

# TRAFFIC IMPACT STUDY

For

**Rocky Mountain Recycling, Lot 2  
Commerce City, Colorado**

July 2023

Prepared for:

Fulcrum Industrial Construction, LLC  
PO Box 18118  
Denver, Colorado 80218

Prepared by:



**SM ROCHA, LLC**  
TRAFFIC AND TRANSPORTATION CONSULTANTS

8700 Turnpike Drive, Suite 240  
Westminster, Colorado 80031  
(303) 458-9798

6 South Tejon Street, Suite 515  
Colorado Springs, Colorado 80903  
(719) 203-6639

Project Manager:  
Brandon Wilson, EIT  
Project Engineer:  
Zac Trotter, EIT

Engineer in Responsible Charge:  
Fred Lantz, PE



23-061916

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## I. Introduction

### Project Overview

This traffic impact study is provided as a planning document and addresses the capacity, geometric, and control requirements associated with the development entitled Rocky Mountain Recycling, Lot 2.

This proposed industrial development consists of outdoor storage space associated with the existing Rocky Mountain Recycling business. The development is located at 6425 Brighton Boulevard in Commerce City, Colorado.

### Study Area Boundaries

The study area to be examined in this analysis encompasses the Brighton Boulevard intersections with E 64<sup>th</sup> Avenue and existing site access drives.

Figure 1 illustrates location of the site and study intersections.

### Site Description

Land for the development is currently occupied by a storage warehouse and surrounded by a mix of industrial and residential land uses.

The proposed development is understood to entail the new construction of an approximate 1.28-acre outdoor storage area associated with Rocky Mountain Recycling.

Proposed access to the development is provided via one full-movement access onto Brighton Boulevard (referred to as Site Access). Existing access to the current Rocky Mountain Recycling development is provided via one enter-only access from Brighton Boulevard (referred to as Site Entrance) and one exit-only access onto Brighton Boulevard (referred to as Site Exit).

For purposes of this study, it is anticipated that development construction would be completed by end of Year 2025.

General site and access locations are shown in Figure 1.

A site plan, as prepared by BL Companies, is shown in Figure 2. This plan is provided for illustrative purposes only.



Figure 1  
SITE LOCATION

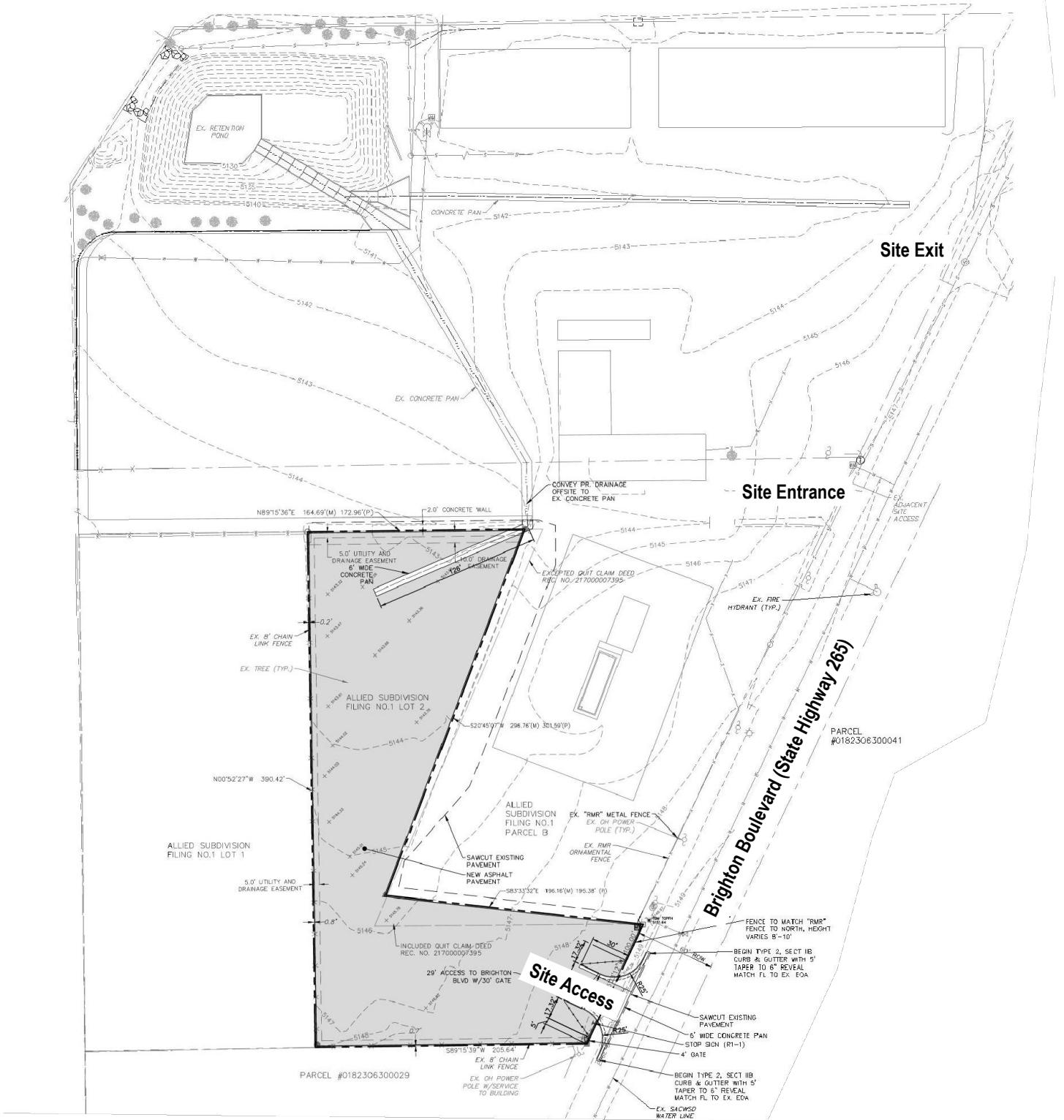
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Not to Scale



## Existing and Committed Surface Transportation Network

Within the study area, Brighton Boulevard is the primary roadway that will accommodate traffic to and from the proposed development. The secondary roadway includes E 64<sup>th</sup> Avenue. A brief description of each roadway, based on the City's C3 Vision Transportation Plan<sup>1</sup> and the City of Commerce City Engineering Construction Standards and Specifications (Standards and Specifications)<sup>2</sup>, is provided below:

Brighton Boulevard is a north-south minor arterial roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersections within the study area. The Colorado Department of Transportation (CDOT) categorizes the adjacent segment of Brighton Boulevard (State Highway 265) as a Non-Rural Arterial (NR-C) and provides a posted speed limit of 35 MPH.

E 64<sup>th</sup> Avenue is an east-west local industrial roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersection within the study area. E 64<sup>th</sup> Avenue provides a posted speed limit of 25 MPH.

The study intersections operate under a stop-controlled condition. A stop-controlled intersection is defined as a roadway intersection where vehicle rights-of-way are controlled by one or more "STOP" signs.

Comparison of existing roadway cross-sections of Brighton Boulevard and E 64<sup>th</sup> Avenue to the City's Standards and Specifications indicates that the roadways may not be built to their ultimate widths for accommodation of future regional transportation demands. Pursuant to the City's Standards and Specifications, Brighton Boulevard has potential to become a four-lane roadway upon buildout, while E 64<sup>th</sup> Avenue has potential to include a center two-way left-turn lane with bike lanes in either direction upon buildout.

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<sup>1</sup> C3 Vision Transportation Plan, Felsburg Holt & Ullevig, July 2010.

<sup>2</sup> Engineering Construction Standards and Specifications, City of Commerce City, December 2017.

## II. Existing Traffic Conditions

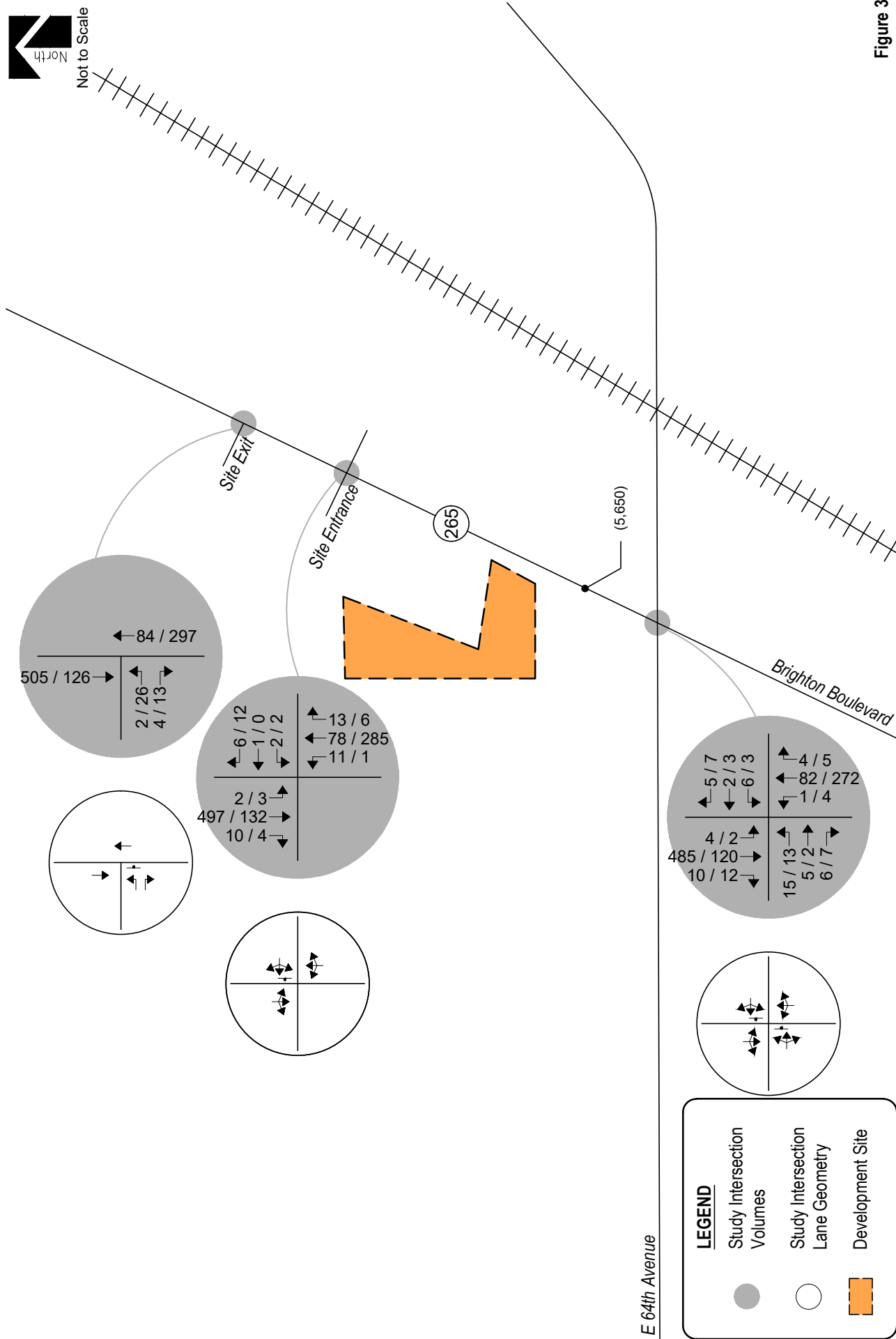
Morning (AM) and afternoon (PM) peak hour traffic counts were collected at the Brighton Boulevard intersections of E 64<sup>th</sup> Avenue and existing Rocky Mountain Recycling site access drives (Site Entrance and Site Exit). Average daily traffic (ADT) volumes were collected over a 24-hour period on Brighton Boulevard. Counts were collected on Wednesday, June 14, 2023, with AM peak hour counts being collected during the period of 7:00 a.m. to 9:00 a.m. and PM peak hour counts being collected during the period of 4:00 p.m. to 6:00 p.m.

Existing volumes and intersection geometry are shown in Figure 3. Traffic count data is included for reference in Appendix A.





Not to Scale



**LEGEND**

- Study Intersection Volumes
- Study Intersection Lane Geometry
- Development Site

**Figure 3**  
**EXISTING TRAFFIC**  
 Volumes & Intersection Geometry  
 AM / PM Peak Hour  
 (ADT) : Average Daily Traffic

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### Peak Hour Intersection Levels of Service – Existing Traffic

The Unsignalized Intersection Analysis technique, as published in the Highway Capacity Manual (HCM), 6<sup>th</sup> Edition, by the Transportation Research Board and as incorporated into the SYNCHRO computer program, was used to analyze the study intersections for existing and future traffic conditions. This nationally accepted technique allows for the determination of intersection level of service (LOS) based on the congestion and delay of each traffic movement.

