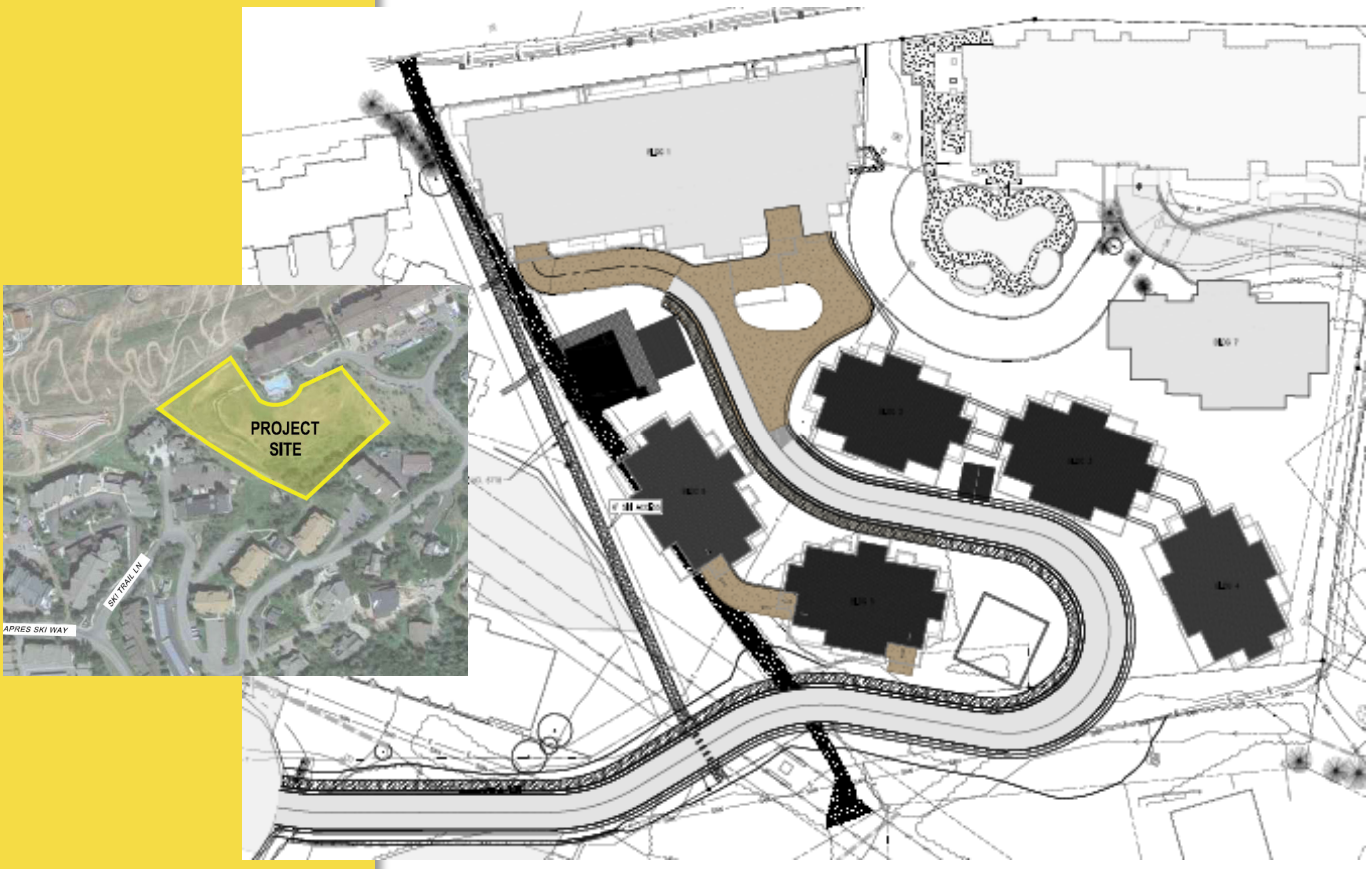
Astrid

Traffic Impact Study

City of Steamboat Springs



Date: December 6, 2022

Submitted To:
FUSE Family Ventures
4265 San Felipe Ste #970
Houston, TX 77027

Submitted By:
Fox Tuttle Transportation Group, LLC
1624 Market Street, Suite 202
Denver, CO 80202

COLORADO REGISTERED
STEVEN G. TUTTLE
34336
PROFESSIONAL ENGINEER

FOX TUTTLE

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ASTRID RESIDENTIAL DEVELOPMENT

TRAFFIC IMPACT STUDY

1.0 INTRODUCTION

The Fox Tuttle Transportation Group has prepared this traffic impact study for the proposed Astrid Residential Development Project in the City of Steamboat Springs, Colorado. The currently vacant 3.3 ± acre site is located north of Ski Trail Lane and situated between the Ski Trail and Edgemont Condominiums adjacent to Steamboat Ski Resort's "Stampede" run. The project proposes to construct seven (7) new condominium buildings, adding 77 multifamily dwelling units to the site.

The purpose of this study is to assist in identifying potential traffic impacts within the study area as a result of this project. The traffic study addresses existing and site-build out (short-term) peak hour intersection and roadway conditions in the study area with and without the project generated traffic. The information contained in this study is anticipated to be used by the City of Steamboat Springs in identifying any intersection or roadway deficiencies and potential improvements for the build-out year. This study focuses on the weekday AM and PM peak hours which represent the periods of highest trip generation for the proposed uses and adjacent roadway traffic. The vehicular volumes have been seasonally adjusted to more accurately reflect the period of highest area traffic around the ski area base. It also includes an evaluation of roadway laneage needs, auxiliary lane requirements, and intersection traffic controls.

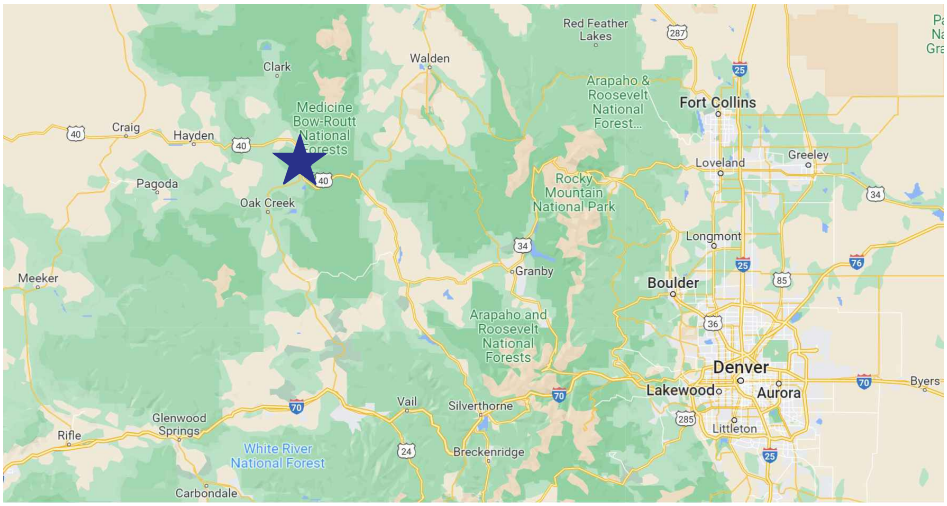
The study was developed consistent with City of Steamboat Springs criteria for the preparation of Traffic Impact Study and includes the Traffic Impact Study Scope Approval form in the Appendix.

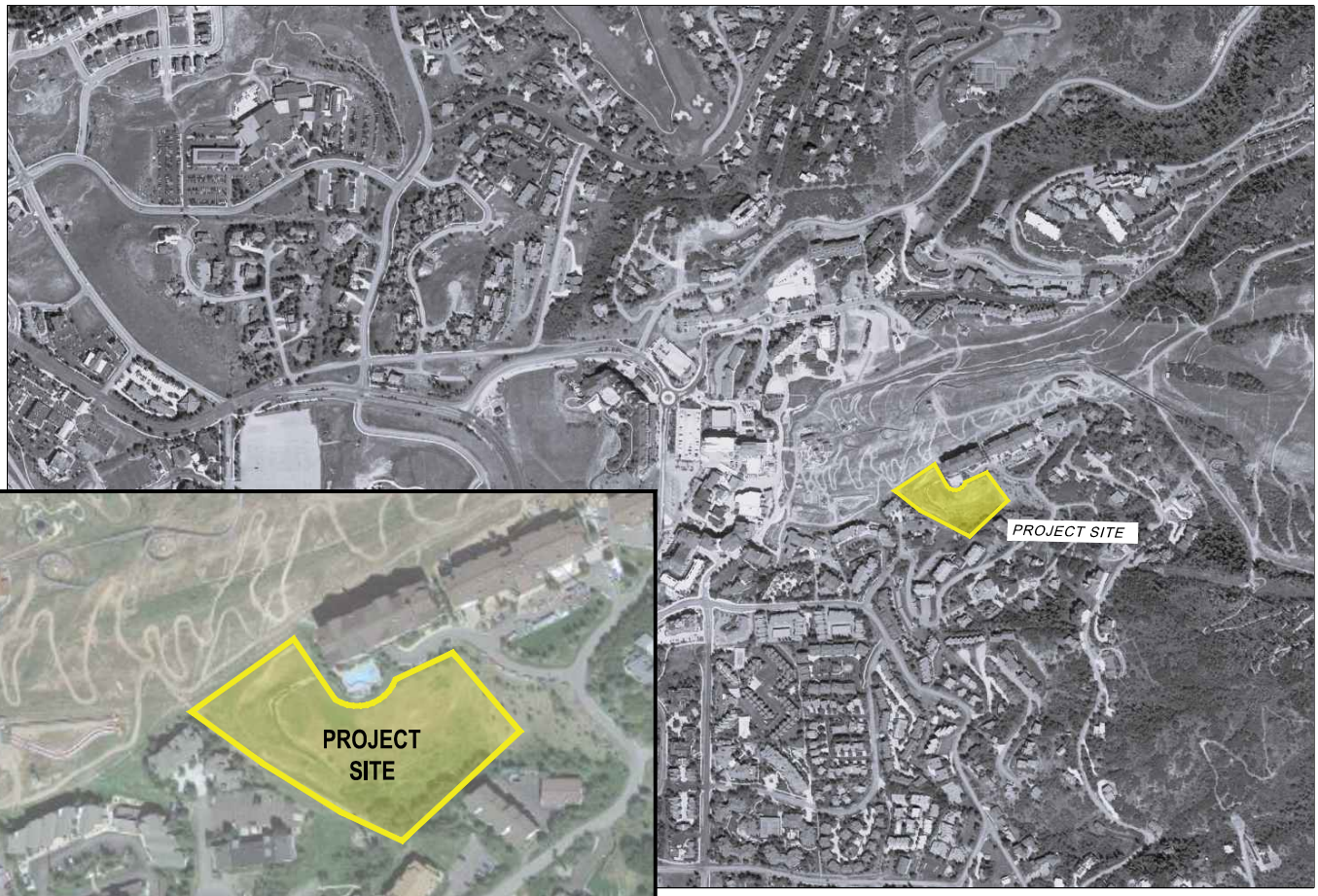
2.0 PROJECT DESCRIPTION

The Astrid Residential Development Project proposes to construct seven (7) new residential buildings. Building 1 is a 7-story condominium with 43 units, Buildings 2, 3, and 4 are 4-story condominiums each with six units, Buildings 5 and 6 are 3-story condominiums with six units each and Building 7 is a 4-story condominium with four units total.

