DOUGLAS COUNTY
COLORADO

Location and Extent Staff Report

Date: September 10, 2025

To: Douglas County Planning Commission

From: Eric Pavlinek, Principal Planner EP
Jeanette Bare, AICP, Planning Manager JB
Steven E. Koster, AICP, Assistant Director of Planning Services SK

Subject: **Sterling Ranch Filing 1, Tract P – Location and Extent**

Project File: **LE2025-015**

Planning Commission Hearing: **September 22, 2025 @ 6:00 p.m.**

I. EXECUTIVE SUMMARY

The Douglas County School District (DCSD) requests approval of a Location and Extent (L & E) application to construct a new elementary school on a school tract in Sterling Ranch. The subject property totals approximately 12.5 acres and is generally located at the intersection of Piney River Avenue and Taylor River Circle, south of Titan Road and west of the Sterling Ranch Civic Center. The site is zoned Planned Development (PD) as part of the Sterling Ranch Planned Development. The school is located in the Primary Urban Area as designated on the 2040 Douglas County Comprehensive Master Plan (CMP).

II. APPLICATION INFORMATION

A. Applicant

Douglas County School District
620 Wilcox Street
Castle Rock, Colorado 80104

B. Applicant's Representative

Jackie Millet
Douglas County School District
2808 N. US Highway 85, Building B
Castle Rock, Colorado 80104

C. Request

DCSD requests approval of an L & E application for the construction of a two-story, 90,000 square foot elementary school on Sterling Ranch Filing 1, Tract P. The school will serve 750 students, Preschool through Grade 5, and include 100 faculty and staff.

D. Location

The parcel is located southwest of the intersection of Titan Road and Eagle River Street. More specifically, the tract is bounded by Taylor River Circle to the east, Georgetown Street to the west, Piney River Avenue to the north, and Blue River Avenue to the south. Vicinity, zoning, and aerial maps are included as an attachment to the staff report to highlight site location and existing conditions.

E. Project Description

The applicant requests L & E approval to construct a 90,000 square foot public elementary school within Sterling Ranch Filing 1. The school will serve students in Preschool through 5th grade. In total, the elementary school will include up to 750 students and 100 faculty and staff. The school is anticipated to be operational by August of 2027.

The proposed two-story structure is anticipated to include 30 general classrooms, offices, a cafeteria, a gymnatorium, and other support spaces for other school curriculum. The building will be approximately 35 feet tall to the roof peak and complies with the maximum building height per the Sterling Ranch PD of 42 feet. Roof-mounted HVAC equipment will be screened by metal panels that will complement the buildings design and colors.

Other on-site amenities include playgrounds, a multi-use artificial turf sports field, seating areas, play areas, fencing, bike racks, shade shelters, and sidewalk connections. A conceptual landscape plan was included with the submittal and depicts tree and shrub plantings on-site. A combination of deciduous and evergreen trees and shrubs are proposed along the property boundary adjacent to roadways to adequately screen the parking areas from views. Existing street trees along Taylor River Circle will remain and provide screening east of the site. The parking areas are designed with materials and landscaping that softens the appearance of the parking areas. Minor modifications to the landscape plan are anticipated to occur during school construction. The L & E plan exhibit does depict the location of parking lot light poles, pedestrian lighting, and wall-mounted light fixtures on the school building. Lighting will be required to comply with all applicable Douglas County lighting standards.

The applicant proposes a total of 153 parking spaces on-site. Per the Sterling Ranch PD, a total of 188 parking spaces are required for the school. The applicant's narrative and Community Impact Report indicates that the Sterling Ranch Community Authority Board (CAB) requested a reduced number of parking spaces be provided on-site based on available off-site parking within the area. The PD does have a provision that allows off-site parking within 400 feet of a site. Parking areas surround the school building and are set back from the adjacent public roadways a minimum of 20 feet in keeping with Douglas County's parking setback requirement. The DCSD anticipates that the

school will host special events during the year such as musical performances, award ceremonies, and other school-related functions.

The site is located within the Chatfield Urban Area as identified in Section 2 of the CMP. School facilities are anticipated within the urban area. Section 5 of the CMP discusses the provision of community services. Goal 5-2B.3, encourages that schools be accessible to the community via a connected network of roads and trails. Existing and planned sidewalk connections provide opportunities for students within Sterling Ranch to walk and bike to school. Vehicular access to the proposed elementary school is provided by internal subdivision roads. The applicant's Traffic Management Plan (TMP) is intended to demonstrate how student drop off and pick up queuing will be handled to avoid impacts to abutting public roadways and residential properties.

F. Review Process

County review of public and charter schools is prescribed by State Statute. While the County uses the L & E framework for the review of public schools, there are a few important distinctions from the process for other types of facilities. For both public and charter schools, the Planning Commission "may review and comment" and, if dissatisfied, the Planning Commission is provided the opportunity to request a hearing before the Douglas County Board of Education.

There are no specific approval criteria applicable to L & E, public school, or charter school facility requests found in either State Statue or the Zoning Resolution. The Planning Commission's role is often one of facilitating the discussion and resolving key issues surrounding the siting of public uses and facilities. Referral agency and public input are central components of the L & E process. All comments, questions, and applicant responses are reviewed by the Planning Commission as part of its deliberation on the L & E. The Planning Commission may consider the goals and policies of the Douglas County CMP, Zoning, or Subdivision provisions applicable to the property, and elements related to neighborhood impacts and compatibility.

III. CONTEXT

A. Background

The 12.51-acre tract was dedicated to the County for a future school site in 2015 with the approval of the Sterling Ranch Filing 1 plat. The property was previously used as a community resource center for residents to connect with CAB management and staff. On November 5, 2024, Douglas County voters approved a ballot measure to allow the DCSD to issue bonds for the construction of the elementary school in Sterling Ranch. The DCSD requested ownership of this parcel, and the Board approved the transfer on January 28, 2025.

B. Adjacent Land Uses and Zoning

The school tract is surrounded by residential, commercial, and unplatted property within Sterling Ranch. Single-family residential lots in Filing 1 are located south and

east of the site. The Sterling Ranch Civic Center building and Primrose daycare facility are located northeast of the site. The following table reflects those zone districts and land uses surrounding the school site.

Zoning and Land Use

Direction	Zoning	Land Use
North	Planned Development	Commercial, Unplatted Sterling Ranch Development
South	Planned Development	Residential
East	Planned Development	Residential
West	Planned Development	Unplatted Sterling Ranch Development

IV. PHYSICAL SITE CHARACTERISTICS

A. Site Characteristics and Constraints

No existing physical conditions are present that constrain construction of the proposed school. The property is vacant except for an existing single story office building with an asphalt parking lot and landscaping improvements on the northeast portion of the site which were temporary improvements approved with a license agreement between the County and CAB. The DCSD will coordinate with the CAB on relocation or removal of these improvements prior to and during the construction phase of the project.

B. Access

Access to the school site is provided by existing public roads in Sterling Ranch. Primary access for visitors and parent drop-off is proposed from Piney River Avenue. A service yard entrance is also proposed from Piney River Avenue. The main access point for staff and bus drop-off is proposed from Blue River Avenue, which will serve the school bus circulation and staff parking. Planned and exiting sidewalk connections provide pedestrian connectivity within Sterling Ranch and an opportunity for students to walk or bike to school.

The applicant submitted a Traffic Impact Study (TIS) and Traffic Management Plan (TMP), and those submittals are under review by Public Works Engineering (Engineering). Acceptance of the TIS and TMP is required by Engineering prior to project commencement. Once accepted, an annual review of the TMP is required by Traffic Engineering Services as a condition of the issuance of the access permits.

C. Drainage and Erosion

Regional detention and water quality ponds constructed with previous filings are sized to accommodate the school facility and related uses. The project will connect to existing infrastructure north of the site. Engineering has reviewed the drainage conformance letter and found it to be acceptable. The applicant will need to submit a

Grading, Erosion, Sediment Control (GESC) plan and report for review and approval by Engineering prior to project commencement.

D. Floodplain

No floodplain is present on the site.

V. PROVISION OF SERVICES

A. Fire Protection

South Metro Fire Rescue (South Metro) provides firefighting and emergency medical services to the project area. South Metro reviewed the request and had no objection to the project.

B. Sheriff Services

The Douglas County Sheriff's Office (DCSO) provides emergency services to the site. At the writing of the staff report, no response had been received from the DCSO or the Office of Emergency Management.

C. Water and Sanitation

Water and sanitation service in Sterling Ranch is provided by Dominion Water and Sanitation District through an intergovernmental agreement with the CAB. At the writing of the staff report, no response had been received from Dominion or the CAB.

D. Utilities

Area utility service providers were provided a referral on this application. AT&T noted no conflicts with AT&T infrastructure. Xcel Energy noted no objections to the project. CenturyLink noted its receipt of the request and that it will endeavor to respond within 30 days. The comments were provided to the applicant. No other utility provider issued comments at the writing of the staff report.

E. Other Required Processes and Permits

In addition to the L & E approval, the following permits and other approvals may be required prior to commencement of construction:

- Engineering approvals:
  - GESC Plan and Report
  - Civil Construction Plans
  - Drainage Easements
  - Temporary and Permanent Access Permits
  - Acceptance of TIS
  - Acceptance of TMP
- Approval of building-related plans
- Approval of utility plans
  - The applicant will submit water, and sewer plans to the CAB.

- AT&T, Century Link, and Xcel Energy serve the area. Additional easements, permits, and other approvals may be required.

VI. PUBLIC NOTICE AND INPUT

Courtesy notices of an application in process were sent to adjacent property owners. At the preparation of the staff report, no adjacent property owners or members of the public commented on the proposal. Referral response requests were sent to referral agencies on August 29, 2025. Referral responses are due at the conclusion of the referral period on September 12, 2025, or prior to the Planning Commission Hearing.

Referral agency responses received to date are attached to the staff report for reference. Responses received through the end of the referral period will be provided to the Planning Commission prior to the hearing and added to the project record.

VII. STAFF ASSESSMENT

Staff evaluated the application in accordance with Section 32 of the Douglas County Zoning Resolution. Should the Planning Commission approve the L & E request, the applicant will be required to receive approval of all necessary permits prior to commencement of the project.

ATTACHMENTS **PAGE**

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DOUGLAS COUNTY
COLORADO

Department of Community Development

www.douglas.co.us

LAND USE APPLICATION

Please complete, sign, and date this application. Return it with the required items listed on the Submittal Checklist to planningsubmittals@douglas.co.us. Submittals may also be mailed or submitted in person to Planning Services. *NOTE: The Planning Commission or the Board of County Commissioners should not be contacted regarding an open application.*

OFFICE USE ONLY

PROJECT TITLE: Sterling Ranch Filing 1, Tract P

PROJECT NUMBER: LE2025-015

PROJECT TYPE: Public School

MARKETING NAME: Douglas County School District - Elementary School #51

PRESUBMITTAL REVIEW PROJECT NUMBER: PS2025-016

PROJECT SITE:

Address: Address not available

State Parcel Number(s): 2229-301-23-001

Subdivision/Block#/Lot# *(if platted)*: TRACT P STERLING RANCH 1 12.512 AM/L

PROPERTY OWNER(S):

Name(s): DOUGLAS COUNTY SCHOOL DISTRICT RE-1

Address: 620 WILCOX ST CASTLE ROCK, CO 80104-1739

Phone:

Email:

AUTHORIZED REPRESENTATIVE: *(Notarized Letter of Authorization is required from the property owner, unless the owner is acting as the representative)*

Name: Jackie Millet Douglas County School District COO

Address: 2808 N US Hwy 85, Bldg B, Castle Rock, CO 80104

Phone: 720-618-6029

Email:

To the best of my knowledge, the information contained on this application is true and correct. I have received the County's information sheet regarding the *Preble's Meadow Jumping Mouse*.

Jackie Millet
Applicant Signature

8/27/2025
Date

414 14th Street, Suite 300
Denver, Colorado 80202
www.moaarch.com
303.308.1190

LOCATION & EXTENTS PROJECT NARRATIVE & COMMUNITY IMPACT ANALYSIS REPORT

PS2025-016
Douglas County School District Elementary School #51
Georgetown Street and Piney River Avenue
Sterling Ranch, Colorado
August 25, 2025

PROJECT BACKGROUND

The Douglas County School District Elementary School #51 (DCSD ES51) is a proposed public-school development located at the northwest corner of Georgetown Street and Piney River Avenue within Tract P, Sterling Ranch Filing No. 1. The school will be situated on approximately 12.512 acres currently owned by the Douglas County School District. The parcel lies within a portion of Section 30, Township 6 South, Range 68 West of the 6th Principal Meridian, Douglas County, Colorado. It is also within the Sterling Ranch Planned Development (PD), Character Zone (CZ) C4, and Planning Area (PA) D3 zone district.

The proposed two-story school building will be approximately 90,000 square feet and will serve preschool through fifth grade, including a special education program, for a total enrollment of approximately 750 students. Staffing will include about 100 teachers, staff, and volunteers. The building program includes a gymnatorium, cafeteria, media center, 30 general classrooms, and supporting spaces for art, music, special education, and administrative offices. The site design includes three age-appropriate playgrounds, a dedicated parent pick-up/drop-off loop, a preschool parent parking area, a separate school bus loop to reduce congestion at peak times and a building service area. Sufficient playfields and playground amenities will also be provided for student and community use within the greater Chatfield Urban Area.

Construction is anticipated to begin in late 2025 or early 2026, with completion targeted for the start of the 2027–2028 school year.

POTENTIAL IMPACTS

The proposed school will be located within the Chatfield Urban Area as identified in the 2040 Douglas County Comprehensive Master Plan (CMP). This project aligns with CMP goals, objectives, and policies. Examples include, it supports Goal 2-11, by providing educational services while preserving open space and viewsheds through designing the school into the hillside and maintaining native seed plantings consistent with the surrounding landscape. In addition, it fulfills Goal 2-12, by extending playfield and playground amenities for use by the greater Chatfield Urban Area. Finally, it addresses Goal 2-13, by conducting community outreach to ensure the project meets stakeholder and community needs.

Community Outreach

Public outreach began prior to the passage of the 2024 DCSD Bond. Concept design was developed with input from the Sterling Ranch Community Authority Board (CAB) and community members. Douglas County School District hosted two outreach socials in March and June 2025, and the project was also presented at public hearings before the Sterling Ranch CAB in April and July 2025. Additional community engagement activities are planned throughout the design and construction phases.

Traffic and Parking

A comprehensive site plan, supported by a Traffic Impact Study and Traffic Management Plan, addresses traffic mitigation measures. Parking has been designed to accommodate staff and parents who choose to park and walk children into the school. Internal drive lanes provide vehicle stacking capacity, while directional signage, safety fencing, and raised crosswalks enhance pedestrian safety. School staff will monitor and enforce traffic procedures as needed.

Three access points are provided to the site. One access point from the south off Blue River Avenue will serve the school bus circulation and staff parking. Two access points from the north off Piney River Avenue will serve other functions: the west access point is dedicated to the parent drop-off/pick-up loop and visitor parking, while the east access point is dedicated to the service yard for deliveries and trash collection.
The pedestrian network includes sidewalks connecting to surrounding community paths, with ADA-accessible routes provided throughout the site.

Drop-Off and Pick-Up Management

The traffic plan is designed to ensure a calm, safe, and efficient flow for families. The site will operate with a one-way vehicle loop marked with cones and "Enter/Exit" signage, and left turns will be prohibited during peak times. Staff will be stationed at the vehicle queue, crosswalks, and loading zones to enforce safe practices and prevent unsafe behaviors. A dedicated bus and fire lane will remain unobstructed, ensuring buses and emergency vehicles have priority access. Portable signs such as "Keep Moving," "Pull Forward to Staff," and "No Parking in Loading Zone" will reinforce expectations for drivers.

Student Release Procedures

Student dismissal has been designed for both safety and efficiency. Car line loading zones will be reserved for curbside use only, with unloading and loading limited to the passenger side of vehicles. Staff will assist students with car doors to keep traffic moving. To further reduce congestion, staggered dismissal times may be implemented, with grades K–2 released first and grades 3–5 released a few minutes later. Walker and biker routes will be clearly marked, and staff will be positioned at crosswalks to ensure pedestrian safety. Designated walk zones for bikes and scooters will also be enforced along sidewalks to minimize conflicts.

Coordination and Communication

Traffic management will be coordinated by a duty team of approximately 12–16 staff members equipped with handheld radios. A lead dispatcher will monitor traffic and signal release waves as needed. Plans for inclement weather include indoor holding zones by grade level and an extended, staffed loading zone to expedite the process. ADA accessibility will be supported with signed, reserved stalls near the main entrance and staff assistance when needed.

Busing and Events

Busing will be provided for students who live more than one mile from the school. The campus will also host annual events such as Back-to-School Night, Music Performances, Family Nights, and PTO/community events. According to the Sterling Ranch PD 8th Amendment, 188 parking spaces are required for a school of this size. However, the CAB has requested a reduced number based on off-site parking availability, and the project will therefore provide 150 parking spaces, supplemented by on-street parking during special events.

Before and After School Care

The school will provide Before and After School Enterprise (BASE) programming for students. Additional school-based events are planned throughout the year, with parking demand estimates included in the Transportation Management Plan.

Neighborhood Character

The school has been designed as a neighborhood facility consistent with the Sterling Ranch PD C4 Character Zone – Neighborhood General Standards. The principal building height complies with requirements by being two stories, compared to the maximum of three stories allowed. The building also exceeds setback requirements. Exterior wall heights comply with zoning standards as shown in the submitted elevations. In addition, all rooftop mechanical units will be screened from view.

INFRASTRUCTURE

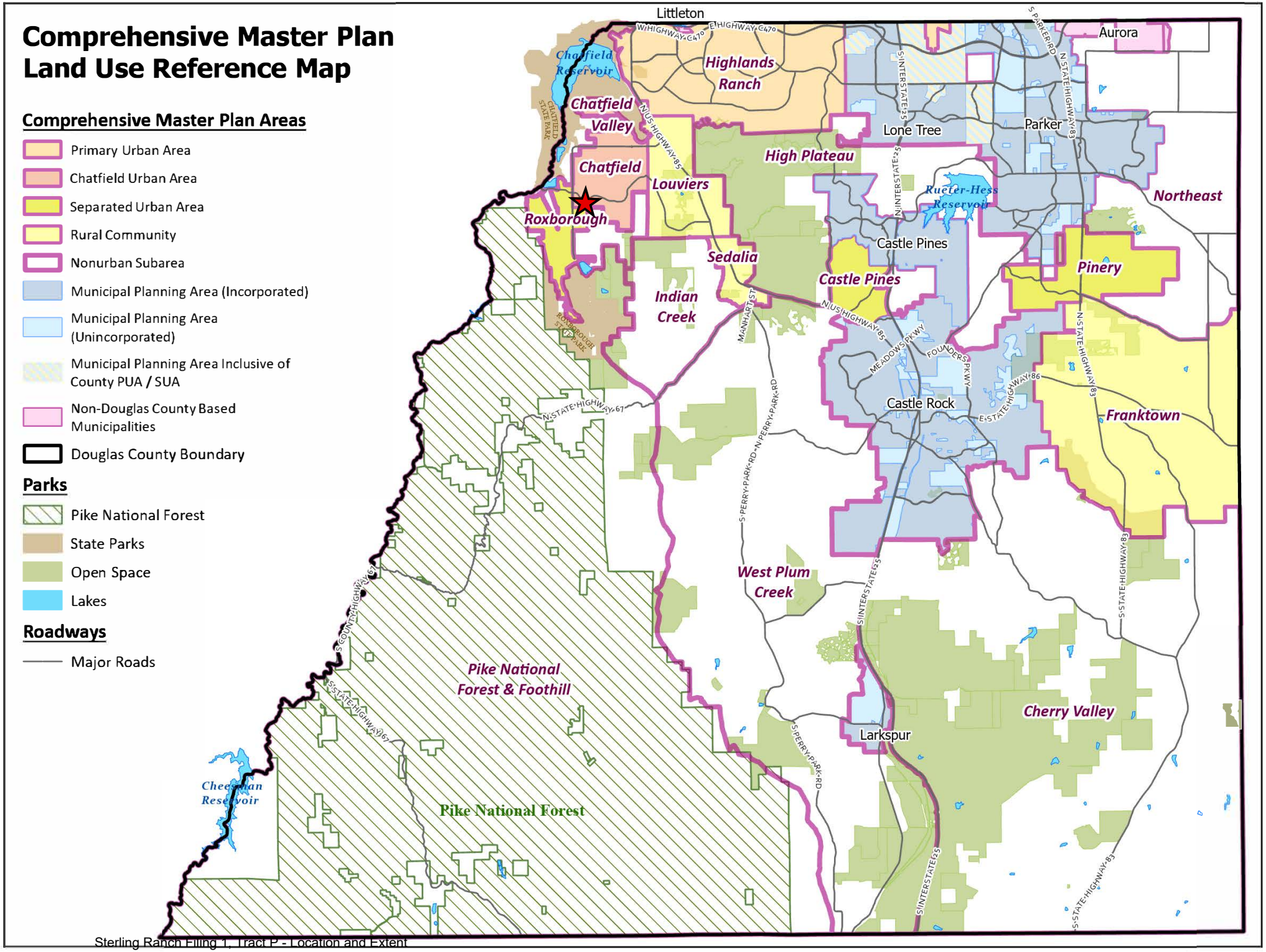
Sufficient potable water, sanitary sewer, and stormwater utilities exist to serve the site. Water mains and sanitary sewers connect to the regional utility system. Onsite storm sewers will convey runoff to an inlet at Taylor River Circle and Piney River Avenue, draining into the regional detention pond. Electric, gas, and telecommunications utilities will also be extended to the site.

SUMMARY

Through careful planning, design, and collaboration, DCSD ES51 is designed as a safe, accessible, and community-oriented school facility. Supported by comprehensive studies—including the Traffic Impact Study, Traffic Management Plan, and Drainage Report—the project is consistent with the Douglas County Zoning Resolution Section 32 and the County Comprehensive Master Plan.

Please refer to the accompanying submittal documents, including the Land Use Application, Location and Extent Plans, Drainage Report, Traffic Impact Study, and Transportation Management Plan. We look forward to your review and approval.

Comprehensive Master Plan Land Use Reference Map



Comprehensive Master Plan Areas

- Primary Urban Area
- Chatfield Urban Area
- Separated Urban Area
- Rural Community
- Nonurban Subarea
- Municipal Planning Area (Incorporated)
- Municipal Planning Area (Unincorporated)
- Municipal Planning Area Inclusive of County PUA / SUA
- Non-Douglas County Based Municipalities
- Douglas County Boundary

Parks

- Pike National Forest
- State Parks
- Open Space
- Lakes

Roadways

- Major Roads

Sterling Ranch Filing 1, Tract P - Location and Extent

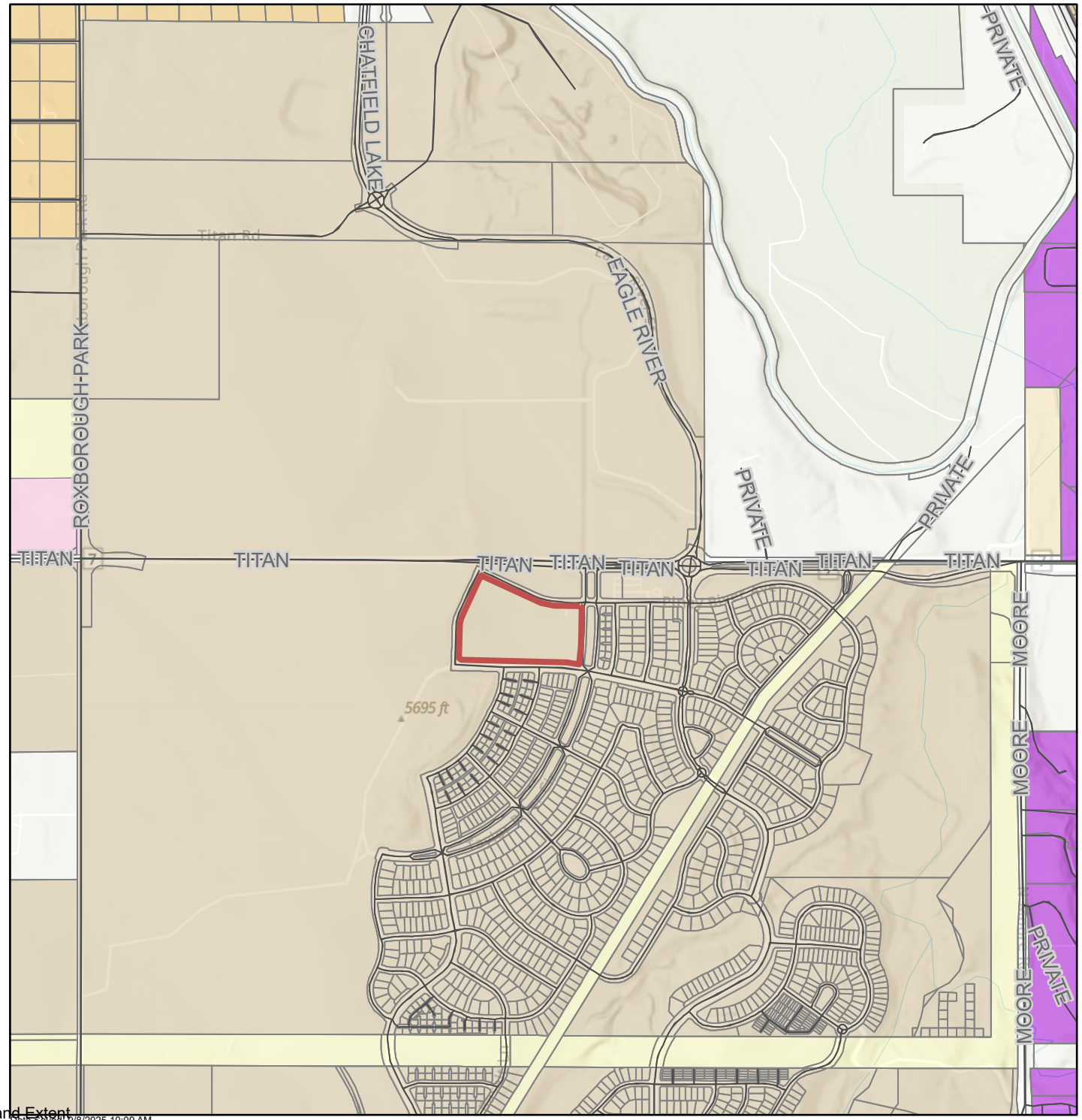
LE2025-015
Zoning Map

LEGEND

- Roads
- Major Roads
- Parcels - PARCELS

ZONE DISTRICT

A1 - AGRICULTURAL ONE	A1 - AGRICULTURAL ONE
LRR - LARGE RURAL RESIDENTIAL	LRR - LARGE RURAL RESIDENTIAL
RR - RURAL RESIDENTIAL	RR - RURAL RESIDENTIAL
ER - ESTATE RESIDENTIAL	ER - ESTATE RESIDENTIAL
B - BUSINESS	B - BUSINESS
GI - GENERAL INDUSTRIAL	GI - GENERAL INDUSTRIAL
PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
World_Hillshade	



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Sterling Ranch Filing 1, Tract P - Location and Extent

LE2025-015

Aerial Map

N

LEGEND

- Roads
- Major Roads
- Parcels - PARCELS
- World_Hillshade

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Project Name: Sterling Ranch Filing 1, Tract P
Project File #: LE2025-015
Date Sent: 08/29/2025 **Date Due:** 09/12/2025

Agency	Date Received	Agency Response	Response Resolution
Addressing Analyst	08/29/2025	**Verbatim Response**: The proposed address is 8328 PINEY RIVER AVENUE. This address is not to be used for any purpose other than for plan review until after this project is approved. Proposed addresses are subject to changes as necessary for 911 dispatch and life safety purposes. Addresses are recorded by Douglas County following all necessary approvals. Contact DCAddressing@douglas.co.us or 303.660.7411 with questions.	Comments provided to applicant.
AT&T Long Distance - ROW	09/03/2025	**Summary of Response**: AT&T reviewed the request and there should be no conflicts with AT&T Long Lines.	No action required.
Black Hills Energy		No response received as of staff report preparation.	
Braley Acres HOA		No response received as of staff report preparation.	
Building Services	08/29/2025	**Verbatim Response**: Permit is required, the applicant may submit to the state for permitting process or to the Douglas County Building Division. Either way Electrical and plumbing plans shall be submitted to the state for review and inspection. please visit Douglas County's web site for requirements and contact 303-660-7497 if you have any questions.	Comments provided to applicant.
CenturyLink	09/02/2025	Summary of Response: CenturyLink noted its receipt of the request and that it will endeavor to respond within 30 days.	Comments provided to applicant.
Chatfield Community Association		No response received as of staff report preparation.	
Comcast		No response received as of staff report preparation.	
CORE Electric Cooperative		No response received as of staff report preparation.	
Dominion Water and Sanitation District		No response received as of staff report preparation.	

Project Name: Sterling Ranch Filing 1, Tract P
Project File #: LE2025-015
Date Sent: 08/29/2025 **Date Due:** 09/12/2025

Agency	Date Received	Agency Response	Response Resolution
Douglas County Health Department	09/04/2025	**Summary of Response**: DCHD provided comments related to fugitive dust. See letter attached for detail.	Comments provided to applicant.
Douglas County School District RE 1		No response received as of staff report preparation.	
Engineering Services		No response received as of staff report preparation.	
Jefferson County Planning and Zoning	09/08/2025	**Summary of Response**: No comments.	No action required.
Mile High Flood District		No response received as of staff report preparation.	
Office of Emergency Management	09/06/2025	**Verbatim Response**: No comment.	No action required.
Sheriff's Office		No response received as of staff report preparation.	
Sheriff's Office E911		No response received as of staff report preparation.	
South Metro Fire Rescue	09/05/2025	**Verbatim Response:** South Metro Fire Rescue (SMFR) has reviewed the provided documents and has no objection to the proposed Location and Extent. Applicants and Contractors are encouraged to contact SMFR regarding the applicable permit requirements for the proposed project.	Comments provided to applicant.
Sterling Ranch Community Authority Board		No response received as of staff report preparation.	
Sunshine Acres HOA		No response received as of staff report preparation.	
The Plum Creek/View Ridge Voice		No response received as of staff report preparation.	
Xcel Energy-Right of Way & Permits	09/08/2025	**Summary of Response**: Xcel Energy does not have conflicts with the request. Xcel Energy owns and operates existing electric distribution facilities along Blue River Avenue, Taylor River Circle, and within the property lines. See letter attached for detail.	Comments provided to applicant.

From: annb cwc64.com
To: Eric Pavlinek
Cc: CHOY, PAM; duanew cwc64.com; jt cwc64.com
Subject: W Titan Rd Littleton, Colorado Douglas County eReferral #LE2025-015
Date: Wednesday, September 3, 2025 11:31:33 AM

Hi Eric,

This is in response to your eReferral with a utility map showing any buried AT&T Long Line Fiber Optics near W Titan Rd Littleton, Colorado. The Earth map shows the project area in red and the buried AT&T Long Line Fiber Optics in yellow. Based on the address and/or map you provided, there should be NO conflicts with the AT&T Long Line facilities.

Please feel free to contact us with any questions or concerns.

Ann Barnowski
Clearwater Consulting Group Inc
120 9th Avenue South
Suite 140
Nampa, ID 83651
Annb@cwc64.com

The attached google earth maps are intended to show approximate locations of the buried AT&T long line fiber optic cable. The maps are provided for informational purposes only. In no way should the maps be used for anything other than general guidelines as to where the fiber is or is not and any other use of these maps is strictly prohibited.

