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April 3, 2024

Mr. Travis Beck  
SE Group  
[tbeck@segrou.com](mailto:tbeck@segrou.com)

Re: Shadow Mountain  
Bike Park  
Jefferson County, CO  
LSC #220850

Dear Mr. Beck:

In response to your request, LSC Transportation Consultants, Inc. has prepared this updated traffic impact analysis for the proposed Shadow Mountain Bike Park development to address County comments. As shown on Figure 1, the site is located south of Shadow Mountain Drive about two miles west of County Highway 73 in Jefferson County, Colorado.

## **REPORT CONTENTS**

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, posted speed limits, etc.; the existing weekday, Saturday, and Sunday peak-hour traffic volumes; the existing daily traffic volumes in the area; the typical weekday, Saturday, and Sunday site-generated traffic volume projections; the assignment of the projected traffic volumes to the area roadways; the projected long-term background and resulting total traffic volumes on the area roadways; the site's projected traffic impacts; and any recommended roadway improvements to mitigate the site's traffic impacts or the impacts from growth in background traffic.

## **LAND USE AND ACCESS**

The site is proposed to include a downhill mountain bike park with lift service. The site is proposed to have about 300 parking spaces and with about 20 employees. Full movement access is proposed from Shadow Mountain Drive as shown in the conceptual site plan in Figure 2.

The applicant plans to implement ticketing and parking technology to avoid guests arriving with nowhere to park to help reduce impacts to the surrounding area. This process is described as follows:

### **Parking Reservations**

The applicant (SMBP) will implement a parking reservation system that will be available at the time that visitors purchase bike park passes. SMBP will strongly encourage visitors to purchase tickets online prior to arrival, with the goal of making sure visitors do not arrive at the bike

park without a parking reservation. SMBP has decided to implement this system to benefit the visitor experience and surrounding community in the following ways:

1. The parking reservation system will control the amount of riders the bike park sees on any given day, thereby limiting pressure on SMBP's trail network and ensuring the bike park is never over visitor capacity. Limiting visitor capacity will also limit pressure on local roadways, thereby benefitting the surrounding neighborhood as well. The reservation system will allow visitors to relinquish their parking spot when they're done riding so that the parking reservation system stays up-to-date for incoming visitors.
2. The parking reservation system has the ability to reduce the potential for roadway congestion around morning and evening peak-hours because visitors will have a reservation and will have no incentive to rush to SMBP to find parking during opening hours or other peak times.
3. SMBP's parking reservation system will allow staff to closely manage the activity of bike park visitors, which will allow staff to quickly remedy any issues that arise between visitors and residential traffic using the roadways near SMBP.

### **Cell Phone Service**

The base area, in its existing condition, has cell coverage. The rest of the project area has limited coverage. SMBP plans to provide Wifi from the day lodge and work with major providers to improve cell service in the project area for riders.

## **ROADWAY AND TRAFFIC CONDITIONS**

### **Area Roadways**

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

- **County Highway 73** is a north-south, two-lane major collector roadway east of the site. The intersection with Shadow Mountain Drive is stop-sign controlled. The posted speed limit in the vicinity of the site is 40 mph.
- **Shadow Mountain Drive** is an east-west, two-lane collector roadway north of the site. The intersection with County Highway 73 is stop-sign controlled. The posted speed limit in the vicinity of the site is 40 mph but reduces to 30 mph to the east closer to County Highway 73.
- **Barkley Road** is an east-west, two-lane major collector roadway east of the site. The intersection with County Highway 73 is stop-sign controlled. The posted speed limit in the vicinity of the site is 30 mph.

### **Existing Traffic Conditions**

Figure 3a shows the existing lane geometries, traffic controls, and traffic volumes in the site's vicinity on a typical weekday afternoon peak-hour and the daily traffic volumes for five consecutive days. Figures 3b and 3c show the typical peak-hour and daily traffic volumes on a

Saturday and Sunday, respectively. The peak-hour traffic volumes and daily traffic counts are from the attached traffic counts conducted by Counter Measures in August, 2022.

### **2025 and 2043 Background Traffic**

Figure 4a shows the estimated 2025 weekday background traffic which assumes an annual growth rate of one-half percent on Shadow Mountain Drive and one percent on Highway 73 and Barkley Road to maintain a conservative analysis. DRCOG (Denver Regional Council of Governments) shows minimal growth is expected on Shadow Mountain Drive over time. Figure 4b shows the estimated 2025 Saturday background traffic which assumes an annual growth rate of one-half percent on Shadow Mountain Drive and one percent on Highway 73 and Barkley Road to maintain a conservative analysis. Figure 4c shows the estimated 2025 Sunday background traffic which assumes an annual growth rate of one percent. The Sunday daily volumes are based on multiplying the Sunday peak-hour rates by the ratio of Saturday peak-hour trips to Saturday daily trips.

Figure 5a shows the estimated 2043 weekday background traffic; Figure 5b shows the estimated 2043 Saturday background traffic; and Figure 5c shows the estimated 2043 Sunday background traffic. These 2043 background volumes assume an annual growth rate of one percent.

### **Existing, 2025, and 2043 Background Levels of Service**

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

The intersections in Figures 3a through 5c were analyzed as appropriate to determine the existing, 2025 background, and 2043 background levels of service using Synchro. Table 1a shows the existing and 2025 level of service analysis results and Table 1b shows the 2043 level of service results. The level of service reports are attached.

- 1. Shadow Mountain Drive/County Highway 73:** All movements at this unsignalized intersection currently operate at LOS "D" or better during all five scenarios and are expected to do so through 2025. By 2043, the intersection is planned to be converted to a modern roundabout and is expected to operate at an overall LOS "A" during all scenarios.
- 2. County Highway 73/Barkley Road:** All movements at this unsignalized intersection currently operate at LOS "D" or better during all five scenarios with the following exception: The southwestbound to southeastbound left-turn movement operates at LOS "F" during the weekday afternoon peak-hour and the Saturday mid-day peak-hour. By 2025, the southwestbound left-turn movement is expected to operate at LOS "E" or "F" during the weekday afternoon peak-hour, and the Saturday morning and mid-day peak-hour. By 2043, the intersection is planned to be converted to a modern roundabout and is expected to operate at an overall LOS "A" during all scenarios.
- 3. Shadow Mountain Drive/Site Access:** This unsignalized intersection was analyzed only in the total traffic scenarios.

**TRIP GENERATION**

Table 2 shows the estimated trip generation for the proposed site per the rates developed by LSC based on coordination with the applicant and project team.

The site is projected to generate about 520 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 115 vehicles would enter and about 11 vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 8 vehicles would enter and about 80 vehicles would exit.

On the average Saturday and Sunday, the site is projected to generate up to about 1,000 vehicle-trips with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 8:30 and 10:30 a.m., about 220 vehicles would enter and about 21 vehicles would exit the site. During the mid-day peak-hour, which generally occurs for one hour between 12:00 and 2:00 p.m., about 15 vehicles would enter and about 155 vehicles would exit.

The average daily traffic during the peak season is expected to be between 520 and 1,000 trips; most weekdays are expected to have 520 or fewer trips.

**Details on Vehicle Turnover**

This report assumes a vehicle/parking stall turnover estimate of 1.6 (i.e., a parking stall will have 1.6 vehicles parked each day). This estimate is based on a number of factors, including trail mileage, vertical relief, chairlift length, lap time, number of laps/visit, vehicular travel distance to bike park, ticket type (day pass vs. season pass), and length of stay. Specifically, based on these factors, it is estimated that an average lap would be approximately 30 minutes, the average number of laps would be 8 laps, and the amount of milling time (i.e., parking, ticketing, break time/lunch) would be approximately 1 hour. With this information, the average guest would stay approximately 5 hours. For an average operating time of 8 hours, the average vehicle turnover would be the average operating time divided by the average guest stay. This results in an average turnover of 1.6, meaning that on days with a full parking lot, about 60 percent of the spaces could be vacated and then replaced by another vehicle.

The average vehicle turnover is a planning metric used to inform traffic and parking estimates. In this study, it directly informs the average number of vehicles entering and exiting the parking lot and thus the average vehicle trips per day, however, has a less direct correlation with peak traffic patterns because it applies to the full day of operation. Because of the uniqueness of the operation and the variety of planning factors considered to determine the vehicular turnover, there is not an “industry-standard” planning metric.

**Details on Visitation**

The traffic study assumes 300 parking spaces with a 1.6 turnover ratio per day for a total of 480 guest vehicles per day. Each vehicle enters and exits the site once for a total of 960 daily trips. An additional 40 trips (20 vehicles) were added for employee trips to arrive at 1,000 daily

trips. A vehicle occupancy of 2.5 people per vehicle in 480 vehicles would result in 1,200 guests. There are also 20 employees for a total of 1,220 unique people per day. Our parking turnover assumptions mean these 1,220 people can't all be on the site at the same time. The most people on the site at any given time would be 300 vehicles x 2.5 people/vehicle for 750 guests plus 20 employees for a total of 770 people.

These assumptions are dependent on the assumed 2.5 vehicle occupancy which could vary slightly from day to day. As described above, the Applicant will implement a reservation system to carefully monitor the number of vehicles and guests visiting the site so as to not exceed stated maximums.

### **TRIP DISTRIBUTION**

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

### **TRIP ASSIGNMENT**

Figure 7a shows the estimated weekday site-generated traffic volumes based on the weekday trip generation estimate (from Table 2) and the directional distribution in Figure 6.

Figure 7b shows the estimated Saturday/Sunday site-generated traffic volumes based on the Saturday/Sunday trip generation estimate (from Table 2) and the directional distribution in Figure 6.

### **2025 AND 2043 TOTAL TRAFFIC**

Figure 8a shows the 2025 weekday total traffic which is the sum of the 2025 weekday background traffic volumes (from Figure 4a) and the weekday site-generated traffic volumes (from Figure 7a). Figure 8a also shows the recommended lane geometry and traffic control.

Figure 8b shows the 2025 Saturday total traffic which is the sum of the 2025 Saturday background traffic volumes (from Figure 4b) and the weekend site-generated traffic volumes (from Figure 7b). Figure 8b also shows the recommended lane geometry and traffic control.

Figure 8c shows the 2025 Sunday total traffic which is the sum of the 2025 Sunday background traffic volumes (from Figure 4c) and the weekend site-generated traffic volumes (from Figure 7b). Figure 8c also shows the recommended lane geometry and traffic control.

Figure 9a shows the 2043 weekday total traffic which is the sum of the 2043 weekday background traffic volumes (from Figure 5a) and the weekday site-generated traffic volumes (from Figure 7a). Figure 9a also shows the recommended lane geometry and traffic control.

Figure 9b shows the 2043 Saturday total traffic which is the sum of the 2043 Saturday background traffic volumes (from Figure 5b) and the weekend site-generated traffic volumes (from Figure 7b). Figure 9b also shows the recommended lane geometry and traffic control.

Figure 9c shows the 2043 Sunday total traffic which is the sum of the 2043 Sunday background traffic volumes (from Figure 5c) and the weekend site-generated traffic volumes (from Figure 7b). Figure 9c also shows the recommended lane geometry and traffic control.

## **PROJECTED LEVELS OF SERVICE**

The intersections in Figures 8a through 9c were analyzed to determine the 2025 and 2043 total traffic levels of service. Table 1a shows the existing and 2025 total level of service analysis results and Table 1b shows the 2043 total level of service results. The level of service reports are attached.

- 1. Shadow Mountain Drive/County Highway 73:** All movements at this unsignalized intersection are expected to operate at LOS “D” or better during all five scenarios through 2043 with the following exception: The northeastbound left-turn movement is expected to operate at LOS “E” or “F” during three of the five scenarios by 2025. By 2043, the intersection is planned to be converted to a modern roundabout by Jefferson County and is expected to operate at an overall LOS “B” or better during all scenarios.
- 2. County Highway 73/Barkley Road:** All movements at this unsignalized intersection are expected to operate at LOS “D” or better during all five scenarios through 2043 with the following exception: The southwestbound left-turn movement is expected to operate at LOS “E” or “F” during four of the five scenarios in 2025 and 2043. By 2043, the intersection is planned to be converted to a modern roundabout by Jefferson County and is expected to operate at an overall LOS “C” or better during all scenarios.
- 3. Shadow Mountain Drive/Site Access:** All movements at this unsignalized intersection are expected to operate at LOS “A” during all five scenarios through 2043.

## **CONCLUSIONS AND RECOMMENDATIONS**

### **Trip Generation**

1. The site is projected to generate about 520 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 115 vehicles would enter and about 11 vehicles would exit the site. During the afternoon peak-hour, about 8 vehicles would enter and about 80 vehicles would exit.
2. On the average Saturday and Sunday, the site is projected to generate up to about 1,000 vehicle-trips with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 220 vehicles would enter and about 21 vehicles would exit the site. During the mid-day peak-hour, about 15 vehicles would enter and about 155 vehicles would exit

### **Projected Levels of Service**

3. All movements at the unsignalized intersections analyzed are expected to operate at LOS “D” or better through 2043 in all five scenarios with the following exceptions: The north-eastbound left-turn movement at the Shadow Mountain Drive/County Highway 73 and the southwestbound left-turn movement at the County Highway 73/Barkley Road inter-

section are expected to operate at LOS “E” or “F” during several of the five scenarios. By 2043, both intersections are planned to be converted to modern roundabouts and are expected to operate at an overall LOS “C” or better during all scenarios. It is important to note that minimal site traffic is expected to make the movements with poor levels of service.

**Recommendations**

- 4. The recommended improvements to mitigate poor levels of service are shown in Figure 10. These future roundabouts are planned by Jefferson County; the Applicant would work with the County to agree upon a contribution for these improvements. Figure 10 shows the peak season site-generated trips will comprise about 15 percent of Saturday peak-hour trips at the northern roundabout and about 12 percent at the southern roundabout. These percentages will be lower on weekdays and during the off-season.
- 5. The recommended improvements at the site access intersection are per feedback from Jefferson County and are shown in Figures 8a through 8c and 9a through 9c. The west-bound left-turn lane is a requirement per the County’s feedback. The potential acceleration lane will provide minimal benefit so should be discussed further with County staff as the project moves forward.

\* \* \* \* \*

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By  \_\_\_\_\_  
 Christopher S. McGranahan, PE  
 Principal/Professional Engineer



CSM/wc 4-3-24

- Enclosures: Tables 1a through 2  
 Figures 1 - 10  
 Traffic Count Reports  
 Level of Service Definitions  
 Level of Service Reports

**Table 1a  
Intersection Levels of Service Analysis - Existing and 2025  
Shadow Mountain Bike Park  
Jefferson County, CO  
LSC #220850; April, 2024**

Intersection No. & Location	Traffic Control	Existing Traffic					2025 Background					2025 Total - Scenario 1 <sup>(1)(2)</sup>					2025 Total - Scenario 2 <sup>(1)(2)</sup>				
		Weekday	Saturday		Sunday		Weekday	Saturday		Sunday		Weekday	Saturday		Sunday		Weekday	Saturday		Sunday	
		Level of Service PM	Level of Service AM	Level of Service Mid-Day	Level of Service AM	Level of Service Mid-Day	Level of Service PM	Level of Service AM	Level of Service Mid-Day	Level of Service AM	Level of Service Mid-Day	Level of Service PM	Level of Service AM	Level of Service Mid-Day	Level of Service AM	Level of Service Mid-Day	Level of Service PM	Level of Service AM	Level of Service Mid-Day	Level of Service AM	Level of Service Mid-Day
1) <u>Shadow Mountain Drive/County Highway 73</u>	TWSC																				
NEB Left		D	C	D	B	C	D	C	D	B	C	F	E	E	D	D	F	E	E	D	D
NEB Right		B	B	B	B	B	B	B	B	B	B	B	B	C	B	B	B	B	C	B	B
NWB Left		A	A	A	A	A	A	A	A	A	A	B	A	A	A	A	B	A	A	A	A
Critical Movement Delay		30.4	17.2	30.7	14.7	22.6	31.7	17.5	32.4	14.9	23.5	50.6	36.8	39.0	30.4	26.8	50.6	36.8	39.0	30.4	26.8
2) <u>County Highway 73/Barkley Road</u>	TWSC																				
SEB Left		A	A	B	A	A	A	A	B	A	A	A	A	B	A	A	A	A	B	A	A
SWB Left		F	D	F	C	D	F	E	F	C	D	F	E	F	C	E	F	E	F	C	E
SWB Right		B	B	B	B	B	B	B	B	B	B	C	B	B	B	B	C	B	B	B	B
Critical Movement Delay		74.3	33.8	186.0	18.2	25.9	86.1	37.6	233.5	18.8	27.4	102.8	48.1	>240	20.8	49.8	102.8	48.1	>240	20.8	49.8
3) <u>Shadow Mountain Drive/Site Access</u>	TWSC																				
NB Approach		--	--	--	--	--	--	--	--	--	--	A	A	A	A	A	A	A	A	A	A
WB Left		--	--	--	--	--	--	--	--	--	--	A	A	A	A	A	A	A	A	A	A
Critical Movement Delay		--	--	--	--	--	--	--	--	--	--	8.7	8.9	9.8	8.9	9.7	7.6	7.9	7.5	7.9	7.5

(1) Scenario 1 assumes the construction of a WB left-turn lane on Shadow Mountain Road approaching the site access. Scenario 2 assumes the construction of a WB left-turn lane on Shadow Mountain Road approaching the site access and a right-turn acceleration lane on Shadow Mountain Road departing the site access.  
(2) Intersection #3: The critical movement delay is for the NB approach in Scenario 1 and for the WB left in Scenario 2.



**Table 1b  
Intersection Levels of Service Analysis  
Shadow Mountain Bike Park- 2043  
Jefferson County, CO  
LSC #220850; April, 2024**

Intersection No. & Location	Traffic Control	2043 Background					2043 Total - Scenario 1 <sup>(1)(2)</sup>					2043 Total - Scenario 2 <sup>(1)(2)</sup>				
		Weekday	Saturday		Sunday		Weekday	Saturday		Sunday		Weekday	Saturday		Sunday	
		Level of Service PM	Level of Service AM	Level of Service Mid-Day	Level of Service AM	Level of Service Mid-Day	Level of Service PM	Level of Service AM	Level of Service Mid-Day	Level of Service AM	Level of Service Mid-Day	Level of Service PM	Level of Service AM	Level of Service Mid-Day	Level of Service AM	Level of Service Mid-Day
1) <u>Shadow Mountain Drive/County Highway 73</u>	Roundabout	B	A	B	A	A	B	A	B	A	A	B	A	B	A	A
SEB Approach		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
NWB Approach		A	A	A	A	A	A	A	B	A	A	A	A	B	A	A
NEB Approach		9.1	6.1	9.1	5.4	7.4	11.3	8.4	10.4	7.4	8.1	11.3	8.4	10.4	7.4	8.1
Entire Intersection Delay		A	A	A	A	A	B	A	B	A	A	B	A	B	A	A
Entire Intersection LOS																
2) <u>County Highway 73/Barkley Road</u>	Roundabout	B	A	B	A	A	B	A	C	A	A	B	A	C	A	A
SEB Approach		A	A	C	A	A	A	A	D	A	B	A	A	D	A	B
NWB Approach		B	A	A	A	A	B	B	A	A	A	B	B	A	A	A
SWB Approach		10.4	7.8	13.5	5.9	8.0	11.6	9.9	20.0	7.0	9.6	11.6	9.9	20.0	7.0	9.6
Entire Intersection Delay		B	A	B	A	A	B	A	C	A	A	B	A	C	A	A
Entire Intersection LOS																
3) <u>Shadow Mountain Drive/Site Access</u>	TWSC	--	--	--	--	--	A	A	A	A	A	A	A	A	A	A
NB Approach		--	--	--	--	--	A	A	A	A	A	A	A	A	A	A
WB Left		--	--	--	--	--	8.8	8.9	9.9	8.9	9.8	7.6	7.9	7.5	7.9	7.5
Critical Movement Delay																

(1) Scenario 1 assumes the construction of a WB left-turn lane on Shadow Mountain Road approaching the site access. Scenario 2 assumes the construction of a WB left-turn lane on Shadow Mountain Road approaching the site access and a right-turn acceleration lane on Shadow Mountain Road departing the site access.

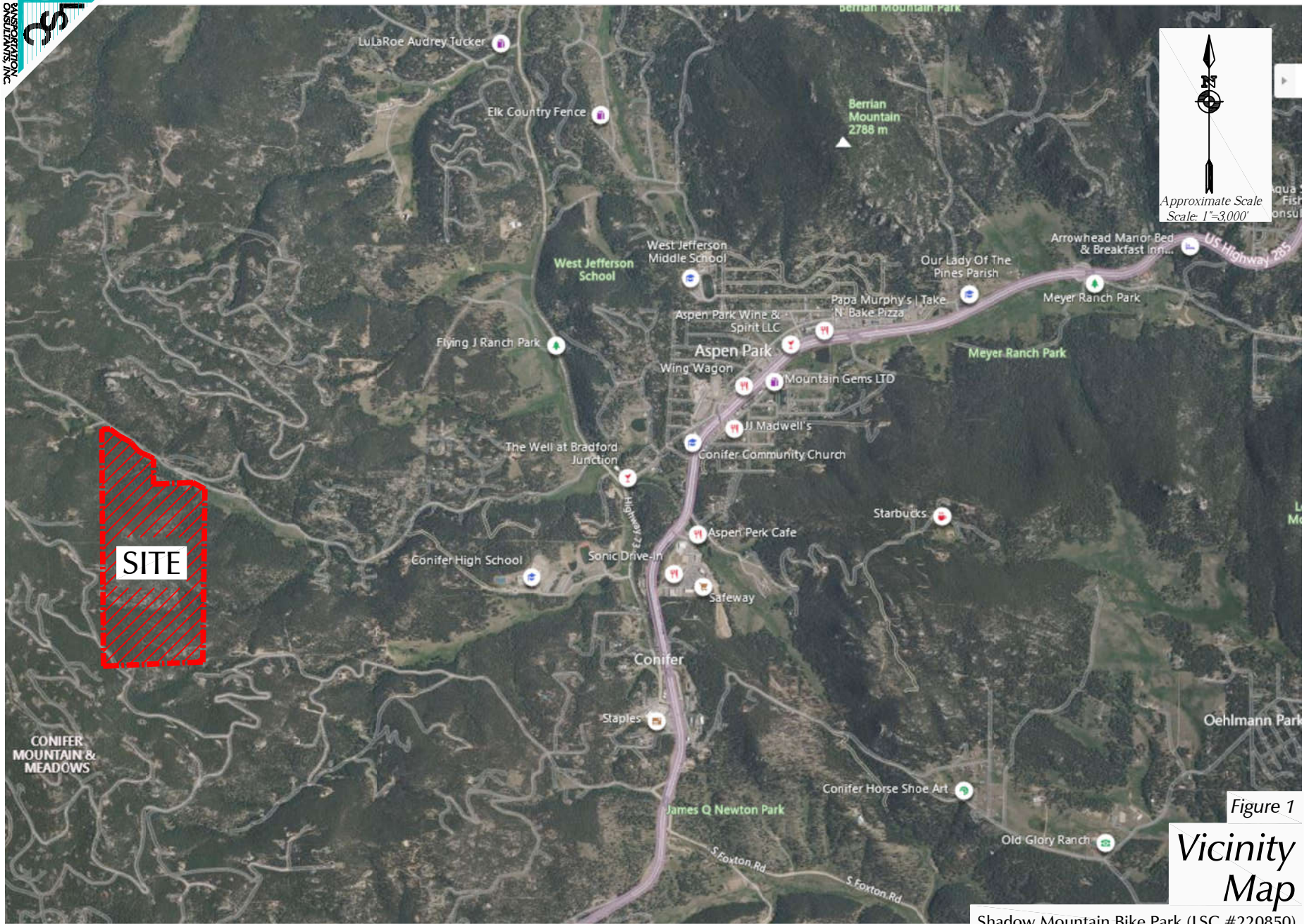
(2) Intersection #3: The critical movement delay is for the NB approach in Scenario 1 and for the WB left in Scenario 2.

**Table 2**  
**ESTIMATED TRAFFIC GENERATION**  
**Shadow Mountain Bike Park**  
**Jefferson County, CO**  
**LSC #220850; April, 2024**

Trip Generating Category	Vehicle-Trips Generated									
	Weekday					Saturday & Sunday				
	Daily <sup>(1)</sup>	AM Peak-Hour <sup>(2)</sup>		PM Peak-Hour <sup>(2)</sup>		Daily <sup>(1)</sup>	AM Peak-Hour <sup>(2)</sup>		PM Peak-Hour <sup>(2)</sup>	
		In	Out	In	Out		In	Out	In	Out
Guests	480	105	11	8	75	960	210	21	15	150
Employees	40	10	0	0	5	40	10	0	0	5
<b>Total <sup>(3)</sup> =</b>	<b>520</b>	<b>115</b>	<b>11</b>	<b>8</b>	<b>80</b>	<b>1,000</b>	<b>220</b>	<b>21</b>	<b>15</b>	<b>155</b>

Notes:

- (1) Assumes 300 parking spaces and a 1.6 turn over ratio for a total of 480 round-trips on the weekend with half that usage on a typical weekday. Assumes 20 employees with 20 round-trips. A vehicle occupancy of 2.5 would result in 1,200 guests on a capacity day.
- (2) Assumes 70 percent of arrival trips occur during the weekday afternoon peak-hour or Saturday/Sunday morning peak-hour with ten percent being dropped off and 50 percent of departure trips occur during the weekend midday peak-hour with ten percent being dropped off. Assumes half of the employees arrive during the peak-hour and a quarter depart during the peak-hour.
- (3) The average daily traffic for the site during the peak season is expected to be between 520 and 1,000 trips considering most weekdays are expected to have 520 or fewer trips per day.



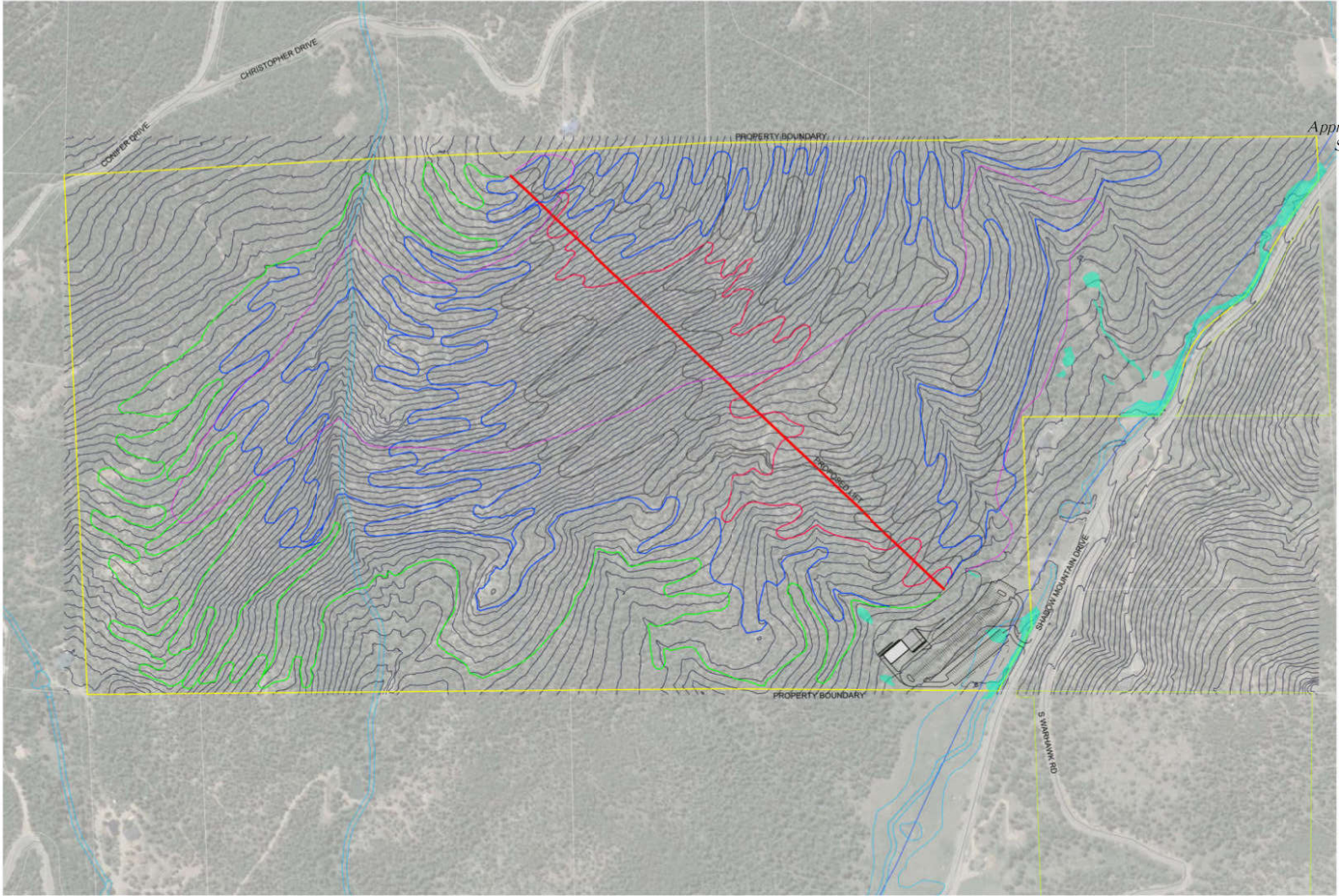
Approximate Scale  
Scale: 1"=3,000'

Figure 1

# Vicinity Map

Shadow Mountain Bike Park (LSC #220850)





North Arrow  
Approximate Scale  
Scale: NTS

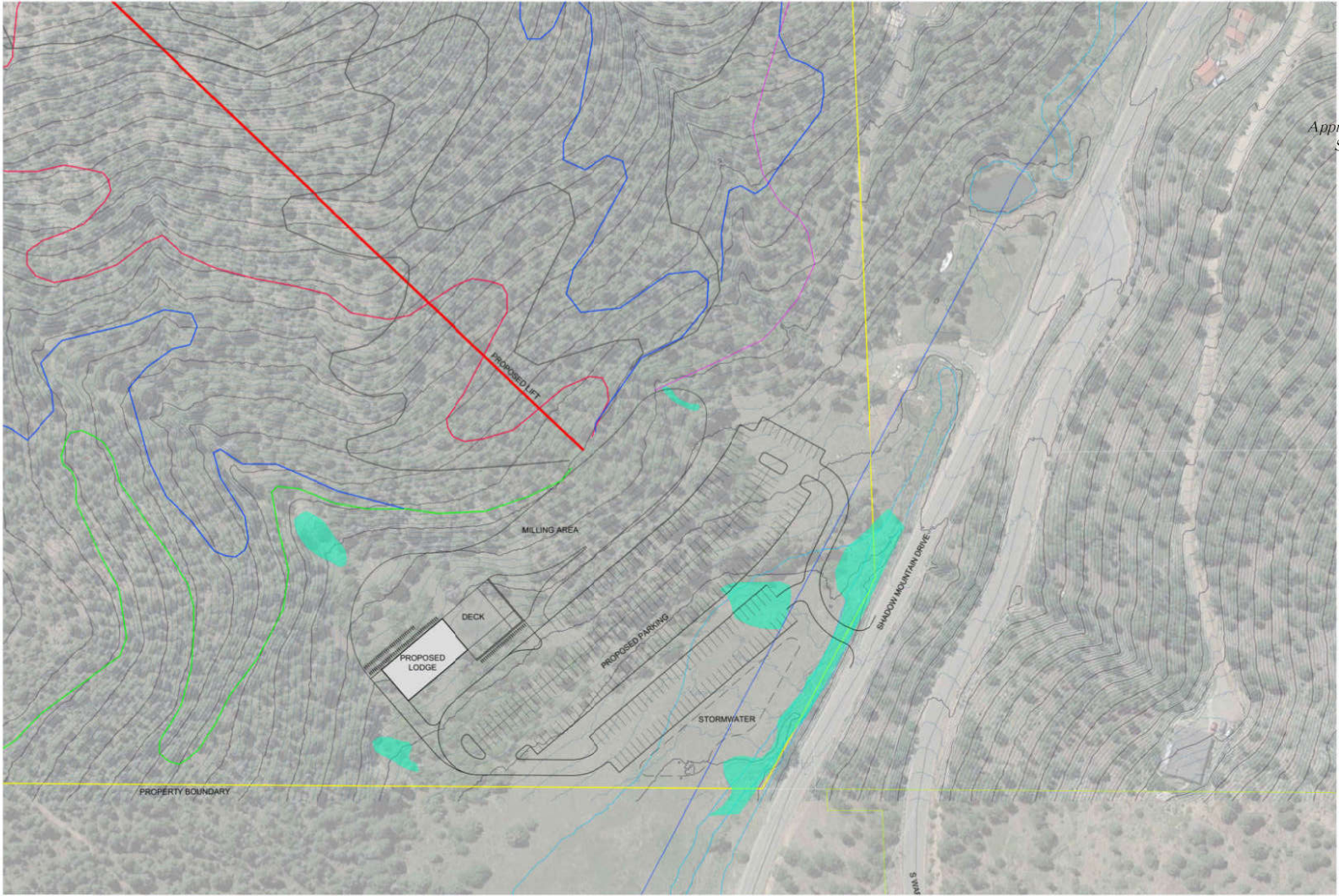
Figure 2a

Note: This site plan is conceptual in size, layout and location. It is subject to change through subsequent review processes.