Pursuant to Section 5.02.1.G of the City’s Standards and Specifications, the design objective of each scenario of this study shall be level of service “D”. Level of service is a method of measurement used by transportation professionals to quantify a driver’s perception of travel conditions that include travel time, number of stops, and total amount of stopped delay experienced on a roadway network. The HCM categorizes level of service into a range from “A” which indicates little, if any, vehicle delay, to “F” which indicates a level of operation considered unacceptable to most drivers. These levels of service grades with brief descriptions of the operating condition, for unsignalized and signalized intersections, are included for reference in Appendix B and have been used throughout this study.

The level of service analyses results for existing conditions are summarized in Table 1.

Intersection capacity worksheets developed for this study are provided in Appendix C.

**Table 1 – Intersection Capacity Analysis Summary – Existing Traffic**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Brighton Boulevard / E 64th Avenue (Stop-Controlled)		
Eastbound Left, Through and Right	B	B
Westbound Left, Through and Right	B	B
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
E 64th Avenue / Site Entrance (Stop-Controlled)		
Westbound Left, Through and Right	B	B
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
E 64th Avenue / Site Exit (Stop-Controlled)		
Eastbound Left	B	B
Eastbound Right	B	A

Key: Stop-Controlled Intersection: Level of Service

### Existing Traffic Analysis Results

Under existing conditions, unsignalized intersections of Brighton Boulevard with E 64th Avenue, Site Entrance, and Site Exit have turn movement operations at or better than LOS B during the morning and the afternoon peak traffic hours.

### **III. Future Traffic Conditions Without Proposed Development**

Background traffic is the traffic projected to be on area roadways without consideration of the proposed development. Background traffic includes traffic generated by development of vacant parcels in the area.

To account for projected increases in background traffic for Years 2025 and 2043, a compounded annual growth rate was determined using historical traffic data provided by CDOT's Online Transportation Information System (OTIS) along the adjacent segment of Brighton Boulevard (State Highway 265), which shows a 20-year growth rate of less than one percent. Therefore, a growth rate of one percent was applied to existing traffic volumes. This annual growth rate provides for a conservative analysis and is assumed to account for regional growth projections and the level of in-fill development expected within the area.

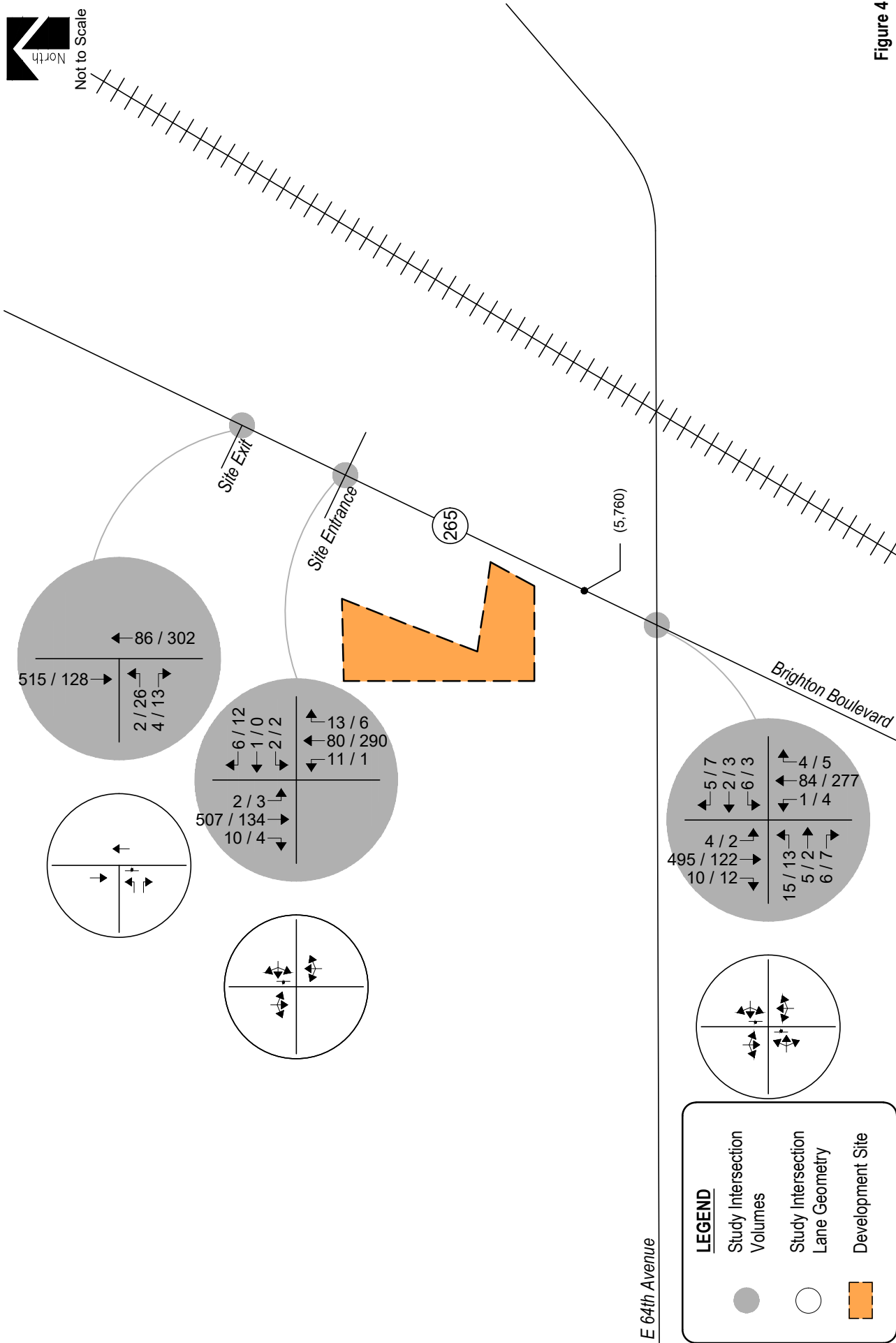
It is important to note that ingress and egress traffic volumes at the Site Entrance and Site Exit intersections are not subject to annual growth patterns since these access drives do not provide connection to other roadways, therefore do not serve regional traffic.

As discussed in Section I, Brighton Boulevard has the potential to become a four-lane roadway upon buildout, while E 64th Avenue has potential to be widened to accommodate a center two-way left-turn lane. However, in order to provide for a conservative analysis, Year 2025 and Year 2043 background traffic conditions assume no roadway improvements to accommodate regional transportation demands.

Projected background traffic volumes and intersection geometry for Years 2025 and 2043 are shown on Figure 4 and Figure 5, respectively.



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**Figure 4**  
**BACKGROUND TRAFFIC - YEAR 2025**  
 Volumes & Intersection Geometry  
 AM / PM Peak Hour  
 (ADT) : Average Daily Traffic

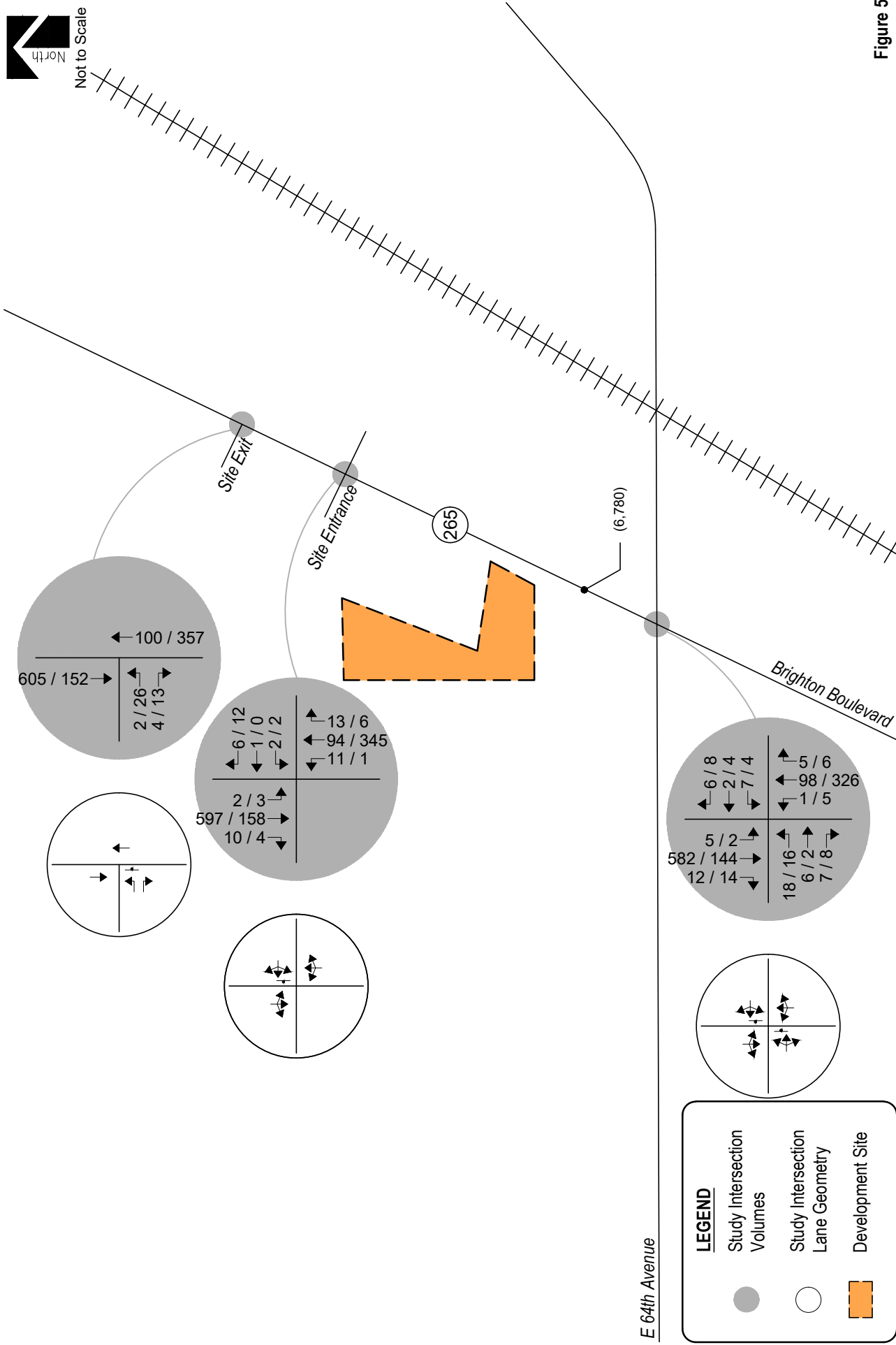
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**Figure 5**  
**BACKGROUND TRAFFIC - YEAR 2043**  
 Volumes & Intersection Geometry  
 AM / PM Peak Hour  
 (ADT) : Average Daily Traffic

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### Peak Hour Intersection Levels of Service – Background Traffic

As with existing traffic conditions, the operations of study intersections were analyzed under background conditions, without the proposed development, using the SYNCHRO computer program.

Background traffic level of service analysis results for Year 2025 are listed in Table 2. Year 2043 operational results are summarized in Table 3.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

**Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2025**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Brighton Boulevard / E 64th Avenue (Stop-Controlled)		
Eastbound Left, Through and Right	B	B
Westbound Left, Through and Right	B	B
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
E 64th Avenue / Site Entrance (Stop-Controlled)		
Westbound Left, Through and Right	B	B
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
E 64th Avenue / Site Exit (Stop-Controlled)		
Eastbound Left	B	B
Eastbound Right	B	A

Key: Stop-Controlled Intersection: Level of Service

### Background Traffic Analysis Results – Year 2025

Year 2025 background traffic analysis indicates that the unsignalized intersections within the study area operate at or better than LOS B during both AM and PM peak traffic periods.

**Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2043**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Brighton Boulevard / E 64th Avenue (Stop-Controlled) Eastbound Left, Through and Right Westbound Left, Through and Right Northbound Left, Through and Right Southbound Left, Through and Right	C B A A	B B A A
E 64th Avenue / Site Entrance (Stop-Controlled) Westbound Left, Through and Right Northbound Left, Through and Right Southbound Left, Through and Right	B A A	A A A
E 64th Avenue / Site Exit (Stop-Controlled) Eastbound Left Eastbound Right	B B	B A

Key: Stop-Controlled Intersection: Level of Service

### Background Traffic Analysis Results – Year 2043

By Year 2043 and without the proposed development, the study intersection of Brighton Boulevard with E 64th Avenue experiences turning movement operations at or better than LOS C during the AM peak traffic hour and LOS B or better operations during the PM peak traffic hour.

