

TRAFFIC IMPACT ANALYSIS

CASTLE ROCK HYUNDAI

CASTLE ROCK, COLORADO



CASTLE ROCK HYUNDAI TRAFFIC IMPACT ANALYSIS

EXECUTIVE SUMMARY

Introduction

The proposed Castle Rock Hyundai development is located east of S. Wilcox Street and south of Brookside Circle in Castle Rock, Colorado.

Land Use and Access

The site is proposed to include a car dealership with about 32,826 square feet. Three-quarter movement access is proposed to S. Wilcox Street as shown in the conceptual site plan in Figure 2. There is also a proposed cross-access to the north to allow use of the existing Castle Rock Ford full movement access.

Trip Generation

The site is projected to generate about 914 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 45 vehicles would enter and about 16 vehicles would exit the site. During the afternoon peak-hour, about 32 vehicles would enter and about 48 vehicles would exit.

Projected Levels of Service

All movements at the unsignalized intersections analyzed are expected to operate at LOS “D” or better through 2043.

Recommended Improvements

The recommended improvements are shown in Figures 8, 9, and 10 and detailed in Figure 11 of the TIA. Figure 11 shows a conceptual layout to restripe S. Wilcox Street to the north of the site to repurpose the unwarranted existing right-turn lanes as left-turn lanes which is a more appropriate use for the existing roadway. Coordination will be needed with the Town to determine if a reduced posted speed limit of 40 mph is appropriate as it would considerably reduce the length of the recommended improvements in Figure 11.

Summary

The impact of the site can be accommodated by the existing and planned roadway network with implementation of the recommended improvements.



LSC TRANSPORTATION CONSULTANTS, INC.

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July 10, 2024

Mr. Casey Adragna
Adragna Architecture + Development
6162 W. Cross Drive
Littleton, CO 80123

Re: Castle Rock Hyundai
Castle Rock, CO
LSC #230640

Dear Mr. Adragna:

In response to your request, LSC Transportation Consultants, Inc. has prepared this updated traffic impact analysis for the proposed Castle Rock Hyundai development to address Town comments. As shown on Figure 1, the site is located east of S. Wilcox Street and south of Brookside Circle in Castle Rock, Colorado.

REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, posted speed limits, etc.; the existing weekday peak-hour traffic volumes; the existing daily traffic volumes in the area; the typical weekday site-generated traffic volume projections for the site; the assignment of the projected traffic volumes to the area roadways; the projected short-term and long-term background and resulting total traffic volumes; the site's projected traffic impacts; and any recommended roadway improvements to mitigate the growth in background traffic or the impact of the site.

LAND USE AND ACCESS

The site is proposed to include a car dealership with about 32,826 square feet. Three-quarter movement access is proposed to S. Wilcox Street as shown in the conceptual site plan in Figure 2. There is also a proposed cross-access to the north to allow use of the existing Castle Rock Ford full movement access.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

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

- **S. Wilcox Street** is a north-south, two-lane minor arterial roadway west of the site. The intersection with E. Plum Creek Parkway is signalized with auxiliary turn lanes and the intersections with Brookside Circle and the Castle Rock Ford Access are stop-sign controlled. The posted speed limit is 45 mph in the vicinity of the site and decreases to 35 mph to the north.
- **Brookside Circle** is a two-lane local roadway providing access to S. Wilcox Street for the area north of the site.

Existing Traffic Conditions

Figure 3 shows the existing traffic volumes, lane geometry, and traffic control in the site's vicinity on a typical weekday. The weekday peak-hour traffic volumes and average daily traffic volumes are from the attached traffic counts conducted in August, 2023 by Counter Measures, Inc.

2026 and 2043 Background Traffic

Figure 4a shows the estimated 2026 pre CRV interchange background traffic assuming the I-25/CVR interchange is not yet open to traffic and a two percent annual growth rate. It also assumes the proposed developments at 1100 S. Wilcox (September, 2021 TIA - Phase 1 by LSC) and the expansion of the Castle Rock Ford Site (March, 2023 Trip Generation Letter by LSC) are completed.

Figure 4b shows the estimated 2026 post CVR interchange background traffic assuming the I-25/CVR interchange is open to traffic with the through volumes being 80 percent of those in Figure 5. It also assumes the proposed developments at 1100 S. Wilcox (September, 2021 TIA - Phase 1 by LSC) and the expansion of the Castle Rock Ford Site (March, 2023 Trip Generation Letter by LSC) are completed.

Figure 5 shows the estimated 2043 background traffic assuming the I-25/CVR interchange is completed. The daily traffic volume of 11,615 vpd is the Town's long-term projection with the CVR interchange in place less site-generated trips. It also assumes peak-hour volumes are ten percent of the daily volume.

Existing, 2026, and 2043 Background Levels of Service

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

The intersections in Figures 3, 4, and 5 were analyzed to determine the existing, 2026, and 2043 background levels of service using Synchro. Table 1 shows the level of service analysis results. The level of service reports are attached.

1. **S. Wilcox Street/Castle Rock Ford Access:** All movements at this unsignalized intersection currently operate at LOS "C" or better during both morning and afternoon peak-hours

and are expected to operate at LOS “D” or better through 2043 before and after construction of the I-25/CVR interchange.

- 2. S. Wilcox Street/Proposed Site Access:** This intersection was analyzed only in the total traffic scenarios.

TRIP GENERATION

Table 2 shows the estimated average weekday, morning peak-hour, and afternoon peak-hour trip generation for the proposed site based on the rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE).

The site is projected to generate about 914 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 45 vehicles would enter and about 16 vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 32 vehicles would enter and about 48 vehicles would exit.

TRIP DISTRIBUTION

Figure 6 shows the estimated directional distribution of the site-generated traffic volumes on the area roadways. The estimates were based on the location of the site with respect to the regional population, employment, and activity centers; and the site’s proposed land use.

TRIP ASSIGNMENT

Figure 7 shows the estimated assignment of site-generated traffic volumes based on the directional distribution percentages (from Figure 6) and the trip generation estimate (from Table 2).

2026 AND 2043 TOTAL TRAFFIC

Figure 8 shows the 2026 pre CVR interchange total traffic which is the sum of the 2026 pre CVR background traffic volumes (from Figure 4a) and the site-generated traffic volumes (from Figure 7). Figure 8 also shows the recommended 2026 lane geometry and traffic control.

Figure 9 shows the 2026 post CVR interchange total traffic which is the sum of the 2026 post CVR background traffic volumes (from Figure 4b) and the site-generated traffic volumes (from Figure 7). Figure 9 also shows the recommended 2026 lane geometry and traffic control.

Figure 10 shows the 2043 total traffic which is the sum of the 2043 background traffic volumes (from Figure 5) and the site-generated traffic volumes (from Figure 7). Figure 10 also shows the recommended 2043 lane geometry and traffic control.

PROJECTED LEVELS OF SERVICE

The intersections in Figures 8 through 10 were analyzed to determine the 2026 and 2043 total traffic levels of service. Table 1 shows the level of service analysis results.

1. **S. Wilcox Street/Castle Rock Ford Access:** All movements at this unsignalized intersection are expected to operate at LOS “D” or better during both morning and afternoon peak-hours through 2026 without the CVR interchange and at LOS “C” or better in 2026 or 2043 with the CVR interchange.
2. **S. Wilcox Street/Proposed Site Access:** All movements at this unsignalized three-quarter movement intersection are expected to operate at LOS “C” or better during both morning and afternoon peak-hours through 2043.

RECOMMENDED IMPROVEMENTS

The recommended improvements are shown in Figures 8, 9, and 10 and detailed in Figure 11. Figure 11 shows a conceptual layout to restripe S. Wilcox Street to the north of the site to repurpose the unwarranted existing right-turn lanes as left-turn lanes which is a more appropriate use for the existing roadway. Coordination will be needed with the Town to determine if a reduced posted speed limit of 40 mph is appropriate as it would considerably reduce the length of the recommended improvements in Figure 11.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

1. The site is projected to generate about 914 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 45 vehicles would enter and about 16 vehicles would exit the site. During the afternoon peak-hour, about 32 vehicles would enter and about 48 vehicles would exit.

Projected Levels of Service

2. All movements at the unsignalized intersections analyzed are expected to operate at LOS “D” or better through 2043.

Conclusions

3. The impact of the site can be accommodated by the existing and planned roadway network with implementation of the recommended improvements.

Recommendations

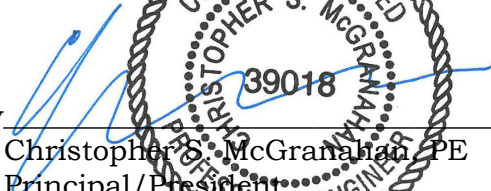
4. The recommended improvements are shown in Figures 8, 9, and 10 and detailed in Figure 11. Figure 11 shows a conceptual layout to restripe S. Wilcox Street to the north of the site to repurpose the unwarranted existing right-turn lanes as left-turn lanes which is a more appropriate use for the existing roadway. Coordination will be needed with the Town to determine if a reduced posted speed limit of 40 mph is appropriate as it would considerably reduce the length of the recommended improvements in Figure 11.

We trust our findings will assist you in gaining approval of the Castle Rock Hyundai development. Please contact me if you have any questions or need further assistance.