# Overall Site Plan

Shadow Mountain Bike Park (LSC #220850)





North Arrow  
Approximate Scale  
Scale: NTS

Figure 2b

Note: This site plan is conceptual in size, layout and location. It is subject to change through subsequent review processes.

# Parking Lot & Access Detail

Shadow Mountain Bike Park (LSC #220850)





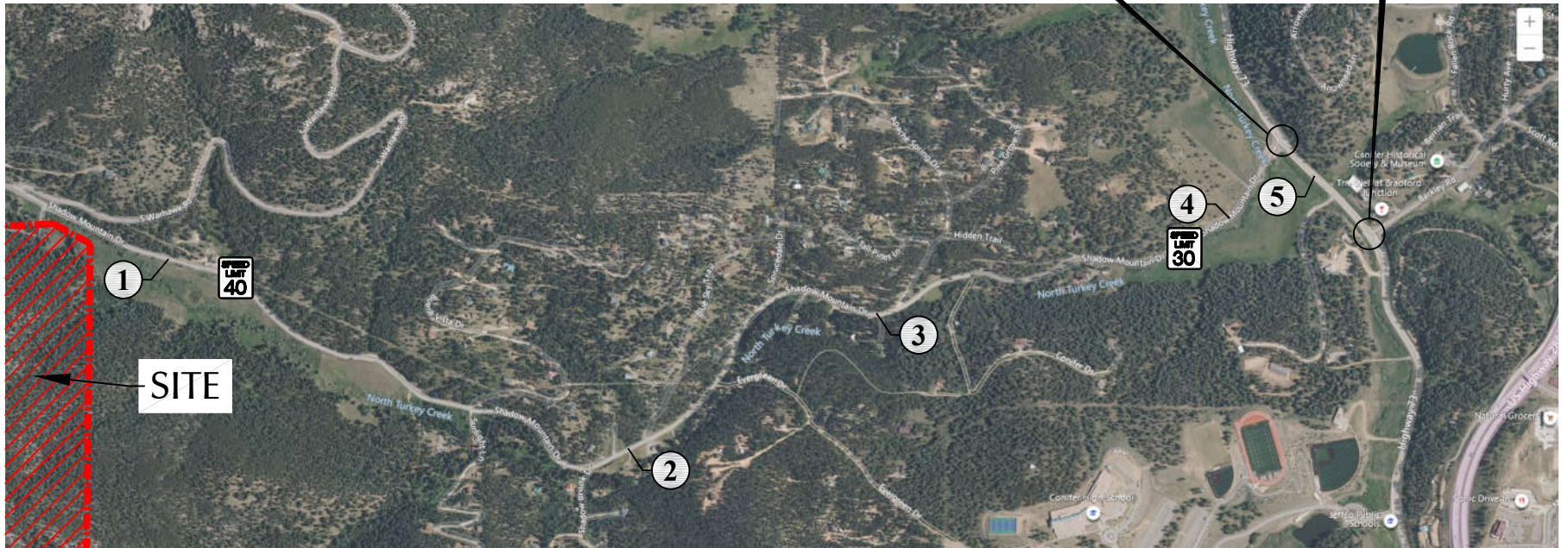
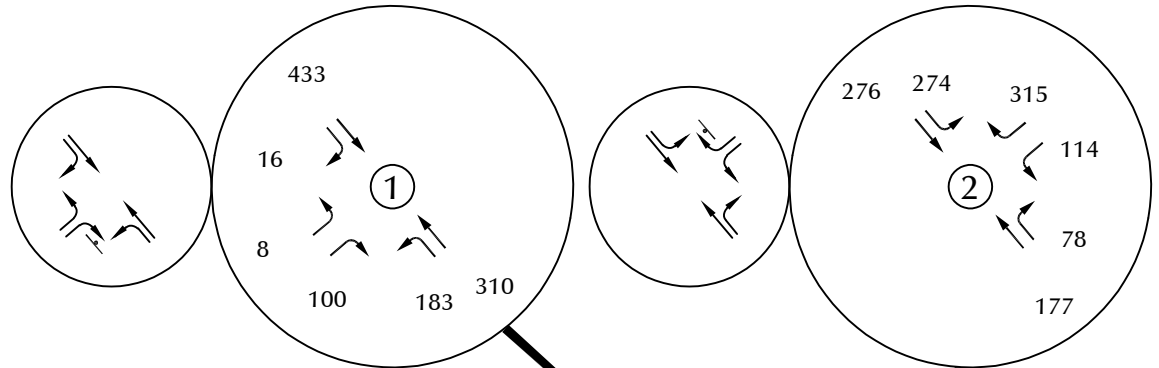
Approximate Scale  
Scale: 1"=1,200'

LEGEND:

⊥ = Stop Sign

30 = Weekday Afternoon Peak Hour Traffic (4:45–5:45pm)

= Posted Speed Limit



①	Tues 8/23/2022 = 2,455	②	Tues 8/23/2022 = 2,680	③	Tues 8/23/2022 = 3,170	④	Tues 8/23/2022 = No Data	⑤	Tues 8/23/2022 = 11,390
	Wed 8/24/2022 = 2,525		Wed 8/24/2022 = 2,750		Wed 8/24/2022 = 3,220		Wed 8/24/2022 = No Data		Wed 8/24/2022 = 11,380
	Thur 8/25/2022 = 2,405		Thur 8/25/2022 = 2,655		Thur 8/25/2022 = 3,120		Thur 8/25/2022 = 3,155		Thur 8/25/2022 = 11,205
	Fri 8/26/2022 = 2,365		Fri 8/26/2022 = 2,625		Fri 8/26/2022 = 3,125		Fri 8/26/2022 = 3,160		Fri 8/26/2022 = 11,470

Figure 3a

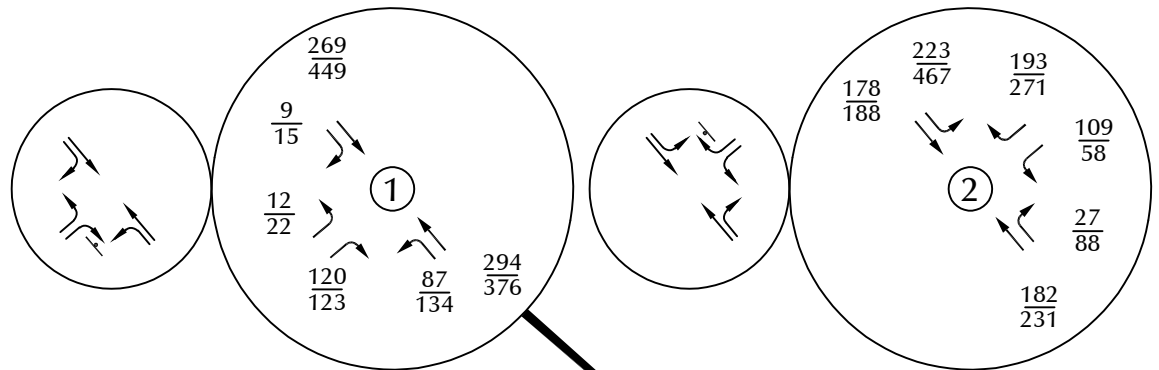
# Existing Weekday Peak Hour & All Daily Traffic

Shadow Mountain Bike Park (LSC #220850)





Approximate Scale  
Scale: 1"=1,200'



LEGEND:

- ⊥ = Stop Sign
- $\frac{26}{35}$  = Saturday Morning Peak Hour Traffic (9:00am–10:00am)
- $\frac{35}{26}$  = Saturday Midday Peak Hour Traffic (12:00pm–1:00pm)
- 30 = Saturday Peak Hour Traffic
- = Posted Speed Limit

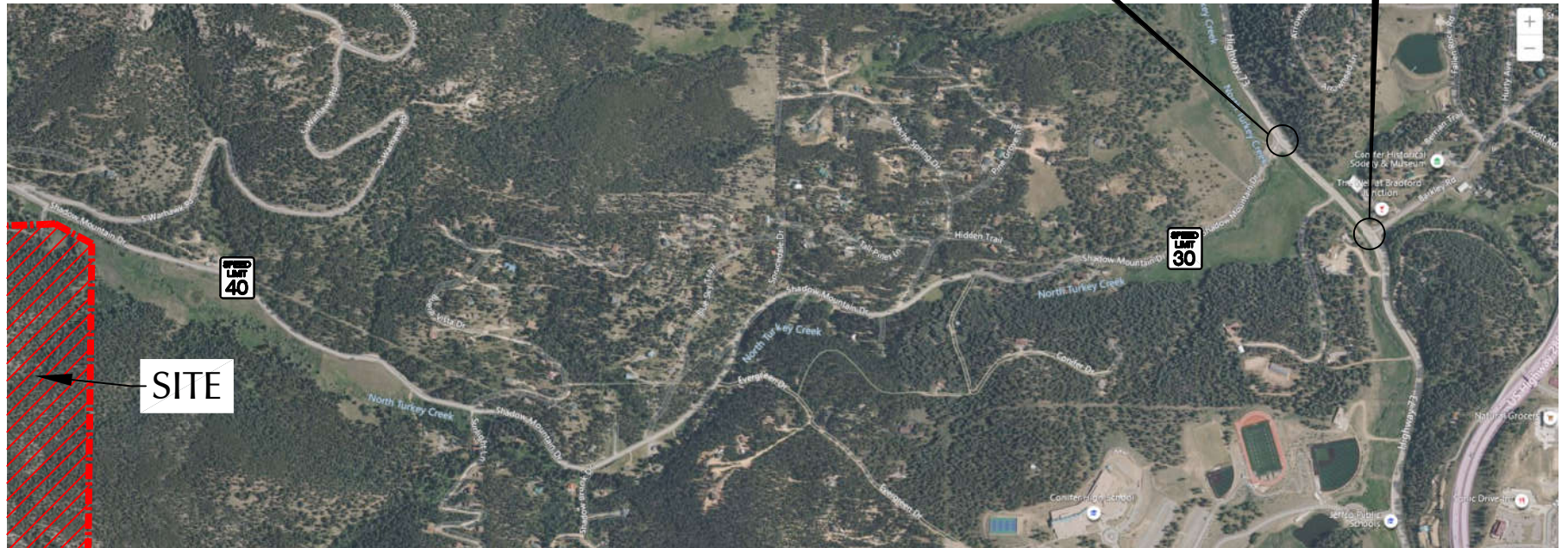
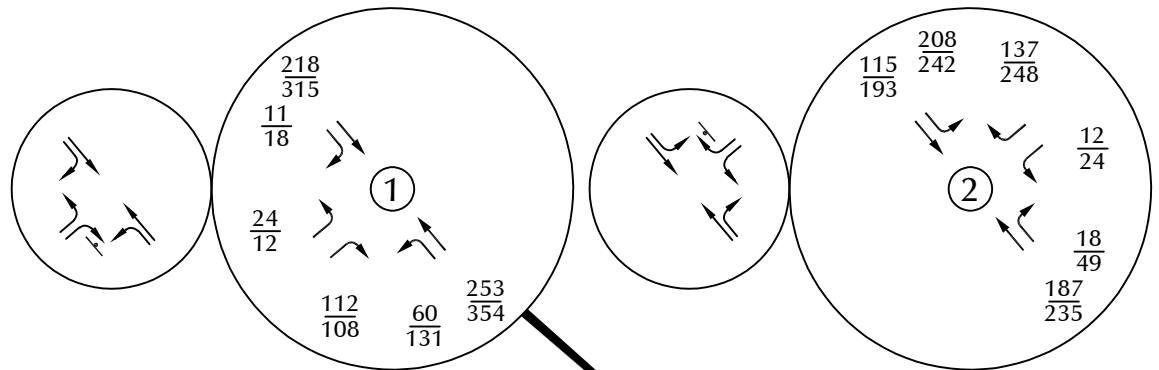
Figure 3b

# Existing Saturday Peak Hour Traffic

Shadow Mountain Bike Park (LSC #220850)



Approximate Scale  
Scale: 1"=1,200'



LEGEND:



-  = Stop Sign
- $\frac{26}{35}$  = Sunday Morning Peak Hour Traffic (9:00am–10:00am)
- $\frac{35}{26}$  = Sunday Middy Peak Hour Traffic (12:30pm–1:30pm)
-  = Posted Speed Limit

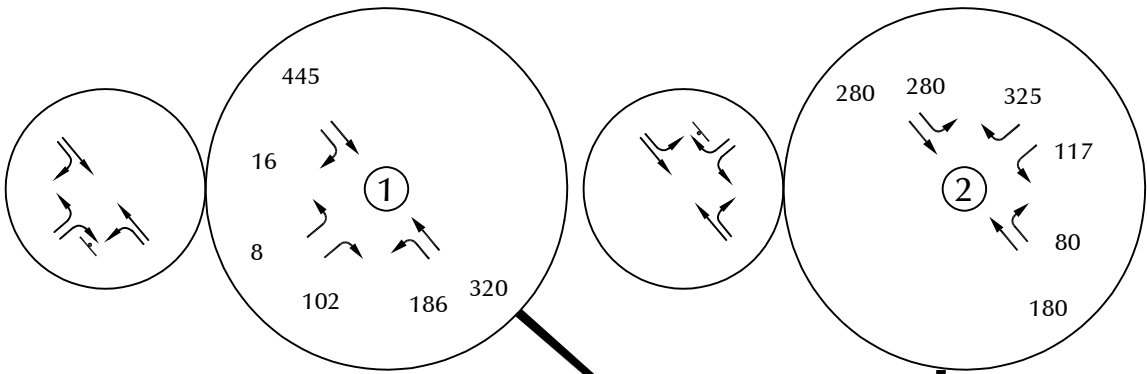
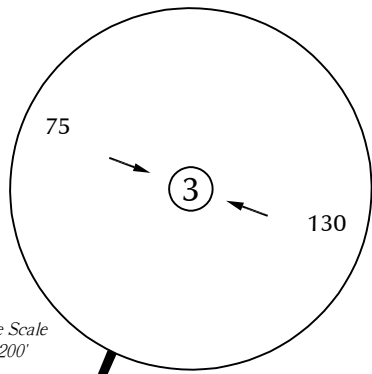
Figure 3c

# Existing Sunday Peak Hour Traffic

Shadow Mountain Bike Park (LSC #220850)



Approximate Scale  
Scale: 1"=1,200'



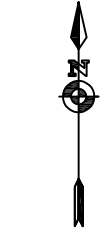
LEGEND:

- ‡ = Stop Sign
  - 30 = Weekday Afternoon Peak Hour Traffic (4:45–5:45pm)
- Note: Assumes annual growth rate of one half percent on Shadow Mountain Drive and one percent on Highway 73 and Barkley Road to maintain a conservative analysis because DRCOG model predicts little or no growth on Shadow Mountain Drive.

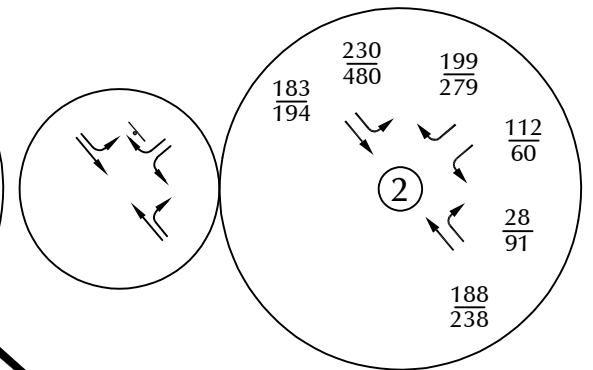
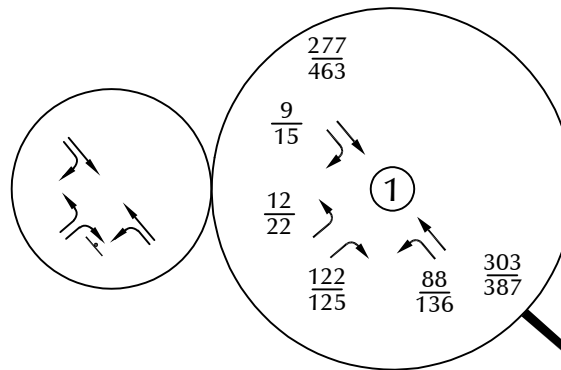
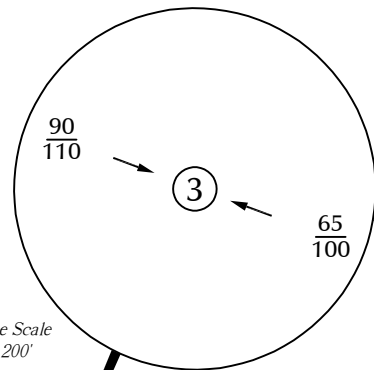
DRCOG = Denver Regional Council of Governments

Figure 4a  
**Year 2025**  
**Weekday Background Traffic**  
Shadow Mountain Bike Park (LSC #220850)





Approximate Scale  
Scale: 1"=1,200'



**LEGEND:**

‡ = Stop Sign

$\frac{26}{35}$  = Saturday Morning Peak Hour Traffic (9:00am–10:00am)

$\frac{35}{26}$  = Saturday Midday Peak Hour Traffic (12:00pm–1:00pm)

Note: Assumes annual growth rate of one half percent on Shadow Mountain Drive and one percent on Highway 73 and Barkley Road to maintain a conservative analysis because DRCOG model predicts little or no growth on Shadow Mountain Drive.

DRCOG = Denver Regional Council of Governments

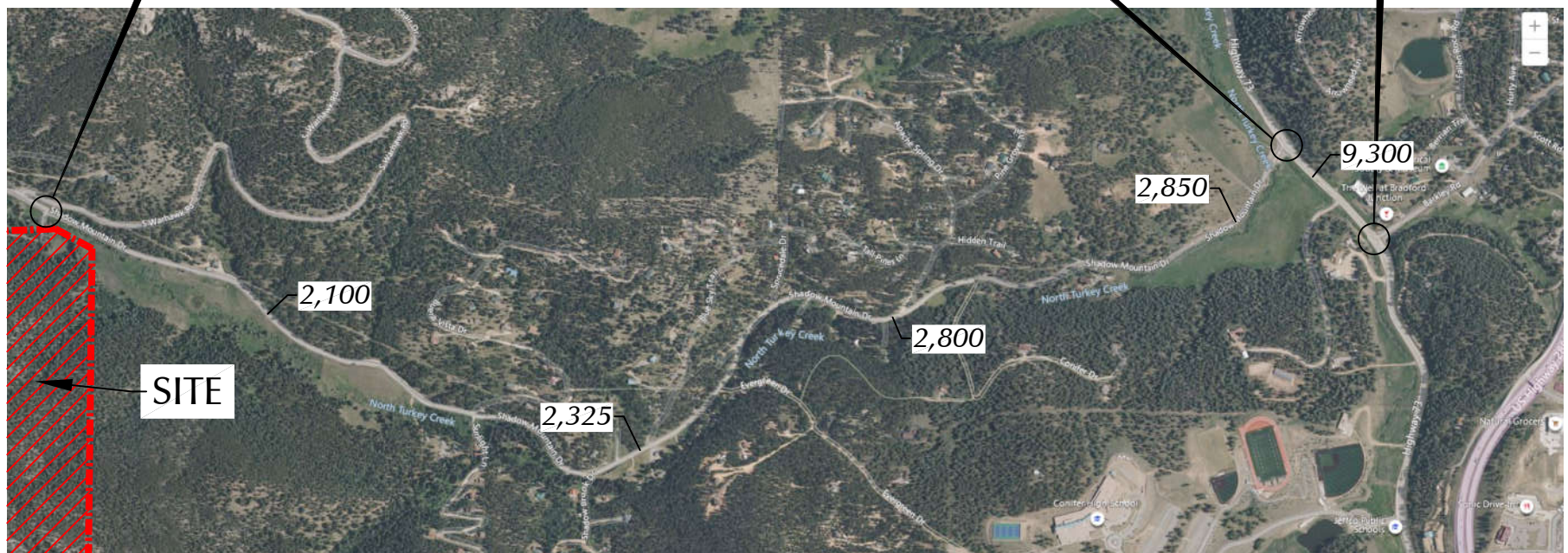
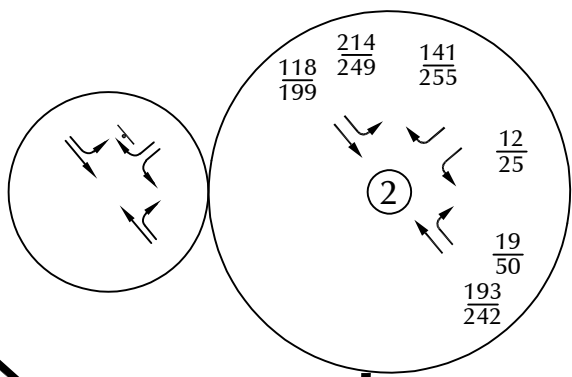
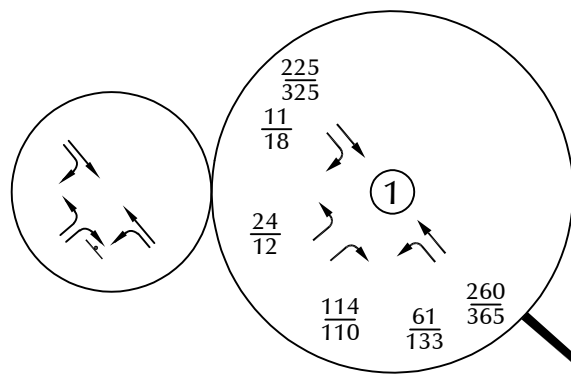
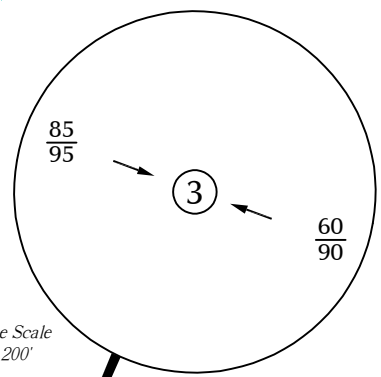
Figure 4b

# Year 2025 Saturday Background Traffic

Shadow Mountain Bike Park (LSC #220850)



Approximate Scale  
Scale: 1"=1,200'



**LEGEND:**

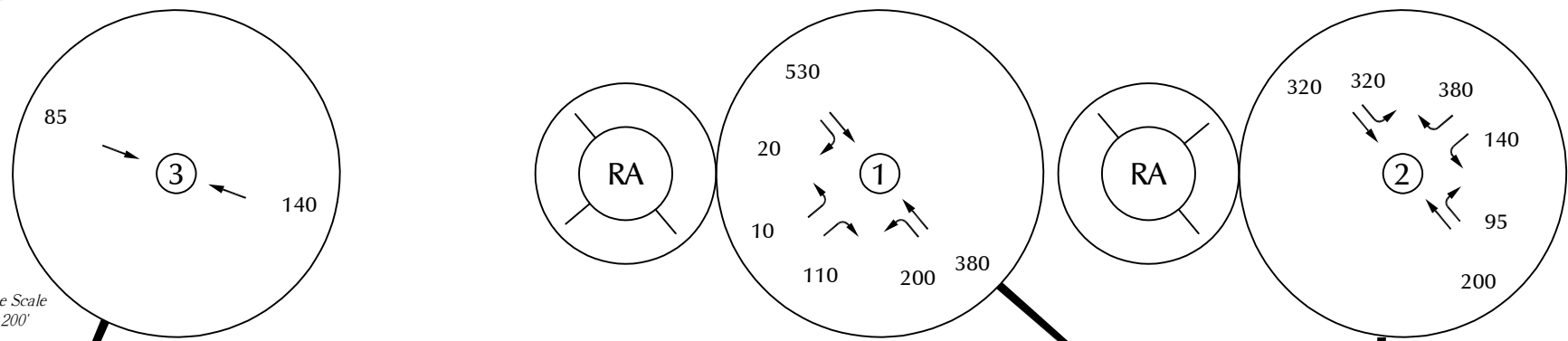
- ⊥ = Stop Sign
- $\frac{26}{35}$  = Saturday Morning Peak Hour Traffic (9:00am–10:00am)
- $\frac{35}{26}$  = Saturday Midday Peak Hour Traffic (12:00pm–1:00pm)

Note: Assumes annual growth rate of one half percent on Shadow Mountain Drive and one percent on Highway 73 and Barkley Road to maintain a conservative analysis because DRCOG model predicts little or no growth on Shadow Mountain Drive. Daily volumes based on ratio of Saturday peak hour trips to Saturday daily trips.  
DRCOG = Denver Regional Council of Governments

Figure 4c  
**Year 2025**  
**Sunday Background Traffic**  
Shadow Mountain Bike Park (LSC #220850)



Approximate Scale  
Scale: 1"=1,200'



**LEGEND:**

⊥ = Stop Sign

30 = Weekday Afternoon Peak Hour Traffic (4:45–5:45pm)

**Notes:**

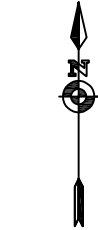
1. Assumes annual growth rate of one half percent on Shadow Mountain Drive and one percent on Highway 73 and Barkley Road.
2. Assumes roundabout control at Intersection #1 and #2 per feedback from Jefferson County.

Figure 5a

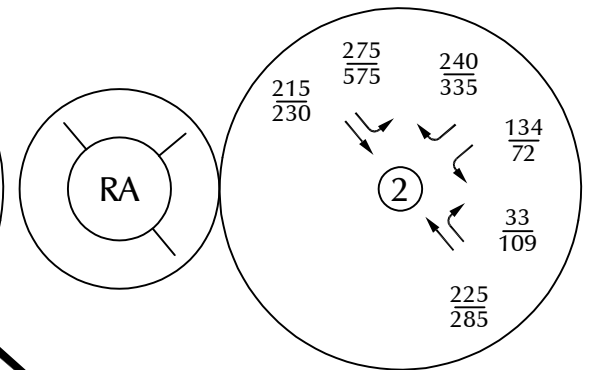
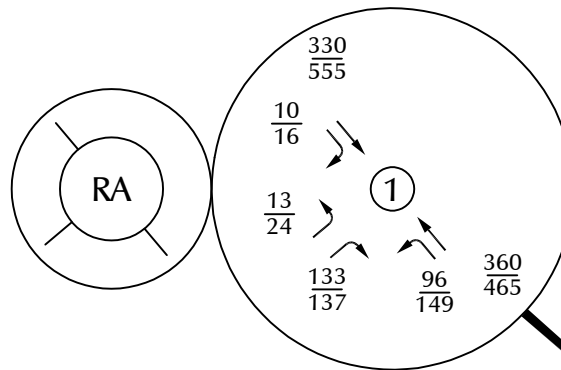
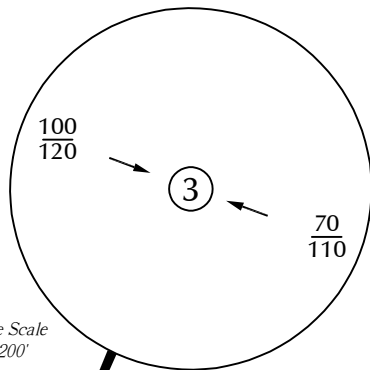
# Year 2043 Weekday Background Traffic

Shadow Mountain Bike Park (LSC #220850)





Approximate Scale  
Scale: 1"=1,200'



**LEGEND:**

⊥ = Stop Sign

$\frac{26}{35}$  = Saturday Morning Peak Hour Traffic (9:00am–10:00am)

$\frac{35}{26}$  = Saturday Midday Peak Hour Traffic (12:00pm–1:00pm)

**Notes:**

1. Assumes annual growth rate of one half percent on Shadow Mountain Drive and one percent on Highway 73 and Barkley Road.

2. Assumes roundabout control at Intersection #1 and #2 per feedback from Jefferson County.

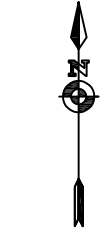
Figure 5b

**Year 2043**

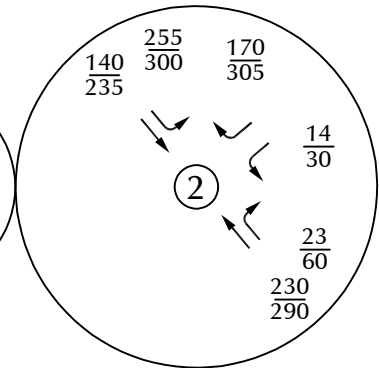
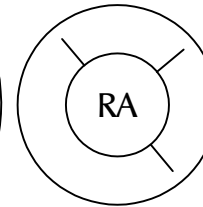
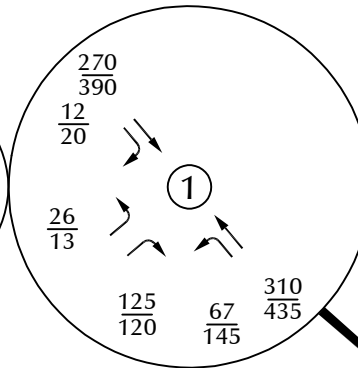
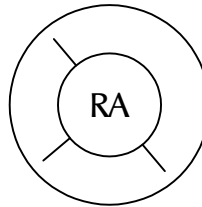
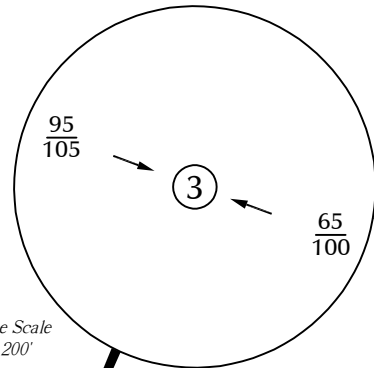
**Saturday Background Traffic**

Shadow Mountain Bike Park (LSC #220850)





Approximate Scale  
Scale: 1"=1,200'



**LEGEND:**

- ↓ = Stop Sign
- $\frac{26}{35}$  = Sunday Morning Peak Hour Traffic (9:00am–10:00am)
- $\frac{35}{35}$  = Sunday Midday Peak Hour Traffic (12:30pm–1:30pm)

**Notes:**

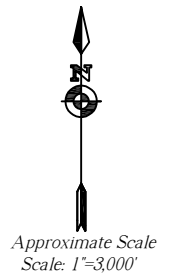
1. Assumes annual growth rate of one half percent on Shadow Mountain Drive and one percent on Highway 73 and Barkley Road.
2. Assumes roundabout control at Intersection #1 and #2 per feedback from Jefferson County.

