Planning and Zoning Commission

Monday, May 17, 2021 at 6:00 pm

PLEASE SILENCE ALL CELL PHONES AND ELECTRONIC DEVICES. THANK YOU

1. **Meeting Information**
   To watch the live stream of the meeting
   The information for the Town's virtual meeting can be found below:
   https://us02web.zoom.us/j/89403649414?pwd=cTVPd0o3V2FGc1ZaYmxJRVN5Q1VSUT09

   Meeting ID: 894 0364 9414

   Passcode: 881181

   One tap mobile
   +16699006833

2. **Call to Order**
   Wayne Clark, Chairman
   a. **Roll Call**
3. **Approval of Agenda**
   Wayne Clark, Chairman
4. **Consent Agenda**
   Wayne Clark, Chair
   a. **March 15, 2021 - Regular Meeting Minutes**

      Attachments:

      - **March 15, 2021 - Regular Meeting Minutes** (March_15__2021.pdf)

Public Comments on Items Not on the Agenda

The Planning and Zoning Commission welcomes you. Thank you for joining us virtually for our Town of Bennett Planning and Zoning Commission Meeting. If you are not speaking, we ask that you please mute your microphone. For public comment please sign up in the chat box. If you are on the phone, once we get through the chat box we will call for any other comments for items not on the agenda.

Your comments will be limited to three (3) minutes. The Commission may not respond to your comments this evening, rather they may take your comments and suggestions under advisement and provide direction to the appropriate member of Town staff for follow-up. Thank you.

Regular Business

5. **Public Hearing**
   a. **Case No. 21.11 Bennett Village (Worthman) Rezoning**
   Steve Hebert, Planning and Economic Development Manager

Attachments:

- **Public Hearing Script** (Bennett_Village_Script.PC.pdf)
- **Staff Report Bennett Village (Worthman) Rezoning** (1_-_Staff_Report_BennettVillage_Rezone.pdf)
- **PowerPoint Presentation Bennett Village (Worthman) Rezoning** (2_-_PowerPoint_Presentation_Bennett_Village_Rezoning_P_Z_.pdf)
- **Land Use Application** (3_-_Land_Use_Application_Form_-_signed.pdf)
- **Letter of Authorization** (4_-_Letter_of_Authorization_-_R2_Zoning_-_Signed.pdf)
- **Applicant's Letter of Intent** (5_-_Letter_of_Intent_-Rezoning.pdf)
- **Proposed Rezoning Map Change** (6_-_Zoning_Map_4-8-2021.pdf)
- **Permitted Uses in R-2** (7_-_R-2_PermittedUses.pdf)
- **Approved Bennett Village Final Plat** (8_-_BENNETT_VILLAGE__WORTHMAN_ACRES_FINAL_PLAT_210406.pdf)
- **Town Centre Concept from the Comprehensive Plan** (9_-_Town_Centre_Land_Use_Concept_2015CompPlan.pdf)
- **Traffic Impact Study** (10_-_Bennett_Village_WorthmanAcres-Traffic_Study_12_11_2020.pdf)
- **Initial Town Engineer's Response** (11_-_Bennett_Village_Worthman_Acres_Final_Plat_1st_TE_Review_12-7-2020.pdf)
- **Bennett-Watkins Fire Rescue Response** (12_-_BWFR.Comments.Bennett_Village_WorthmanAcres.11.12.20.pdf)
- **Bennett School District Response** (13_-_Bennett_Village_Worthman_BennettSchoolDistrict29J_Response_12_03_2020.pdf)
- **Intermountain Rural Electric Association (IREA) Response** (14_-_IREA_RE__FW__Bennett_Village_Worthman_Acres__2nd_Final_Plat_Submission.pdf)
- **Resolution No. 2021-05 - A Resolution Recommending Approval of the Rezoning of the Bennett Village Property, Case No. 21.11** (15_-_Reso_No._2021-05_Bennett_Village_PC.Zoning.pdf)
- **Suggested Motion** (16_-_suggested_motion.pdf)

6. **Commissioner Comments/Reports**
7. **Adjournment**

TOWN OF BENNETT, COLORADO
PLANNING & ZONING COMMISSION
Regular Meeting
March 15, 2021

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1. CALL TO ORDER

The Planning & Zoning Commission of the Town of Bennett met in regular session on Monday, March 15, 2021, virtually via Zoom Link. Chair Wayne Clark called the meeting to order at 6:02 p.m. The following persons were present upon the call of the roll:

Chair:	Wayne Clark
Commissioners:	Rachel Connor Grider Lee Martin Metsker Scott Smith
Staff Present:	Steve Hebert, Planning and Economic Development Manager Taeler Houlberg, Assistant to the Town Administrator Sara Aragon, Community Development Coordinator Dan Giroux, Town Engineer Gabrielle Renner, Town Traffic Engineer Christina Hart, Town Clerk
Public Present:	Paul Worthman, Barry Moore, Joe Huey, Nichole Harrell, Joey Dybevik, Todd Johnson, John Cheney, Chad Ellington

1. APPROVAL OF AGENDA

COMMISSIONER METSKER MOVED, COMMISSIONER LEE SECONDED to approve the agenda as presented. Voting was as follows:

YES: Connor, Lee, Metsker, Smith, Clark
NO: None

Chairman Clark declared the motion carried by unanimous vote.

2. APPROVAL OF CONSENT AGENDA

COMMISSIONER METSKER MOVED, COMMISSIONER SMITH SECONDED to approve the agenda as presented. Voting was as follows:

YES: Connor, Lee, Metsker, Smith, Clark
NO: None

Chairman Clark declared the motion carried by unanimous vote.

Action: Approval of February 22, 2021 Regular Meeting Minutes

3. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

There were no public comments on items not on the agenda presented.

4. REGULAR BUSINESS

A. Public Hearing(s)

1. **Case No. 20.25 – Worthman Acres Final Plat (Bennett Village)**

Resolution No. 2021-04 - A Resolution Recommending Approval of a Final Plat for Worthman Acres

Chair Wayne Clark opened the public hearing on Case No. 20.25 at 6:03 p.m., a public hearing on the approval of a Resolution recommending approval of a Final Plat for Worthman Acres.

Town Clerk, Christina Hart, stated for the record the Notice of Public Hearing was posted in accordance with State Statue and published in the Eastern Colorado News, February 26, 2021 as Legal Number 2458.

There were no disclosures from the Planning & Zoning Commission.

Steve Hebert, Town Planning and Economic Development Manager, reported to the Commission, Case No. 20.25 is a proposed final plat to subdivide 21.4 acres into 133 lots for single-family detached homes. The property is zoned MH – Mobile Home District. Traditional single-family homes are allowed in the MH district. The property is located immediately east of the Brothers Four subdivision, bounded on the north by Kiowa Street, on the south by Bennett Avenue and on the east by the Custer Street alignment.

The Planning and Zoning Commission reviewed a Sketch Plan for this project in August 2020.

All homes will have alley-loaded garages. The proposed development also includes a park, trail connections, a landscape buffer and a detention pond.

The surrounding area, includes a mix of residential, commercial and public zone districts and land uses.

Below are the primary lot and building standards for the MH District.

- Minimum Lot Area 3,250 square feet
- Minimum Lot Width 40 feet
- Maximum Lot Coverage 75%
- Maximum Height (Principal Structure) 20 feet

As proposed, the final plat can accommodate these standards. However, with the maximum building height at 20 feet, the subdivision would be limited to single-story homes. The applicant is working with a homebuilder who is considering a two-story design that would result in a home taller than the MH maximum height limitation. The appropriate zoning to accommodate a two-story home, on lots sizes as proposed, would be R-2 – Mid Density Residential. If the applicant pursues a rezoning, it will require public hearings by the Planning and Zoning Commission and the Town Board of Trustees. Regardless, the current plat application is consistent with either the MH District or the R-2 District.

Public Services and Utilities

Water

- Water will be provided by the Town of Bennett.

Sanitary Sewer

Sanitary sewer will be provided by the Town of Bennett.

- Stormwater Management Stormwater will be collected and conveyed in accordance with Town standards to prevent any on-site or offsite flooding.

Access, Traffic and Streets

- Local access is provided by Bennett Avenue and Kiowa Street, as well as a network of interior streets. Alleys will serve rear lot garages. All streets will be built to Town standards. The final plat will dedicate right-of-way for all public streets to be constructed at the developer's expense.

  Although not required for this subdivision, the extension of Custer Street will be necessary in the future for access to property to the east, as well as for utilities. A note will be added to the plat describing how and when temporary emergency access will be provided along the Custer Street alignment, as well as future right-of-way acquisition on the east side of the street.

Fire and Rescue

- All streets, turn-a-rounds, fire hydrants and water pressure will meet the Bennett-Watkins Fire and Rescue design standards. The development is subject to further hydrant location design review by the Fire District, which must occur prior to issuance of building permits.

Gas, Electricity and Telecommunications

- Natural gas will be provided by Colorado Natural Gas, electricity by IREA and telecommunications by Eastern Slope Technologies (ESRTA). Appropriate easements for these providers are identified on the final plat.

Park Land and Public Facilities

- The Municipal Code requires ten percent (10%) of the total land area contained within the subdivision to be dedicated to the Town for park land and other public facilities. Ten percent of the 21.4 acres would be 2.14 acres. The final plat identifies various tracts as open space or open space/utility easements, totaling 1.6452 acres. One of those tracts is a narrow landscaping strip (Tract A) along the west side of the property. Town Staff is not convinced this should be considered useable open space. However, depending on the final design and landscaping, the detention pond tract, along with the other open space tracts may suffice to meet the dedication requirement. The Town has in the past given credit for stormwater facilities as part of the public land dedication requirement, such as in Bennett Crossing Filing 2 (LGI). As the Site Plan moves forward, Staff will have the opportunity to further evaluate proposed landscape improvements and determine the eventual plan. All of this will be reflected in a future Subdivision Agreement, presented to and approved by the Board of Trustees.

Bennett School District

- The Bennett School District 29J has reviewed the proposed subdivision plat and has requested cash-in-lieu of land dedication. This will be addressed in the upcoming Subdivision Agreement.

Per Section 16-4-380 of the Bennett Municipal Code, the Town shall use the following criteria to evaluate the applicant's final plat application:

A. The final plat incorporates recommended changes, modifications and conditions attached to the sketch plan unless otherwise approved by the Planning Commission.

Staff Finding: The Final Plat includes changes to the Sketch Plan regarding circulation, street design and lot layout, all of which were discussed during the Planning and Zoning Commission's consideration of the Sketch Plan in August 2020.

B. All applicable technical standards in accordance with this Chapter and adopted Town documents have been met.

1. To establish appropriate standards for subdivision design that will:

a. Encourage the development of sound, economical and stable neighborhoods and healthy living environments, in conformance with the goals and policies of the Comprehensive Plan.

b. Provide lots of adequate size, configuration and design for the purpose for which they are intended to be used.

c. Promote superior design and design flexibility.

d. Preserve the significant natural features and environmental quality of the Town.

e. Guide the physical development of the Town in ways that complement the Town's character and culture.

f. Promote a cohesive sense of community among new and current residents, precluding neighborhood design or restrictions that in any way isolate any neighborhood from the rest of the community.

g. Provide complete and accurate public land records.

Staff Finding: The proposed Final Plat will accommodate new development that meets the standards of good subdivision design.

2. To establish standards for utilities and other public services that will:

a. Provide an efficient, adequate and economical supply of utilities and services to land proposed for development without adverse effects to property that is currently served.

b. Ensure that adequate stormwater drainage, sewage disposal, water supply and other utilities, services and improvements needed as a consequence of the subdivision of the land are provided.

c. Provide for the reasonable extension of utilities and services to other lands that may be developed in the future.

d. Provide the equitable distribution of the cost of new and expanded public services needed to support new land development.

Staff Finding: The proposed Final Plat, future Subdivision Agreement and Construction Drawings will accommodate extension of utilities and public services to serve new residential neighborhood.

3. To ensure the provision of adequate and safe traffic circulation that will:

a. Minimize traffic hazards through appropriate street design, providing safe and convenient vehicular and pedestrian traffic circulation systems.

b. Provide adequate vehicular access to abutting properties. c. Provide streets of adequate capacity and appropriate design and function.

Staff Finding: The proposed streets and related traffic circulation have been adjusted since the Sketch Plan to assure adequate circulation for residents, visitors and emergency vehicles.

4. To ensure adequate public facilities that will:

a. Provide for the recreational, cultural, educational and other public facility needs of the community.

b. Facilitate effective law enforcement and fire protection.

Staff Finding: The proposed Final Plat provides a park that accommodates both active and passive activities as well as trails that connect the neighborhood to the surrounding community.

5. To contribute to the proper development of the community in accordance with the goals and policies of the Comprehensive Plan as it may be updated from time to time.

Staff Finding: The proposed plat is consistent with the principles in the 2015 Town of Bennett Comprehensive Plan related to:

- Mixed land uses
- Access to healthy living
- Access to open space, trails and parks
- Contiguous development
- A variety of transportation choices

C. Compliance with Zoning Regulations

Staff Finding: All lots meet the standards in both the existing MH – Mobile Home District and the R-2 – Mid Density District, if it is rezoned in the future.

Notice of the March 15, 2021 Planning and Zoning Commission meeting was published in the Eastern Colorado News, posted on the subject property and sent to all property owners within 300 feet of the property. The only public inquiry to date has been related to construction activities on Kiowa Street. Access to all properties north of Kiowa Street will be maintained during construction.

Staff finds the proposed final plat is in compliance with the Subdivision Regulations in Chapter 16, Article IV of the Bennett Municipal Code. Staff also finds the plat has been processed according to Section 16-4-360 and meets the approval criteria in 16-4-380.

Based upon these findings, staff recommends the Planning and Zoning Commission recommend to the Board of Trustees approval of Case No. 20.25 – Worthman Acres Final Plat, with the following conditions: Before recording the final plat, the applicant shall:

1. Update plat notes related to easements and maintenance in a manner directed by the Town Engineer

2. Make other minor modifications as directed by Town Staff, Engineer and Town Attorney.

APPLICANT PRESENTATION

Worthman Property representative, Chad Ellington, thanked staff and the Commissioners for the privilege to present their application. The product will not include mobile home, but will be single family homes.

PUBLIC COMMENTS

Nichole Harrell, 210 Elm Street, Bennett, Colorado 80102 expressed the following concerns:

- The rate of growth in Bennett.
- The capacity of the Bennett School District and if the district can accommodate the growth.
- Law enforcement being able to handle additional calls for service.

Chair Wayne Clark closed the public hearing on Case No. 20.25 Worthman Acres Final Plat at 6:59 p.m.

COMMISSIONER METSKER MOVED, COMMISSIONER SMITH SECONDED to approve Resolution No. 2021-04 – A Resolution recommending approval to the Bennett Board of Trustees of a Final Plat for Worthman Acres. Voting was as follows:

YES: Metsker, Smith, Clark, Connor, Lee
NO: None

Chair Clark declared the motion passed unanimously.

COMMISSIONER COMMENTS/REPORTS

There were no reports from the commissioners.

5. ADJOURNMENT

COMMISSIONER METSKER MOVED, COMMISSIONER CONNOR SECONDED to adjourn the meeting. The Chair declared the motion carried by unanimous vote. The meeting was adjourned at 6:35 p.m.

_____
Wayne Clark, Chairman

_____
Christina Hart, Town Clerk

QUASI-JUDICIAL PUBLIC HEARING SCRIPT
(PLANNING COMMISSION)

CHAIR: I will now open the public hearing on the following application: An application for **Case No. 21.11 Bennett Village Rezoning.**

The purpose of the hearing is to provide a public forum for all interested parties who wish to comment on an application before the Commission. If you wish to speak please write your name and address in the chat box and you will be called on.

The Procedure for the public hearing will be as follows:

FIRST, there will be a presentation by the Town Staff.

NEXT, we will have a presentation by the applicant.

After these two presentations we will allow people who signed up in the chat box speak for up to 3 minutes each. Please DO NOT REPEAT points made by others. It is fine to say, "I agree with the previous speaker's comments". Please direct your comments to the Commission, not the applicant or Town staff.

After receiving public comments, we will allow the applicant an opportunity to respond.

NEXT, the Planning Commission members may ask questions of anyone who testified.

I will then close the public hearing and no further testimony or other evidence will be received. The Planning Commission will discuss the matter and may take some kind of action.

Public hearings are recorded for the public record. All testimony must be presented, after you give your full name and address.

CHAIR: Do we have proper notification?

[Town Clerk to confirm on record notice has been provided]

Do any Commission members have any disclosures?

[Commissioners to disclose conflicts of interests, ex parte contacts, etc]

Mr. Hebert, please introduce the applicant and provide your staff report.

[Staff presentation]

Will the applicant or the applicant's representative present the application?

[Applicant presentation]

Do any of the Commissioners have questions of the applicant or Town Staff?

[Question and Answer]

CHAIR: I will now open the public comment portion of the public hearing. For those wishing to speak, please clearly state your name and address for the record.

Has anyone signed up to speak at this public hearing?

[If more than one person has signed in, call them in order.]

Is there any interested party in the audience that has not signed up but who wishes to speak regarding the application?

[Additional public comment]

If there is no more public comment, I will now close the public comment portion of the public hearing.

CHAIR: Does the applicant wish to respond to any of the comments?

[Opportunity for applicant to provide any rebuttal evidence]

CHAIR: Before we turn to Commissioner questions and deliberation, I want to state that the documents included within the record for this public hearing include all application materials submitted by the applicant; all materials included in the Planning Commission packets; any PowerPoint or other presentations given tonight; all written referral and public comments received regarding the application; the public comment sign-up sheet; the public posting log and photographs of the notice, and the Town's subdivision and zoning ordinances and other applicable regulations. Does anyone have any objection to inclusion of these items in the record?

CHAIR: I will now close the public hearing and the Planning Commission members will deliberate on the evidence presented. During deliberations, Commission members may ask questions of Town staff, but no further public comment or other testimony or evidence will be received.

Who would like to begin?
Who is next?
Any other questions or comments

[If anyone believes the applicable criteria have not been met, then please explain why so we have those reasons for the record.]

CHAIR: We have a draft Resolution in front of us and I would entertain a motion.

We have a motion on the floor by Commissioner _____ and a second by Commissioner_____to approve Planning and Zoning Commission Resolution No. 2021-05.

May we have a Roll-Call vote?

Motion carries/fails.

STAFF REPORT

TO:	Town of Bennett Planning and Zoning Commission
FROM:	Steve Hebert, Planning and Economic Development Manager
DATE:	May 17, 2021
SUBJECT:	Case No. 21.11 Bennett Village (Worthman) Rezoning

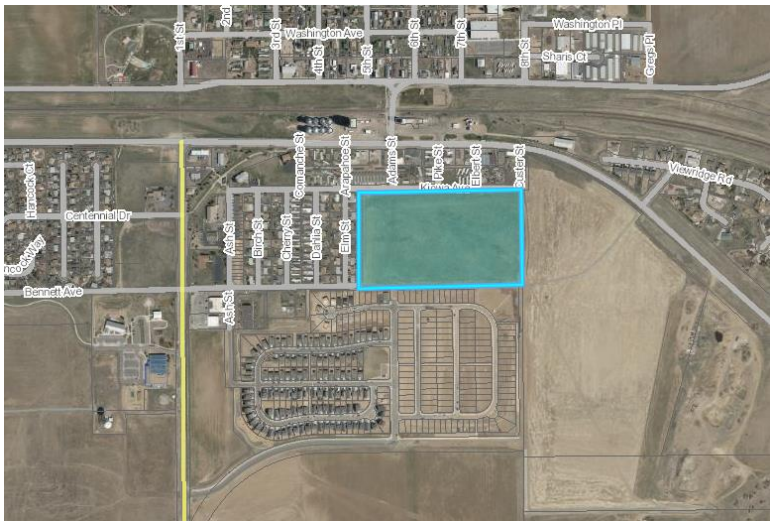
Owner/Applicant(s):	Cline E. Worthman Trust, Owner/Section 27, LLC - Chad Ellington, Applicant
Location:	South of Kiowa Avenue between Elm and Custer Streets (See Vicinity Map)
Purpose:	Rezoning of 21.4 Acres from MH - Mobile Home District to R-2 – Mid Density Residential District

Background

The 21.4-acre property known as Bennett Village, previously the Worthman Property, is currently zoned MH – Mobile Home District. A final plat for the property was reviewed by the Planning and Zoning Commission on March 15, 2021, to create 133 lots for single-family detached homes. The Bennett Village Final Plat was approved by the Town Board of Trustees on April 13, 2021.

The property is located immediately east of the Brothers Four subdivision, bounded on the north by Kiowa Street, on the south by Bennett Avenue and on the east by the Custer Street alignment. See the vicinity map below.

Vicinity Map



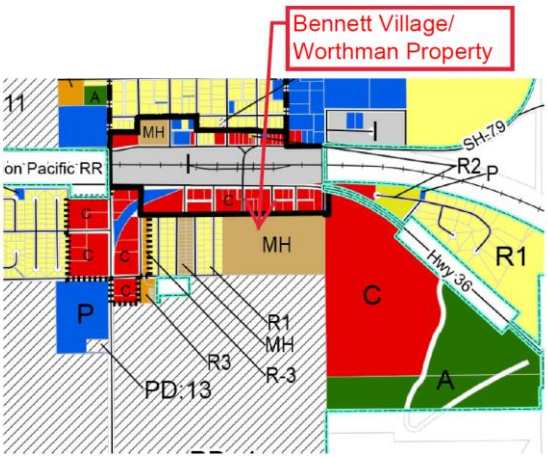
Summary of Proposal

The applicant has applied for rezoning of the property to R-2 – Mid-Density Residential District because the prospective homebuilder wants to build two-story houses. The current MH – Mobile Home District has a maximum building height for the principal structure of twenty (20) feet, which will accommodate

a single-story mobile home; but, will not accommodate a two-story single-family detached house. The R-2 District has a maximum height limitation for the principal structure of thirty-five (35) feet, which will accommodate a two-story house. Permitted uses, lot and building standards of the two districts are similar, as described below.

Surrounding Zoning and Land Uses

The map below shows the zoning in the surrounding area, including a mix of residential, commercial and public zone districts and land uses.



The table below summarizes the zoning of the immediately adjacent properties.

Direction	Adjacent Zone District	Land Use
North	C – General Commercial	Commercial and Residential
East	C – General Commercial	Vacant
South	PD – Planned Development	Residential, Bennett Crossing (LGI)
West	R-1 – Low Density Residential	Brothers Four Neighborhood

Permitted Land Uses, Lot and Building Standards in the R-2 District

In the proposed R-2 zone district, the following land uses are Permitted Uses as "uses-by-right." Uses-by-right do not require further review and approval by the Board of Trustees.

1. Elementary and secondary education school
2. Religious institutions
3. Group home for elderly, developmentally disabled or mentally ill persons
4. Home occupations
5. Manufactured homes
6. Single-family dwelling
7. Public utilities, minor
8. Eligible telecommunications facilities request

There are several other land uses allowed as Conditional Uses requiring additional Board of Trustees approval, including but not limited to day care centers, parks, recreation centers, fire or police stations and bed and breakfast establishments. For a full list of Permitted and Conditional Uses, see the attached table of permitted uses in R-2. NOTE: Mobile homes are not allowed in the R-2 District.

The table below summarizes the lot and building standards for the existing MH District and the proposed R-2 District.

Lot and Building Standards – Comparing the MH District to R-2 District		
	MH	R-2
Minimum Lot Area	3,250 sq. ft.	3,500 sq. ft.
Minimum Lot Width	40 feet	25 feet
Maximum Lot Coverage	75%	70%
Maximum Height (Principal Structure)	20 feet	35 feet

Note the minimum lot size in the R-2 District is 250 square feet larger than in the MH District.

The previously approved Bennett Village Final Plat was designed to be consistent with both the existing MH District and the proposed R-2 District. All lots in the approved final plat meet the 3,500 sq. ft. minimum lot size of R-2.

Public Services and Utilities

This summary of public services and utilities is consistent with a similar discussion for the previously approved Bennett Village Final Plat. The referenced attachments are the same as those in the staff report for the final plat application.

Water
Water will be provided by the Town of Bennett. See the attached Town Engineer's memorandum.

Sanitary Sewer
Sanitary sewer will be provided by the Town of Bennett. See the attached Town Engineer's memorandum.

Stormwater Management
Stormwater will be collected and conveyed in accordance with Town standards to prevent any on-site or off-site flooding. See the attached Town Engineer's memorandum.

Access, Traffic and Streets
Local access is provided by Bennett Avenue and Kiowa Street, as well as a network of interior streets. Alleys will serve rear lot garages. All streets will be built to Town standards. The final plat dedicated right-of-way for all public streets to be constructed at the developer's expense. Rezoning from MH to R-2 will not result in an increase in traffic on local streets. See the attached Traffic Impact Study.

Fire and Rescue
All streets, turn-a-rounds, fire hydrants and water pressure must meet the Bennett-Watkins Fire and Rescue design standards. The development is subject to further hydrant location design review by the Fire District, which must occur prior to issuance of building permits. See the attached Bennett-Watkins Fire and Rescue response.

Gas, Electricity and Telecommunications
Natural gas is available from Colorado Natural Gas, electricity from IREA and telecommunications from Eastern Slope Technologies (ESRTA) or Comcast. Appropriate easements for these providers were identified on the final plat.

Criteria for Reviewing a Rezoning Proposal

The criteria for reviewing a rezoning proposal come from two different sections of the code, both of which refer to the Town's Comprehensive Plan.

Sec. 16-1-90. - Conformity with Comprehensive Plan.
"All applications for development approval, including, but not limited to, site plans, conditional use permits and subdivision plats, shall be evaluated in relation to its conformance with the policies and embodied within the Comprehensive Plan and all applicable special area plans or master plans."

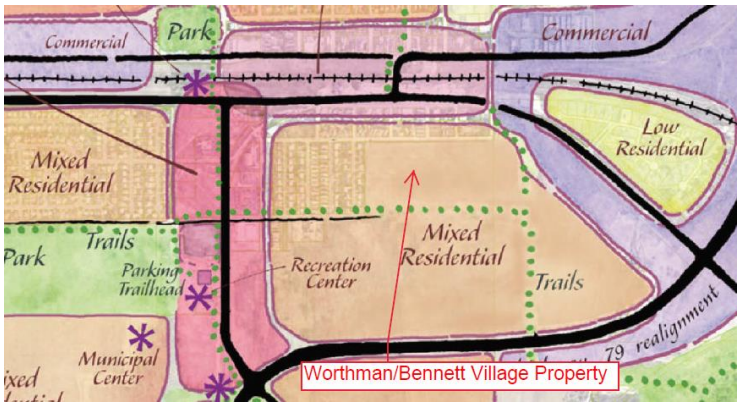
Sec. 16-2-360. - Rezoning.
"The Board of Trustees has determined that the Zoning Map should not be amended (rezoning of property approved) unless the rezoning is consistent with the goals and policies of the Comprehensive Plan and promotes the general welfare of the community. If a proposed rezoning is inconsistent with the Comprehensive Plan, the request may only be approved if the applicant demonstrates that the requested rezone is justified because of changed or changing conditions in the particular area, in the Town in general or that the rezoning is necessary to correct a manifest error in the existing zone classification."

