

# TRAFFIC IMPACT STUDY

For

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

July 2023

Prepared for:

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23-061916

## Table of Contents

|                                                                         |           |
|-------------------------------------------------------------------------|-----------|
| <b>I. Introduction .....</b>                                            | <b>1</b>  |
| Project Overview .....                                                  | 1         |
| Study Area Boundaries .....                                             | 1         |
| Site Description .....                                                  | 1         |
| Existing and Committed Surface Transportation Network .....             | 4         |
| <b>II. Existing Traffic Conditions .....</b>                            | <b>5</b>  |
| Peak Hour Intersection Levels of Service – Existing Traffic .....       | 7         |
| Existing Traffic Analysis Results .....                                 | 7         |
| <b>III. Future Traffic Conditions Without Proposed Development.....</b> | <b>8</b>  |
| Peak Hour Intersection Levels of Service – Background Traffic .....     | 11        |
| Background Traffic Analysis Results – Year 2025 .....                   | 11        |
| Background Traffic Analysis Results – Year 2043 .....                   | 12        |
| <b>IV. Proposed Project Traffic .....</b>                               | <b>13</b> |
| Trip Generation .....                                                   | 13        |
| Adjustments to Trip Generation Rates .....                              | 14        |
| Trip Assignment .....                                                   | 14        |
| <b>V. Future Traffic Conditions With Proposed Developments .....</b>    | <b>16</b> |
| <b>VI. Project Impacts .....</b>                                        | <b>19</b> |
| Peak Hour Intersection Levels of Service – Total Traffic .....          | 19        |
| Total Traffic Analysis Results Upon Development Build-Out .....         | 20        |
| <b>VII. Conclusion .....</b>                                            | <b>21</b> |

## List of Figures

|                                                                                |    |
|--------------------------------------------------------------------------------|----|
| Figure 1 – Location.....                                                       | 2  |
| Figure 2 – Site Plan.....                                                      | 3  |
| Figure 3 – Existing Traffic Volumes & Intersection Geometry .....              | 6  |
| Figure 4 – Background Traffic Volumes & Intersection Geometry – Year 2025..... | 9  |
| Figure 5 – Background Traffic Volumes & Intersection Geometry – Year 2043..... | 10 |
| Figure 6 – Distribution and Site-Generated Assignment.....                     | 15 |
| Figure 7 – Total Traffic Volumes & Intersection Geometry – Year 2025.....      | 17 |
| Figure 8 – Total Traffic Volumes & Intersection Geometry – Year 2043.....      | 18 |

## List of Tables

|                                                                                         |    |
|-----------------------------------------------------------------------------------------|----|
| Table 1 – Intersection Capacity Analysis Summary – Existing Traffic .....               | 7  |
| Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2025 ..... | 11 |
| Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2043 ..... | 12 |
| Table 4 – Trip Generation Rates .....                                                   | 13 |
| Table 5 – Trip Generation Summary .....                                                 | 13 |
| Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2025 .....      | 19 |
| Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2043 .....      | 20 |

## Appendices

|            |                              |
|------------|------------------------------|
| APPENDIX A | TRAFFIC COUNT DATA           |
| APPENDIX B | LEVEL OF SERVICE DEFINITIONS |
| APPENDIX C | CAPACITY WORKSHEETS          |

## **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.



Not to Scale



**ROCKY MOUNTAIN RECYCLING, LOT 2**  
Traffic Impact Study

**Figure 1**  
**SITE LOCATION**

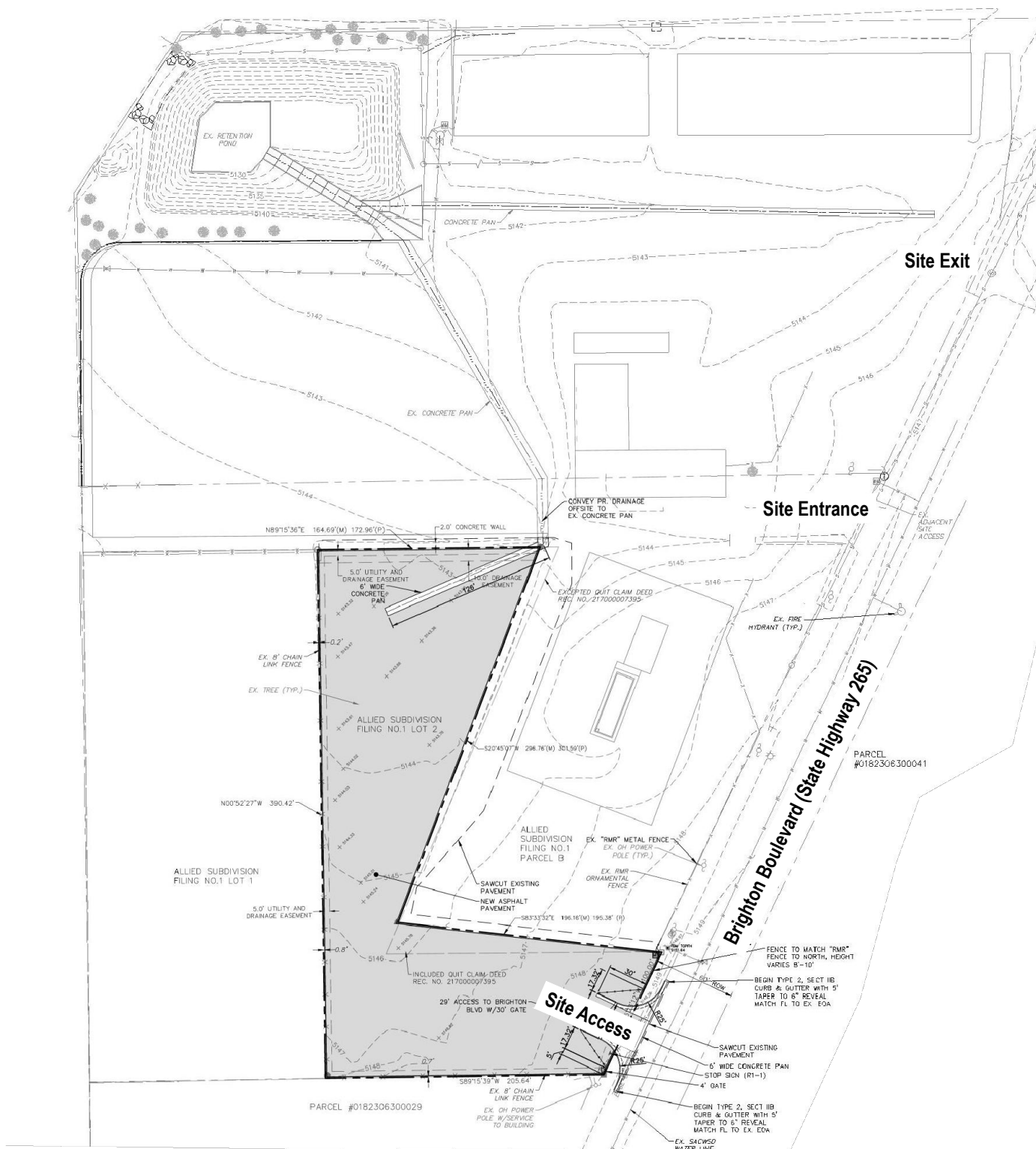
July 2023  
Page 2



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ROCKY MOUNTAIN RECYCLING, LOT 2

