	5	4	6	3	3	1	2
Cap, veh/h	562	875		505	816		280	916		371	821	
Arrive On Green	0.19	0.28	0.00	0.17	0.26	0.00	0.15	0.30	0.00	0.11	0.25	0.00
Sat Flow, veh/h	2946	3148	1393	2900	3122	1393	1578	3097	1415	1590	3224	1427
Grp Volume(v), veh/h	630	582	0	353	870	0	364	435	0	201	978	0
Grp Sat Flow(s),veh/h/ln	1473	1574	1393	1450	1561	1393	1578	1548	1415	1590	1612	1427
Q Serve(g_s), s	28.6	24.6	0.0	17.2	39.2	0.0	22.1	17.3	0.0	13.9	38.2	0.0
Cycle Q Clear(g_c), s	28.6	24.6	0.0	17.2	39.2	0.0	22.1	17.3	0.0	13.9	38.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	562	875		505	816		280	916		371	821	
V/C Ratio(X)	1.12	0.67		0.70	1.07		1.30	0.48		0.54	1.19	
Avail Cap(c_a), veh/h	562	875		505	816		280	916		405	821	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	60.7	48.0	0.0	58.3	55.4	0.0	47.0	43.3	0.0	35.6	55.9	0.0
Incr Delay (d2), s/veh	75.9	4.0	0.0	3.6	50.7	0.0	157.8	0.4	0.0	0.5	98.1	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	16.2	9.8	0.0	6.4	20.5	0.0	19.4	6.6	0.0	5.3	26.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	136.6	51.9	0.0	61.9	106.1	0.0	204.9	43.7	0.0	36.1	154.0	0.0
LnGrp LOS	F	D		E	F		F	D		D	F	
Approach Vol, veh/h		1212	A		1223	A		799	A		1179	A
Approach Delay, s/veh		96.0			93.3			117.1			133.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.8	50.2	33.0	48.5	28.0	44.0	35.5	46.0
Change Period (Y+Rc), s	5.9	* 5.8	* 6.8	* 6.8	5.9	* 5.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	19.2	* 41	* 23	* 42	22.1	* 38	* 25	* 39
Max Q Clear Time (g_c+I1), s	15.9	19.3	19.2	26.6	24.1	40.2	30.6	41.2
Green Ext Time (p_c), s	0.1	2.5	0.2	1.9	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	109.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	920	1250	35	15	10
Future Volume (veh/h)	20	920	1250	35	15	10
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	1000	1359	38	16	11
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	369	3215	3023	1348	32	29
Arrive On Green	0.02	0.90	0.85	0.85	0.02	0.02
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	22	1000	1359	38	16	11
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.2	5.6	13.9	0.6	1.3	1.0
Cycle Q Clear(g_c), s	0.2	5.6	13.9	0.6	1.3	1.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	369	3215	3023	1348	32	29
V/C Ratio(X)	0.06	0.31	0.45	0.03	0.50	0.39
Avail Cap(c_a), veh/h	416	3215	3023	1348	306	273
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	1.00	1.00
Uniform Delay (d), s/veh	2.0	0.9	2.7	1.7	73.0	72.8
Incr Delay (d2), s/veh	0.1	0.3	0.5	0.0	8.6	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	2.7	0.1	0.7	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.1	1.2	3.2	1.8	81.6	79.0
LnGrp LOS	A	A	A	A	F	E
Approach Vol, veh/h		1022	1397		27	
Approach Delay, s/veh		1.2	3.2		80.6	
Approach LOS		A	A		F	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				142.1		7.9	8.1	134.0
Change Period (Y+Rc), s				6.4		5.2	5.7	6.4
Max Green Setting (Gmax), s				112.6		25.8	6.3	100.6
Max Q Clear Time (g_c+I1), s				7.6		3.3	2.2	15.9
Green Ext Time (p_c), s				4.3		0.0	0.0	6.8

Intersection Summary	
HCM 6th Ctrl Delay	3.2
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	78.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	910	15	65	1230	25	20	5	65	55	5	35
Future Vol, veh/h	10	910	15	65	1230	25	20	5	65	55	5	35
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	325	-	275	675	-	400	150	-	0	-	-	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, %	0	3	17	9	5	0	0	0	0	0	0	0
Mvmt Flow	11	989	16	71	1337	27	22	5	71	60	5	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1364	0	0	1005	0	0	2525	2517	989	2536	2506	1337
Stage 1	-	-	-	-	-	-	1011	1011	-	1479	1479	-
Stage 2	-	-	-	-	-	-	1514	1506	-	1057	1027	-
Critical Hdwy	4.1	-	-	4.19	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.281	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	510	-	-	662	-	-	~ 19	28	302	~ 19	29	189
Stage 1	-	-	-	-	-	-	291	320	-	158	191	-
Stage 2	-	-	-	-	-	-	151	186	-	275	314	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	510	-	-	662	-	-	~ 11	24	302	~ 11	25	189
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 11	24	-	~ 11	25	-
Stage 1	-	-	-	-	-	-	285	313	-	155	171	-
Stage 2	-	-	-	-	-	-	104	166	-	203	307	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	$ 351.3	$ 1664
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	12	302	510	-	-	662	-	-	12	189
HCM Lane V/C Ratio	2.264	0.234	0.021	-	-	0.107	-	-	5.435	0.201
HCM Control Delay (s)	$ 1211.3	20.5	12.2	-	-	11.1	-	-	$ 2617.9	28.8
HCM Lane LOS	F	C	B	-	-	B	-	-	F	D
HCM 95th %tile Q(veh)	4.3	0.9	0.1	-	-	0.4	-	-	9.3	0.7

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 (vph)	5	800	230	270	1075	5	245	5	305	5	5	5
Future Volume (vph)	5	800	230	270	1075	5	245	5	305	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	6.8		5.7	5.7			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.85			0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.98	
Satd. Flow (prot)	1770	1845	1599	1752	1792		1770	1603			1750	
Flt Permitted	0.06	1.00	1.00	0.06	1.00		0.95	1.00			0.89	
Satd. Flow (perm)	110	1845	1599	116	1792		1770	1603			1581	
Peak-hour factor, PHF	0.92	0.89	0.78	0.90	0.90	0.92	0.81	0.92	0.86	0.92	0.92	0.92
Adj. Flow (vph)	5	899	295	300	1194	5	302	5	355	5	5	5
RTOR Reduction (vph)	0	0	136	0	0	0	0	294	0	0	5	0
Lane Group Flow (vph)	5	899	159	300	1199	0	302	66	0	0	10	0
Heavy Vehicles (%)	2%	3%	1%	3%	6%	2%	2%	2%	1%	2%	2%	2%
Turn Type	Perm	NA	Perm	pm+pt	NA		Split	NA		Perm	NA	
Protected Phases		4		3	8		2	2			6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)	67.8	67.8	67.8	91.9	91.9		23.3	23.3			3.0	
Effective Green, g (s)	67.8	67.8	67.8	91.9	91.9		23.3	23.3			3.0	
Actuated g/C Ratio	0.50	0.50	0.50	0.68	0.68		0.17	0.17			0.02	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8		5.7	5.7			4.5	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.5	2.5			3.0	
Lane Grp Cap (vph)	55	925	801	288	1218		305	276			35	
v/s Ratio Prot		0.49		0.13	c0.67		c0.17	0.04				
v/s Ratio Perm	0.05		0.10	c0.57							c0.01	
v/c Ratio	0.09	0.97	0.20	1.04	0.98		0.99	0.24			0.29	
Uniform Delay, d1	17.6	32.8	18.7	50.9	21.0		55.8	48.3			65.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	3.2	23.5	0.6	64.3	22.3		48.7	0.3			4.5	
Delay (s)	20.8	56.3	19.2	115.2	43.3		104.5	48.6			69.6	
Level of Service	C	E	B	F	D		F	D			E	
Approach Delay (s)		47.0			57.7			74.1			69.6	
Approach LOS		D			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	57.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	135.2	Sum of lost time (s)	23.8
Intersection Capacity Utilization	109.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	520	500	720	760	20	405	80	590	55	275	175
Future Volume (vph)	85	520	500	720	760	20	405	80	590	55	275	175
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	7.0	7.0	4.5	7.0		5.0	5.0	4.0	5.0	5.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1845	1583	1660	1769		1504	1863	1583	1671	1863	1615
Flt Permitted	0.17	1.00	1.00	0.14	1.00		0.44	1.00	1.00	0.70	1.00	1.00
Satd. Flow (perm)	312	1845	1583	246	1769		690	1863	1583	1232	1863	1615
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)	92	565	543	783	826	22	440	87	641	60	299	190
RTOR Reduction (vph)	0	0	157	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	92	565	386	783	847	0	440	87	641	60	299	190
Heavy Vehicles (%)	2%	3%	2%	3%	6%	43%	20%	2%	2%	8%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Free	Perm	NA	Free
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		Free	4		Free
Actuated Green, G (s)	29.5	23.9	23.9	43.9	33.8		25.0	25.0	80.9	25.0	25.0	80.9
Effective Green, g (s)	29.5	23.9	23.9	43.9	33.8		25.0	25.0	80.9	25.0	25.0	80.9
Actuated g/C Ratio	0.36	0.30	0.30	0.54	0.42		0.31	0.31	1.00	0.31	0.31	1.00
Clearance Time (s)	4.5	7.0	7.0	4.5	7.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	5.0	5.0	2.5	5.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	214	545	467	404	739		213	575	1583	380	575	1615
v/s Ratio Prot	0.03	0.31		c0.37	0.48			0.05			0.16	
v/s Ratio Perm	0.13		0.24	c0.68			c0.64		0.40	0.05		0.12
v/c Ratio	0.43	1.04	0.83	1.94	1.15		2.07	0.15	0.40	0.16	0.52	0.12
Uniform Delay, d1	19.8	28.5	26.6	22.6	23.6		28.0	20.3	0.0	20.3	23.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	48.4	12.7	431.2	81.1		495.4	0.1	0.8	0.2	0.9	0.1
Delay (s)	20.8	76.9	39.2	453.8	104.7		523.4	20.4	0.8	20.5	23.9	0.1
Level of Service	C	E	D	F	F		F	C	A	C	C	A
Approach Delay (s)		55.5			272.3			199.1			15.3	
Approach LOS		E			F			F			B	

Intersection Summary			
HCM 2000 Control Delay	165.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.07		
Actuated Cycle Length (s)	80.9	Sum of lost time (s)	16.5
Intersection Capacity Utilization	124.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Intersection						
Int Delay, s/veh	0.7					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1160	5	5	1500	5	5
Future Vol, veh/h	1160	5	5	1500	5	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	-	-	-	-	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	1261	5	5	1630	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1266	0	2904	1264
Stage 1	-	-	-	-	1264	-
Stage 2	-	-	-	-	1640	-
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	-	-	549	-	17	207
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	174	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	549	-	15	207
Mov Cap-2 Maneuver	-	-	-	-	15	-
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	174	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	199.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	28	-	-	549	-
HCM Lane V/C Ratio	0.388	-	-	0.01	-
HCM Control Delay (s)	199.4	-	-	11.6	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	1.2	-	-	0	-

Intersection	
Int Delay, s/veh	2359.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	140	1020	5	10	1410	85	20	10	5	65	25	70
Future Vol, veh/h	140	1020	5	10	1410	85	20	10	5	65	25	70
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, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	152	1109	5	11	1533	92	22	11	5	71	27	76

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1625	0	0	1114	0	0	3069	3063	1112	3025	3019	1579
Stage 1	-	-	-	-	-	-	1416	1416	-	1601	1601	-
Stage 2	-	-	-	-	-	-	1653	1647	-	1424	1418	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	406	-	-	634	-	-	~ 8	13	256	~ 8	~ 13	136
Stage 1	-	-	-	-	-	-	172	205	-	135	167	-
Stage 2	-	-	-	-	-	-	126	158	-	170	205	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	406	-	-	634	-	-	0	0	256	~ 1	0	136
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	~ 1	0	-
Stage 1	-	-	-	-	-	-	~ 3	~ 3	-	~ 2	134	-
Stage 2	-	-	-	-	-	-	35	126	-	-	~ 3	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0.1	21.5	$ 42227.9
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	256	406	-	-	634	-	-	2
HCM Lane V/C Ratio	0.149	0.375	-	-	0.017	-	-	86.957
HCM Control Delay (s)	21.5	19.1	0	-	10.8	0	-	$ 42227.9
HCM Lane LOS	C	C	A	-	B	A	-	F
HCM 95th %tile Q(veh)	0.5	1.7	-	-	0.1	-	-	24.2

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	980	45	30	1300	65	70	100	30	150	100	135
Future Vol, veh/h	65	980	45	30	1300	65	70	100	30	150	100	135
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	430	-	-	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, %	6	3	0	0	5	14	0	0	60	17	0	3
Mvmt Flow	71	1065	49	33	1413	71	76	109	33	163	109	147

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1484	0	0	1114	0	0	2875	2782	1090	2818	2771	1449
Stage 1	-	-	-	-	-	-	1232	1232	-	1515	1515	-
Stage 2	-	-	-	-	-	-	1643	1550	-	1303	1256	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.8	7.27	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.27	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.27	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.84	3.653	4	3.327
Pot Cap-1 Maneuver	441	-	-	634	-	-	~ 11	~ 19	202	~ 10	~ 20	160
Stage 1	-	-	-	-	-	-	219	252	-	~ 138	184	-
Stage 2	-	-	-	-	-	-	127	177	-	184	245	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	441	-	-	634	-	-	-	~ 15	202	-	~ 16	160
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 15	-	-	~ 16	-
Stage 1	-	-	-	-	-	-	184	211	-	~ 116	174	-
Stage 2	-	-	-	-	-	-	~ 4	168	-	~ 63	206	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	441	-	-	634	-	-	-
HCM Lane V/C Ratio	-	0.16	-	-	0.051	-	-	-
HCM Control Delay (s)	-	14.7	-	-	11	-	-	-
HCM Lane LOS	-	B	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-	0.2	-	-	-

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 (vph)	85	960	115	270	990	200	255	190	480	160	315	150
Future Volume (vph)	85	960	115	270	990	200	255	190	480	160	315	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0			5.0			5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97			0.93			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.99			0.98	1.00
Satd. Flow (prot)	1719	1845	1615	1805	1734			1662			1868	1599
Flt Permitted	0.07	1.00	1.00	0.07	1.00			0.43			0.53	1.00
Satd. Flow (perm)	134	1845	1615	133	1734			725			998	1599
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)	92	1043	125	293	1076	217	277	207	522	174	342	163
RTOR Reduction (vph)	0	0	33	0	5	0	0	26	0	0	0	36
Lane Group Flow (vph)	92	1043	92	293	1288	0	0	980	0	0	516	127
Heavy Vehicles (%)	5%	3%	0%	0%	6%	11%	6%	3%	5%	0%	0%	1%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		4
Actuated Green, G (s)	62.0	54.0	54.0	68.0	57.0			68.0			68.0	68.0
Effective Green, g (s)	62.0	54.0	54.0	68.0	57.0			68.0			68.0	68.0
Actuated g/C Ratio	0.41	0.36	0.36	0.45	0.38			0.45			0.45	0.45
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0			5.0			5.0	5.0
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0			3.0			3.0	3.0
Lane Grp Cap (vph)	139	664	581	182	658			328			452	724
v/s Ratio Prot	0.04	0.57		c0.12	c0.74							
v/s Ratio Perm	0.24		0.06	0.61				c1.35			0.52	0.08
v/c Ratio	0.66	1.57	0.16	1.61	1.96			2.99			1.14	0.18
Uniform Delay, d1	36.1	48.0	32.6	44.6	46.5			41.0			41.0	24.4
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	11.2	264.1	0.3	298.5	436.4			903.1			87.2	0.1
Delay (s)	47.3	312.1	32.9	343.0	482.9			944.1			128.2	24.5
Level of Service	D	F	C	F	F			F			F	C
Approach Delay (s)		265.1			457.1			944.1			103.3	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	458.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.49		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	168.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	995	605	535	1105	0	0	0	0	215	10	355
Future Volume (vph)	0	995	605	535	1105	0	0	0	0	215	10	355
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0	7.0					6.0	6.0	4.0
Lane Util. Factor		0.91	1.00	0.97	0.95					0.95	0.95	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (prot)		5036	1568	3072	3374					1545	1528	1568
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (perm)		5036	1568	3072	3374					1545	1528	1568
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)	0	1082	658	582	1201	0	0	0	0	234	11	386
RTOR Reduction (vph)	0	0	292	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1082	366	582	1201	0	0	0	0	122	123	386
Heavy Vehicles (%)	2%	3%	3%	8%	7%	2%	2%	2%	2%	11%	33%	3%
Turn Type		NA	Perm	Prot	NA					Perm	NA	Free
Protected Phases		2		1	6						4	
Permitted Phases			2							4		Free
Actuated Green, G (s)		36.4	36.4	21.0	64.4					12.6	12.6	90.0
Effective Green, g (s)		36.4	36.4	21.0	64.4					12.6	12.6	90.0
Actuated g/C Ratio		0.40	0.40	0.23	0.72					0.14	0.14	1.00
Clearance Time (s)		7.0	7.0	7.0	7.0					6.0	6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		2036	634	716	2414					216	213	1568
v/s Ratio Prot		0.21		c0.19	0.36							
v/s Ratio Perm			c0.23							0.08	0.08	0.25
v/c Ratio		0.53	0.58	0.81	0.50					0.56	0.58	0.25
Uniform Delay, d1		20.3	20.8	32.6	5.7					36.1	36.2	0.0
Progression Factor		1.00	1.00	0.80	0.17					1.00	1.00	1.00
Incremental Delay, d2		1.0	3.8	6.0	0.6					3.4	3.8	0.4
Delay (s)		21.3	24.6	32.3	1.6					39.5	40.0	0.4
Level of Service		C	C	C	A					D	D	A
Approach Delay (s)		22.6			11.6			0.0			15.7	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	1005	0	0	1325	305	315	5	520	0	0	0
Future Volume (vph)	205	1005	0	0	1325	305	315	5	520	0	0	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1800	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0			7.0	7.0	6.0	6.0	4.0			
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.95	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (prot)	3221	3438			4803	1417	1533	1627	1455			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (perm)	3221	3438			4803	1417	1533	1627	1455			
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)	223	1092	0	0	1440	332	342	5	565	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	169	0	0	0	0	0	0
Lane Group Flow (vph)	223	1092	0	0	1440	163	174	173	565	0	0	0
Heavy Vehicles (%)	3%	5%	2%	2%	8%	14%	6%	0%	11%	2%	2%	2%
Turn Type	Prot	NA			NA	Perm	Perm	NA	Free			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		Free			
Actuated Green, G (s)	11.8	61.0			44.2	44.2	16.0	16.0	90.0			
Effective Green, g (s)	11.8	61.0			44.2	44.2	16.0	16.0	90.0			
Actuated g/C Ratio	0.13	0.68			0.49	0.49	0.18	0.18	1.00			
Clearance Time (s)	5.0	7.0			7.0	7.0	6.0	6.0				
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)	422	2330			2358	695	272	289	1455			
v/s Ratio Prot	0.07	c0.32			c0.30							
v/s Ratio Perm						0.12	c0.11	0.11	0.39			
v/c Ratio	0.53	0.47			0.61	0.23	0.64	0.60	0.39			
Uniform Delay, d1	36.5	6.8			16.6	13.2	34.3	34.0	0.0			
Progression Factor	1.40	0.32			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	1.0	0.6			1.2	0.8	4.9	3.3	0.8			
Delay (s)	52.3	2.8			17.8	14.0	39.2	37.4	0.8			
Level of Service	D	A			B	B	D	D	A			
Approach Delay (s)		11.2			17.1			15.1			0.0	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	245	1170	110	40	1330	70	90	5	30	20	5	210
Future Vol, veh/h	245	1170	110	40	1330	70	90	5	30	20	5	210
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	275	-	0	225	-	-	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	10	7	3	8	2	7	2	3	2	2	2
Mvmt Flow	266	1272	120	43	1446	76	98	5	33	22	5	228

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1522	0	0	1392	0	0	2616	3412	636	2741	3494	761
Stage 1	-	-	-	-	-	-	1804	1804	-	1570	1570	-
Stage 2	-	-	-	-	-	-	812	1608	-	1171	1924	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.64	6.54	6.96	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.23	-	-	3.57	4.02	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	434	-	-	482	-	-	~ 11	7	418	~ 9	6	348
Stage 1	-	-	-	-	-	-	~ 78	130	-	116	170	-
Stage 2	-	-	-	-	-	-	328	162	-	205	113	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	434	-	-	482	-	-	-	~ 2	418	-	~ 2	348
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 2	-	-	~ 2	-
Stage 1	-	-	-	-	-	-	~ 30	50	-	45	155	-
Stage 2	-	-	-	-	-	-	99	148	-	65	44	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.1	0.4		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	14	434	-	-	482	-	-	-
HCM Lane V/C Ratio	-	2.717	0.614	-	-	0.09	-	-	-
HCM Control Delay (s)		$ 1329.6	25.6	-	-	13.2	-	-	-
HCM Lane LOS	-	F	D	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	5.6	4	-	-	0.3	-	-	-

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)	300	480	420	400	835	90	450	300	115	50	210	245
Future Volume (veh/h)	300	480	420	400	835	90	450	300	115	50	210	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1781	1870	1781	1796	1796	1633	1826	1826	1841	1841	1841
Adj Flow Rate, veh/h	326	522	457	435	908	98	489	326	125	54	228	266
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, %	18	8	2	8	7	7	18	5	5	4	4	4
Cap, veh/h	223	562	500	321	564	61	371	522	200	57	149	165
Arrive On Green	0.11	0.32	0.32	0.15	0.35	0.35	0.16	0.42	0.42	0.22	0.22	0.22
Sat Flow, veh/h	1555	1781	1585	1697	1593	172	1555	1257	482	123	691	767
Grp Volume(v), veh/h	326	522	457	435	0	1006	489	0	451	548	0	0
Grp Sat Flow(s),veh/h/ln	1555	1781	1585	1697	0	1765	1555	0	1739	1581	0	0
Q Serve(g_s), s	14.0	36.9	36.1	19.0	0.0	46.0	21.0	0.0	26.6	22.4	0.0	0.0
Cycle Q Clear(g_c), s	14.0	36.9	36.1	19.0	0.0	46.0	21.0	0.0	26.6	28.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.28	0.10		0.49
Lane Grp Cap(c), veh/h	223	562	500	321	0	625	371	0	722	371	0	0
V/C Ratio(X)	1.46	0.93	0.91	1.36	0.00	1.61	1.32	0.00	0.62	1.48	0.00	0.00
Avail Cap(c_a), veh/h	223	562	500	321	0	625	371	0	722	371	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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.6	43.1	42.8	37.8	0.0	42.0	35.0	0.0	30.0	52.0	0.0	0.0
Incr Delay (d2), s/veh	231.1	22.3	21.7	179.5	0.0	282.1	161.3	0.0	2.4	228.9	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	18.7	18.8	16.3	21.9	0.0	67.6	25.3	0.0	10.9	35.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	268.8	65.4	64.5	217.4	0.0	324.1	196.2	0.0	32.4	280.8	0.0	0.0
LnGrp LOS	F	E	E	F	A	F	F	A	C	F	A	A
Approach Vol, veh/h		1305			1441			940			548	
Approach Delay, s/veh		115.9			291.9			117.6			280.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	24.0	47.0	26.0	33.0	19.0	52.0		59.0
Change Period (Y+Rc), s	5.0	6.0	5.0	5.0	5.0	6.0		5.0
Max Green Setting (Gmax), s	19.0	41.0	21.0	28.0	14.0	46.0		54.0
Max Q Clear Time (g_c+I1), s	21.0	38.9	23.0	30.0	16.0	48.0		28.6
Green Ext Time (p_c), s	0.0	1.3	0.0	0.0	0.0	0.0		5.1

Intersection Summary	
HCM 6th Ctrl Delay	197.5
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	3953.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	485	85	150	1090	20	135	10	105	125	10	100
Future Vol, veh/h	75	485	85	150	1090	20	135	10	105	125	10	100
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, %	0	11	25	0	8	0	0	0	0	0	0	0
Mvmt Flow	82	527	92	163	1185	22	147	11	114	136	11	109

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1207	0	0	619	0	0	2319	2270	573	2322	2305	1196
Stage 1	-	-	-	-	-	-	737	737	-	1522	1522	-
Stage 2	-	-	-	-	-	-	1582	1533	-	800	783	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	585	-	-	971	-	-	~ 27	41	523	~ 27	39	229
Stage 1	-	-	-	-	-	-	413	428	-	149	182	-
Stage 2	-	-	-	-	-	-	~ 138	180	-	382	407	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	585	-	-	971	-	-	~ 3	16	523	~ 5	15	229
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 3	16	-	~ 5	15	-
Stage 1	-	-	-	-	-	-	323	335	-	~ 117	89	-
Stage 2	-	-	-	-	-	-	~ 31	88	-	226	319	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	1.1	$ 25443.9	$ 13128.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	5	585	-	-	971	-	-	9
HCM Lane V/C Ratio	54.348	0.139	-	-	0.168	-	-	28.382
HCM Control Delay (s)	$ 25443.9	12.1	0	-	9.5	0	-	$ 13128.3
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	36.2	0.5	-	-	0.6	-	-	33.7

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 (vph)	45	575	165	85	640	40	220	165	90	45	325	280
Future Volume (vph)	45	575	165	85	640	40	220	165	90	45	325	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0		5.0	7.0			7.0			7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.97		1.00	0.99			0.97			0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1504	1676		1805	1711			1719			1749	
Flt Permitted	0.07	1.00		0.07	1.00			0.41			0.93	
Satd. Flow (perm)	113	1676		132	1711			718			1634	
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)	49	625	179	92	696	43	239	179	98	49	353	304
RTOR Reduction (vph)	0	7	0	0	1	0	0	5	0	0	18	0
Lane Group Flow (vph)	49	797	0	92	738	0	0	511	0	0	688	0
Heavy Vehicles (%)	20%	10%	8%	0%	9%	28%	6%	6%	2%	22%	0%	1%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	62.4	56.0		65.6	57.6			68.0			68.0	
Effective Green, g (s)	62.4	56.0		65.6	57.6			68.0			68.0	
Actuated g/C Ratio	0.41	0.37		0.43	0.38			0.45			0.45	
Clearance Time (s)	5.0	7.0		5.0	7.0			7.0			7.0	
Vehicle Extension (s)	4.0	6.0		4.0	6.0			5.0			5.0	
Lane Grp Cap (vph)	105	621		145	652			323			735	
v/s Ratio Prot	0.02	c0.48		c0.03	0.43							
v/s Ratio Perm	0.17			0.24				c0.71			0.42	
v/c Ratio	0.47	1.28		0.63	1.13			1.58			0.94	
Uniform Delay, d1	36.1	47.5		35.4	46.7			41.5			39.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	4.4	139.6		9.8	77.4			275.6			19.7	
Delay (s)	40.5	187.1		45.2	124.1			317.1			59.2	
Level of Service	D	F		D	F			F			E	
Approach Delay (s)		178.7			115.3			317.1			59.2	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	156.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	151.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	131.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	660	605	20	20	160
Future Vol, veh/h	50	660	605	20	20	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	525	-	-	550	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	10	11	46	13	0
Mvmt Flow	54	717	658	22	22	174

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	680	0	-	0	1483	658
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	825	-
Critical Hdwy	4.1	-	-	-	6.53	6.2
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	2.2	-	-	-	3.617	3.3
Pot Cap-1 Maneuver	922	-	-	-	130	468
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	922	-	-	-	122	468
Mov Cap-2 Maneuver	-	-	-	-	122	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	412	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	26.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	922	-	-	-	356
HCM Lane V/C Ratio	0.059	-	-	-	0.55
HCM Control Delay (s)	9.1	-	-	-	26.8
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	3.2

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	655	25	5	550	75	5
Future Vol, veh/h	655	25	5	550	75	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	14	0	0
Mvmt Flow	712	27	5	598	82	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	739	0	1334	726
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	876	-	171	428
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	876	-	169	428
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	547	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	43.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	176	-	-	876	-
HCM Lane V/C Ratio	0.494	-	-	0.006	-
HCM Control Delay (s)	43.9	-	-	9.1	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	2.4	-	-	0	-

Intersection	
Int Delay, s/veh	19.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	610	40	60	500	5	45	30	90	5	30	10
Future Vol, veh/h	10	610	40	60	500	5	45	30	90	5	30	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	625	-	625	700	-	600	-	-	-	-	-	-
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, %	0	10	27	4	12	0	27	6	3	0	23	0
Mvmt Flow	11	663	43	65	543	5	49	33	98	5	33	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	548	0	0	706	0	0	1383	1363	663	1445	1401	543
Stage 1	-	-	-	-	-	-	685	685	-	673	673	-
Stage 2	-	-	-	-	-	-	698	678	-	772	728	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.37	6.56	6.23	7.1	6.73	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.37	5.56	-	6.1	5.73	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.37	5.56	-	6.1	5.73	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.743	4.054	3.327	3.5	4.207	3.3
Pot Cap-1 Maneuver	1032	-	-	883	-	-	107	145	459	111	127	544
Stage 1	-	-	-	-	-	-	400	442	-	448	423	-
Stage 2	-	-	-	-	-	-	393	446	-	395	399	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1032	-	-	883	-	-	77	133	459	66	116	544
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	133	-	66	116	-
Stage 1	-	-	-	-	-	-	396	437	-	443	392	-
Stage 2	-	-	-	-	-	-	327	413	-	285	395	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1	154.1	49.5
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	164	1032	-	-	883	-	-	128
HCM Lane V/C Ratio	1.094	0.011	-	-	0.074	-	-	0.382
HCM Control Delay (s)	154.1	8.5	-	-	9.4	-	-	49.5
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	9.2	0	-	-	0.2	-	-	1.6