The study intersections of Brighton Boulevard and site accesses experience LOS B operations or better during the AM and PM peak traffic hours.

## IV. Proposed Project Traffic

### Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11<sup>th</sup> Edition, were applied to the proposed land use in order to estimate average daily traffic (ADT), AM Peak Hour, and PM Peak Hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from a point of origin to a point of destination.

The ITE land use code 150 (Warehousing) was used for estimating trip generation because of its conservative rates and best fit to the proposed land use description.

Trip generation rates used in this study are presented in Table 4.

**Table 4 – Trip Generation Rates**

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
150	Warehousing	KSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18

Key: KSF = Thousand Square Feet Gross Floor Area.

Table 5 illustrates projected ADT, AM Peak Hour, and PM Peak Hour traffic volumes likely generated by the proposed development upon build-out.

**Table 5 – Trip Generation Summary**

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
150	Warehousing	55.8 KSF	95	7	2	9	3	7	10
		<i>Total:</i>	95	7	2	9	3	7	10

Key: KSF = Thousand Square Feet Gross Floor Area.

Note: All data and calculations above are subject to being rounded to nearest value.

Upon build-out, Table 5 illustrates that the proposed development has the potential to generate approximately 95 daily vehicle trips with 9 of those occurring during the morning peak hour and 10 during the afternoon peak hour.

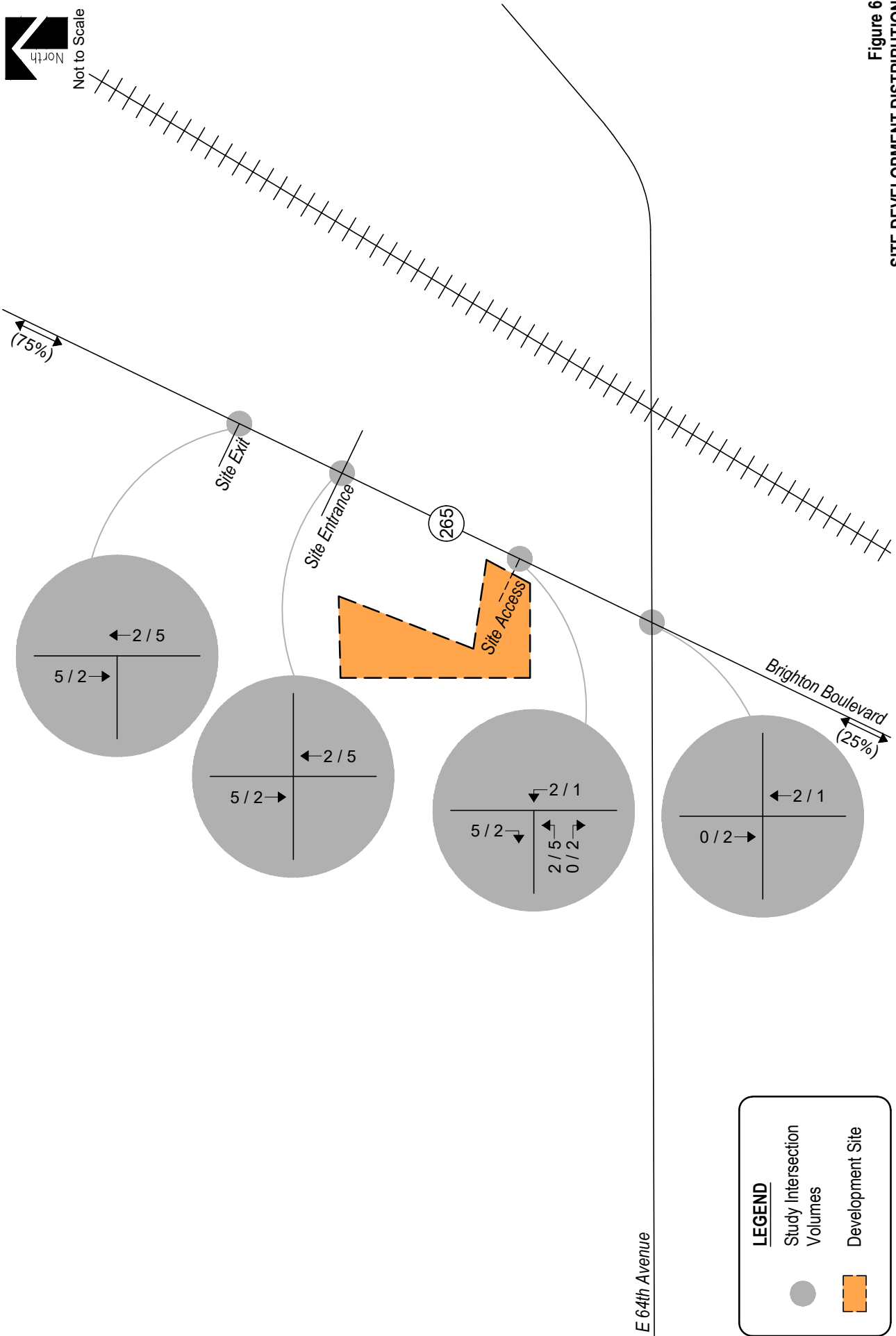


### **Adjustments to Trip Generation Rates**

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis. Overall trip distribution patterns for the development are shown on Figure 6.

### **Trip Assignment**

Trip assignment is how generated and distributed vehicle trips are expected to be loaded onto the available roadway network. Applying trip distribution patterns to site-generated traffic provides the overall site-generated trip assignments shown on Figure 6.



## **V. Future Traffic Conditions With Proposed Developments**

Total traffic is the traffic projected to be on area roadways with consideration of the proposed development. Total traffic includes background traffic projections for Years 2025 and 2043 with consideration of site-generated traffic. For analysis purposes, it was assumed that development construction would be completed by end of Year 2025.

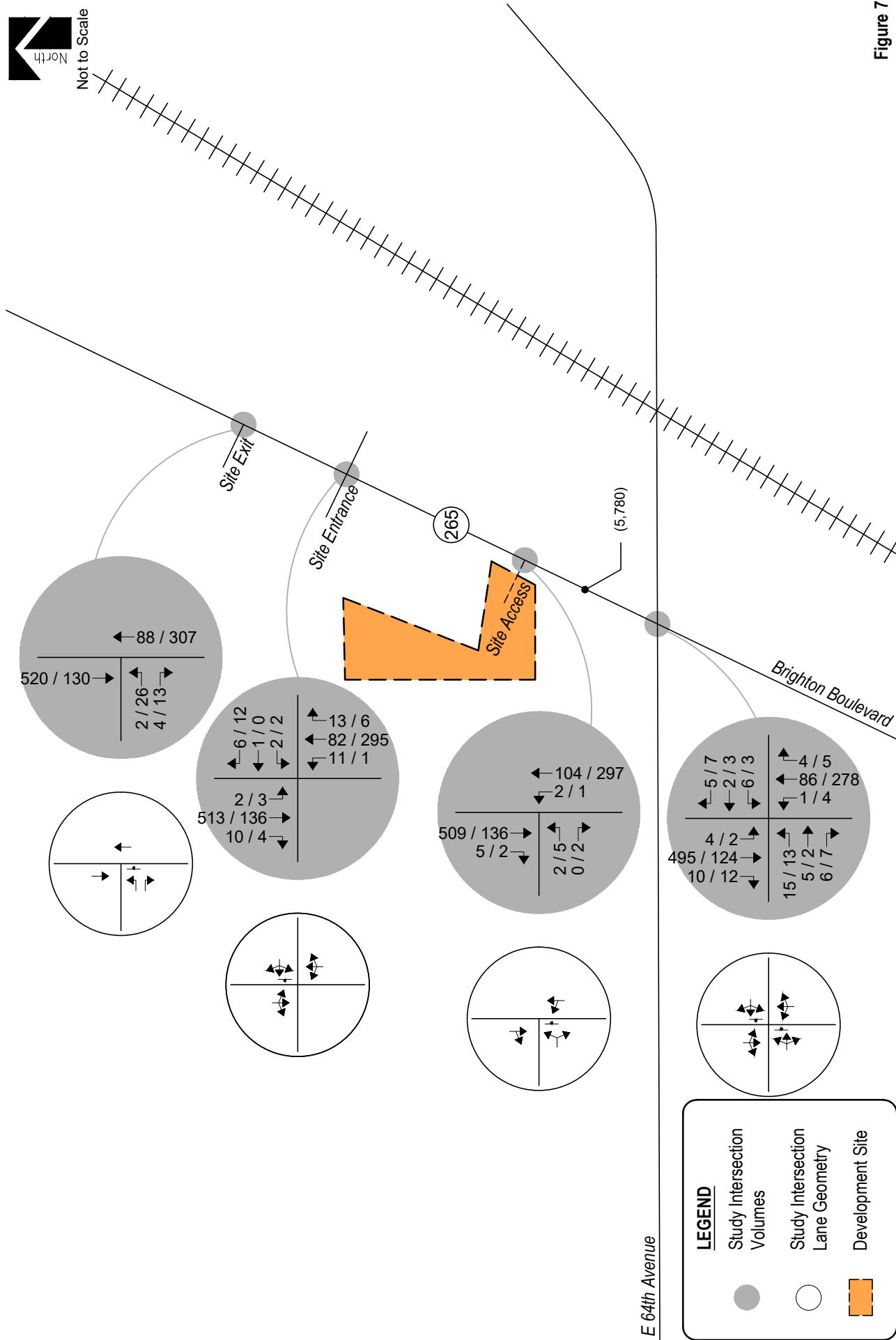
Pursuant to area roadway improvement discussions provided in Section III, Year 2025 and Year 2043 total traffic conditions assume no roadway improvements to accommodate regional transportation demands. Roadway improvements associated with site development are expected to be limited to site access and frontage as required by the governing agency.

Projected Year 2025 total traffic volumes and intersection geometry are shown in Figure 7.

Figure 8 shows projected total traffic volumes and intersection geometry for Year 2043.



Not to Scale



E 64th Avenue

**LEGEND**

- Study Intersection Volumes
- Study Intersection Lane Geometry
- Development Site

**Figure 7**  
**TOTAL TRAFFIC - YEAR 2025**  
 Volumes & Intersection Geometry  
 AM / PM Peak Hour  
 (ADT) : Average Daily Traffic

