

MEMORANDUM

To: Town of Castle Rock, Public Works Department

From: Cassie Slade, PE, PTOE

Date: June 8, 2026

Project: Dawson Trails

Subject: Gold Crown (PLD-1.07) Traffic Conformance Letter

Executive Summary

The latest site plan is for the PLD-1.07 parcel within the Dawson Trails development that was previously evaluated in the Dawson Trails Master Traffic Study (MTS). This traffic conformance letter assesses the current development program for the proposed Gold Crown Sports Facility and compares the revised land use, trip generation, access configuration, and roadway assumptions to those documented in the MTS and subsequent supporting traffic analyses.

The analysis includes additional peak-hour scenarios beyond the standard roadway commuter periods in order to evaluate the parcel under its highest site-related entering and exiting conditions. These added scenarios provide a more complete understanding of how traffic associated with the Gold Crown Sports Facility will operate and impact the surrounding transportation system as it continues to change over time.

The site access plan reflects the new and phased access points on Dawson Trails Boulevard that correspond with changes in the roadway network. As Dawson Trails Boulevard is extended and ultimate connections are completed, the parcel's primary routing and access operations will shift from interim conditions to the planned long-term network. The capacity analysis indicates that the proposed access intersections will continue to operate acceptably under the evaluated scenarios in all peak periods (roadway and sports facility), with limited impacts on traffic flow and with future traffic control and lane configurations tied to development and network buildout.

Overall, the current parcel plan is consistent with the assumptions established in the Dawson Trails MTS, even as the site layout, accesses, and analysis scenarios have been refined. **Based on the peak-hour analyses and roadway network assumptions, the planned system is expected to**

accommodate site traffic without the need for additional mitigation measures beyond the improvements already associated with the phased development of Dawson Trails.

Introduction

The Fox Tuttle Transportation Group has prepared this traffic conformance letter for the proposed development of the Gold Crown Sports Facility within the Dawson Trails development in Castle Rock, Colorado. The site is located near the north end of the project, within the southwest corner of the future intersection of Dawson Trails Boulevard and Ike Street, as shown on **Figure 1**. The Dawson Trails parcel is numbered PLD-1.07, and the master plan included soccer fields.

The purpose of this "traffic conformance letter" is to determine if the proposed use is significantly different than the trip generation assumptions for this site as analyzed in the "Master" study and to identify if additional traffic analysis is necessary.

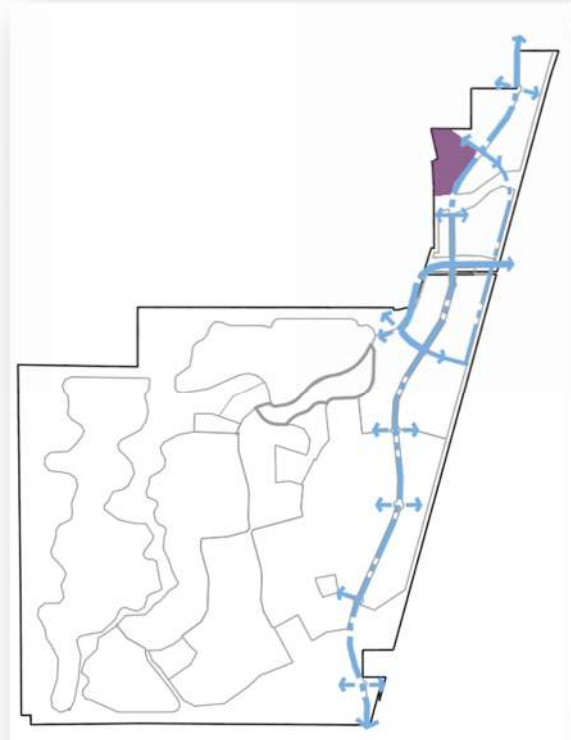


Figure 1. Vicinity Map

Project Description

The Gold Crown Sports Facility project is planned to be phased over several years as specific sports facilities are needed and funded. The phasing includes internal roadway and parking infrastructure. For the purpose of this traffic study, the phasing plan is as follows:

Phase 1

- 83,000 Fieldhouse with 8 basketball courts and 12 volleyball courts
- Approximately 421 parking spaces
- Right-in, Right-Out Access on Dawson Trail Boulevard (South Boundary)
- Temporary Full Movement Access on Dawson Trails Boulevard (Midway)

Phase 2

- ~2 acre Turf Field
- Approximately 145 additional parking spaces
- Full Movement Access on Dawson Trails Boulevard at Ike Street (North Boundary)

The proposed site and access plan are shown on **Figure 2**, as well as the anticipated phasing of the internal infrastructure.

Roadway Infrastructure Phases and Proposed Access

The roadway infrastructure within Dawson Trails continues to be constructed as capacity and connectivity are triggered. The development has agreements in place with the Town of Castle Rock to build roadways and intersections at specific levels of traffic volumes and/or development completions. The phasing of the transportation network will alter the routing for the Gold Crown Sports Facility. For the purpose of this traffic study, the listed roadway infrastructure will be completed and adjust the traffic associated with the Gold Crown Sports Facility:

Existing

- **Dawson Trails Boulevard** (north of Crystal Valley Parkway) currently ends several hundred feet to the north of the intersection. In the near-term, this roadway will be extended with the Costco project to Ike Street. In the interim, Dawson Trails Boulevard north of Crystal Valley Parkway will be a two-lane roadway.
- **Dawson Trails Boulevard** (between Crystal Valley Parkway and Blanca Peak Parkway) is currently a four-lane roadway with roundabouts at arterial intersections.
- **Dawson Trails Boulevard** (south of Blanca Peak Parkway) is currently a two-lane roadway that connects to the West Frontage Road.
- **Gold Crown Route:** *The primary routing will occur via Crystal Valley Parkway interchange.*
 - *Temporary Primary Access: Temporary Full Movement Access on Dawson Trails Boulevard at the drop-off roadway in the front of the Field House. It is planned that there will be one northbound left-turn lane. A right-turn lane is not warranted.*
 - *Secondary Access: Right-in, Right-Out Access on Dawson Trail Boulevard at the south property boundary. A southbound right-turn lane is not warranted based on turning volumes.*

Short-Term

- **Dawson Trails Boulevard**, as a two-lane roadway, will be extended to Plum Creek Parkway when the volume on Crystal Valley Parkway exceeds 25,000 vehicles per day (vpd). Based on previous analyses, this was estimated to occur when approximately 300,000 square feet of commercial plus 2,017 homes are completed, occupied, and generating traffic. At Plum Creek Parkway, the intersection is planned to be signalized and provide auxiliary lanes.

- **Gold Crown Route:** *The primary routing will continue to be Crystal Valley Parkway interchange. Dawson Trails Boulevard to Plum Creek Parkway will provide additional connectivity including use of the existing interchange.*
 - *Temporary Primary Access: Closed.*
 - *Primary Access: Full movement on Dawson Trails Boulevard at Ike Street.*
 - *Interim: Until traffic warrants, this intersection will operate acceptably as side-street stop-control. At this time, the ultimate roundabout configuration is not triggered by the Gold Crown Sports Facility volumes. Northbound and southbound left-turn lanes will be needed. Right-turn lanes are not warranted based on turning volumes.*
 - *Ultimate: Construct a hybrid roundabout as presented in the MTS. It is anticipated that when significant commercial development occurs on the east side of Dawson Trails Boulevard that the ultimate roundabout will be triggered.*
 - *Secondary Access: Right-in, Right-Out Access on Dawson Trail Boulevard to remain. A southbound right-turn lane is not warranted based on turning volumes.*

Long-Term (Year 2040)

- **Dawson Trails Boulevard** (north of Crystal Valley Parkway) will be widened to the ultimate four-lane cross-section to intersect with Plum Creek Parkway. Other developments along Plum Creek Parkway will extend Prairie Hawk Boulevard north, from the intersection with Dawson Trails Boulevard, to have a continuous north-south route to the west of I-25.
- **Dawson Trails Boulevard** (between Crystal Valley Parkway and Blanca Peak Parkway) will be widened to the ultimate six-lane cross-section.
- **Dawson Trails Boulevard** (south of Blanca Peak Parkway) will be widened to the ultimate four-lane cross-section.
- **Gold Crown Route:** *Same as Short-Term scenario.*
 - *Primary Access: Full movement on Dawson Trails Boulevard at Ike Street to remain and constructed as a hybrid roundabout as presented in the MTS.*
 - *Secondary Access: Right-in, Right-Out Access on Dawson Trail Boulevard to remain. A southbound right-turn lane is not warranted based on turning volumes.*

Comparison to Master Traffic Study

A "Master" transportation study¹ (MTS) was previously prepared for the entire 2,063± acres of Dawson Trails that will include a mix of residential, commercial, office, light industrial, schools, and recreation. The MTS assumed that the PLD-1.07 site would include five (5) sports fields. The MTS included the roundabout on Dawson Trails Boulevard as the only access to the site since secondary access was unknown at the time.

The latest site plan shows that there will be an 83,000 square foot Field House and 2-acre Turf Field.

Note that Gold Crown Sports Facility is not the entirety of PLD-1.07, which will be designed and planned in the future.

Trip Generation

The MTS utilized the data contained in Institute of Transportation Engineers' (ITE) *Trip Generation Manual*² for soccer complex was applied to previously estimate the traffic associated with PLD-1.07. With the latest site plan, the trip estimate was updated by utilizing trip arrivals and departures from the existing Gold Crown Sports Facility in Lakewood, Colorado. Staff provided detailed data for trips based on the parking accumulation, parking turnover, practice and tournament schedules, and employee shifts. The data was based on 321 days at the existing facility and increased to represent the anticipated schedule for new Gold Crown Sports Facility. The data is attached to this letter.

The trips associated with the proposed Gold Crown Sports Facility were estimated as follows:

- Step 1. **Established the baseline** by utilizing the highest volumes (occurs in the months of December through February). The peak days were Wednesday and Saturday, with peak hours on Thursday and Saturday. Although the turf fields are not going to be constructed in the first phase, the trip estimate for the analyzed horizon years includes all the traffic from the entire Gold Crown Sports Facility at buildout. Refer to **Table 1** for baseline data of arrivals and departures.
- Step 2. **Added traffic for those that drop off athletes and do not stay.** Based on typical behavior, it was assumed that during the weekdays that 30% of people traveling to Gold Crown Sports Facility will leave after drop-off and return later for pick-up without remaining on site. On weekends, it was assumed only 10% of people do not remain parked and leave after drop-off. Refer to **Table 2** for data for those that do not stay after drop-off and return later.

¹ *Dawson Trails Master Transportation Study*. Fox Tuttle Transportation Group, LLC. June 2022.

² *Trip Generation Manual*. 11th Edition. Institute of Transportation Engineers. Washington, DC. 2021.