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Figure 2  
SITE PLAN

July 2023

Page 3

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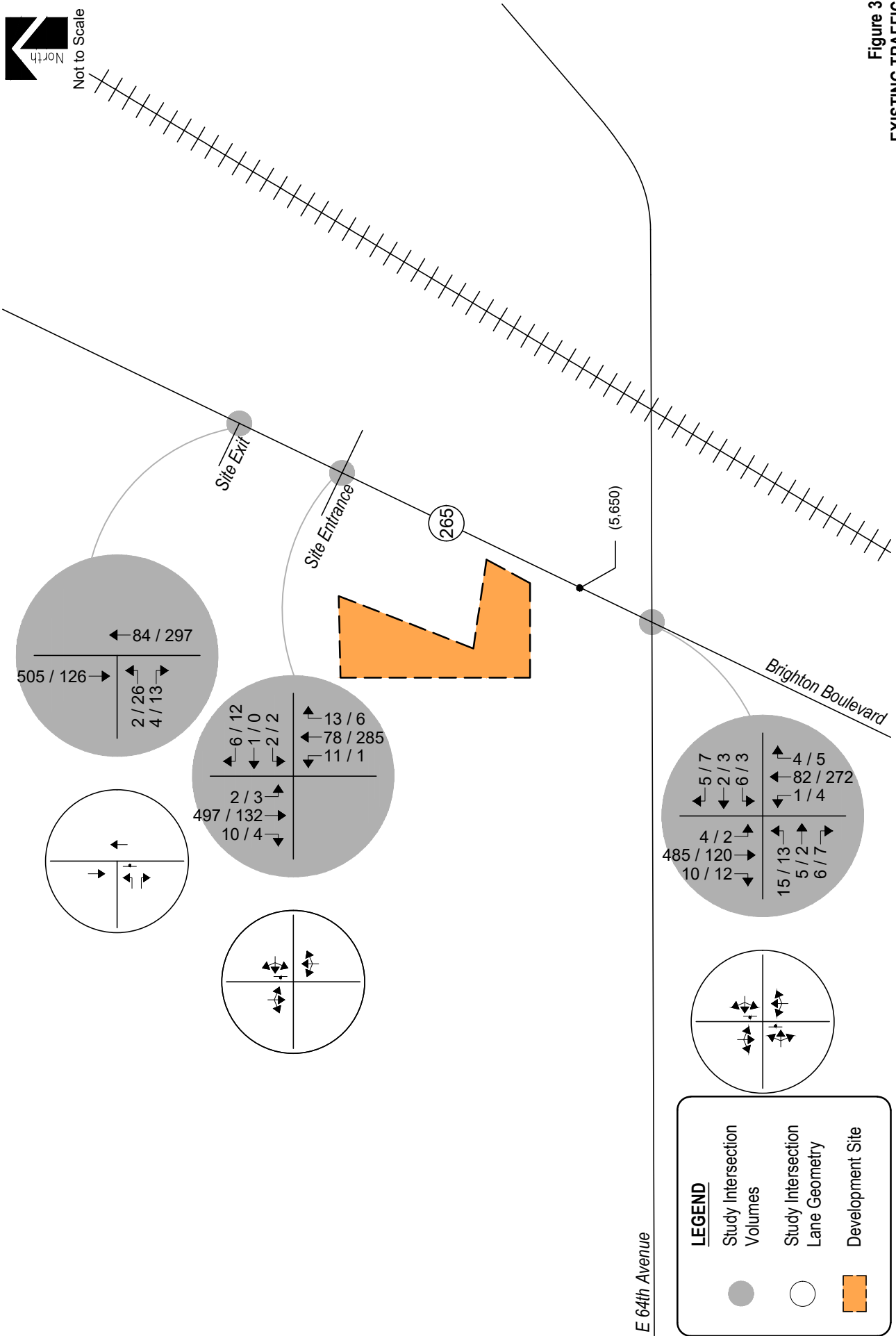
<sup>1</sup> C3 Vision Transportation Plan, Felsburg Holt & Ullevig, July 2010.

<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.



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

### 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 for 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<br>LANE GROUPS                                      | LEVEL OF SERVICE |              |
|------------------------------------------------------------------|------------------|--------------|
|                                                                  | AM PEAK HOUR     | PM PEAK HOUR |
| Brighton Boulevard / E 64 <sup>th</sup> 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 64 <sup>th</sup> 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 64 <sup>th</sup> 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 64<sup>th</sup> 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**