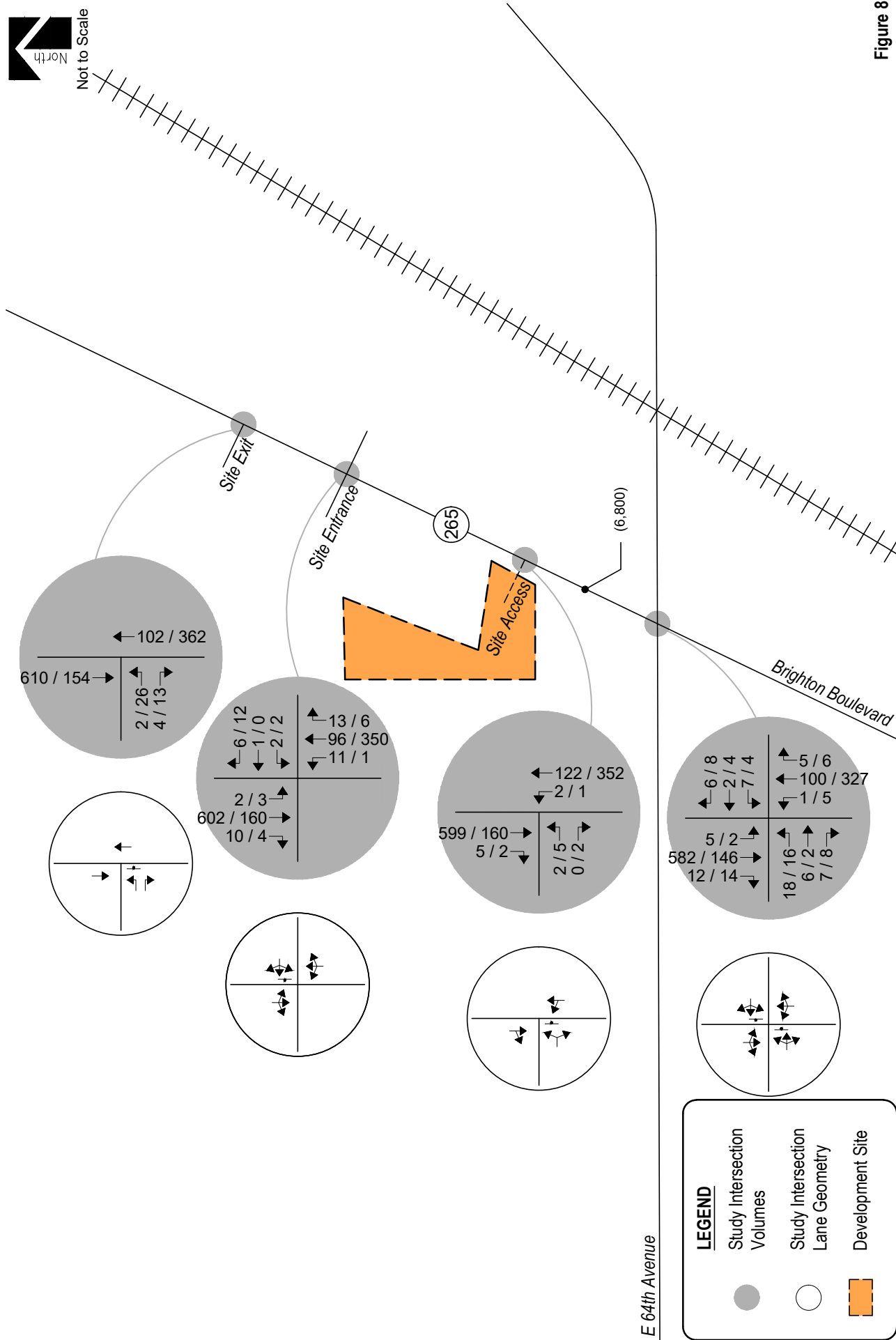
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**Figure 8**  
**TOTAL TRAFFIC - YEAR 2043**  
 Volumes & Intersection Geometry  
 AM / PM Peak Hour  
 (ADT) : Average Daily Traffic



## VI. Project Impacts

The analyses and procedures described in this study were performed in accordance with the latest HCM and are based upon the worst-case conditions that occur during a typical weekday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of weekday operations only.

### Peak Hour Intersection Levels of Service – Total Traffic

As with background traffic, the operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program. Total traffic level of service analysis results for Years 2025 and 2043 are summarized in Table 6 and Table 7, respectively.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

**Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2025**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Brighton Boulevard / E 64th Avenue (Stop-Controlled)		
Eastbound Left, Through and Right	B	B
Westbound Left, Through and Right	B	B
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
E 64th Avenue / Site Entrance (Stop-Controlled)		
Westbound Left, Through and Right	B	B
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
E 64th Avenue / Site Exit (Stop-Controlled)		
Eastbound Left	B	B
Eastbound Right	B	A
E 64th Avenue / Site Access (Stop-Controlled)		
Eastbound Left and Right	B	B
Northbound Left and Through	A	A

Key: Stop-Controlled Intersection: Level of Service

**Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2043**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Brighton Boulevard / E 64th Avenue (Stop-Controlled) Eastbound Left, Through and Right Westbound Left, Through and Right Northbound Left, Through and Right Southbound Left, Through and Right	C B A A	B B A A
E 64th Avenue / Site Entrance (Stop-Controlled) Westbound Left, Through and Right Northbound Left, Through and Right Southbound Left, Through and Right	B A A	B A A
E 64th Avenue / Site Exit (Stop-Controlled) Eastbound Left Eastbound Right	B B	B A
E 64th Avenue / Site Access (Stop-Controlled) Eastbound Left and Right Northbound Left and Through	C A	B A

Key: Stop-Controlled Intersection: Level of Service

### Total Traffic Analysis Results Upon Development Build-Out

Table 7 illustrates how, by year 2043 and upon development build-out, the stop-controlled intersection of Brighton Boulevard with E 64th Avenue and site accesses are projected to have turning movement operations at or better than LOS C for the morning peak traffic hour and LOS B or better for the afternoon peak traffic hour.

These intersection operations are similar to background conditions.

## VII. Conclusion

This traffic impact study addressed the capacity, geometric, and control requirements associated with the development entitled Rocky Mountain Recycling, Lot 2. This proposed industrial development consists of outdoor storage space associated with the existing Rocky Mountain Recycling business. The development is located at 6425 Brighton Boulevard in Commerce City, Colorado.

The study area examined in this analysis encompassed the Brighton Boulevard intersections with E 64<sup>th</sup> Avenue and existing site access drives.

Analysis was conducted for critical AM Peak Hour and PM Peak Hour traffic operations for existing traffic conditions, Year 2025 and Year 2043 background traffic conditions, and Year 2025 and Year 2043 total traffic conditions.

Analysis of existing traffic conditions indicates that the unsignalized intersections of Brighton Boulevard with E 64<sup>th</sup> Avenue and site accesses have operations at LOS B or better during morning and afternoon peak traffic hours.

Without the proposed development, Year 2025 background operational analysis shows that the unsignalized intersections of Brighton Boulevard with E 64<sup>th</sup> Avenue and site accesses have operations at LOS B or better during morning and afternoon peak traffic hours.

By Year 2043 and without the proposed development, the Brighton Boulevard with E 64<sup>th</sup> and site access intersections have overall projected operations at LOS C or better for the morning peak traffic hour and LOS B or better during the afternoon peak traffic hour.

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create no negative impact to traffic operations for the existing and surrounding roadway system. With all conservative assumptions defined in this analysis, the study intersections are projected to operate at future levels of service comparable to Year 2043 background traffic conditions. Proposed site accesses has long-term operations at LOS C or better during peak traffic periods and upon build-out.

The submittal of a new CDOT access permit is anticipated with the development of this site and will be coordinated through CDOT staff.



## **APPENDIX A**

### **Traffic Count Data**

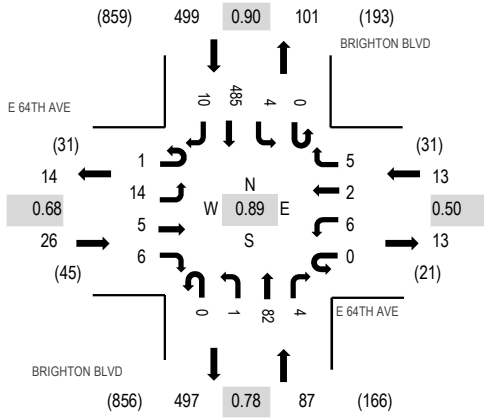
Location: 1 BRIGHTON BLVD & E 64TH AVE AM

Date: Wednesday, June 14, 2023

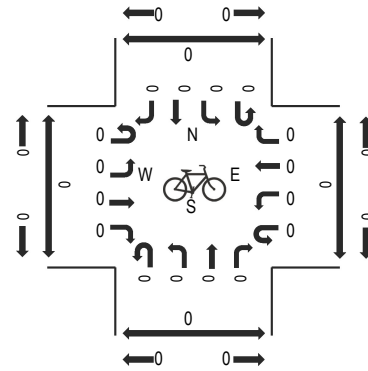
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

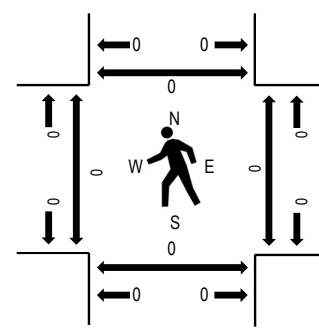
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	E 64TH AVE Eastbound				E 64TH AVE Westbound				BRIGHTON BLVD Northbound			BRIGHTON BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	3	0	1	0	2	0	2	0	0	20	3	0	2	110	3	146	625	0	0	0	0
7:15 AM	0	3	1	1	0	1	2	0	0	1	16	0	0	0	115	2	142	601	0	0	0	0
7:30 AM	0	5	1	1	0	1	0	2	0	0	21	1	0	1	125	3	161	592	0	0	0	0
7:45 AM	1	3	3	3	0	2	0	1	0	0	25	0	0	1	135	2	176	541	0	0	0	0
8:00 AM	0	4	0	0	0	2	0	0	0	3	11	1	0	0	99	2	122	476	0	0	0	0
8:15 AM	0	2	1	3	0	0	1	3	0	0	29	0	0	1	84	9	133		0	0	0	0
8:30 AM	0	3	1	1	0	1	1	1	0	0	14	1	0	0	86	1	110		0	0	0	0
8:45 AM	0	3	1	0	0	5	0	4	0	0	18	2	0	0	78	0	111		0	0	0	0
Count Total	1	26	8	10	0	14	4	13	0	4	154	8	0	5	832	22	1,101		0	0	0	0
Peak Hour	1	14	5	6	0	6	2	5	0	1	82	4	0	4	485	10	625		0	0	0	0

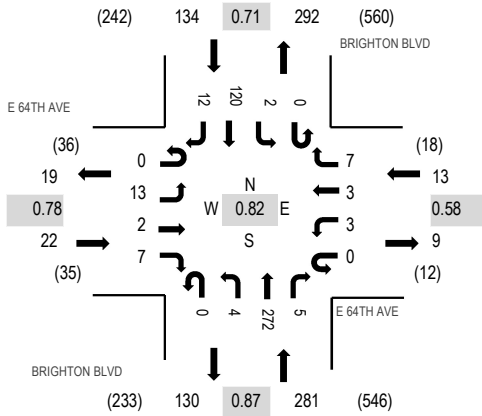
Location: 1 BRIGHTON BLVD & E 64TH AVE PM

Date: Wednesday, June 14, 2023

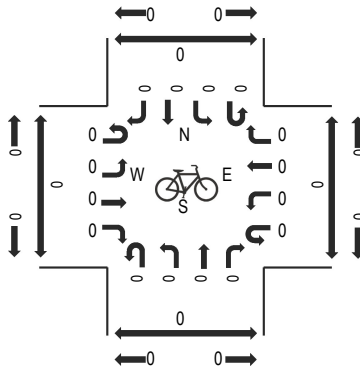
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

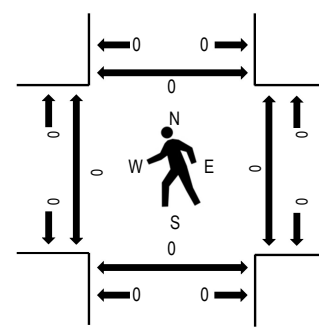
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians

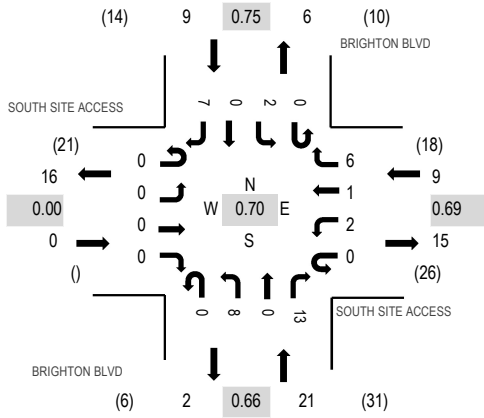


Note: Total study counts contained in parentheses.