Figure 5c

# Year 2043 Sunday Background Traffic

Shadow Mountain Bike Park (LSC #220850)





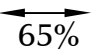
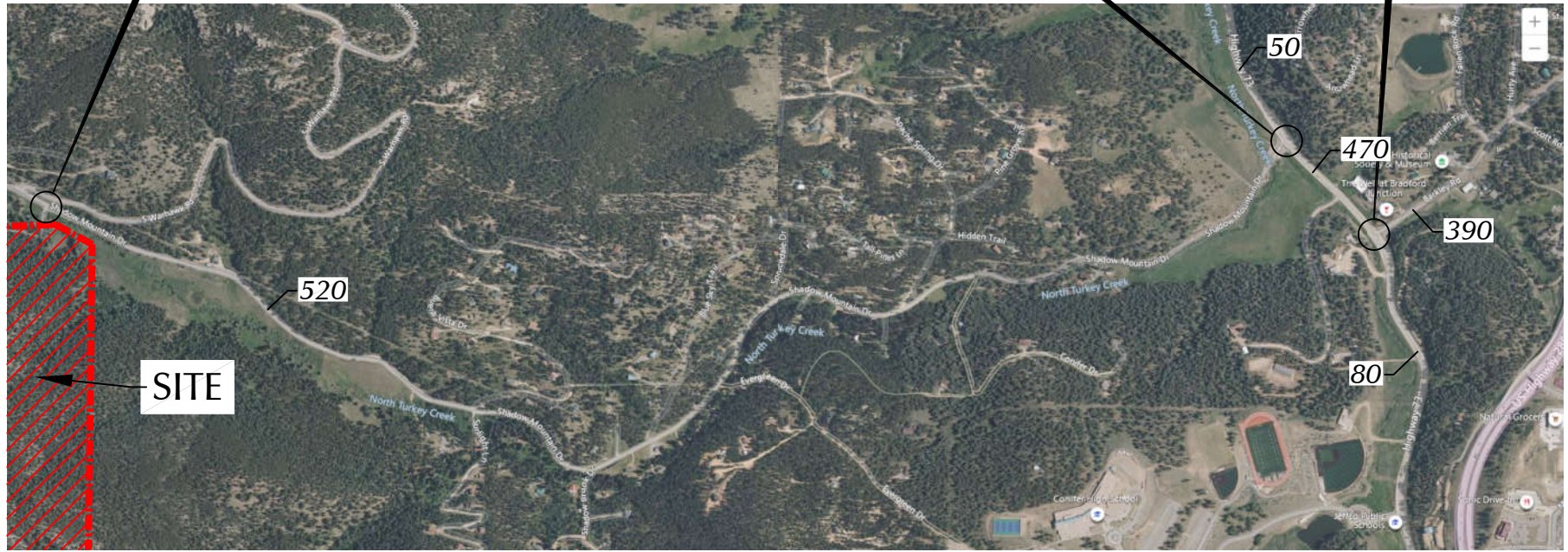
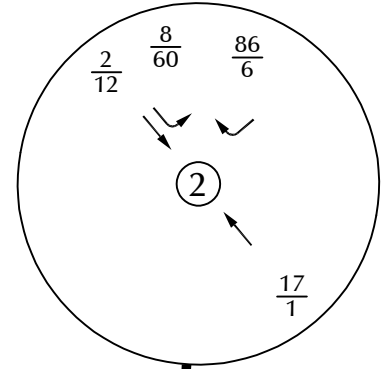
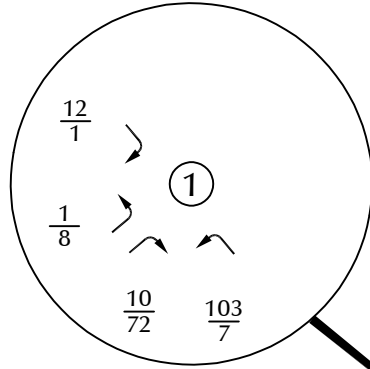
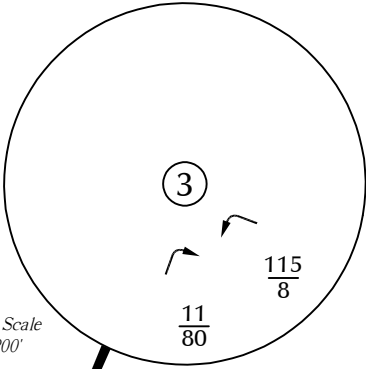
LEGEND:  
 = Percent Directional Distribution

Figure 6  
*Directional Distribution of Site-Generated Traffic*  
 Shadow Mountain Bike Park (LSC #220850)



Approximate Scale  
Scale: 1"=1,200'



LEGEND:

$\frac{26}{35}$  = Weekday Morning Peak Hour Traffic  
 = Weekday Afternoon Peak Hour Traffic

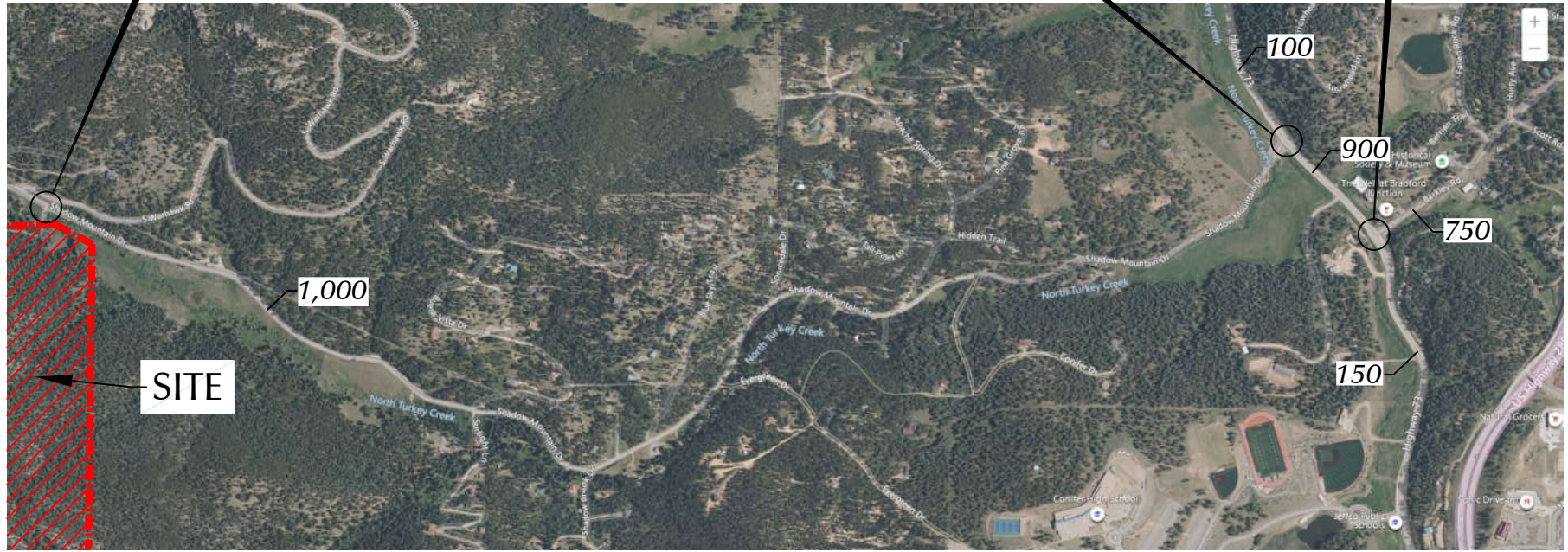
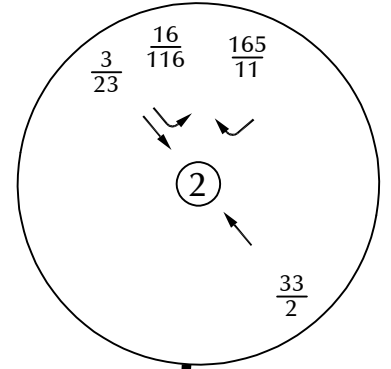
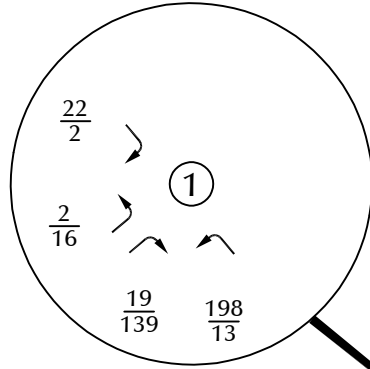
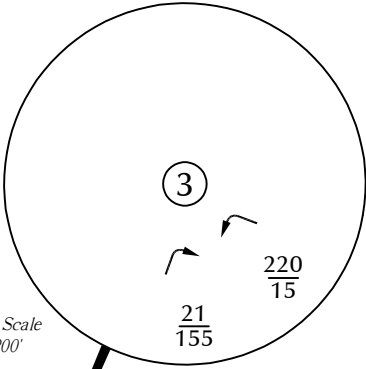
Figure 7a

# Assignment of Weekday Site-Generated Traffic

Shadow Mountain Bike Park (LSC #220850)



Approximate Scale  
Scale: 1"=1,200'

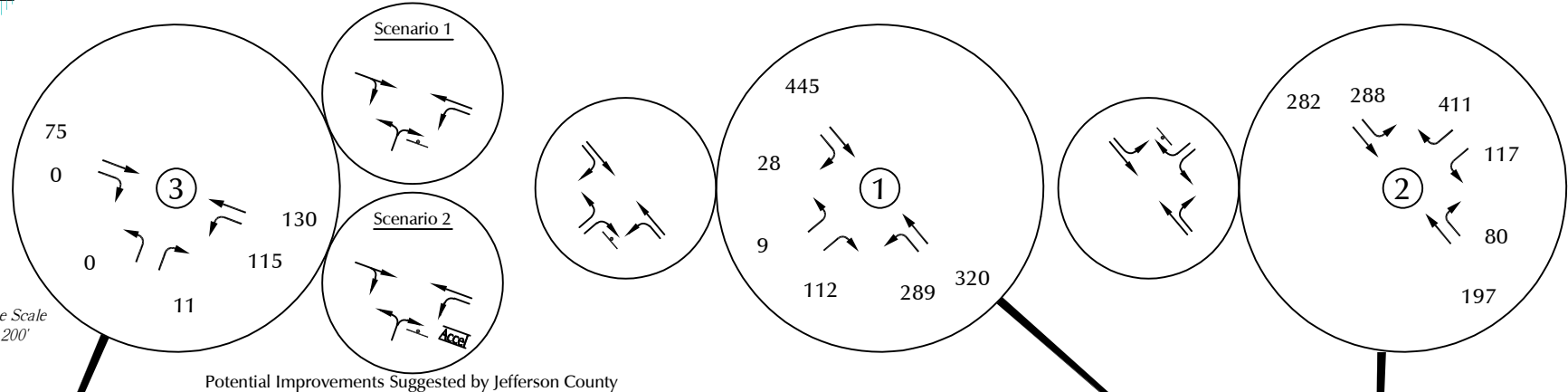


LEGEND:

$\frac{26}{35}$  = Weekend Morning Peak Hour Traffic  
Weekend Afternoon Peak Hour Traffic

Figure 7b  
**Assignment of  
Weekend Site-Generated Traffic**  
Shadow Mountain Bike Park (LSC #220850)

Approximate Scale  
Scale: 1"=1,200'



LEGEND:

- ⊥ = Stop Sign
- 30 = Weekday Afternoon Peak Hour Traffic (4:45–5:45pm)

Notes:

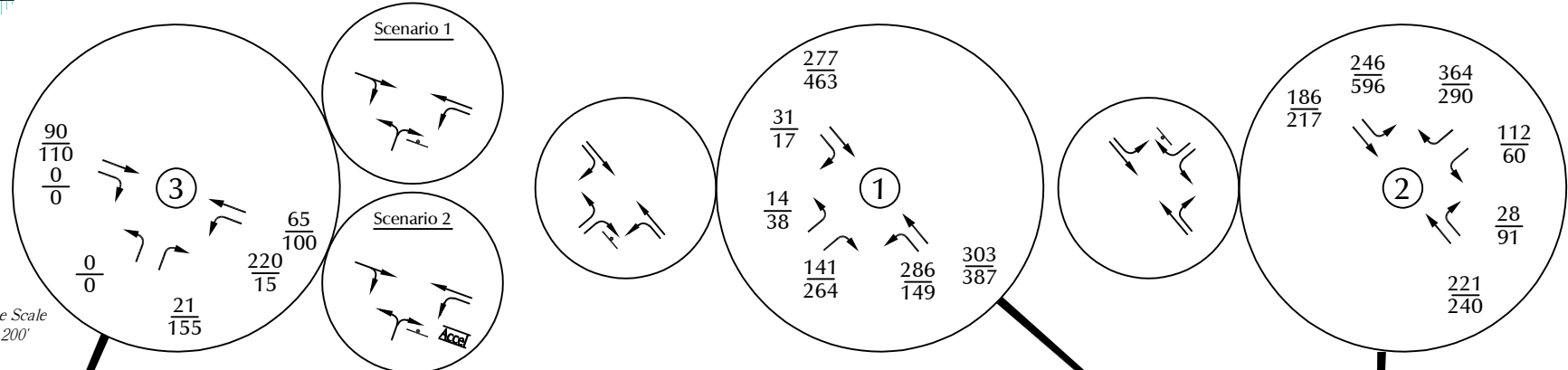
1. These volumes are the sum of the volumes in Figures 4a and 7a.
2. The potential site access improvements suggested by Jefferson County are a left-turn lane for ingress and a right-turn acceleration lane for egress. The acceleration lane is not expected to provide much benefit but a left-turn lane for ingress could be beneficial if there are no existing constraints preventing it such as right-of-way or wetland limitations. An appropriate length for a left-turn lane would be 280 feet plus a 140-foot transition taper and 45:1 redirect taper. The appropriate length for a right-turn acceleration lane is 380 feet plus a 180-foot transition taper.

Figure 8a  
**Year 2025**  
**Weekday Total Traffic**  
Shadow Mountain Bike Park (LSC #220850)





Approximate Scale  
Scale: 1"=1,200'



Potential Improvements Suggested by Jefferson County



LEGEND:

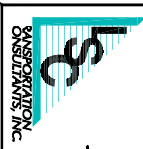
- ⊥ = Stop Sign
- $\frac{26}{35}$  = Saturday Morning Peak Hour Traffic (9:00am–10:00am)
- $\frac{35}{26}$  = Saturday Midday Peak Hour Traffic (12:00pm–1:00pm)

Notes:

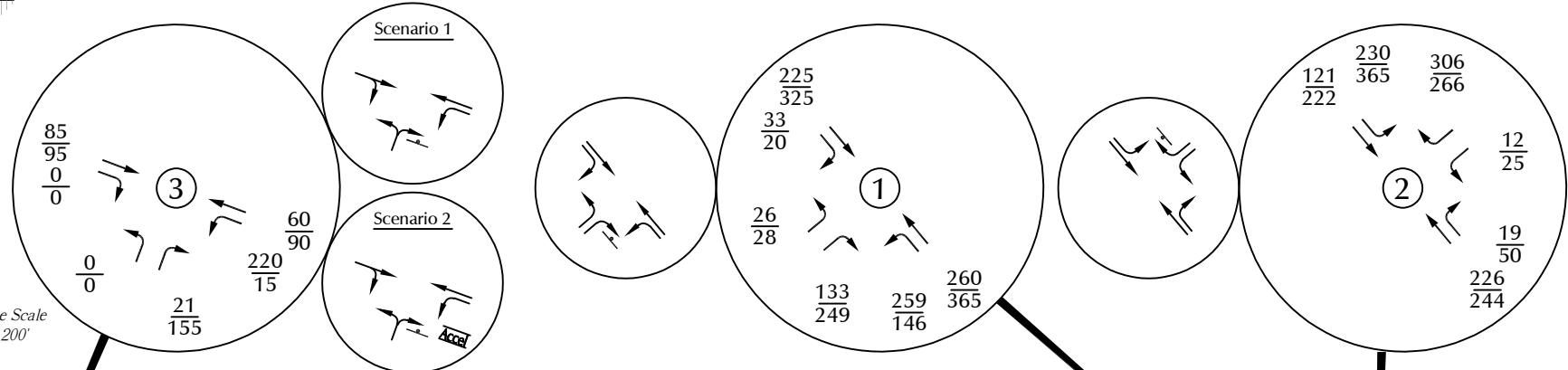
1. These volumes are the sum of the volumes in Figures 4b and 7b.
2. The potential site access improvements suggested by Jefferson County are a left-turn lane for ingress and a right-turn acceleration lane for egress. The acceleration lane is not expected to provide much benefit but a left-turn lane for ingress could be beneficial if there are no existing constraints preventing it such as right-of-way or wetland limitations. An appropriate length for a left-turn lane would be 280 feet plus a 140-foot transition taper and 45:1 redirect taper. The appropriate length for a right-turn acceleration lane is 380 feet plus a 180-foot transition taper.

Figure 8b

**Year 2025**  
**Saturday Total Traffic**  
Shadow Mountain Bike Park (LSC #220850)



Approximate Scale  
Scale: 1"=1,200'



Potential Improvements Suggested by Jefferson County



**LEGEND:**

- ⊥ = Stop Sign
- $\frac{26}{35}$  = Sunday Morning Peak Hour Traffic (9:00am–10:00am)
- $\frac{35}{26}$  = Sunday Midday Peak Hour Traffic (12:30pm–1:30pm)

**Notes:**

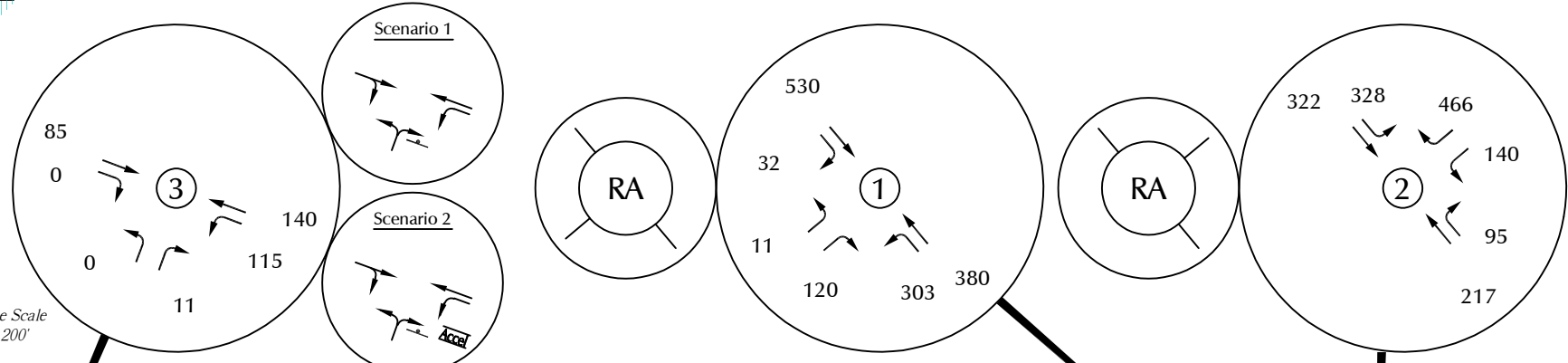
1. These volumes are the sum of the volumes in Figures 4c and 7b.
2. The potential site access improvements suggested by Jefferson County are a left-turn lane for ingress and a right-turn acceleration lane for egress. The acceleration lane is not expected to provide much benefit but a left-turn lane for ingress could be beneficial if there are no existing constraints preventing it such as right-of-way or wetland limitations. An appropriate length for a left-turn lane would be 280 feet plus a 140-foot transition taper and 45:1 redirect taper. The appropriate length for a right-turn acceleration lane is 380 feet plus a 180-foot transition taper.

Figure 8c

**Year 2025  
Sunday Total Traffic**  
Shadow Mountain Bike Park (LSC #220850)



Approximate Scale  
Scale: 1"=1,200'



Potential Improvements Suggested by Jefferson County



LEGEND:

- ⊥ = Stop Sign
- 30 = Weekday Afternoon Peak Hour Traffic (4:45–5:45pm)

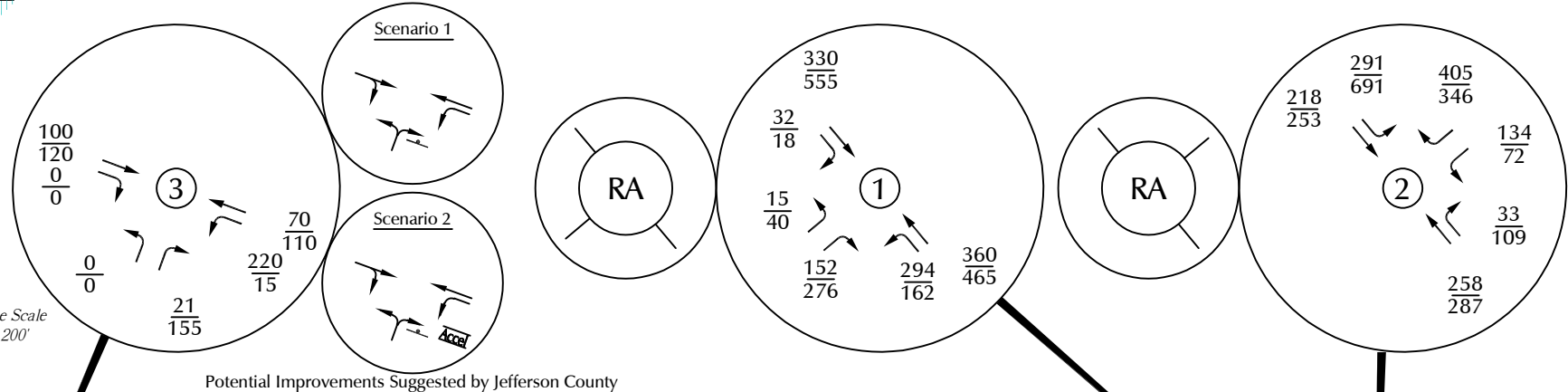
Notes:

1. These volumes are the sum of the volumes in Figures 5a and 7a.
2. The potential site access improvements suggested by Jefferson County are a left-turn lane for ingress and a right-turn acceleration lane for egress. The acceleration lane is not expected to provide much benefit but a left-turn lane for ingress could be beneficial if there are no existing constraints preventing it such as right-of-way or wetland limitations. An appropriate length for a left-turn lane would be 280 feet plus a 140-foot transition taper and 45:1 redirect taper. The appropriate length for a right-turn acceleration lane is 380 feet plus a 180-foot transition taper.

Figure 9a  
**Year 2043**  
**Weekday Total Traffic**  
Shadow Mountain Bike Park (LSC #220850)



Approximate Scale  
Scale: 1"=1,200'



Potential Improvements Suggested by Jefferson County



LEGEND:

- ↓ = Stop Sign
- $\frac{26}{35}$  = Saturday Morning Peak Hour Traffic (9:00am–10:00am)
- $\frac{35}{26}$  = Saturday Midday Peak Hour Traffic (12:00pm–1:00pm)

Notes:

1. These volumes are the sum of the volumes in Figures 5b and 7b.
2. The potential site access improvements suggested by Jefferson County are a left-turn lane for ingress and a right-turn acceleration lane for egress. The acceleration lane is not expected to provide much benefit but a left-turn lane for ingress could be beneficial if there are no existing constraints preventing it such as right-of-way or wetland limitations. An appropriate length for a left-turn lane would be 280 feet plus a 140-foot transition taper and 45:1 redirect taper. The appropriate length for a right-turn acceleration lane is 380 feet plus a 180-foot transition taper.

Figure 9b

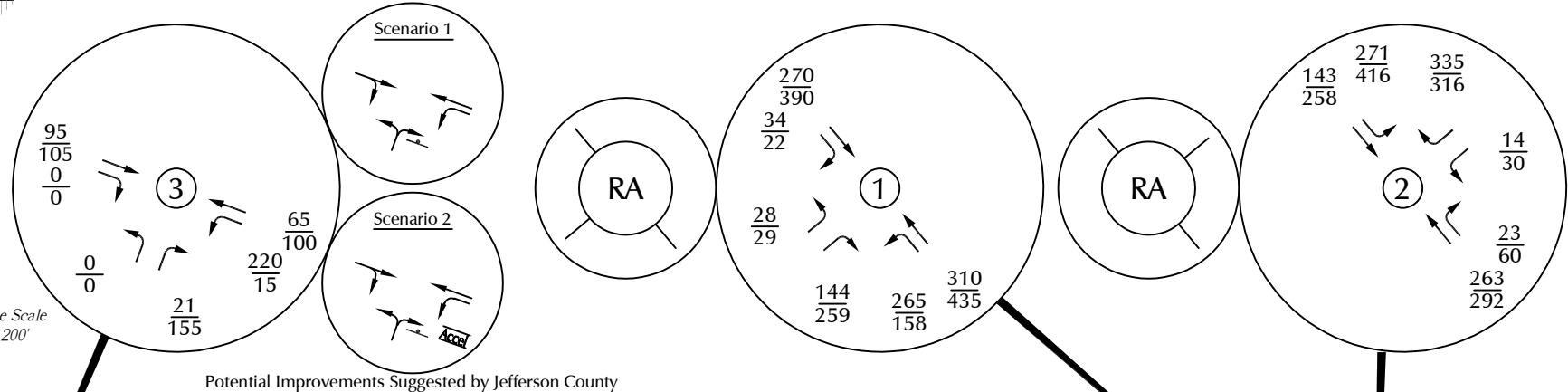
# Year 2043 Saturday Total Traffic

Shadow Mountain Bike Park (LSC #220850)





Approximate Scale  
Scale: 1"=1,200'



Potential Improvements Suggested by Jefferson County



**LEGEND:**

- ⊥ = Stop Sign
- $\frac{26}{35}$  = Sunday Morning Peak Hour Traffic (9:00am–10:00am)
- $\frac{35}{26}$  = Sunday Midday Peak Hour Traffic (12:30pm–1:30pm)

**Notes:**

1. These volumes are the sum of the volumes in Figures 5c and 7b.
2. The potential site access improvements suggested by Jefferson County are a left-turn lane for ingress and a right-turn acceleration lane for egress. The acceleration lane is not expected to provide much benefit but a left-turn lane for ingress could be beneficial if there are no existing constraints preventing it such as right-of-way or wetland limitations. An appropriate length for a left-turn lane would be 280 feet plus a 140-foot transition taper and 45:1 redirect taper. The appropriate length for a right-turn acceleration lane is 380 feet plus a 180-foot transition taper.

Figure 9c

# Year 2043 Sunday Total Traffic

Shadow Mountain Bike Park (LSC #220850)





Notes:

1. The recommended mitigation over time is to construct a single lane roundabout at both locations consistent with feedback from Jefferson County.
2. Some of the potential design constraints are labeled above.
3. The site-generated trips are expected to comprise about 15 percent of Saturday peak hour trips by 2043 at CR73/Shadow Mountain Drive. This percentage will be much lower on weekdays and in the off-season.
4. The site-generated trips are expected to comprise about 12 percent of Saturday peak hour trips by 2043 at CR 73/Barkley Road. This percentage will be much lower on weekdays and in the off-season.