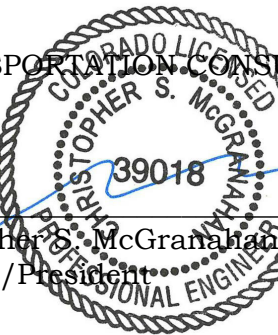
Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By



Christopher S. McGranahan, PE
Principal/President



CSM/wc

7-10-24

Enclosures: Tables 1 and 2
Figures 1 - 11
Traffic Counts
Level of Service Definitions
Level of Service Reports

Table 1
Intersection Levels of Service Analysis
Castle Rock Hyundai
Castle Rock, CO
LSC #230640; July, 2024

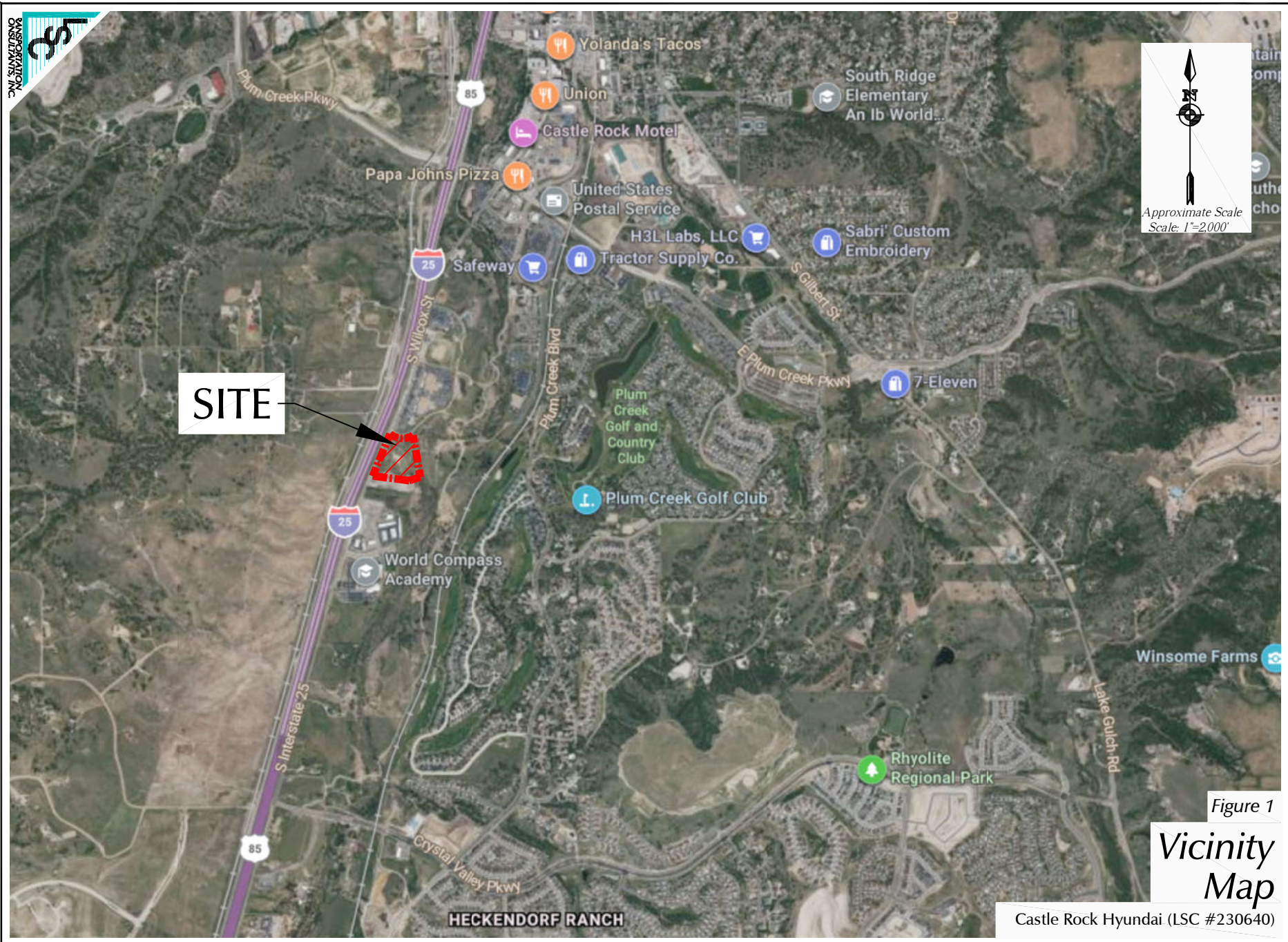
Intersection No. & Location	Traffic Control	Existing Traffic		2026 Background No Interchange		2026 Background After Interchange		2026 Total No Interchange		2026 Total After Interchange		2043 Background		2043 Total	
		Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1) <u>S. Wilcox Street/Castle Rock Ford Access</u>	TWSC														
WB Left		C	C	D	C	C	B	D	C	C	C	C	C	C	C
WB Right		A	A	A	A	A	A	A	A	A	A	A	A	A	A
SB Left		B	A	B	A	A	A	B	A	A	A	A	A	A	A
Critical Movement Delay		23.4	17.4	27.4	18.7	15.9	14.4	29.3	20.3	16.5	15.3	18.1	16.2	18.4	17.4
2) <u>S. Wilcox Street/Proposed Site Access</u>	TWSC														
WB Right	Three-	--	--	--	--	--	--	C	B	B	B	--	--	B	B
SB Left	Quarter	--	--	--	--	--	--	B	A	A	A	--	--	A	A
Critical Movement Delay	Movement	--	--	--	--	--	--	18.1	11.9	12.2	10.1	--	--	13.8	10.7

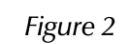
Table 2
ESTIMATED TRAFFIC GENERATION
Castle Rock Hyundai
Castle Rock, CO
LSC #230640; July, 2024

Trip Generating Category	Quantity	Trip Generation Rates ⁽¹⁾						Total Trips Generated				
		Average Weekday	AM Peak-Hour		PM Peak-Hour		Average Weekday	AM Peak-Hour		PM Peak-Hour		
		In	Out	In	Out	In	Out	In	Out	In	Out	
CURRENTLY PROPOSED LAND USE												
Car Dealership ⁽²⁾	32.826 KSF ⁽³⁾	27.84	1.358	0.502	0.968	1.452	914	45	16	32	48	

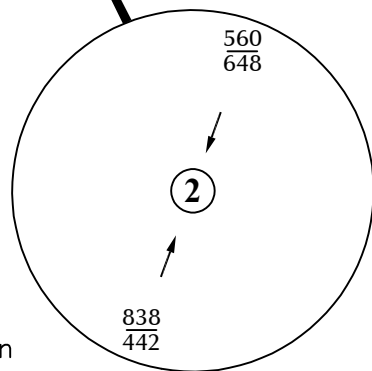
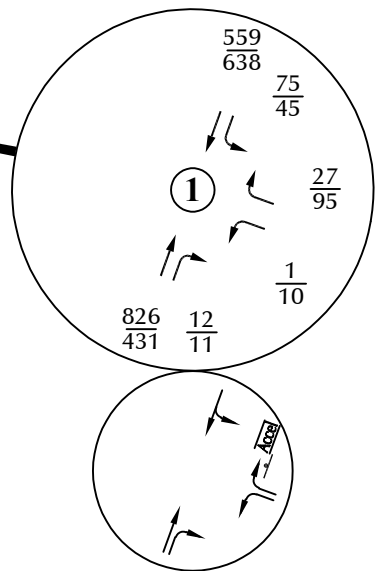
Notes:

- (1) Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition, 2021
- (2) ITE Land Use No. 840 - Automobile Sales (New)
- (3) KSF = 1,000 square feet





Castle Rock Hyundai (LSC #230640)



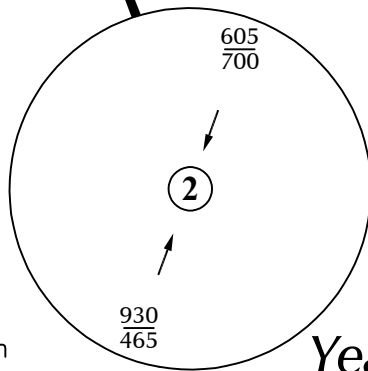
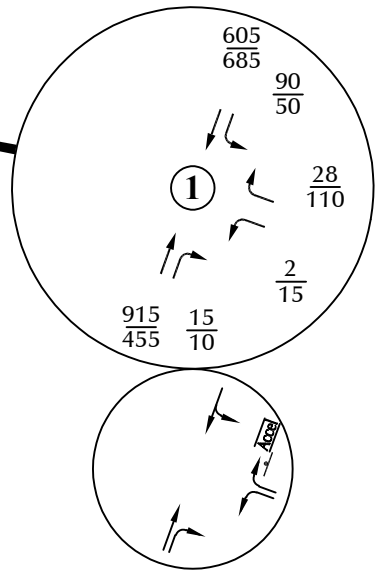
LEGEND:

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

Figure 3

Existing Traffic, Lane Geometry and Traffic Control

Castle Rock Hyundai (LSC #230640)



Note: Assumes the I-25/CVR interchange is not yet open to traffic and a two percent annual growth rate. Assumes the proposed developments at 1100 S. Wilcox (September, 2021 TIA - Phase 1 by LSC) and the expansion of the Castle Rock Ford Site (March, 2023 Trip Generation Letter by LSC) are completed.