-----Original Message-----
From: epavlinek@douglas.co.us <epavlinek@douglas.co.us>
Sent: Friday, August 29, 2025 9:54 AM
To: annb cwc64.com <annb@cwc64.com>
Subject: Douglas County eReferral (LE2025-015) Is Ready For Review

There is an eReferral for your review. Please use the following link to log on to your account:
https://apps.douglas.co.us/planning/projects/Login.aspx

Project Number: LE2025-015

Project Title: Sterling Ranch Filing 1, Tract P - Location and Extent

Project Summary: The applicant, Douglas County School District (DCSD), requests approval of a Location and Extent (L & E) to construct a public elementary school on property within the Sterling Ranch Planned Development. The proposed school building will be approximately 90,000 S.F. and will serve preschool through 5th grade for a total enrollment of approximately 750 students.

This referral will close on Friday, September 12, 2025.

A public hearing on this request will be held before the Douglas County Planning Commission on Monday, September 22, 2025, at 6:00 pm.

If you have any questions, please contact me.

Sincerely,

Eric Pavlinek

Sterling Ranch Filing 1, Tract P - Location and Extent
Project File: LE2025-015
Planning Commission Staff Report - Page 17 of 164

From: Easement, Nre
To: Eric Pavlinek
Cc: Hoopes, Tom
Subject: RE: P867640/Douglas County eReferral (LE2025-015) Is Ready For Review
Date: Tuesday, September 2, 2025 1:45:32 PM
Attachments: image001.png

Good afternoon. We have received your request for an Encroachment and have set up a Lumen project accordingly. Your project number is P867640 and it should be referenced in all emails sent in for review.
Please do not reply to this email. Your project owner is Tom Hoopes and they can be reached by email at Tom.Hoopes@lumen.com with any questions that you may have regarding this project.
Requests are addressed in the order received, Lumen will endeavor to respond within 30 days.
Have a great day!

Best Regards,

Eryn Ogden
Project Coordinator
Faulk & Foster
214 Expo Circle, Suite 7
West Monroe, LA 71291
Eryn.Ogden@lumen.com

Our fee policy applies to Lumen dedicated easements only.

If your request involves public ROW or a Public Utility easement, the fee does not apply. If this is the case, please reply all to advise.

From: epavlinek@douglas.co.us <epavlinek@douglas.co.us>
Sent: Friday, August 29, 2025 10:54 AM
To: Easement, Nre <Nre.Easement@lumen.com>

Subject: P867640/Douglas County eReferral (LE2025-015) Is Ready For Review

There is an eReferral for your review. Please use the following link to log on to your account:
https://urldefense.com/v3/__https://apps.douglas.co.us/planning/projects/Login.aspx__;!!CdLFVIQ!WceSXhj9gt4V3qF85DE8pOyIO-o9YcxZPOBlWakfi6yJV2JTqpbZxrrmcUyeMuyDMtbbm_Y8dB2br3hlT_tu0g$

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If you have any questions, please contact me.

Sincerely,

Eric Pavlinek

Planning Services
100 Third Street
Castle Rock, CO 80104
303-660-7460 (main)

DOUGLAS COUNTY
HEALTH DEPARTMENT COLORADO

September 4th, 2025

Eric Pavlinek
100 Third St.
Castle Rock, CO 80104

RE: LE2025-015

Dear Mr. Pavlinek

Thank you for the opportunity to review and comment on the construction of a Public Elementary School on property within the Sterling Ranch Community. Doulgas County Health Department (DCHD) staff have reviewed the application for compliance with pertinent environmental and public health regulations. After reviewing the application, DCHD has the following comments.

Fugitive Dust – Recommendations for temporary uses

Exposure to air pollution is associated with a number of health problems including asthma, lung cancer, and heart disease. [for example, earth-moving operations, vehicle traffic on unpaved roads or parking lots] may contribute to increased fugitive dust emissions. We recommend that the applicant utilize all available methods to minimize fugitive dust. Control measures or procedures that may be employed include, but are not limited to, watering, chemical stabilization, carpeting roads with aggregate, and speed restrictions.

Caden Thompson
Environmental Health Specialist I
Douglas County Health Department

From: Referrals
To: Eric Pavlinek; Referrals
Subject: RE: --{EXTERNAL}-- Douglas County eReferral (LE2025-015) Is Ready For Review
Date: Monday, September 8, 2025 10:41:00 AM
Attachments: image001.png

Thank you for the referral.

Jefferson County Planning and Zoning has no comments on this case.

Thank you,

Lindsey Wire (she/her)
Engineering Supervisor
Planning & Zoning
o 303-271-8717
lwire@jeffco.us | planning.jeffco.us

JEFFERSON COUNTY COLORADO
Planning and Zoning

Help us shape the future of Jefferson County by visiting the Together Jeffco website!
https://togetherjeffco.com

From: epavlinek@douglas.co.us <epavlinek@douglas.co.us>
Sent: Friday, August 29, 2025 9:54 AM
To: Referrals <Referrals@co.jefferson.co.us>
Subject: --{EXTERNAL}-- Douglas County eReferral (LE2025-015) Is Ready For Review

There is an eReferral for your review. Please use the following link to log on to your account:
https://urldefense.com/v3/__https://apps.douglas.co.us/planning/projects/Login.aspx__;!!AimZMsSgOA4!s3C1WnZr5LcUjmD0E_K3LaF5wtcrOxx-IVPc7hW5Ffiq6fjwaeSePxyEbYwAsZskA6gToHXmmJ7UsQFqtmVC-8wxCtpajEA$[apps[.]douglas[.]co[.]us]

Project Number: LE2025-015

Project Title: Sterling Ranch Filing 1, Tract P – Location and Extent

Project Summary: The applicant, Douglas County School District (DCSD), requests approval of a Location and Extent (L & E) to construct a public elementary school on property within the Sterling Ranch Planned Development. The proposed school building will be approximately 90,000 S.F. and will serve preschool through 5th grade for a total enrollment of approximately 750 students.

This referral will close on Friday, September 12, 2025.

A public hearing on this request will be held before the Douglas County Planning Commission on Monday, September 22, 2025, at 6:00 pm.

If you have any questions, please contact me.

Sincerely,

Eric Pavlinek

Planning Services
100 Third Street
Castle Rock, CO 80104
303-660-7460 (main)

SOUTH METRO FIRE RESCUE
FIRE MARSHAL'S OFFICE

Eric Pavlinek, Principal Planner
Douglas County Department of Community Development, Planning Services
100 Third St
Castle Rock Co 80104
303.660.7460
303.660.9550 Fax

Project Name:	Sterling Ranch Filing 1, Tract P – Location and Extent
Project File #:	**LE2025-015**
S Metro Review #	REFSP25-00196
Review date:	September 5, 2025
Plan reviewer:	Aaron Miller 720.989.2246 aaron.miller@southmetro.org
Project Summary:	The applicant, Douglas County School District (DCSD), requests approval of a Location and Extent (L & E) to construct a public elementary school on property within the Sterling Ranch Planned Development. The proposed school building will be approximately 90,000 S.F. and will serve preschool through 5th grade for a total enrollment of approximately 750 students.
Code Reference:	Douglas County Fire Code, 2018 International Fire Code, and 2021 International Building Code with amendments as adopted by Douglas County.

South Metro Fire Rescue (SMFR) has reviewed the provided documents and has no objection to the proposed Location and Extent. Applicants and Contractors are encouraged to contact SMFR regarding the applicable permit requirements for the proposed project.

Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: 303.285.6612
violeta.ciocanu@xcelenergy.com

September 8, 2025

Douglas County Planning Services
100 Third Street
Castle Rock, CO 80104

Attn: Eric Pavlinek

Re: Sterling Ranch Filing 1, Tract P, Case # LE2025-015

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the plans for **Sterling Ranch Filing 1, Tract P** and currently has **no apparent conflict**. Please be aware PSCo owns and operates existing electric distribution facilities along Blue River Avenue, Taylor River Circle, and within the property lines.

The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or modification to existing facilities via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Xcel Designer assigned to the project for approval of design details.

If additional easements need to be acquired by separate PSCo document (i.e. transformer), a Right-of-Way Agent will need to be contacted by the Designer.

As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.

Violeta Ciocanu (Chokanu)
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-285-6612 – Email: violeta.ciocanu@xcelenergy.com

Douglas County School District Elementary School #51

Traffic Impact Study

Date: August 5, 2025

Submitted To:
MOA Architecture
414 14th Street, Suite 300
Denver, CO 80202

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

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Level of Service Definitions
Traffic Count Data Sheets
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NCDOT School Stacking Calculator Worksheets

DOUGLAS COUNTY SCHOOL DISTRICT ELEMENTARY SCHOOL #51
TRAFFIC IMPACT STUDY

1.0 INTRODUCTION

The Fox Tuttle Transportation Group has prepared this traffic impact analysis for the proposed development of the Douglas County School District Elementary School #51 (DCSD ES51) in Douglas County. The plan is to build a school on the southwest corner of Piney River Avenue and Taylor River Circle intersection within the Sterling Ranch Providence Village. The site has been reserved for a school since the original site plan and was recently funded to be constructed to serve the new communities in the Chatfield Basin.

The purpose of this study is to assist in identifying potential traffic impacts within the study area as a result of this project. This traffic study addresses short-term, and buildout project build out conditions. Long-term traffic operations for the build out of DCSD ES51 are addressed in the *Sterling Ranch Master Traffic Impact Study*[1] (MTS). Additional studies that were reviewed and incorporated into this analysis include:

- *Sterling Ranch Preliminary Plan 5 Traffic Impact Analysis*. Fox Tuttle Hernandez Transportation Group. Revised December 2019. Including traffic letters for each phase.
- *Sterling Ranch Preliminary Plan 6 Traffic Impact Analysis*. Fox Tuttle Transportation Group. Revised April 2021. Including traffic letters for each phase.
- *Sterling Ranch Preliminary Plan 7 Traffic Impact Analysis*. Fox Tuttle Transportation Group. Revised August 2022. Including traffic letters for Filings 7A, 7B, and 7C.
- *Plum Creek by Shea Homes Traffic Impact Study*. Tsiouvaras Simmons Holderness. Dated October 2015.

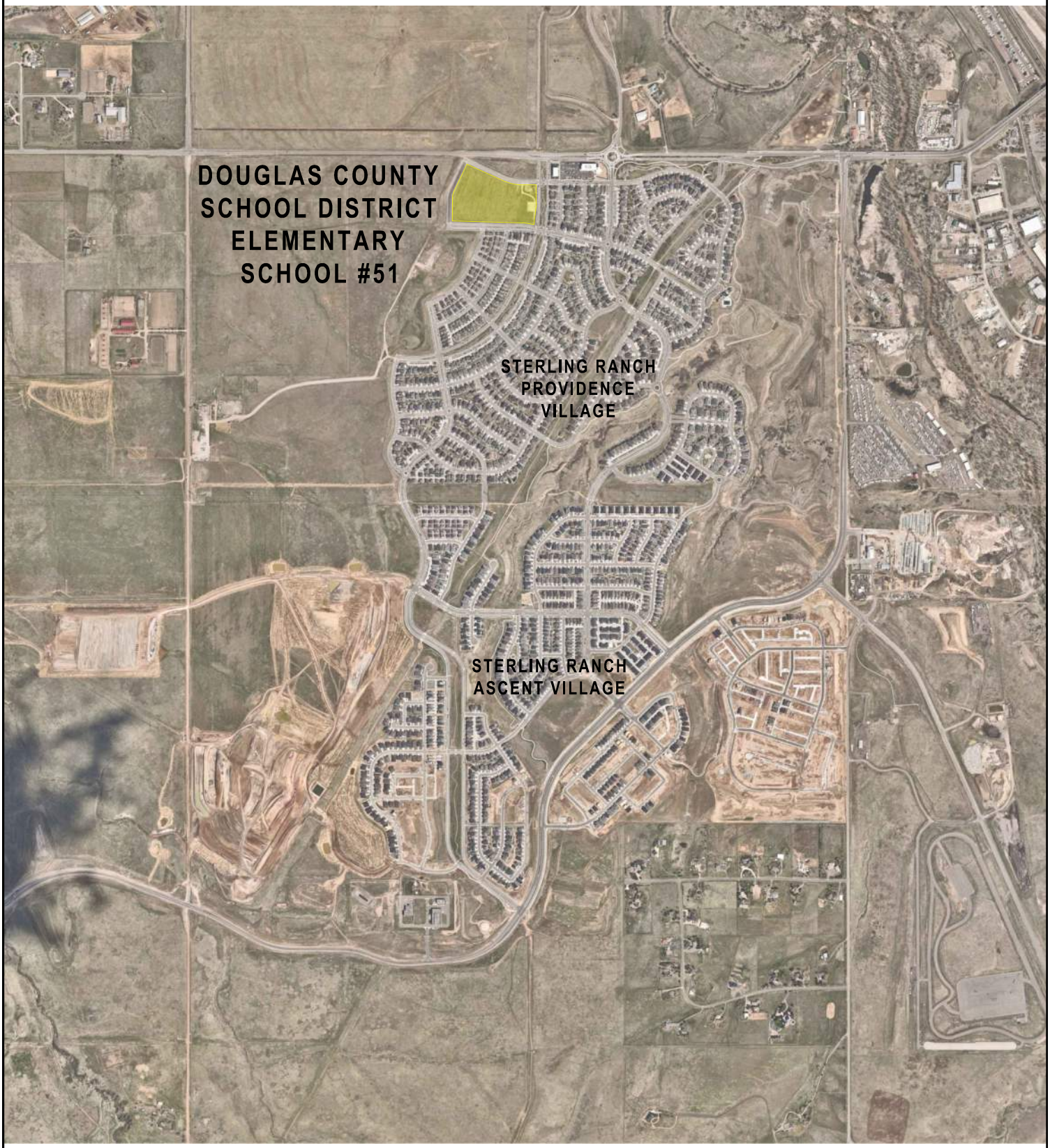
The information contained in this study is anticipated to be used by Douglas County in identifying potential intersection or roadway deficiencies and potential improvements that may be required of the project with each phase of the proposed DCSD ES51. This traffic study summarizes analyses, findings, and recommendations based on the details provided in the current submittal.

[1] Sterling Ranch Master Traffic Study. Fox Tuttle Transportation Group, LLC. Initial Submittal January 30, 2014, updated December 2019.

2.0 PROJECT DESCRIPTION

The current plan for the DCSD ES51 is to open the school by August 2027 with grades Pre-Kindergarten through 6th, with up to 750 students. The proposed elementary school will utilize the existing roadways within Providence Village, south of Titan Road. The property is bounded by Taylor River Circle to the east, Georgetown Street to the west, Piney River Avenue to the north, and Blue River Avenue to the south. A vicinity map is shown on **Figure 1**. The primary access to the DCSD ES51 is proposed to be located on Piner River Avenue, which will include the student drop-off/pick-up driveline, a separate pre-kindergarten parking, and parking lot for parents/guardians. The secondary access is planned to be located on Blue River Avenue as the north leg at Meeker Street, which is anticipated to be the bus loop and staff parking lot. This can also be utilized as a second drop-off/pick-up driveline for students if needed in the future but assumed not to be implemented within this traffic analysis. Both accesses are proposed to be full-movement and side-street stop-control. The proposed site and access is provided on **Figure 2**.

The circulation plan is to have parents/guardians circulate clockwise around the school property to enter by turning right from Piney River Avenue and prohibiting left-turns inbound. Drivers will circulate the campus with drop-off/pick-up in front of the school. It is proposed that exiting traffic will only be allowed to turn right out of the primary access onto Piney River Avenue. There is potential to allow left-turns outbound in the future when roadways to the west are constructed and providing additional connectivity in the immediate area. It is anticipated that buses will enter the bus loop by turning right from Blue River Avenue and then exiting by turning left onto Blue River Avenue (to avoid being in the student driveline queue). The proposed circulation plan is shown on **Figure 2**. Additional details regarding the school circulation are provided in **Section 7.0.**

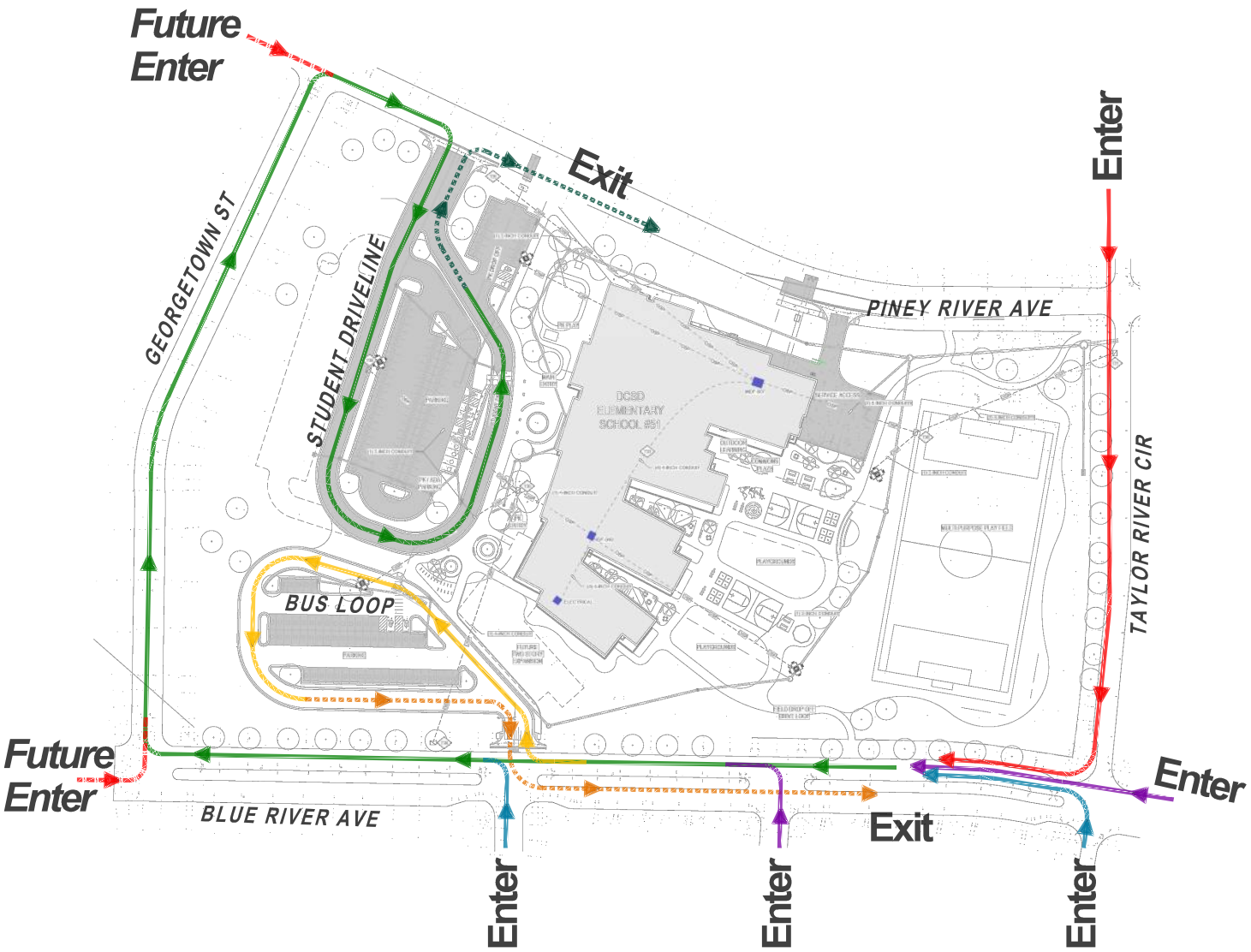


FOX TUTTLE
TRANSPORTATION GROUP

DOUGLAS COUNTY SCHOOL DISTRICT ELEMENTARY SCHOOL #51 TRAFFIC IMPACT STUDY

VICINITY MAP

FT Project #	25012	Original Scale	NTS	Date	8/4/2025	Drawn by	CRS	Figure #	1



FOX TUTTLE
TRANSPORTATION GROUP

DOUGLAS COUNTY SCHOOL DISTRICT ELEMENTARY SCHOOL #51 TRAFFIC IMPACT STUDY

SITE PLAN

FT Project #	25012	Original Scale	NTS	Date	8/4/2025	Drawn by	CRS	Figure #	2

3.0 EXISTING TRAFFIC CONDITIONS

3.1 Study Area

The study area boundaries, intersections, and the planning horizon to evaluate in this DCSD ES51 Traffic Impact Study (TIS) were developed at a scoping meeting with Douglas County staff in Spring 2025. Douglas County Staff and the design team members took into consideration the volume of site traffic that will be generated from the school on the surrounding street network and planned access.

3.2 Circulation Network

The existing study area street network consists of roadways classified by Douglas County as arterial, collector and local streets. This includes the following public roadways that are within the study area and adjacent to the project site. Roadway classifications noted below are consistent with the current roadway classifications in the *Sterling Ranch Master Traffic Impact Study* and the *Douglas County Transportation Plan*[2].

Titan Road is a two- to four-lane minor arterial extending west from Titan Parkway to Rampart Range Road. From Santa Fe Drive (US 85) to Taylor River Circle, this roadway is four lanes wide (two lanes per direction) and then narrows to a two-lane roadway west of Taylor River Circle. Titan Road changes to Rampart Range Road as the roadway curves to become oriented north/south. This roadway provides east-west access through the Chatfield Basin with direct access to existing commercial, residential, agricultural, and public uses. The posted speed limit on Titan Road varies from 30 mph to 50 mph within the study area. Taylor River Circle currently services approximately 7,730 vehicles per day (vpd) (Year 2025, counts).

Taylor River Circle is a two-lane, divided Avenue that provides access to the west side of the Sterling Ranch Providence Village. The roadway includes sidewalks, buffered bike lanes, parking lanes, and a wide landscaped median with a social trail. South of the side area, Taylor River Circle ends at Middle Fork Avenue. In the future, Taylor River Circle will be extended to the west and circulate north of Titan Road with future development. The posted speed limit is 30 mph. Taylor River Circle currently services approximately 2,010 vpd (Year 2025, counts).

Blue River Avenue is a two-lane, divided Avenue that provides access to the west side of the Sterling Ranch Providence Village. The roadway includes sidewalks, buffered bike lanes, parking lanes, and a landscaped median. This roadway currently ends at Georgetown Street, which will be extended with future development of Sterling Ranch. The posted speed limit is 30 mph. Blue River Avenue currently services approximately 280 vpd.

[2] Douglas County 2040 Transportation Plan. Douglas County. September 2019.

Piney River Avenue and Georgetown Street are two-lane roadways adjacent to the school site. Both streets have detached sidewalks and on-street parking. Both roadways have a posted speed limit of 25 mph and serve less than 10 vpd. Piney River Avenue currently provides direct access to the Sterling Ranch Resource Center for residents and the Sterling Center, which includes a daycare, coffee shop, brewery, medical/dental offices, and company offices. Piney River Avenue will be extended to the west with the future development of Sterling Ranch.

3.3 Data Collection

Weekday morning and evening peak hour turning-movement volumes and daily roadway volumes were collected in March 2025 (school was in session and weather was good). Average Daily Traffic (ADT) counts were taken on Taylor River Circle, Piney River Avenue, and Blue River Avenue. The counts reflect the occupancy of homes and businesses in Sterling Ranch near the project site.

The counts were collected during peak periods for elementary schools, which is 7:00am to 9:00am and 2:30pm and 4:30pm. These counts included pedestrian and bicyclist volumes. The existing traffic volumes and intersection lane geometries are illustrated on **Figure 3**. Count data sheets are provided in the **Appendix**.

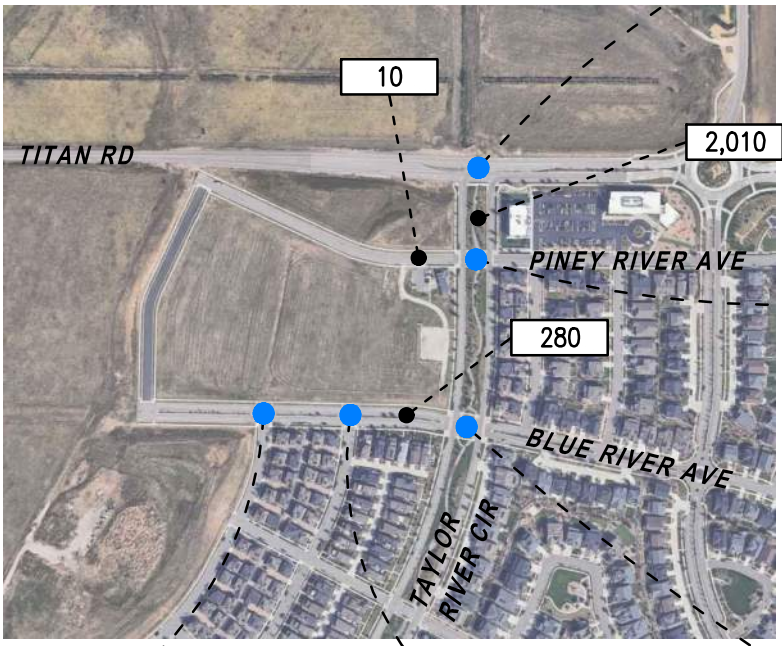
3.4 Existing Intersection Capacity Analysis

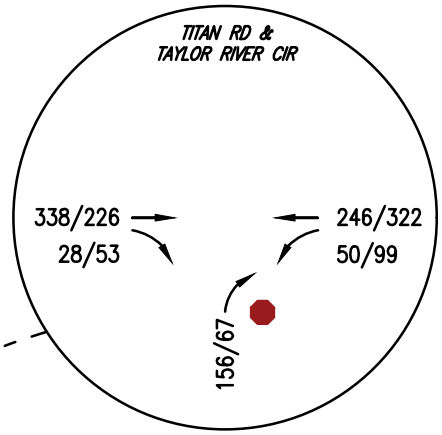
In determining the operational characteristics of an intersection for vehicular traffic, "Levels of Service" (LOS) A through F are applied, with LOS A indicating very good operations and LOS F indicating congested operations. The intersection LOS is represented as a delay in seconds per vehicle for the intersection as a whole and for each turning movement.

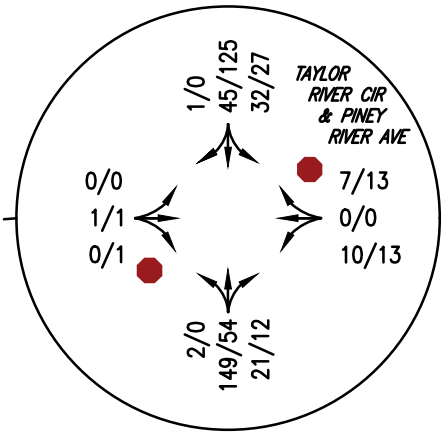
A more detailed discussion of LOS methodology is contained in the **Appendix** for reference. Criteria contained in the *Highway Capacity Manual (HCM, 7th Edition)* was applied for these analyses in order to determine existing levels of service during peak hour periods.

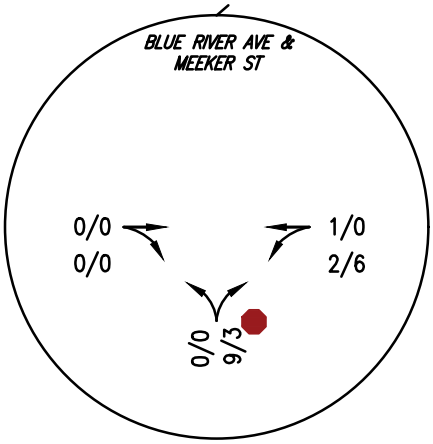
Intersection level of service is one of the analysis methods the Sterling Ranch team is using to evaluate the multimodal transportation system in Sterling Ranch. Other analysis methods that will ensure that the multimodal transportation system is safe, efficient, and accessible for all modes of travel are identified in the *Sterling Ranch Road Roadway Design Guidelines*. This study primarily focuses on vehicular LOS to show concurrency as outlined in the PD document.

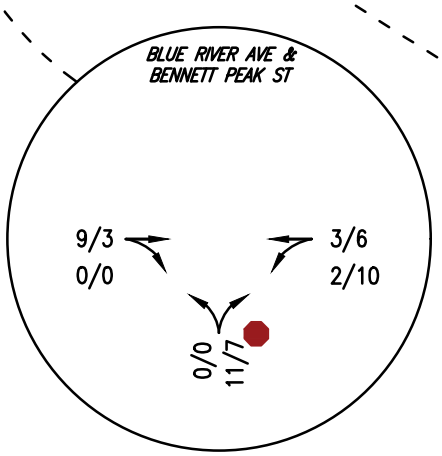
The results of the existing LOS calculations and 95th percentile queues for the intersections are summarized in **Table 1.** The intersection level of service worksheets are attached to the **Appendix**. The results indicate that **all study area intersections currently operate overall at LOS A in both peak hours, with all movements operating at LOS B or better.** The 95th percentile queue was estimated to extend up to one (1) vehicle.