Figure 10

## Potential Improvements Along CH 73 Based on County Feedback

Shadow Mountain Bike Park (LSC #220850)



**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: HWY 73  
E/W STREET: BARKLEY RD  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : HWY73BARK  
Site Code : 00000025  
Start Date : 8/24/2022  
Page No : 1

Groups Printed- VEHICLES

Start Time	HWY 73 Southbound				BARKLEY RD Westbound				HWY 73 Northbound				NO ACCESS Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
04:00 PM	66	69	0	0	8	0	59	0	0	51	9	0	0	0	0	0	262
04:15 PM	67	56	0	0	7	0	65	0	0	51	15	1	0	0	0	0	262
04:30 PM	65	50	0	0	12	0	66	0	0	50	22	0	0	0	0	0	265
04:45 PM	66	65	0	0	25	0	96	0	0	31	19	0	0	0	0	0	302
Total	264	240	0	0	52	0	286	0	0	183	65	1	0	0	0	0	1091
05:00 PM	66	76	0	0	32	1	84	0	0	43	16	0	0	0	0	0	318
05:15 PM	63	74	0	0	36	0	70	0	0	44	20	0	0	0	0	0	307
05:30 PM	79	61	0	0	21	0	65	0	0	59	23	0	0	0	0	0	308
05:45 PM	68	60	0	0	12	0	82	0	0	47	22	0	0	0	0	0	291
Total	276	271	0	0	101	1	301	0	0	193	81	0	0	0	0	0	1224
Grand Total	540	511	0	0	153	1	587	0	0	376	146	1	0	0	0	0	2315
Apprch %	51.4	48.6	0.0	0.0	20.6	0.1	79.2	0.0	0.0	71.9	27.9	0.2	0.0	0.0	0.0	0.0	
Total %	23.3	22.1	0.0	0.0	6.6	0.0	25.4	0.0	0.0	16.2	6.3	0.0	0.0	0.0	0.0	0.0	

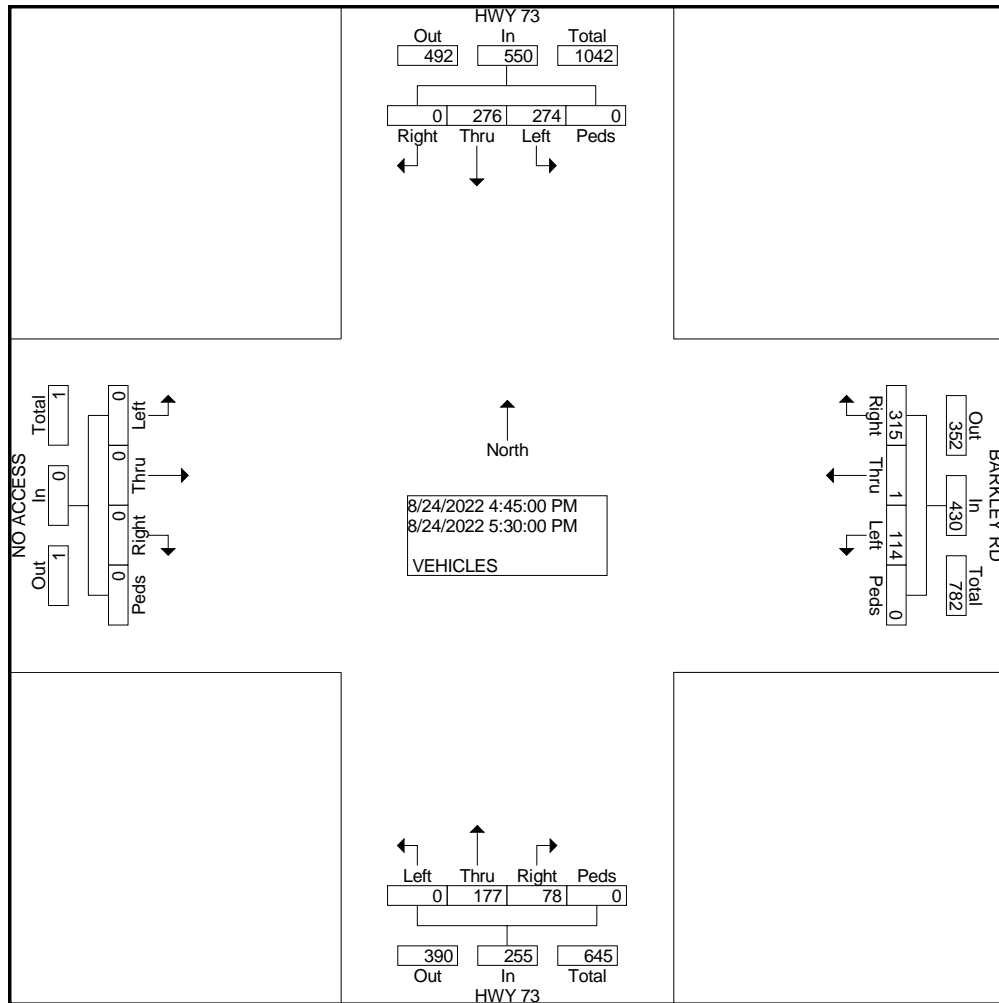
**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: HWY 73  
E/W STREET: BARKLEY RD  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : HWY73BARK  
Site Code : 00000025  
Start Date : 8/24/2022  
Page No : 2

Start Time	HWY 73 Southbound					BARKLEY RD Westbound					HWY 73 Northbound					NO ACCESS Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersect on	04:45 PM																				
Volume	274	276	0	0	550	114	1	315	0	430	0	177	78	0	255	0	0	0	0	0	1235
Percent	49.8	50.2	0.0	0.0		26.5	0.2	73.3	0.0		0.0	69.4	30.6	0.0		0.0	0.0	0.0	0.0		
05:00 Volume	66	76	0	0	142	32	1	84	0	117	0	43	16	0	59	0	0	0	0	0	318
Peak Factor																					
High Int. Volume	05:00 PM					04:45 PM					05:30 PM					3:45:00 PM					
Peak Factor	66	76	0	0	142	25	0	96	0	121	0	59	23	0	82						0.971
					0.968					0.888					0.777						



**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: SHADOW MTN DR  
E/W STREET: HWY 73  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : SHAD73PM2  
Site Code : 00000020  
Start Date : 8/24/2022  
Page No : 1

Groups Printed- VEHICLES

Start Time	HWY 73 Southbound				NO ACCESS Westbound				HWY 73 Northbound				SHADOW MTN DR Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
04:00 PM	0	101	4	0	0	0	0	0	30	85	0	0	7	0	20	0	247
04:15 PM	0	98	6	0	0	0	0	0	44	77	0	1	4	0	27	0	257
04:30 PM	0	95	6	0	0	0	0	0	40	82	0	0	7	0	19	0	249
04:45 PM	0	101	6	0	0	0	0	0	56	73	0	0	6	0	25	0	267
Total	0	395	22	0	0	0	0	0	170	317	0	1	24	0	91	0	1020
05:00 PM	0	121	4	0	0	0	0	0	32	89	1	0	1	0	23	0	271
05:15 PM	0	104	5	0	0	0	0	0	45	68	0	0	1	0	30	0	253
05:30 PM	0	107	1	0	0	0	0	0	50	80	0	0	0	0	22	0	260
05:45 PM	0	101	7	0	0	0	0	0	43	91	0	0	1	0	24	0	267
Total	0	433	17	0	0	0	0	0	170	328	1	0	3	0	99	0	1051
Grand Total	0	828	39	0	0	0	0	0	340	645	1	1	27	0	190	0	2071
Apprch %	0.0	95.5	4.5	0.0	0.0	0.0	0.0	0.0	34.4	65.3	0.1	0.1	12.4	0.0	87.6	0.0	
Total %	0.0	40.0	1.9	0.0	0.0	0.0	0.0	0.0	16.4	31.1	0.0	0.0	1.3	0.0	9.2	0.0	

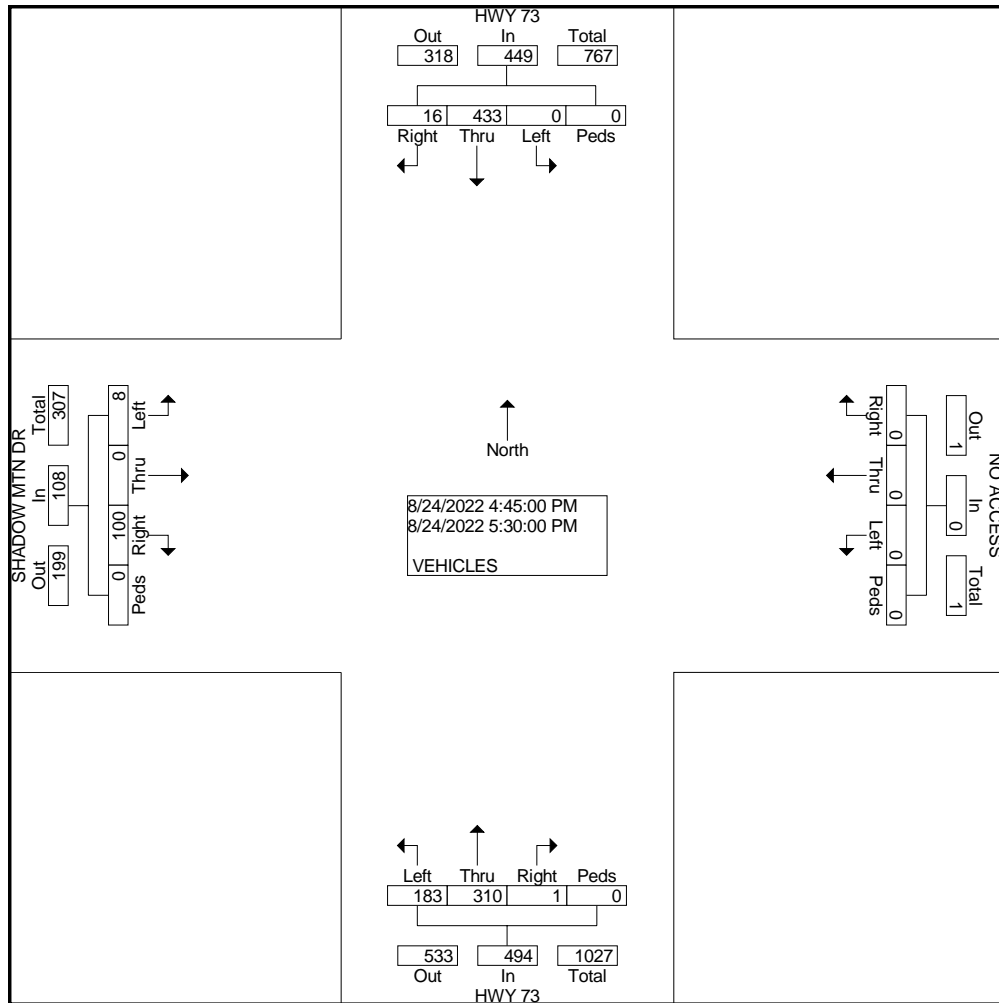
**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: SHADOW MTN DR  
E/W STREET: HWY 73  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : SHAD73PM2  
Site Code : 00000020  
Start Date : 8/24/2022  
Page No : 2

Start Time	HWY 73 Southbound					NO ACCESS Westbound					HWY 73 Northbound					SHADOW MTN DR Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	0	433	16	0	449	0	0	0	0	0	183	310	1	0	494	8	0	100	0	108	1051
Percent	0.0	96.4	3.6	0.0		0.0	0.0	0.0	0.0		37.0	62.8	0.2	0.0		7.4	0.0	92.6	0.0		
05:00 Volume	0	121	4	0	125	0	0	0	0	0	32	89	1	0	122	1	0	23	0	24	271
Peak Factor	0.970																				
High Int. Volume	05:00 PM					3:45:00 PM					05:30 PM					04:45 PM					
Peak Factor	0	121	4	0	125	0	0	0	0	0	50	80	0	0	130	6	0	25	0	31	0.871



**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: HWY 73  
E/W STREET: BARKLEY RD  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : HWY73BARK0827  
Site Code : 00000013  
Start Date : 8/27/2022  
Page No : 1

Groups Printed- VEHICLES

Start Time	HWY 73 Southbound			BARKLEY RD Westbound			HWY 73 Northbound			NO ACCESS Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
08:00 AM	41	22	0	5	0	28	0	24	2	0	0	0	122
08:15 AM	40	26	0	5	0	30	0	37	3	0	0	0	141
08:30 AM	30	36	0	19	1	42	0	30	9	0	0	0	167
08:45 AM	63	35	0	14	1	36	0	39	16	0	0	0	204
Total	174	119	0	43	2	136	0	130	30	0	0	0	634
09:00 AM	44	25	0	8	0	34	0	31	7	0	0	0	149
09:15 AM	62	41	0	31	0	55	0	45	4	0	0	0	238
09:30 AM	55	48	0	24	1	53	0	54	10	0	0	0	245
09:45 AM	62	64	0	46	4	51	0	52	6	0	0	0	285
Total	223	178	0	109	5	193	0	182	27	0	0	0	917
12:00 PM	67	44	0	21	0	58	0	63	17	0	0	0	270
12:15 PM	71	44	0	15	0	75	0	54	7	0	0	0	266
12:30 PM	241	52	0	5	0	56	0	48	25	0	0	0	427
12:45 PM	88	48	0	17	0	82	0	66	39	0	0	0	340
Total	467	188	0	58	0	271	0	231	88	0	0	0	1303
01:00 PM	70	60	0	18	1	59	0	43	18	0	0	0	269
01:15 PM	63	60	0	4	0	70	0	51	10	0	0	0	258
01:30 PM	75	43	0	7	0	73	0	52	12	0	0	0	262
01:45 PM	74	52	0	17	0	165	0	49	10	0	0	0	367
Total	282	215	0	46	1	367	0	195	50	0	0	0	1156
Grand Total	1146	700	0	256	8	967	0	738	195	0	0	0	4010
Apprch %	62.1	37.9	0.0	20.8	0.6	78.6	0.0	79.1	20.9	0.0	0.0	0.0	
Total %	28.6	17.5	0.0	6.4	0.2	24.1	0.0	18.4	4.9	0.0	0.0	0.0	

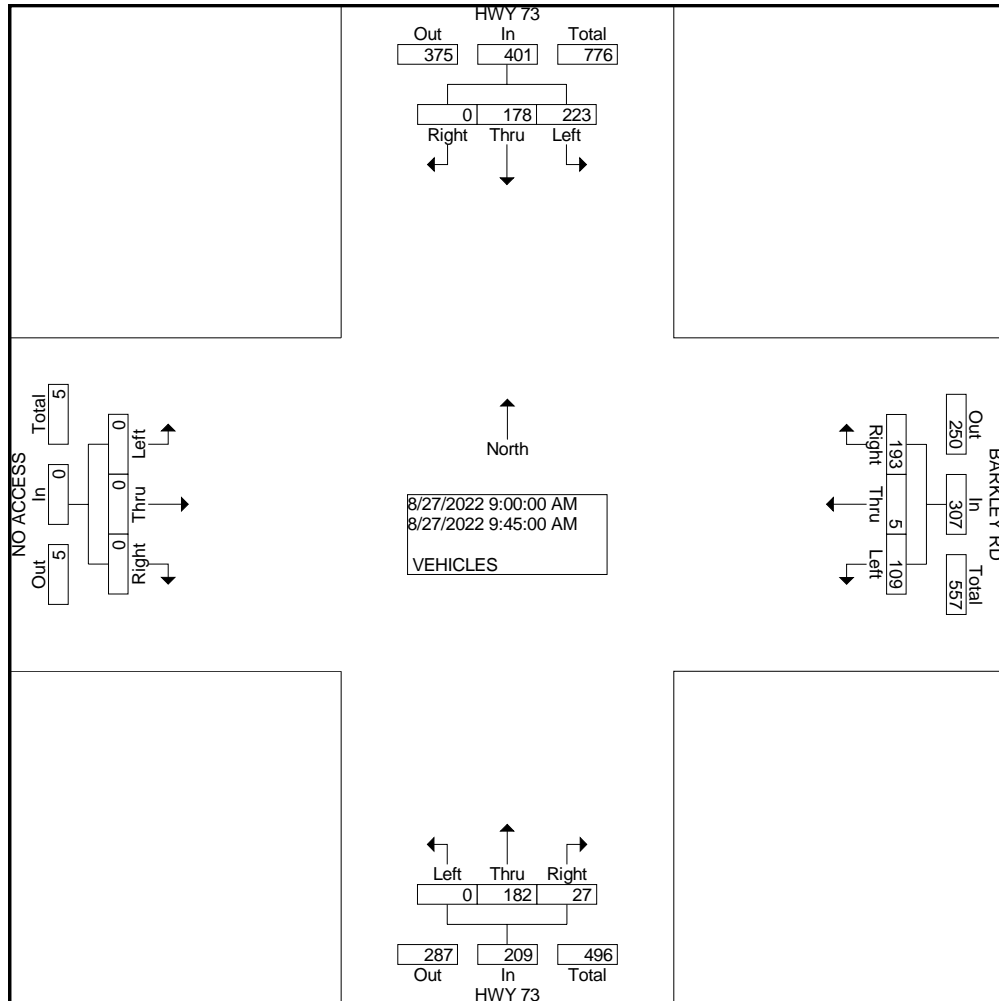
### COUNTER MEASURES INC.

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: HWY 73  
E/W STREET: BARKLEY RD  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : HWY73BARK0827  
Site Code : 00000013  
Start Date : 8/27/2022  
Page No : 2

Start Time	HWY 73 Southbound				BARKLEY RD Westbound				HWY 73 Northbound				NO ACCESS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 08:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	09:00 AM																
Volume	223	178	0	401	109	5	193	307	0	182	27	209	0	0	0	0	917
Percent	55.6	44.4	0.0		35.5	1.6	62.9		0.0	87.1	12.9		0.0	0.0	0.0		
09:45 Volume	62	64	0	126	46	4	51	101	0	52	6	58	0	0	0	0	285
Peak Factor	0.804																
High Int.	09:45 AM				09:45 AM				09:30 AM				7:45:00 AM				
Volume	62	64	0	126	46	4	51	101	0	54	10	64					
Peak Factor	0.796								0.760								



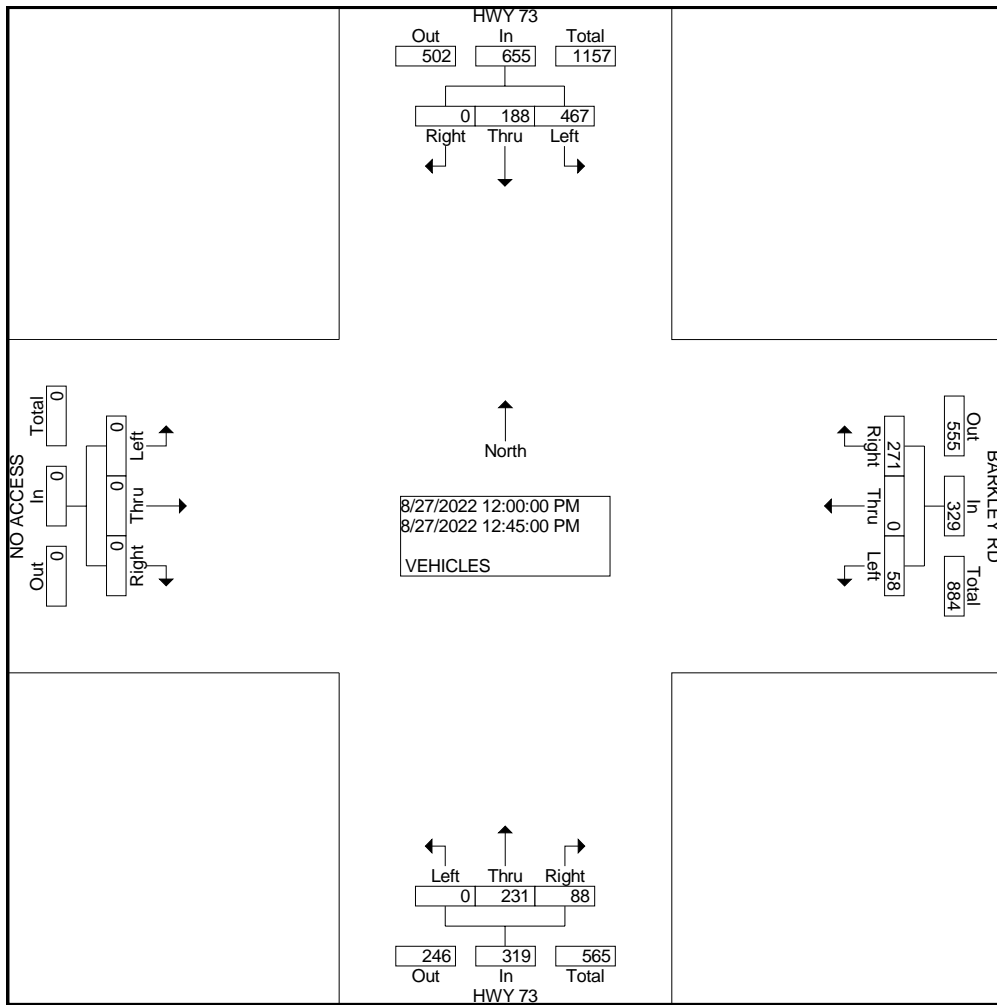
**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: HWY 73  
E/W STREET: BARKLEY RD  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : HWY73BARK0827  
Site Code : 00000013  
Start Date : 8/27/2022  
Page No : 3

Start Time	HWY 73 Southbound				BARKLEY RD Westbound				HWY 73 Northbound				NO ACCESS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Intersection	12:00 PM																
Volume	467	188	0	655	58	0	271	329	0	231	88	319	0	0	0	0	1303
Percent	71.3	28.7	0.0		17.6	0.0	82.4		0.0	72.4	27.6		0.0	0.0	0.0		
12:30 Volume	241	52	0	293	5	0	56	61	0	48	25	73	0	0	0	0	427
Peak Factor	0.763																
High Int.	12:30 PM																
Volume	241	52	0	293	17	0	82	99	0	66	39	105					
Peak Factor	0.559				0.831				0.760								



**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: HWY 73  
E/W STREET: BARKLEY RD  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : HWY73BARK0828  
Site Code : 00000013  
Start Date : 8/28/2022  
Page No : 1

Groups Printed- VEHICLES

Start Time	HWY 73 Southbound			BARKLEY RD Westbound			HWY 73 Northbound			NO ACCESS Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
08:00 AM	37	18	0	0	0	25	0	19	4	0	0	0	103
08:15 AM	31	14	0	3	0	22	0	23	1	0	0	0	94
08:30 AM	31	25	0	1	0	29	0	26	6	0	0	0	118
08:45 AM	38	34	0	0	0	26	0	35	12	0	0	0	145
Total	137	91	0	4	0	102	0	103	23	0	0	0	460
09:00 AM	33	27	0	1	0	28	0	27	4	0	0	0	120
09:15 AM	74	23	0	1	0	36	0	36	4	0	0	0	174
09:30 AM	47	27	0	4	0	29	0	61	6	0	0	0	174
09:45 AM	54	38	0	6	0	44	0	63	4	0	0	0	209
Total	208	115	0	12	0	137	0	187	18	0	0	0	677
12:00 PM	52	59	0	12	0	62	0	48	10	0	0	0	243
12:15 PM	63	58	0	6	0	38	0	58	10	0	0	0	233
12:30 PM	53	51	0	7	0	59	0	57	10	0	0	0	237
12:45 PM	54	43	0	8	0	76	0	57	16	0	0	0	254
Total	222	211	0	33	0	235	0	220	46	0	0	0	967
01:00 PM	79	46	0	5	0	60	0	65	6	0	0	0	261
01:15 PM	56	53	0	4	1	53	0	56	17	0	0	0	240
01:30 PM	45	45	0	5	1	57	0	51	10	0	0	0	214
01:45 PM	52	41	0	0	0	52	0	45	12	0	0	0	202
Total	232	185	0	14	2	222	0	217	45	0	0	0	917
Grand Total	799	602	0	63	2	696	0	727	132	0	0	0	3021
Apprch %	57.0	43.0	0.0	8.3	0.3	91.5	0.0	84.6	15.4	0.0	0.0	0.0	
Total %	26.4	19.9	0.0	2.1	0.1	23.0	0.0	24.1	4.4	0.0	0.0	0.0	



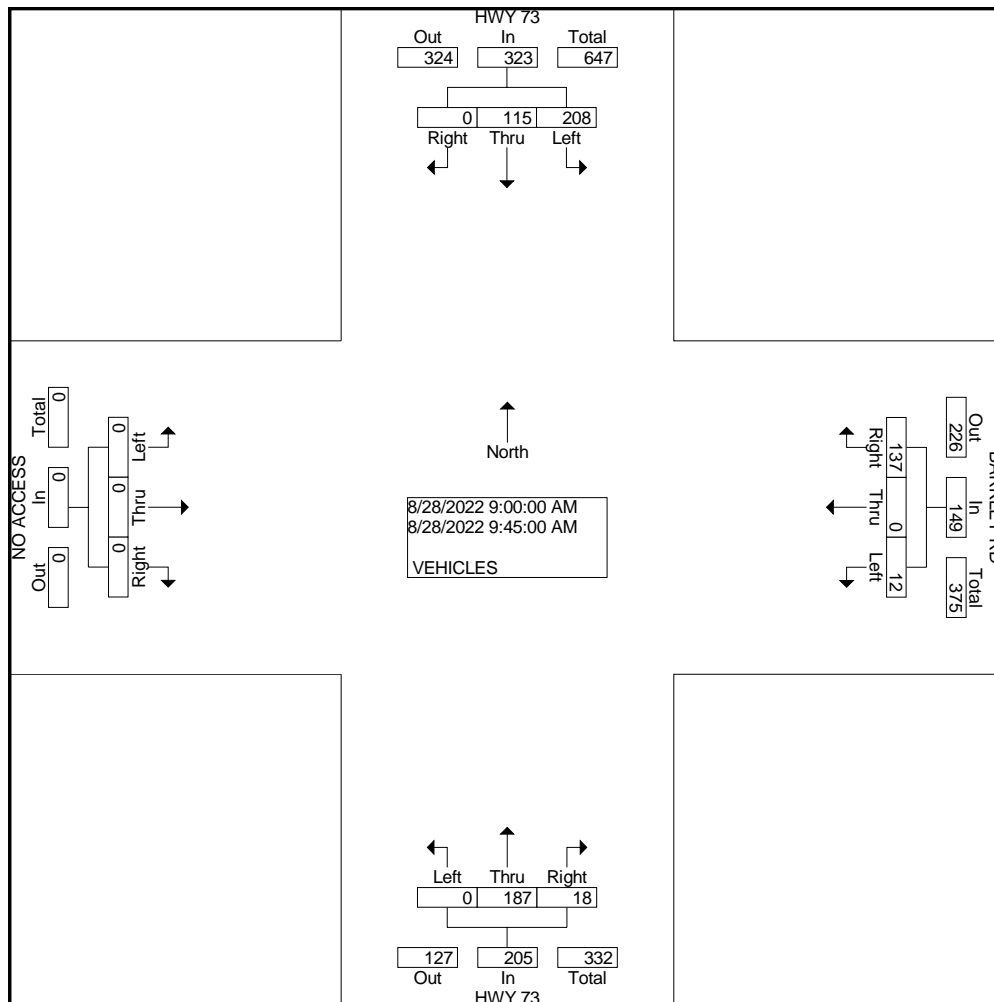
**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: HWY 73  
E/W STREET: BARKLEY RD  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : HWY73BARK0828  
Site Code : 00000013  
Start Date : 8/28/2022  
Page No : 2

Start Time	HWY 73 Southbound				BARKLEY RD Westbound				HWY 73 Northbound				NO ACCESS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 08:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	09:00 AM																
Volume	208	115	0	323	12	0	137	149	0	187	18	205	0	0	0	0	677
Percent	64.4	35.6	0.0		8.1	0.0	91.9		0.0	91.2	8.8		0.0	0.0	0.0		
09:45	Volume																
Volume	54	38	0	92	6	0	44	50	0	63	4	67	0	0	0	0	209
Peak Factor	0.810																
High Int.	09:15 AM				09:45 AM				09:30 AM				7:45:00 AM				
Volume	74	23	0	97	6	0	44	50	0	61	6	67					
Peak Factor	0.832				0.745				0.765								



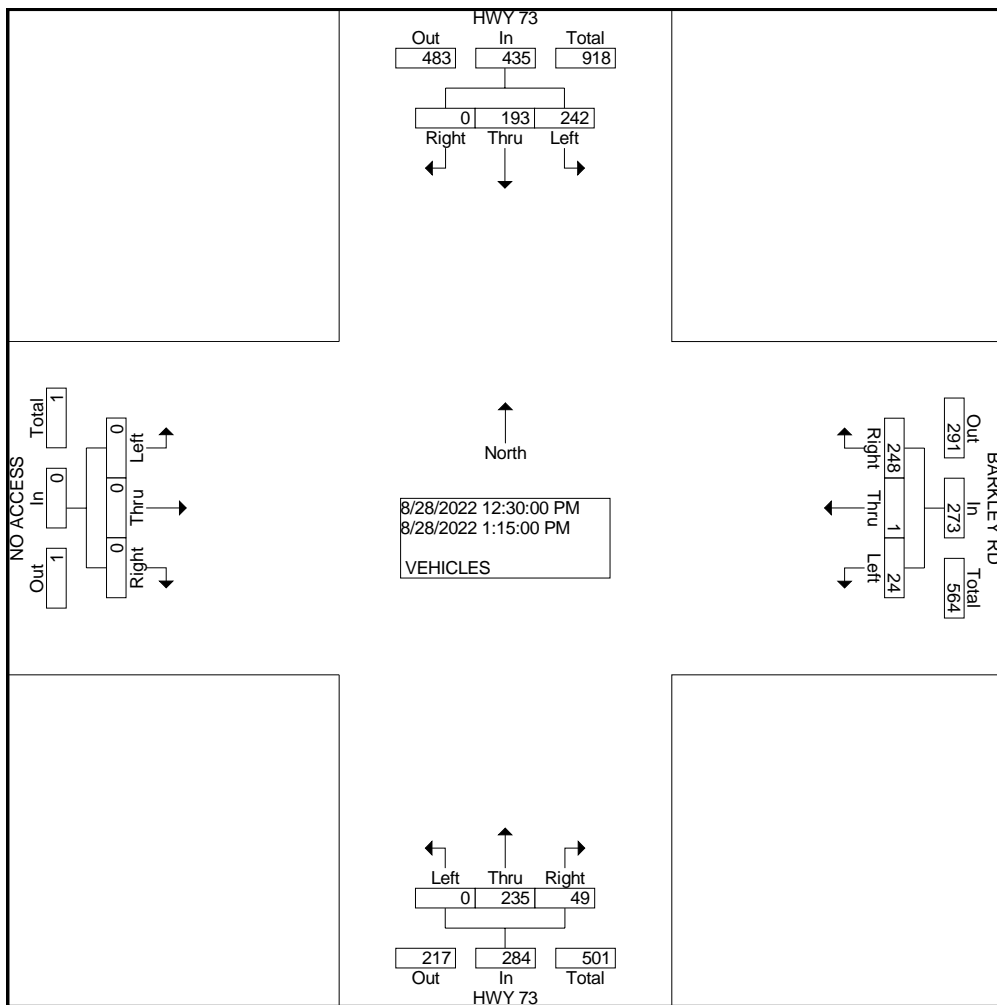
### COUNTER MEASURES INC.