Conformance with the Comprehensive Plan

Staff finds the proposed rezoning is consistent with, or will promote, the goals and policies of the Town of Bennett 2015 Comprehensive Plan as required by Sections 16-1-90 and 16-2-360 of the Municipal Code, including the following:

1. Proposal Conforms with the Comprehensive Plan Map Recommendation

The illustration below is an excerpt from the 2015 Comprehensive Plan. The subject property is within an area designated in the Town Centre Land Use Concept area as Mixed Residential. See the full copy of the Town Center concept attached.



Per the Comprehensive Plan: *"Mixed Residential neighborhoods will contain a variety of housing types, combined with non-residential secondary land uses that are complementary and supportive. These areas should meet a wide variety of every-day living needs, encourage walking to gathering places and services, and integrate into the larger community. Other supporting land uses, such as parks and recreation areas, religious institutions, and schools may be included in Mixed Residential areas."*

Staff Finding: The proposed rezoning is consistent with the Mixed Residential designation for the subject property.

2. Proposal Conforms with Comprehensive Plan Principles

Below is a list of the principles of the Comprehensive Plan that apply to this application.

a. *"Develop town and neighborhood centers with mixed land use and greater land density to shorten distances between homes, workplaces, schools, shopping, places of worship, cultural facilities, and recreation and social activities;"* **(Development on this infill parcel will result in new homes within walking distance of commercial development along 1st Street and Colfax Ave., the Bennett School District campus and other land uses.)**
b. *"Ensure that affordable housing and access to healthy living is available for people of all ages and income levels;"* **(Accommodation of a variety of housing types, including alley-loaded garage neighborhoods on smaller lots, helps address affordability of housing in Bennett.)**
c. *"Offer access to open space, trails and parks to provide more opportunities for walking, biking, recreation, and contact with nature;"* **(The approved Bennett Village Final Plat includes a park site as well as sidewalks and trails, which will benefit Bennett Village and the surrounding neighborhoods.)**
d. *"Foster a distinctive, attractive community that retains our young people to support future community governance;"* **(The accompanying site plan, with the park and common landscaped areas, propose a neighborhood with attractive amenities.)**
e. "New development should be contiguous, or nearly so, to existing infrastructure and services;" **(The Bennett Village property is considered an infill parcel surrounded on three sides by existing development with public infrastructure in the immediate vicinity.)**
f. *"Provide a variety of transportation choices including bicycle trails; sidewalks; and mass transit to reduce the dependence upon automobiles; and create streets that are safe for use by automobiles, pedestrians, and bicyclists;"* **(As noted above, the final plat and site plan propose internal sidewalks and trails, along with vehicular connections.)**

Staff Finding: The proposed rezoning complies with the 2015 Comprehensive Plan principles.

3. Proposal Conforms to the Neighborhoods Section of the Comprehensive Plan

The following is language from the discussion of neighborhoods in the 2015 Comprehensive Plan:

"There currently is not a wide variety of housing options within the planning area and an increase in housing diversity is needed to accommodate future growth. A guiding principle of this plan is to develop neighborhood centers that allow for a mix of land uses with increases in densities, which is a departure from the historic growth pattern in the corridor. Benefits of concentrated mixed use development include an efficient land use pattern that increases transportation choices, reduces energy consumption, promotes water conservation, and offers more opportunities for social interaction."

The 2015 Comprehensive Plan has a stated goal: *"To provide a diversity of housing types at various densities."*

Staff Finding: The proposed R-2 zoning, and the housing type and density that it allows, is consistent with the 2015 Comprehensive Plan.

4. Proposal Conforms with the Comprehensive Plan's Preferred Scenario

The Comprehensive Plan outlines a Preferred Scenario. The Preferred Scenario includes a series of planning tiers (Tier One through Tier Four). The Preferred Scenario envisions a healthy, sustainable community where residents can live, work, and play locally, setting Bennett and its proximity to the I-70 corridor, apart from a conventional development pattern.

Staff Finding: Bennett Village is within Tier One, being a part of the Stable Urban area, and development would be consistent with the vision of the Preferred Scenario.

Consistency with the Town's Zoning Code

1. **Staff finds the proposed rezoning is consistent with the purpose of the Bennett Land Use Code outlined in Section 16-1-50, including to:**

- Maintain and enhance a quality residential environment in the Town
- Provide a diversity of housing types at various densities
- Promote logical extensions of and efficient use of the Town's infrastructure

Public Notice and Comments

Notice of the Planning and Zoning Commission and Board of Trustees hearings has been posted on the property consistent with the municipal code. All property owners within 300 feet have also been notified by mail. No public comments have been submitted to date.

Staff Recommendation

Based upon the above findings, staff recommends the Planning and Zoning Commission recommend to the Board of Trustees approval of Case No. 21-11 to rezone the subject property from MH – Mobile Home District to R-2 - Mid Density Residential District. See the attached draft resolution for the Commission's consideration.

Attachments

1. Staff PowerPoint Presentation (PDF)
2. Land Use Application
3. Letter of Authorization
4. Applicant's Letter of Intent
5. Proposed Rezoning Map Change
6. Permitted Uses in R-2
7. Approved Bennett Village Final Plat
8. Town Centre Concept from the Comprehensive Plan
9. Traffic Impact Study
10. Initial Town Engineer's Response
11. Bennett-Watkins Fire Rescue Response
12. Bennett School District Response
13. IREA Response
14. Proposed Resolution No. 2021-05

Case No. 21.11
Bennett Village Rezoning

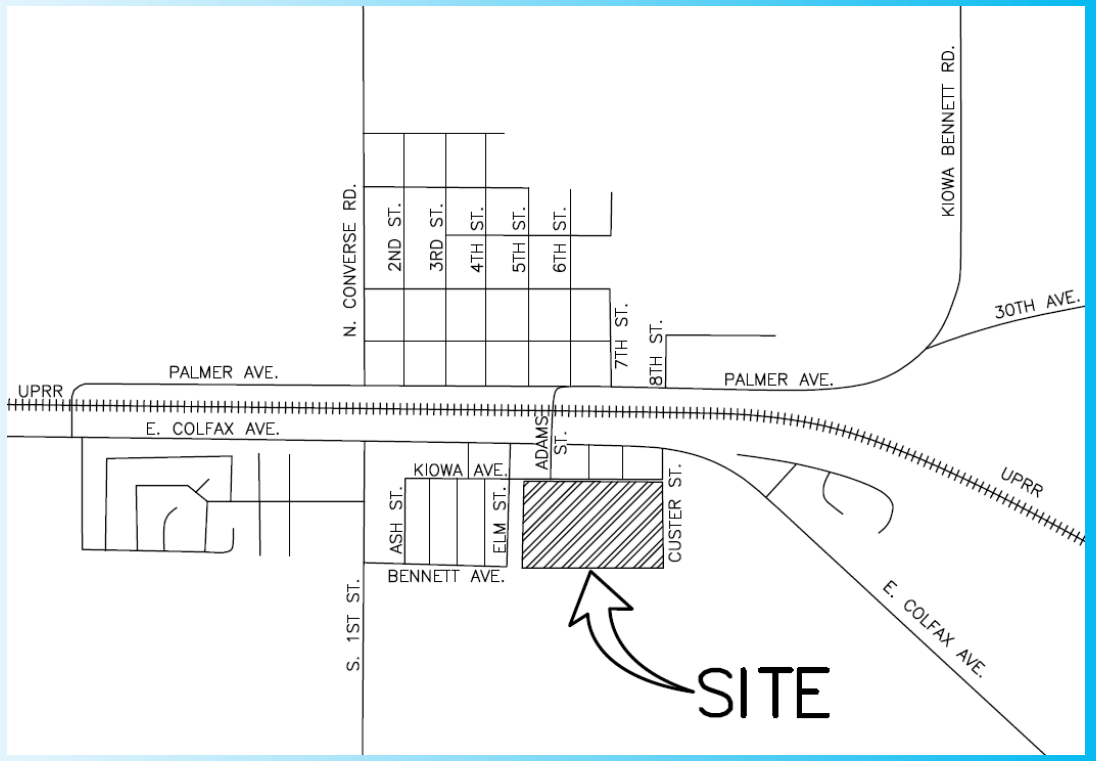
Planning and Zoning Commission

May 17, 2021

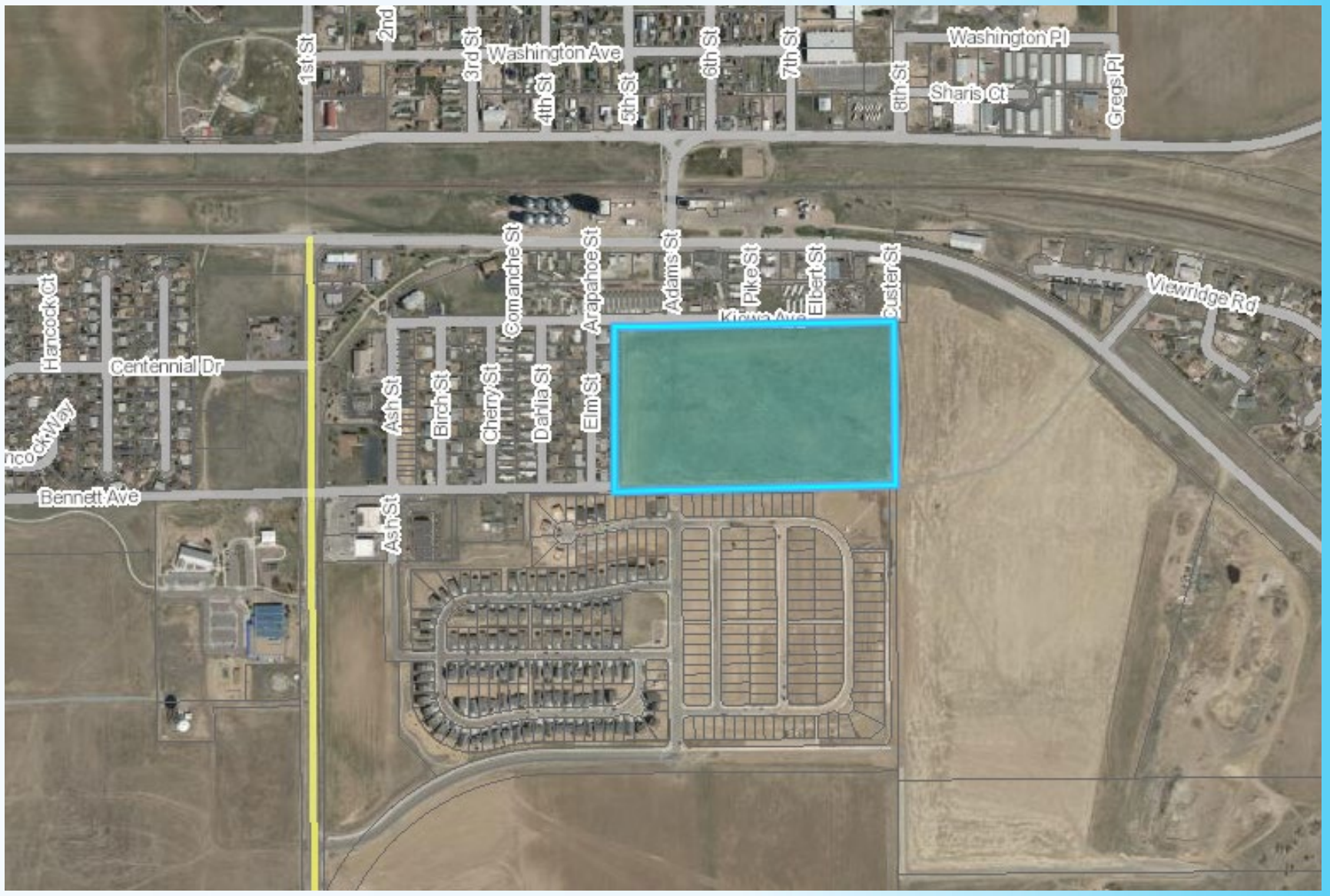
Steve Hebert, Planning & Economic Development Manager

Proposed Bennett Village Rezoning (Previously Worthman Acres)

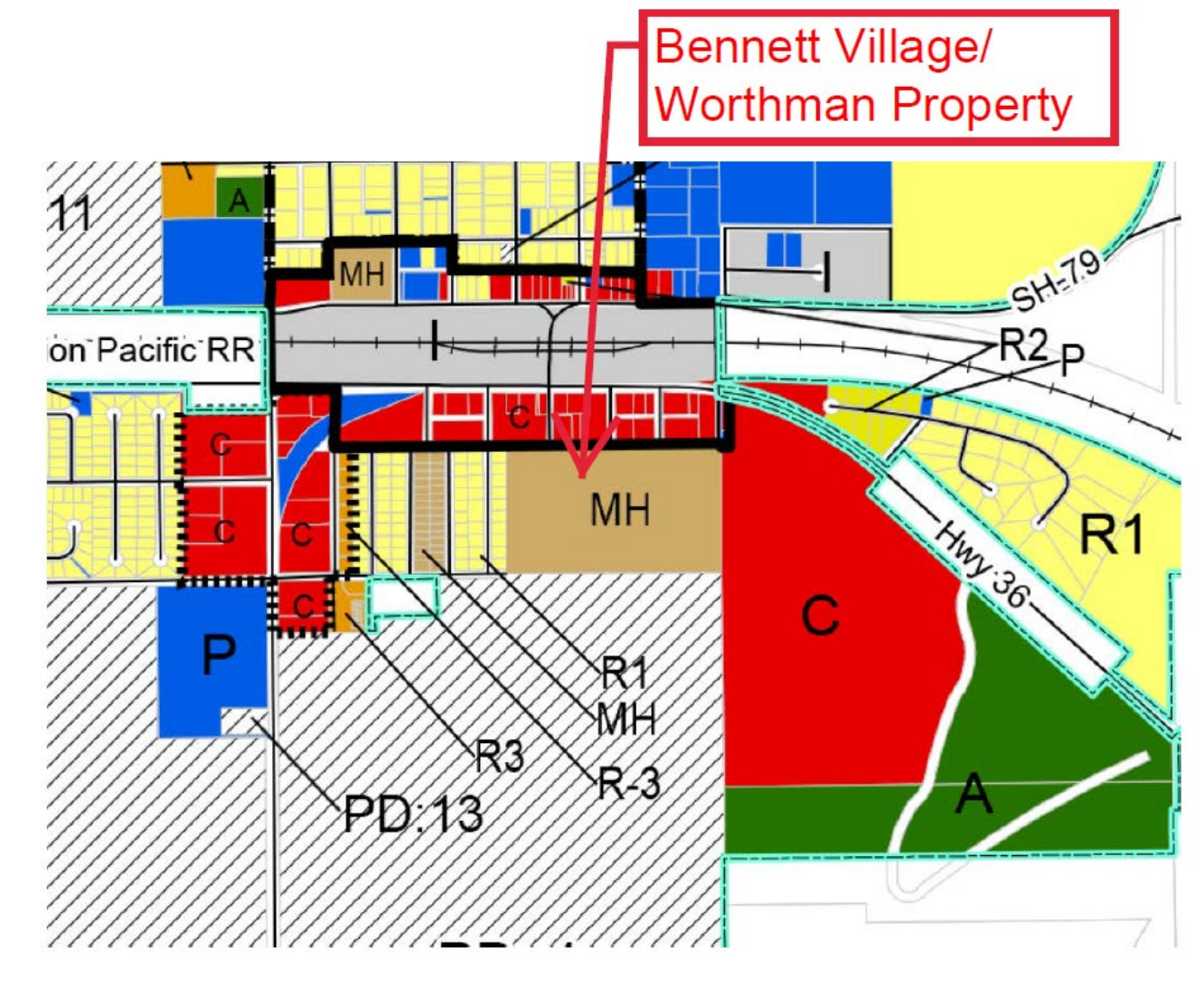
- 21.4 Acres
- Zoned MH – Mobile Home District
- Proposal to rezone to R-2 – Mid Density Residential District
- Bennett Village Final Plat approved by Board of Trustees to create 133 lots for single-family homes



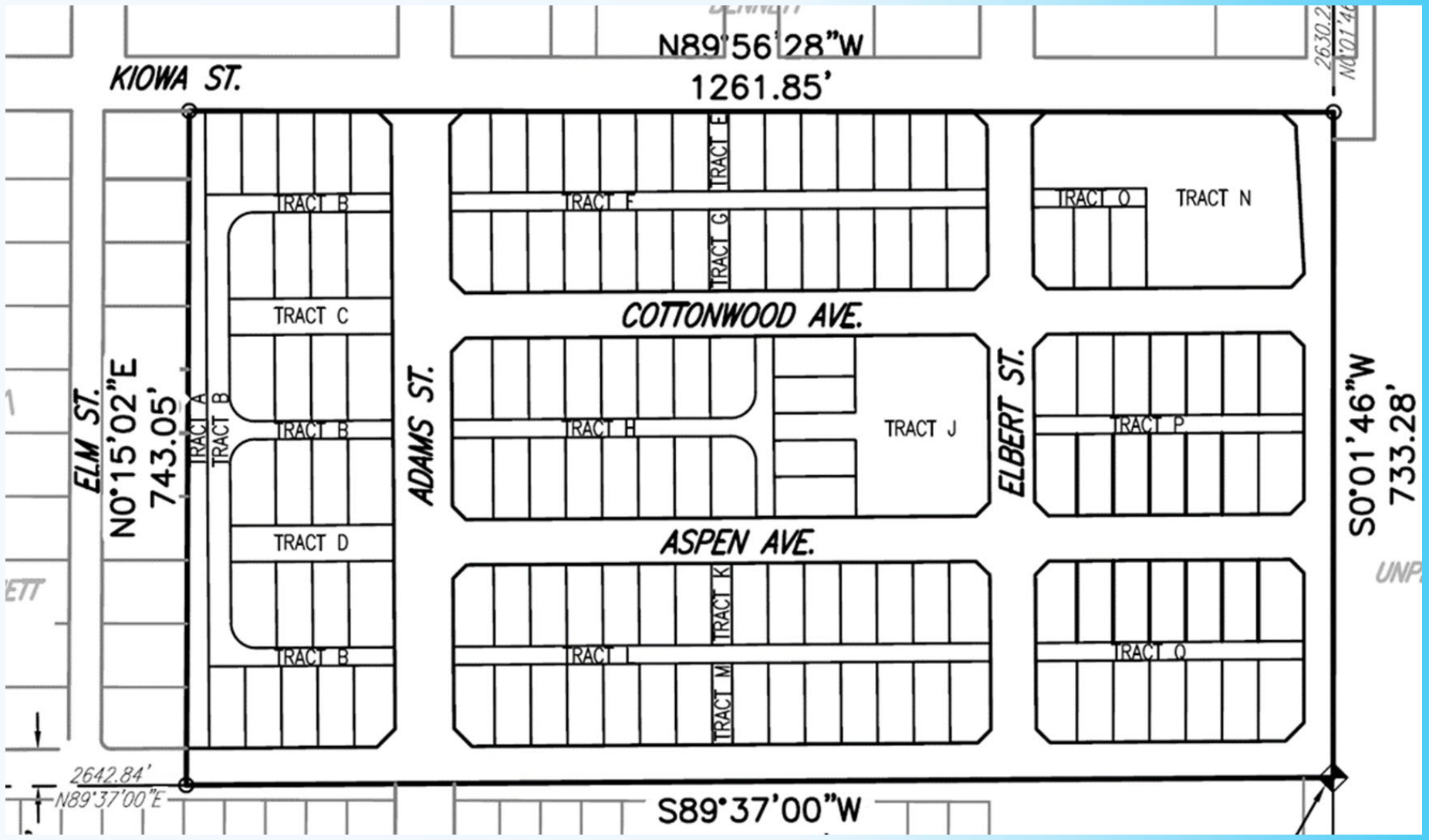
Satellite Image of the Area



Bennett Zoning Map



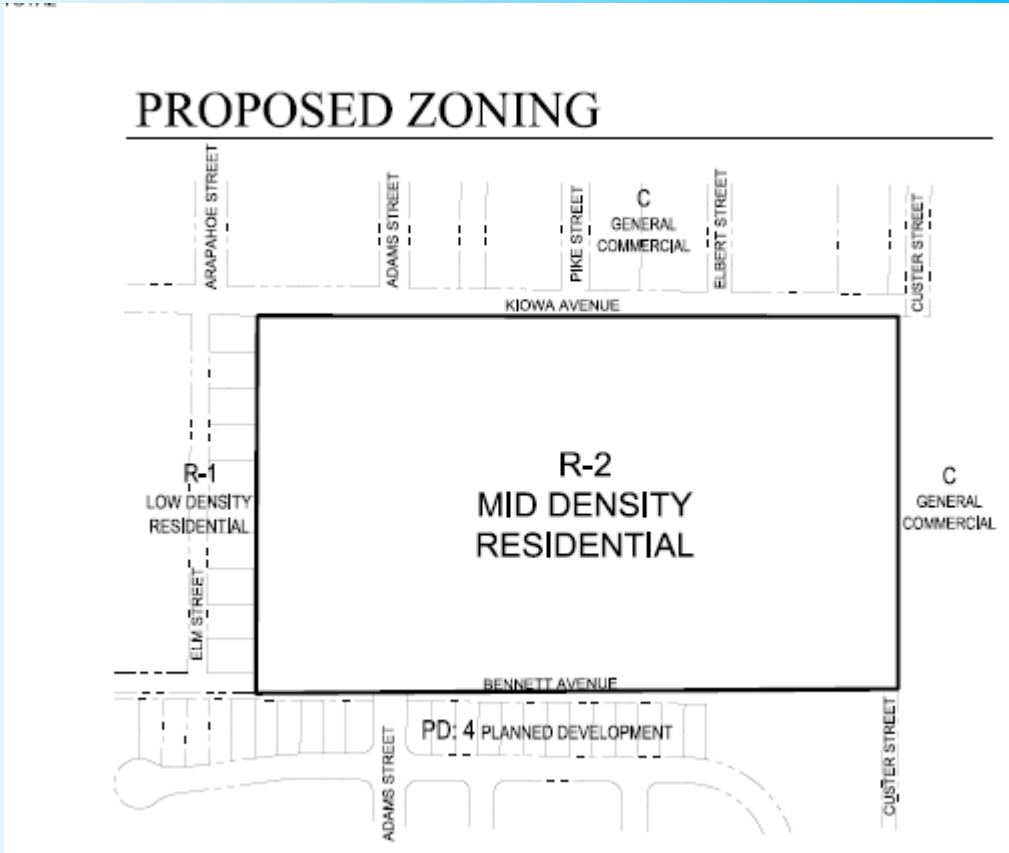
Bennett Village Approved Final Plat



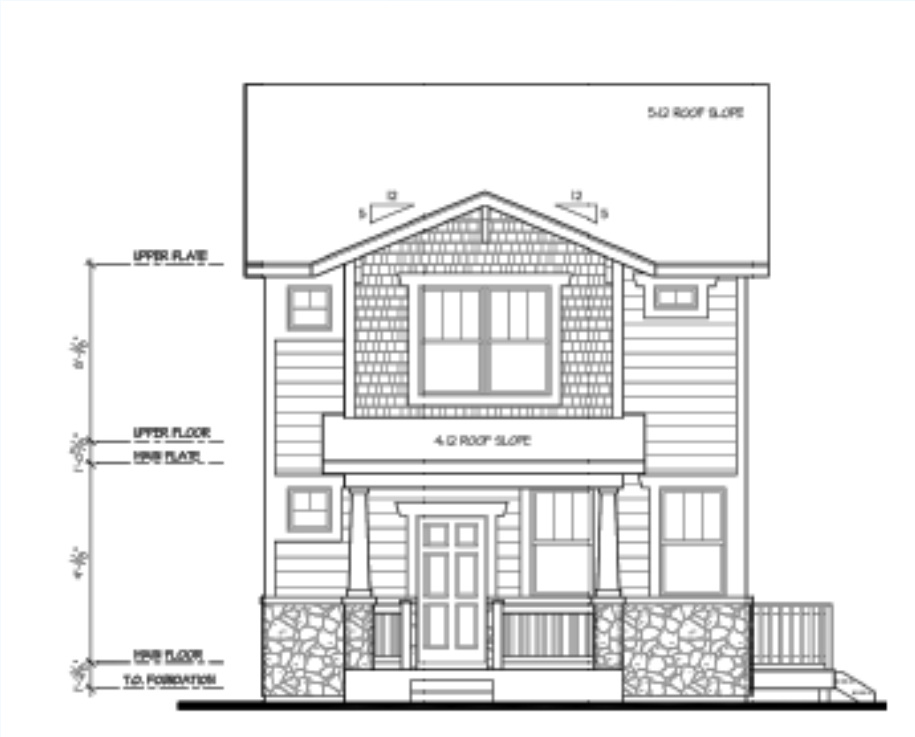
KIOWA AVENUE
COTTONWOOD AVENUE
ASPEN AVENUE
BENNETT AVENUE
ADAMS STREET
ELBERT STREET
CUSTER STREET
TRACT A
TRACT B
TRACT F
TRACT H
TRACT L
TRACT N
TRACT O
TRACT P
TRACT Q

Purpose of Rezoning

- MH zone maximum building height of 20′ (single-story)
- R-2 zone maximum building height of 35′, accommodates two-story home
- Minimum lot size in R-2 is 3,500 sq. ft. v. 3,250 sq. ft. in the MH District
- Mobile homes not allowed in the R-2 District



Examples of Home Elevations



Availability of Public Infrastructure

- Access – Improvements to Bennett Avenue, Kiowa Street and new internal streets
- Water and Sewer – Town of Bennett
- Stormwater – On-site detention, off-site conveyance
- Fire Protection – Bennett-Watkins Fire Rescue
- Law Enforcement – Adams County Sheriff
- Electricity – IREA
- Natural Gas – Colorado Natural Gas
- Telecom – Eastern Slope Technologies
- Bennett School District - Cash-in-lieu

Criteria for Reviewing a Rezoning Application

Sec. 16-1-90. - Conformity with Comprehensive Plan.

