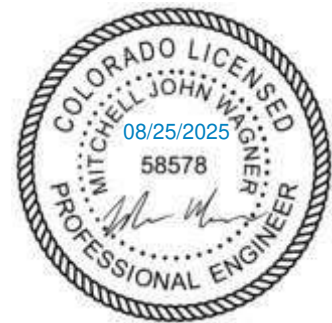




Traffic Impact Study – Final Report

Village Camp Durango RV Resort

Durango, Colorado

August 25, 2025



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Traffic Impact Study – Final Report

Prepared for Roberts Resorts and Communities

1 Introduction

Short Elliott Hendrickson Inc. (SEH) is pleased to provide this traffic impact study for the proposed Village Camp Durango RV Resort in Durango, Colorado. The parcel for the development is located on the west side of Trimble Road (Rd)/County Rd (CR) 252 approximately 3,000' east of the intersection of US 550 / CR 252.

The purpose of this study is to identify traffic impacts and recommend mitigation measures associated with the proposed development of the site. This study examines intersection operations for existing (Year 2024), short-term (Year 2025) and long-term (Year 2045) traffic conditions at build-out. Typical weekday peak periods of operation were analyzed for site-specific impacts.

2 Project Description

2.1 Proposed Development

The proposed Village Camp Durango RV Resort will be located on the west side of Trimble Rd (CR 252) approximately 3,000' east of the intersection at US 550 / CR 252 and approximately 1,000' southeast of the proposed Dalton Ranch West development. A vicinity map showing the site location in relation to the surrounding roadway network is provided in **Figure 1**. The existing site is currently vacant. The initial conceptual layout for the site proposed 277 full size RV spots plus amenities. That has since been revised down to 274 in the current site plan. The traffic analysis was completed for 277 sites. The site plan is illustrated in **Figure 2**.

2.2 Site Access

Two site accesses to the Village Camp Durango from CR 252 are proposed with one main full movement access on the north side of the site and another access on the south side of the site. **Figure 2** displays the proposed access points for the RV Resort.

The main intersection affected by the site generated traffic will be US 550 and CR 252, which is currently a signal-controlled intersection. The lane configuration at the intersection is as follows:

- Eastbound Approach (CR 252/Trimble Lane)
 - One shared left plus through lane
 - One right turn lane (free movement)
- Westbound Approach (CR 252/Trimble Lane)
 - One left turn lane
 - One through lane
 - One right turn lane (free movement)
- Northbound (US 550)
 - One left turn lane
 - One through lane
 - One right turn lane
- Southbound (US 550)
 - One left turn lane
 - One through lane
 - One right turn lane

Figure 3 outlines additional intersections at CR 252 and Trimble Crossing (commercial access), CR 252 and Trimble Crossing (residential access), CR 252 and Dalton Ranch Rd, and the proposed site accesses that were also analyzed as part of the study.

2.3 Study Area and Evaluation Parameters

The project study area includes analysis of the intersection at US 550 and CR 252, CR 252 and Trimble Crossing (commercial access), CR 252 and Trimble Crossing (residential access), CR 252 and Dalton Ranch Rd, and CR 252 and the two proposed site accesses. Morning and evening peak period operations were evaluated for an average weekday in the existing (Year 2024), short-term (Year 2025), and long-term (Year 2045) scenarios.

3 Existing Conditions

3.1 Circulation Network

US 550 is two-lane roadway classified by CDOT as a principal arterial with E-X: Expressway, Major Bypass access control classification. US 550 has a posted speed limit of 55 MPH within the vicinity of the site. CR 252 is currently a collector roadway, classified R-B (Rural Highway), with a posted speed limit of 35 MPH.

3.2 Crash History

CDOT's statewide crash data for the study segment between US 550 and CR 250 was reviewed from January 1, 2020 to December 31, 2024. During the five-year review period, ten crashes were documented. Of the ten crashes, two were injury related. No fatalities were recorded. Seven crashes occurred at or near the intersection of US 550 / CR 252. The three other crashes occurred at or near CR 250. No predominant crash types or patterns are displayed. **Appendix A** contains the crash data inputs.

3.3 Existing Traffic Volumes

Existing traffic count data was collected by SEH in early October, 2024. **Figure 3** displays peak hour traffic volumes, lane configurations, and control type. The traffic counts are compiled in **Appendix B**.

Per La Plata Land Use Code Sec. 74-3.IV.G, "traffic counts taken between October and April shall include a seasonal adjustment factor as calculated by CDOT for the region and time of year". The nearest continuous count station to the site is Station 104809 along US 160 between mile marker 83 and 84 in Durango. A seasonal factor of 0.96 was calculated for the month of October. Traffic volumes **were not** adjusted down to remain conservative and represent an accurate traffic count on a typical weekday.

Average daily traffic (ADT) for 2023 along CR 252 is displayed in CDOT's Traffic Count Data System (TCDS) in 2023. Between US 550 and the first Trimble Access ADT is reported as 4,248 vehicles per. The ADT between the proposed Village Camp Durango site access and CR 250 is 1,777.

3.4 Existing Levels of Service

Intersection Level of Service (LOS) was calculated using Synchro 11 software to evaluate the performance of the intersections within the study area. This software package utilizes criteria described in the Highway Capacity Manual¹. LOS is a measure used to describe operational conditions at an intersection. LOS categories ranging from A to F are assigned based on the predicted delay in seconds per vehicle for the intersection overall, as well as for individual turning movements. LOS A indicates very good operations, and LOS F indicates poor, congested operations. According to La Plata County Code, intersection LOS C or better is desirable for collector roadways.

A summarization of the results of the intersection LOS calculations is displayed in **Table 1**. The analysis indicates that the intersection of US 550/CR 252 operates at an overall LOS B with individual movements operating at LOS C or better during the morning and evening peak periods. All minor intersections are projected to operate at LOS A with all individual movements operating at LOS B or better during the morning and evening peak periods. **Appendix C** contains the LOS analysis worksheets for reference.

3.5 Trip Generation

To determine the traffic impacts associated with the Village Camp Durango development, the amount of traffic generated by the proposed development was estimated using the average trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual². ITE Code 416-Campground/Recreational Vehicle Park was used to determine trip generation rates for the peak hour. The average peak hour trip generation rates for 416-Campground/Recreational Vehicle Park represent a slightly more conservative value than the fitted curve. It is assumed that all proposed RV sites will be fully occupied (277 occupied sites). The proposed development is projected to generate 58 vehicles per hour (vph) at full build out in the morning peak hour with 21 vph entering and 37 vph exiting. Likewise, an estimated 75 vph are projected to be generated for the evening peak hour at full build out with 49 vph entering and 26 vph exiting. The estimated weekday, AM, and PM peak hour trip generation for the proposed development is contained in **Table 2**.

Average Daily Traffic (ADT) for the proposed Village Camp Durango development was adapted from the information listed in the *Comparable Campground Trip Generation Calculations, KOA Silt CO* study prepared by Mcdowell Engineering in July 2016. The study was conducted to develop ADT for the site because ITE does not list a rate for total daily traffic generation. The study counted existing traffic for the KOA Campground near the Town of Silt and developed local trip generation rates. The trip generation calculations are used in the traffic impact study for a Campground/RV Park development in Eagle County, CO prepared by SGM in December 2020. **Appendix D** includes the traffic study and trip generation calculations. The total projected ADT for the Village Camp Durango site is 418 vehicles per day (vpd).

¹ *HCM 6th: Highway Capacity Manual 6th Edition: A Guide for Multimodal Mobility Analysis* Washington, D.C.: Transportation Research Board, 2016. Print.

² Trip Generation. Institute of Transportation Engineers. 11th Edition. 2021.

According to CDOT Access Code, “To allow for the impact of larger trucks, buses and recreational vehicles, “passenger car equivalents” shall be determined. Use a passenger car equivalent of 3 for each bus and all trucks and combinations of 40’ in length or longer. Use a passenger car equivalent of 2 for each vehicle or combination at or over 20’ in length but less than 40’.” Most RVs accessing the site will be less than 40’ in length to fit in the proposed sites at Village Camp Durango. A passenger car equivalency factor (PCE) of 2 was applied to 50% of the site generated volumes to account for a mixture of RVs and passenger cars accessing the site.

3.6 Trip Distribution and Assignment

Trip distribution percentages for site generated traffic are based on current traffic patterns in the study area and how traffic will access the site. It is assumed that most of the traffic will be traveling to/from the City of Durango located to the south of the site. Based on this assumption, the following trip distributions were used for analysis: 80% of trips to and from the south (City of Durango) with 15% to and from points north on US 550. 5% of trips are projected to use CR 250 to the southeast of the project site. The overall distribution of trips to and from the site are illustrated in **Figure 4**.

4 Short-Term Background Analysis

4.1 Short-Term Background Traffic Volumes

Through movement traffic along US 550 was grown by 0.85% per year as displayed on CDOT's Online Transportation Information System (OTIS) for the 20 year traffic growth rate (1.17) of the nearest station to the project site. The 0.85% growth per year was applied to through movement background traffic along US 550. A growth rate of 1% per year was applied to background traffic along CR 252 per the annual growth rate shown on CDOT's Traffic Count Data System (TCDS). Year 2025 is identified as the projected open of the Village Camp Durango. The projected short-term background traffic volumes are contained in **Figure 5**.

4.2 Short-Term Background Level of Service

Year 2025 background traffic volumes were analyzed to determine future operations and capacity constraints. The analysis of the intersection of US 550 and CR 252 for year 2025 indicates that the intersection is projected to operate at LOS B during the morning and evening peak hour periods with all individual movements operating at LOS C or better, meeting the criteria outlined in La Plata County code. All minor intersections are projected to operate at LOS A with all individual movements operating at LOS B or better during the morning and evening peak periods. The results of the intersection LOS calculations and queue length results are summarized in **Table 1**. **Appendix C** contains the LOS analysis worksheets.

5 Short-Term Background plus Site Generated Traffic Analysis

5.1 Short-Term Background plus Site Generated Traffic Volumes

The Village Camp Durango site generated traffic volumes were combined with the short-term background volumes to produce the total short-term traffic volumes. The resulting total traffic volumes are presented in **Figure 6**.

5.2 Short-Term Background plus Site Generated Traffic Level of Service

The Year 2025 background plus site generated traffic volumes were analyzed to determine short-term operations and potential capacity constraints caused by the addition of site traffic from the Village Camp Durango development.

The analysis of the intersection of US 550 and CR 252 with the addition of the site generated traffic indicates that the intersection is projected to continue to operate at a LOS B during the morning and evening peak hour periods with all individual movements operating at LOS C or better. Minor impacts to travel time delay are anticipated; however, no changes in LOS are projected due to the additional site generated traffic. The results of the intersection LOS and calculations and queue length results are summarized in **Table 1**. **Appendix C** contains the LOS analysis worksheets.

Impacts to the minor intersections along CR 252 between the intersection of US 550/CR 252 and the site access were also analyzed for the long-term background plus site generated traffic condition. Similar to the impacts at the signalized intersection of US 550/CR 252, the minor unsignalized intersections are expected to see slightly more travel time delay with no changes projected to LOS for the overall intersections. All individual movements are projected to operate at LOS B or better for the minor intersections in the study area. **Appendix C** contains the LOS worksheets for each of the minor intersections along CR 252.

6 Long-Term Background Analysis

6.1 Long-Term Background Traffic Volumes

Similar to the short-term, long-term background traffic volumes were grown using the 1% growth per year applied to traffic accessing CR 252 and 0.85% growth per year for through movement traffic along US 550. Traffic generated from the Dalton Ranch West development was added to the background traffic volumes to more accurately represent the full build out of the residential development. **Appendix E** outlines the site generated traffic volumes for the Dalton Ranch West development. The projected long-term background traffic volumes are contained in **Figure 7**.

6.2 Long-Term Background Level of Service

Year 2045 background traffic volumes were analyzed to determine future operations and capacity constraints. The analysis of the intersection of US 550 and CR 252 for year 2045 indicates that the intersection is projected to operate at LOS B during the morning and evening peak hour periods with all individual movements operating at LOS C or better meeting the criteria outlined in La Plata County code (LOS C or better). All minor intersections are projected to operate at LOS A with all individual movements operating at LOS B or better during the morning and evening peak periods. The results of the intersection LOS calculations and queue length results are summarized in **Table 1**. **Appendix C** contains the LOS analysis worksheets.

7 Long-Term Background plus Site Generated Traffic Analysis

7.1 Long-Term Background plus Site Generated Traffic Volumes

The Village Camp Durango site generated traffic volumes were combined with the long-term background volumes to produce the total future traffic volumes. The resulting total traffic volumes are presented in **Figure 8**.

7.2 Long-Term Background plus Site Generated Traffic Level of Service

The Year 2045 background plus site generated traffic volumes were analyzed to determine future operations and potential capacity constraints caused by the addition of site traffic from the Village Camp Durango development.

The analysis of the intersection of US 550 and CR 252 with the addition of the site generated traffic indicates that the intersection is projected to continue to operate at a LOS B during the morning and evening peak hour periods with all individual movements operating at LOS C or better. Minor impacts to travel time delay are anticipated; however, no changes in LOS are projected due to the additional site generated traffic. The results of the intersection LOS and calculations and queue length results are summarized in **Table 1**. **Appendix C** contains the LOS analysis worksheets.

Impacts to the minor intersections along CR 252 between the intersection of US 550/CR 252 and the site access were also analyzed for the long-term background plus site generated traffic condition. Similar to the impacts at the signalized intersection of US 550/CR 252, the minor unsignalized intersections are expected to see slightly more travel time delay for certain movements with no changes projected to LOS for the overall intersections or individual movements. **Appendix C** contains the LOS worksheets for each of the minor intersections along CR 252.

7.3 Long-Term Background plus Site Generated Traffic Level of Service Including Passenger Car Equivalency Factor

A sensitivity analysis was done to determine the roadway effects of having 100% site generated traffic being RVs (2:1 PCE) instead of 50% used as the initial assumption. The site generated volume using the 2:1 PCE is displayed in **Figure 4**. Overall 2045 Background plus Site Generated (Including a 2:1 PCE) traffic displayed in **Figure 9**.

The analysis of the intersection of US 550 and CR 252 including the PCE indicates that the traffic impacts due to the volume increase are projected to be minimal. Travel time delay is projected to increase slightly compared to non-PCE adjusted volumes, and LOS is projected to remain LOS B or for the overall intersection and LOS C or better for each individual movement. **Table 1** displays the results of the LOS calculations and queue length results. Additionally, the minor unsignalized intersections along CR 252 are expected to see minimal impacts due to the increase in projected traffic with all movements and overall intersection performance projected to perform at LOS C or better. **Appendix C** contains the LOS analysis worksheets.

7.4 Queue Length Consideration at US 550 / CR 252

The limited storage space for the westbound left-turn movement at US 550/CR 252 was cited as a concern by previous CDOT Staff. There is approximately 130' of storage from the stop bar to the start of the taper.

95th percentile queue lengths were analyzed for each scenario. Queue length analysis results of 2045 peak hour volumes plus PCE indicate the largest queue length of 115' is expected to occur in the morning peak hour for the westbound left turn movement (see **Appendix C**). The existing westbound left turn lane appears to have sufficient storage to accommodate the future year projected volume plus site generated traffic.

Additionally, the queue length for the eastbound left turning movement at the intersection immediately adjacent to US 550/CR 252, CR 252/Trimble 1, is not expected to exceed the 150' of existing storage.

8 Additional CR 252 Roadway Analysis

8.1 CR 252 Roadway Classification

ADT between US 550 and the Village Camp Durango access along CR 252 is already above 2,500 vehicles. The roadway classification should be updated from Collector to Arterial roadway per La Plata County's Land Use Code. The roadway will also require a minimum right-of-way (ROW) width of 80'. Currently, the section of CR 252 included in the study has a width of 70'. Table 74-2 of the La Plata Land Use Code (LPLUC) displays the road classification and standards the roadway will need to be designed to.

Road Class	ADT	Design Speed (miles per hour)	Minimum Right-of-Way Width (feet)	Travel Way Width (feet)	Shoulder Width (feet)	Surface Type	Maximum Grade (percent)
Arterial	2500+	45-55	80	24	4	Paved	6
Collector	1,000-2,499	30-45	70	24	3	Paved	8
Major Local	400-999	25-40	60	22	2	Paved	8
Minor Local	49-399	15-30	50	20	2	Gravel	10
Low ADT	25-48	n/a	30	20	n/a	Gravel	10

This is in line with Table 81-6 in Chapter 81 of the LPLUC that outlines the future ROW for CR 252 being 80'.

Portions of CR 252, which have not redeveloped recently, generally have a 60' ROW width, while those that have redeveloped since the early 1990's have dedicated additional ROW along their lot frontages to increase the total ROW to 80'. The Village Camp Durango development will dedicate the necessary ROW to create at least 40' of ROW from the centerline of CR 252 to their new property line, for the total ROW width of 80', as well as any necessary ROW for auxiliary lanes.

8.2 CR 252 Multimodal Considerations

The residents adjacent to the proposed Village Camp property have voiced concern regarding the safety and accommodation of bicycle, pedestrian and golf cart traffic along CR 252. Currently, golf cart accommodations provided by the Village Camp development are for internal circulation only. Multi-use circulation on internal project roads is expected and normal operating procedure for RV parks per Department of Public Health and Environment Division of Environmental Health and Sustainability – Campgrounds and Recreation Areas 6 CCR 1010-9. The operation of golf carts from Dalton Ranch Golf Course or Village Camp on county roads will remain illegal.

The design for roadway improvements along CR 252 includes adding 4-foot shoulders from Horse Thief Lane to the Village Camp development. The widened shoulders will help create a buffer between bicycles and vehicles along CR 252. Additionally, the

design team is pursuing a design for a multiuse path along the CR 252 corridor from the intersection at Horse Thief Ln / Dalton Ranch Rd to the Village Camp development.

8.3 CR 252 Roadway LOS Analysis

Per Section 74-2-2-D-2 of the LPLUC, all county roads that experience an increase in traffic due to a proposed development must function at LOS C or better. The process of analyzing LOS for CR 252 near the development was followed using the Highway Capacity Manual 7th Edition³. Highway Capacity Software (HCS) was utilized to determine the LOS of the roadway segment affected by the Village Camp Durango development. The following criteria is listed in the HCM 7th Edition for roadway LOS:

HCM 7 th Edition Methodology		
- Average Speed - Percent Followers Follower Density (Service Measure)		
- Flow as veh/h % HV as a direct input for performance measures		
1,700 veh/h for passing zones and passing constrained - Variable for passing lanes		
Follower Density (followers/mi/ln)		
LOS	Higher-Speed Highways Posted Speed Limit ≥ 50 mi/h	Lower-Speed Highways Posted Speed Limit < 50 mi/h
A	≤ 2.0	≤ 2.5
B	> 2.0 – 4.0	> 2.5 – 5.0
C	> 4.0 – 8.0	> 5.0 – 10.0
D	> 8.0 – 12.0	> 10.0 – 15.0
E	> 12.0	> 15.0
F	Demand exceeds capacity	
HCM 7 th Edition – LOS criteria		

LOS analysis was conducted for the segment that most closely aligns with a level 2 highway and the segment that is most affected by the development (Village Camp Durango access to Dalton Ranch Rd). Site observations confirm the speed limit is 35 MPH, lane width is approximately 11', and shoulders are approximately 2' wide. The passing section and no-passing section of roadways were analyzed separately. The no-passing section of CR 252 is the most critical to LOS. Year 2022 ADT count was obtained from CDOT's Traffic Count Database System at location ID: 355669 on CR 252 W/O CR 250 at 1,793 vpd. The ADT was grown by 1% per year to Year 2025 with 1,847 vpd and Year 2045 with 2,205 vpd. Directional peak traffic volumes (DHV-30) of traffic were obtained from the Traffic Count Database System and used for the peak hour analysis for the roadway. According to the HCS results, the roadway is projected to function at LOS A in both the short-term and long-term scenarios with follower density at less than 2.0.

³ HCM 7th: Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis Washington, D.C.: Transportation Research Board, 2022. Print.

PM peak hour site generated traffic is identified as the critical peak period of traffic by the Village Camp Durango development. The heavy vehicle percentage was increased to the projected 12% of total traffic and the site generated traffic was added to the short-term and long-term background scenarios. According to the HCS results, the roadway is still projected to function at LOS A in the short-term scenario and drop to LOS B in the eastbound direction no-passing zone segment in the long-term scenario.

Additional analysis was conducted to determine the vehicular demand needed to degrade the existing roadway to LOS D. According to the HCS analysis, approximately 500 vph in a singular direction would be needed in order to approach LOS D, or approximately an ADT of 10,000 vpd along the roadway, well under future year projections. **Appendix C** displays the roadway LOS.

8.4 Auxiliary Lane Analysis

The PCE adjusted evening peak hour represents the largest amount of site generated traffic with 150 vph, including 98 vph entering and 52 vph exiting the site. The morning peak hour period projects 116 vph, including 42 vph entering and 74 vph exiting the site. The proposed site includes two full movement accesses onto CR 252 with an estimated split of 80% traffic using the north access and 20% of the traffic using the south access. **Figure 4** from Section 3.5 displays the trip generation.

According to the State of Colorado State Highway Access Code, (Volume 2, March 2002), the following criteria require the construction of auxiliary lanes for a R-B classified road:

- Right turn deceleration lane: 25 vehicles/hour
- Left turn deceleration lane: 10 vehicles/hour
- Right turn acceleration lane: 50 vehicles/hour
- Left turn acceleration lane: as needed to benefit safety and operations.

Guidelines for auxiliary lanes for an R-B roadway are outlined in Table 4-5 of the Access Code.

Table 4 - 5: Components of Speed Change Lane Length

Access Category	Left turn deceleration lane	Right turn deceleration lane	Acceleration lane
F-W	Design must meet federal interstate standards, and no less than E-X		
E-X	taper + decel.length+storage	taper + decel. length	accel.length + taper
R-A	* decel. length + storage	* decel. length	* accel. length
R-B	* decel. length + storage	* decel. length	* accel. length

Design criteria for acceleration and deceleration lanes are outlined in Table 4-6 of the Access Code.

Table 4 - 6: Design Criteria for Acceleration and Deceleration Lanes

Posted Speed Limit in MPH	25	30	35	40	45	50	55	60	65	70
Deceleration Length in feet	180	250	310	370	435	500	600	700	800	900
Acceleration Length in feet	N/A	190	270	380	550	760	960	1170	1380	1590
Transition Taper Ratio	7.5:1	8:1	10:1	12:1	13.5:1	15:1	18.5:1	25:1	25:1	25:1

Storage lengths are outlined in the Access Code in Table 4-8.

Table 4 - 8: Storage Lengths

Turning Vehicles Per Peak Hour	below 30	30	60	100	200	300
Required Lane Length in Feet	30	40	50	100	200	300

According to the peak hour generated volume, a right-turn deceleration lane is warranted at the north site access. A southbound right-turn deceleration lane of 310' is advised for the right turn movement into the north site access to the Village Camp Durango development.

The site generated traffic is accommodated by the existing lanes at the intersection of US 550/CR 252.

8.5 Safety Analysis

CR 252 is a low speed, moderately traveled roadway that has no known pattern of serious accidents resulting in injuries or fatalities. Section 3.2 outlines the existing five-year crash history. Additional monitoring after full build out of the site is recommended to determine if any roadway changes in the future result in an increase in crashes.

8.6 Sight Distance

Required passenger vehicle sight distance along a 35 miles per hour (MPH) roadway is 390' for left turning vehicles and 335' for right turning vehicles. Required sight distance for heavy vehicles along a 35 MPH roadway is 590' for left turning vehicles and 540' for right turning vehicles.

The existing sight distance for the north access of the Village Camp Durango development is sufficient with roughly 1000' in either direction. Exiting sight distance from the south access looking northwest is sufficient. Sight distance looking southeast is approximately 400' of sight distance due to the roadway geometry across the Animas River bridge. The distance is sufficient for passenger vehicles and deficient for heavy vehicles; however, stopping sight distance for a 35 MPH roadway is 250' and vehicles ample distance to safely stop if any conflicts may occur between turning vehicles. Signage directing heavy vehicles to use the north access to turn out of the Village Camp Durango development is recommended for a safer left-turn movement on CR 252.

Additionally, sight distance along the roadway was noted as a concern near the intersection of CR 252 and Horse Thief Lane due to the sharp turn along CR 252 and potential conflicts with bikes and pedestrians in the area. Per Table 4-1 in the CDOT Access Code, sight distance along a highway for a for a 35 MPH road is 250'; however, 20 mph advisory speed signs are displayed in advance in both directions to the curve. With a 25 MPH speed, design sight distance is 150'. Field visits to the intersection indicated that the sight distance along the roadway is at least 150' with a measured distance of approximately 275' in the eastbound direction and 325' in the westbound direction.



Figure 10 – Roadway Sight Distance at CR 252 / Horse Thief Ln

8.7 CR 252 Equivalent Single Axle Load (ESAL) Analysis

An analysis of the existing pavement was conducted by Trautner Geotech LLC for the study section of CR 252 and is included in **Appendix F**. For the purposes of this traffic study, the reliability, standard deviation, roadbed soil resilient modulus, change in present serviceability index, and structure number outlined in the Trautner study were used. Two sections of roadway were analyzed for pavement improvements along CR 252 including 1) Railroad to Dalton Ranch, and 2) Dalton Ranch to Bridge. **Appendix F** includes a series of tables and nomographs from AASHTO's flexible pavement design method outline the results of the impact projected ESALs will have on the existing pavement section.

The existing 20-year ESALs along the study segment is approximately 1,508,031 from Railroad to Dalton Ranch using a 5% truck traffic value and 1.7 truck factor. The existing 20-year ESALs from Dalton Ranch to the Bridge is approximately 630,879. The loading from the Village Camp Durango is estimated to produce a 20-year ESAL of 1,420,945 using a conservative 50% truck traffic value. Due to the projected increase in ESALs from the Village Camp Durango, a 2" overlay is recommended to achieve an adequate structural section (SN=4.50) along CR 252. CR 252 pavement sections have recently seen improvements due to the Dalton Ranch development. As such, the 2" overlay is recommended for the section of CR 252 from the Horse Thief Ln / Dalton Ranch Rd to Village Camp Durango. The pavement between site access will be resurfaced as part of the site plan.

9 Conclusions and Other Considerations

Based on the analysis described in the sections above, the following conclusion has been drawn regarding the traffic impacts resulting from the construction of the Village Camp Durango:

- The anticipated traffic volume generated by the Village Camp Durango development is not expected to significantly impact the surrounding roadway network.
- Existing auxiliary lanes appear to be sufficient length for the intersection of US 550/CR 252.
- A southbound right turn deceleration lane is recommended at the north access to the Village Camp Durango from CR 252.
- Sight distance is adequate for the north site access for the Village Camp Durango. Signage directing heavy vehicles to use the north access to turn left onto CR 252 is recommended.
- Currently, there are no sidewalks or multiuse paths along CR 252 in the vicinity of the site. The design of CR 252 improvements as part of the Village Camp Durango development includes adding 4' shoulders from the site to the intersection of CR 252 / Horse Thief Lane to help buffer bicyclists using CR 252 in the vicinity of the site. Multiuse paths are incorporated in the design throughout the development. A multiuse path along CR 252 is being pursued by the design team.
- ADT generated by the development is not projected to degrade the roadway LOS along CR 252 to LOS D or worse. The roadway is projected to perform at LOS A in the short-term and LOS B or better in long-term scenarios.
- A 2" overlay is recommended for the missing sections of overlay on CR 252 from the railroad to Trimble entrance, and from Dalton Ranch Rd to the west entry of the Village Camp Durango. A fee of \$138,000 in lieu of construction may be considered. Further talks with La Plata County are recommended to decide next steps.