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: HWY 73  
E/W STREET: BARKLEY RD  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : HWY73BARK0828  
Site Code : 00000013  
Start Date : 8/28/2022  
Page No : 3

Start Time	HWY 73 Southbound				BARKLEY RD Westbound				HWY 73 Northbound				NO ACCESS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Intersection	12:30 PM																
Volume	242	193	0	435	24	1	248	273	0	235	49	284	0	0	0	0	992
Percent	55.6	44.4	0.0		8.8	0.4	90.8		0.0	82.7	17.3		0.0	0.0	0.0		
01:00																	
Volume	79	46	0	125	5	0	60	65	0	65	6	71	0	0	0	0	261
Peak Factor	0.950																
High Int.	01:00 PM																
Volume	79	46	0	125	8	0	76	84	0	57	16	73					
Peak Factor	0.870				0.813				0.973								



**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: HWY 73  
E/W STREET: SHADOW MOUNTAIN DR  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : HWY73SHADOW 0827  
Site Code : 00000011  
Start Date : 8/27/2022  
Page No : 1

Groups Printed- VEHICLES

Start Time	HWY 73 Southbound			NO ACCESS Westbound			HWY 73 Northbound			SHADOW MTN DR Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
08:00 AM	0	37	1	0	0	0	10	40	0	6	0	20	114
08:15 AM	0	44	1	0	0	0	16	55	0	3	0	22	141
08:30 AM	0	43	2	0	0	0	16	60	0	6	0	32	159
08:45 AM	0	68	2	0	0	0	21	50	0	6	0	22	169
Total	0	192	6	0	0	0	63	205	0	21	0	96	583
09:00 AM	0	39	1	0	1	0	14	47	0	1	0	29	132
09:15 AM	0	71	4	0	0	0	23	81	0	5	0	30	214
09:30 AM	0	75	2	0	0	0	24	94	0	1	0	29	225
09:45 AM	0	84	2	0	0	0	26	72	0	5	0	32	221
Total	0	269	9	0	1	0	87	294	0	12	0	120	792
12:00 PM	0	78	3	0	0	0	30	89	0	6	0	29	235
12:15 PM	0	72	3	0	0	0	38	89	0	2	0	29	233
12:30 PM	0	218	3	0	0	0	31	83	0	6	0	24	365
12:45 PM	0	81	6	0	0	0	35	115	0	8	0	41	286
Total	0	449	15	0	0	0	134	376	0	22	0	123	1119
01:00 PM	0	99	4	0	0	0	33	71	0	5	0	34	246
01:15 PM	0	82	5	0	0	0	38	94	0	6	0	30	255
01:30 PM	0	89	7	0	0	0	30	88	0	4	0	32	250
01:45 PM	0	95	2	0	0	0	32	176	0	4	0	25	334
Total	0	365	18	0	0	0	133	429	0	19	0	121	1085
Grand Total	0	1275	48	0	1	0	417	1304	0	74	0	460	3579
Apprch %	0.0	96.4	3.6	0.0	100.0	0.0	24.2	75.8	0.0	13.9	0.0	86.1	
Total %	0.0	35.6	1.3	0.0	0.0	0.0	11.7	36.4	0.0	2.1	0.0	12.9	

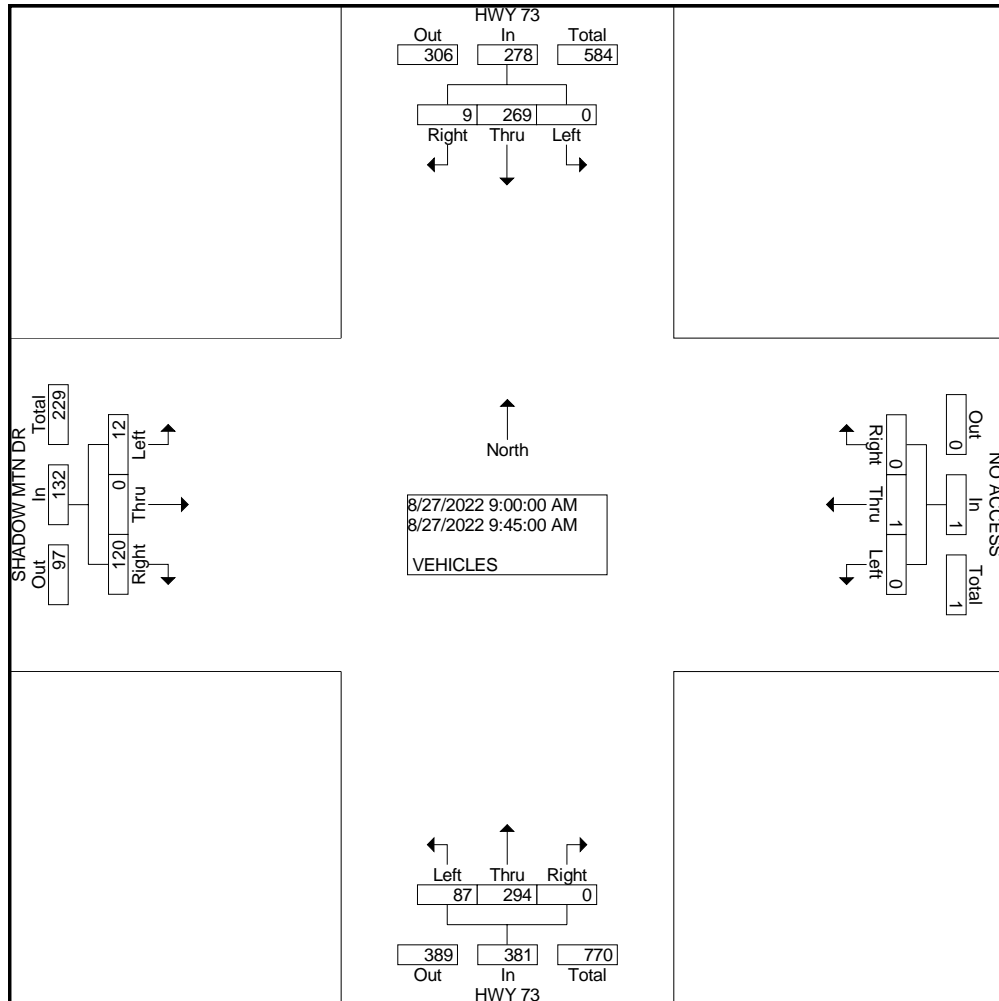
**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: HWY 73  
E/W STREET: SHADOW MOUNTAIN DR  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : HWY73SHADOW 0827  
Site Code : 00000011  
Start Date : 8/27/2022  
Page No : 2

Start Time	HWY 73 Southbound				NO ACCESS Westbound				HWY 73 Northbound				SHADOW MTN DR Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 09:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	09:00 AM																
Volume	0	269	9	278	0	1	0	1	87	294	0	381	12	0	120	132	792
Percent	0.0	96.8	3.2		0.0	100.0	0.0		22.8	77.2	0.0		9.1	0.0	90.9		
09:30 Volume	0	75	2	77	0	0	0	0	24	94	0	118	1	0	29	30	225
Peak Factor	0.880																
High Int.	09:45 AM																
Volume	0	84	2	86	0	1	0	1	24	94	0	118	5	0	32	37	
Peak Factor	0.808																
					0.250								0.807				



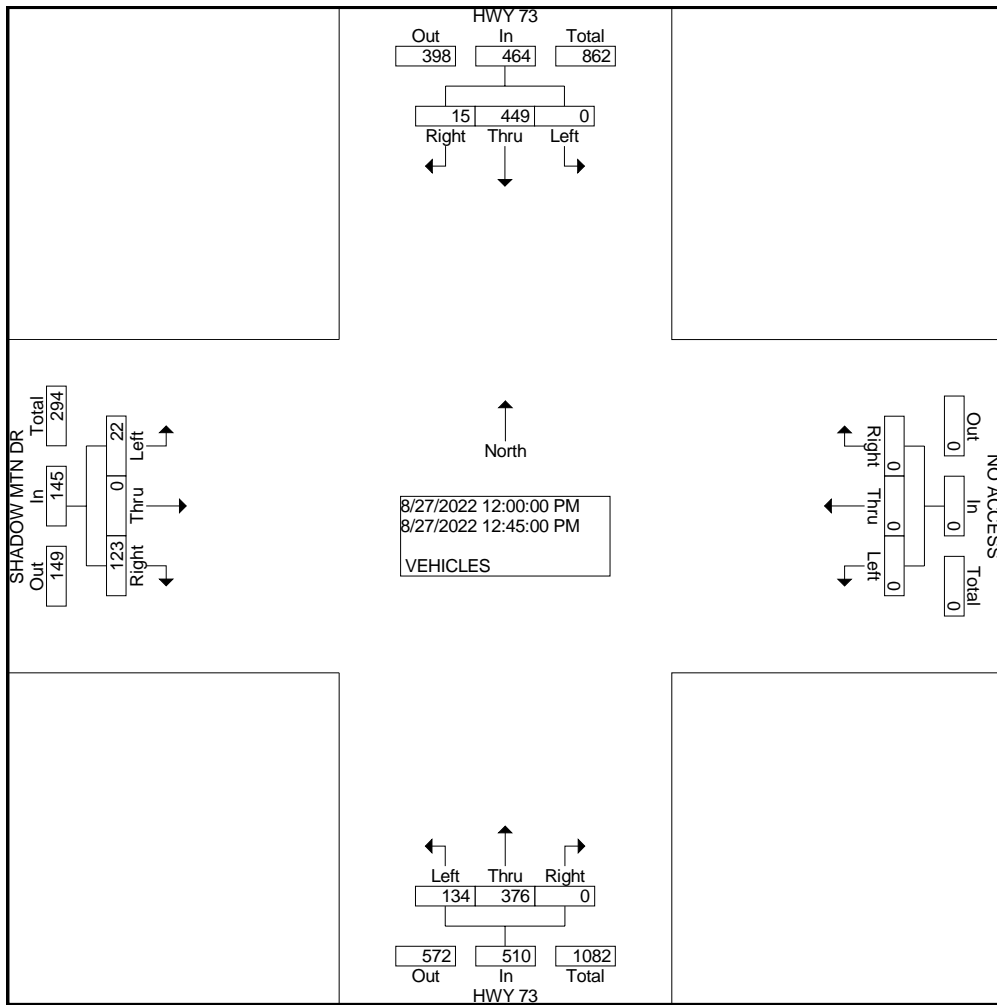
**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: HWY 73  
E/W STREET: SHADOW MOUNTAIN DR  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : HWY73SHADOW 0827  
Site Code : 00000011  
Start Date : 8/27/2022  
Page No : 3

Start Time	HWY 73 Southbound				NO ACCESS Westbound				HWY 73 Northbound				SHADOW MTN DR Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 12:45 PM - Peak 1 of 1																	
Intersection	12:00 PM																
Volume	0	449	15	464	0	0	0	0	134	376	0	510	22	0	123	145	1119
Percent	0.0	96.8	3.2		0.0	0.0	0.0		26.3	73.7	0.0		15.2	0.0	84.8		
12:30																	
Volume	0	218	3	221	0	0	0	0	31	83	0	114	6	0	24	30	365
Peak Factor	0.766																
High Int.	12:30 PM																
Volume	0	218	3	221	0	0	0	0	35	115	0	150	8	0	41	49	
Peak Factor	0.525								0.850				0.740				



**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: HWY 73  
E/W STREET: SHADOW MOUNTAIN DR  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : HWY73SHADOW0828  
Site Code : 00000112  
Start Date : 8/28/2022  
Page No : 1

Groups Printed- VEHICLES

Start Time	HWY 73 Southbound			NO ACCESS Westbound			HWY 73 Northbound			SHADOW MTN DR Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
08:00 AM	0	34	0	0	0	0	10	33	0	1	0	16	94
08:15 AM	0	32	2	0	0	0	11	34	0	1	0	16	96
08:30 AM	0	44	2	0	0	0	10	44	0	1	0	15	116
08:45 AM	0	56	2	0	0	0	11	52	0	2	0	17	140
Total	0	166	6	0	0	0	42	163	0	5	0	64	446
09:00 AM	0	41	5	0	0	0	9	41	0	2	0	19	117
09:15 AM	0	68	2	0	0	0	23	53	0	5	0	28	179
09:30 AM	0	48	0	0	0	0	13	78	0	7	0	35	181
09:45 AM	0	61	4	0	0	0	15	81	0	10	0	30	201
Total	0	218	11	0	0	0	60	253	0	24	0	112	678
12:00 PM	0	83	3	0	0	0	18	88	0	2	0	23	217
12:15 PM	0	92	3	0	0	0	32	69	0	3	0	23	222
12:30 PM	0	71	1	0	1	0	32	85	0	1	0	27	218
12:45 PM	0	81	7	0	0	0	33	97	0	1	0	24	243
Total	0	327	14	0	1	0	115	339	0	7	0	97	900
01:00 PM	0	87	6	0	0	0	39	84	0	4	0	32	252
01:15 PM	0	76	4	0	0	0	27	88	0	6	0	25	226
01:30 PM	0	71	4	0	0	0	32	77	0	4	0	17	205
01:45 PM	0	74	6	0	0	0	26	72	0	5	0	21	204
Total	0	308	20	0	0	0	124	321	0	19	0	95	887
Grand Total	0	1019	51	0	1	0	341	1076	0	55	0	368	2911
Apprch %	0.0	95.2	4.8	0.0	100.0	0.0	24.1	75.9	0.0	13.0	0.0	87.0	
Total %	0.0	35.0	1.8	0.0	0.0	0.0	11.7	37.0	0.0	1.9	0.0	12.6	

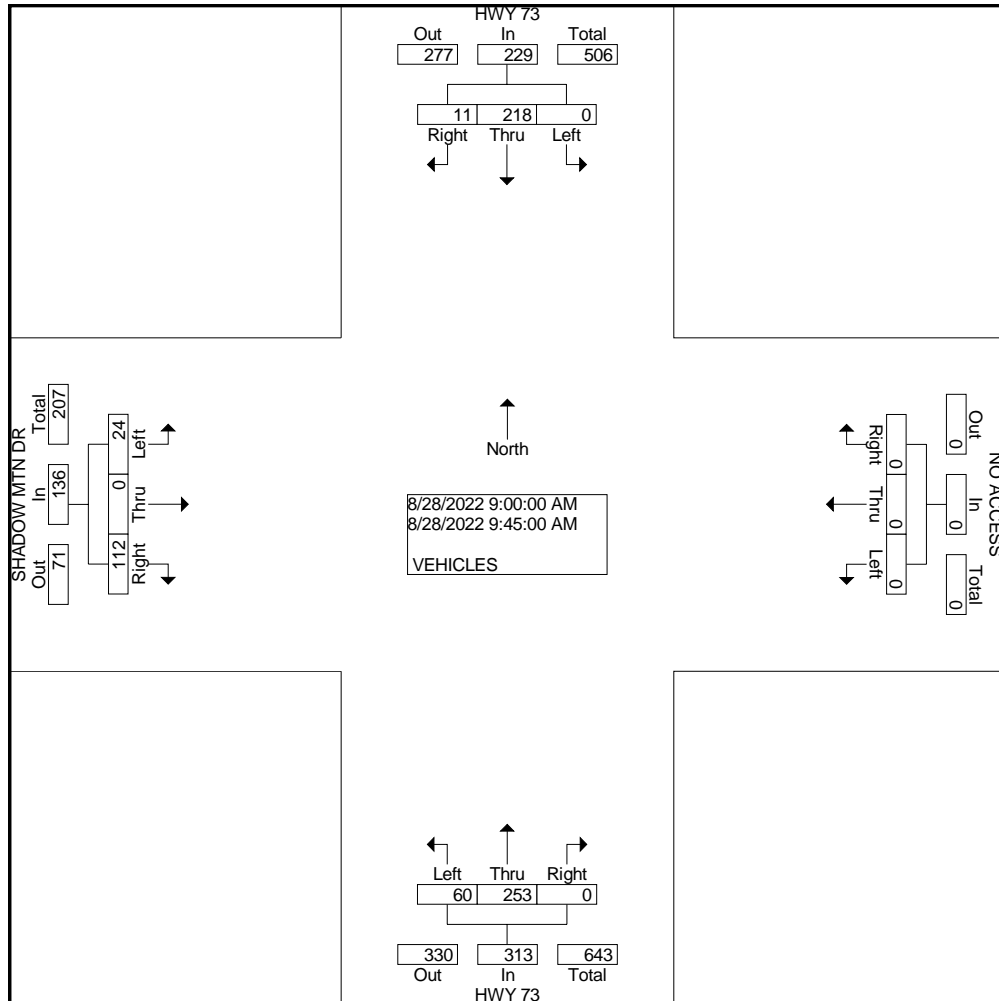
**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: HWY 73  
E/W STREET: SHADOW MOUNTAIN DR  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : HWY73SHADOW0828  
Site Code : 00000112  
Start Date : 8/28/2022  
Page No : 2

Start Time	HWY 73 Southbound				NO ACCESS Westbound				HWY 73 Northbound				SHADOW MTN DR Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 09:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	09:00 AM																
Volume	0	218	11	229	0	0	0	0	60	253	0	313	24	0	112	136	678
Percent	0.0	95.2	4.8		0.0	0.0	0.0		19.2	80.8	0.0		17.6	0.0	82.4		
09:45	09:45 AM																
Volume	0	61	4	65	0	0	0	0	15	81	0	96	10	0	30	40	201
Peak Factor	0.843																
High Int.	09:15 AM																
Volume	0	68	2	70	0	0	0	0	15	81	0	96	7	0	35	42	
Peak Factor	0.818								0.815				0.810				



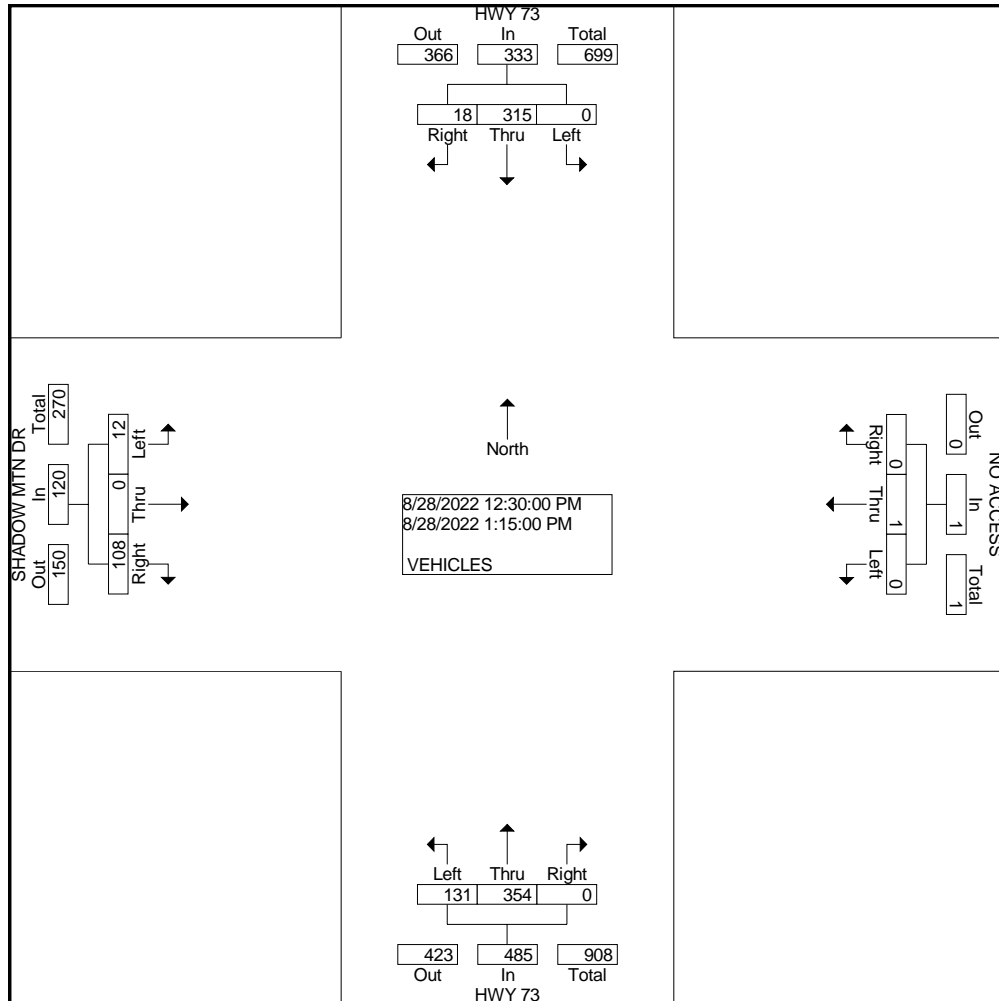
**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: HWY 73  
E/W STREET: SHADOW MOUNTAIN DR  
CITY: CONIFER  
COUNTY: JEFFERSON

File Name : HWY73SHADOW0828  
Site Code : 00000112  
Start Date : 8/28/2022  
Page No : 3

Start Time	HWY 73 Southbound				NO ACCESS Westbound				HWY 73 Northbound				SHADOW MTN DR Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:30 PM to 01:15 PM - Peak 1 of 1																	
Intersection	12:30 PM																
Volume	0	315	18	333	0	1	0	1	131	354	0	485	12	0	108	120	939
Percent	0.0	94.6	5.4		0.0	100.0	0.0		27.0	73.0	0.0		10.0	0.0	90.0		
01:00 Volume	0	87	6	93	0	0	0	0	39	84	0	123	4	0	32	36	252
Peak Factor	0.932																
High Int.	01:00 PM				12:30 PM				12:45 PM				01:00 PM				
Volume	0	87	6	93	0	1	0	1	33	97	0	130	4	0	32	36	
Peak Factor	0.895				0.250				0.933				0.833				





**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: HWY 73 N-O BARKLEY RD  
 City: CONIFER  
 County: JEFFERSON  
 Direction: NORTH/SOUTH

Site Code: 222208  
 Station ID: 222208

Start Time	22-Aug-22 Mon	NORTH	SOUTH	Total
12:00 AM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		*	*	*
04:00		*	*	*
05:00		*	*	*
06:00		*	*	*
07:00		*	*	*
08:00		*	*	*
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
12:00 PM		*	*	*
01:00		*	*	*
02:00		488	370	858
03:00		<b>545</b>	345	<b>890</b>
04:00		501	381	882
05:00		454	<b>429</b>	883
06:00		260	378	638
07:00		159	190	349
08:00		127	135	262
09:00		43	78	121
10:00		29	30	59
11:00		10	21	31
Total		2616	2357	4973
Percent		52.6%	47.4%	
AM Peak	-	-	-	-
Vol.	-	-	-	-
PM Peak	-	15:00	17:00	15:00
Vol.	-	545	429	890

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: HWY 73 N-O BARKLEY RD  
 City: CONIFER  
 County: JEFFERSON  
 Direction: NORTH/SOUTH

Site Code: 222208  
 Station ID: 222208

Start Time	23-Aug-22 Tue	NORTH	SOUTH							Total
12:00 AM		10	10							20
01:00		6	6							12
02:00		6	1							7
03:00		5	5							10
04:00		40	12							52
05:00		88	42							130
06:00		237	118							355
07:00		<b>552</b>	<b>389</b>							<b>941</b>
08:00		391	371							762
09:00		375	304							679
10:00		390	273							663
11:00		445	312							757
12:00 PM		441	278							719
01:00		503	244							747
02:00		547	298							845
03:00		<b>599</b>	356							955
04:00		581	359							940
05:00		549	<b>424</b>							<b>973</b>
06:00		365	335							700
07:00		244	239							483
08:00		148	206							354
09:00		73	97							170
10:00		15	51							66
11:00		16	36							52
Total		6626	4766							11392
Percent		58.2%	41.8%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	552	389	-	-	-	-	-	-	941
PM Peak	-	15:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	599	424	-	-	-	-	-	-	973

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: HWY 73 N-O BARKLEY RD  
 City: CONIFER  
 County: JEFFERSON  
 Direction: NORTH/SOUTH

Site Code: 222208  
 Station ID: 222208

Start Time	24-Aug-22 Wed	NORTH	SOUTH							Total
12:00 AM		9	12							21
01:00		5	6							11
02:00		2	6							8
03:00		6	10							16
04:00		30	15							45
05:00		94	43							137
06:00		227	139							366
07:00		<b>489</b>	356							845
08:00		453	<b>398</b>							<b>851</b>
09:00		407	317							724
10:00		400	224							624
11:00		461	275							736
12:00 PM		440	332							772
01:00		395	311							706
02:00		442	420							862
03:00		<b>557</b>	399							956
04:00		555	412							967
05:00		556	<b>451</b>							<b>1007</b>
06:00		314	341							655
07:00		176	271							447
08:00		147	175							322
09:00		87	101							188
10:00		28	49							77
11:00		15	20							35
Total		6295	5083							11378
Percent		55.3%	44.7%							
AM Peak	-	07:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	489	398	-	-	-	-	-	-	851
PM Peak	-	15:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	557	451	-	-	-	-	-	-	1007

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: HWY 73 N-O BARKLEY RD  
 City: CONIFER  
 County: JEFFERSON  
 Direction: NORTH/SOUTH

Site Code: 222208  
 Station ID: 222208

Start Time	25-Aug-22 Thu	NORTH	SOUTH							Total
12:00 AM		8	11							19
01:00		5	6							11
02:00		8	6							14
03:00		12	4							16
04:00		24	19							43
05:00		93	42							135
06:00		233	127							360
07:00		<b>561</b>	<b>375</b>							<b>936</b>
08:00		387	370							757
09:00		445	341							786
10:00		393	261							654
11:00		420	328							748
12:00 PM		452	367							819
01:00		397	338							735
02:00		429	425							854
03:00		<b>532</b>	446							<b>978</b>
04:00		421	431							852
05:00		449	<b>475</b>							924
06:00		278	300							578
07:00		186	223							409
08:00		126	144							270
09:00		68	94							162
10:00		36	46							82
11:00		18	46							64
Total		5981	5225							11206
Percent		53.4%	46.6%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	561	375	-	-	-	-	-	-	936
PM Peak	-	15:00	17:00	-	-	-	-	-	-	15:00
Vol.	-	532	475	-	-	-	-	-	-	978



**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: HWY 73 N-O BARKLEY RD  
 City: CONIFER  
 County: JEFFERSON  
 Direction: NORTH/SOUTH

Site Code: 222208  
 Station ID: 222208

Start Time	27-Aug-22 Sat	NORTH	SOUTH							Total
12:00 AM		11	27							38
01:00		12	6							18
02:00		12	8							20
03:00		13	2							15
04:00		14	11							25
05:00		44	33							77
06:00		89	57							146
07:00		232	141							373
08:00		294	256							550
09:00		417	359							776
10:00		493	351							844
11:00		<b>522</b>	<b>378</b>							<b>900</b>
12:00 PM		503	457							960
01:00		<b>545</b>	<b>458</b>							<b>1003</b>
02:00		483	412							895
03:00		475	330							805
04:00		411	358							769
05:00		336	316							652
06:00		269	256							525
07:00		186	207							393
08:00		133	150							283
09:00		76	101							177
10:00		46	76							122
11:00		43	48							91
Total		5659	4798							10457
Percent		54.1%	45.9%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	522	378	-	-	-	-	-	-	900
PM Peak	-	13:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	545	458	-	-	-	-	-	-	1003



**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: HWY 73 N-O BARKLEY RD  
 City: CONIFER  
 County: JEFFERSON  
 Direction: NORTH/SOUTH

Site Code: 222208  
 Station ID: 222208

Start Time	28-Aug-22 Sun	NORTH	SOUTH							Total
12:00 AM		22	30							52
01:00		18	4							22
02:00		11	5							16
03:00		7	3							10
04:00		10	13							23
05:00		27	16							43
06:00		62	40							102
07:00		139	113							252
08:00		238	199							437
09:00		335	312							647
10:00		418	346							764
11:00		<b>481</b>	<b>360</b>							<b>841</b>
12:00 PM		<b>469</b>	395							<b>864</b>
01:00		437	<b>424</b>							861
02:00		41	39							80
03:00		*	*							*
04:00		*	*							*
05:00		*	*							*
06:00		*	*							*
07:00		*	*							*
08:00		*	*							*
09:00		*	*							*
10:00		*	*							*
11:00		*	*							*
Total		2715	2299							5014
Percent		54.1%	45.9%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	481	360	-	-	-	-	-	-	841
PM Peak	-	12:00	13:00	-	-	-	-	-	-	12:00
Vol.	-	469	424	-	-	-	-	-	-	864
Grand Total		36126	29763							65889
Percent		54.8%	45.2%							
ADT		ADT 9,827	AADT 9,827							

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR E-O S. WARHAWK RD 1  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 22220  
 Station ID: 22220

Start Time	22-Aug-22 Mon	EAST	WEST	Total
12:00 AM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		*	*	*
04:00		*	*	*
05:00		*	*	*
06:00		*	*	*
07:00		*	*	*
08:00		*	*	*
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
12:00 PM		61	76	137
01:00		82	78	160
02:00		61	73	134
03:00		<b>92</b>	110	<b>202</b>
04:00		85	108	193
05:00		62	<b>125</b>	187
06:00		48	116	164
07:00		18	60	78
08:00		11	51	62
09:00		6	30	36
10:00		4	11	15
11:00		2	17	19
Total		532	855	1387
Percent		38.4%	61.6%	
AM Peak	-	-	-	-
Vol.	-	-	-	-
PM Peak	-	15:00	17:00	15:00
Vol.	-	92	125	202

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR E-O S. WARHAWK RD 1  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 22220  
 Station ID: 22220

Start Time	23-Aug-22 Tue	EAST	WEST							Total
12:00 AM		1	3							4
01:00		2	0							2
02:00		1	1							2
03:00		3	0							3
04:00		22	0							22
05:00		38	0							38
06:00		100	8							108
07:00		<b>150</b>	53							<b>203</b>
08:00		123	49							172
09:00		65	63							128
10:00		82	64							146
11:00		77	<b>73</b>							150
12:00 PM		84	79							163
01:00		70	72							142
02:00		79	86							165
03:00		<b>97</b>	104							201
04:00		78	113							191
05:00		82	<b>132</b>							<b>214</b>
06:00		43	110							153
07:00		25	69							94
08:00		20	54							74
09:00		4	30							34
10:00		2	23							25
11:00		4	15							19
Total		1252	1201							2453
Percent		51.0%	49.0%							
AM Peak	-	07:00	11:00	-	-	-	-	-	-	07:00
Vol.	-	150	73	-	-	-	-	-	-	203
PM Peak	-	15:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	97	132	-	-	-	-	-	-	214

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR E-O S. WARHAWK RD 1  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 22220  
 Station ID: 22220

Start Time	24-Aug-22 Wed	EAST	WEST							Total
12:00 AM		1	8							9
01:00		2	1							3
02:00		0	2							2
03:00		3	1							4
04:00		21	1							22
05:00		38	2							40
06:00		79	15							94
07:00		<b>151</b>	55							<b>206</b>
08:00		133	59							192
09:00		80	<b>67</b>							147
10:00		77	43							120
11:00		92	65							157
12:00 PM		80	76							156
01:00		78	82							160
02:00		82	83							165
03:00		<b>117</b>	118							<b>235</b>
04:00		99	<b>124</b>							223
05:00		74	112							186
06:00		45	123							168
07:00		24	86							110
08:00		12	54							66
09:00		4	27							31
10:00		3	19							22
11:00		1	6							7
Total		1296	1229							2525
Percent		51.3%	48.7%							
AM Peak	-	07:00	09:00	-	-	-	-	-	-	07:00
Vol.	-	151	67	-	-	-	-	-	-	206
PM Peak	-	15:00	16:00	-	-	-	-	-	-	15:00
Vol.	-	117	124	-	-	-	-	-	-	235



**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR E-O S. WARHAWK RD 1  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 22220  
 Station ID: 22220

Start Time	25-Aug-22 Thu	EAST	WEST							Total
12:00 AM		1	8							9
01:00		0	4							4
02:00		1	1							2
03:00		1	0							1
04:00		16	1							17
05:00		38	1							39
06:00		88	8							96
07:00		<b>149</b>	47							196
08:00		141	66							<b>207</b>
09:00		97	62							159
10:00		82	54							136
11:00		67	<b>76</b>							143
12:00 PM		71	86							157
01:00		84	72							156
02:00		89	62							151
03:00		74	108							182
04:00		<b>90</b>	114							<b>204</b>
05:00		57	<b>136</b>							193
06:00		38	88							126
07:00		17	64							81
08:00		12	53							65
09:00		8	33							41
10:00		4	18							22
11:00		1	15							16
Total		1226	1177							2403
Percent		51.0%	49.0%							
AM Peak	-	07:00	11:00	-	-	-	-	-	-	08:00
Vol.	-	149	76	-	-	-	-	-	-	207
PM Peak	-	16:00	17:00	-	-	-	-	-	-	16:00
Vol.	-	90	136	-	-	-	-	-	-	204

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR E-O S. WARHAWK RD 1  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 22220  
 Station ID: 22220

Start Time	26-Aug-22 Fri	EAST	WEST							Total
12:00 AM		0	7							7
01:00		2	2							4
02:00		2	1							3
03:00		1	2							3
04:00		19	0							19
05:00		35	1							36
06:00		68	9							77
07:00		<b>130</b>	45							<b>175</b>
08:00		114	42							156
09:00		89	61							150
10:00		90	<b>69</b>							159
11:00		88	69							157
12:00 PM		86	89							175
01:00		74	64							138
02:00		68	72							140
03:00		76	95							171
04:00		<b>89</b>	111							<b>200</b>
05:00		80	<b>116</b>							196
06:00		54	92							146
07:00		32	76							108
08:00		14	46							60
09:00		8	32							40
10:00		10	20							30
11:00		2	12							14
Total		1231	1133							2364
Percent		52.1%	47.9%							
AM Peak	-	07:00	10:00	-	-	-	-	-	-	07:00
Vol.	-	130	69	-	-	-	-	-	-	175
PM Peak	-	16:00	17:00	-	-	-	-	-	-	16:00
Vol.	-	89	116	-	-	-	-	-	-	200

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR E-O S. WARHAWK RD 1  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 22220  
 Station ID: 22220

Start Time	27-Aug-22 Sat	EAST	WEST	Total						
12:00 AM		3	10	13						
01:00		0	5	5						
02:00		4	3	7						
03:00		4	0	4						
04:00		10	0	10						
05:00		9	1	10						
06:00		37	9	46						
07:00		70	19	89						
08:00		88	48	136						
09:00		89	62	151						
10:00		<b>119</b>	<b>84</b>	<b>203</b>						
11:00		105	80	185						
12:00 PM		<b>104</b>	99	203						
01:00		100	<b>105</b>	<b>205</b>						
02:00		80	104	184						
03:00		92	104	196						
04:00		76	77	153						
05:00		73	68	141						
06:00		51	66	117						
07:00		53	54	107						
08:00		27	43	70						
09:00		10	29	39						
10:00		9	18	27						
11:00		3	20	23						
Total		1216	1108	2324						
Percent		52.3%	47.7%							
AM Peak	-	10:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	119	84	-	-	-	-	-	-	203
PM Peak	-	12:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	104	105	-	-	-	-	-	-	209

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR E-O S. WARHAWK RD 1  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 22220  
 Station ID: 22220

Start Time	28-Aug-22 Sun	EAST	WEST							Total
12:00 AM		1	10							11
01:00		3	4							7
02:00		0	1							1
03:00		1	1							2
04:00		5	2							7
05:00		11	1							12
06:00		17	6							23
07:00		46	17							63
08:00		57	34							91
09:00		<b>107</b>	49							156
10:00		84	72							156
11:00		96	<b>88</b>							<b>184</b>
12:00 PM		<b>100</b>	76							176
01:00		91	<b>101</b>							<b>192</b>
02:00		52	41							93
03:00		*	*							*
04:00		*	*							*
05:00		*	*							*
06:00		*	*							*
07:00		*	*							*
08:00		*	*							*
09:00		*	*							*
10:00		*	*							*
11:00		*	*							*
Total		671	503							1174
Percent		57.2%	42.8%							
AM Peak	-	09:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	107	88	-	-	-	-	-	-	184
PM Peak	-	12:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	100	101	-	-	-	-	-	-	192
Grand Total		7424	7206							14630
Percent		50.7%	49.3%							
ADT		ADT 2,137	AADT 2,137							