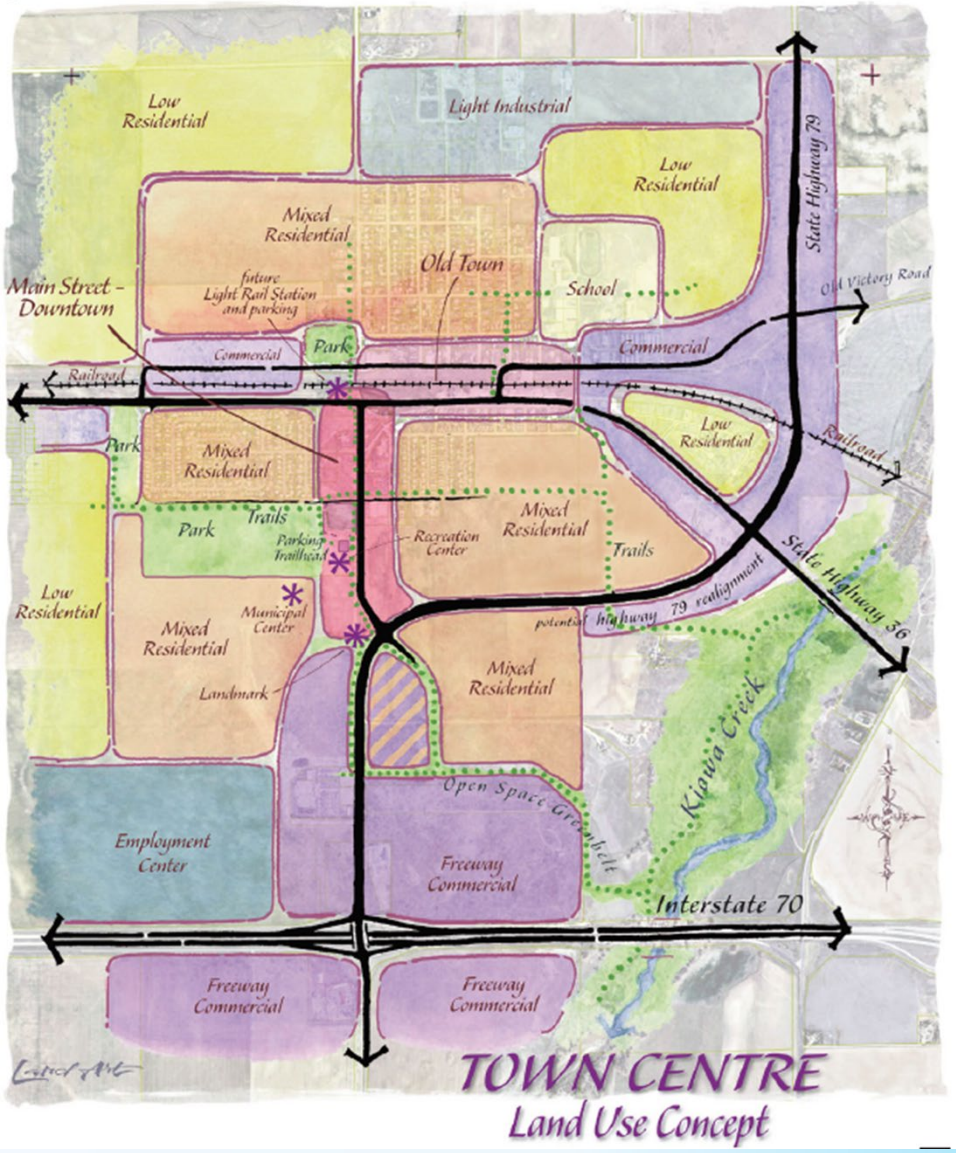
"All applications …shall be evaluated in relation to their conformance with the policies embodied within the Comprehensive Plan and all applicable special area plans or master plans."

Sec. 16-2-360. - Rezoning.

"…the Zoning Map should not be amended unless the rezoning is consistent with the goals and policies of the Comprehensive Plan and promotes the general welfare of the community."

Comprehensive Plan's Town Centre Recommendation

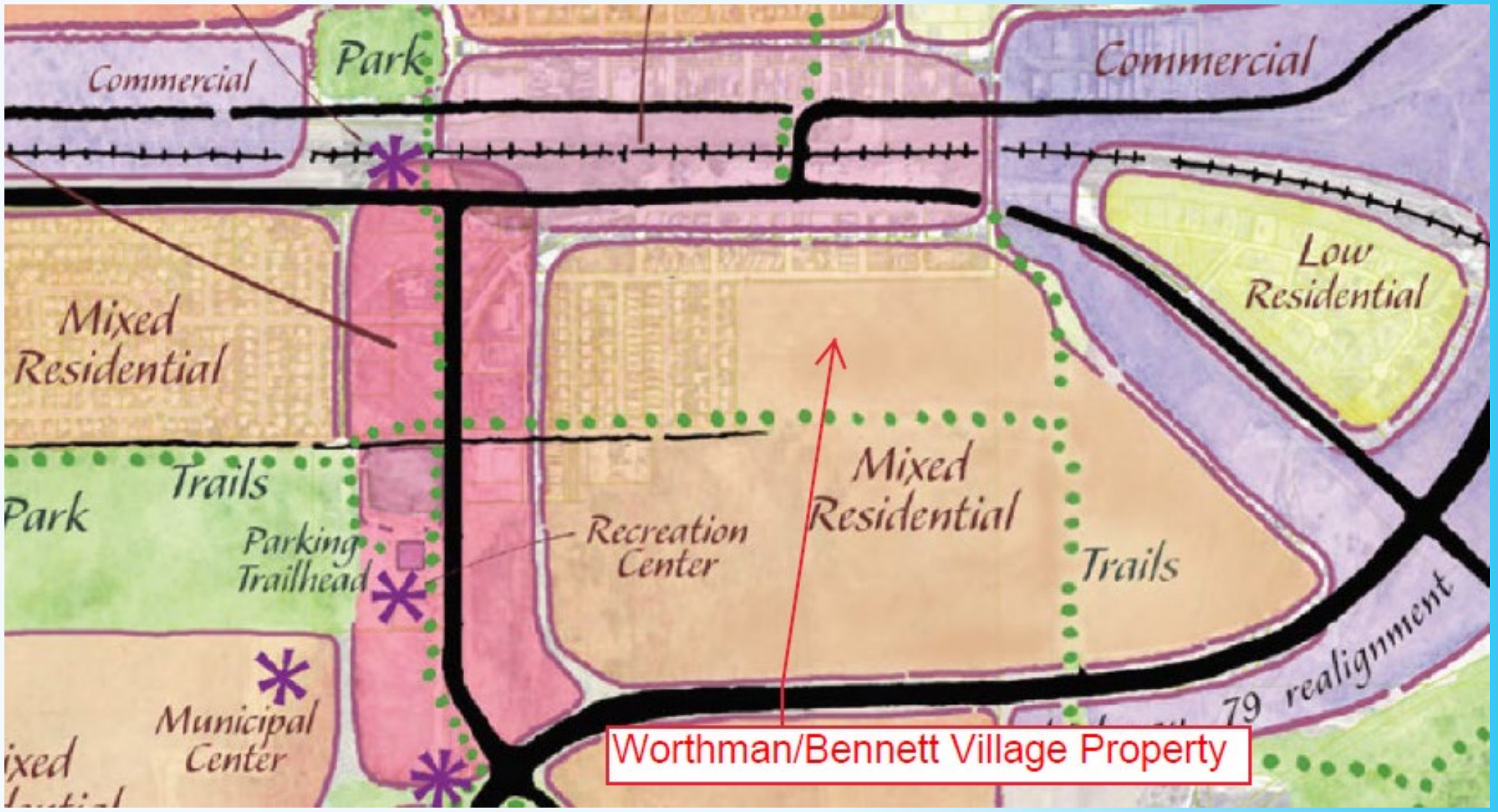
Figure 2: Town Centre Land Use Concept



Mixed Residential in the Comprehensive Plan

"Mixed Residential neighborhoods will contain a variety of housing types, combined with non-residential secondary land uses that are complementary and supportive. These areas should meet a wide variety of every-day living needs, encourage walking to gathering places and services, and integrate into the larger community. Other supporting land uses, such as parks and recreation areas, religious institutions, and schools may be included in Mixed Residential areas."

Mixed Residential Recommendation



Staff Findings on Case No. 21.11

Staff finds the proposed rezoning conforms and is consistent with the:

1. Comprehensive Plan map recommendation for Mixed Residential
2. Comprehensive Plan principles of: a) mixed land use and greater density, b) affordable housing, c) access to open space, trails and parks, d) distinctive and attractive community, e) contiguity with existing infrastructure and f) providing a variety of transportation choices
3. Neighborhoods section of the Comprehensive Plan regarding diversity and density of housing types
4. Comprehensive Plan's Preferred Scenario of Tier 1
5. Town's Zoning Code

Staff Recommendation

Staff recommends the Planning and Zoning Commission recommend to the Board of Trustees approval of Case No. 21.11 to rezone the subject property from MH – Mobile Home District to R-2 - Mid Density Residential District.

Town of Bennett Land Use Application Form

TO BE COMPLETED BY APPLICANT

Application Type: Zoning/Rezoning			Other _____
Primary Contact Name: Chad Ellington			
Name of Firm: Section 27, LLC			
Address: 1150 Delaware Street #202			
City: Denver	State: CO	Zip: 80204	Phone: 303.503.1016
Email: chad@peakdevgrp.com			
Owner Name: Paul Worthman, Trustee of the Cline E. Worthman Residuary Trust			
Address: 2773 South Ivan Way			
City: Denver	State: CO	Zip: 80227	Phone:
Email: paul.worthman@ucdenver.edu			
Mineral Estate Holder/Lease: None			
Name of Firm:			
Address:			
City:	State:	Zip:	Phone:
Parcel#:		Subdivision Name:	
Site Address: Vacant Land - Assessor Parcel No. 181527300014			
Nearest Major Intersection: Southwest Custer Street and Kiowa Street			
Legal Description: SW 1/4 of Section 27, T3S, R63W, 6th PM, Bennett, CO			
Current Zoning: MH (Mobile Home)		Proposed # lots/units: 134	
Total Acreage: 21.4		Gross Floor Area:	
Proposed Gross Densities (du/ac): 6.26			
Additional Notes: Proposed Zoning: R-2 Mid Density Residential			

All Submittal Requirements must accompany this application. All applicable fees must be paid at the time of application. Any extraordinary cost incurred by the Town of Bennett in reviewing and processing this application is the responsibility of the applicant.

An executed cost agreement must be attached to this application pursuant to Sec. 16-1-325 of the Bennett Municipal Code.

I understand this is an application only, it must be approved by the Town, and any required building permits must be obtained before the property can be used in accordance with the request. I hereby acknowledge all of the above information is correct.

Applicant's Signature: Chad M. Ellington Digitally signed by Chad M. Ellington Date: 2021.04.08 15:49:40 -06'00' **Date:**_____

Letter of Authorization

Town of Bennett
207 Muegge Way
Bennett, CO 80102

RE: Property Address: Vacant Land Southwest Corner of Kiowa/Custer

Assessor's Parcel Number (SPN): 181527300014

To Whom It May Concern:

I/We, the owner(s) of the above described real property, authorize Chad Ellington of Section 27, LLC to act as an agent on my/our behalf for the purpose of creating, filing and/or managing an application for Bennett Village Proposed Rezoning: R-2 Mid Density Residential (insert type of development or permit application).

The undersigned hereby certifies to be the fee owner(s) or legally authorized representative of the fee owner(s) of the real property described above.

Paul Worthman as Trustee of the Cline E. Worthman Trust U/A dated 5/10/94

(Print Name of Owner)

Paul Worthman as Trustee of the Cline E. Worthman Trust U/A dated 5/10/94 Digitally signed by Paul Worthman as Trustee of the Cline E. Worthman Trust U/A dated 5/10/94 Date: 2021.04.14 09:39:22 -06'00'

(Signature of Owner or Authorized Representative)

State of Colorado

County of Jefferson

The foregoing instrument was acknowledged before me this 14th day of April, 2021 Paul Worthman by CO DL.

(Notary's official signature)

9-14-21

(Commission expiration date)

NOTARY SEAL

JAMES TODD
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20174038489
MY COMMISSION EXPIRES 09/14/21

henry design group

Landscape Architecture • Planning • Entitlements

April 15, 2021

Steve Hebert, Planning and Economic Development Manager
Town of Bennett
207 Muegge Way
Bennett, CO 80101

Re: Bennett Village – Zoning Amendment

Dear Mr. Hebert,

The amendment to the zoning of Bennett Village is intended to allow for additional housing variety and contribute to the community of Bennett. The 21.41-acre site is located between Kiowa Avenue on the north and Bennett Avenue on the south, and between Custer Street on the east and Adams Street. The site is currently zoned MH Mobile Home District. The proposed zoning of R-2 Mid-Density Residential District provides for the "development of areas containing moderate density single-family and two-family residential dwellings" as stated in the Zoning Code. The alley loaded single family homes as indicated on the Plat and Site Plan, currently under review by the Town, is consistent with the intent of the proposed R-2 Zone District.

The status of the submittal items is indicated on the attached Rezoning Checklist. Please advise as to the next available Planning Commission and Town Board Hearing dates.

Thank you for your time and efforts in reviewing this proposal and we look forward to working with the Town of Bennett to see this neighborhood to fruition.

Respectfully submitted:

Karen Z. Henry

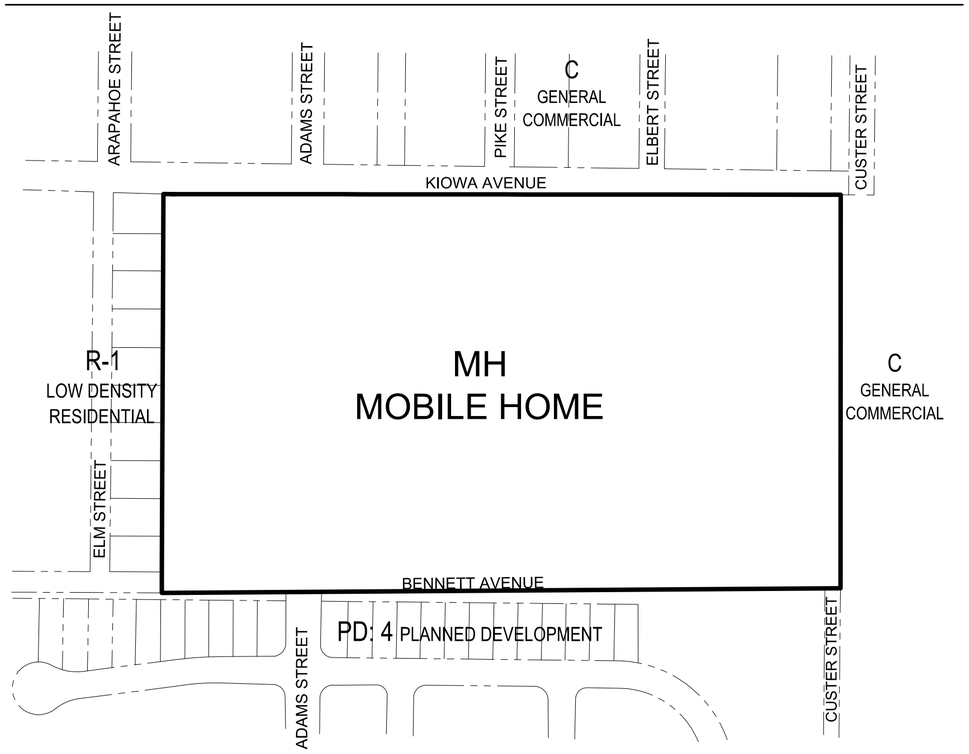
Karen Z. Henry, Principal

1501 WAZEE STREET SUITE 1-C DENVER, COLORADO 80202 P 303-446-2368 F 303-446-0958
www.henrydesigngroup.com

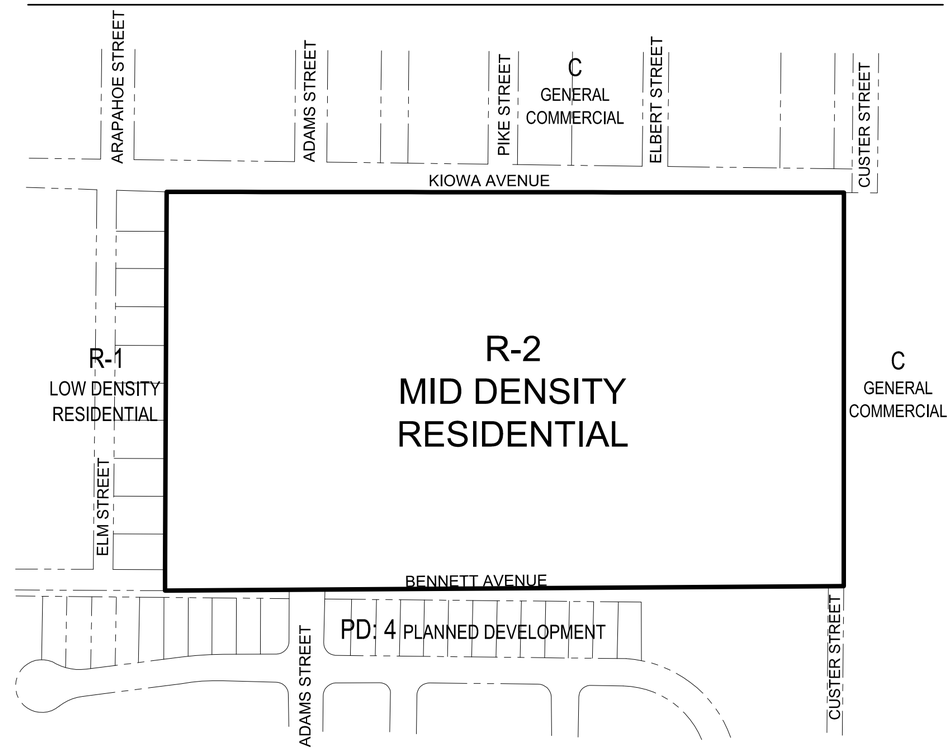
ZONING AMENDMENT
BENNETT VILLAGE

A PARCEL OF LAND LOCATED IN THE EAST ONE-HALF OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 63 WEST
OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO
21.41 ACRES TOTAL

EXISTING ZONING

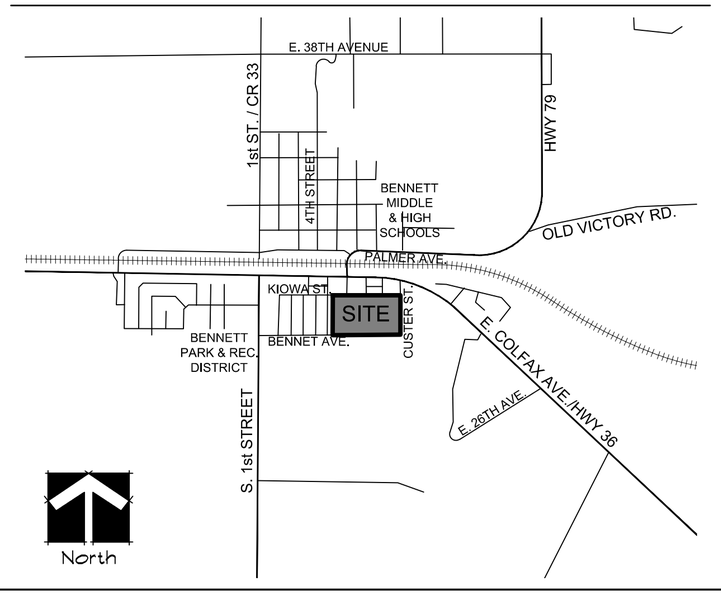


PROPOSED ZONING



VICINITY MAP

SCALE: 1" = 2,000'



LEGAL DESCRIPTION

A PART OF THE SW ¼ OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
ADAMS COUNTY , COLORADO , MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 27; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 A DISTANCE OF 50 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTHERLY AND PARALLEL WITH THE WEST LINE OF SAID SECTION 27, A DISTANCE OF 187.78 FEET TO A POINT OF CURVE ; THENCE ALONG A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 38' 38'1 8" AND A RADIUS OF 905 .00 FEET, A DISTANCE OF 610.30 FEET; THENCE EASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 90' WITH THE WEST LINE OF SAID SECTION 27, A DISTANCE OF 2394 .39 FEET TO A POINT LYING ON THE EAST LINE OF SAID SOUTHWEST ¼ OF SAID SECTION 27; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SOUTHWEST ¼ OF SECTION 27, A DISTANCE OF 733.28 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 27; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 A DISTANCE OF 2592 .97 FEET TO THE TRUE POINT OF BEGINNING;

LESS AND EXCEPT THAT PORTION CONVEYED TO MARILYN CORPORATION RECORDED MARCH 6, 1979 IN BOOK 2323 AT PAGE 715 AS RECEPTION NO. 185094; AND RIGHT OF WAY FOR HIGHWAY PURPOSES,

AND LESS AND EXCEPT THOSE PORTIONS LYING WITHIN BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNET, RECORDED JUNE 24, 1977 AT RECEPTION NO. B080132, BROTHER FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED MARCH 6, 1979 AT RECEPTION NO. B185095, SECOND ADDITION TO BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED SEPTEMBER 12, 1980 AT RECEPTION NO. B284828 AND THIRD ADDITION TO BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED SEPTEMBER 12, 1980 AT RECEPTION NO. B284829.

APPLICANT:

LENNAR COLORADO, LLC
9193 S. Jamaica Street, 4 Floor
Englewood, CO 80112
john.cheney@lennar.com

PLANNER:

THE HENRY DESIGN GROUP
LAND PLANNING • LANDSCAPE ARCHITECTURE & DESIGN
1501 WAZEE STREET SUITE 1-C DENVER COLORADO 80202
Phone 303-446-2368 Fax 303-446-0958

BENNETT VILLAGE
Zoning Amendment
Bennett, Colorado

ISSUE DATE: 4-8-2021

REVISIONS:

SHEET NUMBER

1 of 1

R-2 Permitted Uses (Highlighted in Yellow)

P = Use by Right C = Conditional Use

Zone Districts										
Land Use Categories	A	RE	R-1	R-2	R-3	MH	C	EC	I	P
A. AGRICULTURAL USE										
(1) Auction arena or livestock sales	C								C	
(2) Crop production, pasture grazing land or private ranching	P									P
(3) Greenhouse/nursery	P								C	P
(4) Poultry hatcheries, fish hatcheries, commercial ranching and dairy farms or animals raised or kept for profit or production, except as allowed in Section 7-7-30	C									C
B. ANIMAL SERVICES										
(1) Animal boarding (kennels) and training	C						C		C	
(2) Animal hospital, large	C								C	
(3) Animal hospital, small	C						C		P	
(4) Riding academies and stables	C									
(5) Veterinary offices or clinics	C						P		P	

C. EDUCATIONAL USES										
(1) Day care center, adult or child		C	C	C	C		C			
(2) Elementary and secondary education school	P	P	P	P	P	P	C			P
(3) Postsecondary colleges and universities							C	P	P	P
(4) Private business, trade and vocational school							C	P	P	P
D. INDUSTRIAL USES										
(1) Commercial steam cleaning/laundry operations							C		C	
(2) Commercial trash removal companies without trash storage or trash transfer operations									C	
(3) Concrete or asphalt products production									C	
(4) Custom crafts (such as ceramics, furniture making and stained glass production)							P		P	
(5) General machine shops									P	
(6) General research and development								P	P	
(7) Laboratory: medical, dental, optical, scientific							C	P	P	
(8) Light trade and technical uses							C	P	P	
(9) Manufacturing, assembly, finishing or fabrication; primary									C	

(10) Manufacturing, assembly, finishing or fabrication; secondary								C	P	
(11) Meat processing plant									C	
(12) Outdoor storage, except self- storage/mini-storage									C	
(13) Publishing plant								C	P	
(14) Recycling facilities									C	C
(15) Refining or initial processing of basic raw materials									C	
(16) Refuse collection facilities									C	C
(17) Self-storage, mini-storage							C		P	
(18) Soil amendments packaging and processing such as peat moss, top soil and composted manure; but excluding raw manure or chemical fertilizers									C	
(19) Warehousing and distribution								P	P	
(20) Waste-related uses, trash transfer station									C	C
(21) Wholesale establishments, including accessory offices								P	P	
E. INSTITUTIONAL USES										
(1) Cemetery	C		C							

(2) Charitable institutions							P	P	P	P
(3) Clubs and lodges							P		P	P
(4) Cultural facilities, including a library or museum	C						P	P		P
(5) Events or recreation center							C	P		P
(6) Fire or police station	C	C	C	C	C	C	P	P	P	P
(7) Hospitals							C	P	P	
(8) Post office							P			P
(9) Religious institutions	P	P	P	P	P	P	P	P	P	P
(10) Town Hall or municipal building										P
(11) Zoos, arboretum, botanical gardens, community gardens	P						C			P
F. RECREATION USES										
(1) Golf course and driving range	C	C	C	C	C					C
(2) Indoor commercial recreation or entertainment, including bowling alleys, movie theaters							P	P	P	
(3) Outdoor commercial recreation, including miniature golf, amusement parks							P	C	C	
(4) Outdoor playing fields	C	C	C	C	C	C	P	P	P	P

(5) Parks, both active and passive, and trails	C	C	C	C	C	C	C	P	P	P
(6) Recreation facilities owned or operated by the Town or other government organization with supporting accessory uses, whether publically or privately owned or operated but in no event shall accessory uses occupy more than 10% of the gross floor area of the facility		C	C	C	C					P
(7) Shooting range, indoor									C	
(8) Shooting range, outdoor	C									
(9) Recreational vehicle park	C				C	C			C	
G. RESIDENTIAL USES										
(1) Assisted living facility or nursing home				C	P					
(2) Bed and breakfast establishments	C	C	C	C	C					
(3) Group home for elderly, developmentally disabled or mentally ill persons	P	P	P	P	P					
(4) Group home for juvenile offenders					C					
(5) Group home, other	C	C	C	C	C					
(6) Home occupations	P	P	P	P	P	P		P		
(7) Hotels and motels							P	P		
(8) Manufactured homes	P	P	P	P	P	P				

(9) Mobile homes						P				
(10) Multifamily dwelling					P			C		
(11) Rooming, lodging or boarding houses					P			C		
(12) Single-family dwelling	P	P	P	P	C	P				
(13) Two-family dwelling				P	C					
(14) Townhome dwelling				C	P					
H. FOOD AND BEVERAGE SERVICE										
(1) Bar, tavern, nightclub							P	C	C	
(2) Brewery with tap room							C	C	P	
(3) Fast food							P	C	C	
(4) Fast food with drive-thru							C	C	C	
(5) Restaurant, other							P	C	C	
I. RETAIL USES										
(1) Building materials supply	C						C	C	P	
(2) Outdoor retail display and sales	C						C		C	C
(3) Pawnshops							C		C	

(4) Retail business, other (<5,000 sq. ft.)							P	P		
(5) Retail business, other (>5,000 sq. ft. <25,000 sq. ft.)							P	C		
(6) Retail business, other (>25,000 sq. ft.)							C	C		
(7) Sexually oriented business							C		P	
J. SERVICES										
(1) Dry cleaning							P		P	
(2) Financial services (such as banks, savings and loan and brokerages) with drive-in facilities							P	P		
(3) Financial services (such as banks, savings and loan and brokerages) with no drive-in facilities							P	P		
(4) Funeral homes and mortuaries							P			
(5) Limited equipment rental							P		P	
(6) Offices; administrative business and professional, except health-related							P	P	P	
(7) Offices; medical, dental or other health-related, including urgent care facilities							P	P	C	
(8) Personal services, other (<5,000 sq. ft.)							P	P	P	
(9) Personal services, other (>5,000 sq. ft. <25,000 sq. ft.)							C	P		

(10) Personal services, other (>25,000 sq. ft.)							C	P		
(11) Repair, furniture and major household appliance							P	P	P	
(12) Repair, other except vehicle-related repair							P	P	P	
K. TRANSPORTATION FACILITIES										
(1) Ambulance service	C	C	C	C	C	C	C	C	P	
(2) Heliports/helistops								C	C	C
(3) Overnight campground and travel trailer parking	C						C			
(4) Passenger terminal and transit facilities							P	P		P
(5) Private automobile parking lots or parking garages as a principal use							C	C	C	C
(6) Public automobile park 'n ride (commuter) lots							C	P	P	P
L. UTILITIES AND TELECOMMUNICATIONS										
(1) Overhead electric transmission lines and distribution feeder lines over 110 kV	C	C	C	C	C	C	C	C	C	C
(2) Public utilities, major	C							C	P	P
(3) Public utilities, minor	P	P	P	P	P	P	P	P	P	P
(4) Telecommunications facilities, including towers	C	C	C	C	C	C	C	C	C	C
(5) Eligible telecommunications facilities request	P	P	P	P	P	P	P	P	P	P

M. VEHICLE-RELATED SALES AND SERVICE										
(1) Automobile rentals							C	P	P	
(2) Automobile washing facility							P	C	P	
(3) Major vehicle/equipment repair (includes auto body repair, paint shops and incidental sales of parts)							C		C	
(4) Minor vehicle repair (includes minor repair where vehicles are not stored in an inoperable condition)							P	C	P	
(5) Motor vehicle dealer/sales, new and used (includes RVs, trailers, mobile homes							C	C	C	
(6) Service stations (minor repairs included)							P	C	P	
(7) Truck stops							C		C	
(8) Vehicle/equipment sales and rentals (other than motor vehicles)							C	C	P	
(9) Vehicle or automobile wrecking or salvage yard, including outdoor storage of inoperable vehicles									C	
(10) Vehicle storage (operable vehicles only)									C	
(11) Vehicle towing services									P	

FINAL PLAT
BENNETT VILLAGE

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE SIXTH PRINCIPAL MERIDIAN
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO
SHEET 1 OF 4

PURPOSE STATEMENT

BENNETT VILLAGE IS INTENDED TO FULFILL A NEED TO PROVIDE A SUBDIVISION COMPATIBLE FOR AFFORDABLE MANUFACTURED HOUSING.