- Step 3. **Totaled the baseline and drop-off trip estimates** as shown on **Table 3**.
- Step 4. **Calculated trip volumes for roadway peak hours and Gold Crown peak hours.** The volumes were determined for the listed peak hours:
- a. Roadway Peak Periods (same as the MTS)
 - i. AM Peak Hour
 - ii. PM Peak Hour
 - iii. Saturday Midday Peak Hour
 - b. Gold Crown Sports Facility Peak Periods (outside roadway peak periods)
 - i. Weekday Maximum Entering = 3:00 PM
 - ii. Weekday Maximum Exiting = 9:00 PM
 - iii. Saturday Maximum Entering = 7:00 AM
 - iv. Saturday Maximum Exiting = 9:00 PM

Refer to **Table 4** for data for the trips during Gold Crown Sports Facility's maximum entering and exiting peak hours during the week and weekend days.

- Step 5. **Divide trip volumes for external and internal travel.** Identical to the MTS, it was assumed that 80% of the traffic will be external to Dawson Trails and 20% of the traffic will be internal to the community. **Table 5** provides the split in trip volumes.

During the roadway peak hours, it was calculated that the proposed Gold Crown Sports Facility will generate up to **488 daily trips with 16 vehicle trips in the AM peak hour and 79 vehicle trips in the PM peak hour. On Saturdays, it was estimated that there would be up to 1,532 daily trips with 106 vehicle trips in the midday peak hour.**

Compared to the MTS trip generation for PLD-1.07, there will be an increase of 231 daily vehicle trips with 12 additional trips in the AM peak hour and 20 additional trips in the PM peak hour. The Saturday trips were calculated to increase by 906 daily trips with 38 fewer trips in the Midday peak hour.

The Gold Crown Sports Facility was estimated to have a maximum of 111 entering vehicles at 3:00 PM on a weekday and a maximum of 152 exiting vehicles at 9:00 PM. On Saturdays, it was calculated that the facility will have a maximum of 145 entering vehicles at 7:00 AM and a maximum of 107 exiting vehicles at 9:00 PM.

Trip Assignment

Consistent with the MTS assumptions, it was estimated that 80% of trips would be external to Dawson Trails, while the remaining 20% would be internal to the community. The distribution and assignment of external trips are subject to change as the surrounding roadway network continues to evolve.

Near-Term

In the near-term, Dawson Trails Boulevard will not extend north to Plum Creek Parkway. Therefore, 100% of the Gold Crown Sports Facility will be travel to/from Dawson Trails Boulevard (south) and Crystal Valley Parkway.

Short-Term and Long-Term

Once Dawson Trails Boulevard extends north to Plum Creek Parkway, the assumed trip distribution from the MTS will be applicable: 25% north Dawson Trails Boulevard, 5% south Dawson Trails Boulevard, and 70% east Crystal Valley Parkway.

The trips were distributed to each of the access points according to the fastest path, assuming the full movement access is the primary route for entering traffic. The exiting traffic was split between the accesses according to the external routing. **Table 6** provides the trip distribution for each access during the analysis horizon periods.

Table 6 – Gold Crown Sports Facility Trip Distribution

Access Intersection	External	Mvmt	Near-Term	Short-Term and Long-Term
Temporary (Full Movement)	Enter	NB Left SB Right	100% 0%	n/a
	Exit	EB Left EB Right	0% 65%	
Ike Street	Enter	NB Left SB Right	n/a	75% 15%
	Exit	EB Left EB Right		25% 30%
Right-In, Right-Out	Enter	SB Right	0%	10%
	Exit	EB Right	35%	45%

Background Volumes

The turning movement volumes for the Dawson Trails development, including background growth during the commuter roadway peak periods, were obtained from the MTS and supporting traffic letters for Costco and Planning Areas B-1, D-1, D-1 Multi-family, and E-2. In the near-term, it was assumed that the listed approved developments are completed and generating traffic. In the short-term scenario, it is anticipated that approximately 300,000 square feet of commercial space and 2,017 homes are occupied and generating traffic. In Year 2040, it was assumed that the entire Dawson Trails development is fully built out.

To estimate background traffic volumes during the peak periods of the proposed Gold Crown Sports Facility, existing Average Daily Traffic (ADT) data were analyzed and the proportion occurring during peak roadway hours was determined. The weekday PM peak hour was identified as 5:00 PM, while the Saturday peak hour occurs at 12:00 PM. Background volumes were then adjusted for each scenario using the following factors:

- **Weekday Maximum Entering (3:00 PM):** 88% of 5:00 PM weekday volumes
- **Weekday Maximum Exiting (9:00 PM):** 24% of 5:00 PM weekday volumes
- **Saturday Maximum Entering (7:00 AM):** 27% of 12:00 PM Saturday volumes
- **Saturday Maximum Exiting (9:00 PM):** 20% of 5:00 PM Saturday volumes

The trip volumes for the seven (7) scenarios were added to the corresponding background traffic volumes. **Figures 3 and 4** present the near-term traffic volumes for the roadway peak hours and the sports facility peak periods, respectively. **Figures 5 and 6** illustrate the short-term traffic volumes for the roadway peak hours and the sports facility peak periods, respectively. **Figures 7 and 8** provides the updated Year 2040 traffic volumes for the roadway peak hours and the sports facility peak periods, respectively.

Capacity Analysis

A capacity analysis was conducted for the access intersections on Dawson Trails Boulevard for the three (3) horizon years and the seven (7) peak hours. **Table 7** provides the estimated delays and level-of-services for the roadway peak hours, and **Table 8** summarizes the 95th percentile queues. These tables show that the **access intersections on Dawson Trail Boulevard will operate acceptably with little to no impact on the arterial traffic flow during the roadway peak periods.**

The roundabout at **Dawson Trails Boulevard and Ike Street** was estimated to perform similar to or better than the MTS findings in Year 2040. In the near-term scenario, the **Temporary Full Movement**

Access operated acceptably since there will be no opposing/conflicting traffic from the north. In all horizon years, the **Right-in, Right-Out Access** was estimated to operate at LOS B or better in all peak hours.

Conclusions

The most current site plan for PLD-1.07 (south portion) is consistent with the assumptions of the MTS with slightly more traffic in the peak hours. **It is anticipated that the future planned roadway network and intersections can accommodate the Gold Crown Sports Facility project trips without the need for additional mitigation measures.** The phasing of Gold Crown Sports Facility and the continued expansion of roadway network will adjust the access intersection lane configurations and traffic control. It is recommended that the proposed access intersections be constructed as follows:

Near-Term (Gold Crown Phase 1, Existing Roadways):

Temporary Full Movement Access: maintain Dawson Trails Boulevard as a two-lane roadway; add one northbound left-turn lane (minimum of 200 feet storage); and include one inbound lane and one outbound lane. Install a stop sign on the eastbound approach.

Right-in, Right-out Access: maintain Dawson Trails Boulevard as a two-lane roadway and include one inbound lane and one outbound lane. Install a stop sign on the eastbound approach.

Short-Term (Gold Crown Phase 2, Extend Dawson Trails Boulevard to Plum Creek Parkway):

Temporary Full Movement Access: Close.

Ike Street: extend Dawson Trails Boulevard as a two-lane roadway to Plum Creek Parkway; add one northbound left-turn lane (minimum of 200 feet storage); add one southbound left-turn lane (minimum of 200 feet storage); and include one inbound lane and one outbound lane. Install stop signs on the eastbound and westbound approaches.

Right-in, Right-out Access: same as interim.

Long-Term (Gold Crown Phase 2, Ultimate Roadway Network):

Ike Street: widen Dawson Trails Boulevard to a four-lane roadway to Plum Creek Parkway. Construct as a roundabout with two lanes northbound and southbound approaches and one lane on the eastbound and westbound approaches.

Right-in, Right-out Access: widen Dawson Trails Boulevard to a four-lane roadway. Maintain one inbound lane and one outbound lane with side-street stop control.

June 8, 2026

Hopefully, the contents of this memorandum are helpful. If you have any questions, please give me a call.

Sincerely,

FOX TUTTLE TRANSPORTATION GROUP, LLC



Cassie Slade, P.E., PTOE
Principal

Attachments:

Table 1 – Trip Data Arrivals and Departures
Table 2 – Estimated Drop-off/Pick-Up Trips
Table 3 – Trip Estimate Calculations
Table 4 – Estimate for Gold Crown Sports Facility Maximum Enter/Exit Volumes
Table 5 – Trip Generation for External and Internal
Table 7 – Intersection Level of Service Summary (Roadway Peak Hours)
Table 8 – 95th Percentile Queue Summary (Roadway Peak Hours)
Table 9 – Intersection Level of Service Summary (Sports Facility Peak Hours)
Table 10 – 95th Percentile Queue Summary (Sports Facility Peak Hours)

Figure 2 – Proposed Site and Access Plan
Figure 3 – Near-Term Traffic Volumes (Roadway Peak Hours)
Figure 4 – Near-Term Traffic Volumes (Sports Facility Peak Hours)
Figure 5 – Short-Term Traffic Volumes (Roadway Peak Hours)
Figure 6 – Short-Term Traffic Volumes (Sports Facility Peak Hours)
Figure 7 – Updated Year 2040 Full Buildout Traffic Volumes (Roadway Peak Hours)
Figure 8 – Updated Year 2040 Full Buildout Traffic Volumes (Sports Facility Peak Hours)

Intersection Capacity Analysis Worksheets

Tables

Table 1 - Trip Data Arrivals and Departures

Basketball Peak · G&S League (Sun) · O&E League (Wed/Fri/Sat) · Tournaments (Nov-Dec)

GCFH Castle Rock — Dec-Feb Avg Vehicles On Site / Movements Per Hour																					
	MON n=13			TUE n=13			WED n=11			THU n=12			FRI n=12			SAT n=11			SUN n=10		
HR	↑	P	↓	↑	P	↓	↑	P	↓	↑	P	↓	↑	P	↓	↑	P	↓	↑	P	↓
7A	10									1			13			145			130		
8A	0	10	0	27						16	1	0	16	13	0	48	145		43	130	
9A	0	10	0	1	27	0				0	17	0	12	29	0	48	193		43	173	
10A	2	10	0	0	28	0				3	17	0	0	41	8	48	241	48	48	216	48
11A	12	12	0	0	28	0	97			0	20	0	0	33	0	48	241	48	48	216	48
12P	0	24	2	0	28	19	0	97	0	0	20	12	0	33	4	48	241	48	48	216	48
1P	3	22	0	1	9	0	0	97	0	0	8	2	4	29	0	48	241	48	48	216	48
2P	6	25	0	0	10	1	3	97	0	13	6	0	0	33	19	48	241	48	48	216	48
3P	76	31	0	103	9	0	111	100	0	93	19	0	105	14	0	48	241	48	43	216	43
4P	32	107	0	40	112	0	0	211	63	36	112	0	19	119	0	48	241	48	43	216	43
5P	0	139	16	0	152	0	0	148	3	0	148	15	0	138	9	48	241	48	39	216	39
6P	0	123	0	0	152	0	0	145	0	0	133	0	0	129	0	48	241	48	39	216	39
7P	0	123	0		152	0	0	145	0	0	133	0	0	129	0	48	241	48	39	216	39
8P		123	0		152	0		145	0		133	36		129	12		241	80		216	72
9P		123	34		152	152		145	53		97	85		117	28		161	54		144	48
10P		89	89					92	92		12	12		89	89		107	107		96	96
↑ Arriving P Avg Cars Parked ↓ Departing Weekdays (Mon-Fri): P is observed (Lakewood avg). ↑/↓ derived from P changes hour-to-hour. After 7PM: no new arrivals, only departures. Weekends (Sat-Sun): ↑/↓ are observed. P is accumulated from ↑/↓. After 7PM: lot clears at 1/3 per hour, empty by close. 12 cars/team. Gold = 5-6 PM street peak. Lot: 368 sp. Source: 321 days Lakewood 2025.																					
Operating days (Lakewood 2025): Mon 13 · Tue 13 · Wed 11 · Thu 12 · Fri 12 · Sat 11 · Sun 10																					