**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR E-O SHADOW BROOK DR  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222214  
 Station ID: 222214

Start Time	22-Aug-22 Mon	EAST	WEST	Total
12:00 AM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		*	*	*
04:00		*	*	*
05:00		*	*	*
06:00		*	*	*
07:00		*	*	*
08:00		*	*	*
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
12:00 PM		*	*	*
01:00		92	93	185
02:00		74	77	151
03:00		<b>105</b>	120	<b>225</b>
04:00		91	113	204
05:00		82	122	204
06:00		57	<b>129</b>	186
07:00		22	71	93
08:00		18	51	69
09:00		18	25	43
10:00		5	11	16
11:00		2	16	18
Total		566	828	1394
Percent		40.6%	59.4%	
AM Peak	-	-	-	-
Vol.	-	-	-	-
PM Peak	-	15:00	18:00	15:00
Vol.	-	105	129	225

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR E-O SHADOW BROOK DR  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222214  
 Station ID: 222214

Start Time	23-Aug-22 Tue	EAST	WEST							Total
12:00 AM		1	3							4
01:00		2	0							2
02:00		1	1							2
03:00		2	0							2
04:00		22	0							22
05:00		42	0							42
06:00		106	10							116
07:00		<b>164</b>	53							<b>217</b>
08:00		140	53							193
09:00		72	65							137
10:00		90	68							158
11:00		90	<b>73</b>							163
12:00 PM		87	86							173
01:00		76	78							154
02:00		82	88							170
03:00		<b>111</b>	118							229
04:00		95	120							215
05:00		94	<b>143</b>							<b>237</b>
06:00		43	120							163
07:00		35	74							109
08:00		20	66							86
09:00		6	38							44
10:00		3	19							22
11:00		4	14							18
Total		1388	1290							2678
Percent		51.8%	48.2%							
AM Peak	-	07:00	11:00	-	-	-	-	-	-	07:00
Vol.	-	164	73	-	-	-	-	-	-	217
PM Peak	-	15:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	111	143	-	-	-	-	-	-	237

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR E-O SHADOW BROOK DR  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222214  
 Station ID: 222214

Start Time	24-Aug-22 Wed	EAST	WEST							Total
12:00 AM		8	3							11
01:00		2	1							3
02:00		0	2							2
03:00		3	1							4
04:00		18	0							18
05:00		45	2							47
06:00		85	17							102
07:00		<b>158</b>	55							<b>213</b>
08:00		148	65							213
09:00		82	68							150
10:00		86	48							134
11:00		93	<b>77</b>							170
12:00 PM		87	83							170
01:00		84	93							177
02:00		87	101							188
03:00		<b>121</b>	129							<b>250</b>
04:00		90	<b>154</b>							244
05:00		85	123							208
06:00		60	124							184
07:00		25	100							125
08:00		19	49							68
09:00		7	33							40
10:00		4	20							24
11:00		1	6							7
Total		1398	1354							2752
Percent		50.8%	49.2%							
AM Peak	-	07:00	11:00	-	-	-	-	-	-	07:00
Vol.	-	158	77	-	-	-	-	-	-	213
PM Peak	-	15:00	16:00	-	-	-	-	-	-	15:00
Vol.	-	121	154	-	-	-	-	-	-	250

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR E-O SHADOW BROOK DR  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222214  
 Station ID: 222214

Start Time	25-Aug-22 Thu	EAST	WEST							Total
12:00 AM		3	8							11
01:00		0	4							4
02:00		1	1							2
03:00		2	1							3
04:00		16	0							16
05:00		39	2							41
06:00		88	12							100
07:00		161	54							215
08:00		<b>162</b>	68							<b>230</b>
09:00		103	71							174
10:00		85	57							142
11:00		74	<b>83</b>							157
12:00 PM		83	89							172
01:00		88	81							169
02:00		<b>95</b>	75							170
03:00		89	125							214
04:00		90	131							<b>221</b>
05:00		60	<b>150</b>							210
06:00		49	97							146
07:00		23	71							94
08:00		19	57							76
09:00		9	35							44
10:00		8	16							24
11:00		16	3							19
Total		1363	1291							2654
Percent		51.4%	48.6%							
AM Peak	-	08:00	11:00	-	-	-	-	-	-	08:00
Vol.	-	162	83	-	-	-	-	-	-	230
PM Peak	-	14:00	17:00	-	-	-	-	-	-	16:00
Vol.	-	95	150	-	-	-	-	-	-	221



**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR E-O SHADOW BROOK DR  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222214  
 Station ID: 222214

Start Time	26-Aug-22 Fri	EAST	WEST							Total
12:00 AM		0	7							7
01:00		2	2							4
02:00		2	2							4
03:00		1	2							3
04:00		19	0							19
05:00		39	1							40
06:00		72	9							81
07:00		<b>138</b>	47							<b>185</b>
08:00		135	48							183
09:00		100	66							166
10:00		106	76							182
11:00		87	<b>82</b>							169
12:00 PM		<b>91</b>	96							187
01:00		85	74							159
02:00		78	82							160
03:00		90	109							199
04:00		90	128							<b>218</b>
05:00		76	<b>141</b>							217
06:00		53	101							154
07:00		45	82							127
08:00		14	46							60
09:00		9	39							48
10:00		17	19							36
11:00		4	15							19
Total		1353	1274							2627
Percent		51.5%	48.5%							
AM Peak	-	07:00	11:00	-	-	-	-	-	-	07:00
Vol.	-	138	82	-	-	-	-	-	-	185
PM Peak	-	12:00	17:00	-	-	-	-	-	-	16:00
Vol.	-	91	141	-	-	-	-	-	-	218

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR E-O SHADOW BROOK DR  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222214  
 Station ID: 222214

Start Time	27-Aug-22 Sat	EAST	WEST							Total
12:00 AM		2	10							12
01:00		9	0							9
02:00		8	0							8
03:00		4	0							4
04:00		10	0							10
05:00		10	1							11
06:00		39	9							48
07:00		71	21							92
08:00		92	54							146
09:00		101	65							166
10:00		<b>132</b>	90							<b>222</b>
11:00		111	<b>93</b>							204
12:00 PM		<b>103</b>	120							223
01:00		99	<b>127</b>							<b>226</b>
02:00		86	116							202
03:00		95	117							212
04:00		81	91							172
05:00		80	77							157
06:00		57	81							138
07:00		50	58							108
08:00		27	50							77
09:00		7	37							44
10:00		10	22							32
11:00		13	13							26
Total		1297	1252							2549
Percent		50.9%	49.1%							
AM Peak	-	10:00	11:00	-	-	-	-	-	-	10:00
Vol.	-	132	93	-	-	-	-	-	-	222
PM Peak	-	12:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	103	127	-	-	-	-	-	-	226

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR E-O SHADOW BROOK DR  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222214  
 Station ID: 222214

Start Time	28-Aug-22 Sun	EAST	WEST	Total						
12:00 AM		2	9	11						
01:00		3	4	7						
02:00		1	2	3						
03:00		1	1	2						
04:00		3	3	6						
05:00		15	1	16						
06:00		20	5	25						
07:00		46	17	63						
08:00		61	39	100						
09:00		<b>113</b>	56	169						
10:00		100	80	180						
11:00		109	<b>89</b>	<b>198</b>						
12:00 PM		<b>92</b>	104	196						
01:00		88	<b>114</b>	<b>202</b>						
02:00		38	37	75						
03:00		*	*	*						
04:00		*	*	*						
05:00		*	*	*						
06:00		*	*	*						
07:00		*	*	*						
08:00		*	*	*						
09:00		*	*	*						
10:00		*	*	*						
11:00		*	*	*						
Total		692	561	1253						
Percent		55.2%	44.8%							
AM Peak	-	09:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	113	89	-	-	-	-	-	-	198
PM Peak	-	12:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	92	114	-	-	-	-	-	-	202
Grand Total		8057	7850							15907
Percent		50.7%	49.3%							
ADT		ADT 2,351	AADT 2,351							

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR W-O CONIFER DR  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222218  
 Station ID: 222218

Start Time	22-Aug-22 Mon	EAST	WEST	Total
12:00 AM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		*	*	*
04:00		*	*	*
05:00		*	*	*
06:00		*	*	*
07:00		*	*	*
08:00		*	*	*
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
12:00 PM		*	*	*
01:00		84	138	222
02:00		95	100	195
03:00		129	138	<b>267</b>
04:00		109	<b>152</b>	261
05:00		122	130	252
06:00		<b>142</b>	86	228
07:00		78	32	110
08:00		65	18	83
09:00		38	7	45
10:00		13	7	20
11:00		17	2	19
Total		892	810	1702
Percent		52.4%	47.6%	
AM Peak	-	-	-	-
Vol.	-	-	-	-
PM Peak	-	18:00	16:00	-
Vol.	-	142	152	-



**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR W-O CONIFER DR  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222218  
 Station ID: 222218

Start Time	23-Aug-22 Tue	EAST	WEST							Total
12:00 AM		4	2							6
01:00		0	4							4
02:00		1	1							2
03:00		0	4							4
04:00		1	23							24
05:00		1	51							52
06:00		14	120							134
07:00		58	189							247
08:00		55	167							222
09:00		77	96							173
10:00		74	97							171
11:00		104	91							195
12:00 PM		100	103							203
01:00		104	72							176
02:00		117	87							204
03:00		158	104							262
04:00		147	110							257
05:00		169	118							287
06:00		123	92							215
07:00		92	36							128
08:00		81	22							103
09:00		34	17							51
10:00		24	3							27
11:00		18	4							22
Total		1556	1613							3169
Percent		49.1%	50.9%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	104	189	-	-	-	-	-	-	247
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	169	118	-	-	-	-	-	-	287

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR W-O CONIFER DR  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222218  
 Station ID: 222218

Start Time	24-Aug-22 Wed	EAST	WEST							Total
12:00 AM		7	5							12
01:00		1	3							4
02:00		2	0							2
03:00		1	4							5
04:00		0	20							20
05:00		3	52							55
06:00		21	99							120
07:00		61	<b>183</b>							244
08:00		70	180							<b>250</b>
09:00		76	104							180
10:00		57	101							158
11:00		<b>94</b>	95							189
12:00 PM		98	92							190
01:00		111	88							199
02:00		125	92							217
03:00		163	<b>132</b>							<b>295</b>
04:00		<b>173</b>	106							279
05:00		146	122							268
06:00		145	79							224
07:00		106	42							148
08:00		64	19							83
09:00		35	8							43
10:00		25	3							28
11:00		7	1							8
Total		1591	1630							3221
Percent		49.4%	50.6%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	08:00
Vol.	-	94	183	-	-	-	-	-	-	250
PM Peak	-	16:00	15:00	-	-	-	-	-	-	15:00
Vol.	-	173	132	-	-	-	-	-	-	295

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR W-O CONIFER DR  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222218  
 Station ID: 222218

Start Time	25-Aug-22 Thu	EAST	WEST							Total
12:00 AM		10	1							11
01:00		4	0							4
02:00		1	2							3
03:00		2	4							6
04:00		0	17							17
05:00		3	48							51
06:00		11	98							109
07:00		53	192							245
08:00		79	180							259
09:00		71	148							219
10:00		66	98							164
11:00		99	86							185
12:00 PM		112	91							203
01:00		89	111							200
02:00		86	106							192
03:00		138	115							253
04:00		151	103							254
05:00		168	90							258
06:00		117	56							173
07:00		92	30							122
08:00		73	18							91
09:00		41	13							54
10:00		24	4							28
11:00		19	1							20
Total		1509	1612							3121
Percent		48.3%	51.7%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	08:00
Vol.	-	99	192	-	-	-	-	-	-	259
PM Peak	-	17:00	15:00	-	-	-	-	-	-	17:00
Vol.	-	168	115	-	-	-	-	-	-	258

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR W-O CONIFER DR  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222218  
 Station ID: 222218

Start Time	26-Aug-22 Fri	EAST	WEST							Total
12:00 AM		8	0							8
01:00		2	2							4
02:00		3	3							6
03:00		0	4							4
04:00		0	21							21
05:00		2	45							47
06:00		7	84							91
07:00		52	166							218
08:00		58	165							223
09:00		85	107							192
10:00		85	144							229
11:00		102	100							202
12:00 PM		121	99							220
01:00		91	89							180
02:00		94	113							207
03:00		120	131							251
04:00		150	99							249
05:00		161	97							258
06:00		111	62							173
07:00		102	48							150
08:00		54	19							73
09:00		46	10							56
10:00		29	13							42
11:00		17	4							21
Total		1500	1625							3125
Percent		48.0%	52.0%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	10:00
Vol.	-	102	166	-	-	-	-	-	-	229
PM Peak	-	17:00	15:00	-	-	-	-	-	-	17:00
Vol.	-	161	131	-	-	-	-	-	-	258



**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR W-O CONIFER DR  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222218  
 Station ID: 222218

Start Time	27-Aug-22 Sat	EAST	WEST							Total
12:00 AM		14	2							16
01:00		7	1							8
02:00		3	5							8
03:00		0	5							5
04:00		0	10							10
05:00		2	10							12
06:00		10	40							50
07:00		22	82							104
08:00		58	115							173
09:00		74	132							206
10:00		<b>111</b>	<b>135</b>							<b>246</b>
11:00		111	124							235
12:00 PM		140	<b>120</b>							260
01:00		<b>153</b>	108							<b>261</b>
02:00		144	91							235
03:00		145	94							239
04:00		105	90							195
05:00		80	118							198
06:00		93	80							173
07:00		70	56							126
08:00		63	28							91
09:00		43	10							53
10:00		25	12							37
11:00		12	16							28
Total		1485	1484							2969
Percent		50.0%	50.0%							
AM Peak	-	10:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	111	135	-	-	-	-	-	-	246
PM Peak	-	13:00	12:00	-	-	-	-	-	-	13:00
Vol.	-	153	120	-	-	-	-	-	-	261

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR W-O CONIFER DR  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222218  
 Station ID: 222218

Start Time	28-Aug-22 Sun	EAST	WEST							Total
12:00 AM		12	3							15
01:00		4	4							8
02:00		2	1							3
03:00		1	2							3
04:00		3	4							7
05:00		2	15							17
06:00		6	21							27
07:00		20	54							74
08:00		39	65							104
09:00		61	<b>138</b>							199
10:00		105	109							214
11:00		<b>118</b>	117							<b>235</b>
12:00 PM		<b>123</b>	101							224
01:00		98	<b>156</b>							<b>254</b>
02:00		68	78							146
03:00		1	0							1
04:00		0	0							0
05:00		*	*							*
06:00		*	*							*
07:00		*	*							*
08:00		*	*							*
09:00		*	*							*
10:00		*	*							*
11:00		*	*							*
Total		663	868							1531
Percent		43.3%	56.7%							
AM Peak	-	11:00	09:00	-	-	-	-	-	-	11:00
Vol.	-	118	138	-	-	-	-	-	-	235
PM Peak	-	12:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	123	156	-	-	-	-	-	-	254
Grand Total		9196	9642							18838
Percent		48.8%	51.2%							
ADT		ADT 2,776	AADT 2,776							

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR W-O HWY 73  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222207  
 Station ID: 222207

Start Time	22-Aug-22 Mon	EAST	WEST	Total
12:00 AM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		*	*	*
04:00		*	*	*
05:00		*	*	*
06:00		*	*	*
07:00		*	*	*
08:00		*	*	*
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
12:00 PM		*	*	*
01:00		99	102	201
02:00		90	99	189
03:00		<b>110</b>	155	<b>265</b>
04:00		100	145	245
05:00		79	<b>162</b>	241
06:00		60	156	216
07:00		29	84	113
08:00		18	61	79
09:00		7	38	45
10:00		7	14	21
11:00		2	16	18
Total		601	1032	1633
Percent		36.8%	63.2%	
AM Peak	-	-	-	-
Vol.	-	-	-	-
PM Peak	-	15:00	17:00	15:00
Vol.	-	110	162	265

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR W-O HWY 73  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222207  
 Station ID: 222207

Start Time	23-Aug-22 Tue	EAST	WEST							Total
12:00 AM		2	4							6
01:00		4	0							4
02:00		1	1							2
03:00		4	0							4
04:00		23	1							24
05:00		51	1							52
06:00		122	16							138
07:00		<b>185</b>	66							<b>251</b>
08:00		169	63							232
09:00		84	78							162
10:00		93	82							175
11:00		102	<b>92</b>							194
12:00 PM		158	<b>60</b>							218
01:00		184	0							184
02:00		207	0							207
03:00		270	0							270
04:00		266	0							266
05:00		<b>290</b>	0							<b>290</b>
06:00		217	0							217
07:00		125	0							125
08:00		105	0							105
09:00		52	0							52
10:00		27	0							27
11:00		21	0							21
Total		2762	464							3226
Percent		85.6%	14.4%							
AM Peak	-	07:00	11:00	-	-	-	-	-	-	07:00
Vol.	-	185	92	-	-	-	-	-	-	251
PM Peak	-	17:00	12:00	-	-	-	-	-	-	17:00
Vol.	-	290	60	-	-	-	-	-	-	290

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR W-O HWY 73  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222207  
 Station ID: 222207

Start Time	24-Aug-22 Wed	EAST	WEST	Total						
12:00 AM		12	0	12						
01:00		4	0	4						
02:00		3	0	3						
03:00		5	0	5						
04:00		20	0	20						
05:00		55	0	55						
06:00		121	0	121						
07:00		253	0	253						
08:00		<b>260</b>	0	<b>260</b>						
09:00		180	0	180						
10:00		157	0	157						
11:00		196	0	196						
12:00 PM		<b>191</b>	0	191						
01:00		144	69	213						
02:00		105	119	224						
03:00		134	162	296						
04:00		119	<b>178</b>	<b>297</b>						
05:00		96	170	266						
06:00		64	171	235						
07:00		33	106	139						
08:00		17	64	81						
09:00		8	33	41						
10:00		3	25	28						
11:00		1	7	8						
Total		2181	1104	3285						
Percent		66.4%	33.6%							
AM Peak	-	08:00	-	-	-	-	-	-	-	08:00
Vol.	-	260	-	-	-	-	-	-	-	260
PM Peak	-	12:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	191	178	-	-	-	-	-	-	297



**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR W-O HWY 73  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222207  
 Station ID: 222207

Start Time	25-Aug-22 Thu	EAST	WEST							Total
12:00 AM		1	11							12
01:00		0	3							3
02:00		2	1							3
03:00		4	2							6
04:00		17	0							17
05:00		48	3							51
06:00		100	11							111
07:00		<b>180</b>	67							247
08:00		180	85							<b>265</b>
09:00		124	80							204
10:00		98	65							163
11:00		95	<b>98</b>							193
12:00 PM		94	115							209
01:00		96	96							192
02:00		108	94							202
03:00		<b>113</b>	144							257
04:00		103	158							<b>261</b>
05:00		80	<b>180</b>							260
06:00		60	122							182
07:00		30	95							125
08:00		16	76							92
09:00		12	41							53
10:00		4	24							28
11:00		1	20							21
Total		1566	1591							3157
Percent		49.6%	50.4%							
AM Peak	-	07:00	11:00	-	-	-	-	-	-	08:00
Vol.	-	180	98	-	-	-	-	-	-	265
PM Peak	-	15:00	17:00	-	-	-	-	-	-	16:00
Vol.	-	113	180	-	-	-	-	-	-	261

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR W-O HWY 73  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222207  
 Station ID: 222207

Start Time	26-Aug-22 Fri	EAST	WEST							Total
12:00 AM		0	7							7
01:00		2	3							5
02:00		3	2							5
03:00		2	2							4
04:00		22	0							22
05:00		45	3							48
06:00		87	7							94
07:00		166	59							225
08:00		<b>168</b>	63							<b>231</b>
09:00		102	84							186
10:00		130	88							218
11:00		107	<b>104</b>							211
12:00 PM		102	123							225
01:00		92	95							187
02:00		101	109							210
03:00		<b>118</b>	122							240
04:00		96	<b>167</b>							<b>263</b>
05:00		95	151							246
06:00		63	116							179
07:00		49	108							157
08:00		21	55							76
09:00		10	48							58
10:00		12	28							40
11:00		6	18							24
Total		1599	1562							3161
Percent		50.6%	49.4%							
AM Peak	-	08:00	11:00	-	-	-	-	-	-	08:00
Vol.	-	168	104	-	-	-	-	-	-	231
PM Peak	-	15:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	118	167	-	-	-	-	-	-	263

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR W-O HWY 73  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222207  
 Station ID: 222207

Start Time	27-Aug-22 Sat	EAST	WEST							Total
12:00 AM		2	15							17
01:00		1	7							8
02:00		5	3							8
03:00		5	0							5
04:00		10	0							10
05:00		10	2							12
06:00		40	11							51
07:00		82	23							105
08:00		116	60							176
09:00		126	81							207
10:00		<b>151</b>	<b>108</b>							<b>259</b>
11:00		135	102							237
12:00 PM		<b>128</b>	142							<b>270</b>
01:00		115	<b>146</b>							261
02:00		99	146							245
03:00		108	141							249
04:00		95	107							202
05:00		95	101							196
06:00		65	93							158
07:00		54	69							123
08:00		28	62							90
09:00		8	44							52
10:00		8	26							34
11:00		7	23							30
Total		1493	1512							3005
Percent		49.7%	50.3%							
AM Peak	-	10:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	151	108	-	-	-	-	-	-	259
PM Peak	-	12:00	13:00	-	-	-	-	-	-	12:00
Vol.	-	128	146	-	-	-	-	-	-	270

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Location: SHADOW MTN DR W-O HWY 73  
 City: CONIFER  
 County: JEFFERSON  
 Direction: EAST/WEST

Site Code: 222207  
 Station ID: 222207

Start Time	28-Aug-22 Sun	EAST	WEST							Total
12:00 AM		3	13							16
01:00		4	3							7
02:00		1	2							3
03:00		3	1							4
04:00		4	3							7
05:00		15	4							19
06:00		22	7							29
07:00		56	21							77
08:00		67	43							110
09:00		131	61							192
10:00		127	99							226
11:00		<b>132</b>	<b>107</b>							<b>239</b>
12:00 PM		102	126							228
01:00		<b>105</b>	<b>136</b>							<b>241</b>
02:00		26	30							56
03:00		*	*							*
04:00		*	*							*
05:00		*	*							*
06:00		*	*							*
07:00		*	*							*
08:00		*	*							*
09:00		*	*							*
10:00		*	*							*
11:00		*	*							*
Total		798	656							1454
Percent		54.9%	45.1%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	132	107	-	-	-	-	-	-	239
PM Peak	-	13:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	105	136	-	-	-	-	-	-	241
Grand Total		11000	7921							18921
Percent		58.1%	41.9%							
ADT		ADT 2,782	AADT 2,782							

## LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board, 2016, 6th Edition

### UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

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

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



Intersection						
Int Delay, s/veh	3					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	433	16	183	310	8	100
Future Vol, veh/h	433	16	183	310	8	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	492	18	208	352	9	114

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	510	0	1260
Stage 1	-	-	-	-	492
Stage 2	-	-	-	-	768
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1055	-	188
Stage 1	-	-	-	-	615
Stage 2	-	-	-	-	458
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1055	-	151
Mov Cap-2 Maneuver	-	-	-	-	151
Stage 1	-	-	-	-	615
Stage 2	-	-	-	-	368

Approach	SE	NW	NE
HCM Control Delay, s	0	3.4	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	151	577	1055	-	-	-
HCM Lane V/C Ratio	0.06	0.197	0.197	-	-	-
HCM Control Delay (s)	30.4	12.8	9.2	-	-	-
HCM Lane LOS	D	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.7	0.7	-	-	-

Intersection						
Int Delay, s/veh	12					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	274	276	177	78	114	315
Future Vol, veh/h	274	276	177	78	114	315
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	311	314	201	89	130	358

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	290	0	-	0	1137 201
Stage 1	-	-	-	-	201 -
Stage 2	-	-	-	-	936 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1272	-	-	-	223 840
Stage 1	-	-	-	-	833 -
Stage 2	-	-	-	-	382 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1272	-	-	-	169 840
Mov Cap-2 Maneuver	-	-	-	-	169 -
Stage 1	-	-	-	-	630 -
Stage 2	-	-	-	-	382 -

Approach	SE	NW	SW
HCM Control Delay, s	4.4	0	28.8
HCM LOS			D

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	1272	-	169	840
HCM Lane V/C Ratio	-	-	0.245	-	0.767	0.426
HCM Control Delay (s)	-	-	8.7	-	74.3	12.4
HCM Lane LOS	-	-	A	-	F	B
HCM 95th %tile Q(veh)	-	-	1	-	4.9	2.2

Intersection						
Int Delay, s/veh	2.9					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	269	9	87	294	12	120
Future Vol, veh/h	269	9	87	294	12	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	306	10	99	334	14	136

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	316	0	838	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	532	-
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	-	-	1244	-	336	734
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	589	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1244	-	309	734
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	542	-

Approach	SE	NW	NE
HCM Control Delay, s	0	1.9	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	309	734	1244	-	-	-
HCM Lane V/C Ratio	0.044	0.186	0.079	-	-	-
HCM Control Delay (s)	17.2	11	8.1	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	0.1	0.7	0.3	-	-	-

**Intersection**

Int Delay, s/veh 8.4

**Movement** SEL SET NWT NWR SWL SWR

Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	223	178	182	27	109	193
Future Vol, veh/h	223	178	182	27	109	193
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	253	202	207	31	124	219

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	238	0	-	0	915	207
Stage 1	-	-	-	-	207	-
Stage 2	-	-	-	-	708	-
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	1329	-	-	-	303	833
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	488	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1329	-	-	-	245	833
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	488	-

**Approach** SE NW SW

HCM Control Delay, s	4.6	0	19.2
HCM LOS			C

**Minor Lane/Major Mvmt** NWT NWR SEL SETSWLn1SWLn2

Capacity (veh/h)	-	-	1329	-	245	833
HCM Lane V/C Ratio	-	-	0.191	-	0.506	0.263
HCM Control Delay (s)	-	-	8.3	-	33.8	10.9
HCM Lane LOS	-	-	A	-	D	B
HCM 95th %tile Q(veh)	-	-	0.7	-	2.6	1.1

Intersection						
Int Delay, s/veh	3.2					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	449	15	134	376	22	123
Future Vol, veh/h	449	15	134	376	22	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	510	17	152	427	25	140

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	527	0	1241
Stage 1	-	-	-	-	510
Stage 2	-	-	-	-	731
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1040	-	193
Stage 1	-	-	-	-	603
Stage 2	-	-	-	-	476
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1040	-	165
Mov Cap-2 Maneuver	-	-	-	-	165
Stage 1	-	-	-	-	603
Stage 2	-	-	-	-	407

Approach	SE	NW	NE
HCM Control Delay, s	0	2.4	16.1
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	165	563	1040	-	-	-
HCM Lane V/C Ratio	0.152	0.248	0.146	-	-	-
HCM Control Delay (s)	30.7	13.5	9.1	-	-	-
HCM Lane LOS	D	B	A	-	-	-
HCM 95th %tile Q(veh)	0.5	1	0.5	-	-	-



**Intersection**

Int Delay, s/veh 14.7

**Movement** SEL SET NWT NWR SWL SWR

Lane Configurations	↘	↗	↗	↘	↘	↗
Traffic Vol, veh/h	467	188	231	88	58	271
Future Vol, veh/h	467	188	231	88	58	271
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	531	214	263	100	66	308

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	363	0	-	0	1539	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	1276	-
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	1196	-	-	-	127	776
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	262	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1196	-	-	-	71	776
Mov Cap-2 Maneuver	-	-	-	-	71	-
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	262	-

**Approach** SE NW SW

HCM Control Delay, s	7.4	0	43.3
HCM LOS			E

**Minor Lane/Major Mvmt** NWT NWR SEL SETSWLn1SWLn2

Capacity (veh/h)	-	-	1196	-	71	776
HCM Lane V/C Ratio	-	-	0.444	-	0.928	0.397
HCM Control Delay (s)	-	-	10.4	-	186	12.7
HCM Lane LOS	-	-	B	-	F	B
HCM 95th %tile Q(veh)	-	-	2.3	-	4.7	1.9

Intersection						
Int Delay, s/veh	2.9					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	218	11	60	253	24	112
Future Vol, veh/h	218	11	60	253	24	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	248	13	68	288	27	127

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	261	0	672 248
Stage 1	-	-	-	-	248 -
Stage 2	-	-	-	-	424 -
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	-	-	1303	-	421 791
Stage 1	-	-	-	-	793 -
Stage 2	-	-	-	-	660 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1303	-	399 791
Mov Cap-2 Maneuver	-	-	-	-	399 -
Stage 1	-	-	-	-	793 -
Stage 2	-	-	-	-	626 -

Approach	SE	NW	NE
HCM Control Delay, s	0	1.5	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	399	791	1303	-	-	-
HCM Lane V/C Ratio	0.068	0.161	0.052	-	-	-
HCM Control Delay (s)	14.7	10.4	7.9	-	-	-
HCM Lane LOS	B	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.6	0.2	-	-	-

Intersection						
Int Delay, s/veh	4.9					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	208	115	187	18	12	137
Future Vol, veh/h	208	115	187	18	12	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	236	131	213	20	14	156

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	233	0	0	816	213
Stage 1	-	-	-	213	-
Stage 2	-	-	-	603	-
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	1335	-	-	347	827
Stage 1	-	-	-	823	-
Stage 2	-	-	-	546	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1335	-	-	286	827
Mov Cap-2 Maneuver	-	-	-	286	-
Stage 1	-	-	-	677	-
Stage 2	-	-	-	546	-

Approach	SE	NW	SW
HCM Control Delay, s	5.3	0	11
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	1335	-	286	827
HCM Lane V/C Ratio	-	-	0.177	-	0.048	0.188
HCM Control Delay (s)	-	-	8.3	-	18.2	10.4
HCM Lane LOS	-	-	A	-	C	B
HCM 95th %tile Q(veh)	-	-	0.6	-	0.1	0.7

Intersection						
Int Delay, s/veh	2.8					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	315	18	131	354	12	108
Future Vol, veh/h	315	18	131	354	12	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	358	20	149	402	14	123

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	378	0	1058	358
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	700	-
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	-	-	1180	-	249	686
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	493	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1180	-	218	686
Mov Cap-2 Maneuver	-	-	-	-	218	-
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	431	-

Approach	SE	NW	NE
HCM Control Delay, s	0	2.3	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	218	686	1180	-	-	-
HCM Lane V/C Ratio	0.063	0.179	0.126	-	-	-
HCM Control Delay (s)	22.6	11.4	8.5	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.6	0.4	-	-	-

**Intersection**

Int Delay, s/veh 5.9

**Movement** SEL SET NWT NWR SWL SWR

Lane Configurations	↘	↗	↗	↘	↘	↗
Traffic Vol, veh/h	242	193	235	49	24	248
Future Vol, veh/h	242	193	235	49	24	248
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	275	219	267	56	27	282

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	323	0	-	0	1036	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	769	-
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	1237	-	-	-	256	772
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1237	-	-	-	199	772
Mov Cap-2 Maneuver	-	-	-	-	199	-
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	457	-

**Approach** SE NW SW

HCM Control Delay, s	4.9	0	13.5
HCM LOS			B

**Minor Lane/Major Mvmt** NWT NWR SEL SETSWLn1SWLn2

Capacity (veh/h)	-	-	1237	-	199	772
HCM Lane V/C Ratio	-	-	0.222	-	0.137	0.365
HCM Control Delay (s)	-	-	8.7	-	25.9	12.3
HCM Lane LOS	-	-	A	-	D	B
HCM 95th %tile Q(veh)	-	-	0.9	-	0.5	1.7