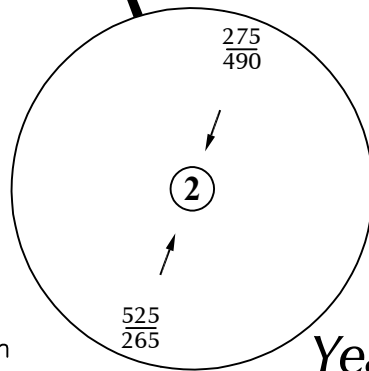
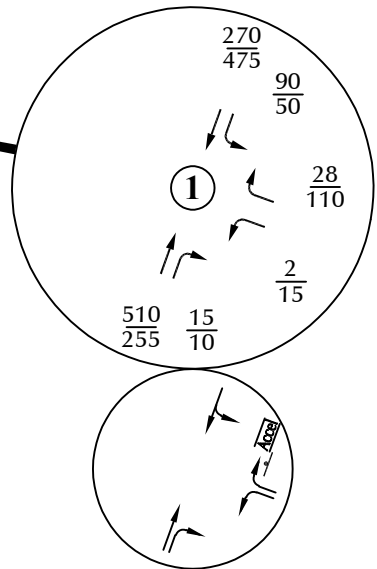
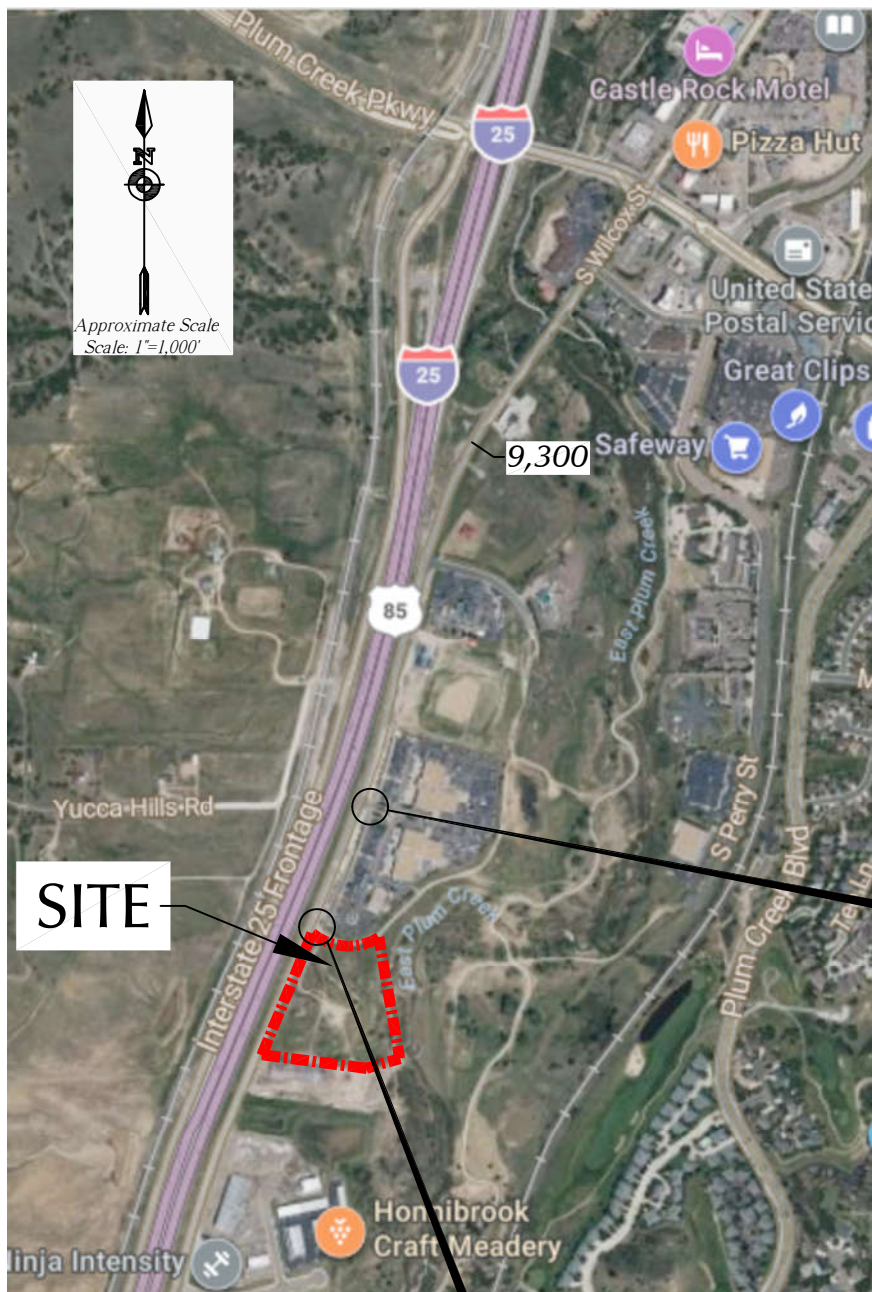
LEGEND:

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

Figure 4a

Year 2026 Background Traffic, Lane Geometry and Traffic Control Pre CVR Interchange

Castle Rock Hyundai (LSC #230640)



Note: Assumes the I-25/CVR interchange is open to traffic with the through volumes being 80% of those in Figure 5. Assumes the proposed developments at 1100 S. Wilcox (September, 2021 TIA - Phase 1 by LSC) and the expansion of the Castle Rock Ford Site (March, 2023 Trip Generation Letter by LSC) are completed.

Figure 4b

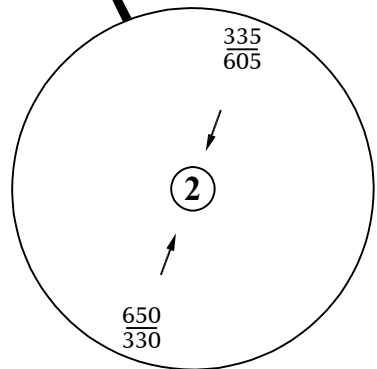
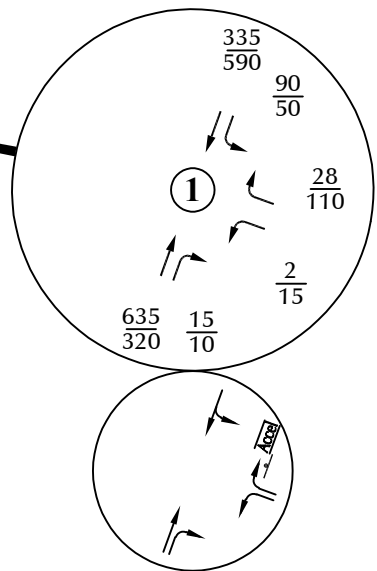
LEGEND:

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



Year 2026 Background Traffic, Lane Geometry and Traffic Control Post CVR Interchange

Castle Rock Hyundai (LSC #230640)



Note: Assumes the I-25/CVR interchange is completed. The daily traffic volume of 11,615vpd is the Town's long-term projection with the CVR interchange in place less site-generated trips. Assumes peak hour volumes are ten percent of the daily volume.

LEGEND:

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

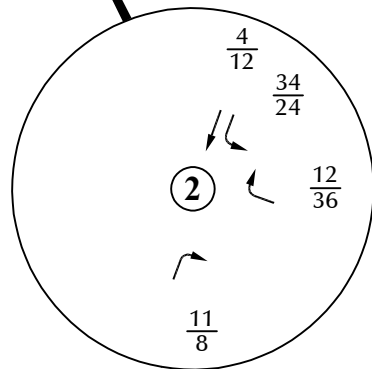
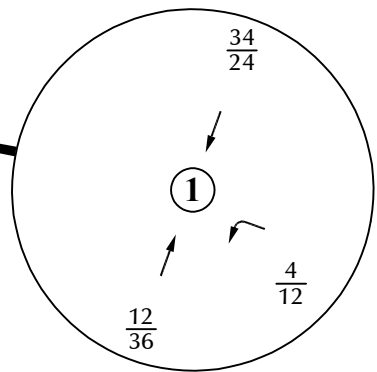


Year 2043 Background Traffic, Lane Geometry and Traffic Control

Castle Rock Hyundai (LSC #230640)

Figure 5





Note: The proposed site access will be restricted to three-quarter movement per direction from the Town.

LEGEND:

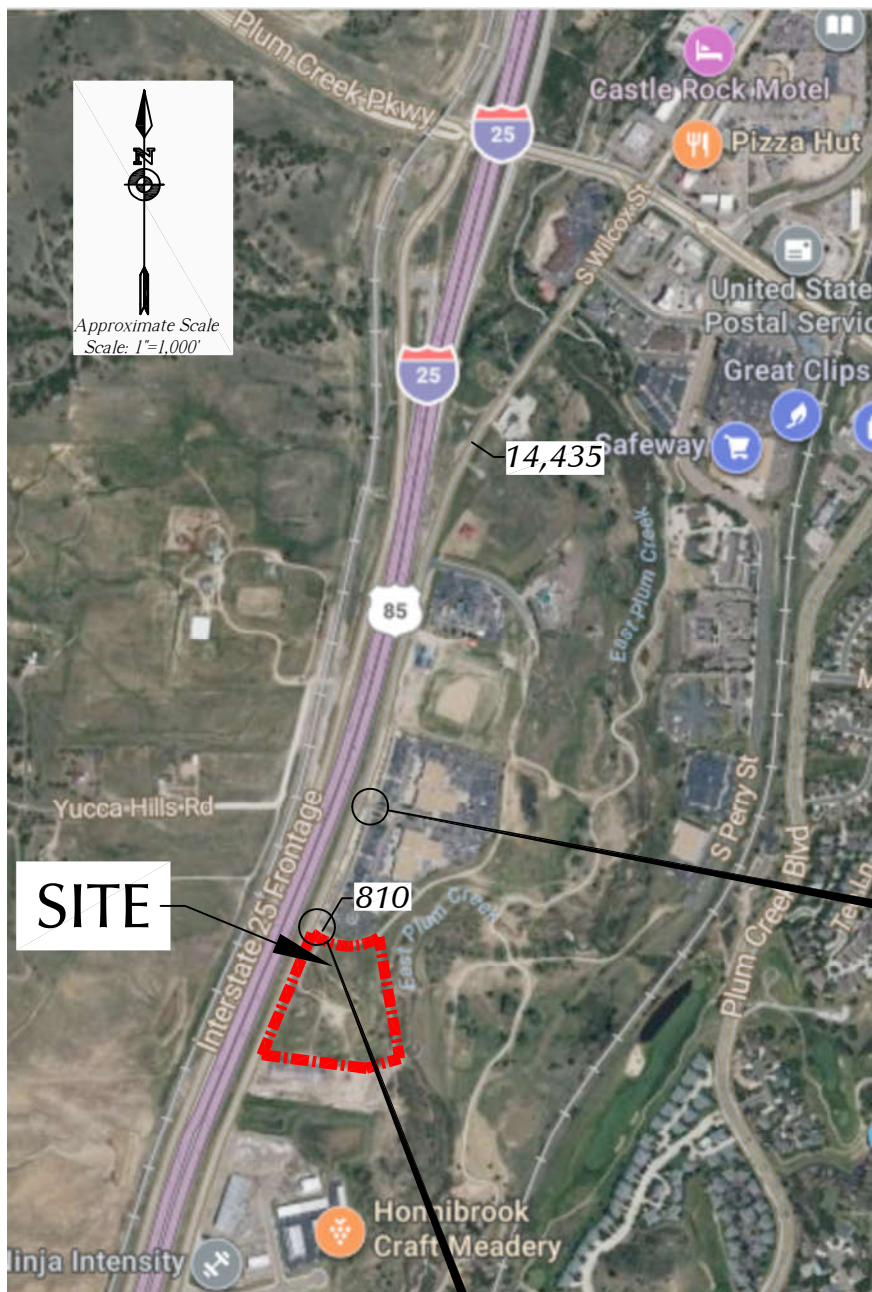
$\frac{26}{35}$ = AM Peak Hour Traffic
 $\frac{35}{26}$ = PM Peak Hour Traffic
 1,000 = Average Daily Traffic