MJW

Tables

Table 1 – LOS Results – Village Camp Durango RV Resort TIS

Table 2 – Weekday Trip Generation Estimate – Village Camp Durango RV Resort

Table 1. LOS Results - Village Camp Durango RV Resort TIS

Intersection and Critical Movements	Year 2024 Traffic						Year 2025 Traffic												Year 2045 Traffic																	
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	Delay (sec)	LOS	95th %ile Q (ft)	Delay (sec)	LOS	95th %ile Q (ft)	Delay (sec)	LOS	95th %ile Q (ft)	Delay (sec)	LOS	95th %ile Q (ft)	Delay (sec)	LOS	95th %ile Q (ft)	Delay (sec)	LOS	95th %ile Q (ft)	Delay (sec)	LOS	95th %ile Q (ft)	Delay (sec)	LOS	95th %ile Q (ft)	Delay (sec)	LOS	95th %ile Q (ft)	Delay (sec)	LOS	95th %ile Q (ft)	Delay (sec)	LOS	95th %ile Q (ft)			
SIGNAL CONTROL	Existing Background Traffic						2025 Background Traffic						2025 Background + Site Generated Traffic						2045 Background Traffic						2045 Background + Site Generated Traffic						2045 Background + Site Generated Traffic Passenger Vehicle Equivalency Included					
US 550 / CR 252	15.4	B		14.4	B		15.4	B		14.5	B		15.7	B		14.7	B		17.1	B		15.9	B		15.5	B		16.1	B		16.0	B		16.2	B	
Eastbound Left + Through + Right	20.9	C	47	19.1	B	53	21.0	C	47	19.2	B	53	21.3	C	47	19.5	B	53	23.1	C	53	20.8	C	63	20.1	C	52	20.9	C	63	20.3	C	52	21.0	C	64
Eastbound Right	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
Westbound Left	17.5	B	56	18.3	B	55	17.6	B	57	18.4	B	55	18.0	B	82	18.7	B	72	19.6	B	85	20.4	C	79	21.4	C	106	21.0	C	96	23.5	C	115	21.3	C	102
Westbound Through + Right	12.4	B	33	12.5	B	40	12.4	B	33	12.5	B	40	12.5	B	34	12.4	B	41	13.9	B	40	13.7	B	47	13.0	B	35	13.7	B	47	13.0	B	35	13.7	B	47
Northbound Left	13.7	B	17	17.4	B	34	13.7	B	17	17.5	B	34	14.0	B	17	17.5	B	34	15.4	B	20	20.0	B	40	13.1	B	20	19.9	B	40	13.2	B	20	19.9	B	40
Northbound Through	14.4	B	212	14.5	B	170	14.5	B	214	14.5	B	172	14.6	B	214	14.3	B	172	16.6	B	261	15.5	B	196	13.7	B	251	15.3	B	196	13.8	B	251	15.2	B	196
Northbound Right	10.0	A	1	11.9	B	16	10.0	A	2	11.9	B	16	10.4	B	12	12.9	B	37	10.1	B	12	13.0	B	36	9.9	A	21	13.9	B	41	10.1	B	26	14.3	B	42
Southbound Left	20.3	C	23	12.9	B	27	20.4	C	23	13.0	B	27	20.7	C	25	13.5	B	31	22.5	C	29	15.1	B	39	18.8	B	31	15.6	B	43	18.9	B	32	15.8	B	44
Southbound Through	17.3	B	163	13.8	B	229	17.3	B	163	13.8	B	231	17.7	B	163	14.1	B	231	18.6	B	184	15.1	B	316	15.9	B	184	15.3	B	316	16.1	B	184	15.3	B	316
Southbound Right	12.5	B	0	9.1	A	0	12.5	B	0	9.1	A	0	12.7	B	0	9.2	A	0	12.9	B	0	9.2	A	0	11.0	B	0	9.3	A	0	11.1	B	0	9.3	A	0
STOP CONTROL	Existing Background Traffic						2025 Background Traffic						2025 Background + Site Generated Traffic						2045 Background Traffic						2045 Background + Site Generated Traffic						2045 Background + Site Generated Traffic Passenger Vehicle Equivalency Included					
CR 252 / Trimble Commercial Access	3.1	A		3.1	A		3.1	A		3.2	A		2.6	A		2.6	A		2.9	A		3.1	A		2.1	A		2.8	A		2.0	A		2.7	A	
Eastbound Left	7.6	A		7.7	A		7.6	A		7.7	A		7.8	A		7.8	A		2.5	A		7.9	A		8.0	A		8.0	A		8.1	A		8.0	A	
Eastbound Through	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		0.0	A		0.0	A		0.0	A	
Westbound Through + Right	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		0.0	A		0.0	A		0.0	A	
Southbound Left + Right	10.2	B		10.2	B		10.2	B		10.3	B		10.8	B		10.8	B		11.4	B		11.2	B		11.6	B		11.9	B		11.8	B		12.2	B	
CR 252 / Trimble Residential Access	0.6	A		1.0	A		0.6	A		1.0	A		0.4	A		0.8	A		0.5	A		1.1	A		0.5	A		0.9	A		0.5	A		0.8	A	
Eastbound Left	7.5	A		7.6	A		7.5	A		7.6	A		7.7	A		7.7	A		7.8	A		7.7	A		7.9	A		7.8	A		7.9	A		7.9	A	
Eastbound Through	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		0.0	A		0.0	A		0.0	A	
Westbound Through + Right	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		0.0	A		0.0	A		0.0	A	
Southbound Left + Right	9.5	A		10.6	B		9.5	A		10.6	B		10.0	A		11.5	B		10.3	B		11.7	B		10.9	B		12.9	B		11.1	B		13.3	B	
CR 252 / Dalton Ranch Rd / Horse Theif Ln	2.3	A		2.3	A		2.3	A		2.3	A		1.9	A		1.9	A		2.4	A		2.4	A		1.4	A		2.1	A		1.3	A		2.0	A	
Eastbound Left	7.5	A		7.6	A		7.5	A		7.6	A		7.6	A		7.7	A		7.5	A		7.7	A		7.7	A		7.8	A		7.8	A		7.9	A	
Eastbound Through + Right	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		0.0	A		0.0	A		0.0	A	
Westbound Left + Through + Right	7.5	A		7.6	A		7.5	A		7.6	A		7.6	A		7.9	A		7.6	A		7.7	A		7.7	A		7.9	A		7.7	A		8.0	A	
Northbound Left + Through + Right	10.8	B		12.1	B		10.8	B		12.1	B		11.8	B		13.9	B		11.6	B		13.4	B		12.7	B		15.7	C		13.1	B		16.5	C	
Southbound Left + Through + Right	9.2	A		9.8	A		9.2	A		9.8	A		9.6	A		10.4	B		9.4	A		10.2	B		9.9	A		11.0	B		10.1	B		11.2	B	
CR 252 / RV Site Main Access	0.5	A		0.4	A		0.5	A		0.4	A		4.7	A		3.3	A		0.4	A		0.5	A		4.5	A		3.3	A		5.7	A		4.1	A	
Eastbound Left + Through + Right	9.9	A		0.0	A		10.0	A		0.0	A		11.7	B		12.4	B		10.3	B		0.0	A		13.1	B		13.4	B		14.5	B		14.7	B	
Westbound Through + Right	0.0	A		9.1	A		0.0	A		9.1	A		0.0	A		9.1	A		0.0	A		9.3	A		0.0	A		9.3	A		0.0	A		9.3	A	
Northbound Left + Through + Right	0.0	A		0.0	A		0.0	A		0.0	A		7.5	A		7.6	A		0.0	A		7.6	A		7.6	A		7.7	A		7.6	A		7.8	A	
Southbound Left + Through	7.4	A		7.5	A		7.4	A		7.5	A		7.5	A		7.5	A		7.5	A		0.0	A		7.6	A		7.6	A		7.6	A		7.6	A	
Southbound Right	7.4	A		7.5	A		7.4	A		7.5	A		0.0	A		0.0	A		7.5	A		0.0	A		0.0	A		0.0	A		0.0	A		0.0	A	
CR 252 / RV Site Access 2													0.5	A		0.3	A								0.4	A		0.3	A		0.5	A		0.4	A	
Eastbound Left + Right													9.5	A		9.6	A								9.8	A		9.8	A		10.0	A		10.0	A	
Northbound Left + Through													0.0	A		0.0	A								0.0	A		0.0	A		7.5	A		7.5	A	
Southbound Through													0.0	A		0.0	A								0.0	A		0.0	A		0.0	A		0.0	A	
Southbound Right													0.0	A		0.0	A								0.0	A		0.0	A		0.0	A		0.0	A	

Note: Access 2 not analyzed for Background Traffic scenarios due to the traffic being through movements only.

Table 2. Weekday Trip Generation Estimate - Village Camp Durango RV Resort

Land Use	ITE Code	Size	Unit	Average Weekday Trips				AM Peak Hour Trips				PM Peak Hour Trips			
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
Recreational Vehicle Park ^{1,2}	416	277	Occupied Campsites	1.51	418	209	209	0.21	58	21	37	0.27	75	49	26
Total Trips					418	209	209		58	21	37		75	49	26
Recreational Vehicle Park ^{1,2}	416	277	Occupied Campsites		628	314	314		87	32	55		113	74	39
Total Trips (50% RV, 50% Passenger Car)³					628	314	313		87	32	55		113	74	39
Recreational Vehicle Park ^{1,2}	416	277	Occupied Campsites		836	418	418		116	42	74		150	98	52
Total Trips (2:1 Passenger Car Equivalency Factor)					836	418	418		116	42	74		150	98	52

¹ Peak Hour Trip Generation estimates are based on average rates for 416-Campground/Recreational Vehicle Park contained in *Trip Generation, 11th Edition* (Institute of Transportation Engineers, 2021).

² Average weekday trip rate for 416-Campground/Recreational Vehicle Park adapted from *KOA Campground in Silt, CO*. Study.

³ Assume that RV has a passenger car equivalency factor of 2.

Figures

Figure 1 – Vicinity Map

Figure 2 – Site Plan

Figure 3 – Existing Conditions

Figure 4 – Trip Generation and Assignment

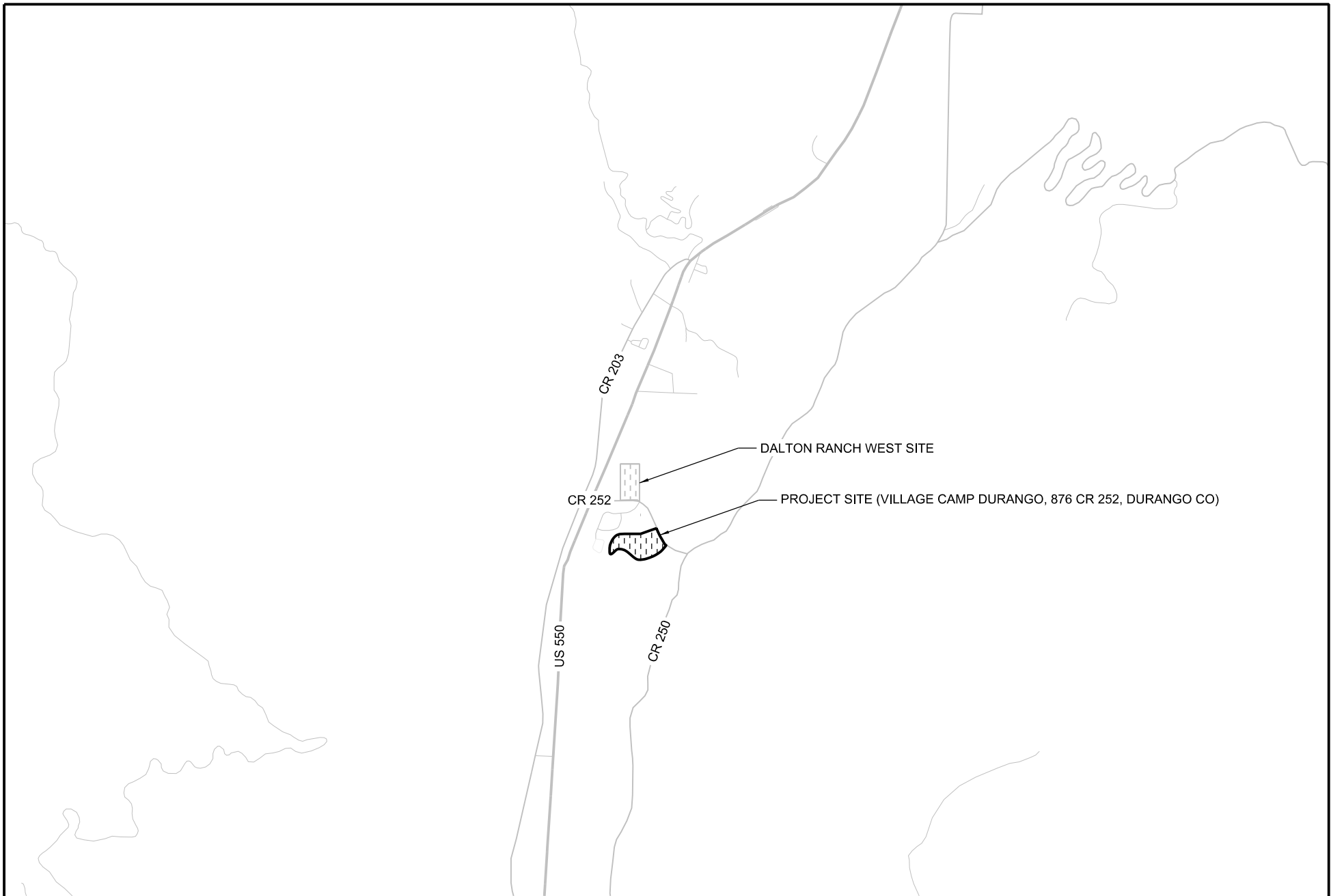
Figure 5 – 2025 Background Conditions

Figure 6 – 2025 Background + Site Generated Traffic Conditions

Figure 7 – 2045 Background Conditions

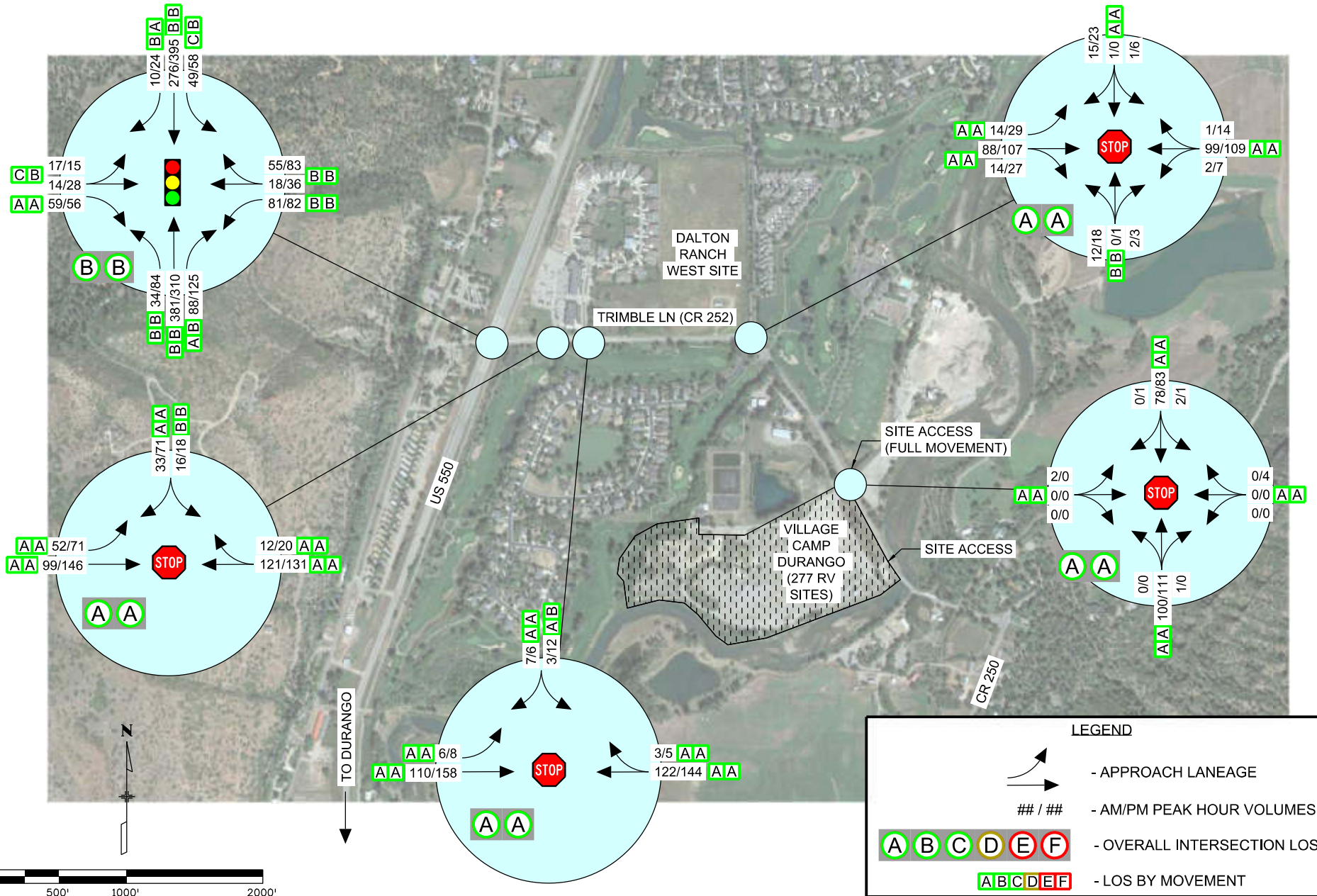
Figure 8 – 2045 Background + Site Generated Traffic Conditions

Figure 9 – 2045 Background + Site Generated Traffic Conditions – 2:1 PVE



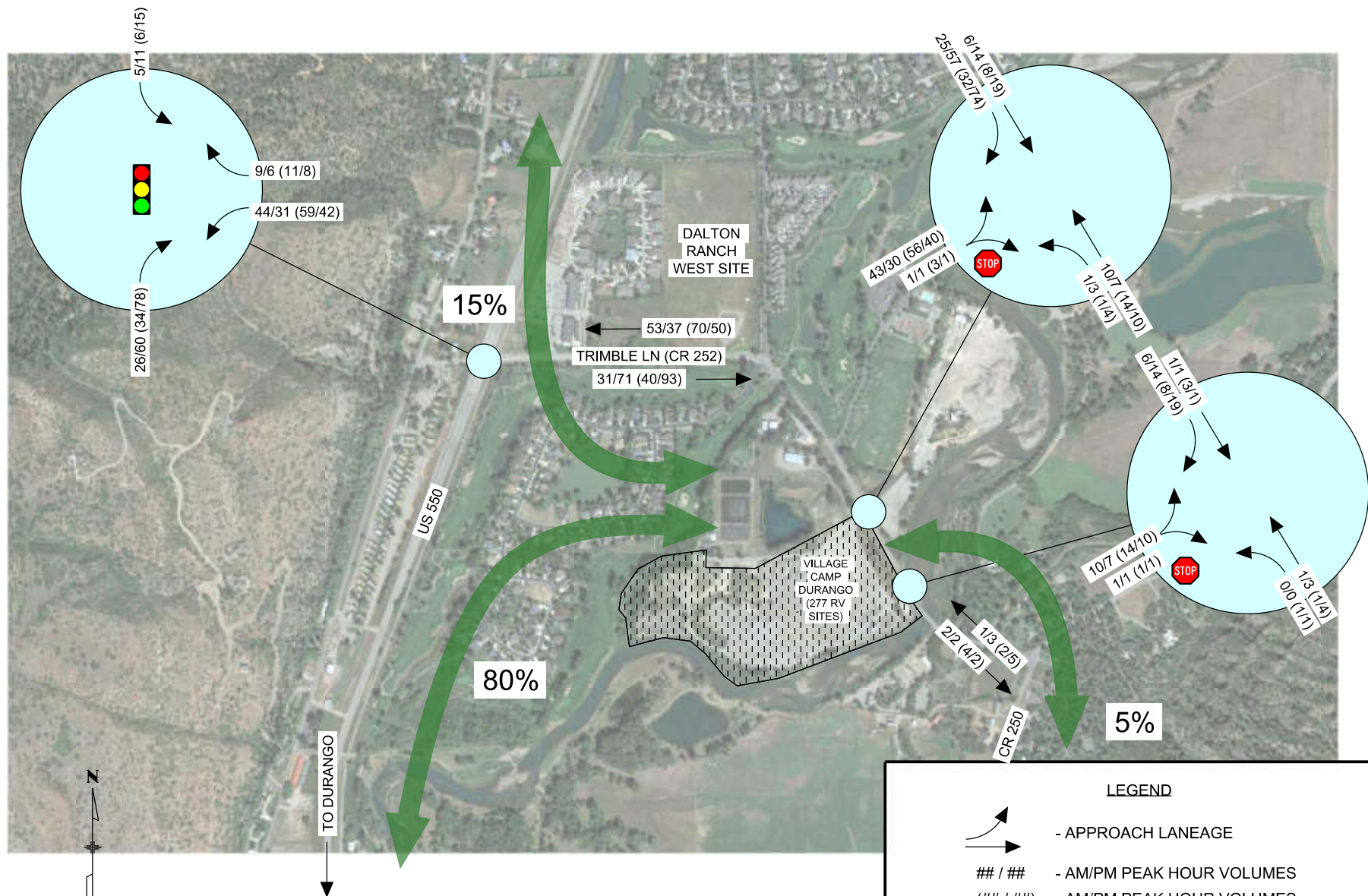
Traffic Impact Study - Village Camp Durango
VICINITY MAP

Scale	1" = 1 MILE	Date	11/08/2024	Drawn By	MJW	Job #	ROBRE-168892	Figure	1
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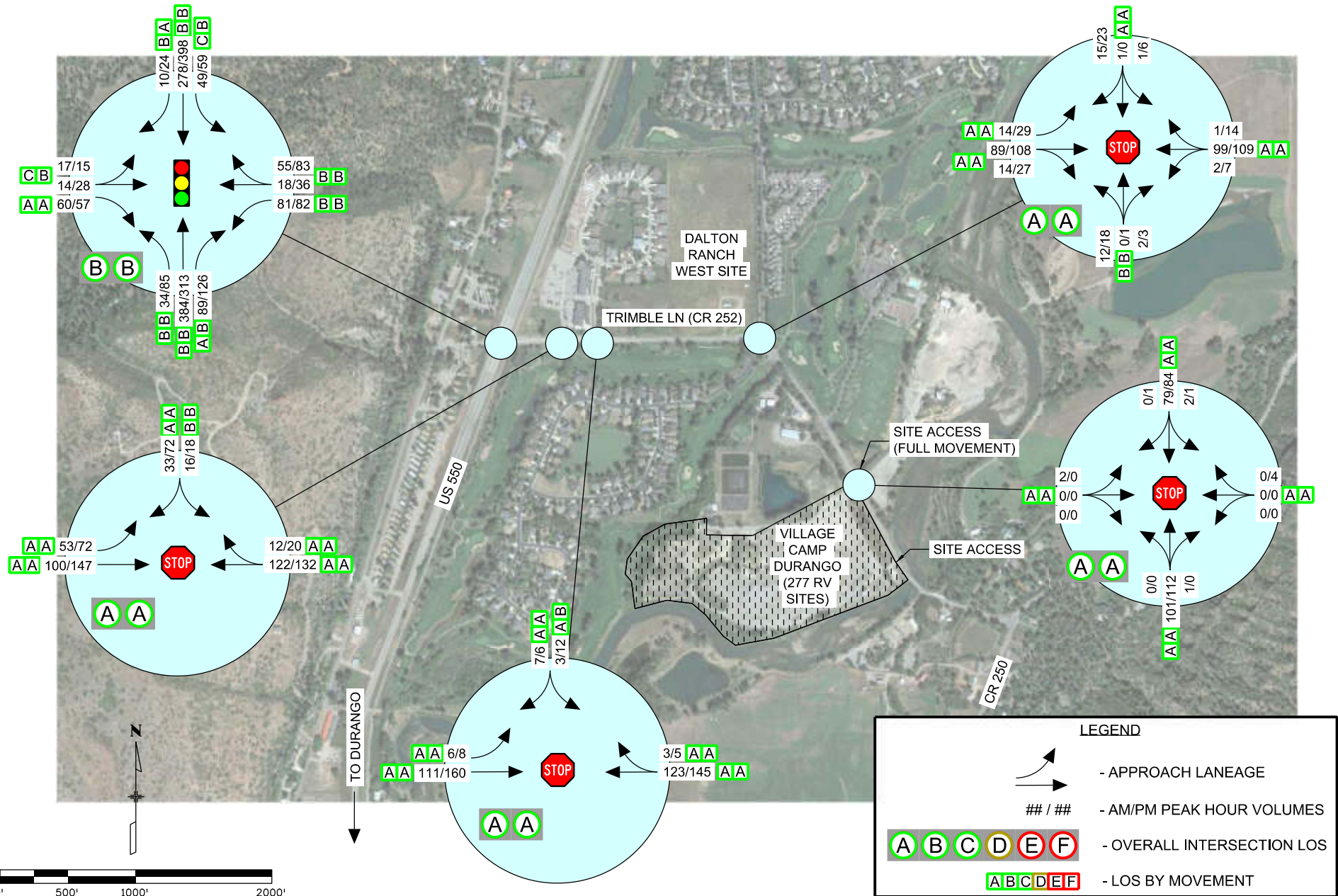
Traffic Impact Study - Village Camp Durango EXISTING CONDITIONS

Scale	1" = 1000'	Date	11/08/2024	Drawn By	MJW	Job #	ROBRE-168892	Figure	3
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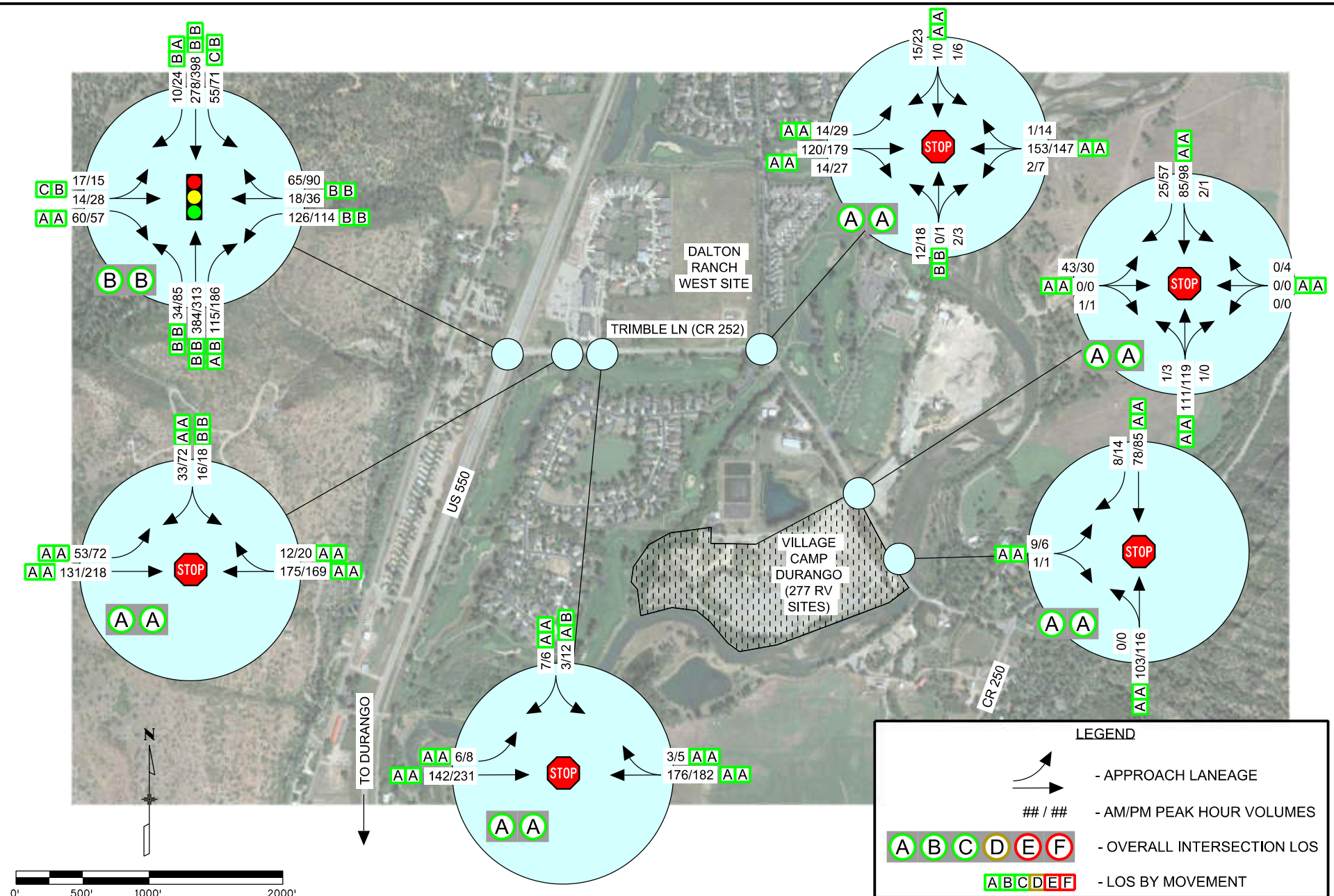
Traffic Impact Study - Village Camp Durango TRIP GENERATION AND ASSIGNMENT