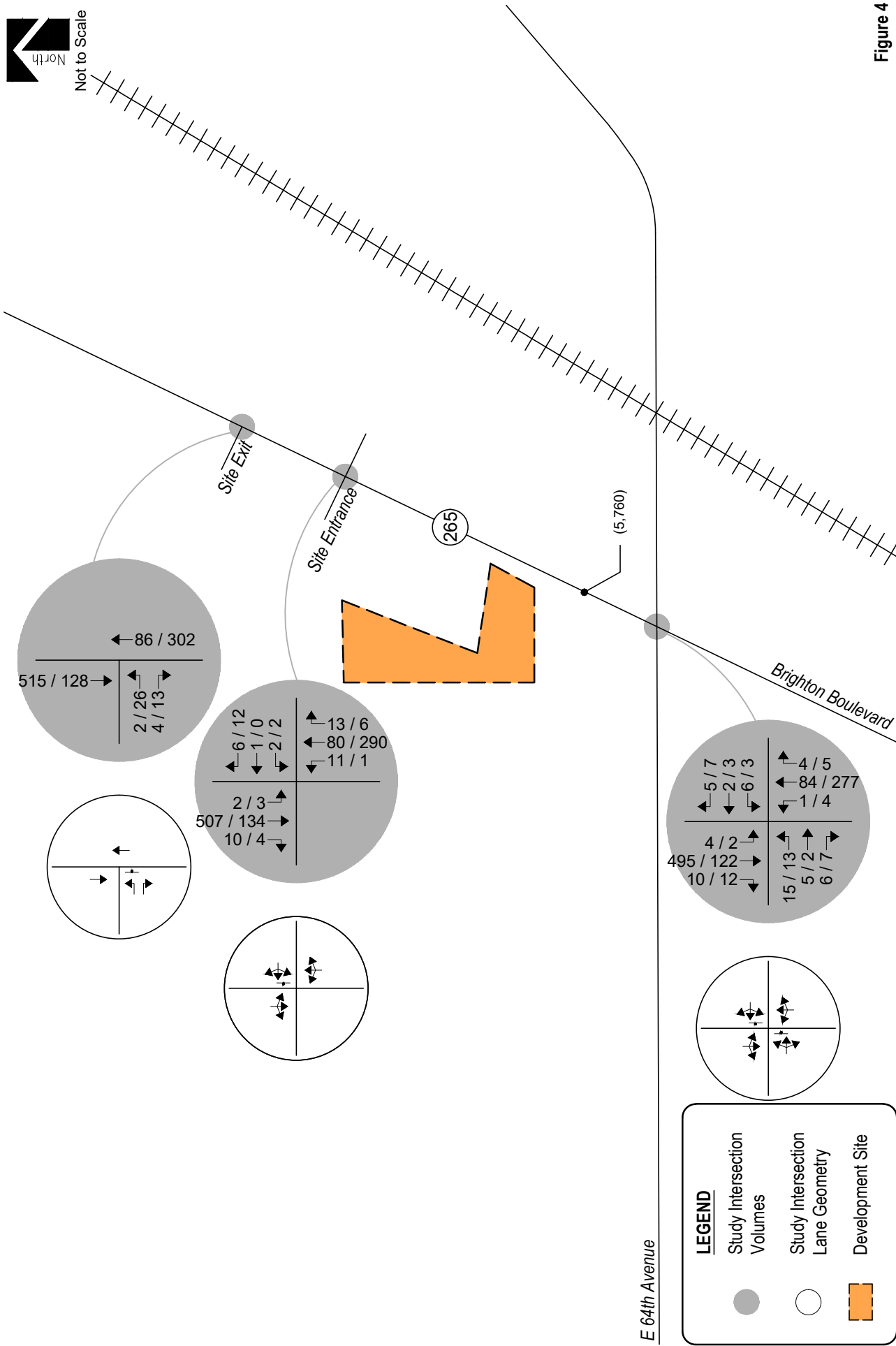
Background traffic is the traffic projected to be on area roadways without consideration of the proposed development. Background traffic includes traffic generated by development of vacant parcels in the area.

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.

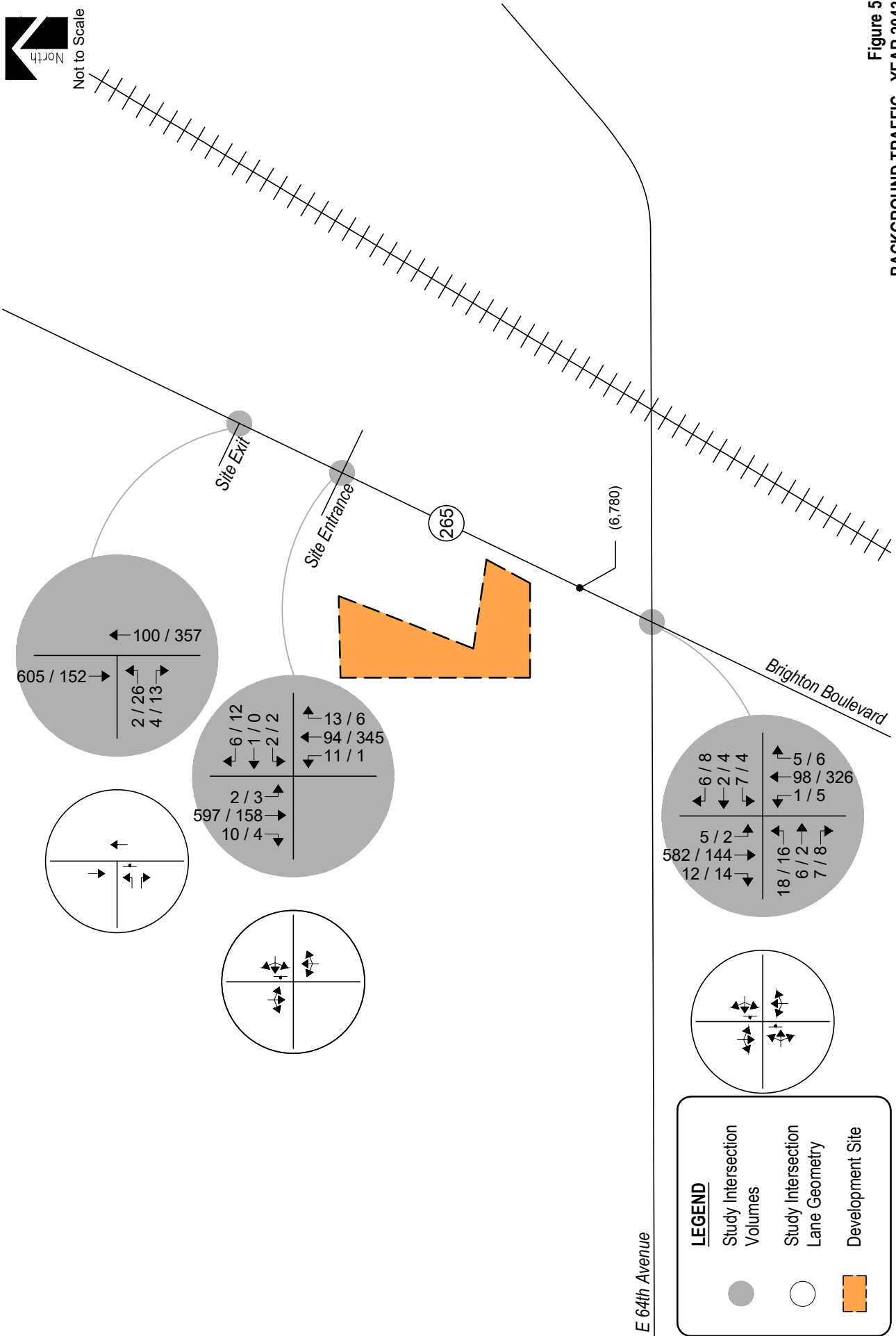
Projected background traffic volumes and intersection geometry for Years 2025 and 2043 are shown on Figure 4 and Figure 5, respectively.