Figure 7

Assignment of Site-Generated Traffic

Castle Rock Hyundai (LSC #230640)

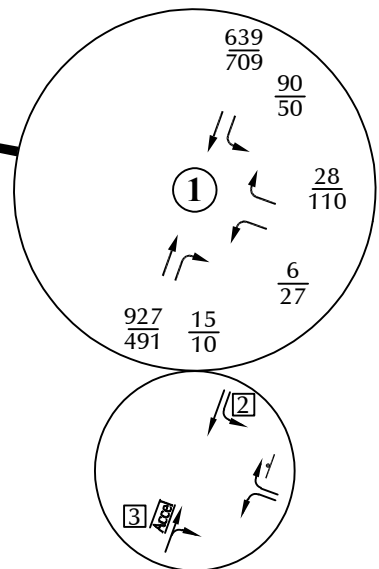




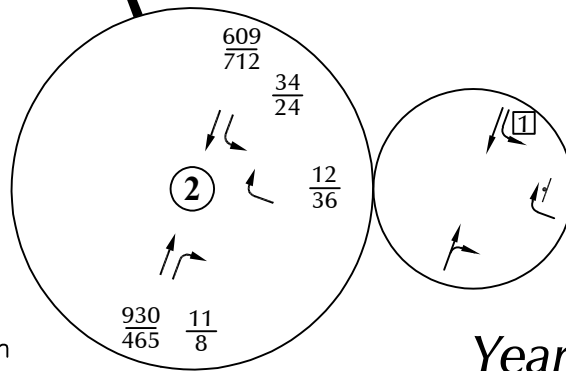
Recommended Improvements*

- ① SB LT = Continuous lane back to Intersection #1.
- ② SB LT = Provide maximum length available from restriping effort.
- ③ WB to SB Accel Lane = Continuous lane to Intersection #2.

* Based on 45mph posted speed limit the appropriate transition taper rate is 13.5:1 and the appropriate redirect taper rate is 45:1 - see Figure 11 for a conceptual layout of the recommended improvements.



Note: These volumes are the sum of the volumes in Figures 4a and 7.



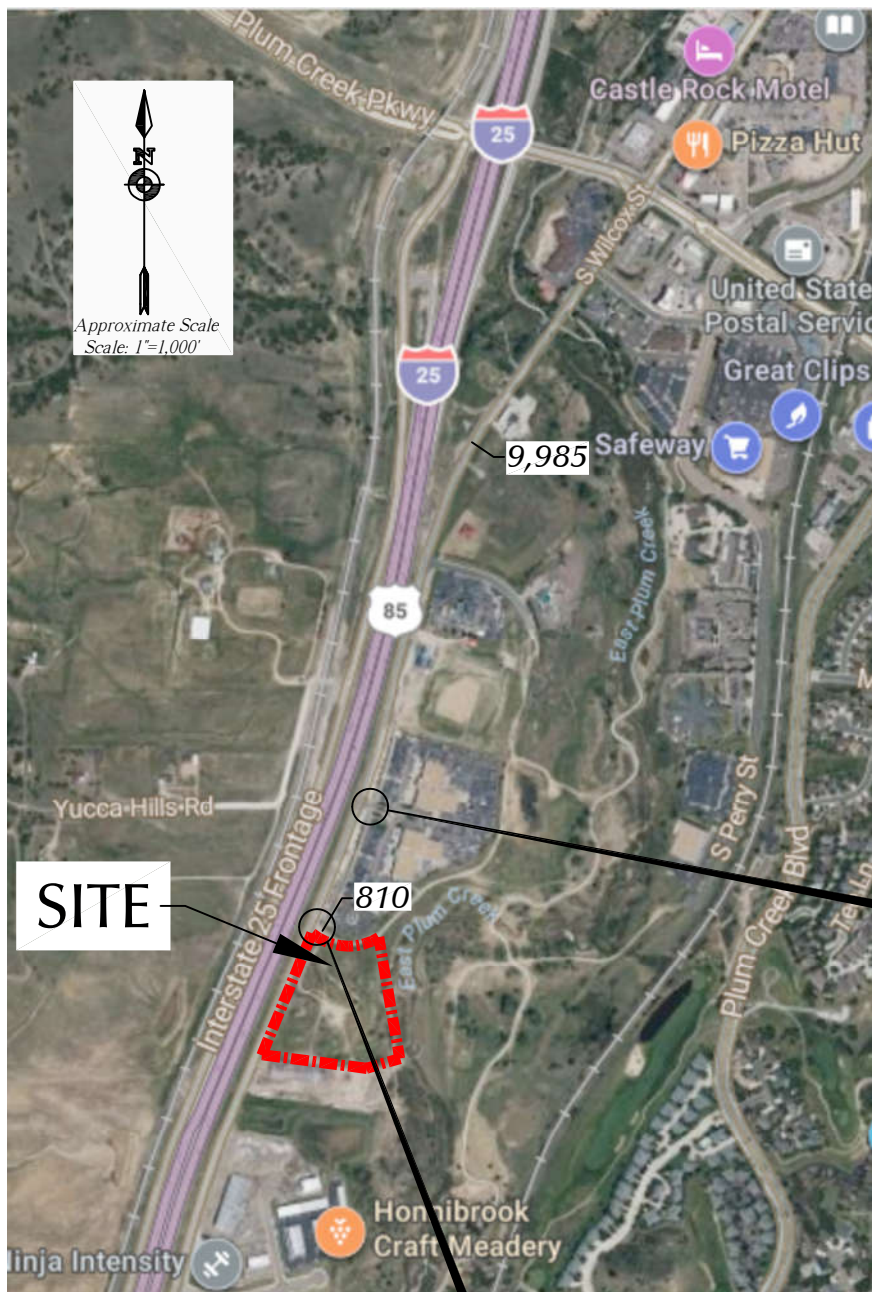
LEGEND:

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

Figure 8

Year 2026 Total Traffic, Lane Geometry and Traffic Control Pre CVR Interchange

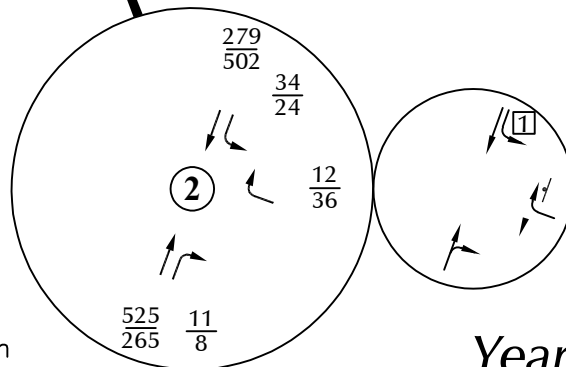
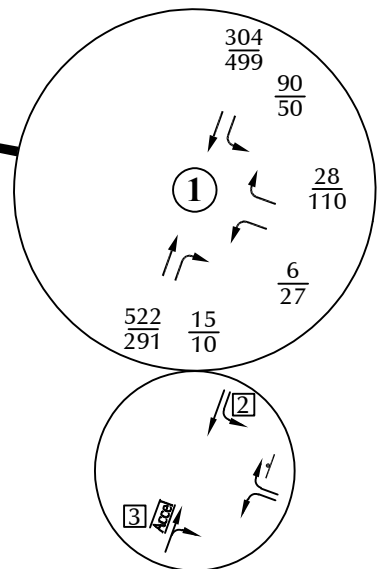
Castle Rock Hyundai (LSC #230640)



Recommended Improvements*

- ① SB LT = Continuous lane back to Intersection #1.
- ② SB LT = Provide maximum length available from restriping effort.
- ③ WB to SB Accel Lane = Continuous lane to Intersection #2.

* Based on 45mph posted speed limit the appropriate transition taper rate is 13.5:1 and the appropriate redirect taper rate is 45:1 - see Figure 11 for a conceptual layout of the recommended improvements.



Note: These volumes are the sum of the volumes in Figures 4b and 7.

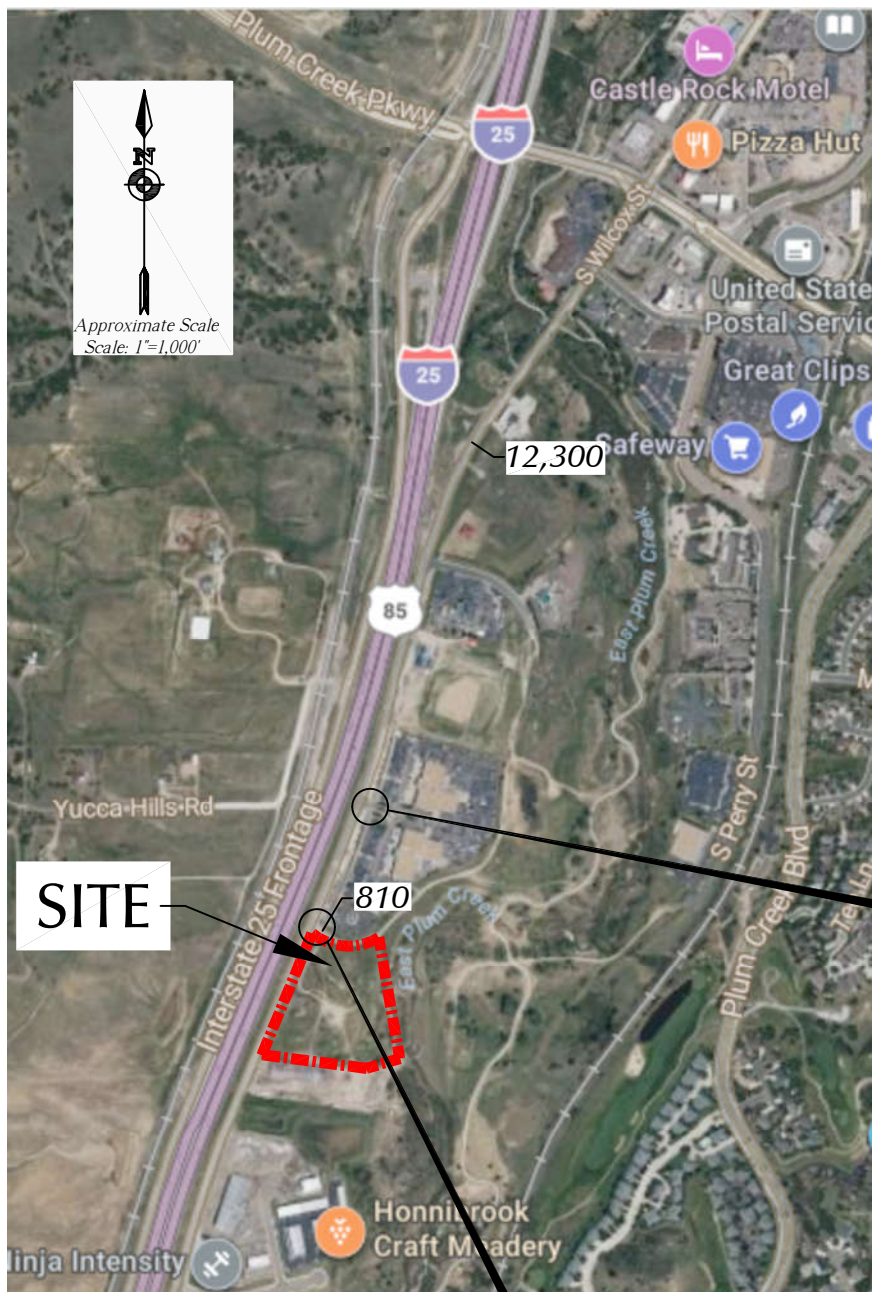
LEGEND:

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

Figure 9

Year 2026 Total Traffic, Lane Geometry and Traffic Control Post CVR Interchange

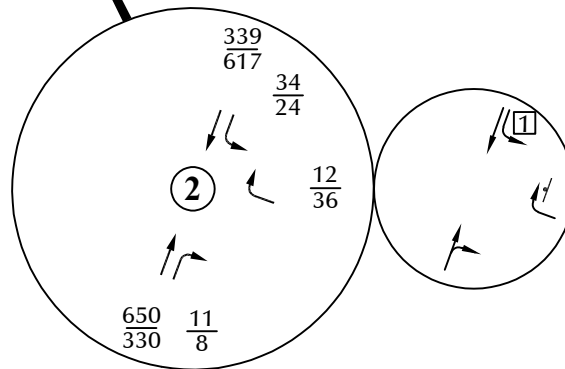
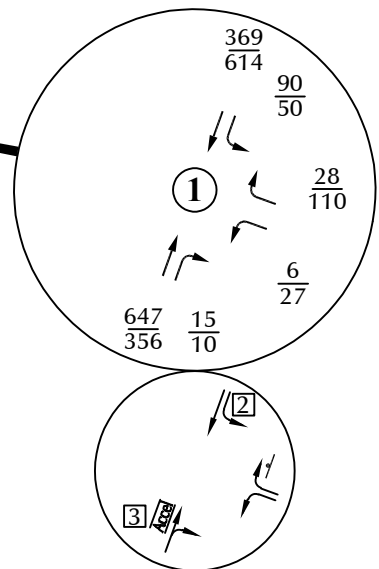
Castle Rock Hyundai (LSC #230640)



Recommended Improvements*

- ① SB LT = Continuous lane back to Intersection #1.
- ② SB LT = Provide maximum length available from restriping effort.
- ③ WB to SB Accel Lane = Continuous lane to Intersection #2.

* Based on 45mph posted speed limit the appropriate transition taper rate is 13.5:1 and the appropriate redirect taper rate is 45:1 - see Figure 11 for a conceptual layout of the recommended improvements.



Note: These volumes are the sum of the volumes in Figures 5 and 7.

LEGEND:

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

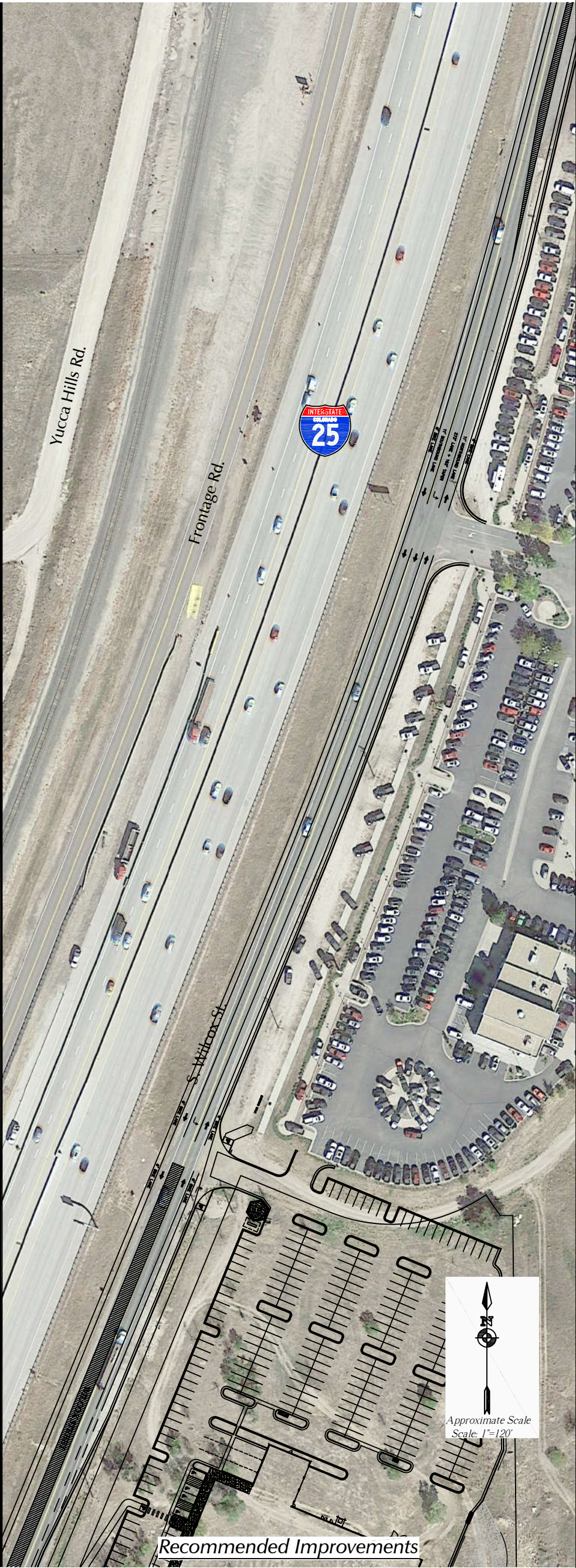
Figure 10

Year 2043 Total Traffic, Lane Geometry and Traffic Control

Castle Rock Hyundai (LSC #230640)



Existing Conditions



Recommended Improvements

Figure 11

S. Wilcox Street
Conceptual Improvements

Castle Rock Hyundai (LSC #230640)

COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: WILCOX ST
E/W STREET: CASTLEROCK FORD
CITY: CASTLEROCK
COUNTY: DOUGLAS

File Name : WILCMAIN
Site Code : 00000016
Start Date : 8/23/2023
Page No : 1

Groups Printed- VEHICLES

	WILCOX ST Southbound				CASTLEROCK FORD Westbound				WILCOX ST Northbound				NO ACCESS Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	14	43	0	0	0	0	1	0	0	81	1	0	0	0	0	0	140
06:45 AM	19	71	0	0	0	0	0	0	0	121	3	0	0	0	0	0	214
Total	33	114	0	0	0	0	1	0	0	202	4	0	0	0	0	0	354
07:00 AM	12	71	0	0	0	0	3	0	0	165	1	0	0	0	0	0	252
07:15 AM	14	98	0	0	0	0	6	0	0	215	2	0	0	0	0	0	335
07:30 AM	17	180	0	0	0	0	4	0	0	199	2	0	0	0	0	0	402
07:45 AM	20	181	0	0	0	0	7	0	0	227	2	0	0	0	0	0	437
Total	63	530	0	0	0	0	20	0	0	806	7	0	0	0	0	0	1426
08:00 AM	24	100	0	0	1	0	10	0	0	185	6	0	0	0	0	0	326
08:15 AM	20	79	0	0	2	0	6	0	0	99	2	0	0	0	0	0	208
Total	44	179	0	0	3	0	16	0	0	284	8	0	0	0	0	0	534
04:00 PM	13	148	0	0	8	0	14	0	0	137	2	0	0	0	0	0	322
04:15 PM	9	145	0	0	4	0	20	0	0	92	6	0	0	0	0	0	276
04:30 PM	12	136	0	0	7	0	19	0	0	110	1	0	0	0	0	0	285
04:45 PM	14	144	0	0	1	0	19	0	0	106	4	0	0	0	0	0	288
Total	48	573	0	0	20	0	72	0	0	445	13	0	0	0	0	0	1171
05:00 PM	14	148	0	0	4	0	26	0	0	101	2	0	0	0	0	0	295
05:15 PM	9	163	0	0	3	0	36	0	0	120	2	0	0	0	0	0	333
05:30 PM	8	183	0	0	2	0	14	0	0	104	3	0	0	0	0	0	314
05:45 PM	8	127	0	0	3	0	19	0	0	94	1	0	0	0	0	0	252
Total	39	621	0	0	12	0	95	0	0	419	8	0	0	0	0	0	1194
Grand Total	227	2017	0	0	35	0	204	0	0	2156	40	0	0	0	0	0	4679
Apprch %	10.1	89.9	0.0	0.0	14.6	0.0	85.4	0.0	0.0	98.2	1.8	0.0	0.0	0.0	0.0	0.0	
Total %	4.9	43.1	0.0	0.0	0.7	0.0	4.4	0.0	0.0	46.1	0.9	0.0	0.0	0.0	0.0	0.0	