OWNERSHIP AND DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS, THAT THE UNDERSIGNED, SECTION 27, LLC, A COLORADO LIMITED LIABILITY COMPANY, BEING THE OWNERS OF THE LAND SHOWN ON THIS FINAL PLAT AND DESCRIBED AS FOLLOWS:

A PART OF THE SW ¼ OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH P.M., ADAMS COUNTY , COLORADO , MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 27; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 A DISTANCE OF 50 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTHERLY AND PARALLEL WITH THE WEST LINE OF SAID SECTION 27, A DISTANCE OF 187.78 FEET TO A POINT OF CURVE ; THENCE ALONG A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 38' 38'1 8" AND A RADIUS OF 905 .00 FEET, A DISTANCE OF 610.30 FEET; THENCE EASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 90' WITH THE WEST LINE OF SAID SECTION 27, A DISTANCE OF 2394 .39 FEET TO A POINT LYING ON THE EAST LINE OF SAID SOUTHWEST ¼ OF SAID SECTION 27; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SOUTHWEST ¼ OF SECTION 27, A DISTANCE OF 733.28 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 27; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 A DISTANCE OF 2592 .97 FEET TO THE TRUE POINT OF BEGINNING;

LESS AND EXCEPT THAT PORTION CONVEYED TO MARILYN CORPORATION RECORDED MARCH 6 1979 IN BOOK 2323 AT PAGE 715 AS RECEPTION NO. 185094; AND RIGHT OF WAY FOR HIGHWAY PURPOSES,

AND LESS AND EXCEPT THOSE PORTIONS LYING WITHIN BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNET, RECORDED JUNE 24, 1977 AT RECEPTION NO. B080132, BROTHER FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED MARCH 6, 1979 AT RECEPTION NO. B185095, SECOND ADDITION TO BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED SEPTEMBER 12, 1980 AT RECEPTION NO. B284828 AND THIRD ADDITION TO BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED SEPTEMBER 12, 1980 AT RECEPTION NO. B284829.

HAVE LAID OUT, SUBDIVIDED AND PLATTED SAID LAND AS PER THE DRAWING CONTAINED UNDER THE NAME AND STYLE OF BENNETT VILLAGE, A SUBDIVISION OF A PART OF THE TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO, AND BY THESE PRESENTS DO HEREBY DEDICATE TO THE TOWN OF BENNETT THE STREETS AND AVENUES AS SHOWN ON THIS PLAT FOR THE PUBLIC USE THEREOF FOREVER AND DOES FURTHER DEDICATE TO THE USE OF THE TOWN OF BENNETT AND ALL SERVING PUBLIC UTILITIES (AND OTHER APPROPRIATE ENTITIES) THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE SO DESIGNATED AS UTILITY EASEMENTS AND TRANSPORTATION EASEMENTS AS SHOWN. ACCESS EASEMENTS ARE HEREBY DEDICATED TO THE TOWN OF BENNETT ACROSS ALL TRACTS SHOWN HERON.

IT IS EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTION AND INSTALLING SANITARY SEWER SYSTEM WORKS AND LINES, WATER SYSTEM WORKS AND LINES, GAS SERVICE LINES, ELECTRICAL SERVICE WORKS AND LINES, LANDSCAPING, CURBS, GUTTERS, STREET PAVEMENT, SIDEWALKS, AND OTHER SUCH UTILITIES AND SERVICES SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER AND ARRANGEMENTS MADE BY THE SUBDIVIDER, THEREOF WHICH ARE APPROVED BY THE TOWN OF BENNETT, COLORADO, AND SUCH SUMS SHALL NOT BE PAID BY THE TOWN OF BENNETT, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED WHEN ACCEPTED BY THE TOWN OF BENNETT SHALL BECOME THE SOLE PROPERTY OF SAID TOWN OF BENNETT, COLORADO, EXCEPT PRIVATE ROADWAY CURBS, GUTTER AND PAVEMENT AND ITEMS OWNED BY MUNICIPALITY FRANCHISED UTILITIES AND/OR OTHER SERVING PUBLIC ENTITIES, WHICH WHEN CONSTRUCTED OR INSTALLED SHALL REMAIN AND/OR BECOME THE PROPERTY OF SUCH MUNICIPALITY FRANCHISED UTILITIES AND/OR OTHER SERVING PUBLIC UTILITIES AND SHALL NOT BECOME THE PROPERTY OF THE TOWN OF BENNETT, COLORADO.

EXECUTED THIS _____ DAY OF _____ A.D., 2021.

BY: SECTION 27, LLC, A COLORADO LIMITED LIABILITY COMPANY

_____ AS REGISTERED AGENT
CHAD ELLINGTON

ACKNOWLEDGEMENT

THE FOREGOING OWNERSHIP AND DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS _____

DAY OF _____ , 2021, BY CHAD ELLINGTON AS AUTHORIZED SIGNATORY FOR

SECTION 27, LLC, A COLORADO LIMITED LIABILITY COMPANY.

WITNESS MY HAND AND SEAL:

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

MY ADDRESS IS: _____

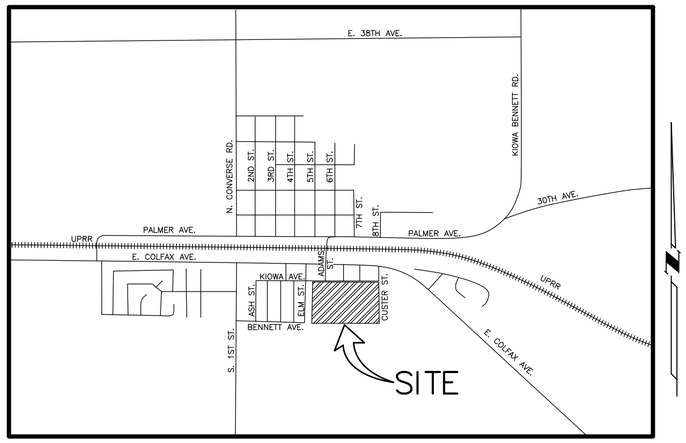
_____

NOTES

1. BEARINGS SHOWN HEREIN ARE ASSUMED AND ARE BASED UPON THE SOUTHERLY LINE OF THE SOUTHWEST QUARTER SECTION 27, TOWNSHIP 3 SOUTH, RANGE 63 WEST, 6TH P.M. WHICH BEARS N89°37'00"E BETWEEN THE MONUMENTS SHOWN HEREIN.
2. ALL LINEAL DISTANCES SHOWN HEREIN ARE IN U.S. SURVEY FEET.
3. ANY PERSON WHO KNOWINGLY REMOVES OR KNOWINGLY CAUSES TO BE REMOVED ANY PUBLIC LAND SURVEY MONUMENT, AS DEFINED BY SECTION 38-53-108 (18) C.R.S., OR CONTROL CORNER, AS DEFINED IN SECTION 38-53-103 (6), C.R.S., OR A RESTORATION OF ANY SUCH MONUMENT OR WHO KNOWINGLY REMOVES OR KNOWINGLY CAUSES TO BE REMOVED ANY BEARING TREE KNOWING THAT SUCH IS A BEARING TREE OR OTHER ACCESSORY, AS DEFINED BY SECTION 38-53-103 (1), C.R.S, EVEN IF SAID PERSON HAS TITLE TO THE LAND ON WHICH SAID MONUMENT IS LOCATED, COMMITS A CLASS 2 MISDEMEANOR UNLESS, PRIOR TO SUCH REMOVAL, SAID PERSON HAS CAUSED A COLORADO PROFESSIONAL LAND SURVEYOR TO ESTABLISH A LEAST TWO WITNESS CORNERS OR REFERENCE MARKS FOR EACH MONUMENT OR ACCESSORY REMOVED AND HAS FILED OR CAUSED TO BE FILED A MONUMENT RECORD PURSUANT TO ARTICLE 53 OF TITLE 38, C.R.S.
4. BASED ON A GRAPHICAL REPRESENTATION OF FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) MAP NO. 08001C0718H WITH AN EFFECTIVE DATE OF MARCH 5, 2007, THE SUBJECT PROPERTY LIES WITHIN ZONE X, BEING DEFINED AS "OTHER AREAS... DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD".
5. EMK CONSULTANTS, INC. HAS RELIED UPON TITLE COMMITMENT NO. 100-N0015580-030-TH, AMENDMENT NO. 4, PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, WITH AN EFFECTIVE DATE OF JANUARY 13, 2020, FOR OWNERSHIP AND FOR THE PURPOSE OF SHOWING RECORDED EASEMENTS AND RIGHTS-OF-WAY ACROSS THESE PREMISES. THIS SURVEY AND PLAT DOES NOT CONSTITUTE A TITLE SEARCH BY EMK CONSULTANTS, INC., TO DETERMINE OWNERSHIP OR APPLICABLE EASEMENTS AND RIGHTS-OF-WAY.
6. ALL TRACTS SHALL BE OWNED AND MAINTAINED BY THE SECTION 27 METROPOLITAN DISTRICT, ITS SUCCESSORS OR ASSIGNS. THE UNDERSIGNED GRANTS THE TOWN OF BENNETT A PERPETUAL RIGHT OF INGRESS AND EGRESS FROM AND TO SAID TRACTS. THE TOWN SHALL HAVE THE RIGHT, BUT NOT THE OBLIGATION, TO MAINTAIN, OPERATE, REPAIR AND RECONSTRUCT THE TRACT AND RELATED FACILITIES WHEN THE OWNER(S) FAIL TO ADEQUATELY MAINTAIN SUCH TRACTS AND RELATED FACILITIES, WHICH MAINTENANCE, OPERATION AND RECONSTRUCTION SHALL BE AT THE COST OF THE METROPOLITAN DISTRICT.
7. THE POLICY OF THE TOWN REQUIRES THAT ALL MAINTENANCE ACCESS SHALL BE PROVIDED TO ALL STORM DRAINAGE FACILITIES TO ASSURE CONTINUOUS OPERATIONAL CAPABILITY OF THE SYSTEM. THE PROPERTY OWNERS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL DRAINAGE FACILITIES INCLUDING INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES, AND DETENTION BASINS LOCATED ON THEIR LAND UNLESS MODIFIED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT. SHOULD THE OWNER FAIL TO MAINTAIN SAID FACILITIES, THE TOWN OF BENNETT SHALL HAVE THE RIGHT BUT NOT THE OBLIGATION TO ENTER SAID LAND FOR THE SOLE PURPOSE OF OPERATIONS AND MAINTENANCE. ALL SUCH MAINTENANCE COSTS WILL BE ASSESSED TO THE PROPERTY OWNERS.
8. SURFACED ACCESS ROADS CAPABLE OF WITHSTANDING THE IMPOSED LOADS OF FIRE APPARATUS AND ALL REQUIRED FIRE HYDRANTS SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING CONSTRUCTION.
9. ALL INTERNAL ROADS AND DRAINAGE FACILITY CONSTRUCTION SHALL BE IN ACCORDANCE WITH STREET CONSTRUCTION PLANS, PAVEMENT DESIGN, GRADING AND EROSION CONTROL PLAN, AND A FINAL DRAINAGE PLAN SUBMITTED TO AND APPROVED BY THE TOWN OF BENNETT AND ALL APPLICABLE TOWN ADOPTED STANDARDS AND SPECIFICATIONS.
10. THIS PLAN HAS BEEN APPROVED BY THE TOWN OF BENNETT AND CREATES A VESTED PROPERTY RIGHT PURSUANT TO C.R.S. 24-68-101, ET SEQ., AS AMENDED, AND THE TOWN OF BENNETT DEVELOPMENT STANDARDS AND REGULATIONS.
11. NOTICE IS GIVEN THAT THIS SUBDIVISION WILL BE SUBJECT TO RECORDED DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS. THE TOWN OF BENNETT IS NOT RESPONSIBLE FOR ENFORCEMENT OF THE RECORDED COVENANTS, CONDITIONS AND RESTRICTIONS THAT MAY BE FILED AGAINST THE SUBDIVISION PLAT.
12. SIGHT DISTANCE EASEMENTS ARE HEREBY DEDICATED TO THE TOWN OF BENNETT FOR SIGHT DISTANCE PURPOSES TOGETHER WITH THE FOLLOWING RESTRICTIONS OVER SAID EASEMENTS: NO OBJECT WITHIN THE SIGHT DISTANCE EASEMENT SHALL BE MORE THAN THIRTY-SIX (36) INCHES ABOVE THE FLOWLINE OF THE ADJACENT STREET. SUCH OBJECTS SHALL INCLUDE BUT NOT BE LIMITED TO BUILDINGS, VEGETATION, AND UTILITY CABINETS. PARKING IS ALSO RESTRICTED WITHIN THE EASEMENT.
13. FOR CORNER LOTS, THE SIDE SETBACK SHALL BE USED FOR THE CHAMFERED OR RADIUS LOT CORNER.
14. THERE ARE NO SIGNIFICANT NATURAL DRAINAGE COURSES, GEOLOGIC HAZARD AREAS, OR OTHER NATURAL FEATURES WITHIN OR ADJACENT TO THE SUBDIVISION.
15. NON-EXCLUSIVE UTILITY EASEMENTS LOCATED AS SHOWN ARE HEREBY GRANTED FOR THE INSTALLATION, MAINTENANCE, AND OPERATION OF UTILITIES AND DRAINAGE FACILITIES, INCLUDING, BUT NOT LIMITED TO STREET LIGHTS, ELECTRIC LINES, GAS LINES, CABLE TELEVISION LINES, FIBER OPTIC LINES, AND TELEPHONE LINES, AS WELL AS PERPETUAL RIGHT FOR INGRESS AND EGRESS FOR INSTALLATION, MAINTENANCE, AND REPLACEMENT OF SUCH LINES. WINDOW WELLS, PATIOS, DECKS, STAIRS, RETAINING WALLS, AND THEIR COMPONENTS MAY NOT ENCROACH INTO THE REQUIRED UTILITY EASEMENTS.
16. NON-EXCLUSIVE TRANSPORTATION EASEMENTS LOCATED AS SHOWN ARE HEREBY GRANTED FOR THE INSTALLATION, MAINTENANCE, AND OPERATION OF SIDEWALKS RUNNING PARALLEL WITH STREET RIGHTS-OF-WAYS.
17. CUSTER STREET WILL BE REQUIRED AT MINIMUM TO FEATURE AN EMERGENCY VEHICLE ALL-WEATHER ACCESS DRIVE ACCEPTABLE TO THE TOWN AND BENNETT-WATKINS FIRE RESCUE.

    THIS EMERGENCY VEHICLE ACCESS DRIVE IS TO BE CONSTRUCTED AS PER THE APPROVED CONSTRUCTION DOCUMENTS FOR PUBLIC IMPROVEMENTS FOR THE SUBDIVISION.

    SHOULD CUSTER STREET PUBLIC IMPROVEMENTS, AT THE TIME OF INITIAL ACCEPTANCE OF SUBDIVISION PUBLIC IMPROVEMENTS, NOT INCLUDE WATER MAIN, CURB, GUTTER, SIDEWALK, ASPHALT OR CONCRETE STREET PAVEMENT, GRADING, PLANTINGS, GROUND COVER, AND UTILITY CONNECTIONS DUE TO LACK OF OFF-SITE RIGHT-OF-WAY OR EASEMENT, OR OTHER LIMITATIONS AT THE TIME OF PUBLIC IMPROVEMENT CONSTRUCTION, THE SUBDIVIDER SHALL BE REQUIRED TO PROVIDE CASH-IN-LIEU BEFORE PUBLIC IMPROVEMENT ACCEPTANCE TO THE TOWN, TOWARDS THIS SUBDIVISION'S SHARE OF CONSTRUCTION OF THOSE PUBLIC IMPROVEMENTS IN THE FUTURE.



VICINITY MAP
SCALE: 1"=2000'

TOWN APPROVAL

THIS IS TO CERTIFY THAT THE PLAT OF WORTHMAN ACRES FILING NO. 1 WAS APPROVED ON THE_____DAY OF _____ , 2021 , BY RESOLUTION NO. _____ , AND THAT THE MAYOR OF THE TOWN OF BENNETT ON BEHALF OF THE TOWN OF BENNETT, HEREBY ACKNOWLEDGES SAID PLAT UPON WHICH THIS CERTIFICATE IS ENDORSED BY ALL PURPOSES INDICATED THEREON.

_____ _____
MAYOR ATTEST: TOWN CLERK

CLERK AND RECORDER'S CERTIFICATE

THIS FINAL PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF ADAMS COUNTY, COLORADO, AT _____ O'CLOCK ____ .M. THIS _____ DAY OF _____ , 2021, AT RECEPTION NO. _____ .

_____
CLERK AND RECORDER

_____
DEPUTY

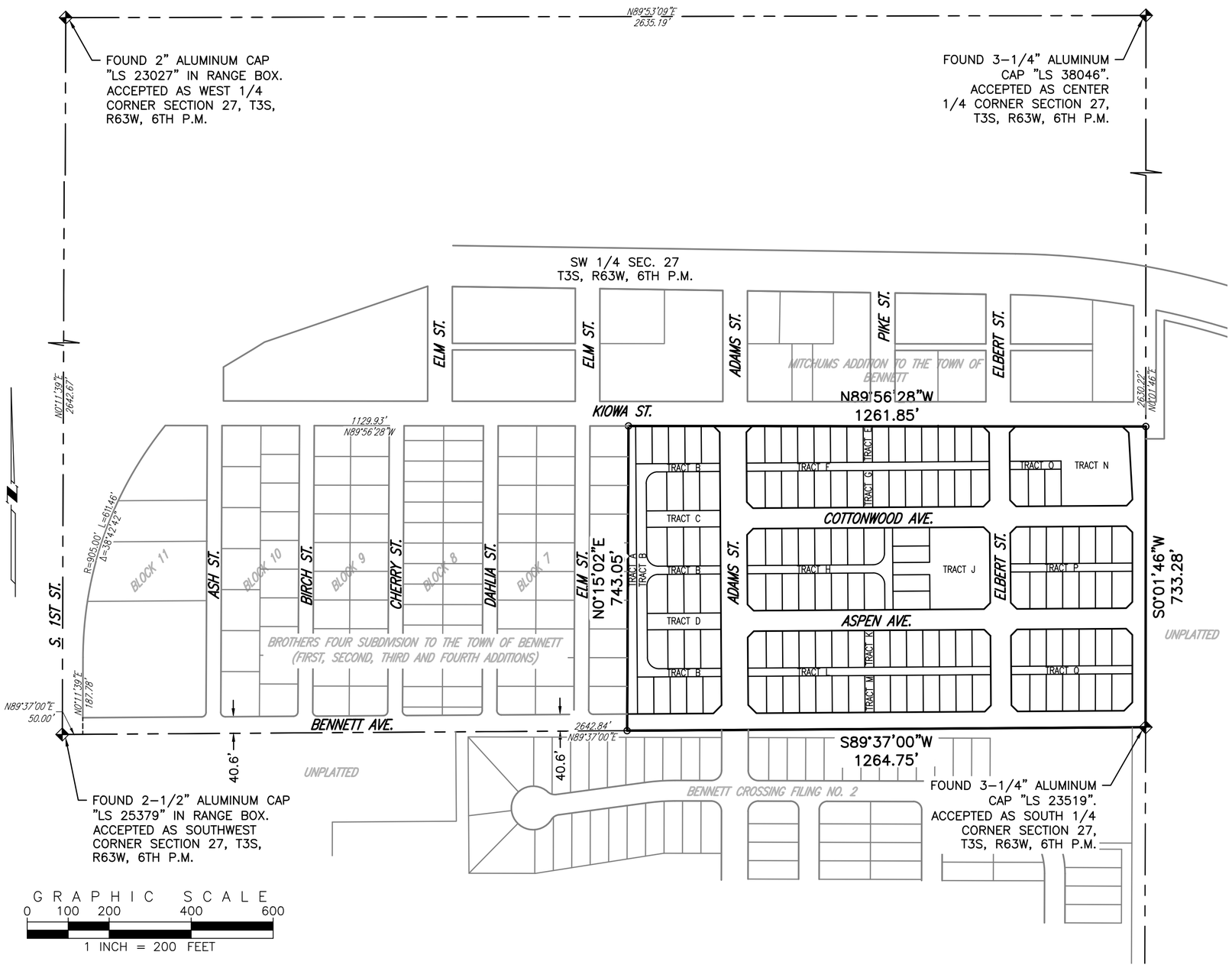
COLORADO REGISTERED
STEPHEN H. HARDING
29040
PROFESSIONAL LAND SURVEYOR

SHEET INDEX	
SHEET	DESCRIPTION
1	FINAL PLAT COVER SHEET
2	OVERALL BOUNDARY & TRACT SUMMARY
3	FINAL PLAT WEST HALF
4	FINAL PLAT EAST HALF

EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ▪ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com
JOB NO. 13074

BENNETT VILLAGE
DATE PREPARED: 4/6/21

APPLICANT/DEVELOPER
PEAK DEVELOPMENT
1150 DELAWARE ST., #202
DENVER, COLORADO 80204
CONTACT: CHAD ELLINGTON
(303) 503-1016
chad@peakdevgrp.com



GRAPHIC SCALE

0 100 200 400 600

1 INCH = 200 FEET

LAND USE SUMMARY

LAND USE	AREA (ACRES)	PERCENTAGE
LOTS	11.47	53.6
PRIVATE DRIVES	1.69	7.9
LANDSCAPE	1.59	7.4
DETENTION	0.99	4.6
PUBLIC STREET ROW	5.67	26.5
TOTALS	21.41	100.0

ZONING: MOBILE HOME (MH) DISTRICT
NUMBER OF LOTS: 133
GROSS DENSITY: 6.21 UNITS / ACRE
NET DENSITY: 11.60 UNITS / ACRE
LARGEST LOT: 4,750 SQUARE FEET
SMALLEST LOT: 3,500 SQUARE FEET
AVERAGE LOT: 3,757 SQUARE FEET

TRACT SUMMARY

TRACT	AREA (AC)	AREA (SF)	USE
A	0.3427	14,926	UTILITY / DRAINAGE EASEMENT OPEN SPACE
B	0.5618	24,473	UTILITY EASEMENT* PRIVATE DRIVE
C	0.1653	7,200	UTILITY EASEMENT* OPEN SPACE
D	0.1653	7,200	UTILITY EASEMENT* OPEN SPACE
E	0.0447	1,946	OPEN SPACE
F	0.2719	11,843	UTILITY EASEMENT PRIVATE DRIVE
G	0.0458	1,993	OPEN SPACE
H	0.2534	11,036	UTILITY EASEMENT PRIVATE DRIVE
J	0.7324	31,904	UTILITY EASEMENT* OPEN SPACE
K	0.0458	1,993	OPEN SPACE
L	0.2719	11,843	UTILITY EASEMENT PRIVATE DRIVE
M	0.0458	1,993	OPEN SPACE
N	0.9894	43,100	DRAINAGE EASEMENT DETENTION POND
O	0.0574	2,500	UTILITY EASEMENT OPEN SPACE
P	0.1365	5,947	UTILITY EASEMENT PRIVATE DRIVE
Q	0.1357	5,911	UTILITY EASEMENT PRIVATE DRIVE

NOTES

1. ALL TRACTS ARE OWNED AND MAINTAINED BY THE SECTION 27 METROPOLITAN DISTRICT.
2. ALL UTILITY, DRAINAGE, TRANSPORTATION, AND SIGHT EASEMENTS ARE DEDICATED TO THE TOWN OF BENNETT, COLORADO.
3. UTILITY AND / OR DRAINAGE EASEMENT DESIGNATIONS WITHIN TRACTS COVER THE ENTIRE TRACT EXCEPT WHERE NOTED WITH A "*"; SPECIFIC EASEMENT LOCATIONS WITHIN THOSE TRACTS ARE SHOWN ON THE PLAT SHEETS.