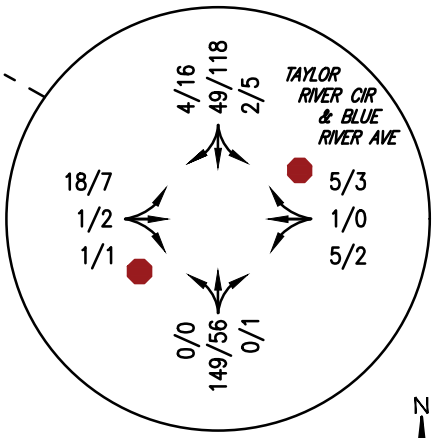












KEY

XXX/XXX	AM / PM PEAK HOUR TRIP VOLUME
XX,XXX	DAILY TRAFFIC VOLUME
→	EXISTING LANE CONFIGURATION

N

FOX TUTTLE TRANSPORTATION GROUP

DOUGLAS COUNTY SCHOOL DISTRICT ELEMENTARY SCHOOL #51 TRAFFIC IMPACT STUDY

YEAR 2025 EXISTING TRAFFIC VOLUMES

FT Project #	25012	Original Scale	NTS	Date	8/4/2025	Drawn by	CRS	Figure #	3

Table 1 - Peak Hour Intersection Level of Service and 95th Percentile Queue Summary

Intersections and Lane Groups	Year 2024 Existing						Year 2027 Background						Year 2027 with Project						Year 2040 Background						Year 2040 with Project					
	AM Peak			PM Peak			AM Peak			PM Peak			AM Peak			PM Peak			AM Peak			PM Peak			AM Peak			PM Peak		
	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue
STOP SIGN CONTROL																														
1. Titan Road at Taylor River Circle	**1**	**A**		**1**	**A**		**1**	**A**		**1**	**A**		**1**	**A**		**1**	**A**		**1**	**A**		**1**	**A**		**2**	**A**		**1**	**A**	
Eastbound Through	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Eastbound Right	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Westbound Left	9	A	5'	8	A	8'	9	A	5'	9	A	10'	10	A	13'	9	A	13'	12	B	10'	10	A	18'	13	B	15'	10	A	20'
Westbound Through+*[Right]*	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Norhbound Right	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	12	B	20'	10	A	5'	13	B	18'	10	B	15'
Southbound Right																			10	B	3'	14	B	5'	11	B	3'	15	B	5'
2. Taylor River Circle at Piney River Avenue	**2**	**A**		**2**	**A**		**2**	**A**		**2**	**A**		**18**	**C**		**11**	**B**		**4**	**A**		**2**	**A**		**12**	**B**		**11**	**B**	
Eastbound Left+Through+Right	12	B	0'	10	B	0'	12	B	0'	10	B	0'	40	E	208'	21	C	115'	10	A	3'	10	B	3'	19	C	120'	19	C	110'
Westbound Left+Through+Right	11	B	3'	10	A	3'	11	B	3'	10	B	5'	22	C	13'	14	B	8'	10	A	8'	10	A	5'	12	B	10'	12	B	5'
Northbound Left+Through+Right	7	A	0'	0	A	0'	7	A	0'	0	A	0'	8	A	0'	0	A	0'	7	A	0'	8	A	0'	8	A	0'	8	A	0'
Southbound Left+Through+Right	8	A	3'	8	A	3'	8	A	3'	8	A	3'	8	A	3'	8	A	3'	8	A	0'	7	A	0'	8	A	0'	7	A	0'
3. Taylor River Circle at Blue River Avenue	**2**	**A**		**1**	**A**		**2**	**A**		**1**	**A**		**11**	**B**		**4**	**A**		**8**	**A**		**6**	**A**		**13**	**B**		**8**	**A**	
Eastbound Left+Through+Right	11	B	3'	11	B	3'	11	B	5'	11	B	3'	47	E	33'	15	C	8'	11	B	18'	12	B	15'	20	C	88'	15	B	20'
Westbound Left+Through+Right	10	A	3'	9	A	0'	10	B	3'	9	A	0'	38	E	100'	15	B	15'	11	B	15'	12	B	23'	24	C	150'	16	C	38'
Northbound Left+Through+Right	0	A	0'	0	A	0'	0	A	0'	0	A	0'	8	A	8'	8	A	3'	7	A	0'	8	A	0'	8	A	3'	8	A	3'
Southbound Left+Through+Right	8	A	0'	7	A	0'	8	A	0'	7	A	0'	8	A	3'	7	A	3'	7	A	0'	7	A	0'	8	A	3'	7	A	3'
4. Blue River Avenue at Bennett Peak Street	**4**	**A**		**5**	**A**		**4**	**A**		**5**	**A**		**1**	**A**		**1**	**A**		**1**	**A**		**1**	**A**		**1**	**A**		**1**	**A**	
Eastbound Through+Right	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Westbound Left+Through	7	A	0'	7	A	0'	7	A	0'	7	A	0'	7	A	0'	7	A	0'	8	A	0'	7	A	0'	8	A	0'	7	A	0'
Northbound Left+Right	8	A	3'	8	A	0'	8	A	3'	8	A	0'	11	B	5'	9	A	3'	10	A	3'	9	A	3'	13	B	5'	10	A	3'
5. Blue River Avenue at Meeker Street	**7**	**A**		**7**	**A**		**7**	**A**		**7**	**A**		**2**	**A**		**2**	**A**		**1**	**A**		**1**	**A**		**1**	**A**		**1**	**A**	
Eastbound *[Left]*+ Through+Right	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Westbound Left+Through+*[Right]*	7	A	0'	7	A	0'	7	A	0'	7	A	0'	7	A	0'	7	A	0'	8	A	0'	7	A	0'	8	A	0'	7	A	0'
Northbound Left+*[Through]*+ Right	9	A	0'	8	A	0'	9	A	0'	8	A	0'	13	B	13'	10	B	5'	10	A	3'	9	A	0'	13	B	8'	10	A	3'
Southbound Left+Through+Right													13	B	3'	11	B	0'							14	B	3'	11	B	0'
101.Piney River Ave. at School Access													**5**	**A**		**7**	**A**								**6**	**A**		**6**	**A**	
Eastbound Through+Right	*Project Intersection*						*Project Intersection*						0	A	0'	0	A	0'	*Project Intersection*						0	A	0'	0	A	0'
Westbound Left+Through													0	A	0'	0	A	0'							0	A	0'	0	A	0'
Northbound Left+Right													13	B	58'	11	B	35'							18	C	10'	12	B	55'

4.0 FUTURE TRAFFIC CONDITIONS WITHOUT PROPOSED DEVELOPMENT

Over the years most of the development has been related to Sterling Ranch, Solstice, and other projects within the Chatfield Basin. Traffic has fluctuated with the employment changes at Lockheed Martin over the years as well as roadway connectivity due to new roadways or construction closures.

4.1 Future Volume Methodology

The DCSD ES51 plans to be completed and opened by August 2027. The following assumptions were made to calculate background traffic growth for the Year 2027:

- **Solstice: H**omes are continuously being built and for the purpose of this traffic study, it was assumed that another 650 homes will be completed in the next two years. The associated trips on Titan Road were added to the Year 2027 background scenario.
- **Sterling Ranch:**
    - **Filings 5A and 5B (residential)** are currently under construction, with approximately 85% of the homes completed at the time of the data collection. By Year 2027, it is anticipated that all homes will be completed. The trip assignment from the traffic letters were used to determine the added traffic associated with these filings at completion and added to the background.
    - **Filing 5C (residential)** is under construction and both lots are anticipated to be completed before the school is opened in Fall 2027. The trips were added to the background volumes.
    - **Filing 6A, 6B, and 6C (residential)** are currently under construction. Filing 6A is approximately 94% completed and Filings 6B and 6C are 50% completed. The remaining trips were added to the Year 2027 background.
    - **Filing 7A** is under construction and is anticipated to be 35% completed before the school opens in Fall 2027, which was added to the Year 2027 background.

For Year 2040, the Sterling Ranch Master Traffic Study was utilized to forecast volumes at the study intersections and along the surrounding roadways. The full buildout of Sterling Ranch will include expanding to the west, which will provide additional connectivity. Based on the *Sterling Ranch MTS*, it is anticipated that traffic on Taylor River Circle will reduce when Middle Fork Street is extended to Titan Road. Additionally, it is anticipated that volumes will increase on Piney River Avenue and Blue River Avenue when both roadways are extended to the west. The intersection volumes within the MTS were utilized as the baseline for volumes through the study intersections.

Since the forecasted volumes were for the PM commuter peak period, the roadway volumes were utilized to factor the turning movement counts for an earlier time in the afternoon. Data indicated that

the previous two hours of volumes are between 60% and 90% of the commuter PM peak hour; therefore, it was estimated that the school PM peak hour at the study intersections would be approximately 80% of the peak hour. This was applied to the forecasted PM peak hour volumes from the *Sterling Ranch MTS* to estimate the school PM peak. Peak hour volumes were balanced between intersections as necessary throughout the study area.

The *Sterling Ranch MTS* included an elementary school at this location; therefore, the total Year 2040 volumes were reduced by the estimated school trips to estimate the background volumes.

Using the listed growth assumptions, the Year 2027 background traffic volumes were calculated and are summarized on **Figure 4**.

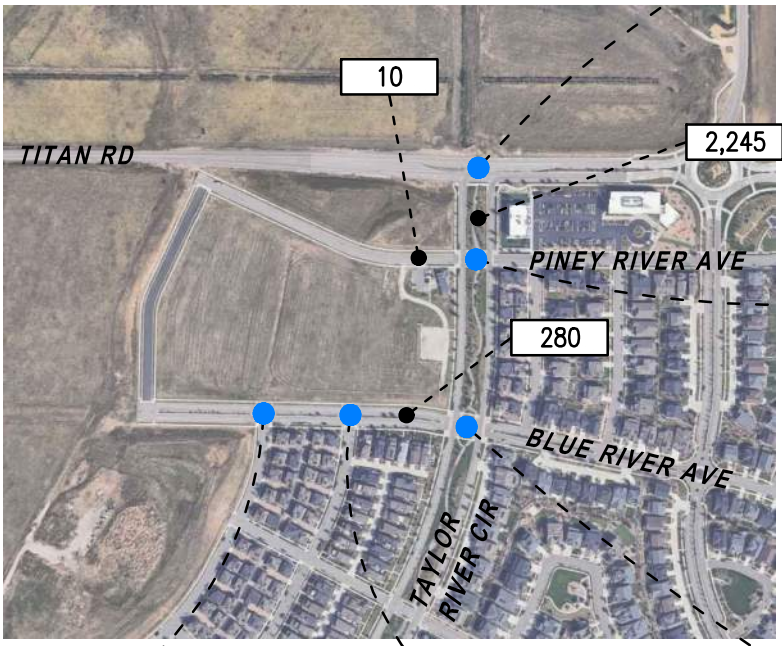
4.2 Year 2027 Background Roadway and Intersection Improvements

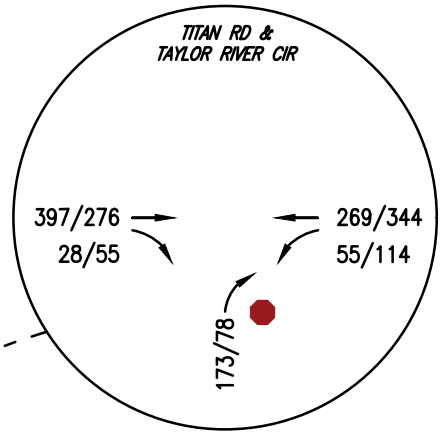
In this area, there are no known roadway improvements that will be completed in the near-term. Therefore, the existing lane configurations were assumed to be in place in Year 2027, as shown on **Figure 4**.

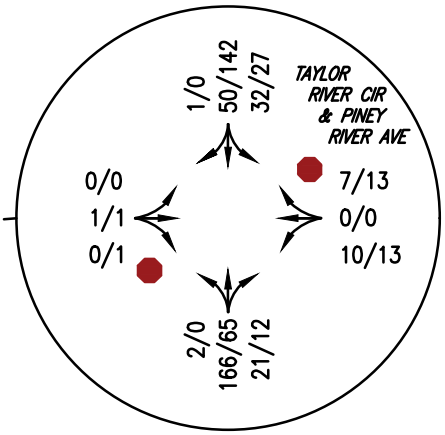
4.3 Year 2027 Background Analysis

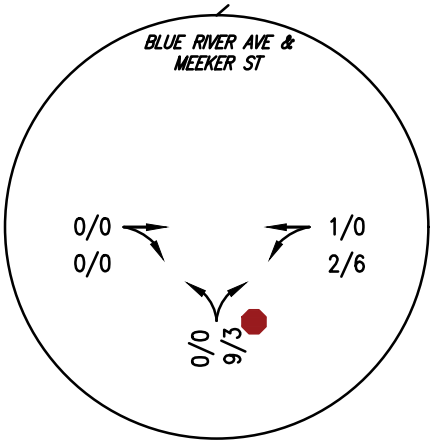
The study area intersections were evaluated to determine baseline operations for the Year 2027 background scenario and to identify any motor vehicle capacity constraints associated with the background traffic. The level of service criteria discussed in prior sections was applied to the study area intersections to determine impacts with the addition of background traffic.

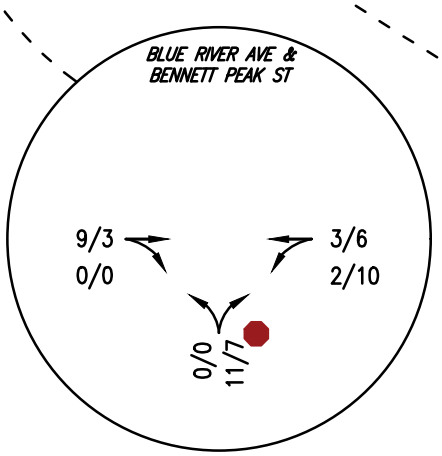
The results of the LOS calculations and 95th percentile queues for the intersections are summarized in **Table 1**. The intersection LOS worksheets are attached to the **Appendix**. **The analysis indicated that all the study intersections will operate overall at LOS A in both peak hours with all movements operating at LOS B or better.** No mitigation measures are needed.

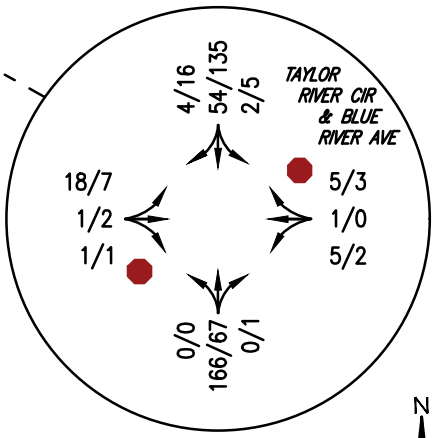












KEY

XXX/XXX	AM / PM PEAK HOUR TRIP VOLUME
XX,XXX	DAILY TRAFFIC VOLUME
→	EXISTING LANE CONFIGURATION

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DOUGLAS COUNTY SCHOOL DISTRICT ELEMENTARY SCHOOL #51 TRAFFIC IMPACT STUDY

YEAR 2027 BACKGROUND TRAFFIC VOLUMES

FT Project #	25012	Original Scale	NTS	Date	8/4/2025	Drawn by	CRS	Figure #	4

4.4 Year 2040 Background Roadway and Intersection Improvements

The following changes to the roadway network were assumed to be implemented by Year 2040, based on the *Sterling Ranch MTS*:

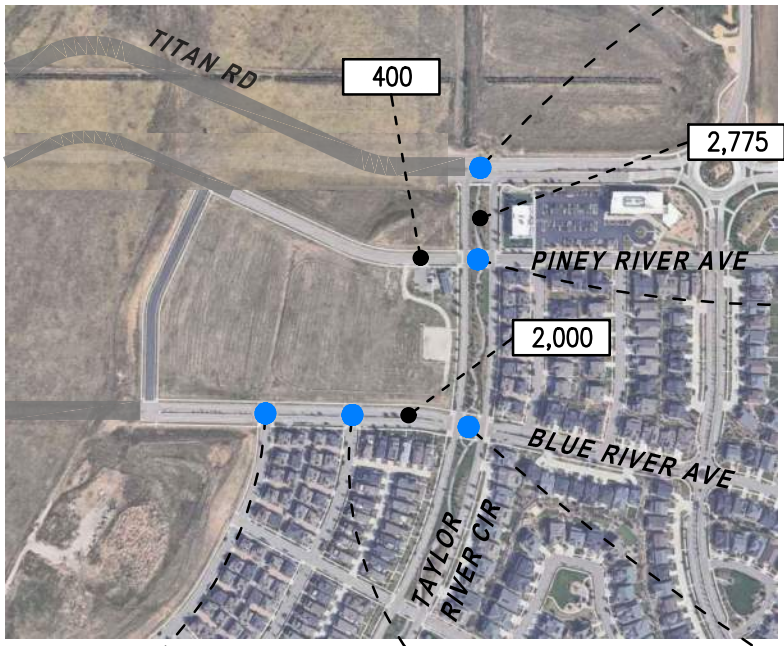
- **Realign Titan Road** west of Taylor River Circle
- **Widen Titan Road** through Taylor River Circle intersection to two lanes per direction.
- **Extend Middle Fork Street** to the north to Titan Road for a parallel facility to Taylor River Circle which is forecast to remove some traffic from Taylor River Circle and provide additional connectivity to the school area.
- **Extend Piney River Avenue** to the west into future development area and provide connectivity to/from the school.
- **Extend Blue River Avenue** to the west into future development area and provide connectivity to/from the school.

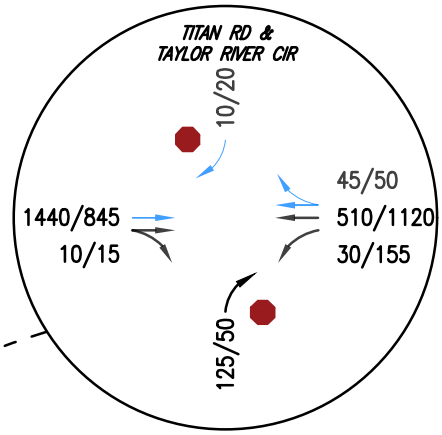
Using the forecasted growth and roadway network assumptions, the Year 2040 background traffic volumes were calculated and are summarized on **Figure 5**.

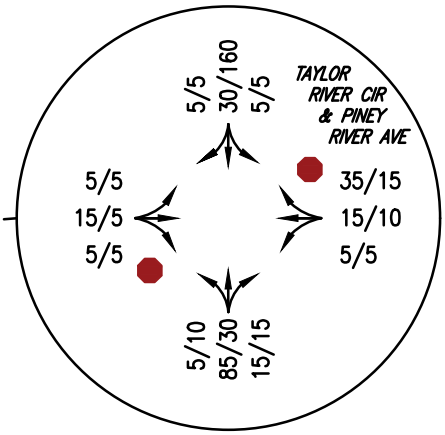
4.5 Year 2040 Background Analysis

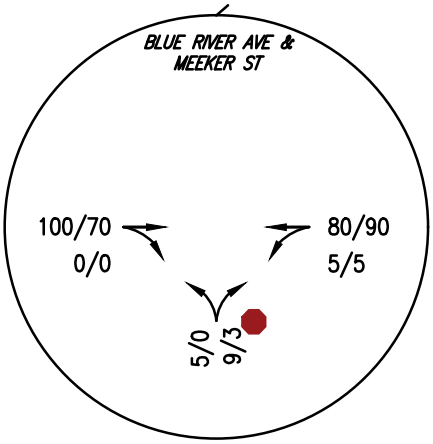
The study area intersections were evaluated to determine baseline operations for the Year 2040 background scenario and to identify any motor vehicle capacity constraints associated with the background traffic. The level of service criteria discussed in **Section 3.4** was applied to the study area intersections to determine impacts with the addition of background traffic.

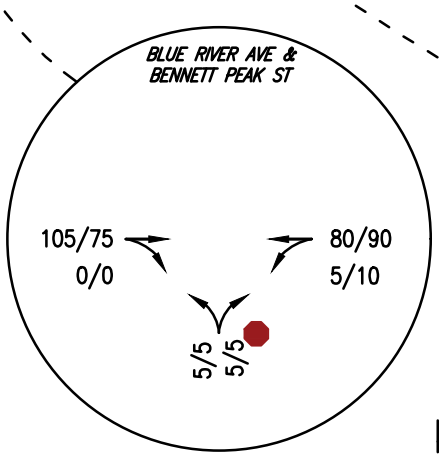
The results of the LOS calculations and 95th percentile queues for the intersections are summarized in **Table 1**. The intersection LOS worksheets are attached to the **Appendix**. **The analysis indicated that all the study intersections will operate overall at LOS A in both peak hours with all movements operating at LOS B or better.** No mitigation measures are needed.

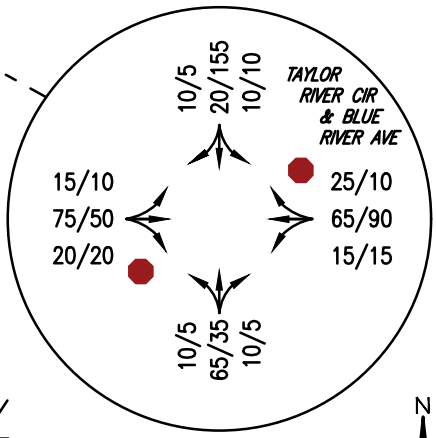












KEY

XXX/XXX	AM / PM PEAK HOUR TRIP VOLUME
XX,XXX	DAILY TRAFFIC VOLUME
→	EXISTING LANE CONFIGURATION
→	FUTURE LANE CONFIGURATION

N

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DOUGLAS COUNTY SCHOOL DISTRICT ELEMENTARY SCHOOL #51 TRAFFIC IMPACT STUDY

YEAR 2040 BACKGROUND TRAFFIC VOLUMES

FT Project #	25012	Original Scale	NTS	Date	8/4/2025	Drawn by	CRS	Figure #	5

5.0 PROPOSED DEVELOPMENT TRAFFIC

5.1 Proposed Roadway Network and Access

As discussed in **Section 2.0**, DCSD ES51 will utilize existing roadways with primary access on Piney River Avenue and secondary access on Blue River Avenue. It is recommended that a right-turn lane be provided on Piney River Avenue to minimize queuing near the school access. The school plans to provide parents/guardians and staff with instructions on the expected circulation to access the school and safely drop-off/pick-up students and minimize impacts to the adjacent homes.

5.2 Trip Generation

The DCSD ES51 trip generation estimates were developed based on data contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*[3]. This establishes the volume of new motor vehicle trips that will be added to the area roadway network with development of the school.

The DCSD ES51 will include up to 750 students in grades Pre-Kindergarten through 6th grade. It is likely that the school does not reach full capacity; however, for conservative purposes, it was assumed that the full capacity of students was reached in the opening year.

There are several land use codes for schools in the *Trip Generation Manual* and the most applicable was "ITE 520 - Elementary School". Other categories include additional grades beyond 6th grade or have smaller sample sizes that do not appear to reflect the anticipated traffic impact of the DCSD ES51. **Table 2** provides the trip generation.

The Douglas County School District Elementary School #51 was estimated to generate up to 1,703 vehicle trips in the weekday, up to 555 trips in the AM peak hour, and up to 338 trips in the school PM peak hour. It was estimated that 65% of the school traffic will be from Sterling Ranch and the remaining 35% will be from nearby communities within or near the Chatfield Basin. For conservative purposes, a non-auto reduction was not applied.

[3] Trip Generation Manual (11th Edition). Institute of Transportation Engineers. Washington, DC. 2021

Table 2 - Trip Generation Summary

Land Use	Size	Unit	Non-Auto Factor [1]	Average Daily Trips				AM Peak Hour Trips				School PM Peak Hour Trips			
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
ITE 520 - Elementary School	750	Students	1.00	2.27	1,703	852	851	0.74	555	350	205	0.45	338	142	196
Sterling Ranch Trips:			*65%*		*1,107*	*554*	*553*		*361*	*228*	*133*		*220*	*92*	*128*
Outside Sterling Ranch Trips			*35%*		*596*	*298*	*298*		*194*	*122*	*72*		*118*	*50*	*68*

Source : ITE Trip Generation 11th Edition, 2021.

[1] Non-Auto Use Factor applies a trip reduction to account for TDM, transit trips, pedestrian trips, and bicycle trips that will occur that are not respresneted in the ITE (traditionally suburban) rates as well as for multi-use trips that will occur between retail uses.

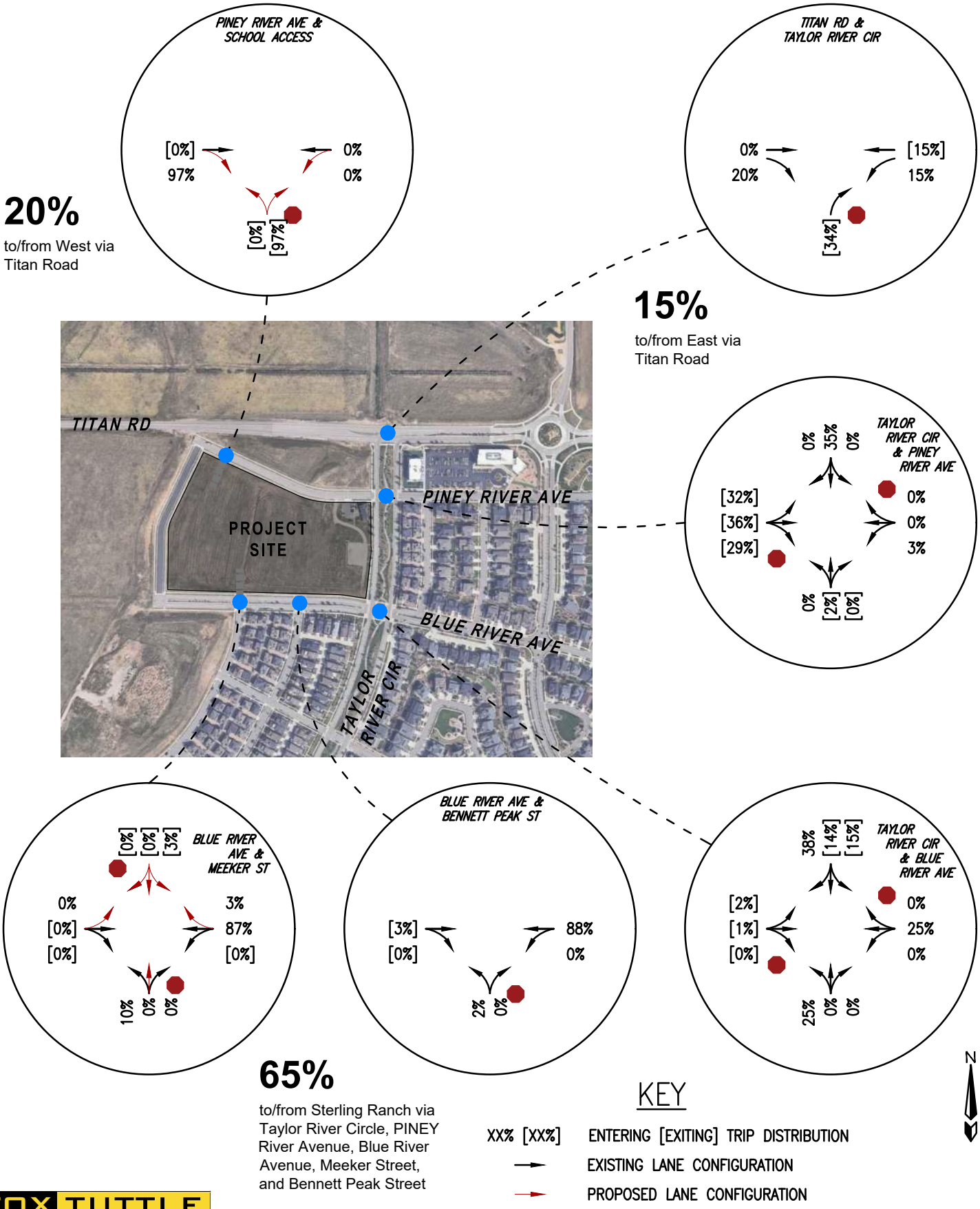
5.3 Trip Distribution and Assignment

The estimated motor vehicle traffic volumes presented in **Table 2** were distributed onto the adjacent street network based on existing traffic characteristics, existing and proposed land uses in the Chatfield Basin, and per regional and County travel demand modeling. The overall distribution for the school trips is as follows:

To/From	Chatfield Basin	Outside the Basin	Sterling Ranch
West Titan Rd	10%	n/a	n/a
East Titan Rd	n/a	10%	n/a
North Eagle River St/Roxborough Park Rd	15%	n/a	n/a
South Taylor River St/Middle Fork St	n/a	n/a	25%
South Bennett Peak St	n/a	n/a	2%
South Meeker St	n/a	n/a	10%
East Piney River Ave	n/a	n/a	3%
East Blue River Ave	n/a	n/a	25%
Total	**25%**	**10%**	**65%**

Using these distribution assumptions, the projected site traffic associated with the proposed school was assigned to the study area roadway network for the weekday AM and school PM peak hour periods. **Figure 6** illustrates the trip distributions for Year 2027. For Year 2040, it was assumed that some of the trips to/from the west via Titan Road will turn off prior to Taylor River Circle. Additionally, some of the trips to/from the Sterling Ranch to the south will redirect to the new roadways for the fastest path. **Figure 7** illustrates the trip distributions for Year 2040.

The Year 2027 site-generated trip volumes are shown on **Figure 8,** and the Year 2040 site-generated trip volumes are shown in **Figure 9.**



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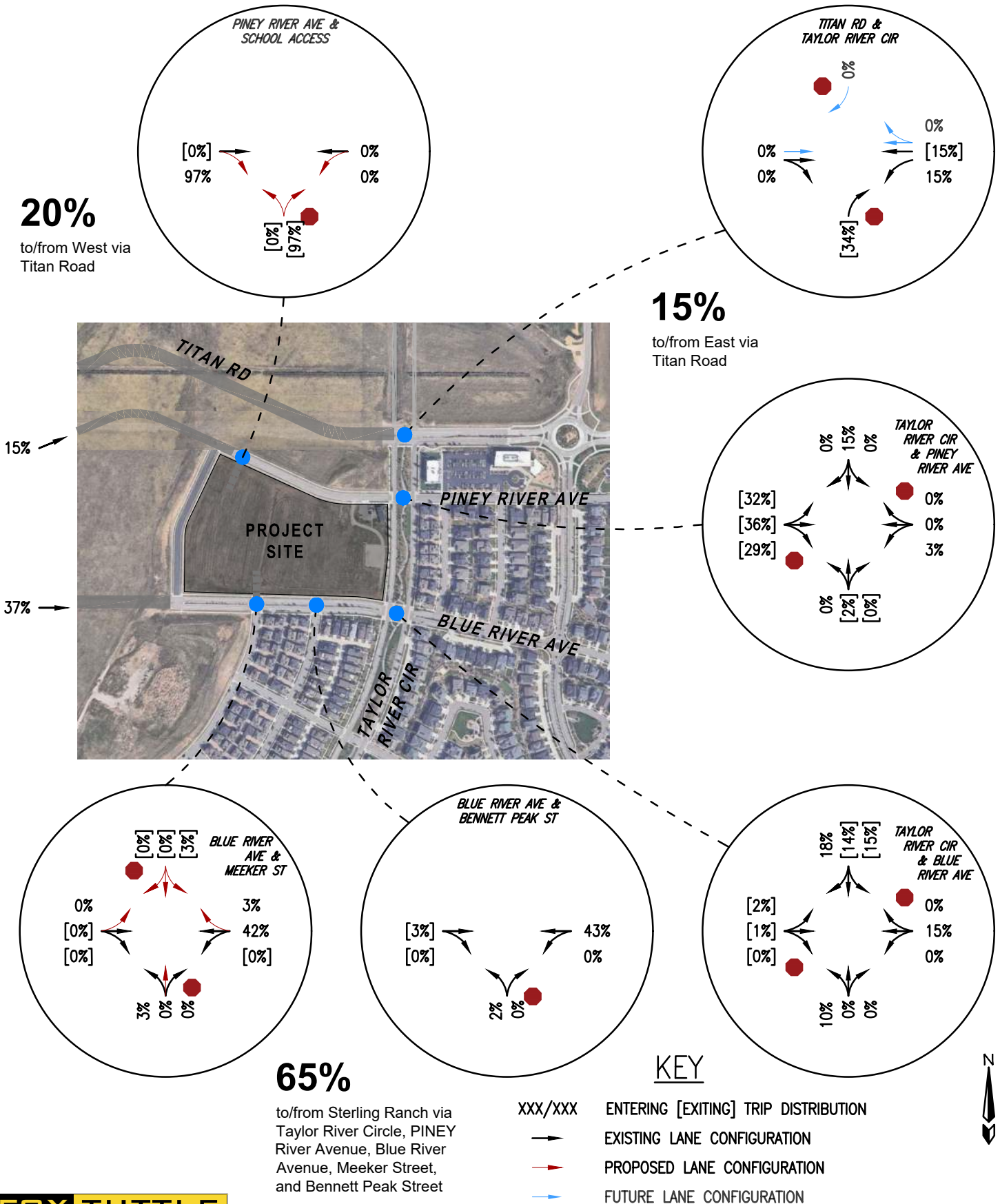
DOUGLAS COUNTY SCHOOL DISTRICT ELEMENTARY SCHOOL #51 TRAFFIC IMPACT STUDY