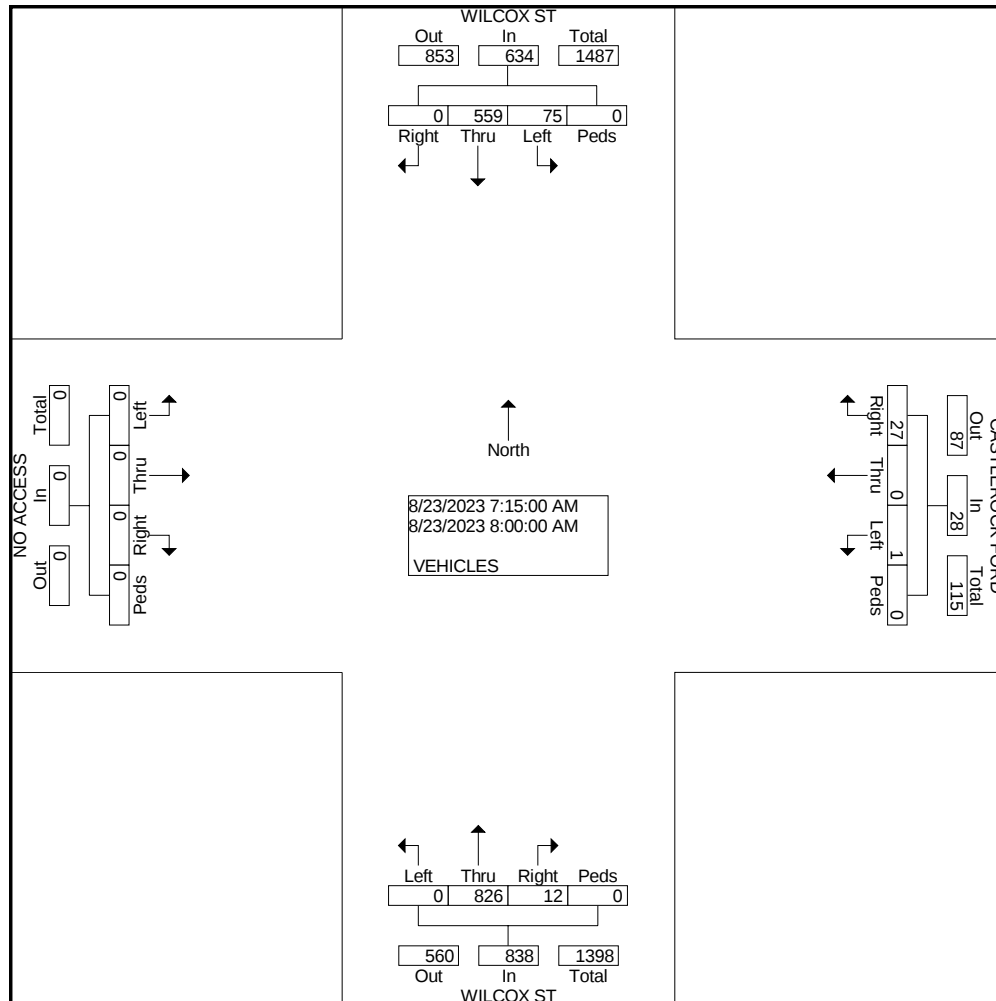
COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: WILCOX ST
E/W STREET: CASTLEROCK FORD
CITY: CASTLEROCK
COUNTY: DOUGLAS

File Name : WILCMAIN
Site Code : 00000016
Start Date : 8/23/2023
Page No : 2

	WILCOX ST Southbound					CASTLEROCK FORD Westbound					WILCOX ST Northbound					NO ACCESS Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 08:00 AM - Peak 1 of 1	07:15 AM																				
Intersection	07:15 AM																				
Volume	75	559	0	0	634	1	0	27	0	28	0	826	12	0	838	0	0	0	0	0	1500
Percent	11.8	88.2	0.0	0.0		3.6	0.0	96.4	0.0		0.0	98.6	1.4	0.0		0.0	0.0	0.0	0.0		
07:45 Volume	20	181	0	0	201	0	0	7	0	7	0	227	2	0	229	0	0	0	0	0	437
Peak Factor																					0.858
High Int.	07:45 AM					08:00 AM					07:45 AM										
Volume	20	181	0	0	201	1	0	10	0	11	0	227	2	0	229						
Peak Factor	0.789					0.636					0.915										



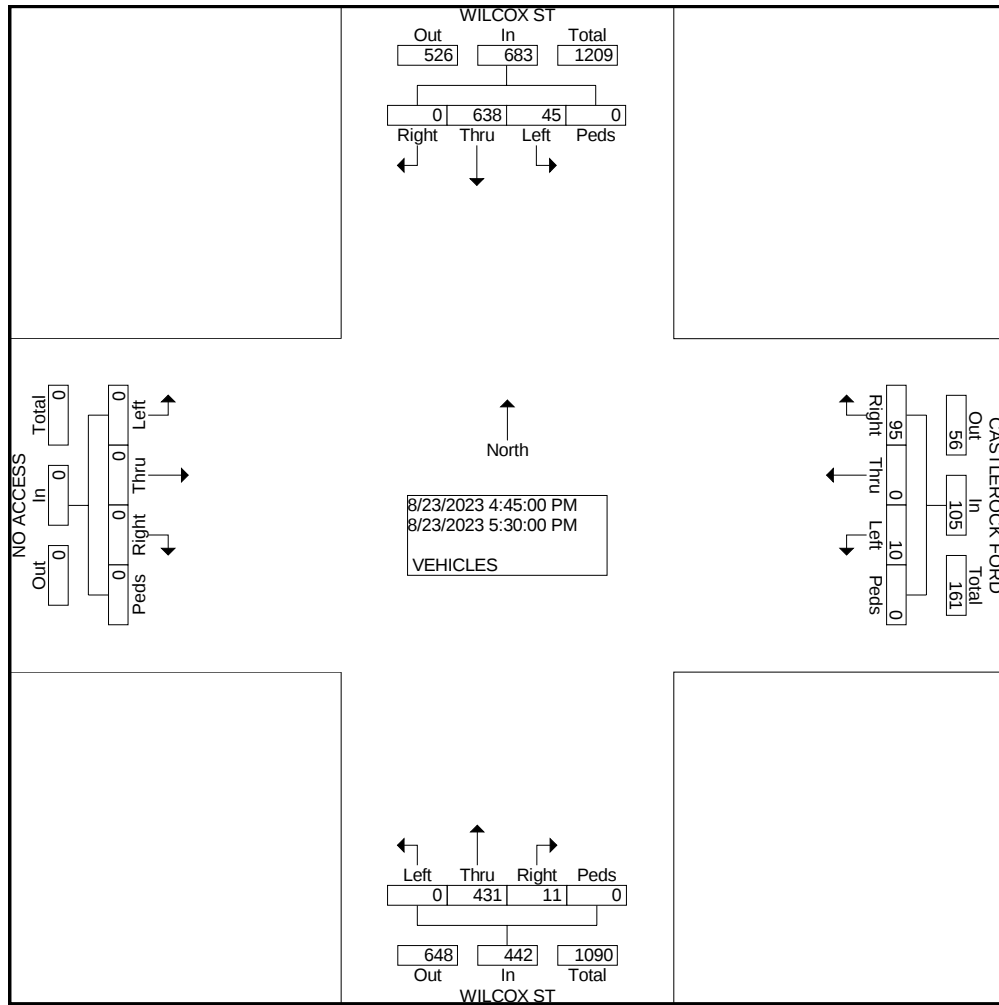
COUNTER MEASURES INC.

N/S STREET: WILCOX ST
E/W STREET: CASTLEROCK FORD
CITY: CASTLEROCK
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1889 YORK STREET
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File Name : WILCMAIN
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	WILCOX ST Southbound					CASTLEROCK FORD Westbound					WILCOX ST Northbound					NO ACCESS Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	45	638	0	0	683	10	0	95	0	105	0	431	11	0	442	0	0	0	0	0	1230
Percent	6.6	93.4	0.0	0.0		9.5	0.0	90.5	0.0		0.0	97.5	2.5	0.0		0.0	0.0	0.0	0.0		
05:15 Volume	9	163	0	0	172	3	0	36	0	39	0	120	2	0	122	0	0	0	0	0	333
Peak Factor																					0.923
High Int.	05:30 PM					05:15 PM					05:15 PM										
Volume	8	183	0	0	191	3	0	36	0	39	0	120	2	0	122						
Peak Factor	0.894					0.673					0.906										



COLO. WORLD RESORTS

Location: WILCOX ST S-O PLUM CREEK PKWY
City: CASTLEROCK
County: DOUGLAS
Direction: NORTH/SOUTH

Site Code: 2326306 2322306
Station ID: 2326306
Start Date: 07262023 8/22/2023
End Date: 07272023 8/23/2023
Latitude: 0.000000
Longitude: 0.000000

8/22/2023	NORTH	SOUTH	Total
Time			
12:00 AM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
12:00 PM	433	477	910
1:00	376	386	762
2:00	421	398	819
3:00	622	693	1315
4:00	463	635	1098
5:00	456	593	1049
6:00	320	521	841
7:00	195	357	552
8:00	209	240	449
9:00	58	120	178
10:00	19	47	66
11:00	10	40	50
Total	3582	4507	8089
Percent	44.3%	55.7%	
AM Peak			
Volume			
PM Peak	3:00	3:00	3:00
Volume	622	693	1315

COLO. WORLD RESORTS

Location: WILCOX ST S-O PLUM CREEK PKWY
 City: CASTLEROCK
 County: DOUGLAS
 Direction: NORTH/SOUTH

Site Code: 2326306 2322306
 Station ID: 2326306
 Start Date: 07262023 8/22/2023
 End Date: 07272023 8/23/2023
 Latitude: 0.000000
 Longitude: 0.000000

8/23/2023	NORTH	SOUTH	Total
Time			
12:00 AM	2	11	13
1:00	2	7	9
2:00	6	2	8
3:00	9	2	11
4:00	46	6	52
5:00	136	36	172
6:00	329	213	542
7:00	735	536	1271
8:00	481	395	876
9:00	377	372	749
10:00	387	366	753
11:00	466	357	823
12:00 PM	423	476	899
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
Total	3399	2779	6178
Percent	55.0%	45.0%	
AM Peak	7:00	7:00	7:00
Volume	735	536	1271
PM Peak	12:00 PM	12:00 PM	12:00 PM
Volume	423	476	899
Grand Total	6981	7286	14267
Percent	48.9%	51.1%	
ADT		ADT: 13,071	AADT: 13,071