LEGEND

- ✦ FOUND SECTION CORNER MONUMENT AS INDICATED
- ○ FOUND NO. 5 REBAR WITH 1 1/4" YELLOW PLASTIC CAP "PLS 38445"

SURVEYOR'S CERTIFICATE

I, STEPHEN H. HARDING, A DULY LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THERE ARE NO ROADS, PIPELINES, IRRIGATION DITCHES, OR OTHER EASEMENTS IN EVIDENCE OR KNOWN BY ME TO EXIST ON OR ACROSS THE HEREIN BEFORE DESCRIBED PROPERTY EXCEPT AS SHOWN ON THIS PLAT. I FURTHER CERTIFY THAT I HAVE PERFORMED THE SURVEY SHOWN HEREON, OR SUCH SURVEY WAS PREPARED UNDER MY DIRECT RESPONSIBILITY AND SUPERVISION, THAT THIS PLAT ACCURATELY REPRESENTS SAID SURVEY, AND THAT ALL MONUMENTS EXIST AS SHOWN HEREIN.

STEPHEN H. HARDING, PLS 29040
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR
FOR AND ON BEHALF OF EMK CONSULTANTS, INC.

COLORADO REGISTERED
STEPHEN H. HARDING
29040
PROFESSIONAL LAND SURVEYOR

NOTICE: ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

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BENNETT VILLAGE

DATE PREPARED: 10/29/2020
REVISED : 4/6/21

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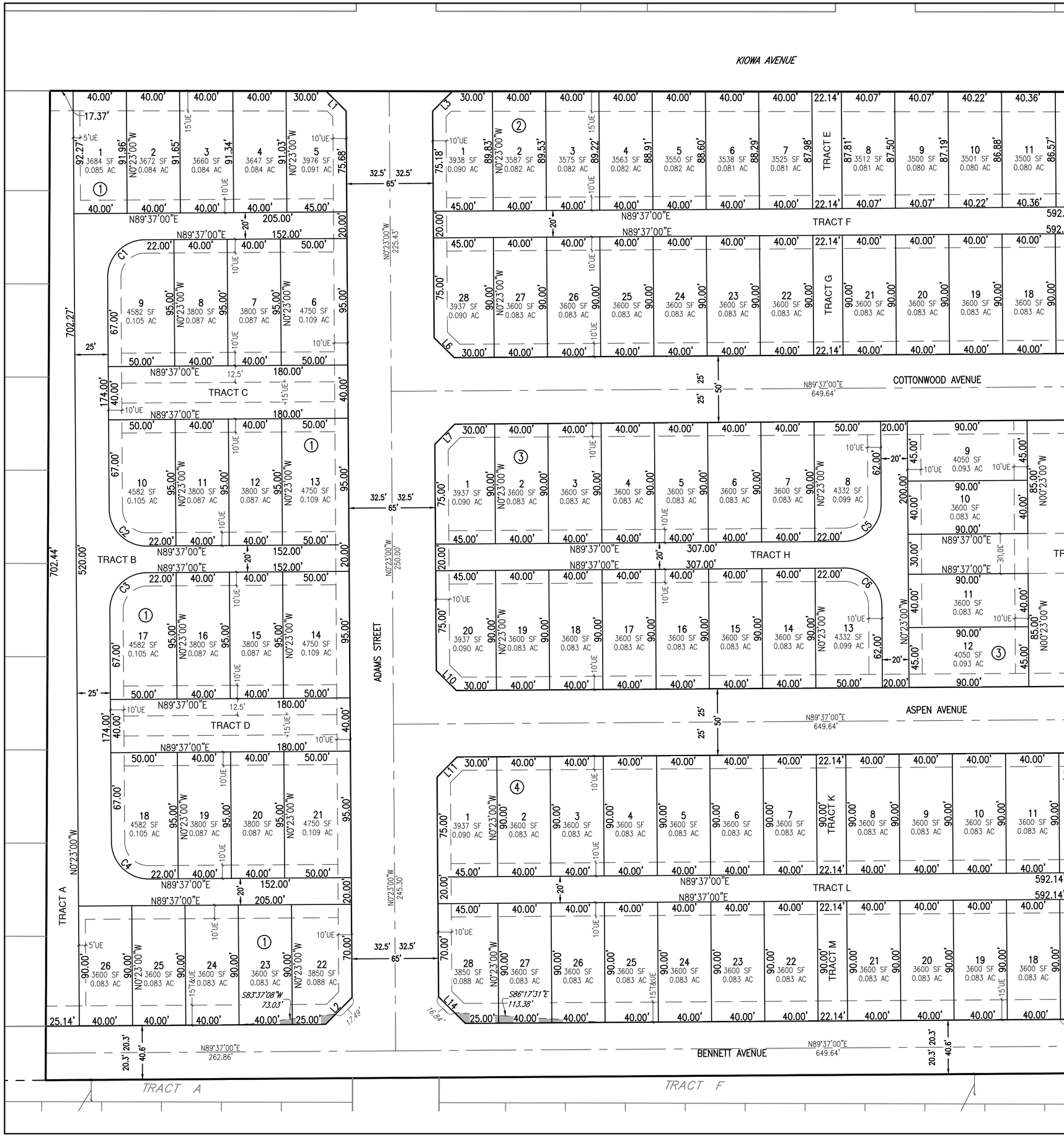
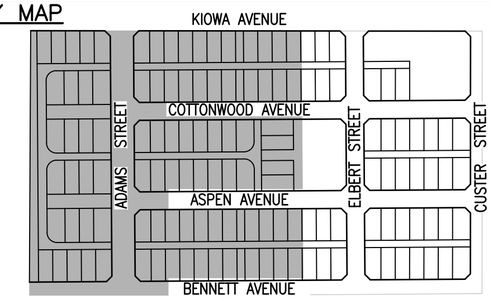


KEY MAP



1" = 300'

PROPERTY LINE CURVE TABLE

CURVE #	RADIUS	DELTA	LENGTH	CHORD BEARING	LENGTH
C1	28.00	90°00'00"	43.98	N44°37'00"E	39.60
C2	28.00	90°00'00"	43.98	N45°23'00"W	39.60
C3	28.00	90°00'00"	43.98	N44°37'00"E	39.60
C4	28.00	90°00'00"	43.98	N45°23'00"W	39.60
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C6	28.00	90°00'00"	43.98	N45°23'00"W	39.60

GRAPHIC SCALE
0 25 50 75
1 INCH = 50 FEET

SEE TRACT SUMMARY TABLE ON SHEET 2 FOR TRACT AREAS.

LEGEND

UE UTILITY EASEMENT
TE TRANSPORTATION EASEMENT
SF SQUARE FEET
AC ACRES

BOUNDARY LINE

RIGHT-OF-WAY LINE

ROW CENTERLINE

LOT LINE

EASEMENT LINE

SIGHT EASEMENT AREA

RIGHT-OF-WAY LINE TABLE

LINE #	DIRECTION	LENGTH
L1	N45°09'44"W	21.29'
L2	N44°37'00"E	28.28'
L3	N44°50'16"E	21.13'
L4	S45°09'44"E	21.29'
L5	S44°37'00"W	21.21'
L6	N45°23'00"W	21.21'
L7	N44°37'00"E	21.21'
L8	S45°23'00"E	21.21'
L9	S44°37'00"W	21.21'
L10	N45°23'00"W	21.21'
L11	S44°37'00"W	21.21'
L12	N45°23'00"W	21.21'
L13	N44°37'00"E	21.21'
L14	S45°23'00"E	28.28'
L15	S44°50'16"W	21.13'
L16	N46°34'09"W	21.81'
L17	N43°12'35"E	20.69'
L18	S45°23'00"E	21.21'
L19	N44°37'00"E	21.21'
L20	S45°10'37"E	21.14'
L21	S44°49'23"W	21.29'
L22	N45°23'00"W	21.21'
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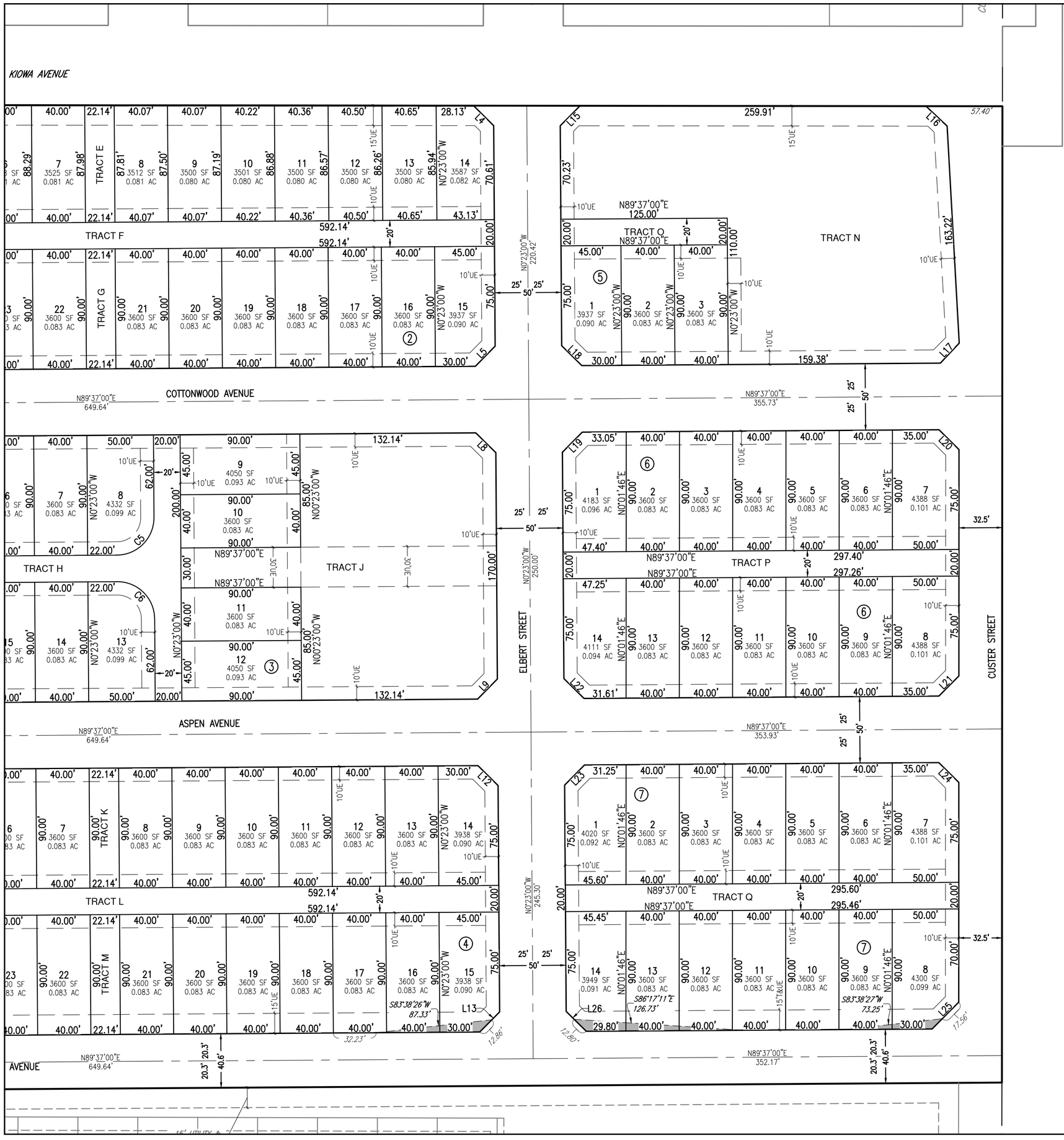
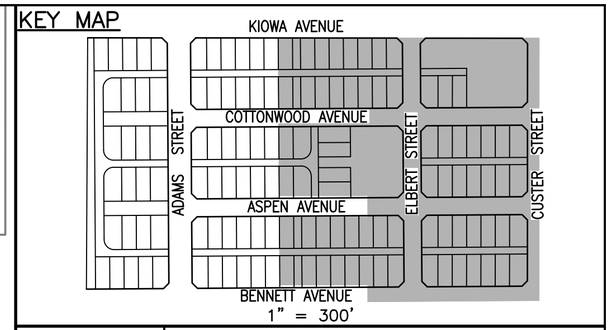


KEY MAP



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RIGHT-OF-WAY LINE TABLE

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LEGEND

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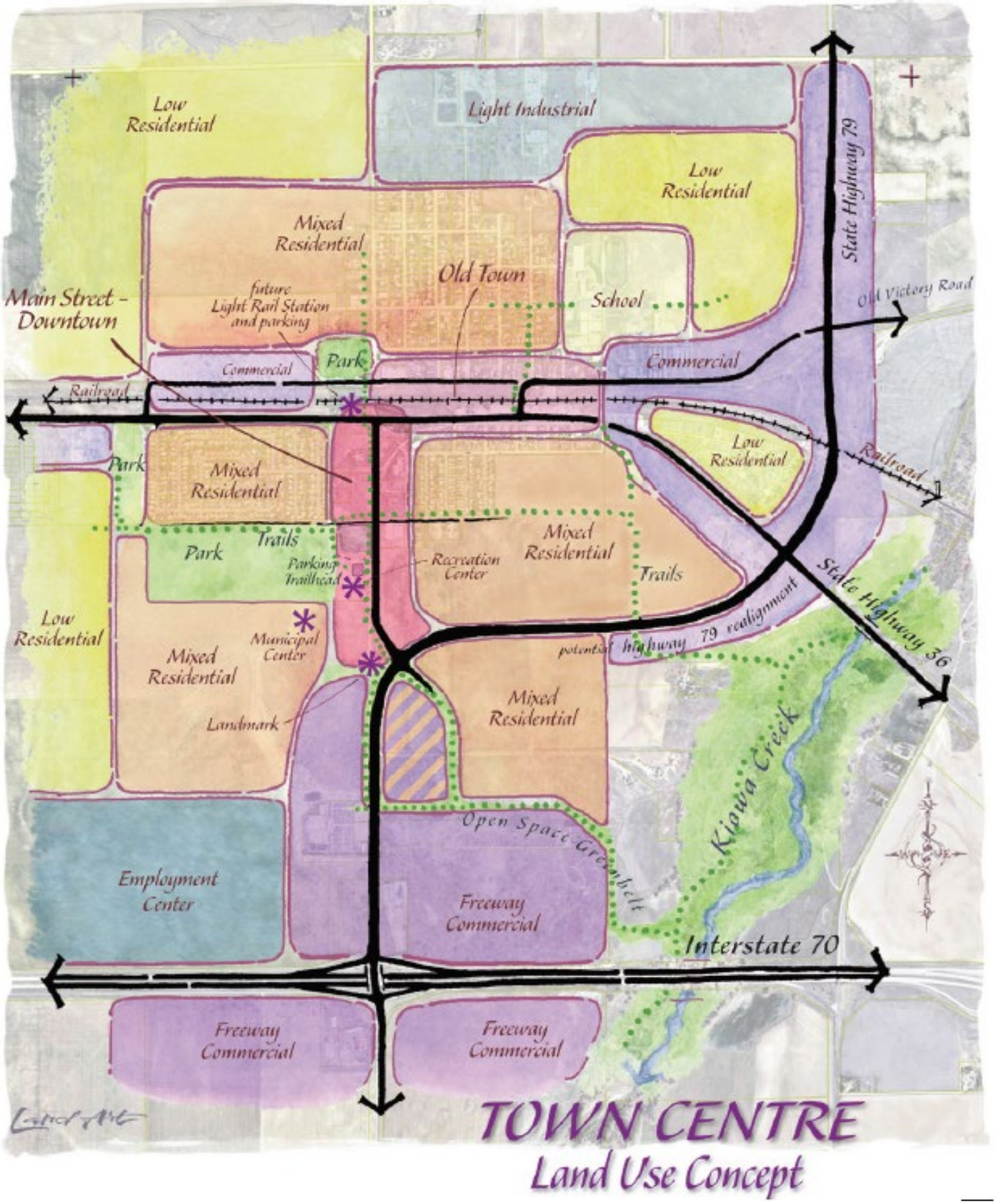
Figure 2: Town Centre Land Use Concept



LSC TRANSPORTATION CONSULTANTS, INC.

1889 York Street
Denver, CO 80206
(303) 333-1105
FAX (303) 333-1107
E-mail: lsc@lscdenver.com

December 11, 2020

Mr. Chad Ellington
Section 27, LLC
1150 Delaware Street, #202
Denver, CO 80204

Re: Worthman Acres
Bennett, CO
LSC #200830

Dear Mr. Ellington:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact analysis for the proposed Worthman Acres residential development. As shown on Figure 1, the site is located south of Kiowa Avenue and east of Elm Street in Bennett, Colorado.

REPORT CONTENTS

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

LAND USE AND ACCESS

The existing land use to the north is mixed-use, to the west is existing residential, and to the south is the planned Bennett Crossing residential area.

The site is proposed to include about 134 single-family dwelling units. Two full movement access locations are proposed to both Kiowa Avenue and an extension of Bennett Avenue as shown in the conceptual site plan in Figure 2.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

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

- **E. Colfax Avenue (US 36)** is an east-west, two-lane arterial roadway north of the site that is classified as a rural highway (R-B) by CDOT. The intersections with Adams Street, Pike Street, Elbert Street, and Custer Street are stop-sign controlled. The posted speed limit in the vicinity of the site is 35 mph. The intersections with Pike Street and Elbert Street are planned to be limited to right-in/right-out over time by others.

- **SH 79 (1st Street)** is a north-south, two-lane state highway west of the site that is classified as a rural highway (R-B) by CDOT. The intersection with E. Colfax Avenue (US 36) is stop-sign controlled. The posted speed limit in the vicinity of the site is 35 mph. The existing SH 79 alignment is expected to be shifted to the east by 2040 per the preferred realignment from the *SH 79 and Kiowa-Bennett Corridor PEL Study* by CDOT.

Existing Traffic Conditions

Figure 3a shows the November 2020 existing lane geometries, traffic controls, posted speed limits, and traffic volumes in the site's vicinity on a typical weekday. The weekday peak-hour traffic volumes and daily traffic counts are from the attached traffic counts conducted by Counter Measures in November, 2020. Figure 3b shows the existing traffic volumes adjusted for the ongoing pandemic. Intersection #1 was adjusted based on the 2017 traffic counts from the *Muegge Farms TIA* by LSC grown for three years. Intersection #2 was adjusted based on the 2017 traffic counts from the *Muegge Farms TIA* by LSC at the intersection of E. Colfax Avenue (US 36)/SH 79 grown for three years. Intersections #3, 4, and 5 were adjusted based on the adjacent volumes at Intersection #2.

2025 and 2041 Background Traffic

Figure 4 shows the estimated 2025 background traffic based on historic CDOT data as shown in Figure 4. Figure 5 shows the estimated 2041 background traffic which assumes the 2035 projections from the *SH 79 PEL Study* with six years of growth at an annual growth rate of one percent.

Existing, 2025, and 2041 Background Levels of Service

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

The intersections in Figures 3b, 4, and 5 were analyzed as appropriate to determine the existing, 2025, and 2041 background levels of service using Synchro. Table 1 shows the level of service analysis results. The level of service reports are attached.

1. **SH 79 (1st Street)/Bennett Avenue:** All movements at this unsignalized intersection currently operate at LOS "C" or better during both morning and afternoon peak-hours and are expected to do so through 2041.

2. **E. Colfax Avenue (US 36)/Adams Street:** All movements at this unsignalized intersection currently operate at LOS "C" or better during both morning and afternoon peak-hours and are expected to do operate at LOS "D" or better through 2041.

3. **E. Colfax Avenue (US 36)/Pike Street:** All movements at this unsignalized intersection currently operate at LOS "A" during both morning and afternoon peak-hours and are expected to do so through 2041.

4. **E. Colfax Avenue (US 36)/Elbert Street:** All movements at this unsignalized intersection currently operate at LOS "A" during both morning and afternoon peak-hours and are expected to do so through 2041.

5. **E. Colfax Avenue (US 36)/Custer Street:** All movements at this unsignalized intersection currently operate at LOS "A" during both morning and afternoon peak-hours and are expected to operate at LOS "B" or better through 2041.

TRIP GENERATION

Table 2 shows the estimated average weekday, morning peak-hour, and afternoon peak-hour trip generation for the proposed site based on the rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE) for the proposed land use.

The site is projected to generate about 1,276 primary vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 26 vehicles would enter and about 75 vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 84 vehicles would enter and about 50 vehicles would exit.

TRIP DISTRIBUTION

Figure 6 shows both the 2025 and 2041 estimated directional distribution of the site-generated traffic volumes on the area roadways. The estimates were based on the location of the site with respect to the regional population, employment, and activity centers; and the site's proposed land use. The 2041 estimates assumed SH 79 is realigned to the east by 2040.

TRIP ASSIGNMENT

Figure 7a shows the estimated 2025 site-generated traffic volumes based on the 2025 directional distribution percentages (from Figure 6) and the trip generation estimate (from Table 2).

Figure 7b shows the estimated 2041 site-generated traffic volumes based on the 2041 directional distribution percentages (from Figure 6) and the trip generation estimate (from Table 2).

2025 AND 2041 TOTAL TRAFFIC

Figure 8 shows the 2025 total traffic which is the sum of 2025 background traffic volumes (from Figure 4) and the 2025 site-generated traffic volumes (from Figure 7a). Figure 8 also shows the recommended 2025 lane geometry and traffic control.

Figure 9 shows the 2041 total traffic which is the sum of 2041 background traffic volumes (from Figure 5) and the 2041 site-generated traffic volumes (from Figure 7b). Figure 9 also shows the recommended 2041 lane geometry and traffic control.

PROJECTED LEVELS OF SERVICE

The intersections in Figures 8 and 9 were analyzed to determine the 2025 and 2041 total levels of service. Table 1 shows the level of service analysis results. The level of service reports are attached.

1. **SH 79 (1st Street)/Bennett Avenue:** All movements at this unsignalized intersection are expected to operate at LOS "C" or better during both morning and afternoon peak-hours through 2041.

2. **E. Colfax Avenue (US 36)/Adams Street:** All movements at this unsignalized intersection are expected to operate at LOS "C" or better during both morning and afternoon peak-hours through 2041.

3. **E. Colfax Avenue (US 36)/Pike Street:** All movements at this unsignalized intersection are expected to operate at LOS "A" during both morning and afternoon peak-hours through 2041.

4. **E. Colfax Avenue (US 36)/Elbert Street:** All movements at this unsignalized intersection are expected to operate at LOS "A" during both morning and afternoon peak-hours through 2041.

5. **E. Colfax Avenue (US 36)/Custer Street:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2041.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

1. The site is projected to generate about 1,276 primary vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 26 vehicles would enter and about 75 vehicles would exit the site. During the afternoon peak-hour, about 84 vehicles would enter and about 50 vehicles would exit.

Projected Levels of Service

2. All movements at the intersections analyzed are expected to operate at LOS "D" or better during both morning and afternoon peak-hours through 2041.

Conclusions

3. The impact of the Worthman Acres development can be accommodated by the existing roadway network with the following recommended improvements.

Recommended Improvements

4. A northbound right-turn deceleration lane is warranted on SH 79 (1st Avenue) approaching Bennett Avenue based on existing traffic volumes. An appropriate length based on the 35 mph posted speed limit is 190 feet plus a 120-foot transition taper.

5. An eastbound left-turn lane is warranted on E. Colfax Avenue (US 36) approaching Adams Street based on existing traffic volumes but is expected to include little or no site-generated traffic.

6. A westbound right-turn lane is warranted on E. Colfax Avenue (US 36) approaching Adams Street based on existing traffic volumes but is expected to include minimal site-generated traffic.

7. It would be appropriate for the project's traffic impact fees to be applied towards the recommended off-site improvements in #4 to #6 above.

8. CDOT and the Town of Bennett should coordinate to realign SH 79 to the east as planned in the *SH 79-Kiowa Bennett Corridor PEL Study* between 2025 and 2041.

