

Resort Cove
Wolf Creek Drive
Traffic Impact Study

Wolf Creek, UT

March 2020



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TRAFFIC STUDY

Resort Cove Wolf Creek Drive Traffic Impact Analysis

Wolf Creek, Utah

Category II

March 2020

Prepared by:

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I. Introduction and Summary

The proposed Resort Cove development is located along the east side of Wolf Creek Drive south of Elkhorn Drive in Wolf Creek, Utah. The site is planning to includes a 236 multifamily units, 61,315 sf of Retail and a 65 room hotel. The site is projected to generate 198 AM and 405 PM peak hour trips with 4,586 daily trips. The site is planning to access Wolf Creek Drive via 3 full motion accesses.

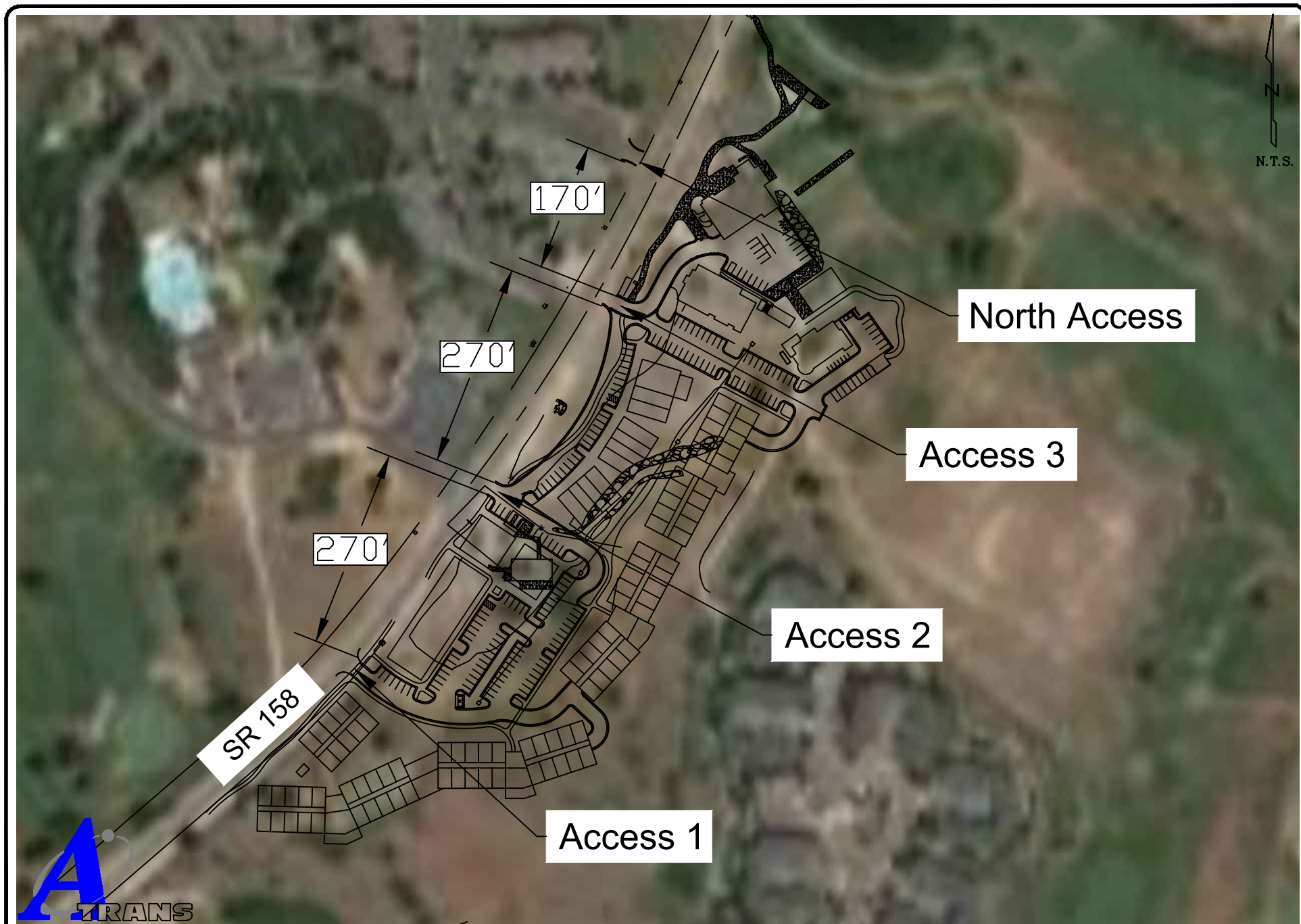
The intersection of Elkhorn Drive / Wolf Creek Drive operates with critical side street delay of LOS B in the AM and PM Saturday peak period. With the addition of site traffic in 2020 and 2025 the side street delay is maintained at LOS B. Access 1 / Wolf Creek Drive operates with critical side street delay of LOS B in the AM and PM Saturday peak period in 2020. By 2025 the access operates with critical side street delay of LOS B in the AM and LOS C in the PM Saturday peak period. Access 2 / Wolf Creek Drive is an existing access on the west side of the roadway that operates with critical side street delay of LOS B or better in the AM and PM Saturday peak period. With the addition of the site in 2020 and 2025, the access operates with critical side street delay of LOS B in the AM and LOS C in the PM Saturday peak period. Access 3 / Wolf Creek Drive is an existing access on the west side of the roadway that operates with critical side street delay of LOS B or better in the AM and PM Saturday peak period. With the addition of the site in 2020 and 2025, this LOS is maintained. West Side North Access / Wolf Creek Drive is an existing access on the west side of the roadway that operates with critical side street delay of LOS B or better in the AM and PM Saturday peak period. With the addition of site traffic in 2020 and 2025, this LOS is maintained.

Recommendations:

Per UDOT standards, Access 2 requires a NBR deceleration lane and a SBL deceleration lane. The projected queue for these movements is less than 1 vehicle (25 feet) and therefore if turn lanes are built, a storage pocket of 50 feet plus taper is necessary.

II. Proposed Project

The proposed site is located along the east side of Wolf Creek Drive south of Elkhorn Drive in Wolf Creek, Utah. The Resort Cove development is planning to includes a 236 multifamily homes, 61,315 sf of Retail and a 65 room hotel. The site is projected to generate 198 AM and 405 PM peak hour trips with 4,586 daily trips. The site is planning to access Wolf Creek Drive via 3 full motion accesses. Access 1 is located 270 feet south of Access 2 with no access within 150 feet to the south, Access 2 is located 270 feet south of Access 3, Access 3 is located 170 feet south of the next access to the north. Figure 1 shows the conceptual site plan and access locations and spacing.



III. Study Area Conditions

The study area includes the following intersection.

- Wolf Creek Drive / Elkhorn Drive
- Wolf Creek Drive / Access 1
- Wolf Creek Drive / Access 2
- Wolf Creek Drive / Access 3
- Wolf Creek Drive / North Access on West side of Wolf Creek Drive
-

Figure 2 shows the location of the site. Figure 3 shows existing intersection geometry.

Wolf Creek Drive

Wolf Creek Drive or SR 158 is currently a two lane facility with one lane in each direction. The 2017 AADT is 3,400 vehicles per day with a posted speed limit is 40 MPH. Wolf Creek Drive is categorized by UDOT as a Category 7 roadway.





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Figure 3

Existing Geometry

IV. Analysis of Existing Condition

The existing traffic counts were performed Saturday February 15, 2020 during the AM and PM Saturday peak periods of Presidents Day Weekend. Figure 4 shows existing traffic counts utilized in the study.

The 2010 Highway Capacity Manual defines the Level of Service (LOS) for both signalized and unsignalized intersections as a range of average experienced delay. LOS is a qualitative rating of traveler satisfaction from A to F whereby LOS A is good and LOS F poor. Table 1 shows the LOS range by delay for unsignalized and signalized intersections and accesses.

Table 1: Intersection LOS-Delay Relationship

	Unsignalized	Signalized
Level of Service	Total Delay per Vehicle (sec)	Total Delay per Vehicle (sec)
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 15.0	> 10.0 and ≤ 20.0
C	> 15.0 and ≤ 25.0	> 20.0 and ≤ 35.0
D	> 25.0 and ≤ 35.0	> 35.0 and ≤ 55.0
E	> 35.0 and ≤ 50.0	> 55.0 and ≤ 80.0
F	> 50.0	> 80.0

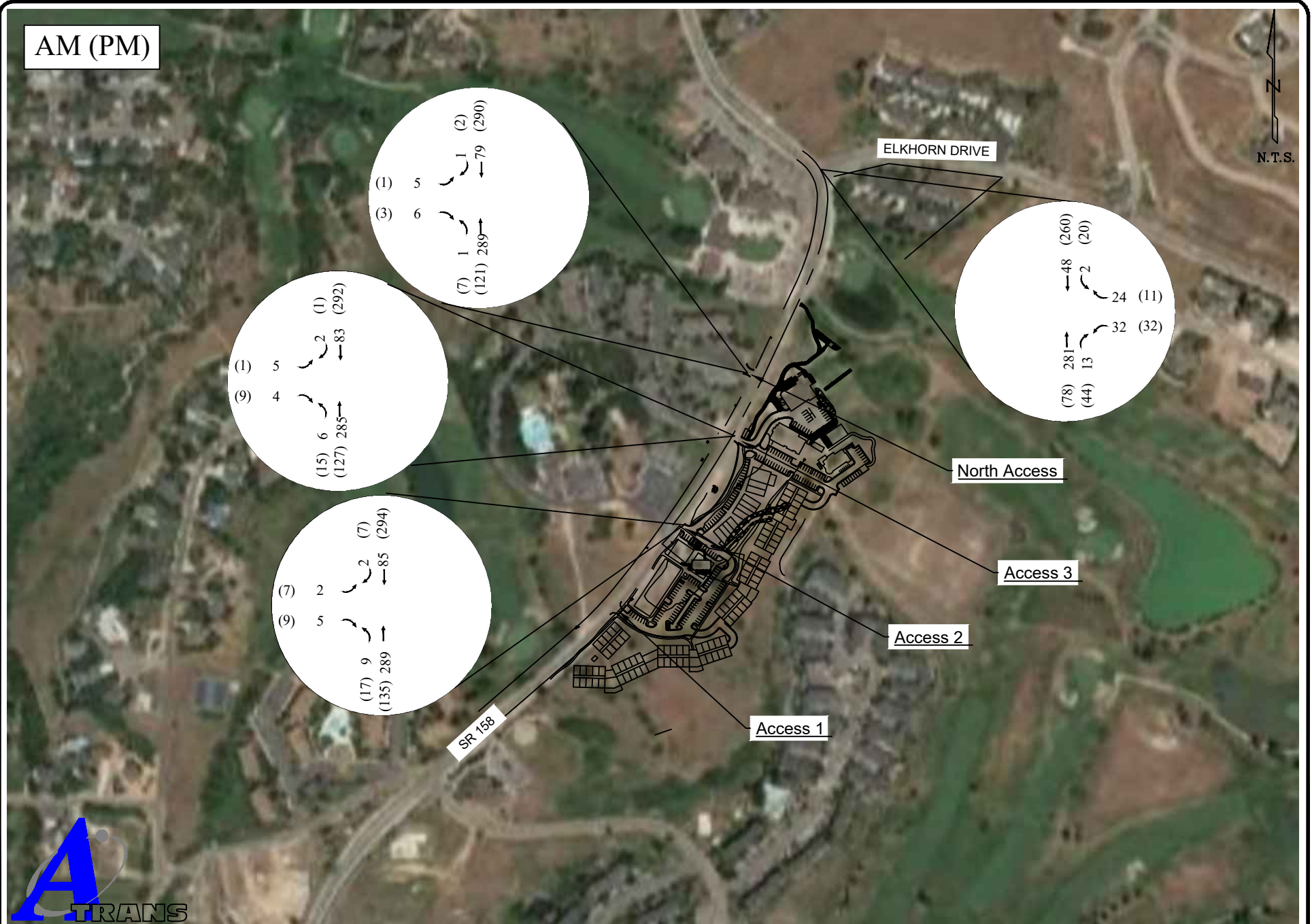
The intersection of Elkhorn Drive / Wolf Creek Drive operates with critical side street delay at LOS B in the AM and PM peak period. Table 2 shows the Existing LOS.

Table 2: Existing Level of Service

Delay (sec/veh)	Elkhorn Drive / Wolf Creek Drive (WBL)
AM	10.9 B
PM	10.9 B

AM (PM)

N.T.S.