F.2. 2040 PM No Action

HCM 6th Signalized Intersection Summary
1: McConnell Dr/Stone Canyon Dr & SH 66

10/07/2019

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	30	990	15	110	885	40	15	10	95	30	10	30
Future Volume (veh/h)	30	990	15	110	885	40	15	10	95	30	10	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	1076	16	120	962	43	16	11	103	33	11	33
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	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	314	938	429	483	1954	893	358	26	242	293	68	205
Arrive On Green	0.27	0.27	0.27	0.18	0.56	0.56	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	561	3469	1585	1781	3469	1585	1362	155	1454	1279	412	1236
Grp Volume(v), veh/h	33	1076	16	120	962	43	16	0	114	33	0	44
Grp Sat Flow(s),veh/h/ln	561	1735	1585	1781	1735	1585	1362	0	1609	1279	0	1648
Q Serve(g_s), s	2.0	12.0	0.3	1.6	7.4	0.5	0.5	0.0	2.8	1.1	0.0	1.0
Cycle Q Clear(g_c), s	2.0	12.0	0.3	1.6	7.4	0.5	1.5	0.0	2.8	3.9	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		0.75
Lane Grp Cap(c), veh/h	314	938	429	483	1954	893	358	0	267	293	0	274
V/C Ratio(X)	0.11	1.15	0.04	0.25	0.49	0.05	0.04	0.00	0.43	0.11	0.00	0.16
Avail Cap(c_a), veh/h	314	938	429	483	1954	893	377	0	290	311	0	297
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	12.5	16.2	11.9	8.3	5.9	4.3	16.5	0.0	16.6	18.3	0.0	15.8
Incr Delay (d2), s/veh	0.2	78.7	0.1	0.3	0.3	0.0	0.1	0.0	1.5	0.2	0.0	0.4
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	0.2	13.6	0.1	0.3	1.1	0.1	0.1	0.0	1.0	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	94.9	12.0	8.5	6.1	4.4	16.5	0.0	18.1	18.6	0.0	16.2
LnGrp LOS	B	F	B	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h		1125			1125			130			77	
Approach Delay, s/veh		91.3			6.3			17.9			17.2	
Approach LOS		F			A			B			B	

Timer - Assigned Phs	1	2	4	6	8
Phs Duration (G+Y+Rc), s	13.0	18.0	13.4	31.0	13.4
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	12.0	8.0	25.0	8.0
Max Q Clear Time (g_c+I1), s	3.6	14.0	5.9	9.4	4.8
Green Ext Time (p_c), s	0.1	0.0	0.1	7.4	0.2

Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	340	360	60	490	30	490	35	365	40	50	60
Future Volume (vph)	25	340	360	60	490	30	490	35	365	40	50	60
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	6.0		6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85		0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.99	
Satd. Flow (prot)	1624	3185	1425	1593	3104		1442	1468	1358		1596	
Flt Permitted	0.34	1.00	1.00	0.52	1.00		0.95	0.96	1.00		0.99	
Satd. Flow (perm)	589	3185	1425	874	3104		1442	1468	1358		1596	
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)	27	370	391	65	533	33	533	38	397	43	54	65
RTOR Reduction (vph)	0	0	281	0	5	0	0	0	224	0	27	0
Lane Group Flow (vph)	27	370	110	65	561	0	282	289	173	0	135	0
Heavy Vehicles (%)	0%	2%	2%	2%	4%	0%	7%	0%	7%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2		2	6					4			
Actuated Green, G (s)	20.6	20.6	20.6	20.6	20.6		22.6	22.6	22.6		12.1	
Effective Green, g (s)	20.6	20.6	20.6	20.6	20.6		22.6	22.6	22.6		12.1	
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28		0.31	0.31	0.31		0.17	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	
Lane Grp Cap (vph)	165	895	400	245	872		444	452	418		263	
v/s Ratio Prot		0.12			c0.18		0.20	c0.20			c0.08	
v/s Ratio Perm	0.05		0.08	0.07					0.13			
v/c Ratio	0.16	0.41	0.27	0.27	0.64		0.64	0.64	0.41		0.51	
Uniform Delay, d1	19.9	21.4	20.5	20.5	23.1		21.8	21.8	20.1		27.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.6	0.4	0.5	0.8	1.8		3.3	3.3	0.9		2.3	
Delay (s)	20.5	21.9	21.0	21.3	25.0		25.1	25.2	21.0		30.2	
Level of Service	C	C	C	C	C		C	C	C		C	
Approach Delay (s)		21.4			24.6			23.5			30.2	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	73.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	960	95	55	425	10	135	175	285	5	15	15
Future Volume (veh/h)	80	960	95	55	425	10	135	175	285	5	15	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1856	1900	1870	1826	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	1043	103	60	462	11	147	190	0	5	16	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, %	11	3	0	2	5	0	0	0	0	0	0	0
Cap, veh/h	505	1009	876	175	980	864	213	224		108	319	
Arrive On Green	0.06	0.54	0.54	0.06	0.54	0.54	0.23	0.23	0.00	0.23	0.23	0.00
Sat Flow, veh/h	1654	1856	1610	1781	1826	1610	694	971	0	272	1382	0
Grp Volume(v), veh/h	87	1043	103	60	462	11	337	0	0	21	0	0
Grp Sat Flow(s),veh/h/ln	1654	1856	1610	1781	1826	1610	1665	0	0	1654	0	0
Q Serve(g_s), s	2.2	53.5	3.1	1.4	15.4	0.3	18.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2	53.5	3.1	1.4	15.4	0.3	19.2	0.0	0.0	0.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.44		0.00	0.24		0.00
Lane Grp Cap(c), veh/h	505	1009	876	175	980	864	437	0		427	0	
V/C Ratio(X)	0.17	1.03	0.12	0.34	0.47	0.01	0.77	0.00		0.05	0.00	
Avail Cap(c_a), veh/h	517	1009	876	200	991	874	610	0		602	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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	22.4	10.9	22.6	14.1	10.6	36.4	0.0	0.0	29.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	37.2	0.1	1.1	0.4	0.0	4.0	0.0	0.0	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	0.7	29.6	1.0	0.7	5.6	0.1	8.1	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	59.7	11.0	23.7	14.5	10.6	40.4	0.0	0.0	29.5	0.0	0.0
LnGrp LOS	A	F	B	C	B	B	D	A		C	A	
Approach Vol, veh/h		1233			533			337	A		21	A
Approach Delay, s/veh		52.1			15.4			40.4			29.5	
Approach LOS		D			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.1	60.5		27.7	10.8	59.8		27.7
Change Period (Y+Rc), s	4.5	7.0		5.0	4.5	7.0		5.0
Max Green Setting (Gmax), s	7.0	53.5		33.0	7.1	53.4		33.0
Max Q Clear Time (g_c+I1), s	3.4	55.5		2.8	4.2	17.4		21.2
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	2.7		1.5

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	3.9											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	1165	30	20	480	65	10	5	10	20	5	5
Future Vol, veh/h	35	1165	30	20	480	65	10	5	10	20	5	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	-	-	Stop	-	-	Stop
Storage Length	475	-	475	325	-	325	-	-	-	-	-	-
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, %	0	4	0	0	4	0	0	0	4	0	0	0
Mvmt Flow	38	1266	33	22	522	71	11	5	11	22	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	593	0	0	1299	0	0	1946	1979	1266	1927	1941	522
Stage 1	-	-	-	-	-	-	1342	1342	-	566	566	-
Stage 2	-	-	-	-	-	-	604	637	-	1361	1375	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.24	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	993	-	-	540	-	-	49	62	204	51	66	559
Stage 1	-	-	-	-	-	-	190	223	-	513	511	-
Stage 2	-	-	-	-	-	-	489	475	-	185	215	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	993	-	-	540	-	-	43	57	204	42	61	559
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	57	-	42	61	-
Stage 1	-	-	-	-	-	-	183	215	-	494	490	-
Stage 2	-	-	-	-	-	-	459	456	-	164	207	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	89.5	148.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	68	993	-	-	540	-	-	53
HCM Lane V/C Ratio	0.4	0.038	-	-	0.04	-	-	0.615
HCM Control Delay (s)	89.5	8.8	-	-	11.9	-	-	148.5
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.1	-	-	2.4

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1175	20	60	560	5	5
Future Vol, veh/h	1175	20	60	560	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	0	575	-	150	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	1277	22	65	609	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1299	0	2016	1277
Stage 1	-	-	-	-	1277	-
Stage 2	-	-	-	-	739	-
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	-	-	533	-	64	203
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	472	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	533	-	56	203
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	230	-
Stage 2	-	-	-	-	472	-

Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		26	
HCM LOS					D	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	157	203	-	-	533	-
HCM Lane V/C Ratio	0.035	0.027	-	-	0.122	-
HCM Control Delay (s)	28.8	23.2	-	-	12.7	-
HCM Lane LOS	D	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1195	615	30	15	5
Future Vol, veh/h	5	1195	615	30	15	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	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	4	25	25	0
Mvmt Flow	5	1299	668	33	16	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	701	0	-	0	1994	685
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	1309	-
Critical Hdwy	4.1	-	-	-	6.65	6.2
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	2.2	-	-	-	3.725	3.3
Pot Cap-1 Maneuver	905	-	-	-	57	452
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	226	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	905	-	-	-	57	452
Mov Cap-2 Maneuver	-	-	-	-	57	-
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	226	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	74
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	905	-	-	-	73
HCM Lane V/C Ratio	0.006	-	-	-	0.298
HCM Control Delay (s)	9	-	-	-	74
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	1.1

Intersection	
Int Delay, s/veh	15.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1200	5	25	635	25	5	10	30	30	10	5
Future Vol, veh/h	5	1200	5	25	635	25	5	10	30	30	10	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	-	-	-	-	-	-	-	-	-	-	-	-
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	5	1304	5	27	690	27	5	11	33	33	11	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	717	0	0	1309	0	0	2083	2088	1307	2097	2077	704
Stage 1	-	-	-	-	-	-	1317	1317	-	758	758	-
Stage 2	-	-	-	-	-	-	766	771	-	1339	1319	-
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	884	-	-	529	-	-	39	53	195	38	54	437
Stage 1	-	-	-	-	-	-	194	227	-	399	415	-
Stage 2	-	-	-	-	-	-	395	410	-	188	227	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	884	-	-	529	-	-	29	47	195	~ 24	48	437
Mov Cap-2 Maneuver	-	-	-	-	-	-	29	47	-	~ 24	48	-
Stage 1	-	-	-	-	-	-	190	222	-	391	380	-
Stage 2	-	-	-	-	-	-	347	375	-	146	222	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	97.5	$ 566.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	83	884	-	-	529	-	-	31
HCM Lane V/C Ratio	0.589	0.006	-	-	0.051	-	-	1.578
HCM Control Delay (s)	97.5	9.1	0	-	12.2	0	-	$ 566.4
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	2.7	0	-	-	0.2	-	-	5.5

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 (vph)	40	775	445	895	350	35	325	250	1585	35	130	10
Future Volume (vph)	40	775	445	895	350	35	325	250	1585	35	130	10
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.4	6.4	6.5	6.4	6.4	5.7	5.7	5.7	5.8	5.7	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1827	1599	3252	1792	1615	1752	1863	1553	1805	1877	
Flt Permitted	0.54	1.00	1.00	0.95	1.00	1.00	0.51	1.00	1.00	0.59	1.00	
Satd. Flow (perm)	1019	1827	1599	3252	1792	1615	945	1863	1553	1125	1877	
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)	43	842	484	973	380	38	353	272	1723	38	141	11
RTOR Reduction (vph)	0	0	259	0	0	23	0	0	206	0	1	0
Lane Group Flow (vph)	43	842	225	973	380	15	353	272	1517	38	151	0
Heavy Vehicles (%)	0%	4%	1%	2%	6%	0%	3%	2%	4%	0%	0%	2%
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Actuated Green, G (s)	44.4	41.2	41.2	21.5	59.4	59.4	69.3	60.3	60.3	43.0	39.8	
Effective Green, g (s)	44.4	41.2	41.2	21.5	59.4	59.4	69.3	60.3	60.3	43.0	39.8	
Actuated g/C Ratio	0.29	0.27	0.27	0.14	0.39	0.39	0.46	0.40	0.40	0.29	0.26	
Clearance Time (s)	6.6	6.4	6.4	6.5	6.4	6.4	5.7	5.7	5.7	5.8	5.7	
Vehicle Extension (s)	2.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	317	499	437	464	706	636	562	745	621	335	496	
v/s Ratio Prot	0.00	c0.46		c0.30	0.21		c0.10	0.15		0.00	0.08	
v/s Ratio Perm	0.04		0.14			0.01	0.19		c0.98	0.03		
v/c Ratio	0.14	1.69	0.51	2.10	0.54	0.02	0.63	0.37	2.44	0.11	0.30	
Uniform Delay, d1	38.4	54.7	46.2	64.5	35.1	27.9	28.0	31.7	45.1	39.3	44.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	317.9	1.4	500.9	1.0	0.0	2.2	0.3	654.4	0.2	0.3	
Delay (s)	38.4	372.6	47.6	565.5	36.1	27.9	30.2	32.0	699.5	39.4	44.7	
Level of Service	D	F	D	F	D	C	C	C	F	D	D	
Approach Delay (s)		247.2			406.2			521.6			43.6	
Approach LOS		F			F			F			D	

Intersection Summary			
HCM 2000 Control Delay	403.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.11		
Actuated Cycle Length (s)	150.6	Sum of lost time (s)	24.5
Intersection Capacity Utilization	157.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	2390	5	110	1275	5	5	0	45	5	0	5
Future Vol, veh/h	5	2390	5	110	1275	5	5	0	45	5	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	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	150	-	-	-	-	125	-	-	75
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	5	2598	5	120	1386	5	5	0	49	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1391	0	0	2603	0	0	4239	4239	2598	4264	4242	1389
Stage 1	-	-	-	-	-	-	2608	2608	-	1629	1629	-
Stage 2	-	-	-	-	-	-	1631	1631	-	2635	2613	-
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	492	-	-	166	-	-	~ 1	2	~ 32	~ 1	2	175
Stage 1	-	-	-	-	-	-	34	51	-	128	160	-
Stage 2	-	-	-	-	-	-	128	160	-	32	50	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	492	-	-	166	-	-	0	1	~ 32	-	1	175
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	1	-	-	1	-
Stage 1	-	-	-	-	-	-	34	50	-	127	44	-
Stage 2	-	-	-	-	-	-	34	44	-	-	50	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.4		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	32	492	-	-	166	-	-	-	175
HCM Lane V/C Ratio	-	1.529	0.011	-	-	0.72	-	-	-	0.031
HCM Control Delay (s)	-	$ 538.9	12.4	-	-	68.6	-	-	-	26.2
HCM Lane LOS	-	F	B	-	-	F	-	-	-	D
HCM 95th %tile Q(veh)	-	5.5	0	-	-	4.4	-	-	-	0.1

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

Intersection	
Int Delay, s/veh	22.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2355	80	155	1350	35	205
Future Vol, veh/h	2355	80	155	1350	35	205
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	-	275	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	56	63	91	63	80
Heavy Vehicles, %	3	0	1	3	0	1
Mvmt Flow	2676	143	246	1484	56	256

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2819	0	4652	2676
Stage 1	-	-	-	-	2676	-
Stage 2	-	-	-	-	1976	-
Critical Hdwy	-	-	4.11	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	~ 137	-	~ 1	~ 29
Stage 1	-	-	-	-	~ 52	-
Stage 2	-	-	-	-	119	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	~ 137	-	0	~ 29
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	119	-

Approach	EB	WB	NB
HCM Control Delay, s	0	62.8	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	29	-	-	~ 137	-
HCM Lane V/C Ratio	-	8.836	-	-	1.796	-
HCM Control Delay (s)		$ 3790.3	-	-	$ 441.2	-
HCM Lane LOS	-	F	-	-	F	-
HCM 95th %tile Q(veh)	-	31.5	-	-	18.6	-

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	2490	50	35	1430	50	20	5	175	15	10	55
Future Vol, veh/h	20	2490	50	35	1430	50	20	5	175	15	10	55
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	-	-	Stop	-	-	None
Storage Length	300	-	300	325	-	0	-	-	125	-	-	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	2707	54	38	1554	54	22	5	190	16	11	60

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1608	0	0	2761	0	0	4444	4435	2707	4411	4435	1554
Stage 1	-	-	-	-	-	-	2751	2751	-	1630	1630	-
Stage 2	-	-	-	-	-	-	1693	1684	-	2781	2805	-
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	406	-	-	143	-	-	~ 1	~ 1	~ 27	~ 1	~ 1	139
Stage 1	-	-	-	-	-	-	27	42	-	128	160	-
Stage 2	-	-	-	-	-	-	118	150	-	26	40	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	406	-	-	143	-	-	-	~ 1	~ 27	-	~ 1	139
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 1	-	-	~ 1	-
Stage 1	-	-	-	-	-	-	26	40	-	121	117	-
Stage 2	-	-	-	-	-	-	45	110	-	-	38	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.9		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	27	406	-	-	143	-	-	-	139
HCM Lane V/C Ratio	-	7.045	0.054	-	-	0.266	-	-	-	0.43
HCM Control Delay (s)	-	$ 3006	14.4	-	-	39.1	-	-	-	49.1
HCM Lane LOS	-	F	B	-	-	E	-	-	-	E
HCM 95th %tile Q(veh)	-	23.4	0.2	-	-	1	-	-	-	1.9

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)	1265	1015	400	370	500	260	415	1100	380	185	750	600
Future Volume (veh/h)	1265	1015	400	370	500	260	415	1100	380	185	750	600
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1595	1657	1643	1569	1643	1643	1657	1630	1670	1670	1697	1683
Adj Flow Rate, veh/h	1375	1103	0	402	543	0	451	1196	0	201	815	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	4	5	4	5	5	4	6	3	3	1	2
Cap, veh/h	987	1110		424	511		302	933		145	649	
Arrive On Green	0.33	0.35	0.00	0.15	0.16	0.00	0.16	0.30	0.00	0.06	0.20	0.00
Sat Flow, veh/h	2946	3148	1393	2900	3122	1393	1578	3097	1415	1590	3224	1427
Grp Volume(v), veh/h	1375	1103	0	402	543	0	451	1196	0	201	815	0
Grp Sat Flow(s),veh/h/ln	1473	1574	1393	1450	1561	1393	1578	1548	1415	1590	1612	1427
Q Serve(g_s), s	53.6	55.9	0.0	22.0	26.2	0.0	26.1	48.2	0.0	10.1	32.2	0.0
Cycle Q Clear(g_c), s	53.6	55.9	0.0	22.0	26.2	0.0	26.1	48.2	0.0	10.1	32.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	987	1110		424	511		302	933		145	649	
V/C Ratio(X)	1.39	0.99		0.95	1.06		1.49	1.28		1.38	1.26	
Avail Cap(c_a), veh/h	987	1110		424	511		302	933		145	649	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.2	51.6	0.0	67.7	66.9	0.0	50.2	55.9	0.0	54.3	63.9	0.0
Incr Delay (d2), s/veh	183.1	25.6	0.0	30.4	57.3	0.0	238.0	135.1	0.0	208.9	127.6	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	44.1	25.0	0.0	9.7	14.2	0.0	29.0	35.9	0.0	9.9	24.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	236.3	77.3	0.0	98.1	124.2	0.0	288.2	191.0	0.0	263.2	191.5	0.0
LnGrp LOS	F	E		F	F		F	F		F	F	
Approach Vol, veh/h		2478	A		945	A		1647	A		1016	A
Approach Delay, s/veh		165.5			113.1			217.6			205.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	54.0	30.3	63.2	32.0	38.0	60.5	33.0
Change Period (Y+Rc), s	5.9	* 5.8	* 6.8	* 6.8	5.9	* 5.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	10.1	* 48	* 20	* 56	26.1	* 32	* 50	* 26
Max Q Clear Time (g_c+I1), s	12.1	50.2	24.0	57.9	28.1	34.2	55.6	28.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	178.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	125	1455	1090	80	190	40
Future Volume (veh/h)	125	1455	1090	80	190	40
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	1582	1185	87	207	43
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	348	2531	2098	936	254	226
Arrive On Green	0.05	0.71	0.59	0.59	0.14	0.14
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	136	1582	1185	87	207	43
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	2.2	18.5	16.4	1.9	9.0	1.9
Cycle Q Clear(g_c), s	2.2	18.5	16.4	1.9	9.0	1.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	348	2531	2098	936	254	226
V/C Ratio(X)	0.39	0.63	0.56	0.09	0.81	0.19
Avail Cap(c_a), veh/h	398	2531	2098	936	557	495
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	1.00	1.00
Uniform Delay (d), s/veh	7.9	6.0	10.1	7.1	33.3	30.2
Incr Delay (d2), s/veh	0.7	1.2	1.1	0.2	4.7	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	0.6	3.8	4.9	0.5	4.1	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.6	7.1	11.2	7.3	38.0	30.5
LnGrp LOS	A	A	B	A	D	C
Approach Vol, veh/h		1718	1272		250	
Approach Delay, s/veh		7.3	10.9		36.7	
Approach LOS		A	B		D	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				63.4		16.6	9.8	53.6
Change Period (Y+Rc), s				6.4		5.2	5.7	6.4
Max Green Setting (Gmax), s				43.4		25.0	6.3	31.4
Max Q Clear Time (g_c+I1), s				20.5		11.0	4.2	18.4
Green Ext Time (p_c), s				7.5		0.4	0.1	4.3

Intersection Summary		
HCM 6th Ctrl Delay		11.0
HCM 6th LOS		B

Intersection	
Int Delay, s/veh	435.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1565	55	90	1145	60	5	5	45	40	5	20
Future Vol, veh/h	25	1565	55	90	1145	60	5	5	45	40	5	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	325	-	275	675	-	400	150	-	0	-	-	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, %	0	3	17	9	5	0	0	0	0	0	0	0
Mvmt Flow	27	1701	60	98	1245	65	5	5	49	43	5	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1310	0	0	1761	0	0	3242	3261	1701	3253	3256	1245
Stage 1	-	-	-	-	-	-	1755	1755	-	1441	1441	-
Stage 2	-	-	-	-	-	-	1487	1506	-	1812	1815	-
Critical Hdwy	4.1	-	-	4.19	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.281	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	535	-	-	337	-	-	6	9	115	~ 6	9	214
Stage 1	-	-	-	-	-	-	110	140	-	166	200	-
Stage 2	-	-	-	-	-	-	157	186	-	102	131	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	535	-	-	337	-	-	~ 1	6	115	~ 1	6	214
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 1	6	-	~ 1	6	-
Stage 1	-	-	-	-	-	-	105	133	-	158	142	-
Stage 2	-	-	-	-	-	-	96	132	-	53	124	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.4	$ 979.2	$ 19645.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	2	115	535	-	-	337	-	-	1	214
HCM Lane V/C Ratio	5.435	0.425	0.051	-	-	0.29	-	-	48.913	0.102
HCM Control Delay (s)	$ 5126.1	57.7	12.1	-	-	20	-	-	$ 28366	23.7
HCM Lane LOS	F	F	B	-	-	C	-	-	F	C
HCM 95th %tile Q(veh)	2.6	1.8	0.2	-	-	1.2	-	-	8.2	0.3

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 (vph)	5	1395	255	320	1045	5	250	5	290	5	5	5
Future Volume (vph)	5	1395	255	320	1045	5	250	5	290	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	6.8		5.7	5.7			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.85			0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.98	
Satd. Flow (prot)	1770	1845	1599	1752	1792		1770	1603			1750	
Flt Permitted	0.05	1.00	1.00	0.05	1.00		0.95	1.00			0.89	
Satd. Flow (perm)	101	1845	1599	91	1792		1770	1603			1581	
Peak-hour factor, PHF	0.92	0.89	0.78	0.90	0.90	0.92	0.81	0.92	0.86	0.92	0.92	0.92
Adj. Flow (vph)	5	1567	327	356	1161	5	309	5	337	5	5	5
RTOR Reduction (vph)	0	0	85	0	0	0	0	265	0	0	5	0
Lane Group Flow (vph)	5	1567	242	356	1166	0	309	77	0	0	10	0
Heavy Vehicles (%)	2%	3%	1%	3%	6%	2%	2%	2%	1%	2%	2%	2%
Turn Type	Perm	NA	Perm	pm+pt	NA		Split	NA		Perm	NA	
Protected Phases		4		3	8		2	2			6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)	73.9	73.9	73.9	92.9	92.9		22.3	22.3			3.0	
Effective Green, g (s)	73.9	73.9	73.9	92.9	92.9		22.3	22.3			3.0	
Actuated g/C Ratio	0.55	0.55	0.55	0.69	0.69		0.16	0.16			0.02	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8		5.7	5.7			4.5	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.5	2.5			3.0	
Lane Grp Cap (vph)	55	1008	874	212	1231		291	264			35	
v/s Ratio Prot		0.85		c0.15	0.65		c0.17	0.05				
v/s Ratio Perm	0.05		0.15	c1.00							c0.01	
v/c Ratio	0.09	1.55	0.28	1.68	0.95		1.06	0.29			0.29	
Uniform Delay, d1	14.6	30.6	16.4	56.8	19.0		56.4	49.5			65.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	3.2	254.5	0.8	325.4	15.8		70.0	0.5			4.5	
Delay (s)	17.9	285.1	17.2	382.2	34.7		126.5	50.0			69.6	
Level of Service	B	F	B	F	C		F	D			E	
Approach Delay (s)		238.3			116.0			86.3			69.6	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	167.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.58		
Actuated Cycle Length (s)	135.2	Sum of lost time (s)	23.8
Intersection Capacity Utilization	127.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	950	480	560	850	35	440	260	795	30	120	80
Future Volume (vph)	205	950	480	560	850	35	440	260	795	30	120	80
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	7.0	7.0	4.5	7.0		5.0	5.0	4.0	5.0	5.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1845	1583	1660	1758		1504	1863	1583	1671	1863	1615
Flt Permitted	0.12	1.00	1.00	0.11	1.00		0.67	1.00	1.00	0.39	1.00	1.00
Satd. Flow (perm)	233	1845	1583	192	1758		1067	1863	1583	685	1863	1615
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)	223	1033	522	609	924	38	478	283	864	33	130	87
RTOR Reduction (vph)	0	0	232	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	223	1033	290	609	960	0	478	283	864	33	130	87
Heavy Vehicles (%)	2%	3%	2%	3%	6%	43%	20%	2%	2%	8%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Free	Perm	NA	Free
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		Free	4		Free
Actuated Green, G (s)	39.0	32.0	32.0	49.0	37.5		19.0	19.0	80.0	19.0	19.0	80.0
Effective Green, g (s)	39.0	32.0	32.0	49.0	37.5		19.0	19.0	80.0	19.0	19.0	80.0
Actuated g/C Ratio	0.49	0.40	0.40	0.61	0.47		0.24	0.24	1.00	0.24	0.24	1.00
Clearance Time (s)	4.5	7.0	7.0	4.5	7.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	5.0	5.0	2.5	5.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	248	738	633	346	824		253	442	1583	162	442	1615
v/s Ratio Prot	0.08	0.56		c0.27	0.55			0.15			0.07	
v/s Ratio Perm	0.36		0.18	c0.80			c0.45		0.55	0.05		0.05
v/c Ratio	0.90	1.40	0.46	1.76	1.17		1.89	0.64	0.55	0.20	0.29	0.05
Uniform Delay, d1	17.6	24.0	17.6	23.8	21.2		30.5	27.4	0.0	24.4	25.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	31.4	188.0	1.1	353.7	87.6		414.8	3.2	1.4	0.6	0.4	0.1
Delay (s)	49.0	212.0	18.7	377.5	108.8		445.3	30.6	1.4	25.1	25.4	0.1
Level of Service	D	F	B	F	F		F	C	A	C	C	A
Approach Delay (s)		134.8			213.0			137.0			16.5	
Approach LOS		F			F			F			B	

Intersection Summary			
HCM 2000 Control Delay	153.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.87		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	127.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Intersection						
Int Delay, s/veh	2.2					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1765	10	5	1440	5	5
Future Vol, veh/h	1765	10	5	1440	5	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	-	-	-	-	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	1918	11	5	1565	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1929	0	3499	1924
Stage 1	-	-	-	-	1924	-
Stage 2	-	-	-	-	1575	-
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	-	-	305	-	7	83
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	187	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	305	-	6	83
Mov Cap-2 Maneuver	-	-	-	-	6	-
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	187	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	$ 711.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	11	-	-	305	-
HCM Lane V/C Ratio	0.988	-	-	0.018	-
HCM Control Delay (s)	$ 711.1	-	-	17	0
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	2	-	-	0.1	-

Notes

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	185	1565	20	5	1320	85	10	15	10	150	5	115
Future Vol, veh/h	185	1565	20	5	1320	85	10	15	10	150	5	115
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, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	201	1701	22	5	1435	92	11	16	11	163	5	125

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1527	0	0	1723	0	0	3670	3651	1712	3619	3616	1481
Stage 1	-	-	-	-	-	-	2114	2114	-	1491	1491	-
Stage 2	-	-	-	-	-	-	1556	1537	-	2128	2125	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	442	-	-	372	-	-	~ 3	~ 5	113	~ 3	~ 5	156
Stage 1	-	-	-	-	-	-	67	92	-	~ 156	189	-
Stage 2	-	-	-	-	-	-	143	179	-	~ 66	91	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	442	-	-	372	-	-	-	0	113	-	0	156
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	67	0	-	~ 156	171	-
Stage 2	-	-	-	-	-	-	25	162	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	442	-	-	372	-	-	-
HCM Lane V/C Ratio	-	0.455	-	-	0.015	-	-	-
HCM Control Delay (s)	-	19.8	0	-	14.8	0	-	-
HCM Lane LOS	-	C	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	2.3	-	-	0	-	-	-

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	170	1460	95	40	1280	165	50	150	30	70	125	80
Future Vol, veh/h	170	1460	95	40	1280	165	50	150	30	70	125	80
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	430	-	-	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, %	6	3	0	0	5	14	0	0	60	17	0	3
Mvmt Flow	185	1587	103	43	1391	179	54	163	33	76	136	87