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

**ROCKY MOUNTAIN RECYCLING, LOT 2**  
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**Figure 5**  
**BACKGROUND TRAFFIC - YEAR 2043**  
 Volumes & Intersection Geometry  
 AM / PM Peak Hour  
 (ADT) : Average Daily Traffic

### 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<br>LANE GROUPS                                                                                                                                                                                | LEVEL OF SERVICE |                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------------|
|                                                                                                                                                                                                            | AM PEAK HOUR     | PM PEAK HOUR     |
| Brighton Boulevard / E 64th Avenue (Stop-Controlled)<br>Eastbound Left, Through and Right<br>Westbound Left, Through and Right<br>Northbound Left, Through and Right<br>Southbound Left, Through and Right | B<br>B<br>A<br>A | B<br>B<br>A<br>A |
| E 64th Avenue / Site Entrance (Stop-Controlled)<br>Westbound Left, Through and Right<br>Northbound Left, Through and Right<br>Southbound Left, Through and Right                                           | B<br>A<br>A      | B<br>A<br>A      |
| E 64th Avenue / Site Exit (Stop-Controlled)<br>Eastbound Left<br>Eastbound Right                                                                                                                           | B<br>B           | B<br>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<br>LANE GROUPS                          | LEVEL OF SERVICE |              |
|------------------------------------------------------|------------------|--------------|
|                                                      | AM PEAK HOUR     | PM PEAK HOUR |
| Brighton Boulevard / E 64th Avenue (Stop-Controlled) |                  |              |
| Eastbound Left, Through and Right                    | C                | 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                | A            |
| 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 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<br><br>CODE                    LAND USE                    UNIT |             |     | TRIP GENERATION RATES |              |      |       |              |      |       |
|---------------------------------------------------------------------|-------------|-----|-----------------------|--------------|------|-------|--------------|------|-------|
|                                                                     |             |     | 24<br>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<br><br>CODELAND USESIZE |             |          | TOTAL TRIPS GENERATED |              |      |       |              |      |       |
|-----------------------------|-------------|----------|-----------------------|--------------|------|-------|--------------|------|-------|
|                             |             |          | 24<br>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    |
| Total:                      |             |          | 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.

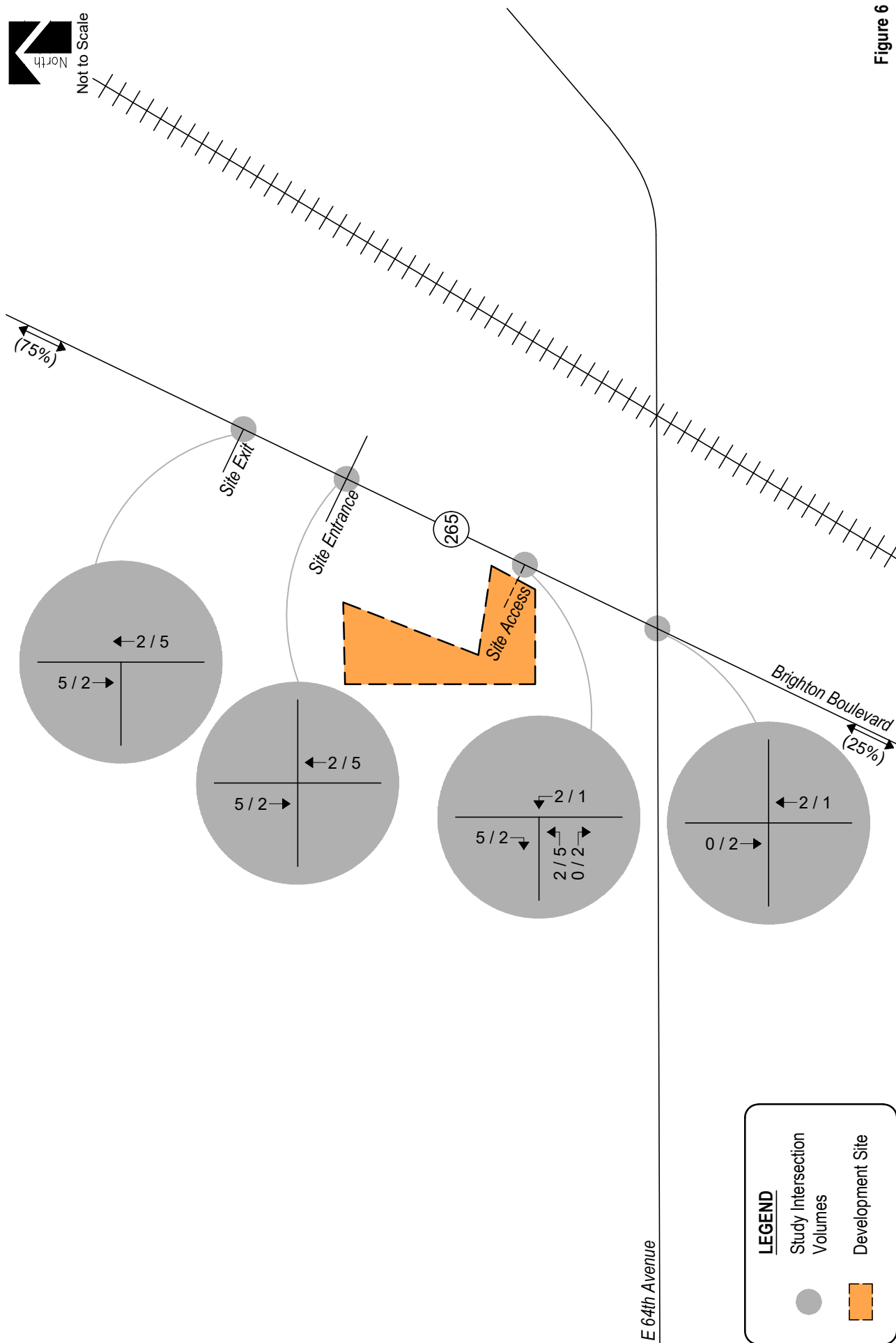
Upon build-out, Table 5 illustrates that the proposed development has the potential to generate approximately 95 daily vehicle trips with 9 of those occurring during the morning peak hour and 10 during the afternoon peak hour.

**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**

Traffic 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.