Access to the site is proposed via Ski Trail Lane, with Buildings 1 through 6 being accessed via a new access point approximately 400' north of the Ski Trail Lane and Apres Ski Way intersection, and Building 7 being accessed through the existing Edgemont parking lot just north of the Ski Trail Lane and Poma Lane intersection. A six foot attached walk generally located on the north side of the proposed drive would allow pedestrian access to the site via Ski Trail Lane.

A vicinity map is shown on **Figure 1**. The concept site and access plan is provided on **Figure 2** (note that the site plan is subject to change as the project is still in design/development).





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ASTRID TRAFFIC IMPACT STUDY - STEAMBOAT SPRINGS, CO

VICINITY MAP

Project #	22070	Original Scale	NTS	Date	10/28/2022	Drawn by	JKL	Figure #	1

Proposed site access from Ski Trail Lane; Access to be side-street stop controlled

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ASTRID TRAFFIC IMPACT STUDY - STEAMBOAT SPRINGS, CO

CONCEPTUAL SITE PLAN

Project #	22070	Original Scale	NTS	Date	10/28/2022	Drawn by	JKL	Figure #	2

3.0 STUDY CONSIDERATIONS

3.1 Data Collection

Intersection turning movement and daily roadway volumes were collected for this project in mid-October 2022. The existing traffic volumes are illustrated on **Figure 3**. The existing intersection geometry and traffic control are also shown on this figure. Count data sheets are provided in the **Appendix**.

3.2 Evaluation Methodology

The traffic operations analysis addressed the unsignalized intersection operations using the procedures and methodologies set forth by the *Highway Capacity Manual (HCM)*[1]. Existing peak hour factors were applied to the intersections for the existing scenarios. Study intersections were evaluated using Synchro (v11) software.

3.3 Level of Service Definitions

A level of service analysis was conducted to determine the existing and future performance of the study area intersections and to determine the most appropriate traffic controls and need for any other roadway or intersection improvements.

To measure and describe the operational status of the study intersections, transportation engineers and planners commonly use a grading system referred to as “Level of Service” (LOS) that is defined by the *HCM.* LOS characterizes the operational conditions of an intersection’s traffic flow, ranging from LOS A (indicating very good, free flow operations) and LOS F (indicating congested and sometimes oversaturated conditions). These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with traveling through the intersections. The intersection LOS is represented as a delay in seconds per vehicle for the intersection as a whole and for each turning movement. A more detailed discussion of LOS methodology is contained in the **Appendix** for reference.

Typically, LOS A through C is considered to be good for the overall intersection operations and the desired standard for overall intersection performance is LOS D or better. Individual movements may be allowed to fall to LOS E/F depending on the circumstances, such as a low-volume sidestreet approach to a major arterial or a protected-only left-turn on a major arterial.

[1] Highway Capacity Manual, Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 2010 and 6th Edition (2016).

4.0 EXISTING CONDITIONS

4.1 Roadways

The study area boundaries are based on the amount of traffic to be generated by the project and potential impact to the existing roadway network. The existing study area street network consists of collector and local roadways. The primary public roadways that serve the project site are discussed in the following text and illustrated on **Figure 1**.

Apres Ski Way is a two-lane, east-west collector roadway west of the site that services existing commercial and residential land uses. The posted speed limit is 25 miles per hour (mph) within the study area. Apres Ski Way services approximately 1,430 vehicles per day (vpd) between Village Drive and Skit Trial Lane (per October 2022 traffic data). On-street bicycle lanes are provided on Apres Ski Way between Village Drive and Ski Trail Lane, along with an attached six-foot sidewalk on the north side of the street. Both multimodal improvements end at Ski Trail Lane. The intersection of Apres Ski Way with Village Drive is an all-way stop controlled intersection.

Ski Trail Lane is a two-lane roadway that provides access to existing residential land uses Sped limits were not posted between Apres Ski Lane and the proposed site access point. However, further past the site access, within the private residential land uses, Ski Trail Lane is posted as 15 mph. There are no marked bicycle lanes on the roadway. An existing six-foot wide sidewalk on the west side of the road provides pedestrian connectivity between Apres Ski Way and the Ski Trail Condominiums' drive. The intersection of Ski Trail Lane with Apres Ski Way is controlled with side-street stop signs on the Ski Trail Lane approach.

4.2 Intersections

The study area includes two (2) existing intersections that are listed below with the current traffic control and were analyzed for existing and future background year traffic operations:

1. Apres Ski Way and Village Drive (unsignalized, all-way stop controlled)

2. Apres Ski Way and Ski Trail Lane (unsignalized, side-street stop controlled)

The existing lane configuration at each of the study locations is illustrated on **Figure 3**.

4.3 Pedestrian and Bicycle

There exist on-street bike lanes on Apres Ski Way west of Ski Trail Lane, while there are no dedicated bicycle facilities on Ski Trail Lane. Bicyclists must merge with traffic at the intersection of Apres Ski Way and Ski Trail Lane to access the site from the west. An existing attached six-foot sidewalk along the north side of Apres Ski Way connects to an existing detached six-foot

sidewalk running along the west side of Ski Trail Lane. This sidewalk currently terminates at the Ski Trail Condominiums' drive. The project proposes to extend this sidewalk to the south the next adjacent driveway, as well as extend pedestrian facilities into the site.

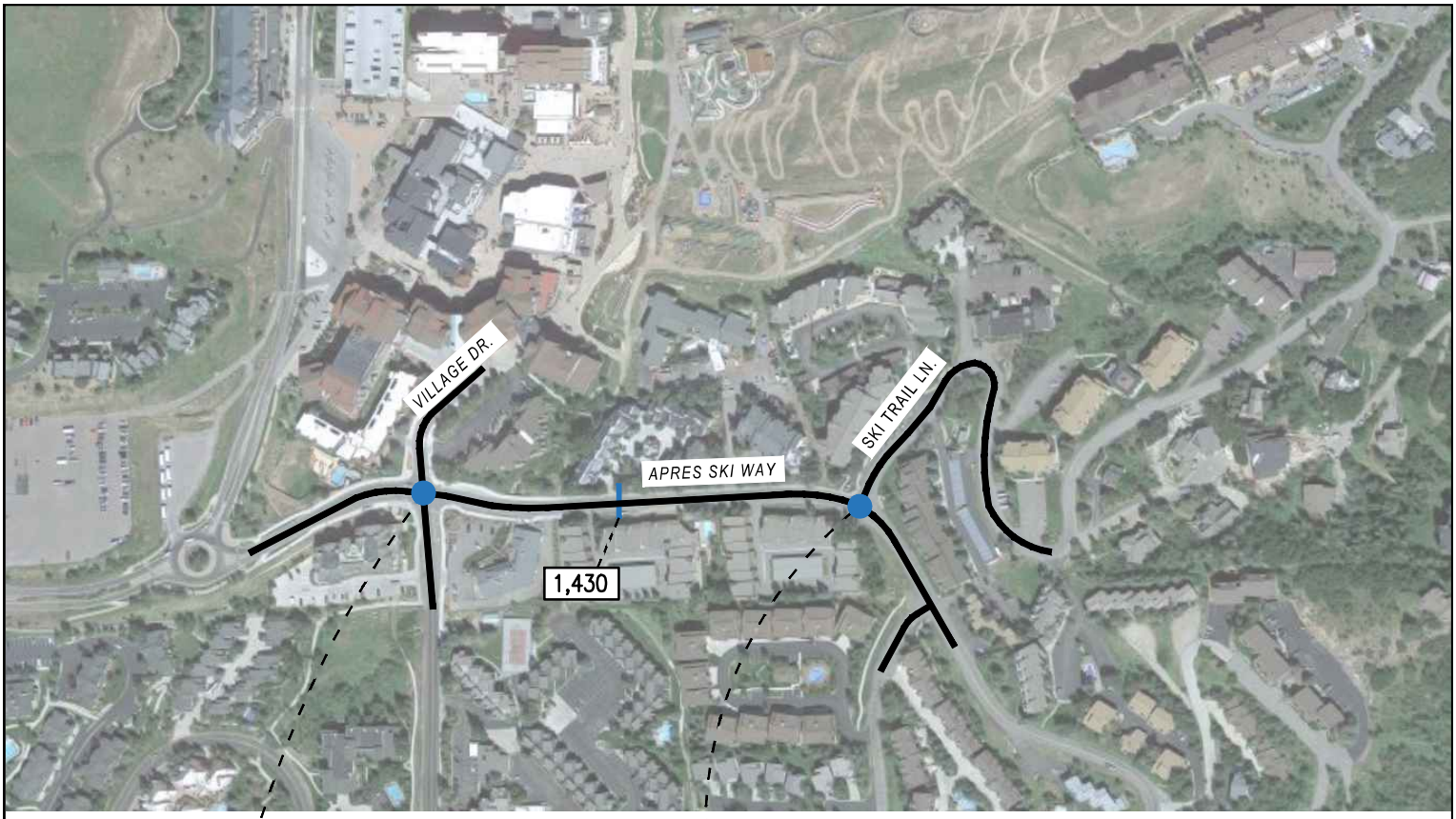
4.4 Transit

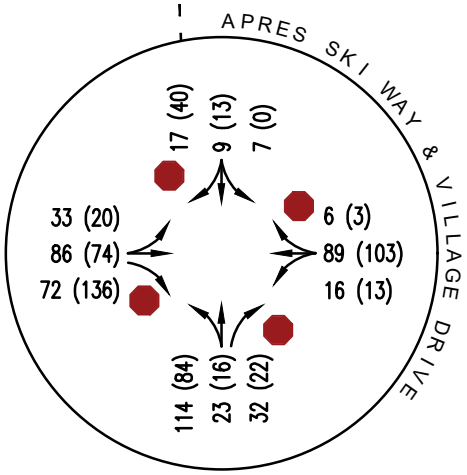
Steamboat Springs Transit (SST) stops exist along Apres Ski Way, with stops at both the Village Drive and Ski Trail Lane intersections.