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Figure 4

Existing Traffic

V. Projected Traffic

A. Trip Generation

Trip generation for the site was done using The Institute of Transportation Engineers (ITE) *Trip Generation* (10th Edition) handbook. The site is planning to include a 236 multifamily homes, 61,315 sf of Retail and a 65 room hotel. The site is projected to generate 198 AM and 405 PM peak hour trips with 4,586 daily trips. The trip generation for the site is shown in Table 3.

Table 3: Trip Generation for Site

Land Use	Size	Trip Rate	Trips	% IN	% Out	Trips In	Trips Out
AM							
Multifamily	236	0.5	109	23%	77%	25	84
Retail	61,315	0.94	58	62%	38%	36	22
Hotel	65	0.47	31	59%	41%	18	13
Total			198			79	119
PM							
Multifamily	236	0.56	132	63%	37%	83	49
Retail	61,315	3.81	234	48%	52%	112	122
Hotel	65	0.6	39	51%	49%	20	19
Total			405			215	190
Daily							
Multifamily	236	7.32	1728				
Retail	61,315	37.75	2315				
Hotel	65	8.36	543				
Total			4586				

B. Trip Distribution

Project site traffic was applied to the origin-destination (O-D) for the site. Origin-destination was determined from evaluating the existing traffic patterns and hourly traffic volumes on each leg of the included intersections as well as the location of retail centers and freeways relative to this site. This was used as a baseline for origin destination and engineering judgment was applied to this to determine the following OD for the site.

- 30% to/from north on Wolf Creek Drive
- 70% to/from south on Wolf Creek Drive

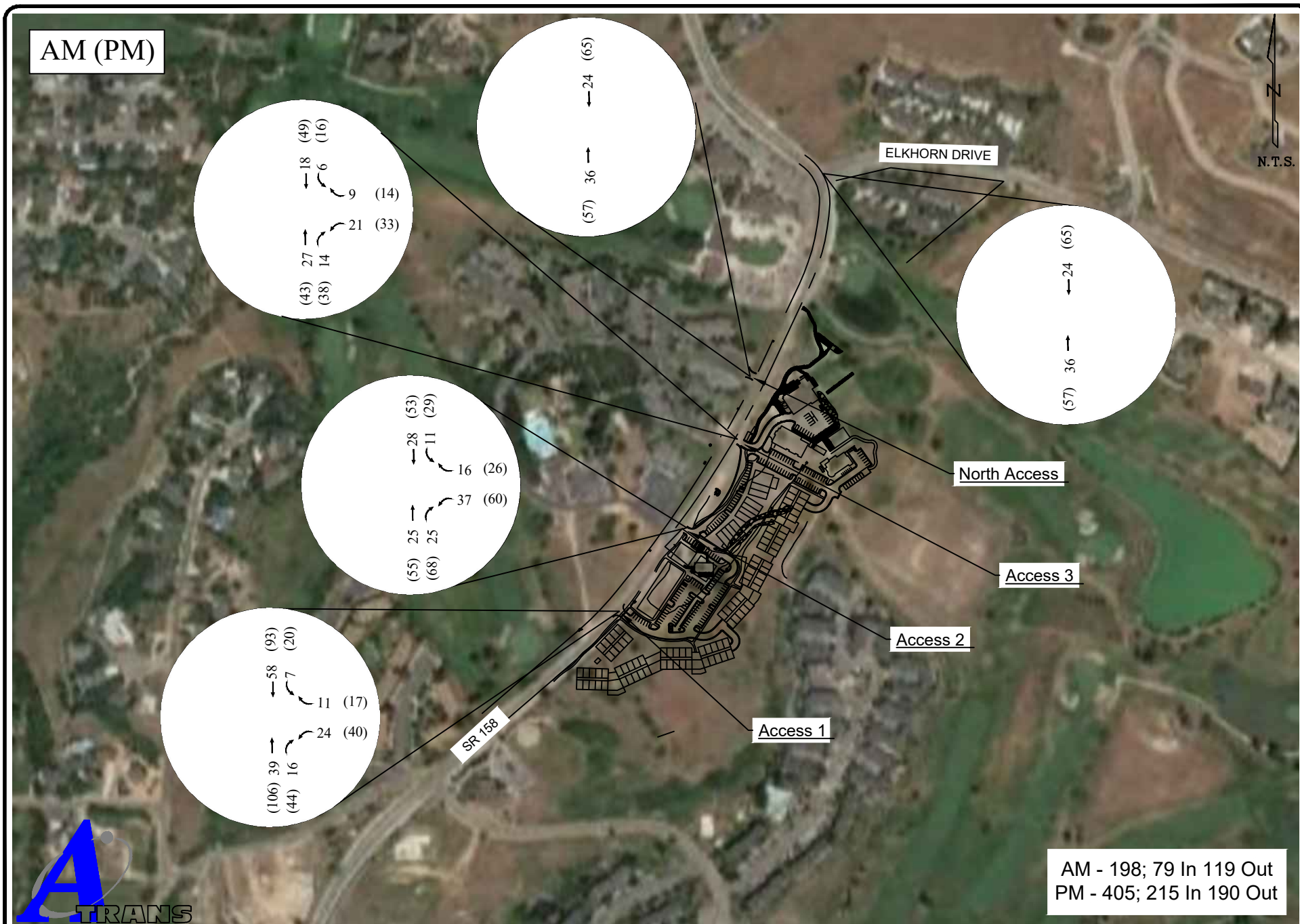
Origin Destination is shown in Figure 5. Site trip distribution is shown in Figure 6.



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Figure 5

Origin Destination



VI. Growth

Growth in the area was determined from UDOT's Traffic on Utah Highways. The volumes and projections utilized to determine growth in the area is shown in Table 4. Based on this information an average growth of 3.25% was found. The growth factor for 2025 is 1.17.

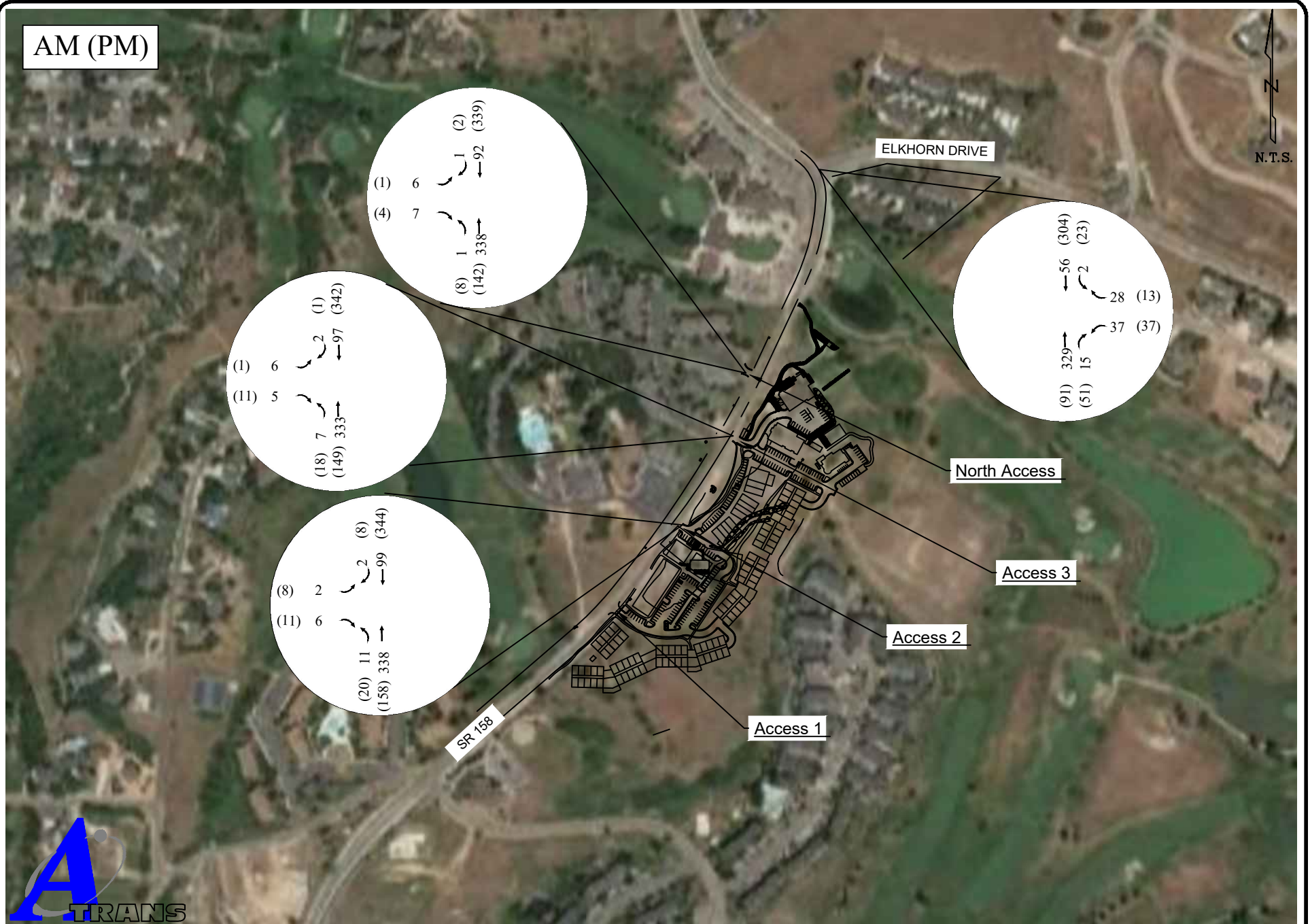
Table 4: Growth Projections

	4800 South	
Year	AADT	Growth
2012	2,900	
2013	3,000	3%
2014	3,000	0%
2015	3,200	7%
2016	3,300	3%
2017	3,400	3%
	Average	3.25%

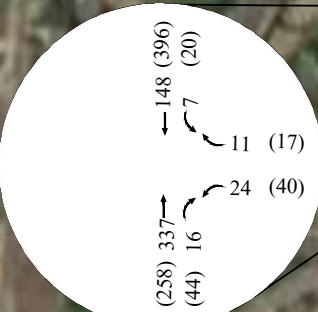
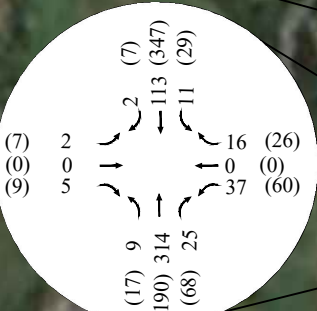
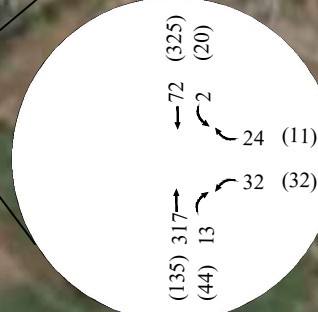
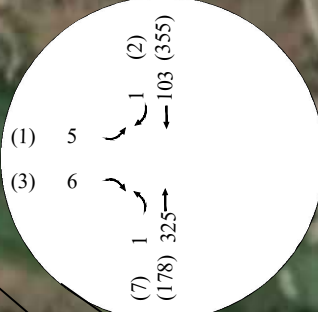
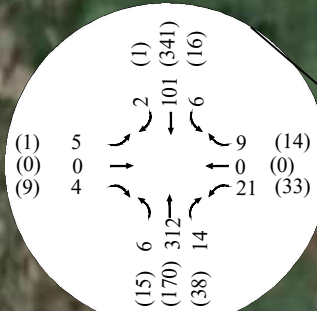
Background traffic is determined by multiplying the existing traffic by the growth factor for 2025. 2025 Background Traffic is shown in Figure 7. Total traffic in the area for the future projection years is derived by adding the non-site volume forecasts to the site trip distribution. 2020 Total Traffic is shown in Figure 8 and 2025 Total Traffic is shown in Figure 9.

AM (PM)

N.T.S.



AM (PM)



ELKHORN DRIVE

North Access

Access 3

Access 2

Access 1

SR 158

N.T.S.