**Figure 6**  
**SITE DEVELOPMENT DISTRIBUTION**  
 (%) : Overall  
**SITE-GENERATED**  
 AM / PM Peak Hour

## **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.

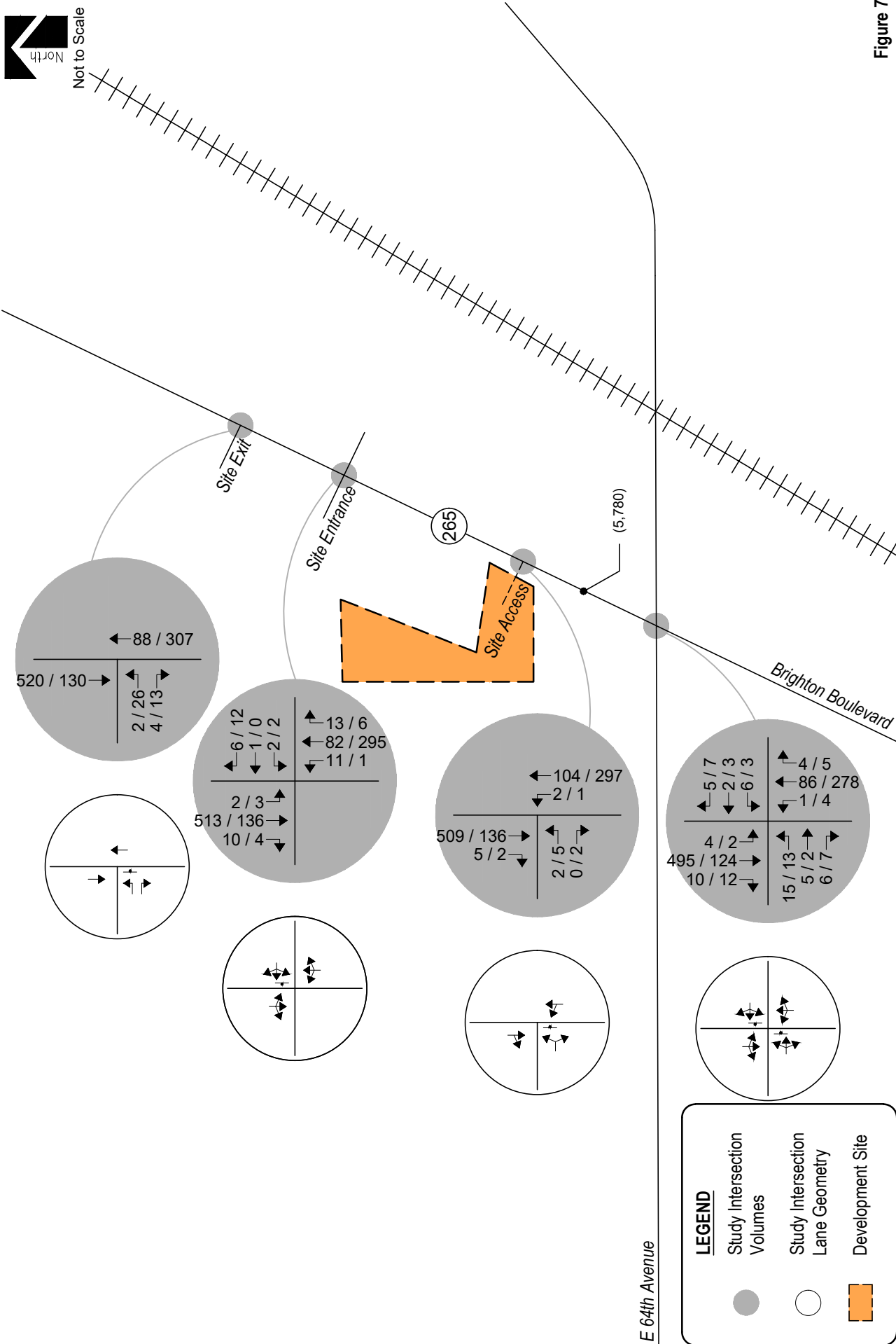
Pursuant to area roadway improvement discussions provided in Section III, Year 2025 and Year 2043 total traffic conditions assume no roadway improvements to accommodate regional transportation demands. Roadway improvements associated with site development are expected to be limited to site access and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



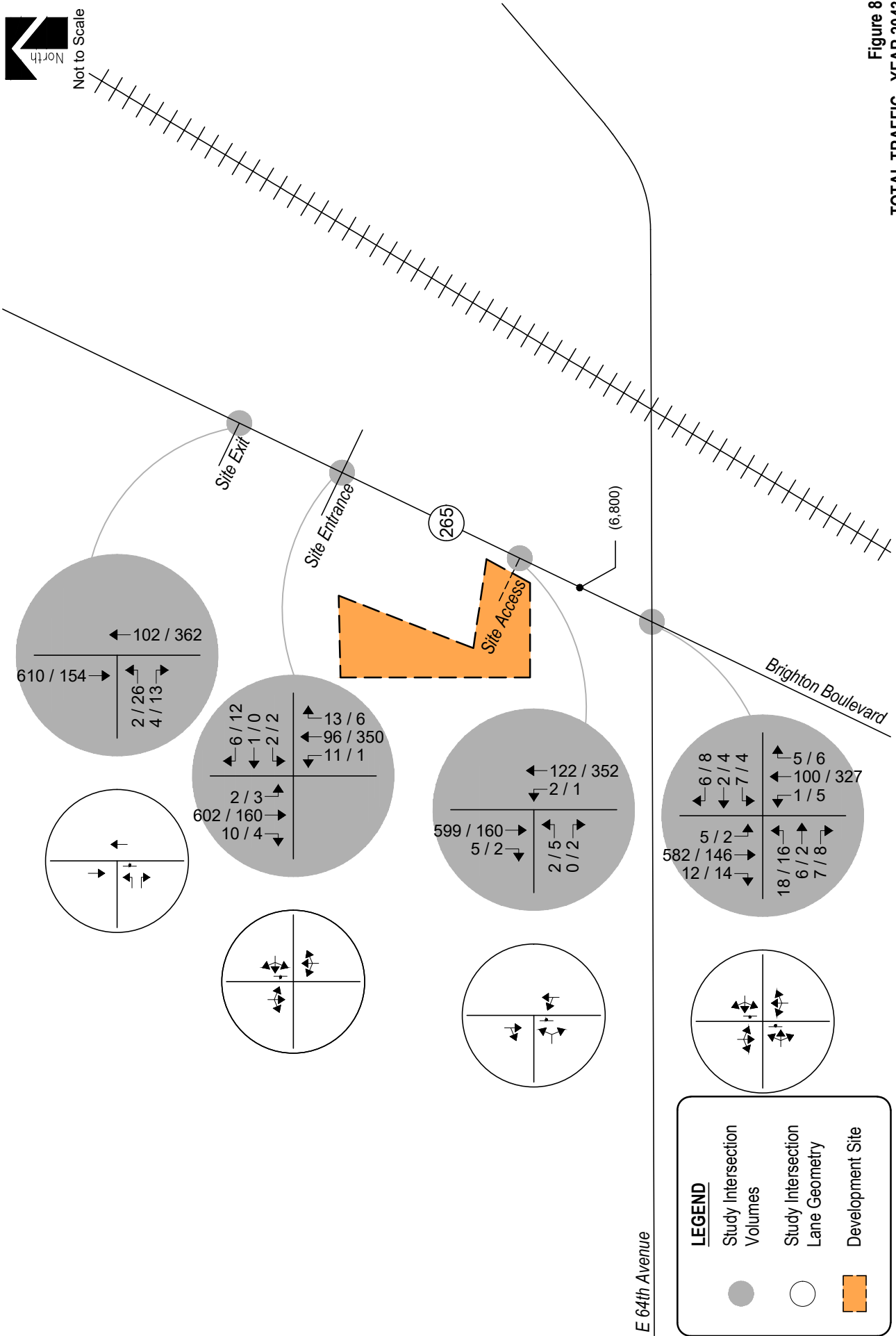
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**LEGEND**