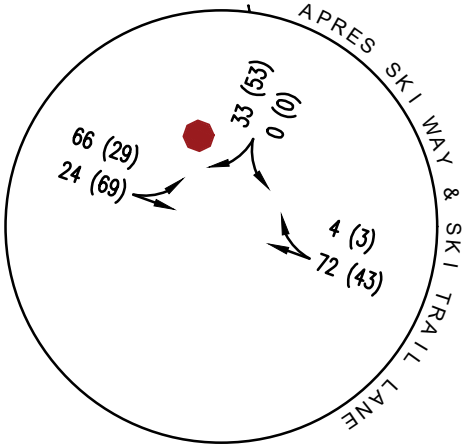
4.5 Existing Intersection Capacity Analysis

The existing volumes, lane configuration, and traffic control are illustrated on **Figure 3**. As the volumes were counted in October, we applied a seasonal adjustment factor of 1.43 (per City data) to represent peak traffic conditions. The results of the LOS calculations for the intersections are summarized on **Table 1**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

All project intersections are shown to be operating at LOS A overall in the AM and PM peak hours, which meets City of Steamboat Springs requirements for overall intersection operations. There are no existing operational issues identified in the study area.







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KEY

X,XXX	DAILY TRAFFIC VOLUME
XXX (XXX)	AM (PM) PEAK HOUR TRAFFIC VOLUME
→	LANE CONFIGURATION

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ASTRID TRAFFIC IMPACT STUDY - STEAMBOAT SPRINGS, CO

EXISTING TRAFFIC VOLUMES

Project #	22070	Original Scale	NTS	Date	10/28/2022	Drawn by	JKL	Figure #	3

Table 1. Peak Hour Intersection Level of Service Summary

Intersection and Critical Movements/Approaches	Existing				Year 2025 Background				Year 2025 Background + Project			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
STOP CONTROL												
1. Village Drive & Apres Ski Way	**9.7**	**A**	**9.4**	**A**	**10.0**	**A**	**9.7**	**A**	**10.3**	**B**	**9.9**	**A**
Eastbound Approach	*9.1*	*A*	*8.9*	*A*	*9.3*	*A*	*9.1*	*A*	*9.4*	*A*	*9.3*	*A*
Westbound Approach	*10.3*	*B*	*10.1*	*B*	*10.8*	*B*	*10.4*	*B*	*11.3*	*B*	*10.6*	*B*
Northbound Left	*10.2*	*B*	*9.9*	*A*	*10.4*	*B*	*10.3*	*B*	*10.6*	*B*	*10.4*	*B*
Southbound Left	*9.3*	*A*	*9.0*	*A*	*9.7*	*A*	*9.3*	*A*	*9.8*	*A*	*9.4*	*A*
2. Apres Ski Way & Ski Trail Lane	**4.1**	**A**	**3.5**	**A**	**4.2**	**A**	**3.4**	**A**	**4.7**	**A**	**3.8**	**A**
Eastbound Approach	*5.5*	*A*	*2.2*	*A*	*5.6*	*A*	*2.1*	*A*	*5.7*	*A*	*2.7*	*A*
Westbound Approach	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*
Southbound Approach	*9.0*	*A*	*8.8*	*A*	*9.0*	*A*	*8.8*	*A*	*9.1*	*A*	*8.8*	*A*

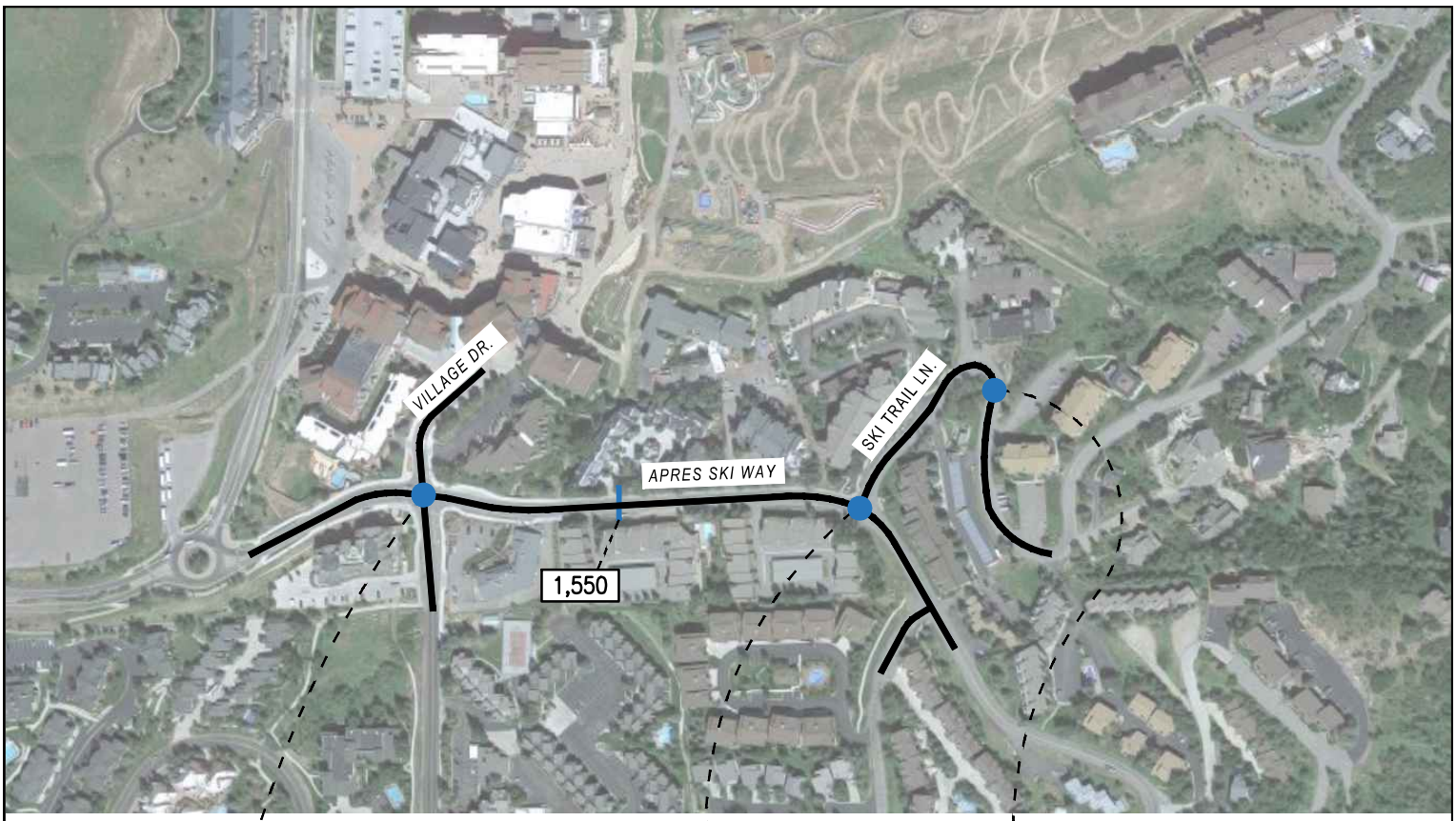
Note: Delay represented in average seconds per vehicle.

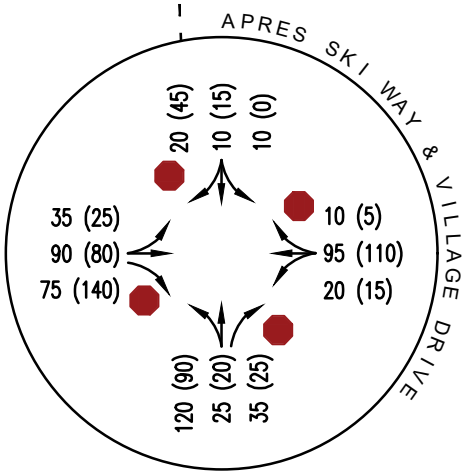
5.0 FUTURE CONDITIONS

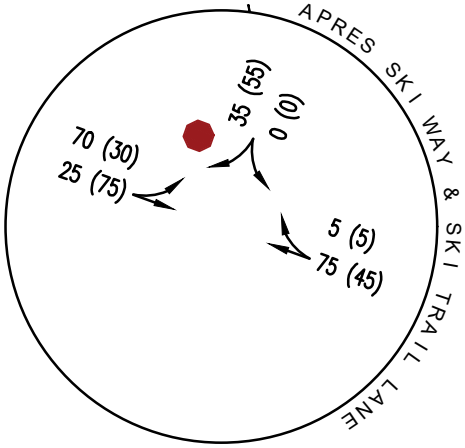
5.1 Annual Growth Factor and Future Volume Methodology

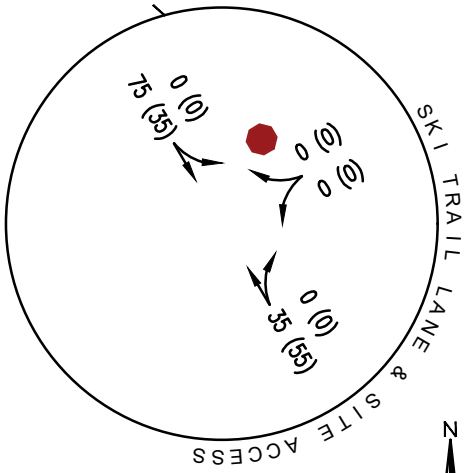
In order to forecast the future peak hour traffic volumes, background traffic growth assumptions were estimated based on base area buildout projections and remaining development potential and Colorado Department of Transportation (CDOT) growth factors for 20-year traffic growth along Lincoln Avenue (US 40) near the site. The data supports that base area traffic will grow by an average of approximately 1.0% annually. This growth was applied to the short-term, assumed build-out year of 2025 to develop background traffic projections.

Using these assumptions, the Year 2025 background traffic is summarized on **Figure 4**.









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KEY

X,XXX	DAILY TRAFFIC VOLUME
XXX (XXX)	AM (PM) PEAK HOUR TRAFFIC VOLUME
→	LANE CONFIGURATION

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ASTRID TRAFFIC IMPACT STUDY - STEAMBOAT SPRINGS, CO

YEAR 2025 BACKGROUND TRAFFIC VOLUMES

Project #	22070	Original Scale	NTS	Date	10/28/2022	Drawn by	JKL	Figure #	4

5.2 Year 2025 Background Intersection Capacity Analysis

The study area intersections were evaluated to determine baseline operations for the 2025 background scenario and to identify any capacity constraints associated with background traffic. The background volumes, lane configuration, and traffic control are illustrated on **Figure 4**.

