



LSC TRANSPORTATION CONSULTANTS, INC.

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August 27, 2021

Mr. Jay Knutson
Crestone Peak Resources
1801 California Street, Suite 2500
Denver, CO 80202

Re: CPR - Blue Pad
Traffic Impact Analysis
Aurora, CO
LSC #210210

Dear Mr. Knutson:

In response to your request, LSC Transportation Consultants, Inc. has prepared this Traffic Impact Analysis for the proposed CPR - Blue Pad well site in Aurora, Colorado. The site is located south of E. 26th Avenue to the east of Monaghan Road as shown in Figure 1.

REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, etc.; the existing weekday peak-hour traffic volumes; the existing daily traffic volumes in the area; the typical weekday site-generated traffic volume projections for site; the assignment of the projected traffic volumes to the area roadways for six different scenarios; the projected total traffic volumes on the area roadways for six different scenarios; the site's projected traffic impacts; and any recommended roadway improvements to mitigate the traffic impacts from the site. The estimated timing of each phase is the best information available today but is subject to change over time.

LAND USE AND ACCESS

The site is proposed as an oil and gas operation with seven well heads. Full movement access is proposed to E. 26th Avenue via an existing private access road as shown in Figures 1 and 2. There is adequate sight distance along E. 26th Avenue at this location.

The site will be developed in 12 phases as follows:

- | | |
|---|-----------|
| 1. Construction Phase 1 Set up | 1 day |
| 2. Construction Phase 1 (Earthwork of site and access road) | 33 days |
| 3. Construction Phase 1 Breakdown | 1 day |
| 4. Construction Phase 2 (Finishing work and access road construction) | 10 days |
| 5. Drilling Set Up | 5 days |
| 6. Drilling | 59.5 days |

7. Drilling Breakdown	3 days
8. Completion & Flow Back Set Up	3 days
9. Completion	70 days
10. Flowback	35 days
11. Completion & Flow Back Breakdown	3 days
12. Production/Operations	Ongoing

These 12 phases are detailed in Table 1.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

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

- **E. 26th Avenue** is an east-west, two-lane roadway north of the site. The intersection with Hudson Mile Road is stop-sign controlled. The posted speed limit is 45 mph.
- **Hudson Mile Road** is a north-south, two-lane roadway east of the site. The intersections with E. 26th Avenue and Colfax Avenue (US 36) are stop-sign controlled. The posted speed limit is 45 mph.
- **Colfax Avenue (US 36)** is an east-west, two-lane highway south of the site. It is classified as R-B (Rural Highway) by CDOT. The intersection with Hudson Mile Road is stop-sign controlled. The posted speed limit is 55 mph near the study area. The CDOT straight line diagram is attached for reference.
- **Existing or Proposed Private Access Roads** are gravel roadways that will provide access to the site from the public roadway network. They will be maintained to accommodate construction traffic.

Existing Traffic Conditions

Figure 3 shows the existing weekday traffic volumes, lane geometry, traffic controls, and the posted speed limits in the vicinity of the site. The weekday peak-hour traffic volumes and average daily traffic volumes are from the attached traffic counts conducted by Counter Measures in March, 2021.

2022 Background Traffic

Figure 4 shows the 2022 background traffic volumes which assumes a ten percent adjustment for the ongoing pandemic and an annual growth rate of two percent.

Existing and 2022 Background Levels of Service

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

The intersections in the study area were analyzed to determine the existing and 2022 background levels of service using Synchro. Table 2 shows the level of service analysis results. The level of service reports are attached.

- **Colfax Avenue (US 36)/Hudson Mile Road:** All movements at this unsignalized intersection currently operate at LOS “A” during both morning and afternoon peak-hours and are expected to do so through 2022.
- **Hudson Mile Road/E. 26th Avenue:** All movements at this unsignalized intersection currently operate at LOS “A” during both morning and afternoon peak-hours and are expected to do so through 2022.

TRIP GENERATION

Table 3 shows the estimated average weekday daily and peak-hour trip generation by vehicle type based on information provided by the applicant. Estimates are given for 12 different phases of the project including:

1. Construction Phase 1 Set up	1 day
2. Construction Phase 1 (Earthwork of site and access road)	33 days
3. Construction Phase 1 Breakdown	1 day
4. Construction Phase 2 (Finishing work and access road construction)	10 days
5. Drilling Set Up	5 days
6. Drilling	59.5 days
7. Drilling Breakdown	3 days
8. Completion & Flow Back Set Up	3 days
9. Completion	70 days
10. Flowback	35 days
11. Completion & Flow Back Breakdown	3 days
12. Production/Operations	Ongoing

TRIP ASSIGNMENT

Figures 5a through 5f show the estimated assignment of site-generated traffic in passenger car equivalents for six of the twelve scenarios.

Scenario 4 - Construction 2: Figure 5a shows the estimated 2022 site-generated traffic volumes expected to occur during the 10-day Construction Phase 2.

Scenario 6 - Drilling: Figure 5b shows the estimated 2022 site-generated traffic volumes expected to occur during the 59.5-day drilling phase.

Scenario 8 - Completion and Flowback - Setup: Figure 5c shows the estimated 2022 site-generated traffic volumes expected to occur during the 3-day set-up phase.

Scenario 9 - Completion and Flowback - Completion - Figure 5d shows the estimated 2022 site-generated traffic volumes expected to occur during the 70-day completion phase.

Scenario 10 - Completion and Flowback - Flowback: Figure 5e shows the estimated 2022 site-generated traffic volumes expected to occur during the 35-day flowback phase.

Scenario 11 - Completion and Flowback - Breakdown: Figure 5f shows the estimated 2022 site-generated traffic volumes expected to occur during the 3-day breakdown phase.

TOTAL TRAFFIC

Figures 6a through 6f show the 2022 total traffic for six of the twelve scenarios.

Scenario 4 - Construction 2: Figure 6a shows the estimated 2022 total traffic volumes during the 10-day Construction Phase 2 if the site is allowed to haul during the commuter peak-hours (7:00 - 9:00 a.m. and 4:00 - 6:00 p.m.).

Scenario 6 - Drilling: Figure 6b shows the estimated 2022 total traffic volumes during the 59.5-day drilling phase if the site is allowed to haul during the commuter peak-hours (7:00 - 9:00 a.m. and 4:00 - 6:00 p.m.).

Scenario 8 - Completion and Flowback - Setup: Figure 6c shows the estimated 2022 total traffic volumes during the 3-day set-up phase if the site is allowed to haul during the commuter peak-hours (7:00 - 9:00 a.m. and 4:00 - 6:00 p.m.).

Scenario 9 - Completion and Flowback - Completion - Figure 6d shows the estimated 2022 total traffic volumes during the 70-day completion phase if the site is allowed to haul during the commuter peak-hours (7:00 - 9:00 a.m. and 4:00 - 6:00 p.m.).

Scenario 10 - Completion and Flowback - Flowback: Figure 6e shows the estimated 2022 total traffic volumes during the 35-day flowback phase if the site is allowed to haul during the commuter peak-hours (7:00 - 9:00 a.m. and 4:00 - 6:00 p.m.).

Scenario 11 - Completion and Flowback - Breakdown: Figure 6f shows the estimated 2022 total traffic volumes during the 3-day breakdown phase if the site is allowed to haul during the commuter peak-hours (7:00 - 9:00 a.m. and 4:00 - 6:00 p.m.).

PROJECTED LEVELS OF SERVICE

The intersections in the study area were analyzed as appropriate to determine the total levels of service during the six scenarios detailed above. Table 2 shows the level of service analysis results. The level of service reports are attached.

- **Colfax Avenue (US 36)/Hudson Mile Road:** All movements at this unsignalized intersection are expected to operate at LOS “B” or better during both morning and afternoon peak-hours through 2022 in all scenarios.
- **Hudson Mile Road/E. 26th Avenue:** All movements at this unsignalized intersection are expected to operate at LOS “A” during both morning and afternoon peak-hours through 2022 in all scenarios.

TRAFFIC CONTROL PLAN

The City of Aurora is restricting all non-essential site trips during the commuter hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. which will greatly reduce impacts to commuter traffic. A traffic control plan should be developed to warn motorists of heavy truck traffic during construction of the site. Auxiliary turn lanes are not recommended because the impacts are temporary and the traffic control and construction of one or more turn lanes would be more impactful than the temporary impact with implementation of a traffic control plan.

CONCLUSIONS AND RECOMMENDATIONS**Trip Generation**

1. The impact will be highest at about 422 passenger car equivalent trips per day in Scenario 9 (Completion Phase - 70 days).
2. The long-term impact will be minimal due to product being removed from the site via pipeline.

Projected Levels of Service

3. All movements at the unsignalized intersections analyzed are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2022 in all scenarios analyzed. Operations will likely be even better because the City is restricting all non-essential site trips during the commuter hours of 7:00 - 9:00 a.m. and 4:00 - 6:00 p.m.

Conclusions

4. The impact of the proposed CPR - Blue Pad well site can be accommodated by the existing roadway network with the following recommendations.

Recommendations

5. The City of Aurora is restricting all non-essential site trips during the commuter hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. which will greatly reduce impacts to commuter traffic. A traffic control plan should be developed to warn motorists of heavy truck traffic during construction of the site. Auxiliary turn lanes are not recommended because the impacts are temporary and the traffic control and construction of one or more turn lanes would be more impactful than the temporary impact with implementation of a traffic control plan.

* * * * *

We trust our findings will assist you in gaining approval of the proposed CPR - Blue Pad well site development. Please contact me if you have any questions or need further assistance.

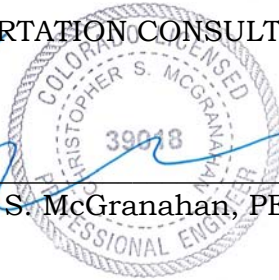
Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By



Christopher S. McGranahan, PE, PTOE
Principal



CSM/wc

8-27-21

Enclosures: Tables 1 - 3
Figures 1 - 6f
CDOT Straight Line Diagram
Traffic Count Reports
Level of Service Definitions
Level of Service Reports

Table 1
CPR Yellow North
Trip Generation Estimate for One Well Head
LSC #210800; August, 2021

Phase of Development		Gross Vehicle Weight ⁽¹⁾		ESAL Per Vehicle ⁽¹⁾	Number of Vehicles Estimated per Day ⁽¹⁾		Average Daily Trips	Average Daily ESALs
Construction Phase 1 (35 days +/-) - Earthwork of site and access road								
1.)	Setup (1 Day)							
	Passenger Vehicle ⁽²⁾	4,500	to	8,500 lbs	0.003	10 Vehicles	20	0.06
	Multiple Unit Trucks ⁽²⁾	50,000	to	70,000 lbs	1.087	5 Vehicles	10	10.87
						Typical Vehicle Trips per Day =	30	10.93
						Typical Passenger Car Equivalent Trips per Day ⁽³⁾ =	50	
2.)	Construction (33 days)							
	Passenger Vehicle ⁽²⁾	4,500	to	8,500 lbs	0.003	10 Vehicles	20	0.06
						Typical Vehicle Trips per Day =	20	0.06
						Typical Passenger Car Equivalent Trips per Day ⁽³⁾ =	20	
3.)	Breakdown (1 Day)							
	Passenger Vehicle ⁽²⁾	4,500	to	8,500 lbs	0.003	10 Vehicles	20	0.06
	Multiple Unit Trucks ⁽²⁾	50,000	to	70,000 lbs	1.087	5 Vehicles	10	10.87
						Typical Vehicle Trips per Day =	30	10.93
						Typical Passenger Car Equivalent Trips per Day ⁽³⁾ =	50	
4.) Construction Phase 2 (10 days +/-) - Finishing work and access road construction								
	Passenger Vehicle ⁽²⁾	4,500	to	8,500 lbs	0.003	10 Vehicles	20	0.06
	Multiple Unit Trucks ⁽²⁾	50,000	to	70,000 lbs	1.087	40 Vehicles	80	86.96
						Typical Vehicle Trips per Day =	100	87.02
						Typical Passenger Car Equivalent Trips per Day ⁽³⁾ =	260	
Drilling Phase								
5.)	Setup (5 Days)							
	Passenger Vehicle ⁽²⁾	4,500	to	8,500 lbs	0.003	20 Vehicles	40	0.12
	Multiple Unit Trucks ⁽²⁾	50,000	to	70,000 lbs	1.087	14 Vehicles	28	30.44
						Typical Vehicle Trips per Day =	68	30.56
						Typical Passenger Car Equivalent Trips per Day ⁽³⁾ =	124	
6.)	Drilling (8.5 days per well)							
	Passenger Vehicle ⁽²⁾	4,500	to	8,500 lbs	0.003	23 Vehicles	46	0.14
	Multiple Unit Trucks ⁽²⁾	50,000	to	70,000 lbs	1.087	11 Vehicles	22	23.91
						Typical Vehicle Trips per Day =	68	24.05
						Typical Passenger Car Equivalent Trips per Day ⁽³⁾ =	112	
7.)	Breakdown (3 Days)							
	Passenger Vehicle ⁽²⁾	4,500	to	8,500 lbs	0.003	20 Vehicles	40	0.12
	Multiple Unit Trucks ⁽²⁾	50,000	to	70,000 lbs	1.087	14 Vehicles	28	30.44
						Typical Vehicle Trips per Day =	68	30.56
						Typical Passenger Car Equivalent Trips per Day ⁽³⁾ =	124	
Completion & Flow Back Phase								
8.)	Setup (3 Days)							
	Passenger Vehicle ⁽²⁾	4,500	to	8,500 lbs	0.003	20 Vehicles	40	0.12
	Multiple Unit Trucks ⁽²⁾	50,000	to	70,000 lbs	1.087	40 Vehicles	80	86.96
						Typical Vehicle Trips per Day =	120	87.08
						Typical Passenger Car Equivalent Trips per Day ⁽³⁾ =	280	
9.)	Completion (10 days per well)							
	Passenger Vehicle ⁽²⁾	4,500	to	8,500 lbs	0.003	61 Vehicles	122	0.37
	Multiple Unit Trucks ⁽²⁾	50,000	to	70,000 lbs	1.087	50 Vehicles	100	108.70
						Typical Vehicle Trips per Day =	222	109.07
						Typical Passenger Car Equivalent Trips per Day ⁽³⁾ =	422	
10.)	Flow Back (5 Days per well)							
	Passenger Vehicle ⁽²⁾	4,500	to	8,500 lbs	0.003	5 Vehicles	10	0.03
	Multiple Unit Trucks ⁽²⁾	50,000	to	70,000 lbs	1.087	28 Vehicles	56	60.87
						Typical Vehicle Trips per Day =	66	60.90
						Typical Passenger Car Equivalent Trips per Day ⁽³⁾ =	178	
11.)	Breakdown (3 days)							
	Passenger Vehicle ⁽²⁾	4,500	to	8,500 lbs	0.003	20 Vehicles	40	0.12
	Multiple Unit Trucks ⁽²⁾	50,000	to	70,000 lbs	1.087	40 Vehicles	80	86.96
						Typical Vehicle Trips per Day =	120	87.08
						Typical Passenger Car Equivalent Trips per Day ⁽³⁾ =	280	
12.) Production/Operation Phase (ongoing with no distribution/collection system)								
	Passenger Vehicle	4,500	to	8,500 lbs	0.003	2 Vehicles	4	0.01
	Multiple Unit Trucks	50,000	to	70,000 lbs	1.087	3 - 5 Vehicles	6 - 10	10.87
						Typical Vehicle Trips per Day =	10 - 14	10.88
						Typical Passenger Car Equivalent Trips per Day =	22 - 34	

Notes:

(1) Source: Based on information provided by Crestone Peak Resources

(2) CDOT *State Highway Access Code* (SHAC) assumes: passenger vehicle < 20', single unit truck from 20' to 40', multiple unit truck > 40'

(3) CDOT SHAC assumes single unit trucks = 2 passenger car equivalents and multiple unit trucks = 3 passenger car equivalents

Source: LSC Transportation Consultants, Inc. based on input from Crestone Peak Resources

Table 2
Intersection Levels of Service Analysis
CPR Blue Pad
Aurora, CO
LSC #210210; August, 2021

Intersection Location	Traffic Control	Existing Traffic		2022 Background Traffic		2022 Total Traffic Scenario 4		2022 Total Traffic Scenario 6		2022 Total Traffic Scenario 8		2022 Total Traffic Scenario 9		2022 Total Traffic Scenario 10		2022 Total Traffic Scenario 11	
		Level of Service AM	Level of Service PM	Level of Service AM	Level of Service PM	Level of Service AM	Level of Service PM	Level of Service AM	Level of Service PM	Level of Service AM	Level of Service PM	Level of Service AM	Level of Service PM	Level of Service AM	Level of Service PM	Level of Service AM	Level of Service PM
<u>E. Colfax Avenue (US 36)/Hudson Mile Road</u>	TWSC																
NB Approach		A	A	A	A	A	A	A	A	A	A	B	B	A	A	A	A
EB Left/Through		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
WB Approach		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
SB Approach		A	A	A	A	A	B	A	A	A	B	A	B	A	A	A	B
Critical Movement Delay (sec/veh)		9.4	9.6	9.4	9.7	9.7	10.0	9.5	9.8	9.7	10.0	10.0	10.2	9.6	9.9	9.7	10.0
<u>Hudson Mile Road/E. 26th Avenue</u>	TWSC																
NB Approach		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
EB Approach		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
WB Approach		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
SB Approach		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Critical Movement Delay (sec/veh)		9.1	9.3	9.2	9.3	9.5	9.6	9.3	9.4	9.5	9.6	9.7	9.8	9.4	9.5	9.5	9.6