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1570	0	0	1690	0	0	3687	3665	1639	3674	3627	1481
Stage 1	-	-	-	-	-	-	2009	2009	-	1567	1567	-
Stage 2	-	-	-	-	-	-	1678	1656	-	2107	2060	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.8	7.27	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.27	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.27	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.84	3.653	4	3.327
Pot Cap-1 Maneuver	409	-	-	383	-	-	~ 3	~ 5	90	~ 2	~ 5	153
Stage 1	-	-	-	-	-	-	78	~ 105	-	128	173	-
Stage 2	-	-	-	-	-	-	121	~ 157	-	~ 61	~ 99	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	409	-	-	383	-	-	-	~ 2	90	-	~ 2	153
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 2	-	-	~ 2	-
Stage 1	-	-	-	-	-	-	~ 43	~ 58	-	~ 70	154	-
Stage 2	-	-	-	-	-	-	~ 5	~ 139	-	-	~ 54	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0.4		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	409	-	-	383	-	-	-
HCM Lane V/C Ratio	-	0.452	-	-	0.114	-	-	-
HCM Control Delay (s)	-	20.9	-	-	15.6	-	-	-
HCM Lane LOS	-	C	-	-	C	-	-	-
HCM 95th %tile Q(veh)	-	2.3	-	-	0.4	-	-	-

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 (vph)	180	1135	245	400	1310	165	80	470	325	200	300	95
Future Volume (vph)	180	1135	245	400	1310	165	80	470	325	200	300	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0			5.0			5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			0.95			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00			0.98	1.00
Satd. Flow (prot)	1719	1845	1615	1805	1753			1727			1863	1599
Flt Permitted	0.07	1.00	1.00	0.06	1.00			0.48			0.32	1.00
Satd. Flow (perm)	127	1845	1615	123	1753			830			603	1599
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)	196	1234	266	435	1424	179	87	511	353	217	326	103
RTOR Reduction (vph)	0	0	57	0	3	0	0	14	0	0	0	60
Lane Group Flow (vph)	196	1234	209	435	1600	0	0	937	0	0	543	43
Heavy Vehicles (%)	5%	3%	0%	0%	6%	11%	6%	3%	5%	0%	0%	1%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		4
Actuated Green, G (s)	65.0	57.0	57.0	76.0	63.0			62.0			62.0	62.0
Effective Green, g (s)	65.0	57.0	57.0	76.0	63.0			62.0			62.0	62.0
Actuated g/C Ratio	0.43	0.38	0.38	0.51	0.42			0.41			0.41	0.41
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0			5.0			5.0	5.0
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0			3.0			3.0	3.0
Lane Grp Cap (vph)	139	701	613	219	736			343			249	660
v/s Ratio Prot	0.07	0.67		c0.19	c0.91							
v/s Ratio Perm	0.53		0.13	0.82				c1.13			0.90	0.03
v/c Ratio	1.41	1.76	0.34	1.99	2.17			2.73			2.18	0.07
Uniform Delay, d1	39.4	46.5	33.1	48.8	43.5			44.0			44.0	26.5
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	221.6	348.0	0.7	459.8	532.8			787.4			544.4	0.0
Delay (s)	261.0	394.5	33.8	508.6	576.3			831.4			588.4	26.6
Level of Service	F	F	C	F	F			F			F	C
Approach Delay (s)		322.5			561.9			831.4			498.8	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	526.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.46		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	183.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1170	490	565	1545	0	0	0	0	220	10	330
Future Volume (vph)	0	1170	490	565	1545	0	0	0	0	220	10	330
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0	7.0					6.0	6.0	4.0
Lane Util. Factor		0.91	1.00	0.97	0.95					0.95	0.95	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (prot)		5036	1568	3072	3374					1545	1529	1568
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.96	1.00
Satd. Flow (perm)		5036	1568	3072	3374					1545	1529	1568
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)	0	1272	533	614	1679	0	0	0	0	239	11	359
RTOR Reduction (vph)	0	0	264	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1272	269	614	1679	0	0	0	0	124	126	359
Heavy Vehicles (%)	2%	3%	3%	8%	7%	2%	2%	2%	2%	11%	33%	3%
Turn Type		NA	Perm	Prot	NA					Perm	NA	Free
Protected Phases		2		1	6						4	
Permitted Phases			2							4		Free
Actuated Green, G (s)		38.7	38.7	28.0	73.7					13.3	13.3	100.0
Effective Green, g (s)		38.7	38.7	28.0	73.7					13.3	13.3	100.0
Actuated g/C Ratio		0.39	0.39	0.28	0.74					0.13	0.13	1.00
Clearance Time (s)		7.0	7.0	7.0	7.0					6.0	6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		1948	606	860	2486					205	203	1568
v/s Ratio Prot		0.25		0.20	c0.50							
v/s Ratio Perm			0.17							0.08	0.08	0.23
v/c Ratio		0.65	0.44	0.71	0.68					0.60	0.62	0.23
Uniform Delay, d1		25.1	22.7	32.4	6.9					40.9	41.0	0.0
Progression Factor		1.00	1.00	0.73	0.33					1.00	1.00	1.00
Incremental Delay, d2		1.7	2.4	1.8	1.0					5.0	5.8	0.3
Delay (s)		26.9	25.0	25.6	3.2					45.8	46.7	0.3
Level of Service		C	C	C	A					D	D	A
Approach Delay (s)		26.3			9.2			0.0			19.2	
Approach LOS		C			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	1115	0	0	1620	310	490	0	685	0	0	0
Future Volume (vph)	275	1115	0	0	1620	310	490	0	685	0	0	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1800	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0			7.0	7.0	6.0	6.0	4.0			
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.95	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (prot)	3221	3438			4803	1417	1533	1618	1455			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (perm)	3221	3438			4803	1417	1533	1618	1455			
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)	299	1212	0	0	1761	337	533	0	745	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	183	0	0	0	0	0	0
Lane Group Flow (vph)	299	1212	0	0	1761	154	266	267	745	0	0	0
Heavy Vehicles (%)	3%	5%	2%	2%	8%	14%	6%	0%	11%	2%	2%	2%
Turn Type	Prot	NA			NA	Perm	Perm	NA	Free			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		Free			
Actuated Green, G (s)	14.5	63.8			44.3	44.3	23.2	23.2	100.0			
Effective Green, g (s)	14.5	63.8			44.3	44.3	23.2	23.2	100.0			
Actuated g/C Ratio	0.14	0.64			0.44	0.44	0.23	0.23	1.00			
Clearance Time (s)	5.0	7.0			7.0	7.0	6.0	6.0				
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)	467	2193			2127	627	355	375	1455			
v/s Ratio Prot	0.09	0.35			c0.37							
v/s Ratio Perm						0.11	c0.17	0.17	c0.51			
v/c Ratio	0.64	0.55			0.83	0.25	0.75	0.71	0.51			
Uniform Delay, d1	40.3	10.1			24.5	17.4	35.7	35.3	0.0			
Progression Factor	1.41	0.28			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	2.4	0.8			3.9	0.9	8.4	6.3	1.3			
Delay (s)	59.0	3.6			28.4	18.3	44.1	41.6	1.3			
Level of Service	E	A			C	B	D	D	A			
Approach Delay (s)		14.6			26.8			18.6			0.0	
Approach LOS		B			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1621.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	225	1465	110	20	1430	20	125	0	60	75	5	375
Future Vol, veh/h	225	1465	110	20	1430	20	125	0	60	75	5	375
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	275	-	0	225	-	-	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	10	7	3	8	2	7	2	3	2	2	2
Mvmt Flow	245	1592	120	22	1554	22	136	0	65	82	5	408

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1576	0	0	1712	0	0	2906	3702	796	2895	3811	788
Stage 1	-	-	-	-	-	-	2082	2082	-	1609	1609	-
Stage 2	-	-	-	-	-	-	824	1620	-	1286	2202	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.64	6.54	6.96	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.23	-	-	3.57	4.02	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	414	-	-	362	-	-	~ 6	5	328	~ 7	~ 4	~ 334
Stage 1	-	-	-	-	-	-	~ 51	94	-	109	162	-
Stage 2	-	-	-	-	-	-	323	160	-	174	81	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	414	-	-	362	-	-	-	2	328	~ 3	~ 2	~ 334
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	2	-	~ 3	~ 2	-
Stage 1	-	-	-	-	-	-	~ 21	38	-	~ 44	152	-
Stage 2	-	-	-	-	-	-	-	150	-	~ 57	33	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.2	0.2		$ 13918.3
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	328	414	-	-	362	-	-	16
HCM Lane V/C Ratio	-	0.199	0.591	-	-	0.06	-	-	30.91
HCM Control Delay (s)	-	18.7	25.5	-	-	15.6	-		$ 13918.3
HCM Lane LOS	-	C	D	-	-	C	-	-	F
HCM 95th %tile Q(veh)	-	0.7	3.7	-	-	0.2	-	-	62.8

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)	290	910	400	130	580	45	455	290	475	100	355	435
Future Volume (veh/h)	290	910	400	130	580	45	455	290	475	100	355	435
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1781	1870	1781	1796	1796	1633	1826	1826	1841	1841	1841
Adj Flow Rate, veh/h	315	989	435	141	630	49	495	315	516	109	386	473
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, %	18	8	2	8	7	7	18	5	5	4	4	4
Cap, veh/h	185	484	430	148	400	31	289	347	568	45	90	102
Arrive On Green	0.09	0.27	0.27	0.06	0.24	0.24	0.09	0.56	0.56	0.43	0.43	0.43
Sat Flow, veh/h	1555	1781	1585	1697	1645	128	1555	623	1020	39	211	238
Grp Volume(v), veh/h	315	989	435	141	0	679	495	0	831	968	0	0
Grp Sat Flow(s),veh/h/ln	1555	1781	1585	1697	0	1773	1555	0	1642	488	0	0
Q Serve(g_s), s	12.0	38.0	38.0	8.0	0.0	34.0	13.0	0.0	63.5	14.5	0.0	0.0
Cycle Q Clear(g_c), s	12.0	38.0	38.0	8.0	0.0	34.0	13.0	0.0	63.5	60.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.62	0.11		0.49
Lane Grp Cap(c), veh/h	185	484	430	148	0	431	289	0	915	238	0	0
V/C Ratio(X)	1.70	2.05	1.01	0.95	0.00	1.58	1.71	0.00	0.91	4.07	0.00	0.00
Avail Cap(c_a), veh/h	185	484	430	148	0	431	289	0	915	238	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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.4	51.0	51.0	43.9	0.0	53.0	25.8	0.0	27.8	50.6	0.0	0.0
Incr Delay (d2), s/veh	339.3	477.6	46.2	59.2	0.0	270.5	334.4	0.0	13.3	1393.3	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	22.0	80.3	19.9	6.0	0.0	46.8	31.8	0.0	25.6	100.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	379.7	528.6	97.2	103.1	0.0	323.5	360.2	0.0	41.1	1443.9	0.0	0.0
LnGrp LOS	F	F	F	F	A	F	F	A	D	F	A	A
Approach Vol, veh/h		1739			820			1326			968	
Approach Delay, s/veh		393.7			285.6			160.2			1443.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	44.0	18.0	65.0	17.0	40.0		83.0
Change Period (Y+Rc), s	5.0	6.0	5.0	5.0	5.0	6.0		5.0
Max Green Setting (Gmax), s	8.0	38.0	13.0	60.0	12.0	34.0		78.0
Max Q Clear Time (g_c+I1), s	10.0	40.0	15.0	62.0	14.0	36.0		65.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0		7.3

Intersection Summary	
HCM 6th Ctrl Delay	521.1
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	1205	170	140	585	75	105	15	170	80	15	65
Future Vol, veh/h	110	1205	170	140	585	75	105	15	170	80	15	65
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, %	0	11	25	0	8	0	0	0	0	0	0	0
Mvmt Flow	120	1310	185	152	636	82	114	16	185	87	16	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	718	0	0	1495	0	0	2668	2665	1403	2724	2716	677
Stage 1	-	-	-	-	-	-	1643	1643	-	981	981	-
Stage 2	-	-	-	-	-	-	1025	1022	-	1743	1735	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	892	-	-	455	-	-	~ 15	23	~ 173	~ 14	21	456
Stage 1	-	-	-	-	-	-	127	159	-	303	330	-
Stage 2	-	-	-	-	-	-	286	316	-	111	143	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	892	-	-	455	-	-	-	~ 1	~ 173	-	~ 1	456
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 1	-	-	~ 1	-
Stage 1	-	-	-	-	-	-	~ 12	~ 16	-	~ 30	144	-
Stage 2	-	-	-	-	-	-	~ 93	138	-	0	~ 14	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	2.9		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	892	-	-	455	-	-	-
HCM Lane V/C Ratio	-	0.134	-	-	0.334	-	-	-
HCM Control Delay (s)	-	9.7	0	-	16.8	0	-	-
HCM Lane LOS	-	A	A	-	C	A	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-	1.5	-	-	-

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 (vph)	130	950	215	90	685	25	140	325	120	20	210	25
Future Volume (vph)	130	950	215	90	685	25	140	325	120	20	210	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0		5.0	7.0			7.0			7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.97		1.00	0.99			0.97			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (prot)	1504	1685		1805	1723			1736			1834	
Flt Permitted	0.13	1.00		0.05	1.00			0.72			0.89	
Satd. Flow (perm)	213	1685		100	1723			1270			1638	
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)	141	1033	234	98	745	27	152	353	130	22	228	27
RTOR Reduction (vph)	0	5	0	0	1	0	0	6	0	0	3	0
Lane Group Flow (vph)	141	1262	0	98	771	0	0	629	0	0	274	0
Heavy Vehicles (%)	20%	10%	8%	0%	9%	28%	6%	6%	2%	22%	0%	1%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	84.0	76.0		84.0	76.0			47.0			47.0	
Effective Green, g (s)	84.0	76.0		84.0	76.0			47.0			47.0	
Actuated g/C Ratio	0.56	0.51		0.56	0.51			0.31			0.31	
Clearance Time (s)	5.0	7.0		5.0	7.0			7.0			7.0	
Vehicle Extension (s)	4.0	6.0		4.0	6.0			5.0			5.0	
Lane Grp Cap (vph)	188	853		146	872			397			513	
v/s Ratio Prot	c0.04	c0.75		0.04	0.45							
v/s Ratio Perm	0.38			0.34				c0.50			0.17	
v/c Ratio	0.75	1.48		0.67	0.88			1.58			0.53	
Uniform Delay, d1	26.4	37.0		33.6	33.1			51.5			42.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	16.3	221.9		12.5	11.8			274.5			2.0	
Delay (s)	42.7	258.9		46.1	44.8			326.0			44.4	
Level of Service	D	F		D	D			F			D	
Approach Delay (s)		237.2			45.0			326.0			44.4	
Approach LOS		F			D			F			D	

Intersection Summary			
HCM 2000 Control Delay	185.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.47		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	137.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	190	900	745	15	15	55
Future Vol, veh/h	190	900	745	15	15	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	525	-	-	550	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	10	11	46	13	0
Mvmt Flow	207	978	810	16	16	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	826	0	-	0	2202	810
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	1392	-
Critical Hdwy	4.1	-	-	-	6.53	6.2
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	2.2	-	-	-	3.617	3.3
Pot Cap-1 Maneuver	813	-	-	-	46	383
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	218	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	813	-	-	-	34	383
Mov Cap-2 Maneuver	-	-	-	-	34	-
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	218	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	76.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	813	-	-	-	120
HCM Lane V/C Ratio	0.254	-	-	-	0.634
HCM Control Delay (s)	10.9	-	-	-	76.5
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	1	-	-	-	3.3

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	825	90	5	700	60	5
Future Vol, veh/h	825	90	5	700	60	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	14	0	0
Mvmt Flow	897	98	5	761	65	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	995	0	1717	946
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	771	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	703	-	100	320
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	460	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	703	-	99	320
Mov Cap-2 Maneuver	-	-	-	-	99	-
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	460	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	91.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	105	-	-	703	-
HCM Lane V/C Ratio	0.673	-	-	0.008	-
HCM Control Delay (s)	91.4	-	-	10.2	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	3.4	-	-	0	-

Intersection	
Int Delay, s/veh	125.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	755	55	65	635	5	60	65	75	5	30	10
Future Vol, veh/h	20	755	55	65	635	5	60	65	75	5	30	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	625	-	625	700	-	600	-	-	-	-	-	-
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, %	0	10	27	4	12	0	27	6	3	0	23	0
Mvmt Flow	22	821	60	71	690	5	65	71	82	5	33	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	695	0	0	881	0	0	1722	1702	821	1804	1757	690
Stage 1	-	-	-	-	-	-	865	865	-	832	832	-
Stage 2	-	-	-	-	-	-	857	837	-	972	925	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.37	6.56	6.23	7.1	6.73	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.37	5.56	-	6.1	5.73	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.37	5.56	-	6.1	5.73	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.743	4.054	3.327	3.5	4.207	3.3
Pot Cap-1 Maneuver	910	-	-	759	-	-	~ 61	90	373	62	75	449
Stage 1	-	-	-	-	-	-	316	365	-	366	356	-
Stage 2	-	-	-	-	-	-	319	376	-	306	321	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	910	-	-	759	-	-	~ 33	80	373	11	66	449
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 33	80	-	11	66	-
Stage 1	-	-	-	-	-	-	308	356	-	357	323	-
Stage 2	-	-	-	-	-	-	254	341	-	187	313	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.9	$ 1053.5	269.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	71	910	-	-	759	-	-	48
HCM Lane V/C Ratio	3.062	0.024	-	-	0.093	-	-	1.019
HCM Control Delay (s)	$ 1053.5	9.1	-	-	10.2	-	-	269.8
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	22	0.1	-	-	0.3	-	-	4.3

Notes

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

F.3. 2040 AM with Recommended PEL Laneage and ACP Implemented

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	15	740	65	195	460	15	65	15	235	40	35	40
Future Volume (veh/h)	15	740	65	195	460	15	65	15	235	40	35	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	804	71	212	500	16	71	16	255	43	38	43
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	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	342	1019	466	458	1999	913	331	17	273	161	145	165
Arrive On Green	0.29	0.29	0.29	0.16	0.58	0.58	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	885	3469	1585	1781	3469	1585	1317	94	1505	1108	801	906
Grp Volume(v), veh/h	16	804	71	212	500	16	71	0	271	43	0	81
Grp Sat Flow(s),veh/h/ln	885	1735	1585	1781	1735	1585	1317	0	1599	1108	0	1707
Q Serve(g_s), s	0.7	10.6	1.6	0.2	3.5	0.2	2.4	0.0	8.3	0.7	0.0	2.0
Cycle Q Clear(g_c), s	4.2	10.6	1.6	0.2	3.5	0.2	4.4	0.0	8.3	9.0	0.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.53
Lane Grp Cap(c), veh/h	342	1019	466	458	1999	913	331	0	290	161	0	310
V/C Ratio(X)	0.05	0.79	0.15	0.46	0.25	0.02	0.21	0.00	0.93	0.27	0.00	0.26
Avail Cap(c_a), veh/h	368	1120	512	458	2030	927	331	0	290	161	0	310
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	15.3	16.1	12.9	17.3	5.2	4.5	19.3	0.0	20.0	24.6	0.0	17.4
Incr Delay (d2), s/veh	0.1	3.9	0.2	0.7	0.1	0.0	0.5	0.0	35.8	1.2	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	0.1	3.5	0.4	1.7	0.6	0.0	0.7	0.0	5.7	0.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	19.9	13.2	18.0	5.3	4.5	19.8	0.0	55.8	25.9	0.0	18.1
LnGrp LOS	B	B	B	B	A	A	B	A	E	C	A	B
Approach Vol, veh/h		891			728			342			124	
Approach Delay, s/veh		19.3			9.0			48.3			20.8	
Approach LOS		B			A			D			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.0	20.6		15.0		34.6		15.0				
Change Period (Y+Rc), s	6.0	* 6		6.0		6.0		6.0				
Max Green Setting (Gmax), s	8.0	* 16		9.0		29.0		9.0				
Max Q Clear Time (g_c+I1), s	2.2	12.6		11.0		5.5		10.3				
Green Ext Time (p_c), s	0.3	2.0		0.0		4.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			20.6									
HCM 6th LOS			C									

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: US 36 & SH 66

03/12/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	480	520	370	510	35	135	40	35	25	25	25
Future Volume (veh/h)	25	480	520	370	510	35	135	40	35	25	25	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1683	1683	1657	1710	1617	1710	1617	1710	1710	1710
Adj Flow Rate, veh/h	27	522	0	402	554	38	95	116	0	27	27	27
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, %	0	2	2	2	4	0	7	0	7	0	0	0
Cap, veh/h	388	660		489	785	361	184	204		153	74	74
Arrive On Green	0.17	0.21	0.00	0.24	0.25	0.25	0.12	0.12	0.00	0.09	0.09	0.09
Sat Flow, veh/h	1629	3198	1427	1603	3148	1449	1540	1710	1370	1629	784	784
Grp Volume(v), veh/h	27	522	0	402	554	38	95	116	0	27	0	54
Grp Sat Flow(s),veh/h/ln	1629	1599	1427	1603	1574	1449	1540	1710	1370	1629	0	1569
Q Serve(g_s), s	0.0	10.1	0.0	15.5	10.5	1.3	3.8	4.2	0.0	1.0	0.0	2.1
Cycle Q Clear(g_c), s	0.0	10.1	0.0	15.5	10.5	1.3	3.8	4.2	0.0	1.0	0.0	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	388	660		489	785	361	184	204		153	0	148
V/C Ratio(X)	0.07	0.79		0.82	0.71	0.11	0.52	0.57		0.18	0.00	0.37
Avail Cap(c_a), veh/h	388	781		489	1273	586	188	209		199	0	192
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.5	24.7	0.0	25.3	22.4	19.0	27.1	27.2	0.0	27.3	0.0	27.8
Incr Delay (d2), s/veh	0.1	5.3	0.0	10.8	1.7	0.2	3.2	4.4	0.0	0.8	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.7	0.0	6.7	3.4	0.4	1.4	1.8	0.0	0.4	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	30.0	0.0	36.1	24.1	19.1	30.3	31.6	0.0	28.1	0.0	30.0
LnGrp LOS	C	C		D	C	B	C	C		C	A	C
Approach Vol, veh/h		549	A		994			211	A		81	
Approach Delay, s/veh		29.6			28.8			31.0			29.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	4	5	6	8
Phs Duration (G+Y+Rc), s	20.0	19.5	13.8	17.2	22.3	12.2
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	* 6	6.0
Max Green Setting (Gmax), s	15.5	16.0	8.0	5.0	* 27	8.0
Max Q Clear Time (g_c+I1), s	17.5	12.1	6.2	2.0	12.5	4.1
Green Ext Time (p_c), s	0.0	1.4	0.2	0.0	3.8	0.1

Intersection Summary	
HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	510	910	10	50	20
Future Volume (veh/h)	30	510	910	10	50	20
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	554	989	11	54	22
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	239	1314	1314	586	749	666
Arrive On Green	0.37	0.37	0.37	0.37	0.42	0.42
Sat Flow, veh/h	563	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	33	554	989	11	54	22
Grp Sat Flow(s),veh/h/ln	563	1777	1777	1585	1781	1585
Q Serve(g_s), s	2.3	5.0	10.4	0.2	0.8	0.3
Cycle Q Clear(g_c), s	12.7	5.0	10.4	0.2	0.8	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	239	1314	1314	586	749	666
V/C Ratio(X)	0.14	0.42	0.75	0.02	0.07	0.03
Avail Cap(c_a), veh/h	268	1493	1493	666	749	666
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	1.00	1.00
Uniform Delay (d), s/veh	17.4	10.1	11.8	8.6	7.4	7.3
Incr Delay (d2), s/veh	0.3	0.2	1.9	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.2	2.7	0.0	0.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.6	10.3	13.7	8.6	7.6	7.4
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h		587	1000		76	
Approach Delay, s/veh		10.7	13.7		7.5	
Approach LOS		B	B		A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		20.3		22.5		20.3
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		14.7		2.8		12.4
Green Ext Time (p_c), s		1.1		0.1		2.8
Intersection Summary						
HCM 6th Ctrl Delay			12.3			
HCM 6th LOS			B			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	510	20	25	890	10	15	5	15	20	5	15
Future Volume (veh/h)	30	510	20	25	890	10	15	5	15	20	5	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	554	22	27	967	11	16	5	16	22	5	16
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	191	1032	875	451	1024	868	415	94	300	415	94	300
Arrive On Green	0.03	0.55	0.55	0.03	0.55	0.55	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1391	392	1253	1391	392	1253
Grp Volume(v), veh/h	33	554	22	27	967	11	16	0	21	22	0	21
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1391	0	1645	1391	0	1645
Q Serve(g_s), s	0.6	14.2	0.5	0.5	36.4	0.2	0.7	0.0	0.7	0.9	0.0	0.7
Cycle Q Clear(g_c), s	0.6	14.2	0.5	0.5	36.4	0.2	1.4	0.0	0.7	1.7	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.76	1.00		0.76
Lane Grp Cap(c), veh/h	191	1032	875	451	1024	868	415	0	394	415	0	394
V/C Ratio(X)	0.17	0.54	0.03	0.06	0.94	0.01	0.04	0.00	0.05	0.05	0.00	0.05
Avail Cap(c_a), veh/h	251	1083	918	519	1083	918	415	0	394	415	0	394
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	16.1	10.7	7.6	8.2	15.9	7.7	22.5	0.0	22.0	22.6	0.0	22.0
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.1	15.4	0.0	0.2	0.0	0.3	0.2	0.0	0.3
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	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.3	0.1	0.1	15.2	0.1	0.2	0.0	0.3	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	11.2	7.7	8.2	31.3	7.7	22.7	0.0	22.3	22.9	0.0	22.3
LnGrp LOS	B	B	A	A	C	A	C	A	C	C	A	C
Approach Vol, veh/h		609			1005			37			43	
Approach Delay, s/veh		11.3			30.4			22.5			22.6	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	4	5	6	8
Phs Duration (G+Y+Rc), s	6.7	46.0	22.5	7.0	45.6	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	43.5	18.0	5.0	43.5	18.0
Max Q Clear Time (g_c+I1), s	2.6	16.2	3.7	2.6	38.4	3.4
Green Ext Time (p_c), s	0.0	3.2	0.1	0.0	2.7	0.1

Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
5: N 75th St & SH 66 03/12/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	380	145	270	765	5	85	10	40	5	195	75
Future Volume (veh/h)	10	380	145	270	765	5	85	10	40	5	195	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1900	1841	1900	1900	1900	1841	1900	1900	1900
Adj Flow Rate, veh/h	11	413	158	293	832	5	92	11	43	5	212	82
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, %	0	4	0	0	4	0	0	0	4	0	0	0
Cap, veh/h	190	736	644	506	920	804	236	360	481	298	261	221
Arrive On Green	0.02	0.40	0.40	0.12	0.50	0.50	0.06	0.19	0.19	0.01	0.14	0.14
Sat Flow, veh/h	1810	1841	1610	1810	1841	1610	1810	1900	1560	1810	1900	1610
Grp Volume(v), veh/h	11	413	158	293	832	5	92	11	43	5	212	82
Grp Sat Flow(s),veh/h/ln	1810	1841	1610	1810	1841	1610	1810	1900	1560	1810	1900	1610
Q Serve(g_s), s	0.3	12.8	4.8	6.5	30.4	0.1	3.1	0.3	1.4	0.2	8.0	3.4
Cycle Q Clear(g_c), s	0.3	12.8	4.8	6.5	30.4	0.1	3.1	0.3	1.4	0.2	8.0	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	736	644	506	920	804	236	360	481	298	261	221
V/C Ratio(X)	0.06	0.56	0.25	0.58	0.90	0.01	0.39	0.03	0.09	0.02	0.81	0.37
Avail Cap(c_a), veh/h	328	1008	881	603	1150	1006	253	360	481	409	284	241
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	17.1	14.7	11.3	16.8	9.2	24.6	24.3	18.1	27.1	30.8	28.9
Incr Delay (d2), s/veh	0.1	0.7	0.2	1.0	8.7	0.0	1.0	0.0	0.1	0.0	15.3	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	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.5	1.7	2.0	11.7	0.0	1.3	0.2	0.5	0.1	4.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	17.8	14.9	12.4	25.6	9.2	25.6	24.4	18.2	27.1	46.1	29.9
LnGrp LOS	B	B	B	B	C	A	C	C	B	C	D	C
Approach Vol, veh/h		582			1130			146			299	
Approach Delay, s/veh		17.0			22.1			23.3			41.3	
Approach LOS		B			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	36.4	8.8	15.1	5.9	43.8	5.0	18.9
Change Period (Y+Rc), s	4.5	7.0	4.5	5.0	4.5	7.0	4.5	5.0
Max Green Setting (Gmax), s	12.7	40.3	5.0	11.0	7.0	46.0	5.0	11.0
Max Q Clear Time (g_c+I1), s	8.5	14.8	5.1	10.0	2.3	32.4	2.2	3.4
Green Ext Time (p_c), s	0.3	2.7	0.0	0.1	0.0	4.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	415	5	30	975	25	20	5	30	50	5	25
Future Volume (veh/h)	5	415	5	30	975	25	20	5	30	50	5	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1900	1841	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	451	5	33	1060	27	22	5	33	54	5	27
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, %	0	4	0	0	4	0	0	0	0	0	0	0
Cap, veh/h	239	2191	1009	736	1207	1056	239	21	139	234	25	135
Arrive On Green	0.01	0.63	0.63	0.04	0.66	0.66	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1810	3497	1610	1810	1841	1610	1399	216	1427	1391	258	1392
Grp Volume(v), veh/h	5	451	5	33	1060	27	22	0	38	54	0	32
Grp Sat Flow(s),veh/h/ln	1810	1749	1610	1810	1841	1610	1399	0	1643	1391	0	1649
Q Serve(g_s), s	0.1	3.1	0.1	0.4	26.3	0.3	0.8	0.0	1.2	2.1	0.0	1.0
Cycle Q Clear(g_c), s	0.1	3.1	0.1	0.4	26.3	0.3	1.8	0.0	1.2	3.3	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.87	1.00		0.84
Lane Grp Cap(c), veh/h	239	2191	1009	736	1207	1056	239	0	160	234	0	161
V/C Ratio(X)	0.02	0.21	0.00	0.04	0.88	0.03	0.09	0.00	0.24	0.23	0.00	0.20
Avail Cap(c_a), veh/h	388	3332	1534	832	1754	1534	552	0	527	544	0	529
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	9.2	4.5	3.9	3.4	7.9	3.4	24.2	0.0	23.4	24.9	0.0	23.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	3.8	0.0	0.2	0.0	0.8	0.5	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	0.0	0.5	0.0	0.0	4.7	0.0	0.3	0.0	0.5	0.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	4.5	3.9	3.4	11.7	3.4	24.3	0.0	24.2	25.4	0.0	23.9
LnGrp LOS	A	A	A	A	B	A	C	A	C	C	A	C
Approach Vol, veh/h		461			1120			60			86	
Approach Delay, s/veh		4.6			11.2			24.2			24.9	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	10.0	6.5	39.7	10.0	4.9	41.3
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	53.5	18.0	5.0	53.5
Max Q Clear Time (g_c+I1), s	3.8	2.4	5.1	5.3	2.1	28.3
Green Ext Time (p_c), s	0.1	0.0	2.8	0.2	0.0	8.6