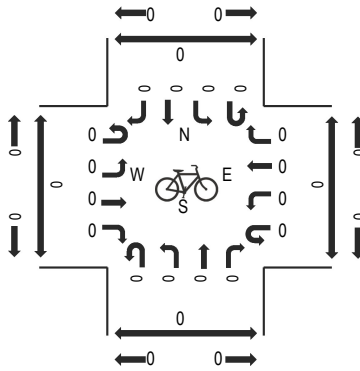
### Traffic Counts - Motorized Vehicles

Interval Start Time	E 64TH AVE Eastbound				E 64TH AVE Westbound				BRIGHTON BLVD Northbound			BRIGHTON BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	5	1	1	0	1	0	0	0	3	65	0	0	0	26	4	106	448	0	0	0	0
4:15 PM	0	6	0	2	0	2	0	2	0	2	68	1	0	1	28	1	113	450	0	0	0	0
4:30 PM	0	2	1	2	0	0	0	3	0	1	80	1	0	1	40	6	137	441	0	0	0	0
4:45 PM	0	3	1	1	0	1	3	2	0	0	54	3	0	0	20	4	92	394	0	0	0	0
5:00 PM	0	2	0	2	0	0	0	0	0	1	70	0	0	0	32	1	108	393	0	0	0	0
5:15 PM	0	2	0	0	0	0	0	0	0	1	75	0	0	0	25	1	104		0	0	0	0
5:30 PM	0	2	1	0	0	2	0	1	0	2	58	0	0	1	22	1	90		0	0	0	0
5:45 PM	0	1	0	0	0	0	0	1	0	3	58	0	0	0	26	2	91		0	0	0	0
Count Total	0	23	4	8	0	6	3	9	0	13	528	5	0	3	219	20	841		0	0	0	0
Peak Hour	0	13	2	7	0	3	3	7	0	4	272	5	0	2	120	12	450		0	0	0	0

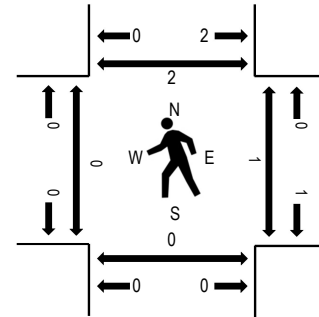
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTH SITE ACCESS Eastbound				SOUTH SITE ACCESS Westbound				BRIGHTON BLVD Northbound				BRIGHTON BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0			0	4	27	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	28	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	4	0	4	0	4	0	1	0	1	14	39	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	2	8	33	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	1	5	36	0	0	0	1
8:15 AM	0	0	0	0	0	1	1	1	0	2	0	4	0	0	0	3	12		0	1	0	0
8:30 AM	0	0	0	0	0	1	1	1	0	2	0	2	0	1	0	0	8		0	0	0	0
8:45 AM	0	0	0	0	0	2	0	2	0	1	0	3	0	2	0	1	11		0	0	0	0
Count Total	0	0	0	0	0	6	2	10	0	11	0	20	0	6	0	8	63		0	1	0	2
Peak Hour	0	0	0	0	0	2	1	6	0	8	0	13	0	2	0	7	39		0	1	0	2

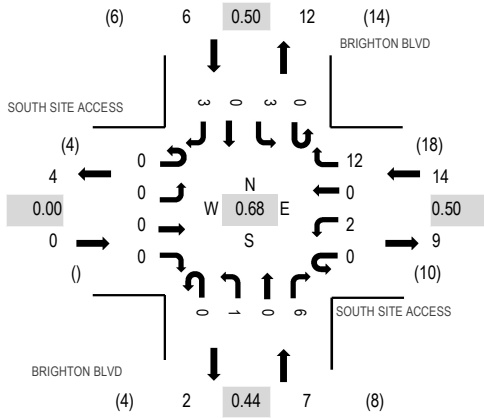
Location: 2 BRIGHTON BLVD & SOUTH SITE ACCESS PM

Date: Wednesday, June 14, 2023

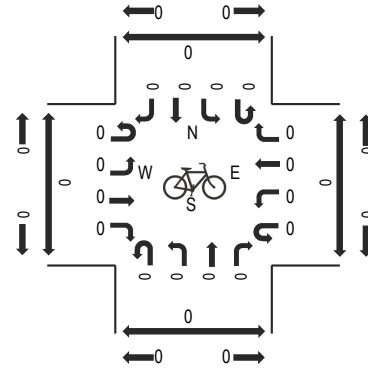
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

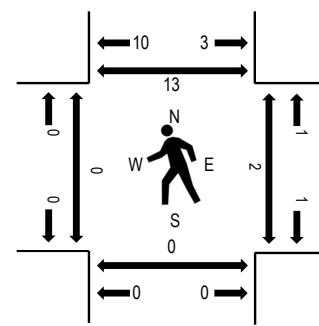
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians

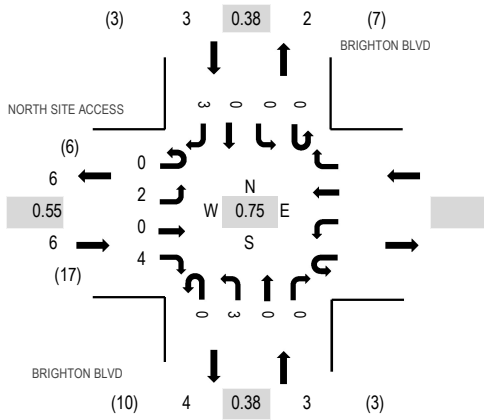


Note: Total study counts contained in parentheses.

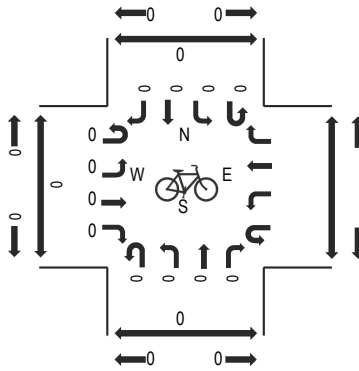
### Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTH SITE ACCESS Eastbound				SOUTH SITE ACCESS Westbound				BRIGHTON BLVD Northbound				BRIGHTON BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	0	0	0	0	0	0	2	0	1	0	3	0	1	0			2	9	27	0
4:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	1	5	19	0	1	0	1
4:30 PM	0	0	0	0	0	2	0	5	0	0	0	2	0	1	0	0	10	17	0	0	0	6
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3	7	0	1	0	1
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5	0	1	0	0
5:15 PM	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	3		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1		0	0	0	0
Count Total	0	0	0	0	0	4	0	14	0	1	0	7	0	3	0	3	32		0	3	0	13
Peak Hour	0	0	0	0	0	2	0	12	0	1	0	6	0	3	0	3	27		0	2	0	13

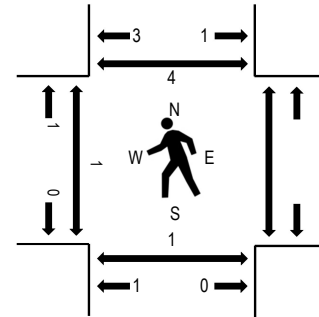
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians

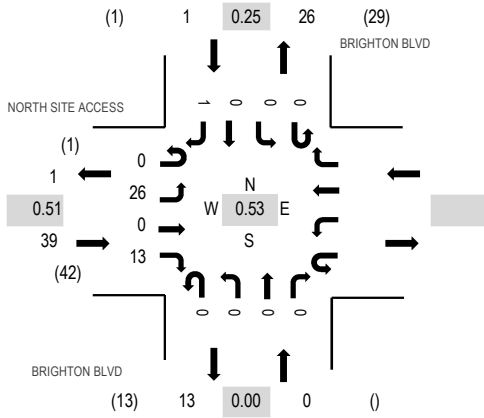


Note: Total study counts contained in parentheses.

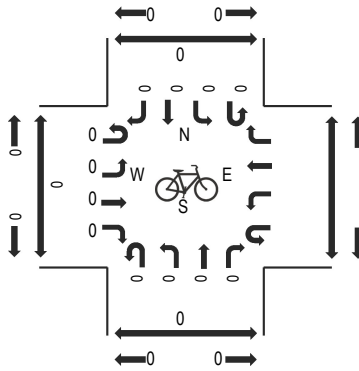
### Traffic Counts - Motorized Vehicles

Interval Start Time	NORTH SITE ACCESS Eastbound				Westbound			BRIGHTON BLVD Northbound				BRIGHTON BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South
7:00 AM	0	0	0	1					0	1	0	0	0	0	0	2	4	12	0	0	0
7:15 AM	0	0	0	0					0	2	0	0	0	0	0	1	3	10	0	0	2
7:30 AM	0	0	0	2					0	0	0	0	0	0	0	0	2	8	1	1	1
7:45 AM	0	2	0	1					0	0	0	0	0	0	0	0	3	11	0	0	1
8:00 AM	0	2	0	0					0	0	0	0	0	0	0	0	2	11	0	0	3
8:15 AM	0	0	0	1					0	0	0	0	0	0	0	0	1		0	3	0
8:30 AM	0	2	0	3					0	0	0	0	0	0	0	0	5		1	0	0
8:45 AM	0	1	0	2					0	0	0	0	0	0	0	0	3		0	2	0
Count Total	0	7	0	10					0	3	0	0	0	0	0	3	23		2	6	7
Peak Hour	0	2	0	4					0	3	0	0	0	0	0	3	12		1	1	4

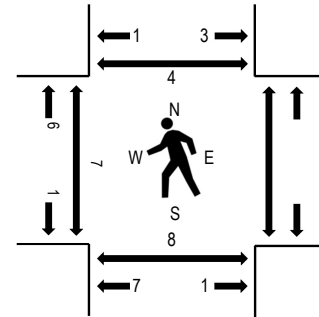
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	NORTH SITE ACCESS Eastbound				Westbound			BRIGHTON BLVD Northbound				BRIGHTON BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South
4:00 PM	0	2	0	4					0	0	0	0	0	0	0	0	6	40	1	1	0
4:15 PM	0	1	0	2					0	0	0	0	0	0	0	1	4	34	1	1	0
4:30 PM	0	13	0	6					0	0	0	0	0	0	0	0	19	32	4	5	3
4:45 PM	0	10	0	1					0	0	0	0	0	0	0	0	11	14	1	1	1
5:00 PM	0	0	0	0					0	0	0	0	0	0	0	0	0	3	0	0	0
5:15 PM	0	2	0	0					0	0	0	0	0	0	0	0	2		0	0	1
5:30 PM	0	1	0	0					0	0	0	0	0	0	0	0	1		0	0	0
5:45 PM	0	0	0	0					0	0	0	0	0	0	0	0	0		0	0	0
Count Total	0	29	0	13					0	0	0	0	0	0	0	1	43		7	8	5
Peak Hour	0	26	0	13					0	0	0	0	0	0	0	1	40		7	8	4



# All Traffic Data Services

## 4. BRIGHTON BLVD NORTH OF E 64TH AVE

Time	NB	SB	Total
6/14/2023	5	3	8
6/14/2023 12:15:00 AM	4	7	11
6/14/2023 12:30:00 AM	2	6	8
6/14/2023 12:45:00 AM	5	6	11
6/14/2023 1:00:00 AM	6	5	11
6/14/2023 1:15:00 AM	4	4	8
6/14/2023 1:30:00 AM	0	3	3
6/14/2023 1:45:00 AM	3	1	4
6/14/2023 2:00:00 AM	3	10	13
6/14/2023 2:15:00 AM	3	5	8
6/14/2023 2:30:00 AM	2	7	9
6/14/2023 2:45:00 AM	5	2	7
6/14/2023 3:00:00 AM	3	7	10
6/14/2023 3:15:00 AM	3	5	8
6/14/2023 3:30:00 AM	2	13	15
6/14/2023 3:45:00 AM	6	11	17
6/14/2023 4:00:00 AM	11	19	30
6/14/2023 4:15:00 AM	13	14	27
6/14/2023 4:30:00 AM	11	20	31
6/14/2023 4:45:00 AM	8	22	30
6/14/2023 5:00:00 AM	11	21	32
6/14/2023 5:15:00 AM	9	35	44
6/14/2023 5:30:00 AM	12	65	77
6/14/2023 5:45:00 AM	19	93	112
6/14/2023 6:00:00 AM	24	81	105
6/14/2023 6:15:00 AM	21	96	117
6/14/2023 6:30:00 AM	25	132	157
6/14/2023 6:45:00 AM	25	154	179
6/14/2023 7:00:00 AM	25	115	140
6/14/2023 7:15:00 AM	19	117	136
6/14/2023 7:30:00 AM	28	129	157
6/14/2023 7:45:00 AM	29	138	167
6/14/2023 8:00:00 AM	15	101	116
6/14/2023 8:15:00 AM	34	94	128
6/14/2023 8:30:00 AM	18	87	105
6/14/2023 8:45:00 AM	25	78	103
6/14/2023 9:00:00 AM	22	54	76
6/14/2023 9:15:00 AM	23	44	67
6/14/2023 9:30:00 AM	28	47	75
6/14/2023 9:45:00 AM	27	29	56
6/14/2023 10:00:00 AM	30	41	71
6/14/2023 10:15:00 AM	35	40	75
6/14/2023 10:30:00 AM	23	28	51
6/14/2023 10:45:00 AM	32	38	70
6/14/2023 11:00:00 AM	32	38	70
6/14/2023 11:15:00 AM	42	34	76
6/14/2023 11:30:00 AM	29	33	62
6/14/2023 11:45:00 AM	33	29	62
<b>Total</b>	<b>794</b>	<b>2,161</b>	<b>2,955</b>
<b>Percentage</b>	<b>26.9%</b>	<b>73.1%</b>	
<b>Peak Hour</b>	<b>11:00 AM</b>	<b>6:30 AM</b>	<b>6:30 AM</b>
<b>Volume</b>	<b>136</b>	<b>518</b>	<b>612</b>
<b>PHF</b>	<b>0.810</b>	<b>0.841</b>	<b>0.855</b>