* * * * *

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

COLORADO LICENSED CHRISTOPHER S. MCGRANAHAN 39018 PROFESSIONAL ENGINEER

By_____
Christopher S. McGranahan, PE, PTOE
Principal

12-11-20

CSM/wc

Enclosures: Tables 1 and 2
Figures 1 - 9
CDOT Straight Line Diagram (SLD) for SH 79 (1) and US 36 (2)
Traffic Count Reports
Level of Service Definitions
Level of Service Reports

W:\LSC\Projects\2020\200830-WorthmanAcres\Report\WorthmanAcres-121120.wpd

Table 1
Intersection Levels of Service Analysis
Worthman Acres
Bennett, CO
LSC #200830; December, 2020

Intersection Location	Traffic Control	Existing Traffic Level of Service AM	Existing Traffic Level of Service PM	2025 Background Traffic Level of Service AM	2025 Background Traffic Level of Service PM	2025 Total Traffic Level of Service AM	2025 Total Traffic Level of Service PM	2041 Background Traffic Level of Service AM	2041 Background Traffic Level of Service PM	2041 Total Traffic Level of Service AM	2041 Total Traffic Level of Service PM
SH 79/Bennett Avenue	TWSC										
WB Approach		B	C	B	C	C	C	B	B	B	B
SB Left/Through or Left		A	A	A	A	A	A	A	A	A	A
Critical Movement Delay		12.3	15.3	13.8	19.2	15.3	21.6	11.7	12.1	12.2	12.7
E. Colfax Avenue (US 36)/Adams Street (CO 79)	TWSC										
NB Approach		C	C	D	D	D	D	C	C	C	C
EB Approach		A	A	A	A	A	A	A	A	A	A
WB Approach		A	A	A	A	A	A	A	A	A	A
SB Approach		B	B	C	C	C	C	B	C	B	C
Critical Movement Delay		19.0	20.9	27.6	29.1	28.5	30.5	16.4	18.7	16.7	19.3
E. Colfax Avenue (US 36)/Pike Street	TWSC										
NB Approach or Right		A	B	A	A	A	A	A	A	A	A
WB Left/Through		A	A	--	--	--	--	--	--	--	--
Critical Movement Delay		9.5	10.2	8.8	9.3	8.8	9.3	9.0	9.3	9.0	9.3
E. Colfax Avenue (US 36)/Elbert Street	TWSC										
NB Approach or Right		A	A	A	A	A	A	A	A	A	A
WB Left/Through		A	A	--	--	--	--	--	--	--	--
Critical Movement Delay		9.6	9.8	8.8	9.2	8.8	9.2	8.9	9.3	9.0	9.3
E. Colfax Avenue (US 36)/Custer Street	TWSC										
NB Approach		A	A	A	B	B	B	B	B	B	B
WB Left/Through		A	A	A	A	A	A	A	A	A	A
Critical Movement Delay		9.6	9.9	9.9	10.2	10.0	10.3	10.0	10.3	10.1	10.5

Table 2
ESTIMATED TRAFFIC GENERATION
Worthman Acres
Bennett, CO
LSC #200830; December, 2020

		Trip Generation Rates [1]					Vehicle-Trips Generated				
		Average	AM Peak-Hour		PM Peak-Hour		Average	AM Peak-Hour		PM Peak-Hour	
Trip Generating Category	Quantity	Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
Currently Proposed Land Use											
Single-Family Homes	134 DU	9.52	0.190	0.560	0.630	0.370	1,276	26	75	84	50

Notes:
(1) Source: *Trip Generation*, Institute of Transportation Engineers, 10th Edition, 2017
(2) ITE Land Use No. 210 - Single-Family Detached Housing
(3) DU = Dwelling Unit

Figure 1

Vicinity Map

Worthman Acres (LSC #200830)

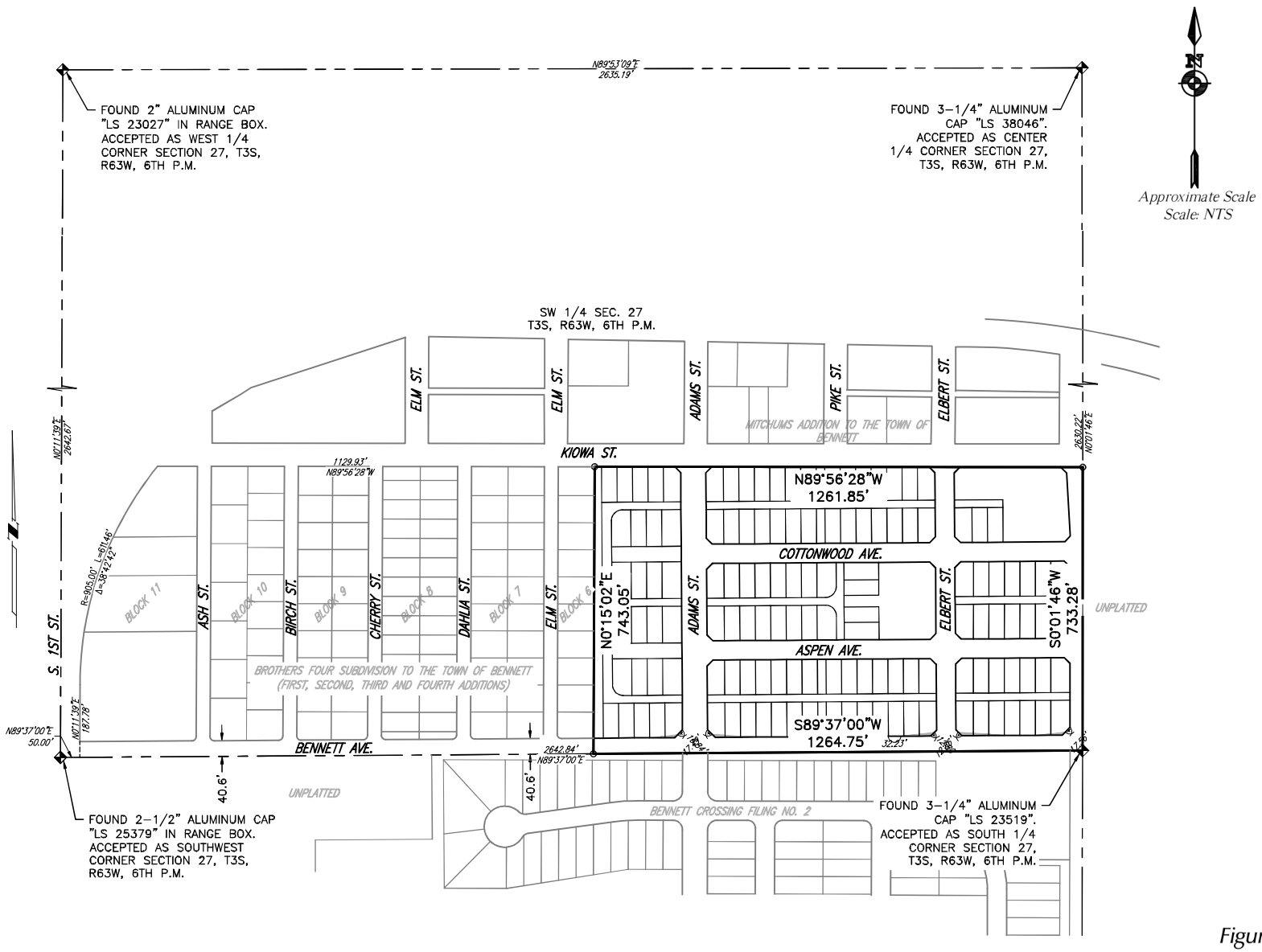
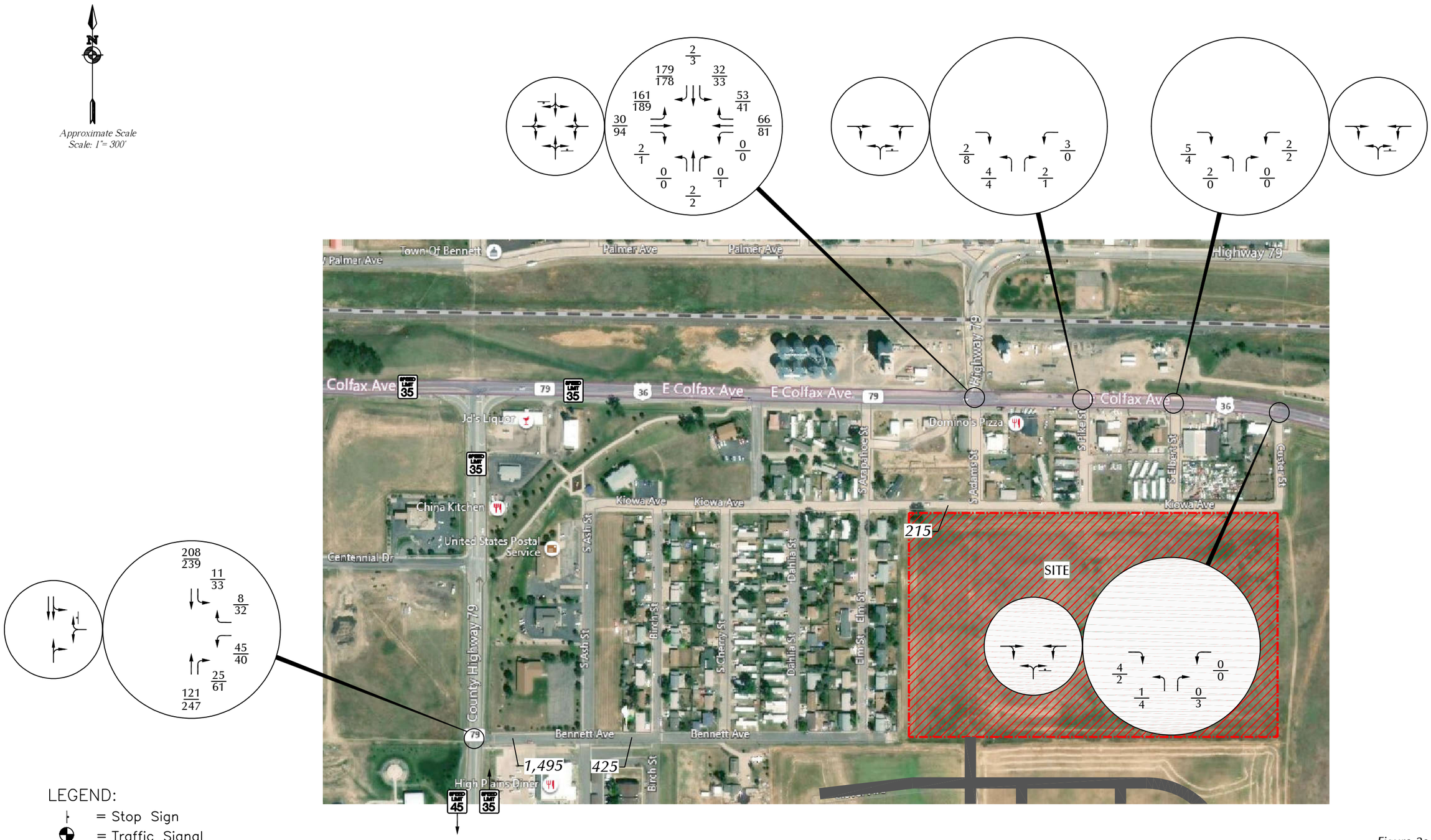


Figure 2

Site Plan

Worthman Acres (LSC #200830)



LEGEND:

= Stop Sign

= Traffic Signal

= Speed Limit

26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic

1,000 = Average Daily Traffic

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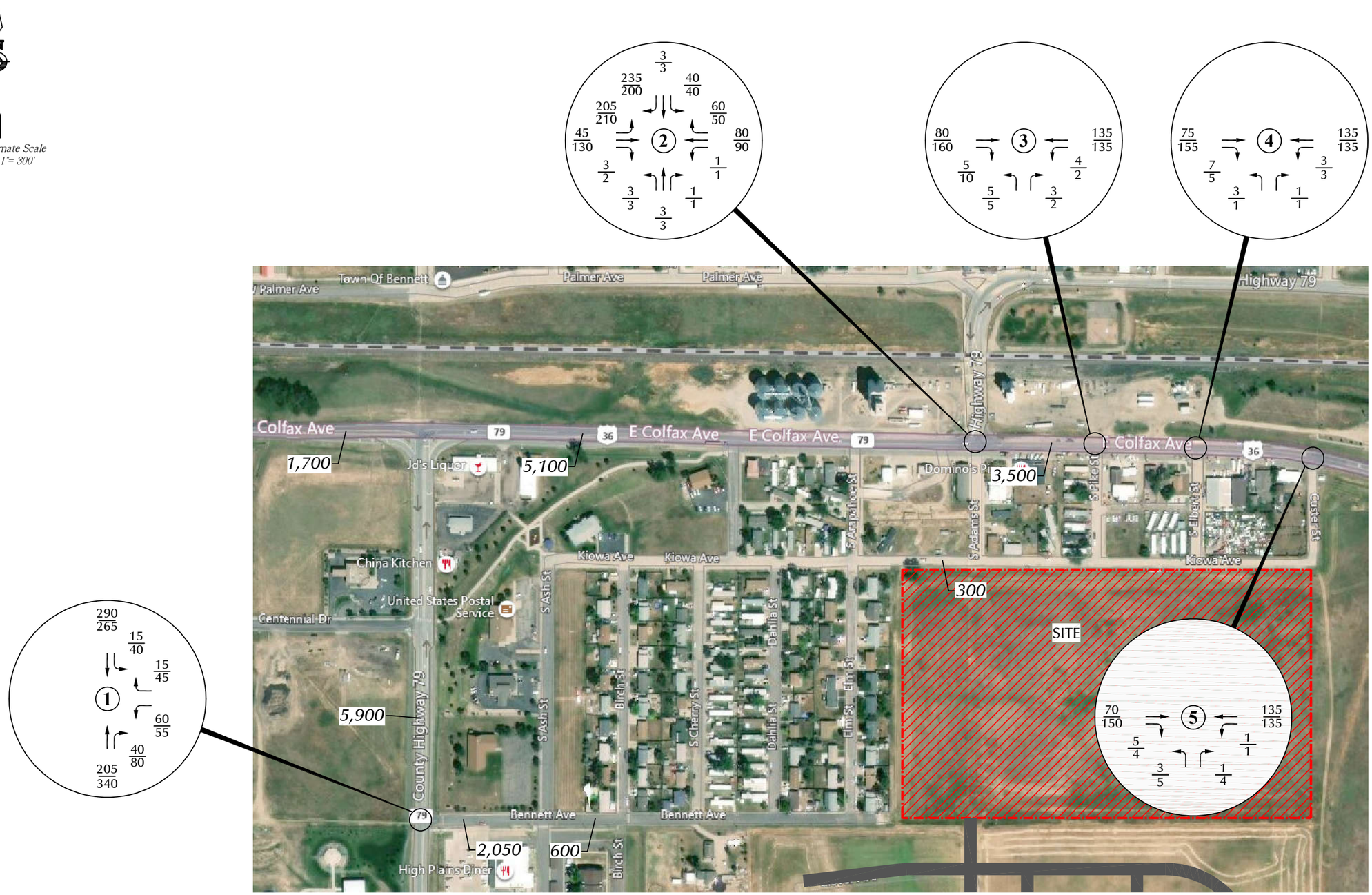
Figure 3a

November 2020 Existing Traffic, Lane Geometry and Traffic Control

Worthman Acres (LSC #200830)



Notes:
1. Intersection #1 was adjusted based on the 2017 traffic counts from the Muegge Farms TIA by LSC grown for three years at an annual rate of about 1.5 percent.
2. Intersection #2 was adjusted based on the 2017 traffic counts from the Muegge Farms TIA by LSC at the intersection of E. Colfax Avenue (US 36)/SH 79.
3. Intersections #3, #4 and #5 were adjusted based on the adjacent volumes at Intersection #2.

LEGEND:

$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

1,000 = Average Daily Traffic

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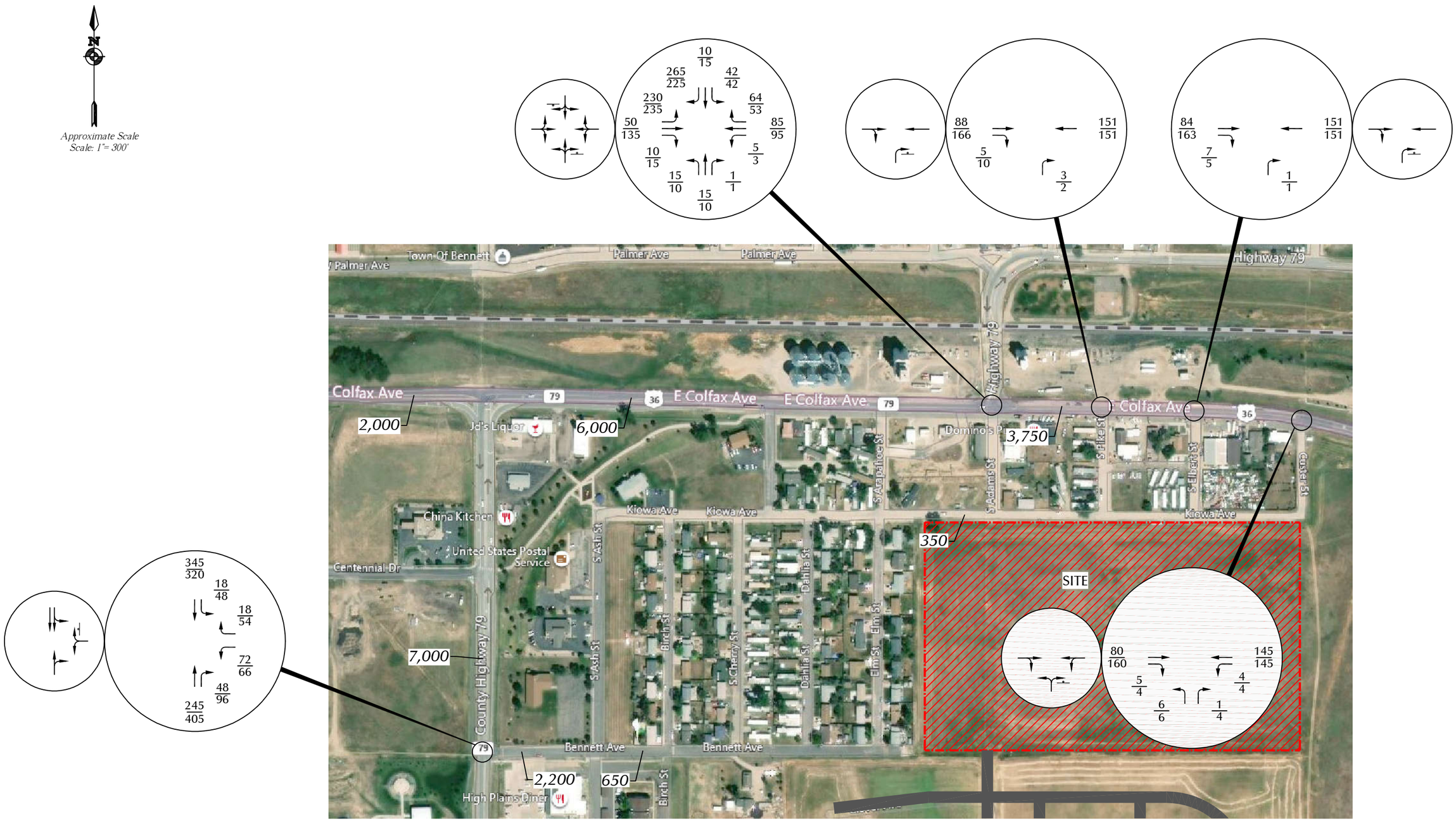
Figure 3b

Existing Traffic Volumes Adjusted for Pandemic

Worthman Acres (LSC #200830)



LEGEND:

= Stop Sign

= Traffic Signal

$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

1,000 = Average Daily Traffic

Notes:
Based on historic CDOT data as follows:
1. SH 79 west of site has 20-year factor of 2.07 = 3.7 percent annual growth.
2. US 36 west of Adams Street (SH 79) has 20-year factor of 1.54 = 2.2 percent annual growth rate.
3. US 36 east of Adams Street (SH 79) has 20-year factor of 1.27 = 1.2 percent annual growth rate.

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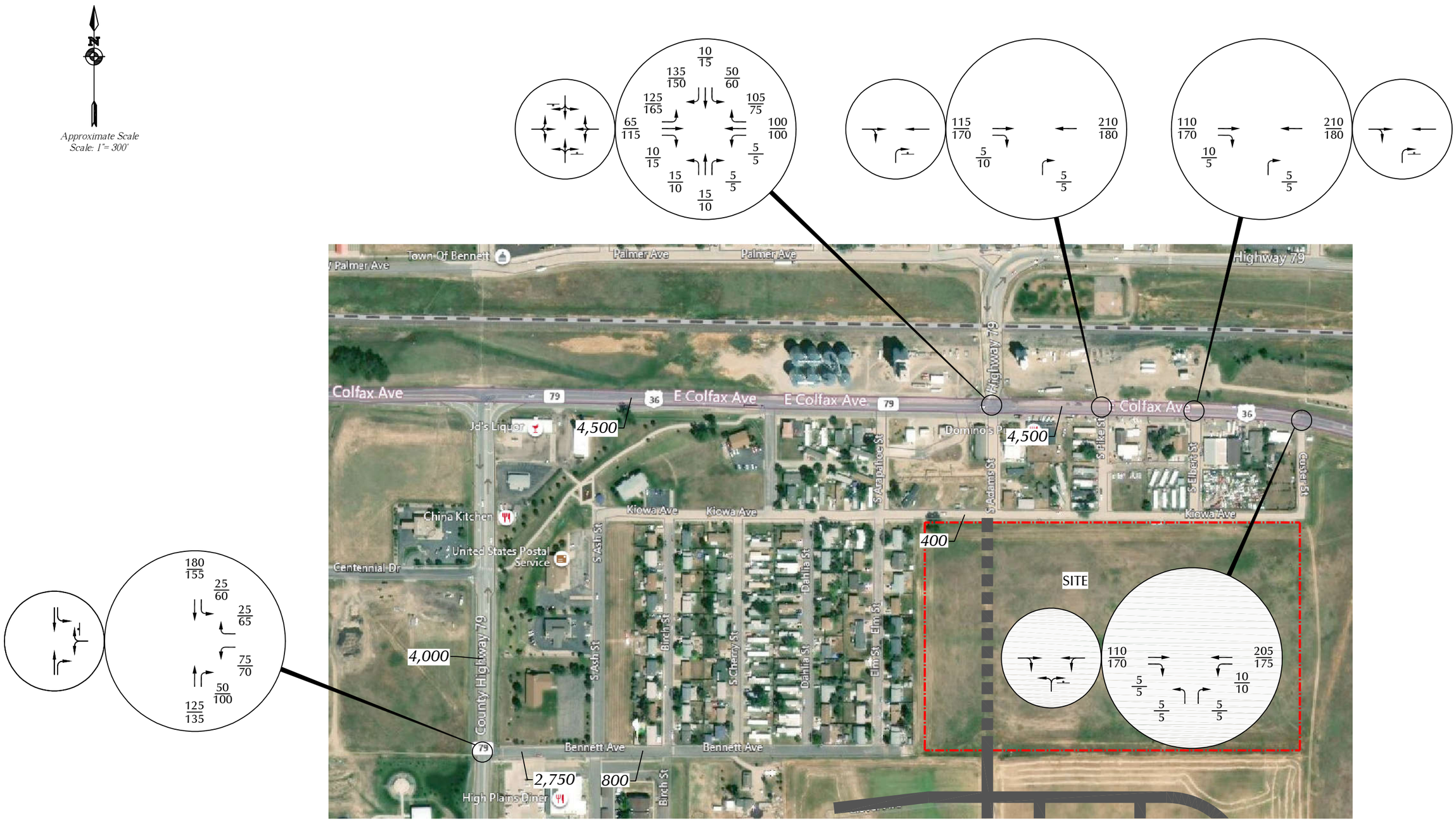
Figure 4

Year 2025 Background Traffic, Lane Geometry and Traffic Control

Worthman Acres (LSC #200830)



Note: Assumes 2035 projections from the SH 79 PEL study with six years of growth at an annual rate of one percent.

LEGEND:

= Stop Sign

= Traffic Signal

26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic

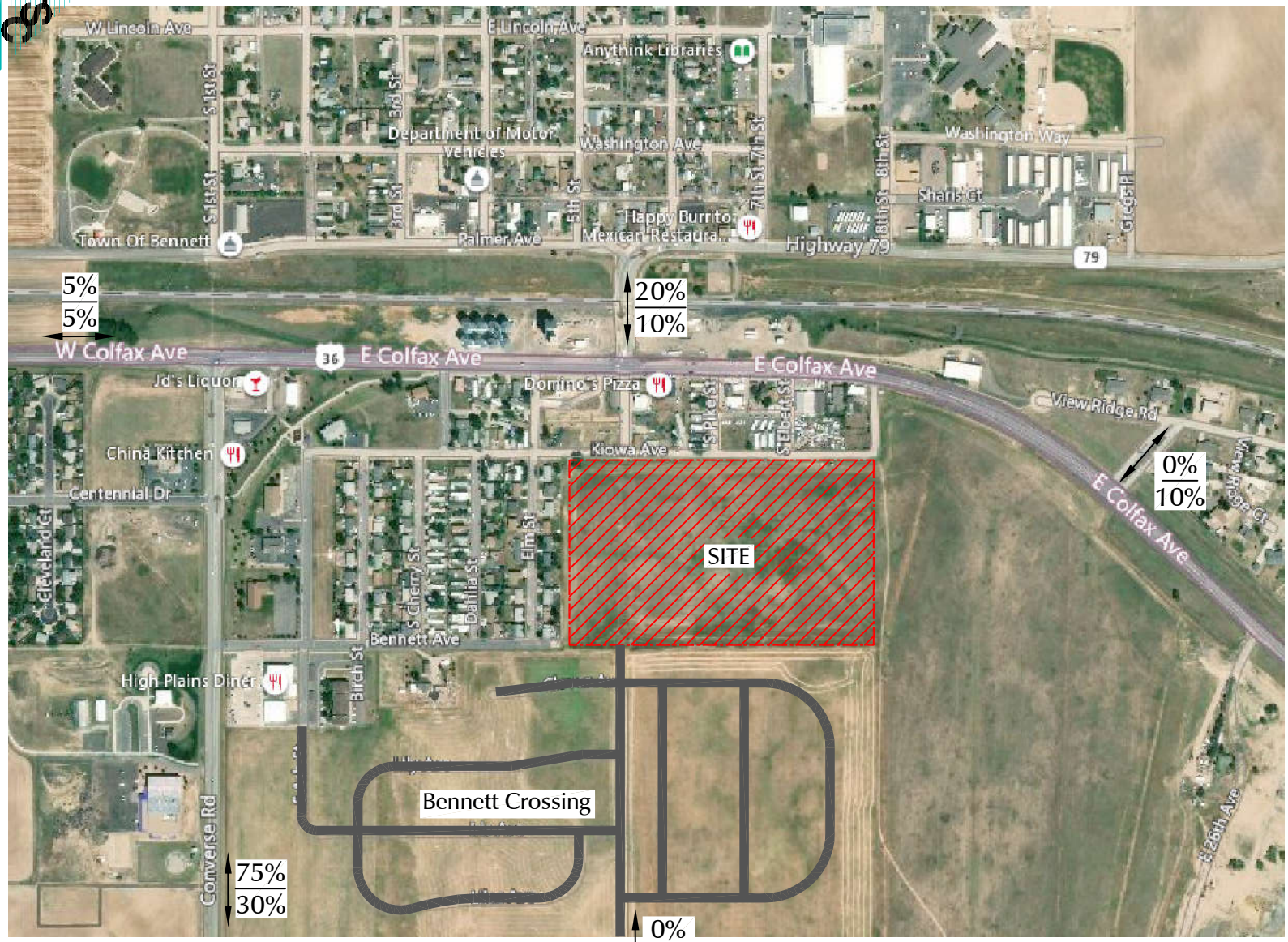
1,000 = Average Daily Traffic

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 5

Year 2041 Background Traffic, Lane Geometry and Traffic Control

Worthman Acres (LSC #200830)



Approximate Scale
Scale: 1"=600'