The level of service criteria discussed previously was applied to the study area intersections to determine the impacts with the short-term background volumes. The results of the LOS calculations for the intersections are summarized on **Table 1.** The intersection level of service worksheets and queue reports are attached in the **Appendix**. The Year 2025 background analysis assumed the existing lane configuration and intersection control would remain the same at the study intersections.

All project intersections are shown to continue to operate acceptably at LOS A in the AM and PM peak hours. No operational deficiencies were identified for the Year 2025 background traffic scenario.

6.0 FUTURE CONDITIONS WITH PROJECT DEVELOPMENT

6.1 Trip Generation

The Astrid Residential Development Project proposes to develop the ±3.3 acres site with seven (7) new condominium buildings and 77 new multifamily dwelling units as currently shown. In order to estimate the volume of new vehicular trips that will be generated by the project, trip rates contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual*[2] were applied to estimate the traffic for proposed land uses.

Given the proposed land uses, ITE trip generation rates for "Multifamily Housing (Low-Rise)" (#220), and "Multifamily Housing (Mid-Rise)" (#221) were utilized and applied to the condominiums and their associated dwelling units. The ski-in, ski-out convenience of this location, proximity of the project within walking distance of the Ski Area and amenities, as well as local transit services, will reduce the volume of vehicular trips associated with the site. Based on these multimodal and non-auto opportunities a 30% vehicular trip reduction was applied to the standard suburban ITE residential rates. The trip generation estimates using these rates are summarized on **Table 2**.

Table 2. Trip Generation Summary

Land Use	Size	Unit	Multi-Use Factor	Average Daily Trips				AM Peak Hour Trips				PM Peak Hour Trips			
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
ITE 220 - Multifamily Housing (Low-Rise)	12	DU	0.70	6.74	57	29	28	0.40	3	1	2	0.51	4	3	1
ITE 221 - Multifamily Housing (Mid-Rise)	61	DU	0.70	4.54	194	97	97	0.37	16	4	12	0.39	17	10	7
ITE 221 - Multifamily Housing (Mid-Rise)	4	DU	0.70	4.54	13	7	6	0.37	1	0	1	0.39	1	1	0
Total of Trips					*264*	*133*	*131*		*20*	*5*	*15*		*22*	*14*	*8*

As shown above, the project is anticipated to generate 264 new daily, 20 new AM peak hour, and 22 new PM peak hour vehicular trips at full buildout.

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

6.2 Trip Distribution and Assignment

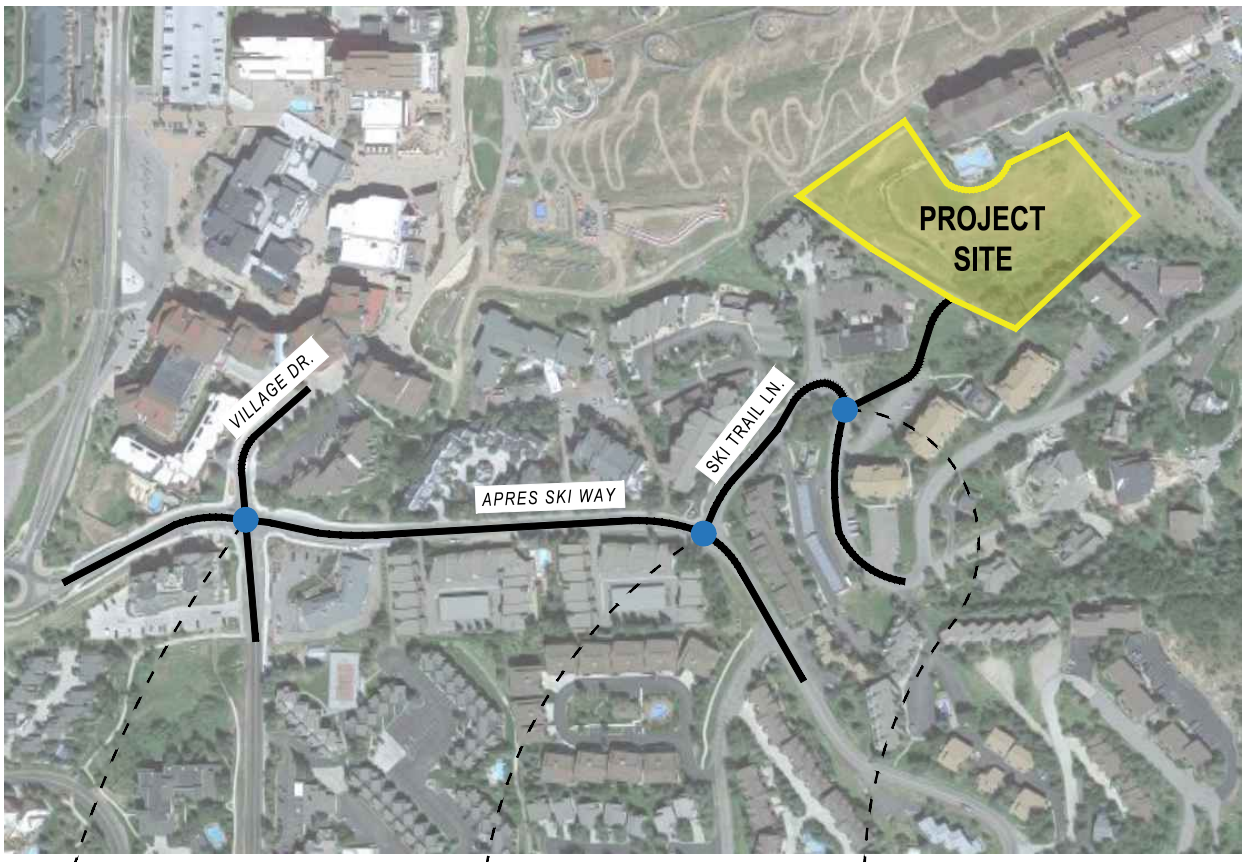
The estimated trip volumes were distributed onto the study area street network based on existing traffic characteristics, land uses, and traffic patterns in the area. **Figure 5** summarizes the trip distribution assumptions.

Using these distribution assumptions, the projected site traffic was assigned to the study area roadway network for the weekday AM and PM peak hours. The site-generated volumes are also shown on **Figure 5.** The site-generated volumes were then added to the Year 2025 background traffic to develop the Year 2025 total traffic volumes, as summarized on **Figure 6**.

As shown on the Level of Service summary tables, other than the AM Peak Hour LOS for the Village Drive and Apres Ski Way intersection, all study area intersections are projected to operate at LOS A in 2025 when including the development's additional trips. The AM Peak Hour LOS for the Village Drive and Apres Ski Way intersection is projected to operate acceptably at LOS B. No operational issues were identified as a result of the project-added traffic.

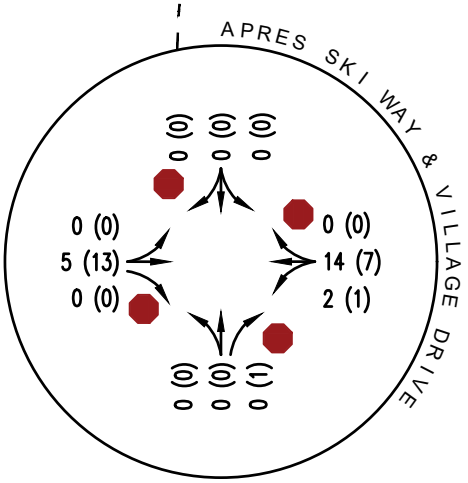
6.3 Site Access

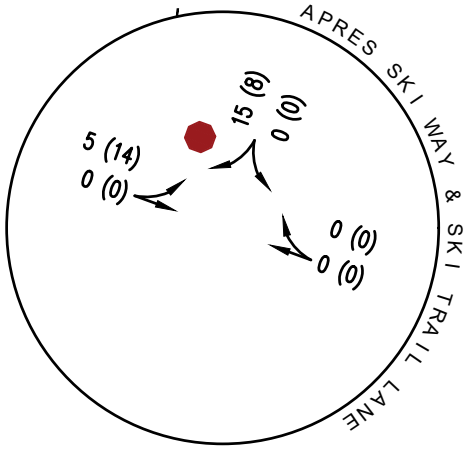
The proposed site access is located along Ski Trail Lane approximately 400' north of Apres Ski Way. The projected access volumes are below thresholds for consideration for auxiliary (left-turn or right-turn deceleration lanes) and the access is projected to operate efficiently at LOS A with the projected traffic volumes. The site access is located on the inside of the existing curve on Ski Trail Lane with adequate sight-distance both uphill (to the left) and downhill (to the right) for traffic utilizing the access, based on the 15-mph posted speed and 80-foot stopping sight distance (per AASHTO Green Book, +10% for a 6% downhill grade).

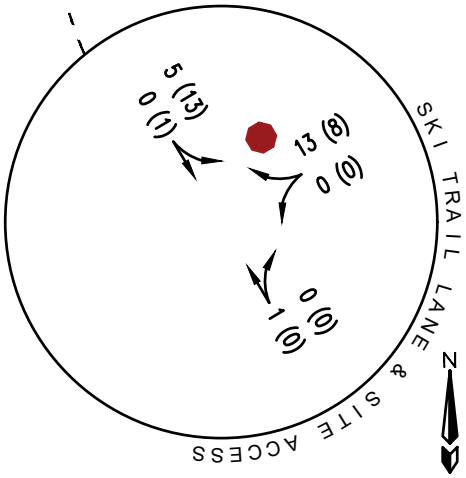


90%
To/From West via Apres Ski Way

10%
To/From West via Village Dr. and Walton Creek Rd.