# All Traffic Data Services

## 4. BRIGHTON BLVD NORTH OF E 64TH AVE

Time	NB	SB	Total
6/14/2023 12:00:00 PM	24	43	67
6/14/2023 12:15:00 PM	33	31	64
6/14/2023 12:30:00 PM	30	33	63
6/14/2023 12:45:00 PM	30	34	64
6/14/2023 1:00:00 PM	26	38	64
6/14/2023 1:15:00 PM	37	32	69
6/14/2023 1:30:00 PM	35	23	58
6/14/2023 1:45:00 PM	49	41	90
6/14/2023 2:00:00 PM	37	27	64
6/14/2023 2:15:00 PM	41	28	69
6/14/2023 2:30:00 PM	50	29	79
6/14/2023 2:45:00 PM	52	37	89
6/14/2023 3:00:00 PM	66	42	108
6/14/2023 3:15:00 PM	65	30	95
6/14/2023 3:30:00 PM	71	41	112
6/14/2023 3:45:00 PM	71	33	104
6/14/2023 4:00:00 PM	70	30	100
6/14/2023 4:15:00 PM	76	30	106
6/14/2023 4:30:00 PM	85	47	132
6/14/2023 4:45:00 PM	59	24	83
6/14/2023 5:00:00 PM	72	33	105
6/14/2023 5:15:00 PM	77	26	103
6/14/2023 5:30:00 PM	61	24	85
6/14/2023 5:45:00 PM	60	28	88
6/14/2023 6:00:00 PM	56	24	80
6/14/2023 6:15:00 PM	37	27	64
6/14/2023 6:30:00 PM	28	18	46
6/14/2023 6:45:00 PM	30	10	40
6/14/2023 7:00:00 PM	30	17	47
6/14/2023 7:15:00 PM	19	10	29
6/14/2023 7:30:00 PM	14	19	33
6/14/2023 7:45:00 PM	20	18	38
6/14/2023 8:00:00 PM	13	8	21
6/14/2023 8:15:00 PM	22	9	31
6/14/2023 8:30:00 PM	16	13	29
6/14/2023 8:45:00 PM	13	13	26
6/14/2023 9:00:00 PM	8	6	14
6/14/2023 9:15:00 PM	10	5	15
6/14/2023 9:30:00 PM	13	4	17
6/14/2023 9:45:00 PM	5	3	8
6/14/2023 10:00:00 PM	8	6	14
6/14/2023 10:15:00 PM	7	8	15
6/14/2023 10:30:00 PM	2	7	9
6/14/2023 10:45:00 PM	10	2	12
6/14/2023 11:00:00 PM	12	1	13
6/14/2023 11:15:00 PM	7	5	12
6/14/2023 11:30:00 PM	7	4	11
6/14/2023 11:45:00 PM	6	1	7
<b>Total</b>	<b>1,670</b>	<b>1,022</b>	<b>2,692</b>
<b>Percentage</b>	<b>62.0%</b>	<b>38.0%</b>	
<b>Peak Hour</b>	<b>3:45 PM</b>	<b>2:45 PM</b>	<b>3:45 PM</b>
<b>Volume</b>	<b>302</b>	<b>150</b>	<b>442</b>
<b>PHF</b>	<b>0.888</b>	<b>0.893</b>	<b>0.837</b>
<b>Grand Total</b>	<b>2,464</b>	<b>3,183</b>	<b>5,647</b>
<b>Percentage</b>	<b>43.6%</b>	<b>56.4%</b>	

## **APPENDIX B**

### **Level of Service Definitions**

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 6<sup>th</sup> Edition, Transportation Research Board, 2016: Chapter 19 – Signalized Intersections.

### **Motorized Vehicle Level of Service (LOS) for Signalized Intersections**

Levels of service are defined to represent reasonable ranges in control delay.

**LOS A** Describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

**LOS B** Describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

**LOS C** Describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

**LOS D** Describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

**LOS E** Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

**LOS F** Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio <sup>a</sup>	
	$v/c \leq 1.0$	$v/c > 1.0$
≤ 10	A	F
> 10 – 20	B	F
> 20 – 35	C	F
> 35 – 55	D	F
> 55 – 80	E	F
> 80	F	F

Note: <sup>a</sup> For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 6<sup>th</sup> Edition, Transportation Research Board, 2016: Chapter 20 – Two-Way Stop-Controlled Intersections, Chapter 21 – All-Way Stop-Controlled Intersections, and Chapter 22 - Roundabouts.

**Motorized Vehicle Level of Service (LOS) for Unsignalized & Roundabout Intersections**

LOS is a quantitative stratification of performance measure(s) representing quality of service. Quality of service describes how well a transportation facility or service operates from a traveler’s perspective. LOS is measured on an A – F scale, with LOS A representing the best operating conditions from a traveler’s perspective.

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio <sup>a</sup>	
	$v/c \leq 1.0$	$v/c > 1.0$
0 – 10	A	F
> 10 – 15	B	F
> 15 – 25	C	F
> 25 – 35	D	F
> 35 – 50	E	F
> 50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

<sup>a</sup> For approaches and intersectionwide assessment, LOS is defined solely by control delay.

## **APPENDIX C**

### **Capacity Worksheets**

HCM 6th TWSC  
1: Brighton Boulevard & E 64th Avenue

Existing Traffic Volumes  
AM Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	15	5	6	6	2	5	1	82	4	4	485	10
Future Vol, veh/h	15	5	6	6	2	5	1	82	4	4	485	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	7	7	2	5	1	89	4	4	527	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	638	636	533	640	639	91	538	0	0	93	0	0
Stage 1	541	541	-	93	93	-	-	-	-	-	-	-
Stage 2	97	95	-	547	546	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	389	395	547	388	394	967	1030	-	-	1501	-	-
Stage 1	525	521	-	914	818	-	-	-	-	-	-	-
Stage 2	910	816	-	521	518	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	384	393	547	378	392	967	1030	-	-	1501	-	-
Mov Cap-2 Maneuver	384	393	-	378	392	-	-	-	-	-	-	-
Stage 1	524	519	-	913	817	-	-	-	-	-	-	-
Stage 2	902	815	-	507	516	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.3		12.5		0.1		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1030	-	-	414	497	1501	-
HCM Lane V/C Ratio	0.001	-	-	0.068	0.028	0.003	-
HCM Control Delay (s)	8.5	0	-	14.3	12.5	7.4	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-

HCM 6th TWSC  
2: Brighton Boulevard & Site Entrance

Existing Traffic Volumes  
AM Peak Hour

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	2	1	6	11	78	13	2	497	10
Future Vol, veh/h	0	0	0	2	1	6	11	78	13	2	497	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	1	7	12	85	14	2	540	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	666	671	92	551	0	99
Stage 1	116	116	-	-	-	-
Stage 2	550	555	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	4.12
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	2.218
Pot Cap-1 Maneuver	425	378	965	1019	-	1494
Stage 1	909	800	-	-	-	-
Stage 2	578	513	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	419	0	965	1019	-	1494
Mov Cap-2 Maneuver	419	0	-	-	-	-
Stage 1	898	0	-	-	-	-
Stage 2	577	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	1019	-	-	728	1494	-
HCM Lane V/C Ratio	0.012	-	-	0.013	0.001	-
HCM Control Delay (s)	8.6	0	-	10	7.4	0
HCM Lane LOS	A	A	-	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	-

HCM 6th TWSC  
3: Brighton Boulevard & Site Exit

Existing Traffic Volumes  
AM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗		↑	↑	
Traffic Vol, veh/h	2	4	0	84	505	0
Future Vol, veh/h	2	4	0	84	505	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	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	2	4	0	91	549	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	640	549	-	0	-	0
Stage 1	549	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	440	535	0	-	-	0
Stage 1	579	-	0	-	-	0
Stage 2	933	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	440	535	-	-	-	-
Mov Cap-2 Maneuver	440	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	440	535	-
HCM Lane V/C Ratio	-	0.005	0.008	-
HCM Control Delay (s)	-	13.2	11.8	-
HCM Lane LOS	-	B	B	-
HCM 95th %tile Q(veh)	-	0	0	-



HCM 6th TWSC  
1: Brighton Boulevard & E 64th Avenue

Existing Traffic Volumes  
PM Peak Hour

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	13	2	7	3	3	7	4	272	5	2	120	12
Future Vol, veh/h	13	2	7	3	3	7	4	272	5	2	120	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	2	8	3	3	8	4	296	5	2	130	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	453	450	137	453	454	299	143	0	0	301	0	0
Stage 1	141	141	-	307	307	-	-	-	-	-	-	-
Stage 2	312	309	-	146	147	-	-	-	-	-	-	-
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	517	504	911	517	502	741	1440	-	-	1260	-	-
Stage 1	862	780	-	703	661	-	-	-	-	-	-	-
Stage 2	699	660	-	857	775	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	507	501	911	509	499	741	1440	-	-	1260	-	-
Mov Cap-2 Maneuver	507	501	-	509	499	-	-	-	-	-	-	-
Stage 1	859	778	-	701	659	-	-	-	-	-	-	-
Stage 2	686	658	-	846	773	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.4		11.1		0.1		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1440	-	-	590	609	1260	-	-
HCM Lane V/C Ratio	0.003	-	-	0.041	0.023	0.002	-	-
HCM Control Delay (s)	7.5	0	-	11.4	11.1	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

HCM 6th TWSC  
2: Brighton Boulevard & Site Entrance

Existing Traffic Volumes  
PM Peak Hour

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	2	0	12	1	285	6	3	132	4
Future Vol, veh/h	0	0	0	2	0	12	1	285	6	3	132	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	0	13	1	310	7	3	143	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	467	469	314	147	0	0
Stage 1	316	316	-	-	-	-
Stage 2	151	153	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	4.12
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	2.218
Pot Cap-1 Maneuver	554	492	726	1435	-	1243
Stage 1	739	655	-	-	-	-
Stage 2	877	771	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	552	0	726	1435	-	1243
Mov Cap-2 Maneuver	552	0	-	-	-	-
Stage 1	738	0	-	-	-	-
Stage 2	874	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1435	-	-	695	1243	-	-
HCM Lane V/C Ratio	0.001	-	-	0.022	0.003	-	-
HCM Control Delay (s)	7.5	0	-	10.3	7.9	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	-

HCM 6th TWSC  
3: Brighton Boulevard & Site Exit

Existing Traffic Volumes  
PM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗		↑	↑	
Traffic Vol, veh/h	26	13	0	297	126	0
Future Vol, veh/h	26	13	0	297	126	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	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	28	14	0	323	137	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	460	137	-	0	-	0
Stage 1	137	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	559	911	0	-	-	0
Stage 1	890	-	0	-	-	0
Stage 2	734	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	559	911	-	-	-	-
Mov Cap-2 Maneuver	559	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	734	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	559	911	-
HCM Lane V/C Ratio	-	0.051	0.016	-
HCM Control Delay (s)	-	11.8	9	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.2	0	-

HCM 6th TWSC  
1: Brighton Boulevard & E 64th Avenue

Background Traffic Volumes  
AM Peak Hour - Year 2025

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	15	5	6	6	2	5	1	84	4	4	495	10
Future Vol, veh/h	15	5	6	6	2	5	1	84	4	4	495	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	7	7	2	5	1	91	4	4	538	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	651	649	544	653	652	93	549	0	0	95	0	0
Stage 1	552	552	-	95	95	-	-	-	-	-	-	-
Stage 2	99	97	-	558	557	-	-	-	-	-	-	-
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	382	389	539	380	387	964	1021	-	-	1499	-	-
Stage 1	518	515	-	912	816	-	-	-	-	-	-	-
Stage 2	907	815	-	514	512	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	377	387	539	370	385	964	1021	-	-	1499	-	-
Mov Cap-2 Maneuver	377	387	-	370	385	-	-	-	-	-	-	-
Stage 1	517	513	-	911	815	-	-	-	-	-	-	-
Stage 2	899	814	-	500	510	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.5		12.6		0.1		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1021	-	-	407	489	1499	-	-
HCM Lane V/C Ratio	0.001	-	-	0.069	0.029	0.003	-	-
HCM Control Delay (s)	8.5	0	-	14.5	12.6	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