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	490	5	25	1005	0	80
Future Vol, veh/h	490	5	25	1005	0	80
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	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	533	5	27	1092	0	87

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	538	0	-	267
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1026	-	0	731
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1026	-	-	731
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	731	-	-	1026	-
HCM Lane V/C Ratio	0.119	-	-	0.026	-
HCM Control Delay (s)	10.6	-	-	8.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.2					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	625	1060	15	0	15
Future Vol, veh/h	10	625	1060	15	0	15
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, %	0	3	4	25	25	0
Mvmt Flow	11	679	1152	16	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1168	0	-	0	-	584
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	605	-	-	-	0	460
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	605	-	-	-	-	460
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	605	-	-	-	460
HCM Lane V/C Ratio	0.018	-	-	-	0.035
HCM Control Delay (s)	11.1	-	-	-	13.1
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	580	45	30	1030	25	0	0	15	0	0	35
Future Vol, veh/h	0	580	45	30	1030	25	0	0	15	0	0	35
Conflicting Peds, #/hr	10	0	5	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	-	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, %	0	4	1	2	6	0	3	2	4	0	0	2
Mvmt Flow	0	630	49	33	1120	27	0	0	16	0	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	684	0	0	-	-	320	-	-	560
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	-	-	6.98	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	-	-	3.34	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	905	-	-	0	0	670	0	0	472
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	901	-	-	-	-	667	-	-	472
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	10.5	13.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	667	-	-	901	-	-	472
HCM Lane V/C Ratio	0.024	-	-	0.036	-	-	0.081
HCM Control Delay (s)	10.5	-	-	9.1	-	-	13.3
HCM Lane LOS	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	0.3

Movement	EBL	EBT	EBR2	WBT	WBR	NBL	NBT	NBR2	SBL2	SBT	SBR	NWL2
Lane Configurations												
Traffic Volume (vph)	10	335	250	595	50	420	40	695	55	280	50	1350
Future Volume (vph)	10	335	250	595	50	420	40	695	55	280	50	1350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	4.0	5.7	5.7	4.5	6.4	4.0	4.5	6.4	6.4	4.5
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00	0.97
Frt	1.00	1.00	0.85	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (prot)	3502	3471	1599	3406	1615	3400	1863	1583	1805	1900	1583	3433
Flt Permitted	0.95	1.00	1.00	1.00	1.00	0.44	1.00	1.00	0.65	1.00	1.00	0.95
Satd. Flow (perm)	3502	3471	1599	3406	1615	1573	1863	1583	1240	1900	1583	3433
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)	11	364	272	647	54	457	43	755	60	304	54	1467
RTOR Reduction (vph)	0	0	0	0	33	0	0	0	0	0	41	0
Lane Group Flow (vph)	11	364	272	647	21	457	43	755	60	304	13	1467
Heavy Vehicles (%)	0%	4%	1%	6%	0%	3%	2%	2%	0%	0%	2%	2%
Turn Type	Prot	NA	Free	NA	Perm	pm+pt	NA	Free	pm+pt	NA	Perm	Prot
Protected Phases	5	2		6		3	8		7	4		1 2 6
Permitted Phases			Free		6	8		Free	4		4	
Actuated Green, G (s)	1.2	15.5	77.7	30.6	30.6	21.7	16.2	77.7	25.5	18.1	18.1	37.5
Effective Green, g (s)	1.2	15.5	77.7	30.6	30.6	21.7	16.2	77.7	25.5	18.1	18.1	37.5
Actuated g/C Ratio	0.02	0.20	1.00	0.39	0.39	0.28	0.21	1.00	0.33	0.23	0.23	0.48
Clearance Time (s)	5.7	5.7		5.7	5.7	4.5	6.4		4.5	6.4	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0		3.0	4.0	4.0	
Lane Grp Cap (vph)	54	692	1599	1341	636	568	388	1583	460	442	368	1656
v/s Ratio Prot	0.00	0.10		0.19		0.06	0.02		0.01	0.16		c0.43
v/s Ratio Perm			0.17		0.01	c0.17		c0.48	0.03		0.01	
v/c Ratio	0.20	0.53	0.17	0.48	0.03	0.80	0.11	0.48	0.13	0.69	0.03	0.89
Uniform Delay, d1	37.8	27.8	0.0	17.6	14.5	25.1	24.9	0.0	18.2	27.2	23.0	18.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.65
Incremental Delay, d2	1.9	0.7	0.2	0.3	0.0	8.1	0.2	1.0	0.1	4.8	0.1	4.9
Delay (s)	39.6	28.5	0.2	17.9	14.5	33.2	25.1	1.0	18.3	32.0	23.1	16.7
Level of Service	D	C	A	B	B	C	C	A	B	C	C	B
Approach Delay (s)		16.8		17.6			13.6			28.9		
Approach LOS		B		B			B			C		

Intersection Summary			
HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	77.7	Sum of lost time (s)	22.3
Intersection Capacity Utilization	98.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	355	0	1350	645	0	695
Future Volume (vph)	355	0	1350	645	0	695
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		4.5	4.0		4.0
Lane Util. Factor	0.95		0.97	0.95		1.00
Frt	1.00		1.00	1.00		0.86
Flt Protected	1.00		0.95	1.00		1.00
Satd. Flow (prot)	3539		3433	3539		1611
Flt Permitted	1.00		0.95	1.00		1.00
Satd. Flow (perm)	3539		3433	3539		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	386	0	1467	701	0	755
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	386	0	1467	701	0	755
Turn Type	NA		Prot	NA		Free
Protected Phases	2		1 3 4	Free		
Permitted Phases						Free
Actuated Green, G (s)	15.5		52.0	77.7		77.7
Effective Green, g (s)	15.5		45.6	77.7		77.7
Actuated g/C Ratio	0.20		0.59	1.00		1.00
Clearance Time (s)	5.7					
Vehicle Extension (s)	3.0					
Lane Grp Cap (vph)	705		2014	3539		1611
v/s Ratio Prot	0.11		c0.43	0.20		
v/s Ratio Perm						c0.47
v/c Ratio	0.55		0.73	0.20		0.47
Uniform Delay, d1	27.9		11.6	0.0		0.0
Progression Factor	1.53		1.00	1.00		1.00
Incremental Delay, d2	0.7		1.3	0.1		0.9
Delay (s)	43.4		12.9	0.1		0.9
Level of Service	D		B	A		A
Approach Delay (s)	43.4			8.8	0.9	
Approach LOS	D			A	A	

Intersection Summary			
HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	77.7	Sum of lost time (s)	22.3
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1045	30	0	2020	10	0	0	95	0	0	10
Future Vol, veh/h	0	1045	30	0	2020	10	0	0	95	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	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, %	0	3	17	9	5	0	0	0	0	0	0	0
Mvmt Flow	0	1136	33	0	2196	11	0	0	103	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	568	-	-	1098
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	471	0	0	211
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	471	-	-	211
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.8	23
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	471	-	-	-	-	211
HCM Lane V/C Ratio	0.219	-	-	-	-	0.052
HCM Control Delay (s)	14.8	-	-	-	-	23
HCM Lane LOS	B	-	-	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1080	60	200	1945	10	95	10	170	10	10	10
Future Volume (veh/h)	5	1080	60	200	1945	10	95	10	170	10	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1900	1885	1856	1870	1900	1870	1885	1870	1870	1870
Adj Flow Rate, veh/h	5	1174	65	217	2114	11	103	11	0	11	11	11
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	3	0	1	3	2	0	2	1	2	2	2
Cap, veh/h	127	2207	1008	699	2385	1072	178	181		107	107	91
Arrive On Green	0.01	0.63	0.63	0.06	0.68	0.68	0.05	0.10	0.00	0.01	0.06	0.06
Sat Flow, veh/h	1781	3526	1610	3483	3526	1585	1810	1870	1598	1781	1870	1585
Grp Volume(v), veh/h	5	1174	65	217	2114	11	103	11	0	11	11	11
Grp Sat Flow(s),veh/h/ln	1781	1763	1610	1742	1763	1585	1810	1870	1598	1781	1870	1585
Q Serve(g_s), s	0.0	16.3	0.8	2.0	42.2	0.1	0.8	0.5	0.0	0.5	0.5	0.6
Cycle Q Clear(g_c), s	0.0	16.3	0.8	2.0	42.2	0.1	0.8	0.5	0.0	0.5	0.5	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	2207	1008	699	2385	1072	178	181		107	107	91
V/C Ratio(X)	0.04	0.53	0.06	0.31	0.89	0.01	0.58	0.06		0.10	0.10	0.12
Avail Cap(c_a), veh/h	217	2507	1145	784	2592	1165	187	387		185	387	328
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	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	9.1	2.2	8.3	11.4	1.9	39.1	35.7	0.0	41.3	38.9	38.9
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.3	3.9	0.0	4.0	0.1	0.0	0.4	0.4	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	0.1	4.5	0.3	0.5	11.4	0.0	2.2	0.2	0.0	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	9.3	2.2	8.5	15.3	1.9	43.2	35.9	0.0	41.7	39.3	39.5
LnGrp LOS	C	A	A	A	B	A	D	D		D	D	D
Approach Vol, veh/h		1244			2342			114	A		33	
Approach Delay, s/veh		9.0			14.6			42.4			40.2	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	12.9	9.5	59.0	9.1	9.5	5.1	63.4
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	5.0	18.0	7.1	61.9	5.0	18.0	5.0	64.0
Max Q Clear Time (g_c+I1), s	2.5	2.5	4.0	18.3	2.8	2.6	2.0	44.2
Green Ext Time (p_c), s	0.0	0.0	0.2	9.6	0.0	0.0	0.0	14.7

Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.9

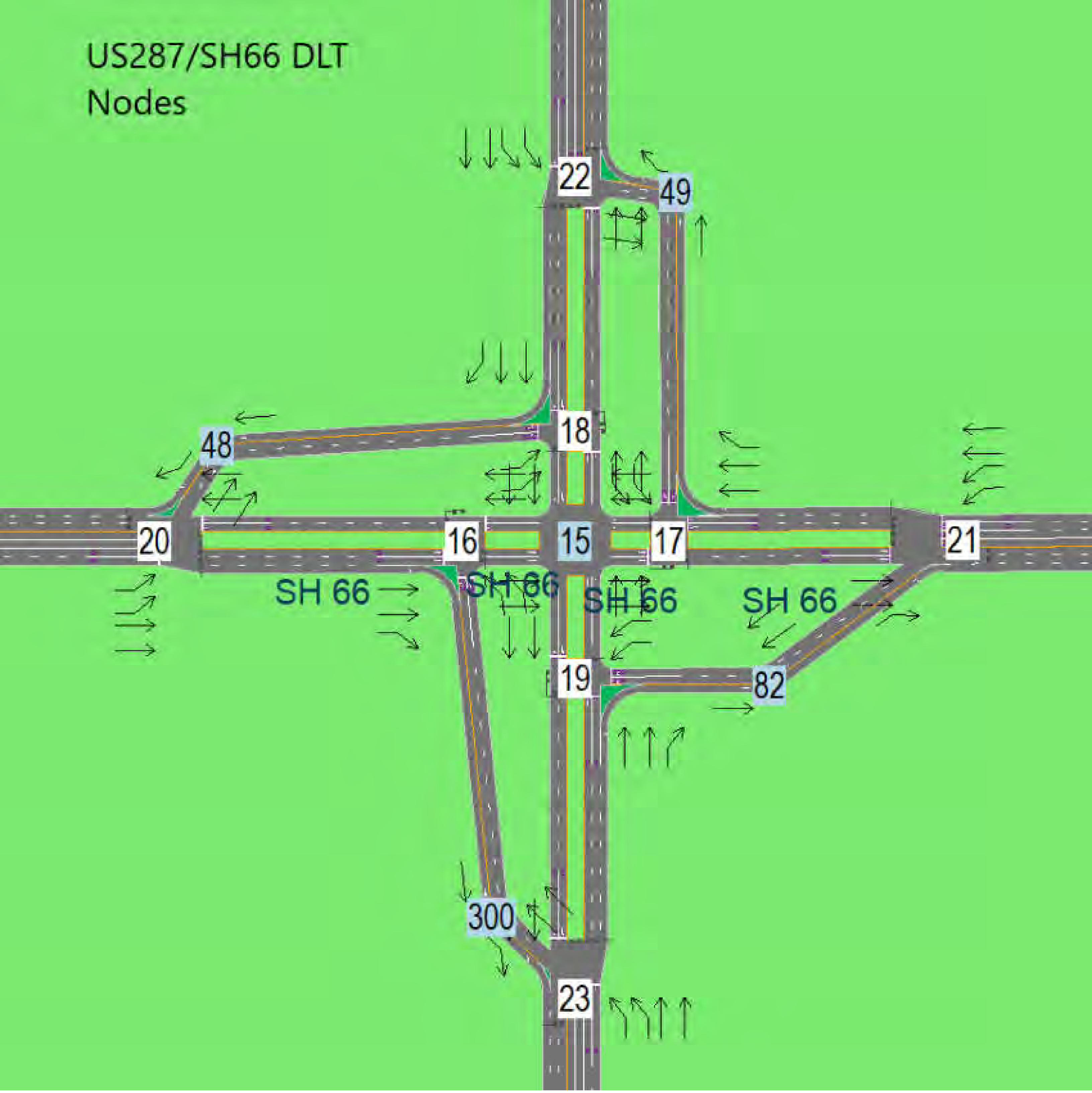
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	1185	45	185	2055	35	0	0	170	0	0	100
Future Vol, veh/h	20	1185	45	185	2055	35	0	0	170	0	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	0	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	1288	49	201	2234	38	0	0	185	0	0	109

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2272	0	0	1337	0	0	-	-	644	-	-	1117
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	221	-	-	512	-	-	0	0	416	0	0	202
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	221	-	-	512	-	-	-	-	416	-	-	202
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.3	20.4	41.8
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	416	221	-	-	512	-	-	202
HCM Lane V/C Ratio	0.444	0.098	-	-	0.393	-	-	0.538
HCM Control Delay (s)	20.4	23.1	-	-	16.5	-	-	41.8
HCM Lane LOS	C	C	-	-	C	-	-	E
HCM 95th %tile Q(veh)	2.2	0.3	-	-	1.9	-	-	2.8

US287/SH66 DLT
Nodes



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	535	235	0	800	335	0
Future Volume (vph)	535	235	0	800	335	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	1.00		0.95	0.97	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	3539	1583		3539	3433	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	3539	1583		3539	3433	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	582	255	0	870	364	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	582	255	0	870	364	0
Turn Type	NA	Free		NA	Prot	
Protected Phases	1 2			Free!	4!	
Permitted Phases		Free				
Actuated Green, G (s)	31.0	70.0		70.0	16.0	
Effective Green, g (s)	31.0	70.0		70.0	16.0	
Actuated g/C Ratio	0.44	1.00		1.00	0.23	
Clearance Time (s)					4.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)	1567	1583		3539	784	
v/s Ratio Prot	c0.16			0.25	c0.11	
v/s Ratio Perm		0.16				
v/c Ratio	0.37	0.16		0.25	0.46	
Uniform Delay, d1	13.0	0.0		0.0	23.3	
Progression Factor	1.00	1.00		1.00	0.00	
Incremental Delay, d2	0.1	0.2		0.1	0.3	
Delay (s)	13.1	0.2		0.1	0.4	
Level of Service	B	A		A	A	
Approach Delay (s)	9.2			0.1	0.4	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	3.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	535	800	135	185	0
Future Volume (vph)	0	535	800	135	185	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	
Lane Util. Factor		0.95	0.95	1.00	0.97	
Frt		1.00	1.00	0.85	1.00	
Flt Protected		1.00	1.00	1.00	0.95	
Satd. Flow (prot)		3282	3252	996	3099	
Flt Permitted		1.00	1.00	1.00	0.95	
Satd. Flow (perm)		3282	3252	996	3099	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	582	870	147	201	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	582	870	147	201	0
Heavy Vehicles (%)	0%	10%	11%	46%	13%	0%
Parking (#/hr)				0		
Turn Type		NA	NA	Free	Prot	
Protected Phases		Free!	1 2		4!	
Permitted Phases				Free		
Actuated Green, G (s)		70.0	31.0	70.0	16.0	
Effective Green, g (s)		70.0	31.0	70.0	16.0	
Actuated g/C Ratio		1.00	0.44	1.00	0.23	
Clearance Time (s)					4.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)		3282	1440	996	708	
v/s Ratio Prot		0.18	c0.27		c0.06	
v/s Ratio Perm				0.15		
v/c Ratio		0.18	0.60	0.15	0.28	
Uniform Delay, d1		0.0	14.8	0.0	22.3	
Progression Factor		1.00	0.61	1.00	0.01	
Incremental Delay, d2		0.1	0.7	0.3	0.2	
Delay (s)		0.1	9.7	0.3	0.5	
Level of Service		A	A	A	A	
Approach Delay (s)		0.1	8.3		0.5	
Approach LOS		A	A		A	

Intersection Summary			
HCM 2000 Control Delay	4.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	580	0	0	400	900	1140
Future Volume (vph)	580	0	0	400	900	1140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.97			0.95	0.95	1.00
Frt	1.00			1.00	1.00	0.85
Flt Protected	0.95			1.00	1.00	1.00
Satd. Flow (prot)	3433			3539	3539	1583
Flt Permitted	0.95			1.00	1.00	1.00
Satd. Flow (perm)	3433			3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	630	0	0	435	978	1239
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	630	0	0	435	978	1239
Turn Type	Prot			NA	NA	Free
Protected Phases	1 2!			Free!	3 4	
Permitted Phases						Free
Actuated Green, G (s)	31.0			70.0	31.0	70.0
Effective Green, g (s)	31.0			70.0	31.0	70.0
Actuated g/C Ratio	0.44			1.00	0.44	1.00
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	1520			3539	1567	1583
v/s Ratio Prot	0.18			0.12	0.28	
v/s Ratio Perm						c0.78
v/c Ratio	0.41			0.12	0.62	0.78
Uniform Delay, d1	13.3			0.0	15.0	0.0
Progression Factor	0.54			1.00	1.00	1.00
Incremental Delay, d2	0.2			0.1	0.6	3.1
Delay (s)	7.4			0.1	15.6	3.1
Level of Service	A			A	B	A
Approach Delay (s)	7.4			0.1	8.6	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	325	0	400	220	0	900
Future Volume (vph)	325	0	400	220	0	900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	0.97		0.95	1.00		0.95
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		3539	1583		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		3539	1583		3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	353	0	435	239	0	978
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	353	0	435	239	0	978
Turn Type	Prot		NA	Free		NA
Protected Phases	2!		3 4			Free!
Permitted Phases				Free		
Actuated Green, G (s)	17.0		31.0	70.0		70.0
Effective Green, g (s)	17.0		31.0	70.0		70.0
Actuated g/C Ratio	0.24		0.44	1.00		1.00
Clearance Time (s)	4.0					
Vehicle Extension (s)	3.0					
Lane Grp Cap (vph)	833		1567	1583		3539
v/s Ratio Prot	c0.10		0.12			0.28
v/s Ratio Perm				0.15		
v/c Ratio	0.42		0.28	0.15		0.28
Uniform Delay, d1	22.4		12.4	0.0		0.0
Progression Factor	0.00		1.00	1.00		1.00
Incremental Delay, d2	1.1		0.1	0.2		0.2
Delay (s)	1.2		12.5	0.2		0.2
Level of Service	A		B	A		A
Approach Delay (s)	1.2		8.1			0.2
Approach LOS	A		A			A

Intersection Summary			
HCM 2000 Control Delay	3.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		
! Phase conflict between lane groups.			
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	580	770	1135	0	0	1140
Future Volume (vph)	580	770	1135	0	0	1140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	0.97	0.95	0.95			1.00
Frt	1.00	1.00	1.00			0.86
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	3539	3539			1611
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	3539	3539			1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	630	837	1234	0	0	1239
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	630	837	1234	0	0	1239
Turn Type	Prot	NA	NA			Free
Protected Phases	1 2	Free	3 4			
Permitted Phases						Free
Actuated Green, G (s)	31.0	70.0	31.0			70.0
Effective Green, g (s)	31.0	70.0	31.0			70.0
Actuated g/C Ratio	0.44	1.00	0.44			1.00
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	1520	3539	1567			1611
v/s Ratio Prot	0.18	0.24	0.35			
v/s Ratio Perm						c0.77
v/c Ratio	0.41	0.24	0.79			0.77
Uniform Delay, d1	13.3	0.0	16.7			0.0
Progression Factor	1.00	1.00	0.95			1.00
Incremental Delay, d2	0.2	0.2	2.6			2.2
Delay (s)	13.5	0.2	18.5			2.2
Level of Service	B	A	B			A
Approach Delay (s)		5.9	18.5		2.2	
Approach LOS		A	B		A	

Intersection Summary			
HCM 2000 Control Delay	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	720	0	325	935	0	220
Future Volume (vph)	720	0	325	935	0	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	0.95		0.97	0.95		1.00
Frt	1.00		1.00	1.00		0.86
Flt Protected	1.00		0.95	1.00		1.00
Satd. Flow (prot)	3539		3433	3539		1611
Flt Permitted	1.00		0.95	1.00		1.00
Satd. Flow (perm)	3539		3433	3539		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	783	0	353	1016	0	239
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	783	0	353	1016	0	239
Turn Type	NA		Prot	NA		pm+ov
Protected Phases	2 3 4		1	Free		1
Permitted Phases						2 3 4
Actuated Green, G (s)	52.0		10.0	70.0		62.0
Effective Green, g (s)	52.0		10.0	70.0		62.0
Actuated g/C Ratio	0.74		0.14	1.00		0.89
Clearance Time (s)			4.0			4.0
Vehicle Extension (s)			3.0			3.0
Lane Grp Cap (vph)	2628		490	3539		1611
v/s Ratio Prot	c0.22		c0.10	0.29		0.02
v/s Ratio Perm						0.13
v/c Ratio	0.30		0.72	0.29		0.15
Uniform Delay, d1	3.0		28.7	0.0		0.5
Progression Factor	0.65		1.11	1.00		1.00
Incremental Delay, d2	0.1		4.5	0.2		0.0
Delay (s)	2.0		36.2	0.2		0.6
Level of Service	A		D	A		A
Approach Delay (s)	2.0			9.5	0.6	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	40.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	135	980	0	185	2040
Future Volume (vph)	0	135	980	0	185	2040
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.95		0.97	0.95
Frt		0.86	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		1611	3539		3433	3539
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		1611	3539		3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	147	1065	0	201	2217
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	147	1065	0	201	2217
Turn Type		pm+ov	NA		Prot	NA
Protected Phases		3	1 2 4		3	Free
Permitted Phases		1 2 4				
Actuated Green, G (s)		62.0	51.0		11.0	70.0
Effective Green, g (s)		62.0	51.0		11.0	70.0
Actuated g/C Ratio		0.89	0.73		0.16	1.00
Clearance Time (s)		4.0			4.0	
Vehicle Extension (s)		3.0			3.0	
Lane Grp Cap (vph)		1611	2578		539	3539
v/s Ratio Prot		0.01	0.30		0.06	0.63
v/s Ratio Perm		0.08				
v/c Ratio		0.09	0.41		0.37	0.63
Uniform Delay, d1		0.5	3.7		26.4	0.0
Progression Factor		1.00	0.89		1.00	1.00
Incremental Delay, d2		0.0	0.1		0.4	0.8
Delay (s)		0.5	3.4		26.8	0.8
Level of Service		A	A		C	A
Approach Delay (s)	0.5		3.4			3.0
Approach LOS	A		A			A

Intersection Summary			
HCM 2000 Control Delay	3.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	335	620	1225	0	0	235
Future Volume (vph)	335	620	1225	0	0	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	0.97	0.95	0.95			1.00
Frt	1.00	1.00	1.00			0.86
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	3539	3539			1611
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	3539	3539			1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	364	674	1332	0	0	255
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	364	674	1332	0	0	255
Turn Type	Prot	NA	NA			pm+ov
Protected Phases	3	Free	1 2 4			3
Permitted Phases						1 2 4
Actuated Green, G (s)	11.0	70.0	51.0			62.0
Effective Green, g (s)	11.0	70.0	51.0			62.0
Actuated g/C Ratio	0.16	1.00	0.73			0.89
Clearance Time (s)	4.0					4.0
Vehicle Extension (s)	3.0					3.0
Lane Grp Cap (vph)	539	3539	2578			1611
v/s Ratio Prot	c0.11	0.19	c0.38			0.02
v/s Ratio Perm						0.13
v/c Ratio	0.68	0.19	0.52			0.16
Uniform Delay, d1	27.8	0.0	4.1			0.5
Progression Factor	1.00	1.00	0.35			1.00
Incremental Delay, d2	3.3	0.1	0.2			0.0
Delay (s)	31.2	0.1	1.6			0.6
Level of Service	C	A	A			A
Approach Delay (s)		11.0	1.6		0.6	
Approach LOS		B	A		A	

Intersection Summary			
HCM 2000 Control Delay	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	920	1250	35	15	10
Future Volume (veh/h)	20	920	1250	35	15	10
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	1000	1359	38	16	11
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	342	4030	2500	1115	261	232
Arrive On Green	0.02	0.26	0.70	0.70	0.15	0.15
Sat Flow, veh/h	1781	5274	3647	1585	1781	1585
Grp Volume(v), veh/h	22	1000	1359	38	16	11
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1781	1585
Q Serve(g_s), s	0.0	21.7	25.7	1.0	1.1	0.8
Cycle Q Clear(g_c), s	0.0	21.7	25.7	1.0	1.1	0.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	342	4030	2500	1115	261	232
V/C Ratio(X)	0.06	0.25	0.54	0.03	0.06	0.05
Avail Cap(c_a), veh/h	342	4030	2500	1115	261	232
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	18.9	10.0	6.3	51.5	51.4
Incr Delay (d2), s/veh	0.1	0.1	0.9	0.1	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	9.8	8.6	0.3	0.5	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.1	19.1	10.8	6.4	51.9	51.7
LnGrp LOS	B	B	B	A	D	D
Approach Vol, veh/h		1022	1397		27	
Approach Delay, s/veh		19.0	10.7		51.8	
Approach LOS		B	B		D	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	115.0	25.0	12.0	103.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	110.5	20.5	7.5	98.5
Max Q Clear Time (g_c+I1), s	23.7	3.1	2.0	27.7
Green Ext Time (p_c), s	7.4	0.0	0.0	12.6

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	910	15	65	1230	25	20	5	65	55	5	35
Future Volume (veh/h)	10	910	15	65	1230	25	20	5	65	55	5	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1826	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	989	16	71	1337	27	22	5	71	60	5	38
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, %	0	3	0	0	5	0	0	0	0	0	0	0
Cap, veh/h	195	1377	629	429	1737	806	311	9	127	291	17	129
Arrive On Green	0.01	0.39	0.39	0.12	0.50	0.50	0.05	0.08	0.08	0.06	0.09	0.09
Sat Flow, veh/h	1810	3526	1610	1810	3469	1610	1810	107	1519	1810	191	1449
Grp Volume(v), veh/h	11	989	16	71	1337	27	22	0	76	60	0	43
Grp Sat Flow(s),veh/h/ln	1810	1763	1610	1810	1735	1610	1810	0	1626	1810	0	1639
Q Serve(g_s), s	0.0	12.4	0.3	0.0	16.3	0.4	0.0	0.0	2.3	0.0	0.0	1.3
Cycle Q Clear(g_c), s	0.0	12.4	0.3	0.0	16.3	0.4	0.0	0.0	2.3	0.0	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	1.00		0.88
Lane Grp Cap(c), veh/h	195	1377	629	429	1737	806	311	0	136	291	0	146
V/C Ratio(X)	0.06	0.72	0.03	0.17	0.77	0.03	0.07	0.00	0.56	0.21	0.00	0.30
Avail Cap(c_a), veh/h	344	2255	1030	429	2266	1052	394	0	562	364	0	567
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	22.1	13.4	9.8	17.2	10.6	6.6	21.0	0.0	22.9	22.3	0.0	22.2
Incr Delay (d2), s/veh	0.1	0.7	0.0	0.2	1.2	0.0	0.1	0.0	3.6	0.3	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	0.1	3.4	0.1	0.6	3.8	0.1	0.2	0.0	0.9	0.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	14.1	9.8	17.4	11.8	6.6	21.1	0.0	26.5	22.7	0.0	23.3
LnGrp LOS	C	B	A	B	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1016			1435			98			103	
Approach Delay, s/veh		14.2			12.0			25.3			22.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	24.8	7.1	9.1	5.2	30.6	7.4	8.8
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	5.7	33.3	5.0	18.0	5.0	34.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.0	14.4	2.0	3.3	2.0	18.3	2.0	4.3
Green Ext Time (p_c), s	0.0	6.0	0.0	0.1	0.0	7.8	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	800	230	270	1075	245	305
Future Volume (veh/h)	800	230	270	1075	245	305
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
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1885	1856	1811	1870	1885
Adj Flow Rate, veh/h	870	250	293	1168	266	332
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	1	3	6	2	1
Cap, veh/h	1208	548	439	1936	463	416
Arrive On Green	0.34	0.34	0.14	0.56	0.26	0.26
Sat Flow, veh/h	3618	1598	1767	3532	1781	1598
Grp Volume(v), veh/h	870	250	293	1168	266	332
Grp Sat Flow(s),veh/h/ln	1763	1598	1767	1721	1781	1598
Q Serve(g_s), s	12.4	7.0	5.5	12.9	7.5	11.2
Cycle Q Clear(g_c), s	12.4	7.0	5.5	12.9	7.5	11.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1208	548	439	1936	463	416
V/C Ratio(X)	0.72	0.46	0.67	0.60	0.57	0.80
Avail Cap(c_a), veh/h	2960	1341	972	4755	975	875
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	1.00	1.00
Uniform Delay (d), s/veh	16.5	14.7	11.3	8.3	18.5	19.9
Incr Delay (d2), s/veh	0.6	0.4	1.8	0.3	1.1	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	2.1	1.5	2.7	2.7	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.1	15.2	13.0	8.6	19.6	23.5
LnGrp LOS	B	B	B	A	B	C
Approach Vol, veh/h	1120			1461	598	
Approach Delay, s/veh	16.7			9.5	21.8	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.7	25.4				38.1		19.5
Change Period (Y+Rc), s	4.5	5.7				* 5.7		4.5
Max Green Setting (Gmax), s	25.5	48.3				* 80		31.5
Max Q Clear Time (g_c+I1), s	7.5	14.4				14.9		13.2
Green Ext Time (p_c), s	0.7	5.3				9.6		1.8