Intersection						
Int Delay, s/veh	3.1					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	445	16	186	320	8	102
Future Vol, veh/h	445	16	186	320	8	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	506	18	211	364	9	116

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	524	0	1292
Stage 1	-	-	-	-	506
Stage 2	-	-	-	-	786
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1043	-	180
Stage 1	-	-	-	-	606
Stage 2	-	-	-	-	449
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1043	-	144
Mov Cap-2 Maneuver	-	-	-	-	144
Stage 1	-	-	-	-	606
Stage 2	-	-	-	-	358

Approach	SE	NW	NE
HCM Control Delay, s	0	3.4	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	144	566	1043	-	-	-
HCM Lane V/C Ratio	0.063	0.205	0.203	-	-	-
HCM Control Delay (s)	31.7	13	9.3	-	-	-
HCM Lane LOS	D	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.8	0.8	-	-	-

Intersection						
Int Delay, s/veh	13.2					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	280	280	180	80	117	325
Future Vol, veh/h	280	280	180	80	117	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	318	318	205	91	133	369

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	296	0	-	0	1159 205
Stage 1	-	-	-	-	205 -
Stage 2	-	-	-	-	954 -
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	1265	-	-	-	216 836
Stage 1	-	-	-	-	829 -
Stage 2	-	-	-	-	374 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1265	-	-	-	162 836
Mov Cap-2 Maneuver	-	-	-	-	162 -
Stage 1	-	-	-	-	621 -
Stage 2	-	-	-	-	374 -

Approach	SE	NW	SW
HCM Control Delay, s	4.4	0	32.1
HCM LOS			D

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	1265	-	162	836
HCM Lane V/C Ratio	-	-	0.252	-	0.821	0.442
HCM Control Delay (s)	-	-	8.8	-	86.1	12.7
HCM Lane LOS	-	-	A	-	F	B
HCM 95th %tile Q(veh)	-	-	1	-	5.5	2.3

Intersection						
Int Delay, s/veh	2.8					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	277	9	88	303	12	122
Future Vol, veh/h	277	9	88	303	12	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	315	10	100	344	14	139

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	325	0	859	315
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	544	-
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	-	-	1235	-	327	725
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1235	-	301	725
Mov Cap-2 Maneuver	-	-	-	-	301	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	535	-

Approach	SE	NW	NE
HCM Control Delay, s	0	1.8	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	301	725	1235	-	-	-
HCM Lane V/C Ratio	0.045	0.191	0.081	-	-	-
HCM Control Delay (s)	17.5	11.1	8.2	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	0.1	0.7	0.3	-	-	-

Intersection						
Int Delay, s/veh	8.9					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	230	183	188	28	112	199
Future Vol, veh/h	230	183	188	28	112	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	261	208	214	32	127	226

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	246	0	-	0	944 214
Stage 1	-	-	-	-	214 -
Stage 2	-	-	-	-	730 -
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	1320	-	-	-	291 826
Stage 1	-	-	-	-	822 -
Stage 2	-	-	-	-	477 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1320	-	-	-	233 826
Mov Cap-2 Maneuver	-	-	-	-	233 -
Stage 1	-	-	-	-	659 -
Stage 2	-	-	-	-	477 -

Approach	SE	NW	SW
HCM Control Delay, s	4.7	0	20.6
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	1320	-	233	826
HCM Lane V/C Ratio	-	-	0.198	-	0.546	0.274
HCM Control Delay (s)	-	-	8.4	-	37.6	11
HCM Lane LOS	-	-	A	-	E	B
HCM 95th %tile Q(veh)	-	-	0.7	-	3	1.1

Intersection						
Int Delay, s/veh	3.2					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	463	15	136	387	22	125
Future Vol, veh/h	463	15	136	387	22	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	526	17	155	440	25	142

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	543	0	1276 526
Stage 1	-	-	-	-	526 -
Stage 2	-	-	-	-	750 -
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	-	-	1026	-	184 552
Stage 1	-	-	-	-	593 -
Stage 2	-	-	-	-	467 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1026	-	156 552
Mov Cap-2 Maneuver	-	-	-	-	156 -
Stage 1	-	-	-	-	593 -
Stage 2	-	-	-	-	396 -

Approach	SE	NW	NE
HCM Control Delay, s	0	2.4	16.6
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	156	552	1026	-	-	-
HCM Lane V/C Ratio	0.16	0.257	0.151	-	-	-
HCM Control Delay (s)	32.4	13.8	9.1	-	-	-
HCM Lane LOS	D	B	A	-	-	-
HCM 95th %tile Q(veh)	0.6	1	0.5	-	-	-



Intersection						
Int Delay, s/veh	16.9					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	480	194	238	91	60	279
Future Vol, veh/h	480	194	238	91	60	279
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	545	220	270	103	68	317

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	373	0	-	0	1580 270
Stage 1	-	-	-	-	270 -
Stage 2	-	-	-	-	1310 -
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	1185	-	-	-	120 769
Stage 1	-	-	-	-	775 -
Stage 2	-	-	-	-	252 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1185	-	-	-	- 65 769
Mov Cap-2 Maneuver	-	-	-	-	- 65 -
Stage 1	-	-	-	-	419 -
Stage 2	-	-	-	-	252 -

Approach	SE	NW	SW
HCM Control Delay, s	7.6	0	51.9
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1SWLn2		
Capacity (veh/h)	-	-	1185	-	65	769
HCM Lane V/C Ratio	-	-	0.46	-	1.049	0.412
HCM Control Delay (s)	-	-	10.6	-	233.5	12.9
HCM Lane LOS	-	-	B	-	F	B
HCM 95th %tile Q(veh)	-	-	2.5	-	5.3	2

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

Intersection						
Int Delay, s/veh	2.9					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	225	11	61	260	24	114
Future Vol, veh/h	225	11	61	260	24	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	256	13	69	295	27	130

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	269	0	689	256
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	433	-
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	-	-	1295	-	412	783
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	654	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1295	-	390	783
Mov Cap-2 Maneuver	-	-	-	-	390	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	619	-

Approach	SE	NW	NE
HCM Control Delay, s	0	1.5	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	390	783	1295	-	-	-
HCM Lane V/C Ratio	0.07	0.165	0.054	-	-	-
HCM Control Delay (s)	14.9	10.5	7.9	-	-	-
HCM Lane LOS	B	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.6	0.2	-	-	-

Intersection						
Int Delay, s/veh	5					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	214	118	193	19	12	141
Future Vol, veh/h	214	118	193	19	12	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	243	134	219	22	14	160

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	241	0	0	839	219
Stage 1	-	-	-	219	-
Stage 2	-	-	-	620	-
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	1326	-	-	336	821
Stage 1	-	-	-	817	-
Stage 2	-	-	-	536	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1326	-	-	275	821
Mov Cap-2 Maneuver	-	-	-	275	-
Stage 1	-	-	-	667	-
Stage 2	-	-	-	536	-

Approach	SE	NW	SW
HCM Control Delay, s	5.4	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	1326	-	275	821
HCM Lane V/C Ratio	-	-	0.183	-	0.05	0.195
HCM Control Delay (s)	-	-	8.3	-	18.8	10.4
HCM Lane LOS	-	-	A	-	C	B
HCM 95th %tile Q(veh)	-	-	0.7	-	0.2	0.7

Intersection						
Int Delay, s/veh	2.8					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	325	18	133	365	12	110
Future Vol, veh/h	325	18	133	365	12	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	369	20	151	415	14	125

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	389	0	1086	369
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	717	-
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	-	-	1170	-	239	677
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1170	-	208	677
Mov Cap-2 Maneuver	-	-	-	-	208	-
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	422	-

Approach	SE	NW	NE
HCM Control Delay, s	0	2.3	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	208	677	1170	-	-	-
HCM Lane V/C Ratio	0.066	0.185	0.129	-	-	-
HCM Control Delay (s)	23.5	11.5	8.5	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.7	0.4	-	-	-

Intersection						
Int Delay, s/veh	6					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	249	199	242	50	25	255
Future Vol, veh/h	249	199	242	50	25	255
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	283	226	275	57	28	290

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	332	0	-	0	1067 275
Stage 1	-	-	-	-	275 -
Stage 2	-	-	-	-	792 -
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	1227	-	-	-	246 764
Stage 1	-	-	-	-	771 -
Stage 2	-	-	-	-	446 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1227	-	-	-	189 764
Mov Cap-2 Maneuver	-	-	-	-	189 -
Stage 1	-	-	-	-	593 -
Stage 2	-	-	-	-	446 -

Approach	SE	NW	SW
HCM Control Delay, s	4.9	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1SWLn2		
Capacity (veh/h)	-	-	1227	-	189	764
HCM Lane V/C Ratio	-	-	0.231	-	0.15	0.379
HCM Control Delay (s)	-	-	8.8	-	27.4	12.6
HCM Lane LOS	-	-	A	-	D	B
HCM 95th %tile Q(veh)	-	-	0.9	-	0.5	1.8

HCM 6th TWSC  
1: Shadow Mountain Dr & Hwy 73

2025 Weekday Total - Scenario 1  
PM Peak

Intersection						
Int Delay, s/veh	4					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	445	28	289	320	9	112
Future Vol, veh/h	445	28	289	320	9	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	506	32	328	364	10	127

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	538	0	1526 506
Stage 1	-	-	-	-	506 -
Stage 2	-	-	-	-	1020 -
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	-	130 566
Stage 1	-	-	-	-	606 -
Stage 2	-	-	-	-	348 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1030	-	89 566
Mov Cap-2 Maneuver	-	-	-	-	89 -
Stage 1	-	-	-	-	606 -
Stage 2	-	-	-	-	237 -

Approach	SE	NW	NE
HCM Control Delay, s	0	4.8	16
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	89	566	1030	-	-	-
HCM Lane V/C Ratio	0.115	0.225	0.319	-	-	-
HCM Control Delay (s)	50.6	13.2	10.1	-	-	-
HCM Lane LOS	F	B	B	-	-	-
HCM 95th %tile Q(veh)	0.4	0.9	1.4	-	-	-



Intersection						
Int Delay, s/veh	15.2					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	288	282	197	80	117	411
Future Vol, veh/h	288	282	197	80	117	411
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	327	320	224	91	133	467

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	315	0	-	0	1198 224
Stage 1	-	-	-	-	224 -
Stage 2	-	-	-	-	974 -
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	1245	-	-	-	205 815
Stage 1	-	-	-	-	813 -
Stage 2	-	-	-	-	366 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1245	-	-	-	151 815
Mov Cap-2 Maneuver	-	-	-	-	151 -
Stage 1	-	-	-	-	599 -
Stage 2	-	-	-	-	366 -

Approach	SE	NW	SW
HCM Control Delay, s	4.5	0	34.6
HCM LOS			D

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1SWLn2		
Capacity (veh/h)	-	-	1245	-	151	815
HCM Lane V/C Ratio	-	-	0.263	-	0.88	0.573
HCM Control Delay (s)	-	-	8.9	-	102.8	15.2
HCM Lane LOS	-	-	A	-	F	C
HCM 95th %tile Q(veh)	-	-	1.1	-	6	3.7

HCM 6th TWSC  
 3: Site Access & Shadow Mountain Dr

2025 Weekday Total - Scenario 1  
 PM Peak

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	0	115	130	0	11
Future Vol, veh/h	75	0	115	130	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	280	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	0	131	148	0	13

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	85	495
Stage 1	-	-	-	85
Stage 2	-	-	-	410
Critical Hdwy	-	-	4.12	6.42
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	3.518
Pot Cap-1 Maneuver	-	-	1512	534
Stage 1	-	-	-	938
Stage 2	-	-	-	670
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1512	488
Mov Cap-2 Maneuver	-	-	-	488
Stage 1	-	-	-	938
Stage 2	-	-	-	612

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	974	-	-	1512	-
HCM Lane V/C Ratio	0.013	-	-	0.086	-
HCM Control Delay (s)	8.7	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-

HCM 6th TWSC  
 1: Shadow Mountain Dr & Hwy 73

2025 Saturday Total - Scenario 1  
 AM Peak

Intersection						
Int Delay, s/veh	4.5					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	277	31	286	303	14	141
Future Vol, veh/h	277	31	286	303	14	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	315	35	325	344	16	160

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	350	0	1309 315
Stage 1	-	-	-	-	315 -
Stage 2	-	-	-	-	994 -
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	-	-	1209	-	176 725
Stage 1	-	-	-	-	740 -
Stage 2	-	-	-	-	358 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1209	-	129 725
Mov Cap-2 Maneuver	-	-	-	-	129 -
Stage 1	-	-	-	-	740 -
Stage 2	-	-	-	-	262 -

Approach	SE	NW	NE
HCM Control Delay, s	0	4.4	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	129	725	1209	-	-	-
HCM Lane V/C Ratio	0.123	0.221	0.269	-	-	-
HCM Control Delay (s)	36.8	11.4	9.1	-	-	-
HCM Lane LOS	E	B	A	-	-	-
HCM 95th %tile Q(veh)	0.4	0.8	1.1	-	-	-

HCM 6th TWSC  
2: Hwy 73 & Barkley Rd

2025 Saturday Total - Scenario 1  
AM Peak

Intersection						
Int Delay, s/veh	11					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	246	186	221	28	112	364
Future Vol, veh/h	246	186	221	28	112	364
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	280	211	251	32	127	414

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	283	0	-	0	1022 251
Stage 1	-	-	-	-	251 -
Stage 2	-	-	-	-	771 -
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	1279	-	-	-	261 788
Stage 1	-	-	-	-	791 -
Stage 2	-	-	-	-	456 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1279	-	-	-	204 788
Mov Cap-2 Maneuver	-	-	-	-	204 -
Stage 1	-	-	-	-	618 -
Stage 2	-	-	-	-	456 -

Approach	SE	NW	SW
HCM Control Delay, s	4.9	0	22.4
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1SWLn2		
Capacity (veh/h)	-	-	1279	-	204	788
HCM Lane V/C Ratio	-	-	0.219	-	0.624	0.525
HCM Control Delay (s)	-	-	8.6	-	48.1	14.5
HCM Lane LOS	-	-	A	-	E	B
HCM 95th %tile Q(veh)	-	-	0.8	-	3.6	3.1

Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	0	220	65	0	21
Future Vol, veh/h	90	0	220	65	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	280	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	0	250	74	0	24

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	102	0	676
Stage 1	-	-	-	-	102
Stage 2	-	-	-	-	574
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1490	-	419
Stage 1	-	-	-	-	922
Stage 2	-	-	-	-	563
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1490	-	349
Mov Cap-2 Maneuver	-	-	-	-	349
Stage 1	-	-	-	-	922
Stage 2	-	-	-	-	468

Approach	EB	WB	NB
HCM Control Delay, s	0	6.1	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	953	-	-	1490	-
HCM Lane V/C Ratio	0.025	-	-	0.168	-
HCM Control Delay (s)	8.9	-	-	7.9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	-

HCM 6th TWSC  
1: Shadow Mountain Dr & Hwy 73

2025 Saturday Total - Scenario 1  
Mid-day Peak

Intersection						
Int Delay, s/veh	6					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	463	17	149	387	38	264
Future Vol, veh/h	463	17	149	387	38	264
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	526	19	169	440	43	300

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	545	0	1304 526
Stage 1	-	-	-	-	526 -
Stage 2	-	-	-	-	778 -
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	-	-	1024	-	177 552
Stage 1	-	-	-	-	593 -
Stage 2	-	-	-	-	453 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1024	-	148 552
Mov Cap-2 Maneuver	-	-	-	-	148 -
Stage 1	-	-	-	-	593 -
Stage 2	-	-	-	-	378 -

Approach	SE	NW	NE
HCM Control Delay, s	0	2.6	21.5
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	148	552	1024	-	-	-
HCM Lane V/C Ratio	0.292	0.543	0.165	-	-	-
HCM Control Delay (s)	39	19	9.2	-	-	-
HCM Lane LOS	E	C	A	-	-	-
HCM 95th %tile Q(veh)	1.1	3.2	0.6	-	-	-



HCM 6th TWSC  
2: Hwy 73 & Barkley Rd

2025 Saturday Total - Scenario 1  
Mid-day Peak

Intersection						
Int Delay, s/veh	36.3					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	596	217	240	91	60	290
Future Vol, veh/h	596	217	240	91	60	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	677	247	273	103	68	330

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	376	0	-	0	1874 273
Stage 1	-	-	-	-	273 -
Stage 2	-	-	-	-	1601 -
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	1182	-	-	-	79 766
Stage 1	-	-	-	-	773 -
Stage 2	-	-	-	-	182 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1182	-	-	-	~ 34 766
Mov Cap-2 Maneuver	-	-	-	-	~ 34 -
Stage 1	-	-	-	-	330 -
Stage 2	-	-	-	-	182 -

Approach	SE	NW	SW
HCM Control Delay, s	8.8	0	134.4
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1SWLn2	
Capacity (veh/h)	-	-	1182	-	34 766
HCM Lane V/C Ratio	-	-	0.573	-	2.005 0.43
HCM Control Delay (s)	-	-	12	-	720.1 13.2
HCM Lane LOS	-	-	B	-	F B
HCM 95th %tile Q(veh)	-	-	3.8	-	7.6 2.2

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

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	110	0	15	100	0	155
Future Vol, veh/h	110	0	15	100	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	280	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	0	17	114	0	176

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	125	0	273
Stage 1	-	-	-	-	125
Stage 2	-	-	-	-	148
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1462	-	716
Stage 1	-	-	-	-	901
Stage 2	-	-	-	-	880
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1462	-	707
Mov Cap-2 Maneuver	-	-	-	-	707
Stage 1	-	-	-	-	901
Stage 2	-	-	-	-	869

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	926	-	-	1462	-
HCM Lane V/C Ratio	0.19	-	-	0.012	-
HCM Control Delay (s)	9.8	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

HCM 6th TWSC  
 1: Shadow Mountain Dr & Hwy 73

2025 Sunday Total - Scenario 1  
 AM Peak

Intersection						
Int Delay, s/veh	4.7					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	225	33	259	260	26	133
Future Vol, veh/h	225	33	259	260	26	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	256	38	294	295	30	151

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	294	0	1139	256
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	883	-
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	-	-	1268	-	223	783
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	404	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1268	-	171	783
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	310	-

Approach	SE	NW	NE
HCM Control Delay, s	0	4.3	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	171	783	1268	-	-	-
HCM Lane V/C Ratio	0.173	0.193	0.232	-	-	-
HCM Control Delay (s)	30.4	10.7	8.7	-	-	-
HCM Lane LOS	D	B	A	-	-	-
HCM 95th %tile Q(veh)	0.6	0.7	0.9	-	-	-

Intersection						
Int Delay, s/veh	6.8					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↑	↑	↗	↘	↗
Traffic Vol, veh/h	230	121	226	19	12	306
Future Vol, veh/h	230	121	226	19	12	306
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	261	138	257	22	14	348

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	279	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1284	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1284	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	5.6	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	1284	-	241	782
HCM Lane V/C Ratio	-	-	0.204	-	0.057	0.445
HCM Control Delay (s)	-	-	8.5	-	20.8	13.2
HCM Lane LOS	-	-	A	-	C	B
HCM 95th %tile Q(veh)	-	-	0.8	-	0.2	2.3

HCM 6th TWSC  
 3: Site Access & Shadow Mountain Dr

2025 Sunday Total - Scenario 1  
 AM Peak

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	0	220	60	0	21
Future Vol, veh/h	85	0	220	60	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	280	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	0	250	68	0	24

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	97	0	665
Stage 1	-	-	-	-	97
Stage 2	-	-	-	-	568
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1496	-	425
Stage 1	-	-	-	-	927
Stage 2	-	-	-	-	567
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1496	-	354
Mov Cap-2 Maneuver	-	-	-	-	354
Stage 1	-	-	-	-	927
Stage 2	-	-	-	-	472

Approach	EB	WB	NB
HCM Control Delay, s	0	6.2	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	959	-	-	1496	-
HCM Lane V/C Ratio	0.025	-	-	0.167	-
HCM Control Delay (s)	8.9	-	-	7.9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	-

HCM 6th TWSC  
1: Shadow Mountain Dr & Hwy 73

2025 Sunday Total - Scenario 1  
Mid-day Peak

Intersection						
Int Delay, s/veh	4.9					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	325	20	146	365	28	249
Future Vol, veh/h	325	20	146	365	28	249
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	369	23	166	415	32	283

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	392	0	1116 369
Stage 1	-	-	-	-	369 -
Stage 2	-	-	-	-	747 -
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	-	-	1167	-	230 677
Stage 1	-	-	-	-	699 -
Stage 2	-	-	-	-	468 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1167	-	197 677
Mov Cap-2 Maneuver	-	-	-	-	197 -
Stage 1	-	-	-	-	699 -
Stage 2	-	-	-	-	402 -

Approach	SE	NW	NE
HCM Control Delay, s	0	2.5	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	197	677	1167	-	-	-
HCM Lane V/C Ratio	0.162	0.418	0.142	-	-	-
HCM Control Delay (s)	26.8	14.1	8.6	-	-	-
HCM Lane LOS	D	B	A	-	-	-
HCM 95th %tile Q(veh)	0.6	2.1	0.5	-	-	-



Intersection						
Int Delay, s/veh	6.9					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	365	222	244	50	25	266
Future Vol, veh/h	365	222	244	50	25	266
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	415	252	277	57	28	302

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	334	0	-	0	1359 277
Stage 1	-	-	-	-	277 -
Stage 2	-	-	-	-	1082 -
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	1225	-	-	-	164 762
Stage 1	-	-	-	-	770 -
Stage 2	-	-	-	-	325 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1225	-	-	-	108 762
Mov Cap-2 Maneuver	-	-	-	-	108 -
Stage 1	-	-	-	-	509 -
Stage 2	-	-	-	-	325 -

Approach	SE	NW	SW
HCM Control Delay, s	5.9	0	16
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	1225	-	108	762
HCM Lane V/C Ratio	-	-	0.339	-	0.263	0.397
HCM Control Delay (s)	-	-	9.4	-	49.8	12.8
HCM Lane LOS	-	-	A	-	E	B
HCM 95th %tile Q(veh)	-	-	1.5	-	1	1.9

Intersection						
Int Delay, s/veh	4.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	0	15	90	0	155
Future Vol, veh/h	95	0	15	90	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	280	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	0	17	102	0	176

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	108	0	244
Stage 1	-	-	-	-	108
Stage 2	-	-	-	-	136
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1483	-	744
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	890
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1483	-	736
Mov Cap-2 Maneuver	-	-	-	-	736
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	880

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	946	-	-	1483	-
HCM Lane V/C Ratio	0.186	-	-	0.011	-
HCM Control Delay (s)	9.7	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

HCM 6th TWSC  
 1: Shadow Mountain Dr & Hwy 73

2025 Weekday Total - Scenario 2  
 PM Peak

Intersection						
Int Delay, s/veh	4					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	445	28	289	320	9	112
Future Vol, veh/h	445	28	289	320	9	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	506	32	328	364	10	127

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	538	0	1526 506
Stage 1	-	-	-	-	506 -
Stage 2	-	-	-	-	1020 -
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	-	130 566
Stage 1	-	-	-	-	606 -
Stage 2	-	-	-	-	348 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1030	-	89 566
Mov Cap-2 Maneuver	-	-	-	-	89 -
Stage 1	-	-	-	-	606 -
Stage 2	-	-	-	-	237 -

Approach	SE	NW	NE
HCM Control Delay, s	0	4.8	16
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	89	566	1030	-	-	-
HCM Lane V/C Ratio	0.115	0.225	0.319	-	-	-
HCM Control Delay (s)	50.6	13.2	10.1	-	-	-
HCM Lane LOS	F	B	B	-	-	-
HCM 95th %tile Q(veh)	0.4	0.9	1.4	-	-	-

Intersection						
Int Delay, s/veh	15.2					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	288	282	197	80	117	411
Future Vol, veh/h	288	282	197	80	117	411
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	327	320	224	91	133	467

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	315	0	-	0	1198 224
Stage 1	-	-	-	-	224 -
Stage 2	-	-	-	-	974 -
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	1245	-	-	-	205 815
Stage 1	-	-	-	-	813 -
Stage 2	-	-	-	-	366 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1245	-	-	-	151 815
Mov Cap-2 Maneuver	-	-	-	-	151 -
Stage 1	-	-	-	-	599 -
Stage 2	-	-	-	-	366 -

Approach	SE	NW	SW
HCM Control Delay, s	4.5	0	34.6
HCM LOS			D

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1SWLn2		
Capacity (veh/h)	-	-	1245	-	151	815
HCM Lane V/C Ratio	-	-	0.263	-	0.88	0.573
HCM Control Delay (s)	-	-	8.9	-	102.8	15.2
HCM Lane LOS	-	-	A	-	F	C
HCM 95th %tile Q(veh)	-	-	1.1	-	6	3.7

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	0	115	130	0	11
Future Vol, veh/h	75	0	115	130	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	280	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	0	131	148	0	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	85	0	495
Stage 1	-	-	-	-	85
Stage 2	-	-	-	-	410
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1512	-	534
Stage 1	-	-	-	-	938
Stage 2	-	-	-	-	670
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1512	-	488
Mov Cap-2 Maneuver	-	-	-	-	488
Stage 1	-	-	-	-	938
Stage 2	-	-	-	-	612

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1512	-
HCM Lane V/C Ratio	-	-	-	0.086	-
HCM Control Delay (s)	0	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.3	-

HCM 6th TWSC  
1: Shadow Mountain Dr & Hwy 73

2025 Saturday Total - Scenario 2  
AM Peak

Intersection						
Int Delay, s/veh	4.5					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	277	31	286	303	14	141
Future Vol, veh/h	277	31	286	303	14	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	315	35	325	344	16	160

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	350	0	1309 315
Stage 1	-	-	-	-	315 -
Stage 2	-	-	-	-	994 -
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	-	-	1209	-	176 725
Stage 1	-	-	-	-	740 -
Stage 2	-	-	-	-	358 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1209	-	129 725
Mov Cap-2 Maneuver	-	-	-	-	129 -
Stage 1	-	-	-	-	740 -
Stage 2	-	-	-	-	262 -

Approach	SE	NW	NE
HCM Control Delay, s	0	4.4	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	129	725	1209	-	-	-
HCM Lane V/C Ratio	0.123	0.221	0.269	-	-	-
HCM Control Delay (s)	36.8	11.4	9.1	-	-	-
HCM Lane LOS	E	B	A	-	-	-
HCM 95th %tile Q(veh)	0.4	0.8	1.1	-	-	-



Intersection						
Int Delay, s/veh	11					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↑	↑	↗	↘	↗
Traffic Vol, veh/h	246	186	221	28	112	364
Future Vol, veh/h	246	186	221	28	112	364
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	280	211	251	32	127	414

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	283	0	-	0	1022 251
Stage 1	-	-	-	-	251 -
Stage 2	-	-	-	-	771 -
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	1279	-	-	-	261 788
Stage 1	-	-	-	-	791 -
Stage 2	-	-	-	-	456 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1279	-	-	-	204 788
Mov Cap-2 Maneuver	-	-	-	-	204 -
Stage 1	-	-	-	-	618 -
Stage 2	-	-	-	-	456 -

Approach	SE	NW	SW
HCM Control Delay, s	4.9	0	22.4
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	1279	-	204	788
HCM Lane V/C Ratio	-	-	0.219	-	0.624	0.525
HCM Control Delay (s)	-	-	8.6	-	48.1	14.5
HCM Lane LOS	-	-	A	-	E	B
HCM 95th %tile Q(veh)	-	-	0.8	-	3.6	3.1

Intersection						
Int Delay, s/veh	4.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	0	220	65	0	21
Future Vol, veh/h	90	0	220	65	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	280	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	0	250	74	0	24

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	102	0	676
Stage 1	-	-	-	-	102
Stage 2	-	-	-	-	574
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1490	-	419
Stage 1	-	-	-	-	922
Stage 2	-	-	-	-	563
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1490	-	349
Mov Cap-2 Maneuver	-	-	-	-	349
Stage 1	-	-	-	-	922
Stage 2	-	-	-	-	468

Approach	EB	WB	NB
HCM Control Delay, s	0	6.1	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1490	-
HCM Lane V/C Ratio	-	-	-	0.168	-
HCM Control Delay (s)	0	-	-	7.9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.6	-

Intersection						
Int Delay, s/veh	6					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	463	17	149	387	38	264
Future Vol, veh/h	463	17	149	387	38	264
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	526	19	169	440	43	300

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	545	0	1304
Stage 1	-	-	-	-	526
Stage 2	-	-	-	-	778
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1024	-	177
Stage 1	-	-	-	-	593
Stage 2	-	-	-	-	453
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1024	-	148
Mov Cap-2 Maneuver	-	-	-	-	148
Stage 1	-	-	-	-	593
Stage 2	-	-	-	-	378

Approach	SE	NW	NE
HCM Control Delay, s	0	2.6	21.5
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	148	552	1024	-	-	-
HCM Lane V/C Ratio	0.292	0.543	0.165	-	-	-
HCM Control Delay (s)	39	19	9.2	-	-	-
HCM Lane LOS	E	C	A	-	-	-
HCM 95th %tile Q(veh)	1.1	3.2	0.6	-	-	-

HCM 6th TWSC  
2: Hwy 73 & Barkley Rd

2025 Saturday Total - Scenario 2  
Mid-day Peak

Intersection

Int Delay, s/veh 36.3

Movement	SEL	SET	NWT	NWR	SWL	SWR
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Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	596	217	240	91	60	290
Future Vol, veh/h	596	217	240	91	60	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	677	247	273	103	68	330

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	376	0	0	1874	273
Stage 1	-	-	-	273	-
Stage 2	-	-	-	1601	-
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	1182	-	-	79	766
Stage 1	-	-	-	773	-
Stage 2	-	-	-	182	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1182	-	-	~ 34	766
Mov Cap-2 Maneuver	-	-	-	~ 34	-
Stage 1	-	-	-	330	-
Stage 2	-	-	-	182	-

Approach	SE	NW	SW
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HCM Control Delay, s	8.8	0	134.4
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1SWLn2
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Capacity (veh/h)	-	-	1182	- 34 766
HCM Lane V/C Ratio	-	-	0.573	- 2.005 0.43
HCM Control Delay (s)	-	-	12	- 720.1 13.2
HCM Lane LOS	-	-	B	- F B
HCM 95th %tile Q(veh)	-	-	3.8	- 7.6 2.2

Notes

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

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	110	0	15	100	0	155
Future Vol, veh/h	110	0	15	100	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	280	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	0	17	114	0	176

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	125	0	273
Stage 1	-	-	-	-	125
Stage 2	-	-	-	-	148
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1462	-	716
Stage 1	-	-	-	-	901
Stage 2	-	-	-	-	880
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1462	-	707
Mov Cap-2 Maneuver	-	-	-	-	707
Stage 1	-	-	-	-	901
Stage 2	-	-	-	-	869

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1462	-
HCM Lane V/C Ratio	-	-	-	0.012	-
HCM Control Delay (s)	0	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th TWSC  
1: Shadow Mountain Dr & Hwy 73

2025 Sunday Total - Scenario 2  
AM Peak

Intersection						
Int Delay, s/veh	4.7					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	225	33	259	260	26	133
Future Vol, veh/h	225	33	259	260	26	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	256	38	294	295	30	151

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	294
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1268
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1268
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	NE
HCM Control Delay, s	0	4.3	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	171	783	1268	-	-	-
HCM Lane V/C Ratio	0.173	0.193	0.232	-	-	-
HCM Control Delay (s)	30.4	10.7	8.7	-	-	-
HCM Lane LOS	D	B	A	-	-	-
HCM 95th %tile Q(veh)	0.6	0.7	0.9	-	-	-