HCM 6th TWSC  
2: Brighton Boulevard & Site Entrance

Background Traffic Volumes  
AM Peak Hour - Year 2025

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	2	1	6	11	80	13	2	507	10
Future Vol, veh/h	0	0	0	2	1	6	11	80	13	2	507	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	1	7	12	87	14	2	551	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	679	684	94	562	0	0
Stage 1	118	118	-	-	-	-
Stage 2	561	566	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	4.12
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	2.218
Pot Cap-1 Maneuver	417	371	963	1009	-	1491
Stage 1	907	798	-	-	-	-
Stage 2	571	507	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	411	0	963	1009	-	1491
Mov Cap-2 Maneuver	411	0	-	-	-	-
Stage 1	895	0	-	-	-	-
Stage 2	570	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	1009	-	-	721	1491	-
HCM Lane V/C Ratio	0.012	-	-	0.014	0.001	-
HCM Control Delay (s)	8.6	0	-	10.1	7.4	0
HCM Lane LOS	A	A	-	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	-

HCM 6th TWSC  
3: Brighton Boulevard & Site Exit

Background Traffic Volumes  
AM Peak Hour - Year 2025

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗		↑	↑	
Traffic Vol, veh/h	2	4	0	86	515	0
Future Vol, veh/h	2	4	0	86	515	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	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	2	4	0	93	560	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	653	560	-	0	-	0
Stage 1	560	-	-	-	-	-
Stage 2	93	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	432	528	0	-	-	0
Stage 1	572	-	0	-	-	0
Stage 2	931	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	432	528	-	-	-	-
Mov Cap-2 Maneuver	432	-	-	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	931	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	432	528	-
HCM Lane V/C Ratio	-	0.005	0.008	-
HCM Control Delay (s)	-	13.4	11.9	-
HCM Lane LOS	-	B	B	-
HCM 95th %tile Q(veh)	-	0	0	-

HCM 6th TWSC  
1: Brighton Boulevard & E 64th Avenue

Background Traffic Volumes  
PM Peak Hour - Year 2025

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	13	2	7	3	3	7	4	277	5	2	122	12
Future Vol, veh/h	13	2	7	3	3	7	4	277	5	2	122	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	2	8	3	3	8	4	301	5	2	133	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	461	458	140	461	462	304	146	0	0	306	0	0
Stage 1	144	144	-	312	312	-	-	-	-	-	-	-
Stage 2	317	314	-	149	150	-	-	-	-	-	-	-
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	511	499	908	511	497	736	1436	-	-	1255	-	-
Stage 1	859	778	-	699	658	-	-	-	-	-	-	-
Stage 2	694	656	-	854	773	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	501	497	908	503	495	736	1436	-	-	1255	-	-
Mov Cap-2 Maneuver	501	497	-	503	495	-	-	-	-	-	-	-
Stage 1	856	776	-	697	656	-	-	-	-	-	-	-
Stage 2	681	654	-	843	771	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.4		11.1		0.1		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1436	-	-	584	604	1255	-
HCM Lane V/C Ratio	0.003	-	-	0.041	0.023	0.002	-
HCM Control Delay (s)	7.5	0	-	11.4	11.1	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

HCM 6th TWSC  
2: Brighton Boulevard & Site Entrance

Background Traffic Volumes  
PM Peak Hour - Year 2025

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	2	0	12	1	290	6	3	134	4
Future Vol, veh/h	0	0	0	2	0	12	1	290	6	3	134	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	0	13	1	315	7	3	146	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	475	477	319	150	0	0
Stage 1	321	321	-	-	-	-
Stage 2	154	156	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	4.12
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	2.218
Pot Cap-1 Maneuver	548	487	722	1431	-	1238
Stage 1	735	652	-	-	-	-
Stage 2	874	769	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	546	0	722	1431	-	1238
Mov Cap-2 Maneuver	546	0	-	-	-	-
Stage 1	734	0	-	-	-	-
Stage 2	871	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	1431	-	-	690	1238	-
HCM Lane V/C Ratio	0.001	-	-	0.022	0.003	-
HCM Control Delay (s)	7.5	0	-	10.3	7.9	0
HCM Lane LOS	A	A	-	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-



HCM 6th TWSC  
3: Brighton Boulevard & Site Exit

Background Traffic Volumes  
PM Peak Hour - Year 2025

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗		↑	↑	
Traffic Vol, veh/h	26	13	0	302	128	0
Future Vol, veh/h	26	13	0	302	128	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	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	28	14	0	328	139	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	467	139	-	0	-	0
Stage 1	139	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	554	909	0	-	-	0
Stage 1	888	-	0	-	-	0
Stage 2	730	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	554	909	-	-	-	-
Mov Cap-2 Maneuver	554	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	730	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	554	909	-
HCM Lane V/C Ratio	-	0.051	0.016	-
HCM Control Delay (s)	-	11.8	9	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.2	0	-

HCM 6th TWSC  
1: Brighton Boulevard & E 64th Avenue

Background Traffic Volumes  
AM Peak Hour - Year 2043

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	18	6	7	7	2	6	1	98	5	5	582	12
Future Vol, veh/h	18	6	7	7	2	6	1	98	5	5	582	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	7	8	8	2	7	1	107	5	5	633	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	766	764	640	769	768	110	646	0	0	112	0	0
Stage 1	650	650	-	112	112	-	-	-	-	-	-	-
Stage 2	116	114	-	657	656	-	-	-	-	-	-	-
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	320	334	475	318	332	943	939	-	-	1478	-	-
Stage 1	458	465	-	893	803	-	-	-	-	-	-	-
Stage 2	889	801	-	454	462	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	315	332	475	307	330	943	939	-	-	1478	-	-
Mov Cap-2 Maneuver	315	332	-	307	330	-	-	-	-	-	-	-
Stage 1	458	463	-	892	802	-	-	-	-	-	-	-
Stage 2	880	800	-	438	460	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.6		13.8		0.1		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	345	426	1478	-
HCM Lane V/C Ratio	0.001	-	-	0.098	0.038	0.004	-
HCM Control Delay (s)	8.8	0	-	16.6	13.8	7.4	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-

HCM 6th TWSC  
2: Brighton Boulevard & Site Entrance

Background Traffic Volumes  
AM Peak Hour - Year 2043

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	2	1	6	11	94	13	2	597	10
Future Vol, veh/h	0	0	0	2	1	6	11	94	13	2	597	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	1	7	12	102	14	2	649	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	792	797	109	660	0	0
Stage 1	133	133	-	-	-	-
Stage 2	659	664	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	4.12
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	2.218
Pot Cap-1 Maneuver	358	319	945	928	-	1473
Stage 1	893	786	-	-	-	-
Stage 2	515	458	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	352	0	945	928	-	1473
Mov Cap-2 Maneuver	352	0	-	-	-	-
Stage 1	880	0	-	-	-	-
Stage 2	514	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	928	-	-	665	1473	-
HCM Lane V/C Ratio	0.013	-	-	0.015	0.001	-
HCM Control Delay (s)	8.9	0	-	10.5	7.4	0
HCM Lane LOS	A	A	-	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	-

HCM 6th TWSC  
3: Brighton Boulevard & Site Exit

Background Traffic Volumes  
AM Peak Hour - Year 2043

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗		↑	↑	
Traffic Vol, veh/h	2	4	0	100	605	0
Future Vol, veh/h	2	4	0	100	605	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	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	2	4	0	109	658	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	767	658	-	0	-	0
Stage 1	658	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	370	464	0	-	-	0
Stage 1	515	-	0	-	-	0
Stage 2	916	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	370	464	-	-	-	-
Mov Cap-2 Maneuver	370	-	-	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	916	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	370	464	-
HCM Lane V/C Ratio	-	0.006	0.009	-
HCM Control Delay (s)	-	14.8	12.8	-
HCM Lane LOS	-	B	B	-
HCM 95th %tile Q(veh)	-	0	0	-

HCM 6th TWSC  
1: Brighton Boulevard & E 64th Avenue

Background Traffic Volumes  
PM Peak Hour - Year 2043

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	16	2	8	4	4	8	5	326	6	2	144	14
Future Vol, veh/h	16	2	8	4	4	8	5	326	6	2	144	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	2	9	4	4	9	5	354	7	2	157	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	543	540	165	542	544	358	172	0	0	361	0	0
Stage 1	169	169	-	368	368	-	-	-	-	-	-	-
Stage 2	374	371	-	174	176	-	-	-	-	-	-	-
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	451	449	879	451	446	686	1405	-	-	1198	-	-
Stage 1	833	759	-	652	621	-	-	-	-	-	-	-
Stage 2	647	620	-	828	753	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	440	446	879	443	443	686	1405	-	-	1198	-	-
Mov Cap-2 Maneuver	440	446	-	443	443	-	-	-	-	-	-	-
Stage 1	830	757	-	649	619	-	-	-	-	-	-	-
Stage 2	632	618	-	816	751	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.3		11.9		0.1		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1405	-	-	521	538	1198	-	-
HCM Lane V/C Ratio	0.004	-	-	0.054	0.032	0.002	-	-
HCM Control Delay (s)	7.6	0	-	12.3	11.9	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

HCM 6th TWSC  
2: Brighton Boulevard & Site Entrance

Background Traffic Volumes  
PM Peak Hour - Year 2043

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	2	0	12	1	345	6	3	158	4
Future Vol, veh/h	0	0	0	2	0	12	1	345	6	3	158	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	0	13	1	375	7	3	172	4

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	561	563	379
Stage 1	381	381	-
Stage 2	180	182	-
Critical Hdwy	6.42	6.52	6.22
Critical Hdwy Stg 1	5.42	5.52	-
Critical Hdwy Stg 2	5.42	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	489	435	668
Stage 1	691	613	-
Stage 2	851	749	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	487	0	668
Mov Cap-2 Maneuver	487	0	-
Stage 1	690	0	-
Stage 2	848	0	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1400	-	-	634	1176	-	-
HCM Lane V/C Ratio	0.001	-	-	0.024	0.003	-	-
HCM Control Delay (s)	7.6	0	-	10.8	8.1	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	-

HCM 6th TWSC  
3: Brighton Boulevard & Site Exit

Background Traffic Volumes  
PM Peak Hour - Year 2043

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗		↑	↑	
Traffic Vol, veh/h	26	13	0	357	152	0
Future Vol, veh/h	26	13	0	357	152	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	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	28	14	0	388	165	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	553	165	-	0	-	0
Stage 1	165	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	494	879	0	-	-	0
Stage 1	864	-	0	-	-	0
Stage 2	686	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	494	879	-	-	-	-
Mov Cap-2 Maneuver	494	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	686	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	494	879	-
HCM Lane V/C Ratio	-	0.057	0.016	-
HCM Control Delay (s)	-	12.7	9.2	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.2	0	-

HCM 6th TWSC  
1: Brighton Boulevard & E 64th Avenue

Total Traffic Volumes  
AM Peak Hour - Year 2025

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	15	5	6	6	2	5	1	86	4	4	495	10
Future Vol, veh/h	15	5	6	6	2	5	1	86	4	4	495	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	7	7	2	5	1	93	4	4	538	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	653	651	544	655	654	95	549	0	0	97	0	0
Stage 1	552	552	-	97	97	-	-	-	-	-	-	-
Stage 2	101	99	-	558	557	-	-	-	-	-	-	-
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	380	388	539	379	386	962	1021	-	-	1496	-	-
Stage 1	518	515	-	910	815	-	-	-	-	-	-	-
Stage 2	905	813	-	514	512	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	375	386	539	369	384	962	1021	-	-	1496	-	-
Mov Cap-2 Maneuver	375	386	-	369	384	-	-	-	-	-	-	-
Stage 1	517	513	-	909	814	-	-	-	-	-	-	-
Stage 2	897	812	-	500	510	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.5		12.6		0.1		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1021	-	-	406	488	1496	-
HCM Lane V/C Ratio	0.001	-	-	0.07	0.029	0.003	-
HCM Control Delay (s)	8.5	0	-	14.5	12.6	7.4	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-



HCM 6th TWSC  
2: Brighton Boulevard & Site Entrance

Total Traffic Volumes  
AM Peak Hour - Year 2025

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	2	1	6	11	82	13	2	513	10
Future Vol, veh/h	0	0	0	2	1	6	11	82	13	2	513	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	1	7	12	89	14	2	558	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	688	693	96	569	0	0
Stage 1	120	120	-	-	-	-
Stage 2	568	573	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	4.12
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	2.218
Pot Cap-1 Maneuver	412	367	960	1003	-	1489
Stage 1	905	796	-	-	-	-
Stage 2	567	504	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	406	0	960	1003	-	1489
Mov Cap-2 Maneuver	406	0	-	-	-	-
Stage 1	893	0	-	-	-	-
Stage 2	566	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	1003	-	-	716	1489	-
HCM Lane V/C Ratio	0.012	-	-	0.014	0.001	-
HCM Control Delay (s)	8.6	0	-	10.1	7.4	0
HCM Lane LOS	A	A	-	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	-