Parking

	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Daily	141	141	282	172	172	344	211	211	422	162	162	324	169	169	338	721	721	1442	659	659	1318
AM Peak	10	0	10	27	0	27	0	0	0	16	0	16	16	0	16	48	0	48	43	0	43
PM Peak	32	16	48	40	0	40	0	3	3	36	15	51	19	9	28	48	48	96	43	39	82
Peak In	76	0	76	103	0	103	111	0	111	93	0	93	105	0	105	145	0	145	130	0	130
Peak Out	0	89	89	0	152	152	0	92	92	0	85	85	0	89	89	0	107	107	0	96	96

Table 2 - Estimated Drop-off/Pick-Up Trips

Weekday

Leave/Return 30%
Stay 70.00%

Return in 1 Hour

Weekend

Leave/Return 10%
Stay 90.00%

	MON n=13			TUE n=13			WED n=11			THU n=12			FRI n=12			SAT n=11			SUN n=10		
HR	↑	P	↓	↑	P	↓	↑	P	↓	↑	P	↓	↑	P	↓	↑	P	↓	↑	P	↓
7A																					
8A																					
9A	0			0			0			0			0			0			0		
10A	0			0			0			0			0			0			0		
11A	0			0			0			0			0			0		5	0		
12P	0			0			0			0			0			5		5	0		
1P	0			0			0			0			0			5		5	0		
2P	0			0			0			0			0			5		5	0		
3P	0		23	0		31	0		33	0		28	0		32	5		5	0		4
4P	23		10	31		12	33		0	28		11	32		6	5		5	4		4
5P	10		0	12		0	0		0	11		0	6		0	5		5	4		4
6P	0		0	0		0	0		0	0		0	0		0	5		5	4		4
7P	0		0	0		0	0		0	0		0	0		0	5		5	4		4
8P	0		0	0		0	0		0	0		0	0		0	5		0	4		0
9P	0		0	0		0	0		0	0		0	0		0	0		0	0		0
10P																					

	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Daily	33	33	66	43	43	86	33	33	66	39	39	78	38	38	76	45	45	90	20	20	40
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	10	0	0	0
PM Peak	23	0	23	31	0	31	33	0	33	28	0	28	32	0	32	5	5	10	4	4	8

Table 3 - Trip Estimate Calculations

Parking plus Leave/Return

	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Daily	174	174	348	215	215	430	244	244	488	201	201	402	207	207	414	766	766	1532	679	679	1358
AM Peak	10	0	10	27	0	27	0	0	0	16	0	16	16	0	16	53	5	58	43	0	43
PM Peak	55	16	71	71	0	71	33	3	36	64	15	79	51	9	60	53	53	106	47	43	90

Table 4 - Estimate for Gold Crown Sports Facility Maximum Enter/Exit Volumes

Maximums

2040

Roadway Peak

GC Maximum

		Distribution		Weekday Trips (not commute peak)		Saturday Trips (not commute peak)		Weekday Same peak as Trips		Saturday Same peak as Trips		Weekday Added		Saturday Added	
		Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
#102. Dawson Trail Blvd. at Access #2 [E-1, F-1]	EB LT		25%		38		27					0	38	0	27
	EB TH											0	0	0	0
	EB RT		37%		56		40					0	56	0	40
	WB LT							333	91	180	133	333	91	180	133
	WB TH							2	0	1	0	2	0	1	0
	WB RT							0	0	0	0	0	0	0	0
	NB LT	75%		83		109						83	0	109	0
	NB TH							289	79	111	82	289	79	111	82
	NB RT							48	13	24	18	48	13	24	18
	SB LT							0	0	0	0	0	0	0	0
New RIRO	SB TH							269	73	190	141	269	73	190	141
	SB RT	16%		18		23						18	0	23	0
	EB RT		38%		58		40					0	58	0	40
	NB TH	75%		83		109		337	92	135	100	420	92	244	100
	SB TH		37%		56		40	602	164	370	274	602	220	370	314
	SB RT	9%		10		13						10	0	13	0

3:00 PM 9:00 PM Sat - 7AM Sat - 9PM

Determine background volumes by comparing percentage of peak:

	Enter				Exit			
	Trip Vol	Time	% ADT	ADT Time	Trip Vol	Time	% ADT	ADT Time
Weekda	111	3P	88%	5P	152	9P	24%	5P
Saturda	145	7A	27%	12P	107	9P	20%	12P

North 25%
Crystal 70%
South 5%

Table 5 - Trip Generation for External and Internal

80% External

	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Daily	139	139	278	172	172	344	195	195	390	161	161	322	166	166	332	613	613	1226	543	543	1086
AM Peak	8	0	8	22	0	22	0	0	0	13	0	13	13	0	13	42	4	46	34	0	34
PM Peak	44	13	57	57	0	57	26	2	28	51	12	63	41	7	48	42	42	84	38	34	72

20% Internal to Dawson

	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Daily	35	35	70	43	43	86	49	49	98	40	40	80	41	41	82	153	153	306	136	136	272
AM Peak	2	0	2	5	0	5	0	0	0	3	0	3	3	0	3	11	1	12	9	0	9
PM Peak	11	3	14	14	0	14	7	1	8	13	3	16	10	2	12	11	11	22	9	9	18

Table 7 - Intersection Level of Service Summary (Roadway Peak Hours)

Intersection and Lanes Groups	Near-Term + Gold Crown						Short-Term + Gold Crown						2040 Bkgrd + Full Build					
	AM Peak		PM Peak		Sat Peak		AM Peak		PM Peak		Sat Peak		AM Peak		PM Peak		Sat Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
STOP SIGN CONTROL																		
#102. Dawson Trails Blvd. & Ike Street/Gold Crown Access							1	A	2	A	4	A						
Eastbound Left+Through+Right	Future Intersection						10	B	13	B	13	B	Analyze with Roundabout					
Westbound Left+Through+Right							10	A	14	B	18	C						
Northbound Left							7	A	8	A	8	A						
Northbound Through+Right							0	A	0	A	0	A						
Southbound Left							0	A	0	A	0	A						
Southbound Through+Right							0	A	0	A	0	A						
#201. Dawson Trails Blvd. & Gold Crown RIRO Access	1	A	1	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A
Eastbound Right	8	A	8	A	8	A	9	A	10	A	11	B	9	A	11	B	11	B
Northbound Through	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A
Southbound Through+Right	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A
#202. Dawson Trails Blvd. & Temporary Full Movement Access	7	A	7	A	7	A												
Eastbound Left+Right	8	A	8	A	8	A	Closed Intersection						Closed Intersection					
Northbound Left	7	A	7	A	7	A												
Northbound Through	0	A	0	A	0	A												
Southbound Through+Right	0	A	0	A	0	A												
ROUNDABOUT																		
#102. Dawson Trails Blvd. & Ike Street/Gold Crown Access													7	A	9	A	12	B
Eastbound	Future Intersection						Analyze with Stop-Control						5	A	11	B	14	B
Westbound													11	B	16	C	20	C
Northbound													7	A	6	A	7	A
Southbound													5	A	10	B	15	B

Note: Delay represented in average seconds per vehicle.

Table 8 - Estimated 95th Percentile Queues (Roadway Peak Hour)

Intersection and Lanes Groups	Future Minimum Storage (feet)	Near-Term + Gold Crown			Short-Term + Gold Crown			2040 Bkgrd + Full Build		
		95th % Q			95th % Q			95th % Q		
		AM	PM	Sat	AM	PM	Sat	AM	PM	Sat
#102. Dawson Trails Blvd. & Ike Street/Gold Crown Access		<i>Future Intersection</i>			<i>Stop-Control (EB/WB)</i>			<i>Roundabout</i>		
Eastbound	-				0'	3'	3'	1'	<u>3'</u>	3'
Westbound	-				0'	3'	28'	21'	60'	<u>69'</u>
Northbound	-				0'	5'	3'	69'	58'	<u>72'</u>
Southbound	-				0'	0'	0'	37'	118'	<u>320'</u>
#201. Dawson Trails Blvd. & Gold Crown RIRO Access		<i>Stop-Control (EB)</i>			<i>Stop-Control (EB)</i>			<i>Stop-Control (EB)</i>		
Eastbound Right	-	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>
Northbound Through	-	0'	0'	0'	0'	0'	0'	0'	0'	0'
Southbound Through+Right	-	0'	0'	0'	0'	0'	0'	0'	0'	0'
#202. Dawson Trails Blvd. & Temporary Full Movement Access		<i>Stop-Control (EB)</i>			<i>Closed</i>			<i>Closed</i>		
Eastbound Left+Right	-	0'	0'	0'						
Northbound Left	-	0'	<u>5'</u>	3'						
Northbound Through	-	0'	0'	0'						
Southbound Through+Right	-	<u>0'</u>	<u>0'</u>	<u>0'</u>						

Note: Blue numbers are queues above the existing storage length. Purple queues are the highest 95th percentile queue for that movement.