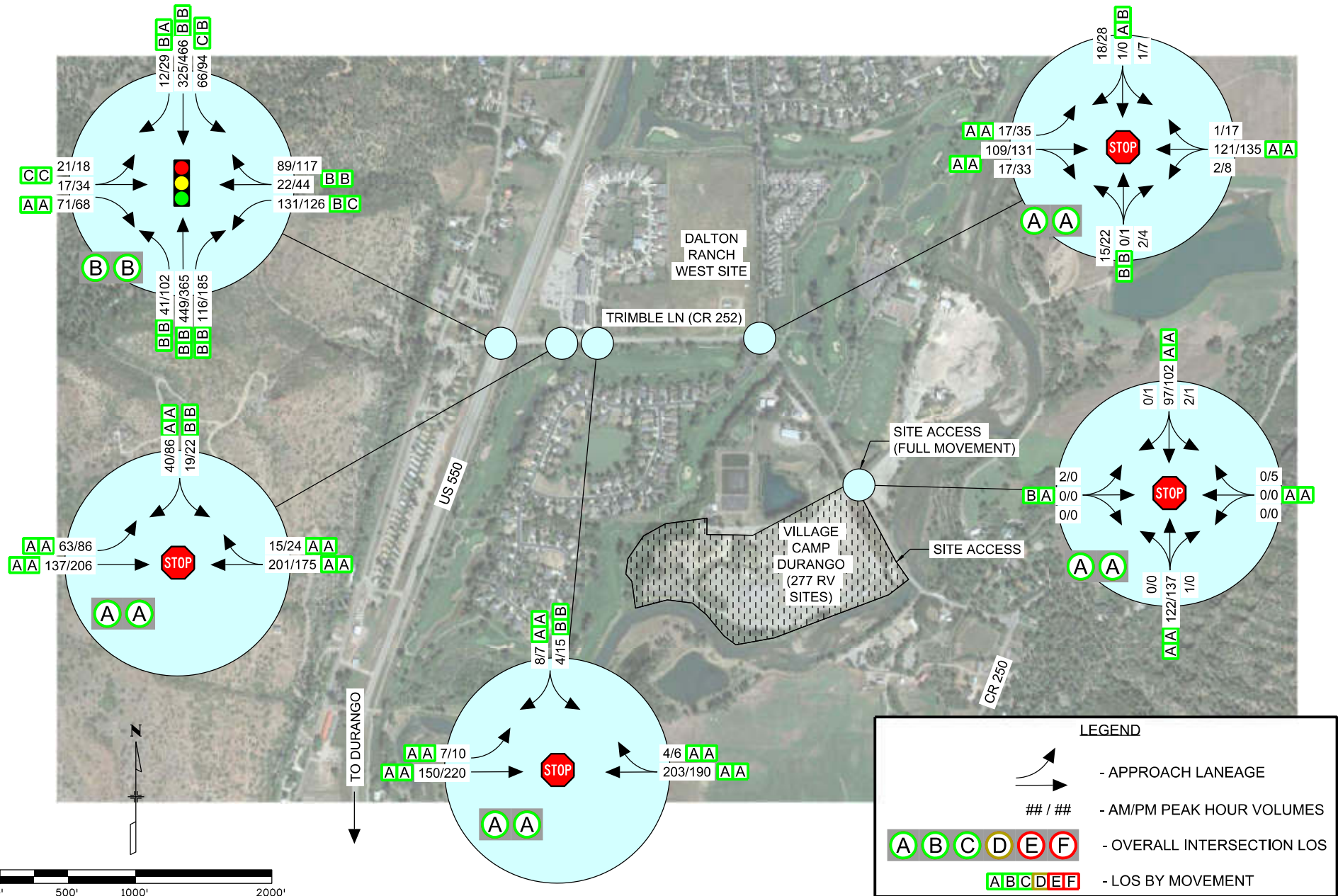
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Traffic Impact Study - Village Camp Durango 2025 BACKGROUND CONDITIONS

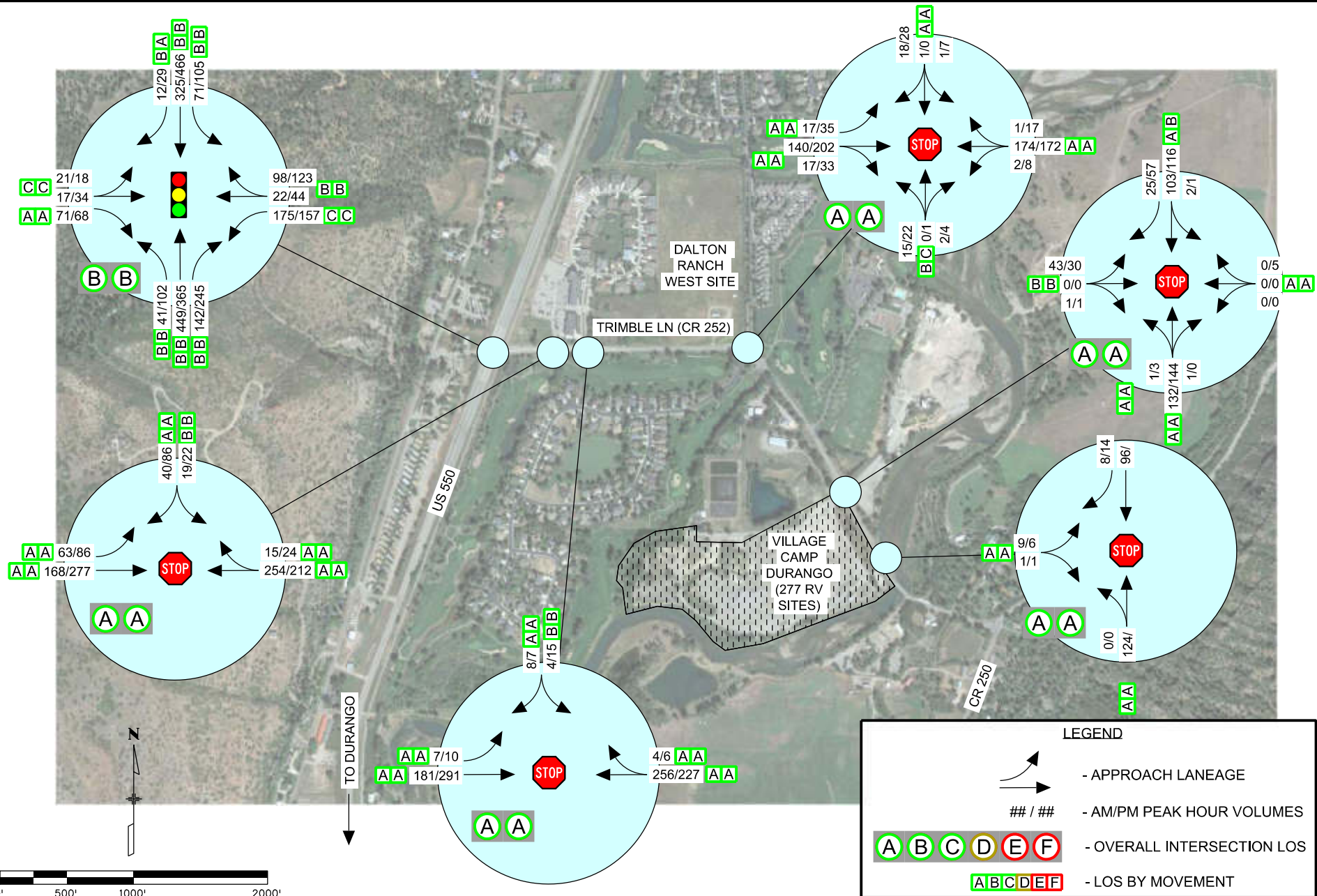
Scale	1" = 1000'	Date	11/08/2024	Drawn By	MJW	Job #	ROBRE-168892	Figure	5
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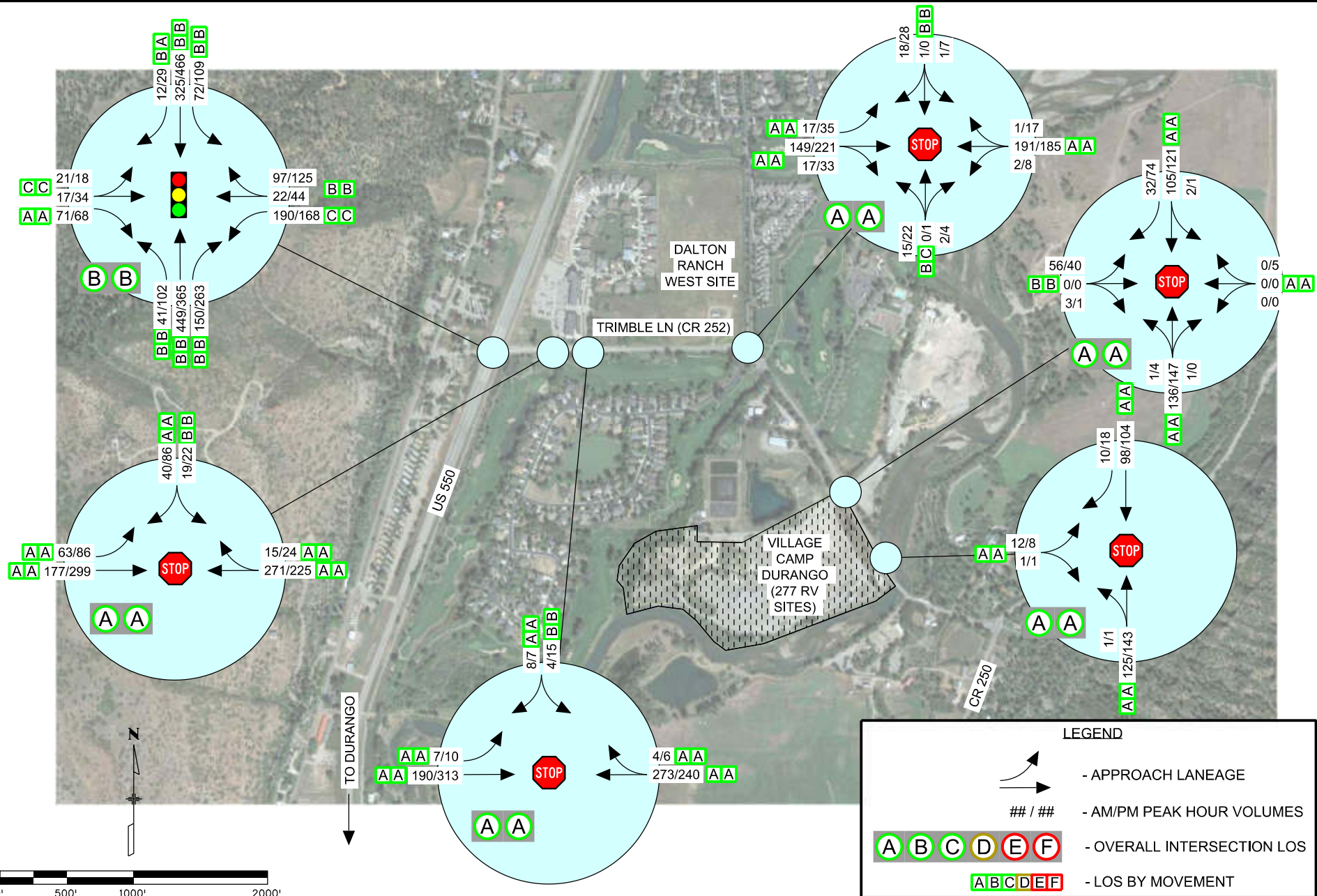
Traffic Impact Study - Village Camp Durango 2045 BACKGROUND CONDITIONS

Scale	1" = 1000'	Date	11/08/2024	Drawn By	MJW	Job #	ROBRE-168892	Figure	7
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Traffic Impact Study - Village Camp Durango 2045 BACKGROUND + SITE GENERATED TRAFFIC CONDITIONS

Scale	1" = 1000'	Date	11/08/2024	Drawn By	MJW	Job #	ROBRE-168892	Figure	8
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Traffic Impact Study - Village Camp Durango 2045 BACKGROUND + SITE GENERATED TRAFFIC CONDITIONS - 2:1 PVE

Scale	1" = 1000'	Date	11/08/2024	Drawn By	MJW	Job #	ROBRE-168892	Figure	9
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Appendix A

Crash History (January 1, 2020 – December 31, 2024)

System Code	Rd_Number	Rd_Section	City_Street	Crash Date	Crash Time	Location 1	Link	Location 2	Location	Road Description	First HE	Second HE	MHE	Crash Type	Approach Overtaking Turn	Number Killed	Number Injured	Injury 00	Injury 01	Injury 02	Injury 03	Injury 04	Total Vehicles	Road Contour Curves	Road Contour Grade	Road Condition	Lighting Conditions	Weather Condition	Weather Condition 2	Lane Position	TU-1 Direction	TU-2 Direction	TU-1 Movement	TU-2 Movement	TU-1 Estimated Speed	TU-2 Estimated Speed	TU-1 Driver Action	TU-2 Driver Action
State Highway	550B	30.33		7/19/2021	11:45:00	HWY 550	AT	TRIMBLE LN	On Roadway	Intersection Related	Front to Rear		Front to Rear	Rear-End	Not Applicable	0	0	2	0	0	0	0	2	Straight	Level	Dry	Daylight	Clear		S02	South	South	Going Straight	Stopped in Traffic	15	0	Careless Driving	No Contributing Action
County Road	2000	R0252	R0250	6/2/2022	18:35:00	CR 252	00730FW	CR 250	On Roadway	Non-Intersection	Front to Side	Overtuning/Rollover	Front to Side	Sideswipe Opposite Direction	Not Applicable	0	1	2	0	0	1	0	2	Curve Right	Level	Dry	Daylight	Clear		E01	West	East	Weaving	Swerve/Avoidance	40	35	Lane Violation	No Contributing Action
State Highway	550B	30.321		4/8/2022	20:15:00	HWY 550	S/O	TRIMBLE LN	Center median/Island	At Intersection	Light Pole/Utility Pole		Light Pole/Utility Pole	Light Pole/Utility Pole	Not Applicable	0	0	1	0	0	0	0	1	Straight	Level	Dry	Dark – Lighted	Clear		SRS	South		Weaving		55	0	Lane Violation	
State Highway	550B	30.337		7/8/2022	16:30:00	HWY 550	AT	TRIMBLE LN	On Roadway	At Intersection	Embankment		Embankment	Approach Turn	Approach Turn	0	0	4	0	0	0	0	1	Straight	Level	Dry	Daylight	Clear		N01	South	North	Making Left Turn	Swerve/Avoidance	15	55	Failed to Yield ROW	No Contributing Action
State Highway	550B	30.331		2/22/2023	17:30:00	HWY 550	AT	CR 252	On Roadway	At Intersection	Front to Side		Front to Side	Broadside	Not Applicable	0	0	2	0	0	0	0	2	Straight	Level	Icy	Daylight	Wind	Snow	N01	North	West	Slowing	Slowing	50	20	Too Fast for Conditions	No Contributing Action
State Highway	550B	30.331		8/23/2023	17:05:00	HWY 550	AT	CR 252	On Roadway	Intersection Related	Front to Rear	Front to Rear	Front to Rear	Rear-End	Not Applicable	0	0	3	0	0	0	0	3	Straight	Level	Dry	Daylight	Clear		S01	South	South	Going Straight	Stopped in Traffic	40	0	Careless Driving	No Contributing Action
State Highway	550B	30.331		#####	16:10:00	HWY 550	AT	CR 252	On Roadway	At Intersection	Bicycle/Motorized Bicycle		Bicycle/Motorized Bicycle	Bicycle/Motorized Bicycle	Not Applicable	0	1	2	0	0	1	0	1	Straight	Level	Dry	Daylight	Clear		E01	South		Making U-Turn		5	0	Careless Driving	
State Highway	550B	30.331		1/29/2024	16:00:00	CR 252	AT	HWY 550	On Roadway	At Intersection	Front to Rear		Front to Rear	Rear-End	Not Applicable	0	0	2	0	0	0	0	2	Straight	Level	Dry	Daylight	Clear		W01	West	West	Going Straight	Slowing	1	0	Followed Too Closely	No Contributing Action
County Road	2000	R0250	TRIMB	1/6/2024	14:50:00	CR 250	002.04MS	TRIMBLE LN	Ran off left side	Non-Intersection	Overtuning/Rollover		Overtuning/Rollover	Overtuning/Rollover	Not Applicable	0	0	1	0	0	0	0	1	Curve Right	Level	Icy	Daylight	Clear		N01	North		Out of Control		40	0	Lane Violation	
County Road	2000	COUNT		8/5/2024	16:57:00	CR 250	04530FN	TRIMBLE LN	Ran off right side	Non-Intersection	Tree		Tree	Tree	Not Applicable	0	0	1	0	0	0	0	1	Straight	Level	Dry	Daylight	Cloudy		SRS	South		Weaving		35	0	Lane Violation	

Appendix B

Traffic Counts – October, 2024

US 550 & CR 252 (Trimble Ln) Durango, CO

0 0

Tuesday, October 8, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	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
12:15 AM	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
12:30 AM	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
12:45 AM	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
Hourly Total	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
1:00 AM	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
1:15 AM	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
1:30 AM	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
1:45 AM	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
Hourly Total	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
2:00 AM	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
2:15 AM	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
2:30 AM	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
2:45 AM	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
Hourly Total	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
3:00 AM	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
3:15 AM	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
3:30 AM	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
3:45 AM	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
Hourly Total	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
4:00 AM	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
4:15 AM	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
4:30 AM	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
4:45 AM	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
Hourly Total	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
5:00 AM	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
5:15 AM	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
5:30 AM	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
5:45 AM	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
Hourly Total	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
6:00 AM	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
6:15 AM	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
6:30 AM	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
6:45 AM	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
Hourly Total	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
7:00 AM	0	5	39	0	0	44	0	4	0	6	0	10	0	8	53	2	0	63	0	6	3	15	0	24	141
7:15 AM	0	8	66	2	0	76	0	11	3	15	0	29	0	7	50	8	0	65	0	14	3	15	0	32	202
7:30 AM	0	13	135	8	0	156	0	29	1	15	0	45	0	10	54	7	0	71	0	8	4	20	0	32	304
7:45 AM	0	10	84	6	0	100	0	25	2	11	0	38	0	17	58	11	0	86	0	6	7	19	0	32	256
Hourly Total	0	36	324	16	0	376	0	69	6	47	0	122	0	42	215	28	0	285	0	34	17	69	0	120	903

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[illegible]

US 550 & CR 252 (Trimble Ln) Durango, CO

0 0

Tuesday, October 8, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	
4:00 PM	0	12	92	4	1	108	0	17	4	19	0	40	0	26	77	33	0	136	0	4	9	14	0	27	311
4:15 PM	0	11	96	7	0	114	0	14	13	20	0	47	0	22	69	35	0	126	0	6	8	16	0	30	317
4:30 PM	0	17	98	7	1	122	0	27	11	19	0	57	0	15	81	31	0	127	0	1	5	13	0	19	325
4:45 PM	0	18	109	6	1	133	0	16	7	17	0	40	0	21	83	26	0	130	0	4	6	13	0	23	326
Hourly Total	0	58	395	24	3	477	0	74	35	75	0	184	0	84	310	125	0	519	0	15	28	56	0	99	1279
5:00 PM	0	24	99	7	0	130	0	26	11	17	0	54	0	19	50	33	0	102	0	1	5	15	0	21	307
5:15 PM	0	17	95	7	0	119	0	20	11	11	0	42	0	22	71	27	0	120	0	5	8	26	0	39	320
5:30 PM	0	12	105	2	0	119	0	19	9	14	0	42	0	28	67	20	0	115	0	3	7	11	0	21	297
5:45 PM	0	6	79	3	0	88	0	11	12	15	0	38	0	23	79	23	0	125	0	3	3	20	0	26	277
Hourly Total	0	59	378	19	0	456	0	76	43	57	0	176	0	92	267	103	0	462	0	12	23	72	0	107	1201
6:00 PM	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
6:15 PM	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
6:30 PM	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
6:45 PM	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
Hourly Total	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
7:00 PM	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
7:15 PM	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
7:30 PM	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
7:45 PM	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
Hourly Total	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
8:00 PM	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
8:15 PM	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
8:30 PM	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
8:45 PM	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
Hourly Total	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
9:00 PM	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
9:15 PM	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
9:30 PM	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
9:45 PM	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
Hourly Total	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
10:00 PM	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
10:15 PM	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
10:30 PM	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
10:45 PM	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
Hourly Total	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
11:00 PM	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
11:15 PM	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
11:30 PM	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
11:45 PM	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
Hourly Total	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
DAILY TOTAL	0	202	1373	69	3	1644	0	300	102	234	0	636	0	252	1173	344	0	1769	0	78	82	256	0	416	4465
Cars	0	197	1346	68	0	1611	0	291	101	234	0	626	0	249	1139	338	0	1726	0	76	82	256	0	414	4377
Heavy Vehicles	0	5	27	1	3	33	0	9	1	0	0	10	0	3	34	6	0	43	0	2	0	0	0	2	88
Heavy Vehicle %	0.00%	2.48%	1.97%	1.45%	100.00%	2.01%	0.00%	3.00%	0.98%	0.00%	0.00%	1.57%	0.00%	1.19%	2.90%	1.74%	0.00%	2.43%	0.00%	2.56%	0.00%	0.00%	0.00%	0.48%	1.97%

US 550 & CR 252 (Trimble Ln) Durango, CO
0 0

Tuesday, October 8, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	11	61	4	0	76	0	21	4	11	0	36	0	9	64	11	0	84	0	4	4	13	0	21	217
8:15 AM	0	7	70	0	0	77	0	20	7	12	0	39	0	3	127	27	0	157	0	7	2	14	0	23	296
8:30 AM	0	14	72	3	0	89	0	20	1	22	0	43	0	11	86	19	0	116	0	3	2	18	0	23	271
8:45 AM	0	17	73	3	0	93	0	20	6	10	0	36	0	11	104	31	0	146	0	3	6	14	0	23	298
Peak Hour Total PHF	0	49	276	10	0	335	0	81	18	55	0	154	0	34	381	88	0	503	0	17	14	59	0	90	1082
	0.000	0.721	0.945	0.625	0.000	0.901	0.000	0.964	0.643	0.625	0.000	0.895	0.000	0.773	0.750	0.710	0.000	0.801	0.000	0.607	0.583	0.819	0.000	0.978	0.908

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	12	92	4	1	108	0	17	4	19	0	40	0	26	77	33	0	136	0	4	9	14	0	27	311
4:15 PM	0	11	96	7	0	114	0	14	13	20	0	47	0	22	69	35	0	126	0	6	8	16	0	30	317
4:30 PM	0	17	98	7	1	122	0	27	11	19	0	57	0	15	81	31	0	127	0	1	5	13	0	19	325
4:45 PM	0	18	109	6	1	133	0	16	7	17	0	40	0	21	83	26	0	130	0	4	6	13	0	23	326
Peak Hour Total PHF	0	58	395	24	3	477	0	74	35	75	0	184	0	84	310	125	0	519	0	15	28	56	0	99	1279
	0.000	0.806	0.906	0.857	0.750	0.897	0.000	0.685	0.673	0.938	0.000	0.807	0.000	0.808	0.934	0.893	0.000	0.954	0.000	0.625	0.778	0.875	0.000	0.825	0.981

Total Vehicles On Leg				3129		
Vehicles Entering Intersection 1644				Vehicles Exiting Intersection 1485		
Southbound						
Cars	68	1346	197	0	0	
Heavy	1	27	5	0	3	
Total	69	1373	202	0	3	

Total Vehicles on Leg 839	Vehicles Entering Intersection 416	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 423		0	0	0
			0	0	0
			76	2	78
			82	0	82
			256	0	256

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 636	Total Vehicles on Leg 1264
234	0	234			
101	1	102			
291	9	300			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 628	

Cars	0	0	249	1139	338
Heavy	0	0	3	34	6
Total	0	0	252	1173	344
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
1769			1929		
Total Vehicles On Leg			3698		

CR 252 & Trimble Commercial Access

0 0

Tuesday, October 8, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	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
12:15 AM	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
12:30 AM	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
12:45 AM	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
Hourly Total	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
1:00 AM	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
1:15 AM	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
1:30 AM	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
1:45 AM	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
Hourly Total	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
2:00 AM	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
2:15 AM	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
2:30 AM	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
2:45 AM	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
Hourly Total	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
3:00 AM	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
3:15 AM	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
3:30 AM	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
3:45 AM	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
Hourly Total	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
4:00 AM	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
4:15 AM	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
4:30 AM	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
4:45 AM	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
Hourly Total	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
5:00 AM	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
5:15 AM	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
5:30 AM	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
5:45 AM	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
Hourly Total	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
6:00 AM	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
6:15 AM	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
6:30 AM	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
6:45 AM	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
Hourly Total	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
7:00 AM	0	0	0	2	0	2	0	0	10	1	0	11	0	0	0	0	0	0	0	3	7	0	0	10	23
7:15 AM	0	0	0	3	0	3	0	0	12	1	0	13	0	0	0	0	0	0	0	2	19	0	0	21	37
7:30 AM	0	1	0	8	0	9	0	0	31	2	0	33	0	0	0	0	0	0	0	11	14	0	0	25	67
7:45 AM	0	1	0	12	0	13	0	0	37	2	0	39	0	0	0	0	0	0	0	7	22	0	0	29	81
Hourly Total	0	2	0	25	0	27	0	0	90	6	0	96	0	0	0	0	0	0	0	23	62	0	0	85	208

0 0

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CR 252 & Trimble Commercial Access

0 0

Tuesday, October 8, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	3	0	11	0	14	0	0	27	3	0	30	0	0	0	0	0	0	0	12	31	0	0	43	87
4:15 PM	0	3	0	20	0	23	0	0	33	6	0	39	0	0	0	0	0	0	0	21	34	0	0	55	117
4:30 PM	0	4	0	16	0	20	0	0	25	4	0	29	0	0	0	0	0	0	0	14	43	0	0	57	106
4:45 PM	0	6	0	16	0	22	0	0	38	5	0	43	0	0	0	0	0	0	0	17	32	0	0	49	114
Hourly Total	0	16	0	63	0	79	0	0	123	18	0	141	0	0	0	0	0	0	0	64	140	0	0	204	424
5:00 PM	0	5	0	19	0	24	0	0	35	5	0	40	0	0	0	0	0	0	0	19	37	0	0	56	120
5:15 PM	0	8	0	15	0	23	0	0	22	4	0	26	0	0	0	0	0	0	0	16	39	0	0	55	104
5:30 PM	0	6	0	19	0	25	0	0	28	3	0	31	0	0	0	0	0	0	0	24	31	0	0	55	111
5:45 PM	1	5	0	15	0	21	0	0	28	5	0	33	0	0	0	0	0	0	0	14	23	0	0	37	91
Hourly Total	1	24	0	68	0	93	0	0	113	17	0	130	0	0	0	0	0	0	0	73	130	0	0	203	426
6:00 PM	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
6:15 PM	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
6:30 PM	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
6:45 PM	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
Hourly Total	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
7:00 PM	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
7:15 PM	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
7:30 PM	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
7:45 PM	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
Hourly Total	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
8:00 PM	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
8:15 PM	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
8:30 PM	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
8:45 PM	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
Hourly Total	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
9:00 PM	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
9:15 PM	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
9:30 PM	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
9:45 PM	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
Hourly Total	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
10:00 PM	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
10:15 PM	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
10:30 PM	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
10:45 PM	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
Hourly Total	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
11:00 PM	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
11:15 PM	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
11:30 PM	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
11:45 PM	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
Hourly Total	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
DAILY TOTAL	1	58	0	189	0	248	0	0	447	53	0	500	0	0	0	0	0	0	0	206	423	0	0	629	1377
Cars	1	58	0	187	0	246	0	0	439	53	0	492	0	0	0	0	0	0	0	204	413	0	0	617	1355
Heavy Vehicles	0	0	0	2	0	2	0	0	8	0	0	8	0	0	0	0	0	0	0	2	10	0	0	12	22
Heavy Vehicle %	0.00%	0.00%	0.00%	1.06%	0.00%	0.81%	0.00%	0.00%	1.79%	0.00%	0.00%	1.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.97%	2.36%	0.00%	0.00%	1.91%	1.60%

CR 252 & Trimble Commercial Access

0 0

Tuesday, October 8, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:45 AM	0	1	0	12	0	13	0	0	37	2	0	39	0	0	0	0	0	0	0	7	22	0	0	29	81
8:00 AM	0	6	0	4	0	10	0	0	25	3	0	28	0	0	0	0	0	0	0	9	24	0	0	33	71
8:15 AM	0	4	0	5	0	9	0	0	33	4	0	37	0	0	0	0	0	0	0	7	20	0	0	27	73
8:30 AM	0	3	0	18	0	21	0	0	33	5	0	38	0	0	0	0	0	0	0	15	25	0	0	40	99
Peak Hour Total PHF	0	14	0	39	0	53	0	0	128	14	0	142	0	0	0	0	0	0	0	38	91	0	0	129	324
	0.000	0.583	0.000	0.542	0.000	0.631	0.000	0.000	0.865	0.700	0.000	0.910	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.633	0.910	0.000	0.000	0.806	0.818