KEY

XXX (XXX) AM (PM) PEAK HOUR TRIPS

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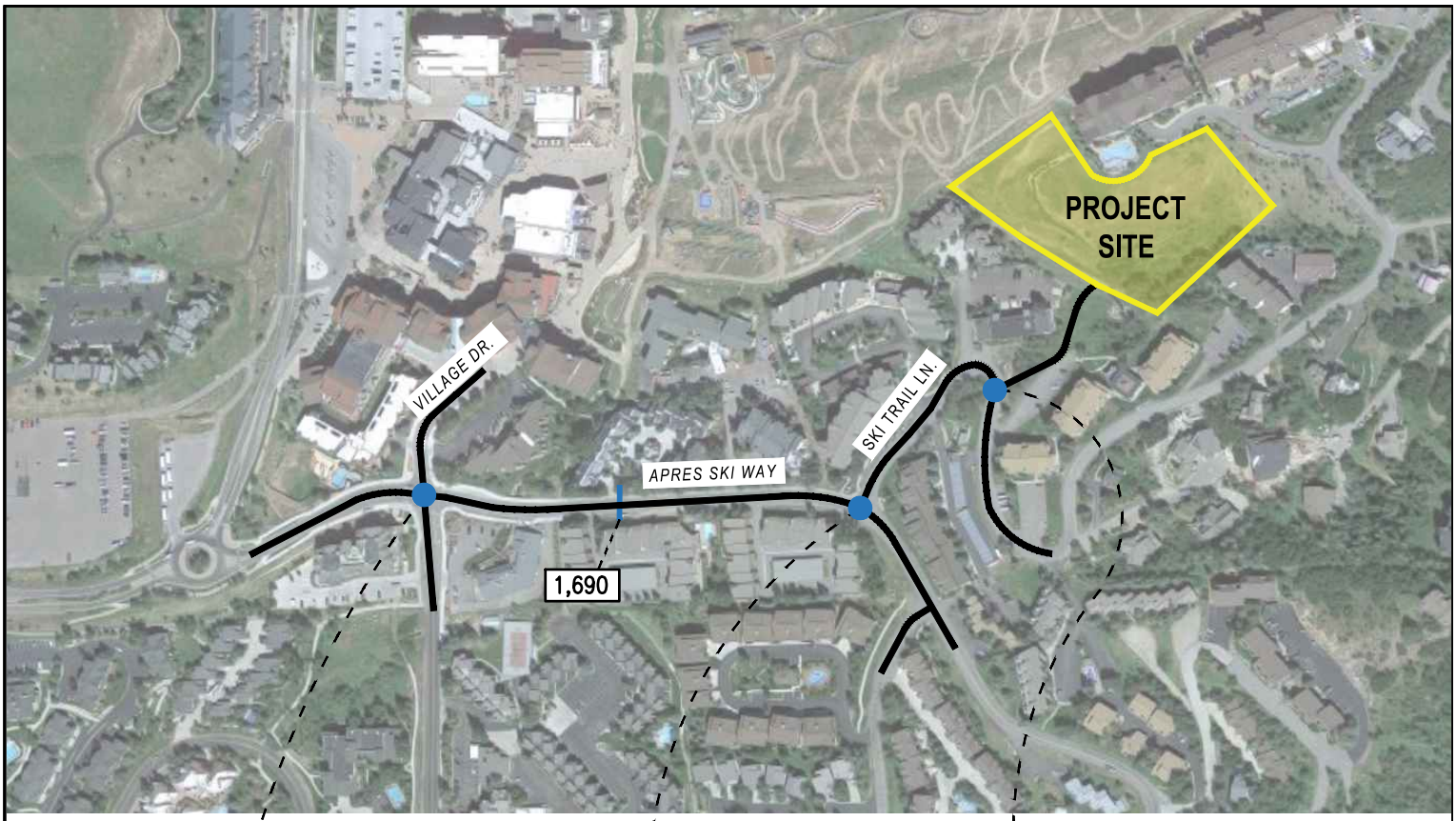
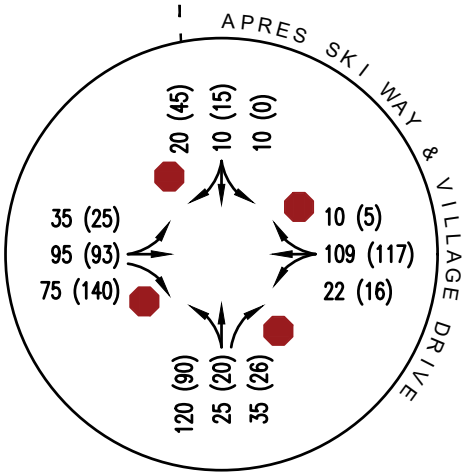
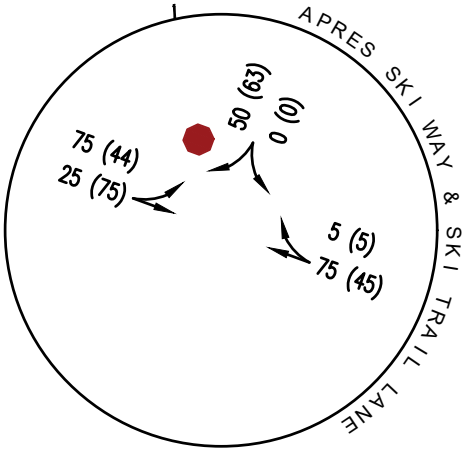
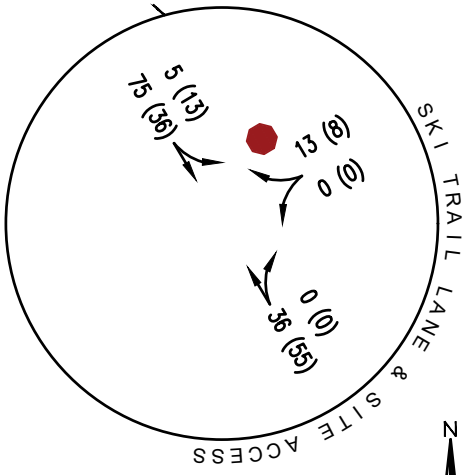
TRIP DISTRIBUTION AND SITE-GENERATED TRIPS

Project #	22070	Original Scale	NTS	Date	10/28/2022	Drawn by	JKL	Figure #	5









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KEY

X,XXX	DAILY TRAFFIC VOLUME
XXX (XXX)	AM (PM) PEAK HOUR TRAFFIC VOLUME
→	LANE CONFIGURATION

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ASTRID TRAFFIC IMPACT STUDY - STEAMBOAT SPRINGS, CO

YEAR 2025 BACKGROUND + SITE-GENERATED TRAFFIC VOLUMES

Project #	22070	Original Scale	NTS	Date	10/28/2022	Drawn by	JKL	Figure #	6

7.0 CONCLUSIONS

The Astrid Residential Development Project proposes to develop a 3.3 ± acre site and is located northwest of Ski Trail Lane and is situated between the Ski Trail and Edgemont Condominiums adjacent to Steamboat Ski Resort's "Stampede" run. The project proposes to construct seven (7) new condominium buildings, adding 77 multifamily dwelling units to the site. This traffic study addresses existing and site-build out (short-term) peak hour intersection and roadway conditions in the study area with and without the project generated traffic.

The project is anticipated to generate 264 new daily, 20 new AM peak hour, and 22 new PM peak hour trips at full buildout. These vehicular trips are anticipated to use Apres Ski Way at the intersection of Ski Trail Lane intersection. Multimodal access to the site is proposed via sidewalk connections into the site at the proposed Ski Trail Lane access.

The two intersections within the study area are both stop controlled, with the intersection of Apres Ski Way and Village Drive being an all-way stop controlled intersection while the intersection of Apres Ski Way and Ski Trail Lane being a side-street stop-controlled intersection. Both intersections, as well as the site access along Ski Trail Lane, are projected to operate efficiently with the additional trips associated with the development are added to the system.

Based on this analysis, we determined that the existing roadway and intersections network within the study area can adequately accommodate the projected traffic volumes for project buildout conditions. No mitigation measures have been identified as required to support the project buildout.

Appendix:

Attachment A – Traffic Impact Study Scope Approval Form

Level of Service Definitions

Intersection Capacity Worksheets

Traffic Count Data Sheets

Attachment A
Traffic Impact Study Scope Approval Form

Attachment A
TRAFFIC IMPACT STUDY – SCOPE APPROVAL FORM

Prior to starting a traffic impact study, a Scope Approval Form must be submitted for review and signed by the City Public Works Director. It shall be included in every traffic study submittal as Attachment A. This Scope Approval Form is for City requirements only. Consultants must contact CDOT to determine requirements related to access permits and work in CDOT right-of-way.

Project Information

Project Name:	Astrid Residential
Project Location:	Ski Trail Lane (between Ski Trail and Edgemont Condos)
Developer Name/ Contact:	FUSE Family Ventures, Brodie Sherman brodie@fusefv.com
Traffic Engineer Name/ Contact:	Steve Tuttle, Fox Tuttle Transportation Group, 303-652-3571

Study Parameters

Type of Study Required: ☐ Trip Generation Letter ☐ Long-term Traffic Study ☒ Short-term Traffic Study ☐ Trip Evaluation Letter

Traffic Counts

☒ Winter Zone ☐ Summer Zone

☐ Counts w/in last 2 years are available By:_____ Date conducted:_____
☒ New counts will be collected on September/October 2022

☐ Existing counts will be estimated based on:_____

% growth rate: _____

Seasonal Adjustment Factor applied (ratio): Using City seasonal ratio factor for month counted

☐ Future counts will be estimated based on a _____% growth rate.

Peak Hours Analyzed

☒ AM Peak Hour ☒ PM peak hour ☐ Other _____

Trip Generation Rates

☒ From ITE ☐ Other (cite)_____
☒ No passby or mode split (typical)
☒ Passby or mode split (describe) 30% multimodal trip reduction for proximity to ski area base

Trip Distribution – Attach sketch A-1

***** Distribution will be based on count data once collected**

Study Parameters

List of Study Area Intersections

1.	Site Access & Ski Trail Lane	
2.	Apres Ski Way & Ski Trail Lane	
3.	Apres Ski Way & Village Drive	
4.		
5.		
6.		
7.		

Key Analysis items

- [x] Existing + site traffic at study intersections
- [x] Peak Hour LOS at study intersections
- [ ] CDOT Access Permit Required (consult with CDOT prior to approval of scope)
- [ ] % Site contribution to intersection/road segment at _____
- [ ] Auxiliary lane evaluation at_____
- [ ] Traffic signal warrants at _____
- [ ] Four-way stop sign warrants at_____
- [x] Queuing Analysis at _____All intersections_____
- [x] Other _____

Approvals

_____

Prepared By: Date

_____

Please note that the approval of this scope approval form shall not be construed as an approval of the proposed use, but rather a methodology for evaluation of the proposed use. During the city development review process, the proposed use will be reviewed by city staff for compliance with code, standards, and community planning documents.