YEAR 2027 TRIP DISTRIBUTION

FT Project #	25012	Original Scale	NTS	Date	8/4/2025	Drawn by	CRS	Figure #	6



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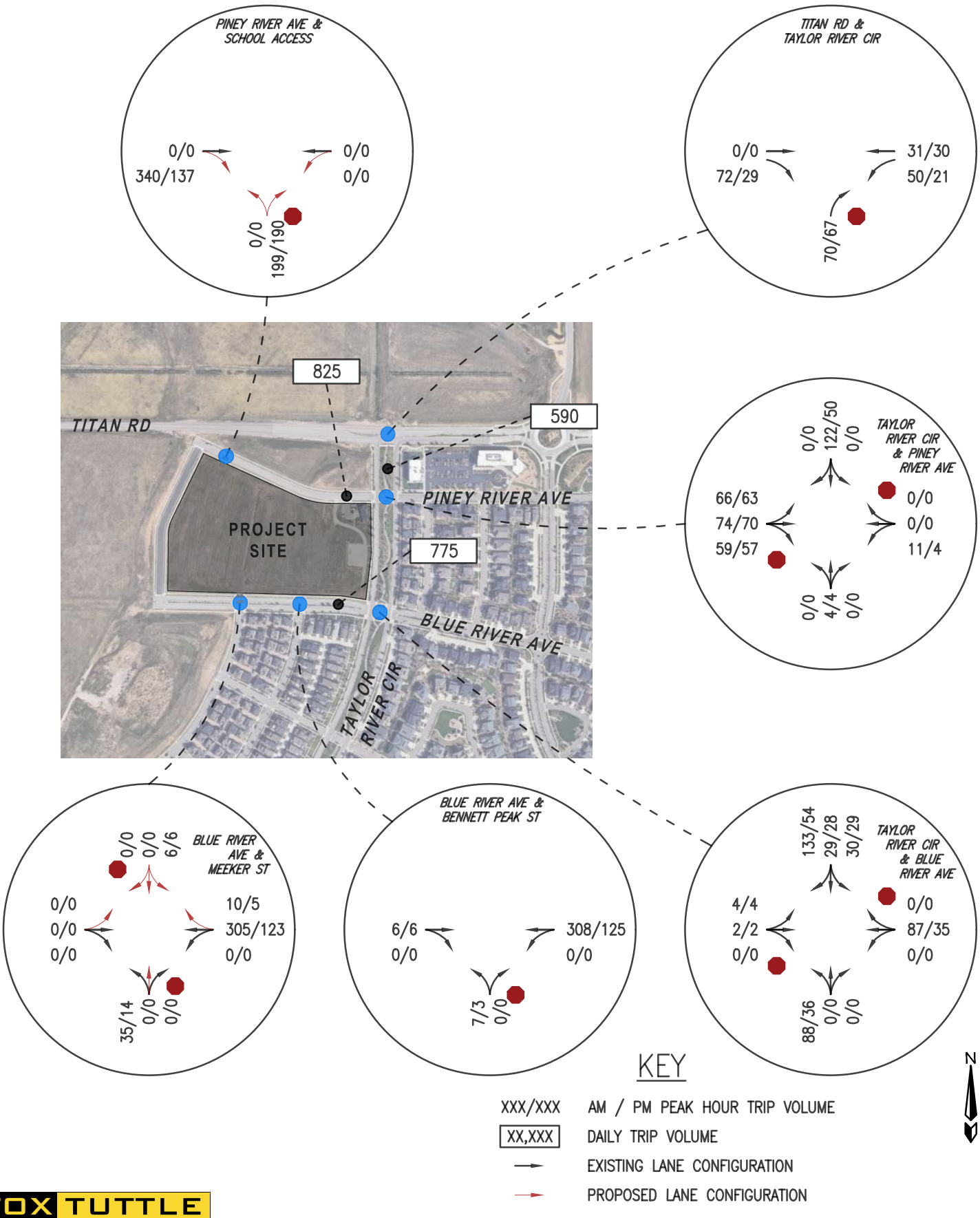
DOUGLAS COUNTY SCHOOL DISTRICT ELEMENTARY SCHOOL #51 TRAFFIC IMPACT STUDY

YEAR 2040 TRIP DISTRIBUTION

FT Project #	25012	Original Scale	NTS	Date	8/4/2025	Drawn by	CRS	Figure #	7



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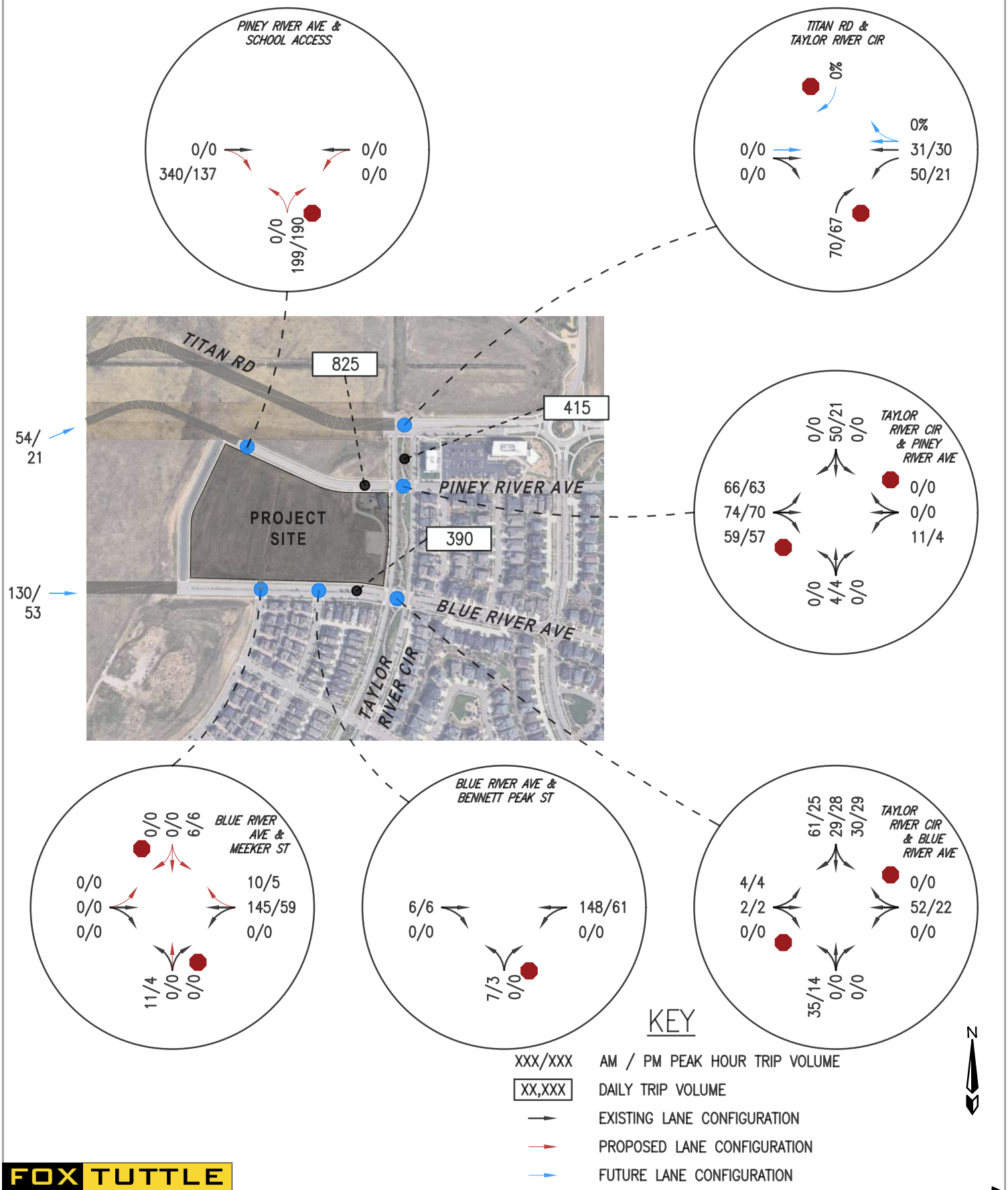
DOUGLAS COUNTY SCHOOL DISTRICT ELEMENTARY SCHOOL #51 TRAFFIC IMPACT STUDY

YEAR 2027 SITE-GENERATED TRIPS

FT Project #	25012	Original Scale	NTS	Date	8/4/2025	Drawn by	CRS	Figure #	8



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DOUGLAS COUNTY SCHOOL DISTRICT ELEMENTARY SCHOOL #51 TRAFFIC IMPACT STUDY

YEAR 2040 SITE-GENERATED TRIPS

FT Project #	25012	Original Scale	NTS	Date	8/4/2025	Drawn by	CRS	Figure #	9

6.0 FUTURE TRAFFIC CONDITIONS WITH SITE DEVELOPMENT

This analysis has been conducted in order to determine impacts associated with the opening of the DCSD ES51, focusing on the study intersections.

6.1 Year 2027 + Douglas County School District Elementary School #51 Capacity Analysis

The site-generated vehicle traffic volumes were added to the Year 2027 background volumes to analyze potential site impacts of the school. The short-term total volumes are illustrated on **Figure 10.** Based on the turning volumes from Piney River Avenue, **it is recommended that a right-turn lane be added at the school access.**

The LOS criteria discussed in prior sections was applied to the study area intersections to determine impacts with the addition of school traffic volumes in the short-term. The results of the LOS calculations and 95th percentile queues for the study intersections are summarized in **Table 1.**

The project trips were determined to add delay to the side-street approaches of the intersection along Taylor River Street. The following movements were estimated to begin to operate at LOS E with the school traffic, which is typical conditions at intersections near a school:

- **#2. Taylor River Circle at Piney River Avenue:** The eastbound approach was calculated to begin to operate at LOS E in the AM peak hour due to the additional school traffic. The 95th percentile queue for this approach was estimated to extend up to 208 feet (about nine vehicles).

  No mitigation measures recommended. It is typical for roadways that serve schools to experience delays and queues due to the volume of vehicles in a brief period of time. It is typical for these periods to last less than 20 minutes in the school's drop-off and pick-up periods.

- **#3. Taylor River Circle at Blue River Avenue:** During the AM peak hour, the eastbound and westbound approaches were calculated to begin to operate at LOS E due to the additional school traffic. The 95th percentile queue for the eastbound approach was estimated to extend up to 33 feet (about two vehicles) and up to 100 feet (about four vehicles) on the westbound approach.

  No mitigation measures recommended. It is typical for roadways that serve schools to experience delays and queues due to the volume of vehicles in a brief period of time. It is typical for these periods to last less than 20 minutes in the school's drop-off and pick-up periods.

It is anticipated that the non-school peak periods will operate acceptably, especially since the conditions will be similar to existing circumstances.

It is recommended that the area be monitored when the school opens to determine if the proposed circulation is adequate and functions acceptably. It is anticipated that in the short term, the school

traffic will have minimal impacts on existing residents since there is no need to drive on Piney River Avenue or Georgetown Street.

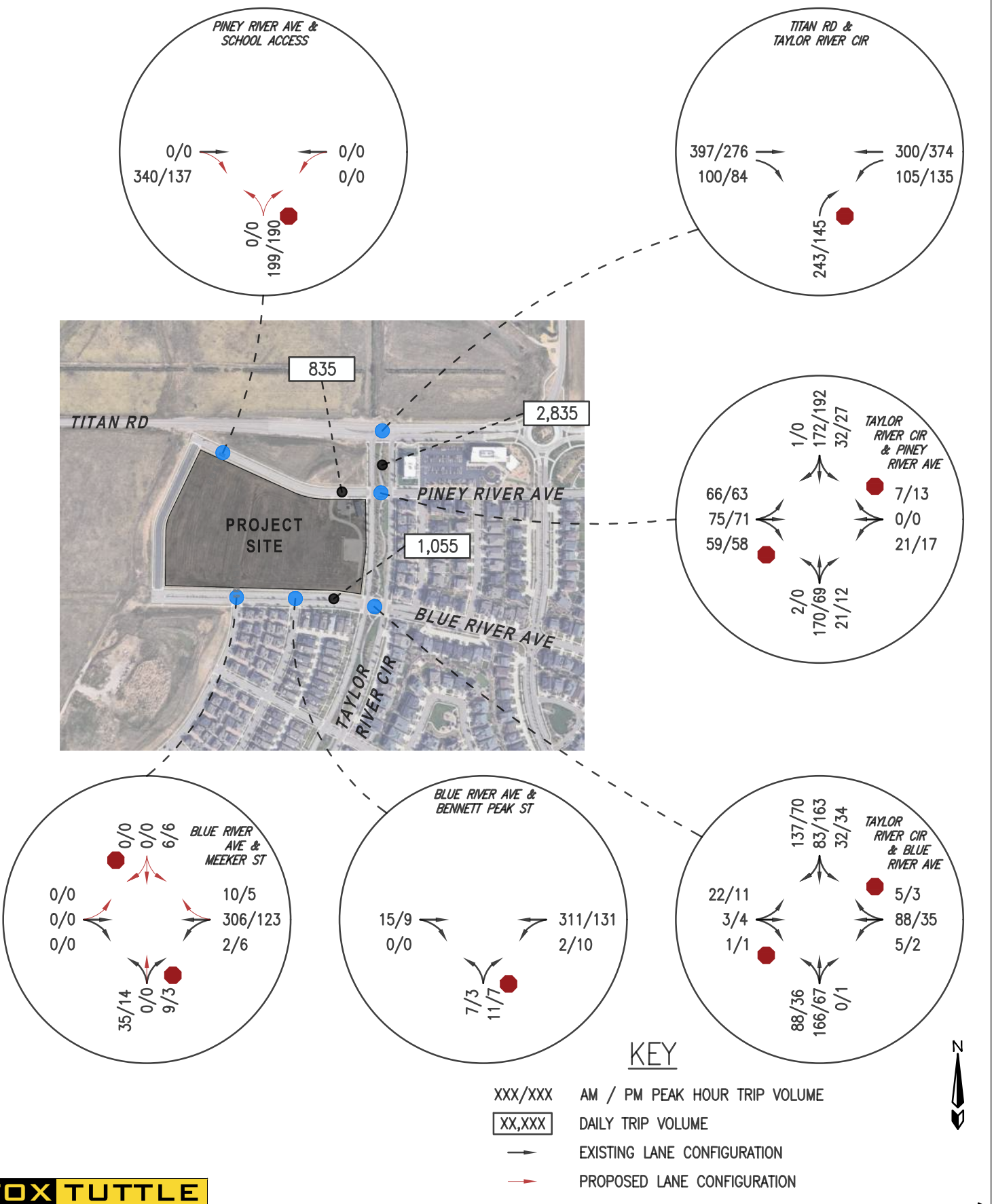
6.2 Year 2040 + Douglas County School District Elementary School #51 Capacity Analysis

The site-generated vehicle traffic volumes associated with the DCSD ES51 were added to the Year 2040 background volumes to analyze potential site impacts. These volumes are illustrated on **Figure 11**.

The LOS criteria was applied to the study intersections to determine impacts with the addition of buildout traffic volumes of the DCSD ES51. The results of the LOS calculations and 95th percentile queues for the intersections are summarized in **Table 1.**

The project trips have a minimal impact on the performance of the study intersections in the long-term. All the intersections continue to operate overall at LOS B or better in both peak hours with all movements calculated to operate at LOS C or better. With the future roadway network to the west, it was calculated that less traffic will travel through the study areas and have a positive impact on the delays and queues associated with the school.

It is recommended that the area be monitored over time to determine if the proposed circulation is adequate and functions acceptably. It is anticipated that in the long term, the school traffic will be dispersed more than in the near-term but will have more interactions with traffic along Piney River Avenue and Blue River Avenue.



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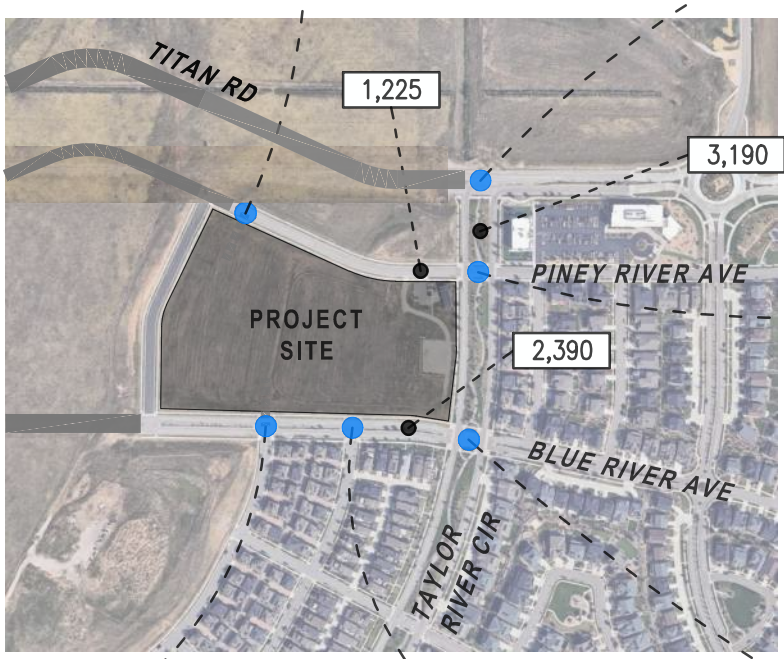
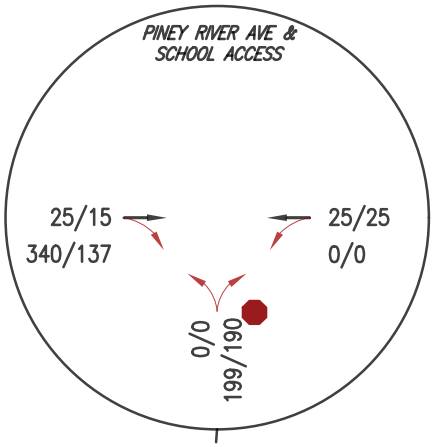
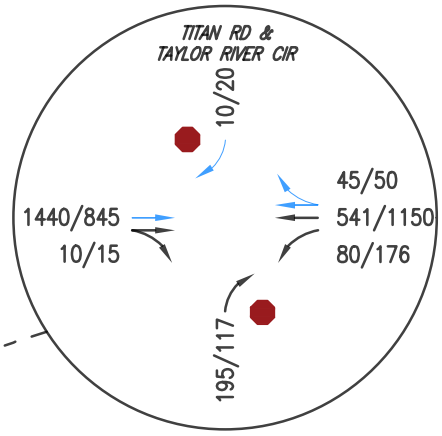
DOUGLAS COUNTY SCHOOL DISTRICT ELEMENTARY SCHOOL #51 TRAFFIC IMPACT STUDY

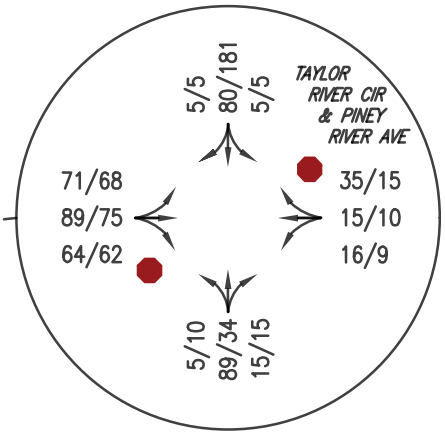
YEAR 2027 BACKGROUND + PROJECT TRAFFIC VOLUMES

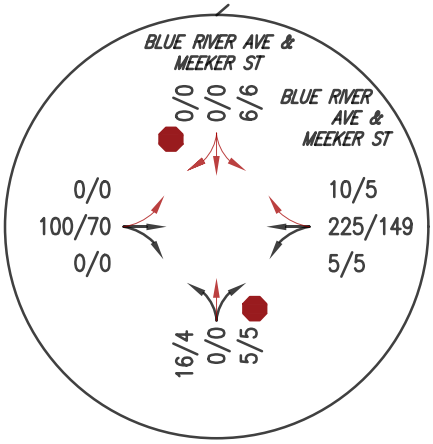
FT Project #	25012	Original Scale	NTS	Date	8/4/2025	Drawn by	CRS	Figure #	10

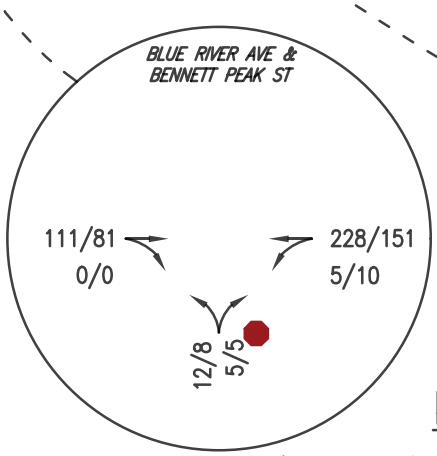


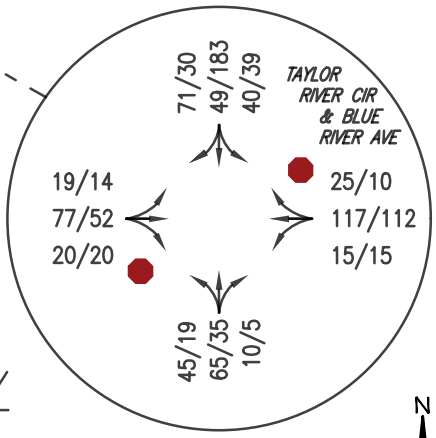












KEY

XXX/XXX	AM / PM PEAK HOUR TRIP VOLUME
XX,XXX	DAILY TRIP VOLUME
→	EXISTING LANE CONFIGURATION
→	PROPOSED LANE CONFIGURATION
→	FUTURE LANE CONFIGURATION

N

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DOUGLAS COUNTY SCHOOL DISTRICT ELEMENTARY SCHOOL #51 TRAFFIC IMPACT STUDY

YEAR 2040 BACKGROUND + PROJECT TRAFFIC VOLUMES

FT Project #	25012	Original Scale	NTS	Date	8/4/2025	Drawn by	CRS	Figure #	11

7.0 CIRCULATION PLAN AND STACKING

As shown in **Figure 2** and discussed in **Section 2.0**, it is proposed that school traffic will be expected to follow this travel pattern in the near term:

From Titan Road:

1. Turn onto Taylor River Circle towards the south.
2. Turn right onto Blue River Avenue towards the west.
3. Turn right onto Georgetown Street towards the north.
4. Turn right onto Piney River Avenue towards the east.
5. Turn right into the school access.
6. Travel around the parking lot.
7. Drop-off/pick-up in front of school.
8. Circulate the parking lot to exit.
9. Turn right onto Piney River Avenue.
10. Exit the area by turning right or left onto Taylor River Circle or through on Piney River Avenue.

It will be enforced that no one can turn left into the school access and must follow the clockwise route to enter for drop-off and pick-up. It will be encouraged to park off-street within the campus to minimize use of on-street parking. It is understood that staff and parents may utilize on-street parking on adjacent roadways regardless of expectations. DCSD ES51 will educate their families on the importance of following the circulation plan and minimizing travel through the neighborhood.

It was measured that the school will have the following length of stacking on campus:

- Student Driveline: 1,050 feet
    - Entry lane ~570 feet
    - Area in front of school for drop-off/pick-up ~190 feet
    - Exit lane ~290 feet
    - Overflow in parking lot, if needed ~660 feet
- Bus Loop: 860 feet
    - Entry lane ~95 feet
    - Unloading/Loading ~250 feet
    - Exit lane ~515 feet
- **Total On-Campus: 1,910 feet**
    - *If overflow in primary lot were implemented, this increases to 2,570 feet*

The on-campus stacking for student drop-off/pick-up length was analyzed using the North Carolina DOT School Calculator. This tool estimates the length needed on campus based on the number of students. The spreadsheet input includes the number of students, number of buses, and number of staff. The NCDOT School Calculator provides a conservative estimate of the stacking demand to serve the drop-off/pick-up operations. Based on experience, the number of buses and staff members does not change the calculated queue length in this calculator. The number of buses should change the length needed on campus since the high-capacity vehicle removes passenger cars from the campus stacking. Therefore, it should be utilized as a guideline and not a requirement.

Table 3 provides the calculations based on the total enrollment for each phase. The NCDOT School output tables are provided in the **Appendix**.

Table 3 – NCDOT School Calculator Estimates

Scenario	Total Number of Students	Average Queue Length	High Demand Length
Full Enrollment	750	1,898 ft	2,468 ft

Based on the available stacking on campus, **it is expected that the school design will accommodate the calculated average and high demand queue length and not spill onto the adjacent roadways.** Note that this calculation is for full enrollment; therefore, it is the most conservative scenario.

8.0 CONCLUSIONS

The current plan for the DCSD ES51 is to open the school by August 2027 with grades Pre-Kindergarten through 6th, with up to 750 students. The proposed school will utilize the existing roadways within Sterling Ranch's Providence Village, south of Piney River Avenue. The primary access to DCSD ES51 will be on Piney River Avenue and secondary access is planned on Blue River Avenue. The circulation plan was included within this traffic study, and it is anticipated that the on-campus stacking space will adequately serve the school drop-off and pick-up operations. The DCSD ES51 was estimated to generate up to 1,703 vehicle trips in the weekday, up to 555 trips in the AM peak hour, and up to 338 trips in the school PM peak hour.

This traffic study evaluated existing, near-term background (Year 2027), and long-term background (Year 2040) peak hour intersection conditions in the study area without and with the DCSD ES51.

The following are recommended improvements to support the traffic growth in the area:

Existing/Background Recommendations:

- **Implement roadway network for long-term future development to the west and north**
    - **Realign Titan Road** west of Taylor River Circle
    - **Widen Titan Road** through Taylor River Circle intersection to two lanes per direction
    - **Extend Middle Fork Street** to the north to Titan Road for a parallel facility to Taylor River Circle which is forecast to remove some traffic from Taylor River Circle and provide additional connectivity to the school area
    - **Extend Piney River Avenue** to the west into future development area and provide connectivity to/from the school
    - **Extend Blue River Avenue** to the west into future development area and provide connectivity to/from the school

Project Improvement Recommendations:

- **Access on Piney River Avenue:** Construct with one inbound lane and one outbound lane.
- **Access on Blue River Avenue:** Construct with one inbound lane and one outbound lane.
- **Implement the proposed circulation plan** with adequate stacking and access.
    - Work with Douglas County and Sterling Ranch CAB to determine if wayfinding signs can be installed to direct drivers along school circulation route.
- **Install enhanced crosswalks** at critical locations to encourage local families to walk/bike/wheel to school with safe crossings.
- **Install School Zone** signage, assemblies, and pavement markings as appropriate.

Appendix:

Level of Service Definitions

Traffic Count Data Sheets

Intersection Capacity Worksheets

NCDOT School Stacking Calculator Worksheets

Level of Service Definitions

LEVEL OF SERVICE DEFINITIONS

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

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

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

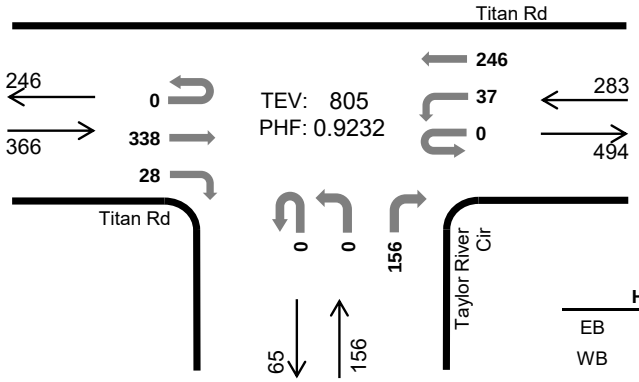
Traffic Count Data Sheets

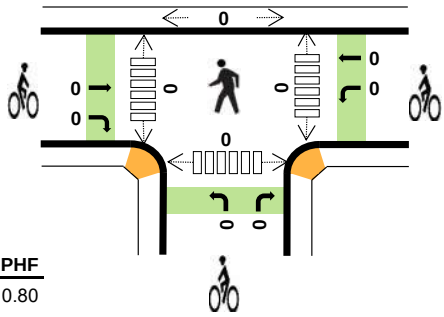
Taylor River Cir
Titan Rd

N

Peak Hour

Date: 3/5/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV%	PHF
EB	2%	0.80
WB	5%	0.76
NB	1%	0.87
SB	--	--
TOTAL	3%	0.92

Peak Hour Count Summaries

Peak Hour Interval Start		Titan Rd Eastbound				Titan Rd Westbound				Taylor River Cir Northbound				n/a Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		**0**	**0**	**106**	**8**	**0**	**5**	**61**	**0**	**0**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**218**	**0**
7:15 AM		**0**	**0**	**98**	**7**	**0**	**8**	**52**	**0**	**0**	**0**	**0**	**41**	**0**	**0**	**0**	**0**	**206**	**0**
7:30 AM		**0**	**0**	**65**	**5**	**0**	**4**	**60**	**0**	**0**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**179**	**0**
7:45 AM		**0**	**0**	**69**	**8**	**0**	**20**	**73**	**0**	**0**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**202**	**805**
Pk Hr	All	**0**	**0**	**338**	**28**	**0**	**37**	**246**	**0**	**0**	**0**	**0**	**156**	**0**	**0**	**0**	**0**	**805**	
	HV	**0**	**0**	**7**	**1**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**24**	
	HV%	-	-	**2%**	**4%**	-	**0%**	**6%**	-	-	-	-	**1%**	-	-	-	-	**3%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
7:00 AM	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:15 AM	**2**	**3**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**4**	**5**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**1**	**7**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**8**	**15**	**1**	**0**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	Titan Rd				Titan Rd				Taylor River Cir				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**106**	**8**	**0**	**5**	**61**	**0**	**0**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**218**	0
7:15 AM	**0**	**0**	**98**	**7**	**0**	**8**	**52**	**0**	**0**	**0**	**0**	**41**	**0**	**0**	**0**	**0**	**206**	**0**
7:30 AM	**0**	**0**	**65**	**5**	**0**	**4**	**60**	**0**	**0**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**179**	**0**
7:45 AM	**0**	**0**	**69**	**8**	**0**	**20**	**73**	**0**	**0**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**202**	**805**
8:00 AM	0	0	49	8	0	18	59	0	0	0	0	23	0	0	0	0	157	744
8:15 AM	0	0	65	8	0	10	61	0	0	0	0	20	0	0	0	0	164	702
8:30 AM	0	0	45	7	0	15	65	0	0	0	0	26	0	0	0	0	158	681
8:45 AM	0	0	43	14	0	10	59	0	0	0	0	19	0	0	0	0	145	624
Count Total	0	0	540	65	0	90	490	0	0	0	0	244	0	0	0	0	1,429	
Pk Hr All	**0**	**0**	**338**	**28**	**0**	**37**	**246**	**0**	**0**	**0**	**0**	**156**	**0**	**0**	**0**	**0**	**805**	
Pk Hr HV	**0**	**0**	**7**	**1**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**24**	
Pk Hr HV%	**-**	**-**	**2%**	**4%**	**-**	**0%**	**6%**	**-**	**-**	**-**	**-**	**1%**	**-**	**-**	**-**	**-**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**2**	**3**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**4**	**5**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**1**	**7**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	3	7	0	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	6	6	0	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	5	9	0	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	4	3	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	26	40	1	0	*67*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**8**	**15**	**1**	**0**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Titan Rd				Titan Rd				Taylor River Cir				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	0
7:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
7:30 AM	**0**	**0**	**4**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**
7:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**24**
8:00 AM	0	0	3	0	0	1	6	0	0	0	0	0	0	0	0	0	10	32
8:15 AM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	12	39
8:30 AM	0	0	5	0	0	0	9	0	0	0	0	0	0	0	0	0	14	44
8:45 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	43
Count Total	0	0	25	1	0	1	39	0	0	0	0	1	0	0	0	0	67	
Pk Hr Heavy	**0**	**0**	**7**	**1**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**24**	

Count Summaries - Bikes

Interval Start	Titan Rd				Titan Rd				Taylor River Cir				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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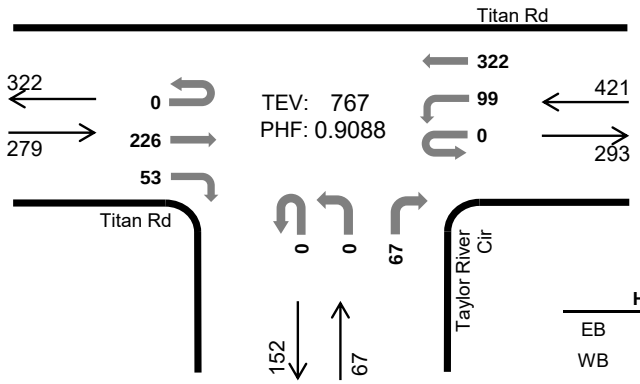
Taylor River Cir
Titan Rd