LEVEL OF SERVICE DEFINITIONS

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

UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

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

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

HCM 6th TWSC
1: S. Wilcox Street & Castle Rock Ford Access

Existing
AM Peak

Intersection							
Int Delay, s/veh	0.6						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	1	27	826	12	75	559	
Future Vol, veh/h	1	27	826	12	75	559	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	Free	-	None	-	None	
Storage Length	100	0	-	250	-	-	
Veh in Median Storage, #	0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	86	86	86	86	86	86	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1	31	960	14	87	650	
Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	1784	-	0	0	974	0	
Stage 1	960	-	-	-	-	-	
Stage 2	824	-	-	-	-	-	
Critical Hdwy	6.42	-	-	-	4.12	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	-	-	-	2.218	-	
Pot Cap-1 Maneuver	90	0	-	-	708	-	
Stage 1	372	0	-	-	-	-	
Stage 2	431	0	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	73	-	-	-	708	-	
Mov Cap-2 Maneuver	197	-	-	-	-	-	
Stage 1	372	-	-	-	-	-	
Stage 2	348	-	-	-	-	-	
Approach	WB	NB		SB			
HCM Control Delay, s	23.4	0		1.3			
HCM LOS	C						
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)		-	-	197	-	708	-
HCM Lane V/C Ratio		-	-	0.006	-	0.123	-
HCM Control Delay (s)		-	-	23.4	0	10.8	0
HCM Lane LOS		-	-	C	A	B	A
HCM 95th %tile O(veh)		-	-	0	-	0.4	-

HCM 6th TWSC
1: S. Wilcox Street & Castle Rock Ford Access

Existing
PM Peak

Intersection							
Int Delay, s/veh	0.5						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	10	95	431	11	45	638	
Future Vol, veh/h	10	95	431	11	45	638	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	Free	-	None	-	None	
Storage Length	100	0	-	250	-	-	
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	11	103	468	12	49	693	
Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1259	-	0	0	480	0	
Stage 1	468	-	-	-	-	-	
Stage 2	791	-	-	-	-	-	
Critical Hdwy	6.42	-	-	-	4.12	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	-	-	-	2.218	-	
Pot Cap-1 Maneuver	188	0	-	-	1082	-	
Stage 1	630	0	-	-	-	-	
Stage 2	447	0	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	174	-	-	-	1082	-	
Mov Cap-2 Maneuver	302	-	-	-	-	-	
Stage 1	630	-	-	-	-	-	
Stage 2	414	-	-	-	-	-	
Approach	WB		NB		SB		
HCM Control Delay, s	17.4		0		0.6		
HCM LOS	C						
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)		-	-	302	-	1082	-
HCM Lane V/C Ratio		-	-	0.036	-	0.045	-
HCM Control Delay (s)		-	-	17.4	0	8.5	0
HCM Lane LOS		-	-	C	A	A	A
HCM 95th %tile O(veh)		-	-	0.1	-	0.1	-

HCM 6th TWSC
1: S. Wilcox Street & Castle Rock Ford Access

2026 Background - no interchange
AM Peak

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	28	915	15	90	605
Future Vol, veh/h	2	28	915	15	90	605
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	100	0	-	250	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	33	1064	17	105	703
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1977	-	0	0	1081	0
Stage 1	1064	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	-	-	-	2.218	-
Pot Cap-1 Maneuver	68	0	-	-	645	-
Stage 1	332	0	-	-	-	-
Stage 2	391	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	50	-	-	-	645	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	27.4	0		1.5		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	163	-	645	-
HCM Lane V/C Ratio	-	-	0.014	-	0.162	-
HCM Control Delay (s)	-	-	27.4	0	11.7	0
HCM Lane LOS	-	-	D	A	B	A
HCM 95th %tile Q(veh)	-	-	0	-	0.6	-

HCM 6th TWSC
1: S. Wilcox Street & Castle Rock Ford Access

2026 Background - no interchange
PM Peak

Intersection							
Int Delay, s/veh	0.6						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	15	110	455	10	50	685	
Future Vol, veh/h	15	110	455	10	50	685	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	Free	-	None	-	None	
Storage Length	100	0	-	250	-	-	
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	16	120	495	11	54	745	
Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1348	-	0	0	506	0	
Stage 1	495	-	-	-	-	-	
Stage 2	853	-	-	-	-	-	
Critical Hdwy	6.42	-	-	-	4.12	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	-	-	-	2.218	-	
Pot Cap-1 Maneuver	166	0	-	-	1059	-	
Stage 1	613	0	-	-	-	-	
Stage 2	418	0	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	152	-	-	-	1059	-	
Mov Cap-2 Maneuver	279	-	-	-	-	-	
Stage 1	613	-	-	-	-	-	
Stage 2	382	-	-	-	-	-	
Approach	WB		NB		SB		
HCM Control Delay, s	18.7		0		0.6		
HCM LOS	C						
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)		-	-	279	-	1059	-
HCM Lane V/C Ratio		-	-	0.058	-	0.051	-
HCM Control Delay (s)		-	-	18.7	0	8.6	0
HCM Lane LOS		-	-	C	A	A	A
HCM 95th %tile Q(veh)		-	-	0.2	-	0.2	-

HCM 6th TWSC
1: S. Wilcox Street & Castle Rock Ford Access

2026 Background - after interchange
AM Peak

Intersection							
Int Delay, s/veh	1						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	2	28	510	15	90	270	
Future Vol, veh/h	2	28	510	15	90	270	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	Free	-	None	-	None	
Storage Length	100	0	-	250	-	-	
Veh in Median Storage, #	0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	86	86	86	86	86	86	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	2	33	593	17	105	314	
Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	1117	-	0	0	610	0	
Stage 1	593	-	-	-	-	-	
Stage 2	524	-	-	-	-	-	
Critical Hdwy	6.42	-	-	-	4.12	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	-	-	-	2.218	-	
Pot Cap-1 Maneuver	229	0	-	-	969	-	
Stage 1	552	0	-	-	-	-	
Stage 2	594	0	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	199	-	-	-	969	-	
Mov Cap-2 Maneuver	334	-	-	-	-	-	
Stage 1	552	-	-	-	-	-	
Stage 2	516	-	-	-	-	-	
Approach	WB	NB		SB			
HCM Control Delay, s	15.9	0		2.3			
HCM LOS	C						
Minor Lane/Major Mvmt		NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)		-	-	334	-	969	-
HCM Lane V/C Ratio		-	-	0.007	-	0.108	-
HCM Control Delay (s)		-	-	15.9	0	9.2	0
HCM Lane LOS		-	-	C	A	A	A
HCM 95th %tile O(veh)		-	-	0	-	0.4	-

HCM 6th TWSC
1: S. Wilcox Street & Castle Rock Ford Access

2026 Background - after interchange

PM Peak

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	110	255	10	50	475
Future Vol, veh/h	15	110	255	10	50	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	100	0	-	250	-	-
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	16	120	277	11	54	516
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	901	-	0	0	288	0
Stage 1	277	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	-	-	-	2.218	-
Pot Cap-1 Maneuver	309	0	-	-	1274	-
Stage 1	770	0	-	-	-	-
Stage 2	534	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	291	-	-	-	1274	-
Mov Cap-2 Maneuver	399	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.4	0		0.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	399	-	1274	-
HCM Lane V/C Ratio	-	-	0.041	-	0.043	-
HCM Control Delay (s)	-	-	14.4	0	8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1	-

HCM 6th TWSC
1: S. Wilcox Street & Castle Rock Ford Access

2026 Total - before interchange
AM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	28	927	15	90	639
Future Vol, veh/h	6	28	927	15	90	639
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	33	1078	17	105	743
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2031	-	0	0	1095	0
Stage 1	1078	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	-	-	-	2.218	-
Pot Cap-1 Maneuver	63	0	-	-	637	-
Stage 1	327	0	-	-	-	-
Stage 2	375	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	45	-	-	-	637	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	327	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	29.3	0		1.5		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	155	-	637	-
HCM Lane V/C Ratio	-	-	0.045	-	0.164	-
HCM Control Delay (s)	-	-	29.3	0	11.8	0
HCM Lane LOS	-	-	D	A	B	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.6	-

HCM 6th TWSC
2: S. Wilcox Street & Proposed Site Access

2026 Total - before interchange
AM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	12	930	11	34	609
Future Vol, veh/h	0	12	930	11	34	609
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	-	-	300	-
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	13	1011	12	37	662
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	1017	0	0	1023	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	288	-	-	679	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	288	-	-	679	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18.1	0		0.6		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	288		679	-	
HCM Lane V/C Ratio	-	0.045		0.054	-	
HCM Control Delay (s)	-	18.1		10.6	-	
HCM Lane LOS	-	C		B	-	
HCM 95th %tile Q(veh)	-	0.1		0.2	-	

HCM 6th TWSC
1: S. Wilcox Street & Castle Rock Ford Access

2026 Total - before interchange
PM Peak Hour

Intersection							
Int Delay, s/veh	0.8						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	27	110	491	10	50	709	
Future Vol, veh/h	27	110	491	10	50	709	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	Free	-	None	-	None	
Storage Length	0	0	-	0	-	-	
Veh in Median Storage, #	0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	29	120	534	11	54	771	
Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1413	-	0	0	545	0	
Stage 1	534	-	-	-	-	-	
Stage 2	879	-	-	-	-	-	
Critical Hdwy	6.42	-	-	-	4.12	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	-	-	-	2.218	-	
Pot Cap-1 Maneuver	152	0	-	-	1024	-	
Stage 1	588	0	-	-	-	-	
Stage 2	406	0	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	138	-	-	-	1024	-	
Mov Cap-2 Maneuver	265	-	-	-	-	-	
Stage 1	588	-	-	-	-	-	
Stage 2	369	-	-	-	-	-	
Approach	WB		NB		SB		
HCM Control Delay, s	20.3		0		0.6		
HCM LOS	C						
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)		-	-	265	-	1024	-
HCM Lane V/C Ratio		-	-	0.111	-	0.053	-
HCM Control Delay (s)		-	-	20.3	0	8.7	0
HCM Lane LOS		-	-	C	A	A	A
HCM 95th %tile Q(veh)		-	-	0.4	-	0.2	-