Level of Service Definitions

LEVEL OF SERVICE DEFINITIONS

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

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

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

Intersection Capacity Worksheets

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↑			↑	↱		↑	
Traffic Vol, veh/h	33	86	72	16	89	6	114	23	32	7	9	17
Future Vol, veh/h	33	86	72	16	89	6	114	23	32	7	9	17
Peak Hour Factor	0.92	0.92	0.92	0.77	0.77	0.77	0.92	0.92	0.92	0.44	0.44	0.44
Heavy Vehicles, %	1	1	1	8	8	8	2	2	2	4	4	4
Mvmt Flow	36	93	78	21	116	8	124	25	35	16	20	39
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	9.1	10.3	10.2	9.3
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	83%	0%	28%	0%	14%	21%
Vol Thru, %	17%	0%	72%	0%	80%	27%
Vol Right, %	0%	100%	0%	100%	5%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	32	119	72	111	33
LT Vol	114	0	33	0	16	7
Through Vol	23	0	86	0	89	9
RT Vol	0	32	0	72	6	17
Lane Flow Rate	149	35	129	78	144	75
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.246	0.047	0.199	0.102	0.224	0.114
Departure Headway (Hd)	5.942	4.817	5.535	4.69	5.606	5.478
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	602	737	644	758	636	649
Service Time	3.712	2.586	3.3	2.455	3.678	3.561
HCM Lane V/C Ratio	0.248	0.047	0.2	0.103	0.226	0.116
HCM Control Delay	10.7	7.8	9.7	8	10.3	9.3
HCM Lane LOS	B	A	A	A	B	A
HCM 95th-tile Q	1	0.1	0.7	0.3	0.9	0.4

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	24	72	4	0	33
Future Vol, veh/h	66	24	72	4	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	74	74	58	58
Heavy Vehicles, %	2	2	6	6	0	0
Mvmt Flow	80	29	97	5	0	57

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	102	0	-	0	289	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	189	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1490	-	-	-	706	961
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1490	-	-	-	667	961
Mov Cap-2 Maneuver	-	-	-	-	667	-
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	848	-

Approach	EB	WB	SB
HCM Control Delay, s	5.5	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1490	-	-	-	961
HCM Lane V/C Ratio	0.053	-	-	-	0.059
HCM Control Delay (s)	7.6	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↑			↑	↱		↑	
Traffic Vol, veh/h	20	74	136	13	103	3	84	16	22	0	13	40
Future Vol, veh/h	20	74	136	13	103	3	84	16	22	0	13	40
Peak Hour Factor	0.88	0.88	0.88	0.90	0.90	0.90	0.76	0.76	0.76	0.66	0.66	0.66
Heavy Vehicles, %	3	3	3	5	5	5	0	0	0	0	0	0
Mvmt Flow	23	84	155	14	114	3	111	21	29	0	20	61
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	8.9	10.1	9.9	9
HCM LOS	A	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	84%	0%	21%	0%	11%	0%
Vol Thru, %	16%	0%	79%	0%	87%	25%
Vol Right, %	0%	100%	0%	100%	3%	75%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	22	94	136	119	53
LT Vol	84	0	20	0	13	0
Through Vol	16	0	74	0	103	13
RT Vol	0	22	0	136	3	40
Lane Flow Rate	132	29	107	155	132	80
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.218	0.039	0.162	0.2	0.204	0.117
Departure Headway (Hd)	5.977	4.848	5.465	4.653	5.559	5.246
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	597	732	654	767	641	677
Service Time	3.748	2.618	3.222	2.41	3.626	3.325
HCM Lane V/C Ratio	0.221	0.04	0.164	0.202	0.206	0.118
HCM Control Delay	10.4	7.8	9.3	8.6	10.1	9
HCM Lane LOS	B	A	A	A	B	A
HCM 95th-tile Q	0.8	0.1	0.6	0.7	0.8	0.4

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	69	43	3	0	53
Future Vol, veh/h	29	69	43	3	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	89	89	77	77
Heavy Vehicles, %	2	2	6	6	0	0
Mvmt Flow	41	97	48	3	0	69

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	51	0	-	0	229	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1555	-	-	-	764	1024
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	857	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1555	-	-	-	743	1024
Mov Cap-2 Maneuver	-	-	-	-	743	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	-	1024
HCM Lane V/C Ratio	0.026	-	-	-	0.067
HCM Control Delay (s)	7.4	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↑			↑	↱		↑	
Traffic Vol, veh/h	35	90	75	20	95	10	120	25	35	10	10	20
Future Vol, veh/h	35	90	75	20	95	10	120	25	35	10	10	20
Peak Hour Factor	0.92	0.92	0.92	0.77	0.77	0.77	0.92	0.92	0.92	0.44	0.44	0.44
Heavy Vehicles, %	1	1	1	8	8	8	2	2	2	4	4	4
Mvmt Flow	38	98	82	26	123	13	130	27	38	23	23	45
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	9.3	10.8	10.4	9.7
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	83%	0%	28%	0%	16%	25%
Vol Thru, %	17%	0%	72%	0%	76%	25%
Vol Right, %	0%	100%	0%	100%	8%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	35	125	75	125	40
LT Vol	120	0	35	0	20	10
Through Vol	25	0	90	0	95	10
RT Vol	0	35	0	75	10	20
Lane Flow Rate	158	38	136	82	162	91
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.265	0.052	0.213	0.109	0.257	0.144
Departure Headway (Hd)	6.045	4.921	5.646	4.799	5.696	5.704
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	589	719	630	738	625	633
Service Time	3.835	2.711	3.434	2.586	3.789	3.704
HCM Lane V/C Ratio	0.268	0.053	0.216	0.111	0.259	0.144
HCM Control Delay	11	8	10	8.2	10.8	9.7
HCM Lane LOS	B	A	A	A	B	A
HCM 95th-tile Q	1.1	0.2	0.8	0.4	1	0.5

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	25	75	5	0	35
Future Vol, veh/h	70	25	75	5	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	74	74	58	58
Heavy Vehicles, %	2	2	6	6	0	0
Mvmt Flow	84	30	101	7	0	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	108	0	-	0	303	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1483	-	-	-	693	955
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1483	-	-	-	653	955
Mov Cap-2 Maneuver	-	-	-	-	653	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	840	-

Approach	EB	WB	SB
HCM Control Delay, s	5.6	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1483	-	-	-	955
HCM Lane V/C Ratio	0.057	-	-	-	0.063
HCM Control Delay (s)	7.6	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	35	0	0	75
Future Vol, veh/h	0	0	35	0	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	38	0	0	82

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	120	38	0	0	38	0
Stage 1	38	-	-	-	-	-
Stage 2	82	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	1034	-	-	1572	-
Stage 1	984	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	1034	-	-	1572	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	941	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1572	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↑			↑	↱		↑	
Traffic Vol, veh/h	25	80	140	15	110	5	90	20	25	0	15	45
Future Vol, veh/h	25	80	140	15	110	5	90	20	25	0	15	45
Peak Hour Factor	0.88	0.88	0.88	0.90	0.90	0.90	0.76	0.76	0.76	0.66	0.66	0.66
Heavy Vehicles, %	3	3	3	5	5	5	0	0	0	0	0	0
Mvmt Flow	28	91	159	17	122	6	118	26	33	0	23	68
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	9.1	10.4	10.3	9.3
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	82%	0%	24%	0%	12%	0%
Vol Thru, %	18%	0%	76%	0%	85%	25%
Vol Right, %	0%	100%	0%	100%	4%	75%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	25	105	140	130	60
LT Vol	90	0	25	0	15	0
Through Vol	20	0	80	0	110	15
RT Vol	0	25	0	140	5	45
Lane Flow Rate	145	33	119	159	144	91
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.244	0.045	0.185	0.21	0.227	0.135
Departure Headway (Hd)	6.064	4.944	5.577	4.752	5.66	5.362
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	588	716	638	748	628	661
Service Time	3.851	2.731	3.351	2.525	3.745	3.459
HCM Lane V/C Ratio	0.247	0.046	0.187	0.213	0.229	0.138
HCM Control Delay	10.8	8	9.6	8.8	10.4	9.3
HCM Lane LOS	B	A	A	A	B	A
HCM 95th-tile Q	1	0.1	0.7	0.8	0.9	0.5

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	75	45	5	0	55
Future Vol, veh/h	30	75	45	5	0	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	89	89	77	77
Heavy Vehicles, %	2	2	6	6	0	0
Mvmt Flow	42	106	51	6	0	71

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	57	0	-	0	244	54
Stage 1	-	-	-	-	54	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1547	-	-	-	749	1019
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1547	-	-	-	727	1019
Mov Cap-2 Maneuver	-	-	-	-	727	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	847	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	1019
HCM Lane V/C Ratio	0.027	-	-	-	0.07
HCM Control Delay (s)	7.4	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	55	0	0	35
Future Vol, veh/h	0	0	55	0	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	60	0	0	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	98	60	0	0	60	0
Stage 1	60	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	901	1005	-	-	1544	-
Stage 1	963	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	901	1005	-	-	1544	-
Mov Cap-2 Maneuver	901	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	984	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1544	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↑			↑	↱		↑	
Traffic Vol, veh/h	35	95	75	22	109	10	120	25	35	10	10	20
Future Vol, veh/h	35	95	75	22	109	10	120	25	35	10	10	20
Peak Hour Factor	0.92	0.92	0.92	0.77	0.77	0.77	0.92	0.92	0.92	0.44	0.44	0.44
Heavy Vehicles, %	1	1	1	8	8	8	2	2	2	4	4	4
Mvmt Flow	38	103	82	29	142	13	130	27	38	23	23	45
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	9.4	11.3	10.6	9.8
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	83%	0%	27%	0%	16%	25%
Vol Thru, %	17%	0%	73%	0%	77%	25%
Vol Right, %	0%	100%	0%	100%	7%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	35	130	75	141	40
LT Vol	120	0	35	0	22	10
Through Vol	25	0	95	0	109	10
RT Vol	0	35	0	75	10	20
Lane Flow Rate	158	38	141	82	183	91
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.272	0.053	0.223	0.109	0.296	0.146
Departure Headway (Hd)	6.218	5.102	5.783	4.94	5.815	5.793
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	580	706	625	730	621	621
Service Time	3.927	2.802	3.483	2.64	3.822	3.808
HCM Lane V/C Ratio	0.272	0.054	0.226	0.112	0.295	0.147
HCM Control Delay	11.2	8.1	10.1	8.2	11.3	9.8
HCM Lane LOS	B	A	B	A	B	A
HCM 95th-tile Q	1.1	0.2	0.8	0.4	1.2	0.5

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	25	75	5	0	50
Future Vol, veh/h	75	25	75	5	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	74	74	58	58
Heavy Vehicles, %	2	2	6	6	0	0
Mvmt Flow	90	30	101	7	0	86