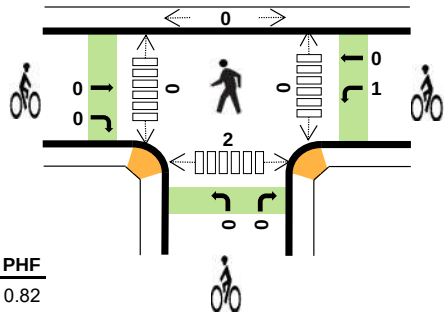
N

Peak Hour

Date: 3/5/2025
Count Period: 2:30 PM to 4:30 PM
Peak Hour: 3:30 PM to 4:30 PM



	HV%	PHF
EB	5%	0.82
WB	2%	0.92
NB	0%	0.76
SB	--	--
TOTAL	3%	0.91



Peak Hour Count Summaries

Peak Hour Interval Start		Titan Rd Eastbound				Titan Rd Westbound				Taylor River Cir Northbound				n/a Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	0	54	9	0	21	87	0	0	0	0	14	0	0	0	0	185	0
3:45 PM		0	0	45	13	0	29	86	0	0	0	0	17	0	0	0	0	190	0
4:00 PM		0	0	69	16	0	28	76	0	0	0	0	22	0	0	0	0	211	0
4:15 PM		0	0	58	15	0	21	73	0	0	0	0	14	0	0	0	0	181	767
Pk Hr	All	0	0	226	53	0	99	322	0	0	0	0	67	0	0	0	0	767	
	HV	0	0	12	2	0	2	5	0	0	0	0	0	0	0	0	0	21	
	HV%	-	-	5%	4%	-	2%	2%	-	-	-	-	0%	-	-	-	-	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:30 PM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	1	*1*
3:45 PM	2	0	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	3	2	0	0	*5*	0	1	0	0	*1*	0	0	0	0	*0*
4:15 PM	6	2	0	0	*8*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hour	14	7	0	0	*21*	0	1	0	0	*1*	0	0	0	2	*2*

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Count Summaries - All Vehicles

Interval Start	Titan Rd				Titan Rd				Taylor River Cir				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	42	7	0	7	46	0	0	0	0	29	0	0	0	0	131	0
2:45 PM	0	0	41	6	0	19	61	0	0	0	0	18	0	0	0	0	145	0
3:00 PM	0	0	48	8	0	17	81	0	0	0	0	24	0	0	0	0	178	0
3:15 PM	0	0	52	8	0	23	79	0	0	0	0	18	0	0	0	0	180	634
3:30 PM	**0**	**0**	**54**	**9**	**0**	**21**	**87**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**185**	**688**
3:45 PM	**0**	**0**	**45**	**13**	**0**	**29**	**86**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**190**	**733**
4:00 PM	**0**	**0**	**69**	**16**	**0**	**28**	**76**	**0**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**211**	**766**
4:15 PM	**0**	**0**	**58**	**15**	**0**	**21**	**73**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**181**	**767**
Count Total	0	0	409	82	0	165	589	0	0	0	0	156	0	0	0	0	1,401	
Pk Hr All	**0**	**0**	**226**	**53**	**0**	**99**	**322**	**0**	**0**	**0**	**0**	**67**	**0**	**0**	**0**	**0**	**767**	
Pk Hr HV	**0**	**0**	**12**	**2**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	
Pk Hr HV%	**-**	**-**	**5%**	**4%**	**-**	**2%**	**2%**	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	**-**	**-**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
2:30 PM	2	3	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
2:45 PM	1	5	0	0	*6*	0	2	0	0	*2*	0	0	0	0	*0*
3:00 PM	2	4	1	0	*7*	0	1	1	0	*2*	0	0	0	0	*0*
3:15 PM	5	1	0	0	*6*	0	1	0	0	*1*	0	0	0	1	*1*
3:30 PM	**3**	**3**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
3:45 PM	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**3**	**2**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**6**	**2**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Count Total	24	20	1	0	*45*	0	5	1	0	*6*	0	0	0	3	*3*
Peak Hour	**14**	**7**	**0**	**0**	***21***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**2**	**2**

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Count Summaries - Heavy Vehicles

Interval Start	Titan Rd				Titan Rd				Taylor River Cir				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0
2:45 PM	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	6	0
3:00 PM	0	0	2	0	0	0	4	0	0	0	0	1	0	0	0	0	7	0
3:15 PM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	24
3:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**25**
3:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**21**
4:00 PM	**0**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**19**
4:15 PM	**0**	**0**	**4**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**21**
Count Total	0	0	22	2	0	3	17	0	0	0	0	1	0	0	0	0	45	
Pk Hr Heavy	**0**	**0**	**12**	**2**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	

Count Summaries - Bikes

Interval Start	Titan Rd				Titan Rd				Taylor River Cir				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	0
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	0	0	0	0	4	1	0	0	0	0	1	0	0	0	0	6	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

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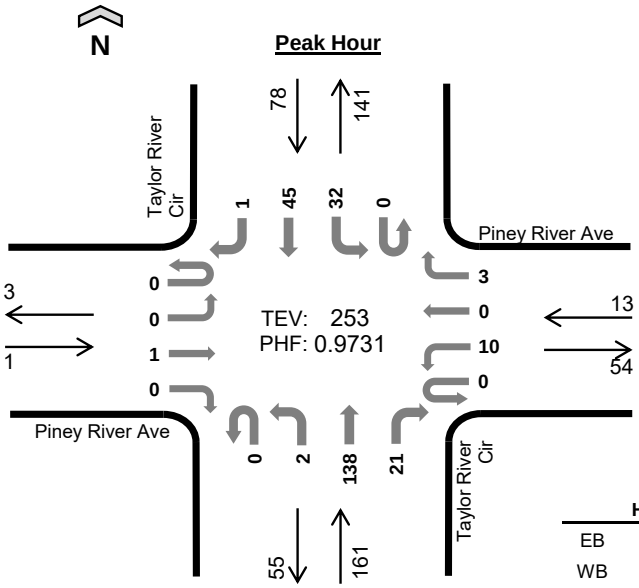
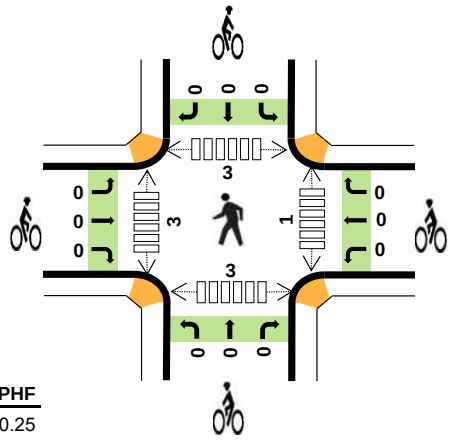
Taylor River Cir
Piney River Ave

Date: 3/5/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV%	PHF
EB	0%	0.25
WB	0%	0.81
NB	0%	0.81
SB	1%	0.70
TOTAL	0%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		Piney River Ave Eastbound				Piney River Ave Westbound				Taylor River Cir Northbound				Taylor River Cir Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**41**	**6**	**0**	**7**	**8**	**0**	**65**	**0**
7:30 AM		**0**	**0**	**1**	**0**	**0**	**3**	**0**	**1**	**0**	**1**	**44**	**5**	**0**	**5**	**4**	**0**	**64**	**0**
7:45 AM		**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**31**	**2**	**0**	**9**	**18**	**1**	**63**	**0**
8:00 AM		**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**1**	**22**	**8**	**0**	**11**	**15**	**0**	**61**	**253**
Pk Hr	All	**0**	**0**	**1**	**0**	**0**	**10**	**0**	**3**	**0**	**2**	**138**	**21**	**0**	**32**	**45**	**1**	**253**	
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	
	HV%	**-**	**-**	**0%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**2%**	**0%**	**0%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**2**	***4***
7:45 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**2**	**1**	***6***
8:00 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**3**	**3**	***10***

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Count Summaries - All Vehicles

Interval Start	Piney River Ave				Piney River Ave				Taylor River Cir				Taylor River Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	0	2	0	0	36	2	0	5	8	0	55	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**41**	**6**	**0**	**7**	**8**	**0**	**65**	**0**
7:30 AM	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**1**	**0**	**1**	**44**	**5**	**0**	**5**	**4**	**0**	**64**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**31**	**2**	**0**	**9**	**18**	**1**	**63**	**247**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**1**	**22**	**8**	**0**	**11**	**15**	**0**	**61**	**253**
8:15 AM	0	0	0	0	0	2	1	1	0	0	19	4	0	7	11	0	45	233
8:30 AM	0	0	1	0	0	1	1	2	0	1	24	1	0	5	18	0	54	223
8:45 AM	0	0	0	0	0	2	2	2	0	1	17	5	0	8	12	3	52	212
Count Total	0	0	2	0	0	17	4	10	0	4	234	33	0	57	94	4	459	
Pk Hr All	**0**	**0**	**1**	**0**	**0**	**10**	**0**	**3**	**0**	**2**	**138**	**21**	**0**	**32**	**45**	**1**	**253**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	
Pk Hr HV%	**-**	**-**	**0%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**2%**	**0%**	**0%**	

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

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Count Summaries - Heavy Vehicles

Interval Start	Piney River Ave				Piney River Ave				Taylor River Cir				Taylor River Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	

Count Summaries - Bikes

Interval Start	Piney River Ave				Piney River Ave				Taylor River Cir				Taylor River Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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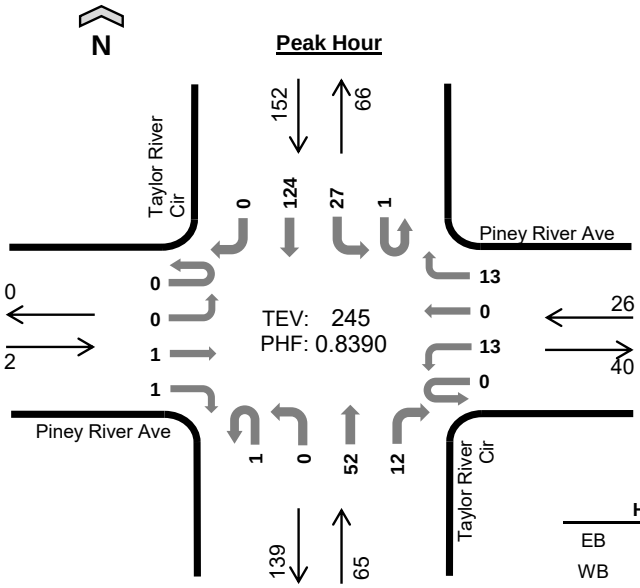
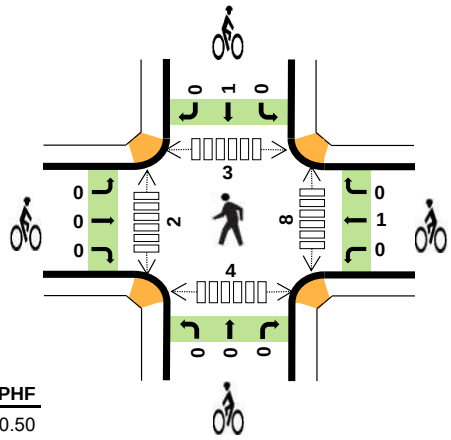
Taylor River Cir
Piney River Ave

Date: 3/5/2025
Count Period: 2:30 PM to 4:30 PM
Peak Hour: 3:30 PM to 4:30 PM





	HV%	PHF
EB	0%	0.50
WB	4%	0.72
NB	0%	0.81
SB	3%	0.86
TOTAL	2%	0.84

Peak Hour Count Summaries

Peak Hour Interval Start		Piney River Ave Eastbound				Piney River Ave Westbound				Taylor River Cir Northbound				Taylor River Cir Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	0	1	0	0	1	0	2	1	0	11	1	0	5	24	0	46	0
3:45 PM		0	0	0	0	0	2	0	4	0	0	12	4	1	4	38	0	65	0
4:00 PM		0	0	0	0	0	5	0	4	0	0	17	3	0	6	38	0	73	0
4:15 PM		0	0	0	1	0	5	0	3	0	0	12	4	0	12	24	0	61	245
Pk Hr	All	0	0	1	1	0	13	0	13	1	0	52	12	1	27	124	0	245	
	HV	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	5	
	HV%	-	-	0%	0%	-	8%	-	0%	0%	-	0%	0%	0%	4%	2%	-	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	1	2	2	*6*
3:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	1	*2*
4:00 PM	0	1	0	1	*2*	0	1	0	1	*2*	1	0	0	0	*1*
4:15 PM	0	0	0	3	*3*	0	0	0	0	*0*	6	1	0	1	*8*
Peak Hour	0	1	0	4	*5*	0	1	0	1	*2*	8	2	3	4	*17*

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Count Summaries - All Vehicles

Interval Start	Piney River Ave				Piney River Ave				Taylor River Cir				Taylor River Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	1	0	0	0	1	0	2	0	0	26	1	0	2	12	0	45	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	3	22	0	43	0
3:00 PM	0	0	0	0	0	3	0	1	0	1	24	1	0	7	18	0	55	0
3:15 PM	0	0	0	0	0	2	0	1	0	0	17	2	0	5	25	0	52	195
3:30 PM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**11**	**1**	**0**	**5**	**24**	**0**	**46**	**196**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	**0**	**0**	**12**	**4**	**1**	**4**	**38**	**0**	**65**	**218**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**4**	**0**	**0**	**17**	**3**	**0**	**6**	**38**	**0**	**73**	**236**
4:15 PM	**0**	**0**	**0**	**1**	**0**	**5**	**0**	**3**	**0**	**0**	**12**	**4**	**0**	**12**	**24**	**0**	**61**	**245**
Count Total	0	1	1	1	0	19	0	17	1	1	137	16	1	44	201	0	440	
Pk Hr All	**0**	**0**	**1**	**1**	**0**	**13**	**0**	**13**	**1**	**0**	**52**	**12**	**1**	**27**	**124**	**0**	**245**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**5**	
Pk Hr HV%	**-**	**-**	**0%**	**0%**	**-**	**8%**	**-**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**4%**	**2%**	**-**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
2:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	5	0	0	2	*7*
2:45 PM	0	0	0	1	*1*	0	0	0	1	*1*	0	2	2	0	*4*
3:00 PM	0	0	1	0	*1*	0	1	0	1	*2*	0	0	0	0	*0*
3:15 PM	0	0	0	0	*0*	0	1	0	1	*2*	2	2	0	0	*4*
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**2**	**6**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
4:00 PM	**0**	**1**	**0**	**1**	**2**	**0**	**1**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**1**
4:15 PM	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**1**	**8**
Count Total	0	1	1	5	*7*	0	3	0	4	*7*	15	6	5	6	*32*
Peak Hour	**0**	**1**	**0**	**4**	***5***	**0**	**1**	**0**	**1**	***2***	**8**	**2**	**3**	**4**	**17**

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Count Summaries - Heavy Vehicles

Interval Start	Piney River Ave				Piney River Ave				Taylor River Cir				Taylor River Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**2**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**	**5**
Count Total	0	0	0	0	0	1	0	0	0	0	1	0	0	1	4	0	7	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**5**	

Count Summaries - Bikes

Interval Start	Piney River Ave				Piney River Ave				Taylor River Cir				Taylor River Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	5
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**4**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	0	0	0	0	1	1	1	0	0	0	0	0	2	2	0	7	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	

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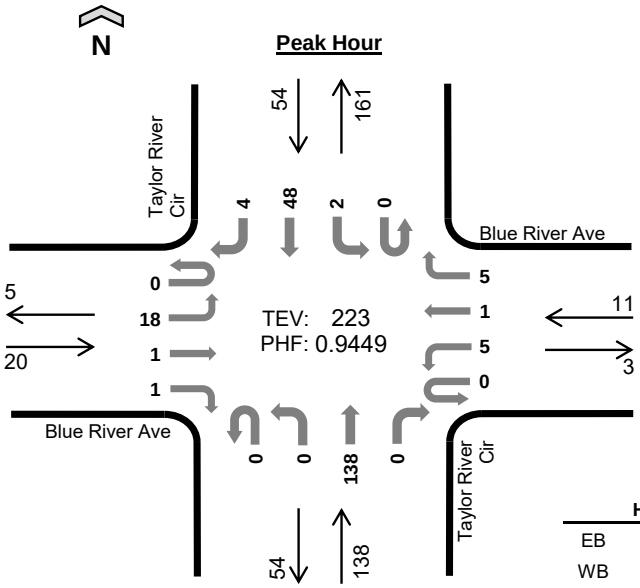
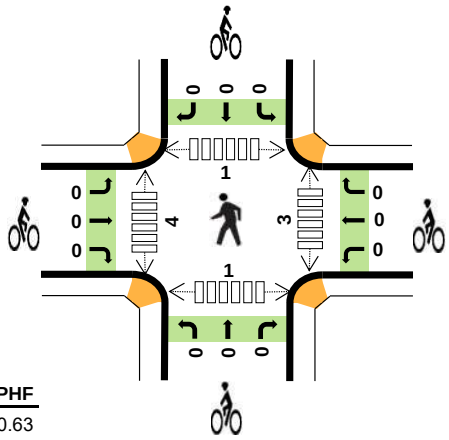
Taylor River Cir
Blue River Ave

Date: 3/5/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV%	PHF
EB	0%	0.63
WB	0%	0.55
NB	0%	0.82
SB	0%	0.71
TOTAL	0%	0.94

Peak Hour Count Summaries

Peak Hour Interval Start		Blue River Ave Eastbound				Blue River Ave Westbound				Taylor River Cir Northbound				Taylor River Cir Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		**0**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**10**	**1**	**59**	**0**
7:30 AM		**0**	**7**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**42**	**0**	**0**	**0**	**7**	**0**	**59**	**0**
7:45 AM		**0**	**4**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**29**	**0**	**0**	**1**	**17**	**1**	**56**	**0**
8:00 AM		**0**	**2**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**25**	**0**	**0**	**1**	**14**	**2**	**49**	**223**
Pk Hr	All	**0**	**18**	**1**	**1**	**0**	**5**	**1**	**5**	**0**	**0**	**138**	**0**	**0**	**2**	**48**	**4**	**223**	
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**0%**	**-**	**-**	**0%**	**0%**	**0%**	**0%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**1**	***3***
7:30 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
7:45 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**0**	**0**	***4***
8:00 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
Peak Hour	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**3**	**4**	**1**	**1**	***9***

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Count Summaries - All Vehicles

Interval Start	Blue River Ave				Blue River Ave				Taylor River Cir				Taylor River Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	0	0	0	0	0	0	0	0	35	0	0	0	9	1	48	0
7:15 AM	**0**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**10**	**1**	**59**	**0**
7:30 AM	**0**	**7**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**42**	**0**	**0**	**0**	**7**	**0**	**59**	**0**
7:45 AM	**0**	**4**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**29**	**0**	**0**	**1**	**17**	**1**	**56**	**222**
8:00 AM	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**25**	**0**	**0**	**1**	**14**	**2**	**49**	**223**
8:15 AM	0	3	0	0	0	1	0	0	0	0	20	0	0	1	13	1	39	203
8:30 AM	0	3	0	0	0	0	0	0	0	0	23	0	0	1	16	1	44	188
8:45 AM	0	2	1	0	0	0	0	0	0	0	21	1	0	2	11	2	40	172
Count Total	0	29	2	1	0	6	1	5	0	0	237	1	0	6	97	9	394	
Pk Hr All	**0**	**18**	**1**	**1**	**0**	**5**	**1**	**5**	**0**	**0**	**138**	**0**	**0**	**2**	**48**	**4**	**223**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**0%**	**-**	**-**	**0%**	**0%**	**0%**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	0	0	1	*2*	0	0	0	0	*0*	0	1	0	0	*1*
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**3**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**4**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
8:15 AM	0	0	0	1	*1*	0	0	0	0	*0*	1	1	0	0	*2*
8:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
8:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	0	*1*
Count Total	1	0	0	2	*3*	0	0	0	0	*0*	5	6	2	1	*14*
Peak Hour	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**3**	**4**	**1**	**1**	**9**

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Count Summaries - Heavy Vehicles

Interval Start	Blue River Ave				Blue River Ave				Taylor River Cir				Taylor River Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Count Summaries - Bikes

Interval Start	Blue River Ave				Blue River Ave				Taylor River Cir				Taylor River Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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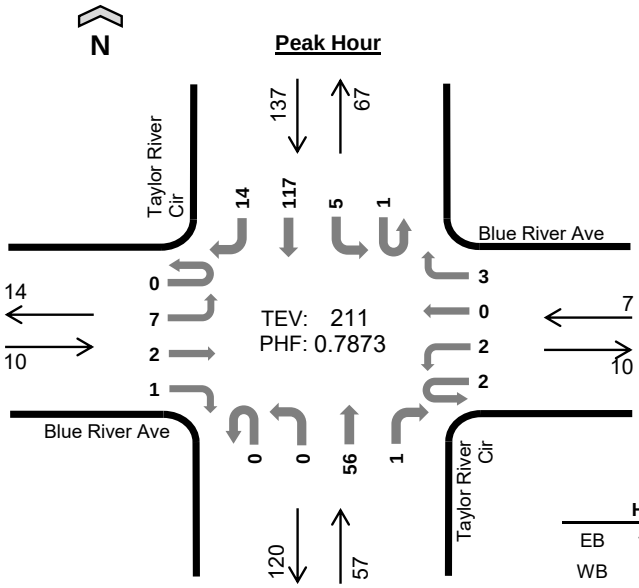
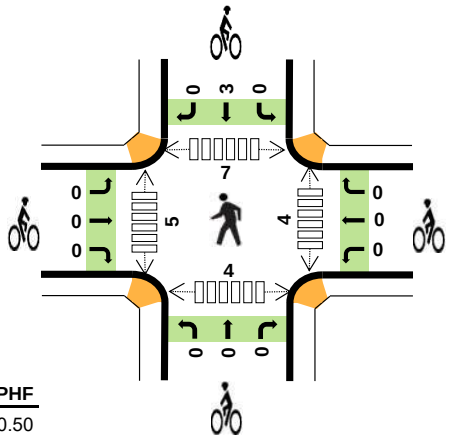
Taylor River Cir
Blue River Ave

Date: 3/5/2025
Count Period: 2:30 PM to 4:30 PM
Peak Hour: 3:15 PM to 4:15 PM





	HV%	PHF
EB	10%	0.50
WB	0%	0.58
NB	0%	0.84
SB	1%	0.80
TOTAL	1%	0.79

Peak Hour Count Summaries

Peak Hour Interval Start		Blue River Ave Eastbound				Blue River Ave Westbound				Taylor River Cir Northbound				Taylor River Cir Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	2	1	0	1	1	0	0	0	0	16	0	0	0	26	2	49	0
3:30 PM		0	0	0	0	1	0	0	2	0	0	10	0	0	3	22	1	39	0
3:45 PM		0	1	1	0	0	0	0	0	0	0	14	0	1	2	33	4	56	0
4:00 PM		0	4	0	1	0	1	0	1	0	0	16	1	0	0	36	7	67	211
Pk Hr	All	0	7	2	1	2	2	0	3	0	0	56	1	1	5	117	14	211	
	HV	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	
	HV%	-	0%	50%	0%	0%	0%	-	0%	-	-	0%	0%	0%	0%	2%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:15 PM	1	0	0	0	*1*	0	0	0	3	*3*	3	1	1	1	*6*
3:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	2	*3*
3:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	3	3	0	*6*
4:00 PM	0	0	0	2	*2*	0	0	0	0	*0*	1	1	2	1	*5*
Peak Hour	1	0	0	2	*3*	0	0	0	3	*3*	4	5	7	4	*20*

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Count Summaries - All Vehicles

Interval Start	Blue River Ave				Blue River Ave				Taylor River Cir				Taylor River Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	1	1	0	0	1	0	0	0	0	25	0	0	0	12	1	41	0
2:45 PM	0	2	0	0	0	0	1	1	1	0	17	0	0	1	21	0	44	0
3:00 PM	0	4	0	0	0	1	0	1	0	0	20	0	0	1	18	0	45	0
3:15 PM	**0**	**2**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**26**	**2**	**49**	**179**
3:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**10**	**0**	**0**	**3**	**22**	**1**	**39**	**177**
3:45 PM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**1**	**2**	**33**	**4**	**56**	**189**
4:00 PM	**0**	**4**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**16**	**1**	**0**	**0**	**36**	**7**	**67**	**211**
4:15 PM	0	1	0	0	0	1	0	0	0	0	15	0	0	2	26	3	48	210
Count Total	0	15	3	1	2	5	1	5	1	0	133	1	1	9	194	18	389	
Pk Hr All	**0**	**7**	**2**	**1**	**2**	**2**	**0**	**3**	**0**	**0**	**56**	**1**	**1**	**5**	**117**	**14**	**211**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	
Pk Hr HV%	**-**	**0%**	**50%**	**0%**	**0%**	**0%**	**-**	**0%**	**-**	**-**	**0%**	**0%**	**0%**	**0%**	**2%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
2:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	1	0	0	*2*
2:45 PM	1	0	0	1	*2*	0	0	0	0	*0*	0	0	4	1	*5*
3:00 PM	0	0	0	0	*0*	0	0	0	1	*1*	0	2	1	0	*3*
3:15 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**3**	**3**	**1**	**1**	**1**	**6**
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**3**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**6**
4:00 PM	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**1**	**5**
4:15 PM	0	0	0	2	*2*	0	0	0	0	*0*	1	2	0	1	*4*
Count Total	2	0	0	5	*7*	0	0	0	4	*4*	6	10	12	6	*34*
Peak Hour	**1**	**0**	**0**	**2**	***3***	**0**	**0**	**0**	**3**	***3***	**4**	**5**	**7**	**4**	**20**

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Count Summaries - Heavy Vehicles

Interval Start	Blue River Ave				Blue River Ave				Taylor River Cir				Taylor River Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**3**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4
Count Total	0	1	1	0	0	0	0	0	0	0	0	0	0	1	4	0	7	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	

Count Summaries - Bikes

Interval Start	Blue River Ave				Blue River Ave				Taylor River Cir				Taylor River Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**4**
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	

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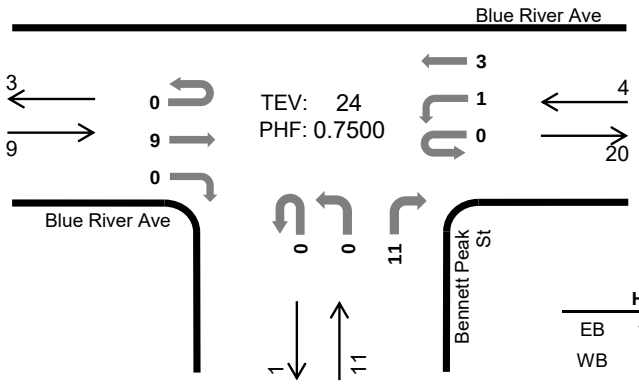
Bennett Peak St
Blue River Ave

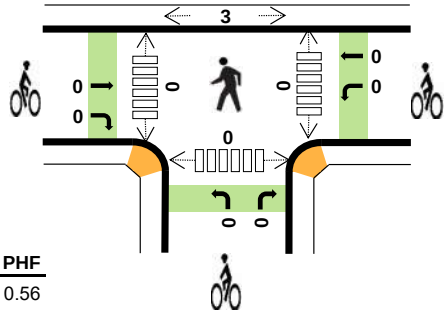
N

Peak Hour

Date: 3/5/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV%	PHF
EB	11%	0.56
WB	0%	0.50
NB	0%	0.55
SB	--	--
TOTAL	4%	0.75



Peak Hour Count Summaries

Peak Hour Interval Start		Blue River Ave Eastbound				Blue River Ave Westbound				Bennett Peak St Northbound				n/a Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	2	0	0	1	0	0	0	0	0	2	0	0	0	0	5	0
7:15 AM		0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0
7:30 AM		0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	8	0
7:45 AM		0	0	0	0	0	0	1	0	0	0	0	5	0	0	0	0	6	24
Pk Hr	All	0	0	9	0	0	1	3	0	0	0	0	11	0	0	0	0	24	
	HV	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	HV%	-	-	11%	-	-	0%	0%	-	-	-	-	0%	-	-	-	-	4%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

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

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Count Summaries - All Vehicles

Interval Start	Blue River Ave				Blue River Ave				Bennett Peak St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**5**	0
7:15 AM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
7:30 AM	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**8**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**6**	**24**
8:00 AM	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	4	23
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	4	22
8:30 AM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4	18
8:45 AM	0	0	1	0	0	1	1	0	0	0	0	2	0	0	0	0	5	17
Count Total	0	0	12	0	0	4	6	0	0	0	0	19	0	0	0	0	41	
Pk Hr All	**0**	**0**	**9**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**24**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	
Pk Hr HV%	**-**	**-**	**11%**	**-**	**-**	**0%**	**0%**	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	**-**	**-**	**4%**	

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

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Count Summaries - Heavy Vehicles

Interval Start	Blue River Ave				Blue River Ave				Bennett Peak St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

Count Summaries - Bikes

Interval Start	Blue River Ave				Blue River Ave				Bennett Peak St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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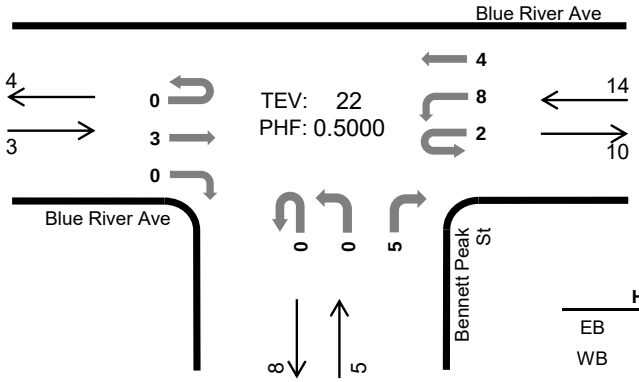
Bennett Peak St
Blue River Ave

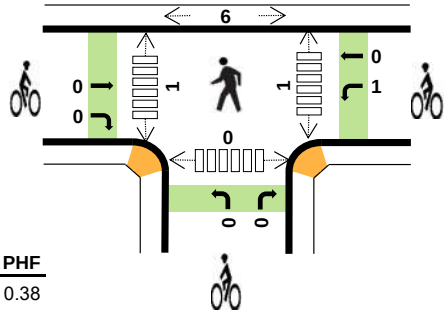
N

Peak Hour

Date: 3/5/2025
Count Period: 2:30 PM to 4:30 PM
Peak Hour: 3:15 PM to 4:15 PM



	HV%	PHF
EB	0%	0.38
WB	0%	0.50
NB	0%	0.63
SB	--	--
TOTAL	0%	0.50



Peak Hour Count Summaries

Peak Hour Interval Start		Blue River Ave Eastbound				Blue River Ave Westbound				Bennett Peak St Northbound				n/a Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	4	0
3:30 PM		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
3:45 PM		0	0	1	0	1	2	1	0	0	0	0	1	0	0	0	0	6	0
4:00 PM		0	0	2	0	0	5	2	0	0	0	0	2	0	0	0	0	11	22
Pk Hr	All	0	0	3	0	2	8	4	0	0	0	0	5	0	0	0	0	22	
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	HV%	-	-	0%	-	0%	0%	0%	-	-	-	-	0%	-	-	-	-	0%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

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

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Count Summaries - All Vehicles

Interval Start	Blue River Ave				Blue River Ave				Bennett Peak St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	3	0
2:45 PM	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	3	0
3:00 PM	0	0	3	0	0	1	0	0	0	0	0	2	0	0	0	0	6	0
3:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	**16**
3:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**14**
3:45 PM	**0**	**0**	**1**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**17**
4:00 PM	**0**	**0**	**2**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**11**	**22**
4:15 PM	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	4	22
Count Total	0	0	8	0	2	12	6	0	0	1	0	9	0	0	0	0	38	
Pk Hr All	**0**	**0**	**3**	**0**	**2**	**8**	**4**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**22**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pk Hr HV%	**-**	**-**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	**-**	**-**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
2:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	0	*1*
2:45 PM	1	0	0	0	*1*	0	0	0	0	*0*	2	0	4	0	*6*
3:00 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	1	2	3	*6*
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**0**	**4**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	3	1	*4*
Count Total	2	0	0	0	*2*	0	1	0	0	*1*	3	2	16	4	*25*
Peak Hour	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***	**1**	**1**	**6**	**0**	**8**

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Count Summaries - Heavy Vehicles

Interval Start	Blue River Ave				Blue River Ave				Bennett Peak St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Count Summaries - Bikes