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:15 PM	0	3	0	20	0	23	0	0	33	6	0	39	0	0	0	0	0	0	0	21	34	0	0	55	117
4:30 PM	0	4	0	16	0	20	0	0	25	4	0	29	0	0	0	0	0	0	0	14	43	0	0	57	106
4:45 PM	0	6	0	16	0	22	0	0	38	5	0	43	0	0	0	0	0	0	0	17	32	0	0	49	114
5:00 PM	0	5	0	19	0	24	0	0	35	5	0	40	0	0	0	0	0	0	0	19	37	0	0	56	120
Peak Hour Total PHF	0	18	0	71	0	89	0	0	131	20	0	151	0	0	0	0	0	0	0	71	146	0	0	217	457
	0.000	0.750	0.000	0.888	0.000	0.927	0.000	0.000	0.862	0.833	0.000	0.878	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.845	0.849	0.000	0.000	0.952	0.952

Total Vehicles On Leg				508	
Vehicles Entering Intersection			248	Vehicles Exiting Intersection	
				260	
Southbound					
Cars	187	0	58	1	0
Heavy	2	0	0	0	0
Total	189	0	58	1	0

Total Vehicles on Leg 1265	Vehicles Entering Intersection 629	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 636		0	0	0
			0	0	0
			204	2	206
			413	10	423
			0	0	0

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 500	Total Vehicles on Leg 981
53	0	53			
439	8	447			
0	0	0			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 481	

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0
Northbound					
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 0		
Total Vehicles On Leg			0		

CR 252 & Trimble Access 2

0 0

Tuesday, October 8, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	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
12:15 AM	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
12:30 AM	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
12:45 AM	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
Hourly Total	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
1:00 AM	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
1:15 AM	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
1:30 AM	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
1:45 AM	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
Hourly Total	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
2:00 AM	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
2:15 AM	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
2:30 AM	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
2:45 AM	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
Hourly Total	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
3:00 AM	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
3:15 AM	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
3:30 AM	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
3:45 AM	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
Hourly Total	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
4:00 AM	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
4:15 AM	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
4:30 AM	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
4:45 AM	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
Hourly Total	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
5:00 AM	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
5:15 AM	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
5:30 AM	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
5:45 AM	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
Hourly Total	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
6:00 AM	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
6:15 AM	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
6:30 AM	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
6:45 AM	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
Hourly Total	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
7:00 AM	0	0	0	1	0	1	0	0	8	0	0	8	0	0	0	0	0	0	0	0	13	0	0	13	22
7:15 AM	0	0	0	3	1	3	0	0	25	0	0	25	0	0	0	0	0	0	0	1	19	0	0	20	48
7:30 AM	0	0	0	1	0	1	0	0	32	1	0	33	0	0	0	0	0	0	0	0	16	0	0	16	50
7:45 AM	0	0	0	3	0	3	0	0	32	1	0	33	0	0	0	0	0	0	0	1	25	0	0	26	62
Hourly Total	0	0	0	8	1	8	0	0	97	2	0	99	0	0	0	0	0	0	0	2	73	0	0	75	182

00

obe[illegible]

CR 252 & Trimble Access 2

0 0

Tuesday, October 8, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	0	28	1	0	29	0	0	0	0	0	0	0	3	39	0	0	42	71
4:15 PM	0	0	0	0	0	0	0	0	41	3	0	44	0	0	0	0	0	0	0	3	34	0	0	37	81
4:30 PM	0	3	0	3	0	6	0	0	40	0	0	40	0	0	0	0	0	0	0	2	41	0	0	43	89
4:45 PM	0	5	0	3	0	8	0	0	27	1	0	28	0	0	0	0	0	0	0	2	34	0	0	36	72
Hourly Total	0	8	0	6	0	14	0	0	136	5	0	141	0	0	0	0	0	0	0	10	148	0	0	158	313
5:00 PM	0	4	0	0	0	4	0	0	36	1	0	37	0	0	0	0	0	0	0	1	49	0	0	50	91
5:15 PM	0	1	0	2	0	3	0	0	30	0	0	30	0	0	0	0	0	0	0	1	40	0	0	41	74
5:30 PM	0	2	0	1	0	3	0	0	27	2	0	29	0	0	0	0	0	0	0	2	31	0	0	33	65
5:45 PM	0	1	0	0	0	1	0	0	31	0	0	31	0	0	0	0	0	0	0	0	23	0	0	23	55
Hourly Total	0	8	0	3	0	11	0	0	124	3	0	127	0	0	0	0	0	0	0	4	143	0	0	147	285
6:00 PM	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
6:15 PM	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
6:30 PM	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
6:45 PM	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
Hourly Total	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
7:00 PM	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
7:15 PM	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
7:30 PM	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
7:45 PM	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
Hourly Total	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
8:00 PM	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
8:15 PM	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
8:30 PM	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
8:45 PM	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
Hourly Total	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
9:00 PM	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
9:15 PM	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
9:30 PM	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
9:45 PM	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
Hourly Total	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
10:00 PM	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
10:15 PM	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
10:30 PM	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
10:45 PM	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
Hourly Total	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
11:00 PM	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
11:15 PM	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
11:30 PM	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
11:45 PM	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
Hourly Total	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
DAILY TOTAL	0	19	0	24	1	43	0	0	479	13	0	492	0	0	0	0	0	0	0	22	474	0	0	496	1031
Cars	0	18	0	23	1	41	0	0	472	12	0	484	0	0	0	0	0	0	0	22	462	0	0	484	1009
Heavy Vehicles	0	1	0	1	0	2	0	0	7	1	0	8	0	0	0	0	0	0	0	0	12	0	0	12	22
Heavy Vehicle %	0.00%	5.26%	0.00%	4.17%	0.00%	4.65%	0.00%	0.00%	1.46%	7.69%	0.00%	1.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.53%	0.00%	0.00%	2.42%	2.13%

CR 252 & Trimble Access 2

0 0

Tuesday, October 8, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	1	0	2	0	3	0	0	30	0	0	30	0	0	0	0	0	0	0	1	27	0	0	28	61
8:15 AM	0	1	0	1	0	2	0	0	37	1	0	38	0	0	0	0	0	0	0	1	22	0	0	23	63
8:30 AM	0	1	0	1	0	2	0	0	29	1	0	30	0	0	0	0	0	0	0	3	28	0	0	31	63
8:45 AM	0	0	0	3	0	3	0	0	26	1	0	27	0	0	0	0	0	0	0	1	33	0	0	34	64
Peak Hour Total	0	3	0	7	0	10	0	0	122	3	0	125	0	0	0	0	0	0	0	6	110	0	0	116	251
PHF	0.000	0.750	0.000	0.583	0.000	0.833	0.000	0.000	0.824	0.750	0.000	0.822	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.833	0.000	0.000	0.853	0.980

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:15 PM	0	0	0	0	0	0	0	0	41	3	0	44	0	0	0	0	0	0	0	3	34	0	0	37	81
4:30 PM	0	3	0	3	0	6	0	0	40	0	0	40	0	0	0	0	0	0	0	2	41	0	0	43	89
4:45 PM	0	5	0	3	0	8	0	0	27	1	0	28	0	0	0	0	0	0	0	2	34	0	0	36	72
5:00 PM	0	4	0	0	0	4	0	0	36	1	0	37	0	0	0	0	0	0	0	1	49	0	0	50	91
Peak Hour Total	0	12	0	6	0	18	0	0	144	5	0	149	0	0	0	0	0	0	0	8	158	0	0	166	333
PHF	0.000	0.600	0.000	0.500	0.000	0.563	0.000	0.000	0.878	0.417	0.000	0.847	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.806	0.000	0.000	0.830	0.915

Total Vehicles On Leg			78		
Vehicles Entering Intersection 43			Vehicles Exiting Intersection 35		
Southbound					
Cars	23	0	18	0	1
Heavy	1	0	1	0	0
Total	24	0	19	0	1

Total Vehicles on Leg 999	Vehicles Entering Intersection 496	Eastbound	Cars	Heavy	Total	
			0	0	0	
			0	0	0	
	Vehicles Exiting Intersection 503		22	0	22	
			462	12	474	
			0	0	0	

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 492	Total Vehicles on Leg 985
12	1	13		Vehicles Exiting Intersection 493	
472	7	479			
0	0	0			
0	0	0			
0	0	0			

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0
Northbound					
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 0		
Total Vehicles On Leg			0		

CR 252 (Trimble Ln) & Dalton Ranch Rd. Durango, CO

0 0

Thursday, October 10, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	
12:00 AM	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
12:15 AM	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
12:30 AM	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
12:45 AM	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
Hourly Total	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
1:00 AM	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
1:15 AM	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
1:30 AM	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
1:45 AM	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
Hourly Total	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
2:00 AM	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
2:15 AM	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
2:30 AM	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
2:45 AM	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
Hourly Total	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
3:00 AM	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
3:15 AM	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
3:30 AM	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
3:45 AM	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
Hourly Total	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
4:00 AM	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
4:15 AM	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
4:30 AM	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
4:45 AM	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
Hourly Total	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
5:00 AM	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
5:15 AM	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
5:30 AM	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
5:45 AM	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
Hourly Total	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
6:00 AM	0	0	0	2	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	1	4	0	0	5	9
6:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	3	0	0	3	6
6:30 AM	0	1	0	1	0	2	0	0	5	0	0	5	0	2	0	0	0	2	0	0	4	1	0	5	14
6:45 AM	0	0	0	2	0	2	0	0	7	0	0	7	0	0	0	1	0	1	0	0	12	0	0	12	22
Hourly Total	0	1	0	6	0	7	0	0	14	0	0	14	0	4	0	1	0	5	0	1	23	1	0	25	51
7:00 AM	0	1	0	2	0	3	0	0	10	0	0	10	0	1	0	0	0	1	0	0	5	0	0	5	19
7:15 AM	0	0	0	6	0	6	0	0	14	0	1	14	0	3	0	0	0	3	0	0	12	1	0	13	36
7:30 AM	0	1	0	10	0	11	0	1	17	1	0	19	0	6	0	0	0	6	0	0	18	0	0	18	54
7:45 AM	0	2	0	7	0	9	0	1	16	0	0	17	0	7	0	1	0	8	0	3	16	3	0	22	56
Hourly Total	0	4	0	25	0	29	0	2	57	1	1	60	0	17	0	1	0	18	0	3	51	4	0	58	165

00

obe[illegible]

CR 252 (Trimble Ln) & Dalton Ranch Rd. Durango, CO

0 0

Thursday, October 10, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	
4:00 PM	0	2	0	7	0	9	0	3	26	1	0	30	0	4	1	2	0	7	0	5	28	3	0	36	82
4:15 PM	0	1	0	3	0	4	0	0	31	11	0	42	0	5	0	0	0	5	0	9	38	9	1	56	107
4:30 PM	0	0	0	7	2	7	0	1	18	1	0	20	0	6	0	0	0	6	0	6	21	11	0	38	71
4:45 PM	0	3	0	6	0	9	0	3	34	1	1	38	0	3	0	1	0	4	0	9	20	4	2	33	84
Hourly Total	0	6	0	23	2	29	0	7	109	14	1	130	0	18	1	3	0	22	0	29	107	27	3	163	344
5:00 PM	0	2	0	2	0	4	0	2	28	1	0	31	0	2	0	1	0	3	0	5	29	5	2	39	77
5:15 PM	0	3	0	3	0	6	0	0	23	1	0	24	0	0	3	2	0	5	0	9	22	8	2	39	74
5:30 PM	0	1	0	7	0	8	0	0	22	4	0	26	0	1	0	1	0	2	0	5	15	1	2	21	57
5:45 PM	0	4	0	4	0	8	0	1	26	2	0	29	0	1	0	4	0	5	0	6	16	6	0	28	70
Hourly Total	0	10	0	16	0	26	0	3	99	8	0	110	0	4	3	8	0	15	0	25	82	20	6	127	278
6:00 PM	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
6:15 PM	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
6:30 PM	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
6:45 PM	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
Hourly Total	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
7:00 PM	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
7:15 PM	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
7:30 PM	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
7:45 PM	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
Hourly Total	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
8:00 PM	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
8:15 PM	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
8:30 PM	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
8:45 PM	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
Hourly Total	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
9:00 PM	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
9:15 PM	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
9:30 PM	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
9:45 PM	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
Hourly Total	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
10:00 PM	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
10:15 PM	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
10:30 PM	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
10:45 PM	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
Hourly Total	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
11:00 PM	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
11:15 PM	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
11:30 PM	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
11:45 PM	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
Hourly Total	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
DAILY TOTAL	0	22	1	85	2	108	1	14	378	24	3	417	0	55	4	15	0	74	0	72	351	66	9	489	1088
Cars	0	22	1	85	2	108	1	13	367	24	2	405	0	55	4	15	0	74	0	72	344	65	9	481	1068
Heavy Vehicles	0	0	0	0	0	0	0	1	11	0	1	12	0	0	0	0	0	0	0	0	7	1	0	8	20
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	2.91%	0.00%	33.33%	2.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.99%	1.52%	0.00%	1.64%	1.84%

CR 252 (Trimble Ln) & Dalton Ranch Rd. Durango, CO
0 0

Thursday, October 10, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	1	1	0	2	0	0	22	1	1	23	0	5	0	1	0	6	0	1	21	4	0	26	57
8:15 AM	0	0	0	3	0	3	0	2	24	0	0	26	0	2	0	0	0	2	0	5	11	5	0	21	52
8:30 AM	0	0	0	2	0	2	0	0	28	0	0	28	0	3	0	1	0	4	0	1	24	3	0	28	62
8:45 AM	0	1	0	9	0	10	1	0	25	0	0	26	0	2	0	0	0	2	0	7	32	2	0	41	79
Peak Hour Total PHF	0	1	1	15	0	17	1	2	99	1	1	103	0	12	0	2	0	14	0	14	88	14	0	116	250
	0.000	0.250	0.250	0.417	0.000	0.425	0.250	0.250	0.884	0.250	0.250	0.920	0.000	0.600	0.000	0.500	0.000	0.583	0.000	0.500	0.688	0.700	0.000	0.707	0.791

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	2	0	7	0	9	0	3	26	1	0	30	0	4	1	2	0	7	0	5	28	3	0	36	82
4:15 PM	0	1	0	3	0	4	0	0	31	11	0	42	0	5	0	0	0	5	0	9	38	9	1	56	107
4:30 PM	0	0	0	7	2	7	0	1	18	1	0	20	0	6	0	0	0	6	0	6	21	11	0	38	71
4:45 PM	0	3	0	6	0	9	0	3	34	1	1	38	0	3	0	1	0	4	0	9	20	4	2	33	84
Peak Hour Total PHF	0	6	0	23	2	29	0	7	109	14	1	130	0	18	1	3	0	22	0	29	107	27	3	163	344
	0.000	0.500	0.000	0.821	0.250	0.806	0.000	0.583	0.801	0.318	0.250	0.774	0.000	0.750	0.250	0.375	0.000	0.786	0.000	0.806	0.704	0.614	0.375	0.728	0.804

Total Vehicles On Leg			208		
Vehicles Entering Intersection		108	Vehicles Exiting Intersection		100
Southbound					
Cars	85	1	22	0	2
Heavy	0	0	0	0	0
Total	85	1	22	0	2



Total Vehicles on Leg 1007	Vehicles Entering Intersection 489	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 518		9	0	9
			0	0	0
			72	0	72
			344	7	351
			65	1	66



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 417	Total Vehicles on Leg 806
24	0	24			
367	11	378			
13	1	14			
1	0	1			
2	1	3			
				Vehicles Exiting Intersection 389	



Cars	0	0	55	4	15
Heavy	0	0	0	0	0
Total	0	0	55	4	15
Northbound					
Vehicles Entering Intersection 74			Vehicles Exiting Intersection 81		
Total Vehicles On Leg			155		

CR 252 (Trimble Ln) and RV Site Access

0 0

Thursday, October 10, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	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
12:15 AM	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
12:30 AM	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
12:45 AM	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
Hourly Total	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
1:00 AM	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
1:15 AM	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
1:30 AM	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
1:45 AM	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
Hourly Total	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
2:00 AM	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
2:15 AM	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
2:30 AM	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
2:45 AM	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
Hourly Total	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
3:00 AM	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
3:15 AM	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
3:30 AM	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
3:45 AM	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
Hourly Total	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
4:00 AM	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
4:15 AM	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
4:30 AM	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
4:45 AM	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
Hourly Total	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
5:00 AM	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
5:15 AM	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
5:30 AM	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
5:45 AM	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
Hourly Total	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
6:00 AM	1	0	2	1	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
6:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	0	2	2	0	4	0	0	0	1	0	1	0	0	4	0	0	4	0	0	0	0	0	0	9
6:45 AM	0	1	5	3	0	9	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	14
Hourly Total	1	1	11	6	0	19	0	0	0	1	0	1	0	0	11	0	0	11	0	0	0	0	0	0	31
7:00 AM	0	1	4	1	0	6	0	0	0	1	0	1	0	0	9	0	0	9	0	1	0	0	0	1	17
7:15 AM	0	0	12	0	0	12	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	25
7:30 AM	0	0	14	0	0	14	0	0	0	0	0	0	0	0	20	0	0	20	0	1	0	0	0	1	35
7:45 AM	0	0	15	0	0	15	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	34
Hourly Total	0	1	45	1	0	47	0	0	0	1	0	1	0	0	61	0	0	61	0	2	0	0	0	2	111

00

obe[illegible]

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tobe

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>		
4:00 PM	0	0	25	0	0	25	0	0	0	2	0	2	0	0	18	0	0	0	18	0	1	0	0	1	46	
4:15 PM	0	0	18	0	0	18	0	0	0	3	0	3	0	0	33	0	0	0	33	0	0	0	0	0	54	
4:30 PM	0	0	15	0	0	15	0	0	0	0	0	0	0	0	21	0	0	0	21	0	0	0	0	0	36	
4:45 PM	0	1	23	0	0	24	0	0	0	0	0	0	0	0	37	0	0	0	37	0	0	0	0	0	61	
Hourly Total	0	1	81	0	0	82	0	0	0	5	0	5	0	0	109	0	0	0	109	0	1	0	0	0	1	197
5:00 PM	0	0	27	1	0	28	0	0	0	1	0	1	0	0	20	0	0	0	20	0	0	0	0	0	0	49
5:15 PM	0	0	26	0	0	26	0	0	0	0	0	0	0	0	17	0	0	0	17	0	1	0	0	0	1	44
5:30 PM	0	0	13	0	0	13	0	0	0	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	0	30
5:45 PM	0	1	21	0	0	22	0	0	0	1	0	1	0	0	19	0	0	0	19	0	0	0	0	0	0	42
Hourly Total	0	1	87	1	0	89	0	0	0	2	0	2	0	0	73	0	0	0	73	0	1	0	0	0	1	165
6:00 PM	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	0
6:15 PM	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	0
6:30 PM	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	0
6:45 PM	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	0
Hourly Total	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	0
7:00 PM	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	0
7:15 PM	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	0
7:30 PM	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	0
7:45 PM	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	0
Hourly Total	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	0
8:00 PM	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	0
8:15 PM	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	0
8:30 PM	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	0
8:45 PM	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	0
Hourly Total	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	0
9:00 PM	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	0
9:15 PM	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	0
9:30 PM	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	0
9:45 PM	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	0
Hourly Total	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	0
10:00 PM	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	0
10:15 PM	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	0
10:30 PM	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	0
10:45 PM	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	0
Hourly Total	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	0
11:00 PM	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	0
11:15 PM	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	0
11:30 PM	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	0
11:45 PM	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	0
Hourly Total	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	0
DAILY TOTAL Cars	1	6	302	8	0	317	0	0	0	9	0	9	0	0	354	1	0	0	355	0	6	0	0	0	6	687
Heavy Vehicles	1	4	297	8	0	310	0	0	0	7	0	7	0	0	345	1	0	0	346	0	6	0	0	0	6	669
Heavy Vehicle %	0	2	5	0	0	7	0	0	0	2	0	2	0	0	9	0	0	0	9	0	0	0	0	0	0	18
	0.00%	33.33%	1.66%	0.00%	0.00%	2.21%	0.00%	0.00%	0.00%	22.22%	0.00%	22.22%	0.00%	0.00%	2.54%	0.00%	0.00%	2.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.62%

CR 252 (Trimble Ln) and RV Site Access

0 0

Thursday, October 10, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	21	0	0	21	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	43
8:15 AM	0	1	9	0	0	10	0	0	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	37
8:30 AM	0	0	22	0	0	22	0	0	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	49
8:45 AM	0	1	26	0	0	27	0	0	0	0	0	0	0	0	24	1	0	25	0	2	0	0	0	2	54
Peak Hour Total PHF	0	2	78	0	0	80	0	0	0	0	0	0	0	0	100	1	0	101	0	2	0	0	0	2	183
	0.000	0.500	0.750	0.000	0.000	0.741	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.926	0.250	0.000	0.935	0.000	0.250	0.000	0.000	0.000	0.250	0.847

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:15 PM	0	0	18	0	0	18	0	0	0	3	0	3	0	0	33	0	0	33	0	0	0	0	0	0	54
4:30 PM	0	0	15	0	0	15	0	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	36
4:45 PM	0	1	23	0	0	24	0	0	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	61
5:00 PM	0	0	27	1	0	28	0	0	0	1	0	1	0	0	20	0	0	20	0	0	0	0	0	0	49
Peak Hour Total PHF	0	1	83	1	0	85	0	0	0	4	0	4	0	0	111	0	0	111	0	0	0	0	0	0	200
	0.000	0.250	0.769	0.250	0.000	0.759	0.000	0.000	0.000	0.333	0.000	0.333	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.820

Total Vehicles On Leg			687		
Vehicles Entering Intersection 317			Vehicles Exiting Intersection 370		
Southbound					
Cars	8	297	4	1	0
Heavy	0	5	2	0	0
Total	8	302	6	1	0

Total Vehicles on Leg 14	Vehicles Entering Intersection 6	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 8		0	0	0
			0	0	0
			6	0	6
			0	0	0
			0	0	0

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 9	Total Vehicle on Leg 16
7	2	9			
0	0	0			
0	0	0			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 7	

									
Cars	0	0	0	0	345	1			
Heavy	0	0	0	0	9	0			
Total	0	0	0	0	354	1			
Northbound									
Vehicles Entering Intersection 355					Vehicles Exiting Intersection 302				
Total Vehicles On Leg					657				

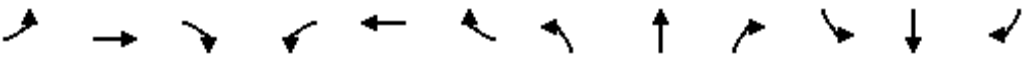
Appendix C

LOS Calculation and Queue Length Worksheets

HCM 6th Signalized Intersection Summary

2: US 550 & CR 252

2024 AM Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	17	14	59	81	18	55	34	381	88	49	276	10
Future Volume (veh/h)	17	14	59	81	18	55	34	381	88	49	276	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.66		1.00	1.00		1.00	0.91		1.00	1.00		0.79
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	14	0	90	20	0	42	476	110	54	307	11
Peak Hour Factor	0.98	0.98	0.98	0.90	0.90	0.90	0.80	0.80	0.80	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	19		354	456		494	651	552	243	451	303
Arrive On Green	0.04	0.04	0.00	0.11	0.24	0.00	0.14	0.35	0.35	0.03	0.24	0.24
Sat Flow, veh/h	535	441	0	1781	1870	0	1781	1870	1585	1781	1870	1256
Grp Volume(v), veh/h	31	0	0	90	20	0	42	476	110	54	307	11
Grp Sat Flow(s),veh/h/ln	976	0	0	1781	1870	0	1781	1870	1585	1781	1870	1256
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.3	0.0	0.0	9.5	2.1	0.0	6.4	0.3
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.0	0.3	0.0	0.0	9.5	2.1	0.0	6.4	0.3
Prop In Lane	0.55		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	0		354	456		494	651	552	243	451	303
V/C Ratio(X)	0.18	0.00		0.25	0.04		0.08	0.73	0.20	0.22	0.68	0.04
Avail Cap(c_a), veh/h	416	0		397	877		494	1052	892	393	1052	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	0.0	17.2	12.3	0.0	13.6	12.2	9.7	19.8	14.7	12.4
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.4	0.0	0.0	0.1	2.3	0.3	0.5	2.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.7	0.1	0.0	0.2	2.8	0.6	0.4	2.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	0.0	17.5	12.4	0.0	13.7	14.4	10.0	20.3	17.3	12.5
LnGrp LOS	C	A		B	B		B	B	A	C	B	B
Approach Vol, veh/h		31			110			628			372	
Approach Delay, s/veh		20.9			16.6			13.6			17.6	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	20.8	8.6	5.8	12.0	16.3		14.4				
Change Period (Y+Rc), s	6.0	6.0	4.0	4.0	6.0	6.0		4.0				
Max Green Setting (Gmax), s	5.0	24.0	5.6	10.4	5.0	24.0		20.0				
Max Q Clear Time (g_c+I1), s	2.0	11.5	2.0	3.4	2.0	8.4		2.3				
Green Ext Time (p_c), s	0.0	3.4	0.1	0.0	0.0	1.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			B									
Notes												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	99	121	12	16	33
Future Vol, veh/h	52	99	121	12	16	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	118	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	91	91	63	63
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	64	122	133	13	25	52

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	146	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1436	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1436	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	10.2
HCM LOS	B		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1436	-	-	-	772
HCM Lane V/C Ratio	0.045	-	-	-	0.101
HCM Control Delay (s)	7.6	-	-	-	10.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	110	122	3	3	7
Future Vol, veh/h	6	110	122	3	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	82	82	83	83
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	7	129	149	4	4	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	153	0	-	0	294	151
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	4.12	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.218	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1428	-	-	-	691	887
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	877	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1428	-	-	-	688	887
Mov Cap-2 Maneuver	-	-	-	-	688	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	877	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		9.5		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1428	-	-	-	816	
HCM Lane V/C Ratio	0.005	-	-	-	0.015	
HCM Control Delay (s)	7.5	-	-	-	9.5	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	88	14	2	99	1	12	0	2	1	1	15
Future Vol, veh/h	14	88	14	2	99	1	12	0	2	1	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	92	92	92	58	58	58	43	43	43
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	124	20	2	108	1	21	0	3	2	2	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	109	0	0	144	0	0	305	287	134	289	297	109
Stage 1	-	-	-	-	-	-	174	174	-	113	113	-
Stage 2	-	-	-	-	-	-	131	113	-	176	184	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1481	-	-	1438	-	-	647	623	915	663	615	945
Stage 1	-	-	-	-	-	-	828	755	-	892	802	-
Stage 2	-	-	-	-	-	-	873	802	-	826	747	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1481	-	-	1438	-	-	615	614	915	653	606	945
Mov Cap-2 Maneuver	-	-	-	-	-	-	615	614	-	653	606	-
Stage 1	-	-	-	-	-	-	816	744	-	880	801	-
Stage 2	-	-	-	-	-	-	837	801	-	812	737	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.1			10.8			9.2		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	645	1481	-	-	1438	-	-	892
HCM Lane V/C Ratio	0.037	0.013	-	-	0.002	-	-	0.044
HCM Control Delay (s)	10.8	7.5	-	-	7.5	0	-	9.2
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	0	0	0	0	100	1	2	78	0
Future Vol, veh/h	2	0	0	0	0	0	0	100	1	2	78	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	94	94	94	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	0	0	0	0	0	106	1	3	105	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	218	218	105	218	218	107	105	0	0	107	0	0
Stage 1	111	111	-	107	107	-	-	-	-	-	-	-
Stage 2	107	107	-	111	111	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	738	680	949	738	680	947	1486	-	-	1484	-	-
Stage 1	894	804	-	898	807	-	-	-	-	-	-	-
Stage 2	898	807	-	894	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	737	679	949	737	679	947	1486	-	-	1484	-	-
Mov Cap-2 Maneuver	737	679	-	737	679	-	-	-	-	-	-	-
Stage 1	894	802	-	898	807	-	-	-	-	-	-	-
Stage 2	898	807	-	892	802	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	0	0	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1486	-	-	737	1484	-	-
HCM Lane V/C Ratio	-	-	-	0.011	0.002	-	-
HCM Control Delay (s)	0	-	-	9.9	0	7.4	0
HCM Lane LOS	A	-	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