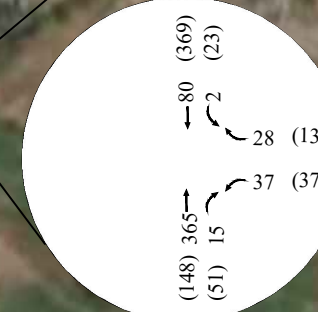
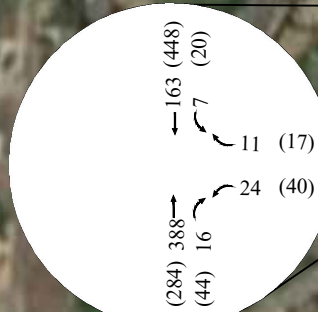
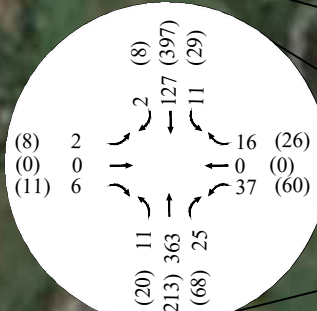
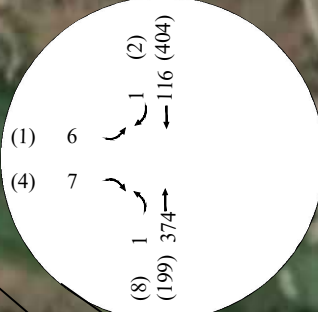
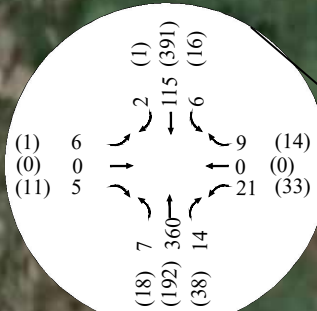


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Figure 8

2020 Total Traffic

AM (PM)



ELKHORN DRIVE

North Access

Access 3

Access 2

Access 1

SR 158



VII. Traffic Analysis

A. Level of Service Analysis

The intersection and access analysis evaluates the performance of each intersection and access using the measure of performance of delay and level of service (LOS). Tables 5-9 show the intersection and access analysis.

Analysis Results

- The intersection of Elkhorn Drive / Wolf Creek Drive operates with critical side street delay of LOS B in the AM and PM Saturday peak period. With the addition of site traffic in 2020 and 2025 the side street delay is maintained at LOS B.
- Access 1 / Wolf Creek Drive operates with critical side street delay of LOS B in the AM and PM Saturday peak period in 2020. By 2025 the access operates with critical side street delay of LOS B in the AM and LOS C in the PM Saturday peak period
- Access 2 / Wolf Creek Drive is an existing access on the west side of the roadway that operates with critical side street delay of LOS B or better in the AM and PM Saturday peak period. With the addition of the site in 2020 and 2025, the access operates with critical side street delay of LOS B in the AM and LOS C in the PM Saturday peak period
- Access 3 / Wolf Creek Drive is an existing access on the west side of the roadway that operates with critical side street delay of LOS B or better in the AM and PM Saturday peak period. With the addition of the site in 2020 and 2025, this LOS is maintained.
- West Side North Access / Wolf Creek Drive is an existing access on the west side of the roadway that operates with critical side street delay of LOS B or better in the AM and PM Saturday peak period. With the addition of site traffic in 2020 and 2025, this LOS is maintained.

Table 5: Elkhorn Drive / Wolf Creek Drive Intersection Analysis

		WBL		SBL	
2020 Existing	AM	10.9	B	7.9	A
	PM	10.9	B	7.5	A
Opening Day	AM	11.4	B	8.0	A
	PM	12.0	B	7.6	A
2025 Background	AM	11.5	B	8.0	A
	PM	11.6	B	7.6	A
2025 Total	AM	12.0	B	8.1	A
	PM	12.7	B	7.7	A

Table 6: Wolf Creek Drive / Access 1 Intersection Analysis

		NBL		EBL	
Opening Day	AM	12.2	B	8.1	A
	PM	14.7	B	8.0	A
2025 Total	AM	13.0	B	8.2	A
	PM	16.0	C	8.0	A

Table 7: Wolf Creek Drive / Access 2 Intersection Analysis

		NBL		EBL		WBL		SBL	
2020 Existing	AM	7.4	A	9.6	A				
	PM	7.9	A	11.3	B				
Opening Day	AM	7.5	A	10.2	B	13.1	B	8.1	A
	PM	8.1	A	13.3	B	16.6	C	7.9	A
2025 Background	AM	7.5	A	9.9	A				
	PM	8.1	A	12.0	B				
2025 Total	AM	7.5	A	10.3	B	14.1	B	8.2	A
	PM	8.2	A	14.3	B	18.8	C	7.9	A

Table 8: Wolf Creek Drive / Access 3 Intersection Analysis

		NBL		EBL		WBL		SBL	
2020 Existing	AM	7.4	A	10.4	B				
	PM	7.9	A	10.3	B				
Opening Day	AM	7.4	A	11.1	B	12.2	B	8.0	A
	PM	8.1	A	10.8	B	14.0	B	7.7	A
2025 Background	AM	7.4	A	10.9	B				
	PM	8.1	A	10.7	B				
2025 Total	AM	7.5	A	11.5	B	13.0	B	8.1	A
	PM	8.2	A	11.2	B	15.3	B	7.8	A

Table 9: North Access on West Side / Wolf Creek Drive Intersection Analysis

		NBL		EBL	
2020 Existing	AM	7.4	A	9.8	A
	PM	7.9	A	10.3	B
Opening Day	AM	7.4	A	10.1	B
	PM	8.1	A	11.0	B
2025 Background	AM	7.4	A	10.1	B
	PM	8.0	A	10.8	B
2025 Total	AM	7.5	A	10.5	B
	PM	8.2	A	11.4	B

B. Queue Analysis

Based on the projected traffic, queue storage length requirements can be determined. To determine if sufficient storage space exists to accommodate the projected demand, the intersection and accesses included in this traffic study are analyzed for queue storage capacity. The queue lengths are provided by the HCM analysis and are done through Synchro. Once the storage length is determined, this can typically be compared to the available storage length within the provided turn pockets or between intersections. The only existing turn pocket is the NBR at Wolf Creek Drive / Elkhorn Drive and is approximately 150 feet, the projected 2025 queue is less than 1 vehicle (25 feet). The projected queue for all accesses is less than 1 vehicle and therefore if turn lanes are required a storage pocket of 50 feet plus taper is required.

C. Access and Roadway Category

According to the UDOT, SR 158 is categorized as a Category 7 roadway. As per UDOT Administrative Rule R930-6, signal spacing is required at 1,320 feet, street spacing is required at 300 feet and access spacing is required at 150 feet or by variance. The distance between access points/intersections is measured from end of radius to end of adjacent radius. Access 1 is located 270 feet south of Access 2 with no access within 150 feet to the south, Access 2 is located 270 feet south of Access 3, Access 3 is located 170 feet south of the next access to the north. All site accesses meet the required access spacing.

According to UDOT Administrative Rule R930-6 a Category 7 roadway requires:

1. A left turn lane with storage length plus taper is required for any access with a projected peak hour left ingress turning volume greater than 25 vehicles per hour. If the posted speed is greater than 40 mph, a deceleration lane and taper is required for any access with a projected peak hour left ingress turning volume greater than 10 vehicles per hour. The taper length must be included in the deceleration length.
2. A right turn lane with storage length plus taper is required for any access with a projected peak hour right ingress turning volume greater than 50 vehicles per hour. If the posted speed is greater than 40 mph, a right turn deceleration lane and taper is required for any access with a projected peak hour right ingress turning volume greater than 25 vehicles per hour. The taper length must be included in the deceleration length.

Access 2 requires a NBR deceleration lane and a SBL deceleration lane.

D. Safety Discussion

UDOT provides a Safety Index or safety ratings in a statewide safety comparison of major roadways. This takes into account the different traffic patterns and volumes experienced in urban and rural areas. The Safety Index is a combination of four equally weighted safety analysis sub-scores: Crash Rate Score, Severe Crash Rate Score, Crashes per Mile Score and Severe Crashes per Mile Score. The Safety Index is reported on a 0 to 10 scale with 10 representing the worst condition.

This segment of Wolf Creek Drive has a Safety Index of 4 out of 10 with a crash rate 110% of the average and a severe crash rate 80% of the average.

VIII. Conclusions

Resort Cove is planned as a mixed use development located along the east side of Wolf Creek Drive south of Elkhorn Drive in Wolf Creek, Utah. The site is planning to include a 236 multifamily homes, 61,315 sf of Retail and a 65 room hotel. The site is projected to generate 198 AM and 405 PM peak hour trips with 4,586 daily trips. The site is planning to access Wolf Creek Drive via 3 full motion accesses.

The following comments are made about the site:

- The intersection of Elkhorn Drive / Wolf Creek Drive operates with critical side street delay of LOS B in the AM and PM Saturday peak period. With the addition of site traffic in 2020 and 2025 the side street delay is maintained at LOS B.
- Access 1 / Wolf Creek Drive operates with critical side street delay of LOS B in the AM and PM Saturday peak period in 2020. By 2025 the access operates with critical side street delay of LOS B in the AM and LOS C in the PM Saturday peak period
- Access 2 / Wolf Creek Drive is an existing access on the west side of the roadway that operates with critical side street delay of LOS B or better in the AM and PM Saturday peak period. With the addition of the site in 2020 and 2025, the access operates with critical side street delay of LOS B in the AM and LOS C in the PM Saturday peak period
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- West Side North Access / Wolf Creek Drive is an existing access on the west side of the roadway that operates with critical side street delay of LOS B or better in the AM and PM Saturday peak period. With the addition of site traffic in 2020 and 2025, this LOS is maintained.
- Access 1 is located 270 feet south of Access 2 with no access within 150 feet to the south, Access 2 is located 270 feet south of Access 3, Access 3 is located 170 feet south of the next access to the north. All site accesses meet the required access spacing.
- Access 2 requires a NBR deceleration lane and a SBL deceleration lane.
- This segment of Wolf Creek Drive has a Safety Index of 4 out of 10 with a crash rate 110% of the average and a severe crash rate 80% of the average.

IX. Recommendations

Per UDOT standards, Access 2 requires a NBR deceleration lane and a SBL deceleration lane. The projected queue for these movements is less than 1 vehicle (25 feet) and therefore if turn lanes are built, a storage pocket of 50 feet plus taper is necessary.

APPENDICES

Appendix A	Traffic Counts and Projections
Appendix B	Without Site Intersection Analyses
Appendix C	With Site Intersection Analysis



Appendix A Traffic Counts and Projections

AM PEAK HOUR VOLUMES

INTERSECTION: Wolf Creek Drive (S) and Elkhorn Drive

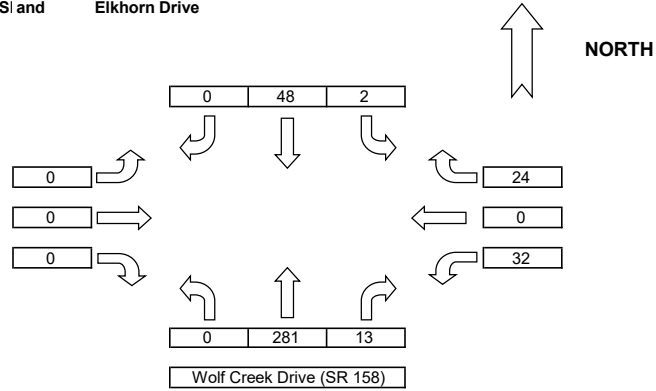
N-S STREET: **Wolf Creek Drive (SR 158)**
E-W STREET: **Elkhorn Drive**

PK HR VOLUME:	400
PHF:	0.92
PEAK HOUR:	
FROM: TO:	
8:25 AM 9:25 AM	

COUNT DATE: **February 15, 2020**
Day of the Week: **Saturday**
NOTES:

COUNT TIME:
FROM: **8:00 AM**
TO: **10:00 AM**

Elkhorn Drive



AM Traffic

COUNT DATA INPUT:

Name: Blakely

Name: Blakely

Name: Blakely

Name: Blakely

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
8:00 AM	8:05 AM	1	12	1	0	0	0	0	0	0	3	0	0	17	49	0	0
8:05 AM	8:10 AM	0	7	0	0	0	0	0	2	0	2	0	0	11	61	0	0
8:10 AM	8:15 AM	0	12	1	0	0	0	0	1	0	6	0	1	21	71	0	0
8:15 AM	8:20 AM	0	22	2	0	0	0	1	0	0	3	0	1	29	71	0	0
8:20 AM	8:25 AM	0	14	0	0	0	0	0	2	0	3	0	2	21	80	0	0
8:25 AM	8:30 AM	0	14	1	0	0	0	0	4	0	1	0	1	21	94	0	0
8:30 AM	8:35 AM	0	27	1	0	0	0	0	4	0	5	0	1	38	107	0	0
8:35 AM	8:40 AM	0	27	1	0	0	0	0	3	0	2	0	2	35	101	0	0
8:40 AM	8:45 AM	0	27	1	0	0	0	0	4	0	2	0	0	34	109	0	0
8:45 AM	8:50 AM	0	23	0	0	0	0	0	5	0	3	0	1	32	108	0	0
8:50 AM	8:55 AM	0	31	3	0	0	0	0	4	0	4	0	1	43	107	0	0
8:55 AM	9:00 AM	0	21	2	0	0	0	0	2	0	4	0	4	33	102	0	0
9:00 AM	9:05 AM	0	25	0	0	0	0	0	2	0	0	0	4	31	100	0	0
9:05 AM	9:10 AM	0	23	2	0	0	0	0	5	0	7	0	1	38	109	0	0
9:10 AM	9:15 AM	0	18	1	0	0	0	2	4	0	2	0	4	31	95	0	0
9:15 AM	9:20 AM	0	30	1	0	0	0	0	7	0	0	0	2	40	83	0	0
9:20 AM	9:25 AM	0	15	0	0	0	0	0	4	0	2	0	3	24	69	0	0
9:25 AM	9:30 AM	0	13	2	0	0	0	0	1	0	2	0	1	19	69	0	0
9:30 AM	9:35 AM	0	18	1	0	0	0	0	4	0	3	0	0	26	74	0	0
9:35 AM	9:40 AM	0	14	1	0	0	0	0	4	0	2	0	3	24	70	0	0
9:40 AM	9:45 AM	0	18	3	0	0	0	0	1	0	2	0	0	24	80	0	0
9:45 AM	9:50 AM	0	15	2	0	0	0	0	4	0	0	0	1	22	77	0	0
9:50 AM	9:55 AM	0	19	2	0	0	0	0	6	0	6	0	1	34	55	0	0
9:55 AM	10:00 AM	0	12	1	0	0	0	0	5	0	2	0	1	21	21	0	0

PM PEAK HOUR VOLUMES

INTERSECTION: Wolf Creek Drive (SF and Elkhorn Drive

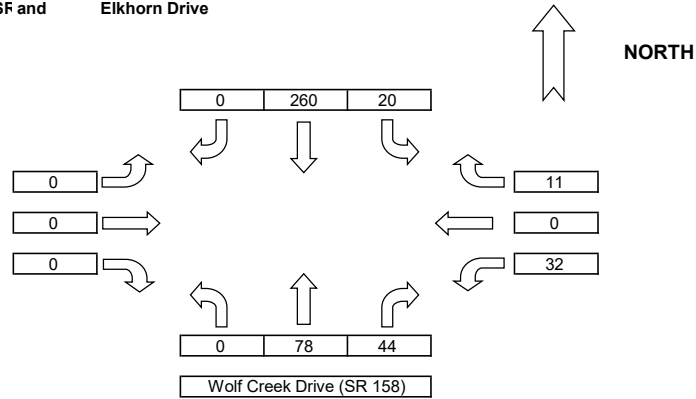
N-S STREET: Wolf Creek Drive (SR 158)
E-W STREET: Elkhorn Drive

PK HR VOLUME:	445
PHF:	0.94
PEAK HOUR:	
FROM:	TO:
3:25 PM	4:25 PM

COUNT DATE: February 15, 2020
Day of the Week: Saturday
NOTES:

COUNT TIME:
FROM: 3:00 PM
TO: 5:00 PM

Elkhorn Drive



PM Traffic

COUNT DATA INPUT:

Name: Blakely

Name: Blakely

Name: Blakely

Name: Blakely

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
3:00 PM	3:05 PM	0	8	5	0	0	0	2	13	0	1	0	0	29	77	0	0
3:05 PM	3:10 PM	0	6	2	0	0	0	0	11	0	0	0	1	20	85	0	0
3:10 PM	3:15 PM	0	9	4	0	0	0	0	9	0	5	0	1	28	85	0	0
3:15 PM	3:20 PM	0	8	5	0	0	0	1	15	0	6	0	2	37	111	0	0
3:20 PM	3:25 PM	0	3	2	0	0	0	3	8	0	3	0	1	20	101	0	0
3:25 PM	3:30 PM	0	9	6	0	0	0	1	35	0	2	0	1	54	105	0	0
3:30 PM	3:35 PM	0	9	4	0	0	0	0	12	0	2	0	0	27	99	0	0
3:35 PM	3:40 PM	0	4	6	0	0	0	2	9	0	2	0	1	24	112	0	0
3:40 PM	3:45 PM	0	8	3	0	0	0	0	32	0	5	0	0	48	118	0	0
3:45 PM	3:50 PM	0	6	3	0	0	0	2	26	0	3	0	0	40	113	0	0
3:50 PM	3:55 PM	0	2	3	0	0	0	4	17	0	4	0	0	30	113	0	0
3:55 PM	4:00 PM	0	8	4	0	0	0	2	24	0	2	0	3	43	117	0	0
4:00 PM	4:05 PM	0	8	4	0	0	0	4	18	0	3	0	3	40	109	0	0
4:05 PM	4:10 PM	0	10	4	0	0	0	1	16	0	3	0	0	34	105	0	0
4:10 PM	4:15 PM	0	4	3	0	0	0	2	21	0	4	0	1	35	105	0	0
4:15 PM	4:20 PM	0	3	2	0	0	0	2	26	0	2	0	1	36	98	0	0
4:20 PM	4:25 PM	0	7	2	0	0	0	0	24	0	0	0	1	34	101	0	0
4:25 PM	4:30 PM	0	7	5	0	0	0	2	10	0	4	0	0	28	88	0	0
4:30 PM	4:35 PM	0	6	4	0	0	0	5	21	0	3	0	0	39	90	0	0
4:35 PM	4:40 PM	0	5	3	0	0	0	3	6	0	3	0	1	21	79	0	0
4:40 PM	4:45 PM	0	10	7	0	0	0	2	9	0	2	0	0	30	82	0	0
4:45 PM	4:50 PM	0	8	3	0	0	0	1	9	0	4	0	3	28	85	0	0
4:50 PM	4:55 PM	0	1	5	0	0	0	3	11	0	3	0	1	24	57	0	0
4:55 PM	5:00 PM	0	2	5	0	0	0	3	20	0	3	0	0	33	33	0	0

AM PEAK HOUR VOLUMES

INTERSECTION: Wolf Creek Drive (S) and Northern Access

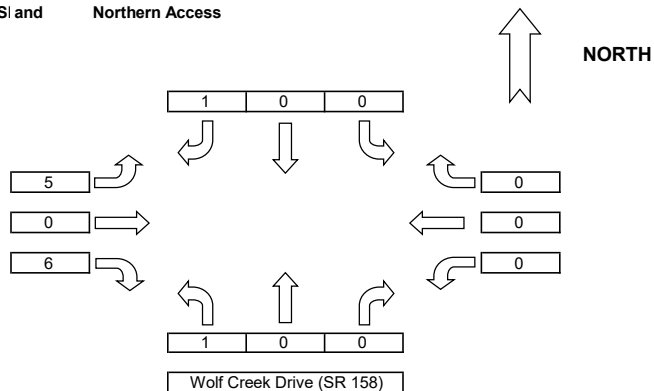
N-S STREET: **Wolf Creek Drive (SR 158)**
E-W STREET: **Northern Access**

COUNT DATE: **February 15, 2020**
Day of the Week: **Saturday**
NOTES:

COUNT TIME:
FROM: **8:00 AM**
TO: **10:00 AM**

PK HR VOLUME:	13
PHF:	0.54
PEAK HOUR:	
FROM:	TO:
8:50 AM	9:50 AM

Northern Access



AM Traffic

COUNT DATA INPUT:

Name: Leisel

Name: Leisel

Name: Leisel

Name: Leisel

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
8:00 AM	8:05 AM	0	0	0	0	0	0	1	0	0	0	0	0	1		3	0
8:05 AM	8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		4	0
8:10 AM	8:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	2		4	0
8:15 AM	8:20 AM	0	0	0	1	0	0	1	0	0	0	0	0	2		2	0
8:20 AM	8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
8:25 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		1	0
8:30 AM	8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		1	0
8:35 AM	8:40 AM	0	0	0	1	0	0	0	0	0	0	0	0	1		2	0
8:40 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		5	0
8:45 AM	8:50 AM	0	0	0	0	0	0	1	0	0	0	0	0	1		5	0
8:50 AM	8:55 AM	0	0	0	3	0	0	1	0	0	0	0	0	4		6	0
8:55 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		2	0
9:00 AM	9:05 AM	0	0	0	1	0	0	1	0	0	0	0	0	2		2	0
9:05 AM	9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		1	0
9:10 AM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		1	0
9:15 AM	9:20 AM	0	0	0	0	0	0	1	0	0	0	0	0	1		1	0
9:20 AM	9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		2	0
9:25 AM	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		2	0
9:30 AM	9:35 AM	0	0	0	1	0	0	1	0	0	0	0	0	2		4	0
9:35 AM	9:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		4	0
9:40 AM	9:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	2		5	0
9:45 AM	9:50 AM	1	0	0	0	0	0	0	0	1	0	0	0	2		4	0
9:50 AM	9:55 AM	1	0	0	0	0	0	0	0	0	0	0	0	1		2	0
9:55 AM	10:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1		1	0

PM PEAK HOUR VOLUMES

INTERSECTION: Wolf Creek Drive (S) and Northern Access

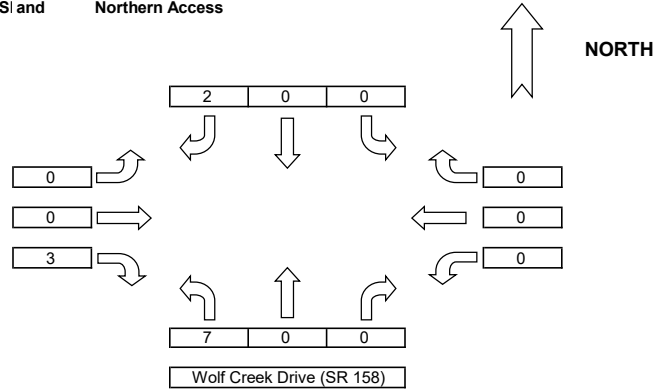
N-S STREET: **Wolf Creek Drive (SR 158)**
E-W STREET: **Northern Access**

PK HR VOLUME:	12
PHF:	0.60
PEAK HOUR:	
FROM: TO:	
3:40 PM 4:40 PM	

COUNT DATE: **February 15, 2020**
Day of the Week: **Saturday**
NOTES:

COUNT TIME:
FROM: **3:00 PM**
TO: **5:00 PM**

Northern Access



PM Traffic

COUNT DATA INPUT:

Name: Leisel

Name: Leisel

Name: Leisel

Name: Leisel

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
3:00 PM	3:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		2	0
3:05 PM	3:10 PM	1	0	0	0	0	0	0	0	0	0	0	0	1		3	0
3:10 PM	3:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1		3	0
3:15 PM	3:20 PM	1	0	0	0	0	0	0	0	0	0	0	0	1		2	0
3:20 PM	3:25 PM	0	0	0	0	0	0	0	0	1	0	0	0	1		1	0
3:25 PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		1	0
3:30 PM	3:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		1	0
3:35 PM	3:40 PM	0	0	0	0	0	0	1	0	0	0	0	0	1		1	0
3:40 PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		2	0
3:45 PM	3:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		3	0
3:50 PM	3:55 PM	0	0	0	0	0	0	1	0	0	1	0	0	2		4	0
3:55 PM	4:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	1		2	0
4:00 PM	4:05 PM	1	0	0	0	0	0	0	0	0	0	0	0	1		1	0
4:05 PM	4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		3	0
4:10 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		5	0
4:15 PM	4:20 PM	2	0	0	0	0	0	1	0	0	0	0	0	3		5	0
4:20 PM	4:25 PM	1	0	0	0	0	0	1	0	0	0	0	0	2		3	0
4:25 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		3	0
4:30 PM	4:35 PM	1	0	0	0	0	0	0	0	0	0	0	0	1		3	0
4:35 PM	4:40 PM	2	0	0	0	0	0	0	0	0	0	0	0	2		2	0
4:40 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
4:45 PM	4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		1	0
4:50 PM	4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		1	0
4:55 PM	5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1		1	0

AM PEAK HOUR VOLUMES

INTERSECTION: Wolf Creek Drive (SR and Middle Access

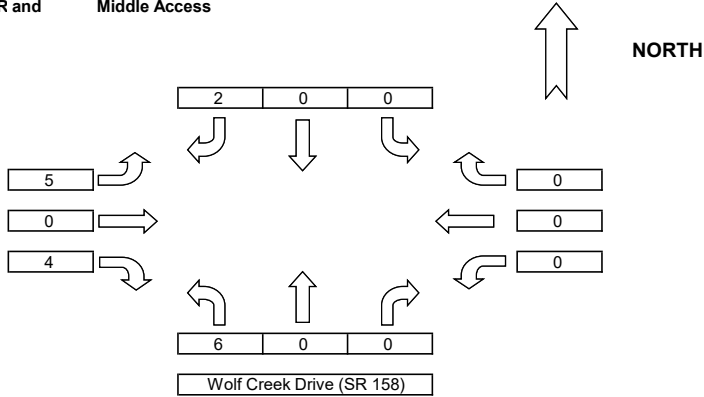
N-S STREET: **Wolf Creek Drive (SR 158)**
E-W STREET: **Middle Access**