Intersection Summary		
HCM 6th Ctrl Delay		14.3
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1045	55	55	1255	25	75	20	55	5	20	15
Future Volume (veh/h)	5	1045	55	55	1255	25	75	20	55	5	20	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1752	1796	1856	1781	1870	1796	1870	1856	1870	1870	1870
Adj Flow Rate, veh/h	5	1136	60	60	1364	27	82	22	60	5	22	16
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	10	7	3	8	2	7	2	3	2	2	2
Cap, veh/h	206	1590	727	367	1821	853	329	239	201	329	239	202
Arrive On Green	0.01	0.48	0.48	0.07	0.54	0.54	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3328	1522	1767	3385	1585	1315	1870	1572	1316	1870	1585
Grp Volume(v), veh/h	5	1136	60	60	1364	27	82	22	60	5	22	16
Grp Sat Flow(s),veh/h/ln	1781	1664	1522	1767	1692	1585	1315	1870	1572	1316	1870	1585
Q Serve(g_s), s	0.1	11.1	0.9	0.0	12.8	0.3	2.4	0.4	1.4	0.1	0.4	0.4
Cycle Q Clear(g_c), s	0.1	11.1	0.9	0.0	12.8	0.3	2.8	0.4	1.4	0.6	0.4	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	1590	727	367	1821	853	329	239	201	329	239	202
V/C Ratio(X)	0.02	0.71	0.08	0.16	0.75	0.03	0.25	0.09	0.30	0.02	0.09	0.08
Avail Cap(c_a), veh/h	410	2303	1053	463	2342	1097	736	817	687	736	817	693
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.7	8.5	5.8	14.2	7.4	4.5	17.1	15.9	16.3	16.1	15.9	15.8
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.2	1.0	0.0	0.4	0.2	0.8	0.0	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	0.0	1.9	0.1	0.4	1.7	0.0	0.7	0.2	0.5	0.0	0.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	9.1	5.9	14.4	8.4	4.5	17.5	16.0	17.1	16.1	16.0	16.0
LnGrp LOS	A	A	A	B	A	A	B	B	B	B	B	B
Approach Vol, veh/h		1201			1451			164			43	
Approach Delay, s/veh		9.0			8.6			17.2			16.0	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.3	24.2		9.8	4.8	26.7		9.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	28.5		18.0	5.0	28.5		18.0
Max Q Clear Time (g_c+I1), s	2.0	13.1		2.6	2.1	14.8		4.8
Green Ext Time (p_c), s	0.0	6.5		0.1	0.0	7.3		0.4

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	520	500	725	760	20	400	80	590	55	275	175
Future Volume (veh/h)	85	520	500	725	760	20	400	80	590	55	275	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1781	1870	1688	1796	1633	1633	1826	1663	1307	1841	1663
Adj Flow Rate, veh/h	92	565	0	788	826	0	435	87	0	60	299	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, %	18	8	2	8	7	18	18	5	16	40	4	16
Cap, veh/h	199	696		849	1494		492	798		244	410	
Arrive On Green	0.07	0.21	0.00	0.27	0.44	0.00	0.16	0.23	0.00	0.05	0.12	0.00
Sat Flow, veh/h	3018	3385	1585	3118	3413	1384	3018	3469	1409	1245	3497	1409
Grp Volume(v), veh/h	92	565	0	788	826	0	435	87	0	60	299	0
Grp Sat Flow(s),veh/h/ln	1509	1692	1585	1559	1706	1384	1509	1735	1409	1245	1749	1409
Q Serve(g_s), s	2.9	15.5	0.0	23.9	17.5	0.0	13.7	1.9	0.0	4.1	8.0	0.0
Cycle Q Clear(g_c), s	2.9	15.5	0.0	23.9	17.5	0.0	13.7	1.9	0.0	4.1	8.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	696		849	1494		492	798		244	410	
V/C Ratio(X)	0.46	0.81		0.93	0.55		0.88	0.11		0.25	0.73	
Avail Cap(c_a), veh/h	239	720		891	1494		512	1227		260	863	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.8	36.8	0.0	34.5	20.3	0.0	39.8	29.6	0.0	35.4	41.4	0.0
Incr Delay (d2), s/veh	1.2	7.8	0.0	15.0	0.8	0.0	16.2	0.1	0.0	0.5	2.5	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	1.0	6.7	0.0	10.0	6.2	0.0	5.9	0.8	0.0	1.2	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	44.7	0.0	49.5	21.1	0.0	56.0	29.6	0.0	35.9	43.9	0.0
LnGrp LOS	D	D		D	C		E	C		D	D	
Approach Vol, veh/h		657	A		1614	A		522	A		359	A
Approach Delay, s/veh		44.7			34.9			51.6			42.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.5	27.0	20.4	16.4	10.9	49.6	9.4	27.4
Change Period (Y+Rc), s	7.0	* 7	4.5	5.0	4.5	7.0	4.5	5.0
Max Green Setting (Gmax), s	27.8	* 21	16.5	24.0	7.7	40.8	6.1	34.4
Max Q Clear Time (g_c+I1), s	25.9	17.5	15.7	10.0	4.9	19.5	6.1	3.9
Green Ext Time (p_c), s	0.5	1.5	0.2	1.4	0.0	9.1	0.0	0.4

Intersection Summary			
HCM 6th Ctrl Delay			40.6
HCM 6th LOS			D

Notes
User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1160	10	0	1500	0	10
Future Vol, veh/h	1160	10	0	1500	0	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	-	-	-	-	-	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	1261	11	0	1630	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	636
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	421
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	421
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	421	-	-	-
HCM Lane V/C Ratio	0.026	-	-	-
HCM Control Delay (s)	13.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1020	5	10	1410	85	20	10	5	65	25	70
Future Volume (veh/h)	140	1020	5	10	1410	85	20	10	5	65	25	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	1109	5	11	1533	92	22	11	5	71	27	76
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	287	2092	933	335	1892	844	248	139	118	301	195	165
Arrive On Green	0.07	0.59	0.59	0.01	0.53	0.53	0.03	0.07	0.07	0.05	0.10	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	152	1109	5	11	1533	92	22	11	5	71	27	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.4	12.5	0.1	0.2	23.8	1.9	0.8	0.4	0.2	2.4	0.9	3.0
Cycle Q Clear(g_c), s	2.4	12.5	0.1	0.2	23.8	1.9	0.8	0.4	0.2	2.4	0.9	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	2092	933	335	1892	844	248	139	118	301	195	165
V/C Ratio(X)	0.53	0.53	0.01	0.03	0.81	0.11	0.09	0.08	0.04	0.24	0.14	0.46
Avail Cap(c_a), veh/h	308	2331	1040	443	2305	1028	336	502	425	337	502	425
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	8.3	5.7	7.5	12.9	7.8	27.5	28.9	28.8	26.5	27.3	28.3
Incr Delay (d2), s/veh	1.5	0.2	0.0	0.0	1.9	0.1	0.2	0.2	0.1	0.4	0.3	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.0	0.0	0.1	6.8	0.5	0.3	0.2	0.1	1.0	0.4	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	8.5	5.7	7.6	14.8	7.8	27.7	29.1	29.0	26.9	27.6	30.3
LnGrp LOS	B	A	A	A	B	A	C	C	C	C	C	C
Approach Vol, veh/h		1266			1636			38			174	
Approach Delay, s/veh		9.2			14.4			28.3			28.5	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	44.0	6.2	11.5	9.2	40.2	8.2	9.5
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	5.0	44.0	5.0	18.0	5.5	43.5	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.2	14.5	2.8	5.0	4.4	25.8	4.4	2.4
Green Ext Time (p_c), s	0.0	7.9	0.0	0.2	0.0	9.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	980	45	30	1300	65	70	100	30	150	100	135
Future Volume (veh/h)	65	980	45	30	1300	65	70	100	30	150	100	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1752	1781	1900	1767	1485	1811	1811	1870	1574	1900	1885
Adj Flow Rate, veh/h	71	1065	49	33	1413	71	76	109	33	163	109	147
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, %	20	10	8	0	9	28	6	6	2	22	0	1
Cap, veh/h	227	1674	759	311	1618	606	292	196	172	281	246	207
Arrive On Green	0.06	0.50	0.50	0.03	0.48	0.48	0.06	0.11	0.11	0.08	0.13	0.13
Sat Flow, veh/h	1527	3328	1510	1810	3357	1259	1725	1811	1585	1499	1900	1598
Grp Volume(v), veh/h	71	1065	49	33	1413	71	76	109	33	163	109	147
Grp Sat Flow(s),veh/h/ln	1527	1664	1510	1810	1678	1259	1725	1811	1585	1499	1900	1598
Q Serve(g_s), s	1.5	15.3	1.1	0.6	24.6	2.0	2.5	3.7	1.2	5.1	3.5	5.8
Cycle Q Clear(g_c), s	1.5	15.3	1.1	0.6	24.6	2.0	2.5	3.7	1.2	5.1	3.5	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	1674	759	311	1618	606	292	196	172	281	246	207
V/C Ratio(X)	0.31	0.64	0.06	0.11	0.87	0.12	0.26	0.56	0.19	0.58	0.44	0.71
Avail Cap(c_a), veh/h	260	1730	785	387	1745	654	326	500	437	281	527	443
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	11.9	8.3	9.3	15.1	9.3	23.8	27.6	26.5	25.2	26.2	27.2
Incr Delay (d2), s/veh	0.8	0.7	0.0	0.1	5.0	0.1	0.5	2.4	0.5	2.9	1.3	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.1	0.3	0.2	7.7	0.5	1.0	1.6	0.4	2.3	1.5	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	12.6	8.4	9.5	20.1	9.4	24.2	30.0	27.0	28.1	27.5	31.7
LnGrp LOS	B	B	A	A	C	A	C	C	C	C	C	C
Approach Vol, veh/h		1185			1517			218			419	
Approach Delay, s/veh		12.5			19.3			27.6			29.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	37.3	8.2	12.9	8.1	35.9	9.6	11.6
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	5.0	33.9	5.0	18.1	5.0	33.9	5.1	18.0
Max Q Clear Time (g_c+I1), s	2.6	17.3	4.5	7.8	3.5	26.6	7.1	5.7
Green Ext Time (p_c), s	0.0	6.3	0.0	0.7	0.0	4.9	0.0	0.4

Intersection Summary		
HCM 6th Ctrl Delay		18.7
HCM 6th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	960	115	270	990	200	255	190	480	160	315	150
Future Volume (veh/h)	85	960	115	270	990	200	255	190	480	160	315	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1856	1900	1900	1811	1737	1811	1856	1826	1900	1900	1885
Adj Flow Rate, veh/h	92	1043	125	293	1076	217	277	207	0	174	342	163
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, %	5	3	0	0	6	11	6	3	5	0	0	1
Cap, veh/h	522	1270	580	590	1277	546	441	262		676	398	335
Arrive On Green	0.08	0.36	0.36	0.09	0.37	0.37	0.08	0.14	0.00	0.14	0.21	0.21
Sat Flow, veh/h	3374	3526	1610	3510	3441	1472	3346	1856	1547	3510	1900	1598
Grp Volume(v), veh/h	92	1043	125	293	1076	217	277	207	0	174	342	163
Grp Sat Flow(s),veh/h/ln	1687	1763	1610	1755	1721	1472	1673	1856	1547	1755	1900	1598
Q Serve(g_s), s	1.3	22.7	4.5	4.2	24.1	5.0	6.8	9.1	0.0	0.0	14.6	7.6
Cycle Q Clear(g_c), s	1.3	22.7	4.5	4.2	24.1	5.0	6.8	9.1	0.0	0.0	14.6	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	522	1270	580	590	1277	546	441	262		676	398	335
V/C Ratio(X)	0.18	0.82	0.22	0.50	0.84	0.40	0.63	0.79		0.26	0.86	0.49
Avail Cap(c_a), veh/h	560	1359	621	590	1326	567	441	506		676	478	402
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	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	24.5	18.7	18.0	24.3	5.8	36.3	35.0	0.0	31.0	32.1	29.4
Incr Delay (d2), s/veh	0.2	4.6	0.4	0.6	5.6	1.0	2.8	5.3	0.0	0.2	12.8	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	0.4	8.9	1.7	1.4	9.4	2.8	2.8	4.3	0.0	1.5	7.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	29.1	19.1	18.6	29.8	6.8	39.2	40.4	0.0	31.2	44.9	30.5
LnGrp LOS	B	C	B	B	C	A	D	D		C	D	C
Approach Vol, veh/h		1260			1586			484	A		679	
Approach Delay, s/veh		27.3			24.6			39.7			37.9	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	37.4	11.3	22.7	12.1	38.3	17.1	16.9
Change Period (Y+Rc), s	5.0	7.0	4.5	5.0	5.0	7.0	5.0	* 5
Max Green Setting (Gmax), s	8.0	32.5	6.8	21.2	8.0	32.5	5.0	* 23
Max Q Clear Time (g_c+I1), s	6.2	24.7	8.8	16.6	3.3	26.1	2.0	11.1
Green Ext Time (p_c), s	0.2	5.7	0.0	1.0	0.1	5.0	0.1	0.8

Intersection Summary		
HCM 6th Ctrl Delay		29.5
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1615	30	60	1830	15	30	10	30	15	20	15
Future Volume (veh/h)	15	1615	30	60	1830	15	30	10	30	15	20	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	1755	33	65	1989	16	33	11	33	16	22	16
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	191	2877	54	159	2913	23	456	109	327	421	234	170
Arrive On Green	0.56	0.56	0.56	1.00	1.00	1.00	0.05	0.26	0.26	0.02	0.23	0.23
Sat Flow, veh/h	214	5160	97	265	5225	42	1781	412	1236	1781	1007	732
Grp Volume(v), veh/h	16	1158	630	65	1296	709	33	0	44	16	0	38
Grp Sat Flow(s),veh/h/ln	214	1702	1853	265	1702	1863	1781	0	1648	1781	0	1739
Q Serve(g_s), s	3.6	22.8	22.8	17.9	0.0	0.0	1.4	0.0	2.0	0.7	0.0	1.7
Cycle Q Clear(g_c), s	3.6	22.8	22.8	40.8	0.0	0.0	1.4	0.0	2.0	0.7	0.0	1.7
Prop In Lane	1.00		0.05	1.00		0.02	1.00		0.75	1.00		0.42
Lane Grp Cap(c), veh/h	191	1898	1033	159	1898	1038	456	0	436	421	0	404
V/C Ratio(X)	0.08	0.61	0.61	0.41	0.68	0.68	0.07	0.00	0.10	0.04	0.00	0.09
Avail Cap(c_a), veh/h	203	2076	1130	173	2076	1136	456	0	436	478	0	404
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	14.8	14.8	8.3	0.0	0.0	26.1	0.0	27.8	28.3	0.0	30.1
Incr Delay (d2), s/veh	0.1	0.2	0.4	1.5	0.8	1.4	0.3	0.0	0.5	0.0	0.0	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	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.3	8.0	0.6	0.2	0.4	0.6	0.0	0.8	0.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.7	15.1	15.2	9.9	0.8	1.4	26.4	0.0	28.2	28.4	0.0	30.6
LnGrp LOS	B	B	B	A	A	A	C	A	C	C	A	C
Approach Vol, veh/h		1804			2070			77			54	
Approach Delay, s/veh		15.1			1.3			27.5			29.9	
Approach LOS		B			A			C			C	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		61.7	10.0	28.3		61.7	6.8	31.5
Change Period (Y+Rc), s		6.0	5.0	5.0		6.0	5.0	5.0
Max Green Setting (Gmax), s		61.0	5.0	18.0		61.0	5.0	18.0
Max Q Clear Time (g_c+I1), s		24.8	3.4	3.7		42.8	2.7	4.0
Green Ext Time (p_c), s		15.8	0.0	0.1		13.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	995	605	535	1105	0	0	0	0	215	10	355
Future Volume (veh/h)	0	995	605	535	1105	0	0	0	0	215	10	355
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1688	1796	0				1737	1411	1856
Adj Flow Rate, veh/h	0	1082	0	582	1201	0				242	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	3	3	8	7	0				11	33	3
Cap, veh/h	0	1925		1009	2641	0				319	0	
Arrive On Green	0.00	0.76	0.00	0.65	1.00	0.00				0.10	0.00	0.00
Sat Flow, veh/h	0	5233	1572	3118	3503	0				3309	0	1572
Grp Volume(v), veh/h	0	1082	0	582	1201	0				242	0	0
Grp Sat Flow(s),veh/h/ln	0	1689	1572	1559	1706	0				1654	0	1572
Q Serve(g_s), s	0.0	8.9	0.0	10.5	0.0	0.0				7.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.9	0.0	10.5	0.0	0.0				7.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1925		1009	2641	0				319	0	
V/C Ratio(X)	0.00	0.56		0.58	0.45	0.00				0.76	0.00	
Avail Cap(c_a), veh/h	0	1925		1009	2641	0				596	0	
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.75	0.00	0.53	0.53	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	8.5	0.0	13.8	0.0	0.0				44.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.4	0.3	0.0				3.7	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
%ile BackOfQ(50%),veh/ln	0.0	2.2	0.0	2.5	0.1	0.0				3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.4	0.0	14.2	0.3	0.0				47.8	0.0	0.0
LnGrp LOS	A	A		B	A	A				D	A	
Approach Vol, veh/h		1082	A		1783						242	A
Approach Delay, s/veh		9.4			4.8						47.8	
Approach LOS		A			A						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	39.4	45.0		15.6		84.4						
Change Period (Y+Rc), s	7.0	7.0		6.0		7.0						
Max Green Setting (Gmax), s	24.0	38.0		18.0		69.0						
Max Q Clear Time (g_c+I1), s	12.5	10.9		9.1		2.0						
Green Ext Time (p_c), s	1.6	7.3		0.5		10.1						

Intersection Summary		
HCM 6th Ctrl Delay		9.8
HCM 6th LOS		A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	1005	0	0	1325	305	815	5	520	0	0	0
Future Volume (veh/h)	205	1005	0	0	1325	305	815	5	520	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1758	1826	0	0	1781	1693	1716	1900	1737			
Adj Flow Rate, veh/h	223	1092	0	0	1440	0	890	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	3	5	0	0	8	14	6	0	11			
Cap, veh/h	439	1961	0	0	1751		996	0				
Arrive On Green	0.27	1.00	0.00	0.00	0.36	0.00	0.30	0.00	0.00			
Sat Flow, veh/h	3248	3561	0	0	5024	1434	3268	0	1472			
Grp Volume(v), veh/h	223	1092	0	0	1440	0	890	0	0			
Grp Sat Flow(s),veh/h/ln	1624	1735	0	0	1621	1434	1634	0	1472			
Q Serve(g_s), s	5.8	0.0	0.0	0.0	26.9	0.0	26.0	0.0	0.0			
Cycle Q Clear(g_c), s	5.8	0.0	0.0	0.0	26.9	0.0	26.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	439	1961	0	0	1751		996	0				
V/C Ratio(X)	0.51	0.56	0.00	0.00	0.82		0.89	0.00				
Avail Cap(c_a), veh/h	439	1961	0	0	1751		1209	0				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.85	0.85	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	33.7	0.0	0.0	0.0	29.1	0.0	33.2	0.0	0.0			
Incr Delay (d2), s/veh	0.8	1.0	0.0	0.0	4.5	0.0	7.7	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			
%ile BackOfQ(50%),veh/ln	2.0	0.3	0.0	0.0	10.1	0.0	10.7	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	1.0	0.0	0.0	33.6	0.0	40.9	0.0	0.0			
LnGrp LOS	C	A	A	A	C		D	A				
Approach Vol, veh/h		1315			1440	A		890	A			
Approach Delay, s/veh		6.7			33.6			40.9				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		63.5			20.5	43.0		36.5				
Change Period (Y+Rc), s		7.0			7.0	* 7		6.0				
Max Green Setting (Gmax), s		50.0			9.0	* 36		37.0				
Max Q Clear Time (g_c+I1), s		2.0			7.8	28.9		28.0				
Green Ext Time (p_c), s		8.4			0.1	4.6		2.5				

Intersection Summary			
HCM 6th Ctrl Delay			25.7
HCM 6th LOS			C

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	24.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	245	1170	110	40	1420	75	0	0	125	0	0	235
Future Vol, veh/h	245	1170	110	40	1420	75	0	0	125	0	0	235
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	275	-	-	225	-	-	-	-	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	10	7	3	8	2	7	2	3	2	2	2
Mvmt Flow	266	1272	120	43	1543	82	0	0	136	0	0	255

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1625	0	0	1392	0	0	-	-	696	-	-	813
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.36	-	-	-	-	7.16	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.13	-	-	-	-	3.93	-	-	3.92
Pot Cap-1 Maneuver	~ 193	-	-	250	-	-	0	0	328	0	0	276
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 193	-	-	250	-	-	-	-	328	-	-	276
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39.6	0.6	23.5	76.9
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	328	~ 193	-	-	250	-	-	276
HCM Lane V/C Ratio	0.414	1.38	-	-	0.174	-	-	0.925
HCM Control Delay (s)	23.5	246.5	-	-	22.4	-	-	76.9
HCM Lane LOS	C	F	-	-	C	-	-	F
HCM 95th %tile Q(veh)	2	15.6	-	-	0.6	-	-	8.6

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 (vph)	395	0	420	0	0	0	0	660	115	30	610	0
Future Volume (vph)	395	0	420	0	0	0	0	660	115	30	610	0
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	
Lane Util. Factor	0.97		1.00					0.95	1.00	1.00	0.95	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433		1583					3539	1583	1770	3539	
Flt Permitted	0.95		1.00					1.00	1.00	0.17	1.00	
Satd. Flow (perm)	3433		1583					3539	1583	312	3539	
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)	429	0	457	0	0	0	0	717	125	33	663	0
RTOR Reduction (vph)	0	0	77	0	0	0	0	0	90	0	0	0
Lane Group Flow (vph)	429	0	380	0	0	0	0	717	35	33	663	0
Turn Type	Perm		Perm					NA	Perm	pm+pt	NA	
Protected Phases								8		7	4	
Permitted Phases	2		2						8	4		
Actuated Green, G (s)	35.1		35.1					19.4	19.4	25.9	25.9	
Effective Green, g (s)	35.1		35.1					19.4	19.4	25.9	25.9	
Actuated g/C Ratio	0.50		0.50					0.28	0.28	0.37	0.37	
Clearance Time (s)	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	
Lane Grp Cap (vph)	1721		793					980	438	157	1309	
v/s Ratio Prot								c0.20		0.01	c0.19	
v/s Ratio Perm	0.12		c0.24						0.02	0.07		
v/c Ratio	0.25		0.48					0.73	0.08	0.21	0.51	
Uniform Delay, d1	9.9		11.4					22.9	18.7	15.5	17.1	
Progression Factor	1.00		1.00					1.00	1.00	0.36	0.59	
Incremental Delay, d2	0.3		2.1					2.8	0.1	0.6	0.3	
Delay (s)	10.3		13.5					25.8	18.8	6.2	10.3	
Level of Service	B		B					C	B	A	B	
Approach Delay (s)		12.0			0.0			24.7			10.1	
Approach LOS		B			A			C			B	

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	400	835	90	455	600	0	0	240	245
Future Volume (veh/h)	0	0	0	400	835	90	455	600	0	0	240	245
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				435	908	98	495	652	0	0	261	266
Peak Hour Factor				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	0	0	2	2
Cap, veh/h				765	2011	216	600	1570	0	0	725	323
Arrive On Green				0.86	0.86	0.86	0.12	0.30	0.00	0.00	0.20	0.20
Sat Flow, veh/h				1781	4680	503	3456	3647	0	0	3647	1585
Grp Volume(v), veh/h				435	660	346	495	652	0	0	261	266
Grp Sat Flow(s),veh/h/ln				1781	1702	1780	1728	1777	0	0	1777	1585
Q Serve(g_s), s				4.7	3.1	3.1	9.8	10.3	0.0	0.0	4.4	11.2
Cycle Q Clear(g_c), s				4.7	3.1	3.1	9.8	10.3	0.0	0.0	4.4	11.2
Prop In Lane				1.00		0.28	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				765	1463	765	600	1570	0	0	725	323
V/C Ratio(X)				0.57	0.45	0.45	0.83	0.42	0.00	0.00	0.36	0.82
Avail Cap(c_a), veh/h				765	1463	765	666	1828	0	0	914	408
HCM Platoon Ratio				2.00	2.00	2.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.82	0.82	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				3.1	3.0	3.0	29.9	17.4	0.0	0.0	23.9	26.7
Incr Delay (d2), s/veh				3.0	1.0	1.9	6.4	0.1	0.0	0.0	0.3	10.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.5	0.8	1.0	4.3	3.7	0.0	0.0	1.6	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				6.2	4.0	5.0	36.3	17.5	0.0	0.0	24.2	37.1
LnGrp LOS				A	A	A	D	B	A	A	C	D
Approach Vol, veh/h					1441			1147			527	
Approach Delay, s/veh					4.9			25.6			30.7	
Approach LOS					A			C			C	

Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			16.6	18.8		34.6		35.4				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			13.5	18.0		25.0		36.0				
Max Q Clear Time (g_c+I1), s			11.8	13.2		6.7		12.3				
Green Ext Time (p_c), s			0.3	1.0		6.9		3.8				