HCM 6th Signalized Intersection Summary

2: US 550 & CR 252

2024 PM Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	28	56	82	36	83	84	310	125	58	395	24
Future Volume (veh/h)	15	28	56	82	36	83	84	310	125	58	395	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	34	0	101	44	0	88	326	132	64	439	27
Peak Hour Factor	0.83	0.83	0.83	0.81	0.81	0.81	0.95	0.95	0.95	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	51		300	408		329	511	433	477	615	521
Arrive On Green	0.07	0.07	0.00	0.05	0.22	0.00	0.05	0.27	0.27	0.10	0.33	0.33
Sat Flow, veh/h	413	780	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	52	0	0	101	44	0	88	326	132	64	439	27
Grp Sat Flow(s),veh/h/ln	1193	0	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.7	0.0	0.0	6.1	2.6	0.0	8.1	0.5
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.0	0.7	0.0	0.0	6.1	2.6	0.0	8.1	0.5
Prop In Lane	0.35		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	0		300	408		329	511	433	477	615	521
V/C Ratio(X)	0.26	0.00		0.34	0.11		0.27	0.64	0.30	0.13	0.71	0.05
Avail Cap(c_a), veh/h	532	0		463	949		471	1138	965	520	1138	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	0.0	17.7	12.3	0.0	17.0	12.6	11.4	12.8	11.6	9.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.7	0.1	0.0	0.4	1.9	0.6	0.1	2.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.8	0.3	0.0	0.6	1.8	0.8	0.3	2.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	0.0	18.3	12.5	0.0	17.4	14.5	11.9	12.9	13.8	9.1
LnGrp LOS	B	A		B	B		B	B	B	B	B	A
Approach Vol, veh/h	52			145			546			530		
Approach Delay, s/veh	19.1			16.5			14.3			13.5		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	10.1	16.8	6.0	6.6	7.9	19.0	12.6					
Change Period (Y+Rc), s	6.0	6.0	4.0	4.0	6.0	6.0	4.0					
Max Green Setting (Gmax), s	5.0	24.0	5.6	10.4	5.0	24.0	20.0					
Max Q Clear Time (g_c+I1), s	2.0	8.1	2.0	4.0	2.0	10.1	2.7					
Green Ext Time (p_c), s	0.0	2.7	0.1	0.0	0.0	2.9	0.1					
Intersection Summary												
HCM 6th Ctrl Delay	14.4											
HCM 6th LOS	B											

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	71	146	131	20	18	71
Future Vol, veh/h	71	146	131	20	18	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	118	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	89	89	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	75	154	147	22	19	76

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	169	0	0	462	158
Stage 1	-	-	-	158	-
Stage 2	-	-	-	304	-
Critical Hdwy	4.12	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	3.509	3.309
Pot Cap-1 Maneuver	1409	-	-	560	890
Stage 1	-	-	-	873	-
Stage 2	-	-	-	751	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1409	-	-	530	890
Mov Cap-2 Maneuver	-	-	-	530	-
Stage 1	-	-	-	827	-
Stage 2	-	-	-	751	-

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1409	-	-	-	783
HCM Lane V/C Ratio	0.053	-	-	-	0.122
HCM Control Delay (s)	7.7	-	-	-	10.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	158	144	5	12	6
Future Vol, veh/h	8	158	144	5	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	85	85	56	56
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	10	190	169	6	21	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	175	0	0	382	172
Stage 1	-	-	-	172	-
Stage 2	-	-	-	210	-
Critical Hdwy	4.12	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	5.45	-
Follow-up Hdwy	2.218	-	-	3.545	3.345
Pot Cap-1 Maneuver	1401	-	-	615	864
Stage 1	-	-	-	851	-
Stage 2	-	-	-	818	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1401	-	-	611	864
Mov Cap-2 Maneuver	-	-	-	611	-
Stage 1	-	-	-	845	-
Stage 2	-	-	-	818	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1401	-	-	-	677
HCM Lane V/C Ratio	0.007	-	-	-	0.047
HCM Control Delay (s)	7.6	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	107	27	7	109	14	18	1	3	6	0	23
Future Vol, veh/h	29	107	27	7	109	14	18	1	3	6	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	78	78	78	79	79	79	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	149	38	9	140	18	23	1	4	7	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	187	0	0	429	424	168	418	434	149
Stage 1	-	-	-	-	-	-	248	248	-	167	167	-
Stage 2	-	-	-	-	-	-	181	176	-	251	267	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1422	-	-	1387	-	-	536	522	876	545	515	898
Stage 1	-	-	-	-	-	-	756	701	-	835	760	-
Stage 2	-	-	-	-	-	-	821	753	-	753	688	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1422	-	-	1387	-	-	505	504	876	527	497	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	505	504	-	527	497	-
Stage 1	-	-	-	-	-	-	735	681	-	812	755	-
Stage 2	-	-	-	-	-	-	789	748	-	727	669	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.4			12.1			9.8		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	536	1422	-	-	1387	-	-	784
HCM Lane V/C Ratio	0.052	0.028	-	-	0.006	-	-	0.046
HCM Control Delay (s)	12.1	7.6	-	-	7.6	0	-	9.8
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	4	0	111	0	1	83	1
Future Vol, veh/h	0	0	0	0	0	4	0	111	0	1	83	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	33	33	33	75	75	75	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	12	0	148	0	1	109	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	266	260	110	260	260	148	110	0	0	148	0	0
Stage 1	112	112	-	148	148	-	-	-	-	-	-	-
Stage 2	154	148	-	112	112	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	687	645	943	693	645	899	1480	-	-	1434	-	-
Stage 1	893	803	-	855	775	-	-	-	-	-	-	-
Stage 2	848	775	-	893	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	677	644	943	692	644	899	1480	-	-	1434	-	-
Mov Cap-2 Maneuver	677	644	-	692	644	-	-	-	-	-	-	-
Stage 1	893	802	-	855	775	-	-	-	-	-	-	-
Stage 2	837	775	-	892	802	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		9.1			0			0.1			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1480	-	-	-	-	899	1434	-	-			
HCM Lane V/C Ratio	-	-	-	-	0.013	0.001	-	-				
HCM Control Delay (s)	0	-	-	0	9.1	7.5	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-				

HCM 6th Signalized Intersection Summary

2: US 550 & CR 252

2025 AM Peak Hour
Short-Term Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	14	60	82	18	56	34	384	89	49	278	10
Future Volume (veh/h)	17	14	60	82	18	56	34	384	89	49	278	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.66		1.00	1.00		1.00	0.91		1.00	1.00		0.79
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	14	0	91	20	0	42	480	111	54	309	11
Peak Hour Factor	0.98	0.98	0.98	0.90	0.90	0.90	0.80	0.80	0.80	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	19		354	455		494	654	555	242	453	304
Arrive On Green	0.04	0.04	0.00	0.11	0.24	0.00	0.14	0.35	0.35	0.03	0.24	0.24
Sat Flow, veh/h	535	441	0	1781	1870	0	1781	1870	1585	1781	1870	1257
Grp Volume(v), veh/h	31	0	0	91	20	0	42	480	111	54	309	11
Grp Sat Flow(s),veh/h/ln	976	0	0	1781	1870	0	1781	1870	1585	1781	1870	1257
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.4	0.0	0.0	9.6	2.1	0.0	6.4	0.3
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.0	0.4	0.0	0.0	9.6	2.1	0.0	6.4	0.3
Prop In Lane	0.55		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	0		354	455		494	654	555	242	453	304
V/C Ratio(X)	0.18	0.00		0.26	0.04		0.09	0.73	0.20	0.22	0.68	0.04
Avail Cap(c_a), veh/h	414	0		395	874		494	1048	888	391	1048	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	0.0	17.2	12.4	0.0	13.7	12.2	9.7	19.9	14.7	12.4
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.4	0.0	0.0	0.1	2.3	0.2	0.5	2.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.8	0.1	0.0	0.2	2.8	0.6	0.4	2.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	0.0	17.6	12.4	0.0	13.7	14.5	10.0	20.4	17.3	12.5
LnGrp LOS	C	A		B	B		B	B	A	C	B	B
Approach Vol, veh/h		31			111			633			374	
Approach Delay, s/veh		21.0			16.7			13.6			17.6	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	21.0	8.6	5.8	12.0	16.4		14.4				
Change Period (Y+Rc), s	6.0	6.0	4.0	4.0	6.0	6.0		4.0				
Max Green Setting (Gmax), s	5.0	24.0	5.6	10.4	5.0	24.0		20.0				
Max Q Clear Time (g_c+I1), s	2.0	11.6	2.0	3.4	2.0	8.4		2.4				
Green Ext Time (p_c), s	0.0	3.4	0.1	0.0	0.0	1.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay 15.4
HCM 6th LOS B

Notes

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

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	53	100	122	12	16	33
Future Vol, veh/h	53	100	122	12	16	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	118	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	91	91	63	63
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	65	123	134	13	25	52
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	147	0	-	0	394	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1435	-	-	-	613	910
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1435	-	-	-	585	910
Mov Cap-2 Maneuver	-	-	-	-	585	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	791	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.6	0		10.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1435	-	-	-	770	
HCM Lane V/C Ratio	0.046	-	-	-	0.101	
HCM Control Delay (s)	7.6	-	-	-	10.2	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	111	123	3	3	7
Future Vol, veh/h	6	111	123	3	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	82	82	83	83
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	7	131	150	4	4	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	154	0	0 297 152
Stage 1	-	-	- 152 -
Stage 2	-	-	- 145 -
Critical Hdwy	4.12	-	- 6.45 6.25
Critical Hdwy Stg 1	-	-	- 5.45 -
Critical Hdwy Stg 2	-	-	- 5.45 -
Follow-up Hdwy	2.218	-	- 3.545 3.345
Pot Cap-1 Maneuver	1426	-	- 688 886
Stage 1	-	-	- 869 -
Stage 2	-	-	- 875 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1426	-	- 685 886
Mov Cap-2 Maneuver	-	-	- 685 -
Stage 1	-	-	- 865 -
Stage 2	-	-	- 875 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1426	-	-	-	814
HCM Lane V/C Ratio	0.005	-	-	-	0.015
HCM Control Delay (s)	7.5	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	89	14	2	100	1	12	0	2	1	1	15
Future Vol, veh/h	14	89	14	2	100	1	12	0	2	1	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	92	92	92	58	58	58	43	43	43
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	125	20	2	109	1	21	0	3	2	2	35
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	145	0	0	307	289	135	291	299	110
Stage 1	-	-	-	-	-	-	175	175	-	114	114	-
Stage 2	-	-	-	-	-	-	132	114	-	177	185	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1480	-	-	1437	-	-	645	621	914	661	613	943
Stage 1	-	-	-	-	-	-	827	754	-	891	801	-
Stage 2	-	-	-	-	-	-	871	801	-	825	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1480	-	-	1437	-	-	613	612	914	651	604	943
Mov Cap-2 Maneuver	-	-	-	-	-	-	613	612	-	651	604	-
Stage 1	-	-	-	-	-	-	815	743	-	879	800	-
Stage 2	-	-	-	-	-	-	836	800	-	811	737	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.1			10.8			9.2		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	643	1480	-	-	1437	-	-	890				
HCM Lane V/C Ratio	0.038	0.013	-	-	0.002	-	-	0.044				
HCM Control Delay (s)	10.8	7.5	-	-	7.5	0	-	9.2				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	0	0	0	0	101	1	2	79	0
Future Vol, veh/h	2	0	0	0	0	0	0	101	1	2	79	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	94	94	94	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	0	0	0	0	0	107	1	3	107	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	221	221	107	221	221	108	107	0	0	108	0	0
Stage 1	113	113	-	108	108	-	-	-	-	-	-	-
Stage 2	108	108	-	113	113	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	735	678	947	735	678	946	1484	-	-	1483	-	-
Stage 1	892	802	-	897	806	-	-	-	-	-	-	-
Stage 2	897	806	-	892	802	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	734	677	947	734	677	946	1484	-	-	1483	-	-
Mov Cap-2 Maneuver	734	677	-	734	677	-	-	-	-	-	-	-
Stage 1	892	800	-	897	806	-	-	-	-	-	-	-
Stage 2	897	806	-	890	800	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10		0		0		0.2	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1484	-	-	734	-	1483	-
HCM Lane V/C Ratio	-	-	-	0.011	-	0.002	-
HCM Control Delay (s)	0	-	-	10	0	7.4	0
HCM Lane LOS	A	-	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

HCM 6th Signalized Intersection Summary

2: US 550 & CR 252

2025 PM Peak Hour
Short-Term Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	15	28	57	83	36	84	85	313	126	59	398	24
Future Volume (veh/h)	15	28	57	83	36	84	85	313	126	59	398	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	34	0	102	44	0	89	329	133	66	442	27
Peak Hour Factor	0.83	0.83	0.83	0.81	0.81	0.81	0.95	0.95	0.95	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	51		300	408		329	514	435	477	618	523
Arrive On Green	0.07	0.07	0.00	0.05	0.22	0.00	0.05	0.27	0.27	0.10	0.33	0.33
Sat Flow, veh/h	413	780	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	52	0	0	102	44	0	89	329	133	66	442	27
Grp Sat Flow(s),veh/h/ln	1192	0	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.7	0.0	0.0	6.1	2.6	0.0	8.2	0.5
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.0	0.7	0.0	0.0	6.1	2.6	0.0	8.2	0.5
Prop In Lane	0.35		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	0		300	408		329	514	435	477	618	523
V/C Ratio(X)	0.26	0.00		0.34	0.11		0.27	0.64	0.31	0.14	0.72	0.05
Avail Cap(c_a), veh/h	530	0		461	945		469	1134	961	519	1134	961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	0.0	17.7	12.4	0.0	17.0	12.6	11.4	12.9	11.6	9.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.7	0.1	0.0	0.4	1.9	0.6	0.1	2.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.8	0.3	0.0	0.6	1.8	0.8	0.3	2.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	0.0	0.0	18.4	12.5	0.0	17.5	14.5	11.9	13.0	13.8	9.1
LnGrp LOS	B	A		B	B		B	B	B	B	B	A
Approach Vol, veh/h		52			146			551			535	
Approach Delay, s/veh		19.2			16.6			14.4			13.5	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	16.9	6.0	6.6	7.9	19.1		12.6				
Change Period (Y+Rc), s	6.0	6.0	4.0	4.0	6.0	6.0		4.0				
Max Green Setting (Gmax), s	5.0	24.0	5.6	10.4	5.0	24.0		20.0				
Max Q Clear Time (g_c+I1), s	2.0	8.1	2.0	4.0	2.0	10.2		2.7				
Green Ext Time (p_c), s	0.0	2.7	0.1	0.0	0.0	2.9		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			B									
Notes												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	72	147	132	20	18	72
Future Vol, veh/h	72	147	132	20	18	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	118	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	89	89	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	76	155	148	22	19	77
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	170	0	-	0	466	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	307	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1407	-	-	-	557	889
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1407	-	-	-	527	889
Mov Cap-2 Maneuver	-	-	-	-	527	-
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	748	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.5	0		10.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1407	-	-	-	782	
HCM Lane V/C Ratio	0.054	-	-	-	0.124	
HCM Control Delay (s)	7.7	-	-	-	10.3	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	160	145	5	12	6
Future Vol, veh/h	8	160	145	5	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	85	85	56	56
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	10	193	171	6	21	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	177	0	-	0	387	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	4.12	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.218	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1399	-	-	-	610	862
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1399	-	-	-	606	862
Mov Cap-2 Maneuver	-	-	-	-	606	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	815	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		10.6		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1399	-	-	-	673	
HCM Lane V/C Ratio	0.007	-	-	-	0.048	
HCM Control Delay (s)	7.6	-	-	-	10.6	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	108	27	7	110	14	18	1	3	6	0	23
Future Vol, veh/h	29	108	27	7	110	14	18	1	3	6	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	78	78	78	79	79	79	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	150	38	9	141	18	23	1	4	7	0	28
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	188	0	0	431	426	169	420	436	150
Stage 1	-	-	-	-	-	-	249	249	-	168	168	-
Stage 2	-	-	-	-	-	-	182	177	-	252	268	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1420	-	-	1386	-	-	535	520	875	544	514	896
Stage 1	-	-	-	-	-	-	755	701	-	834	759	-
Stage 2	-	-	-	-	-	-	820	753	-	752	687	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1386	-	-	504	502	875	526	496	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	504	502	-	526	496	-
Stage 1	-	-	-	-	-	-	734	681	-	811	754	-
Stage 2	-	-	-	-	-	-	788	748	-	726	668	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.4			12.1			9.8		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	535	1420	-	-	1386	-	-	782				
HCM Lane V/C Ratio	0.052	0.028	-	-	0.006	-	-	0.046				
HCM Control Delay (s)	12.1	7.6	-	-	7.6	0	-	9.8				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	4	0	112	0	1	84	1
Future Vol, veh/h	0	0	0	0	0	4	0	112	0	1	84	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	33	33	33	75	75	75	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	12	0	149	0	1	111	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	269	263	112	263	263	149	112	0	0	149	0	0
Stage 1	114	114	-	149	149	-	-	-	-	-	-	-
Stage 2	155	149	-	114	114	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	684	642	941	690	642	898	1478	-	-	1432	-	-
Stage 1	891	801	-	854	774	-	-	-	-	-	-	-
Stage 2	847	774	-	891	801	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	674	641	941	689	641	898	1478	-	-	1432	-	-
Mov Cap-2 Maneuver	674	641	-	689	641	-	-	-	-	-	-	-
Stage 1	891	800	-	854	774	-	-	-	-	-	-	-
Stage 2	836	774	-	890	800	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		9.1		0		0.1					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1478	-	-	-	-	898	1432	-	-			
HCM Lane V/C Ratio	-	-	-	-	-	0.013	0.001	-	-			
HCM Control Delay (s)	0	-	-	0	9.1	7.5	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-				

HCM 6th Signalized Intersection Summary

2: US 550 & CR 252

2025 AM Peak Hour
Short-Term Background + Site Generated Traffic Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	14	60	126	18	65	34	384	115	54	278	10
Future Volume (veh/h)	17	14	60	126	18	65	34	384	115	54	278	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.66		1.00	1.00		1.00	0.90		1.00	1.00		0.79
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	14	0	140	20	0	42	480	144	60	309	11
Peak Hour Factor	0.98	0.98	0.98	0.90	0.90	0.90	0.80	0.80	0.80	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	19		359	460		494	656	556	242	450	302
Arrive On Green	0.04	0.04	0.00	0.11	0.25	0.00	0.15	0.35	0.35	0.04	0.24	0.24
Sat Flow, veh/h	535	440	0	1781	1870	0	1781	1870	1585	1781	1870	1256
Grp Volume(v), veh/h	31	0	0	140	20	0	42	480	144	60	309	11
Grp Sat Flow(s),veh/h/ln	975	0	0	1781	1870	0	1781	1870	1585	1781	1870	1256
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.4	0.0	0.0	9.7	2.8	0.0	6.5	0.3
Cycle Q Clear(g_c), s	1.5	0.0	0.0	0.0	0.4	0.0	0.0	9.7	2.8	0.0	6.5	0.3
Prop In Lane	0.55		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	169	0		359	460		494	656	556	242	450	302
V/C Ratio(X)	0.18	0.00		0.39	0.04		0.08	0.73	0.26	0.25	0.69	0.04
Avail Cap(c_a), veh/h	407	0		390	860		494	1032	875	384	1032	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	0.0	17.3	12.5	0.0	13.9	12.3	10.1	20.1	15.0	12.6
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.7	0.0	0.0	0.1	2.3	0.3	0.5	2.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.2	0.1	0.0	0.2	2.9	0.9	0.5	2.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	0.0	0.0	18.0	12.5	0.0	14.0	14.6	10.4	20.7	17.7	12.7
LnGrp LOS	C	A		B	B		B	B	B	C	B	B
Approach Vol, veh/h		31			160			666			380	
Approach Delay, s/veh		21.3			17.3			13.7			18.0	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	21.2	8.8	5.8	12.3	16.5		14.7				
Change Period (Y+Rc), s	6.0	6.0	4.0	4.0	6.0	6.0		4.0				
Max Green Setting (Gmax), s	5.0	24.0	5.6	10.4	5.0	24.0		20.0				
Max Q Clear Time (g_c+I1), s	2.0	11.7	2.0	3.5	2.0	8.5		2.4				
Green Ext Time (p_c), s	0.0	3.5	0.1	0.0	0.0	1.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay 15.7
HCM 6th LOS B

Notes

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

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	53	131	175	12	16	33
Future Vol, veh/h	53	131	175	12	16	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	118	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	91	91	63	63
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	65	162	192	13	25	52
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	205	0	-	0	491	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	292	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1366	-	-	-	539	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1366	-	-	-	513	845
Mov Cap-2 Maneuver	-	-	-	-	513	-
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	760	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.2	0		10.8		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1366	-	-	-	698	
HCM Lane V/C Ratio	0.048	-	-	-	0.111	
HCM Control Delay (s)	7.8	-	-	-	10.8	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	142	176	3	3	7
Future Vol, veh/h	6	142	176	3	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	82	82	83	83
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	7	167	215	4	4	8
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	219	0	-	0	398	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	181	-
Critical Hdwy	4.12	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.218	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1350	-	-	-	602	815
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	843	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1350	-	-	-	599	815
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	843	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		10		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1350	-	-	-	735	
HCM Lane V/C Ratio	0.005	-	-	-	0.016	
HCM Control Delay (s)	7.7	-	-	-	10	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 6th TWSC
12: Horse Thief Ln/Dalton Ranch Rd & CR 252

2025 AM Peak Hour
Short-Term Background + Site Generated Traffic Conditions

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	14	120	14	2	153	1	12	0	2	1	1	15
Future Vol, veh/h	14	120	14	2	153	1	12	0	2	1	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	92	92	92	58	58	58	43	43	43
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	169	20	2	166	1	21	0	3	2	2	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	167	0	0	189	0	0	408	390	179	392	400	167
Stage 1	-	-	-	-	-	-	219	219	-	171	171	-
Stage 2	-	-	-	-	-	-	189	171	-	221	229	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1411	-	-	1385	-	-	554	545	864	567	538	877
Stage 1	-	-	-	-	-	-	783	722	-	831	757	-
Stage 2	-	-	-	-	-	-	813	757	-	781	715	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1411	-	-	1385	-	-	524	536	864	558	529	877
Mov Cap-2 Maneuver	-	-	-	-	-	-	524	536	-	558	529	-
Stage 1	-	-	-	-	-	-	772	712	-	819	755	-
Stage 2	-	-	-	-	-	-	777	755	-	767	705	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.1			11.8			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	555	1411	-	-	1385	-	-	818
HCM Lane V/C Ratio	0.043	0.014	-	-	0.002	-	-	0.048
HCM Control Delay (s)	11.8	7.6	-	-	7.6	0	-	9.6
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

HCM 6th TWSC
15: CR 252 & RV Site Access/Mine Access

2025 AM Peak Hour
Short-Term Background + Site Generated Traffic Conditions

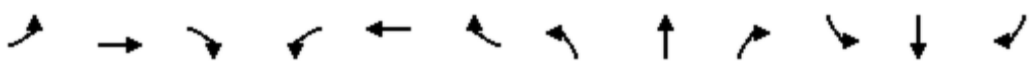
Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	0	1	0	0	0	1	111	1	2	85	25
Future Vol, veh/h	43	0	1	0	0	0	1	111	1	2	85	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	94	94	94	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	172	0	4	0	0	0	1	118	1	3	115	34
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	242	242	115	261	276	119	149	0	0	119	0	0
Stage 1	121	121	-	121	121	-	-	-	-	-	-	-
Stage 2	121	121	-	140	155	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	712	660	937	692	632	933	1432	-	-	1469	-	-
Stage 1	883	796	-	883	796	-	-	-	-	-	-	-
Stage 2	883	796	-	863	769	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	711	658	937	687	630	933	1432	-	-	1469	-	-
Mov Cap-2 Maneuver	711	658	-	687	630	-	-	-	-	-	-	-
Stage 1	882	794	-	882	795	-	-	-	-	-	-	-
Stage 2	882	795	-	858	767	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.7		0		0.1		0.1					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1432	-	-	715	-	1469	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.246	-	0.002	-	-				
HCM Control Delay (s)	7.5	0	-	11.7	0	7.5	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	1	-	0	-	-				

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1	0	103	78	8
Future Vol, veh/h	9	1	0	103	78	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	1	0	112	85	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	197	85	94	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	792	974	1500	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	792	974	1500	-	-	-
Mov Cap-2 Maneuver	792	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.5	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1500	-	807	-	-	
HCM Lane V/C Ratio	-	-	0.013	-	-	
HCM Control Delay (s)	0	-	9.5	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th Signalized Intersection Summary

2: US 550 & CR 252

2025 PM Peak Hour
Short-Term Background + Site Generated Traffic Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	15	28	57	118	36	90	85	313	188	71	398	24
Future Volume (veh/h)	15	28	57	118	36	90	85	313	188	71	398	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	34	0	146	44	0	89	329	198	79	442	27
Peak Hour Factor	0.83	0.83	0.83	0.81	0.81	0.81	0.95	0.95	0.95	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	51		315	422		331	525	445	460	615	521
Arrive On Green	0.07	0.07	0.00	0.06	0.23	0.00	0.05	0.28	0.28	0.09	0.33	0.33
Sat Flow, veh/h	414	782	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	52	0	0	146	44	0	89	329	198	79	442	27
Grp Sat Flow(s),veh/h/ln	1196	0	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.7	0.0	0.0	6.2	4.1	0.0	8.3	0.5
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.0	0.7	0.0	0.0	6.2	4.1	0.0	8.3	0.5
Prop In Lane	0.35		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	0		315	422		331	525	445	460	615	521
V/C Ratio(X)	0.26	0.00		0.46	0.10		0.27	0.63	0.45	0.17	0.72	0.05
Avail Cap(c_a), veh/h	522	0		457	932		469	1119	948	513	1119	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	0.0	17.7	12.3	0.0	17.1	12.6	11.9	13.3	11.8	9.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.1	0.1	0.0	0.4	1.8	1.0	0.2	2.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.2	0.3	0.0	0.6	1.8	1.3	0.4	2.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	0.0	18.7	12.4	0.0	17.5	14.3	12.9	13.5	14.1	9.3
LnGrp LOS	B	A		B	B		B	B	B	B	B	A
Approach Vol, veh/h		52			190			616			548	
Approach Delay, s/veh		19.5			17.3			14.3			13.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	17.3	6.4	6.6	7.9	19.2		13.1				
Change Period (Y+Rc), s	6.0	6.0	4.0	4.0	6.0	6.0		4.0				
Max Green Setting (Gmax), s	5.0	24.0	5.6	10.4	5.0	24.0		20.0				
Max Q Clear Time (g_c+I1), s	2.0	8.2	2.0	4.0	2.0	10.3		2.7				
Green Ext Time (p_c), s	0.0	3.1	0.1	0.0	0.0	2.8		0.1				

Intersection Summary

HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

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

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	72	221	173	20	18	72
Future Vol, veh/h	72	221	173	20	18	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	118	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	89	89	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	76	233	194	22	19	77
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	216	0	-	0	590	205
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	385	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1354	-	-	-	472	838
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1354	-	-	-	446	838
Mov Cap-2 Maneuver	-	-	-	-	446	-
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	690	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.9	0		10.8		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1354	-	-	-	713	
HCM Lane V/C Ratio	0.056	-	-	-	0.136	
HCM Control Delay (s)	7.8	-	-	-	10.8	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	234	186	5	12	6
Future Vol, veh/h	8	234	186	5	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	85	85	56	56
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	10	282	219	6	21	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	225	0	-	0	524	222
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	302	-
Critical Hdwy	4.12	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.218	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1344	-	-	-	508	810
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1344	-	-	-	504	810
Mov Cap-2 Maneuver	-	-	-	-	504	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	743	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		11.6		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1344	-	-	-	577	
HCM Lane V/C Ratio	0.007	-	-	-	0.056	
HCM Control Delay (s)	7.7	-	-	-	11.6	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 6th TWSC
12: Horse Thief Ln/Dalton Ranch Rd & CR 252

2025 PM Peak Hour
Short-Term Background + Site Generated Traffic Conditions

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	29	182	27	7	151	14	18	1	3	6	0	23
Future Vol, veh/h	29	182	27	7	151	14	18	1	3	6	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	78	78	78	79	79	79	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	253	38	9	194	18	23	1	4	7	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	212	0	0	291	0	0	587	582	272	576	592	203
Stage 1	-	-	-	-	-	-	352	352	-	221	221	-
Stage 2	-	-	-	-	-	-	235	230	-	355	371	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1358	-	-	1271	-	-	421	425	767	428	419	838
Stage 1	-	-	-	-	-	-	665	632	-	781	720	-
Stage 2	-	-	-	-	-	-	768	714	-	662	620	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1358	-	-	1271	-	-	395	409	767	413	403	838
Mov Cap-2 Maneuver	-	-	-	-	-	-	395	409	-	413	403	-
Stage 1	-	-	-	-	-	-	646	614	-	758	714	-
Stage 2	-	-	-	-	-	-	736	708	-	638	602	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.3			14.1			10.5		
HCM LOS							B			B		