Table 9 - Intersection Level of Service Summary (Sports Facility Peak Hours)

Intersection and Lanes Groups	Near-Term + Gold Crown				Short-Term + Gold Crown				2040 Bkgrd + Full Build			
	Week Enter Max (3PM)	Week Exit Max (9PM)	Sat Enter Max (7AM)	Sat Exit Max (9PM)	Week Enter Max (3PM)	Week Exit Max (9PM)	Sat Enter Max (7AM)	Sat Exit Max (9PM)	Week Enter Max (3PM)	Week Exit Max (9PM)	Sat Enter Max (7AM)	Sat Exit Max (9PM)
	Delay LOS	Delay LOS	Delay LOS	Delay LOS	Delay LOS	Delay LOS	Delay LOS	Delay LOS	Delay LOS	Delay LOS	Delay LOS	Delay LOS
STOP SIGN CONTROL												
#102. Dawson Trails Blvd. & Ike Street/Gold Crown Access					2 A	7 A	4 A	5 A				
Eastbound Left+Through+Right	<i>Future Intersection</i>				0 A	11 B	0 A	9 A	<i>Analyzed with Roundabout</i>			
Westbound Left+Through+Right					0 A	0 A	13 B	9 A				
Northbound Left					8 A	8 A	8 A	0 A				
Northbound Through+Right					0 A	0 A	0 A	0 A				
Southbound Left					0 A	0 A	0 A	0 A				
Southbound Through+Right					0 A	0 A	0 A	0 A				
#201. Dawson Trails Blvd. & Gold Crown RIRO Access	0 A	3 A	0 A	4 A	0 A	3 A	0 A	2 A	0 A	2 A	0 A	1 A
Eastbound Right	0 A	9 A	0 A	9 A	0 A	9 A	0 A	9 A	0 A	9 A	0 A	10 A
Northbound Through	0 A	0 A	0 A	0 A	0 A	0 A	0 A	0 A	0 A	0 A	0 A	0 A
Southbound Through+Right	0 A	0 A	0 A	0 A	0 A	0 A	0 A	0 A	0 A	0 A	0 A	0 A
#202. Dawson Trails Blvd. & Temporary Full Movement Access	7 A	9 A	8 A	9 A								
Eastbound Left+Right	0 A	9 A	0 A	9 A	<i>Closed Intersection</i>				<i>Closed Intersection</i>			
Northbound Left	7 A	0 A	8 A	0 A								
Northbound Through	0 A	0 A	0 A	0 A								
Southbound Through+Right	0 A	0 A	0 A	0 A								
ROUNDBABOUT												
#102. Dawson Trails Blvd. & Ike Street/Gold Crown Access									6 A	7 A	4 A	4 A
Eastbound	<i>Future Intersection</i>				<i>Analyzed with Stop-Control</i>				5 A	5 A	4 A	4 A
Westbound									9 A	11 B	5 A	4 A
Northbound									4 A	7 A	3 A	3 A
Southbound									6 A	5 A	5 A	3 A

Note: Delay represented in average seconds per vehicle.

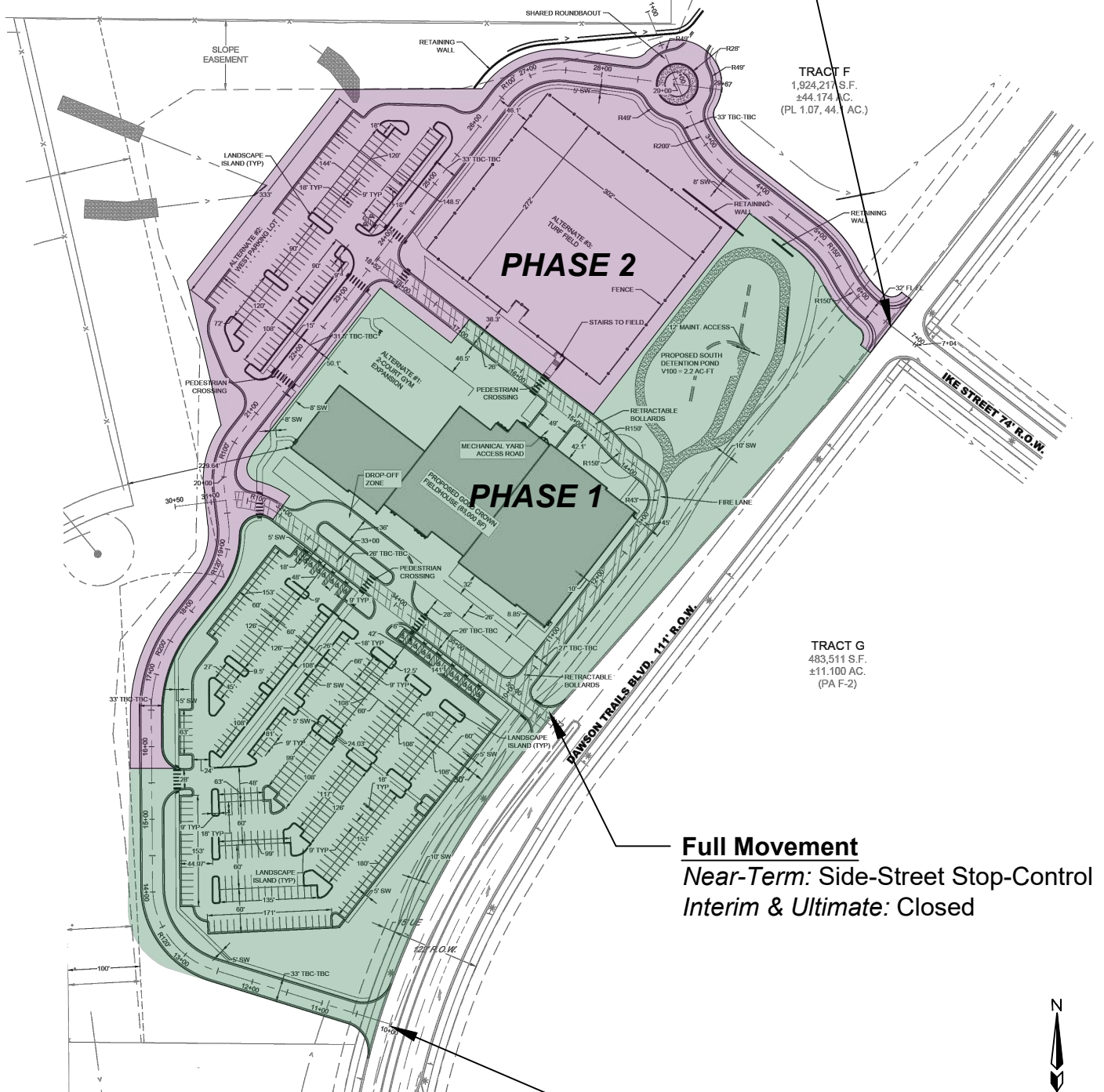
Table 10 - Estimated 95th Percentile Queues (Sports Facility Peak Hour)

Intersection and Lanes Groups	Future Minimum Storage (feet)	Near-Term + Gold Crown				Short-Term + Gold Crown				2040 Bkgd + Full Build			
		95th % Q				95th % Q				95th % Q			
		Wk Enter (3PM)	Wk Exit (9PM)	Sat Enter (7AM)	Sat Exit (9PM)	Wk Enter (3PM)	Wk Exit (9PM)	Sat Enter (7AM)	Sat Exit (9PM)	Wk Enter (3PM)	Wk Exit (9PM)	Sat Enter (7AM)	Sat Exit (9PM)
#102. Dawson Trails Blvd. & Ike Street/Gold Crown Access		<i>Future Intersection</i>				<i>Stop-Control (EB/WB)</i>				<i>Roundabout</i>			
Eastbound	-					0'	<u>15'</u>	0'	8'	0'	1'	0'	8'
Westbound	-					0'	0'	5'	3'	<u>53'</u>	21'	22'	14'
Northbound	-					8'	8'	8'	<u>0'</u>	19'	<u>69'</u>	11'	4'
Southbound	-					0'	0'	0'	<u>0'</u>	17'	<u>37'</u>	11'	6'
#201. Dawson Trails Blvd. & Gold Crown RIRO Access		<i>Stop-Control (EB)</i>				<i>Stop-Control (EB)</i>				<i>Stop-Control (EB)</i>			
Eastbound Right	-	0'	<u>8'</u>	0'	5'	0'	<u>8'</u>	0'	5'	0'	<u>8'</u>	0'	5'
Northbound Through	-	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
Southbound Through+Right	-	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
#202. Dawson Trails Blvd. & Temporary Full Movement Access		<i>Stop-Control (EB)</i>				<i>Closed</i>				<i>Closed</i>			
Eastbound Left+Right	-	0'	10'	0'	8'								
Northbound Left	-	8'	0'	10'	0'								
Northbound Through	-	0'	0'	0'	0'								
Southbound Through+Right	-	0'	0'	0'	0'								

Note: Blue numbers are queues above the existing storage length. Purple queues are the highest 95th percentile queue for that movement.

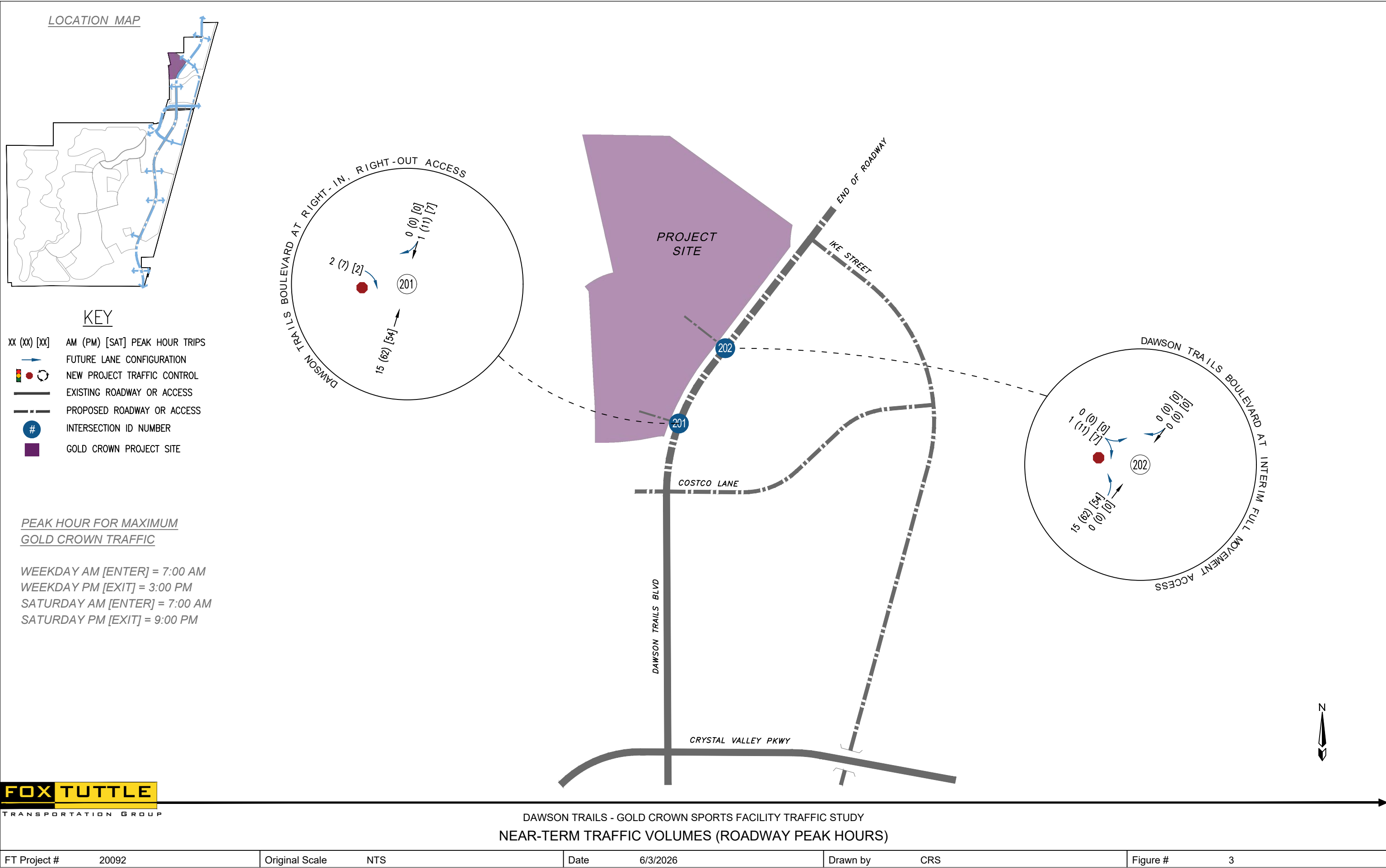
Figures

Full Movement
Near-Term: Not Constructed
Interim w/ DTB Extension: Side-Street Stop-Control
Ultimate: Roundabout