Table 3
ESTIMATED TRAFFIC GENERATION ⁽¹⁾
CPR Blue Pad
Aurora, CO
LSC #210210; August, 2021

Trip Generating Phase	Estimated Begin Date ⁽⁴⁾	Estimated Duration ⁽⁴⁾	Vehicle - Trips Generated by Scenario ⁽²⁾					
			Average Weekday	AM Peak Hour ⁽³⁾		PM Peak Hour ⁽³⁾		
				In	Out	In	Out	
Phase:								
<i>Construction 1:</i>								
1 Set Up	01-May-2022	1 days	50	4	3	3	3	
2 Construction	02-May-2022	33 days	20	2	1	1	2	
3 Breakdown	04-Jun-2022	1 days	50	4	3	3	4	
4 Construction 2	05-Jun-2022	10 days	260	20	19	19	20	
<i>Drilling</i>								
5 Set Up	15-Jun-2022	5 days	124	10	9	9	10	
6 Drilling	20-Jun-2022	59.5 days	112	9	8	8	9	
7 Breakdown	18-Aug-2022	3 days	124	10	9	9	10	
<i>Completion & Flow Back:</i>								
8 Set Up	21-Aug-2022	3 days	280	21	21	21	21	
9 Completion	24-Aug-2022	70 days	422	32	31	31	32	
10 Flow Back	02-Nov-2022	35 days	178	14	13	13	14	
11 Breakdown	07-Dec-2022	3 days	280	21	21	21	21	
12 Production/Operation	10-Dec-2022	- days	34	3	2	2	3	

Notes:

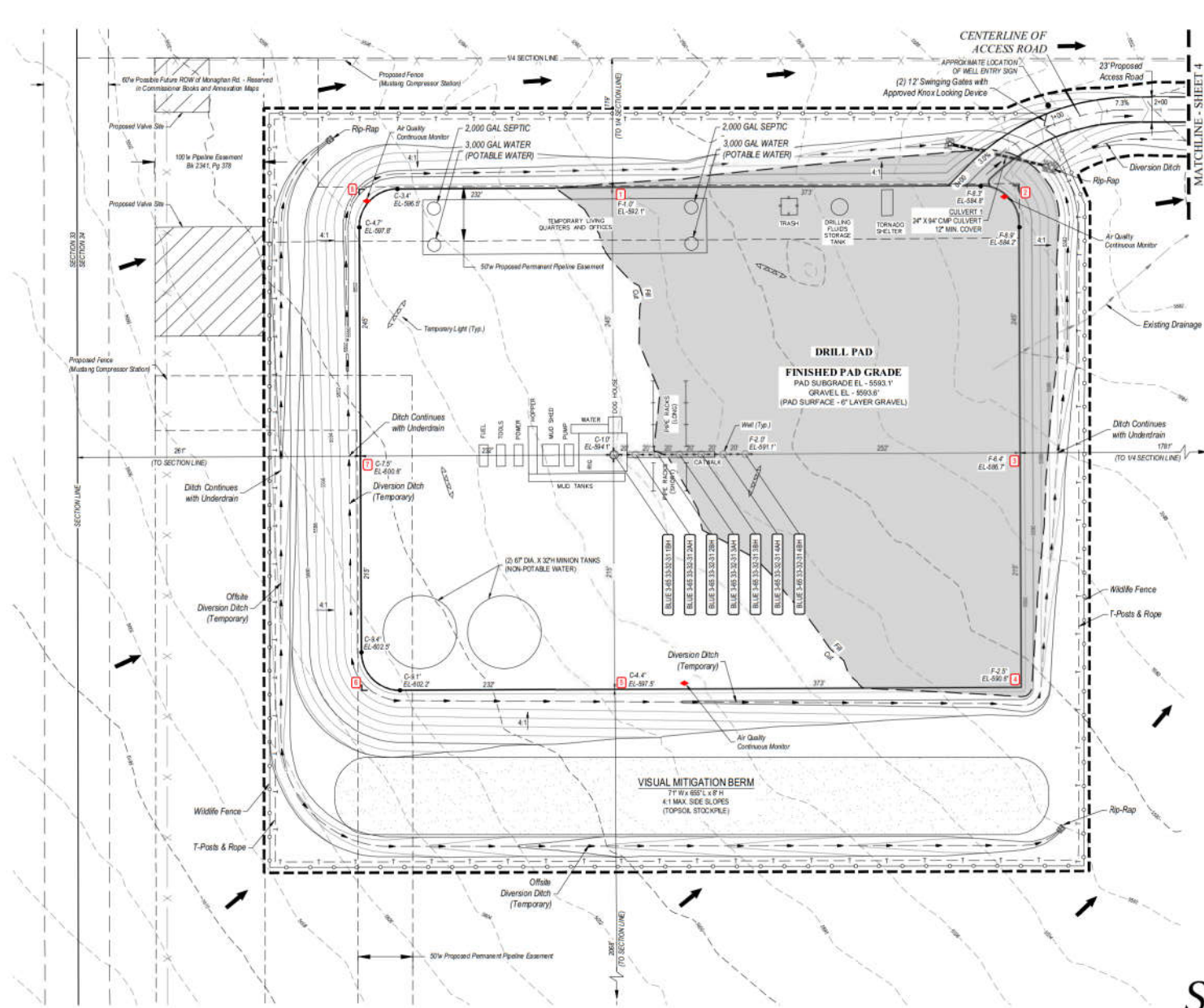
- (1) This table summarizes the 12 scenarios shown in Table 1.
- (2) Source: Duration and average weekday volume data provided by applicant and presented in Table 1
- (3) Conservatively assumes daily trips are evenly distributed over a 10 hour day with a 1.5 peaking factor - all volumes given in passenger car equivalents
- (4) The proposed timeline is subject to change based on field conditions.



Figure 1

Vicinity Map

CPR - Blue Pad (LSC #210210)

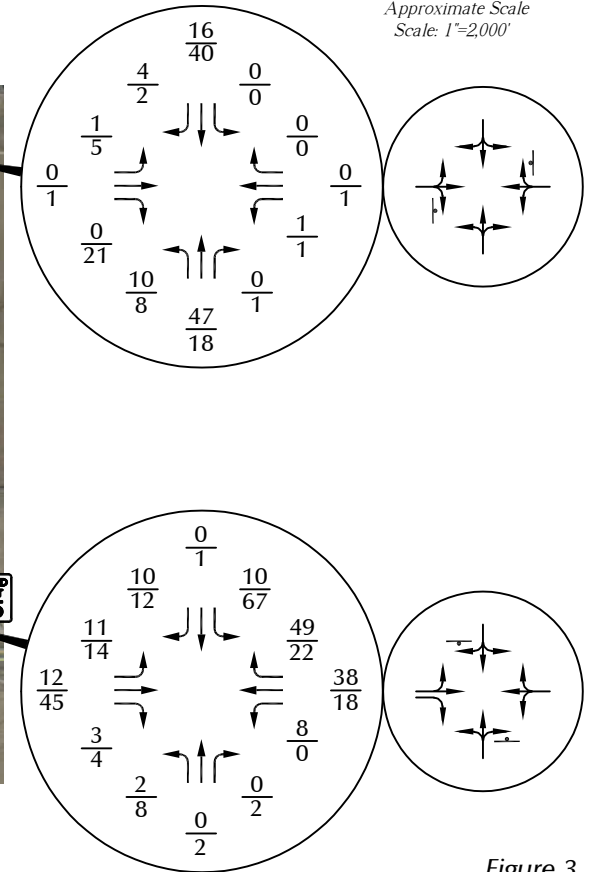


Approximate Scale
Scale: NTS

Figure 2

Site Plan

CPR - Blue Pad (LSC #210210)



LEGEND:

⌋ = Stop Sign

 = Speed Limit

$\frac{26}{35}$ = AM Peak Hour Traffic
PM Peak Hour Traffic

1,000 = Average Daily Traffic

Figure 3

Existing Traffic, Lane Geometry and Traffic Control

CPR - Blue Pad (LSC #210210)



Note: Assumes ten percent adjustment for pandemic and an annual growth rate of two percent.

LEGEND:

- ↓ = Stop Sign
- $\frac{26}{35}$ = AM Peak Hour Traffic / PM Peak Hour Traffic
- 1,000 = Average Daily Traffic

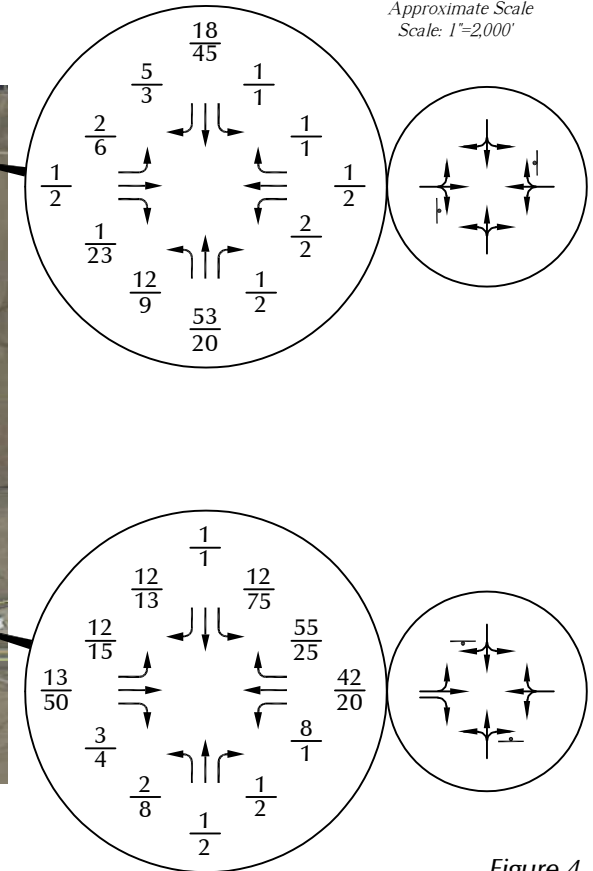


Figure 4

Year 2022 Background Traffic, Lane Geometry and Traffic Control

CPR - Blue Pad (LSC #210210)

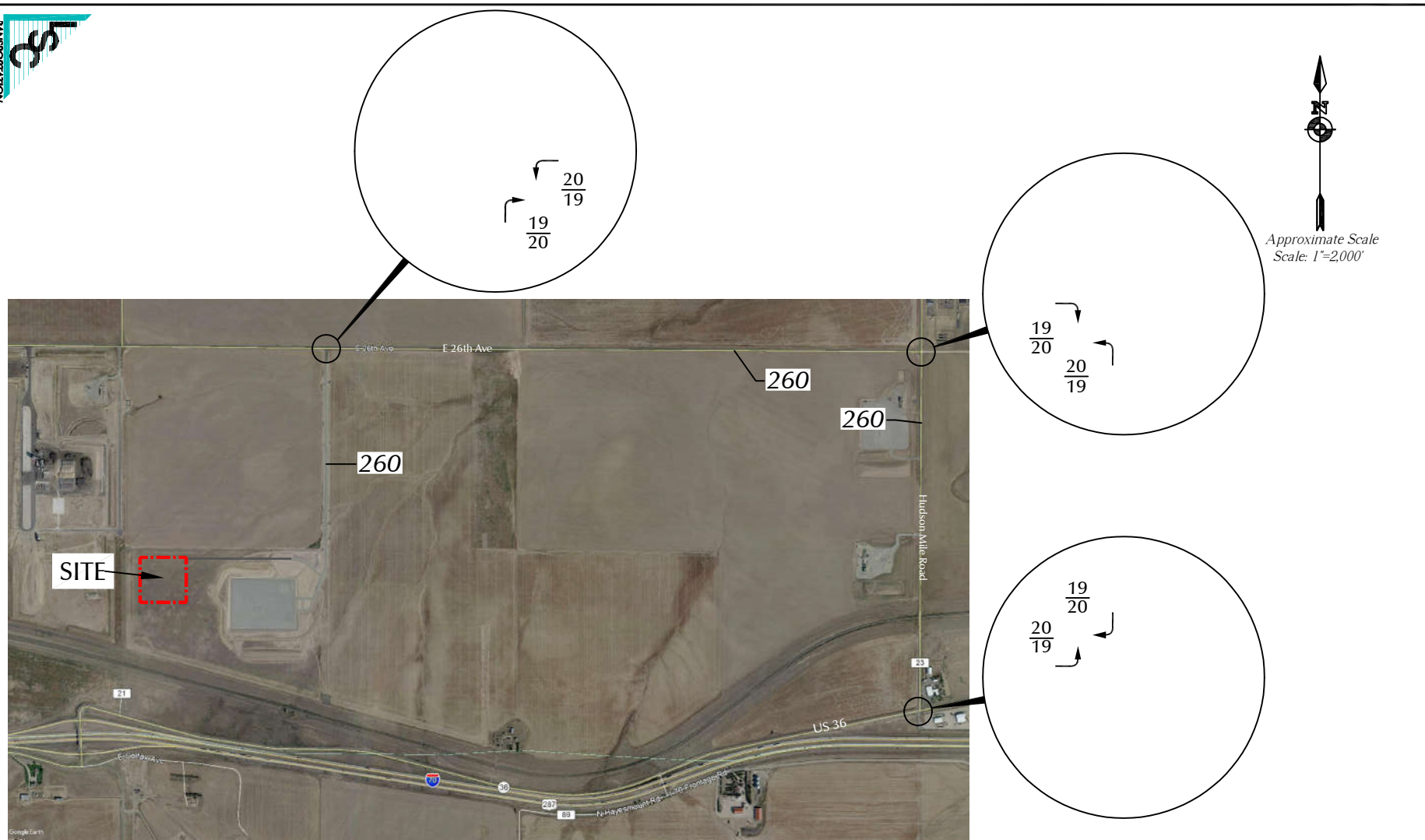


Figure 5a

LEGEND:

$\frac{26}{35}$ = AM Peak Hour Traffic
 = PM Peak Hour Traffic
 1,000 = Average Daily Traffic

*Assignment of
 Site-Generated Traffic
 Scenario 4 Construction 2 (10 Days)*

CPR - Blue Pad (LSC #210210)

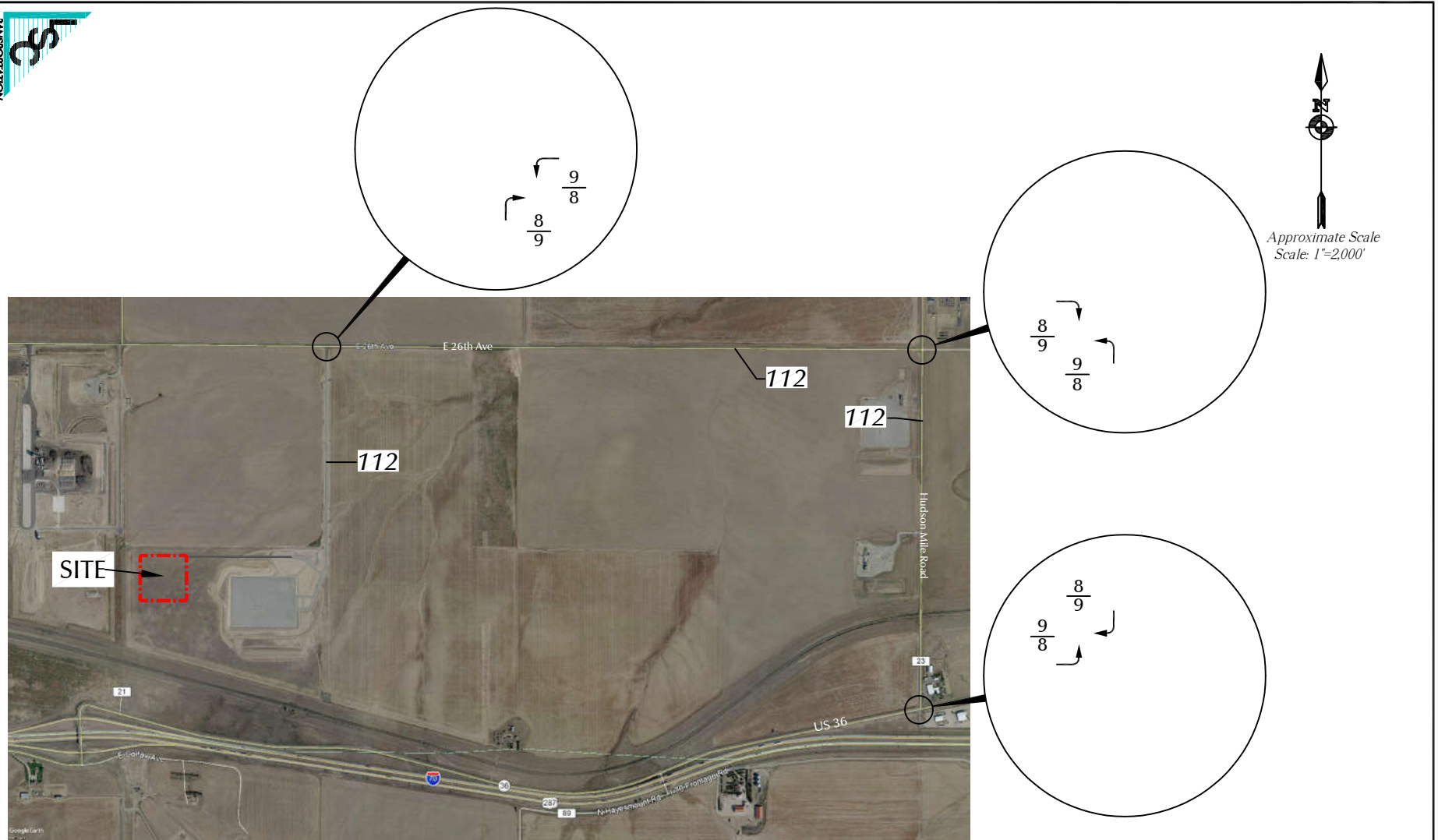


Figure 5b

Assignment of Site-Generated Traffic Scenario 6 Drilling (59.5 Days)