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	108	0	-	0	315	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1483	-	-	-	682	955
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1483	-	-	-	640	955
Mov Cap-2 Maneuver	-	-	-	-	640	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	830	-

Approach	EB	WB	SB
HCM Control Delay, s	5.7	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1483	-	-	-	955
HCM Lane V/C Ratio	0.061	-	-	-	0.09
HCM Control Delay (s)	7.6	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	0	36	0	5	75
Future Vol, veh/h	13	0	36	0	5	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	0	39	0	5	82

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	131	39	0	0	39	0
Stage 1	39	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	863	1033	-	-	1571	-
Stage 1	983	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	860	1033	-	-	1571	-
Mov Cap-2 Maneuver	860	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	929	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	860	1571	-
HCM Lane V/C Ratio	-	-	0.016	0.003	-
HCM Control Delay (s)	-	-	9.3	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↑			↑	↱		↑	
Traffic Vol, veh/h	25	93	140	16	117	5	90	20	26	0	15	45
Future Vol, veh/h	25	93	140	16	117	5	90	20	26	0	15	45
Peak Hour Factor	0.88	0.88	0.88	0.90	0.90	0.90	0.76	0.76	0.76	0.66	0.66	0.66
Heavy Vehicles, %	3	3	3	5	5	5	0	0	0	0	0	0
Mvmt Flow	28	106	159	18	130	6	118	26	34	0	23	68
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	9.3	10.6	10.4	9.4
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	82%	0%	21%	0%	12%	0%
Vol Thru, %	18%	0%	79%	0%	85%	25%
Vol Right, %	0%	100%	0%	100%	4%	75%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	26	118	140	138	60
LT Vol	90	0	25	0	16	0
Through Vol	20	0	93	0	117	15
RT Vol	0	26	0	140	5	45
Lane Flow Rate	145	34	134	159	153	91
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.246	0.048	0.208	0.211	0.242	0.14
Departure Headway (Hd)	6.125	5.005	5.583	4.771	5.686	5.53
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	580	706	637	743	624	653
Service Time	3.922	2.801	3.369	2.556	3.785	3.53
HCM Lane V/C Ratio	0.25	0.048	0.21	0.214	0.245	0.139
HCM Control Delay	10.9	8.1	9.9	8.8	10.6	9.4
HCM Lane LOS	B	A	A	A	B	A
HCM 95th-tile Q	1	0.2	0.8	0.8	0.9	0.5

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	75	45	5	0	63
Future Vol, veh/h	44	75	45	5	0	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	89	89	77	77
Heavy Vehicles, %	2	2	6	6	0	0
Mvmt Flow	62	106	51	6	0	82

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	57	0	-	0	284	54
Stage 1	-	-	-	-	54	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1547	-	-	-	710	1019
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1547	-	-	-	679	1019
Mov Cap-2 Maneuver	-	-	-	-	679	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	813	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	1019
HCM Lane V/C Ratio	0.04	-	-	-	0.08
HCM Control Delay (s)	7.4	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	0	55	0	13	36
Future Vol, veh/h	8	0	55	0	13	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	60	0	14	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	127	60	0	0	60	0
Stage 1	60	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	868	1005	-	-	1544	-
Stage 1	963	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	860	1005	-	-	1544	-
Mov Cap-2 Maneuver	860	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	947	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	2
HCM LOS	A		

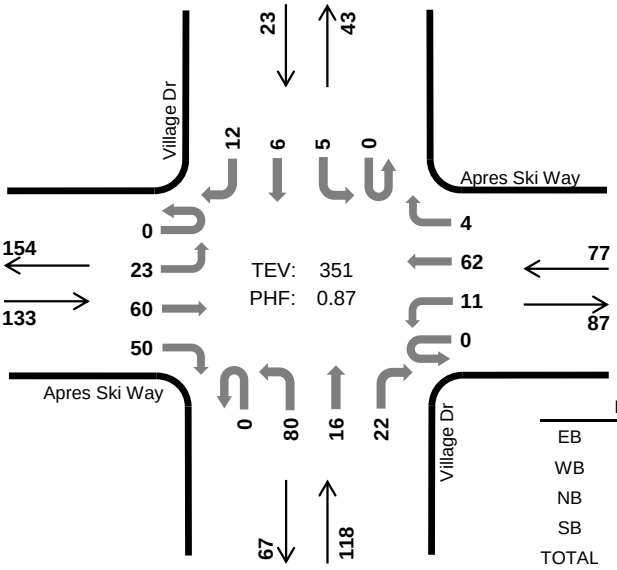
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	860	1544	-
HCM Lane V/C Ratio	-	-	0.01	0.009	-
HCM Control Delay (s)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

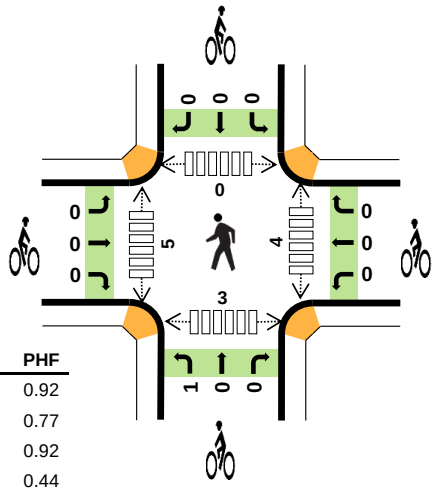
Traffic Count Data Sheets

Village Dr
Apres Ski Way

Date: 10/19/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	0.8%	0.92
WB	7.8%	0.77
NB	1.7%	0.92
SB	4.3%	0.44
TOTAL	2.8%	0.87

Two-Hour Count Summaries

Interval Start	Apres Ski Way Eastbound				Apres Ski Way Westbound				Village Dr Northbound				Village Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	4	6	5	0	0	5	0	0	9	0	1	0	0	0	1	31	0
7:15 AM	0	2	4	4	0	1	4	1	0	13	0	1	0	0	0	3	33	0
7:30 AM	0	5	9	5	0	0	13	0	0	14	3	3	0	0	2	5	59	0
7:45 AM	0	3	14	6	0	0	22	0	0	21	3	5	0	0	1	6	81	204
8:00 AM	**0**	**3**	**15**	**14**	**0**	**4**	**15**	**0**	**0**	**20**	**5**	**6**	**0**	**1**	**0**	**0**	**83**	256
8:15 AM	**0**	**11**	**15**	**7**	**0**	**2**	**23**	**0**	**0**	**18**	**5**	**5**	**0**	**1**	**1**	**5**	**93**	316
8:30 AM	**0**	**3**	**11**	**18**	**0**	**1**	**12**	**0**	**0**	**21**	**2**	**4**	**0**	**0**	**0**	**2**	**74**	331
8:45 AM	**0**	**6**	**19**	**11**	**0**	**4**	**12**	**4**	**0**	**21**	**4**	**7**	**0**	**3**	**5**	**5**	**101**	**351**
Count Total	0	37	93	70	0	12	106	5	0	137	22	32	0	5	9	27	555	0
Peak Hour **All**	**0**	**23**	**60**	**50**	**0**	**11**	**62**	**4**	**0**	**80**	**16**	**22**	**0**	**5**	**6**	**12**	**351**	**0**
Peak Hour **HV**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**10**	**0**
Peak Hour **HV%**	**-**	**0%**	**2%**	**0%**	**-**	**0%**	**10%**	**0%**	**-**	**0%**	**6%**	**5%**	**-**	**0%**	**17%**	**0%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	2	2	0	0	*4*	1	0	0	0	*1*	0	1	0	0	*1*
7:30 AM	2	1	0	0	*3*	1	0	2	0	*3*	0	0	0	1	*1*
7:45 AM	1	1	0	0	*2*	0	0	2	0	*2*	0	0	0	0	*0*
8:00 AM	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**2**	*6*
8:15 AM	**0**	**3**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	*2*
8:30 AM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**0**	**1**	*2*
8:45 AM	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***
Count Total	6	10	2	1	*19*	2	0	5	0	*7*	4	6	0	4	*14*
Peak Hour	**1**	**6**	**2**	**1**	***10***	**0**	**0**	**1**	**0**	***1***	**4**	**5**	**0**	**3**	***12***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Apres Ski Way				Apres Ski Way				Village Dr				Village Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	9
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	11
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	11
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	10
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**10**
Count Total	0	1	3	2	0	0	10	0	0	0	1	1	0	0	1	0	19	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**10**	**0**

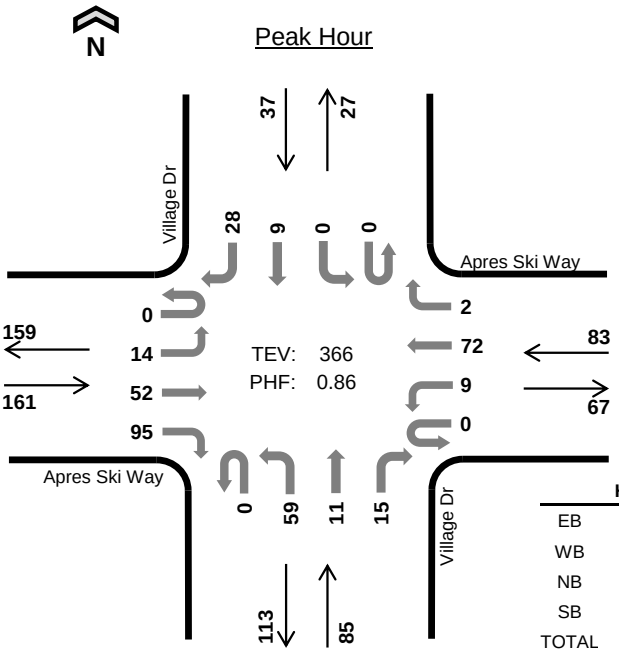
Two-Hour Count Summaries - Bikes

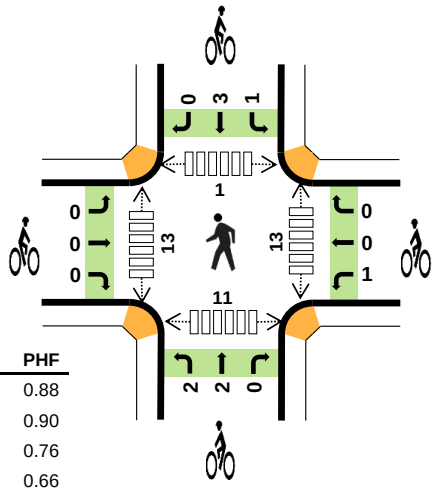
Interval Start	Apres Ski Way			Apres Ski Way			Village Dr			Village Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	1	0	0	0	0	1	1	0	0	0	0	3	0
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	2	6
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	6
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	3
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	2	0	0	0	0	4	1	0	0	0	0	7	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Village Dr
Apres Ski Way