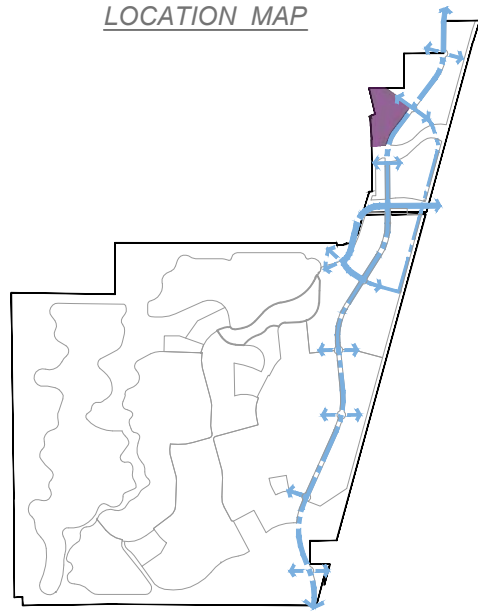


Full Movement
Near-Term: Side-Street Stop-Control
Interim & Ultimate: Closed

Right-In, Right-Out Access
 Side-Street, Stop-Control



LOCATION MAP

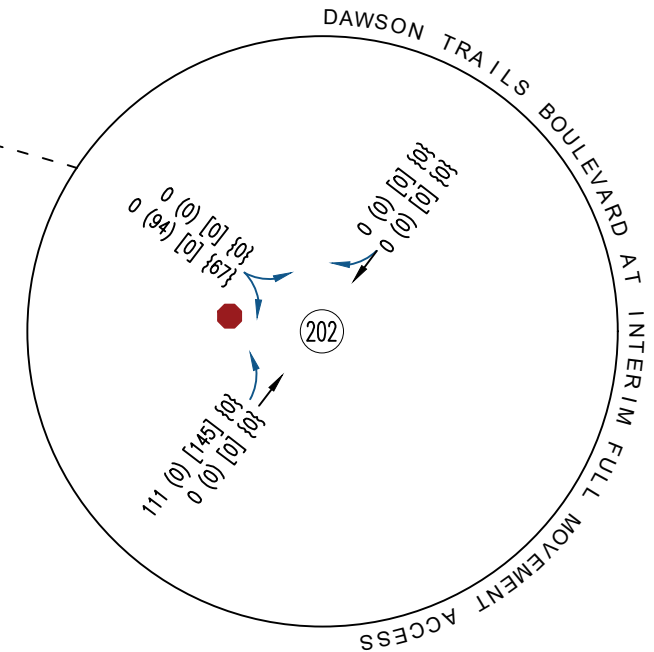
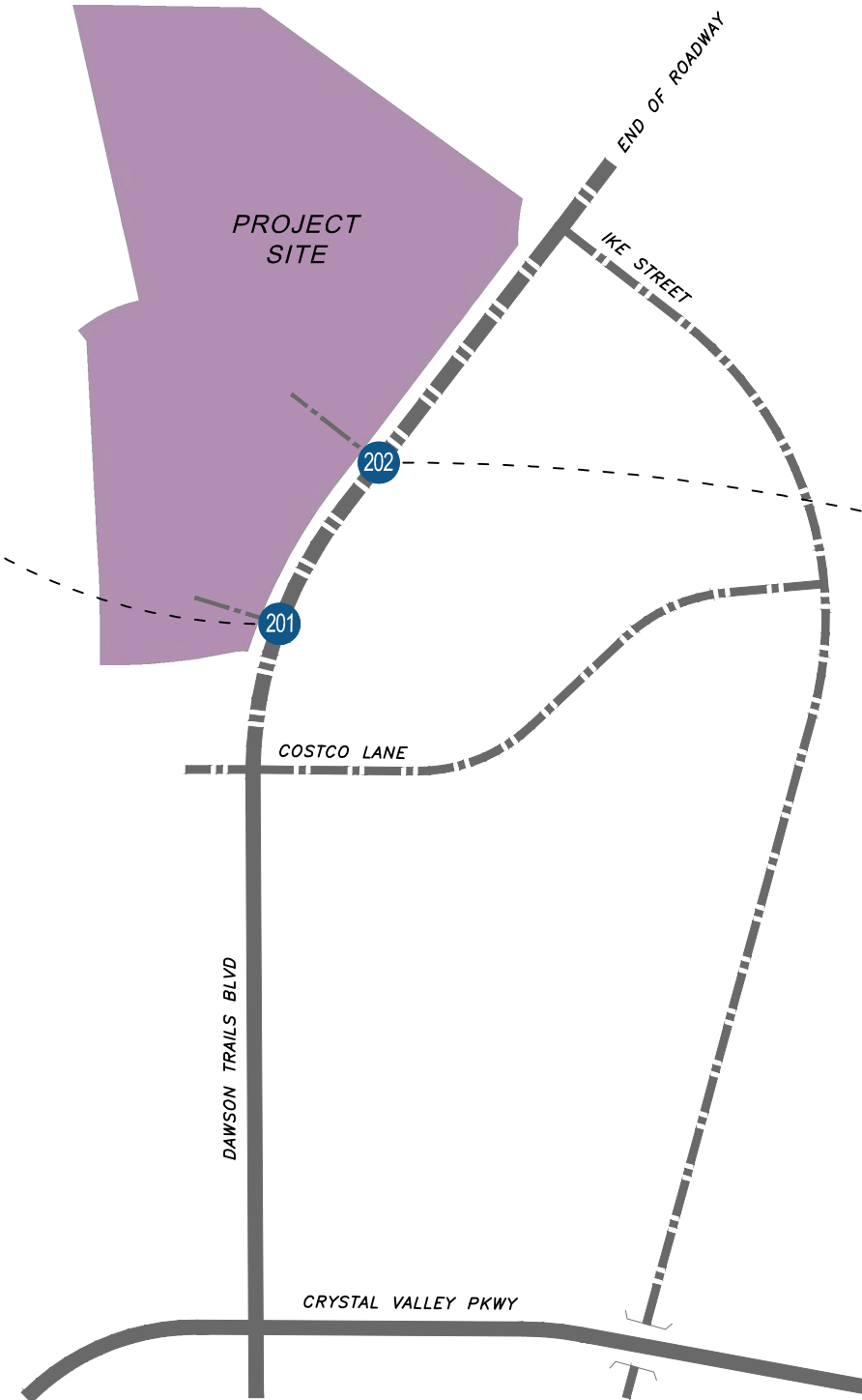
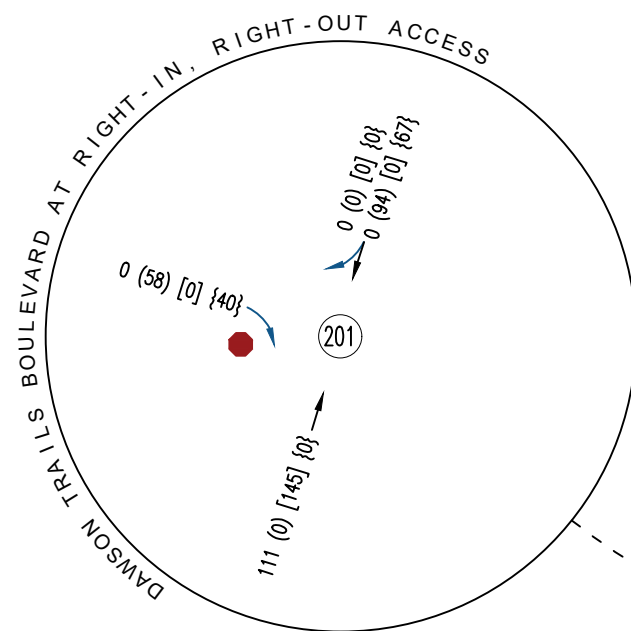