CPR - Blue Pad (LSC #210210)

LEGEND:

$\frac{26}{35}$ = AM Peak Hour Traffic
 $\frac{35}{26}$ = PM Peak Hour Traffic
 1,000 = Average Daily Traffic

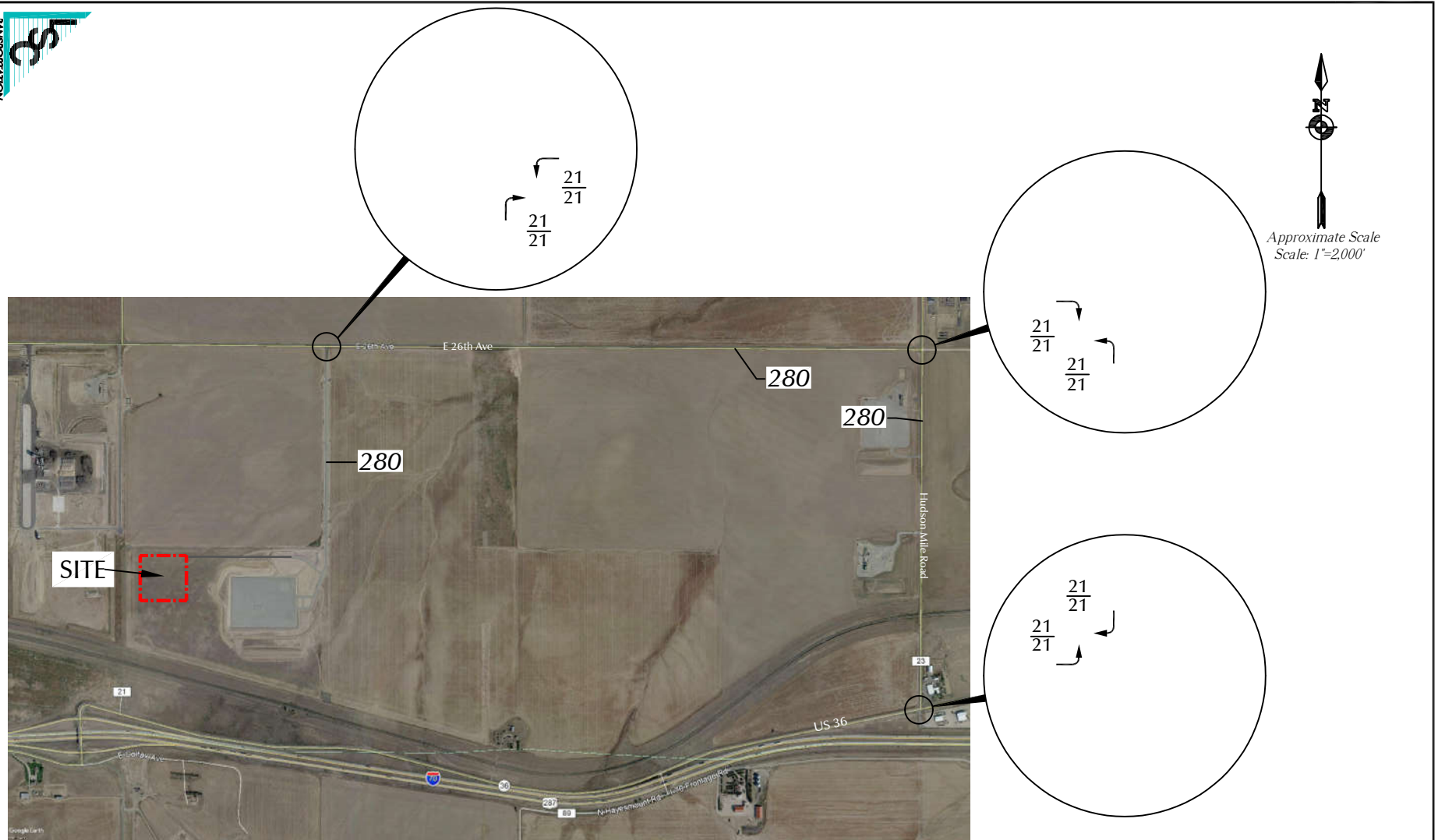


Figure 5c

LEGEND:

$\frac{26}{35}$ = AM Peak Hour Traffic
 PM Peak Hour Traffic
 1,000 = Average Daily Traffic

Assignment of Site-Generated Traffic Scenario 8 Completion & Flow Back Setup (3 Days)

CPR - Blue Pad (LSC #210210)



LEGEND:

$\frac{26}{35}$ = AM Peak Hour Traffic
 = PM Peak Hour Traffic
 1,000 = Average Daily Traffic

Figure 5d
*Assignment of
 Site-Generated Traffic
 Scenario 9 Completion (70 Days)*

CPR - Blue Pad (LSC #210210)

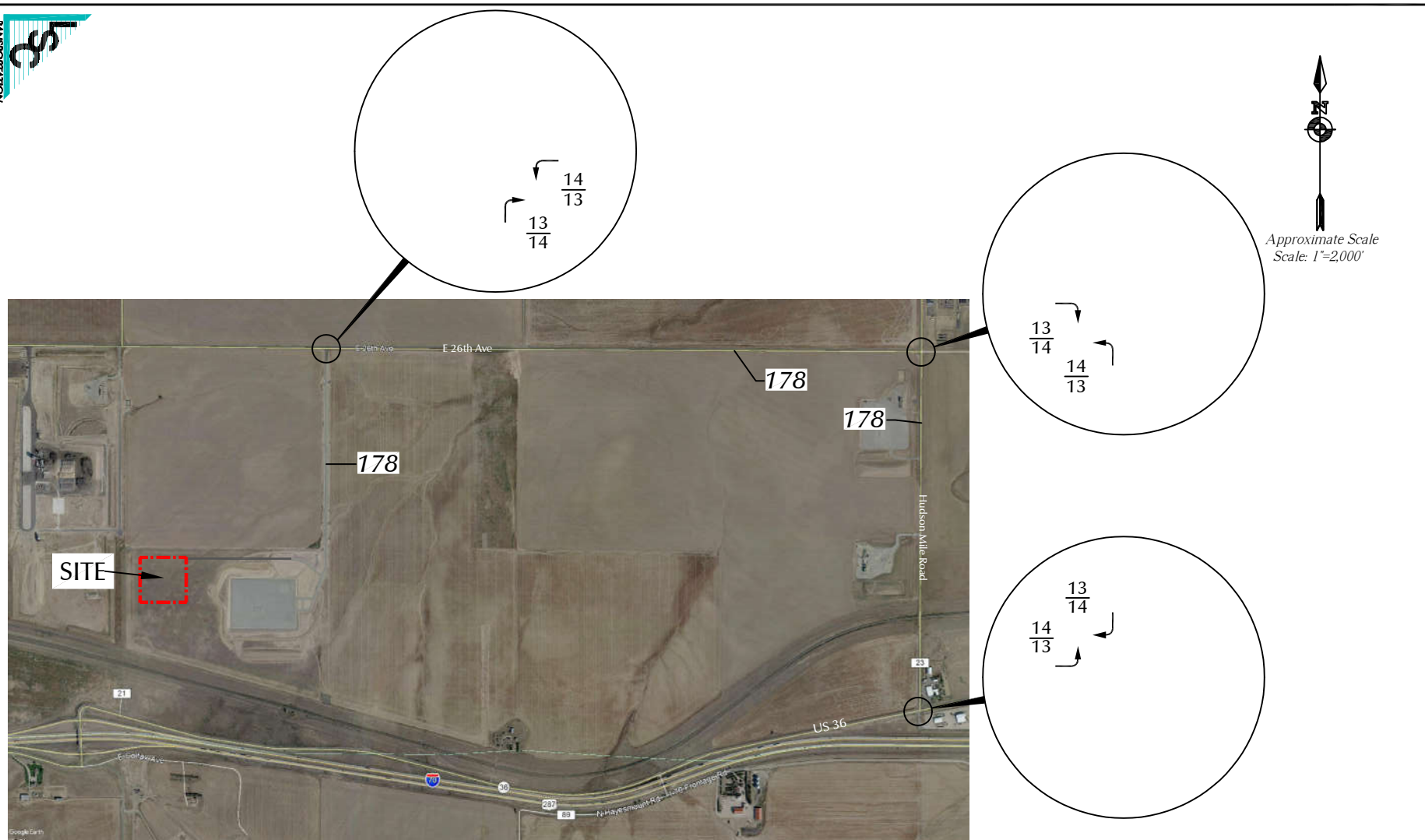


Figure 5e

Assignment of Site-Generated Traffic Scenario 10 Flow Back (35 Days)

CPR - Blue Pad (LSC #210210)

LEGEND:

$\frac{26}{35}$ = AM Peak Hour Traffic
 $\frac{35}{26}$ = PM Peak Hour Traffic
 1,000 = Average Daily Traffic

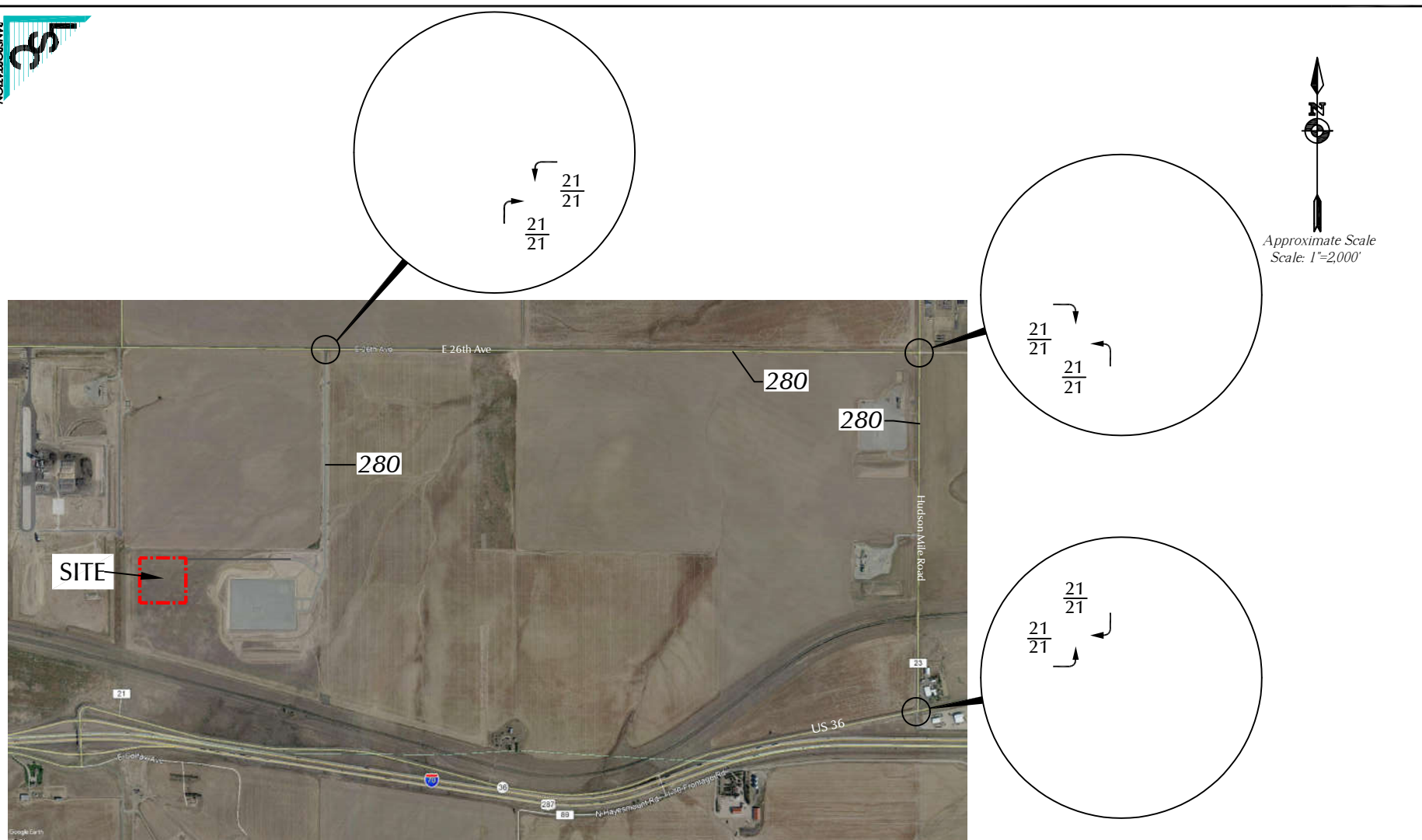


Figure 5f

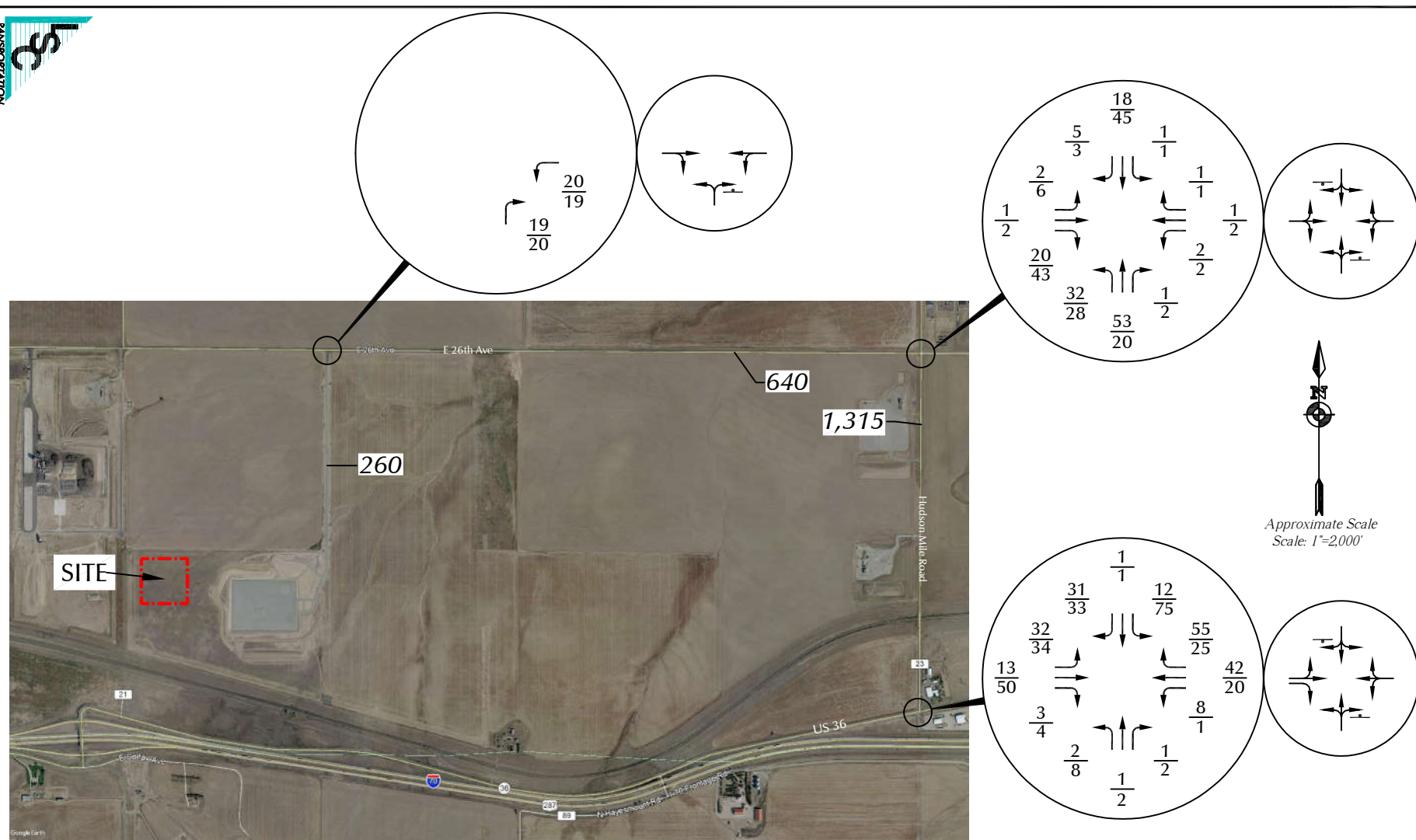
Assignment of Site-Generated Traffic

Scenario 11 Completion & Flow Back Breakdown (3 Days)