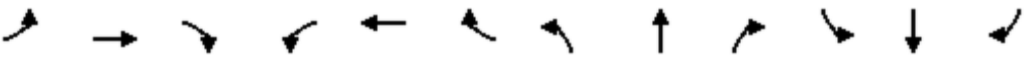
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	424	1358	-	-	1271	-	-	691
HCM Lane V/C Ratio	0.066	0.03	-	-	0.007	-	-	0.052
HCM Control Delay (s)	14.1	7.7	-	-	7.9	0	-	10.5
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	0	1	0	0	4	3	118	0	1	98	60
Future Vol, veh/h	35	0	1	0	0	4	3	118	0	1	98	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	33	33	33	75	75	75	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	140	0	4	0	0	12	4	157	0	1	129	79
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	342	336	169	338	375	157	208	0	0	157	0	0
Stage 1	171	171	-	165	165	-	-	-	-	-	-	-
Stage 2	171	165	-	173	210	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	612	585	875	616	556	889	1363	-	-	1423	-	-
Stage 1	831	757	-	837	762	-	-	-	-	-	-	-
Stage 2	831	762	-	829	728	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	602	583	875	611	554	889	1363	-	-	1423	-	-
Mov Cap-2 Maneuver	602	583	-	611	554	-	-	-	-	-	-	-
Stage 1	829	756	-	834	760	-	-	-	-	-	-	-
Stage 2	817	760	-	824	727	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.8		9.1		0.2		0					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1363	-	-	607	889	1423	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.237	0.014	0.001	-	-				
HCM Control Delay (s)	7.6	0	-	12.8	9.1	7.5	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.9	0	0	-	-				

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1	0	112	84	14
Future Vol, veh/h	6	1	0	112	84	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	1	0	122	91	15
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	213	91	106	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	775	967	1485	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	775	967	1485	-	-	-
Mov Cap-2 Maneuver	775	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.6	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1485	-	798	-	-	
HCM Lane V/C Ratio	-	-	0.01	-	-	
HCM Control Delay (s)	0	-	9.6	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th Signalized Intersection Summary 2: US 550 & CR 252

2045 AM Peak Hour
Long-Term Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	21	17	71	131	22	89	41	449	116	66	325	12
Future Volume (veh/h)	21	17	71	131	22	89	41	449	116	66	325	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.68		1.00	1.00		1.00	0.92		1.00	1.00		0.81
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	17	0	146	24	0	51	561	145	73	361	13
Peak Hour Factor	0.98	0.98	0.98	0.90	0.90	0.90	0.80	0.80	0.80	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	20		349	444		485	715	606	224	496	341
Arrive On Green	0.05	0.05	0.00	0.11	0.24	0.00	0.16	0.38	0.38	0.04	0.27	0.27
Sat Flow, veh/h	535	433	0	1781	1870	0	1781	1870	1585	1781	1870	1286
Grp Volume(v), veh/h	38	0	0	146	24	0	51	561	145	73	361	13
Grp Sat Flow(s),veh/h/ln	968	0	0	1781	1870	0	1781	1870	1585	1781	1870	1286
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.5	0.0	0.0	12.4	2.9	0.0	8.2	0.4
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.0	0.5	0.0	0.0	12.4	2.9	0.0	8.2	0.4
Prop In Lane	0.55		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	165	0		349	444		485	715	606	224	496	341
V/C Ratio(X)	0.23	0.00		0.42	0.05		0.11	0.78	0.24	0.33	0.73	0.04
Avail Cap(c_a), veh/h	378	0		374	797		485	957	811	344	957	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	0.0	18.8	13.8	0.0	15.3	12.8	9.9	21.7	15.7	12.8
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.8	0.0	0.0	0.1	3.8	0.3	0.8	2.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.4	0.2	0.0	0.3	4.0	0.9	0.7	2.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.6	13.9	0.0	15.4	16.6	10.1	22.5	18.6	12.9
LnGrp LOS	C	A		B	B		B	B	B	C	B	B
Approach Vol, veh/h		38			170			757			447	
Approach Delay, s/veh		23.1			18.8			15.3			19.1	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	23.9	8.9	6.2	13.3	18.4		15.1				
Change Period (Y+Rc), s	6.0	6.0	4.0	4.0	6.0	6.0		4.0				
Max Green Setting (Gmax), s	5.0	24.0	5.6	10.4	5.0	24.0		20.0				
Max Q Clear Time (g_c+I1), s	2.0	14.4	2.0	3.9	2.0	10.2		2.5				
Green Ext Time (p_c), s	0.0	3.5	0.1	0.0	0.0	2.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

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

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	63	137	201	15	19	40
Future Vol, veh/h	63	137	201	15	19	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	118	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	91	91	63	63
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	78	169	221	16	30	63
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	237	0	-	0	554	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	325	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1330	-	-	-	495	813
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1330	-	-	-	466	813
Mov Cap-2 Maneuver	-	-	-	-	466	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	734	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.5	0		11.4		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1330	-	-	-	656	
HCM Lane V/C Ratio	0.058	-	-	-	0.143	
HCM Control Delay (s)	7.9	-	-	-	11.4	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	150	203	4	4	8
Future Vol, veh/h	7	150	203	4	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	82	82	83	83
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	8	176	248	5	5	10
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	253	0	-	0	443	251
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	4.12	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.218	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1312	-	-	-	567	780
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1312	-	-	-	564	780
Mov Cap-2 Maneuver	-	-	-	-	564	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	833	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		10.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1312	-	-	-	692	
HCM Lane V/C Ratio	0.006	-	-	-	0.021	
HCM Control Delay (s)	7.8	-	-	-	10.3	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	109	17	2	121	1	15	0	2	1	1	18
Future Vol, veh/h	17	109	17	2	121	1	15	0	2	1	1	18
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	135	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	92	92	92	58	58	58	43	43	43
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	154	24	2	132	1	26	0	3	2	2	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	133	0	0	178	0	0	373	351	166	353	363	133
Stage 1	-	-	-	-	-	-	214	214	-	137	137	-
Stage 2	-	-	-	-	-	-	159	137	-	216	226	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1452	-	-	1398	-	-	584	573	878	602	565	916
Stage 1	-	-	-	-	-	-	788	725	-	866	783	-
Stage 2	-	-	-	-	-	-	843	783	-	786	717	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1452	-	-	1398	-	-	548	562	878	591	554	916
Mov Cap-2 Maneuver	-	-	-	-	-	-	548	562	-	591	554	-
Stage 1	-	-	-	-	-	-	775	713	-	851	781	-
Stage 2	-	-	-	-	-	-	800	781	-	770	705	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.1			11.6			9.4		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	573	1452	-	-	1398	-	-	864
HCM Lane V/C Ratio	0.051	0.016	-	-	0.002	-	-	0.054
HCM Control Delay (s)	11.6	7.5	-	-	7.6	0	-	9.4
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	0	0	0	0	0	0	122	1	2	97	0
Future Vol, veh/h	2	0	0	0	0	0	0	122	1	2	97	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	94	94	94	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	0	0	0	0	0	130	1	3	131	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	268	268	131	268	268	131	131	0	0	131	0	0
Stage 1	137	137	-	131	131	-	-	-	-	-	-	-
Stage 2	131	131	-	137	137	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	685	638	919	685	638	919	1454	-	-	1454	-	-
Stage 1	866	783	-	873	788	-	-	-	-	-	-	-
Stage 2	873	788	-	866	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	684	637	919	684	637	919	1454	-	-	1454	-	-
Mov Cap-2 Maneuver	684	637	-	684	637	-	-	-	-	-	-	-
Stage 1	866	781	-	873	788	-	-	-	-	-	-	-
Stage 2	873	788	-	864	781	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.3		0		0		0.2	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1454	-	-	684	-	1454	-
HCM Lane V/C Ratio	-	-	-	0.012	-	0.002	-
HCM Control Delay (s)	0	-	-	10.3	0	7.5	0
HCM Lane LOS	A	-	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

HCM 6th Signalized Intersection Summary 2: US 550 & CR 252

2045 PM Peak Hour
Long-Term Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	34	68	126	44	117	102	365	185	94	466	29
Future Volume (veh/h)	18	34	68	126	44	117	102	365	185	94	466	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	41	0	156	54	0	107	384	195	104	518	32
Peak Hour Factor	0.83	0.83	0.83	0.81	0.81	0.81	0.95	0.95	0.95	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	69		321	421		301	564	478	460	675	572
Arrive On Green	0.08	0.08	0.00	0.06	0.22	0.00	0.05	0.30	0.30	0.11	0.36	0.36
Sat Flow, veh/h	404	912	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	63	0	0	156	54	0	107	384	195	104	518	32
Grp Sat Flow(s),veh/h/ln	1316	0	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.0	0.0	0.0	7.9	4.3	0.0	10.7	0.6
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.0	1.0	0.0	0.0	7.9	4.3	0.0	10.7	0.6
Prop In Lane	0.35		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	0		321	421		301	564	478	460	675	572
V/C Ratio(X)	0.30	0.00		0.49	0.13		0.36	0.68	0.41	0.23	0.77	0.06
Avail Cap(c_a), veh/h	478	0		445	852		415	1022	866	468	1022	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	0.0	19.3	13.6	0.0	19.3	13.5	12.2	14.9	12.4	9.2
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.1	0.1	0.0	0.7	2.1	0.8	0.2	2.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.5	0.4	0.0	0.9	2.5	1.4	0.7	3.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	0.0	20.4	13.7	0.0	20.0	15.5	13.0	15.1	15.1	9.2
LnGrp LOS	C	A		C	B		B	B	B	B	B	A
Approach Vol, veh/h	63			210			686			654		
Approach Delay, s/veh	20.8			18.7			15.5			14.8		
Approach LOS	C			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	10.8	19.2	6.6	7.3	8.2	21.9	13.9					
Change Period (Y+Rc), s	6.0	6.0	4.0	4.0	6.0	6.0	4.0					
Max Green Setting (Gmax), s	5.0	24.0	5.6	10.4	5.0	24.0	20.0					
Max Q Clear Time (g_c+I1), s	2.0	9.9	2.0	4.3	2.0	12.7	3.0					
Green Ext Time (p_c), s	0.1	3.3	0.1	0.1	0.1	3.1	0.1					

Intersection Summary

HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Notes

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

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	86	206	175	24	22	86
Future Vol, veh/h	86	206	175	24	22	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	118	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	89	89	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	91	217	197	27	24	92
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	224	0	-	0	610	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1345	-	-	-	459	832
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1345	-	-	-	428	832
Mov Cap-2 Maneuver	-	-	-	-	428	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	680	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.3	0		11.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1345	-	-	-	698	
HCM Lane V/C Ratio	0.067	-	-	-	0.166	
HCM Control Delay (s)	7.9	-	-	-	11.2	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6	

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	220	190	6	15	7
Future Vol, veh/h	10	220	190	6	15	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	85	85	56	56
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	12	265	224	7	27	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	231	0	-	0	517	228
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	4.12	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.218	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1337	-	-	-	513	804
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1337	-	-	-	508	804
Mov Cap-2 Maneuver	-	-	-	-	508	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	753	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		11.7		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1337	-	-	-	575	
HCM Lane V/C Ratio	0.009	-	-	-	0.068	
HCM Control Delay (s)	7.7	-	-	-	11.7	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	131	33	8	135	17	22	1	4	7	0	28
Future Vol, veh/h	35	131	33	8	135	17	22	1	4	7	0	28
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	135	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	78	78	78	79	79	79	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	182	46	10	173	22	28	1	5	9	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	195	0	0	228	0	0	525	518	205	510	530	184
Stage 1	-	-	-	-	-	-	303	303	-	204	204	-
Stage 2	-	-	-	-	-	-	222	215	-	306	326	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1378	-	-	1340	-	-	463	462	836	474	455	858
Stage 1	-	-	-	-	-	-	706	664	-	798	733	-
Stage 2	-	-	-	-	-	-	780	725	-	704	648	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1378	-	-	1340	-	-	430	442	836	455	435	858
Mov Cap-2 Maneuver	-	-	-	-	-	-	430	442	-	455	435	-
Stage 1	-	-	-	-	-	-	681	640	-	769	727	-
Stage 2	-	-	-	-	-	-	743	719	-	674	625	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.4			13.4			10.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	464	1378	-	-	1340	-	-	729
HCM Lane V/C Ratio	0.074	0.035	-	-	0.008	-	-	0.059
HCM Control Delay (s)	13.4	7.7	-	-	7.7	0	-	10.2
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	0	0	0	0	5	0	137	0	1	102	1
Future Vol, veh/h	0	0	0	0	0	5	0	137	0	1	102	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	33	33	33	75	75	75	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	15	0	183	0	1	134	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	328	320	135	320	320	183	135	0	0	183	0	0
Stage 1	137	137	-	183	183	-	-	-	-	-	-	-
Stage 2	191	183	-	137	137	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	625	597	914	633	597	859	1449	-	-	1392	-	-
Stage 1	866	783	-	819	748	-	-	-	-	-	-	-
Stage 2	811	748	-	866	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	614	596	914	632	596	859	1449	-	-	1392	-	-
Mov Cap-2 Maneuver	614	596	-	632	596	-	-	-	-	-	-	-
Stage 1	866	782	-	819	748	-	-	-	-	-	-	-
Stage 2	797	748	-	865	782	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		9.3		0		0.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1449	-	-	-	859	1392	-
HCM Lane V/C Ratio	-	-	-	-	0.018	0.001	-
HCM Control Delay (s)	0	-	-	0	9.3	7.6	0
HCM Lane LOS	A	-	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-

HCM 6th Signalized Intersection Summary 2: US 550 & CR 252

2045 AM Peak Hour
Long-Term Background + Site Generated Traffic Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	17	71	175	22	98	41	449	142	71	325	12
Future Volume (veh/h)	21	17	71	175	22	98	41	449	142	71	325	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	20	0	216	27	0	43	473	149	79	361	13
Peak Hour Factor	0.83	0.83	0.83	0.81	0.81	0.81	0.95	0.95	0.95	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	30		303	406		492	661	560	297	517	438
Arrive On Green	0.05	0.05	0.00	0.07	0.22	0.00	0.12	0.35	0.35	0.04	0.28	0.28
Sat Flow, veh/h	691	553	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	45	0	0	216	27	0	43	473	149	79	361	13
Grp Sat Flow(s),veh/h/ln	1244	0	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.2	0.0	0.0	0.5	0.5	0.0	0.0	9.1	2.8	0.0	7.2	0.2
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.5	0.5	0.0	0.0	9.1	2.8	0.0	7.2	0.2
Prop In Lane	0.56		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	0		303	406		492	661	560	297	517	438
V/C Ratio(X)	0.22	0.00		0.71	0.07		0.09	0.72	0.27	0.27	0.70	0.03
Avail Cap(c_a), veh/h	513	0		425	902		493	1083	918	435	1083	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	0.0	18.1	12.9	0.0	13.0	11.6	9.6	18.3	13.5	10.9
Incr Delay (d2), s/veh	0.5	0.0	0.0	3.3	0.1	0.0	0.1	2.1	0.4	0.5	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.0	0.2	0.0	0.2	2.5	0.8	0.6	2.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	0.0	21.4	13.0	0.0	13.1	13.7	9.9	18.8	15.9	11.0
LnGrp LOS	C	A		C	B		B	B	A	B	B	B
Approach Vol, veh/h	45			243			665			453		
Approach Delay, s/veh	20.1			20.4			12.8			16.3		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	7.8	20.7	6.8	6.3	11.0	17.4	13.0					
Change Period (Y+Rc), s	6.0	6.0	4.0	4.0	6.0	6.0	4.0					
Max Green Setting (Gmax), s	5.0	24.0	5.6	10.4	5.0	24.0	20.0					
Max Q Clear Time (g_c+I1), s	2.0	11.1	2.5	3.6	2.0	9.2	2.5					
Green Ext Time (p_c), s	0.0	3.6	0.2	0.0	0.0	2.3	0.0					

Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

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

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	63	168	254	15	19	40
Future Vol, veh/h	63	168	254	15	19	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	118	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	89	89	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	66	177	285	17	20	43
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	302	0	-	0	603	294
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	309	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1259	-	-	-	464	748
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1259	-	-	-	440	748
Mov Cap-2 Maneuver	-	-	-	-	440	-
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	747	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.2	0		11.6		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1259	-	-	-	610	
HCM Lane V/C Ratio	0.053	-	-	-	0.104	
HCM Control Delay (s)	8	-	-	-	11.6	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	181	256	4	4	8
Future Vol, veh/h	7	181	256	4	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	85	85	56	56
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	8	218	301	5	7	14
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	306	0	-	0	538	304
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	4.12	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.218	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1255	-	-	-	499	729
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1255	-	-	-	496	729
Mov Cap-2 Maneuver	-	-	-	-	496	-
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	798	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		10.9		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1255	-	-	-	630	
HCM Lane V/C Ratio	0.007	-	-	-	0.034	
HCM Control Delay (s)	7.9	-	-	-	10.9	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 6th TWSC
12: Horse Thief Ln/Dalton Ranch Rd & CR 252

2045 AM Peak Hour
Long-Term Background + Site Generated Traffic Conditions

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	17	140	17	2	174	1	15	0	2	1	1	18
Future Vol, veh/h	17	140	17	2	174	1	15	0	2	1	1	18
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	135	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	78	78	78	79	79	79	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	194	24	3	223	1	19	0	3	1	1	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	224	0	0	218	0	0	495	484	206	486	496	224
Stage 1	-	-	-	-	-	-	254	254	-	230	230	-
Stage 2	-	-	-	-	-	-	241	230	-	256	266	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1345	-	-	1352	-	-	485	483	835	492	475	815
Stage 1	-	-	-	-	-	-	750	697	-	773	714	-
Stage 2	-	-	-	-	-	-	762	714	-	749	689	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1345	-	-	1352	-	-	463	473	835	483	465	815
Mov Cap-2 Maneuver	-	-	-	-	-	-	463	473	-	483	465	-
Stage 1	-	-	-	-	-	-	737	684	-	759	712	-
Stage 2	-	-	-	-	-	-	738	712	-	733	677	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.1			12.7			9.9		
HCM LOS							B			A		

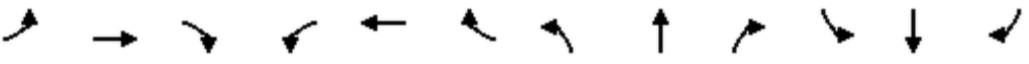
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	489	1345	-	-	1352	-	-	760
HCM Lane V/C Ratio	0.044	0.018	-	-	0.002	-	-	0.032
HCM Control Delay (s)	12.7	7.7	-	-	7.7	0	-	9.9
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	0	1	0	0	0	1	132	1	2	103	25
Future Vol, veh/h	43	0	1	0	0	0	1	132	1	2	103	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	33	33	33	75	75	75	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	172	0	4	0	0	0	1	176	1	3	136	33
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	338	338	153	340	354	177	169	0	0	177	0	0
Stage 1	159	159	-	179	179	-	-	-	-	-	-	-
Stage 2	179	179	-	161	175	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	616	583	893	614	571	866	1409	-	-	1399	-	-
Stage 1	843	766	-	823	751	-	-	-	-	-	-	-
Stage 2	823	751	-	841	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	615	581	893	610	569	866	1409	-	-	1399	-	-
Mov Cap-2 Maneuver	615	581	-	610	569	-	-	-	-	-	-	-
Stage 1	842	764	-	822	750	-	-	-	-	-	-	-
Stage 2	822	750	-	836	752	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.1		0		0.1		0.1					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1409	-	-	619	-	1399	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.284	-	0.002	-	-				
HCM Control Delay (s)	7.6	0	-	13.1	0	7.6	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	1.2	-	0	-	-				

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1	0	124	96	8
Future Vol, veh/h	9	1	0	124	96	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	1	0	135	104	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	239	104	113	0	-	0
Stage 1	104	-	-	-	-	-
Stage 2	135	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	749	951	1476	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	749	951	1476	-	-	-
Mov Cap-2 Maneuver	749	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1476	-	765	-	-	
HCM Lane V/C Ratio	-	-	0.014	-	-	
HCM Control Delay (s)	0	-	9.8	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th Signalized Intersection Summary 2: US 550 & CR 252

2045 PM Peak Hour
Long-Term Background + Site Generated Traffic Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	18	34	68	157	44	123	102	365	245	105	466	29
Future Volume (veh/h)	18	34	68	157	44	123	102	365	245	105	466	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	41	0	194	54	0	107	384	258	117	518	32
Peak Hour Factor	0.83	0.83	0.83	0.81	0.81	0.81	0.95	0.95	0.95	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	69		327	426		305	575	487	447	674	571
Arrive On Green	0.08	0.08	0.00	0.06	0.23	0.00	0.05	0.31	0.31	0.10	0.36	0.36
Sat Flow, veh/h	404	915	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	63	0	0	194	54	0	107	384	258	117	518	32
Grp Sat Flow(s),veh/h/ln	1319	0	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.0	0.0	0.0	7.9	5.9	0.0	10.8	0.6
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.0	1.0	0.0	0.0	7.9	5.9	0.0	10.8	0.6
Prop In Lane	0.35		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	0		327	426		305	575	487	447	674	571
V/C Ratio(X)	0.30	0.00		0.59	0.13		0.35	0.67	0.53	0.26	0.77	0.06
Avail Cap(c_a), veh/h	475	0		443	847		418	1016	861	466	1016	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	0.0	19.3	13.6	0.0	19.3	13.3	12.7	15.3	12.5	9.2
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.7	0.1	0.0	0.7	1.9	1.3	0.3	2.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.9	0.4	0.0	0.9	2.5	2.0	0.8	3.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	0.0	21.0	13.7	0.0	19.9	15.3	13.9	15.6	15.3	9.3
LnGrp LOS	C	A		C	B		B	B	B	B	B	A
Approach Vol, veh/h		63			248			749			667	
Approach Delay, s/veh		20.9			19.4			15.5			15.1	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	19.6	6.7	7.3	8.2	21.9		14.1				
Change Period (Y+Rc), s	6.0	6.0	4.0	4.0	6.0	6.0		4.0				
Max Green Setting (Gmax), s	5.0	24.0	5.6	10.4	5.0	24.0		20.0				
Max Q Clear Time (g_c+I1), s	2.0	9.9	2.0	4.3	2.0	12.8		3.0				
Green Ext Time (p_c), s	0.1	3.7	0.2	0.1	0.1	3.1		0.1				

Intersection Summary

HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

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

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	86	277	212	24	22	86
Future Vol, veh/h	86	277	212	24	22	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	118	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	89	89	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	91	292	238	27	24	92
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	265	0	-	0	726	252
Stage 1	-	-	-	-	252	-
Stage 2	-	-	-	-	474	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1299	-	-	-	393	789
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	628	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1299	-	-	-	365	789
Mov Cap-2 Maneuver	-	-	-	-	365	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	628	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.9	0		11.9		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1299	-	-	-	638	
HCM Lane V/C Ratio	0.07	-	-	-	0.182	
HCM Control Delay (s)	8	-	-	-	11.9	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	291	227	6	15	7
Future Vol, veh/h	10	291	227	6	15	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	85	85	56	56
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	12	351	267	7	27	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	274	0	-	0	646	271
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	4.12	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.218	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1289	-	-	-	431	761
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1289	-	-	-	427	761
Mov Cap-2 Maneuver	-	-	-	-	427	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	688	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		12.9		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1289	-	-	-	496	
HCM Lane V/C Ratio	0.009	-	-	-	0.079	
HCM Control Delay (s)	7.8	-	-	-	12.9	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

HCM 6th TWSC
12: Horse Thief Ln/Dalton Ranch Rd & CR 252

2045 PM Peak Hour
Long-Term Background + Site Generated Traffic Conditions

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	35	202	33	8	172	17	22	1	4	7	0	28
Future Vol, veh/h	35	202	33	8	172	17	22	1	4	7	0	28
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	135	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	78	78	78	79	79	79	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	281	46	10	221	22	28	1	5	9	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	243	0	0	327	0	0	672	665	304	657	677	232
Stage 1	-	-	-	-	-	-	402	402	-	252	252	-
Stage 2	-	-	-	-	-	-	270	263	-	405	425	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1323	-	-	1233	-	-	370	381	736	378	375	807
Stage 1	-	-	-	-	-	-	625	600	-	752	698	-
Stage 2	-	-	-	-	-	-	736	691	-	622	586	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1323	-	-	1233	-	-	342	363	736	361	358	807
Mov Cap-2 Maneuver	-	-	-	-	-	-	342	363	-	361	358	-
Stage 1	-	-	-	-	-	-	602	578	-	724	692	-
Stage 2	-	-	-	-	-	-	698	685	-	594	564	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.3			15.7			11		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	372	1323	-	-	1233	-	-	647
HCM Lane V/C Ratio	0.092	0.037	-	-	0.008	-	-	0.067
HCM Control Delay (s)	15.7	7.8	-	-	7.9	0	-	11
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	0	1	0	0	5	3	144	0	1	116	57
Future Vol, veh/h	30	0	1	0	0	5	3	144	0	1	116	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	33	33	33	75	75	75	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	0	4	0	0	15	4	192	0	1	153	75
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	401	393	191	395	430	192	228	0	0	192	0	0
Stage 1	193	193	-	200	200	-	-	-	-	-	-	-
Stage 2	208	200	-	195	230	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	560	543	851	565	518	850	1340	-	-	1381	-	-
Stage 1	809	741	-	802	736	-	-	-	-	-	-	-
Stage 2	794	736	-	807	714	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	548	541	851	560	516	850	1340	-	-	1381	-	-
Mov Cap-2 Maneuver	548	541	-	560	516	-	-	-	-	-	-	-
Stage 1	807	740	-	800	734	-	-	-	-	-	-	-
Stage 2	778	734	-	802	713	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.4		9.3		0.2		0					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1340	-	-	554	850	1381	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.224	0.018	0.001	-	-				
HCM Control Delay (s)	7.7	0	-	13.4	9.3	7.6	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.9	0.1	0	-	-				

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1	0	139	103	14
Future Vol, veh/h	6	1	0	139	103	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	1	0	151	112	15
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	263	112	127	0	-	0
Stage 1	112	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	726	941	1459	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	726	941	1459	-	-	-
Mov Cap-2 Maneuver	726	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1459	-	750	-	-	
HCM Lane V/C Ratio	-	-	0.01	-	-	
HCM Control Delay (s)	0	-	9.8	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th Signalized Intersection Summary

2: US 550 & CR 252

2045 AM Peak Hour
Long-Term Background + Site Generated Traffic Conditions W/ 2:1 PCE

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	17	71	190	22	97	41	449	150	72	325	12
Future Volume (veh/h)	21	17	71	190	22	97	41	449	150	72	325	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	20	0	235	27	0	43	473	158	80	361	13
Peak Hour Factor	0.83	0.83	0.83	0.81	0.81	0.81	0.95	0.95	0.95	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	30		309	412		491	661	560	295	515	437
Arrive On Green	0.05	0.05	0.00	0.07	0.22	0.00	0.12	0.35	0.35	0.04	0.28	0.28
Sat Flow, veh/h	692	553	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	45	0	0	235	27	0	43	473	158	80	361	13
Grp Sat Flow(s),veh/h/ln	1245	0	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.2	0.0	0.0	0.9	0.5	0.0	0.0	9.1	3.0	0.0	7.2	0.3
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.9	0.5	0.0	0.0	9.1	3.0	0.0	7.2	0.3
Prop In Lane	0.56		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	0		309	412		491	661	560	295	515	437
V/C Ratio(X)	0.22	0.00		0.76	0.07		0.09	0.72	0.28	0.27	0.70	0.03
Avail Cap(c_a), veh/h	509	0		422	895		491	1074	911	430	1074	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	0.0	18.1	12.9	0.0	13.2	11.7	9.7	18.5	13.6	11.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	5.4	0.1	0.0	0.1	2.1	0.4	0.5	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.4	0.2	0.0	0.2	2.6	0.9	0.6	2.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	0.0	23.5	13.0	0.0	13.2	13.8	10.1	18.9	16.1	11.1
LnGrp LOS	C	A		C	B		B	B	B	B	B	B
Approach Vol, veh/h		45			262			674			454	
Approach Delay, s/veh		20.3			22.4			12.9			16.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	20.8	6.9	6.3	11.1	17.5		13.2				
Change Period (Y+Rc), s	6.0	6.0	4.0	4.0	6.0	6.0		4.0				
Max Green Setting (Gmax), s	5.0	24.0	5.6	10.4	5.0	24.0		20.0				
Max Q Clear Time (g_c+I1), s	2.0	11.1	2.9	3.7	2.0	9.2		2.5				
Green Ext Time (p_c), s	0.0	3.6	0.2	0.0	0.0	2.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Notes