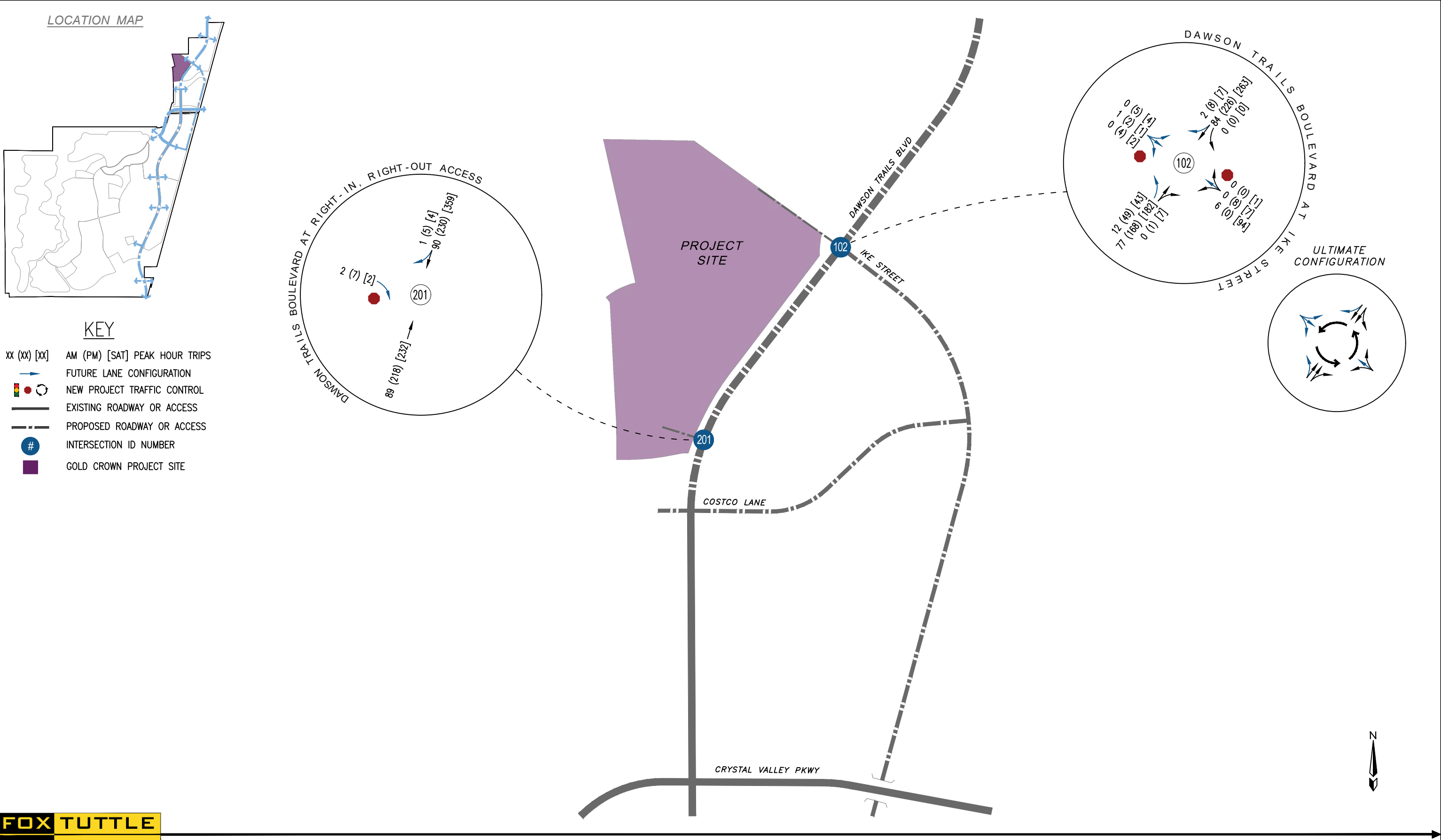
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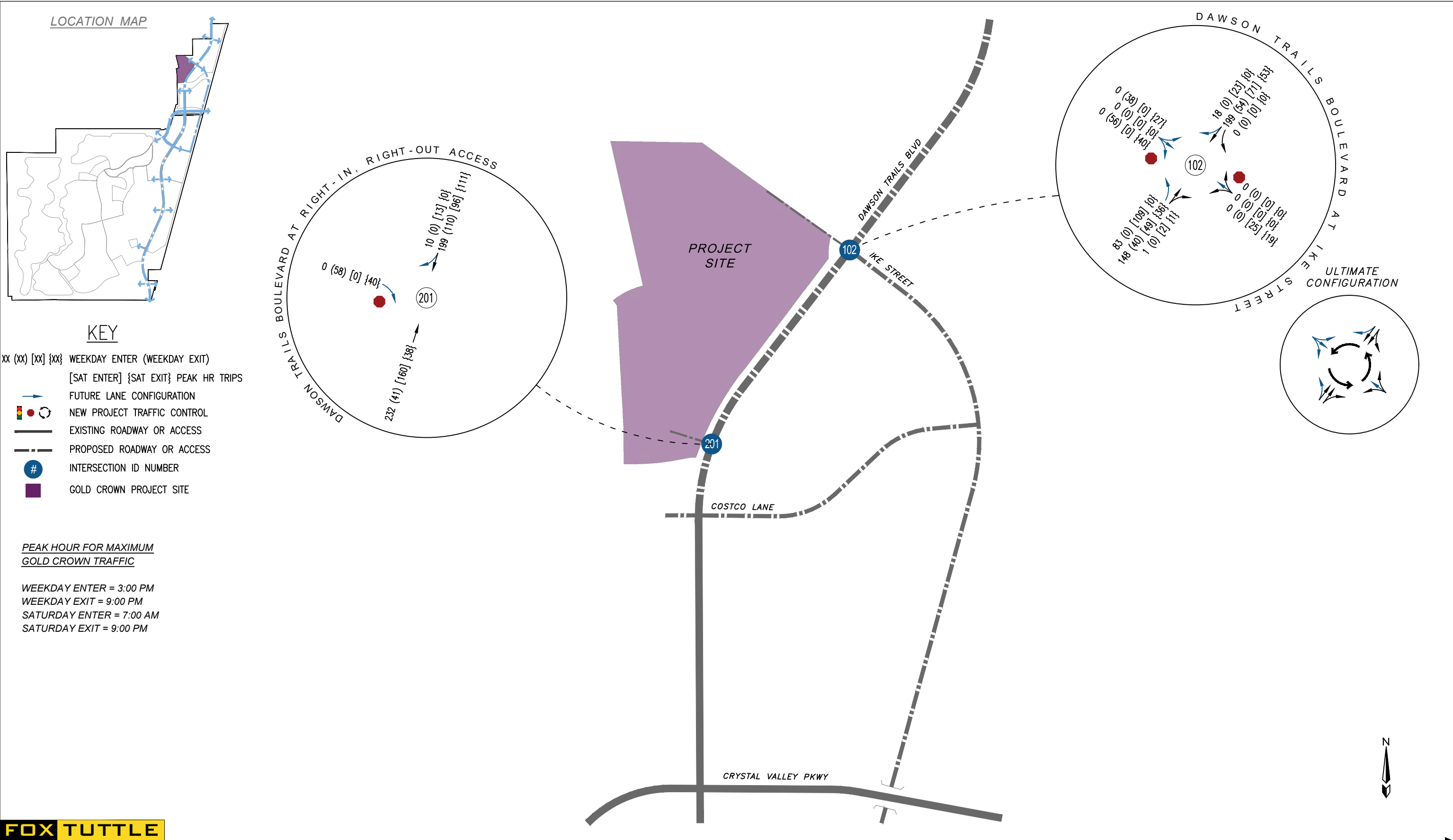
xx (xx) [xx] {xx}	WEEKDAY ENTER (WEEKDAY EXIT)
	[SAT ENTER] {SAT EXIT} PEAK HR TRIPS
	FUTURE LANE CONFIGURATION
  	NEW PROJECT TRAFFIC CONTROL
	EXISTING ROADWAY OR ACCESS
	PROPOSED ROADWAY OR ACCESS
	INTERSECTION ID NUMBER
	GOLD CROWN PROJECT SITE

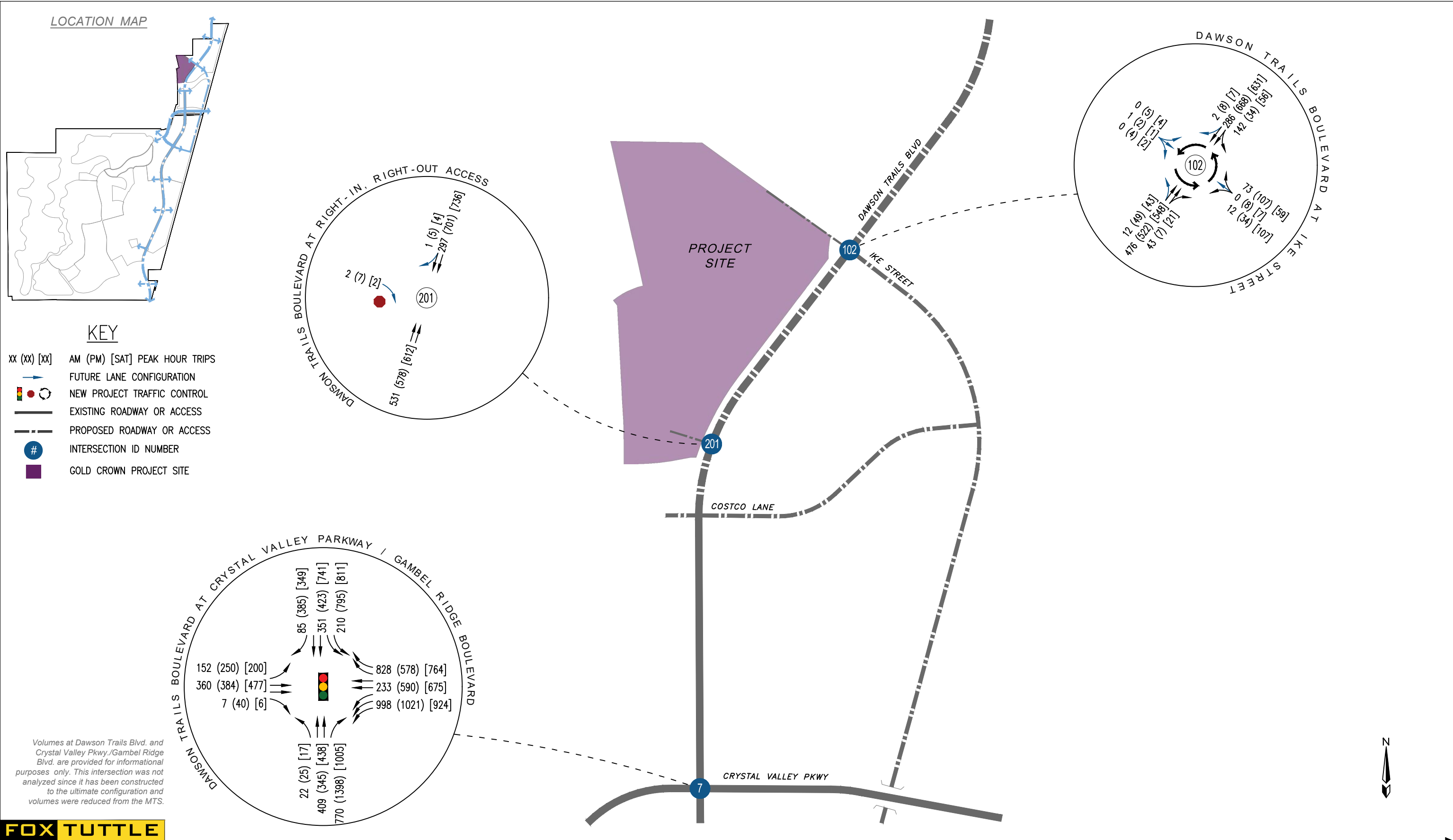
PEAK HOUR FOR MAXIMUM
GOLD CROWN TRAFFIC