CPR - Blue Pad (LSC #210210)

LEGEND:

$\frac{26}{35}$ = AM Peak Hour Traffic
PM Peak Hour Traffic
1,000 = Average Daily Traffic



LEGEND:

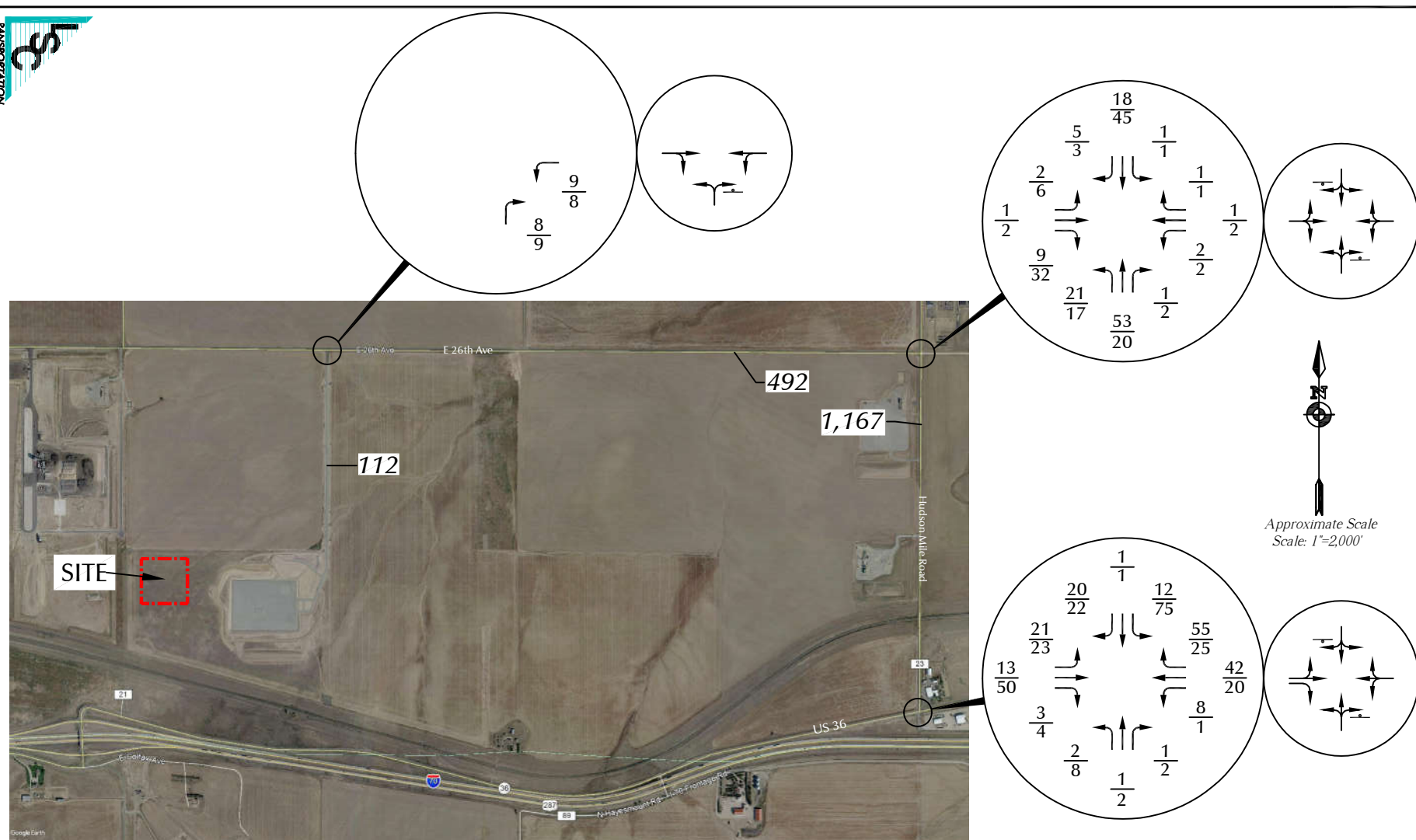
⊥ = Stop Sign

$\frac{26}{35}$ = AM Peak Hour Traffic
PM Peak Hour Traffic

1,000 = Average Daily Traffic

Figure 6a
*Year 2022 Total Traffic,
Lane Geometry and Traffic Control
Scenario 4 Construction 2 (10 Days)*

CPR - Blue Pad (LSC #210210)



LEGEND:

- † = Stop Sign
- $\frac{26}{35}$ = AM Peak Hour Traffic / PM Peak Hour Traffic
- 1,000 = Average Daily Traffic

Figure 6b
 Year 2022 Total Traffic,
 Lane Geometry and Traffic Control
 Scenario 6 Drilling (59.5 Days)

CPR - Blue Pad (LSC #210210)

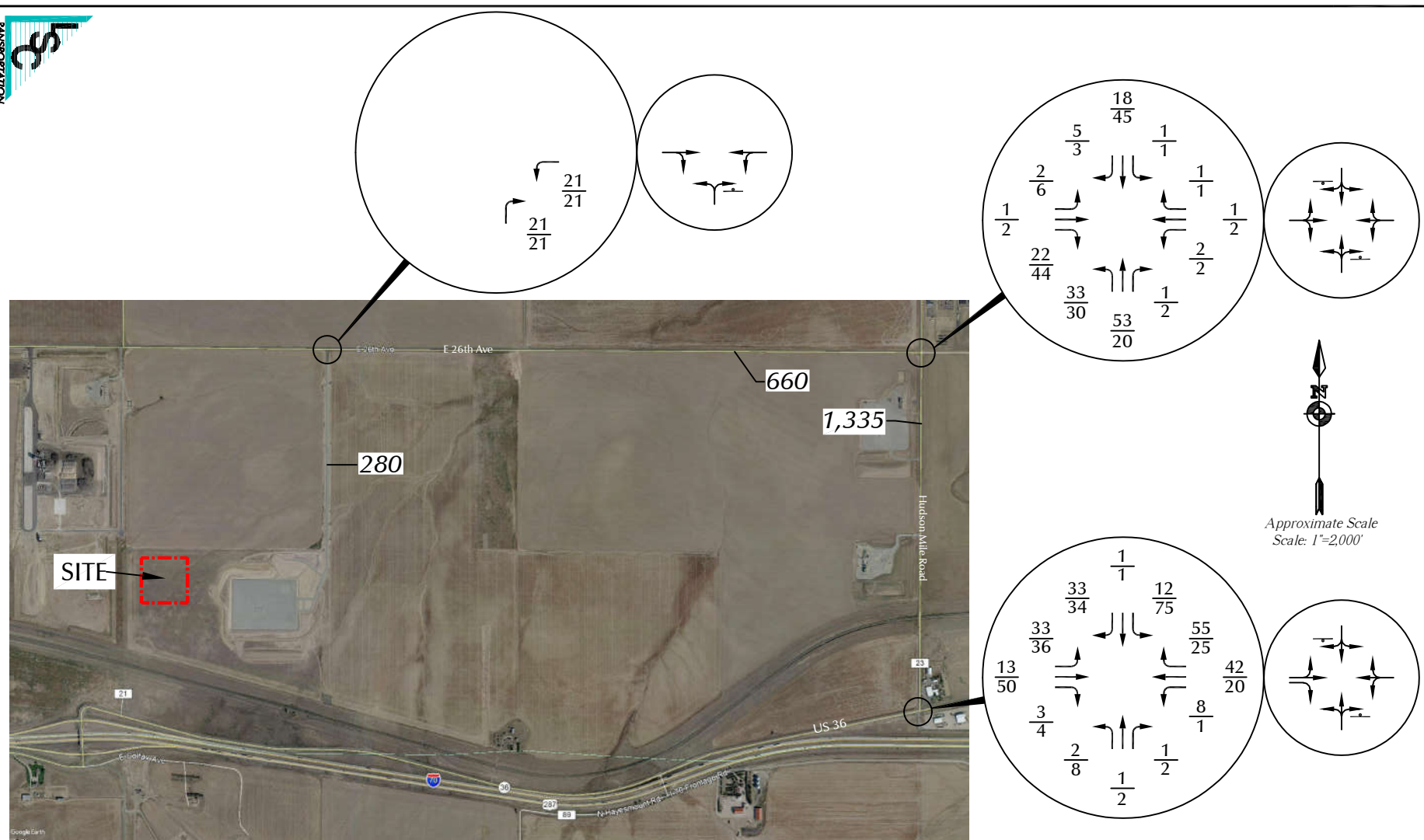


Figure 6c

LEGEND:

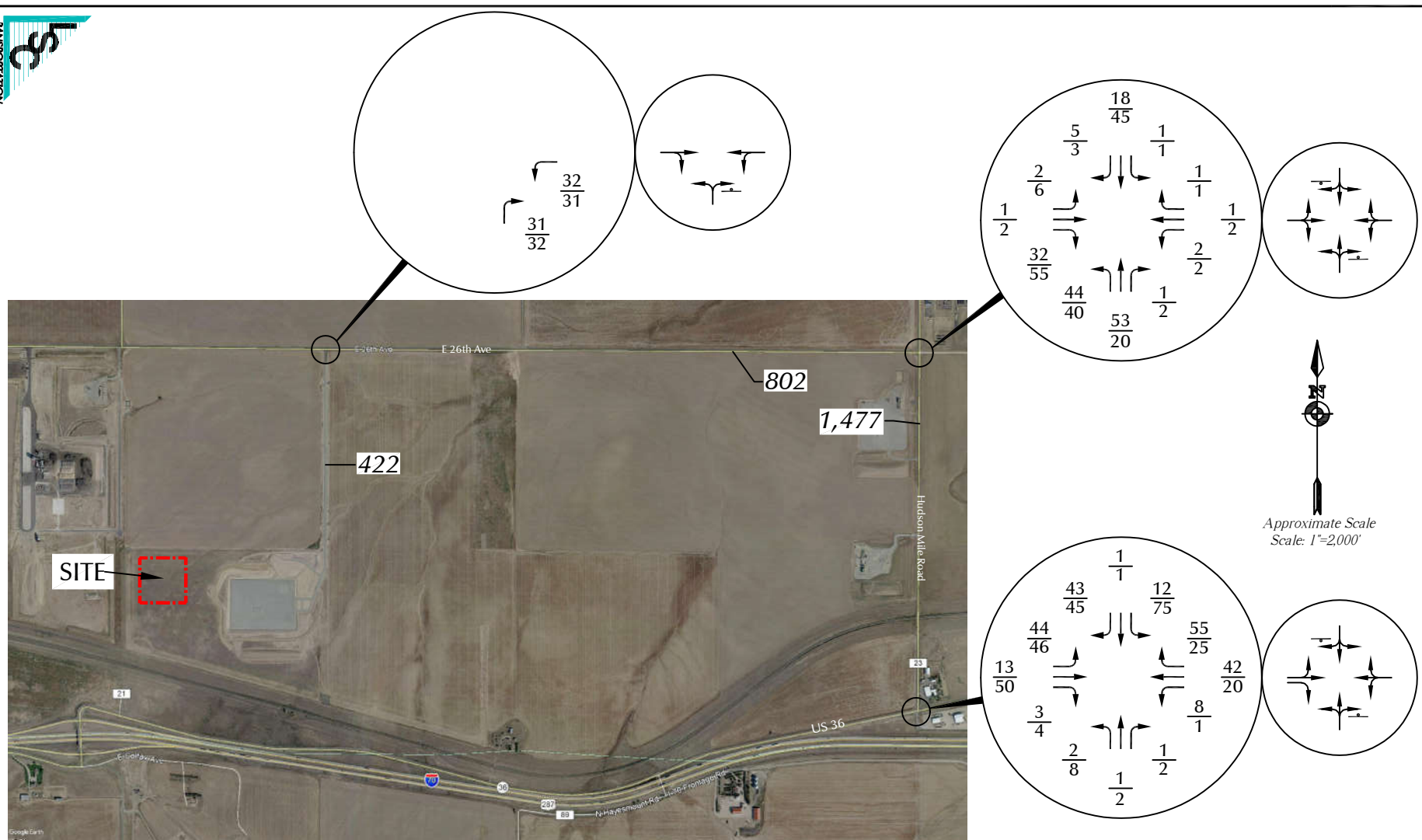
⊥ = Stop Sign

$\frac{26}{35}$ = AM Peak Hour Traffic
PM Peak Hour Traffic

1,000 = Average Daily Traffic

*Year 2022 Total Traffic,
Lane Geometry and Traffic Control
Scenario 8 Completion & Flow Back Setup (3 Days)*

CPR - Blue Pad (LSC #210210)

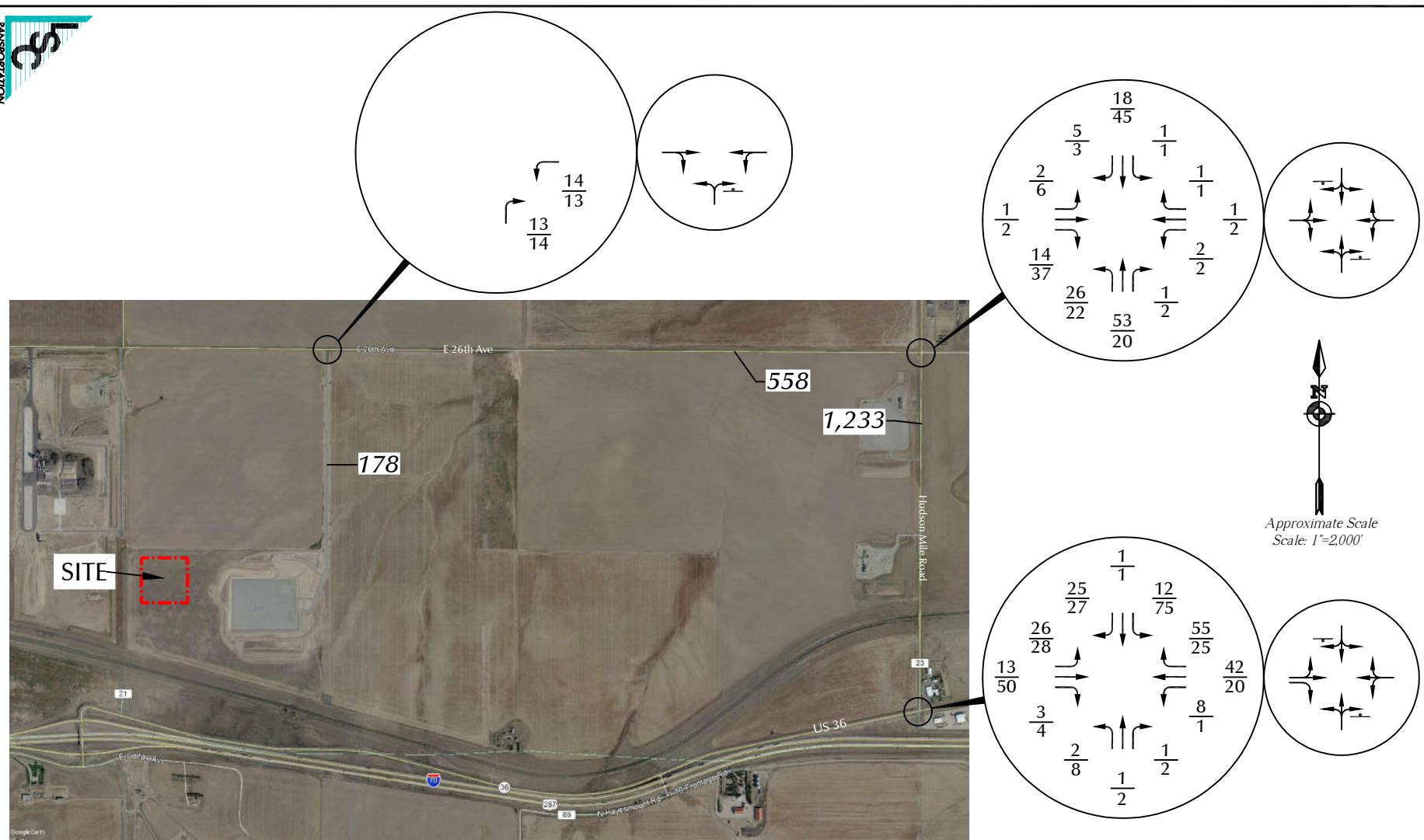


LEGEND:

- ⌋ = Stop Sign
- $\frac{26}{35}$ = AM Peak Hour Traffic / PM Peak Hour Traffic
- 1,000 = Average Daily Traffic

Figure 6d
*Year 2022 Total Traffic,
 Lane Geometry and Traffic Control
 Scenario 9 Completion (70 Days)*

CPR - Blue Pad (LSC #210210)



LEGEND:

- ⊥ = Stop Sign
- $\frac{26}{35}$ = AM Peak Hour Traffic / PM Peak Hour Traffic
- 1,000 = Average Daily Traffic

Figure 6e
Year 2022 Total Traffic,
Lane Geometry and Traffic Control
Scenario 10 Flow Back (35 Days)

CPR - Blue Pad (LSC #210210)

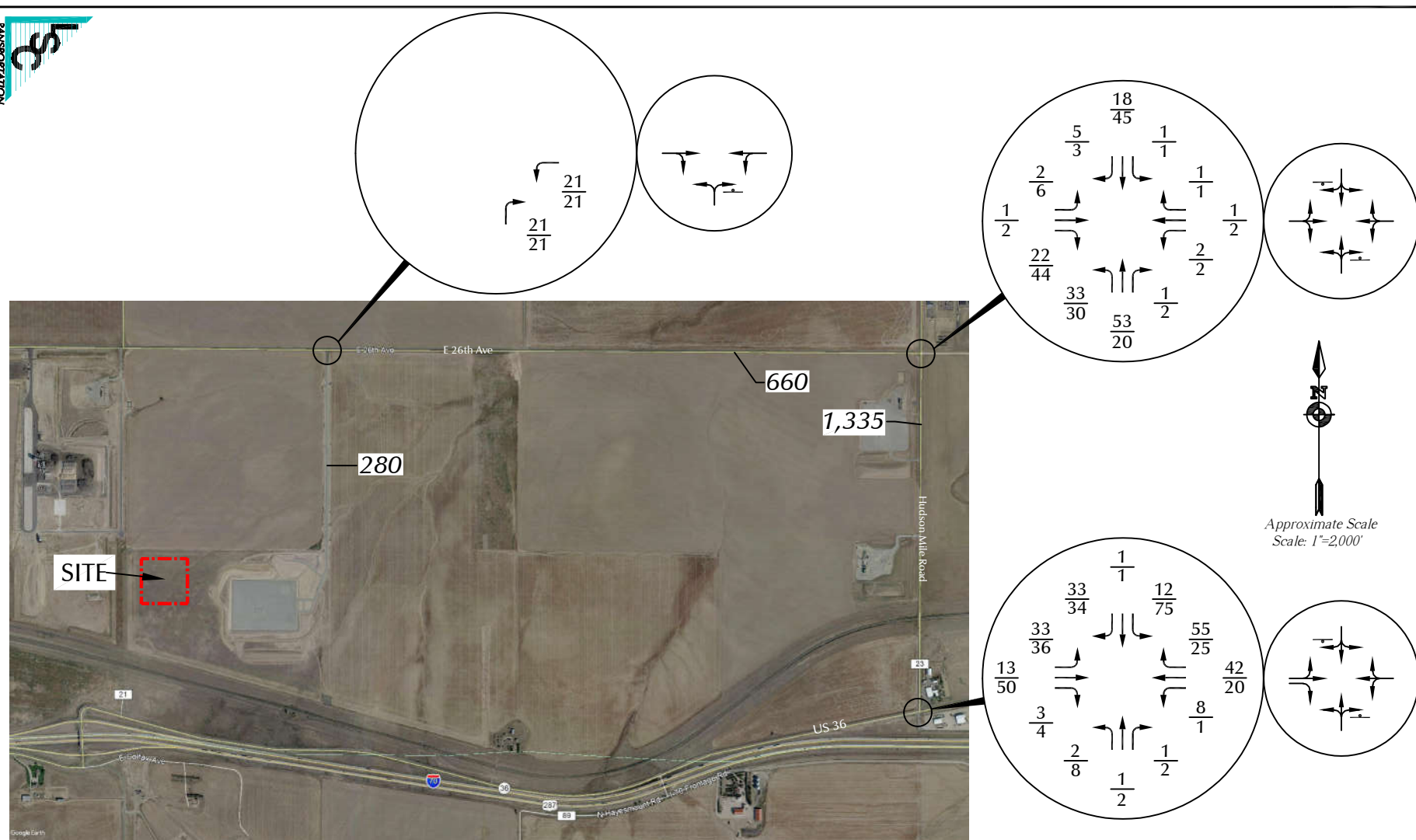


Figure 6f

LEGEND:

⌋ = Stop Sign

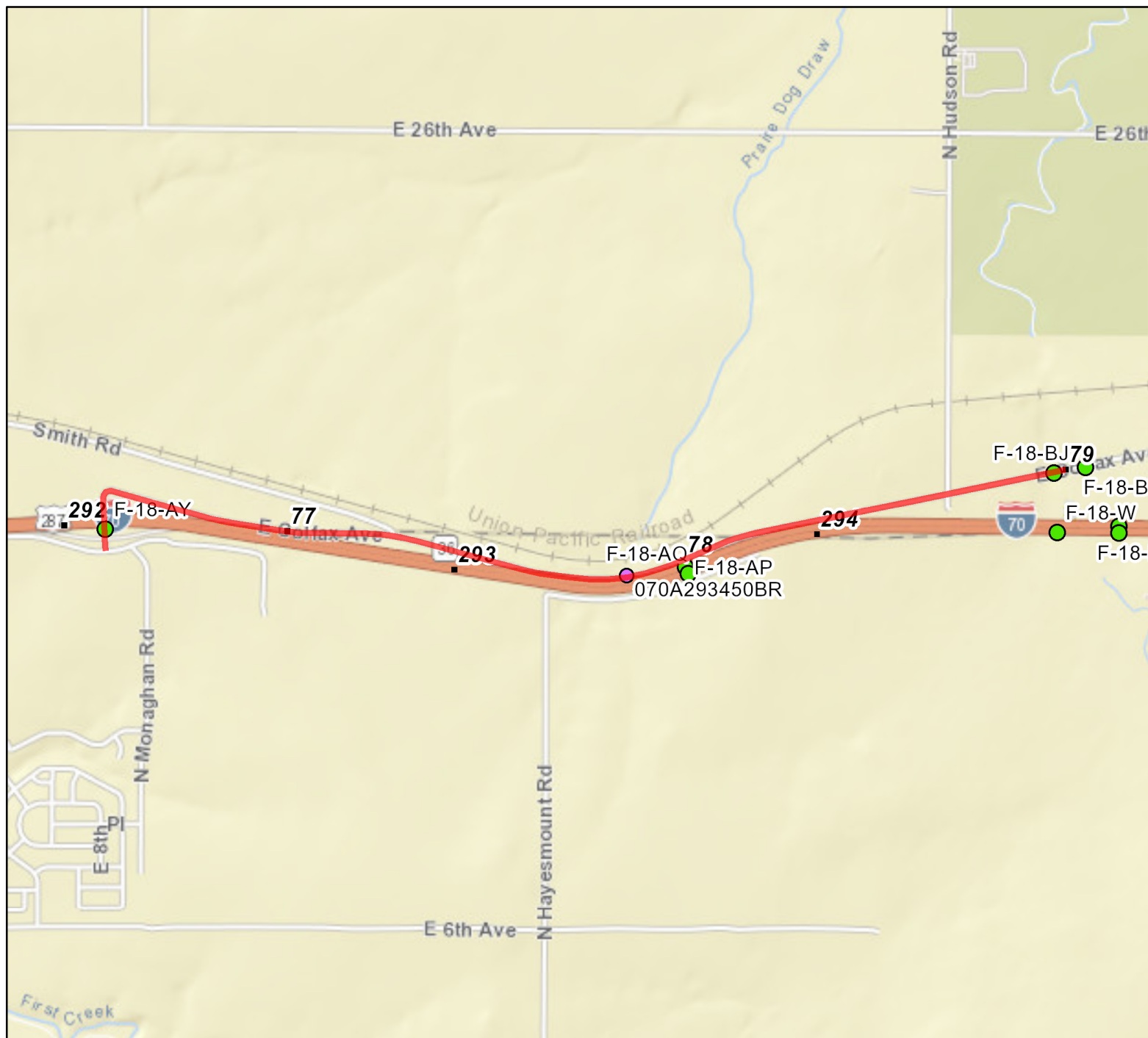
$\frac{26}{35}$ = AM Peak Hour Traffic
PM Peak Hour Traffic

1,000 = Average Daily Traffic

*Year 2022 Total Traffic,
Lane Geometry and Traffic Control
Scenario 11 Completion & Flow Back Breakdown (3 Days)*

CPR - Blue Pad (LSC #210210)

Route 036C From 76 to 79



Legend

Route

Milepoint

Structures

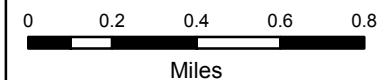
Major Structure

Minor Structure

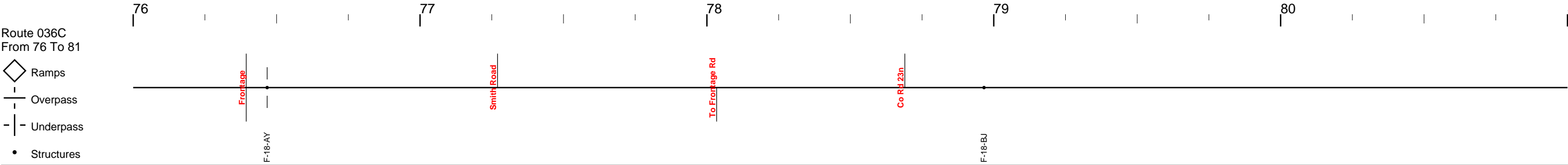
Created:

Date: 4/15/2021

Time: 5:03:09 PM



The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".



CLASSIFICATION	
Access Control	R-B: Rural Highway

SAFETY	
Primary Speed Limit	45554555

TRAFFIC	
AADT	970170027001600
V/C Ratio 20	0.060.130.190.12
Year 20 Factor	1.181.271.241.31

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET:HUDSON ROAD
E/W STREET: 26TH AVENUE
CITY: WATKINS
COUNTY: ADAMS

File Name : 26THHUDS
Site Code : 00000005
Start Date : 3/1/2021
Page No : 1

Groups Printed- VEHICLES

	Southbound				Westbound				Northbound				Eastbound				Int.
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	3	1	0	0	0	0	0	3	13	0	0	0	0	0	0	20
06:45 AM	0	5	1	0	0	0	0	0	3	8	0	0	1	0	0	0	18
Total	0	8	2	0	0	0	0	0	6	21	0	0	1	0	0	0	38
07:00 AM	0	4	1	0	1	0	0	0	0	15	0	0	0	0	0	0	21
07:15 AM	0	4	1	0	0	0	0	0	4	11	0	0	0	0	0	0	20
07:30 AM	0	2	0	0	0	0	0	0	3	10	0	0	1	0	1	0	17
07:45 AM	0	2	1	0	0	0	1	0	4	1	0	0	2	0	1	0	12
Total	0	12	3	0	1	0	1	0	11	37	0	0	3	0	2	0	70
08:00 AM	0	4	0	0	0	0	0	0	0	7	0	0	0	0	2	0	13
08:15 AM	0	2	0	0	0	0	0	0	4	6	0	0	2	0	1	0	15
Total	0	6	0	0	0	0	0	0	4	13	0	0	2	0	3	0	28
04:00 PM	0	11	0	0	0	0	0	0	1	1	0	0	3	0	7	0	23
04:15 PM	0	9	1	0	1	0	0	0	3	6	0	0	0	1	4	0	25
04:30 PM	0	7	0	0	0	1	0	0	3	6	1	0	1	0	4	0	23
04:45 PM	0	13	1	0	0	0	0	1	1	5	0	0	1	0	6	0	28
Total	0	40	2	0	1	1	0	1	8	18	1	0	5	1	21	0	99
05:00 PM	0	9	1	0	0	0	0	0	2	3	0	0	0	0	3	0	18
05:15 PM	0	3	1	0	0	0	0	0	0	1	0	0	1	0	3	0	9
05:30 PM	0	19	1	0	0	0	0	0	0	4	0	0	1	0	3	0	28
05:45 PM	0	3	0	0	1	0	0	0	1	1	1	0	1	0	3	0	11
Total	0	34	3	0	1	0	0	0	3	9	1	0	3	0	12	0	66
Grand Total	0	100	10	0	3	1	1	1	32	98	2	0	14	1	38	0	301
Apprch %	0.0	90.9	9.1	0.0	50.0	16.7	16.7	16.7	24.2	74.2	1.5	0.0	26.4	1.9	71.7	0.0	
Total %	0.0	33.2	3.3	0.0	1.0	0.3	0.3	0.3	10.6	32.6	0.7	0.0	4.7	0.3	12.6	0.0	

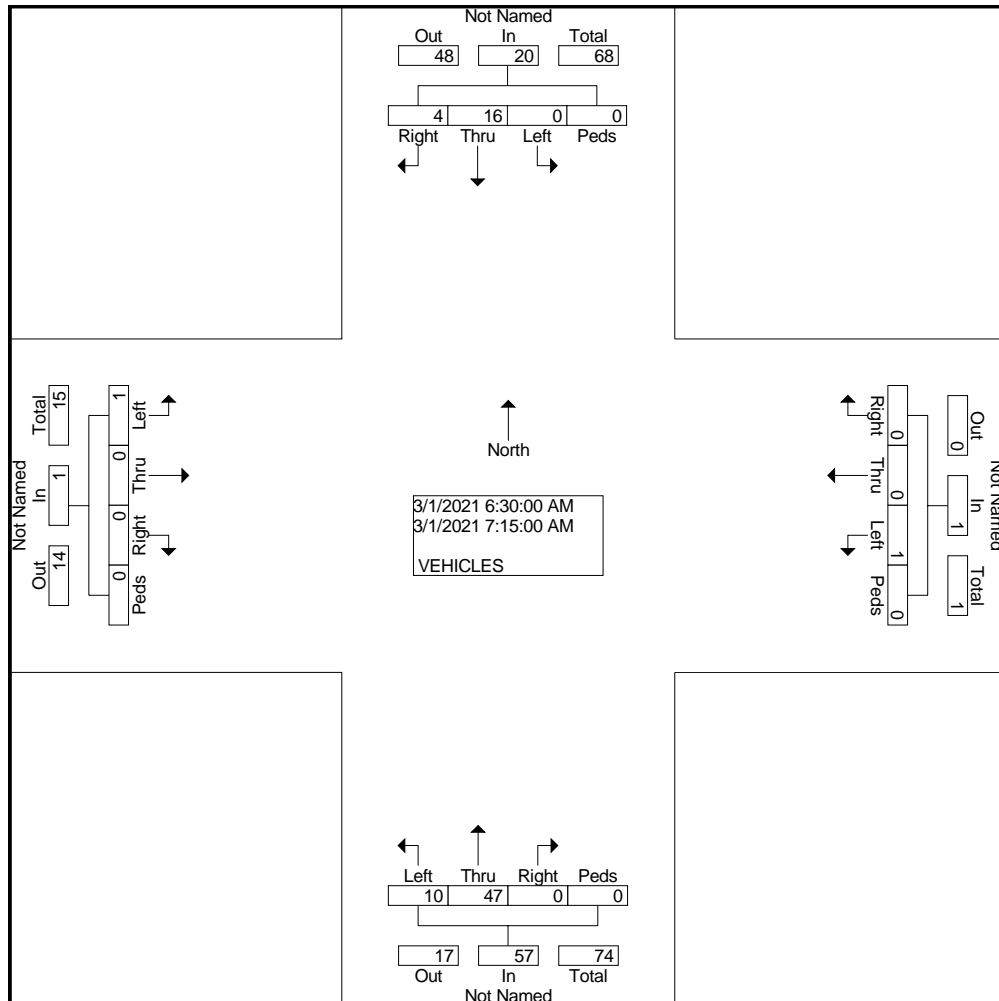
COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET:HUDSON ROAD
E/W STREET: 26TH AVENUE
CITY: WATKINS
COUNTY: ADAMS

File Name : 26THHUDS
Site Code : 00000005
Start Date : 3/1/2021
Page No : 2

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 07:15 AM - Peak 1 of 1	06:30 AM																				
Intersection	06:30 AM																				
Volume	0	16	4	0	20	1	0	0	0	1	10	47	0	0	57	1	0	0	0	1	79
Percent	0.0	80.0	20.0	0.0		100.0	0.0	0.0	0.0		17.5	82.5	0.0	0.0		100.0	0.0	0.0	0.0		
07:00																					
Volume	0	4	1	0	5	1	0	0	0	1	0	15	0	0	15	0	0	0	0	0	21
Peak Factor																					0.940
High Int.	06:45 AM					07:00 AM					06:30 AM					06:45 AM					
Volume	0	5	1	0	6	1	0	0	0	1	3	13	0	0	16	1	0	0	0	1	
Peak Factor	0.83					0.25					0.89					0.25					0
	3					0					1					0					



COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

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CITY: WATKINS
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File Name : 26THHUDS
Site Code : 00000005
Start Date : 3/1/2021
Page No : 2

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	0	40	2	0	42	1	1	0	1	3	8	18	1	0	27	5	1	21	0	27	99
Percent	0.0	95.2	4.8	0.0		33.3	33.3	0.0	33.3		29.6	66.7	3.7	0.0		18.5	3.7	77.8	0.0		
04:45																					
Volume	0	13	1	0	14	0	0	0	1	1	1	5	0	0	6	1	0	6	0	7	28
Peak Factor																					0.884
High Int.	04:45 PM					04:15 PM					04:30 PM					04:00 PM					
Volume	0	13	1	0	14	1	0	0	0	1	3	6	1	0	10	3	0	7	0	10	
Peak Factor																					

COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: HUDSON ROAD
E/W STREET: COLFAX AVENUE
CITY: WATKINS
COUNTY: ADAMS

File Name : HUDSCOLF
Site Code : 00000020
Start Date : 3/1/2021
Page No : 1

Groups Printed- VEHICLES

	Southbound				COLFAX AVENUE Westbound				HUDSON ROAD Northbound				COLFAX AVENUE Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	4	0	1	0	1	8	13	0	1	0	0	0	3	2	1	0	34
06:45 AM	4	0	0	0	5	5	10	0	0	0	0	0	3	2	2	0	31
Total	8	0	1	0	6	13	23	0	1	0	0	0	6	4	3	0	65
07:00 AM	1	0	6	0	2	14	12	0	0	0	0	0	1	5	0	0	41
07:15 AM	1	0	3	0	0	11	14	0	1	0	0	0	4	3	0	0	37
07:30 AM	3	0	0	0	0	12	7	0	0	0	1	0	4	4	0	0	31
07:45 AM	2	0	1	0	2	5	4	0	1	0	0	0	0	5	0	0	20
Total	7	0	10	0	4	42	37	0	2	0	1	0	9	17	0	0	129
08:00 AM	6	0	1	0	0	4	8	0	0	0	0	0	1	2	0	0	22
08:15 AM	3	0	0	0	0	7	9	0	1	0	0	0	2	0	0	0	22
Total	9	0	1	0	0	11	17	0	1	0	0	0	3	2	0	0	44
04:00 PM	18	1	5	0	0	5	2	0	1	0	0	0	6	11	0	0	49
04:15 PM	17	0	3	0	0	2	9	0	1	0	1	0	2	10	1	0	46
04:30 PM	13	0	1	0	0	4	8	0	1	1	0	0	4	12	0	0	44
04:45 PM	19	0	3	0	0	7	3	0	5	1	1	0	2	12	3	0	56
Total	67	1	12	0	0	18	22	0	8	2	2	0	14	45	4	0	195
05:00 PM	8	0	4	0	0	4	6	0	0	0	4	0	0	10	1	0	37
05:15 PM	11	0	1	0	0	4	3	0	2	0	0	0	4	7	0	0	32
05:30 PM	21	0	4	0	0	7	5	0	0	0	0	0	1	7	0	0	45
05:45 PM	8	0	1	0	0	8	5	0	0	0	0	0	2	11	0	0	35
Total	48	0	10	0	0	23	19	0	2	0	4	0	7	35	1	0	149
Grand Total	139	1	34	0	10	107	118	0	14	2	7	0	39	103	8	0	582
Apprch %	79.9	0.6	19.5	0.0	4.3	45.5	50.2	0.0	60.9	8.7	30.4	0.0	26.0	68.7	5.3	0.0	
Total %	23.9	0.2	5.8	0.0	1.7	18.4	20.3	0.0	2.4	0.3	1.2	0.0	6.7	17.7	1.4	0.0	

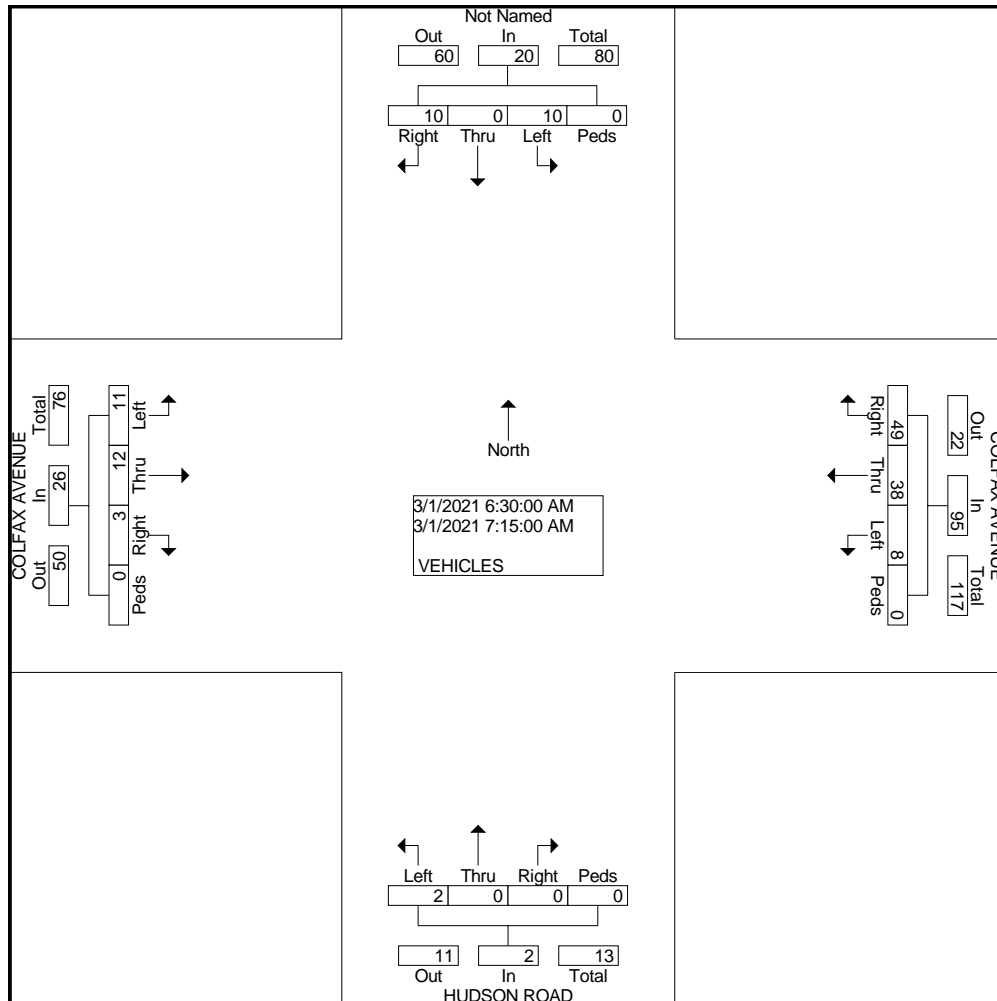
COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: HUDSON ROAD
E/W STREET: COLFAX AVENUE
CITY: WATKINS
COUNTY: ADAMS

File Name : HUDSCOLF
Site Code : 00000020
Start Date : 3/1/2021
Page No : 2

	Southbound					COLFAX AVENUE Westbound					HUDSON ROAD Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1	06:30 AM																				
Intersection	06:30 AM																				
Volume	10	0	10	0	20	8	38	49	0	95	2	0	0	0	2	11	12	3	0	26	143
Percent	50.0	0.0	50.0	0.0		8.4	40.0	51.6	0.0		100.0	0.0	0.0	0.0		42.3	46.2	11.5	0.0		
07:00 Volume	1	0	6	0	7	2	14	12	0	28	0	0	0	0	0	1	5	0	0	6	41
Peak Factor																					0.872
High Int. Volume	07:00 AM					07:00 AM					06:30 AM					06:45 AM					
Peak Factor	1	0	6	0	7	2	14	12	0	28	1	0	0	0	1	3	2	2	0	7	
	0.71					0.84					0.50					0.92					
	4					8					0					9					



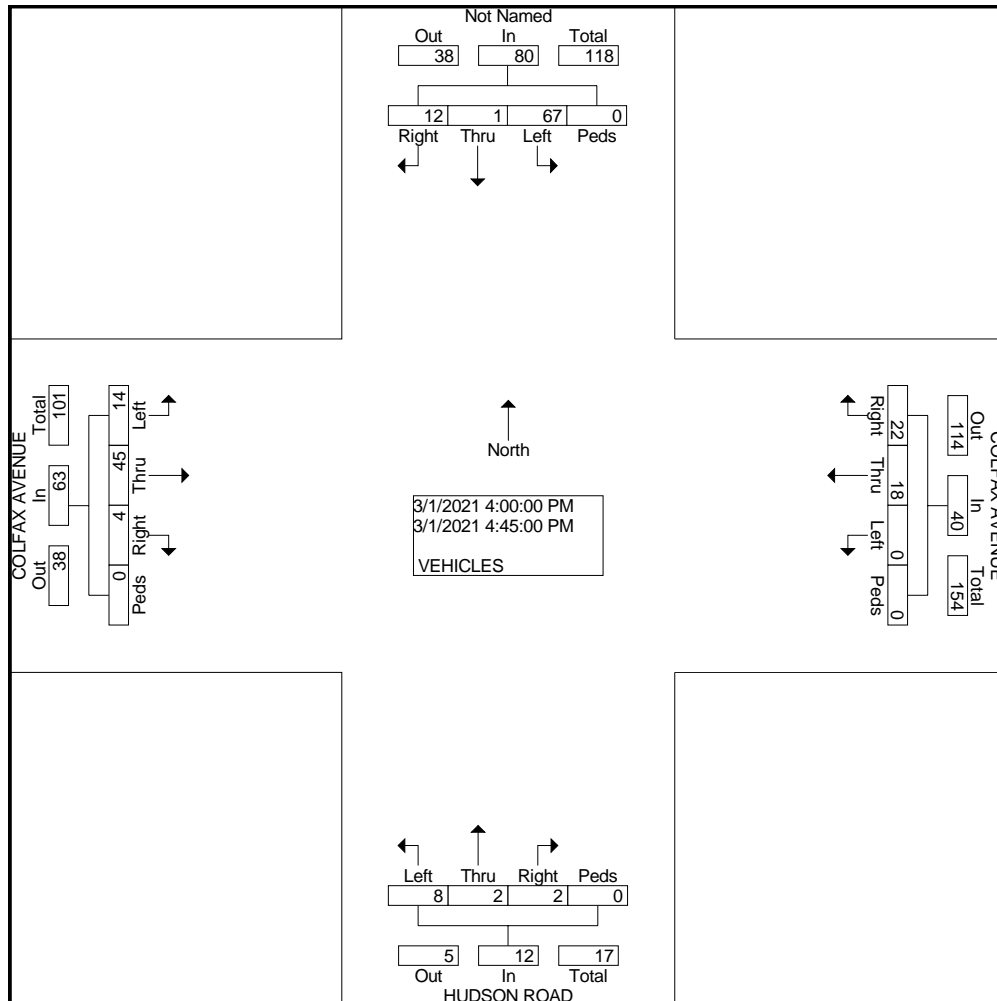
COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: HUDSON ROAD
E/W STREET: COLFAX AVENUE
CITY: WATKINS
COUNTY: ADAMS

File Name : HUDSCOLF
Site Code : 00000020
Start Date : 3/1/2021
Page No : 2

	Southbound					COLFAX AVENUE Westbound					HUDSON ROAD Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	67	1	12	0	80	0	18	22	0	40	8	2	2	0	12	14	45	4	0	63	195
Percent	83.8	1.3	15.0	0.0		0.0	45.0	55.0	0.0		66.7	16.7	16.7	0.0		22.2	71.4	6.3	0.0		
04:45	19	0	3	0	22	0	7	3	0	10	5	1	1	0	7	2	12	3	0	17	56
Volume																					
Peak Factor																					0.871
High Int.	04:00 PM					04:30 PM					04:45 PM					04:00 PM					
Volume	18	1	5	0	24	0	4	8	0	12	5	1	1	0	7	6	11	0	0	17	
Peak Factor					0.83					0.83					0.42					0.92	
					3					3					9					6	



Location: 26TH AVENUE W-O HUDSON ROAD
City: WATKINS
County: ADAMS
Direction: EAST/WEST

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

Site Code: 210116
Station ID: 210116

Start Time	02-Mar-21	EASTBOUN	WESTBOUN								Total
12:00 AM		0	0								0
01:00		0	0								0
02:00		0	1								1
03:00		2	1								3
04:00		1	3								4
05:00		6	5								11
06:00		7	5								12
07:00		5	8								13
08:00		6	12								18
09:00		13	12								25
10:00		11	11								22
11:00		10	10								20
12:00 PM		23	11								34
01:00		16	4								20
02:00		13	5								18
03:00		24	5								29
04:00		29	9								38
05:00		18	9								27
06:00		14	6								20
07:00		4	7								11
08:00		4	0								4
09:00		4	2								6
10:00		2	0								2
11:00		2	0								2
Total		214	126								340
Percent		62.9%	37.1%								
AM Peak	-	09:00	08:00	-	-	-	-	-	-	09:00	
Vol.	-	13	12	-	-	-	-	-	-	25	
PM Peak	-	16:00	12:00	-	-	-	-	-	-	16:00	
Vol.	-	29	11	-	-	-	-	-	-	38	
Grand Total		214	126								340
Percent		62.9%	37.1%								
ADT		ADT 340	AADT 340								

Location: HUDSON ROAD S-O 26TH AVENUE
City: WATKINS
County: ADAMS
Direction: NORTH/SOUTH

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

Site Code: 210113
Station ID: 210113

Start Time	02-Mar-21 Tue	NORTHBOU	SOUTHBOU							Total
12:00 AM		3	6							9
01:00		1	2							3
02:00		7	1							8
03:00		9	0							9
04:00		23	2							25
05:00		41	10							51
06:00		36	15							51
07:00		28	12							40
08:00		42	16							58
09:00		29	22							51
10:00		25	26							51
11:00		26	22							48
12:00 PM		24	37							61
01:00		22	26							48
02:00		22	39							61
03:00		25	49							74
04:00		18	57							75
05:00		29	46							75
06:00		24	35							59
07:00		11	12							23
08:00		4	16							20
09:00		7	15							22
10:00		3	10							13
11:00		1	5							6
Total		460	481							941
Percent		48.9%	51.1%							
AM Peak	-	08:00	10:00	-	-	-	-	-	-	08:00
Vol.	-	42	26	-	-	-	-	-	-	58
PM Peak	-	17:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	29	57	-	-	-	-	-	-	75
Grand Total		460	481							941
Percent		48.9%	51.1%							
ADT		ADT 941		AADT 941						

LEVEL OF SERVICE DEFINITIONS

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

UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

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

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

HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)

Existing
AM Peak

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	11	12	3	8	38	49	2	0	0	10	0	10
Future Vol, veh/h	11	12	3	8	38	49	2	0	0	10	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	13	3	9	41	53	2	0	0	11	0	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	94	0	0	16	0	0	128	149	13	125	126	68
Stage 1	-	-	-	-	-	-	37	37	-	86	86	-
Stage 2	-	-	-	-	-	-	91	112	-	39	40	-
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	1500	-	-	1602	-	-	845	743	1067	849	764	995
Stage 1	-	-	-	-	-	-	978	864	-	922	824	-
Stage 2	-	-	-	-	-	-	916	803	-	976	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1500	-	-	1602	-	-	827	733	1067	840	753	995
Mov Cap-2 Maneuver	-	-	-	-	-	-	827	733	-	840	753	-
Stage 1	-	-	-	-	-	-	970	857	-	915	819	-
Stage 2	-	-	-	-	-	-	901	798	-	968	855	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.1			0.6			9.4			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	827	1500	-	-	1602	-	-	911				
HCM Lane V/C Ratio	0.003	0.008	-	-	0.005	-	-	0.024				
HCM Control Delay (s)	9.4	7.4	0	-	7.3	0	-	9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

Existing
AM Peak

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	1	0	0	10	47	0	0	16	4
Future Vol, veh/h	1	0	0	1	0	0	10	47	0	0	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	1	0	0	11	51	0	0	17	4
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	92	92	19	92	94	51	21	0	0	51	0	0
Stage 1	19	19	-	73	73	-	-	-	-	-	-	-
Stage 2	73	73	-	19	21	-	-	-	-	-	-	-
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	892	798	1059	892	796	1017	1595	-	-	1555	-	-
Stage 1	1000	880	-	937	834	-	-	-	-	-	-	-
Stage 2	937	834	-	1000	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	888	792	1059	888	790	1017	1595	-	-	1555	-	-
Mov Cap-2 Maneuver	888	792	-	888	790	-	-	-	-	-	-	-
Stage 1	993	880	-	930	828	-	-	-	-	-	-	-
Stage 2	930	828	-	1000	878	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.1		9.1			1.3			0			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1595	-	-	888	888	1555	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.001	0.001	-	-	-				
HCM Control Delay (s)	7.3	0	-	9.1	9.1	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)