COUNT DATE: **February 15, 2020**
Day of the Week: **Saturday**
NOTES:

COUNT TIME:
FROM: 8:00 AM
TO: 10:00 AM

PK HR VOLUME:	17
PHF:	0.61
PEAK HOUR:	
FROM:	TO:
8:10 AM	9:10 AM

Middle Access



AM Traffic

COUNT DATA INPUT:

Name: Leise

Name: Leisel

Name: Leise

Name: Leise

[illegible]

PM PEAK HOUR VOLUMES

INTERSECTION: Wolf Creek Drive (SF and Middle Access

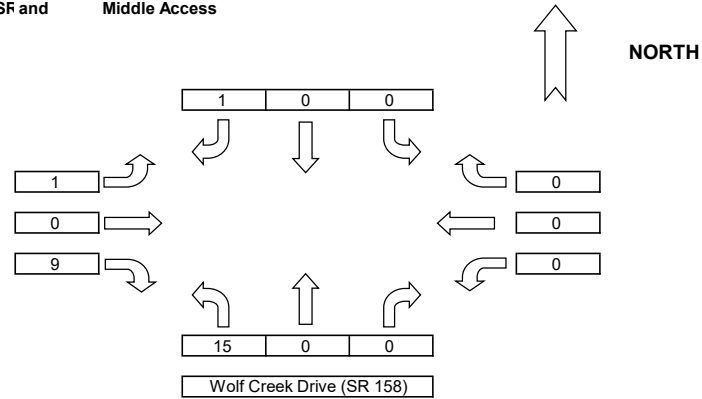
N-S STREET: Wolf Creek Drive (SR 158)
E-W STREET: Middle Access

COUNT DATE: February 15, 2020
Day of the Week: Saturday
NOTES:

COUNT TIME:
FROM: 3:00 PM
TO: 5:00 PM

PK HR VOLUME: 26
PHF: 0.59
PEAK HOUR:
FROM: 3:40 PM TO: 4:40 PM

Middle Access



PM Traffic

COUNT DATA INPUT:

Name: Leisel

Name: Leisel

Name: Leisel

Name: Leisel

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
3:00 PM	3:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:05 PM	3:10 PM	1	0	0	0	0	1	0	0	0	0	0	0	2	3	0	0
3:10 PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:15 PM	3:20 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0
3:20 PM	3:25 PM	1	0	0	0	0	1	0	0	0	0	0	0	2	4	0	0
3:25 PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:30 PM	3:35 PM	1	0	0	0	0	1	0	0	0	0	0	0	2	5	0	0
3:35 PM	3:40 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	7	0	0
3:40 PM	3:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	2	8	0	0
3:45 PM	3:50 PM	2	0	0	0	0	2	0	0	0	0	0	0	4	6	0	0
3:50 PM	3:55 PM	0	0	0	0	0	2	0	0	0	0	0	0	2	5	0	0
3:55 PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:00 PM	4:05 PM	2	0	0	0	0	1	0	0	0	0	0	0	3	6	0	0
4:05 PM	4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:10 PM	4:15 PM	3	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0
4:15 PM	4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:20 PM	4:25 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0
4:25 PM	4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	2	11	0	0
4:30 PM	4:35 PM	3	0	0	1	0	1	0	0	1	0	0	0	6	11	0	0
4:35 PM	4:40 PM	2	0	0	0	0	1	0	0	0	0	0	0	3	6	0	0
4:40 PM	4:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	2	6	0	0
4:45 PM	4:50 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0
4:50 PM	4:55 PM	2	0	0	0	0	1	0	0	0	0	0	0	3	5	0	0
4:55 PM	5:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0

AM PEAK HOUR VOLUMES

INTERSECTION: **Wolf Creek Drive (SR and** **Southern Access**

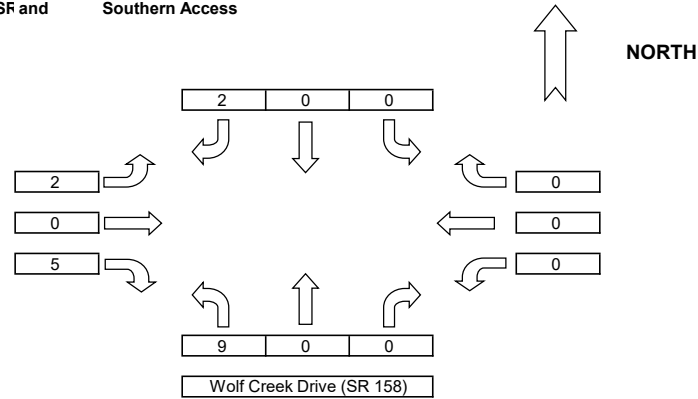
N-S STREET: **Wolf Creek Drive (SR 158)**
E-W STREET: **Southern Access**

COUNT DATE: **February 15, 2020**
Day of the Week: **Saturday**
NOTES:

COUNT TIME:
FROM: **8:00 AM**
TO: **10:00 AM**

PK HR VOLUME: 18
PHF: 0.64
PEAK HOUR:
FROM: TO:
8:05 AM 9:05 AM

Southern Access



AM Traffic

COUNT DATA INPUT:

Name: Leisel

Name: Leisel

Name: Leisel

Name: Leisel

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
8:00 AM	8:05 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	5	0	0
8:05 AM	8:10 AM	1	0	0	0	0	2	0	0	0	0	0	0	3	7	0	0
8:10 AM	8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	5	0	0
8:15 AM	8:20 AM	2	0	0	0	0	1	0	0	0	0	0	0	3	4	0	0
8:20 AM	8:25 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0
8:25 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
8:30 AM	8:35 AM	1	0	0	1	0	0	0	0	0	0	0	0	2	6	0	0
8:35 AM	8:40 AM	2	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0
8:40 AM	8:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	2	4	0	0
8:45 AM	8:50 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0
8:50 AM	8:55 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0
8:55 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:00 AM	9:05 AM	0	0	0	0	0	1	0	0	1	0	0	0	2	2	0	0
9:05 AM	9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:10 AM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:15 AM	9:20 AM	0	0	0	0	0	1	0	0	1	0	0	0	2	7	0	0
9:20 AM	9:25 AM	1	0	0	1	0	0	0	0	0	0	0	0	2	5	0	0
9:25 AM	9:30 AM	1	0	0	0	0	2	0	0	0	0	0	0	3	5	0	0
9:30 AM	9:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:35 AM	9:40 AM	1	0	0	0	0	0	0	0	1	0	0	0	2	6	0	0
9:40 AM	9:45 AM	0	0	0	1	0	1	0	0	1	0	0	0	3	5	0	0
9:45 AM	9:50 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0
9:50 AM	9:55 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0
9:55 AM	10:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0

PM PEAK HOUR VOLUMES

INTERSECTION: Wolf Creek Drive (SR and Southern Access

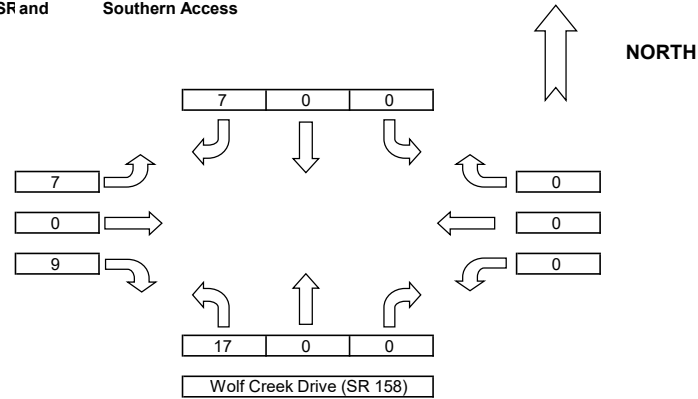
N-S STREET: **Wolf Creek Drive (SR 158)**
E-W STREET: **Southern Access**

COUNT DATE: **February 15, 2020**
Day of the Week: **Saturday**
NOTES:

COUNT TIME:
FROM: **3:00 PM**
TO: **5:00 PM**

PK HR VOLUME:	40
PHF:	0.71
PEAK HOUR:	
FROM: TO:	
3:40 PM 4:40 PM	

Southern Access



PM Traffic

COUNT DATA INPUT:

Name: Leisel

Name: Leisel

Name: Leisel

Name: Leisel

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
3:00 PM	3:05 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0
3:05 PM	3:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:10 PM	3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	5	0	0
3:15 PM	3:20 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	6	0	0
3:20 PM	3:25 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	7	0	0
3:25 PM	3:30 PM	1	0	0	0	0	0	0	0	0	1	0	0	2	7	0	0
3:30 PM	3:35 PM	0	0	0	0	1	0	1	0	0	1	0	0	3	9	0	0
3:35 PM	3:40 PM	0	0	0	0	0	1	0	0	1	0	0	0	2	10	0	0
3:40 PM	3:45 PM	3	0	0	0	0	0	1	0	0	0	0	0	4	8	0	0
3:45 PM	3:50 PM	1	0	0	0	0	0	2	0	0	1	0	0	4	7	0	0
3:50 PM	3:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0
3:55 PM	4:00 PM	2	0	0	0	1	0	0	0	0	0	0	0	3	13	0	0
4:00 PM	4:05 PM	2	0	0	0	1	0	0	0	0	0	0	0	3	13	0	0
4:05 PM	4:10 PM	2	0	0	0	1	0	3	0	0	1	0	0	7	14	0	0
4:10 PM	4:15 PM	1	0	0	0	2	0	0	0	0	0	0	0	3	9	0	0
4:15 PM	4:20 PM	1	0	0	0	1	0	1	0	0	1	0	0	4	10	0	0
4:20 PM	4:25 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	9	0	0
4:25 PM	4:30 PM	2	0	0	0	0	0	0	0	0	2	0	0	4	10	0	0
4:30 PM	4:35 PM	0	0	0	0	1	0	1	0	0	1	0	0	3	8	0	0
4:35 PM	4:40 PM	1	0	0	0	0	0	1	0	0	1	0	0	3	7	0	0
4:40 PM	4:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	2	7	0	0
4:45 PM	4:50 PM	1	0	0	0	1	0	0	0	0	0	0	0	2	8	0	0
4:50 PM	4:55 PM	1	0	0	0	1	0	0	0	0	1	0	0	3	6	0	0
4:55 PM	5:00 PM	2	0	0	0	1	0	0	0	0	0	0	0	3	3	0	0

TRIP GENERATION

ITE 10th Ed	Size	Land Use	Trip Rate			Trips			In / Out %				New			
			AM	PM	Daily	AM	PM	Daily	AM IN	AM Out	PM IN	PM OUT	AM IN	AM Out	PM IN	PM OUT
Multifamily	236	220	0.5	0.56	7.32	109	132	1728	23%	77%	63%	37%	25	84	83	49
Retail	61.315	820	0.94	3.81	37.75	58	234	2315	62%	38%	48%	52%	36	22	112	122
Hotel	65.000	310	0.47	0.6	8.36	31	39	543	59%	41%	51%	49%	18	13	20	19
Total						197	405	4586					79	119	215	190

Historic Growth

Traffic on Utah Highways

Wolf Creek Drive

Year	AADT	Growth
2012	2,900	
2013	3,000	3%
2014	3,000	0%
2015	3,200	7%
2016	3,300	3%
2017	3,400	3%
	Avg	3.25%

3.25%	Growth Factor	Years	Analysis Year
	1.00	0	2020
	1.17	5	2025
	1.96	21	2040

Straight line growth assumed between 2016 and 2040

Trip Distribution

Elkhorn Drive / Wolf Creek Drive 1.17					
	2020	Site	2020	2025	2025
AM	Existing	Traffic	Total	Growth	Total
EBL			0	0	0
EBT			0	0	0
EBR			0	0	0
WBL	32		32	37	37
WBT			0	0	0
WBR	24		24	28	28
NBL			0	0	0
NBT	281	36	317	329	365
NBR	13		13	15	15
SBL	2		2	2	2
SBT	48	24	72	56	80
SBR			0	0	0