- 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



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



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

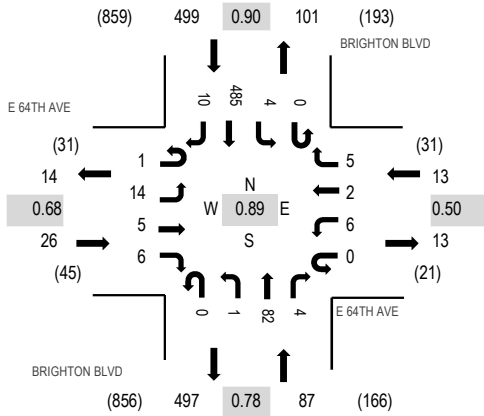
Location: 1 BRIGHTON BLVD & E 64TH AVE AM

Date: Wednesday, June 14, 2023

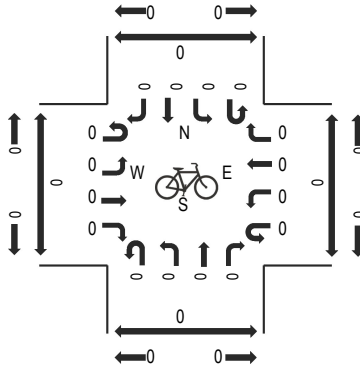
Peak Hour: 07:00 AM - 08:00 AM

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

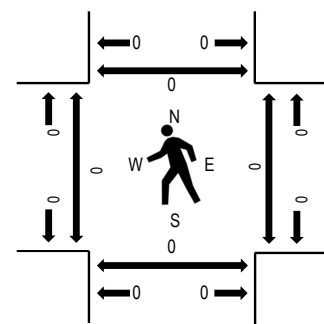
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | E 64TH AVE<br>Eastbound |      |      |       | E 64TH AVE<br>Westbound |      |      |       | BRIGHTON BLVD<br>Northbound |      |      |       | BRIGHTON BLVD<br>Southbound |      |      |       | Total | Rolling<br>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     |



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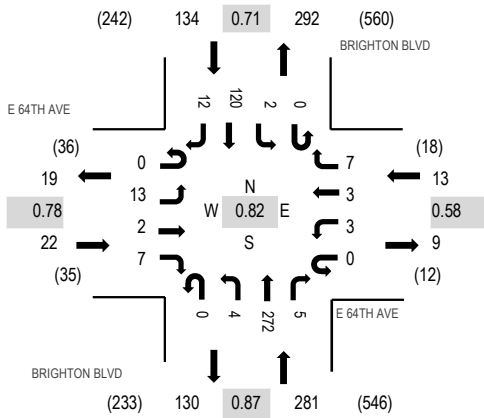
**Location:** 1 BRIGHTON BLVD & E 64TH AVE PM

**Date:** Wednesday, June 14, 2023

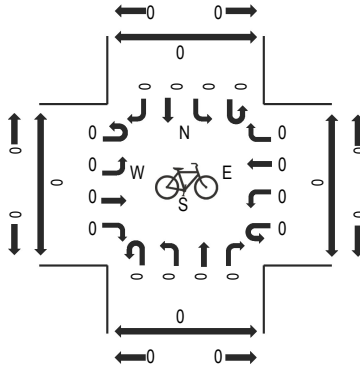
**Peak Hour:** 04:15 PM - 05:15 PM

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

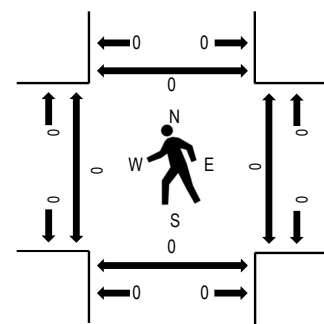
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | E 64TH AVE<br>Eastbound |      |      |       | E 64TH AVE<br>Westbound |      |      |       | BRIGHTON BLVD<br>Northbound |      |      |       | BRIGHTON BLVD<br>Southbound |      |      |       | Total | Rolling<br>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     |



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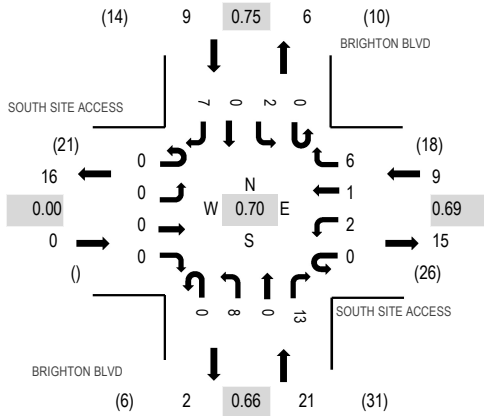
**Location:** 2 BRIGHTON BLVD & SOUTH SITE ACCESS AM

**Date:** Wednesday, June 14, 2023

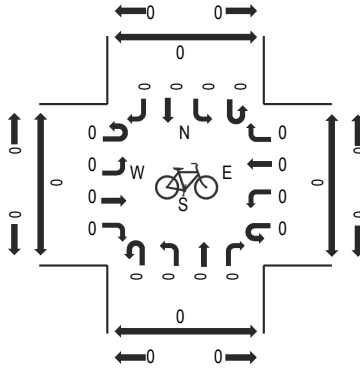
**Peak Hour:** 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:30 AM - 07:45 AM