Existing
PM Peak

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	14	45	4	0	18	22	8	2	2	67	1	12
Future Vol, veh/h	14	45	4	0	18	22	8	2	2	67	1	12
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	49	4	0	20	24	9	2	2	73	1	13
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	44	0	0	53	0	0	118	123	49	115	115	32
Stage 1	-	-	-	-	-	-	79	79	-	32	32	-
Stage 2	-	-	-	-	-	-	39	44	-	83	83	-
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	1564	-	-	1553	-	-	858	767	1020	862	775	1042
Stage 1	-	-	-	-	-	-	930	829	-	984	868	-
Stage 2	-	-	-	-	-	-	976	858	-	925	826	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1564	-	-	1553	-	-	840	759	1020	852	767	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	840	759	-	852	767	-
Stage 1	-	-	-	-	-	-	921	821	-	974	868	-
Stage 2	-	-	-	-	-	-	963	858	-	911	818	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0			9.3			9.6		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	850	1564	-	-	1553	-	-	875				
HCM Lane V/C Ratio	0.015	0.01	-	-	-	-	-	0.099				
HCM Control Delay (s)	9.3	7.3	0	-	0	-	-	9.6				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3				






HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

Existing
PM Peak

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	21	1	1	0	8	18	1	0	40	2
Future Vol, veh/h	5	1	21	1	1	0	8	18	1	0	40	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	23	1	1	0	9	20	1	0	43	2
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	83	83	44	95	84	21	45	0	0	21	0	0
Stage 1	44	44	-	39	39	-	-	-	-	-	-	-
Stage 2	39	39	-	56	45	-	-	-	-	-	-	-
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	904	807	1026	888	806	1056	1563	-	-	1595	-	-
Stage 1	970	858	-	976	862	-	-	-	-	-	-	-
Stage 2	976	862	-	956	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	899	802	1026	863	801	1056	1563	-	-	1595	-	-
Mov Cap-2 Maneuver	899	802	-	863	801	-	-	-	-	-	-	-
Stage 1	964	858	-	970	857	-	-	-	-	-	-	-
Stage 2	969	857	-	934	857	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.7		9.3			2.2			0			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1563	-	-	990	831	1595	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.03	0.003	-	-	-				
HCM Control Delay (s)	7.3	0	-	8.7	9.3	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				





HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)

2022 Background
AM Peak

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	13	3	8	42	55	2	1	1	12	1	12
Future Vol, veh/h	12	13	3	8	42	55	2	1	1	12	1	12
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	14	3	9	46	60	2	1	1	13	1	13
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	17	0	0	141	164	14	137	137	76
Stage 1	-	-	-	-	-	-	40	40	-	94	94	-
Stage 2	-	-	-	-	-	-	101	124	-	43	43	-
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	1485	-	-	1600	-	-	829	729	1066	834	754	985
Stage 1	-	-	-	-	-	-	975	862	-	913	817	-
Stage 2	-	-	-	-	-	-	905	793	-	971	859	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1485	-	-	1600	-	-	807	718	1066	822	743	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	807	718	-	822	743	-
Stage 1	-	-	-	-	-	-	966	854	-	905	812	-
Stage 2	-	-	-	-	-	-	886	788	-	960	851	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.2			0.6			9.4			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	832	1485	-	-	1600	-	-	889				
HCM Lane V/C Ratio	0.005	0.009	-	-	0.005	-	-	0.031				
HCM Control Delay (s)	9.4	7.4	0	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

2022 Background
AM Peak

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	1	2	1	1	12	53	1	1	18	5
Future Vol, veh/h	2	1	1	2	1	1	12	53	1	1	18	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	1	2	1	1	13	58	1	1	20	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	111	110	23	111	112	59	25	0	0	59	0	0
Stage 1	25	25	-	85	85	-	-	-	-	-	-	-
Stage 2	86	85	-	26	27	-	-	-	-	-	-	-
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	867	780	1054	867	778	1007	1589	-	-	1545	-	-
Stage 1	993	874	-	923	824	-	-	-	-	-	-	-
Stage 2	922	824	-	992	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	859	773	1054	859	771	1007	1589	-	-	1545	-	-
Mov Cap-2 Maneuver	859	773	-	859	771	-	-	-	-	-	-	-
Stage 1	985	873	-	916	817	-	-	-	-	-	-	-
Stage 2	912	817	-	989	872	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.1		9.2		1.3		0.3					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1589	-	-	875	866	1545	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.005	0.005	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	9.1	9.2	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)

2022 Background
PM Peak

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	15	50	4	1	20	25	8	2	2	75	1	13
Future Vol, veh/h	15	50	4	1	20	25	8	2	2	75	1	13
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	54	4	1	22	27	9	2	2	82	1	14
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	58	0	0	131	137	54	128	128	36
Stage 1	-	-	-	-	-	-	86	86	-	38	38	-
Stage 2	-	-	-	-	-	-	45	51	-	90	90	-
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	1558	-	-	1546	-	-	841	754	1013	845	763	1037
Stage 1	-	-	-	-	-	-	922	824	-	977	863	-
Stage 2	-	-	-	-	-	-	969	852	-	917	820	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1558	-	-	1546	-	-	821	745	1013	834	754	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	821	745	-	834	754	-
Stage 1	-	-	-	-	-	-	912	815	-	966	862	-
Stage 2	-	-	-	-	-	-	954	851	-	903	811	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0.2			9.4			9.7		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	833	1558	-	-	1546	-	-	857				
HCM Lane V/C Ratio	0.016	0.01	-	-	0.001	-	-	0.113				
HCM Control Delay (s)	9.4	7.3	0	-	7.3	0	-	9.7				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

2022 Background
PM Peak

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	2	23	2	2	1	9	20	2	1	45	3
Future Vol, veh/h	6	2	23	2	2	1	9	20	2	1	45	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2	25	2	2	1	10	22	2	1	49	3
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	98	97	51	109	97	23	52	0	0	24	0	0
Stage 1	53	53	-	43	43	-	-	-	-	-	-	-
Stage 2	45	44	-	66	54	-	-	-	-	-	-	-
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	884	793	1017	870	793	1054	1554	-	-	1591	-	-
Stage 1	960	851	-	971	859	-	-	-	-	-	-	-
Stage 2	969	858	-	945	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	876	787	1017	841	787	1054	1554	-	-	1591	-	-
Mov Cap-2 Maneuver	876	787	-	841	787	-	-	-	-	-	-	-
Stage 1	953	850	-	964	853	-	-	-	-	-	-	-
Stage 2	959	852	-	918	849	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.8		9.3			2.1			0.1			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1554	-	-	969	852	1591	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.035	0.006	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.8	9.3	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)

2022 Total - Scenario 4
AM Peak

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	32	13	3	8	42	55	2	1	1	12	1	31
Future Vol, veh/h	32	13	3	8	42	55	2	1	1	12	1	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	14	3	9	46	60	2	1	1	13	1	34
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	17	0	0	196	208	14	181	181	76
Stage 1	-	-	-	-	-	-	84	84	-	94	94	-
Stage 2	-	-	-	-	-	-	112	124	-	87	87	-
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	1485	-	-	1600	-	-	763	689	1066	781	713	985
Stage 1	-	-	-	-	-	-	924	825	-	913	817	-
Stage 2	-	-	-	-	-	-	893	793	-	921	823	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1485	-	-	1600	-	-	720	668	1066	761	692	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	720	668	-	761	692	-
Stage 1	-	-	-	-	-	-	902	805	-	891	812	-
Stage 2	-	-	-	-	-	-	856	788	-	897	803	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	5			0.6			9.7			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	767	1485	-	-	1600	-	-	904				
HCM Lane V/C Ratio	0.006	0.023	-	-	0.005	-	-	0.053				
HCM Control Delay (s)	9.7	7.5	0	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.2				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

2022 Total - Scenario 4
AM Peak

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	20	2	1	1	32	53	1	1	18	5
Future Vol, veh/h	2	1	20	2	1	1	32	53	1	1	18	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	22	2	1	1	35	58	1	1	20	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	155	154	23	165	156	59	25	0	0	59	0	0
Stage 1	25	25	-	129	129	-	-	-	-	-	-	-
Stage 2	130	129	-	36	27	-	-	-	-	-	-	-
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	812	738	1054	800	736	1007	1589	-	-	1545	-	-
Stage 1	993	874	-	875	789	-	-	-	-	-	-	-
Stage 2	874	789	-	980	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	796	720	1054	768	718	1007	1589	-	-	1545	-	-
Mov Cap-2 Maneuver	796	720	-	768	718	-	-	-	-	-	-	-
Stage 1	970	873	-	855	771	-	-	-	-	-	-	-
Stage 2	852	771	-	958	872	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.7		9.5			2.7			0.3			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1589	-	-	1005	802	1545	-	-				
HCM Lane V/C Ratio	0.022	-	-	0.025	0.005	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.7	9.5	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-				

HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)

2022 Total - Scenario 4

PM Peak

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	34	50	4	1	20	25	8	2	2	75	1	33
Future Vol, veh/h	34	50	4	1	20	25	8	2	2	75	1	33
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	54	4	1	22	27	9	2	2	82	1	36
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	58	0	0	184	179	54	170	170	36
Stage 1	-	-	-	-	-	-	128	128	-	38	38	-
Stage 2	-	-	-	-	-	-	56	51	-	132	132	-
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	1558	-	-	1546	-	-	777	715	1013	794	723	1037
Stage 1	-	-	-	-	-	-	876	790	-	977	863	-
Stage 2	-	-	-	-	-	-	956	852	-	871	787	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1558	-	-	1546	-	-	734	696	1013	775	704	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	734	696	-	775	704	-
Stage 1	-	-	-	-	-	-	854	770	-	953	862	-
Stage 2	-	-	-	-	-	-	921	851	-	845	767	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.8			0.2			9.8			10		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	762	1558	-	-	1546	-	-	838				
HCM Lane V/C Ratio	0.017	0.024	-	-	0.001	-	-	0.141				
HCM Control Delay (s)	9.8	7.4	0	-	7.3	0	-	10				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.5				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

2022 Total - Scenario 4
PM Peak

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	2	43	2	2	1	28	20	2	1	45	3
Future Vol, veh/h	6	2	43	2	2	1	28	20	2	1	45	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2	47	2	2	1	30	22	2	1	49	3
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	138	137	51	160	137	23	52	0	0	24	0	0
Stage 1	53	53	-	83	83	-	-	-	-	-	-	-
Stage 2	85	84	-	77	54	-	-	-	-	-	-	-
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	833	754	1017	806	754	1054	1554	-	-	1591	-	-
Stage 1	960	851	-	925	826	-	-	-	-	-	-	-
Stage 2	923	825	-	932	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	817	738	1017	755	738	1054	1554	-	-	1591	-	-
Mov Cap-2 Maneuver	817	738	-	755	738	-	-	-	-	-	-	-
Stage 1	941	850	-	907	809	-	-	-	-	-	-	-
Stage 2	901	809	-	886	849	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.9		9.6			4.1			0.1			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1554	-	-	974	793	1591	-	-				
HCM Lane V/C Ratio	0.02	-	-	0.057	0.007	0.001	-	-				
HCM Control Delay (s)	7.4	0	-	8.9	9.6	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-				

HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)

2022 Total - Scenario 6
AM Peak

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	21	13	3	8	42	55	2	1	1	12	1	20
Future Vol, veh/h	21	13	3	8	42	55	2	1	1	12	1	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	14	3	9	46	60	2	1	1	13	1	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	17	0	0	166	184	14	157	157	76
Stage 1	-	-	-	-	-	-	60	60	-	94	94	-
Stage 2	-	-	-	-	-	-	106	124	-	63	63	-
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	1485	-	-	1600	-	-	798	710	1066	809	735	985
Stage 1	-	-	-	-	-	-	951	845	-	913	817	-
Stage 2	-	-	-	-	-	-	900	793	-	948	842	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1485	-	-	1600	-	-	766	694	1066	794	719	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	766	694	-	794	719	-
Stage 1	-	-	-	-	-	-	936	831	-	898	812	-
Stage 2	-	-	-	-	-	-	874	788	-	931	829	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.2			0.6			9.5			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	802	1485	-	-	1600	-	-	897				
HCM Lane V/C Ratio	0.005	0.015	-	-	0.005	-	-	0.04				
HCM Control Delay (s)	9.5	7.5	0	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

2022 Total - Scenario 6
AM Peak

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	9	2	1	1	21	53	1	1	18	5
Future Vol, veh/h	2	1	9	2	1	1	21	53	1	1	18	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	10	2	1	1	23	58	1	1	20	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	131	130	23	135	132	59	25	0	0	59	0	0
Stage 1	25	25	-	105	105	-	-	-	-	-	-	-
Stage 2	106	105	-	30	27	-	-	-	-	-	-	-
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	841	761	1054	836	759	1007	1589	-	-	1545	-	-
Stage 1	993	874	-	901	808	-	-	-	-	-	-	-
Stage 2	900	808	-	987	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	829	749	1054	818	747	1007	1589	-	-	1545	-	-
Mov Cap-2 Maneuver	829	749	-	818	747	-	-	-	-	-	-	-
Stage 1	978	873	-	887	796	-	-	-	-	-	-	-
Stage 2	884	796	-	976	872	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.7		9.3			2			0.3			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1589	-	-	977	837	1545	-	-				
HCM Lane V/C Ratio	0.014	-	-	0.013	0.005	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.7	9.3	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)

2022 Total - Scenario 6

PM Peak

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	23	50	4	1	20	25	8	2	2	75	1	22
Future Vol, veh/h	23	50	4	1	20	25	8	2	2	75	1	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	54	4	1	22	27	9	2	2	82	1	24
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	58	0	0	154	155	54	146	146	36
Stage 1	-	-	-	-	-	-	104	104	-	38	38	-
Stage 2	-	-	-	-	-	-	50	51	-	108	108	-
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	1558	-	-	1546	-	-	813	737	1013	823	745	1037
Stage 1	-	-	-	-	-	-	902	809	-	977	863	-
Stage 2	-	-	-	-	-	-	963	852	-	897	806	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1558	-	-	1546	-	-	782	724	1013	808	732	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	782	724	-	808	732	-
Stage 1	-	-	-	-	-	-	887	795	-	960	862	-
Stage 2	-	-	-	-	-	-	939	851	-	877	792	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			0.2			9.6			9.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	802	1558	-	-	1546	-	-	849				
HCM Lane V/C Ratio	0.016	0.016	-	-	0.001	-	-	0.125				
HCM Control Delay (s)	9.6	7.3	0	-	7.3	0	-	9.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

2022 Total - Scenario 6
PM Peak

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	2	32	2	2	1	17	20	2	1	45	3
Future Vol, veh/h	6	2	32	2	2	1	17	20	2	1	45	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2	35	2	2	1	18	22	2	1	49	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	114	113	51	130	113	23	52	0	0	24	0	0
Stage 1	53	53	-	59	59	-	-	-	-	-	-	-
Stage 2	61	60	-	71	54	-	-	-	-	-	-	-
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	863	777	1017	843	777	1054	1554	-	-	1591	-	-
Stage 1	960	851	-	953	846	-	-	-	-	-	-	-
Stage 2	950	845	-	939	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	852	767	1017	804	767	1054	1554	-	-	1591	-	-
Mov Cap-2 Maneuver	852	767	-	804	767	-	-	-	-	-	-	-
Stage 1	948	850	-	942	836	-	-	-	-	-	-	-
Stage 2	935	835	-	904	849	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.9		9.4		3.2		0.1					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1554	-	-	973	827	1591	-	-				
HCM Lane V/C Ratio	0.012	-	-	0.045	0.007	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.9	9.4	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)

2022 Total - Scenario 8
AM Peak

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	33	13	3	8	42	55	2	1	1	12	1	33
Future Vol, veh/h	33	13	3	8	42	55	2	1	1	12	1	33
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	14	3	9	46	60	2	1	1	13	1	36
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	17	0	0	199	210	14	183	183	76
Stage 1	-	-	-	-	-	-	86	86	-	94	94	-
Stage 2	-	-	-	-	-	-	113	124	-	89	89	-
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	1485	-	-	1600	-	-	760	687	1066	778	711	985
Stage 1	-	-	-	-	-	-	922	824	-	913	817	-
Stage 2	-	-	-	-	-	-	892	793	-	918	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1485	-	-	1600	-	-	714	666	1066	759	690	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	714	666	-	759	690	-
Stage 1	-	-	-	-	-	-	900	804	-	891	812	-
Stage 2	-	-	-	-	-	-	853	788	-	894	801	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	5			0.6			9.7			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	763	1485	-	-	1600	-	-	906				
HCM Lane V/C Ratio	0.006	0.024	-	-	0.005	-	-	0.055				
HCM Control Delay (s)	9.7	7.5	0	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.2				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