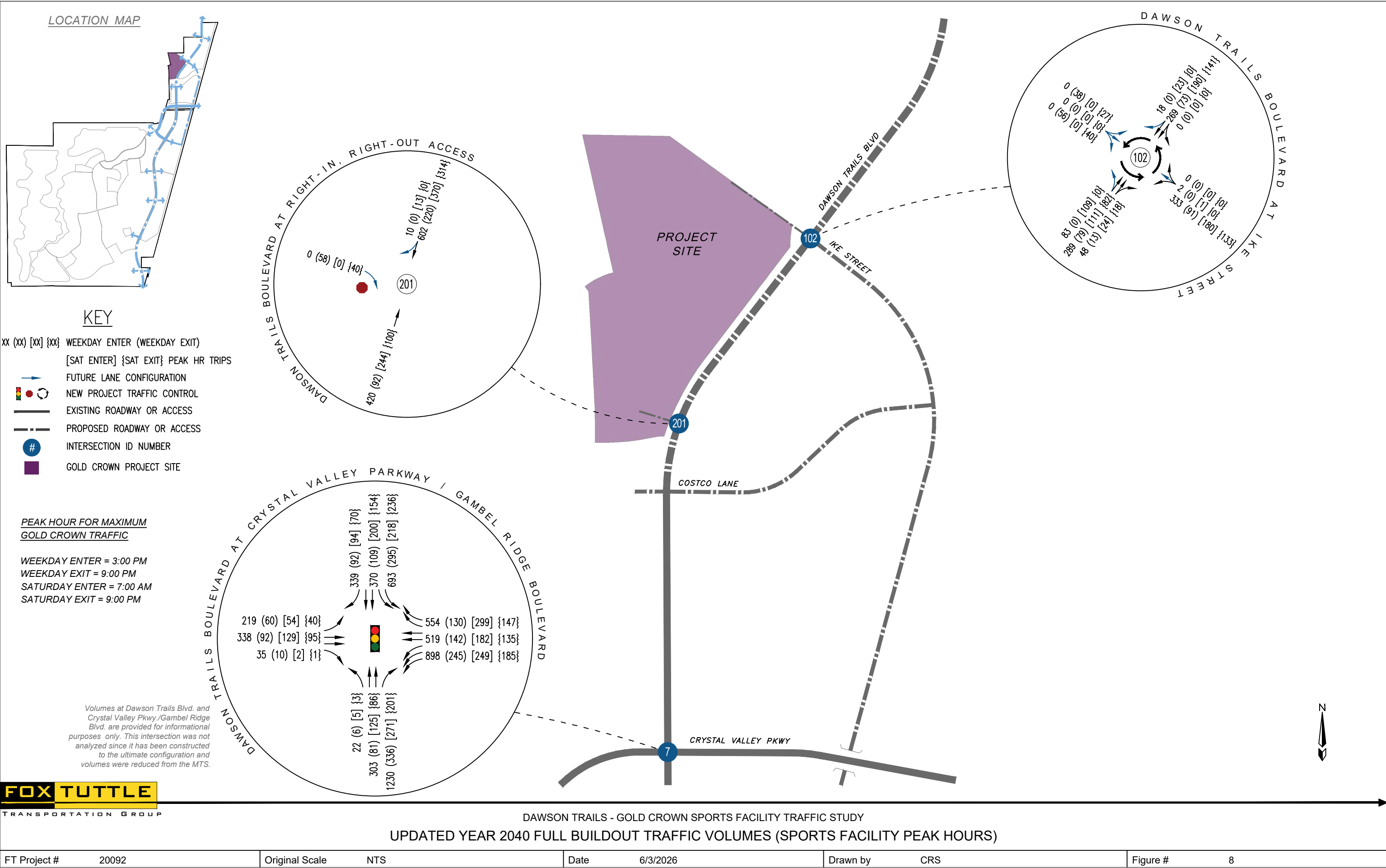
WEEKDAY ENTER = 3:00 PM
WEEKDAY EXIT = 9:00 PM
SATURDAY ENTER = 7:00 AM
SATURDAY EXIT = 9:00 PM











***Intersection Capacity
Analysis Worksheets:***

***Near-Term
Roadway Peak Hours***

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	2	0	15	1	0
Future Vol, veh/h	0	2	0	15	1	0
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	16	1	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	1	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	1083	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1083	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Ctrl Dly, s/v	8.33	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 1083		-	-		
HCM Lane V/C Ratio	- 0.002		-	-		
HCM Ctrl Dly (s/v)	- 8.3		-	-		
HCM Lane LOS	- A		-	-		
HCM 95th %tile Q(veh)	- 0		-	-		

Intersection						
Int Delay, s/veh	7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	15	0	0	0
Future Vol, veh/h	0	1	15	0	0	0
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	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	20	0	0	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	41	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	40	-	-	-	-	-
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	970	1083	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	958	1083	1622	-	-	-
Mov Cap-2 Maneuver	958	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.33	7.25	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1083	-	-
HCM Lane V/C Ratio	0.012	-	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	-	8.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	7	0	62	11	0
Future Vol, veh/h	0	7	0	62	11	0
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	0	67	12	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	12	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	1069	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	1069	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.4	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 1069		-	-		
HCM Lane V/C Ratio	- 0.009		-	-		
HCM Ctrl Dly (s/v)	- 8.4		-	-		
HCM Lane LOS	- A		-	-		
HCM 95th %tile Q(veh)	- 0		-	-		

Intersection						
Int Delay, s/veh	7.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	62	0	0	0
Future Vol, veh/h	0	11	62	0	0	0
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	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	83	0	0	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	166	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	165	-	-	-	-	-
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	824	1083	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	782	1083	1622	-	-	-
Mov Cap-2 Maneuver	782	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.37	7.34	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1083	-	-
HCM Lane V/C Ratio	0.051	-	0.014	-	-
HCM Ctrl Dly (s/v)	7.3	-	8.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	2	0	54	7	0
Future Vol, veh/h	0	2	0	54	7	0
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	59	8	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	8	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	1075	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1075	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.36	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 1075	-	-
HCM Lane V/C Ratio	- 0.002	-	-
HCM Ctrl Dly (s/v)	- 8.4	-	-
HCM Lane LOS	- A	-	-
HCM 95th %tile Q(veh)	- 0	-	-

Intersection						
Int Delay, s/veh	7.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	54	0	0	0
Future Vol, veh/h	0	7	54	0	0	0
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	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	72	0	0	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	145	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	144	-	-	-	-	-
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	847	1083	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	810	1083	1622	-	-	-
Mov Cap-2 Maneuver	810	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.35	7.32	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1083	-	-
HCM Lane V/C Ratio	0.044	-	0.009	-	-
HCM Ctrl Dly (s/v)	7.3	-	8.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

***Intersection Capacity
Analysis Worksheets:***

***Near-Term
Gold Crown Peak Hours***

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	0	0	111	0	0
Future Vol, veh/h	0	0	0	111	0	0
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	121	0	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	1	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	1083	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1083	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Ctrl Dly, s/v	0	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Ctrl Dly (s/v)	-	0	-	-		
HCM Lane LOS	-	A	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection						
Int Delay, s/veh	7.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	111	0	0	0
Future Vol, veh/h	0	0	111	0	0	0
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	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	148	0	0	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	297	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	296	-	-	-	-	-
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	694	1083	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	631	1083	1622	-	-	-
Mov Cap-2 Maneuver	631	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	755	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	7.44	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	0.091	-	-	-	-
HCM Ctrl Dly (s/v)	7.4	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	58	0	62	94	0
Future Vol, veh/h	0	58	0	62	94	0
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	77	0	67	102	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	102	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	953	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	953	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Ctrl Dly, s/v	9.11	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	953	-	-		
HCM Lane V/C Ratio	-	0.081	-	-		
HCM Ctrl Dly (s/v)	-	9.1	-	-		
HCM Lane LOS	-	A	-	-		
HCM 95th %tile Q(veh)	-	0.3	-	-		

Intersection						
Int Delay, s/veh	8.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	94	0	0	0	0
Future Vol, veh/h	0	94	0	0	0	0
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	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	125	0	0	0	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1	1	0
Stage 1	1	-	-
Stage 2	0	-	-
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	1022	1083	1622
Stage 1	1022	-	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	1022	1083	1622
Mov Cap-2 Maneuver	1022	-	-
Stage 1	1022	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.76	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1083	-	-
HCM Lane V/C Ratio	-	-	0.116	-	-
HCM Ctrl Dly (s/v)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	0	0	145	0	0
Future Vol, veh/h	0	0	0	145	0	0
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	158	0	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	1	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	1083	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1083	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	145	0	0	0
Future Vol, veh/h	0	0	145	0	0	0
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	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	193	0	0	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	388	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	387	-	-	-	-	-
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	616	1083	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	542	1083	1622	-	-	-
Mov Cap-2 Maneuver	542	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	7.52	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	0.119	-	-	-	-
HCM Ctrl Dly (s/v)	7.5	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	40	0	0	67	0
Future Vol, veh/h	0	40	0	0	67	0
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	0	0	73	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	73	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	989	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	989	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Ctrl Dly, s/v	8.85	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	989	-	-		
HCM Lane V/C Ratio	-	0.054	-	-		
HCM Ctrl Dly (s/v)	-	8.8	-	-		
HCM Lane LOS	-	A	-	-		
HCM 95th %tile Q(veh)	-	0.2	-	-		

Intersection						
Int Delay, s/veh	8.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	67	0	0	0	0
Future Vol, veh/h	0	67	0	0	0	0
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	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	89	0	0	0	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1	1	0
Stage 1	1	-	-
Stage 2	0	-	-
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	1022	1083	1622
Stage 1	1022	-	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	1022	1083	1622
Mov Cap-2 Maneuver	1022	-	-
Stage 1	1022	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.62	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1083	-	-
HCM Lane V/C Ratio	-	-	0.082	-	-
HCM Ctrl Dly (s/v)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

***Intersection Capacity
Analysis Worksheets:***

***Short-Term
Roadway Peak Hours***

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	0	6	0	0	12	77	0	0	84	2
Future Vol, veh/h	0	1	0	6	0	0	12	77	0	0	84	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	-	-	-	-	-	-	200	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	75	92	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	0	7	0	0	16	84	0	0	91	3
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	208	208	93	208	210	84	94	0	0	84	0	0
Stage 1	93	93	-	116	116	-	-	-	-	-	-	-
Stage 2	116	116	-	92	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	749	689	965	750	687	976	1500	-	-	1513	-	-
Stage 1	914	818	-	889	800	-	-	-	-	-	-	-
Stage 2	889	800	-	915	817	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	741	681	965	740	680	976	1500	-	-	1513	-	-
Mov Cap-2 Maneuver	741	681	-	740	680	-	-	-	-	-	-	-
Stage 1	914	818	-	880	791	-	-	-	-	-	-	-
Stage 2	880	791	-	914	817	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Ctrl Dly, s/v	10.3		9.91		1.19			0				
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1500	-	-	681	740	1513	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.002	0.009	-	-	-				
HCM Ctrl Dly (s/v)	7.4	-	-	10.3	9.9	0	-	-				
HCM Lane LOS	A	-	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	2	0	89	90	1
Future Vol, veh/h	0	2	0	89	90	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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	97	98	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	98	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	957	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	957	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.77	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 957		-	-		
HCM Lane V/C Ratio	- 0.003		-	-		
HCM Ctrl Dly (s/v)	- 8.8		-	-		
HCM Lane LOS	- A		-	-		
HCM 95th %tile Q(veh)	- 0		-	-		

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	5	2	4	0	8	0	49	168	1	0	226	8
Future Vol, veh/h	5	2	4	0	8	0	49	168	1	0	226	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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	75	92	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	3	5	0	9	0	65	183	1	0	246	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	569	565	251	561	570	183	256	0	0	184	0	0
Stage 1	251	251	-	314	314	-	-	-	-	-	-	-
Stage 2	318	314	-	247	256	-	-	-	-	-	-	-
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	433	434	788	438	431	859	1309	-	-	1391	-	-
Stage 1	753	699	-	697	656	-	-	-	-	-	-	-
Stage 2	694	656	-	757	695	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	403	412	788	411	410	859	1309	-	-	1391	-	-
Mov Cap-2 Maneuver	403	412	-	411	410	-	-	-	-	-	-	-
Stage 1	753	699	-	662	624	-	-	-	-	-	-	-
Stage 2	650	623	-	749	695	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.53		13.98		2.07		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1309	-	-	493	410	1391	-	-
HCM Lane V/C Ratio	0.05	-	-	0.03	0.021	-	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	12.5	14	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	7	0	218	230	5
Future Vol, veh/h	0	7	0	218	230	5
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	0	237	250	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	253	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	785	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	785	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.64	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 785		-	-		
HCM Lane V/C Ratio	- 0.012		-	-		
HCM Ctrl Dly (s/v)	- 9.6		-	-		
HCM Lane LOS	- A		-	-		
HCM 95th %tile Q(veh)	- 0		-	-		