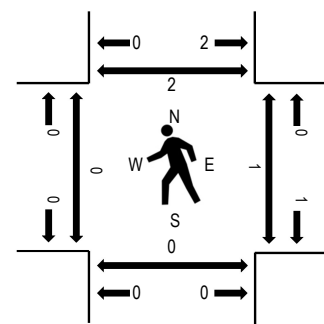
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | SOUTH SITE ACCESS |      |      |       | SOUTH SITE ACCESS |      |      |       | BRIGHTON BLVD |      |      |       | BRIGHTON BLVD |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------|------|------|-------|-------------------|------|------|-------|---------------|------|------|-------|---------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | Eastbound         |      |      |       | Westbound         |      |      |       | Northbound    |      |      |       | Southbound    |      |      |       |       |                 | West                 | East | South | North |
|                        | U-Turn            | Left | Thru | Right | U-Turn            | Left | Thru | Right | U-Turn        | Left | Thru | Right | U-Turn        | Left | Thru | Right |       |                 |                      |      |       |       |
| 7:00 AM                | 0                 | 0    | 0    | 0     | 0                 | 1    | 0    | 1     | 0             | 0    | 0    | 1     | 0             | 1    | 0    | 0     | 4     | 27              | 0                    | 0    | 0     | 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     |



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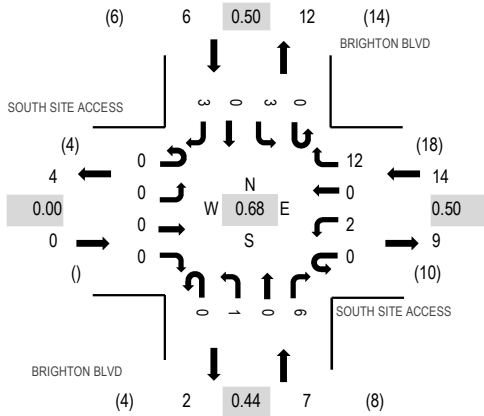
**Location:** 2 BRIGHTON BLVD & SOUTH SITE ACCESS PM

**Date:** Wednesday, June 14, 2023

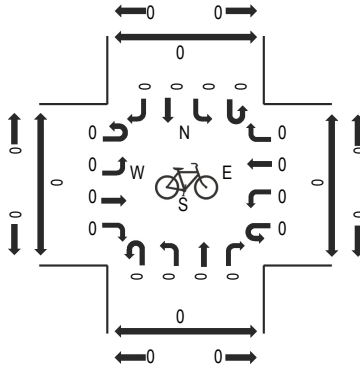
**Peak Hour:** 04:00 PM - 05:00 PM

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

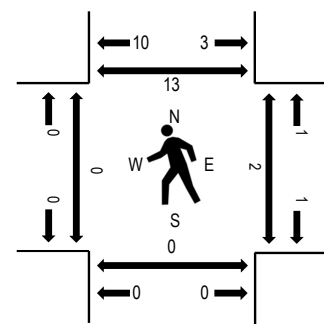
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | SOUTH SITE ACCESS<br>Eastbound |      |      |       | SOUTH SITE ACCESS<br>Westbound |      |      |       | BRIGHTON BLVD<br>Northbound |      |      |       | BRIGHTON BLVD<br>Southbound |      |      |       | Total | Rolling<br>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                    | 0    | 0     | 5     |
| 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    |



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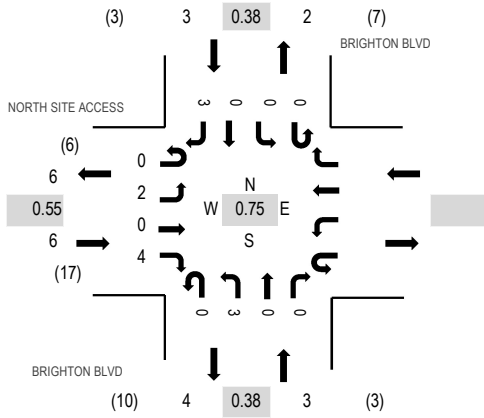
**Location:** 3 BRIGHTON BLVD & NORTH SITE ACCESS AM

**Date:** Wednesday, June 14, 2023

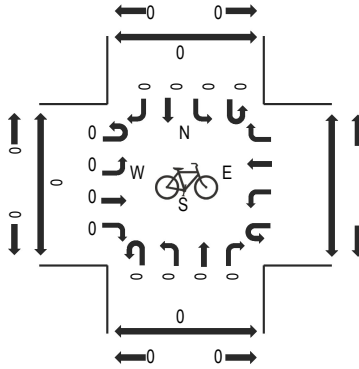
**Peak Hour:** 07:00 AM - 08:00 AM

**Peak 15-Minutes:** 07:00 AM - 07:15 AM

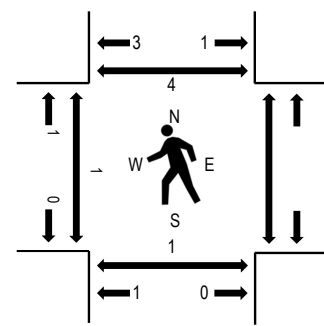
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

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



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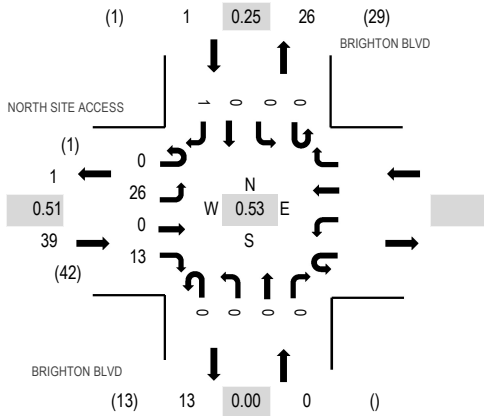
Location: 3 BRIGHTON BLVD & NORTH SITE ACCESS PM

Date: Wednesday, June 14, 2023

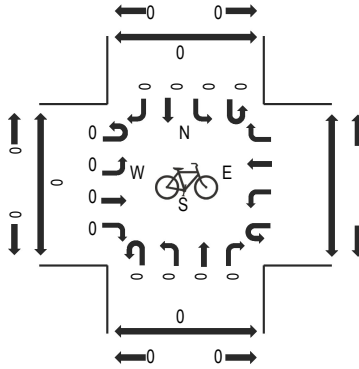
Peak Hour: 04:00 PM - 05:00 PM

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

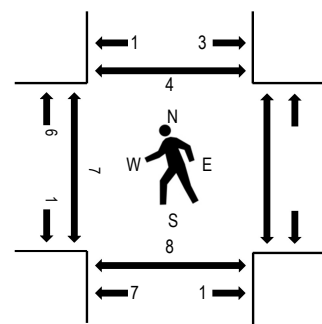
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | NORTH SITE ACCESS |      |      |       |           |      |      |       | BRIGHTON BLVD |      |      |       | BRIGHTON BLVD |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------|------|------|-------|-----------|------|------|-------|---------------|------|------|-------|---------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | Eastbound         |      |      |       | Westbound |      |      |       | Northbound    |      |      |       | Southbound    |      |      |       |       |                 | West                 | East | South | North |
|                        | U-Turn            | Left | Thru | Right | U-Turn    | Left | Thru | Right | U-Turn        | Left | Thru | Right | U-Turn        | Left | Thru | Right |       |                 |                      |      |       |       |
| 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      |
| Total                 | 794      | 2,161   | 2,955   |
| Percentage            | 26.9%    | 73.1%   |         |
| Peak Hour             | 11:00 AM | 6:30 AM | 6:30 AM |
| Volume                | 136      | 518     | 612     |
| PHF                   | 0.810    | 0.841   | 0.855   |