Interval Start	Blue River Ave				Blue River Ave				Bennett Peak St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

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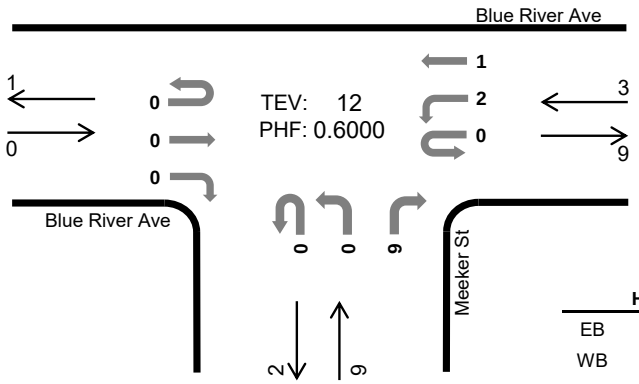
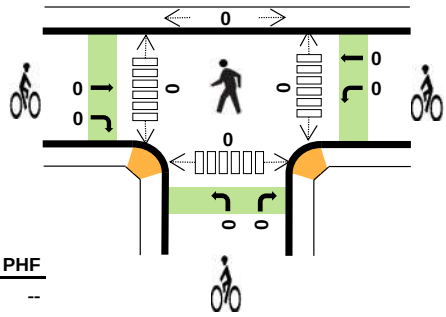
Meeker St
Blue River Ave

N

Peak Hour

Date: 3/5/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV%	PHF
EB	--	--
WB	0%	0.38
NB	11%	0.56
SB	--	--
TOTAL	8%	0.60

Peak Hour Count Summaries

Peak Hour Interval Start		Blue River Ave Eastbound				Blue River Ave Westbound				Meeker St Northbound				n/a Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM		0	0	0	0	0	1	1	0	0	0	0	3	0	0	0	0	5	0
7:30 AM		0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0
7:45 AM		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12
Pk Hr	All	0	0	0	0	0	2	1	0	0	0	0	9	0	0	0	0	12	
	HV	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
	HV%	-	-	-	-	-	0%	0%	-	-	-	-	11%	-	-	-	-	8%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Blue River Ave				Blue River Ave				Meeker St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**5**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**12**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	7
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	5
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	6
Count Total	0	0	0	0	0	5	1	0	0	0	0	12	0	0	0	0	18	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**12**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**0%**	**-**	**-**	**-**	**-**	**11%**	**-**	**-**	**-**	**-**	**8%**	

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

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Count Summaries - Heavy Vehicles

Interval Start	Blue River Ave				Blue River Ave				Meeker St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	

Count Summaries - Bikes

Interval Start	Blue River Ave				Blue River Ave				Meeker St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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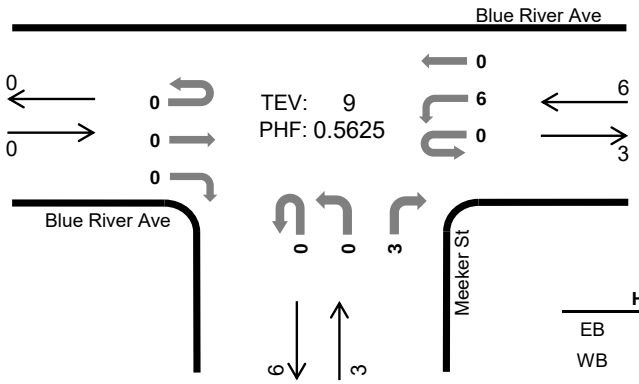
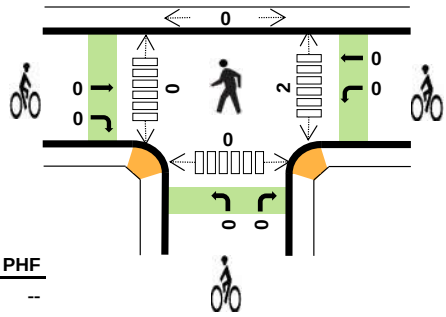
Meeker St
Blue River Ave

N

Peak Hour

Date: 3/5/2025
Count Period: 2:30 PM to 4:30 PM
Peak Hour: 3:30 PM to 4:30 PM





	HV%	PHF
EB	--	--
WB	0%	0.50
NB	0%	0.38
SB	--	--
TOTAL	0%	0.56

Peak Hour Count Summaries

Peak Hour Interval Start		Blue River Ave Eastbound				Blue River Ave Westbound				Meeker St Northbound				n/a Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM		0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	0
4:00 PM		0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	4	0
4:15 PM		0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	9
Pk Hr	All	0	0	0	0	0	6	0	0	0	0	0	3	0	0	0	0	9	
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	HV%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	0%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

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

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Count Summaries - All Vehicles

Interval Start	Blue River Ave				Blue River Ave				Meeker St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**6**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	**7**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**9**
Count Total	0	0	0	0	0	7	0	0	0	0	0	8	0	0	0	0	15	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**9**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	**-**	**-**	**0%**	

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

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Count Summaries - Heavy Vehicles

Interval Start	Blue River Ave				Blue River Ave				Meeker St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Count Summaries - Bikes

Interval Start	Blue River Ave				Blue River Ave				Meeker St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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Vehicle Classification Report Summary

Location: Taylor River Cir S/O Blue River Ave

Count Direction: Northbound / Southbound

Date Range: 3/5/2025 to 3/5/2025

Site Code: 01

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Northbound	4	782	161	2	23	1	0	0	0	0	0	0	0	973
	0.4%	80.4%	16.5%	0.2%	2.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Southbound	2	789	213	4	28	1	0	1	0	0	0	0	0	1,038
	0.2%	76.0%	20.5%	0.4%	2.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	6	1,571	374	6	51	2	0	1	0	0	0	0	0	2,011
	0.3%	78.1%	18.6%	0.3%	2.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Vehicle Speed Report Summary

Location: Taylor River Cir S/O Blue River Ave

Direction: Northbound / Southbound

Date Range: 3/5/2025 to 3/5/2025

Site Code: 01

Direction	Speed Range (mph)																Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Northbound	0	1	8	22	186	438	276	36	4	2	0	0	0	0	0	0	0	973
	0.0%	0.1%	0.8%	2.3%	19.1%	45.0%	28.4%	3.7%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Southbound	1	4	9	32	201	528	220	40	3	0	0	0	0	0	0	0	0	1,038
	0.1%	0.4%	0.9%	3.1%	19.4%	50.9%	21.2%	3.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	1	5	17	54	387	966	496	76	7	2	0	0	0	0	0	0	0	2,011
	0.0%	0.2%	0.8%	2.7%	19.2%	48.0%	24.7%	3.8%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			**Northbound**		
50th Percentile (Median)	33.2	mph	Mean (Average) Speed	33.1	mph
85th Percentile	37.4	mph	10 mph Pace	28.3 - 38.3	mph
95th Percentile	39.7	mph	Percent in Pace	78.3	%
Southbound			**Southbound**		
50th Percentile (Median)	32.7	mph	Mean (Average) Speed	32.5	mph
85th Percentile	37.0	mph	10 mph Pace	28.1 - 38.1	mph
95th Percentile	39.8	mph	Percent in Pace	77.4	%

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Location: Taylor River Cir S/O Blue River Ave
Date Range: 3/5/2025 - 3/11/2025
Site Code: 01

Time	Wednesday 3/5/2025			Thursday 3/6/2025			Friday 3/7/2025			Saturday 3/8/2025			Sunday 3/9/2025			Monday 3/10/2025			Tuesday 3/11/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
1:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
2:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
4:00 AM	10	0	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	0	10
5:00 AM	21	2	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	2	23
6:00 AM	82	8	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	8	90
7:00 AM	**142**	47	**189**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**142**	47	**189**
8:00 AM	89	**57**	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	**57**	146
9:00 AM	62	37	99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	37	99
10:00 AM	47	39	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	39	86
11:00 AM	56	48	104	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	48	104
12:00 PM	55	56	111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	56	111
1:00 PM	46	65	111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	65	111
2:00 PM	68	70	138	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	70	138
3:00 PM	59	102	161	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	102	161
4:00 PM	63	**125**	**188**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	**125**	**188**
5:00 PM	**71**	111	182	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**71**	111	182
6:00 PM	44	103	147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	103	147
7:00 PM	19	59	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	59	78
8:00 PM	20	52	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	52	72
9:00 PM	11	35	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	35	46
10:00 PM	4	9	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	9	13
11:00 PM	1	8	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	8	9
Total	**973**	**1,038**	**2,011**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**973**	**1,038**	**2,011**
Percent	**48%**	**52%**		-	-		-	-		-	-		-	-		-	-		-	-		**48%**	**52%**	
AM Peak	07:00	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	07:00
Vol.	142	57	189	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	142	57	189
PM Peak	17:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00
Vol.	71	125	188	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	125	188

1. Mid-week average includes data between Tuesday and Thursday.

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Vehicle Classification Report Summary

Location: Blue River Ave W/O Taylor River Cir

Count Direction: Eastbound / Westbound

Date Range: 3/5/2025 to 3/5/2025

Site Code: 02

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	3	121	19	1	2	1	0	0	0	0	0	0	0	147
	2.0%	82.3%	12.9%	0.7%	1.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	0	114	16	1	1	0	0	0	0	0	0	0	0	132
	0.0%	86.4%	12.1%	0.8%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	3	235	35	2	3	1	0	0	0	0	0	0	0	279
	1.1%	84.2%	12.5%	0.7%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

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Vehicle Speed Report Summary

Location: Blue River Ave W/O Taylor River Cir

Direction: Eastbound / Westbound

Date Range: 3/5/2025 to 3/5/2025

Site Code: 02

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Eastbound	3	7	25	68	38	4	2	0	0	0	0	0	0	0	0	0	0	147
	2.0%	4.8%	17.0%	46.3%	25.9%	2.7%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	0	4	41	61	25	1	0	0	0	0	0	0	0	0	0	0	0	132
	0.0%	3.0%	31.1%	46.2%	18.9%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	3	11	66	129	63	5	2	0	0	0	0	0	0	0	0	0	0	279
	1.1%	3.9%	23.7%	46.2%	22.6%	1.8%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			**Eastbound**		
50th Percentile (Median)	22.7	mph	Mean (Average) Speed	22.8	mph
85th Percentile	27.8	mph	10 mph Pace	18.3 - 28.3	mph
95th Percentile	29.9	mph	Percent in Pace	74.2	%
Westbound			**Westbound**		
50th Percentile (Median)	21.8	mph	Mean (Average) Speed	21.7	mph
85th Percentile	25.6	mph	10 mph Pace	15.8 - 25.8	mph
95th Percentile	27.9	mph	Percent in Pace	81.8	%

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Location: Blue River Ave W/O Taylor River Cir
Date Range: 3/5/2025 - 3/11/2025
Site Code: 02

Time	Wednesday 3/5/2025			Thursday 3/6/2025			Friday 3/7/2025			Saturday 3/8/2025			Sunday 3/9/2025			Monday 3/10/2025			Tuesday 3/11/2025			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
5:00 AM	4	0	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	0	4
6:00 AM	11	2	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	2	13
7:00 AM	**20**	4	**24**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**20**	4	**24**
8:00 AM	11	6	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	6	17
9:00 AM	7	6	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	6	13
10:00 AM	5	10	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	10	15
11:00 AM	9	**11**	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	**11**	20
12:00 PM	**10**	10	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**10**	10	20
1:00 PM	**10**	9	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**10**	9	19
2:00 PM	8	5	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	5	13
3:00 PM	**10**	8	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**10**	8	18
4:00 PM	**10**	**17**	**27**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**10**	**17**	**27**
5:00 PM	7	15	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	15	22
6:00 PM	9	6	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	6	15
7:00 PM	5	7	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	7	12
8:00 PM	5	9	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	9	14
9:00 PM	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
10:00 PM	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3
11:00 PM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
Total	**147**	**132**	**279**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**147**	**132**	**279**
Percent	**53%**	**47%**		-	-		-	-		-	-		-	-		-	-		-	-		**53%**	**47%**	
AM Peak	07:00	11:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	11:00	07:00
Vol.	20	11	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	11	24
PM Peak	12:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12:00	16:00	16:00
Vol.	10	17	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	17	27

1. Mid-week average includes data between Tuesday and Thursday.

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Vehicle Classification Report Summary

Location: Piney River Ave W/O Taylor River Cir

Count Direction: Eastbound / Westbound

Date Range: 3/5/2025 to 3/5/2025

Site Code: 03

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	0.0%	75.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	0.0%	80.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	0.0%	77.8%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

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Vehicle Speed Report Summary

Location: Piney River Ave W/O Taylor River Cir

Direction: Eastbound / Westbound

Date Range: 3/5/2025 to 3/5/2025

Site Code: 03

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Eastbound	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	0.0%	0.0%	25.0%	50.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0.0%	0.0%	0.0%	0.0%	60.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	0	0	1	2	4	2	0	0	0	0	0	0	0	0	0	0	0	9
	0.0%	0.0%	11.1%	22.2%	44.4%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			**Eastbound**		
50th Percentile (Median)	0.0	mph	Mean (Average) Speed	22.2	mph
85th Percentile	0.0	mph	10 mph Pace	16.2 - 26.2	mph
95th Percentile	0.0	mph	Percent in Pace	100.0	%
Westbound			**Westbound**		
50th Percentile (Median)	0.0	mph	Mean (Average) Speed	29.8	mph
85th Percentile	0.0	mph	10 mph Pace	22.5 - 32.5	mph
95th Percentile	0.0	mph	Percent in Pace	100.0	%

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Intersection Capacity Worksheets: Year 2025 Existing

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	338	28	50	246	0	156
Future Vol, veh/h	338	28	50	246	0	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	130	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	76	76	87	87
Heavy Vehicles, %	2	2	5	5	1	1
Mvmt Flow	423	35	66	324	0	179

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	458	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.15	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.245	-	-	-
Pot Cap-1 Maneuver	-	-	1088	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1088	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.44	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1088	-
HCM Lane V/C Ratio	-	-	-	0.06	-
HCM Ctrl Dly (s/v)	0	-	-	8.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	10	0	7	2	149	21	32	45	1
Future Vol, veh/h	0	1	0	10	0	7	2	149	21	32	45	1
Conflicting Peds, #/hr	3	0	3	3	0	3	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	81	81	81	81	81	81	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	1	1
Mvmt Flow	0	4	0	12	0	9	2	184	26	46	64	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	351	375	71	364	363	201	69	0	0	211	0	0
Stage 1	159	159	-	203	203	-	-	-	-	-	-	-
Stage 2	192	216	-	161	160	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	607	559	997	596	568	845	1545	-	-	1366	-	-
Stage 1	847	770	-	804	737	-	-	-	-	-	-	-
Stage 2	815	728	-	846	769	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	576	537	991	568	545	842	1541	-	-	1364	-	-
Mov Cap-2 Maneuver	576	537	-	568	545	-	-	-	-	-	-	-
Stage 1	816	741	-	801	735	-	-	-	-	-	-	-
Stage 2	802	726	-	810	740	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.76	10.67	0.09	3.17
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	20	-	-	537	656	735	-	-
HCM Lane V/C Ratio	0.002	-	-	0.007	0.032	0.034	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	11.8	10.7	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	18	1	1	5	1	5	0	149	0	2	49	4
Future Vol, veh/h	18	1	1	5	1	5	0	149	0	2	49	4
Conflicting Peds, #/hr	1	0	1	1	0	1	4	0	3	3	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	55	55	55	82	82	82	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	2	2	9	2	9	0	182	0	3	69	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	265	266	77	261	269	186	79	0	0	185	0	0
Stage 1	81	81	-	185	185	-	-	-	-	-	-	-
Stage 2	184	185	-	76	84	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	692	643	990	696	641	862	1532	-	-	1402	-	-
Stage 1	932	831	-	822	751	-	-	-	-	-	-	-
Stage 2	823	751	-	938	829	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	678	637	985	689	635	858	1527	-	-	1398	-	-
Mov Cap-2 Maneuver	678	637	-	689	635	-	-	-	-	-	-	-
Stage 1	926	826	-	819	749	-	-	-	-	-	-	-
Stage 2	811	749	-	931	824	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.5	9.93	0	0.28
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1527	-	-	686	750	64	-	-
HCM Lane V/C Ratio	-	-	-	0.046	0.027	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.5	9.9	7.6	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	0	2	3	0	11
Future Vol, veh/h	9	0	2	3	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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	50	50	55	55
Heavy Vehicles, %	11	11	0	0	0	0
Mvmt Flow	16	0	4	6	0	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	16	0	30	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1615	-	989	1069
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1615	-	987	1069
Mov Cap-2 Maneuver	-	-	-	-	987	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.89	8.43
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1069	-	-	720	-
HCM Lane V/C Ratio	0.019	-	-	0.002	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2	1	0	9
Future Vol, veh/h	0	0	2	1	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	38	38	56	56
Heavy Vehicles, %	0	0	0	0	11	11
Mvmt Flow	0	0	5	3	0	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2	0	15	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.1	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.2	-	3.599	3.399
Pot Cap-1 Maneuver	-	-	1634	-	981	1057
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1634	-	978	1057
Mov Cap-2 Maneuver	-	-	-	-	978	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.81	8.46
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1057	-	-	1200	-
HCM Lane V/C Ratio	0.015	-	-	0.003	-
HCM Ctrl Dly (s/v)	8.5	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	226	53	99	322	0	67
Future Vol, veh/h	226	53	99	322	0	67
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	130	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	92	92	76	76
Heavy Vehicles, %	5	5	2	2	0	0
Mvmt Flow	276	65	108	350	0	88

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	342	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	-	-	1217	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1217	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.94	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1217	-
HCM Lane V/C Ratio	-	-	-	0.088	-
HCM Ctrl Dly (s/v)	0	-	-	8.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.3	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	1	1	13	0	13	0	54	12	27	125	0
Future Vol, veh/h	0	1	1	13	0	13	0	54	12	27	125	0
Conflicting Peds, #/hr	3	0	4	4	0	3	2	0	8	8	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	72	72	72	81	81	81	86	86	86
Heavy Vehicles, %	0	0	0	4	4	4	0	0	0	3	3	3
Mvmt Flow	0	2	2	18	0	18	0	67	15	31	145	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	280	300	151	295	292	85	147	0	0	89	0	0
Stage 1	210	210	-	82	82	-	-	-	-	-	-	-
Stage 2	70	89	-	213	210	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.54	6.24	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4.036	3.336	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	677	616	900	653	615	968	1447	-	-	1500	-	-
Stage 1	797	732	-	921	823	-	-	-	-	-	-	-
Stage 2	945	825	-	784	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	645	596	895	627	595	958	1444	-	-	1488	-	-
Mov Cap-2 Maneuver	645	596	-	627	595	-	-	-	-	-	-	-
Stage 1	777	714	-	914	817	-	-	-	-	-	-	-
Stage 2	925	818	-	760	707	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.06	9.99	0	1.33
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1444	-	-	716	758	320	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.048	0.021	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.1	10	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	2	1	2	0	3	0	56	1	5	118	16
Future Vol, veh/h	7	2	1	2	0	3	0	56	1	5	118	16
Conflicting Peds, #/hr	7	0	4	4	0	7	5	0	4	4	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	58	58	58	84	84	84	80	80	80
Heavy Vehicles, %	10	10	10	0	0	0	0	0	0	1	1	1
Mvmt Flow	14	4	2	3	0	5	0	67	1	6	148	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	249	247	167	237	256	78	173	0	0	72	0	0
Stage 1	175	175	-	71	71	-	-	-	-	-	-	-
Stage 2	74	72	-	166	185	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	689	642	857	721	651	988	1417	-	-	1535	-	-
Stage 1	808	739	-	944	840	-	-	-	-	-	-	-
Stage 2	916	820	-	841	751	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	674	634	850	706	643	978	1410	-	-	1529	-	-
Mov Cap-2 Maneuver	674	634	-	706	643	-	-	-	-	-	-	-
Stage 1	801	732	-	940	836	-	-	-	-	-	-	-
Stage 2	905	817	-	827	744	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.46	9.29	0	0.26
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1410	-	-	679	848	63	-	-
HCM Lane V/C Ratio	-	-	-	0.029	0.01	0.004	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.5	9.3	7.4	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	0	10	6	0	7
Future Vol, veh/h	3	0	10	6	0	7
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	50	50	63	63
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	0	20	12	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	62	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1626	-	949	1080
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	974	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1626	-	936	1080
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.53	8.37
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1080	-	-	1125	-
HCM Lane V/C Ratio	0.01	-	-	0.012	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	6	0	0	3
Future Vol, veh/h	0	0	6	0	0	3
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	50	50	38	38
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	12	0	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2	0	28	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1634	-	992	1088
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1634	-	983	1088
Mov Cap-2 Maneuver	-	-	-	-	983	-
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	7.22	8.33
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1088	-	-	1634	-
HCM Lane V/C Ratio	0.007	-	-	0.007	-
HCM Ctrl Dly (s/v)	8.3	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection Capacity Worksheets: 2027 Background

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	397	28	55	269	0	173
Future Vol, veh/h	397	28	55	269	0	173
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	130	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	76	76	87	87
Heavy Vehicles, %	2	2	5	5	1	1
Mvmt Flow	496	35	72	354	0	199

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	531	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.15	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.245	-	-	-
Pot Cap-1 Maneuver	-	-	1021	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1021	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.49	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1021	-
HCM Lane V/C Ratio	-	-	-	0.071	-
HCM Ctrl Dly (s/v)	0	-	-	8.8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	10	0	7	2	166	21	32	50	1
Future Vol, veh/h	0	1	0	10	0	7	2	166	21	32	50	1
Conflicting Peds, #/hr	3	0	3	3	0	3	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	81	81	81	81	81	81	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	1	1
Mvmt Flow	0	4	0	12	0	9	2	205	26	46	71	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	379	403	78	392	391	222	76	0	0	232	0	0
Stage 1	167	167	-	224	224	-	-	-	-	-	-	-
Stage 2	213	237	-	168	167	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	582	539	988	571	548	823	1536	-	-	1342	-	-
Stage 1	840	764	-	783	722	-	-	-	-	-	-	-
Stage 2	794	713	-	839	764	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	551	517	982	544	525	820	1532	-	-	1340	-	-
Mov Cap-2 Maneuver	551	517	-	544	525	-	-	-	-	-	-	-
Stage 1	808	735	-	781	720	-	-	-	-	-	-	-
Stage 2	782	711	-	802	735	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.02	10.9	0.08	3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	19	-	-	517	631	691	-	-
HCM Lane V/C Ratio	0.002	-	-	0.008	0.033	0.034	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	12	10.9	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	1	1	5	1	5	0	166	0	2	54	4
Future Vol, veh/h	18	1	1	5	1	5	0	166	0	2	54	4
Conflicting Peds, #/hr	1	0	1	1	0	1	4	0	3	3	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	55	55	55	82	82	82	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	2	2	9	2	9	0	202	0	3	76	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	293	294	84	289	297	206	86	0	0	205	0	0
Stage 1	89	89	-	205	205	-	-	-	-	-	-	-
Stage 2	204	205	-	83	91	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	663	620	981	667	618	839	1523	-	-	1378	-	-
Stage 1	924	825	-	801	735	-	-	-	-	-	-	-
Stage 2	802	735	-	930	823	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	650	615	976	661	613	836	1518	-	-	1374	-	-
Mov Cap-2 Maneuver	650	615	-	661	613	-	-	-	-	-	-	-
Stage 1	918	821	-	799	733	-	-	-	-	-	-	-
Stage 2	791	733	-	923	818	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.74	10.11	0	0.25
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1518	-	-	659	725	59	-	-
HCM Lane V/C Ratio	-	-	-	0.048	0.028	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.7	10.1	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	0	2	3	0	11
Future Vol, veh/h	9	0	2	3	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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	50	50	55	55
Heavy Vehicles, %	11	11	0	0	0	0
Mvmt Flow	16	0	4	6	0	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	16	0	30	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1615	-	989	1069
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1615	-	987	1069
Mov Cap-2 Maneuver	-	-	-	-	987	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.89	8.43
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1069	-	-	720	-
HCM Lane V/C Ratio	0.019	-	-	0.002	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2	1	0	9
Future Vol, veh/h	0	0	2	1	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	38	38	56	56
Heavy Vehicles, %	0	0	0	0	11	11
Mvmt Flow	0	0	5	3	0	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2	0	15	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.1	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.2	-	3.599	3.399
Pot Cap-1 Maneuver	-	-	1634	-	981	1057
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1634	-	978	1057
Mov Cap-2 Maneuver	-	-	-	-	978	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.81	8.46
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1057	-	-	1200	-
HCM Lane V/C Ratio	0.015	-	-	0.003	-
HCM Ctrl Dly (s/v)	8.5	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	276	55	114	344	0	78
Future Vol, veh/h	276	55	114	344	0	78
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	130	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	92	92	76	76
Heavy Vehicles, %	5	5	2	2	0	0
Mvmt Flow	337	67	124	374	0	103

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	406	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	-	-	1153	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1153	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.12	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1153	-
HCM Lane V/C Ratio	-	-	-	0.107	-
HCM Ctrl Dly (s/v)	0	-	-	8.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.4	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	1	13	0	13	0	65	12	27	142	0
Future Vol, veh/h	0	1	1	13	0	13	0	65	12	27	142	0
Conflicting Peds, #/hr	3	0	4	4	0	3	2	0	8	8	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	72	72	72	81	81	81	86	86	86
Heavy Vehicles, %	0	0	0	4	4	4	0	0	0	3	3	3
Mvmt Flow	0	2	2	18	0	18	0	80	15	31	165	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	313	333	171	329	326	99	167	0	0	103	0	0
Stage 1	230	230	-	96	96	-	-	-	-	-	-	-
Stage 2	83	103	-	233	230	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.54	6.24	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4.036	3.336	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	643	590	878	621	589	952	1423	-	-	1483	-	-
Stage 1	777	718	-	906	812	-	-	-	-	-	-	-
Stage 2	930	814	-	766	710	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	613	571	873	596	570	942	1420	-	-	1471	-	-
Mov Cap-2 Maneuver	613	571	-	596	570	-	-	-	-	-	-	-
Stage 1	758	700	-	899	806	-	-	-	-	-	-	-
Stage 2	909	808	-	741	692	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.25	10.19	0	1.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1420	-	-	690	730	288	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.049	0.021	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.2	10.2	7.5	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	2	1	2	0	3	0	67	1	5	135	16
Future Vol, veh/h	7	2	1	2	0	3	0	67	1	5	135	16
Conflicting Peds, #/hr	7	0	4	4	0	7	5	0	4	4	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	58	58	58	84	84	84	80	80	80
Heavy Vehicles, %	10	10	10	0	0	0	0	0	0	1	1	1
Mvmt Flow	14	4	2	3	0	5	0	80	1	6	169	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	283	281	188	272	291	91	194	0	0	85	0	0
Stage 1	196	196	-	84	84	-	-	-	-	-	-	-
Stage 2	87	85	-	187	206	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	653	614	834	685	623	972	1392	-	-	1518	-	-
Stage 1	787	724	-	929	829	-	-	-	-	-	-	-
Stage 2	902	809	-	819	735	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	640	606	827	671	615	962	1385	-	-	1512	-	-
Mov Cap-2 Maneuver	640	606	-	671	615	-	-	-	-	-	-	-
Stage 1	780	717	-	925	826	-	-	-	-	-	-	-
Stage 2	891	806	-	806	728	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.74	9.44	0	0.24
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1385	-	-	647	819	56	-	-
HCM Lane V/C Ratio	-	-	-	0.031	0.011	0.004	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.7	9.4	7.4	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	0	10	6	0	7
Future Vol, veh/h	3	0	10	6	0	7
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	50	50	63	63
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	0	20	12	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	62	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1626	-	949	1080
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	974	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1626	-	936	1080
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.53	8.37
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1080	-	-	1125	-
HCM Lane V/C Ratio	0.01	-	-	0.012	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	6	0	0	3
Future Vol, veh/h	0	0	6	0	0	3
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	50	50	38	38
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	12	0	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2	0	28	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1634	-	992	1088
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1634	-	983	1088
Mov Cap-2 Maneuver	-	-	-	-	983	-
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	7.22	8.33
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1088	-	-	1634	-
HCM Lane V/C Ratio	0.007	-	-	0.007	-
HCM Ctrl Dly (s/v)	8.3	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection Capacity Worksheets: 2040 Background

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1440	10	30	510	45	0	0	125	0	0	10
Future Vol, veh/h	0	1440	10	30	510	45	0	0	125	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	85	92	92	85
Heavy Vehicles, %	2	2	2	5	5	2	1	2	1	2	2	2
Mvmt Flow	0	1565	11	33	554	49	0	0	147	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1576	0	0	-	-	788	-	-	302
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.2	-	-	-	-	6.92	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.25	-	-	-	-	3.31	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	538	-	-	0	0	*676	0	0	694
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			
Mov Cap-1 Maneuver	-	-	-	538	-	-	-	-	*676	-	-	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.62	11.79	10.27
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	676	-	-	538	-	-	694
HCM Lane V/C Ratio	0.217	-	-	0.061	-	-	0.017
HCM Ctrl Dly (s/v)	11.8	-	-	12.1	-	-	10.3
HCM Lane LOS	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-	-	0.1

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

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	15	5	5	15	35	5	85	15	5	30	5
Future Vol, veh/h	5	15	5	5	15	35	5	85	15	5	30	5
Conflicting Peds, #/hr	3	0	3	3	0	3	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	81	81	81	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	1	1
Mvmt Flow	6	19	6	6	19	43	6	100	18	6	35	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	177	183	44	181	178	113	44	0	0	119	0	0
Stage 1	53	53	-	122	122	-	-	-	-	-	-	-
Stage 2	124	130	-	59	56	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	790	714	1032	785	720	946	1577	-	-	1476	-	-
Stage 1	965	855	-	888	799	-	-	-	-	-	-	-
Stage 2	885	792	-	957	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	724	706	1026	751	711	942	1573	-	-	1474	-	-
Mov Cap-2 Maneuver	724	706	-	751	711	-	-	-	-	-	-	-
Stage 1	958	849	-	883	795	-	-	-	-	-	-	-
Stage 2	819	788	-	924	846	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.96	9.62	0.35	0.93
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	83	-	-	757	847	219	-	-
HCM Lane V/C Ratio	0.004	-	-	0.041	0.08	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	10	9.6	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	75	20	15	65	25	10	65	10	10	20	10
Future Vol, veh/h	15	75	20	15	65	25	10	65	10	10	20	10
Conflicting Peds, #/hr	1	0	1	1	0	1	4	0	3	3	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	94	25	19	81	31	12	76	12	12	24	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	199	172	34	204	172	86	39	0	0	91	0	0
Stage 1	57	57	-	109	109	-	-	-	-	-	-	-
Stage 2	142	115	-	95	63	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	765	725	1044	759	725	978	1584	-	-	1516	-	-
Stage 1	960	851	-	901	809	-	-	-	-	-	-	-
Stage 2	866	804	-	917	847	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	643	709	1039	631	709	974	1578	-	-	1512	-	-
Mov Cap-2 Maneuver	643	709	-	631	709	-	-	-	-	-	-	-
Stage 1	949	841	-	892	800	-	-	-	-	-	-	-
Stage 2	747	796	-	788	837	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.96	10.87	0.86	1.85
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	206	-	-	741	744	422	-	-
HCM Lane V/C Ratio	0.007	-	-	0.185	0.176	0.008	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	11	10.9	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.6	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	0	5	80	5	5
Future Vol, veh/h	105	0	5	80	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	55	55
Heavy Vehicles, %	11	11	0	0	0	0
Mvmt Flow	131	0	6	100	9	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	131	0	244	131
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1466	-	749	924
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	917	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1466	-	746	924
Mov Cap-2 Maneuver	-	-	-	-	746	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.44	9.46
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	825	-	-	106	-
HCM Lane V/C Ratio	0.022	-	-	0.004	-
HCM Ctrl Dly (s/v)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	0	5	80	5	5
Future Vol, veh/h	100	0	5	80	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	56	56
Heavy Vehicles, %	0	0	0	0	11	11
Mvmt Flow	125	0	6	100	9	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	125	0	238	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.1	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.2	-	3.599	3.399
Pot Cap-1 Maneuver	-	-	1474	-	731	902
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1474	-	728	902
Mov Cap-2 Maneuver	-	-	-	-	728	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	886	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.44	9.57
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	806	-	-	106	-
HCM Lane V/C Ratio	0.022	-	-	0.004	-
HCM Ctrl Dly (s/v)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	845	15	155	1120	50	0	0	50	0	0	20
Future Vol, veh/h	0	845	15	155	1120	50	0	0	50	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	85	92	92	85
Heavy Vehicles, %	2	2	2	5	5	2	1	2	1	2	2	2
Mvmt Flow	0	918	16	168	1217	54	0	0	59	0	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	935	0	0	-	-	467	-	-	636
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.2	-	-	-	-	6.92	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.25	-	-	-	-	3.31	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	930	-	-	0	0	*843	0	0	421
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			
Mov Cap-1 Maneuver	-	-	-	930	-	-	-	-	*843	-	-	421
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.14	9.59	14.06
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	843	-	-	930	-	-	421
HCM Lane V/C Ratio	0.07	-	-	0.181	-	-	0.056
HCM Ctrl Dly (s/v)	9.6	-	-	9.7	-	-	14.1
HCM Lane LOS	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	0.7	-	-	0.2