2022 Total - Scenario 8
AM Peak

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	22	2	1	1	33	53	1	1	18	5
Future Vol, veh/h	2	1	22	2	1	1	33	53	1	1	18	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	24	2	1	1	36	58	1	1	20	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	157	156	23	168	158	59	25	0	0	59	0	0
Stage 1	25	25	-	131	131	-	-	-	-	-	-	-
Stage 2	132	131	-	37	27	-	-	-	-	-	-	-
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	809	736	1054	796	734	1007	1589	-	-	1545	-	-
Stage 1	993	874	-	873	788	-	-	-	-	-	-	-
Stage 2	871	788	-	978	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	793	718	1054	763	716	1007	1589	-	-	1545	-	-
Mov Cap-2 Maneuver	793	718	-	763	716	-	-	-	-	-	-	-
Stage 1	970	873	-	853	770	-	-	-	-	-	-	-
Stage 2	849	770	-	954	872	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.7		9.5		2.8		0.3					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1589	-	-	1009	798	1545	-	-				
HCM Lane V/C Ratio	0.023	-	-	0.027	0.005	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.7	9.5	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-				

HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)

2022 Total - Scenario 8

PM Peak

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	36	50	4	1	20	25	8	2	2	75	1	34
Future Vol, veh/h	36	50	4	1	20	25	8	2	2	75	1	34
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	54	4	1	22	27	9	2	2	82	1	37
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	58	0	0	189	183	54	174	174	36
Stage 1	-	-	-	-	-	-	132	132	-	38	38	-
Stage 2	-	-	-	-	-	-	57	51	-	136	136	-
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	1558	-	-	1546	-	-	771	711	1013	789	719	1037
Stage 1	-	-	-	-	-	-	871	787	-	977	863	-
Stage 2	-	-	-	-	-	-	955	852	-	867	784	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1558	-	-	1546	-	-	727	692	1013	769	700	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	727	692	-	769	700	-
Stage 1	-	-	-	-	-	-	848	767	-	952	862	-
Stage 2	-	-	-	-	-	-	919	851	-	840	764	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.9			0.2			9.8			10		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	756	1558	-	-	1546	-	-	835				
HCM Lane V/C Ratio	0.017	0.025	-	-	0.001	-	-	0.143				
HCM Control Delay (s)	9.8	7.4	0	-	7.3	0	-	10				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.5				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

2022 Total - Scenario 8
PM Peak

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	2	44	2	2	1	30	20	2	1	45	3
Future Vol, veh/h	6	2	44	2	2	1	30	20	2	1	45	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2	48	2	2	1	33	22	2	1	49	3
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	144	143	51	167	143	23	52	0	0	24	0	0
Stage 1	53	53	-	89	89	-	-	-	-	-	-	-
Stage 2	91	90	-	78	54	-	-	-	-	-	-	-
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	825	748	1017	797	748	1054	1554	-	-	1591	-	-
Stage 1	960	851	-	918	821	-	-	-	-	-	-	-
Stage 2	916	820	-	931	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	808	731	1017	744	731	1054	1554	-	-	1591	-	-
Mov Cap-2 Maneuver	808	731	-	744	731	-	-	-	-	-	-	-
Stage 1	939	850	-	898	803	-	-	-	-	-	-	-
Stage 2	893	802	-	884	849	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.9		9.6			4.2			0.1			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1554	-	-	973	785	1591	-	-				
HCM Lane V/C Ratio	0.021	-	-	0.058	0.007	0.001	-	-				
HCM Control Delay (s)	7.4	0	-	8.9	9.6	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-				





HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)

2022 Total - Scenario 9
AM Peak

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	44	13	3	8	42	55	2	1	1	12	1	43
Future Vol, veh/h	44	13	3	8	42	55	2	1	1	12	1	43
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	14	3	9	46	60	2	1	1	13	1	47
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	17	0	0	228	234	14	207	207	76
Stage 1	-	-	-	-	-	-	110	110	-	94	94	-
Stage 2	-	-	-	-	-	-	118	124	-	113	113	-
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	1485	-	-	1600	-	-	727	666	1066	751	690	985
Stage 1	-	-	-	-	-	-	895	804	-	913	817	-
Stage 2	-	-	-	-	-	-	887	793	-	892	802	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1485	-	-	1600	-	-	671	640	1066	727	663	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	671	640	-	727	663	-
Stage 1	-	-	-	-	-	-	865	777	-	883	812	-
Stage 2	-	-	-	-	-	-	839	788	-	860	776	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	5.5			0.6			10			9.2		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	730	1485	-	-	1600	-	-	908				
HCM Lane V/C Ratio	0.006	0.032	-	-	0.005	-	-	0.067				
HCM Control Delay (s)	10	7.5	0	-	7.3	0	-	9.2				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.2				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

2022 Total - Scenario 9
AM Peak

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	32	2	1	1	44	53	1	1	18	5
Future Vol, veh/h	2	1	32	2	1	1	44	53	1	1	18	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	35	2	1	1	48	58	1	1	20	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	181	180	23	198	182	59	25	0	0	59	0	0
Stage 1	25	25	-	155	155	-	-	-	-	-	-	-
Stage 2	156	155	-	43	27	-	-	-	-	-	-	-
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	781	714	1054	761	712	1007	1589	-	-	1545	-	-
Stage 1	993	874	-	847	769	-	-	-	-	-	-	-
Stage 2	846	769	-	971	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	760	691	1054	717	689	1007	1589	-	-	1545	-	-
Mov Cap-2 Maneuver	760	691	-	717	689	-	-	-	-	-	-	-
Stage 1	962	873	-	821	745	-	-	-	-	-	-	-
Stage 2	818	745	-	937	872	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.7		9.7			3.3			0.3			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1589	-	-	1016	764	1545	-	-				
HCM Lane V/C Ratio	0.03	-	-	0.037	0.006	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.7	9.7	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-				

HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)





2022 Total - Scenario 9

PM Peak

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	46	50	4	1	20	25	8	2	2	75	1	45
Future Vol, veh/h	46	50	4	1	20	25	8	2	2	75	1	45
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	54	4	1	22	27	9	2	2	82	1	49
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	58	0	0	217	205	54	196	196	36
Stage 1	-	-	-	-	-	-	154	154	-	38	38	-
Stage 2	-	-	-	-	-	-	63	51	-	158	158	-
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	1558	-	-	1546	-	-	739	691	1013	763	699	1037
Stage 1	-	-	-	-	-	-	848	770	-	977	863	-
Stage 2	-	-	-	-	-	-	948	852	-	844	767	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1558	-	-	1546	-	-	685	668	1013	740	675	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	685	668	-	740	675	-
Stage 1	-	-	-	-	-	-	820	745	-	945	862	-
Stage 2	-	-	-	-	-	-	901	851	-	812	742	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.4			0.2			10.1			10.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	721	1558	-	-	1546	-	-	827				
HCM Lane V/C Ratio	0.018	0.032	-	-	0.001	-	-	0.159				
HCM Control Delay (s)	10.1	7.4	0	-	7.3	0	-	10.2				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.6				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

2022 Total - Scenario 9
PM Peak

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	55	2	2	1	40	20	2	1	45	3
Future Vol, veh/h	6	2	55	2	2	1	40	20	2	1	45	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2	60	2	2	1	43	22	2	1	49	3
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	164	163	51	193	163	23	52	0	0	24	0	0
Stage 1	53	53	-	109	109	-	-	-	-	-	-	-
Stage 2	111	110	-	84	54	-	-	-	-	-	-	-
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	801	729	1017	767	729	1054	1554	-	-	1591	-	-
Stage 1	960	851	-	896	805	-	-	-	-	-	-	-
Stage 2	894	804	-	924	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	781	708	1017	704	708	1054	1554	-	-	1591	-	-
Mov Cap-2 Maneuver	781	708	-	704	708	-	-	-	-	-	-	-
Stage 1	933	850	-	871	782	-	-	-	-	-	-	-
Stage 2	866	781	-	867	849	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9		9.8			4.8			0.1			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1554	-	-	975	756	1591	-	-				
HCM Lane V/C Ratio	0.028	-	-	0.07	0.007	0.001	-	-				
HCM Control Delay (s)	7.4	0	-	9	9.8	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-				





HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)

2022 Total - Scenario 10
AM Peak

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	26	13	3	8	42	55	2	1	1	12	1	25
Future Vol, veh/h	26	13	3	8	42	55	2	1	1	12	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	14	3	9	46	60	2	1	1	13	1	27
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	17	0	0	178	194	14	167	167	76
Stage 1	-	-	-	-	-	-	70	70	-	94	94	-
Stage 2	-	-	-	-	-	-	108	124	-	73	73	-
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	1485	-	-	1600	-	-	784	701	1066	797	726	985
Stage 1	-	-	-	-	-	-	940	837	-	913	817	-
Stage 2	-	-	-	-	-	-	897	793	-	937	834	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1485	-	-	1600	-	-	747	683	1066	780	708	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	747	683	-	780	708	-
Stage 1	-	-	-	-	-	-	922	821	-	896	812	-
Stage 2	-	-	-	-	-	-	866	788	-	917	818	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.6			0.6			9.6			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	787	1485	-	-	1600	-	-	901				
HCM Lane V/C Ratio	0.006	0.019	-	-	0.005	-	-	0.046				
HCM Control Delay (s)	9.6	7.5	0	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

2022 Total - Scenario 10
AM Peak

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	14	2	1	1	26	53	1	1	18	5
Future Vol, veh/h	2	1	14	2	1	1	26	53	1	1	18	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	15	2	1	1	28	58	1	1	20	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	141	140	23	148	142	59	25	0	0	59	0	0
Stage 1	25	25	-	115	115	-	-	-	-	-	-	-
Stage 2	116	115	-	33	27	-	-	-	-	-	-	-
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	829	751	1054	820	749	1007	1589	-	-	1545	-	-
Stage 1	993	874	-	890	800	-	-	-	-	-	-	-
Stage 2	889	800	-	983	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	815	737	1054	795	735	1007	1589	-	-	1545	-	-
Mov Cap-2 Maneuver	815	737	-	795	735	-	-	-	-	-	-	-
Stage 1	975	873	-	874	786	-	-	-	-	-	-	-
Stage 2	871	786	-	967	872	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.7		9.4		2.4		0.3					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1589	-	-	995	821	1545	-	-				
HCM Lane V/C Ratio	0.018	-	-	0.019	0.005	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.7	9.4	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-				

HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)





2022 Total - Scenario 10

PM Peak

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	28	50	4	1	20	25	8	2	2	75	1	27
Future Vol, veh/h	28	50	4	1	20	25	8	2	2	75	1	27
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	54	4	1	22	27	9	2	2	82	1	29
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	58	0	0	167	165	54	156	156	36
Stage 1	-	-	-	-	-	-	114	114	-	38	38	-
Stage 2	-	-	-	-	-	-	53	51	-	118	118	-
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	1558	-	-	1546	-	-	797	728	1013	810	736	1037
Stage 1	-	-	-	-	-	-	891	801	-	977	863	-
Stage 2	-	-	-	-	-	-	960	852	-	887	798	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1558	-	-	1546	-	-	761	713	1013	794	721	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	761	713	-	794	721	-
Stage 1	-	-	-	-	-	-	873	785	-	957	862	-
Stage 2	-	-	-	-	-	-	931	851	-	865	782	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.5			0.2			9.7			9.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	785	1558	-	-	1546	-	-	845				
HCM Lane V/C Ratio	0.017	0.02	-	-	0.001	-	-	0.132				
HCM Control Delay (s)	9.7	7.4	0	-	7.3	0	-	9.9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.5				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

2022 Total - Scenario 10
PM Peak

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	37	2	2	1	22	20	2	1	45	3
Future Vol, veh/h	6	2	37	2	2	1	22	20	2	1	45	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2	40	2	2	1	24	22	2	1	49	3
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	126	125	51	145	125	23	52	0	0	24	0	0
Stage 1	53	53	-	71	71	-	-	-	-	-	-	-
Stage 2	73	72	-	74	54	-	-	-	-	-	-	-
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	848	765	1017	824	765	1054	1554	-	-	1591	-	-
Stage 1	960	851	-	939	836	-	-	-	-	-	-	-
Stage 2	937	835	-	935	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	834	752	1017	780	752	1054	1554	-	-	1591	-	-
Mov Cap-2 Maneuver	834	752	-	780	752	-	-	-	-	-	-	-
Stage 1	945	850	-	924	823	-	-	-	-	-	-	-
Stage 2	919	822	-	895	849	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.9		9.5			3.7			0.1			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1554	-	-	973	810	1591	-	-				
HCM Lane V/C Ratio	0.015	-	-	0.05	0.007	0.001	-	-				
HCM Control Delay (s)	7.4	0	-	8.9	9.5	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-				





HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)

2022 Total - Scenario 11
AM Peak

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	33	13	3	8	42	55	2	1	1	12	1	33
Future Vol, veh/h	33	13	3	8	42	55	2	1	1	12	1	33
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	14	3	9	46	60	2	1	1	13	1	36
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	17	0	0	199	210	14	183	183	76
Stage 1	-	-	-	-	-	-	86	86	-	94	94	-
Stage 2	-	-	-	-	-	-	113	124	-	89	89	-
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	1485	-	-	1600	-	-	760	687	1066	778	711	985
Stage 1	-	-	-	-	-	-	922	824	-	913	817	-
Stage 2	-	-	-	-	-	-	892	793	-	918	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1485	-	-	1600	-	-	714	666	1066	759	690	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	714	666	-	759	690	-
Stage 1	-	-	-	-	-	-	900	804	-	891	812	-
Stage 2	-	-	-	-	-	-	853	788	-	894	801	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	5			0.6			9.7			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	763	1485	-	-	1600	-	-	906				
HCM Lane V/C Ratio	0.006	0.024	-	-	0.005	-	-	0.055				
HCM Control Delay (s)	9.7	7.5	0	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.2				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

2022 Total - Scenario 11
AM Peak

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	22	2	1	1	33	53	1	1	18	5
Future Vol, veh/h	2	1	22	2	1	1	33	53	1	1	18	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	24	2	1	1	36	58	1	1	20	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	157	156	23	168	158	59	25	0	0	59	0	0
Stage 1	25	25	-	131	131	-	-	-	-	-	-	-
Stage 2	132	131	-	37	27	-	-	-	-	-	-	-
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	809	736	1054	796	734	1007	1589	-	-	1545	-	-
Stage 1	993	874	-	873	788	-	-	-	-	-	-	-
Stage 2	871	788	-	978	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	793	718	1054	763	716	1007	1589	-	-	1545	-	-
Mov Cap-2 Maneuver	793	718	-	763	716	-	-	-	-	-	-	-
Stage 1	970	873	-	853	770	-	-	-	-	-	-	-
Stage 2	849	770	-	954	872	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.7		9.5			2.8			0.3			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1589	-	-	1009	798	1545	-	-				
HCM Lane V/C Ratio	0.023	-	-	0.027	0.005	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.7	9.5	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-				

HCM 6th TWSC
1: Hudson Mile Road & E. Colfax Avenue (US 36)

2022 Total - Scenario 11
PM Peak

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	36	50	4	1	20	25	8	2	2	75	1	34
Future Vol, veh/h	36	50	4	1	20	25	8	2	2	75	1	34
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	-	-	400	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	54	4	1	22	27	9	2	2	82	1	37
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	58	0	0	189	183	54	174	174	36
Stage 1	-	-	-	-	-	-	132	132	-	38	38	-
Stage 2	-	-	-	-	-	-	57	51	-	136	136	-
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	1558	-	-	1546	-	-	771	711	1013	789	719	1037
Stage 1	-	-	-	-	-	-	871	787	-	977	863	-
Stage 2	-	-	-	-	-	-	955	852	-	867	784	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1558	-	-	1546	-	-	727	692	1013	769	700	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	727	692	-	769	700	-
Stage 1	-	-	-	-	-	-	848	767	-	952	862	-
Stage 2	-	-	-	-	-	-	919	851	-	840	764	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.9			0.2			9.8			10		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	756	1558	-	-	1546	-	-	835				
HCM Lane V/C Ratio	0.017	0.025	-	-	0.001	-	-	0.143				
HCM Control Delay (s)	9.8	7.4	0	-	7.3	0	-	10				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.5				

HCM 6th TWSC
4: Hudson Mile Road & E. 26th Avenue

2022 Total - Scenario 11
PM Peak

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	2	44	2	2	1	30	20	2	1	45	3
Future Vol, veh/h	6	2	44	2	2	1	30	20	2	1	45	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2	48	2	2	1	33	22	2	1	49	3
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	144	143	51	167	143	23	52	0	0	24	0	0
Stage 1	53	53	-	89	89	-	-	-	-	-	-	-
Stage 2	91	90	-	78	54	-	-	-	-	-	-	-
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	825	748	1017	797	748	1054	1554	-	-	1591	-	-
Stage 1	960	851	-	918	821	-	-	-	-	-	-	-
Stage 2	916	820	-	931	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	808	731	1017	744	731	1054	1554	-	-	1591	-	-
Mov Cap-2 Maneuver	808	731	-	744	731	-	-	-	-	-	-	-
Stage 1	939	850	-	898	803	-	-	-	-	-	-	-
Stage 2	893	802	-	884	849	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.9		9.6			4.2			0.1			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1554	-	-	973	785	1591	-	-				
HCM Lane V/C Ratio	0.021	-	-	0.058	0.007	0.001	-	-				
HCM Control Delay (s)	7.4	0	-	8.9	9.6	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-				