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	4	1	2	94	7	1	43	182	7	0	263	7
Future Vol, veh/h	4	1	2	94	7	1	43	182	7	0	263	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	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	75	92	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	3	102	8	1	57	198	8	0	286	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	607	611	291	603	612	202	295	0	0	205	0	0
Stage 1	291	291	-	316	316	-	-	-	-	-	-	-
Stage 2	316	320	-	287	295	-	-	-	-	-	-	-
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	409	409	749	411	408	839	1266	-	-	1366	-	-
Stage 1	717	672	-	695	655	-	-	-	-	-	-	-
Stage 2	695	652	-	721	669	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	382	390	749	390	390	839	1266	-	-	1366	-	-
Mov Cap-2 Maneuver	382	390	-	390	390	-	-	-	-	-	-	-
Stage 1	717	672	-	663	625	-	-	-	-	-	-	-
Stage 2	654	623	-	717	669	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	13.25		17.77		1.74		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1266	-	-	446 392	1366	-	-
HCM Lane V/C Ratio	0.045	-	-	0.021 0.283	-	-	-
HCM Ctrl Dly (s/v)	8	-	-	13.2 17.8	0	-	-
HCM Lane LOS	A	-	-	B C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1 1.1	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	2	0	232	359	4
Future Vol, veh/h	0	2	0	232	359	4
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	252	390	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	393	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	656	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	656	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.51	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 656		-	-		
HCM Lane V/C Ratio	- 0.004		-	-		
HCM Ctrl Dly (s/v)	- 10.5		-	-		
HCM Lane LOS	- B		-	-		
HCM 95th %tile Q(veh)	- 0		-	-		

***Intersection Capacity
Analysis Worksheets:***

***Short-Term
Gold Crown Peak Hours***

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	0	0	0	0	0	0	83	148	1	0	199	18
Future Vol, veh/h	0	0	0	0	0	0	83	148	1	0	199	18
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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	75	92	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	111	161	1	0	216	24

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	611	612	228	599	623	161	240	0	0	162	0	0
Stage 1	228	228	-	383	383	-	-	-	-	-	-	-
Stage 2	382	383	-	216	240	-	-	-	-	-	-	-
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	406	408	811	413	402	884	1326	-	-	1417	-	-
Stage 1	774	715	-	640	612	-	-	-	-	-	-	-
Stage 2	640	612	-	786	707	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	372	374	811	379	369	884	1326	-	-	1417	-	-
Mov Cap-2 Maneuver	372	374	-	379	369	-	-	-	-	-	-	-
Stage 1	774	715	-	587	561	-	-	-	-	-	-	-
Stage 2	587	561	-	786	707	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	3.23	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1326	-	-	-	1417	-	-
HCM Lane V/C Ratio	0.083	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	8	-	-	0	0	-	-
HCM Lane LOS	A	-	-	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	0	0	232	199	10
Future Vol, veh/h	0	0	0	232	199	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	252	216	13

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 223	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.22	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.318	- -	- -
Pot Cap-1 Maneuver	0 817	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 817	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- -	- -	- -
HCM Lane V/C Ratio	- -	- -	- -
HCM Ctrl Dly (s/v)	- 0	- -	- -
HCM Lane LOS	- A	- -	- -
HCM 95th %tile Q(veh)	- -	- -	- -

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	38	0	56	0	0	0	109	49	2	0	54	0
Future Vol, veh/h	38	0	56	0	0	0	109	49	2	0	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	75	92	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	0	75	0	0	0	145	53	2	0	59	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	403	405	59	404	404	54	59	0	0	55	0	0
Stage 1	59	59	-	345	345	-	-	-	-	-	-	-
Stage 2	344	346	-	59	59	-	-	-	-	-	-	-
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	558	535	1007	557	536	1013	1545	-	-	1549	-	-
Stage 1	953	846	-	671	636	-	-	-	-	-	-	-
Stage 2	671	635	-	953	846	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	506	485	1007	467	485	1013	1545	-	-	1549	-	-
Mov Cap-2 Maneuver	506	485	-	467	485	-	-	-	-	-	-	-
Stage 1	953	846	-	607	576	-	-	-	-	-	-	-
Stage 2	608	576	-	882	846	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.06	0	5.48	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1545	-	-	719	1549	-	-
HCM Lane V/C Ratio	0.094	-	-	0.174	-	-	-
HCM Ctrl Dly (s/v)	7.6	-	-	11.1	0	0	-
HCM Lane LOS	A	-	-	B	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.6	0	-	-

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	58	0	41	110	0
Future Vol, veh/h	0	58	0	41	110	0
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	77	0	45	120	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	120	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	932	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	932	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Ctrl Dly, s/v	9.21	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	932	-	-		
HCM Lane V/C Ratio	-	0.083	-	-		
HCM Ctrl Dly (s/v)	-	9.2	-	-		
HCM Lane LOS	-	A	-	-		
HCM 95th %tile Q(veh)	-	0.3	-	-		

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	0	25	0	0	109	49	2	0	71	23
Future Vol, veh/h	0	0	0	25	0	0	109	49	2	0	71	23
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	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	75	92	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	27	0	0	145	53	2	0	77	31

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	436	439	93	422	453	54	108	0	0	55	0	0
Stage 1	93	93	-	345	345	-	-	-	-	-	-	-
Stage 2	344	346	-	77	108	-	-	-	-	-	-	-
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	530	512	965	542	503	1013	1483	-	-	1549	-	-
Stage 1	915	818	-	671	636	-	-	-	-	-	-	-
Stage 2	671	635	-	932	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	478	462	965	489	453	1013	1483	-	-	1549	-	-
Mov Cap-2 Maneuver	478	462	-	489	453	-	-	-	-	-	-	-
Stage 1	915	818	-	605	574	-	-	-	-	-	-	-
Stage 2	606	573	-	932	806	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	12.8	5.57	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1483	-	-	-	489	1549	-	-
HCM Lane V/C Ratio	0.098	-	-	-	0.056	-	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	0	12.8	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	160	96	13
Future Vol, veh/h	0	0	0	160	96	13
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	174	104	17

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 113	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.22	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.318	- -	- -
Pot Cap-1 Maneuver	0 940	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 940	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- -	- -	
HCM Lane V/C Ratio	- -	- -	
HCM Ctrl Dly (s/v)	- 0	- -	
HCM Lane LOS	- A	- -	
HCM 95th %tile Q(veh)	- -	- -	

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	27	0	40	19	0	0	0	36	1	0	53	0
Future Vol, veh/h	27	0	40	19	0	0	0	36	1	0	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	75	92	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	0	53	21	0	0	0	39	1	0	58	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	97	98	58	97	97	40	58	0	0	40	0	0
Stage 1	58	58	-	40	40	-	-	-	-	-	-	-
Stage 2	39	40	-	58	58	-	-	-	-	-	-	-
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	886	792	1009	885	793	1032	1547	-	-	1569	-	-
Stage 1	954	847	-	975	862	-	-	-	-	-	-	-
Stage 2	976	861	-	954	847	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	886	792	1009	838	793	1032	1547	-	-	1569	-	-
Mov Cap-2 Maneuver	886	792	-	838	793	-	-	-	-	-	-	-
Stage 1	954	847	-	975	862	-	-	-	-	-	-	-
Stage 2	976	861	-	904	847	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.16	9.4	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1547	-	-	955	838	1569	-	-
HCM Lane V/C Ratio	-	-	-	0.094	0.025	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.2	9.4	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	40	0	38	111	0
Future Vol, veh/h	0	40	0	38	111	0
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	0	41	121	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	121	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	931	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	931	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.1	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 931		-	-		
HCM Lane V/C Ratio	- 0.057		-	-		
HCM Ctrl Dly (s/v)	- 9.1		-	-		
HCM Lane LOS	- A		-	-		
HCM 95th %tile Q(veh)	- 0.2		-	-		

***Intersection Capacity
Analysis Worksheets:***

***Long-Term
Roadway Peak Hours***

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↗	
Traffic Vol, veh/h	0	2	0	531	297	1
Future Vol, veh/h	0	2	0	531	297	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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	577	323	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 162	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 854	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 854	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.23	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 854	- -	- -
HCM Lane V/C Ratio	- 0.003	- -	- -
HCM Ctrl Dly (s/v)	- 9.2	- -	- -
HCM Lane LOS	- A	- -	- -
HCM 95th %tile Q(veh)	- 0	- -	- -

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕	↕	
Traffic Vol, veh/h	0	7	0	578	701	5
Future Vol, veh/h	0	7	0	578	701	5
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	0	628	762	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	384	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	614	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	614	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.95	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 614		-	-		
HCM Lane V/C Ratio	- 0.015		-	-		
HCM Ctrl Dly (s/v)	- 11		-	-		
HCM Lane LOS	- B		-	-		
HCM 95th %tile Q(veh)	- 0		-	-		

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	
Traffic Vol, veh/h	0	2	0	612	736	4
Future Vol, veh/h	0	2	0	612	736	4
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	665	800	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	403	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	597	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	597	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	11.05	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 597		-	-		
HCM Lane V/C Ratio	- 0.004		-	-		
HCM Ctrl Dly (s/v)	- 11.1		-	-		
HCM Lane LOS	- B		-	-		
HCM 95th %tile Q(veh)	- 0		-	-		

***Intersection Capacity
Analysis Worksheets:***

***Long-Term
Gold Crown Peak Hours***

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕	↕	
Traffic Vol, veh/h	0	0	0	420	602	10
Future Vol, veh/h	0	0	0	420	602	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	457	654	13

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	334	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	662	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	662	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	58	0	92	220	0
Future Vol, veh/h	0	58	0	92	220	0
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	77	0	100	239	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	120	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	909	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	909	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.33	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 909		-	-		
HCM Lane V/C Ratio	- 0.085		-	-		
HCM Ctrl Dly (s/v)	- 9.3		-	-		
HCM Lane LOS	- A		-	-		
HCM 95th %tile Q(veh)	- 0.3		-	-		

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	0	0	244	370	13
Future Vol, veh/h	0	0	0	244	370	13
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	265	402	17
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	210	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	796	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	796	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	-		-	-		
HCM Lane V/C Ratio	-		-	-		
HCM Ctrl Dly (s/v)	-		0	-		
HCM Lane LOS	-		A	-		
HCM 95th %tile Q(veh)	-		-	-		

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	
Traffic Vol, veh/h	0	40	0	100	314	0
Future Vol, veh/h	0	40	0	100	314	0
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	75	92	92	92	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	0	109	341	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	171	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	843	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	843	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Ctrl Dly, s/v	9.56	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	843	-	-		
HCM Lane V/C Ratio	-	0.063	-	-		
HCM Ctrl Dly (s/v)	-	9.6	-	-		
HCM Lane LOS	-	A	-	-		
HCM 95th %tile Q(veh)	-	0.2	-	-		