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

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	5	5	10	15	10	30	15	5	160	5
Future Vol, veh/h	5	5	5	5	10	15	10	30	15	5	160	5
Conflicting Peds, #/hr	3	0	4	4	0	3	2	0	8	8	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	86	86	86
Heavy Vehicles, %	0	0	0	4	4	4	0	0	0	3	3	3
Mvmt Flow	6	6	6	6	13	19	12	35	18	6	186	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	271	287	195	280	281	55	194	0	0	61	0	0
Stage 1	203	203	-	76	76	-	-	-	-	-	-	-
Stage 2	68	84	-	205	205	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.54	6.24	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4.036	3.336	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	686	626	852	668	624	1006	1391	-	-	1536	-	-
Stage 1	804	738	-	929	828	-	-	-	-	-	-	-
Stage 2	947	829	-	793	728	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	648	612	847	640	610	996	1389	-	-	1524	-	-
Mov Cap-2 Maneuver	648	612	-	640	610	-	-	-	-	-	-	-
Stage 1	799	733	-	913	815	-	-	-	-	-	-	-
Stage 2	904	815	-	774	723	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.38	9.96	1.38	0.22
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	307	-	-	688	764	53	-	-
HCM Lane V/C Ratio	0.008	-	-	0.027	0.049	0.004	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	10.4	10	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	50	20	15	90	10	5	35	5	10	155	5
Future Vol, veh/h	10	50	20	15	90	10	5	35	5	10	155	5
Conflicting Peds, #/hr	7	0	4	4	0	7	5	0	4	4	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	10	10	10	0	0	0	0	0	0	1	1	1
Mvmt Flow	13	63	25	19	113	13	6	41	6	12	182	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	330	277	194	301	277	55	193	0	0	51	0	0
Stage 1	214	214	-	60	60	-	-	-	-	-	-	-
Stage 2	116	63	-	241	217	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	608	618	827	655	634	1017	1392	-	-	1562	-	-
Stage 1	770	711	-	957	849	-	-	-	-	-	-	-
Stage 2	869	827	-	767	727	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	481	605	820	559	621	1007	1386	-	-	1556	-	-
Mov Cap-2 Maneuver	481	605	-	559	621	-	-	-	-	-	-	-
Stage 1	760	702	-	949	842	-	-	-	-	-	-	-
Stage 2	736	820	-	669	718	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.85	12.35	0.85	0.43
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	195	-	-	626	633	105	-	-
HCM Lane V/C Ratio	0.004	-	-	0.16	0.227	0.008	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	11.8	12.4	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.9	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	0	10	90	5	5
Future Vol, veh/h	75	0	10	90	5	5
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	63	63
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	94	0	13	113	8	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	94	0	233	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1513	-	759	969
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1513	-	751	969
Mov Cap-2 Maneuver	-	-	-	-	751	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	883	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.74	9.34
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	846	-	-	180	-
HCM Lane V/C Ratio	0.019	-	-	0.008	-
HCM Ctrl Dly (s/v)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	0	5	90	0	5
Future Vol, veh/h	70	0	5	90	0	5
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	38	38
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	88	0	6	113	0	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	88	0	215	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1521	-	778	976
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1521	-	773	976
Mov Cap-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	898	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.39	8.74
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	976	-	-	95	-
HCM Lane V/C Ratio	0.013	-	-	0.004	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection Capacity Worksheets: Year 2027 Project

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	397	100	105	300	0	243
Future Vol, veh/h	397	100	105	300	0	243
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	130	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	76	76	87	87
Heavy Vehicles, %	2	2	5	5	1	1
Mvmt Flow	496	125	138	395	0	279

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	621	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.15	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.245	-	-	-
Pot Cap-1 Maneuver	-	-	945	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	945	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.45	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	945	-
HCM Lane V/C Ratio	-	-	-	0.146	-
HCM Ctrl Dly (s/v)	0	-	-	9.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.5	-

Intersection	
Int Delay, s/veh	11.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	66	75	59	21	0	7	2	170	21	32	172	1
Future Vol, veh/h	66	75	59	21	0	7	2	170	21	32	172	1
Conflicting Peds, #/hr	3	0	3	3	0	3	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	81	81	81	81	81	81	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	1	1
Mvmt Flow	110	125	98	26	0	9	2	210	26	46	246	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	559	583	252	631	570	227	250	0	0	237	0	0
Stage 1	341	341	-	229	229	-	-	-	-	-	-	-
Stage 2	218	242	-	403	342	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	443	427	791	396	434	818	1327	-	-	1336	-	-
Stage 1	678	642	-	779	719	-	-	-	-	-	-	-
Stage 2	789	709	-	628	642	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	418	408	787	232	414	814	1323	-	-	1335	-	-
Mov Cap-2 Maneuver	418	408	-	232	414	-	-	-	-	-	-	-
Stage 1	649	615	-	776	716	-	-	-	-	-	-	-
Stage 2	777	707	-	419	615	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	27.9	19.48	0.08	1.22
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	18	-	-	480	283	281	-	-
HCM Lane V/C Ratio	0.002	-	-	0.695	0.122	0.034	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	27.9	19.5	7.8	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	5.3	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	3	1	5	88	5	88	166	0	32	83	137
Future Vol, veh/h	22	3	1	5	88	5	88	166	0	32	83	137
Conflicting Peds, #/hr	1	0	1	1	0	1	4	0	3	3	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	55	55	55	82	82	82	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	35	5	2	9	160	9	107	202	0	45	117	193

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	806	728	218	630	824	206	314	0	0	205	0	0
Stage 1	308	308	-	420	420	-	-	-	-	-	-	-
Stage 2	498	420	-	210	404	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	303	353	826	397	310	839	1258	-	-	1378	-	-
Stage 1	707	664	-	615	593	-	-	-	-	-	-	-
Stage 2	558	593	-	796	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	113	304	822	337	267	836	1253	-	-	1374	-	-
Mov Cap-2 Maneuver	113	304	-	337	267	-	-	-	-	-	-	-
Stage 1	675	635	-	554	534	-	-	-	-	-	-	-
Stage 2	349	534	-	756	576	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	46.91	37.94	2.82	0.98
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	624	-	-	126	280	203	-	-
HCM Lane V/C Ratio	0.086	-	-	0.328	0.637	0.033	-	-
HCM Ctrl Dly (s/v)	8.1	0	-	46.9	37.9	7.7	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1.3	4	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	0	2	311	7	11
Future Vol, veh/h	15	0	2	311	7	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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	50	50	55	55
Heavy Vehicles, %	11	11	0	0	0	0
Mvmt Flow	27	0	4	622	13	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	27	0	657	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	630	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1600	-	433	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1600	-	431	1055
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	533	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	675	-	-	12	-
HCM Lane V/C Ratio	0.048	-	-	0.002	-
HCM Ctrl Dly (s/v)	10.6	-	-	7.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	2	306	10	35	0	9	6	0	0
Future Vol, veh/h	0	0	0	2	306	10	35	0	9	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	38	60	60	56	56	56	60	60	60
Heavy Vehicles, %	2	0	0	0	0	2	11	2	11	2	2	2
Mvmt Flow	0	0	0	5	510	17	63	0	16	10	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	527	0	0	2	0	0	522	539	2	531	531	518
Stage 1	-	-	-	-	-	-	2	2	-	529	529	-
Stage 2	-	-	-	-	-	-	521	537	-	2	2	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.21	6.52	6.31	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.599	4.018	3.399	3.518	4.018	3.318
Pot Cap-1 Maneuver	1040	-	-	1634	-	-	451	449	1057	459	454	557
Stage 1	-	-	-	-	-	-	998	895	-	533	527	-
Stage 2	-	-	-	-	-	-	523	523	-	1021	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1040	-	-	1634	-	-	449	447	1057	450	452	557
Mov Cap-2 Maneuver	-	-	-	-	-	-	449	447	-	450	452	-
Stage 1	-	-	-	-	-	-	998	895	-	531	525	-
Stage 2	-	-	-	-	-	-	520	520	-	1006	895	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.07	13.36	13.18
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	509	1040	-	-	18	-	-	450
HCM Lane V/C Ratio	0.154	-	-	-	0.003	-	-	0.022
HCM Ctrl Dly (s/v)	13.4	0	-	-	7.2	0	-	13.2
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	340	0	0	0	199
Future Vol, veh/h	0	340	0	0	0	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	567	0	0	0	332

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	567	0	285	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	2	-
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	-	-	1005	-	705	756
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1005	-	705	756
Mov Cap-2 Maneuver	-	-	-	-	705	-
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	13.44
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	756	-	-	1005	-
HCM Lane V/C Ratio	0.439	-	-	-	-
HCM Ctrl Dly (s/v)	13.4	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	2.3	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	276	84	135	374	0	145
Future Vol, veh/h	276	84	135	374	0	145
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	130	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	92	92	76	76
Heavy Vehicles, %	5	5	2	2	0	0
Mvmt Flow	337	102	147	407	0	191

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	441	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	-	-	1119	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1119	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.31	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1119	-
HCM Lane V/C Ratio	-	-	-	0.131	-
HCM Ctrl Dly (s/v)	0	-	-	8.7	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.5	-

Intersection	
Int Delay, s/veh	11.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	63	71	58	17	0	13	0	69	12	27	192	0
Future Vol, veh/h	63	71	58	17	0	13	0	69	12	27	192	0
Conflicting Peds, #/hr	3	0	4	4	0	3	2	0	8	8	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	72	72	72	81	81	81	86	86	86
Heavy Vehicles, %	0	0	0	4	4	4	0	0	0	3	3	3
Mvmt Flow	126	142	116	24	0	18	0	85	15	31	223	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	376	396	229	462	389	104	225	0	0	108	0	0
Stage 1	288	288	-	101	101	-	-	-	-	-	-	-
Stage 2	88	108	-	361	288	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.54	6.24	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4.036	3.336	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	585	544	815	507	543	946	1355	-	-	1476	-	-
Stage 1	724	677	-	901	808	-	-	-	-	-	-	-
Stage 2	924	810	-	653	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	557	526	810	308	525	936	1353	-	-	1465	-	-
Mov Cap-2 Maneuver	557	526	-	308	525	-	-	-	-	-	-	-
Stage 1	705	659	-	894	802	-	-	-	-	-	-	-
Stage 2	904	804	-	427	652	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.01	14.17	0	0.93
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1353	-	-	600	434	222	-	-
HCM Lane V/C Ratio	-	-	-	0.639	0.096	0.021	-	-
HCM Ctrl Dly (s/v)	0	-	-	21	14.2	7.5	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	4.6	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	4	1	2	35	3	36	67	1	34	163	70
Future Vol, veh/h	11	4	1	2	35	3	36	67	1	34	163	70
Conflicting Peds, #/hr	7	0	4	4	0	7	5	0	4	4	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	58	58	58	84	84	84	80	80	80
Heavy Vehicles, %	10	10	10	0	0	0	0	0	0	1	1	1
Mvmt Flow	22	8	2	3	60	5	43	80	1	43	204	88

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	540	508	257	467	551	91	296	0	0	85	0	0
Stage 1	338	338	-	170	170	-	-	-	-	-	-	-
Stage 2	203	171	-	297	381	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	440	456	763	510	445	972	1277	-	-	1518	-	-
Stage 1	660	627	-	837	762	-	-	-	-	-	-	-
Stage 2	781	743	-	716	617	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	348	422	757	462	411	962	1271	-	-	1512	-	-
Mov Cap-2 Maneuver	348	422	-	462	411	-	-	-	-	-	-	-
Stage 1	635	603	-	804	732	-	-	-	-	-	-	-
Stage 2	683	714	-	678	593	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.43	14.91	2.75	0.95
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	621	-	-	377	432	216	-	-
HCM Lane V/C Ratio	0.034	-	-	0.085	0.16	0.028	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	15.4	14.9	7.4	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	0	10	131	3	7
Future Vol, veh/h	9	0	10	131	3	7
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	50	50	63	63
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	0	20	262	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	24	0	328	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	304	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1604	-	671	1059
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1604	-	660	1059
Mov Cap-2 Maneuver	-	-	-	-	660	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	741	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.52	9.09
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	896	-	-	128	-
HCM Lane V/C Ratio	0.018	-	-	0.012	-
HCM Ctrl Dly (s/v)	9.1	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	6	123	5	14	0	3	6	0	0
Future Vol, veh/h	0	0	0	6	123	5	14	0	3	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	56	56	50	50	92	38	92	38	60	60	60
Heavy Vehicles, %	2	0	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	0	0	0	12	246	5	37	0	8	10	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	251	0	0	2	0	0	274	277	2	275	275	251
Stage 1	-	-	-	-	-	-	2	2	-	273	273	-
Stage 2	-	-	-	-	-	-	272	275	-	2	2	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1314	-	-	1634	-	-	683	631	1088	678	633	788
Stage 1	-	-	-	-	-	-	1026	894	-	733	684	-
Stage 2	-	-	-	-	-	-	738	682	-	1021	894	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1314	-	-	1634	-	-	676	625	1088	667	627	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	676	625	-	667	627	-
Stage 1	-	-	-	-	-	-	1026	894	-	727	678	-
Stage 2	-	-	-	-	-	-	731	676	-	1014	894	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.33	10.3	10.48
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	724	1314	-	-	82	-	-	667
HCM Lane V/C Ratio	0.062	-	-	-	0.007	-	-	0.015
HCM Ctrl Dly (s/v)	10.3	0	-	-	7.2	0	-	10.5
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	6.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	137	0	0	0	190
Future Vol, veh/h	0	137	0	0	0	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	190	0	0	0	317

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	190	0	97	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1383	-	903	961
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1383	-	903	961
Mov Cap-2 Maneuver	-	-	-	-	903	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.57
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	961	-	-	1383	-
HCM Lane V/C Ratio	0.329	-	-	-	-
HCM Ctrl Dly (s/v)	10.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0	-

Intersection Capacity Worksheets: Year 2040 Project

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1440	10	80	541	45	0	0	195	0	0	20
Future Vol, veh/h	0	1440	10	80	541	45	0	0	195	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	87	92	87	92	92	85
Heavy Vehicles, %	2	2	2	5	5	2	1	2	1	2	2	2
Mvmt Flow	0	1565	11	87	588	49	0	0	224	0	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1576	0	0	-	-	788	-	-	318
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.2	-	-	-	-	6.92	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.25	-	-	-	-	3.31	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	538	-	-	0	0	*676	0	0	677
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			
Mov Cap-1 Maneuver	-	-	-	538	-	-	-	-	*676	-	-	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.56	12.94	10.51
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	676	-	-	538	-	-	677
HCM Lane V/C Ratio	0.331	-	-	0.162	-	-	0.035
HCM Ctrl Dly (s/v)	12.9	-	-	13	-	-	10.5
HCM Lane LOS	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	1.4	-	-	0.6	-	-	0.1

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

Intersection	
Int Delay, s/veh	12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	71	89	64	16	15	35	5	89	15	5	80	5
Future Vol, veh/h	71	89	64	16	15	35	5	89	15	5	80	5
Conflicting Peds, #/hr	3	0	3	3	0	3	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	81	81	81	81	81	81	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	1	1
Mvmt Flow	142	178	128	20	19	43	6	110	19	7	114	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	270	277	124	353	271	123	124	0	0	129	0	0
Stage 1	135	135	-	132	132	-	-	-	-	-	-	-
Stage 2	134	142	-	221	139	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	687	634	932	606	639	933	1475	-	-	1462	-	-
Stage 1	873	788	-	876	791	-	-	-	-	-	-	-
Stage 2	874	783	-	786	786	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	626	626	927	369	630	930	1471	-	-	1461	-	-
Mov Cap-2 Maneuver	626	626	-	369	630	-	-	-	-	-	-	-
Stage 1	866	782	-	871	786	-	-	-	-	-	-	-
Stage 2	807	779	-	519	779	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.35	11.56	0.34	0.42
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	80	-	-	690	630	99	-	-
HCM Lane V/C Ratio	0.004	-	-	0.649	0.129	0.005	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	19.4	11.6	7.5	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	4.8	0.4	0	-	-

Intersection	
Int Delay, s/veh	13.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	77	20	15	117	25	45	65	10	40	49	71
Future Vol, veh/h	19	77	20	15	117	25	45	65	10	40	49	71
Conflicting Peds, #/hr	1	0	1	1	0	1	4	0	3	3	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	55	55	55	82	82	82	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	30	122	32	27	213	45	55	79	12	56	69	100

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	532	440	124	442	484	89	173	0	0	94	0	0
Stage 1	236	236	-	198	198	-	-	-	-	-	-	-
Stage 2	296	204	-	244	286	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	461	514	932	529	486	974	1416	-	-	1512	-	-
Stage 1	772	714	-	808	741	-	-	-	-	-	-	-
Stage 2	716	736	-	764	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	218	469	928	354	443	970	1411	-	-	1508	-	-
Mov Cap-2 Maneuver	218	469	-	354	443	-	-	-	-	-	-	-
Stage 1	737	681	-	773	708	-	-	-	-	-	-	-
Stage 2	458	704	-	580	648	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.79	23.55	2.87	1.87
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	657	-	-	425	473	402	-	-
HCM Lane V/C Ratio	0.039	-	-	0.433	0.604	0.037	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	19.8	23.5	7.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	3.9	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	111	0	5	228	12	5
Future Vol, veh/h	111	0	5	228	12	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	50	50	55	55
Heavy Vehicles, %	11	11	0	0	0	0
Mvmt Flow	198	0	10	456	22	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	198	0	674	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	476	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1386	-	423	848
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	629	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1386	-	419	848
Mov Cap-2 Maneuver	-	-	-	-	419	-
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.16	12.81
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	492	-	-	39	-
HCM Lane V/C Ratio	0.063	-	-	0.007	-
HCM Ctrl Dly (s/v)	12.8	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	100	0	5	225	10	16	0	5	6	0	0
Future Vol, veh/h	0	100	0	5	225	10	16	0	5	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	38	60	60	56	56	56	60	60	60
Heavy Vehicles, %	2	0	0	0	0	2	11	2	11	2	2	2
Mvmt Flow	0	167	0	13	375	17	29	0	9	10	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	392	0	0	167	0	0	568	585	167	576	576	383
Stage 1	-	-	-	-	-	-	167	167	-	410	410	-
Stage 2	-	-	-	-	-	-	401	418	-	167	167	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.21	6.52	6.31	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.599	4.018	3.399	3.518	4.018	3.318
Pot Cap-1 Maneuver	1167	-	-	1424	-	-	420	423	855	428	428	664
Stage 1	-	-	-	-	-	-	815	760	-	619	596	-
Stage 2	-	-	-	-	-	-	608	591	-	835	760	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1167	-	-	1424	-	-	415	418	855	419	423	664
Mov Cap-2 Maneuver	-	-	-	-	-	-	415	418	-	419	423	-
Stage 1	-	-	-	-	-	-	815	760	-	612	589	-
Stage 2	-	-	-	-	-	-	600	584	-	827	760	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.25	13.26	13.81
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	473	1167	-	-	58	-	-	419
HCM Lane V/C Ratio	0.079	-	-	-	0.009	-	-	0.024
HCM Ctrl Dly (s/v)	13.3	0	-	-	7.6	0	-	13.8
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	6.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	340	0	25	0	199
Future Vol, veh/h	25	340	0	25	0	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	50	60	60	60	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	680	0	42	0	398

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	722	0	423	382
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	42	-
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	-	-	880	-	587	666
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	981	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	880	-	587	666
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	981	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.13
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	666	-	-	880	-
HCM Lane V/C Ratio	0.598	-	-	-	-
HCM Ctrl Dly (s/v)	18.1	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	4	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	845	15	176	1150	80	0	0	117	0	0	20
Future Vol, veh/h	0	845	15	176	1150	80	0	0	117	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	85	92	92	85
Heavy Vehicles, %	2	2	2	5	5	2	1	2	1	2	2	2
Mvmt Flow	0	918	16	191	1250	87	0	0	138	0	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	935	0	0	-	-	467	-	-	668
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.2	-	-	-	-	6.92	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.25	-	-	-	-	3.31	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	930	-	-	0	0	*843	0	0	400
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			
Mov Cap-1 Maneuver	-	-	-	930	-	-	-	-	*843	-	-	400
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.24	10.1	14.55
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	843	-	-	930	-	-	400
HCM Lane V/C Ratio	0.163	-	-	0.206	-	-	0.059
HCM Ctrl Dly (s/v)	10.1	-	-	9.9	-	-	14.6
HCM Lane LOS	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	-	-	0.8	-	-	0.2

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

Intersection	
Int Delay, s/veh	11.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	68	75	62	9	10	15	10	34	15	5	181	5
Future Vol, veh/h	68	75	62	9	10	15	10	34	15	5	181	5
Conflicting Peds, #/hr	3	0	4	4	0	3	2	0	8	8	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	80	80	80	85	85	85	86	86	86
Heavy Vehicles, %	0	0	0	4	4	4	0	0	0	3	3	3
Mvmt Flow	136	150	124	11	13	19	12	40	18	6	210	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	300	316	219	381	310	60	218	0	0	66	0	0
Stage 1	227	227	-	80	80	-	-	-	-	-	-	-
Stage 2	73	89	-	301	230	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.54	6.24	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4.036	3.336	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	656	603	825	573	601	1000	1363	-	-	1530	-	-
Stage 1	780	720	-	923	824	-	-	-	-	-	-	-
Stage 2	942	825	-	704	710	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	619	589	821	355	587	990	1361	-	-	1518	-	-
Mov Cap-2 Maneuver	619	589	-	355	587	-	-	-	-	-	-	-
Stage 1	775	715	-	908	811	-	-	-	-	-	-	-
Stage 2	899	811	-	468	706	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.2	11.56	1.3	0.19
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	287	-	-	656	591	47	-	-
HCM Lane V/C Ratio	0.009	-	-	0.625	0.072	0.004	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	19.2	11.6	7.4	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	4.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	52	20	15	112	10	19	35	5	39	183	30
Future Vol, veh/h	14	52	20	15	112	10	19	35	5	39	183	30
Conflicting Peds, #/hr	7	0	4	4	0	7	5	0	4	4	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	10	10	10	0	0	0	0	0	0	1	1	1
Mvmt Flow	18	65	25	19	140	13	22	41	6	46	215	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	493	425	242	436	440	55	256	0	0	51	0	0
Stage 1	330	330	-	93	93	-	-	-	-	-	-	-
Stage 2	163	96	-	344	347	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	474	509	778	534	514	1017	1321	-	-	1562	-	-
Stage 1	667	632	-	919	822	-	-	-	-	-	-	-
Stage 2	821	800	-	676	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	317	479	771	423	483	1007	1315	-	-	1556	-	-
Mov Cap-2 Maneuver	317	479	-	423	483	-	-	-	-	-	-	-
Stage 1	641	607	-	900	805	-	-	-	-	-	-	-
Stage 2	653	783	-	562	613	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.63	16.09	2.51	1.14
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	566	-	-	481	495	271	-	-
HCM Lane V/C Ratio	0.017	-	-	0.224	0.346	0.029	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	14.6	16.1	7.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	1.5	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	81	0	10	151	8	5
Future Vol, veh/h	81	0	10	151	8	5
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	63	63
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	101	0	13	189	13	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	101	0	317	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	216	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1504	-	680	960
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	825	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1504	-	673	960
Mov Cap-2 Maneuver	-	-	-	-	673	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	816	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.46	9.87
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	760	-	-	112	-
HCM Lane V/C Ratio	0.027	-	-	0.008	-
HCM Ctrl Dly (s/v)	9.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	70	0	5	149	5	4	0	5	6	0	0
Future Vol, veh/h	0	70	0	5	149	5	4	0	5	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	56	56	56	60	60	60
Heavy Vehicles, %	2	0	0	0	0	2	11	2	11	2	2	2
Mvmt Flow	0	88	0	6	186	6	7	0	9	10	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	88	0	0	286	293	88	289	289	189
Stage 1	-	-	-	-	-	-	88	88	-	202	202	-
Stage 2	-	-	-	-	-	-	199	205	-	88	88	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.21	6.52	6.31	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.599	4.018	3.399	3.518	4.018	3.318
Pot Cap-1 Maneuver	1381	-	-	1521	-	-	648	618	947	663	621	852
Stage 1	-	-	-	-	-	-	898	822	-	800	734	-
Stage 2	-	-	-	-	-	-	783	732	-	920	822	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1381	-	-	1521	-	-	645	615	947	654	618	852
Mov Cap-2 Maneuver	-	-	-	-	-	-	645	615	-	654	618	-
Stage 1	-	-	-	-	-	-	898	822	-	796	731	-
Stage 2	-	-	-	-	-	-	779	729	-	911	822	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.23	9.69	10.59
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	784	1381	-	-	56	-	-	654
HCM Lane V/C Ratio	0.021	-	-	-	0.004	-	-	0.015
HCM Ctrl Dly (s/v)	9.7	0	-	-	7.4	0	-	10.6
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	6.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	137	0	25	0	190
Future Vol, veh/h	15	137	0	25	0	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	50	60	60	60	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	274	0	42	0	380

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	299	0	204	162
Stage 1	-	-	-	-	162	-
Stage 2	-	-	-	-	42	-
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	-	-	1262	-	785	883
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	981	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1262	-	785	883
Mov Cap-2 Maneuver	-	-	-	-	785	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	981	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	883	-	-	1262	-
HCM Lane V/C Ratio	0.43	-	-	-	-
HCM Ctrl Dly (s/v)	12.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	2.2	-	-	0	-

NCDOT School Stacking Calculator Worksheet

MSTA School Traffic Calculations

AM and PM Peak Traffic Estimates

(These numbers do not reflect peak hour traffic volumes)

School Name:

Type: **Typical Public with buses**

Version: 04012021

MSTA School Queue Input					Calculations					
Type School	**Student Population**	**Number of Buses**	**Staff Members**	**Student Drivers**	**PM Total Vehicles**	**PM Peak Vehicles**	**Average Queue Length**	**Total AM Trips**	**Total PM Trips**	**High Demand Length**
										30%
Elementary	750	5			188	86	**1898**	553	381	**2468**
		11	88							
Middle										
High										
							1898	553	381	2468
										569

Elementary School Data

	AM Trips Generated				PM Trips Generated			
Direction	**Parents**	**Buses**	**Staff**	**Trips**	**Parents**	**Buses**	**Staff**	**Trips**
IN	274	5		279	188			188
OUT	274			274	188	5		193
		AM Elementary Trips		**553**		PM Elementary Trips		**381**

	AM Trips Generated				PM Trips Generated			
Direction	**Parents**	**Buses**	**Staff**	**Trips**	**Parents**	**Buses**	**Staff**	**Trips**
IN								
OUT								
		AM Middle Trips				PM Middle Trips		

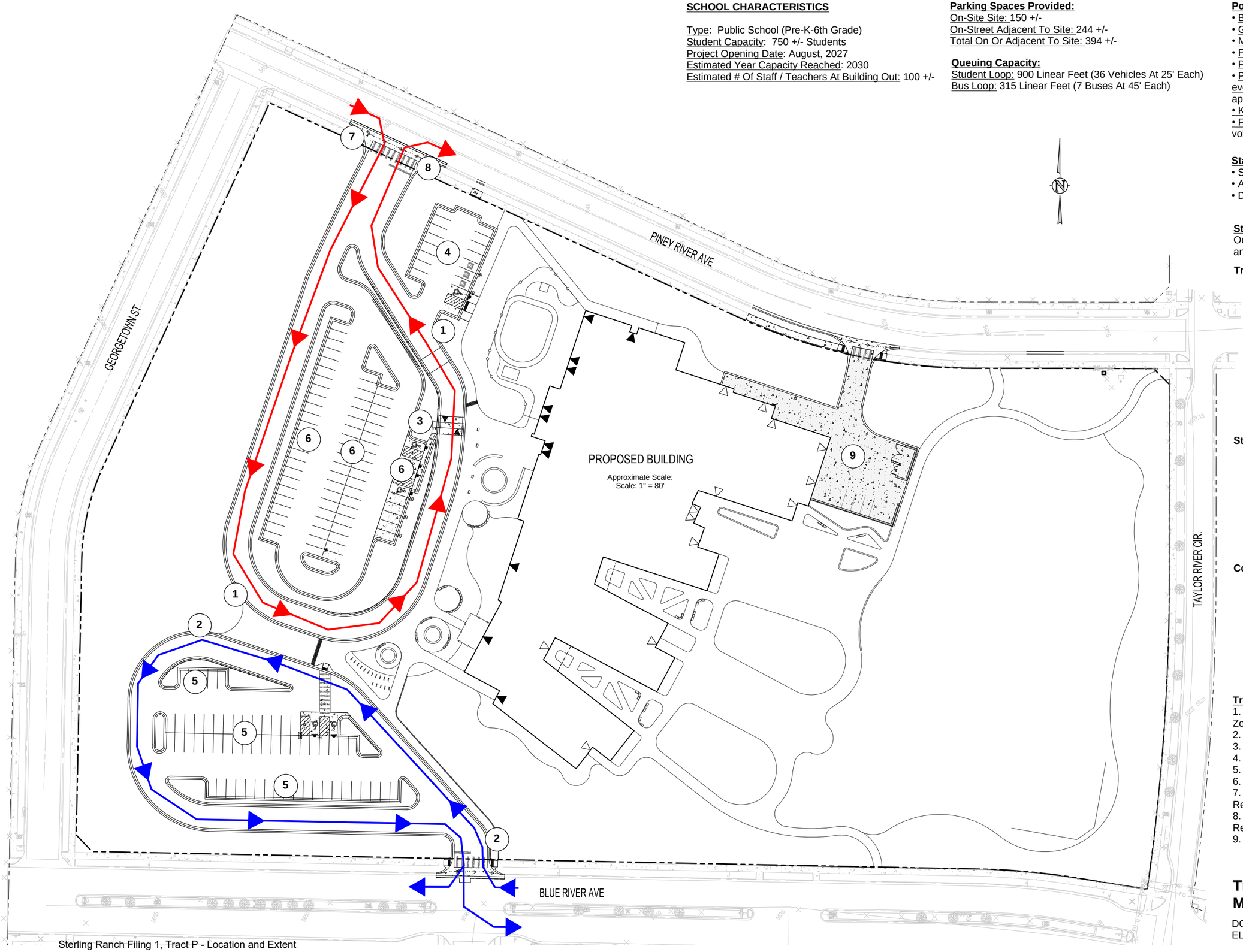
High School Data

	AM Trips Generated					PM Trips Generated				
Direction	**Parents**	**Buses**	**Staff**		**Trips**	**Parents**	**Buses**	**Staff**		**Trips**
IN										
OUT										
			AM High Trips					PM High Trips		

All AM TRIPS	In	279	**All PM TRIPS**	In	188
	Out	274		Out	193
	Total	553		Total	381

ADT
934
934

Calculated 7/28/2025 By:_____



SCHOOL CHARACTERISTICS

Type: Public School (Pre-K-6th Grade)
Student Capacity: 750 +/- Students
Project Opening Date: August, 2027
Estimated Year Capacity Reached: 2030
Estimated # Of Staff / Teachers At Building Out: 100 +/-

Parking Spaces Provided:
On-Site Site: 150 +/-
On-Street Adjacent To Site: 244 +/-
Total On Or Adjacent To Site: 394 +/-

Queuing Capacity:
Student Loop: 900 Linear Feet (36 Vehicles At 25' Each)
Bus Loop: 315 Linear Feet (7 Buses At 45' Each)

Potential Special Events:
- Back-to-School Night / Open House: 400–600
- Grade-Level Info Nights (per grade): 60–120
- Music Performances (elementary concerts): 150–250
- Family Nights (STEM/Literacy/Math): 150–300
- PTO/Community Events (fall/spring festival): 300–600
- Parent–Teacher Conferences (scheduled over 2–3 evenings): +/-200–300 per evening, staggered by appointment
- Kindergarten Orientation: 80–150
- Field Day (school-day event): students only; limited volunteers (30–60)

Start / End Times:
- Student day: 8:30 AM–3:30 PM
- Arrival window: 8:20–8:40 AM
- Dismissal window: 3:30–3:45 PM

Student Management Plans
Our goal is a calm, safe, and efficient flow for students and families. We will implement the following:

Traffic Flow & Supervision

- One-way, coned vehicle loop with “Enter/Exit” signage; no left turns during peak times.
- Staff stationed at:
  - Queue entrance (to direct traffic and prevent bypassing)
  - Crosswalks (to prioritize pedestrian safety)
  - End of loading zone (to keep vehicles moving forward)
- Dedicated bus/fire lane kept clear; separate from private vehicle loading.
- Portable signs: “Keep Moving,” “Pull Forward to Staff,” and “No Parking in Loading Zone.”