Intersection Summary			
HCM 6th Ctrl Delay			16.9
HCM 6th LOS			B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	485	85	150	1090	20	135	10	105	125	10	100
Future Volume (veh/h)	75	485	85	150	1090	20	135	10	105	125	10	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1737	1530	1900	1781	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	82	527	92	163	1185	22	147	11	114	136	11	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, %	0	11	25	0	8	0	0	0	0	0	0	0
Cap, veh/h	206	981	385	310	1136	541	624	530	449	585	530	
Arrive On Green	0.06	0.30	0.30	0.03	0.11	0.11	0.07	0.28	0.28	0.07	0.28	0.00
Sat Flow, veh/h	1810	3300	1296	1810	3385	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	82	527	92	163	1185	22	147	11	114	136	11	0
Grp Sat Flow(s),veh/h/ln	1810	1650	1296	1810	1692	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.0	9.3	3.8	4.9	23.5	0.6	4.0	0.3	3.8	3.7	0.3	0.0
Cycle Q Clear(g_c), s	0.0	9.3	3.8	4.9	23.5	0.6	4.0	0.3	3.8	3.7	0.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	981	385	310	1136	541	624	530	449	585	530	
V/C Ratio(X)	0.40	0.54	0.24	0.53	1.04	0.04	0.24	0.02	0.25	0.23	0.02	
Avail Cap(c_a), veh/h	232	981	385	388	1136	541	624	530	449	585	530	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.1	20.6	18.6	21.4	31.1	10.3	16.1	18.3	19.6	16.0	18.3	0.0
Incr Delay (d2), s/veh	1.2	0.6	0.3	1.0	34.7	0.0	0.2	0.1	1.4	0.2	0.1	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	1.2	3.1	1.1	1.9	15.7	0.3	1.6	0.1	1.5	1.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	21.2	18.9	22.4	65.8	10.3	16.3	18.4	21.0	16.2	18.4	0.0
LnGrp LOS	C	C	B	C	F	B	B	B	C	B	B	
Approach Vol, veh/h		701			1370			272			147	A
Approach Delay, s/veh		22.2			59.8			18.3			16.3	
Approach LOS		C			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	25.3	9.5	24.0	8.5	28.0	9.5	24.0
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	9.7	18.8	5.0	18.5	5.0	23.5	5.0	18.5
Max Q Clear Time (g_c+I1), s	6.9	11.3	6.0	2.3	2.0	25.5	5.7	5.8
Green Ext Time (p_c), s	0.1	2.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	510	155	125	960	55	280	5	255	20	5	20
Future Volume (veh/h)	50	510	155	125	960	55	280	5	255	20	5	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	554	168	136	1043	60	304	5	277	22	5	22
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	186	1132	505	404	1307	583	1109	9	474	316	78	342
Arrive On Green	0.09	0.64	0.64	0.03	0.12	0.12	0.07	0.30	0.30	0.02	0.26	0.26
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	28	1561	1781	302	1329
Grp Volume(v), veh/h	54	554	168	136	1043	60	304	0	282	22	0	27
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	0	1589	1781	0	1631
Q Serve(g_s), s	1.5	5.8	2.4	0.0	20.0	2.4	4.5	0.0	10.5	0.6	0.0	0.9
Cycle Q Clear(g_c), s	1.5	5.8	2.4	0.0	20.0	2.4	4.5	0.0	10.5	0.6	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.81
Lane Grp Cap(c), veh/h	186	1132	505	404	1307	583	1109	0	483	316	0	419
V/C Ratio(X)	0.29	0.49	0.33	0.34	0.80	0.10	0.27	0.00	0.58	0.07	0.00	0.06
Avail Cap(c_a), veh/h	230	1132	505	404	1307	583	1109	0	483	399	0	419
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.83	0.83	0.83	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.5	9.7	4.6	24.6	28.2	20.5	16.8	0.0	20.6	18.7	0.0	19.6
Incr Delay (d2), s/veh	0.8	1.4	1.7	0.4	4.3	0.3	0.1	0.0	5.1	0.1	0.0	0.3
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	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.7	1.2	1.9	9.9	0.9	1.7	0.0	4.3	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	11.1	6.3	25.0	32.5	20.8	16.9	0.0	25.7	18.7	0.0	19.9
LnGrp LOS	C	B	A	C	C	C	B	A	C	B	A	B
Approach Vol, veh/h		776			1239			586			49	
Approach Delay, s/veh		10.7			31.1			21.1			19.4	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	26.8	9.5	22.5	7.8	30.2	6.2	25.8
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	6.7	22.3	5.0	18.0	5.0	24.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.0	7.8	6.5	2.9	3.5	22.0	2.6	12.5
Green Ext Time (p_c), s	0.1	3.2	0.0	0.1	0.0	1.2	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	575	165	85	640	40	220	165	90	45	325	280
Future Volume (veh/h)	45	575	165	85	640	40	220	165	90	45	325	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	625	179	92	696	43	239	179	98	49	353	304
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	300	1090	486	252	1041	464	452	1183	528	464	914	408
Arrive On Green	0.15	0.61	0.61	0.06	0.29	0.29	0.12	0.33	0.33	0.04	0.26	0.26
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	49	625	179	92	696	43	239	179	98	49	353	304
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	7.3	3.9	2.8	12.1	1.0	6.5	2.5	3.1	1.4	5.7	9.0
Cycle Q Clear(g_c), s	0.0	7.3	3.9	2.8	12.1	1.0	6.5	2.5	3.1	1.4	5.7	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	300	1090	486	252	1041	464	452	1183	528	464	914	408
V/C Ratio(X)	0.16	0.57	0.37	0.36	0.67	0.09	0.53	0.15	0.19	0.11	0.39	0.75
Avail Cap(c_a), veh/h	300	1090	486	286	1041	464	455	1183	528	514	914	408
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	10.8	10.2	21.1	21.8	10.3	14.9	16.4	16.6	17.6	21.4	12.7
Incr Delay (d2), s/veh	0.2	2.0	1.9	0.9	3.4	0.4	1.1	0.3	0.8	0.1	1.2	11.8
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	0.6	2.1	1.4	1.1	4.7	0.5	2.5	1.0	1.2	0.6	2.4	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	12.8	12.1	22.0	25.2	10.7	16.0	16.7	17.4	17.7	22.7	24.4
LnGrp LOS	C	B	B	C	C	B	B	B	B	B	C	C
Approach Vol, veh/h		853			831			516			706	
Approach Delay, s/veh		13.3			24.1			16.5			23.1	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	26.0	12.9	22.5	9.6	25.0	7.6	27.8
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	20.0	8.5	18.0	5.0	20.5	5.0	21.5
Max Q Clear Time (g_c+I1), s	4.8	9.3	8.5	11.0	2.0	14.1	3.4	5.1
Green Ext Time (p_c), s	0.0	3.1	0.0	2.0	0.0	2.3	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	660	605	20	20	160
Future Volume (veh/h)	50	660	605	20	20	160
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	0.90	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1752	1737	1218	1707	1900
Adj Flow Rate, veh/h	54	717	658	22	22	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	10	11	46	13	0
Cap, veh/h	469	1800	1124	316	289	286
Arrive On Green	0.06	0.54	0.34	0.34	0.18	0.18
Sat Flow, veh/h	1810	3416	3387	929	1626	1610
Grp Volume(v), veh/h	54	717	658	22	22	174
Grp Sat Flow(s),veh/h/ln	1810	1664	1650	929	1626	1610
Q Serve(g_s), s	0.5	4.0	5.3	0.5	0.4	3.2
Cycle Q Clear(g_c), s	0.5	4.0	5.3	0.5	0.4	3.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	469	1800	1124	316	289	286
V/C Ratio(X)	0.12	0.40	0.59	0.07	0.08	0.61
Avail Cap(c_a), veh/h	673	3591	2528	712	1093	1083
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	1.00	1.00
Uniform Delay (d), s/veh	5.6	4.3	8.7	7.1	11.0	12.1
Incr Delay (d2), s/veh	0.1	0.1	0.5	0.1	0.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.8	0.0	0.1	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.8	4.4	9.2	7.2	11.1	14.2
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h		771	680		196	
Approach Delay, s/veh		4.5	9.1		13.9	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.8		10.2	6.4	15.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		34.5		21.5	5.5	24.5
Max Q Clear Time (g_c+I1), s		6.0		5.2	2.5	7.3
Green Ext Time (p_c), s		4.5		0.5	0.0	3.6

Intersection Summary			
HCM 6th Ctrl Delay			7.5
HCM 6th LOS			A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	655	25	5	550	75	5
Future Volume (veh/h)	655	25	5	550	75	5
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
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1900	1900	1693	1900	1900
Adj Flow Rate, veh/h	712	27	5	598	82	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	0	0	14	0	0
Cap, veh/h	1044	505	253	1328	727	647
Arrive On Green	0.31	0.31	0.01	0.41	0.40	0.40
Sat Flow, veh/h	3416	1610	1810	3300	1810	1610
Grp Volume(v), veh/h	712	27	5	598	82	5
Grp Sat Flow(s),veh/h/ln	1664	1610	1810	1608	1810	1610
Q Serve(g_s), s	9.1	0.6	0.1	6.5	1.4	0.1
Cycle Q Clear(g_c), s	9.1	0.6	0.1	6.5	1.4	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1044	505	253	1328	727	647
V/C Ratio(X)	0.68	0.05	0.02	0.45	0.11	0.01
Avail Cap(c_a), veh/h	2091	1011	483	2749	727	647
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	1.00	1.00
Uniform Delay (d), s/veh	14.5	11.6	11.2	10.3	9.1	8.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.2	0.0	1.5	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.3	11.7	11.2	10.5	9.4	8.7
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h	739			603	87	
Approach Delay, s/veh	15.2			10.5	9.4	
Approach LOS	B			B	A	

Timer - Assigned Phs	1	2	6	8
Phs Duration (G+Y+Rc), s	4.8	19.7	24.6	24.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.5	41.5	19.5
Max Q Clear Time (g_c+I1), s	2.1	11.1	8.5	3.4
Green Ext Time (p_c), s	0.0	4.2	3.7	0.2

Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	610	40	60	500	5	45	30	90	5	30	10
Future Volume (veh/h)	10	610	40	60	500	5	45	30	90	5	30	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1752	1500	1841	1722	1900	1500	1811	1811	1900	1559	1559
Adj Flow Rate, veh/h	11	663	43	65	543	5	49	33	98	5	33	11
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, %	0	10	27	4	12	0	27	6	6	0	23	23
Cap, veh/h	414	1057	404	397	1202	591	357	68	201	310	138	46
Arrive On Green	0.01	0.32	0.32	0.06	0.37	0.37	0.05	0.17	0.17	0.01	0.12	0.12
Sat Flow, veh/h	1810	3328	1271	1753	3272	1610	1428	402	1194	1810	1119	373
Grp Volume(v), veh/h	11	663	43	65	543	5	49	0	131	5	0	44
Grp Sat Flow(s),veh/h/ln	1810	1664	1271	1753	1636	1610	1428	0	1596	1810	0	1492
Q Serve(g_s), s	0.2	6.9	1.0	1.0	5.1	0.1	1.2	0.0	3.0	0.1	0.0	1.1
Cycle Q Clear(g_c), s	0.2	6.9	1.0	1.0	5.1	0.1	1.2	0.0	3.0	0.1	0.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.75	1.00		0.25
Lane Grp Cap(c), veh/h	414	1057	404	397	1202	591	357	0	269	310	0	184
V/C Ratio(X)	0.03	0.63	0.11	0.16	0.45	0.01	0.14	0.00	0.49	0.02	0.00	0.24
Avail Cap(c_a), veh/h	633	2498	954	566	2537	1248	476	0	766	543	0	716
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	9.2	11.8	9.8	8.7	9.8	8.2	14.3	0.0	15.3	15.4	0.0	16.1
Incr Delay (d2), s/veh	0.0	0.6	0.1	0.2	0.3	0.0	0.2	0.0	1.4	0.0	0.0	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	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	0.2	0.2	1.1	0.0	0.3	0.0	0.9	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	12.4	9.9	8.9	10.0	8.2	14.5	0.0	16.7	15.5	0.0	16.8
LnGrp LOS	A	B	A	A	B	A	B	A	B	B	A	B
Approach Vol, veh/h		717			613			180			49	
Approach Delay, s/veh		12.2			9.9			16.1			16.6	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	17.4	6.6	9.5	5.1	19.4	4.8	11.3
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	6.5	30.5	5.5	19.5	5.5	31.5	5.5	19.5
Max Q Clear Time (g_c+I1), s	3.0	8.9	3.2	3.1	2.2	7.1	2.1	5.0
Green Ext Time (p_c), s	0.0	4.0	0.0	0.1	0.0	3.2	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

F.4. 2040 PM with Recommended PEL Laneage and ACP Implemented

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	30	990	15	110	885	40	15	10	95	30	10	30
Future Volume (veh/h)	30	990	15	110	885	40	15	10	95	30	10	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	1076	16	120	962	43	16	11	103	33	11	33
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	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	267	1313	600	428	2210	1010	293	22	205	230	58	175
Arrive On Green	0.38	0.38	0.38	0.15	0.64	0.64	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	561	3469	1585	1781	3469	1585	1362	155	1454	1279	412	1236
Grp Volume(v), veh/h	33	1076	16	120	962	43	16	0	114	33	0	44
Grp Sat Flow(s),veh/h/ln	561	1735	1585	1781	1735	1585	1362	0	1609	1279	0	1648
Q Serve(g_s), s	2.6	15.1	0.3	0.0	7.5	0.5	0.6	0.0	3.5	1.3	0.0	1.3
Cycle Q Clear(g_c), s	10.1	15.1	0.3	0.0	7.5	0.5	1.8	0.0	3.5	4.9	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		0.75
Lane Grp Cap(c), veh/h	267	1313	600	428	2210	1010	293	0	227	230	0	233
V/C Ratio(X)	0.12	0.82	0.03	0.28	0.44	0.04	0.05	0.00	0.50	0.14	0.00	0.19
Avail Cap(c_a), veh/h	283	1410	644	428	2244	1025	302	0	238	238	0	244
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	16.6	15.2	10.6	19.2	4.9	3.7	21.3	0.0	21.5	23.7	0.0	20.5
Incr Delay (d2), s/veh	0.3	4.0	0.0	0.4	0.2	0.0	0.1	0.0	2.4	0.4	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	0.3	4.9	0.1	1.1	1.0	0.1	0.2	0.0	1.4	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	19.2	10.6	19.6	5.1	3.7	21.4	0.0	23.9	24.1	0.0	21.1
LnGrp LOS	B	B	B	B	A	A	C	A	C	C	A	C
Approach Vol, veh/h		1125			1125			130			77	
Approach Delay, s/veh		19.0			6.6			23.6			22.4	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	14.0	26.5		13.6		40.5		13.6
Change Period (Y+Rc), s	6.0	* 6		6.0		6.0		6.0
Max Green Setting (Gmax), s	8.0	* 22		8.0		35.0		8.0
Max Q Clear Time (g_c+I1), s	2.0	17.1		6.9		9.5		5.5
Green Ext Time (p_c), s	0.1	3.3		0.0		9.3		0.2

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	340	360	60	490	30	490	35	365	40	50	60
Future Volume (veh/h)	25	340	360	60	490	30	490	35	365	40	50	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1683	1683	1657	1710	1617	1710	1617	1710	1710	1710
Adj Flow Rate, veh/h	27	370	0	65	533	33	560	0	0	43	54	65
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, %	0	2	2	2	4	0	7	0	7	0	0	0
Cap, veh/h	178	642		217	630	290	666	0		212	92	111
Arrive On Green	0.03	0.20	0.00	0.06	0.20	0.20	0.22	0.00	0.00	0.13	0.13	0.13
Sat Flow, veh/h	1629	3198	1427	1603	3148	1449	3079	0	1370	1629	707	850
Grp Volume(v), veh/h	27	370	0	65	533	33	560	0	0	43	0	119
Grp Sat Flow(s),veh/h/ln	1629	1599	1427	1603	1574	1449	1540	0	1370	1629	0	1557
Q Serve(g_s), s	0.0	5.9	0.0	2.0	9.2	1.1	9.9	0.0	0.0	1.3	0.0	4.1
Cycle Q Clear(g_c), s	0.0	5.9	0.0	2.0	9.2	1.1	9.9	0.0	0.0	1.3	0.0	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	178	642		217	630	290	666	0		212	0	202
V/C Ratio(X)	0.15	0.58		0.30	0.85	0.11	0.84	0.00		0.20	0.00	0.59
Avail Cap(c_a), veh/h	272	648		268	638	294	706	0		230	0	220
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	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	20.5	0.0	21.3	21.8	18.6	21.3	0.0	0.0	22.1	0.0	23.2
Incr Delay (d2), s/veh	0.4	1.5	0.0	0.8	10.5	0.2	9.1	0.0	0.0	0.7	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.9	0.0	0.7	3.7	0.3	3.8	0.0	0.0	0.5	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	22.0	0.0	22.1	32.3	18.8	30.4	0.0	0.0	22.7	0.0	27.8
LnGrp LOS	C	C		C	C	B	C	A		C	A	C
Approach Vol, veh/h		397	A		631			560	A		162	
Approach Delay, s/veh		22.4			30.6			30.4			26.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	4	5	6	8
Phs Duration (G+Y+Rc), s	7.7	17.4	18.3	7.7	17.4	13.4
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	* 6	6.0
Max Green Setting (Gmax), s	5.0	11.5	13.0	5.0	* 12	8.0
Max Q Clear Time (g_c+I1), s	4.0	7.9	11.9	2.0	11.2	6.1
Green Ext Time (p_c), s	0.0	0.9	0.4	0.0	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	715	570	10	50	20
Future Volume (veh/h)	30	715	570	10	50	20
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	777	620	11	54	22
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	321	1132	1132	505	809	720
Arrive On Green	0.32	0.32	0.32	0.32	0.45	0.45
Sat Flow, veh/h	796	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	33	777	620	11	54	22
Grp Sat Flow(s),veh/h/ln	796	1777	1777	1585	1781	1585
Q Serve(g_s), s	1.4	7.6	5.7	0.2	0.7	0.3
Cycle Q Clear(g_c), s	7.1	7.6	5.7	0.2	0.7	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	321	1132	1132	505	809	720
V/C Ratio(X)	0.10	0.69	0.55	0.02	0.07	0.03
Avail Cap(c_a), veh/h	429	1614	1614	720	809	720
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	1.00	1.00
Uniform Delay (d), s/veh	14.1	11.8	11.1	9.3	6.1	6.0
Incr Delay (d2), s/veh	0.1	0.7	0.4	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.8	1.4	0.0	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	12.5	11.6	9.3	6.2	6.1
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h		810	631		76	
Approach Delay, s/veh		12.6	11.5		6.2	
Approach LOS		B	B		A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		17.1		22.5		17.1
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		9.6		2.7		7.7
Green Ext Time (p_c), s		3.1		0.1		2.6

Intersection Summary						
HCM 6th Ctrl Delay			11.8			
HCM 6th LOS			B			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	900	20	25	540	10	15	5	15	20	0	15
Future Volume (veh/h)	30	900	20	25	540	10	15	5	15	20	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	978	22	27	587	11	16	5	16	22	0	16
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	451	1067	904	198	1058	897	401	90	287	397	0	364
Arrive On Green	0.03	0.57	0.57	0.03	0.57	0.57	0.23	0.23	0.23	0.23	0.00	0.23
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1397	392	1253	1391	0	1585
Grp Volume(v), veh/h	33	978	22	27	587	11	16	0	21	22	0	16
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1397	0	1645	1391	0	1585
Q Serve(g_s), s	0.6	37.0	0.5	0.5	15.6	0.2	0.7	0.0	0.8	1.0	0.0	0.6
Cycle Q Clear(g_c), s	0.6	37.0	0.5	0.5	15.6	0.2	1.3	0.0	0.8	1.8	0.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.76	1.00		1.00
Lane Grp Cap(c), veh/h	451	1067	904	198	1058	897	401	0	377	397	0	364
V/C Ratio(X)	0.07	0.92	0.02	0.14	0.55	0.01	0.04	0.00	0.06	0.06	0.00	0.04
Avail Cap(c_a), veh/h	507	1275	1081	261	1275	1081	401	0	377	397	0	364
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	8.1	15.2	7.3	15.5	10.8	7.4	24.1	0.0	23.6	24.3	0.0	23.5
Incr Delay (d2), s/veh	0.1	9.4	0.0	0.3	0.5	0.0	0.2	0.0	0.3	0.3	0.0	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	0.2	13.8	0.1	0.2	4.8	0.1	0.2	0.0	0.3	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	24.6	7.4	15.8	11.2	7.5	24.2	0.0	23.9	24.6	0.0	23.8
LnGrp LOS	A	C	A	B	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1033			625			37			38	
Approach Delay, s/veh		23.7			11.4			24.0			24.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	4	5	6	8
Phs Duration (G+Y+Rc), s	6.7	49.2	22.5	7.1	48.9	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	53.5	18.0	5.0	53.5	18.0
Max Q Clear Time (g_c+I1), s	2.5	39.0	3.8	2.6	17.6	3.3
Green Ext Time (p_c), s	0.0	5.8	0.1	0.0	3.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	960	95	55	425	10	135	175	285	5	15	15
Future Volume (veh/h)	80	960	95	55	425	10	135	175	285	5	15	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1856	1900	1870	1826	1900	1900	1900	1811	1693	1900	1900
Adj Flow Rate, veh/h	87	1043	103	60	462	11	147	190	310	5	16	16
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, %	11	3	0	2	5	0	0	0	6	14	0	0
Cap, veh/h	529	1021	886	192	988	871	311	268	311	130	131	111
Arrive On Green	0.07	0.55	0.55	0.06	0.54	0.54	0.08	0.14	0.14	0.01	0.07	0.07
Sat Flow, veh/h	1654	1856	1610	1781	1826	1610	1810	1900	1535	1612	1900	1610
Grp Volume(v), veh/h	87	1043	103	60	462	11	147	190	310	5	16	16
Grp Sat Flow(s),veh/h/ln	1654	1856	1610	1781	1826	1610	1810	1900	1535	1612	1900	1610
Q Serve(g_s), s	1.9	48.0	2.7	1.2	13.6	0.3	6.4	8.3	12.3	0.3	0.7	0.8
Cycle Q Clear(g_c), s	1.9	48.0	2.7	1.2	13.6	0.3	6.4	8.3	12.3	0.3	0.7	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	529	1021	886	192	988	871	311	268	311	130	131	111
V/C Ratio(X)	0.16	1.02	0.12	0.31	0.47	0.01	0.47	0.71	1.00	0.04	0.12	0.14
Avail Cap(c_a), veh/h	545	1021	886	225	1004	886	311	268	311	212	155	131
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.1	19.6	9.4	19.9	12.3	9.3	32.7	35.7	34.8	37.4	38.2	38.2
Incr Delay (d2), s/veh	0.1	33.8	0.1	0.9	0.3	0.0	1.1	8.3	49.9	0.1	0.4	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	0.5	25.2	0.9	0.6	4.5	0.1	2.8	4.4	10.7	0.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	53.5	9.5	20.8	12.6	9.3	33.8	44.0	84.6	37.6	38.6	38.8
LnGrp LOS	A	F	A	C	B	A	C	D	F	D	D	D
Approach Vol, veh/h		1233			533			647			37	
Approach Delay, s/veh		46.6			13.5			61.2			38.5	
Approach LOS		D			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	55.0	11.4	11.0	10.7	54.2	5.1	17.3
Change Period (Y+Rc), s	4.5	7.0	4.5	5.0	4.5	7.0	4.5	5.0
Max Green Setting (Gmax), s	7.0	48.0	6.9	7.1	7.0	48.0	5.0	9.0
Max Q Clear Time (g_c+I1), s	3.2	50.0	8.4	2.8	3.9	15.6	2.3	14.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1165	30	20	480	65	15	5	10	20	5	5
Future Volume (veh/h)	35	1165	30	20	480	65	15	5	10	20	5	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1900	1841	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	1266	33	22	522	71	16	5	11	22	5	5
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, %	0	4	0	0	4	0	0	0	0	0	0	0
Cap, veh/h	488	1712	788	324	871	762	367	69	152	362	114	114
Arrive On Green	0.04	0.49	0.49	0.03	0.47	0.47	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3497	1610	1810	1841	1610	1427	528	1162	1419	872	872
Grp Volume(v), veh/h	38	1266	33	22	522	71	16	0	16	22	0	10
Grp Sat Flow(s),veh/h/ln	1810	1749	1610	1810	1841	1610	1427	0	1691	1419	0	1743
Q Serve(g_s), s	0.4	11.1	0.4	0.2	8.0	0.9	0.4	0.0	0.3	0.5	0.0	0.2
Cycle Q Clear(g_c), s	0.4	11.1	0.4	0.2	8.0	0.9	0.6	0.0	0.3	0.8	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.69	1.00		0.50
Lane Grp Cap(c), veh/h	488	1712	788	324	871	762	367	0	221	362	0	228
V/C Ratio(X)	0.08	0.74	0.04	0.07	0.60	0.09	0.04	0.00	0.07	0.06	0.00	0.04
Avail Cap(c_a), veh/h	646	2147	988	511	1130	988	852	0	795	844	0	819
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	5.4	7.8	5.1	6.3	7.4	5.6	14.8	0.0	14.6	15.0	0.0	14.6
Incr Delay (d2), s/veh	0.1	1.1	0.0	0.1	0.7	0.1	0.0	0.0	0.1	0.1	0.0	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	0.1	1.7	0.1	0.0	1.3	0.1	0.1	0.0	0.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.5	8.9	5.1	6.4	8.1	5.6	14.9	0.0	14.7	15.1	0.0	14.6
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h		1337			615			32			32	
Approach Delay, s/veh		8.7			7.7			14.8			14.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		9.5	5.5	23.2		9.5	6.2	22.6
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		2.6	2.2	13.1		2.8	2.4	10.0
Green Ext Time (p_c), s		0.1	0.0	5.7		0.0	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Intersection						
Int Delay, s/veh	0.6					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1175	20	60	565	0	30
Future Vol, veh/h	1175	20	60	565	0	30
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	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	1277	22	65	614	0	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1299	0	-	639
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	529	-	0	419
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	529	-	-	419
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	419	-	-	529	-
HCM Lane V/C Ratio	0.078	-	-	0.123	-
HCM Control Delay (s)	14.3	-	-	12.8	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.4	-

Intersection						
Int Delay, s/veh	0.1					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1275	650	30	0	10
Future Vol, veh/h	10	1275	650	30	0	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	100	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	4	25	25	0
Mvmt Flow	11	1386	707	33	0	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	740	0	-	0	-	370
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	876	-	-	-	0	633
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	876	-	-	-	-	633
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	876	-	-	-	633
HCM Lane V/C Ratio	0.012	-	-	-	0.017
HCM Control Delay (s)	9.2	-	-	-	10.8
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
Lane Configurations												
Traffic Vol, veh/h	0	1235	35	25	660	30	0	0	30	0	0	35
Future Vol, veh/h	0	1235	35	25	660	30	0	0	30	0	0	35
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	-	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	0	1342	38	27	717	33	0	0	33	0	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1380	0	0	-	-	671	-	-	359
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	493	-	-	0	0	399	0	0	638
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	493	-	-	-	-	399	-	-	638
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	14.8	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	399	-	-	493	-	-	638
HCM Lane V/C Ratio	0.082	-	-	0.055	-	-	0.06
HCM Control Delay (s)	14.8	-	-	12.7	-	-	11
HCM Lane LOS	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-	-	0.2

HCM Signalized Intersection Capacity Analysis
10: 95th St/Hover Rd & SH 66

03/12/2020

Movement	EBL	EBT	EBR2	WBT	WBR	NBL	NBT	NBR2	SBL2	SBT	SBR	NWL2
Lane Configurations												
Traffic Volume (vph)	40	775	445	350	35	330	250	1585	75	130	10	920
Future Volume (vph)	40	775	445	350	35	330	250	1585	75	130	10	920
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.7	5.7	5.7	4.5	6.4	4.0	4.5	6.4	6.4	4.5
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00	0.97
Frt	1.00	1.00	0.85	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (prot)	3502	3471	1599	3406	1615	3400	1863	1583	1805	1900	1583	3433
Flt Permitted	0.95	1.00	1.00	1.00	1.00	0.61	1.00	1.00	0.47	1.00	1.00	0.95
Satd. Flow (perm)	3502	3471	1599	3406	1615	2167	1863	1583	895	1900	1583	3433
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)	43	842	484	380	38	359	272	1723	82	141	11	1000
RTOR Reduction (vph)	0	0	280	0	22	0	0	0	0	0	9	0
Lane Group Flow (vph)	43	842	204	380	16	359	272	1723	82	141	2	1000
Heavy Vehicles (%)	0%	4%	1%	6%	0%	3%	2%	2%	0%	0%	2%	2%
Turn Type	Prot	NA	Perm	NA	Perm	pm+pt	NA	Free	pm+pt	NA	Perm	Prot
Protected Phases	5	2		6		3	8		7	4		1 2 6
Permitted Phases			2		6	8		Free	4		4	
Actuated Green, G (s)	4.3	31.1	31.1	34.1	34.1	24.1	18.4	83.1	20.7	16.7	16.7	44.1
Effective Green, g (s)	4.3	31.1	31.1	34.1	34.1	24.1	18.4	83.1	20.7	16.7	16.7	44.1
Actuated g/C Ratio	0.05	0.37	0.37	0.41	0.41	0.29	0.22	1.00	0.25	0.20	0.20	0.53
Clearance Time (s)	5.7	5.7	5.7	5.7	5.7	4.5	6.4		4.5	6.4	6.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0		3.0	4.0	4.0	
Lane Grp Cap (vph)	181	1299	598	1397	662	713	412	1583	266	381	318	1821
v/s Ratio Prot	0.01	0.24		0.11		0.03	0.15		0.01	0.07		0.29
v/s Ratio Perm			0.13		0.01	0.11		c1.09	0.06		0.00	
v/c Ratio	0.24	0.65	0.34	0.27	0.02	0.50	0.66	1.09	0.31	0.37	0.01	0.55
Uniform Delay, d1	37.8	21.5	18.6	16.3	14.6	23.7	29.5	41.5	24.6	28.7	26.6	12.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Incremental Delay, d2	0.7	1.1	0.3	0.1	0.0	0.6	4.3	50.8	0.7	0.8	0.0	0.3
Delay (s)	38.5	22.6	19.0	16.4	14.6	24.3	33.8	92.3	25.3	29.5	26.6	13.1
Level of Service	D	C	B	B	B	C	C	F	C	C	C	B
Approach Delay (s)		21.8		16.2			75.2			27.9		
Approach LOS		C		B			E			C		

Intersection Summary			
HCM 2000 Control Delay	43.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.49		
Actuated Cycle Length (s)	83.1	Sum of lost time (s)	22.3
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
11: Hover DLT & SH 66

03/12/2020

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	810	0	920	385	0	1585
Future Volume (vph)	810	0	920	385	0	1585
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		4.5	4.0		4.0
Lane Util. Factor	0.95		0.97	0.95		1.00
Frt	1.00		1.00	1.00		0.86
Flt Protected	1.00		0.95	1.00		1.00
Satd. Flow (prot)	3539		3433	3539		1611
Flt Permitted	1.00		0.95	1.00		1.00
Satd. Flow (perm)	3539		3433	3539		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	880	0	1000	418	0	1723
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	880	0	1000	418	0	1723
Turn Type	NA		Prot	NA		Free
Protected Phases	2		1 3 4	Free		
Permitted Phases						Free
Actuated Green, G (s)	31.1		41.8	83.1		83.1
Effective Green, g (s)	31.1		35.4	83.1		83.1
Actuated g/C Ratio	0.37		0.43	1.00		1.00
Clearance Time (s)	5.7					
Vehicle Extension (s)	3.0					
Lane Grp Cap (vph)	1324		1462	3539		1611
v/s Ratio Prot	0.25		0.29	0.12		
v/s Ratio Perm						c1.07
v/c Ratio	0.66		0.68	0.12		1.07
Uniform Delay, d1	21.7		19.3	0.0		41.5
Progression Factor	0.42		1.00	1.00		1.00
Incremental Delay, d2	1.0		1.3	0.1		32.8
Delay (s)	10.0		20.7	0.1		74.3
Level of Service	B		C	A		E
Approach Delay (s)	10.0			14.6	74.3	
Approach LOS	B			B	E	