Intersection						
Int Delay, s/veh	6.8					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	230	121	226	19	12	306
Future Vol, veh/h	230	121	226	19	12	306
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	261	138	257	22	14	348

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	279	0	0	917	257
Stage 1	-	-	-	257	-
Stage 2	-	-	-	660	-
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	1284	-	-	302	782
Stage 1	-	-	-	786	-
Stage 2	-	-	-	514	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1284	-	-	241	782
Mov Cap-2 Maneuver	-	-	-	241	-
Stage 1	-	-	-	626	-
Stage 2	-	-	-	514	-

Approach	SE	NW	SW
HCM Control Delay, s	5.6	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1SWLn2		
Capacity (veh/h)	-	-	1284	-	241	782
HCM Lane V/C Ratio	-	-	0.204	-	0.057	0.445
HCM Control Delay (s)	-	-	8.5	-	20.8	13.2
HCM Lane LOS	-	-	A	-	C	B
HCM 95th %tile Q(veh)	-	-	0.8	-	0.2	2.3

HCM 6th TWSC  
 3: Site Access & Shadow Mountain Dr

2025 Sunday Total - Scenario 2  
 AM Peak

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	0	220	60	0	21
Future Vol, veh/h	85	0	220	60	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	280	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	0	250	68	0	24

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	97	0	665
Stage 1	-	-	-	-	97
Stage 2	-	-	-	-	568
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1496	-	425
Stage 1	-	-	-	-	927
Stage 2	-	-	-	-	567
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1496	-	354
Mov Cap-2 Maneuver	-	-	-	-	354
Stage 1	-	-	-	-	927
Stage 2	-	-	-	-	472

Approach	EB	WB	NB
HCM Control Delay, s	0	6.2	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1496	-
HCM Lane V/C Ratio	-	-	-	0.167	-
HCM Control Delay (s)	0	-	-	7.9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.6	-

HCM 6th TWSC  
1: Shadow Mountain Dr & Hwy 73

2025 Sunday Total - Scenario 2  
Mid-day Peak

Intersection						
Int Delay, s/veh	4.9					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	325	20	146	365	28	249
Future Vol, veh/h	325	20	146	365	28	249
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	245	485	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	369	23	166	415	32	283

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	392	0	1116 369
Stage 1	-	-	-	-	369 -
Stage 2	-	-	-	-	747 -
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	-	-	1167	-	230 677
Stage 1	-	-	-	-	699 -
Stage 2	-	-	-	-	468 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1167	-	197 677
Mov Cap-2 Maneuver	-	-	-	-	197 -
Stage 1	-	-	-	-	699 -
Stage 2	-	-	-	-	402 -

Approach	SE	NW	NE
HCM Control Delay, s	0	2.5	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	197	677	1167	-	-	-
HCM Lane V/C Ratio	0.162	0.418	0.142	-	-	-
HCM Control Delay (s)	26.8	14.1	8.6	-	-	-
HCM Lane LOS	D	B	A	-	-	-
HCM 95th %tile Q(veh)	0.6	2.1	0.5	-	-	-

Intersection						
Int Delay, s/veh	6.9					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	365	222	244	50	25	266
Future Vol, veh/h	365	222	244	50	25	266
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	270	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	415	252	277	57	28	302

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	334	0	-	0	1359 277
Stage 1	-	-	-	-	277 -
Stage 2	-	-	-	-	1082 -
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	1225	-	-	-	164 762
Stage 1	-	-	-	-	770 -
Stage 2	-	-	-	-	325 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1225	-	-	-	108 762
Mov Cap-2 Maneuver	-	-	-	-	108 -
Stage 1	-	-	-	-	509 -
Stage 2	-	-	-	-	325 -

Approach	SE	NW	SW
HCM Control Delay, s	5.9	0	16
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	1225	-	108	762
HCM Lane V/C Ratio	-	-	0.339	-	0.263	0.397
HCM Control Delay (s)	-	-	9.4	-	49.8	12.8
HCM Lane LOS	-	-	A	-	E	B
HCM 95th %tile Q(veh)	-	-	1.5	-	1	1.9

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	0	15	90	0	155
Future Vol, veh/h	95	0	15	90	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	280	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	0	17	102	0	176

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	108	0	244
Stage 1	-	-	-	-	108
Stage 2	-	-	-	-	136
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1483	-	744
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	890
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1483	-	736
Mov Cap-2 Maneuver	-	-	-	-	736
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	880

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1483	-
HCM Lane V/C Ratio	-	-	-	0.011	-
HCM Control Delay (s)	0	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th Roundabout  
1: Shadow Mountain Dr & Hwy 73

2043 Weekday BG  
PM Peak

Intersection			
Intersection Delay, s/veh	9.1		
Intersection LOS	A		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	625	659	136
Demand Flow Rate, veh/h	637	673	139
Vehicles Circulating, veh/h	232	11	614
Vehicles Exiting, veh/h	452	741	255
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.9	7.8	7.1
Approach LOS	B	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	637	673	139
Cap Entry Lane, veh/h	1089	1364	738
Entry HV Adj Factor	0.981	0.980	0.978
Flow Entry, veh/h	625	659	136
Cap Entry, veh/h	1069	1337	722
V/C Ratio	0.585	0.493	0.188
Control Delay, s/veh	10.9	7.8	7.1
LOS	B	A	A
95th %tile Queue, veh	4	3	1



Intersection			
Intersection Delay, s/veh	10.4		
Intersection LOS	B		
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	728	335	591
Demand Flow Rate, veh/h	742	342	603
Vehicles Circulating, veh/h	162	371	232
Vehicles Exiting, veh/h	673	533	481
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.6	7.9	10.2
Approach LOS	B	A	B
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	742	342	603
Cap Entry Lane, veh/h	1170	945	1089
Entry HV Adj Factor	0.981	0.981	0.980
Flow Entry, veh/h	728	335	591
Cap Entry, veh/h	1147	927	1067
V/C Ratio	0.634	0.362	0.554
Control Delay, s/veh	11.6	7.9	10.2
LOS	B	A	B
95th %tile Queue, veh	5	2	4

HCM 6th Roundabout  
1: Shadow Mountain Dr & Hwy 73

2043 Saturday BG  
AM Peak

Intersection			
Intersection Delay, s/veh	6.1		
Intersection LOS	A		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	386	518	166
Demand Flow Rate, veh/h	393	528	169
Vehicles Circulating, veh/h	111	15	382
Vehicles Exiting, veh/h	432	536	122
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.0	6.4	5.7
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	393	528	169
Cap Entry Lane, veh/h	1232	1359	935
Entry HV Adj Factor	0.981	0.981	0.982
Flow Entry, veh/h	386	518	166
Cap Entry, veh/h	1209	1333	918
V/C Ratio	0.319	0.389	0.181
Control Delay, s/veh	6.0	6.4	5.7
LOS	A	A	A
95th %tile Queue, veh	1	2	1

Intersection			
Intersection Delay, s/veh	7.8		
Intersection LOS	A		
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	556	294	425
Demand Flow Rate, veh/h	567	300	433
Vehicles Circulating, veh/h	155	318	261
Vehicles Exiting, veh/h	539	404	357
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.4	6.8	7.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	567	300	433
Cap Entry Lane, veh/h	1178	998	1057
Entry HV Adj Factor	0.981	0.980	0.982
Flow Entry, veh/h	556	294	425
Cap Entry, veh/h	1155	977	1038
V/C Ratio	0.481	0.301	0.410
Control Delay, s/veh	8.4	6.8	7.9
LOS	A	A	A
95th %tile Queue, veh	3	1	2

Intersection			
Intersection Delay, s/veh	9.1		
Intersection LOS	A		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	649	697	183
Demand Flow Rate, veh/h	662	711	187
Vehicles Circulating, veh/h	172	28	644
Vehicles Exiting, veh/h	567	803	190
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.2	8.4	8.3
Approach LOS	B	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	662	711	187
Cap Entry Lane, veh/h	1158	1341	715
Entry HV Adj Factor	0.981	0.981	0.979
Flow Entry, veh/h	649	697	183
Cap Entry, veh/h	1136	1315	700
V/C Ratio	0.572	0.530	0.261
Control Delay, s/veh	10.2	8.4	8.3
LOS	B	A	A
95th %tile Queue, veh	4	3	1

Intersection			
Intersection Delay, s/veh	13.5		
Intersection LOS	B		
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	909	437	455
Demand Flow Rate, veh/h	927	445	464
Vehicles Circulating, veh/h	82	661	324
Vehicles Exiting, veh/h	706	348	782
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	13.9	16.9	9.3
Approach LOS	B	C	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	927	445	464
Cap Entry Lane, veh/h	1269	703	992
Entry HV Adj Factor	0.980	0.981	0.981
Flow Entry, veh/h	909	437	455
Cap Entry, veh/h	1244	690	972
V/C Ratio	0.730	0.633	0.468
Control Delay, s/veh	13.9	16.9	9.3
LOS	B	C	A
95th %tile Queue, veh	7	5	3

Intersection			
Intersection Delay, s/veh	5.4		
Intersection LOS	A		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	321	428	172
Demand Flow Rate, veh/h	327	437	176
Vehicles Circulating, veh/h	78	31	313
Vehicles Exiting, veh/h	390	458	92
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.2	5.7	5.3
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	327	437	176
Cap Entry Lane, veh/h	1274	1337	1003
Entry HV Adj Factor	0.981	0.979	0.977
Flow Entry, veh/h	321	428	172
Cap Entry, veh/h	1250	1309	980
V/C Ratio	0.257	0.327	0.176
Control Delay, s/veh	5.2	5.7	5.3
LOS	A	A	A
95th %tile Queue, veh	1	1	1

Intersection			
Intersection Delay, s/veh	5.9		
Intersection LOS	A		
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	449	287	209
Demand Flow Rate, veh/h	458	293	213
Vehicles Circulating, veh/h	16	296	266
Vehicles Exiting, veh/h	463	178	323
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.8	6.5	5.4
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	458	293	213
Cap Entry Lane, veh/h	1358	1020	1052
Entry HV Adj Factor	0.980	0.979	0.981
Flow Entry, veh/h	449	287	209
Cap Entry, veh/h	1330	999	1032
V/C Ratio	0.337	0.287	0.202
Control Delay, s/veh	5.8	6.5	5.4
LOS	A	A	A
95th %tile Queue, veh	2	1	1



Intersection			
Intersection Delay, s/veh	7.4		
Intersection LOS	A		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	466	659	151
Demand Flow Rate, veh/h	475	672	154
Vehicles Circulating, veh/h	168	15	452
Vehicles Exiting, veh/h	519	591	191
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.4	7.8	6.0
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	475	672	154
Cap Entry Lane, veh/h	1163	1359	870
Entry HV Adj Factor	0.981	0.981	0.981
Flow Entry, veh/h	466	659	151
Cap Entry, veh/h	1141	1333	853
V/C Ratio	0.409	0.495	0.177
Control Delay, s/veh	7.4	7.8	6.0
LOS	A	A	A
95th %tile Queue, veh	2	3	1

Intersection			
Intersection Delay, s/veh	8.0		
Intersection LOS	A		
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	608	398	381
Demand Flow Rate, veh/h	620	406	389
Vehicles Circulating, veh/h	35	348	337
Vehicles Exiting, veh/h	691	307	417
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.5	8.6	8.2
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	620	406	389
Cap Entry Lane, veh/h	1331	968	979
Entry HV Adj Factor	0.980	0.981	0.979
Flow Entry, veh/h	608	398	381
Cap Entry, veh/h	1305	949	958
V/C Ratio	0.466	0.420	0.398
Control Delay, s/veh	7.5	8.6	8.2
LOS	A	A	A
95th %tile Queue, veh	3	2	2

HCM 6th Roundabout  
1: Shadow Mountain Dr & Hwy 73

2043 Total Weekday - Scenario 1  
PM Peak

Intersection			
Intersection Delay, s/veh	11.3		
Intersection LOS	B		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	638	776	148
Demand Flow Rate, veh/h	651	792	151
Vehicles Circulating, veh/h	351	12	614
Vehicles Exiting, veh/h	453	753	388
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	14.7	9.3	7.3
Approach LOS	B	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	651	792	151
Cap Entry Lane, veh/h	965	1363	738
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	638	776	148
Cap Entry, veh/h	945	1336	723
V/C Ratio	0.675	0.581	0.205
Control Delay, s/veh	14.7	9.3	7.3
LOS	B	A	A
95th %tile Queue, veh	5	4	1

Intersection			
Intersection Delay, s/veh	11.6		
Intersection LOS	B		
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	739	355	689
Demand Flow Rate, veh/h	753	362	703
Vehicles Circulating, veh/h	162	380	252
Vehicles Exiting, veh/h	793	535	490
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.8	8.3	13.1
Approach LOS	B	A	B
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	753	362	703
Cap Entry Lane, veh/h	1170	937	1067
Entry HV Adj Factor	0.981	0.981	0.980
Flow Entry, veh/h	739	355	689
Cap Entry, veh/h	1147	919	1046
V/C Ratio	0.644	0.387	0.659
Control Delay, s/veh	11.8	8.3	13.1
LOS	B	A	B
95th %tile Queue, veh	5	2	5

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	0	115	140	0	11
Future Vol, veh/h	85	0	115	140	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	0	131	159	0	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	97	0	518
Stage 1	-	-	-	-	97
Stage 2	-	-	-	-	421
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1496	-	518
Stage 1	-	-	-	-	927
Stage 2	-	-	-	-	662
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1496	-	472
Mov Cap-2 Maneuver	-	-	-	-	472
Stage 1	-	-	-	-	927
Stage 2	-	-	-	-	604

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	959	-	-	1496	-
HCM Lane V/C Ratio	0.013	-	-	0.087	-
HCM Control Delay (s)	8.8	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-

Intersection			
Intersection Delay, s/veh	8.4		
Intersection LOS	A		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	411	743	190
Demand Flow Rate, veh/h	419	758	193
Vehicles Circulating, veh/h	341	17	382
Vehicles Exiting, veh/h	434	558	378
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.7	8.9	6.0
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	419	758	193
Cap Entry Lane, veh/h	975	1356	935
Entry HV Adj Factor	0.980	0.980	0.984
Flow Entry, veh/h	411	743	190
Cap Entry, veh/h	955	1329	920
V/C Ratio	0.430	0.559	0.207
Control Delay, s/veh	8.7	8.9	6.0
LOS	A	A	A
95th %tile Queue, veh	2	4	1

Intersection			
Intersection Delay, s/veh	9.9		
Intersection LOS	A		
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	579	331	612
Demand Flow Rate, veh/h	591	338	624
Vehicles Circulating, veh/h	155	338	299
Vehicles Exiting, veh/h	768	408	377
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.7	7.5	12.2
Approach LOS	A	A	B
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	591	338	624
Cap Entry Lane, veh/h	1178	978	1017
Entry HV Adj Factor	0.980	0.980	0.981
Flow Entry, veh/h	579	331	612
Cap Entry, veh/h	1154	958	998
V/C Ratio	0.502	0.346	0.613
Control Delay, s/veh	8.7	7.5	12.2
LOS	A	A	B
95th %tile Queue, veh	3	2	4



Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	100	0	220	70	0	21
Future Vol, veh/h	100	0	220	70	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	0	250	80	0	24

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	114	0	694
Stage 1	-	-	-	-	114
Stage 2	-	-	-	-	580
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1475	-	409
Stage 1	-	-	-	-	911
Stage 2	-	-	-	-	560
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1475	-	340
Mov Cap-2 Maneuver	-	-	-	-	340
Stage 1	-	-	-	-	911
Stage 2	-	-	-	-	465

Approach	EB	WB	NB
HCM Control Delay, s	0	6	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	939	-	-	1475	-
HCM Lane V/C Ratio	0.025	-	-	0.169	-
HCM Control Delay (s)	8.9	-	-	7.9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	-

Intersection			
Intersection Delay, s/veh	10.4		
Intersection LOS	B		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	651	712	359
Demand Flow Rate, veh/h	664	727	366
Vehicles Circulating, veh/h	188	46	644
Vehicles Exiting, veh/h	585	964	208
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.5	8.9	12.9
Approach LOS	B	A	B
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	664	727	366
Cap Entry Lane, veh/h	1139	1317	715
Entry HV Adj Factor	0.981	0.980	0.981
Flow Entry, veh/h	651	712	359
Cap Entry, veh/h	1117	1290	702
V/C Ratio	0.583	0.552	0.512
Control Delay, s/veh	10.5	8.9	12.9
LOS	B	A	B
95th %tile Queue, veh	4	4	3

Intersection			
Intersection Delay, s/veh20.0			
Intersection LOS C			
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1073	450	475
Demand Flow Rate, veh/h	1095	459	485
Vehicles Circulating, veh/h	84	801	333
Vehicles Exiting, veh/h	734	378	927
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	22.1	25.8	9.8
Approach LOS	C	D	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	1095	459	485
Cap Entry Lane, veh/h	1267	610	983
Entry HV Adj Factor	0.980	0.981	0.979
Flow Entry, veh/h	1073	450	475
Cap Entry, veh/h	1241	598	962
V/C Ratio	0.865	0.753	0.494
Control Delay, s/veh	22.1	25.8	9.8
LOS	C	D	A
95th %tile Queue, veh	12	7	3

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	0	15	110	0	155
Future Vol, veh/h	120	0	15	110	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	136	0	17	125	0	176

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	136	0	295
Stage 1	-	-	-	-	136
Stage 2	-	-	-	-	159
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1448	-	696
Stage 1	-	-	-	-	890
Stage 2	-	-	-	-	870
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1448	-	688
Mov Cap-2 Maneuver	-	-	-	-	688
Stage 1	-	-	-	-	890
Stage 2	-	-	-	-	860

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	913	-	-	1448	-
HCM Lane V/C Ratio	0.193	-	-	0.012	-
HCM Control Delay (s)	9.9	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection			
Intersection Delay, s/veh	7.4		
Intersection LOS	A		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	346	653	196
Demand Flow Rate, veh/h	353	666	200
Vehicles Circulating, veh/h	307	33	313
Vehicles Exiting, veh/h	392	480	347
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.3	8.0	5.6
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	353	666	200
Cap Entry Lane, veh/h	1009	1334	1003
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	346	653	196
Cap Entry, veh/h	989	1308	983
V/C Ratio	0.350	0.499	0.199
Control Delay, s/veh	7.3	8.0	5.6
LOS	A	A	A
95th %tile Queue, veh	2	3	1

Intersection			
Intersection Delay, s/veh	7.0		
Intersection LOS	A		
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	470	325	397
Demand Flow Rate, veh/h	479	332	405
Vehicles Circulating, veh/h	16	314	305
Vehicles Exiting, veh/h	694	181	341
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.9	7.1	8.0
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	479	332	405
Cap Entry Lane, veh/h	1358	1002	1011
Entry HV Adj Factor	0.981	0.979	0.980
Flow Entry, veh/h	470	325	397
Cap Entry, veh/h	1331	981	991
V/C Ratio	0.353	0.331	0.401
Control Delay, s/veh	5.9	7.1	8.0
LOS	A	A	A
95th %tile Queue, veh	2	1	2

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	0	220	65	0	21
Future Vol, veh/h	95	0	220	65	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	0	250	74	0	24

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	108	0	682
Stage 1	-	-	-	-	108
Stage 2	-	-	-	-	574
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1483	-	415
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	563
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1483	-	345
Mov Cap-2 Maneuver	-	-	-	-	345
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	468

Approach	EB	WB	NB
HCM Control Delay, s	0	6.1	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	946	-	-	1483	-
HCM Lane V/C Ratio	0.025	-	-	0.169	-
HCM Control Delay (s)	8.9	-	-	7.9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	-



Intersection			
Intersection Delay, s/veh	8.1		
Intersection LOS	A		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	468	674	327
Demand Flow Rate, veh/h	478	688	334
Vehicles Circulating, veh/h	184	34	452
Vehicles Exiting, veh/h	538	752	209
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.6	8.2	8.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	478	688	334
Cap Entry Lane, veh/h	1144	1333	870
Entry HV Adj Factor	0.979	0.980	0.979
Flow Entry, veh/h	468	674	327
Cap Entry, veh/h	1120	1306	852
V/C Ratio	0.418	0.516	0.384
Control Delay, s/veh	7.6	8.2	8.8
LOS	A	A	A
95th %tile Queue, veh	2	3	2

Intersection			
Intersection Delay, s/veh	9.6		
Intersection LOS	A		
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	766	400	393
Demand Flow Rate, veh/h	781	408	401
Vehicles Circulating, veh/h	35	482	339
Vehicles Exiting, veh/h	705	334	551
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.5	10.8	8.4
Approach LOS	A	B	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	781	408	401
Cap Entry Lane, veh/h	1331	844	977
Entry HV Adj Factor	0.981	0.981	0.980
Flow Entry, veh/h	766	400	393
Cap Entry, veh/h	1306	828	957
V/C Ratio	0.587	0.483	0.411
Control Delay, s/veh	9.5	10.8	8.4
LOS	A	B	A
95th %tile Queue, veh	4	3	2

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	0	15	100	0	155
Future Vol, veh/h	105	0	15	100	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	119	0	17	114	0	176

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	119	0	267
Stage 1	-	-	-	-	119
Stage 2	-	-	-	-	148
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1469	-	722
Stage 1	-	-	-	-	906
Stage 2	-	-	-	-	880
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1469	-	713
Mov Cap-2 Maneuver	-	-	-	-	713
Stage 1	-	-	-	-	906
Stage 2	-	-	-	-	869

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	933	-	-	1469	-
HCM Lane V/C Ratio	0.189	-	-	0.012	-
HCM Control Delay (s)	9.8	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection			
Intersection Delay, s/veh	11.3		
Intersection LOS	B		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	638	776	148
Demand Flow Rate, veh/h	651	792	151
Vehicles Circulating, veh/h	351	12	614
Vehicles Exiting, veh/h	453	753	388
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	14.7	9.3	7.3
Approach LOS	B	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	651	792	151
Cap Entry Lane, veh/h	965	1363	738
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	638	776	148
Cap Entry, veh/h	945	1336	723
V/C Ratio	0.675	0.581	0.205
Control Delay, s/veh	14.7	9.3	7.3
LOS	B	A	A
95th %tile Queue, veh	5	4	1

Intersection			
Intersection Delay, s/veh	11.6		
Intersection LOS	B		
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	739	355	689
Demand Flow Rate, veh/h	753	362	703
Vehicles Circulating, veh/h	162	380	252
Vehicles Exiting, veh/h	793	535	490
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.8	8.3	13.1
Approach LOS	B	A	B
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	753	362	703
Cap Entry Lane, veh/h	1170	937	1067
Entry HV Adj Factor	0.981	0.981	0.980
Flow Entry, veh/h	739	355	689
Cap Entry, veh/h	1147	919	1046
V/C Ratio	0.644	0.387	0.659
Control Delay, s/veh	11.8	8.3	13.1
LOS	B	A	B
95th %tile Queue, veh	5	2	5

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	0	115	140	0	11
Future Vol, veh/h	85	0	115	140	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	0	131	159	0	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	97	0	518
Stage 1	-	-	-	-	97
Stage 2	-	-	-	-	421
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1496	-	518
Stage 1	-	-	-	-	927
Stage 2	-	-	-	-	662
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1496	-	472
Mov Cap-2 Maneuver	-	-	-	-	472
Stage 1	-	-	-	-	927
Stage 2	-	-	-	-	604

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1496	-
HCM Lane V/C Ratio	-	-	-	0.087	-
HCM Control Delay (s)	0	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.3	-

HCM 6th Roundabout  
 1: Shadow Mountain Dr & Hwy 73

2043 Total Saturday - Scenario 2  
 AM Peak

Intersection			
Intersection Delay, s/veh	8.4		
Intersection LOS	A		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	411	743	190
Demand Flow Rate, veh/h	419	758	193
Vehicles Circulating, veh/h	341	17	382
Vehicles Exiting, veh/h	434	558	378
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.7	8.9	6.0
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	419	758	193
Cap Entry Lane, veh/h	975	1356	935
Entry HV Adj Factor	0.980	0.980	0.984
Flow Entry, veh/h	411	743	190
Cap Entry, veh/h	955	1329	920
V/C Ratio	0.430	0.559	0.207
Control Delay, s/veh	8.7	8.9	6.0
LOS	A	A	A
95th %tile Queue, veh	2	4	1



Intersection			
Intersection Delay, s/veh	9.9		
Intersection LOS	A		
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	579	331	612
Demand Flow Rate, veh/h	591	338	624
Vehicles Circulating, veh/h	155	338	299
Vehicles Exiting, veh/h	768	408	377
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.7	7.5	12.2
Approach LOS	A	A	B
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	591	338	624
Cap Entry Lane, veh/h	1178	978	1017
Entry HV Adj Factor	0.980	0.980	0.981
Flow Entry, veh/h	579	331	612
Cap Entry, veh/h	1154	958	998
V/C Ratio	0.502	0.346	0.613
Control Delay, s/veh	8.7	7.5	12.2
LOS	A	A	B
95th %tile Queue, veh	3	2	4

Intersection						
Int Delay, s/veh	4.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	0	220	70	0	21
Future Vol, veh/h	100	0	220	70	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	0	250	80	0	24

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	114	0	694
Stage 1	-	-	-	-	114
Stage 2	-	-	-	-	580
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1475	-	409
Stage 1	-	-	-	-	911
Stage 2	-	-	-	-	560
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1475	-	340
Mov Cap-2 Maneuver	-	-	-	-	340
Stage 1	-	-	-	-	911
Stage 2	-	-	-	-	465

Approach	EB	WB	NB
HCM Control Delay, s	0	6	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1475	-
HCM Lane V/C Ratio	-	-	-	0.169	-
HCM Control Delay (s)	0	-	-	7.9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.6	-

Intersection			
Intersection Delay, s/veh	10.4		
Intersection LOS	B		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	651	712	359
Demand Flow Rate, veh/h	664	727	366
Vehicles Circulating, veh/h	188	46	644
Vehicles Exiting, veh/h	585	964	208
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.5	8.9	12.9
Approach LOS	B	A	B
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	664	727	366
Cap Entry Lane, veh/h	1139	1317	715
Entry HV Adj Factor	0.981	0.980	0.981
Flow Entry, veh/h	651	712	359
Cap Entry, veh/h	1117	1290	702
V/C Ratio	0.583	0.552	0.512
Control Delay, s/veh	10.5	8.9	12.9
LOS	B	A	B
95th %tile Queue, veh	4	4	3

Intersection			
Intersection Delay, s/veh20.0			
Intersection LOS C			
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1073	450	475
Demand Flow Rate, veh/h	1095	459	485
Vehicles Circulating, veh/h	84	801	333
Vehicles Exiting, veh/h	734	378	927
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	22.1	25.8	9.8
Approach LOS	C	D	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	1095	459	485
Cap Entry Lane, veh/h	1267	610	983
Entry HV Adj Factor	0.980	0.981	0.979
Flow Entry, veh/h	1073	450	475
Cap Entry, veh/h	1241	598	962
V/C Ratio	0.865	0.753	0.494
Control Delay, s/veh	22.1	25.8	9.8
LOS	C	D	A
95th %tile Queue, veh	12	7	3

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	0	15	110	0	155
Future Vol, veh/h	120	0	15	110	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	136	0	17	125	0	176

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	136	0	295
Stage 1	-	-	-	-	136
Stage 2	-	-	-	-	159
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1448	-	696
Stage 1	-	-	-	-	890
Stage 2	-	-	-	-	870
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1448	-	688
Mov Cap-2 Maneuver	-	-	-	-	688
Stage 1	-	-	-	-	890
Stage 2	-	-	-	-	860

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1448	-
HCM Lane V/C Ratio	-	-	-	0.012	-
HCM Control Delay (s)	0	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection			
Intersection Delay, s/veh	7.4		
Intersection LOS	A		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	346	653	196
Demand Flow Rate, veh/h	353	666	200
Vehicles Circulating, veh/h	307	33	313
Vehicles Exiting, veh/h	392	480	347
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.3	8.0	5.6
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	353	666	200
Cap Entry Lane, veh/h	1009	1334	1003
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	346	653	196
Cap Entry, veh/h	989	1308	983
V/C Ratio	0.350	0.499	0.199
Control Delay, s/veh	7.3	8.0	5.6
LOS	A	A	A
95th %tile Queue, veh	2	3	1

Intersection			
Intersection Delay, s/veh	7.0		
Intersection LOS	A		
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	470	325	397
Demand Flow Rate, veh/h	479	332	405
Vehicles Circulating, veh/h	16	314	305
Vehicles Exiting, veh/h	694	181	341
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.9	7.1	8.0
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	479	332	405
Cap Entry Lane, veh/h	1358	1002	1011
Entry HV Adj Factor	0.981	0.979	0.980
Flow Entry, veh/h	470	325	397
Cap Entry, veh/h	1331	981	991
V/C Ratio	0.353	0.331	0.401
Control Delay, s/veh	5.9	7.1	8.0
LOS	A	A	A
95th %tile Queue, veh	2	1	2



Intersection						
Int Delay, s/veh	4.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	0	220	65	0	21
Future Vol, veh/h	95	0	220	65	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	0	250	74	0	24

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	108	0	682
Stage 1	-	-	-	-	108
Stage 2	-	-	-	-	574
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1483	-	415
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	563
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1483	-	345
Mov Cap-2 Maneuver	-	-	-	-	345
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	468

Approach	EB	WB	NB
HCM Control Delay, s	0	6.1	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1483	-
HCM Lane V/C Ratio	-	-	-	0.169	-
HCM Control Delay (s)	0	-	-	7.9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.6	-

Intersection			
Intersection Delay, s/veh	8.1		
Intersection LOS	A		
Approach	SE	NW	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	468	674	327
Demand Flow Rate, veh/h	478	688	334
Vehicles Circulating, veh/h	184	34	452
Vehicles Exiting, veh/h	538	752	209
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.6	8.2	8.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	478	688	334
Cap Entry Lane, veh/h	1144	1333	870
Entry HV Adj Factor	0.979	0.980	0.979
Flow Entry, veh/h	468	674	327
Cap Entry, veh/h	1120	1306	852
V/C Ratio	0.418	0.516	0.384
Control Delay, s/veh	7.6	8.2	8.8
LOS	A	A	A
95th %tile Queue, veh	2	3	2

Intersection			
Intersection Delay, s/veh	9.6		
Intersection LOS	A		
Approach	SE	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	766	400	393
Demand Flow Rate, veh/h	781	408	401
Vehicles Circulating, veh/h	35	482	339
Vehicles Exiting, veh/h	705	334	551
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.5	10.8	8.4
Approach LOS	A	B	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	781	408	401
Cap Entry Lane, veh/h	1331	844	977
Entry HV Adj Factor	0.981	0.981	0.980
Flow Entry, veh/h	766	400	393
Cap Entry, veh/h	1306	828	957
V/C Ratio	0.587	0.483	0.411
Control Delay, s/veh	9.5	10.8	8.4
LOS	A	B	A
95th %tile Queue, veh	4	3	2

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	0	15	100	0	155
Future Vol, veh/h	105	0	15	100	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	119	0	17	114	0	176

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	119	0	267
Stage 1	-	-	-	-	119
Stage 2	-	-	-	-	148
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1469	-	722
Stage 1	-	-	-	-	906
Stage 2	-	-	-	-	880
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1469	-	713
Mov Cap-2 Maneuver	-	-	-	-	713
Stage 1	-	-	-	-	906
Stage 2	-	-	-	-	869

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1469	-
HCM Lane V/C Ratio	-	-	-	0.012	-
HCM Control Delay (s)	0	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-