HCM 6th TWSC  
3: Brighton Boulevard & Site Exit

Total Traffic Volumes  
AM Peak Hour - Year 2025

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗		↑	↑	
Traffic Vol, veh/h	2	4	0	88	520	0
Future Vol, veh/h	2	4	0	88	520	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	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	2	4	0	96	565	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	661	565	-	0	-	0
Stage 1	565	-	-	-	-	-
Stage 2	96	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	427	524	0	-	-	0
Stage 1	569	-	0	-	-	0
Stage 2	928	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	427	524	-	-	-	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	928	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	427	524	-
HCM Lane V/C Ratio	-	0.005	0.008	-
HCM Control Delay (s)	-	13.5	11.9	-
HCM Lane LOS	-	B	B	-
HCM 95th %tile Q(veh)	-	0	0	-

HCM 6th TWSC  
 11: Brighton Boulevard & Access B

Total Traffic Volumes  
 AM Peak Hour - Year 2025

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	2	0	2	104	509	5
Future Vol, veh/h	2	0	2	104	509	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	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	2	113	553	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	673	556	558	0	-	0
Stage 1	556	-	-	-	-	-
Stage 2	117	-	-	-	-	-
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	421	531	1013	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	420	531	1013	-	-	-
Mov Cap-2 Maneuver	420	-	-	-	-	-
Stage 1	573	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1013	-	420	-	-
HCM Lane V/C Ratio	0.002	-	0.005	-	-
HCM Control Delay (s)	8.6	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC  
 1: Brighton Boulevard & E 64th Avenue

Total Traffic Volumes  
 PM Peak Hour - Year 2025

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	13	2	7	3	3	7	4	278	5	2	124	12
Future Vol, veh/h	13	2	7	3	3	7	4	278	5	2	124	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	2	8	3	3	8	4	302	5	2	135	13

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	464	461	142	464	465	305	148	0	0	307	0	0
Stage 1	146	146	-	313	313	-	-	-	-	-	-	-
Stage 2	318	315	-	151	152	-	-	-	-	-	-	-
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	508	497	906	508	495	735	1434	-	-	1254	-	-
Stage 1	857	776	-	698	657	-	-	-	-	-	-	-
Stage 2	693	656	-	851	772	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	498	495	906	500	493	735	1434	-	-	1254	-	-
Mov Cap-2 Maneuver	498	495	-	500	493	-	-	-	-	-	-	-
Stage 1	854	774	-	696	655	-	-	-	-	-	-	-
Stage 2	680	654	-	840	770	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.5		11.1		0.1		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1434	-	-	581	602	1254	-	-
HCM Lane V/C Ratio	0.003	-	-	0.041	0.023	0.002	-	-
HCM Control Delay (s)	7.5	0	-	11.5	11.1	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

HCM 6th TWSC  
2: Brighton Boulevard & Site Entrance

Total Traffic Volumes  
PM Peak Hour - Year 2025

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	2	0	12	1	295	6	3	136	4
Future Vol, veh/h	0	0	0	2	0	12	1	295	6	3	136	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	0	13	1	321	7	3	148	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	483	485	325	152	0	0
Stage 1	327	327	-	-	-	-
Stage 2	156	158	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	542	482	716	1429	-	-
Stage 1	731	648	-	-	-	-
Stage 2	872	767	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	540	0	716	1429	-	-
Mov Cap-2 Maneuver	540	0	-	-	-	-
Stage 1	730	0	-	-	-	-
Stage 2	869	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	1429	-	-	684	1232	-
HCM Lane V/C Ratio	0.001	-	-	0.022	0.003	-
HCM Control Delay (s)	7.5	0	-	10.4	7.9	0
HCM Lane LOS	A	A	-	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-

HCM 6th TWSC  
3: Brighton Boulevard & Site Exit

Total Traffic Volumes  
PM Peak Hour - Year 2025

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗		↑	↑	
Traffic Vol, veh/h	26	13	0	307	130	0
Future Vol, veh/h	26	13	0	307	130	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	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	28	14	0	334	141	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	475	141	-	0	-	0
Stage 1	141	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	548	907	0	-	-	0
Stage 1	886	-	0	-	-	0
Stage 2	725	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	548	907	-	-	-	-
Mov Cap-2 Maneuver	548	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	725	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	548	907	-
HCM Lane V/C Ratio	-	0.052	0.016	-
HCM Control Delay (s)	-	11.9	9	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.2	0	-

HCM 6th TWSC  
4: Brighton Boulevard & Access B

Total Traffic Volumes  
PM Peak Hour - Year 2025

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	2	1	297	136	2
Future Vol, veh/h	5	2	1	297	136	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	2	1	323	148	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	474	149	150	0	0
Stage 1	149	-	-	-	-
Stage 2	325	-	-	-	-
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	549	898	1431	-	-
Stage 1	879	-	-	-	-
Stage 2	732	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	548	898	1431	-	-
Mov Cap-2 Maneuver	548	-	-	-	-
Stage 1	878	-	-	-	-
Stage 2	732	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1431	-	617	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Control Delay (s)	7.5	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC  
1: Brighton Boulevard & E 64th Avenue

Total Traffic Volumes  
AM Peak Hour - Year 2043

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	18	6	7	7	2	6	1	100	5	5	582	12
Future Vol, veh/h	18	6	7	7	2	6	1	100	5	5	582	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	7	8	8	2	7	1	109	5	5	633	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	768	766	640	771	770	112	646	0	0	114	0	0
Stage 1	650	650	-	114	114	-	-	-	-	-	-	-
Stage 2	118	116	-	657	656	-	-	-	-	-	-	-
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	319	333	475	317	331	941	939	-	-	1475	-	-
Stage 1	458	465	-	891	801	-	-	-	-	-	-	-
Stage 2	887	800	-	454	462	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	314	331	475	306	329	941	939	-	-	1475	-	-
Mov Cap-2 Maneuver	314	331	-	306	329	-	-	-	-	-	-	-
Stage 1	458	463	-	890	800	-	-	-	-	-	-	-
Stage 2	878	799	-	438	460	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.6		13.8		0.1		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	344	425	1475	-	-
HCM Lane V/C Ratio	0.001	-	-	0.098	0.038	0.004	-	-
HCM Control Delay (s)	8.8	0	-	16.6	13.8	7.5	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-



HCM 6th TWSC  
2: Brighton Boulevard & Site Entrance

Total Traffic Volumes  
AM Peak Hour - Year 2043

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	2	1	6	11	96	13	2	602	10
Future Vol, veh/h	0	0	0	2	1	6	11	96	13	2	602	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	1	7	12	104	14	2	654	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	799	804	111	665	0	0
Stage 1	135	135	-	-	-	-
Stage 2	664	669	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	4.12
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	2.218
Pot Cap-1 Maneuver	355	316	942	924	-	1470
Stage 1	891	785	-	-	-	-
Stage 2	512	456	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	349	0	942	924	-	1470
Mov Cap-2 Maneuver	349	0	-	-	-	-
Stage 1	879	0	-	-	-	-
Stage 2	511	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	924	-	-	661	1470	-
HCM Lane V/C Ratio	0.013	-	-	0.015	0.001	-
HCM Control Delay (s)	8.9	0	-	10.5	7.5	0
HCM Lane LOS	A	A	-	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	-

HCM 6th TWSC  
3: Brighton Boulevard & Site Exit

Total Traffic Volumes  
AM Peak Hour - Year 2043

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗		↑	↑	
Traffic Vol, veh/h	2	4	0	102	610	0
Future Vol, veh/h	2	4	0	102	610	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	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	2	4	0	111	663	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	774	663	-	0	-	0
Stage 1	663	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	367	461	0	-	-	0
Stage 1	512	-	0	-	-	0
Stage 2	914	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	367	461	-	-	-	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	367	461	-
HCM Lane V/C Ratio	-	0.006	0.009	-
HCM Control Delay (s)	-	14.9	12.9	-
HCM Lane LOS	-	B	B	-
HCM 95th %tile Q(veh)	-	0	0	-

HCM 6th TWSC  
4: Brighton Boulevard & Access B

Total Traffic Volumes  
AM Peak Hour - Year 2043

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	2	0	2	122	599	5
Future Vol, veh/h	2	0	2	122	599	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	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	2	133	651	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	791	654	656	0	-	0
Stage 1	654	-	-	-	-	-
Stage 2	137	-	-	-	-	-
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	358	467	931	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	357	467	931	-	-	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	931	-	357	-	-
HCM Lane V/C Ratio	0.002	-	0.006	-	-
HCM Control Delay (s)	8.9	0	15.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC  
1: Brighton Boulevard & E 64th Avenue

Total Traffic Volumes  
PM Peak Hour - Year 2043

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	16	2	8	4	4	8	5	327	6	2	146	14
Future Vol, veh/h	16	2	8	4	4	8	5	327	6	2	146	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	2	9	4	4	9	5	355	7	2	159	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	546	543	167	545	547	359	174	0	0	362	0	0
Stage 1	171	171	-	369	369	-	-	-	-	-	-	-
Stage 2	375	372	-	176	178	-	-	-	-	-	-	-
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	448	447	877	449	445	685	1403	-	-	1197	-	-
Stage 1	831	757	-	651	621	-	-	-	-	-	-	-
Stage 2	646	619	-	826	752	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	437	444	877	441	442	685	1403	-	-	1197	-	-
Mov Cap-2 Maneuver	437	444	-	441	442	-	-	-	-	-	-	-
Stage 1	828	755	-	648	619	-	-	-	-	-	-	-
Stage 2	631	617	-	814	750	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.4		11.9		0.1		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1403	-	-	518	537	1197	-	-
HCM Lane V/C Ratio	0.004	-	-	0.055	0.032	0.002	-	-
HCM Control Delay (s)	7.6	0	-	12.4	11.9	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

HCM 6th TWSC  
2: Brighton Boulevard & Site Entrance

Total Traffic Volumes  
PM Peak Hour - Year 2043

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	2	0	12	1	350	6	3	160	4
Future Vol, veh/h	0	0	0	2	0	12	1	350	6	3	160	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	0	13	1	380	7	3	174	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	568	570	384	178	0	0
Stage 1	386	386	-	-	-	-
Stage 2	182	184	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	484	431	664	1398	-	-
Stage 1	687	610	-	-	-	-
Stage 2	849	747	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	482	0	664	1398	-	-
Mov Cap-2 Maneuver	482	0	-	-	-	-
Stage 1	686	0	-	-	-	-
Stage 2	846	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	1398	-	-	630	1171	-
HCM Lane V/C Ratio	0.001	-	-	0.024	0.003	-
HCM Control Delay (s)	7.6	0	-	10.9	8.1	0
HCM Lane LOS	A	A	-	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-

HCM 6th TWSC  
3: Brighton Boulevard & Site Exit

Total Traffic Volumes  
PM Peak Hour - Year 2043

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗		↑	↑	
Traffic Vol, veh/h	26	13	0	362	154	0
Future Vol, veh/h	26	13	0	362	154	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	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	28	14	0	393	167	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	560	167	-	0	-	0
Stage 1	167	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	489	877	0	-	-	0
Stage 1	863	-	0	-	-	0
Stage 2	682	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	489	877	-	-	-	-
Mov Cap-2 Maneuver	489	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	489	877	-
HCM Lane V/C Ratio	-	0.058	0.016	-
HCM Control Delay (s)	-	12.8	9.2	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.2	0	-

HCM 6th TWSC  
4: Brighton Boulevard & Access B

Total Traffic Volumes  
PM Peak Hour - Year 2043

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	2	1	352	160	2
Future Vol, veh/h	5	2	1	352	160	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	2	1	383	174	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	560	175	176	0	0
Stage 1	175	-	-	-	-
Stage 2	385	-	-	-	-
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	489	868	1400	-	-
Stage 1	855	-	-	-	-
Stage 2	688	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	489	868	1400	-	-
Mov Cap-2 Maneuver	489	-	-	-	-
Stage 1	854	-	-	-	-
Stage 2	688	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1400	-	559	-	-
HCM Lane V/C Ratio	0.001	-	0.014	-	-
HCM Control Delay (s)	7.6	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-