# 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       |
| Total                 | 1,670   | 1,022   | 2,692   |
| Percentage            | 62.0%   | 38.0%   |         |
| Peak Hour             | 3:45 PM | 2:45 PM | 3:45 PM |
| Volume                | 302     | 150     | 442     |
| PHF                   | 0.888   | 0.893   | 0.837   |
| Grand Total           | 2,464   | 3,183   | 5,647   |
| Percentage            | 43.6%   | 56.4%   |         |

## **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<br>(s/veh) | LOS by Volume-to-Capacity Ratio <sup>a</sup> |             |
|--------------------------|----------------------------------------------|-------------|
|                          | $v/c \leq 1.0$                               | $v/c > 1.0$ |
| $\leq 10$                | 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<br>(s/veh) | <u>LOS by Volume-to-Capacity Ratio<sup>a</sup></u> |             |
|--------------------------|----------------------------------------------------|-------------|
|                          | $v/c \leq 1.0$                                     | $v/c > 1.0$ |
| 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      | 0     |
| 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     | -   |
| 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 |
| 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   | - |
| 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  | - |
| Pot Cap-1 Maneuver   | 517    | 504   | 911    | 517   | 502    | 741   | 1440   | - |
| 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   | - |
| 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 | EBLn1WBLn1 | 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    | 317   | 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 | EBLn1WBLn1 | 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  | -      | - |
| 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   | 417    | 371   | 963    | 1009  | -      | - |
| Stage 1              | 907    | 798   | -      | -     | -      | - |
| Stage 2              | 571    | 507   | -      | -     | -      | - |
| Platoon blocked, %   |        |       |        |       | -      | - |
| Mov Cap-1 Maneuver   | 411    | 0     | 963    | 1009  | -      | - |
| 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     | -   |
| 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    | EBLn1 | WBLn1  | 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  | -      | - |
| 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   | 548    | 487   | 722    | 1431  | -      | - |
| Stage 1              | 735    | 652   | -      | -     | -      | - |
| Stage 2              | 874    | 769   | -      | -     | -      | - |
| Platoon blocked, %   |        |       |        |       | -      | - |
| Mov Cap-1 Maneuver   | 546    | 0     | 722    | 1431  | -      | - |
| 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      | <div><div><div></div></div><div><div></div></div><div><div></div></div></div> |      |      |        |       |       |        |      |       |      |      |      |
| 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    | 116   | 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  | NBR  | WBLn1  | 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    | EBLn1WBLn1 | 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    | 176   | 0      | 0 |
| Stage 1              | 381    | 381   | -      | -     | -      | - |
| Stage 2              | 180    | 182   | -      | -     | -      | - |
| 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   | 489    | 435   | 668    | 1400  | -      | - |
| Stage 1              | 691    | 613   | -      | -     | -      | - |
| Stage 2              | 851    | 749   | -      | -     | -      | - |
| Platoon blocked, %   |        |       |        |       | -      | - |
| Mov Cap-1 Maneuver   | 487    | 0     | 668    | 1400  | -      | - |
| 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 | NBRWBLn1 | 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  | -      | - |
| 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   | 412    | 367   | 960    | 1003  | -      | - |
| Stage 1              | 905    | 796   | -      | -     | -      | - |
| Stage 2              | 567    | 504   | -      | -     | -      | - |
| Platoon blocked, %   |        |       |        |       | -      | - |
| Mov Cap-1 Maneuver   | 406    | 0     | 960    | 1003  | -      | - |
| 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     | -   |
| 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      |  |        |       |  |  |      |
| 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    | 328   | 0    | 0    |  |
| Stage 1                  |       |      |          | 327    | 327   | -      | -     | -      | -    | -     | -    | -    |  |
| Stage 2                  |       |      |          | 156    | 158   | -      | -     | -      | -    | -     | -    | -    |  |
| 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       |       |      |          | 542    | 482   | 716    | 1429  | -      | -    | 1232  | -    | -    |  |
| Stage 1                  |       |      |          | 731    | 648   | -      | -     | -      | -    | -     | -    | -    |  |
| Stage 2                  |       |      |          | 872    | 767   | -      | -     | -      | -    | -     | -    | -    |  |
| Platoon blocked, %       |       |      |          |        |       |        |       | -      | -    |       | -    | -    |  |
| Mov Cap-1 Maneuver       |       |      |          | 540    | 0     | 716    | 1429  | -      | -    | 1232  | -    | -    |  |
| 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      |  |        |       |  |  |      |
| 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 | 118   | 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      |  |        |       |  |  |      |
| 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    | EBLn1WBLn1 | 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      | <div> <div>↕</div> <div>↕</div> <div>↕</div> </div> |       |          |        |       |      |       |        |      |      |      |      |
| 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    | 387   | 0      | 0    |      |      |      |
| Stage 1                  | 386                                                 | 386   | -        | -      | -     | -    | -     | -      | -    | -    | -    | -    |
| Stage 2                  | 182                                                 | 184   | -        | -      | -     | -    | -     | -      | -    | -    | -    | -    |
| 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       | 484                                                 | 431   | 664      | 1398   | -     | -    | 1171  | -      | -    | -    | -    | -    |
| Stage 1                  | 687                                                 | 610   | -        | -      | -     | -    | -     | -      | -    | -    | -    | -    |
| Stage 2                  | 849                                                 | 747   | -        | -      | -     | -    | -     | -      | -    | -    | -    | -    |
| Platoon blocked, %       |                                                     |       |          |        | -     | -    |       | -      | -    | -    | -    | -    |
| Mov Cap-1 Maneuver       | 482                                                 | 0     | 664      | 1398   | -     | -    | 1171  | -      | -    | -    | -    | -    |
| 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      | Y      |        |       | Y      | Y    |      |
| 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     | -      | -    |      |