Date: 10/18/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	3.1%	0.88
WB	4.8%	0.90
NB	0.0%	0.76
SB	0.0%	0.66
TOTAL	2.5%	0.86

Two-Hour Count Summaries

Interval Start	Apres Ski Way Eastbound				Apres Ski Way Westbound				Village Dr Northbound				Village Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**2**	**16**	**16**	**0**	**4**	**19**	**0**	**0**	**13**	**6**	**3**	**0**	**0**	**2**	**3**	**84**	0
4:15 PM	**0**	**5**	**15**	**26**	**0**	**0**	**23**	**0**	**0**	**24**	**2**	**2**	**0**	**0**	**4**	**6**	**107**	0
4:30 PM	**0**	**3**	**9**	**29**	**0**	**5**	**15**	**2**	**0**	**7**	**2**	**7**	**0**	**0**	**2**	**12**	**93**	0
4:45 PM	**0**	**4**	**12**	**24**	**0**	**0**	**15**	**0**	**0**	**15**	**1**	**3**	**0**	**0**	**1**	**7**	**82**	**366**
5:00 PM	0	2	11	24	0	3	15	0	0	13	0	4	0	0	0	8	80	362
5:15 PM	0	1	12	24	0	2	17	1	0	13	3	0	0	0	0	3	76	331
5:30 PM	0	5	13	23	0	1	14	0	0	12	2	4	0	0	2	11	87	325
5:45 PM	0	0	15	16	0	2	9	0	0	10	1	4	0	0	0	5	62	305
Count Total	0	22	103	182	0	17	127	3	0	107	17	27	0	0	11	55	671	0
Peak Hour All	**0**	**14**	**52**	**95**	**0**	**9**	**72**	**2**	**0**	**59**	**11**	**15**	**0**	**0**	**9**	**28**	**366**	**0**
Peak Hour HV	**0**	**2**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**
Peak Hour HV%	**-**	**14%**	**6%**	**0%**	**-**	**0%**	**6%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**0%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**3**	**1**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**6**	**6**	**0**	**1**	*13*
4:15 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**3**	***3***	**1**	**5**	**0**	**1**	*7*
4:30 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**3**	**1**	***4***	**4**	**1**	**1**	**4**	*10*
4:45 PM	**2**	**1**	**0**	**0**	***3***	**0**	**1**	**1**	**0**	***2***	**2**	**1**	**0**	**5**	***8***
5:00 PM	2	0	0	0	*2*	0	0	1	0	*1*	2	4	0	3	*9*
5:15 PM	0	1	0	0	*1*	0	0	0	2	*2*	3	12	3	1	*19*
5:30 PM	0	1	0	0	*1*	0	0	0	1	*1*	3	0	1	0	*4*
5:45 PM	0	1	0	0	*1*	0	0	0	2	*2*	1	0	0	0	*1*
Count Total	7	7	0	0	*14*	0	1	5	9	*15*	22	29	5	15	*71*
Peak Hour	**5**	**4**	**0**	**0**	***9***	**0**	**1**	**4**	**4**	***9***	**13**	**13**	**1**	**11**	***38***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Apres Ski Way Eastbound				Apres Ski Way Westbound				Village Dr Northbound				Village Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:45 PM	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**9**
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	7
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
Count Total	0	3	3	1	0	0	7	0	0	0	0	0	0	0	0	0	14	0
Peak Hour	**0**	**2**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**

Two-Hour Count Summaries - Bikes

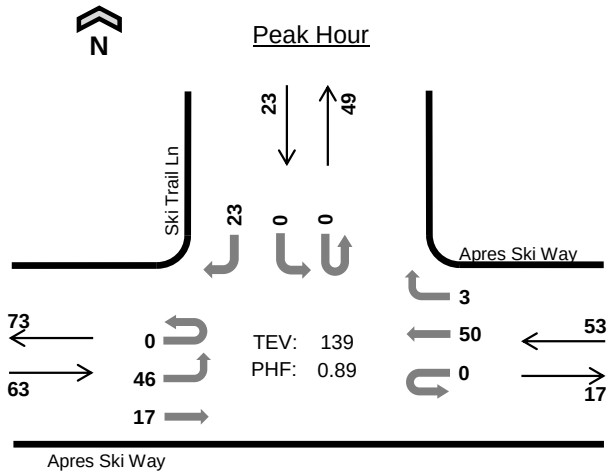
Interval Start	Apres Ski Way Eastbound			Apres Ski Way Westbound			Village Dr Northbound			Village Dr Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**4**	0
4:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	10
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	9
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	6
Count Total	0	0	0	1	0	0	3	2	0	1	8	0	15	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**2**	**0**	**1**	**3**	**0**	**9**	**0**

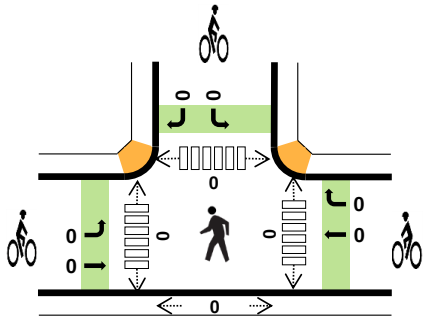
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Ski Trail Ln
Apres Ski Way

Date: 10/19/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour





	HV %:	PHF
EB	1.6%	0.83
WB	5.7%	0.74
NB	-	-
SB	0.0%	0.58
TOTAL	2.9%	0.89

Two-Hour Count Summaries

Interval Start		Apres Ski Way Eastbound				Apres Ski Way Westbound				n/a Northbound				Ski Trail Ln Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	1	7	0
7:15 AM		0	2	2	0	0	0	6	1	0	0	0	0	0	0	0	2	13	0
7:30 AM		**0**	**7**	**5**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**25**	0
7:45 AM		**0**	**15**	**4**	**0**	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**39**	84
8:00 AM		**0**	**12**	**3**	**0**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**36**	113
8:15 AM		**0**	**12**	**5**	**0**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**39**	**139**
8:30 AM		0	7	5	0	0	0	5	1	0	0	0	0	0	0	0	6	24	138
8:45 AM		0	11	10	0	0	0	8	1	0	0	0	0	0	0	0	8	38	137
Count Total		0	68	35	0	0	0	72	6	0	0	0	0	0	0	0	40	221	0
Peak Hour	**All**	**0**	**46**	**17**	**0**	**0**	**0**	**50**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**139**	**0**
	HV	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
	HV%	**-**	**0%**	**6%**	**-**	**-**	**-**	**6%**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	2	0	*2*
7:30 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	7	0	0	*8*	0	0	0	0	*0*	0	0	2	0	*2*
Peak Hr	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Apres Ski Way				Apres Ski Way				n/a				Ski Trail Ln				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	6
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
Count Total	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	8	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**

Two-Hour Count Summaries - Bikes

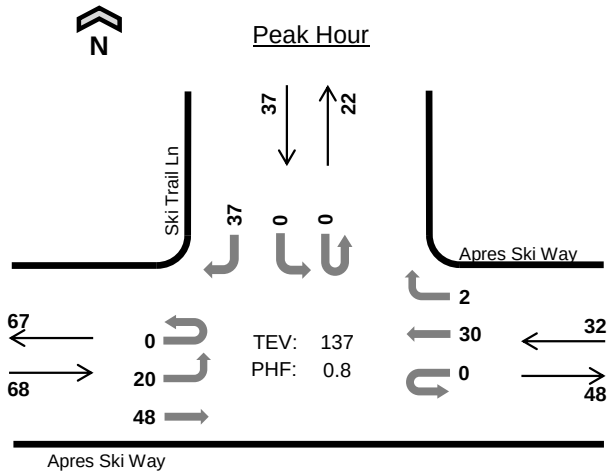
Interval Start	Apres Ski Way			Apres Ski Way			n/a			Ski Trail Ln			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

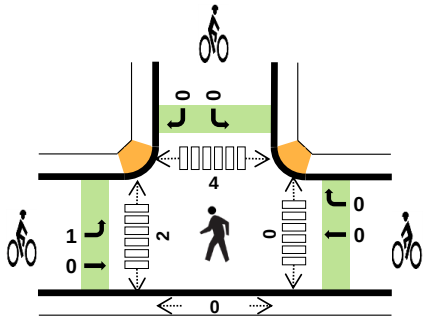
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Ski Trail Ln
Apres Ski Way

Date: 10/18/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM

Peak Hour





	HV %:	PHF
EB	1.5%	0.71
WB	6.3%	0.89
NB	-	-
SB	0.0%	0.77
TOTAL	2.2%	0.80

Two-Hour Count Summaries

Interval Start		Apres Ski Way Eastbound				Apres Ski Way Westbound				n/a Northbound				Ski Trail Ln Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**7**	**17**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**43**	0
4:15 PM		**0**	**3**	**14**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**37**	0
4:30 PM		**0**	**5**	**8**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**31**	0
4:45 PM		**0**	**5**	**9**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**26**	**137**
5:00 PM		0	4	9	0	0	0	4	2	0	0	0	0	0	0	0	13	32	126
5:15 PM		0	3	12	0	0	0	10	0	0	0	0	0	0	1	0	7	33	122
5:30 PM		0	6	10	0	0	0	7	1	0	0	0	0	0	0	0	6	30	121
5:45 PM		0	5	12	0	0	0	7	1	0	0	0	0	0	0	0	2	27	122
Count Total		0	38	91	0	0	0	58	6	0	0	0	0	0	1	0	65	259	0
Peak Hour	**All**	**0**	**20**	**48**	**0**	**0**	**0**	**30**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**137**	**0**
	HV	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
	HV%	**-**	**0%**	**2%**	**-**	**-**	**-**	**7%**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
4:15 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	*2*
4:30 PM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**0**	***3***
5:00 PM	0	2	0	0	*2*	0	1	0	0	*1*	0	0	0	0	*0*
5:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	7	0	0	*8*	1	1	0	0	*2*	0	2	4	0	*6*
Peak Hr	**1**	**2**	**0**	**0**	***3***	**1**	**0**	**0**	**0**	***1***	**0**	**2**	**4**	**0**	***6***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Apres Ski Way				Apres Ski Way				n/a				Ski Trail Ln				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	4
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
Count Total	0	0	1	0	0	0	5	2	0	0	0	0	0	0	0	0	8	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Apres Ski Way			Apres Ski Way			n/a			Ski Trail Ln			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	1	0	0	0	1	0	0	0	0	0	0	0	2	0
Peak Hour	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.