Intersection Summary			
HCM 2000 Control Delay	39.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.46		
Actuated Cycle Length (s)	83.1	Sum of lost time (s)	22.3
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2390	115	0	1385	5	0	0	50	0	0	5
Future Vol, veh/h	0	2390	115	0	1385	5	0	0	50	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	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	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	0	2598	125	0	1505	5	0	0	54	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1299	-	-	753
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	152	0	0	352
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	152	-	-	352
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	41.3	15.4
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	152	-	-	-	-	352
HCM Lane V/C Ratio	0.358	-	-	-	-	0.015
HCM Control Delay (s)	41.3	-	-	-	-	15.4
HCM Lane LOS	E	-	-	-	-	C
HCM 95th %tile Q(veh)	1.5	-	-	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	2355	80	255	1350	15	55	15	205	25	20	10
Future Volume (veh/h)	5	2355	80	255	1350	15	55	15	205	25	20	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1900	1885	1856	1870	1900	1870	1885	1870	1870	1870
Adj Flow Rate, veh/h	5	2560	87	277	1467	16	60	16	0	27	22	11
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	3	0	1	3	2	0	2	1	2	2	2
Cap, veh/h	650	2613	1193	301	1696	763	157	100		139	65	55
Arrive On Green	0.32	0.74	0.74	0.06	0.48	0.48	0.04	0.05	0.00	0.02	0.03	0.03
Sat Flow, veh/h	1781	3526	1610	3483	3526	1585	1810	1870	1598	1781	1870	1585
Grp Volume(v), veh/h	5	2560	87	277	1467	16	60	16	0	27	22	11
Grp Sat Flow(s),veh/h/ln	1781	1763	1610	1742	1763	1585	1810	1870	1598	1781	1870	1585
Q Serve(g_s), s	0.0	98.8	2.1	7.2	53.2	0.6	4.6	1.2	0.0	2.1	1.7	0.6
Cycle Q Clear(g_c), s	0.0	98.8	2.1	7.2	53.2	0.6	4.6	1.2	0.0	2.1	1.7	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	650	2613	1193	301	1696	763	157	100		139	65	55
V/C Ratio(X)	0.01	0.98	0.07	0.92	0.86	0.02	0.38	0.16		0.19	0.34	0.20
Avail Cap(c_a), veh/h	650	2621	1197	301	2702	1215	163	152		160	134	113
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	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	17.6	5.1	38.1	33.2	13.6	63.4	65.1	0.0	64.9	67.8	24.8
Incr Delay (d2), s/veh	0.0	13.2	0.0	32.0	1.9	0.0	1.5	0.7	0.0	0.7	3.0	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	0.1	34.5	0.6	4.2	21.4	0.3	2.2	0.6	0.0	1.0	0.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	30.8	5.1	70.1	35.0	13.7	64.9	65.8	0.0	65.5	70.9	26.6
LnGrp LOS	C	C	A	E	D	B	E	E		E	E	C
Approach Vol, veh/h		2652			1760			76	A		60	
Approach Delay, s/veh		29.9			40.4			65.1			60.3	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	12.2	12.8	111.1	10.5	9.5	50.2	73.7
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	5.0	11.7	8.3	107.0	6.4	10.3	5.0	110.3
Max Q Clear Time (g_c+I1), s	4.1	3.2	9.2	100.8	6.6	3.7	2.0	55.2
Green Ext Time (p_c), s	0.0	0.0	0.0	5.9	0.0	0.0	0.0	14.0

Intersection Summary	
HCM 6th Ctrl Delay	34.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	16.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	2505	60	35	1450	55	0	0	200	0	0	80
Future Vol, veh/h	20	2505	60	35	1450	55	0	0	200	0	0	80
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	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	2723	65	38	1576	60	0	0	217	0	0	87

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1636	0	0	2788	0	0	-	-	1362	-	-	788
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	392	-	-	138	-	-	0	0	~ 138	0	0	334
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	392	-	-	138	-	-	-	-	~ 138	-	-	334
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

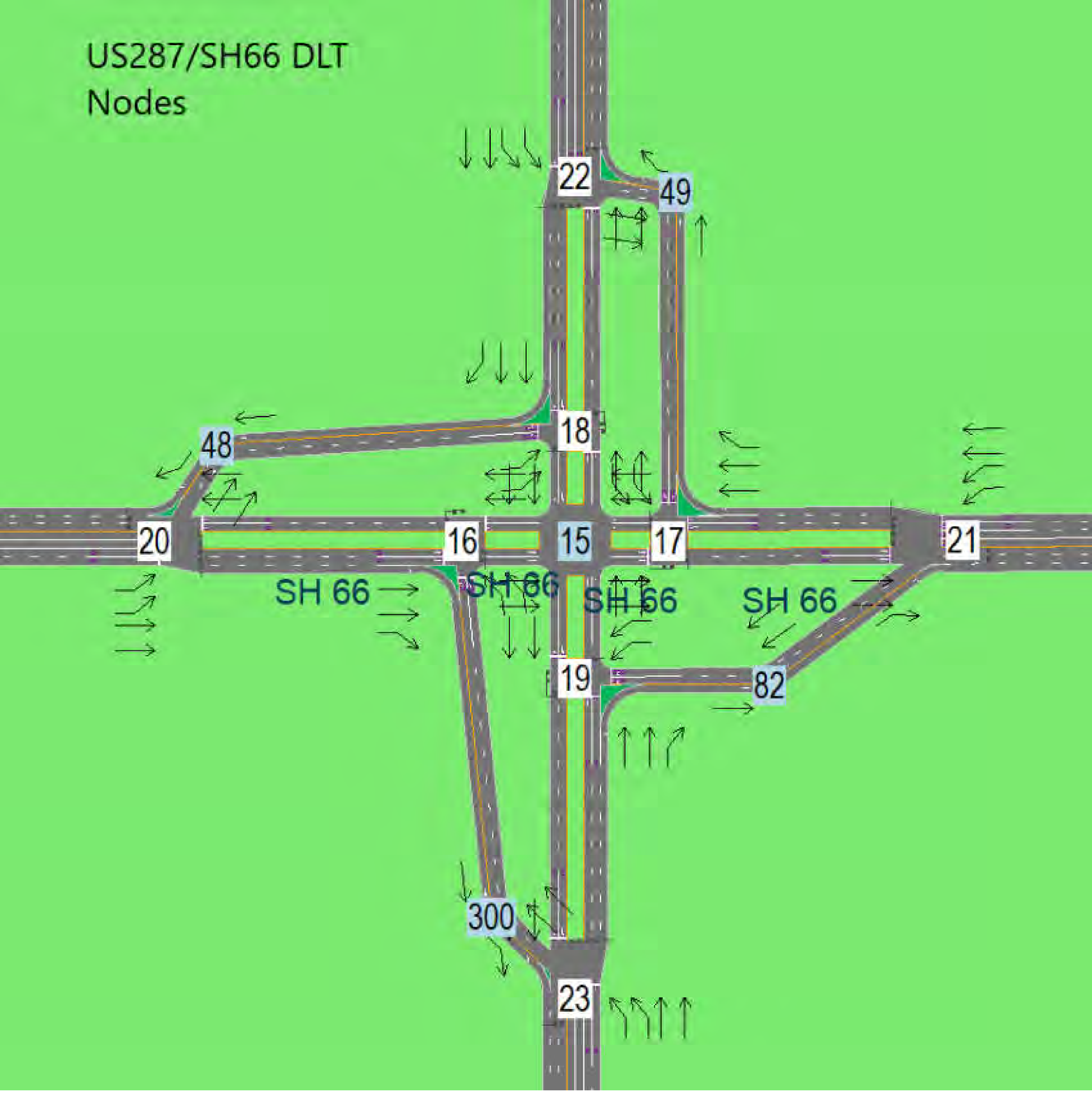
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.9	$ 348.3	19.5
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	138	392	-	-	138	-	-	334
HCM Lane V/C Ratio	1.575	0.055	-	-	0.276	-	-	0.26
HCM Control Delay (s)	$ 348.3	14.7	-	-	40.7	-	-	19.5
HCM Lane LOS	F	B	-	-	E	-	-	C
HCM 95th %tile Q(veh)	15.3	0.2	-	-	1.1	-	-	1

Notes

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

US287/SH66 DLT
Nodes



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1015	400	0	500	415	0
Future Volume (vph)	1015	400	0	500	415	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	1.00		0.95	0.97	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	3539	1583		3539	3433	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	3539	1583		3539	3433	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1103	435	0	543	451	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1103	435	0	543	451	0
Turn Type	NA	Free		NA	Prot	
Protected Phases	1 2			Free!	4!	
Permitted Phases		Free				
Actuated Green, G (s)	42.0	80.0		80.0	16.0	
Effective Green, g (s)	42.0	80.0		80.0	16.0	
Actuated g/C Ratio	0.52	1.00		1.00	0.20	
Clearance Time (s)					4.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)	1857	1583		3539	686	
v/s Ratio Prot	c0.31			0.15	c0.13	
v/s Ratio Perm		c0.27				
v/c Ratio	0.59	0.27		0.15	0.66	
Uniform Delay, d1	13.1	0.0		0.0	29.5	
Progression Factor	1.00	1.00		1.00	0.40	
Incremental Delay, d2	0.5	0.4		0.1	2.2	
Delay (s)	13.6	0.4		0.1	13.9	
Level of Service	B	A		A	B	
Approach Delay (s)	9.9			0.1	13.9	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1015	500	260	185	0
Future Volume (vph)	0	1015	500	260	185	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	
Lane Util. Factor		0.95	0.95	1.00	0.97	
Frt		1.00	1.00	0.85	1.00	
Flt Protected		1.00	1.00	1.00	0.95	
Satd. Flow (prot)		3539	3539	1583	3433	
Flt Permitted		1.00	1.00	1.00	0.95	
Satd. Flow (perm)		3539	3539	1583	3433	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1103	543	283	201	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1103	543	283	201	0
Turn Type		NA	NA	Free	Prot	
Protected Phases		Free!	1 2		4!	
Permitted Phases				Free		
Actuated Green, G (s)		80.0	42.0	80.0	16.0	
Effective Green, g (s)		80.0	42.0	80.0	16.0	
Actuated g/C Ratio		1.00	0.52	1.00	0.20	
Clearance Time (s)					4.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)		3539	1857	1583	686	
v/s Ratio Prot		0.31	0.15		0.06	
v/s Ratio Perm				0.18		
v/c Ratio		0.31	0.29	0.18	0.29	
Uniform Delay, d1		0.0	10.7	0.0	27.2	
Progression Factor		1.00	0.32	1.00	0.00	
Incremental Delay, d2		0.2	0.1	0.2	0.2	
Delay (s)		0.2	3.5	0.2	0.2	
Level of Service		A	A	A	A	
Approach Delay (s)		0.2	2.4		0.2	
Approach LOS		A	A		A	

Intersection Summary			
HCM 2000 Control Delay	1.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1265	0	0	1100	750	600
Future Volume (vph)	1265	0	0	1100	750	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.97			0.95	0.95	1.00
Frt	1.00			1.00	1.00	0.85
Flt Protected	0.95			1.00	1.00	1.00
Satd. Flow (prot)	3433			3539	3539	1583
Flt Permitted	0.95			1.00	1.00	1.00
Satd. Flow (perm)	3433			3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1375	0	0	1196	815	652
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1375	0	0	1196	815	652
Turn Type	Prot			NA	NA	Free
Protected Phases	1 2!			Free!	3 4	
Permitted Phases						Free
Actuated Green, G (s)	42.0			80.0	30.0	80.0
Effective Green, g (s)	42.0			80.0	30.0	80.0
Actuated g/C Ratio	0.52			1.00	0.38	1.00
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	1802			3539	1327	1583
v/s Ratio Prot	c0.40			0.34	c0.23	
v/s Ratio Perm						0.41
v/c Ratio	0.76			0.34	0.61	0.41
Uniform Delay, d1	15.1			0.0	20.3	0.0
Progression Factor	0.55			1.00	1.00	1.00
Incremental Delay, d2	1.2			0.1	0.8	0.7
Delay (s)	9.5			0.1	21.1	0.7
Level of Service	A			A	C	A
Approach Delay (s)	9.5			0.1	12.0	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	370	0	1100	380	0	750
Future Volume (vph)	370	0	1100	380	0	750
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	0.97		0.95	1.00		0.95
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		3539	1583		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		3539	1583		3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	402	0	1196	413	0	815
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	402	0	1196	413	0	815
Turn Type	Prot		NA	Free		NA
Protected Phases	2!		3 4			Free!
Permitted Phases				Free		
Actuated Green, G (s)	16.0		30.0	80.0		80.0
Effective Green, g (s)	16.0		30.0	80.0		80.0
Actuated g/C Ratio	0.20		0.38	1.00		1.00
Clearance Time (s)	4.0					
Vehicle Extension (s)	3.0					
Lane Grp Cap (vph)	686		1327	1583		3539
v/s Ratio Prot	c0.12		c0.34			0.23
v/s Ratio Perm				c0.26		
v/c Ratio	0.59		0.90	0.26		0.23
Uniform Delay, d1	29.0		23.6	0.0		0.0
Progression Factor	0.37		1.00	1.00		1.00
Incremental Delay, d2	3.4		8.0	0.4		0.1
Delay (s)	14.1		31.6	0.4		0.1
Level of Service	B		C	A		A
Approach Delay (s)	14.1		23.6			0.1
Approach LOS	B		C			A

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1265	1415	915	0	0	600
Future Volume (vph)	1265	1415	915	0	0	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	0.97	0.95	0.95			1.00
Frt	1.00	1.00	1.00			0.86
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	3539	3539			1611
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	3539	3539			1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1375	1538	995	0	0	652
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1375	1538	995	0	0	652
Turn Type	Prot	NA	NA			Free
Protected Phases	1 2	Free	3 4			
Permitted Phases						Free
Actuated Green, G (s)	42.0	80.0	30.0			80.0
Effective Green, g (s)	42.0	80.0	30.0			80.0
Actuated g/C Ratio	0.52	1.00	0.38			1.00
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	1802	3539	1327			1611
v/s Ratio Prot	c0.40	0.43	c0.28			
v/s Ratio Perm						0.40
v/c Ratio	0.76	0.43	0.75			0.40
Uniform Delay, d1	15.1	0.0	21.7			0.0
Progression Factor	1.00	1.00	1.27			1.00
Incremental Delay, d2	2.0	0.4	2.2			0.7
Delay (s)	17.0	0.4	29.9			0.7
Level of Service	B	A	C			A
Approach Delay (s)		8.2	29.9		0.7	
Approach LOS		A	C		A	

Intersection Summary			
HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1200	0	370	760	0	380
Future Volume (vph)	1200	0	370	760	0	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	0.95		0.97	0.95		1.00
Frt	1.00		1.00	1.00		0.86
Flt Protected	1.00		0.95	1.00		1.00
Satd. Flow (prot)	3539		3433	3539		1611
Flt Permitted	1.00		0.95	1.00		1.00
Satd. Flow (perm)	3539		3433	3539		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1304	0	402	826	0	413
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1304	0	402	826	0	413
Turn Type	NA		Prot	NA		pm+ov
Protected Phases	2 3 4		1	Free		1
Permitted Phases						2 3 4
Actuated Green, G (s)	50.0		22.0	80.0		72.0
Effective Green, g (s)	50.0		22.0	80.0		72.0
Actuated g/C Ratio	0.62		0.28	1.00		0.90
Clearance Time (s)			4.0			4.0
Vehicle Extension (s)			3.0			3.0
Lane Grp Cap (vph)	2211		944	3539		1611
v/s Ratio Prot	c0.37		c0.12	0.23		0.07
v/s Ratio Perm						0.19
v/c Ratio	0.59		0.43	0.23		0.26
Uniform Delay, d1	8.9		23.8	0.0		0.5
Progression Factor	0.80		0.44	1.00		1.00
Incremental Delay, d2	0.4		0.2	0.1		0.1
Delay (s)	7.5		10.7	0.1		0.6
Level of Service	A		B	A		A
Approach Delay (s)	7.5			3.6	0.6	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	260	2365	0	185	1350
Future Volume (vph)	0	260	2365	0	185	1350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.95		0.97	0.95
Frt		0.86	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		1611	3539		3433	3539
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		1611	3539		3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	283	2571	0	201	1467
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	283	2571	0	201	1467
Turn Type		pm+ov	NA		Prot	NA
Protected Phases		3	1 2 4		3	Free
Permitted Phases		1 2 4				
Actuated Green, G (s)		72.0	62.0		10.0	80.0
Effective Green, g (s)		72.0	62.0		10.0	80.0
Actuated g/C Ratio		0.90	0.78		0.12	1.00
Clearance Time (s)		4.0			4.0	
Vehicle Extension (s)		3.0			3.0	
Lane Grp Cap (vph)		1611	2742		429	3539
v/s Ratio Prot		0.02	c0.73		0.06	0.41
v/s Ratio Perm		0.15				
v/c Ratio		0.18	0.94		0.47	0.41
Uniform Delay, d1		0.5	7.4		32.5	0.0
Progression Factor		1.00	0.56		1.00	1.00
Incremental Delay, d2		0.1	6.0		0.8	0.4
Delay (s)		0.5	10.2		33.3	0.4
Level of Service		A	B		C	A
Approach Delay (s)	0.5		10.2			4.3
Approach LOS	A		B			A

Intersection Summary			
HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	415	1480	1120	0	0	400
Future Volume (vph)	415	1480	1120	0	0	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	0.97	0.95	0.95			1.00
Frt	1.00	1.00	1.00			0.86
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	3539	3539			1611
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	3539	3539			1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	451	1609	1217	0	0	435
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	451	1609	1217	0	0	435
Turn Type	Prot	NA	NA			pm+ov
Protected Phases	3 4	Free	1 2			3
Permitted Phases						1 2 4
Actuated Green, G (s)	30.0	80.0	42.0			72.0
Effective Green, g (s)	30.0	80.0	42.0			72.0
Actuated g/C Ratio	0.38	1.00	0.52			0.90
Clearance Time (s)						4.0
Vehicle Extension (s)						3.0
Lane Grp Cap (vph)	1287	3539	1857			1611
v/s Ratio Prot	0.13	0.45	c0.34			0.03
v/s Ratio Perm						0.24
v/c Ratio	0.35	0.45	0.66			0.27
Uniform Delay, d1	18.0	0.0	13.8			0.5
Progression Factor	1.00	1.00	1.27			1.00
Incremental Delay, d2	0.2	0.4	0.8			0.1
Delay (s)	18.2	0.4	18.2			0.6
Level of Service	B	A	B			A
Approach Delay (s)		4.3	18.2		0.6	
Approach LOS		A	B		A	

Intersection Summary			
HCM 2000 Control Delay	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	125	1455	1090	80	190	40
Future Volume (veh/h)	125	1455	1090	80	190	40
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	1582	1185	87	207	43
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	331	3351	1921	857	412	367
Arrive On Green	0.02	0.22	0.54	0.54	0.23	0.23
Sat Flow, veh/h	1781	5274	3647	1585	1781	1585
Grp Volume(v), veh/h	136	1582	1185	87	207	43
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1781	1585
Q Serve(g_s), s	2.4	21.6	18.4	2.1	8.1	1.7
Cycle Q Clear(g_c), s	2.4	21.6	18.4	2.1	8.1	1.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	331	3351	1921	857	412	367
V/C Ratio(X)	0.41	0.47	0.62	0.10	0.50	0.12
Avail Cap(c_a), veh/h	437	3351	1921	857	412	367
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	19.2	12.7	8.9	26.7	24.3
Incr Delay (d2), s/veh	0.7	0.4	1.5	0.2	4.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.6	5.9	0.6	3.8	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.1	19.7	14.2	9.2	31.1	24.9
LnGrp LOS	B	B	B	A	C	C
Approach Vol, veh/h		1718	1272		250	
Approach Delay, s/veh		19.0	13.8		30.0	
Approach LOS		B	B		C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	57.0	23.0	9.3	47.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	52.5	18.5	9.5	38.5
Max Q Clear Time (g_c+I1), s	23.6	10.1	4.4	20.4
Green Ext Time (p_c), s	12.3	0.5	0.1	7.5

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1565	55	90	1145	60	5	5	45	40	5	20
Future Volume (veh/h)	25	1565	55	90	1145	60	5	5	45	40	5	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1648	1767	1826	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	1701	60	98	1245	65	5	5	49	43	5	22
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, %	0	3	17	9	5	0	0	0	0	0	0	0
Cap, veh/h	478	2018	799	211	1590	738	201	9	88	217	29	126
Arrive On Green	0.18	0.57	0.57	0.06	0.46	0.46	0.01	0.06	0.06	0.04	0.09	0.09
Sat Flow, veh/h	1810	3526	1397	1682	3469	1610	1810	151	1482	1810	307	1350
Grp Volume(v), veh/h	27	1701	60	98	1245	65	5	0	54	43	0	27
Grp Sat Flow(s),veh/h/ln	1810	1763	1397	1682	1735	1610	1810	0	1633	1810	0	1657
Q Serve(g_s), s	0.0	27.0	1.3	2.4	20.6	1.0	0.2	0.0	2.2	1.5	0.0	1.0
Cycle Q Clear(g_c), s	0.0	27.0	1.3	2.4	20.6	1.0	0.2	0.0	2.2	1.5	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.91	1.00		0.81
Lane Grp Cap(c), veh/h	478	2018	799	211	1590	738	201	0	97	217	0	155
V/C Ratio(X)	0.06	0.84	0.08	0.47	0.78	0.09	0.02	0.00	0.56	0.20	0.00	0.17
Avail Cap(c_a), veh/h	478	2288	906	230	2251	1045	323	0	434	277	0	440
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	17.6	12.0	6.5	16.4	15.5	4.8	29.7	0.0	31.0	28.2	0.0	28.3
Incr Delay (d2), s/veh	0.0	2.8	0.0	1.6	1.2	0.1	0.0	0.0	5.0	0.4	0.0	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	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.4	0.3	0.8	6.3	0.5	0.1	0.0	0.9	0.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	14.7	6.5	18.0	16.7	4.8	29.7	0.0	36.0	28.6	0.0	28.9
LnGrp LOS	B	B	A	B	B	A	C	A	D	C	A	C
Approach Vol, veh/h		1788			1408			59			70	
Approach Delay, s/veh		14.5			16.3			35.5			28.7	
Approach LOS		B			B			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	43.3	4.9	10.8	16.4	35.6	7.3	8.5
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	5.0	44.0	5.0	18.0	5.0	44.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	4.4	29.0	2.2	3.0	2.0	22.6	3.5	4.2
Green Ext Time (p_c), s	0.0	9.8	0.0	0.1	0.0	8.5	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1395	255	320	1045	250	290
Future Volume (veh/h)	1395	255	320	1045	250	290
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
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1885	1856	1811	1870	1885
Adj Flow Rate, veh/h	1516	277	348	1136	272	315
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	1	3	6	2	1
Cap, veh/h	1604	727	364	2328	393	352
Arrive On Green	0.46	0.46	0.16	0.68	0.22	0.22
Sat Flow, veh/h	3618	1598	1767	3532	1781	1598
Grp Volume(v), veh/h	1516	277	348	1136	272	315
Grp Sat Flow(s),veh/h/ln	1763	1598	1767	1721	1781	1598
Q Serve(g_s), s	36.0	3.8	12.7	14.0	12.3	16.8
Cycle Q Clear(g_c), s	36.0	3.8	12.7	14.0	12.3	16.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1604	727	364	2328	393	352
V/C Ratio(X)	0.95	0.38	0.96	0.49	0.69	0.89
Avail Cap(c_a), veh/h	1627	737	364	2351	431	387
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	1.00	1.00
Uniform Delay (d), s/veh	22.8	2.3	34.9	6.8	31.4	33.1
Incr Delay (d2), s/veh	11.6	0.2	35.5	0.2	4.2	21.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.9	2.8	10.2	3.3	5.4	8.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.4	2.5	70.4	7.0	35.6	54.3
LnGrp LOS	C	A	E	A	D	D
Approach Vol, veh/h	1793			1484	587	
Approach Delay, s/veh	29.5			21.9	45.6	
Approach LOS	C			C	D	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	18.2	45.5				63.7		23.8
Change Period (Y+Rc), s	4.5	5.7				4.5		4.5
Max Green Setting (Gmax), s	13.7	40.4				59.8		21.2
Max Q Clear Time (g_c+I1), s	14.7	38.0				16.0		18.8
Green Ext Time (p_c), s	0.0	1.8				8.9		0.6

Intersection Summary		
HCM 6th Ctrl Delay		29.0
HCM 6th LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1545	100	40	1320	5	40	20	85	5	20	5
Future Volume (veh/h)	40	1545	100	40	1320	5	40	20	85	5	20	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1679	109	43	1435	5	43	22	92	5	22	5
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	289	2135	952	269	2135	952	260	188	159	250	188	159
Arrive On Green	0.04	0.60	0.60	0.04	0.60	0.60	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1383	1870	1585	1279	1870	1585
Grp Volume(v), veh/h	43	1679	109	43	1435	5	43	22	92	5	22	5
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1383	1870	1585	1279	1870	1585
Q Serve(g_s), s	0.6	19.0	1.6	0.0	14.3	0.1	1.5	0.6	2.9	0.2	0.6	0.2
Cycle Q Clear(g_c), s	0.6	19.0	1.6	0.0	14.3	0.1	2.1	0.6	2.9	0.8	0.6	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	2135	952	269	2135	952	260	188	159	250	188	159
V/C Ratio(X)	0.15	0.79	0.11	0.16	0.67	0.01	0.17	0.12	0.58	0.02	0.12	0.03
Avail Cap(c_a), veh/h	378	2580	1151	358	2580	1151	590	635	538	556	635	538
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.3	8.0	4.5	17.8	7.1	4.2	22.7	21.7	22.8	22.1	21.7	21.5
Incr Delay (d2), s/veh	0.2	1.4	0.1	0.3	0.5	0.0	0.3	0.3	3.3	0.0	0.3	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	0.1	3.4	0.2	0.4	2.4	0.0	0.5	0.3	1.2	0.1	0.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	9.4	4.6	18.1	7.6	4.2	23.0	22.0	26.1	22.1	22.0	21.6
LnGrp LOS	A	A	A	B	A	A	C	C	C	C	C	C
Approach Vol, veh/h		1831			1483			157			32	
Approach Delay, s/veh		9.1			7.9			24.7			21.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.8	36.4		9.8	6.8	36.4		9.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	38.5		18.0	5.0	38.5		18.0
Max Q Clear Time (g_c+I1), s	2.6	21.0		2.8	2.6	16.3		4.9
Green Ext Time (p_c), s	0.0	10.9		0.1	0.0	10.1		0.4