East 71 83 15.00%
 West 0 0
 North 355 415
 South 374 438

	2020	Site	2020	2025	2025
PM	Existing	Traffic	Total	Growth	Total
EBL			0	0	0
EBT			0	0	0
EBR			0	0	0
WBL	32		32	37	37
WBT			0	0	0
WBR	11		11	13	13
NBL			0	0	0
NBT	78	57	135	91	148
NBR	44		44	51	51
SBL	20		20	23	23
SBT	260	65	325	304	369
SBR			0	0	0

East 107 125 27.42%
 West 0 0
 North 369 432
 South 414 484

Access 1 / Wolf Creek Drive 1.17					
	2020	Site	2020	2025	2025
AM	Existing	Traffic	Total	Growth	Total
EBL			0	0	0
EBT			0	0	0
EBR			0	0	0
WBL		24	24	0	24
WBT			0	0	0
WBR		11	11	0	11
NBL			0	0	0
NBT	298	39	337	349	388
NBR		16	16	0	16
SBL		7	7	0	7
SBT	90	58	148	105	163
SBR			0	0	0

East 0 0 39.95%
 West 0 0
 North 388 454
 South 388 454

	2020	Site	2020	2025	2025
PM	Existing	Traffic	Total	Growth	Total
EBL			0	0	0
EBT			0	0	0
EBR			0	0	0
WBL		40	40	0	40
WBT			0	0	0
WBR		17	17	0	17
NBL			0	0	0
NBT	152	106	258	178	284
NBR		44	44	0	44
SBL		20	20	0	20
SBT	303	93	396	355	448
SBR			0	0	0

East 0 0 70.33%
 West 0 0
 North 455 532
 South 455 532

Access 2 / Wolf Creek Drive 1.17					
	2020	Site	2020	2025	2025
AM	Existing	Traffic	Total	Growth	Total
EBL	2		2	2	2
EBT			0	0	0
EBR	5		5	6	6
WBL		21	21	0	21
WBT			0	0	0
WBR		9	9	0	9
NBL	9		9	11	11
NBT	289	36	325	338	374
NBR		14	14	0	14
SBL		6	6	0	6
SBT	85	44	129	99	143
SBR	2		2	2	2

East 0 0 33.16%
 West 18 21
 North 378 442
 South 388 454

	2020	Site	2020	2025	2025
PM	Existing	Traffic	Total	Growth	Total
EBL	7		7	8	8
EBT			0	0	0
EBR	9		9	11	11
WBL		33	33	0	33
WBT			0	0	0
WBR		14	14	0	14
NBL	17		17	20	20
NBT	135	85	220	158	243
NBR		38	38	0	38
SBL		16	16	0	16
SBT	294	80	374	344	424
SBR	7		7	8	8

East 0 0 56.72%
 West 40 47
 North 443 518
 South 455 532

Trip Distribution

Access 3 / Wolf Creek Drive 1.17					
	2020	Site	2020	2025	2025
AM	Existing	Traffic	Total	Growth	Total
EBL	5		5	6	6
EBT			0	0	0
EBR	4		4	5	5
WBL		37	37	0	37
WBT			0	0	0
WBR		16	16	0	16
NBL	6		6	7	7
NBT	285	20	305	333	353
NBR		25	25	0	25
SBL		11	11	0	11
SBT	83	13	96	97	110
SBR	2		2	2	2

East 0
West 17
North 375
South 378

31.69%

	2020	Site	2020	2025	2025
PM	Existing	Traffic	Total	Growth	Total
EBL	1		1	1	1
EBT			0	0	0
EBR	9		9	11	11
WBL		60	60	0	60
WBT			0	0	0
WBR		26	26	0	26
NBL	15		15	18	18
NBT	127	31	158	149	180
NBR		68	68	0	68
SBL		29	29	0	29
SBT	292	36	328	342	378
SBR	1		1	1	1

East 0
West 26
North 421
South 443

56.18%

North Access / Wolf Creek Drive 1.17					
	2020	Site	2020	2025	2025
AM	Existing	Traffic	Total	Growth	Total
EBL	5		5	6	6
EBT			0	0	0
EBR	6		6	7	7
WBL			0	0	0
WBT			0	0	0
WBR			0	0	0
NBL	1		1	1	1
NBT	289	36	325	338	374
NBR			0	0	0
SBL			0	0	0
SBT	79	24	103	92	116
SBR	1		1	1	1

East 0
West 13
North 374
South 375

15.75%

	2020	Site	2020	2025	2025
PM	Existing	Traffic	Total	Growth	Total
EBL	1		1	1	1
EBT			0	0	0
EBR	3		3	4	4
WBL			0	0	0
WBT			0	0	0
WBR			0	0	0
NBL	7		7	8	8
NBT	121	57	178	142	199
NBR			0	0	0
SBL			0	0	0
SBT	290	65	355	339	404
SBR	2		2	2	2

East 0
West 13
North 414
South 421

28.77%

ArcGIS ▾ UDOT Access Category Identification Map

Details

Basemap

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Measure

E Elkhorn Dr, Eden, UT, 84310, USA

Legend

UDOT Access Category
IdentificationUDOT Access Category
Identification

- 1
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Appendix B Without Site Intersection Analyses

HCM 6th TWSC
1: Wolf Creek Drive & Elkhorn Drive

02/24/2020

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	24	281	13	2	48
Future Vol, veh/h	32	24	281	13	2	48
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	-	-	150	-	-
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	35	26	305	14	2	52

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	361	305	0
Stage 1	305	-	-
Stage 2	56	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	638	735	-
Stage 1	748	-	-
Stage 2	967	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	637	735	-
Mov Cap-2 Maneuver	637	-	-
Stage 1	748	-	-
Stage 2	965	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.3
HCM LOS	B		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	676	1241
HCM Lane V/C Ratio	-	-	0.09	0.002
HCM Control Delay (s)	-	-	10.9	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 6th TWSC
2: Wolf Creek Drive

02/24/2020

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	298	0	0	90
Future Vol, veh/h	0	0	298	0	0	90
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	324	0	0	98

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	422	324	0
Stage 1	324	-	-
Stage 2	98	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	588	717	-
Stage 1	733	-	-
Stage 2	926	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	588	717	-
Mov Cap-2 Maneuver	588	-	-
Stage 1	733	-	-
Stage 2	926	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1236
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC
3: Wolf Creek Drive & Access 2

02/24/2020

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	5	0	0	0	9	289	0	0	85	2
Future Vol, veh/h	2	0	5	0	0	0	9	289	0	0	85	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	2	0	5	0	0	0	10	314	0	0	92	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	427	427	93	430	428	314	94	0	0	314	0	0
Stage 1	93	93	-	334	334	-	-	-	-	-	-	-
Stage 2	334	334	-	96	94	-	-	-	-	-	-	-
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	538	520	964	535	519	726	1500	-	-	1246	-	-
Stage 1	914	818	-	680	643	-	-	-	-	-	-	-
Stage 2	680	643	-	911	817	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	535	516	964	529	515	726	1500	-	-	1246	-	-
Mov Cap-2 Maneuver	535	516	-	529	515	-	-	-	-	-	-	-
Stage 1	907	818	-	675	638	-	-	-	-	-	-	-
Stage 2	675	638	-	906	817	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.6		0		0.2		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1500	-	-	784	-	1246	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.01	-	-	-	-				
HCM Control Delay (s)	7.4	0	-	9.6	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-				




HCM 6th TWSC
4: Wolf Creek Drive & Access 3

02/24/2020

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	4	0	0	0	6	285	0	0	83	2
Future Vol, veh/h	5	0	4	0	0	0	6	285	0	0	83	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	0	4	0	0	0	7	310	0	0	90	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	415	415	91	417	416	310	92	0	0	310	0	0
Stage 1	91	91	-	324	324	-	-	-	-	-	-	-
Stage 2	324	324	-	93	92	-	-	-	-	-	-	-
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	548	528	967	546	527	730	1503	-	-	1250	-	-
Stage 1	916	820	-	688	650	-	-	-	-	-	-	-
Stage 2	688	650	-	914	819	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	545	525	967	541	524	730	1503	-	-	1250	-	-
Mov Cap-2 Maneuver	545	525	-	541	524	-	-	-	-	-	-	-
Stage 1	911	820	-	684	646	-	-	-	-	-	-	-
Stage 2	684	646	-	910	819	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.4		0		0.2		0					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1503	-	-	676	-	1250	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.014	-	-	-	-				
HCM Control Delay (s)	7.4	0	-	10.4	0	0	-	-				
HCM Lane LOS	A	A	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-				

HCM 6th TWSC
5: Wolf Creek Drive & North Access

02/24/2020

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	1	289	79	1
Future Vol, veh/h	5	6	1	289	79	1
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	5	7	1	314	86	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	403	87	87	0	-	0
Stage 1	87	-	-	-	-	-
Stage 2	316	-	-	-	-	-
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	603	971	1509	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	602	971	1509	-	-	-
Mov Cap-2 Maneuver	602	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	739	-	-	-	-	-

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





Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	759	-	-
HCM Lane V/C Ratio	0.001	-	0.016	-	-
HCM Control Delay (s)	7.4	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
1: Wolf Creek Drive & Elkhorn Drive

02/24/2020

Intersection

Int Delay, s/veh 1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	11	78	44	20	260
Future Vol, veh/h	32	11	78	44	20	260
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	12	83	47	21	277

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	402	83	0
Stage 1	83	-	-
Stage 2	319	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	604	976	-
Stage 1	940	-	-
Stage 2	737	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	594	976	-
Mov Cap-2 Maneuver	594	-	-
Stage 1	940	-	-
Stage 2	724	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.5
HCM LOS	B		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	660	1455
HCM Lane V/C Ratio	-	-	0.069	0.015
HCM Control Delay (s)	-	-	10.9	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC
2: Wolf Creek Drive

02/24/2020

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	152	0	0	303
Future Vol, veh/h	0	0	152	0	0	303
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	162	0	0	322

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	484	162	0
Stage 1	162	-	-
Stage 2	322	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	542	883	-
Stage 1	867	-	-
Stage 2	735	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	542	883	-
Mov Cap-2 Maneuver	542	-	-
Stage 1	867	-	-
Stage 2	735	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1417
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC
3: Wolf Creek Drive & Access 2

02/24/2020

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	0	9	0	0	0	17	135	0	0	294	7
Future Vol, veh/h	7	0	9	0	0	0	17	135	0	0	294	7
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	10	0	0	0	18	144	0	0	313	7
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	497	497	317	502	500	144	320	0	0	144	0	0
Stage 1	317	317	-	180	180	-	-	-	-	-	-	-
Stage 2	180	180	-	322	320	-	-	-	-	-	-	-
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	483	475	724	480	473	903	1240	-	-	1438	-	-
Stage 1	694	654	-	822	750	-	-	-	-	-	-	-
Stage 2	822	750	-	690	652	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	477	467	724	468	465	903	1240	-	-	1438	-	-
Mov Cap-2 Maneuver	477	467	-	468	465	-	-	-	-	-	-	-
Stage 1	683	654	-	809	738	-	-	-	-	-	-	-
Stage 2	809	738	-	681	652	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.3		0		0.9		0					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1240	-	-	590	-	1438	-	-				
HCM Lane V/C Ratio	0.015	-	-	0.029	-	-	-	-				
HCM Control Delay (s)	7.9	0	-	11.3	0	0	-	-				
HCM Lane LOS	A	A	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-				

HCM 6th TWSC
4: Wolf Creek Drive & Access 3

02/24/2020

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	9	0	0	0	15	127	0	0	292	1
Future Vol, veh/h	1	0	9	0	0	0	15	127	0	0	292	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	10	0	0	0	16	135	0	0	311	1




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	479	479	312	484	479	135	312	0	0	135	0	0
Stage 1	312	312	-	167	167	-	-	-	-	-	-	-
Stage 2	167	167	-	317	312	-	-	-	-	-	-	-
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	497	486	728	493	486	914	1248	-	-	1449	-	-
Stage 1	699	658	-	835	760	-	-	-	-	-	-	-
Stage 2	835	760	-	694	658	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	492	479	728	481	479	914	1248	-	-	1449	-	-
Mov Cap-2 Maneuver	492	479	-	481	479	-	-	-	-	-	-	-
Stage 1	689	658	-	823	749	-	-	-	-	-	-	-
Stage 2	823	749	-	685	658	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.3		0		0.8		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1248	-	-	695	-	1449	-
HCM Lane V/C Ratio	0.013	-	-	0.015	-	-	-
HCM Control Delay (s)	7.9	0	-	10.3	0	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

HCM 6th TWSC
5: Wolf Creek Drive & North Access

02/24/2020

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	7	121	290	2
Future Vol, veh/h	1	3	7	121	290	2
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	7	129	309	2





Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	453	310	311
Stage 1	310	-	-
Stage 2	143	-	-
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	565	730	1249
Stage 1	744	-	-
Stage 2	884	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	562	730	1249
Mov Cap-2 Maneuver	562	-	-
Stage 1	740	-	-
Stage 2	884	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1249	-	679	-	-
HCM Lane V/C Ratio	0.006	-	0.006	-	-
HCM Control Delay (s)	7.9	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
1: Wolf Creek Drive & Elkhorn Drive

02/24/2020




Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	24	281	13	2	48
Future Vol, veh/h	32	24	281	13	2	48
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	-	-	150	-	-
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	41	31	357	17	3	61
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	424	357	0	0	374	0
Stage 1	357	-	-	-	-	-
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	587	687	-	-	1184	-
Stage 1	708	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	585	687	-	-	1184	-
Mov Cap-2 Maneuver	585	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.5	0		0.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	625	1184	-	-
HCM Lane V/C Ratio	-	-	0.114	0.002	-	-
HCM Control Delay (s)	-	-	11.5	8	-	0
HCM Lane LOS	-	-	B	A	-	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-	-

HCM 6th TWSC
2: Wolf Creek Drive

02/24/2020

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	298	0	0	90
Future Vol, veh/h	0	0	298	0	0	90
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	379	0	0	114

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	493	379	0
Stage 1	379	-	-
Stage 2	114	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	535	668	-
Stage 1	692	-	-
Stage 2	911	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	535	668	-
Mov Cap-2 Maneuver	535	-	-
Stage 1	692	-	-
Stage 2	911	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1179
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC

3: Wolf Creek Drive & Access 2

02/24/2020

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	5	0	0	0	9	289	0	0	85	2
Future Vol, veh/h	2	0	5	0	0	0	9	289	0	0	85	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	3	0	6	0	0	0	11	368	0	0	108	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	500	500	110	503	501	368	111	0	0	368	0	0
Stage 1	110	110	-	390	390	-	-	-	-	-	-	-
Stage 2	390	390	-	113	111	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	481	473	943	479	472	677	1479	-	-	1191	-	-
Stage 1	895	804	-	634	608	-	-	-	-	-	-	-
Stage 2	634	608	-	892	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	478	469	943	472	468	677	1479	-	-	1191	-	-
Mov Cap-2 Maneuver	478	469	-	472	468	-	-	-	-	-	-	-
Stage 1	887	804	-	628	603	-	-	-	-	-	-	-
Stage 2	628	603	-	886	804	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1479	-	-	738	-	1191	-
HCM Lane V/C Ratio	0.008	-	-	0.012	-	-	-
HCM Control Delay (s)	7.5	0	-	9.9	0	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-




HCM 6th TWSC
4: Wolf Creek Drive & Access 3

02/24/2020

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	4	0	0	0	6	285	0	0	83	2
Future Vol, veh/h	5	0	4	0	0	0	6	285	0	0	83	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	6	0	5	0	0	0	8	362	0	0	106	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	486	486	108	488	487	362	109	0	0	362	0	0
Stage 1	108	108	-	378	378	-	-	-	-	-	-	-
Stage 2	378	378	-	110	109	-	-	-	-	-	-	-
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	492	481	946	490	481	683	1481	-	-	1197	-	-
Stage 1	897	806	-	644	615	-	-	-	-	-	-	-
Stage 2	644	615	-	895	805	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	490	478	946	485	478	683	1481	-	-	1197	-	-
Mov Cap-2 Maneuver	490	478	-	485	478	-	-	-	-	-	-	-
Stage 1	891	806	-	639	611	-	-	-	-	-	-	-
Stage 2	639	611	-	890	805	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.9		0		0.2		0					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1481	-	-	624	-	1197	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.018	-	-	-	-				
HCM Control Delay (s)	7.4	0	-	10.9	0	0	-	-				
HCM Lane LOS	A	A	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-				

HCM 6th TWSC
5: Wolf Creek Drive & North Access

02/24/2020

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	1	289	79	1
Future Vol, veh/h	5	6	1	289	79	1
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	6	8	1	368	100	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	471	101	101	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	370	-	-	-	-	-
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	551	954	1491	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	550	954	1491	-	-	-
Mov Cap-2 Maneuver	550	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		





Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1491	-	715	-	-
HCM Lane V/C Ratio	0.001	-	0.02	-	-
HCM Control Delay (s)	7.4	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
1: Wolf Creek Drive & Elkhorn Drive

02/24/2020

Intersection

Int Delay, s/veh 1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	11	78	44	20	260
Future Vol, veh/h	32	11	78	44	20	260
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	14	97	55	25	324

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	471	97	0
Stage 1	97	-	-
Stage 2	374	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	551	959	-
Stage 1	927	-	-
Stage 2	696	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	539	959	-
Mov Cap-2 Maneuver	539	-	-
Stage 1	927	-	-
Stage 2	681	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.5
HCM LOS	B		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	607	1429
HCM Lane V/C Ratio	-	-	0.088	0.017
HCM Control Delay (s)	-	-	11.5	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

HCM 6th TWSC
2: Wolf Creek Drive

02/24/2020

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	152	0	0	303
Future Vol, veh/h	0	0	152	0	0	303
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	189	0	0	377

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	566	189	0
Stage 1	189	-	-
Stage 2	377	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	486	853	-
Stage 1	843	-	-
Stage 2	694	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	486	853	-
Mov Cap-2 Maneuver	486	-	-
Stage 1	843	-	-
Stage 2	694	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1385
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC
3: Wolf Creek Drive & Access 2

02/24/2020

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	0	9	0	0	0	17	135	0	0	294	7
Future Vol, veh/h	7	0	9	0	0	0	17	135	0	0	294	7
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	11	0	0	0	21	168	0	0	366	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	581	581	371	586	585	168	375	0	0	168	0	0
Stage 1	371	371	-	210	210	-	-	-	-	-	-	-
Stage 2	210	210	-	376	375	-	-	-	-	-	-	-
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	425	425	675	422	423	876	1183	-	-	1410	-	-
Stage 1	649	620	-	792	728	-	-	-	-	-	-	-
Stage 2	792	728	-	645	617	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	419	417	675	408	415	876	1183	-	-	1410	-	-
Mov Cap-2 Maneuver	419	417	-	408	415	-	-	-	-	-	-	-
Stage 1	636	620	-	776	713	-	-	-	-	-	-	-
Stage 2	776	713	-	634	617	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12	0	0.9	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1183	-	-	533	-	1410	-
HCM Lane V/C Ratio	0.018	-	-	0.037	-	-	-
HCM Control Delay (s)	8.1	0	-	12	0	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	0	-

HCM 6th TWSC
4: Wolf Creek Drive & Access 3

02/24/2020




Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	9	0	0	0	15	127	0	0	292	1
Future Vol, veh/h	1	0	9	0	0	0	15	127	0	0	292	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	11	0	0	0	19	158	0	0	363	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	560	560	364	565	560	158	364	0	0	158	0	0
Stage 1	364	364	-	196	196	-	-	-	-	-	-	-
Stage 2	196	196	-	369	364	-	-	-	-	-	-	-
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	439	437	681	436	437	887	1195	-	-	1422	-	-
Stage 1	655	624	-	806	739	-	-	-	-	-	-	-
Stage 2	806	739	-	651	624	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	433	430	681	423	430	887	1195	-	-	1422	-	-
Mov Cap-2 Maneuver	433	430	-	423	430	-	-	-	-	-	-	-
Stage 1	644	624	-	792	726	-	-	-	-	-	-	-
Stage 2	792	726	-	640	624	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.7		0		0.9		0					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1195	-	-	644	-	1422	-	-				
HCM Lane V/C Ratio	0.016	-	-	0.019	-	-	-	-				
HCM Control Delay (s)	8.1	0	-	10.7	0	0	-	-				
HCM Lane LOS	A	A	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-				

HCM 6th TWSC
5: Wolf Creek Drive & North Access

02/24/2020

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	7	121	290	2
Future Vol, veh/h	1	3	7	121	290	2
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	4	9	151	361	2

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	531	362	363
Stage 1	362	-	-
Stage 2	169	-	-
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	509	683	1196
Stage 1	704	-	-
Stage 2	861	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	505	683	1196
Mov Cap-2 Maneuver	505	-	-
Stage 1	698	-	-
Stage 2	861	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1196	-	628	-	-
HCM Lane V/C Ratio	0.007	-	0.008	-	-
HCM Control Delay (s)	8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-







Appendix C With Site Intersection Analyses

HCM 6th TWSC
1: Wolf Creek Drive & Elkhorn Drive

02/24/2020

Intersection

Int Delay, s/veh 1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	24	317	13	2	72
Future Vol, veh/h	32	24	317	13	2	72
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	-	-	150	-	-
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	35	26	345	14	2	78

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	427	345	0
Stage 1	345	-	-
Stage 2	82	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	584	698	-
Stage 1	717	-	-
Stage 2	941	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	583	698	-
Mov Cap-2 Maneuver	583	-	-
Stage 1	717	-	-
Stage 2	939	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.2
HCM LOS	B		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	627	1200
HCM Lane V/C Ratio	-	-	0.097	0.002
HCM Control Delay (s)	-	-	11.4	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 6th TWSC
2: Wolf Creek Drive

02/24/2020

Intersection

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	11	337	16	7	148
Future Vol, veh/h	24	11	337	16	7	148
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	26	12	366	17	8	161

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	552	375	0
Stage 1	375	-	-
Stage 2	177	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	495	671	-
Stage 1	695	-	-
Stage 2	854	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	492	671	-
Mov Cap-2 Maneuver	492	-	-
Stage 1	695	-	-
Stage 2	848	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	537	1175
HCM Lane V/C Ratio	-	-	0.071	0.006
HCM Control Delay (s)	-	-	12.2	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC
3: Wolf Creek Drive & Access 2

02/24/2020

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	0	5	37	0	16	9	314	25	11	113	2
Future Vol, veh/h	2	0	5	37	0	16	9	314	25	11	113	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	2	0	5	40	0	17	10	341	27	12	123	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	531	536	124	526	524	355	125	0	0	368	0	0
Stage 1	148	148	-	375	375	-	-	-	-	-	-	-
Stage 2	383	388	-	151	149	-	-	-	-	-	-	-
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	459	451	927	462	458	689	1462	-	-	1191	-	-
Stage 1	855	775	-	646	617	-	-	-	-	-	-	-
Stage 2	640	609	-	851	774	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	441	442	927	452	449	689	1462	-	-	1191	-	-
Mov Cap-2 Maneuver	441	442	-	452	449	-	-	-	-	-	-	-
Stage 1	847	766	-	640	611	-	-	-	-	-	-	-
Stage 2	618	604	-	837	765	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.2		13.1		0.2		0.7					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1462	-	-	705	504	1191	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.011	0.114	0.01	-	-				
HCM Control Delay (s)	7.5	0	-	10.2	13.1	8.1	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0	-	-				

HCM 6th TWSC
4: Wolf Creek Drive & Access 3

02/24/2020




Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	4	21	0	9	6	312	14	6	101	2
Future Vol, veh/h	5	0	4	21	0	9	6	312	14	6	101	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	0	4	23	0	10	7	339	15	7	110	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	491	493	111	488	487	347	112	0	0	354	0	0
Stage 1	125	125	-	361	361	-	-	-	-	-	-	-
Stage 2	366	368	-	127	126	-	-	-	-	-	-	-
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	488	477	942	490	481	696	1478	-	-	1205	-	-
Stage 1	879	792	-	657	626	-	-	-	-	-	-	-
Stage 2	653	621	-	877	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	477	471	942	483	475	696	1478	-	-	1205	-	-
Mov Cap-2 Maneuver	477	471	-	483	475	-	-	-	-	-	-	-
Stage 1	874	787	-	653	622	-	-	-	-	-	-	-
Stage 2	640	617	-	868	787	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11		12.2		0.1		0.4					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1478	-	-	611	532	1205	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.016	0.061	0.005	-	-				
HCM Control Delay (s)	7.4	0	-	11	12.2	8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-				

HCM 6th TWSC
5: Wolf Creek Drive & North Access

02/24/2020

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	1	325	103	1
Future Vol, veh/h	5	6	1	325	103	1
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	5	7	1	353	112	1





Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	468	113	113
Stage 1	113	-	-
Stage 2	355	-	-
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	553	940	1476
Stage 1	912	-	-
Stage 2	710	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	552	940	1476
Mov Cap-2 Maneuver	552	-	-
Stage 1	911	-	-
Stage 2	710	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1476	-	712	-	-
HCM Lane V/C Ratio	0.001	-	0.017	-	-
HCM Control Delay (s)	7.4	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
1: Wolf Creek Drive & Elkhorn Drive