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

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	63	177	271	15	19	40
Future Vol, veh/h	63	177	271	15	19	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	118	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	89	89	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	66	186	304	17	20	43
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	321	0	-	0	631	313
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	318	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1239	-	-	-	447	730
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1239	-	-	-	423	730
Mov Cap-2 Maneuver	-	-	-	-	423	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	740	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.1	0		11.8		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1239	-	-	-	592	
HCM Lane V/C Ratio	0.054	-	-	-	0.107	
HCM Control Delay (s)	8.1	-	-	-	11.8	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	190	273	4	4	8
Future Vol, veh/h	7	190	273	4	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	85	85	56	56
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	8	229	321	5	7	14
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	326	0	-	0	569	324
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	4.12	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.218	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1234	-	-	-	479	710
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1234	-	-	-	476	710
Mov Cap-2 Maneuver	-	-	-	-	476	-
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	789	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		11.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1234	-	-	-	610	
HCM Lane V/C Ratio	0.007	-	-	-	0.035	
HCM Control Delay (s)	7.9	-	-	-	11.1	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	149	17	2	191	1	15	0	2	1	1	18
Future Vol, veh/h	17	149	17	2	191	1	15	0	2	1	1	18
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	135	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	78	78	78	79	79	79	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	207	24	3	245	1	19	0	3	1	1	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	246	0	0	231	0	0	530	519	219	521	531	246
Stage 1	-	-	-	-	-	-	267	267	-	252	252	-
Stage 2	-	-	-	-	-	-	263	252	-	269	279	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1320	-	-	1337	-	-	460	461	821	466	454	793
Stage 1	-	-	-	-	-	-	738	688	-	752	698	-
Stage 2	-	-	-	-	-	-	742	698	-	737	680	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1320	-	-	1337	-	-	439	451	821	457	444	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	439	451	-	457	444	-
Stage 1	-	-	-	-	-	-	725	676	-	738	696	-
Stage 2	-	-	-	-	-	-	718	696	-	721	668	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.1			13.1			10.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	464	1320	-	-	1337	-	-	737
HCM Lane V/C Ratio	0.046	0.018	-	-	0.002	-	-	0.034
HCM Control Delay (s)	13.1	7.8	-	-	7.7	0	-	10.1
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	56	0	3	0	0	0	1	136	1	2	105	32
Future Vol, veh/h	56	0	3	0	0	0	1	136	1	2	105	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	33	33	33	75	75	75	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	224	0	12	0	0	0	1	181	1	3	138	42
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	349	349	159	355	370	182	180	0	0	182	0	0
Stage 1	165	165	-	184	184	-	-	-	-	-	-	-
Stage 2	184	184	-	171	186	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	606	575	886	600	560	861	1396	-	-	1393	-	-
Stage 1	837	762	-	818	747	-	-	-	-	-	-	-
Stage 2	818	747	-	831	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	605	573	886	590	558	861	1396	-	-	1393	-	-
Mov Cap-2 Maneuver	605	573	-	590	558	-	-	-	-	-	-	-
Stage 1	836	760	-	817	746	-	-	-	-	-	-	-
Stage 2	817	746	-	818	745	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.5		0		0.1		0.1					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1396	-	-	615	-	1393	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.384	-	0.002	-	-				
HCM Control Delay (s)	7.6	0	-	14.5	0	7.6	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	1.8	-	0	-	-				

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	W
Traffic Vol, veh/h	12	1	1	134	107	10
Future Vol, veh/h	12	1	1	134	107	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	1	1	146	116	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	264	116	127	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	725	936	1459	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	724	936	1459	-	-	-
Mov Cap-2 Maneuver	724	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1459	-	737	-	-	
HCM Lane V/C Ratio	0.001	-	0.019	-	-	
HCM Control Delay (s)	7.5	0	10	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th Signalized Intersection Summary

2: US 550 & CR 252

2045 PM Peak Hour
Long-Term Background + Site Generated Traffic Conditions W/ 2:1 PCE

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	34	68	168	44	125	102	365	263	109	466	29
Future Volume (veh/h)	18	34	68	168	44	125	102	365	263	109	466	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	41	0	207	54	0	107	384	277	121	518	32
Peak Hour Factor	0.83	0.83	0.83	0.81	0.81	0.81	0.95	0.95	0.95	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	69		328	427		306	578	490	443	674	571
Arrive On Green	0.08	0.08	0.00	0.06	0.23	0.00	0.05	0.31	0.31	0.10	0.36	0.36
Sat Flow, veh/h	404	916	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	63	0	0	207	54	0	107	384	277	121	518	32
Grp Sat Flow(s),veh/h/ln	1320	0	0	1781	1870	0	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.0	0.0	0.0	7.9	6.5	0.0	10.8	0.6
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.0	1.0	0.0	0.0	7.9	6.5	0.0	10.8	0.6
Prop In Lane	0.35		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	0		328	427		306	578	490	443	674	571
V/C Ratio(X)	0.30	0.00		0.63	0.13		0.35	0.66	0.57	0.27	0.77	0.06
Avail Cap(c_a), veh/h	475	0		442	846		419	1015	860	465	1015	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	0.0	19.3	13.6	0.0	19.3	13.3	12.8	15.5	12.5	9.2
Incr Delay (d2), s/veh	0.8	0.0	0.0	2.0	0.1	0.0	0.7	1.9	1.5	0.3	2.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	2.0	0.4	0.0	0.9	2.5	2.1	0.8	3.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	0.0	21.3	13.7	0.0	19.9	15.2	14.3	15.8	15.3	9.3
LnGrp LOS	C	A		C	B		B	B	B	B	B	A
Approach Vol, veh/h		63			261			768			671	
Approach Delay, s/veh		21.0			19.7			15.5			15.1	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	19.7	6.8	7.3	8.2	21.9		14.1				
Change Period (Y+Rc), s	6.0	6.0	4.0	4.0	6.0	6.0		4.0				
Max Green Setting (Gmax), s	5.0	24.0	5.6	10.4	5.0	24.0		20.0				
Max Q Clear Time (g_c+I1), s	2.0	9.9	2.0	4.3	2.0	12.8		3.0				
Green Ext Time (p_c), s	0.1	3.8	0.2	0.1	0.1	3.1		0.1				

Intersection Summary

HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

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

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	86	299	225	24	22	86
Future Vol, veh/h	86	299	225	24	22	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	118	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	89	89	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	91	315	253	27	24	92
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	280	0	-	0	764	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	497	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1283	-	-	-	373	774
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	613	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1283	-	-	-	347	774
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	613	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		12.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1283	-	-	-	619	
HCM Lane V/C Ratio	0.071	-	-	-	0.188	
HCM Control Delay (s)	8	-	-	-	12.2	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	313	240	6	15	7
Future Vol, veh/h	10	313	240	6	15	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	85	85	56	56
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	12	377	282	7	27	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	289	0	0	687	286
Stage 1	-	-	-	286	-
Stage 2	-	-	-	401	-
Critical Hdwy	4.12	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	5.45	-
Follow-up Hdwy	2.218	-	-	3.545	3.345
Pot Cap-1 Maneuver	1273	-	-	408	746
Stage 1	-	-	-	756	-
Stage 2	-	-	-	670	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1273	-	-	404	746
Mov Cap-2 Maneuver	-	-	-	404	-
Stage 1	-	-	-	749	-
Stage 2	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1273	-	-	-	473
HCM Lane V/C Ratio	0.009	-	-	-	0.083
HCM Control Delay (s)	7.9	-	-	-	13.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

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	35	224	33	8	185	17	22	1	4	7	0	28
Future Vol, veh/h	35	224	33	8	185	17	22	1	4	7	0	28
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	135	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	78	78	78	79	79	79	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	311	46	10	237	22	28	1	5	9	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	357	0	0	718	711	334	703	723	248
Stage 1	-	-	-	-	-	-	432	432	-	268	268	-
Stage 2	-	-	-	-	-	-	286	279	-	435	455	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1306	-	-	1202	-	-	344	358	708	352	352	791
Stage 1	-	-	-	-	-	-	602	582	-	738	687	-
Stage 2	-	-	-	-	-	-	721	680	-	600	569	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1306	-	-	1202	-	-	317	341	708	336	335	791
Mov Cap-2 Maneuver	-	-	-	-	-	-	317	341	-	336	335	-
Stage 1	-	-	-	-	-	-	579	560	-	710	680	-
Stage 2	-	-	-	-	-	-	683	673	-	572	547	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.3			16.5			11.2		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	346	1306	-	-	1202	-	-	622
HCM Lane V/C Ratio	0.099	0.037	-	-	0.009	-	-	0.069
HCM Control Delay (s)	16.5	7.9	-	-	8	0	-	11.2
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	0	1	0	0	5	4	147	0	1	121	74
Future Vol, veh/h	40	0	1	0	0	5	4	147	0	1	121	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	33	33	33	75	75	75	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	160	0	4	0	0	15	5	196	0	1	159	97
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	424	416	208	418	464	196	256	0	0	196	0	0
Stage 1	210	210	-	206	206	-	-	-	-	-	-	-
Stage 2	214	206	-	212	258	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	540	527	832	545	495	845	1309	-	-	1377	-	-
Stage 1	792	728	-	796	731	-	-	-	-	-	-	-
Stage 2	788	731	-	790	694	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	528	524	832	540	493	845	1309	-	-	1377	-	-
Mov Cap-2 Maneuver	528	524	-	540	493	-	-	-	-	-	-	-
Stage 1	789	727	-	793	728	-	-	-	-	-	-	-
Stage 2	771	728	-	785	693	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.7		9.3		0.2		0					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1309	-	-	533	845	1377	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.308	0.018	0.001	-	-				
HCM Control Delay (s)	7.8	0	-	14.7	9.3	7.6	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	1.3	0.1	0	-	-				

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	1	143	104	18
Future Vol, veh/h	8	1	1	143	104	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	1	1	155	113	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	270	113	133	0	-	0
Stage 1	113	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	719	940	1452	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	718	940	1452	-	-	-
Mov Cap-2 Maneuver	718	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1452	-	737	-	-	
HCM Lane V/C Ratio	0.001	-	0.013	-	-	
HCM Control Delay (s)	7.5	0	10	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Queues
2: US 550 & CR 252

2024 AM Peak Hour
Existing Conditions

	→	↘	←	↙	↑	↗	↘	↓	↙
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	91	90	81	43	476	110	54	307	11
v/c Ratio	0.29	0.21	0.18	0.06	0.41	0.10	0.10	0.26	0.01
Control Delay	14.4	17.0	8.3	7.4	14.8	0.8	8.1	13.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	17.0	8.3	7.4	14.8	0.8	8.1	13.3	0.0
Queue Length 50th (ft)	10	23	5	8	139	0	8	52	0
Queue Length 95th (ft)	47	56	33	17	212	1	23	163	0
Internal Link Dist (ft)	325		382		1358			1104	
Turn Bay Length (ft)		132		916		838	640		605
Base Capacity (vph)	467	435	815	774	1184	1074	538	1226	946
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.21	0.10	0.06	0.40	0.10	0.10	0.25	0.01
Intersection Summary									

Queues
2: US 550 & CR 252

2024 PM Peak Hour
Existing Conditions

									
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	119	101	146	88	326	132	64	439	27
v/c Ratio	0.40	0.23	0.26	0.19	0.38	0.16	0.10	0.49	0.03
Control Delay	16.9	17.4	8.2	9.3	17.4	1.7	7.8	17.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	17.4	8.2	9.3	17.4	1.7	7.8	17.2	0.1
Queue Length 50th (ft)	16	25	10	14	96	0	10	127	0
Queue Length 95th (ft)	53	55	40	34	170	16	27	229	0
Internal Link Dist (ft)	325		382		1358			1104	
Turn Bay Length (ft)		202		916		838	640		605
Base Capacity (vph)	404	436	768	475	1036	962	641	1036	962
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.23	0.19	0.19	0.31	0.14	0.10	0.42	0.03
Intersection Summary									

Queues
2: US 550 & CR 252

2025 AM Peak Hour
Short-Term Background Conditions

	→	↖	←	↙	↑	↗	↘	↓	↕
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	92	91	82	43	480	111	54	309	11
v/c Ratio	0.29	0.21	0.18	0.06	0.42	0.11	0.10	0.26	0.01
Control Delay	14.4	17.1	8.3	7.4	14.9	0.9	8.1	13.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	17.1	8.3	7.4	14.9	0.9	8.1	13.4	0.0
Queue Length 50th (ft)	10	23	5	8	141	0	8	52	0
Queue Length 95th (ft)	47	57	33	17	214	2	23	163	0
Internal Link Dist (ft)	325		382		1358			1104	
Turn Bay Length (ft)		132		916		838	640		605
Base Capacity (vph)	467	434	816	774	1183	1073	535	1226	946
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.21	0.10	0.06	0.41	0.10	0.10	0.25	0.01
Intersection Summary									

Queues
2: US 550 & CR 252

2025 PM Peak Hour
Short-Term Background Conditions

									
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	121	102	148	89	329	133	66	442	27
v/c Ratio	0.42	0.25	0.27	0.19	0.36	0.15	0.11	0.51	0.03
Control Delay	17.2	18.2	8.2	9.7	16.9	1.7	8.2	18.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	18.2	8.2	9.7	16.9	1.7	8.2	18.4	0.1
Queue Length 50th (ft)	16	25	10	14	97	0	10	128	0
Queue Length 95th (ft)	53	55	40	34	172	16	27	231	0
Internal Link Dist (ft)	325		382		1358			1104	
Turn Bay Length (ft)		202		916		838	640		605
Base Capacity (vph)	388	404	735	467	1002	937	614	987	926
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.25	0.20	0.19	0.33	0.14	0.11	0.45	0.03
Intersection Summary									

Queues
2: US 550 & CR 252

2025 AM Peak Hour
Short-Term Background + Site Generated Traffic Conditions

									
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	92	140	92	43	480	144	60	309	11
v/c Ratio	0.31	0.35	0.21	0.06	0.51	0.16	0.12	0.32	0.01
Control Delay	14.9	19.3	8.1	7.5	16.5	2.0	8.4	14.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	19.3	8.1	7.5	16.5	2.0	8.4	14.4	0.0
Queue Length 50th (ft)	10	36	5	8	141	0	9	52	0
Queue Length 95th (ft)	47	82	34	17	214	12	25	163	0
Internal Link Dist (ft)	325		382		1358			1104	
Turn Bay Length (ft)		132		916		838	640		605
Base Capacity (vph)	423	405	735	707	1122	1027	492	1164	908
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.35	0.13	0.06	0.43	0.14	0.12	0.27	0.01
Intersection Summary									

Queues
2: US 550 & CR 252

2025 PM Peak Hour
Short-Term Background + Site Generated Traffic Conditions

									
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	121	141	155	89	329	196	78	442	27
v/c Ratio	0.42	0.35	0.29	0.19	0.36	0.23	0.13	0.51	0.03
Control Delay	17.4	19.8	8.0	9.7	16.9	3.7	8.3	18.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	19.8	8.0	9.7	16.9	3.7	8.3	18.4	0.1
Queue Length 50th (ft)	16	36	10	14	97	0	12	129	0
Queue Length 95th (ft)	53	72	41	34	172	37	31	231	0
Internal Link Dist (ft)	325		382		1358			1104	
Turn Bay Length (ft)		202		916		838	640		605
Base Capacity (vph)	381	405	737	467	1001	941	613	987	925
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.35	0.21	0.19	0.33	0.21	0.13	0.45	0.03
Intersection Summary									

Queues
2: US 550 & CR 252

2045 AM Peak Hour
Long-Term Background Conditions

									
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	110	146	123	51	561	145	73	361	13
v/c Ratio	0.38	0.34	0.25	0.08	0.60	0.16	0.19	0.41	0.02
Control Delay	16.0	19.9	7.6	7.5	19.7	2.0	10.0	17.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	19.9	7.6	7.5	19.7	2.0	10.0	17.6	0.1
Queue Length 50th (ft)	13	43	7	8	177	0	11	119	0
Queue Length 95th (ft)	53	85	40	20	261	12	29	184	0
Internal Link Dist (ft)	325		382		1358			1104	
Turn Bay Length (ft)		132		916		838	640		605
Base Capacity (vph)	391	425	676	640	1013	945	383	1013	814
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.34	0.18	0.08	0.55	0.15	0.19	0.36	0.02
Intersection Summary									

Queues
2: US 550 & CR 252

2045 PM Peak Hour
Long-Term Background Conditions

	→	↘	←	↙	↑	↗	↘	↓	↙
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	145	156	198	107	384	195	104	518	32
v/c Ratio	0.54	0.39	0.34	0.27	0.46	0.24	0.18	0.57	0.04
Control Delay	21.1	21.6	8.0	11.5	19.1	3.6	8.9	20.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	21.6	8.0	11.5	19.1	3.6	8.9	20.0	0.1
Queue Length 50th (ft)	22	44	14	17	124	0	17	162	0
Queue Length 95th (ft)	63	79	47	40	196	36	39	#316	0
Internal Link Dist (ft)	325		382		1358			1104	
Turn Bay Length (ft)		202		916		838	640		605
Base Capacity (vph)	349	404	816	395	959	909	586	959	905
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.39	0.24	0.27	0.40	0.21	0.18	0.54	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
2: US 550 & CR 252

2045 AM Peak Hour
Long-Term Background + Site Generated Traffic Conditions

	→	↘	←	↙	↑	↗	↘	↓	↙
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	131	216	148	43	473	149	79	361	13
v/c Ratio	0.41	0.50	0.26	0.07	0.51	0.17	0.16	0.37	0.01
Control Delay	15.5	22.2	7.0	7.9	17.5	2.2	8.8	14.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.5	22.2	7.0	7.9	17.5	2.2	8.8	14.7	0.0
Queue Length 50th (ft)	14	59	7	7	140	0	12	65	0
Queue Length 95th (ft)	52	106	35	20	251	21	31	184	0
Internal Link Dist (ft)	325		382		1358			1104	
Turn Bay Length (ft)		202		916		838	640		605
Base Capacity (vph)	430	434	813	595	1022	952	485	1064	983
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.50	0.18	0.07	0.46	0.16	0.16	0.34	0.01
Intersection Summary									

Queues
2: US 550 & CR 252

2045 PM Peak Hour
Long-Term Background + Site Generated Traffic Conditions

									
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	145	194	206	107	384	258	117	518	32
v/c Ratio	0.53	0.46	0.34	0.27	0.46	0.30	0.20	0.57	0.04
Control Delay	21.0	22.9	7.8	11.6	19.1	3.5	9.2	20.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	22.9	7.8	11.6	19.1	3.5	9.2	20.0	0.1
Queue Length 50th (ft)	22	56	14	17	124	0	19	162	0
Queue Length 95th (ft)	63	96	47	40	196	41	43	#316	0
Internal Link Dist (ft)	325		382		1358			1104	
Turn Bay Length (ft)		202		916		838	640		605
Base Capacity (vph)	357	421	847	396	959	940	583	959	905
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.46	0.24	0.27	0.40	0.27	0.20	0.54	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
2: US 550 & CR 252

2045 AM Peak Hour
Long-Term Background + Site Generated Traffic Conditions W/ 2:1 PCE

	→	↘	←	↙	↑	↗	↘	↓	↙
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	131	235	147	43	473	158	80	361	13
v/c Ratio	0.41	0.53	0.25	0.07	0.51	0.18	0.17	0.37	0.01
Control Delay	15.3	23.0	7.0	7.9	17.5	2.6	8.9	14.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.3	23.0	7.0	7.9	17.5	2.6	8.9	14.7	0.0
Queue Length 50th (ft)	14	65	7	7	140	0	12	65	0
Queue Length 95th (ft)	52	115	35	20	251	25	31	184	0
Internal Link Dist (ft)	325		382		1358			1104	
Turn Bay Length (ft)		202		916		838	640		605
Base Capacity (vph)	440	441	831	594	1025	954	484	1067	985
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.53	0.18	0.07	0.46	0.17	0.17	0.34	0.01
Intersection Summary									

Queues
2: US 550 & CR 252

2045 PM Peak Hour
Long-Term Background + Site Generated Traffic Conditions W/ 2:1 PCE



Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	145	207	208	107	384	277	121	518	32
v/c Ratio	0.53	0.48	0.34	0.27	0.46	0.32	0.21	0.57	0.04
Control Delay	20.9	23.4	7.7	11.6	19.1	3.5	9.3	20.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.9	23.4	7.7	11.6	19.1	3.5	9.3	20.0	0.1
Queue Length 50th (ft)	22	60	14	17	124	0	20	162	0
Queue Length 95th (ft)	64	102	47	40	196	42	44	#316	0
Internal Link Dist (ft)	325		382		1358			1104	
Turn Bay Length (ft)		202		916		838	640		605
Base Capacity (vph)	361	427	848	397	959	949	582	959	905
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.48	0.25	0.27	0.40	0.29	0.21	0.54	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Timings
2: US 550 & CR 252

2024 AM Peak Hour
Existing Conditions

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	17	14	81	18	34	381	88	49	276	10
Future Volume (vph)	17	14	81	18	34	381	88	49	276	10
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	3.0	4.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	13.0	13.0	9.5	24.0	11.0	24.0	24.0	11.0	27.0	27.0
Total Split (s)	14.4	14.4	9.6	24.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (%)	22.2%	22.2%	14.8%	36.9%	16.9%	46.2%	46.2%	16.9%	46.2%	46.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effect Green (s)		8.1	12.6	12.6	29.4	29.1	29.1	26.7	29.7	29.7
Actuated g/C Ratio		0.17	0.27	0.27	0.62	0.62	0.62	0.57	0.63	0.63
v/c Ratio		0.29	0.21	0.18	0.06	0.41	0.10	0.10	0.26	0.01
Control Delay		14.4	17.0	8.3	7.4	14.8	0.8	8.1	13.3	0.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		14.4	17.0	8.3	7.4	14.8	0.8	8.1	13.3	0.0
LOS		B	B	A	A	B	A	A	B	A
Approach Delay		14.4		12.9		11.9			12.2	
Approach LOS		B		B		B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 47.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 12.3

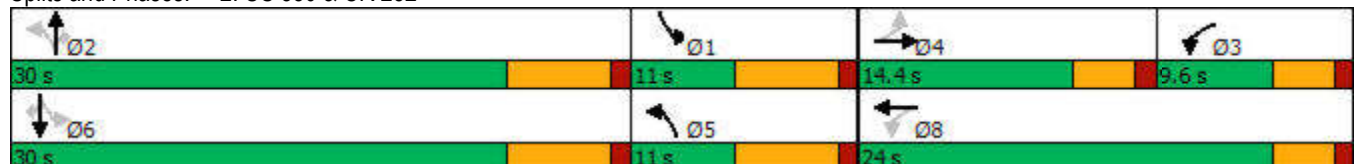
Intersection LOS: B

Intersection Capacity Utilization 52.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: US 550 & CR 252



Timings 2: US 550 & CR 252

2024 PM Peak Hour
Existing Conditions

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	15	28	82	36	84	310	125	58	395	24
Future Volume (vph)	15	28	82	36	84	310	125	58	395	24
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	3.0	4.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	13.0	13.0	9.5	24.0	11.0	24.0	24.0	11.0	27.0	27.0
Total Split (s)	14.4	14.4	9.6	24.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (%)	22.2%	22.2%	14.8%	36.9%	16.9%	46.2%	46.2%	16.9%	46.2%	46.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)		7.7	15.0	15.0	25.0	23.2	23.2	27.8	24.6	24.6
Actuated g/C Ratio		0.15	0.30	0.30	0.49	0.46	0.46	0.55	0.48	0.48
v/c Ratio		0.40	0.23	0.26	0.19	0.38	0.16	0.10	0.49	0.03
Control Delay		16.9	17.4	8.2	9.3	17.4	1.7	7.8	17.2	0.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		16.9	17.4	8.2	9.3	17.4	1.7	7.8	17.2	0.1
LOS		B	B	A	A	B	A	A	B	A
Approach Delay		16.9		11.9		12.3			15.2	
Approach LOS		B		B		B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 50.8

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 13.7

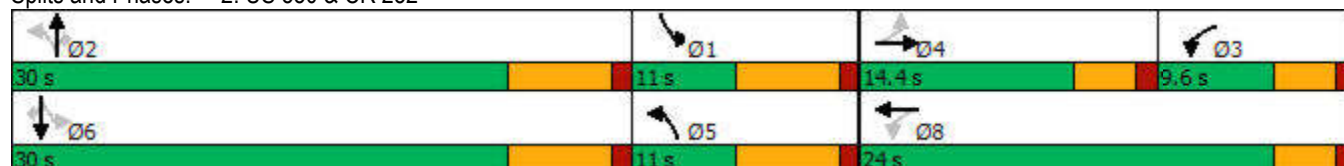
Intersection LOS: B

Intersection Capacity Utilization 51.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: US 550 & CR 252



Timings
2: US 550 & CR 252

2025 AM Peak Hour
Short-Term Background Conditions

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	17	14	82	18	34	384	89	49	278	10
Future Volume (vph)	17	14	82	18	34	384	89	49	278	10
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	3.0	4.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	13.0	13.0	9.5	24.0	11.0	24.0	24.0	11.0	27.0	27.0
Total Split (s)	14.4	14.4	9.6	24.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (%)	22.2%	22.2%	14.8%	36.9%	16.9%	46.2%	46.2%	16.9%	46.2%	46.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effect Green (s)		8.1	12.6	12.6	29.5	29.2	29.2	26.7	29.8	29.8
Actuated g/C Ratio		0.17	0.27	0.27	0.62	0.62	0.62	0.57	0.63	0.63
v/c Ratio		0.29	0.21	0.18	0.06	0.42	0.11	0.10	0.26	0.01
Control Delay		14.4	17.1	8.3	7.4	14.9	0.9	8.1	13.4	0.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		14.4	17.1	8.3	7.4	14.9	0.9	8.1	13.4	0.0
LOS		B	B	A	A	B	A	A	B	A
Approach Delay		14.4		13.0		11.9			12.2	
Approach LOS		B		B		B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 47.2

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 12.3

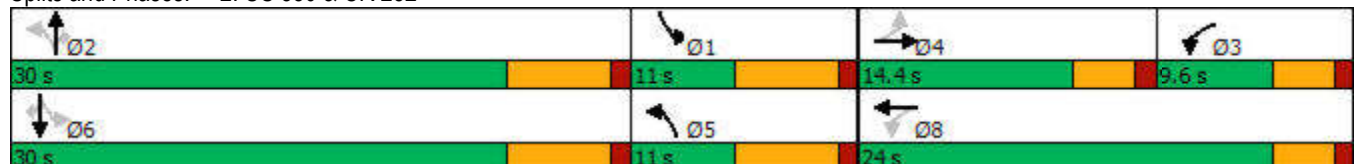
Intersection LOS: B

Intersection Capacity Utilization 52.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: US 550 & CR 252



Timings
2: US 550 & CR 252

2025 PM Peak Hour
Short-Term Background Conditions

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	15	28	82	36	84	310	125	58	395	24
Future Volume (vph)	15	28	82	36	84	310	125	58	395	24
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	3.0	4.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	13.0	13.0	9.5	24.0	11.0	24.0	24.0	11.0	27.0	27.0
Total Split (s)	14.4	14.4	9.6	24.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (%)	22.2%	22.2%	14.8%	36.9%	16.9%	46.2%	46.2%	16.9%	46.2%	46.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)		7.7	15.0	15.0	25.0	23.2	23.2	27.8	24.6	24.6
Actuated g/C Ratio		0.15	0.30	0.30	0.49	0.46	0.46	0.55	0.48	0.48
v/c Ratio		0.40	0.23	0.26	0.19	0.38	0.16	0.10	0.49	0.03
Control Delay		16.9	17.4	8.2	9.3	17.4	1.7	7.8	17.2	0.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		16.9	17.4	8.2	9.3	17.4	1.7	7.8	17.2	0.1
LOS		B	B	A	A	B	A	A	B	A
Approach Delay		16.9		11.9		12.3			15.2	
Approach LOS		B		B		B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 50.8

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 13.7

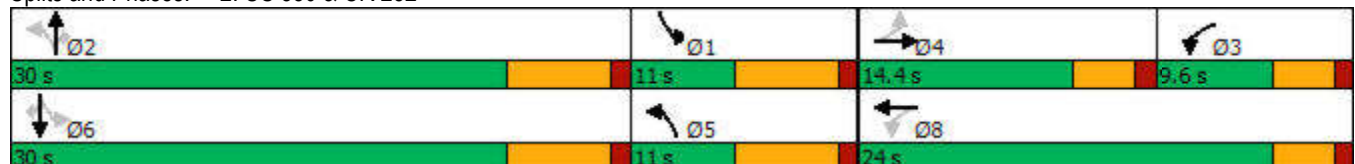
Intersection LOS: B

Intersection Capacity Utilization 51.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: US 550 & CR 252