Intersection Summary		
HCM 6th Ctrl Delay		9.4
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	950	480	560	850	35	435	260	795	30	120	80
Future Volume (veh/h)	205	950	480	560	850	35	435	260	795	30	120	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1758	1811	1263	1604	1870	1870	1781	1870	1900
Adj Flow Rate, veh/h	223	1033	0	609	924	0	473	283	0	33	130	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	3	2	3	6	43	20	2	2	8	2	0
Cap, veh/h	297	1044		632	1486		500	390		315	307	
Arrive On Green	0.09	0.30	0.00	0.19	0.43	0.00	0.17	0.11	0.00	0.14	0.09	0.00
Sat Flow, veh/h	3456	3526	1585	3248	3441	1070	2963	3554	1585	1697	3554	1610
Grp Volume(v), veh/h	223	1033	0	609	924	0	473	283	0	33	130	0
Grp Sat Flow(s),veh/h/ln	1728	1763	1585	1624	1721	1070	1481	1777	1585	1697	1777	1610
Q Serve(g_s), s	5.8	27.0	0.0	17.2	19.3	0.0	14.6	7.1	0.0	0.0	3.2	0.0
Cycle Q Clear(g_c), s	5.8	27.0	0.0	17.2	19.3	0.0	14.6	7.1	0.0	0.0	3.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	1044		632	1486		500	390		315	307	
V/C Ratio(X)	0.75	0.99		0.96	0.62		0.95	0.72		0.10	0.42	
Avail Cap(c_a), veh/h	407	1044		632	1486		500	715		315	307	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.3	32.4	0.0	36.9	20.4	0.0	38.0	39.8	0.0	34.2	40.1	0.0
Incr Delay (d2), s/veh	4.2	25.2	0.0	26.8	1.2	0.0	27.4	2.6	0.0	0.1	0.9	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	2.5	13.9	0.0	8.6	6.9	0.0	6.9	3.1	0.0	0.6	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	57.6	0.0	63.8	21.6	0.0	65.4	42.4	0.0	34.4	41.0	0.0
LnGrp LOS	D	E		E	C		E	D		C	D	
Approach Vol, veh/h		1256	A		1533	A		756	A		163	A
Approach Delay, s/veh		55.5			38.3			56.8			39.6	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	34.4	20.1	13.0	12.5	46.9	17.9	15.2
Change Period (Y+Rc), s	7.0	* 7	4.5	5.0	4.5	7.0	5.0	* 5
Max Green Setting (Gmax), s	18.0	* 27	15.6	8.0	10.9	34.5	5.0	* 19
Max Q Clear Time (g_c+I1), s	19.2	29.0	16.6	5.2	7.8	21.3	2.0	9.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.2	7.5	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1765	10	0	1445	0	5
Future Vol, veh/h	1765	10	0	1445	0	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	-	-	-	-	-	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	1918	11	0	1571	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	965
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	255
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	255
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	255	-	-	-
HCM Lane V/C Ratio	0.021	-	-	-
HCM Control Delay (s)	19.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	1565	20	5	1320	85	10	15	10	150	5	115
Future Volume (veh/h)	185	1565	20	5	1320	85	10	15	10	150	5	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1826	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	201	1701	22	5	1435	92	11	16	11	163	5	125
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, %	0	3	0	0	5	0	0	0	0	0	0	0
Cap, veh/h	302	2040	932	172	1762	818	226	141	119	334	255	216
Arrive On Green	0.08	0.58	0.58	0.01	0.51	0.51	0.01	0.07	0.07	0.07	0.13	0.13
Sat Flow, veh/h	1810	3526	1610	1810	3469	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	201	1701	22	5	1435	92	11	16	11	163	5	125
Grp Sat Flow(s),veh/h/ln	1810	1763	1610	1810	1735	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.2	26.5	0.4	0.1	23.4	2.0	0.4	0.5	0.4	5.0	0.2	4.9
Cycle Q Clear(g_c), s	3.2	26.5	0.4	0.1	23.4	2.0	0.4	0.5	0.4	5.0	0.2	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	2040	932	172	1762	818	226	141	119	334	255	216
V/C Ratio(X)	0.67	0.83	0.02	0.03	0.81	0.11	0.05	0.11	0.09	0.49	0.02	0.58
Avail Cap(c_a), veh/h	353	2298	1050	294	2154	1000	336	507	429	334	507	429
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	11.6	6.1	11.5	13.9	8.7	28.2	29.2	29.1	25.7	25.4	27.4
Incr Delay (d2), s/veh	3.8	2.5	0.0	0.1	2.1	0.1	0.1	0.4	0.3	1.1	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.1	0.1	0.0	6.9	0.6	0.2	0.2	0.2	2.2	0.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	14.1	6.1	11.6	16.0	8.7	28.3	29.5	29.5	26.8	25.4	29.8
LnGrp LOS	B	B	A	B	B	A	C	C	C	C	C	C
Approach Vol, veh/h		1924			1532			38			293	
Approach Delay, s/veh		14.4			15.6			29.2			28.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	43.5	5.4	13.6	9.7	38.8	9.5	9.5
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	5.0	44.0	5.0	18.0	7.1	41.9	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.1	28.5	2.4	6.9	5.2	25.4	7.0	2.5
Green Ext Time (p_c), s	0.0	9.9	0.0	0.2	0.1	8.8	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		16.1
HCM 6th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	1460	95	40	1280	165	50	150	30	70	125	80
Future Volume (veh/h)	170	1460	95	40	1280	165	50	150	30	70	125	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1856	1900	1900	1826	1693	1900	1900	1011	1648	1900	1856
Adj Flow Rate, veh/h	185	1587	103	43	1391	179	54	163	33	76	136	87
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, %	6	3	0	0	5	14	0	0	60	17	0	3
Cap, veh/h	286	1888	862	219	1728	714	254	225	102	224	242	200
Arrive On Green	0.08	0.54	0.54	0.04	0.50	0.50	0.05	0.12	0.12	0.05	0.13	0.13
Sat Flow, veh/h	1725	3526	1610	1810	3469	1434	1810	1900	857	1570	1900	1572
Grp Volume(v), veh/h	185	1587	103	43	1391	179	54	163	33	76	136	87
Grp Sat Flow(s),veh/h/ln	1725	1763	1610	1810	1735	1434	1810	1900	857	1570	1900	1572
Q Serve(g_s), s	3.6	27.3	2.3	0.8	24.1	5.1	1.8	5.9	2.5	3.0	4.8	3.7
Cycle Q Clear(g_c), s	3.6	27.3	2.3	0.8	24.1	5.1	1.8	5.9	2.5	3.0	4.8	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	1888	862	219	1728	714	254	225	102	224	242	200
V/C Ratio(X)	0.65	0.84	0.12	0.20	0.81	0.25	0.21	0.72	0.32	0.34	0.56	0.43
Avail Cap(c_a), veh/h	332	2164	988	273	2008	830	297	477	215	247	477	395
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	14.1	8.3	12.8	15.1	10.3	25.9	30.5	29.0	26.0	29.4	28.9
Incr Delay (d2), s/veh	3.5	2.8	0.1	0.4	2.2	0.2	0.4	4.4	1.8	0.9	2.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	8.3	0.6	0.3	7.5	1.4	0.8	2.8	0.5	1.1	2.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	16.9	8.3	13.2	17.3	10.5	26.3	34.8	30.8	26.9	31.5	30.4
LnGrp LOS	B	B	A	B	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1875			1613			250			299	
Approach Delay, s/veh		16.5			16.4			32.5			30.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	42.9	7.8	13.6	10.1	40.2	8.4	13.0
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	5.0	44.0	5.0	18.0	7.5	41.5	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.8	29.3	3.8	6.8	5.6	26.1	5.0	7.9
Green Ext Time (p_c), s	0.0	9.1	0.0	0.6	0.1	8.5	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	1135	245	400	1310	165	80	470	325	200	300	95
Future Volume (veh/h)	180	1135	245	400	1310	165	80	470	325	200	300	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1856	1900	1900	1811	1737	1811	1856	1826	1900	1900	1885
Adj Flow Rate, veh/h	196	1234	266	435	1424	179	87	511	0	217	326	103
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, %	5	3	0	0	6	11	6	3	5	0	0	1
Cap, veh/h	369	1463	668	411	1398	598	484	497		285	515	433
Arrive On Green	0.07	0.42	0.42	0.08	0.41	0.41	0.04	0.27	0.00	0.04	0.27	0.27
Sat Flow, veh/h	3374	3526	1610	3510	3441	1472	3346	1856	1547	3510	1900	1598
Grp Volume(v), veh/h	196	1234	266	435	1424	179	87	511	0	217	326	103
Grp Sat Flow(s),veh/h/ln	1687	1763	1610	1755	1721	1472	1673	1856	1547	1755	1900	1598
Q Serve(g_s), s	1.9	35.3	13.0	9.0	45.5	6.9	2.1	30.0	0.0	5.0	16.9	4.2
Cycle Q Clear(g_c), s	1.9	35.3	13.0	9.0	45.5	6.9	2.1	30.0	0.0	5.0	16.9	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	1463	668	411	1398	598	484	497		285	515	433
V/C Ratio(X)	0.53	0.84	0.40	1.06	1.02	0.30	0.18	1.03		0.76	0.63	0.24
Avail Cap(c_a), veh/h	370	1463	668	411	1398	598	494	497		285	515	433
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	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	29.5	22.9	29.9	33.2	12.7	28.7	41.0	0.0	32.5	35.9	18.1
Incr Delay (d2), s/veh	1.4	5.1	0.8	60.9	28.8	0.6	0.2	47.7	0.0	11.3	2.5	0.3
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	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	14.5	5.0	7.0	22.6	3.1	0.8	19.9	0.0	2.5	7.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	34.6	23.8	90.8	62.0	13.3	28.9	88.7	0.0	43.8	38.5	18.4
LnGrp LOS	D	C	C	F	F	B	C	F		D	D	B
Approach Vol, veh/h		1696			2038			598	A		646	
Approach Delay, s/veh		34.7			63.9			80.0			37.1	
Approach LOS		C			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	53.5	9.2	35.3	15.0	52.5	9.5	35.0
Change Period (Y+Rc), s	5.0	7.0	4.5	5.0	7.0	* 7	4.5	5.0
Max Green Setting (Gmax), s	9.0	44.5	5.0	30.0	8.0	* 46	5.0	30.0
Max Q Clear Time (g_c+I1), s	11.0	37.3	4.1	18.9	3.9	47.5	7.0	32.0
Green Ext Time (p_c), s	0.0	6.1	0.0	1.5	0.2	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1615	30	30	1830	15	30	10	30	15	20	15
Future Volume (veh/h)	15	1615	30	30	1830	15	30	10	30	15	20	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	1755	33	33	1989	16	33	11	33	16	22	16
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	145	2906	55	171	2942	24	431	98	294	386	201	146
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.06	0.24	0.24	0.02	0.20	0.20
Sat Flow, veh/h	214	5160	97	265	5225	42	1781	412	1236	1781	1007	732
Grp Volume(v), veh/h	16	1158	630	33	1296	709	33	0	44	16	0	38
Grp Sat Flow(s),veh/h/ln	214	1702	1853	265	1702	1863	1781	0	1648	1781	0	1739
Q Serve(g_s), s	5.0	19.9	19.9	8.3	23.7	23.8	1.2	0.0	1.8	0.6	0.0	1.6
Cycle Q Clear(g_c), s	28.8	19.9	19.9	28.3	23.7	23.8	1.2	0.0	1.8	0.6	0.0	1.6
Prop In Lane	1.00		0.05	1.00		0.02	1.00		0.75	1.00		0.42
Lane Grp Cap(c), veh/h	145	1917	1043	171	1917	1049	431	0	391	386	0	347
V/C Ratio(X)	0.11	0.60	0.60	0.19	0.68	0.68	0.08	0.00	0.11	0.04	0.00	0.11
Avail Cap(c_a), veh/h	189	2618	1425	225	2618	1433	431	0	391	454	0	413
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	23.8	12.8	12.8	22.1	13.6	13.6	24.7	0.0	26.4	27.3	0.0	29.0
Incr Delay (d2), s/veh	0.3	0.3	0.6	0.5	0.4	0.8	0.3	0.0	0.6	0.0	0.0	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	0.2	6.0	6.6	0.5	7.1	7.9	0.6	0.0	0.8	0.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	13.1	13.4	22.7	14.0	14.4	25.0	0.0	27.0	27.3	0.0	29.1
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1804			2038			77			54	
Approach Delay, s/veh		13.3			14.3			26.1			28.6	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		55.8	10.0	22.6		55.8	6.6	26.0				
Change Period (Y+Rc), s		6.0	5.0	5.0		6.0	5.0	5.0				
Max Green Setting (Gmax), s		68.0	5.0	21.0		68.0	5.0	21.0				
Max Q Clear Time (g_c+I1), s		30.8	3.2	3.6		30.3	2.6	3.8				
Green Ext Time (p_c), s		15.9	0.0	0.1		19.5	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1250	490	565	1625	0	0	0	0	220	10	330
Future Volume (veh/h)	0	1250	490	565	1625	0	0	0	0	220	10	330
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1688	1796	0				1737	1411	1856
Adj Flow Rate, veh/h	0	1359	0	614	1766	0				247	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	3	3	8	7	0				11	33	3
Cap, veh/h	0	1520		1079	2503	0				344	0	
Arrive On Green	0.00	0.30	0.00	0.69	1.00	0.00				0.10	0.00	0.00
Sat Flow, veh/h	0	5233	1572	3118	3503	0				3309	0	1572
Grp Volume(v), veh/h	0	1359	0	614	1766	0				247	0	0
Grp Sat Flow(s),veh/h/ln	0	1689	1572	1559	1706	0				1654	0	1572
Q Serve(g_s), s	0.0	20.5	0.0	8.0	0.0	0.0				5.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	20.5	0.0	8.0	0.0	0.0				5.8	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1520		1079	2503	0				344	0	
V/C Ratio(X)	0.00	0.89		0.57	0.71	0.00				0.72	0.00	
Avail Cap(c_a), veh/h	0	1520		1079	2503	0				744	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.73	0.00	0.38	0.38	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	26.8	0.0	9.3	0.0	0.0				34.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.4	0.0	0.3	0.7	0.0				2.8	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
%ile BackOfQ(50%),veh/ln	0.0	8.1	0.0	1.7	0.2	0.0				2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.2	0.0	9.6	0.7	0.0				37.5	0.0	0.0
LnGrp LOS	A	C		A	A	A				D	A	
Approach Vol, veh/h		1359	A		2380						247	A
Approach Delay, s/veh		33.2			2.9						37.5	
Approach LOS		C			A						D	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	34.7	31.0	14.3	65.7
Change Period (Y+Rc), s	7.0	7.0	6.0	7.0
Max Green Setting (Gmax), s	18.0	24.0	18.0	49.0
Max Q Clear Time (g_c+I1), s	10.0	22.5	7.8	2.0
Green Ext Time (p_c), s	1.5	1.1	0.6	19.0

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	1195	0	0	1700	310	490	0	685	0	0	0
Future Volume (veh/h)	275	1195	0	0	1700	310	490	0	685	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1758	1826	0	0	1781	1693	1716	1900	1737			
Adj Flow Rate, veh/h	299	1299	0	0	1848	0	533	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	3	5	0	0	8	14	6	0	11			
Cap, veh/h	434	2242	0	0	2067		625	0				
Arrive On Green	0.27	1.00	0.00	0.00	0.43	0.00	0.19	0.00	0.00			
Sat Flow, veh/h	3248	3561	0	0	5024	1434	3268	0	1472			
Grp Volume(v), veh/h	299	1299	0	0	1848	0	533	0	0			
Grp Sat Flow(s),veh/h/ln	1624	1735	0	0	1621	1434	1634	0	1472			
Q Serve(g_s), s	6.6	0.0	0.0	0.0	28.2	0.0	12.6	0.0	0.0			
Cycle Q Clear(g_c), s	6.6	0.0	0.0	0.0	28.2	0.0	12.6	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	434	2242	0	0	2067		625	0				
V/C Ratio(X)	0.69	0.58	0.00	0.00	0.89		0.85	0.00				
Avail Cap(c_a), veh/h	434	2242	0	0	2067		735	0				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.64	0.64	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	27.8	0.0	0.0	0.0	21.3	0.0	31.3	0.0	0.0			
Incr Delay (d2), s/veh	2.9	0.7	0.0	0.0	6.5	0.0	8.4	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			
%ile BackOfQ(50%),veh/ln	2.3	0.2	0.0	0.0	9.9	0.0	5.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	0.7	0.0	0.0	27.8	0.0	39.6	0.0	0.0			
LnGrp LOS	C	A	A	A	C		D	A				
Approach Vol, veh/h		1598			1848	A		533	A			
Approach Delay, s/veh		6.3			27.8			39.6				
Approach LOS		A			C			D				

Timer - Assigned Phs	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Timer - Assigned Phs		2			5	6		8	
Phs Duration (G+Y+Rc), s		58.7			17.7	41.0		21.3	
Change Period (Y+Rc), s		7.0			7.0	* 7		6.0	
Max Green Setting (Gmax), s		49.0			10.0	* 34		18.0	
Max Q Clear Time (g_c+I1), s		2.0			8.6	30.2		14.6	
Green Ext Time (p_c), s		11.1			0.1	3.1		0.7	

Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	67.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	225	1540	115	20	1555	20	0	0	185	0	0	455
Future Vol, veh/h	225	1540	115	20	1555	20	0	0	185	0	0	455
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	275	-	-	225	-	-	-	-	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	10	7	3	8	2	7	2	3	2	2	2
Mvmt Flow	245	1674	125	22	1690	22	0	0	201	0	0	495

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1712	0	0	1799	0	0	-	-	900	-	-	856
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.36	-	-	-	-	7.16	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.13	-	-	-	-	3.93	-	-	3.92
Pot Cap-1 Maneuver	~ 175	-	-	156	-	-	0	0	240	0	0	~ 259
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 175	-	-	156	-	-	-	-	240	-	-	~ 259
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.1	0.4	67.1	$ 455.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	240	~ 175	-	-	156	-	-	259
HCM Lane V/C Ratio	0.838	1.398	-	-	0.139	-	-	1.91
HCM Control Delay (s)	67.1	259.7	-	-	31.8	-	-	$ 455.5
HCM Lane LOS	F	F	-	-	D	-	-	F
HCM 95th %tile Q(veh)	6.6	14.9	-	-	0.5	-	-	34.8

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)	415	0	400	0	0	0	0	745	475	100	490	0
Future Volume (veh/h)	415	0	400	0	0	0	0	745	475	100	490	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	451	0	435				0	810	516	109	533	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	1419	0	651				0	1220	544	138	1694	0
Arrive On Green	0.41	0.00	0.41				0.00	0.34	0.34	0.15	0.95	0.00
Sat Flow, veh/h	3456	0	1585				0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	451	0	435				0	810	516	109	533	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1777	1585	1781	1777	0
Q Serve(g_s), s	7.1	0.0	17.8				0.0	15.5	25.4	4.7	0.8	0.0
Cycle Q Clear(g_c), s	7.1	0.0	17.8				0.0	15.5	25.4	4.7	0.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1419	0	651				0	1220	544	138	1694	0
V/C Ratio(X)	0.32	0.00	0.67				0.00	0.66	0.95	0.79	0.31	0.00
Avail Cap(c_a), veh/h	1419	0	651				0	1222	545	236	1892	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	16.0	0.0	19.1				0.0	22.3	25.6	33.2	1.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	5.4				0.0	1.4	26.2	8.9	0.1	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
%ile BackOfQ(50%),veh/ln	2.8	0.0	7.1				0.0	5.8	12.1	2.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	0.0	24.5				0.0	23.7	51.8	42.1	1.1	0.0
LnGrp LOS	B	A	C				A	C	D	D	A	A
Approach Vol, veh/h		886						1326			642	
Approach Delay, s/veh		20.5						34.6			8.1	
Approach LOS		C						C			A	
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		37.4		42.6			10.7	32.0				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		28.4		42.6			10.6	27.5				
Max Q Clear Time (g_c+I1), s		19.8		2.8			6.7	27.4				
Green Ext Time (p_c), s		2.4		3.3			0.1	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			24.3									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	130	580	45	580	580	0	0	460	435
Future Volume (veh/h)	0	0	0	130	580	45	580	580	0	0	460	435
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				141	630	49	630	630	0	0	500	473
Peak Hour Factor				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	0	0	2	2
Cap, veh/h				528	1433	111	719	2100	0	0	1161	518
Arrive On Green				0.50	0.50	0.50	0.28	0.79	0.00	0.00	0.33	0.33
Sat Flow, veh/h				1781	4834	373	3456	3647	0	0	3647	1585
Grp Volume(v), veh/h				141	442	237	630	630	0	0	500	473
Grp Sat Flow(s),veh/h/ln				1781	1702	1803	1728	1777	0	0	1777	1585
Q Serve(g_s), s				3.7	6.7	6.8	13.9	4.0	0.0	0.0	8.8	22.9
Cycle Q Clear(g_c), s				3.7	6.7	6.8	13.9	4.0	0.0	0.0	8.8	22.9
Prop In Lane				1.00		0.21	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				528	1009	535	719	2100	0	0	1161	518
V/C Ratio(X)				0.27	0.44	0.44	0.88	0.30	0.00	0.00	0.43	0.91
Avail Cap(c_a), veh/h				528	1009	535	808	2252	0	0	1222	545
HCM Platoon Ratio				1.67	1.67	1.67	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.79	0.79	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				15.1	15.9	15.9	28.0	3.9	0.0	0.0	21.1	25.8
Incr Delay (d2), s/veh				1.2	1.4	2.6	8.0	0.1	0.0	0.0	0.3	19.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.4	2.2	2.6	5.5	0.9	0.0	0.0	3.2	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				16.4	17.3	18.6	36.0	4.0	0.0	0.0	21.4	45.2
LnGrp LOS				B	B	B	D	A	A	A	C	D
Approach Vol, veh/h					820			1260			973	
Approach Delay, s/veh					17.5			20.0			33.0	
Approach LOS					B			B			C	

Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			21.1	30.6		28.2		51.8				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			18.7	27.5		20.3		50.7				
Max Q Clear Time (g_c+I1), s			15.9	24.9		8.8		6.0				
Green Ext Time (p_c), s			0.7	1.2		3.2		4.0				

Intersection Summary			
HCM 6th Ctrl Delay			23.5
HCM 6th LOS			C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1205	170	140	585	75	105	15	170	80	15	65
Future Volume (veh/h)	110	1205	170	140	585	75	105	15	170	80	15	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1737	1530	1900	1781	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	120	1310	185	152	636	82	114	16	185	87	16	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, %	0	11	25	0	8	0	0	0	0	0	0	0
Cap, veh/h	298	1375	540	202	1397	665	528	465	394	469	447	
Arrive On Green	0.06	0.42	0.42	0.02	0.14	0.14	0.06	0.24	0.24	0.05	0.24	0.00
Sat Flow, veh/h	1810	3300	1296	1810	3385	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	120	1310	185	152	636	82	114	16	185	87	16	0
Grp Sat Flow(s),veh/h/ln	1810	1650	1296	1810	1692	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.5	30.7	5.4	2.6	13.8	3.6	3.8	0.5	6.1	2.9	0.5	0.0
Cycle Q Clear(g_c), s	3.5	30.7	5.4	2.6	13.8	3.6	3.8	0.5	6.1	2.9	0.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	1375	540	202	1397	665	528	465	394	469	447	
V/C Ratio(X)	0.40	0.95	0.34	0.75	0.46	0.12	0.22	0.03	0.47	0.19	0.04	
Avail Cap(c_a), veh/h	338	1382	543	206	1397	665	528	465	394	486	447	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.1	22.6	7.8	37.3	26.3	21.8	21.0	23.0	15.3	21.2	23.6	0.0
Incr Delay (d2), s/veh	0.9	14.4	0.4	13.7	0.2	0.1	0.2	0.1	4.0	0.2	0.1	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	1.3	12.5	2.1	3.5	5.9	1.3	1.6	0.2	3.2	1.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	37.0	8.2	51.0	26.5	21.9	21.2	23.2	19.3	21.4	23.7	0.0
LnGrp LOS	B	D	A	D	C	C	C	C	B	C	C	
Approach Vol, veh/h		1615			870			315			103	A
Approach Delay, s/veh		32.4			30.3			20.2			21.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	37.8	9.5	23.3	9.6	37.5	8.8	24.1
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	5.0	33.5	5.0	18.5	6.9	31.6	5.0	18.5
Max Q Clear Time (g_c+I1), s	4.6	32.7	5.8	2.5	5.5	15.8	4.9	8.1
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	3.5	0.0	0.5

Intersection Summary		
HCM 6th Ctrl Delay		30.1
HCM 6th LOS		C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1050	375	280	540	30	210	10	185	60	10	50
Future Volume (veh/h)	30	1050	375	280	540	30	210	10	185	60	10	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	1141	408	304	587	33	228	11	201	65	11	54
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	241	1253	559	352	1618	722	894	19	341	325	62	304
Arrive On Green	0.06	0.71	0.71	0.04	0.15	0.15	0.06	0.22	0.22	0.06	0.22	0.22
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	83	1515	1781	275	1352
Grp Volume(v), veh/h	33	1141	408	304	587	33	228	0	212	65	0	65
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	0	1598	1781	0	1627
Q Serve(g_s), s	1.0	21.2	12.5	8.5	11.9	1.0	0.0	0.0	9.5	0.0	0.0	2.6
Cycle Q Clear(g_c), s	1.0	21.2	12.5	8.5	11.9	1.0	0.0	0.0	9.5	0.0	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.83
Lane Grp Cap(c), veh/h	241	1253	559	352	1618	722	894	0	359	325	0	366
V/C Ratio(X)	0.14	0.91	0.73	0.86	0.36	0.05	0.25	0.00	0.59	0.20	0.00	0.18
Avail Cap(c_a), veh/h	294	1253	559	352	1618	722	896	0	359	326	0	366
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	10.8	9.5	35.4	23.6	8.8	24.4	0.0	27.7	29.3	0.0	25.0
Incr Delay (d2), s/veh	0.2	7.4	5.0	17.4	0.6	0.1	0.1	0.0	6.9	0.3	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	0.4	4.4	3.2	7.4	5.1	0.5	1.7	0.0	4.2	1.1	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	18.2	14.5	52.8	24.1	8.9	24.5	0.0	34.6	29.6	0.0	26.1
LnGrp LOS	B	B	B	D	C	A	C	A	C	C	A	C
Approach Vol, veh/h		1582			924			440			130	
Approach Delay, s/veh		17.3			33.0			29.4			27.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	32.7	9.5	22.5	7.1	40.9	9.5	22.5
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	10.8	28.2	5.0	18.0	5.0	34.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	10.5	23.2	2.0	4.6	3.0	13.9	2.0	11.5
Green Ext Time (p_c), s	0.0	3.4	0.2	0.2	0.0	3.4	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	950	215	90	685	25	140	325	120	20	210	25
Future Volume (veh/h)	130	950	215	90	685	25	140	325	120	20	210	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	1033	234	98	745	27	152	353	130	22	228	27
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	252	1174	524	315	1270	567	254	509	227	178	351	156
Arrive On Green	0.16	0.66	0.66	0.11	0.36	0.36	0.07	0.14	0.14	0.02	0.10	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	141	1033	234	98	745	27	152	353	130	22	228	27
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.8	18.8	2.7	0.0	13.6	0.9	5.5	7.6	3.3	0.9	4.9	1.2
Cycle Q Clear(g_c), s	4.8	18.8	2.7	0.0	13.6	0.9	5.5	7.6	3.3	0.9	4.9	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	1174	524	315	1270	567	254	509	227	178	351	156
V/C Ratio(X)	0.56	0.88	0.45	0.31	0.59	0.05	0.60	0.69	0.57	0.12	0.65	0.17
Avail Cap(c_a), veh/h	325	1466	654	315	1270	567	254	822	367	246	800	357
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.36	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	12.3	2.3	30.9	20.9	16.8	30.2	32.6	9.5	31.3	34.7	33.1
Incr Delay (d2), s/veh	0.7	2.1	0.2	0.6	2.0	0.2	3.8	1.7	2.3	0.3	2.0	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	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.7	1.5	1.6	5.2	0.3	2.8	3.3	2.3	0.4	2.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	14.4	2.5	31.4	22.9	17.0	34.0	34.3	11.8	31.6	36.8	33.6
LnGrp LOS	C	B	A	C	C	B	C	C	B	C	D	C
Approach Vol, veh/h		1408			870			635			277	
Approach Delay, s/veh		13.1			23.7			29.6			36.0	
Approach LOS		B			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	30.9	10.0	12.4	11.1	33.1	6.4	16.0
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	33.0	5.5	18.0	9.9	28.6	5.0	18.5
Max Q Clear Time (g_c+I1), s	2.0	20.8	7.5	6.9	6.8	15.6	2.9	9.6
Green Ext Time (p_c), s	0.1	5.6	0.0	1.0	0.1	3.7	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	190	900	745	15	15	55
Future Volume (veh/h)	190	900	745	15	15	55
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	0.90	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1752	1737	1218	1707	1900
Adj Flow Rate, veh/h	207	978	810	16	16	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	10	11	46	13	0
Cap, veh/h	533	2084	1280	360	217	215
Arrive On Green	0.12	0.63	0.39	0.39	0.13	0.13
Sat Flow, veh/h	1810	3416	3387	929	1626	1610
Grp Volume(v), veh/h	207	978	810	16	16	60
Grp Sat Flow(s),veh/h/ln	1810	1664	1650	929	1626	1610
Q Serve(g_s), s	2.1	5.8	7.5	0.4	0.3	1.3
Cycle Q Clear(g_c), s	2.1	5.8	7.5	0.4	0.3	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	533	2084	1280	360	217	215
V/C Ratio(X)	0.39	0.47	0.63	0.04	0.07	0.28
Avail Cap(c_a), veh/h	924	4400	2865	807	934	925
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	1.00	1.00
Uniform Delay (d), s/veh	5.8	3.7	9.3	7.1	14.2	14.6
Incr Delay (d2), s/veh	0.5	0.2	0.5	0.1	0.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.4	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.3	3.9	9.8	7.2	14.3	15.3
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h		1185	826		76	
Approach Delay, s/veh		4.3	9.8		15.1	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.9		9.5	8.9	19.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		49.5		21.5	12.5	32.5
Max Q Clear Time (g_c+I1), s		7.8		3.3	4.1	9.5
Green Ext Time (p_c), s		7.1		0.2	0.3	5.1

Intersection Summary						
HCM 6th Ctrl Delay			6.9			
HCM 6th LOS			A			

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	825	90	5	700	60	5
Future Volume (veh/h)	825	90	5	700	60	5
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
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1900	1900	1693	1900	1900
Adj Flow Rate, veh/h	897	98	5	761	65	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	0	0	14	0	0
Cap, veh/h	1268	614	212	1515	655	583
Arrive On Green	0.38	0.38	0.01	0.47	0.36	0.36
Sat Flow, veh/h	3416	1610	1810	3300	1810	1610
Grp Volume(v), veh/h	897	98	5	761	65	5
Grp Sat Flow(s),veh/h/ln	1664	1610	1810	1608	1810	1610
Q Serve(g_s), s	12.3	2.2	0.0	8.8	1.3	0.1
Cycle Q Clear(g_c), s	12.3	2.2	0.0	8.8	1.3	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1268	614	212	1515	655	583
V/C Ratio(X)	0.71	0.16	0.02	0.50	0.10	0.01
Avail Cap(c_a), veh/h	2501	1210	418	3073	655	583
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	1.00	1.00
Uniform Delay (d), s/veh	14.1	11.0	20.9	9.9	11.4	11.0
Incr Delay (d2), s/veh	0.7	0.1	0.0	0.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.6	0.0	2.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	11.1	21.0	10.1	11.7	11.0
LnGrp LOS	B	B	C	B	B	B
Approach Vol, veh/h	995			766	70	
Approach Delay, s/veh	14.5			10.2	11.6	
Approach LOS	B			B	B	

Timer - Assigned Phs	1	2	6	8
Phs Duration (G+Y+Rc), s	4.9	25.0	29.9	24.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	40.5	51.5	19.5
Max Q Clear Time (g_c+I1), s	2.0	14.3	10.8	3.3
Green Ext Time (p_c), s	0.0	6.2	5.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	755	55	65	635	5	60	65	75	5	30	10
Future Volume (veh/h)	20	755	55	65	635	5	60	65	75	5	30	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1752	1500	1841	1722	1900	1500	1811	1811	1900	1559	1559
Adj Flow Rate, veh/h	22	821	60	71	690	5	65	71	82	5	33	11
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, %	0	10	27	4	12	0	27	6	6	0	23	23
Cap, veh/h	397	1235	472	374	1340	659	335	126	145	268	122	41
Arrive On Green	0.03	0.37	0.37	0.06	0.41	0.41	0.06	0.16	0.16	0.01	0.11	0.11
Sat Flow, veh/h	1810	3328	1271	1753	3272	1610	1428	766	885	1810	1119	373
Grp Volume(v), veh/h	22	821	60	71	690	5	65	0	153	5	0	44
Grp Sat Flow(s),veh/h/ln	1810	1664	1271	1753	1636	1610	1428	0	1652	1810	0	1492
Q Serve(g_s), s	0.3	9.4	1.4	1.1	7.2	0.1	1.8	0.0	3.9	0.1	0.0	1.2
Cycle Q Clear(g_c), s	0.3	9.4	1.4	1.1	7.2	0.1	1.8	0.0	3.9	0.1	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		0.25
Lane Grp Cap(c), veh/h	397	1235	472	374	1340	659	335	0	271	268	0	163
V/C Ratio(X)	0.06	0.66	0.13	0.19	0.52	0.01	0.19	0.00	0.57	0.02	0.00	0.27
Avail Cap(c_a), veh/h	566	2872	1097	509	2895	1425	481	0	740	473	0	603
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	8.7	12.0	9.5	8.7	10.1	8.0	16.5	0.0	17.6	18.0	0.0	18.7
Incr Delay (d2), s/veh	0.1	0.6	0.1	0.2	0.3	0.0	0.3	0.0	1.8	0.0	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	0.1	2.3	0.3	0.3	1.6	0.0	0.5	0.0	1.3	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	12.6	9.6	8.9	10.4	8.0	16.8	0.0	19.5	18.0	0.0	19.6
LnGrp LOS	A	B	A	A	B	A	B	A	B	B	A	B
Approach Vol, veh/h		903			766			218			49	
Approach Delay, s/veh		12.3			10.3			18.7			19.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	21.5	7.3	9.5	5.7	23.2	4.8	12.0
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	6.5	39.5	7.5	18.5	5.5	40.5	5.5	20.5
Max Q Clear Time (g_c+I1), s	3.1	11.4	3.8	3.2	2.3	9.2	2.1	5.9
Green Ext Time (p_c), s	0.0	5.6	0.0	0.1	0.0	4.4	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B