02/24/2020




Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	11	135	44	20	325
Future Vol, veh/h	32	11	135	44	20	325
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	12	144	47	21	346
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	532	144	0	0	191	0
Stage 1	144	-	-	-	-	-
Stage 2	388	-	-	-	-	-
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	508	903	-	-	1383	-
Stage 1	883	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	498	903	-	-	1383	-
Mov Cap-2 Maneuver	498	-	-	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 563		1383	-	
HCM Lane V/C Ratio	-	- 0.081		0.015	-	
HCM Control Delay (s)	-	- 12		7.6	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0.3		0	-	

HCM 6th TWSC
2: Wolf Creek Drive

02/24/2020

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	17	258	44	20	396
Future Vol, veh/h	40	17	258	44	20	396
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	18	274	47	21	421

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	761	298	0
Stage 1	298	-	-
Stage 2	463	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	373	741	-
Stage 1	753	-	-
Stage 2	634	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	365	741	-
Mov Cap-2 Maneuver	365	-	-
Stage 1	753	-	-
Stage 2	620	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	430	1239
HCM Lane V/C Ratio	-	-	0.141	0.017
HCM Control Delay (s)	-	-	14.7	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

HCM 6th TWSC
3: Wolf Creek Drive & Access 2

02/24/2020

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	7	0	9	60	0	26	17	190	68	29	347	7
Future Vol, veh/h	7	0	9	60	0	26	17	190	68	29	347	7
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	10	64	0	28	18	202	72	31	369	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	723	745	373	714	712	238	376	0	0	274	0	0
Stage 1	435	435	-	274	274	-	-	-	-	-	-	-
Stage 2	288	310	-	440	438	-	-	-	-	-	-	-
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	342	342	673	346	358	801	1182	-	-	1289	-	-
Stage 1	600	580	-	732	683	-	-	-	-	-	-	-
Stage 2	720	659	-	596	579	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	318	326	673	329	341	801	1182	-	-	1289	-	-
Mov Cap-2 Maneuver	318	326	-	329	341	-	-	-	-	-	-	-
Stage 1	589	563	-	719	671	-	-	-	-	-	-	-
Stage 2	683	647	-	570	562	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.3		16.6		0.5		0.6	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1182	-	-	452	400	1289	-
HCM Lane V/C Ratio	0.015	-	-	0.038	0.229	0.024	-
HCM Control Delay (s)	8.1	0	-	13.3	16.6	7.9	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.9	0.1	-




HCM 6th TWSC
4: Wolf Creek Drive & Access 3

02/24/2020

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	9	33	0	14	15	170	38	16	341	1
Future Vol, veh/h	1	0	9	33	0	14	15	170	38	16	341	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	10	35	0	15	16	181	40	17	363	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	639	651	364	636	631	201	364	0	0	221	0	0
Stage 1	398	398	-	233	233	-	-	-	-	-	-	-
Stage 2	241	253	-	403	398	-	-	-	-	-	-	-
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	389	388	681	391	398	840	1195	-	-	1348	-	-
Stage 1	628	603	-	770	712	-	-	-	-	-	-	-
Stage 2	762	698	-	624	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	373	376	681	377	386	840	1195	-	-	1348	-	-
Mov Cap-2 Maneuver	373	376	-	377	386	-	-	-	-	-	-	-
Stage 1	619	593	-	758	701	-	-	-	-	-	-	-
Stage 2	737	688	-	605	593	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.8		14		0.5		0.3					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1195	-	-	629	451	1348	-	-				
HCM Lane V/C Ratio	0.013	-	-	0.017	0.111	0.013	-	-				
HCM Control Delay (s)	8.1	0	-	10.8	14	7.7	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-				

HCM 6th TWSC
5: Wolf Creek Drive & North Access





02/24/2020

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	7	178	355	2
Future Vol, veh/h	1	3	7	178	355	2
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	7	189	378	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	582	379	380	0	-	0
Stage 1	379	-	-	-	-	-
Stage 2	203	-	-	-	-	-
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	475	668	1178	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	472	668	1178	-	-	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	831	-	-	-	-	-




Approach	EB	NB	SB
HCM Control Delay, s	11	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1178	-	605	-	-
HCM Lane V/C Ratio	0.006	-	0.007	-	-
HCM Control Delay (s)	8.1	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	28	365	15	2	80
Future Vol, veh/h	37	28	365	15	2	80
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	-	-	150	-	-
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	40	30	397	16	2	87
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	488	397	0	0	413	0
Stage 1	397	-	-	-	-	-
Stage 2	91	-	-	-	-	-
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	539	652	-	-	1146	-
Stage 1	679	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	538	652	-	-	1146	-
Mov Cap-2 Maneuver	538	-	-	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12	0	0.2			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	582	1146	-	
HCM Lane V/C Ratio	-	-	0.121	0.002	-	
HCM Control Delay (s)	-	-	12	8.1	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

HCM 6th TWSC
2: Wolf Creek Drive

02/24/2020

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	11	388	16	7	163
Future Vol, veh/h	24	11	388	16	7	163
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	26	12	422	17	8	177

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	624	431	0
Stage 1	431	-	-
Stage 2	193	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	449	624	-
Stage 1	655	-	-
Stage 2	840	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	445	624	-
Mov Cap-2 Maneuver	445	-	-
Stage 1	655	-	-
Stage 2	833	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	489	1121
HCM Lane V/C Ratio	-	-	0.078	0.007
HCM Control Delay (s)	-	-	13	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 6th TWSC
3: Wolf Creek Drive & Access 2

02/24/2020

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	0	6	37	0	16	11	363	25	11	127	2
Future Vol, veh/h	2	0	6	37	0	16	11	363	25	11	127	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	2	0	7	40	0	17	12	395	27	12	138	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	604	609	139	600	597	409	140	0	0	422	0	0
Stage 1	163	163	-	433	433	-	-	-	-	-	-	-
Stage 2	441	446	-	167	164	-	-	-	-	-	-	-
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	410	410	909	413	416	642	1443	-	-	1137	-	-
Stage 1	839	763	-	601	582	-	-	-	-	-	-	-
Stage 2	595	574	-	835	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	392	401	909	403	407	642	1443	-	-	1137	-	-
Mov Cap-2 Maneuver	392	401	-	403	407	-	-	-	-	-	-	-
Stage 1	830	755	-	594	576	-	-	-	-	-	-	-
Stage 2	573	568	-	820	754	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.3		14.1		0.2		0.6					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1443	-	-	684	454	1137	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.013	0.127	0.011	-	-				
HCM Control Delay (s)	7.5	0	-	10.3	14.1	8.2	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0	-	-				




HCM 6th TWSC
4: Wolf Creek Drive & Access 3

02/24/2020

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	5	21	0	9	7	360	14	6	115	2
Future Vol, veh/h	6	0	5	21	0	9	7	360	14	6	115	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	7	0	5	23	0	10	8	391	15	7	125	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	560	562	126	558	556	399	127	0	0	406	0	0
Stage 1	140	140	-	415	415	-	-	-	-	-	-	-
Stage 2	420	422	-	143	141	-	-	-	-	-	-	-
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	439	436	924	440	439	651	1459	-	-	1153	-	-
Stage 1	863	781	-	615	592	-	-	-	-	-	-	-
Stage 2	611	588	-	860	780	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	428	430	924	433	433	651	1459	-	-	1153	-	-
Mov Cap-2 Maneuver	428	430	-	433	433	-	-	-	-	-	-	-
Stage 1	857	776	-	611	588	-	-	-	-	-	-	-
Stage 2	598	584	-	849	775	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.5		13		0.1		0.4					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1459	-	-	566	481	1153	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.021	0.068	0.006	-	-				
HCM Control Delay (s)	7.5	0	-	11.5	13	8.1	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-				

HCM 6th TWSC
5: Wolf Creek Drive & North Access

02/24/2020

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	7	1	374	116	1
Future Vol, veh/h	6	7	1	374	116	1
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	7	8	1	407	126	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	536	127	127
Stage 1	127	-	-
Stage 2	409	-	-
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	505	923	1459
Stage 1	899	-	-
Stage 2	671	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	504	923	1459
Mov Cap-2 Maneuver	504	-	-
Stage 1	898	-	-
Stage 2	671	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1459	-	667	-	-
HCM Lane V/C Ratio	0.001	-	0.021	-	-
HCM Control Delay (s)	7.5	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-





HCM 6th TWSC

1: Wolf Creek Drive & Elkhorn Drive

02/24/2020

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	13	148	51	23	369
Future Vol, veh/h	37	13	148	51	23	369
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	14	157	54	24	393

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	598	157	0
Stage 1	157	-	-
Stage 2	441	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	465	889	-
Stage 1	871	-	-
Stage 2	648	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	454	889	-
Mov Cap-2 Maneuver	454	-	-
Stage 1	871	-	-
Stage 2	633	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0.5
HCM LOS	B		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	520	1360
HCM Lane V/C Ratio	-	-	0.102	0.018
HCM Control Delay (s)	-	-	12.7	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

HCM 6th TWSC
2: Wolf Creek Drive

02/24/2020

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	17	284	44	20	448
Future Vol, veh/h	40	17	284	44	20	448
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	18	302	47	21	477

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	845	326	0
Stage 1	326	-	-
Stage 2	519	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	333	715	-
Stage 1	731	-	-
Stage 2	597	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	325	715	-
Mov Cap-2 Maneuver	325	-	-
Stage 1	731	-	-
Stage 2	583	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	388	1210
HCM Lane V/C Ratio	-	-	0.156	0.018
HCM Control Delay (s)	-	-	16	8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

HCM 6th TWSC

3: Wolf Creek Drive & Access 2

02/24/2020

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	11	60	0	26	20	213	68	29	397	8
Future Vol, veh/h	8	0	11	60	0	26	20	213	68	29	397	8
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	12	64	0	28	21	227	72	31	422	9
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	808	830	427	800	798	263	431	0	0	299	0	0
Stage 1	489	489	-	305	305	-	-	-	-	-	-	-
Stage 2	319	341	-	495	493	-	-	-	-	-	-	-
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	299	306	628	303	319	776	1129	-	-	1262	-	-
Stage 1	561	549	-	705	662	-	-	-	-	-	-	-
Stage 2	693	639	-	556	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	276	289	628	285	302	776	1129	-	-	1262	-	-
Mov Cap-2 Maneuver	276	289	-	285	302	-	-	-	-	-	-	-
Stage 1	548	531	-	689	647	-	-	-	-	-	-	-
Stage 2	653	624	-	528	529	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.3		18.8		0.5		0.5					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1129	-	-	409	352	1262	-	-				
HCM Lane V/C Ratio	0.019	-	-	0.049	0.26	0.024	-	-				
HCM Control Delay (s)	8.2	0	-	14.3	18.8	7.9	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1	0.1	-	-				

HCM 6th TWSC
4: Wolf Creek Drive & Access 3

02/24/2020

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	11	33	0	14	18	192	38	16	391	1
Future Vol, veh/h	1	0	11	33	0	14	18	192	38	16	391	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	12	35	0	15	19	204	40	17	416	1




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	721	733	417	719	713	224	417	0	0	244	0	0
Stage 1	451	451	-	262	262	-	-	-	-	-	-	-
Stage 2	270	282	-	457	451	-	-	-	-	-	-	-
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	343	348	636	344	357	815	1142	-	-	1322	-	-
Stage 1	588	571	-	743	691	-	-	-	-	-	-	-
Stage 2	736	678	-	583	571	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	328	335	636	329	344	815	1142	-	-	1322	-	-
Mov Cap-2 Maneuver	328	335	-	329	344	-	-	-	-	-	-	-
Stage 1	577	561	-	729	678	-	-	-	-	-	-	-
Stage 2	709	665	-	563	561	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.2		15.3		0.6		0.3	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1142	-	-	590	400	1322	-
HCM Lane V/C Ratio	0.017	-	-	0.022	0.125	0.013	-
HCM Control Delay (s)	8.2	0	-	11.2	15.3	7.8	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0	-

HCM 6th TWSC
5: Wolf Creek Drive & North Access

02/24/2020

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	8	199	404	2
Future Vol, veh/h	1	4	8	199	404	2
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	4	9	212	430	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	661	431	432	0	-	0
Stage 1	431	-	-	-	-	-
Stage 2	230	-	-	-	-	-
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	427	624	1128	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	423	624	1128	-	-	-
Mov Cap-2 Maneuver	423	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	808	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1128	-	570	-	-
HCM Lane V/C Ratio	0.008	-	0.009	-	-
HCM Control Delay (s)	8.2	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-