Student Release Procedures

- Curbside loading only; students load/unload from the passenger side.
- Staff assist with doors along the loading zone to speed up the line.
- Potential staggered dismissal when needed:
  - K–2 released first, 3–5 a few minutes later.
- Marked walker/biker routes with crosswalk supervision; sidewalks are bike/scooter walk zones.

Communication & Coordination

- 12–16 staff on duty with radios; lead dispatcher monitors traffic and controls student release.
- Inclement weather: indoor holding areas by grade and extended loading zones with extra staff.
- ADA access: signed, reserved stalls near main entry with staff assistance as needed.

Transportation Management Plan Legend:
1. South And North End Of Student Drop-Off / Pick-Up Zone
2. East And West End Of Bus Drop-Off / Pick-Up Zone
3. Sped Bus Drop-Off / Pick-Up
4. Parking For Pre-K Drop-Off / Pick-Up
5. Staff/Employee Parking
6. Staff/Employee/Visitor Parking
7. Entering Traffic Recommended To Be Right-In Only To Reduce Queuing / Delay
8. Exiting Traffic Recommended To Be Right-Out Only To Reduce Queuing / Delay
9. Service Yard

TRANSPORTATION MANAGEMENT PLAN (TMP)

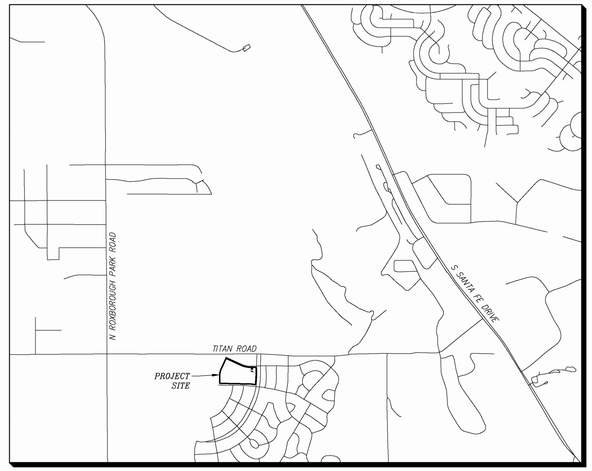
DOUGLAS COUNTY SCHOOL DISTRICT - ELEMENTARY SCHOOL #51

TRACT P, STERLING RANCH FILING NO. 1

A PORTION OF SECTION 30, TOWNSHIP 6 SOUTH, RANGE 68 WEST
OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF DOUGLAS, STATE OF COLORADO
LOCATION AND EXTENT PS2025-016

ABBREVIATIONS

AASHTO	AMERICAN ASSOC. OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS	INCL	INCLUDED
		ID	INSIDE DIAMETER
ABAN	ABANDON	IN	INLET
AC	ASPHALTIC CONCRETE PAVING	INSUL	INSULATION
ADDL	ADDITIONAL	INV	INVERT
ADDM	ADDENDUM	IRR	IRRIGATION
ADJ	ADJUSTABLE		
AL	ALUMINUM	JTS	JOINTS
ALT	ALTERNATE		
AMT	AMOUNT	KO	KNOCKOUT
APPROX	APPROXIMATE	KPL	KICK PLATE
ARCH	ARCHITECT(URAL)	KWY	KEYWAY
ARV	AIR RELIEF VALVE		
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS	L	LEFT OR LITER
ASPH	ASPHALT	LSCAPE	LANDSCAPE(ING)
ASSY	ASSEMBLY	LF	LINEAR FOOT
ASYM	ASYMMETRICAL	LP	LOW POINT OR LIGHT POLE
AUTO	AUTOMATIC	LT	LIGHT
AVG	AVERAGE	LWL	LOW WATER LEVEL
AWWA	AMERICAN WATER WORKS ASSOC.		
		MAINT	MAINTENANCE
BC	BACK OF CURB	MAN	MANUAL
BFV	BUTTERFLY VALVE	MATL	MATERIAL
BG	FINISHED GRADE ADJACENT TO BOTTOM OF WALL	MAX	MAXIMUM
BLDG	BUILDING	ME	MATCH EXISTING
BLK	BLOCK	MECH	MECHANICAL
BM	BENCH MARK	MEP	MECHANICAL, ELECTRICAL, PLUMBING (ARCH)
BMP	BEST MANAGEMENT PRACTICE	MFR	MANUFACTURER
BS	BACKSIGHT	MH	MANHOLE
BOS	BOTTOM OF STEP	MIN	MINIMUM
BOT	BOTTOM	MISC	MISCELLANEOUS
BSMT	BASEMENT	MJ	MECHANICAL JOINT
BVCE	BEGIN VERTICAL CURVE ELEVATION		
BVCS	BEGIN VERTICAL CURVE STATION	N	NORTH
BW	BOTTOM OF WALL	NA	NOT APPLICABLE
		NIC	NOT IN CONTRACT
CB	CATCH BASIN	NPT	NATIONAL PIPE THREAD
CCW	COUNTER CLOCKWISE	NTS	NOT TO SCALE
CDOT	COLORADO DEPARTMENT OF TRANSPORTATION		
CIP	CAST IRON PIPE	OS	OFFSET
CJ	CONSTRUCTION JOINT	OC	ON CENTER
CL	CENTER LINE OR CHAIN LINK	OD	OUTSIDE DIAMETER
CLR	CLEAR	OPP	OPPOSITE
CMP	CORRUGATED METAL PIPE	OPT	OPTIONAL
CMU	CONCRETE MASONRY UNIT		
CO	CLEANOUT	PC	POINT OF CURVATURE
CONC	CONCRETE	PCO	PRESSURE CLEAN OUT
CONST	CONSTRUCTION	PCR	POINT OF CURVE RETURN
CONT	CONTINUOUS(ATION)	PI	POINT OF INTERSECTION
COR	CORNER	PVI	POINT OF VERTICAL INTERSECTION
CR	CONCENTRIC REDUCER	PL	PROPERTY LINE
CTR	CENTER	PE	POLYETHYLENE
CY	CUBIC YARDS	PREFAB	PREFABRICATED
		PRELIM	PRELIMINARY
DEMO	DEMOLITION	PREP	PREPARATION
DET	DETAIL	PROP	PROPOSED
DIA	DIAMETER	PRV	PRESSURE REDUCING VALVE OR PRESSURE RELIEF VALVE
DIAG	DIAGONAL	PSF	POUNDS PER SQUARE FOOT
DIP	DUCTILE IRON PIPE	PSI	POUNDS PER SQUARE INCH
DOM	DOMESTIC	PT	POINT OF TANGENCY
DN	DOWN	PV	PLUG VALVE
DR	DRAIN	PVC	POLYVINYL CHLORIDE OR POINT OF VERTICAL CURVATURE
DWG	DRAWING	PVMT	PAVEMENT
DWL	DOWEL		
		QTY	QUANTITY
E	EAST	R	RIGHT
EA	EACH	RAD	RADIUS
ECC	ECCENTRIC	RCP	REINFORCED CONCRETE PIPE
EJ	EXPANSION JT	RD	ROOF DRAIN
EL	ELEVATION	RE	REFERENCE
ELB	ELBOW	RECT	RECTANGULAR
ELEC	ELECTRICAL	REINF	REINFORCE (D) (ING) (MENT)
ENGR	ENGINEER	REQD	REQUIRED
EOP	EDGE OF PAVEMENT	ROW	RIGHT OF WAY
EQ	EQUAL		
EQUIP	EQUIPMENT	SAN	SANITARY
EQUIV	EQUIVALENT	SC	SAWCUT
ESMT	EASEMENT	SD	STORM DRAIN
EST	ESTIMATE	SECT	SECTION
EVCE	END VERTICAL CURVE ELEVATION	SPD	STANDARD PROCTOR DENSITY
EVCS	END VERTICAL CURVE STATION	SPEC	SPECIFICATION
EW	EACH WAY	SQ	SQUARE
EXP	JT EXPANSION JOINT	SQ IN	SQUARE INCH
EXIST	EXISTING	SQ FT	SQUARE FOOT
		SQ YD	SQUARE YARD
FND	FOUNDATION	SS	SANITARY SEWER
FES	FLARED END SECTION	SST	STAINLESS STEEL
FF	FINISH FLOOR	STA	STATION
FG	FINISH GRADE	STD	STANDARD
FH	FIRE HYDRANT	STL	STEEL
FL	FLOW LINE	STRUCT	STRUCTURAL
FN	FENCE	SVC	SERVICE
FOC	FACE OF CONCRETE	SWMP	STORMWATER MANAGEMENT PLAN
FPM	FEET PER MINUTE	SYM	SYMMETRICAL
FPS	FEET PER SECOND		
FT	FEET	TB	THRUST BLOCK
FTG	FOOTING OR FITTING	TBC	TOP BACK OF CURB
		TBM	TEMPORARY BENCH MARK
G	GAS	TEMP	TEMPORARY
GA	GAUGE	TG	FINISHED GRADE ADJACENT TO TOP OF WALL
GAL	GALLON	THK	THICK
GALV	GALVANIZED	TOB	TOP OF BANK
GB	GRADE BREAK	TOC	TOP OF CONCRETE OR TOP OF CURB
GCO	GRADE CLEANOUT	TOS	TOP OF STEP
GIP	GALVANIZED IRON PIPE	TOT	TOTAL
GND	GROUND	TW	TOP OF WALL OR CAP OF WALL
GPD	GALLONS PER DAY	TYP	TYPICAL
GPM	GALLONS PER MINUTE		
GR	GRATE	UBC	UNIFORM BUILDING CODE
GRTG	GRATING	UGE	UNDERGROUND ELECTRIC
GSP	GALVANIZED STEEL PIPE	UTIL	UTILITY
GV	GATE VALVE	VERT	VERTICAL
		VC	POINT OF VERTICAL CURVATURE
H	HIGH	VCP	VITRIFIED CLAY PIPE
HB	HOSE BIB		
HE	HORIZONTAL ELLIPTICAL	W	WIDE OR WIDTH
HDWL	HEADWALL	W/	WITH
HNDRL	HAND RAIL	W/O	WITHOUT
HORIZ	HORIZONTAL	WQCV	WATER QUALITY CONTROL VOLUME
HP	HIGH POINT	WSE	WATER SURFACE ELEVATION
HR	HOUR	WW	WASTEWATER
HVAC	HEATING, VENTILATION, AIR CONDITIONING		
HWY	HIGHWAY	X	SECT CROSS SECTION
HWL	HIGH WATER LINE	XFMR	ELECTRICAL TRANSFORMER
HYD	HYDRANT		
		YH	YARD HYDRANT



VICINITY MAP
1"=2000'

DESIGN LEGEND

	BENCHMARK	x	FENCE
	MANHOLE		FLOW LINE OF DITCH OR WASH
	AREA DRAIN	5.0%	SLOPE ARROW
	COMBINATION INLET	+ 03.54	PROPOSED SPOT ELEVATION
	TYPE R INLET	+ 03.3	EXIST SPOT ELEVATION
	TYPE 13 FIELD INLET	5220	EXIST INDEX CONTOUR
	FLARED END SECTION W/ RIPRAP	5221	EXIST INTERMEDIATE CONTOUR
	TEE W/ THRUST BLOCK	20	PROPOSED INDEX CONTOUR
	BEND W/ THRUST BLOCK	21	PROPOSED INTERMEDIATE CONTOUR
	END CAP W/ THRUST BLOCK		CURB AND GUTTER
	GATE VALVE		SPILL/CATCH CURB TRANSITION
	BUTTERFLY VALVE		SIGN W/ POST
	REDUCER/INCREASER		CURB RAMP
	WATER METER		SIDEWALK CHASE
	FIRE HYDRANT		SIDEWALK
SD	STORM - 12" AND SMALLER		CONCRETE PAVING
	STORM - LARGER THAN 12"		HEAVY DUTY CONCRETE PAVING
RD	ROOF DRAIN		HEAVY DUTY ASPHALT PAVING
TD	TRENCH DRAIN		LIGHT DUTY ASPHALT PAVING
UD	UNDERDRAIN		GRAVEL
SS	SANITARY SEWER - 12" AND SMALLER		PROPOSED BUILDING
	SANITARY SEWER - LARGER THAN 12"		BUILDING ACCESS
FM	FORCE MAIN		RETAINING WALL
W	WATER - 12" AND SMALLER		BOULDER/ROCK WALL
	WATER - LARGER THAN 12"		LIMITS OF SAWCUT
NPW	NON POTABLE WATER		LIMITS OF WORK
PW	POTABLE WATER		EASEMENT LINE
IRR	IRRIGATION - 12" AND SMALLER		PROPERTY LINE
	IRRIGATION - LARGER THAN 12"		ADJACENT PROPERTY LINE/ROW
CATV	CABLE TV		MATCHLINE
D	DRAIN		
E	ELECTRIC		
UE	UNDERGROUND ELECTRIC		
OE	OVERHEAD ELECTRIC		
T	TELEPHONE		
FO	FIBER OPTIC		
FUEL	FUEL		
G	GAS		
PVC	PVC PIPE (MISC)		

SHEET LIST TABLE

SHEET NUMBER	SHEET TITLE
1 OF 6	COVER SHEET
2 OF 6	OVERALL SITE PLAN
3 OF 6	EXTERIOR ELEVATIONS - OVERALL
4 OF 6	LANDSCAPE NOTES
5 OF 6	LANDSCAPE PLAN
6 OF 6	OVERALL GRADING PLAN

PARKING ANALYSIS:

LEVEL	NO. OF STUDENTS	NO. OF STAFF	NO. OF FORMULA	TOTAL SPACES
ELEMENTARY	750	100	0.25 / STUDENT	150
OFF-SITE PARKING: PARKING FOR ANY USE SHALL BE PROVIDED ON THE SAME LOT AS SUCH USE OR WITHIN 400 FEET OF THE NEAREST POINT OF SUCH USE. ON-STREET PRAKING MAY BE USED TO SATISFY PARKING REQUIREMENTS. REFER TO STERLING RANCH PLANNED DEVELOPMENT 8TH AMENDMENT.			TOTAL REQUIRED	188
			TOTAL PROVIDED	150

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ELEMENTARY SCHOOL #51

Sterling Ranch, CO 80125

REVISION	DATE
LOCATION & EXTENT SUBMITTAL	

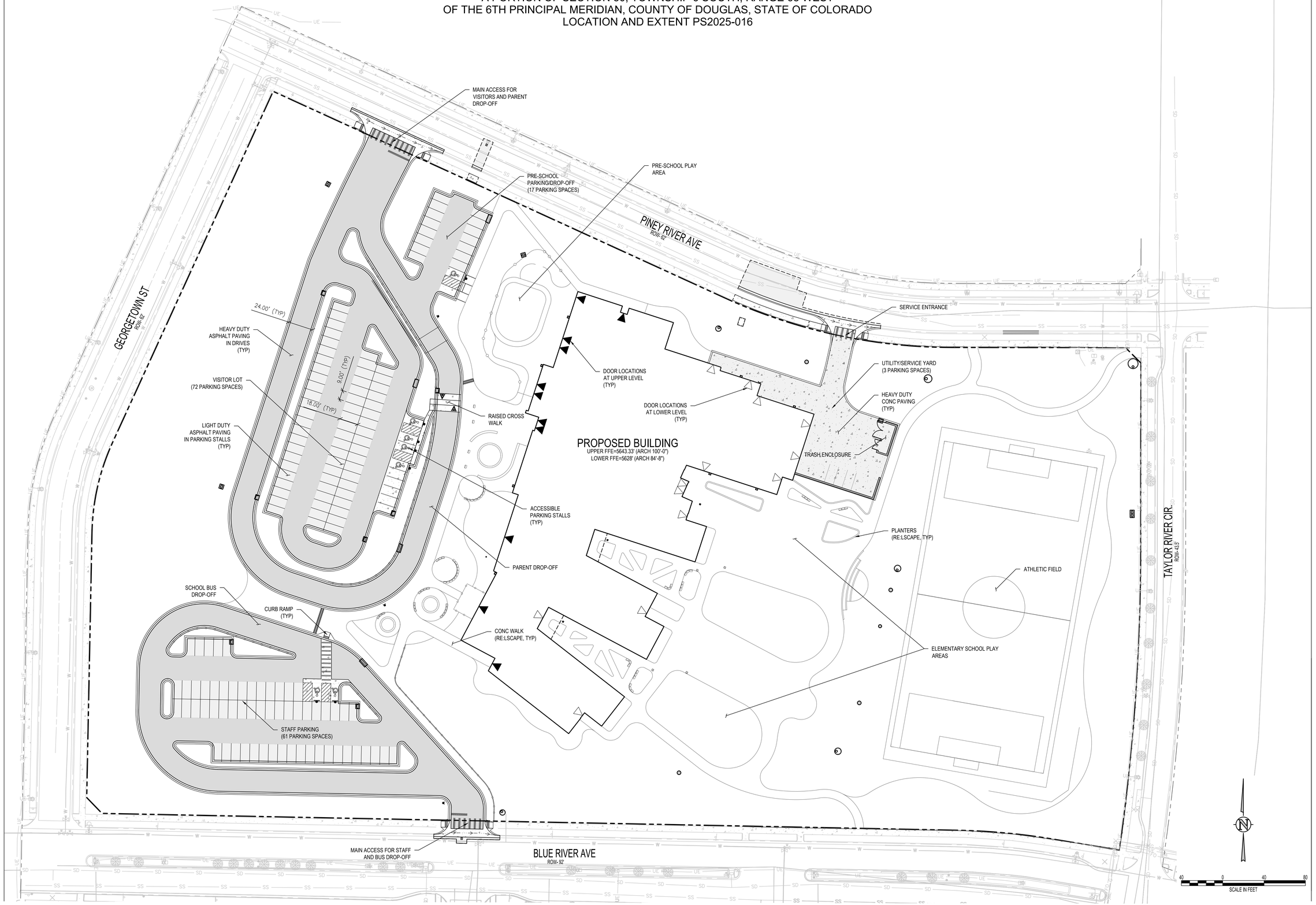
Project Number	24153.00
Date	08.25.2025
Drawn By	SG
Checked By:	AO

Sheet Name
COVER SHEET

Sheet Number
1 OF 6

TRACT P, STERLING RANCH FILING NO. 1

A PORTION OF SECTION 30, TOWNSHIP 6 SOUTH, RANGE 68 WEST
OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF DOUGLAS, STATE OF COLORADO
LOCATION AND EXTENT PS2025-016



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Checked By:	RLK

Sheet Name
OVERALL SITE PLAN

Sheet Number
2 OF 6

TRACT P, STERLING RANCH FILING NO. 1

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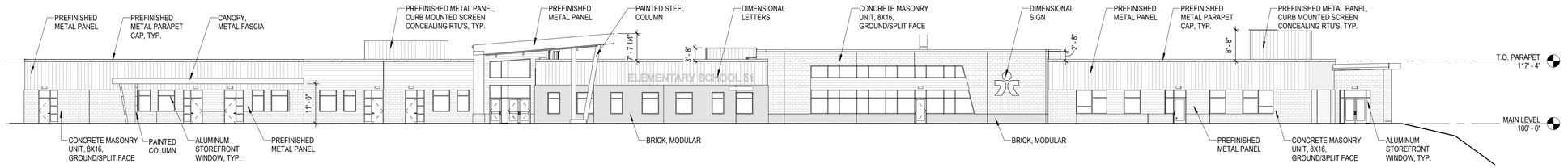
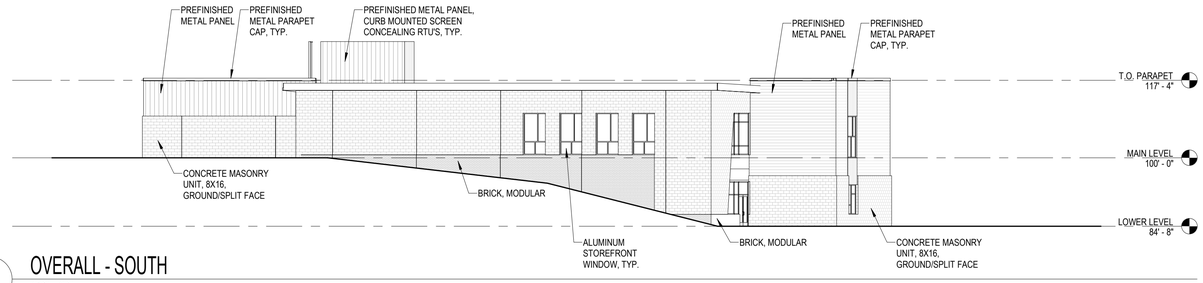
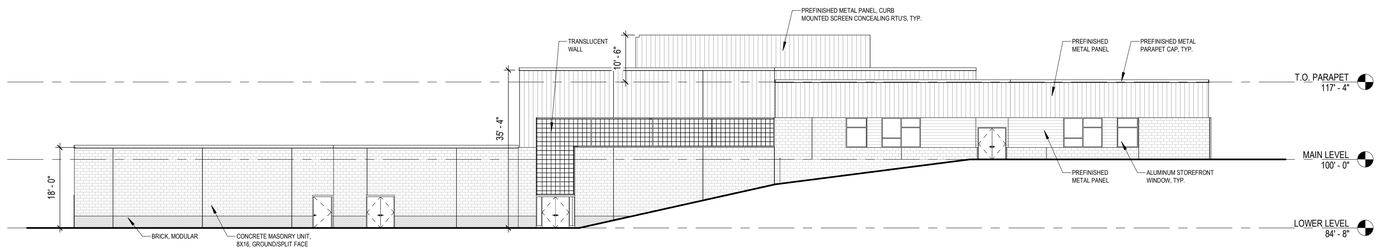


4 OVERALL - WEST
1/16" = 1'-0"



3 OVERALL - SOUTH
1/16" = 1'-0"

2 OVERALL - EAST
1/16" = 1'-0"



1 OVERALL - NORTH
1/16" = 1'-0"

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EXTERIOR ELEVATIONS - OVERALL

Sheet Number
3 OF 6

TRACT P, STERLING RANCH FILING NO. 1

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LANDSCAPE NOTES:

1. All plants are to be nursery grown stock from growers located in USDA hardiness zones 1, 2, 3 or 4.
2. New sod is to be bluegrass, per specifications. Lay sod 1 1/2" (from final grade) lower than adjacent paving grade or edger except in the center of a swale where drainage would be impeded.
3. Install mulch in all planting beds as indicated on plans and details. Sample of mulch to be approved by landscape architect prior to installation. For all single trees and shrubs not in a planting bed, provide shredded western red cedar mulch ring, 30" diameter, 4" depth.
4. Separate turf from shrub beds with roll top metal edge, where noted on plans.
5. Contractor to install geotextile fabric for weed protection beneath all shrub beds.
6. Soil preparation shall consist of composted amendment applied at a rate of 3 cubic yards per 1000 SF and tilled at a depth of 6"-8".
7. The Contractor shall be solely responsible for safety in, on or about the project site. Any damage to adjacent property or utilities, not designated for removal, relocation or replacement, shall be repaired and/or replaced by the Contractor at the Contractor's expense.
8. The Contractor shall be responsible for obtaining any permits or licenses required for the performance of the work as applicable to the project.
9. The landscape architect and/or owner make no warranty as to the correctness and/or completeness of the existing utility locations shown or not shown on the plans. The Contractor shall be responsible for field verifying the horizontal and vertical location of all existing utilities including water, sewer, storm drains, gas transmission lines, and other utilities above and below the surface that may affect the project. Should any discrepancy or conflict be discovered the Contractor shall notify the landscape architect immediately, and shall not continue construction until said conflict can be resolved in writing.
10. The Contractor shall notify all utility companies at least 48 hours prior to beginning construction to verify depth and location of all utilities.
11. Contractor shall take appropriate measures to protect both on site and adjacent property, trees and vegetation. Areas outside the limits of work as shown on the plans and shall remain undisturbed. Any items not intended for demolition shall be protected. Any damage will be repaired at Contractor's expense.
12. All planting beds, sod, & trees to be irrigated with an underground irrigation system.

SITE NOTES:

1. The overall site plan is to be used in conjunction with architecture, irrigation, civil, structural, and electrical construction documents and specifications to complete the site information.
2. Locations of existing buried utility lines shown on the plans are based upon best available information and are to be considered approximate. It shall be the responsibility of the contractor to verify the locations of utilities adjacent to work area, avoiding damage to all utilities during the course of work. The contractor is responsible for the protection of all utility lines during the construction period, responsible for repairing any and all damage to utilities, structures, site appurtenances, etc. that occur as a result of construction.
3. Contractor shall examine the site conditions and notify the Owner in writing of unsatisfactory conditions. Do not proceed until conditions have been corrected.
4. It is the responsibility of the Contractor to provide all submittals and cut sheets to the Landscape Architect for approval prior to the commencement of work. See specifications for detailed submittal information.
5. Contractor shall field verify and examine all existing conditions prior to bidding or performing any construction operation.
6. Report any discrepancies immediately to the owner.
7. Additional layout information available upon request. Contact Landscape Architect.

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LOCATION & EXTENTS SUBMITTAL	

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Drawn By	WN
Checked By:	CH

Sheet Name

LANDSCAPE NOTES

Sheet Number

4 OF 6

TRACT P, STERLING RANCH FILING NO. 1

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LANDSCAPE LEGEND:

- ORNAMENTAL TREE
- DECIDUOUS TREE
- EVERGREEN TREE
- NATIVE SEED
- SOD
- ENGINEERED WOOD FIBER (EWF)
- COBBLE MULCH
- CRUSHER FINES
- SYNTHETIC TURF
- POURED IN PLACE SURFACING
- ESTATE FENCE WITH MESH
- ESTATE FENCE
- ORNAMENTAL FENCE

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Sheet Name

LANDSCAPE PLAN

Sheet Number

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TRACT P, STERLING RANCH FILING NO. 1

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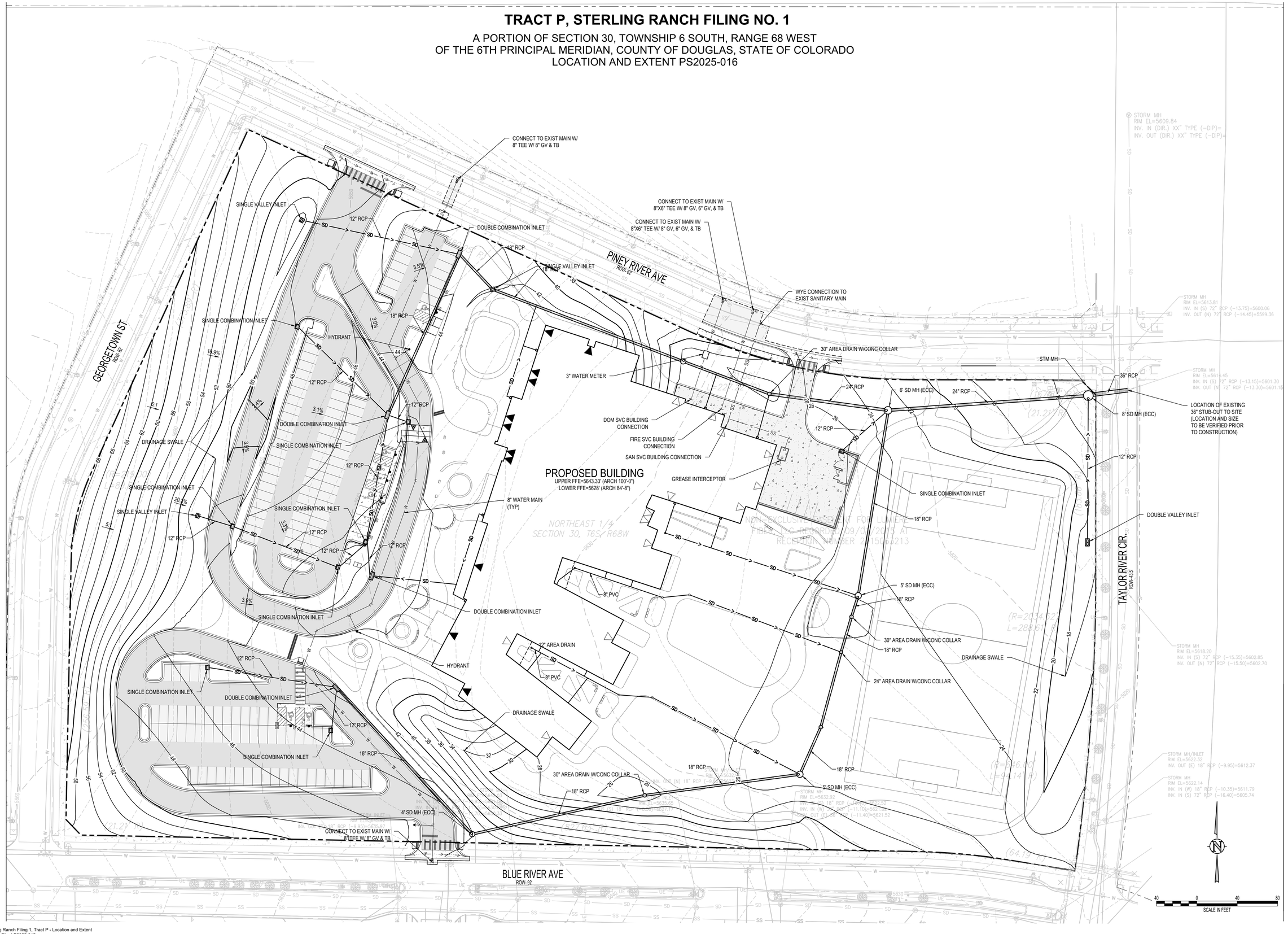

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OVERALL GRADING AND DRAINAGE PLAN

Sheet Number
6 OF 6