Timings 2: US 550 & CR 252

2025 AM Peak Hour
Short-Term Background + Site Generated Traffic Conditions

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	17	14	126	18	34	384	115	54	278	10
Future Volume (vph)	17	14	126	18	34	384	115	54	278	10
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	3.0	4.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	13.0	13.0	9.5	24.0	11.0	24.0	24.0	11.0	27.0	27.0
Total Split (s)	14.4	14.4	9.6	24.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (%)	22.2%	22.2%	14.8%	36.9%	16.9%	46.2%	46.2%	16.9%	46.2%	46.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effect Green (s)		7.7	12.3	12.3	28.3	24.9	24.9	26.9	25.5	25.5
Actuated g/C Ratio		0.16	0.25	0.25	0.58	0.51	0.51	0.55	0.52	0.52
v/c Ratio		0.31	0.35	0.21	0.06	0.51	0.16	0.12	0.32	0.01
Control Delay		14.9	19.3	8.1	7.5	16.5	2.0	8.4	14.4	0.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		14.9	19.3	8.1	7.5	16.5	2.0	8.4	14.4	0.0
LOS		B	B	A	A	B	A	A	B	A
Approach Delay		14.9		14.9		12.8			13.0	
Approach LOS		B		B		B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 48.8

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 13.3

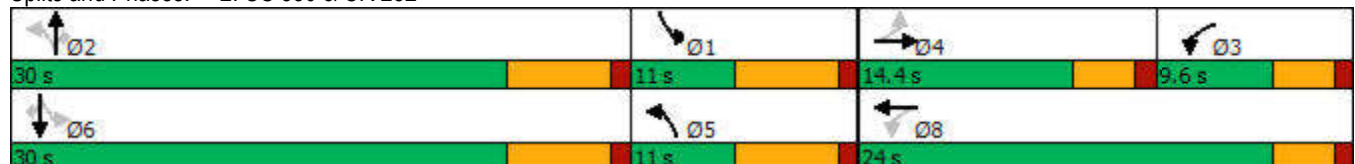
Intersection LOS: B

Intersection Capacity Utilization 52.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: US 550 & CR 252



Timings 2: US 550 & CR 252

2025 PM Peak Hour
Short-Term Background + Site Generated Traffic Conditions

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	15	28	114	36	85	313	186	70	398	24
Future Volume (vph)	15	28	114	36	85	313	186	70	398	24
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	3.0	4.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	13.0	13.0	9.5	24.0	11.0	24.0	24.0	11.0	27.0	27.0
Total Split (s)	14.4	14.4	9.6	24.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (%)	22.2%	22.2%	14.8%	36.9%	16.9%	46.2%	46.2%	16.9%	46.2%	46.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effect Green (s)		7.8	14.8	14.8	26.3	25.8	25.8	27.9	24.9	24.9
Actuated g/C Ratio		0.15	0.28	0.28	0.50	0.49	0.49	0.53	0.47	0.47
v/c Ratio		0.42	0.35	0.29	0.19	0.36	0.23	0.13	0.51	0.03
Control Delay		17.4	19.8	8.0	9.7	16.9	3.7	8.3	18.4	0.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		17.4	19.8	8.0	9.7	16.9	3.7	8.3	18.4	0.1
LOS		B	B	A	A	B	A	A	B	A
Approach Delay		17.4		13.6		11.6			16.1	
Approach LOS		B		B		B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 53.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 14.0

Intersection LOS: B

Intersection Capacity Utilization 55.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: US 550 & CR 252

			
Ø2	Ø1	Ø4	Ø3
30 s	11 s	14.4 s	9.6 s
			
Ø6	Ø5	Ø8	
30 s	11 s	24 s	

Timings
2: US 550 & CR 252

2045 AM Peak Hour
Long-Term Background Conditions

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	21	17	131	22	41	449	116	66	325	12
Future Volume (vph)	21	17	131	22	41	449	116	66	325	12
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	3.0	4.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	13.0	13.0	9.5	24.0	11.0	24.0	24.0	11.0	27.0	27.0
Total Split (s)	14.4	14.4	9.6	24.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (%)	22.2%	22.2%	14.8%	36.9%	16.9%	46.2%	46.2%	16.9%	46.2%	46.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effect Green (s)		7.6	14.8	14.8	30.0	26.5	26.5	26.3	24.6	24.6
Actuated g/C Ratio		0.15	0.28	0.28	0.57	0.51	0.51	0.50	0.47	0.47
v/c Ratio		0.38	0.34	0.25	0.08	0.60	0.16	0.19	0.41	0.02
Control Delay		16.0	19.9	7.6	7.5	19.7	2.0	10.0	17.6	0.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		16.0	19.9	7.6	7.5	19.7	2.0	10.0	17.6	0.1
LOS		B	B	A	A	B	A	A	B	A
Approach Delay		16.0		14.3		15.5			15.8	
Approach LOS		B		B		B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 52.4

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 15.4

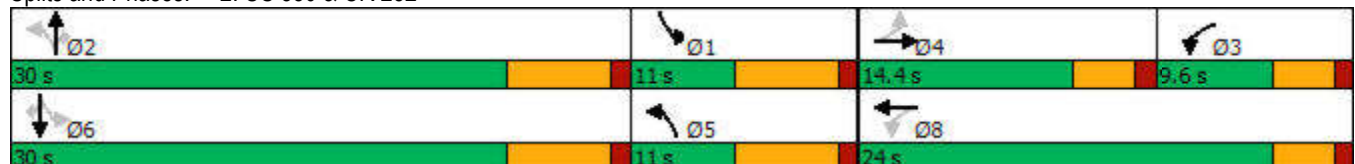
Intersection LOS: B

Intersection Capacity Utilization 56.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: US 550 & CR 252



Timings
2: US 550 & CR 252

2045 PM Peak Hour
Long-Term Background Conditions

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	18	34	126	44	102	365	185	94	466	29
Future Volume (vph)	18	34	126	44	102	365	185	94	466	29
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	3.0	4.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	13.0	13.0	9.5	24.0	11.0	24.0	24.0	11.0	27.0	27.0
Total Split (s)	14.4	14.4	9.6	24.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (%)	22.2%	22.2%	14.8%	36.9%	16.9%	46.2%	46.2%	16.9%	46.2%	46.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effect Green (s)		8.7	15.4	15.4	24.7	24.1	24.1	28.5	26.0	26.0
Actuated g/C Ratio		0.16	0.29	0.29	0.46	0.45	0.45	0.53	0.49	0.49
v/c Ratio		0.54	0.39	0.34	0.27	0.46	0.24	0.18	0.57	0.04
Control Delay		21.1	21.6	8.0	11.5	19.1	3.6	8.9	20.0	0.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		21.1	21.6	8.0	11.5	19.1	3.6	8.9	20.0	0.1
LOS		C	C	A	B	B	A	A	C	A
Approach Delay		21.1		14.0		13.5			17.3	
Approach LOS		C		B		B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 53.4

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 15.5

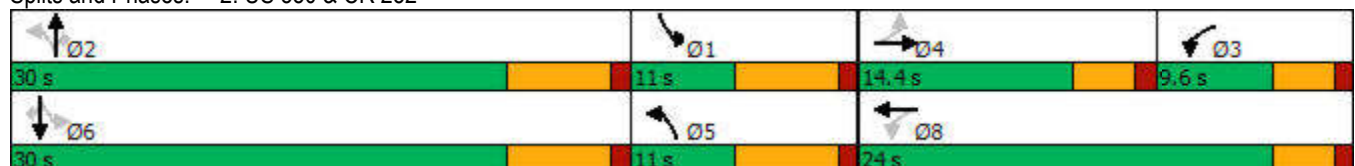
Intersection LOS: B

Intersection Capacity Utilization 63.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: US 550 & CR 252



Timings 2: US 550 & CR 252

2045 AM Peak Hour
Long-Term Background + Site Generated Traffic Conditions

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	21	17	175	22	41	449	142	71	325	12
Future Volume (vph)	21	17	175	22	41	449	142	71	325	12
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	3.0	4.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	13.0	13.0	9.5	24.0	11.0	24.0	24.0	11.0	27.0	27.0
Total Split (s)	14.4	14.4	9.6	24.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (%)	22.2%	22.2%	14.8%	36.9%	16.9%	46.2%	46.2%	16.9%	46.2%	46.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effect Green (s)		8.0	15.1	15.1	26.6	24.8	24.8	26.4	26.1	26.1
Actuated g/C Ratio		0.16	0.30	0.30	0.53	0.49	0.49	0.53	0.52	0.52
v/c Ratio		0.41	0.50	0.26	0.07	0.51	0.17	0.16	0.37	0.01
Control Delay		15.5	22.2	7.0	7.9	17.5	2.2	8.8	14.7	0.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		15.5	22.2	7.0	7.9	17.5	2.2	8.8	14.7	0.0
LOS		B	C	A	A	B	A	A	B	A
Approach Delay		15.5		16.0		13.4			13.3	
Approach LOS		B		B		B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 50.2

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 14.1

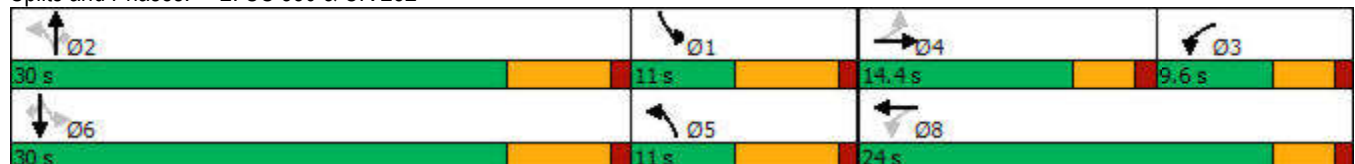
Intersection LOS: B

Intersection Capacity Utilization 57.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: US 550 & CR 252



Timings 2: US 550 & CR 252

2045 PM Peak Hour
Long-Term Background + Site Generated Traffic Conditions

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	18	34	157	44	102	365	245	105	466	29
Future Volume (vph)	18	34	157	44	102	365	245	105	466	29
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	3.0	4.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	13.0	13.0	9.5	24.0	11.0	24.0	24.0	11.0	27.0	27.0
Total Split (s)	14.4	14.4	9.6	24.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (%)	22.2%	22.2%	14.8%	36.9%	16.9%	46.2%	46.2%	16.9%	46.2%	46.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)		9.0	15.7	15.7	23.9	23.8	23.8	27.7	25.7	25.7
Actuated g/C Ratio		0.17	0.30	0.30	0.45	0.45	0.45	0.52	0.49	0.49
v/c Ratio		0.53	0.46	0.34	0.27	0.46	0.30	0.20	0.57	0.04
Control Delay		21.0	22.9	7.8	11.6	19.1	3.5	9.2	20.0	0.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		21.0	22.9	7.8	11.6	19.1	3.5	9.2	20.0	0.1
LOS		C	C	A	B	B	A	A	C	A
Approach Delay		21.0		15.1		12.6			17.2	
Approach LOS		C		B		B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 52.8

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 15.3

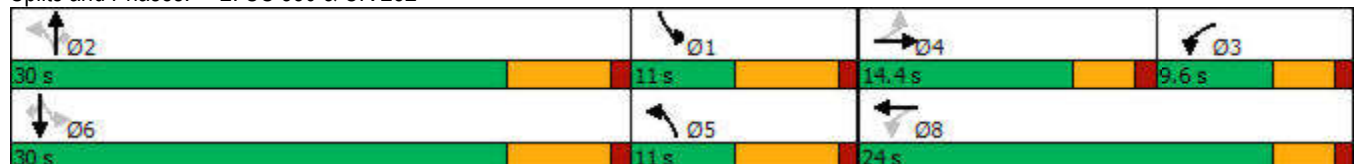
Intersection LOS: B

Intersection Capacity Utilization 63.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: US 550 & CR 252



Timings 2: US 550 & CR 252

2045 AM Peak Hour
Long-Term Background + Site Generated Traffic Conditions W/ 2:1 PCE

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	21	17	190	22	41	449	150	72	325	12
Future Volume (vph)	21	17	190	22	41	449	150	72	325	12
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	3.0	4.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	13.0	13.0	9.5	24.0	11.0	24.0	24.0	11.0	27.0	27.0
Total Split (s)	14.4	14.4	9.6	24.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (%)	22.2%	22.2%	14.8%	36.9%	16.9%	46.2%	46.2%	16.9%	46.2%	46.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effect Green (s)		8.1	15.1	15.1	26.2	24.6	24.6	26.0	25.9	25.9
Actuated g/C Ratio		0.16	0.30	0.30	0.53	0.49	0.49	0.52	0.52	0.52
v/c Ratio		0.41	0.53	0.25	0.07	0.51	0.18	0.17	0.37	0.01
Control Delay		15.3	23.0	7.0	7.9	17.5	2.6	8.9	14.7	0.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		15.3	23.0	7.0	7.9	17.5	2.6	8.9	14.7	0.0
LOS		B	C	A	A	B	A	A	B	A
Approach Delay		15.3		16.8		13.4			13.3	
Approach LOS		B		B		B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 49.8

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 14.3

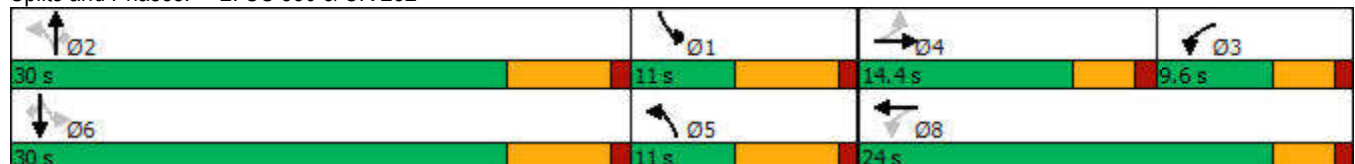
Intersection LOS: B

Intersection Capacity Utilization 58.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: US 550 & CR 252



Timings
2: US 550 & CR 252

2045 PM Peak Hour
Long-Term Background + Site Generated Traffic Conditions W/ 2:1 PCE

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	18	34	168	44	102	365	263	109	466	29
Future Volume (vph)	18	34	168	44	102	365	263	109	466	29
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	3.0	4.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	13.0	13.0	9.5	24.0	11.0	24.0	24.0	11.0	27.0	27.0
Total Split (s)	14.4	14.4	9.6	24.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (%)	22.2%	22.2%	14.8%	36.9%	16.9%	46.2%	46.2%	16.9%	46.2%	46.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effect Green (s)		9.2	15.8	15.8	23.6	23.7	23.7	27.4	25.6	25.6
Actuated g/C Ratio		0.17	0.30	0.30	0.45	0.45	0.45	0.52	0.49	0.49
v/c Ratio		0.53	0.48	0.34	0.27	0.46	0.32	0.21	0.57	0.04
Control Delay		20.9	23.4	7.7	11.6	19.1	3.5	9.3	20.0	0.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		20.9	23.4	7.7	11.6	19.1	3.5	9.3	20.0	0.1
LOS		C	C	A	B	B	A	A	C	A
Approach Delay		20.9		15.5		12.4			17.1	
Approach LOS		C		B		B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 52.6

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 15.3

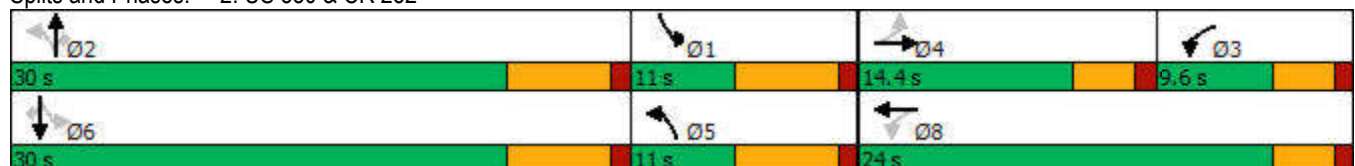
Intersection LOS: B

Intersection Capacity Utilization 63.8%

ICU Level of Service B

Analysis Period (min) 15

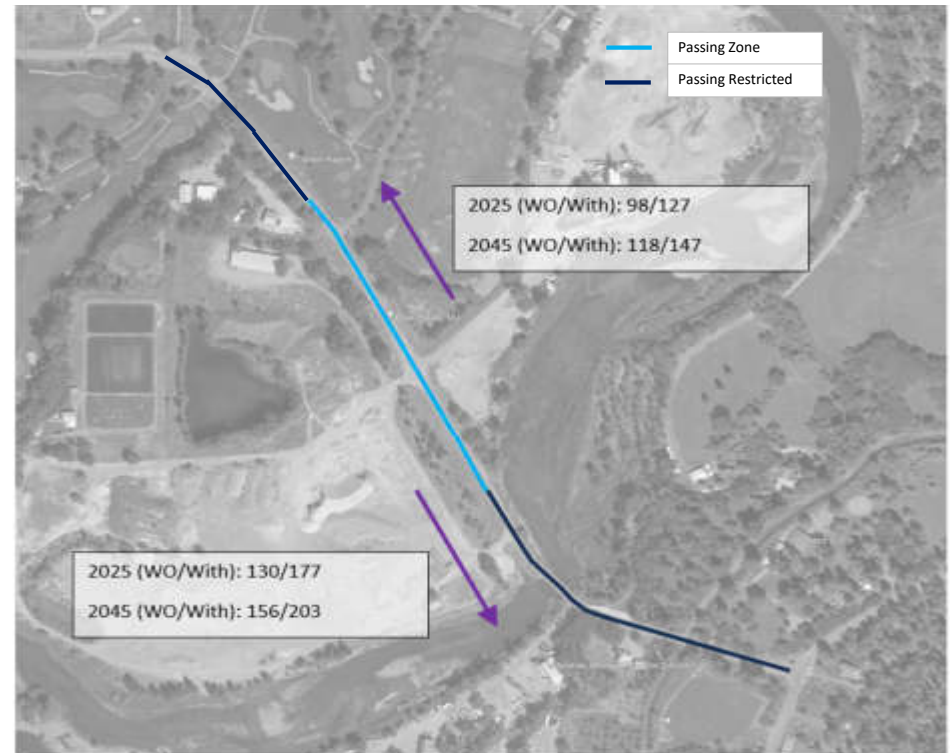
Splits and Phases: 2: US 550 & CR 252



Section	Passing	Year	Direction	Development	Volume	HV%	Follower Density, followers/mi/ln	LOS
1	Passing Restricted	2025	EB	Without	130	1%	1.5	A
				With	177	12%	2.4	A
			WB	Without	98	1%	0.9	A
				With	127	12%	1.4	A
		2045	EB	Without	156	1%	1.9	A
				With	203	12%	2.9	B
2	Passing Zone	2025	WB	Without	118	1%	1.3	A
				With	147	12%	1.8	A
			EB	Without	130	1%	1.2	A
				With	177	12%	1.9	A
		2045	WB	Without	98	1%	0.7	A
				With	127	12%	1.2	A

LOS	Follower Density (followers/mi/ln)	
	Higher-Speed Highways Posted Speed Limit ≥ 50 mi/h	Lower-Speed Highways Posted Speed Limit < 50 mi/h
A	≤ 2.0	≤ 2.5
B	$> 2.0 - 4.0$	$> 2.5 - 5.0$
C	$> 4.0 - 8.0$	$> 5.0 - 10.0$
D	$> 8.0 - 12.0$	$> 10.0 - 15.0$
E	> 12.0	> 15.0
F	Demand exceeds capacity	

HCM 7th Edition – LOS criteria



HCS Two-Lane Highway Report

Project Information

Analyst	BT	Date	11/17/2023
Agency	SEH	Analysis Year	2025
Jurisdiction	La Plata	Time Analyzed	
Project Description	Roberts RV Resort TIS	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1120
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	188	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	32.6
Speed Slope Coefficient (m)	2.27566	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.48474	PF Power Coefficient (p)	0.64391
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1120	-	-	31.8

Vehicle Results

Average Speed, mi/h	31.8	Percent Followers, %	39.7
Segment Travel Time, minutes	0.40	Follower Density (FD), followers/mi/ln	2.4
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.01	2.4	A

HCS Two-Lane Highway Report

Project Information

Analyst	BT	Date	11/17/2023
Agency	SEH	Analysis Year	2025
Jurisdiction	La Plata	Time Analyzed	
Project Description	Roberts RV Resort TIS	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1120
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	135	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	32.6
Speed Slope Coefficient (m)	2.27566	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.48474	PF Power Coefficient (p)	0.64391
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1120	-	-	32.0

Vehicle Results

Average Speed, mi/h	32.0	Percent Followers, %	33.6
Segment Travel Time, minutes	0.40	Follower Density (FD), followers/mi/ln	1.4
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	7	0.00	1.4	A

HCS Two-Lane Highway Report

Project Information

Analyst	BT	Date	11/17/2023
Agency	SEH	Analysis Year	2025
Jurisdiction	La Plata	Time Analyzed	
Project Description	Roberts RV Resort TIS	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1120
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	138	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	33.0
Speed Slope Coefficient (m)	2.29552	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.48822	PF Power Coefficient (p)	0.64431
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1120	-	-	32.4

Vehicle Results

Average Speed, mi/h	32.4	Percent Followers, %	34.0
Segment Travel Time, minutes	0.39	Follower Density (FD), followers/mi/ln	1.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	7	0.00	1.5	A

HCS Two-Lane Highway Report

Project Information

Analyst	BT	Date	11/17/2023
Agency	SEH	Analysis Year	2025
Jurisdiction	La Plata	Time Analyzed	
Project Description	Roberts RV Resort TIS	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1120
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	104	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	33.0
Speed Slope Coefficient (m)	2.29552	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.48822	PF Power Coefficient (p)	0.64431
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1120	-	-	32.7

Vehicle Results

Average Speed, mi/h	32.7	Percent Followers, %	29.3
Segment Travel Time, minutes	0.39	Follower Density (FD), followers/mi/ln	0.9
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.9	A

HCS Two-Lane Highway Report

Project Information

Analyst	BT	Date	11/17/2023
Agency	SEH	Analysis Year	2045
Jurisdiction	La Plata	Time Analyzed	
Project Description	Roberts RV Resort TIS	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1120
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	216	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	32.6
Speed Slope Coefficient (m)	2.27566	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.48474	PF Power Coefficient (p)	0.64391
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1120	-	-	31.7

Vehicle Results

Average Speed, mi/h	31.7	Percent Followers, %	42.5
Segment Travel Time, minutes	0.40	Follower Density (FD), followers/mi/ln	2.9
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	11	0.01	2.9	B

HCS Two-Lane Highway Report

Project Information

Analyst	BT	Date	11/17/2023
Agency	SEH	Analysis Year	2045
Jurisdiction	La Plata	Time Analyzed	
Project Description	Roberts RV Resort TIS	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1120
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	156	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	32.6
Speed Slope Coefficient (m)	2.27566	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.48474	PF Power Coefficient (p)	0.64391
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1120	-	-	31.9

Vehicle Results

Average Speed, mi/h	31.9	Percent Followers, %	36.2
Segment Travel Time, minutes	0.40	Follower Density (FD), followers/mi/ln	1.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	8	0.01	1.8	A

HCS Two-Lane Highway Report

Project Information

Analyst	BT	Date	11/17/2023
Agency	SEH	Analysis Year	2045
Jurisdiction	La Plata	Time Analyzed	
Project Description	Roberts RV Resort TIS	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1120
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	166	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	33.0
Speed Slope Coefficient (m)	2.29552	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.48822	PF Power Coefficient (p)	0.64431
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1120	-	-	32.2

Vehicle Results

Average Speed, mi/h	32.2	Percent Followers, %	37.4
Segment Travel Time, minutes	0.39	Follower Density (FD), followers/mi/ln	1.9
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	8	0.01	1.9	A

HCS Two-Lane Highway Report

Project Information

Analyst	BT	Date	11/17/2023
Agency	SEH	Analysis Year	2045
Jurisdiction	La Plata	Time Analyzed	
Project Description	Roberts RV Resort TIS	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1120
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	126	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	33.0
Speed Slope Coefficient (m)	2.29552	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.48822	PF Power Coefficient (p)	0.64431
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1120	-	-	32.5

Vehicle Results

Average Speed, mi/h	32.5	Percent Followers, %	32.4
Segment Travel Time, minutes	0.39	Follower Density (FD), followers/mi/ln	1.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	6	0.00	1.3	A

HCS Two-Lane Highway Report

Project Information

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Project Description	Roberts RV Resort TIS	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1140
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	188	Opposing Demand Flow Rate, veh/h	135
Peak Hour Factor	0.94	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	32.6
Speed Slope Coefficient (m)	1.99468	Speed Power Coefficient (p)	0.56003
PF Slope Coefficient (m)	-1.26817	PF Power Coefficient (p)	0.69113
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1140	-	-	32.1

Vehicle Results

Average Speed, mi/h	32.1	Percent Followers, %	33.0
Segment Travel Time, minutes	0.40	Follower Density (FD), followers/mi/ln	1.9
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	10	0.00	1.9	A

HCS Two-Lane Highway Report

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Project Description	Roberts RV Resort TIS	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1140
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	135	Opposing Demand Flow Rate, veh/h	188
Peak Hour Factor	0.94	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	32.6
Speed Slope Coefficient (m)	2.01643	Speed Power Coefficient (p)	0.54260
PF Slope Coefficient (m)	-1.28761	PF Power Coefficient (p)	0.68675
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1140	-	-	32.3

Vehicle Results

Average Speed, mi/h	32.3	Percent Followers, %	27.8
Segment Travel Time, minutes	0.40	Follower Density (FD), followers/mi/ln	1.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	7	0.00	1.2	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1140
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	138	Opposing Demand Flow Rate, veh/h	104
Peak Hour Factor	0.94	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	33.0
Speed Slope Coefficient (m)	1.99989	Speed Power Coefficient (p)	0.57236
PF Slope Coefficient (m)	-1.25886	PF Power Coefficient (p)	0.69424
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1140	-	-	32.7

Vehicle Results

Average Speed, mi/h	32.7	Percent Followers, %	27.3
Segment Travel Time, minutes	0.40	Follower Density (FD), followers/mi/ln	1.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	7	0.00	1.2	A

HCS Two-Lane Highway Report

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Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1140
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	104	Opposing Demand Flow Rate, veh/h	138
Peak Hour Factor	0.94	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	33.0
Speed Slope Coefficient (m)	2.01595	Speed Power Coefficient (p)	0.55886
PF Slope Coefficient (m)	-1.27344	PF Power Coefficient (p)	0.69091
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1140	-	-	32.9

Vehicle Results

Average Speed, mi/h	32.9	Percent Followers, %	23.4
Segment Travel Time, minutes	0.39	Follower Density (FD), followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.7	A

HCS Two-Lane Highway Report

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Project Description	Roberts RV Resort TIS	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1140
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	216	Opposing Demand Flow Rate, veh/h	156
Peak Hour Factor	0.94	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	32.6
Speed Slope Coefficient (m)	2.00382	Speed Power Coefficient (p)	0.55258
PF Slope Coefficient (m)	-1.27638	PF Power Coefficient (p)	0.68927
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1140	-	-	32.0

Vehicle Results

Average Speed, mi/h	32.0	Percent Followers, %	35.8
Segment Travel Time, minutes	0.40	Follower Density (FD), followers/mi/ln	2.4
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	11	0.01	2.4	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1140
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	163	Opposing Demand Flow Rate, veh/h	0
Peak Hour Factor	0.94	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	32.6
Speed Slope Coefficient (m)	1.87419	Speed Power Coefficient (p)	0.67576
PF Slope Coefficient (m)	-1.15539	PF Power Coefficient (p)	0.71947
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1140	-	-	32.3

Vehicle Results

Average Speed, mi/h	32.3	Percent Followers, %	26.9
Segment Travel Time, minutes	0.40	Follower Density (FD), followers/mi/ln	1.4
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	8	0.00	1.4	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1140
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	166	Opposing Demand Flow Rate, veh/h	126
Peak Hour Factor	0.94	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	33.0
Speed Slope Coefficient (m)	2.01019	Speed Power Coefficient (p)	0.56364
PF Slope Coefficient (m)	-1.26823	PF Power Coefficient (p)	0.69209
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1140	-	-	32.5

Vehicle Results

Average Speed, mi/h	32.5	Percent Followers, %	30.6
Segment Travel Time, minutes	0.40	Follower Density (FD), followers/mi/ln	1.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	8	0.00	1.6	A

HCS Two-Lane Highway Report

Project Information

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Project Description	Roberts RV Resort TIS	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1140
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	35	Access Point Density, pts/mi	14.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	126	Opposing Demand Flow Rate, veh/h	166
Peak Hour Factor	0.94	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	33.0
Speed Slope Coefficient (m)	2.02758	Speed Power Coefficient (p)	0.54945
PF Slope Coefficient (m)	-1.28389	PF Power Coefficient (p)	0.68857
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1140	-	-	32.7

Vehicle Results

Average Speed, mi/h	32.7	Percent Followers, %	26.5
Segment Travel Time, minutes	0.40	Follower Density (FD), followers/mi/ln	1.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	6	0.00	1.0	A