HCM 6th TWSC
2: S. Wilcox Street & Proposed Site Access

2026 Total - before interchange
PM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	465	8	24	712
Future Vol, veh/h	0	36	465	8	24	712
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	-	-	300	-
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	39	505	9	26	774
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	510	0	0	514	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	563	-	-	1052	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	563	-	-	1052	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.9	0		0.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	563		1052	-	
HCM Lane V/C Ratio	-	0.07		0.025	-	
HCM Control Delay (s)	-	11.9		8.5	-	
HCM Lane LOS	-	B		A	-	
HCM 95th %tile Q(veh)	-	0.2		0.1	-	

HCM 6th TWSC
1: S. Wilcox Street & Castle Rock Ford Access

2026 Total - after interchange
AM Peak Hour

Intersection							
Int Delay, s/veh	1						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	6	28	522	15	90	304	
Future Vol, veh/h	6	28	522	15	90	304	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	Free	-	None	-	None	
Storage Length	0	0	-	0	-	-	
Veh in Median Storage, #	0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	86	86	86	86	86	86	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	7	33	607	17	105	353	
Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	1170	-	0	0	624	0	
Stage 1	607	-	-	-	-	-	
Stage 2	563	-	-	-	-	-	
Critical Hdwy	6.42	-	-	-	4.12	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	-	-	-	2.218	-	
Pot Cap-1 Maneuver	213	0	-	-	957	-	
Stage 1	544	0	-	-	-	-	
Stage 2	570	0	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	184	-	-	-	957	-	
Mov Cap-2 Maneuver	319	-	-	-	-	-	
Stage 1	544	-	-	-	-	-	
Stage 2	492	-	-	-	-	-	
Approach	WB	NB		SB			
HCM Control Delay, s	16.5	0		2.1			
HCM LOS	C						
Minor Lane/Major Mvmt		NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)		-	-	319	-	957	-
HCM Lane V/C Ratio		-	-	0.022	-	0.109	-
HCM Control Delay (s)		-	-	16.5	0	9.2	0
HCM Lane LOS		-	-	C	A	A	A
HCM 95th %tile O(veh)		-	-	0.1	-	0.4	-

HCM 6th TWSC
2: S. Wilcox Street & Proposed Site Access

2026 Total - after interchange
AM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	12	525	11	34	279
Future Vol, veh/h	0	12	525	11	34	279
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	-	-	300	-
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	13	571	12	37	303
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	577	0	0	583	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	516	-	-	991	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	516	-	-	991	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.2	0		1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	516	991	-	
HCM Lane V/C Ratio	-	-	0.025	0.037	-	
HCM Control Delay (s)	-	-	12.2	8.8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

HCM 6th TWSC
1: S. Wilcox Street & Castle Rock Ford Access

2026 Total - after interchange
PM Peak Hour

Intersection							
Int Delay, s/veh	0.9						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	27	110	291	10	50	499	
Future Vol, veh/h	27	110	291	10	50	499	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	Free	-	None	-	None	
Storage Length	0	0	-	0	-	-	
Veh in Median Storage, #	0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	29	120	316	11	54	542	
Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	966	-	0	0	327	0	
Stage 1	316	-	-	-	-	-	
Stage 2	650	-	-	-	-	-	
Critical Hdwy	6.42	-	-	-	4.12	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	-	-	-	2.218	-	
Pot Cap-1 Maneuver	282	0	-	-	1233	-	
Stage 1	739	0	-	-	-	-	
Stage 2	520	0	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	264	-	-	-	1233	-	
Mov Cap-2 Maneuver	379	-	-	-	-	-	
Stage 1	739	-	-	-	-	-	
Stage 2	487	-	-	-	-	-	
Approach	WB		NB		SB		
HCM Control Delay, s	15.3		0		0.7		
HCM LOS	C						
Minor Lane/Major Mvmt		NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)		-	-	379	-	1233	-
HCM Lane V/C Ratio		-	-	0.077	-	0.044	-
HCM Control Delay (s)		-	-	15.3	0	8.1	0
HCM Lane LOS		-	-	C	A	A	A
HCM 95th %tile Q(veh)		-	-	0.2	-	0.1	-

HCM 6th TWSC
2: S. Wilcox Street & Proposed Site Access

2026 Total - after interchange
PM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	265	8	24	502
Future Vol, veh/h	0	36	265	8	24	502
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	-	-	300	-
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	39	288	9	26	546
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	293	0	0	297	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	746	-	-	1264	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	746	-	-	1264	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.1	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	746	1264	-	
HCM Lane V/C Ratio	-	-	0.052	0.021	-	
HCM Control Delay (s)	-	-	10.1	7.9	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

HCM 6th TWSC
1: S. Wilcox Street & Castle Rock Ford Access

2043 Background
AM Peak

Intersection							
Int Delay, s/veh	0.9						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	2	28	635	15	90	335	
Future Vol, veh/h	2	28	635	15	90	335	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	Free	-	None	-	None	
Storage Length	100	0	-	250	-	-	
Veh in Median Storage, #	0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	86	86	86	86	86	86	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	2	33	738	17	105	390	
Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1338	-	0	0	755	0	
Stage 1	738	-	-	-	-	-	
Stage 2	600	-	-	-	-	-	
Critical Hdwy	6.42	-	-	-	4.12	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	-	-	-	2.218	-	
Pot Cap-1 Maneuver	169	0	-	-	855	-	
Stage 1	473	0	-	-	-	-	
Stage 2	548	0	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	142	-	-	-	855	-	
Mov Cap-2 Maneuver	278	-	-	-	-	-	
Stage 1	473	-	-	-	-	-	
Stage 2	462	-	-	-	-	-	
Approach	WB		NB		SB		
HCM Control Delay, s	18.1		0		2.1		
HCM LOS	C						
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)		-	-	278	-	855	-
HCM Lane V/C Ratio		-	-	0.008	-	0.122	-
HCM Control Delay (s)		-	-	18.1	0	9.8	0
HCM Lane LOS		-	-	C	A	A	A
HCM 95th %tile O(veh)		-	-	0	-	0.4	-

HCM 6th TWSC
1: S. Wilcox Street & Castle Rock Ford Access

2043 Background
PM Peak

Intersection							
Int Delay, s/veh	0.6						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	15	110	320	10	50	590	
Future Vol, veh/h	15	110	320	10	50	590	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	Free	-	None	-	None	
Storage Length	100	0	-	250	-	-	
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	16	120	348	11	54	641	
Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	1097	-	0	0	359	0	
Stage 1	348	-	-	-	-	-	
Stage 2	749	-	-	-	-	-	
Critical Hdwy	6.42	-	-	-	4.12	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	-	-	-	2.218	-	
Pot Cap-1 Maneuver	236	0	-	-	1200	-	
Stage 1	715	0	-	-	-	-	
Stage 2	467	0	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	219	-	-	-	1200	-	
Mov Cap-2 Maneuver	337	-	-	-	-	-	
Stage 1	715	-	-	-	-	-	
Stage 2	434	-	-	-	-	-	
Approach	WB	NB		SB			
HCM Control Delay, s	16.2	0		0.6			
HCM LOS	C						
Minor Lane/Major Mvmt		NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)		-	-	337	-	1200	-
HCM Lane V/C Ratio		-	-	0.048	-	0.045	-
HCM Control Delay (s)		-	-	16.2	0	8.1	0
HCM Lane LOS		-	-	C	A	A	A
HCM 95th %tile O(veh)		-	-	0.2	-	0.1	-

HCM 6th TWSC
1: S. Wilcox Street & Castle Rock Ford Access

2043 Total
AM Peak

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	28	647	15	90	369
Future Vol, veh/h	6	28	647	15	90	369
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	100	0	-	250	300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	33	752	17	105	429
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1391	-	0	0	769	0
Stage 1	752	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	-	-	-	2.218	-
Pot Cap-1 Maneuver	157	0	-	-	845	-
Stage 1	466	0	-	-	-	-
Stage 2	526	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	138	-	-	-	845	-
Mov Cap-2 Maneuver	275	-	-	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18.4	0		1.9		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	275	-	845	-
HCM Lane V/C Ratio	-	-	0.025	-	0.124	-
HCM Control Delay (s)	-	-	18.4	0	9.9	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	-	0.4	-

HCM 6th TWSC
2: S. Wilcox Street & Proposed Site Access

2043 Total
AM Peak

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	12	650	11	34	339
Future Vol, veh/h	0	12	650	11	34	339
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	-	-	300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	722	12	38	377
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	728	0	0	734	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	423	-	-	871	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	423	-	-	871	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.8	0		0.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	423		871	-	
HCM Lane V/C Ratio	-	0.032		0.043	-	
HCM Control Delay (s)	-	13.8		9.3	-	
HCM Lane LOS	-	B		A	-	
HCM 95th %tile Q(veh)	-	0.1		0.1	-	

HCM 6th TWSC
1: S. Wilcox Street & Castle Rock Ford Access

2043 Total
PM Peak

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	110	356	10	50	614
Future Vol, veh/h	27	110	356	10	50	614
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	100	0	-	250	300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	122	396	11	56	682
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1190	-	0	0	407	0
Stage 1	396	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	-	-	-	2.218	-
Pot Cap-1 Maneuver	207	0	-	-	1152	-
Stage 1	680	0	-	-	-	-
Stage 2	445	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	197	-	-	-	1152	-
Mov Cap-2 Maneuver	320	-	-	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	17.4	0		0.6		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	320	-	1152	-
HCM Lane V/C Ratio	-	-	0.094	-	0.048	-
HCM Control Delay (s)	-	-	17.4	0	8.3	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	-	0.2	-

HCM 6th TWSC
2: S. Wilcox Street & Proposed Site Access

2043 Total
PM Peak

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	330	8	24	617
Future Vol, veh/h	0	36	330	8	24	617
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	-	-	300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	367	9	27	686
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	372	0	0	376	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	674	-	-	1182	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	674	-	-	1182	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.7	0		0.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	674		1182	-	
HCM Lane V/C Ratio	-	0.059		0.023	-	
HCM Control Delay (s)	-	10.7		8.1	-	
HCM Lane LOS	-	B		A	-	
HCM 95th %tile Q(veh)	-	0.2		0.1	-	