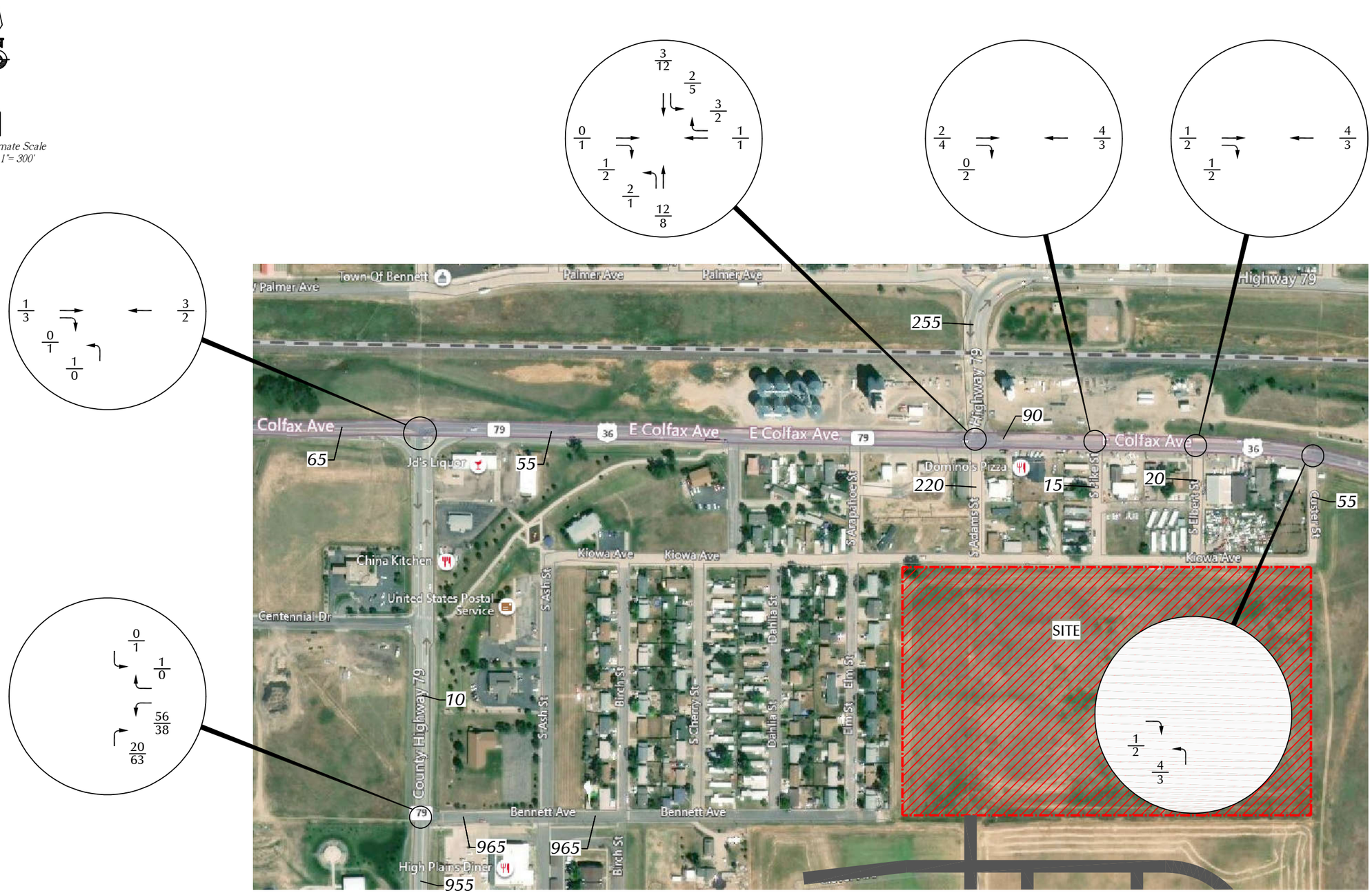
LEGEND:

65% = Percent Directional Distribution

Figure 6

Directional Distribution of Site-Generated Traffic

Worthman Acres (LSC #200830)



LEGEND:

$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

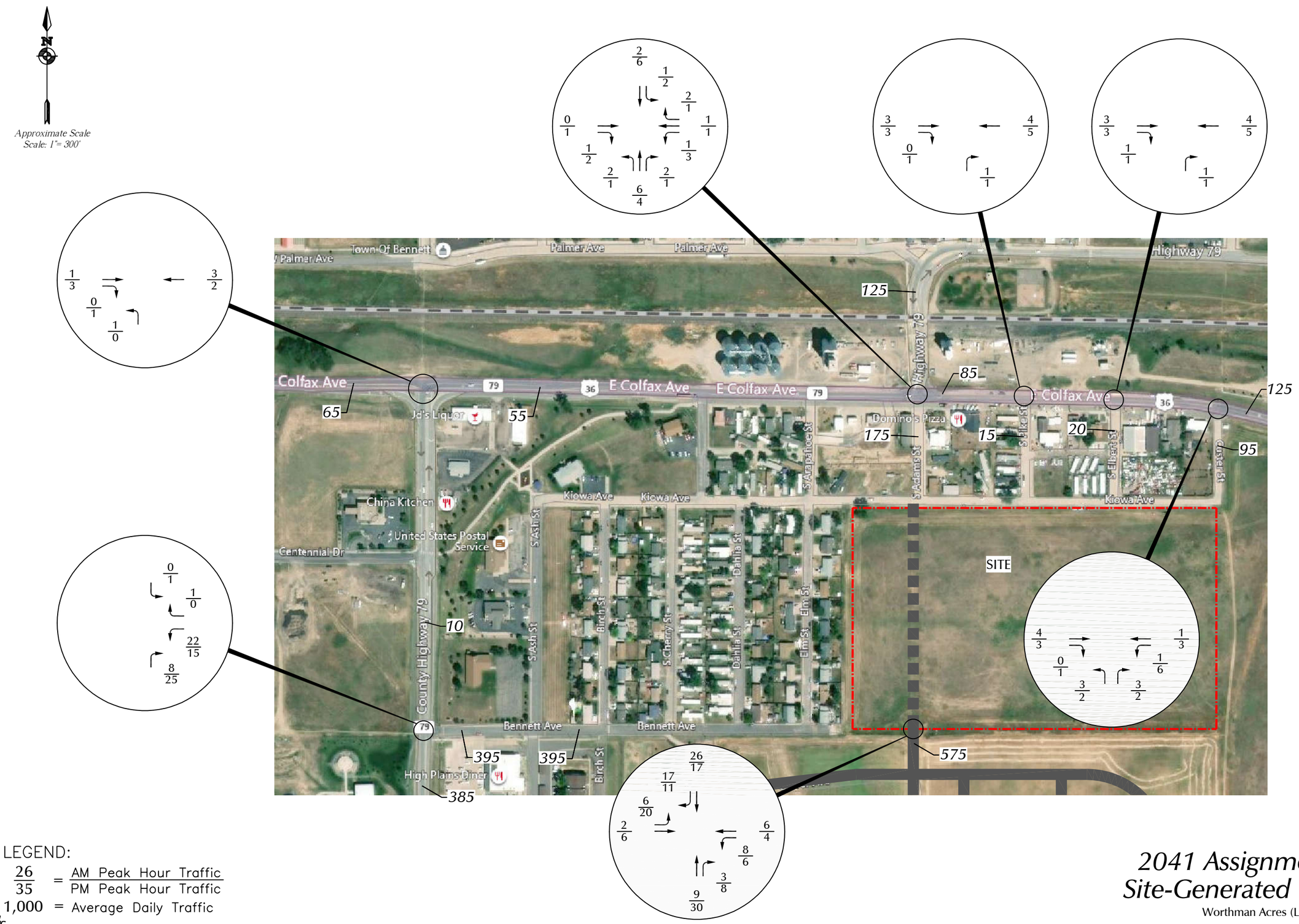
1,000 = Average Daily Traffic

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 7a

2025 Assignment of Site-Generated Traffic

Worthman Acres (LSC #200830)



LEGEND:

$\frac{26}{35}$ = AM Peak Hour Traffic / PM Peak Hour Traffic

1,000 = Average Daily Traffic

LSC TRANSPORTATION CONSULTANTS, INC.

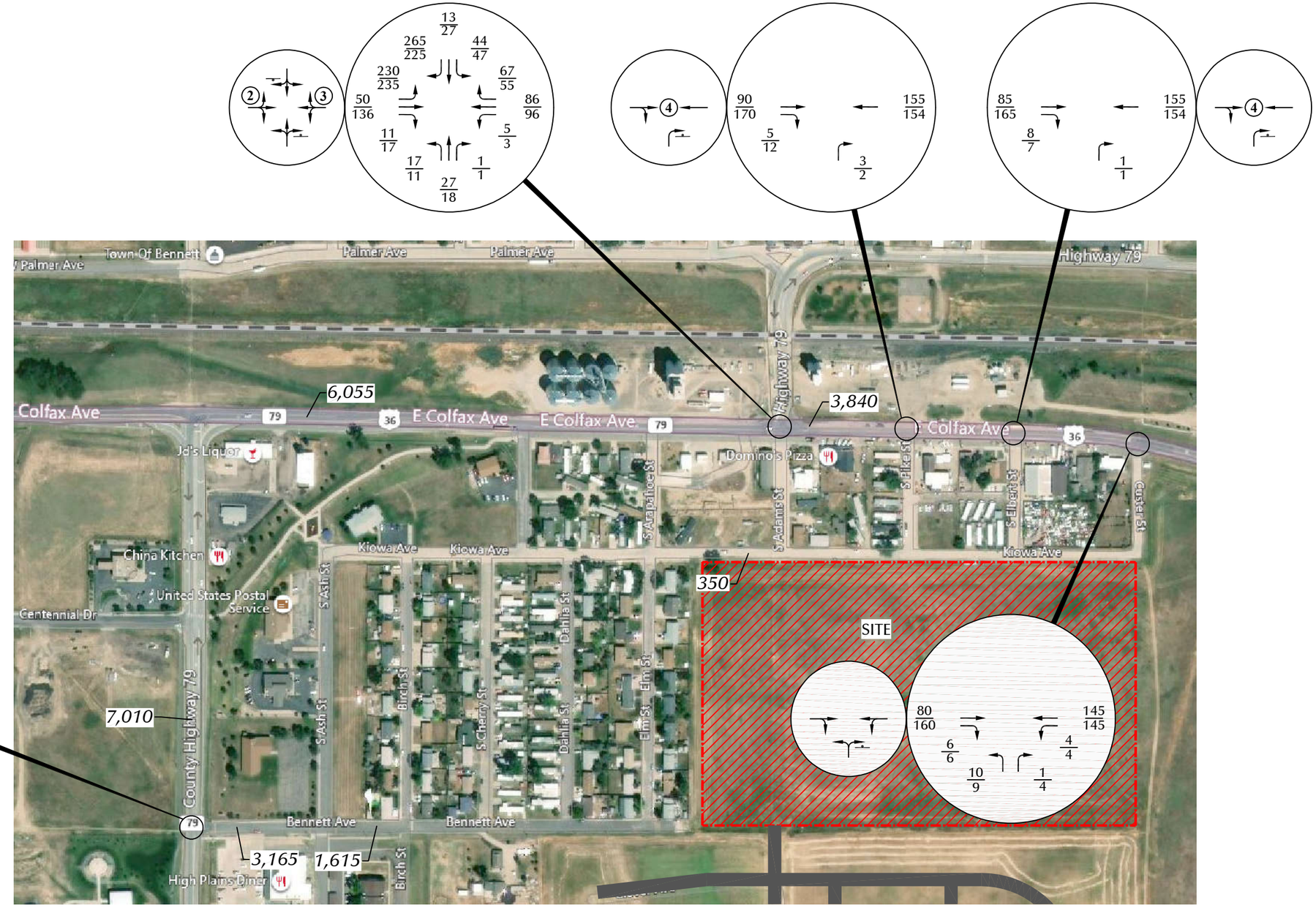
Figure 7b

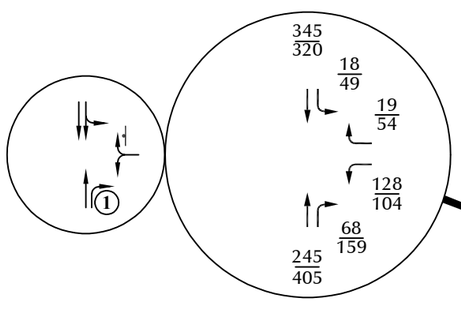
2041 Assignment of Site-Generated Traffic

Worthman Acres (LSC #200830)

Approximate Scale
Scale: 1"= 300'

1. A northbound right-turn lane is warranted once the peak hour turning volume exceeds 50vph with an opposing volume of at least 100vph. An appropriate length for the 35mph posted speed limit is 190 feet plus a 120-foot transition taper.
2. An eastbound left-turn lane is warranted by existing traffic volumes but is expected to include little or no site-generated traffic.
3. A westbound right-turn lane is warranted by existing traffic volumes but is expected to include minimal site-generated traffic.
4. These intersections are planned to be limited to right-in/right-out over time by others.





LEGEND:

= Stop Sign

= Traffic Signal

26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic

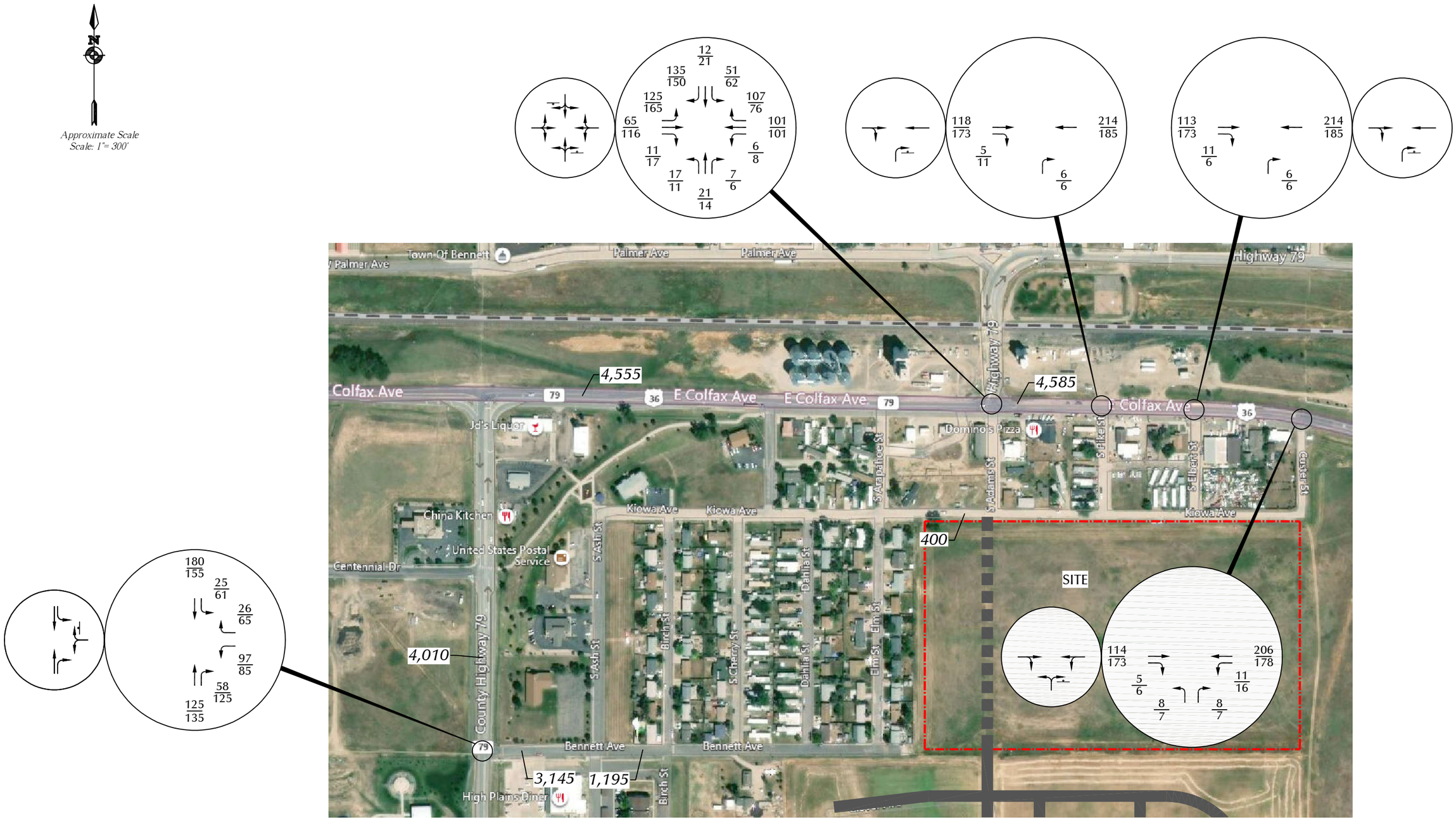
1,000 = Average Daily Traffic

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 8

Year 2025 Total Traffic, Lane Geometry and Traffic Control

Worthman Acres (LSC #200830)



LEGEND:

= Stop Sign

= Traffic Signal

$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

1,000 = Average Daily Traffic

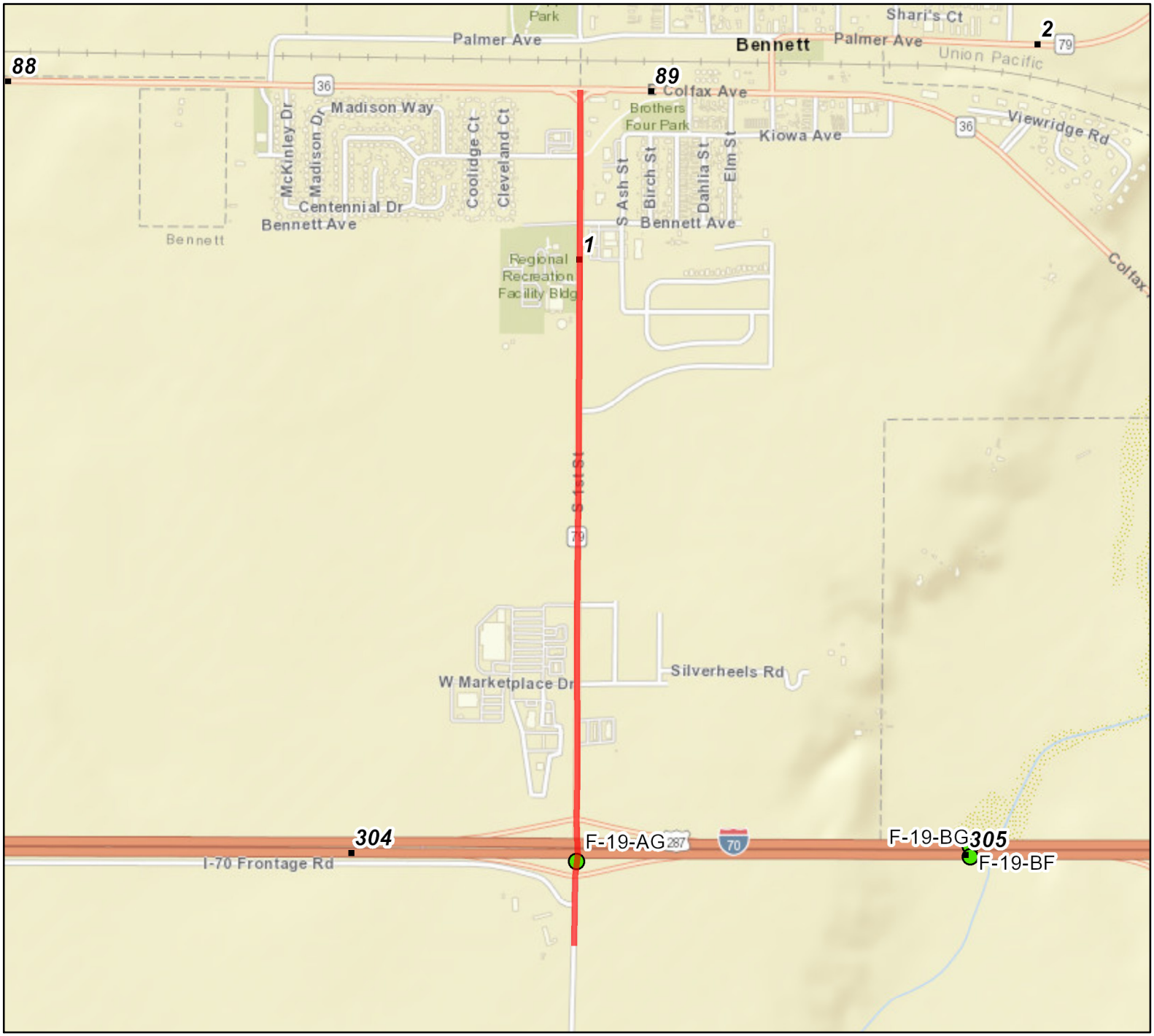
LSC TRANSPORTATION CONSULTANTS, INC.

Figure 9

Year 2041 Total Traffic, Lane Geometry and Traffic Control

Worthman Acres (LSC #200830)

Route 079A From 0 to 2



Legend

- Route
- Milepoint

Structures

- Major Structure
- Minor Structure

Created:

Date: 12/5/2020

Time: 9:10:42 AM

0 0.1 0.2 0.3 0.4

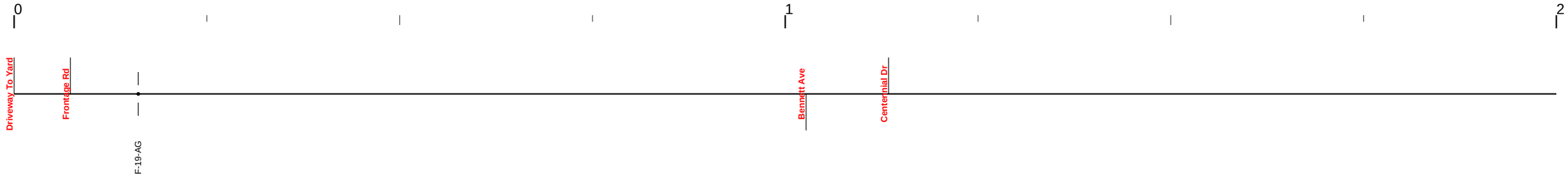
Miles

N W E S

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Route 079A
From 0 To 2

Ramps
Overpass
Underpass
Structures



CLASSIFICATION

Access Control	NR-B: Non-Rural Arterial		

SAFETY

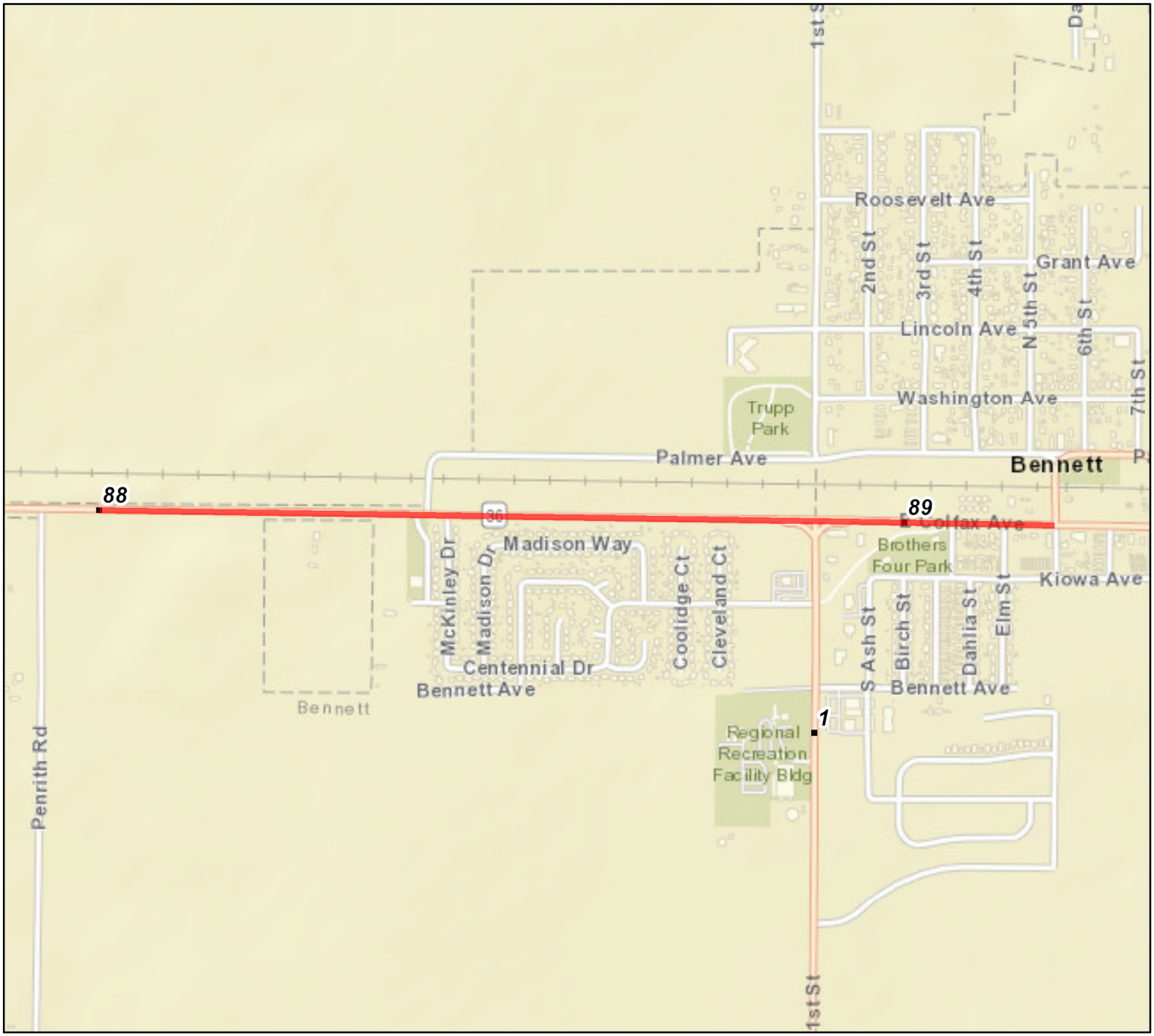
Primary Speed Limit	45	35

TRAFFIC

AADT	6600	11000	5900
DHV	11.0		
Peak Truck Percentage	0.70	1.17	0.60
V/C Ratio	0.26	0.52	0.34
V/C Ratio 20	0.44	1.08	0.57
Year 20 Factor	1.71	2.07	1.68

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 036C From 88 to 90



Legend

Route

Milepoint

Structures

Major Structure

Minor Structure

Created:

Date: 12/5/2020

Time: 9:13:39 AM

0 0.1 0.2 0.3 0.4

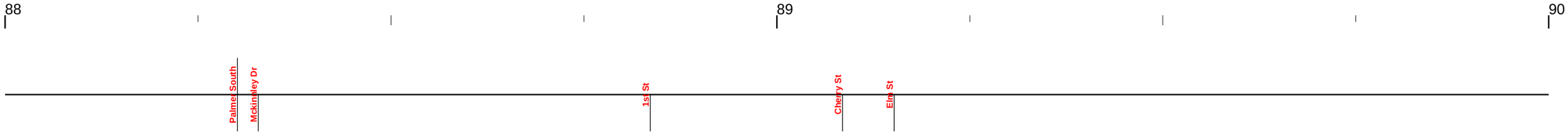
Miles

N W E S

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Route 036C
From 88 To 90

Ramps
Overpass
Underpass
Structures



CLASSIFICATION

Access Control	NR-B: Non-Rural Arterial

SAFETY

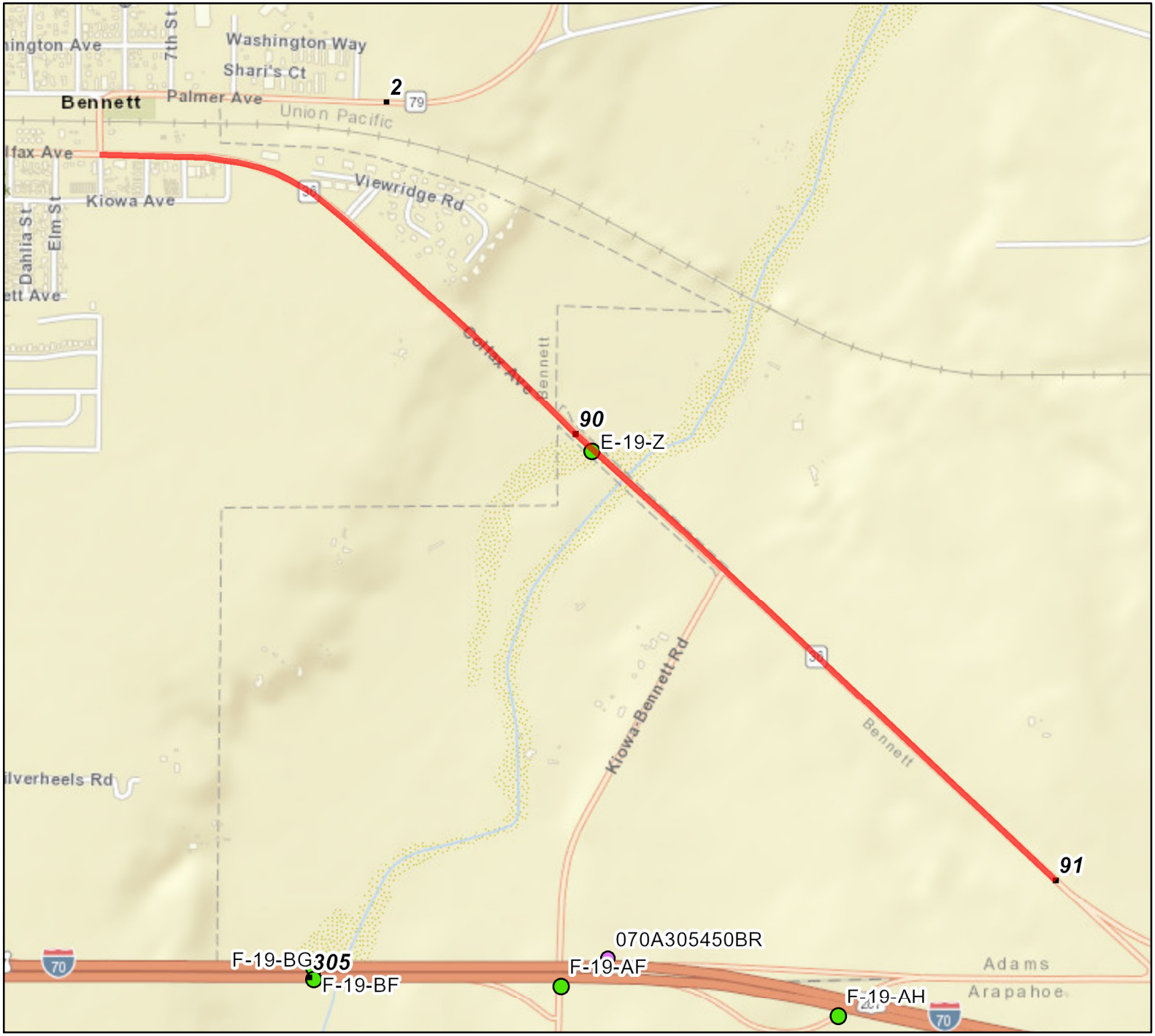
Primary Speed Limit	55	45	35

TRAFFIC

AADT	1700	5100
DHV	11.0	
Peak Truck Percentage	0.47	0.90
V/C Ratio	0.09	0.28
V/C Ratio 20	0.12	0.43
Year 20 Factor	1.35	1.54

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 036D From 89 to 91



Legend

- Route
- Milepoint

Structures

- Major Structure
- Minor Structure

Created:

Date: 12/5/2020

Time: 9:12:58 AM

0 0.1 0.2 0.3 0.4

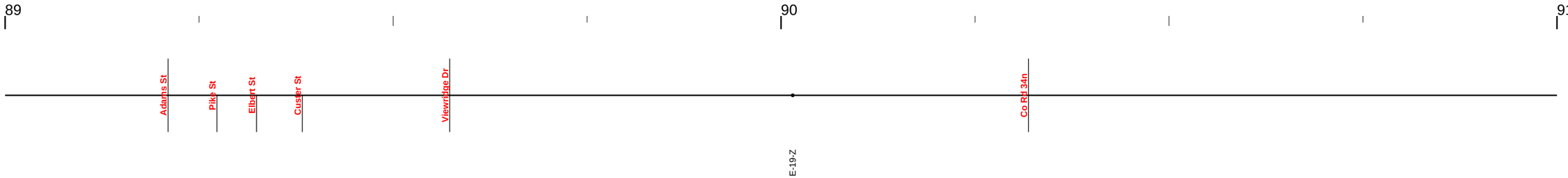
Miles

N W E S

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Route 036D
From 89 To 91

Ramps
Overpass
Underpass
Structures



CLASSIFICATION

Access Control	NR-B: Non-Rural Arterial	R-B: Rural Highway

SAFETY

Primary Speed Limit	55	45	55

TRAFFIC

AADT	3500	2400
DHV	11.0	
Peak Truck Percentage	0.64	0.70
V/C Ratio	0.15	0.13
V/C Ratio 20	0.19	0.15
Year 20 Factor	1.27	1.19

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: 1ST STREET
E/W STREET: BENNETT AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : 1STBENN
Site Code : 00000022
Start Date : 11/18/2020
Page No : 1

Groups Printed- VEHICLES

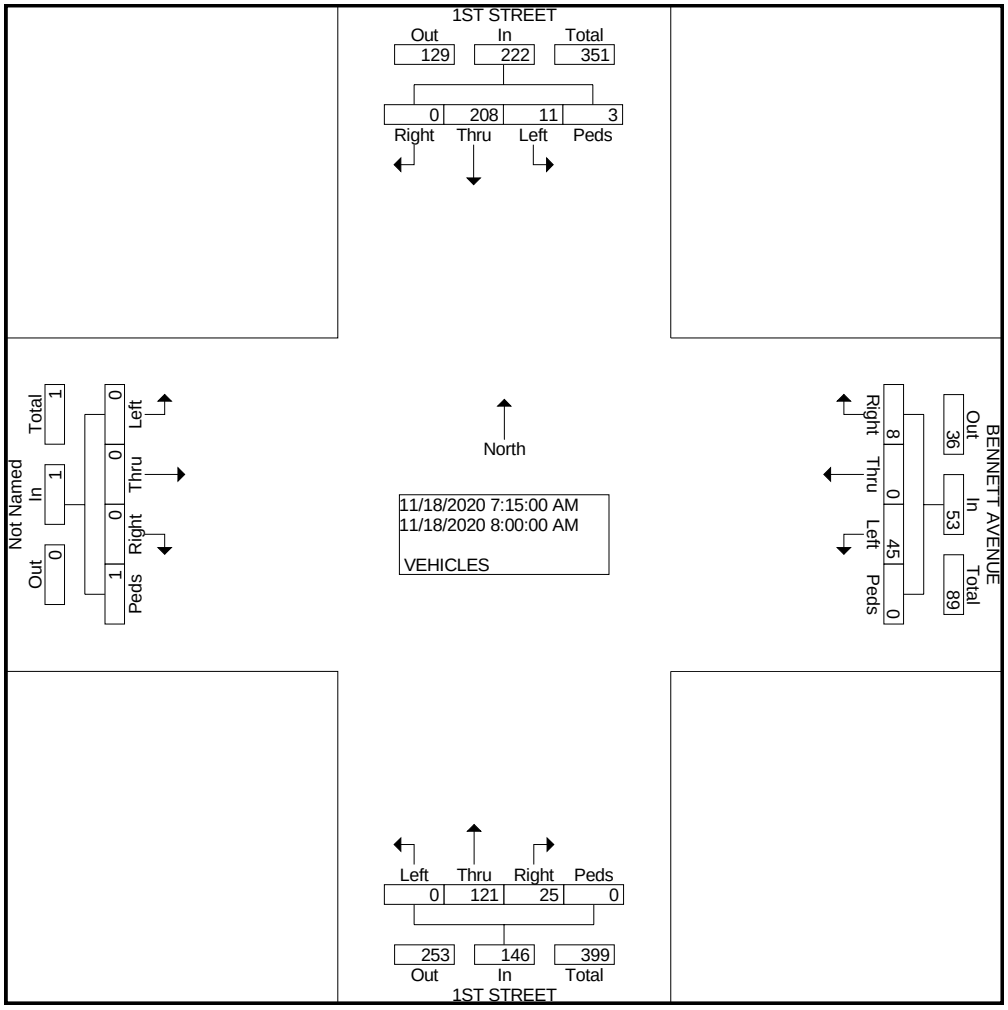
	1ST STREET Southbound				BENNETT AVENUE Westbound				1ST STREET Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	1	39	0	0	10	0	1	0	0	18	3	0	0	0	0	0	72
06:45 AM	1	44	0	0	9	0	3	0	0	32	7	0	0	0	0	0	96
Total	2	83	0	0	19	0	4	0	0	50	10	0	0	0	0	0	168
07:00 AM	1	37	0	0	9	0	1	0	0	35	5	1	0	0	0	0	89
07:15 AM	2	53	0	2	13	0	4	0	0	32	5	0	0	0	0	0	111
07:30 AM	3	58	0	0	11	0	2	0	0	28	5	0	0	0	0	1	108
07:45 AM	2	53	0	1	14	0	1	0	0	38	10	0	0	0	0	0	119
Total	8	201	0	3	47	0	8	0	0	133	25	1	0	0	0	1	427
08:00 AM	4	44	0	0	7	0	1	0	0	23	5	0	0	0	0	0	84
08:15 AM	3	43	0	1	12	0	3	0	0	25	5	0	0	0	0	0	92
Total	7	87	0	1	19	0	4	0	0	48	10	0	0	0	0	0	176
04:00 PM	8	47	0	0	20	0	4	0	0	52	19	0	0	0	0	0	150
04:15 PM	4	55	0	1	14	0	6	0	0	53	18	0	0	0	0	0	151
04:30 PM	5	50	0	0	14	0	8	0	0	64	10	0	0	0	0	0	151
04:45 PM	4	70	0	5	13	0	6	0	0	65	22	0	0	0	0	0	185
Total	21	222	0	6	61	0	24	0	0	234	69	0	0	0	0	0	637
05:00 PM	12	58	0	1	8	1	9	0	0	54	16	0	0	0	0	0	159
05:15 PM	12	61	0	0	5	0	9	0	0	64	13	0	0	0	0	0	164
05:30 PM	4	51	0	3	7	1	5	0	0	70	15	0	0	0	0	0	156
05:45 PM	9	40	0	1	8	0	7	0	0	67	19	0	0	0	0	0	151
Total	37	210	0	5	28	2	30	0	0	255	63	0	0	0	0	0	630
Grand Total	75	803	0	15	174	2	70	0	0	720	177	1	0	0	0	1	2038
Apprch %	8.4	89.9	0.0	1.7	70.7	0.8	28.5	0.0	0.0	80.2	19.7	0.1	0.0	0.0	0.0	100.0	
Total %	3.7	39.4	0.0	0.7	8.5	0.1	3.4	0.0	0.0	35.3	8.7	0.0	0.0	0.0	0.0	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: 1ST STREET
E/W STREET: BENNETT AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : 1STBENN
Site Code : 00000022
Start Date : 11/18/2020
Page No : 2

	1ST STREET Southbound					BENNETT AVENUE Westbound					1ST STREET Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	11	208	0	3	222	45	0	8	0	53	0	121	25	0	146	0	0	0	1	1	422
Percent	5.0	93.7	0.0	1.4		84.9	0.0	15.1	0.0		0.0	82.9	17.1	0.0		0.0	0.0	0.0	100.0		
07:45 Volume	2	53	0	1	56	14	0	1	0	15	0	38	10	0	48	0	0	0	0	0	119
Peak Factor																					0.887
High Int.	07:30 AM					07:15 AM					07:45 AM					07:30 AM					
Volume	3	58	0	0	61	13	0	4	0	17	0	38	10	0	48	0	0	0	1	1	
Peak Factor					0.910					0.779					0.760					0.250	

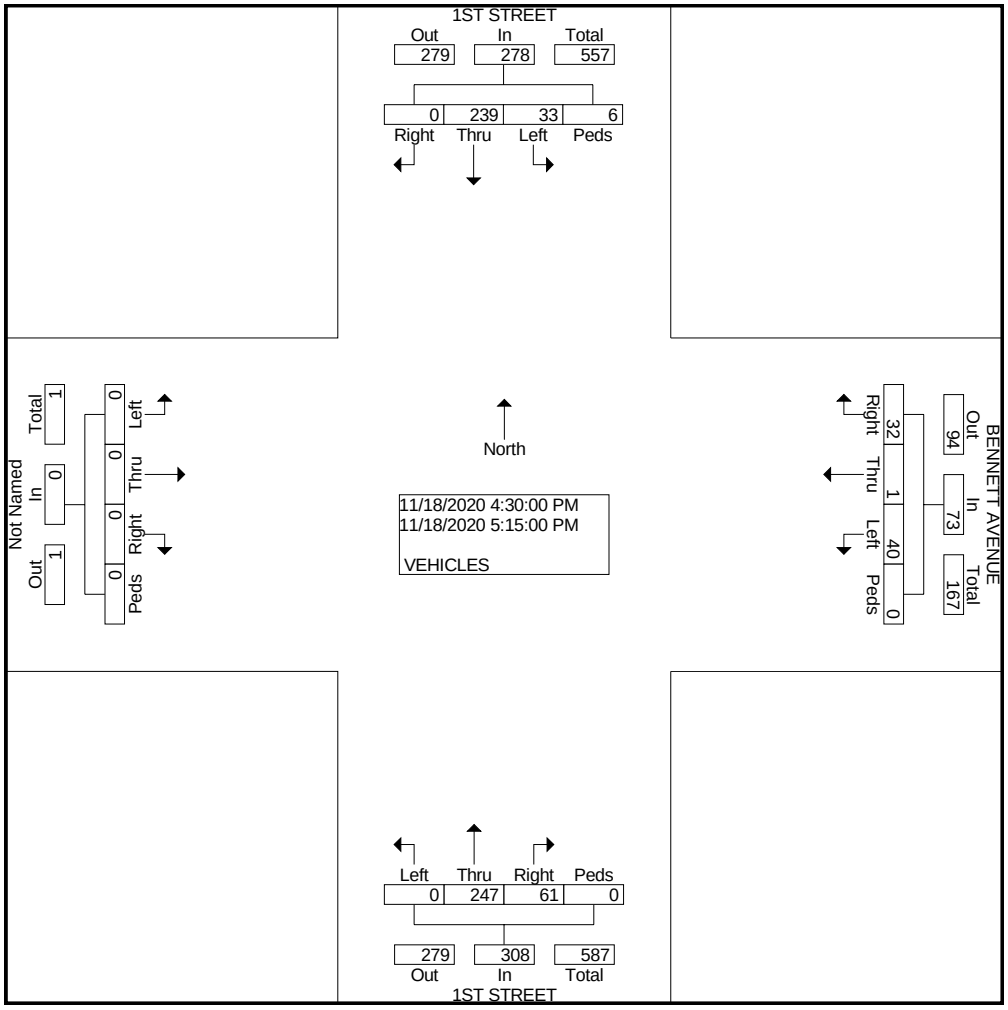


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: 1ST STREET
E/W STREET: BENNETT AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : 1STBENN
Site Code : 00000022
Start Date : 11/18/2020
Page No : 2

	1ST STREET Southbound					BENNETT AVENUE Westbound					1ST STREET Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	33	239	0	6	278	40	1	32	0	73	0	247	61	0	308	0	0	0	0	0	659
Percent	11.9	86.0	0.0	2.2		54.8	1.4	43.8	0.0		0.0	80.2	19.8	0.0		0.0	0.0	0.0	0.0		
04:45 Volume	4	70	0	5	79	13	0	6	0	19	0	65	22	0	87	0	0	0	0	0	185
Peak Factor																					0.891
High Int.	04:45 PM					04:30 PM					04:45 PM										
Volume	4	70	0	5	79	14	0	8	0	22	0	65	22	0	87						
Peak Factor					0.880					0.830					0.885						



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: 1ST STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : 1STCOLF
Site Code : 00000015
Start Date : 11/18/2020
Page No : 1

Groups Printed- VEHICLES

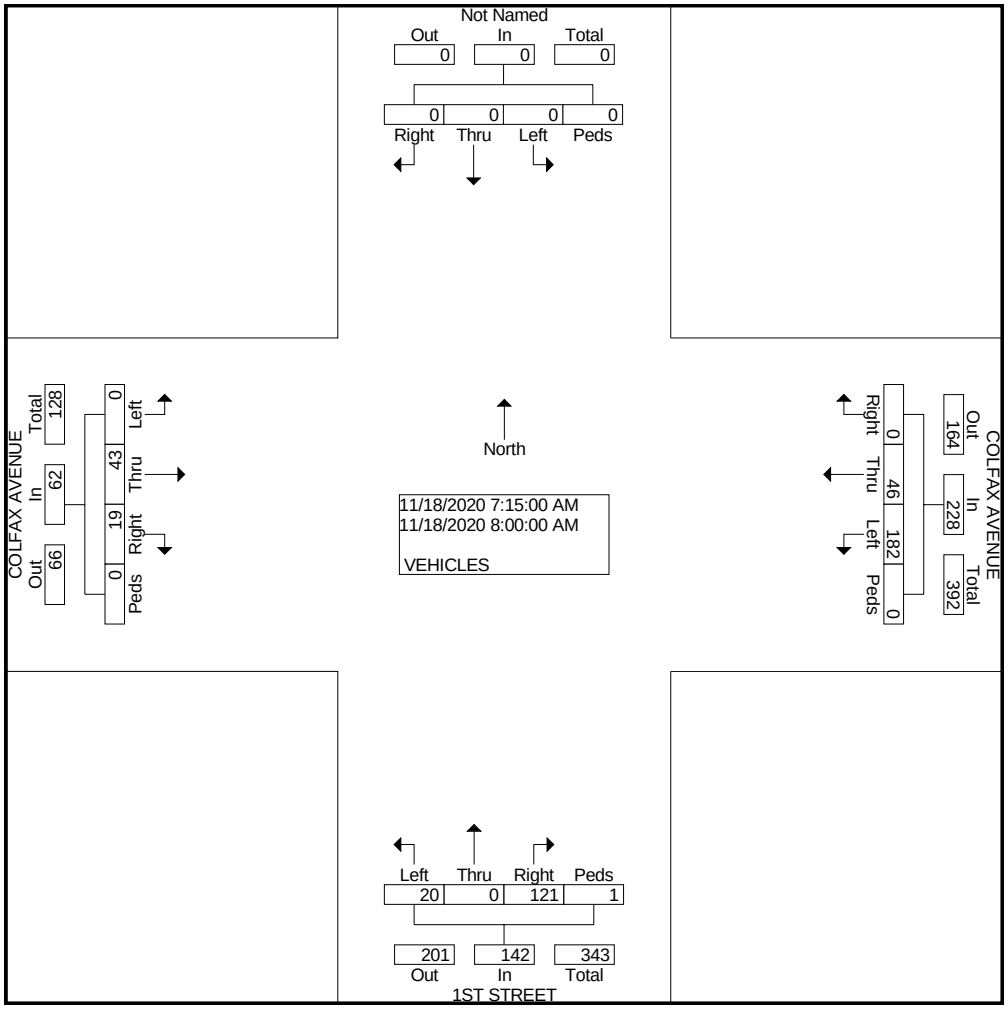
	Southbound				COLFAX AVENUE Westbound				1ST STREET Northbound				COLFAX AVENUE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	34	9	0	0	8	0	14	0	0	4	2	0	71
06:45 AM	0	0	0	0	31	7	0	0	4	0	32	0	0	3	3	0	80
Total	0	0	0	0	65	16	0	0	12	0	46	0	0	7	5	0	151
07:00 AM	0	0	0	0	34	8	0	0	3	0	31	0	0	4	1	0	81
07:15 AM	0	0	0	0	41	13	0	0	7	0	32	0	0	10	5	0	108
07:30 AM	0	0	0	0	52	12	0	0	2	0	28	0	0	13	5	0	112
07:45 AM	0	0	0	0	48	15	0	0	6	0	41	0	0	14	5	0	129
Total	0	0	0	0	175	48	0	0	18	0	132	0	0	41	16	0	430
08:00 AM	0	0	0	0	41	6	0	0	5	0	20	1	0	6	4	0	83
08:15 AM	0	0	0	0	35	7	0	0	7	0	22	0	0	7	5	0	83
Total	0	0	0	0	76	13	0	0	12	0	42	1	0	13	9	0	166
04:00 PM	0	0	1	0	40	6	0	0	8	0	38	0	0	14	13	0	120
04:15 PM	0	0	0	0	44	3	0	0	4	0	44	0	0	12	14	0	121
04:30 PM	0	0	0	0	56	6	0	0	4	0	56	0	0	10	6	0	138
04:45 PM	0	0	0	0	63	7	0	0	14	0	45	0	0	16	12	0	157
Total	0	0	1	0	203	22	0	0	30	0	183	0	0	52	45	0	536
05:00 PM	0	0	0	0	49	9	0	0	6	0	46	3	0	20	18	0	151
05:15 PM	0	0	0	0	54	9	0	0	10	0	51	0	0	14	11	0	149
05:30 PM	0	0	0	0	45	4	0	0	13	0	50	0	0	13	12	0	137
05:45 PM	0	0	0	0	41	1	0	0	9	0	52	0	0	9	9	0	121
Total	0	0	0	0	189	23	0	0	38	0	199	3	0	56	50	0	558
Grand Total	0	0	1	0	708	122	0	0	110	0	602	4	0	169	125	0	1841
Apprch %	0.0	0.0	100.0	0.0	85.3	14.7	0.0	0.0	15.4	0.0	84.1	0.6	0.0	57.5	42.5	0.0	
Total %	0.0	0.0	0.1	0.0	38.5	6.6	0.0	0.0	6.0	0.0	32.7	0.2	0.0	9.2	6.8	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: 1ST STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : 1STCOLF
Site Code : 00000015
Start Date : 11/18/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					1ST STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	0	0	0	0	182	46	0	0	228	20	0	121	1	142	0	43	19	0	62	432
Percent	0.0	0.0	0.0	0.0		79.8	20.2	0.0	0.0		14.1	0.0	85.2	0.7		0.0	69.4	30.6	0.0		
07:45 Volume	0	0	0	0	0	48	15	0	0	63	6	0	41	0	47	0	14	5	0	19	129
Peak Factor																					0.837
High Int.	6:15:00 AM					07:30 AM					07:45 AM					07:45 AM					
Volume	0	0	0	0	0	52	12	0	0	64	6	0	41	0	47	0	14	5	0	19	
Peak Factor										0.891					0.755					0.816	

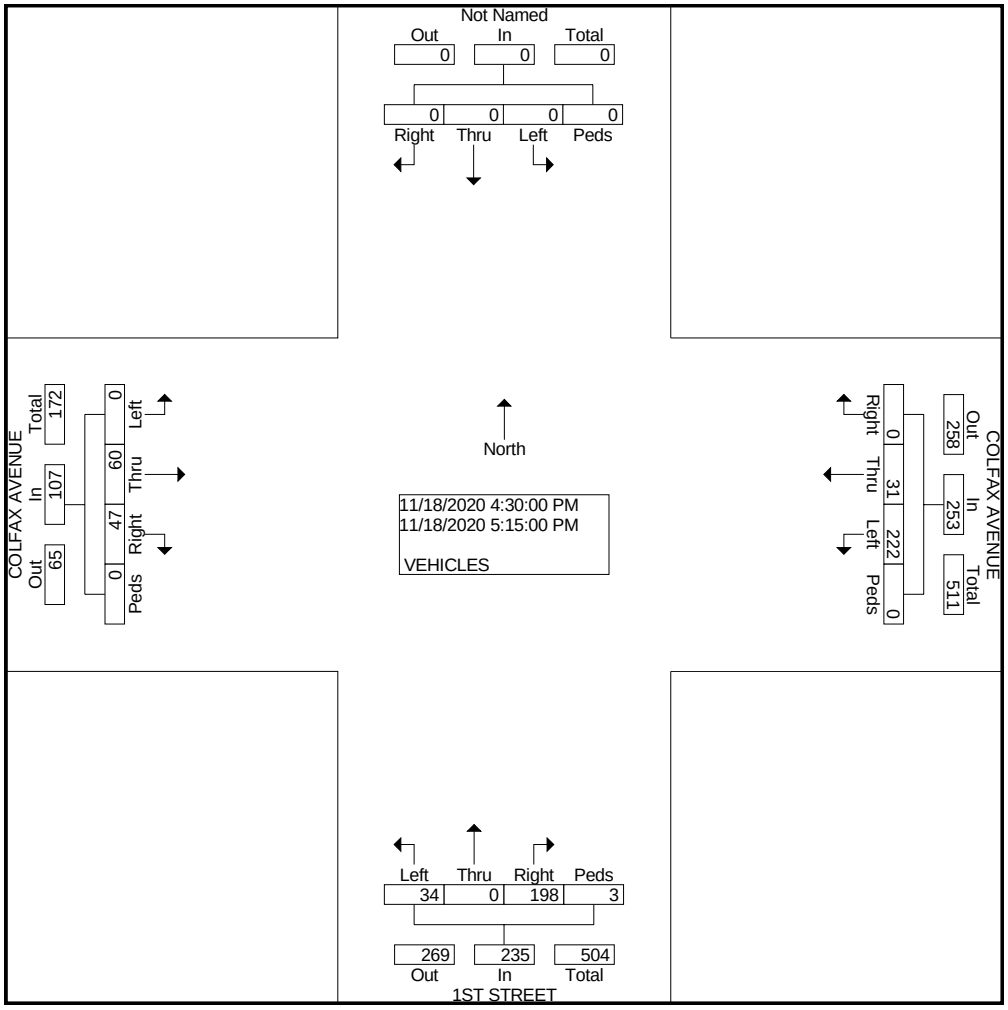


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: 1ST STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : 1STCOLF
Site Code : 00000015
Start Date : 11/18/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					1ST STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	0	0	0	0	0	222	31	0	0	253	34	0	198	3	235	0	60	47	0	107	595
Percent	0.0	0.0	0.0	0.0		87.7	12.3	0.0	0.0		14.5	0.0	84.3	1.3		0.0	56.1	43.9	0.0		
04:45 Volume	0	0	0	0	0	63	7	0	0	70	14	0	45	0	59	0	16	12	0	28	157
Peak Factor																					0.947
High Int.						04:45 PM					05:15 PM					05:00 PM					
Volume	0	0	0	0	0	63	7	0	0	70	10	0	51	0	61	0	20	18	0	38	
Peak Factor										0.904					0.963					0.704	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: ADAMS STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : untitled29
Site Code : 00000017
Start Date : 11/18/2020
Page No : 1

Groups Printed- VEHICLES

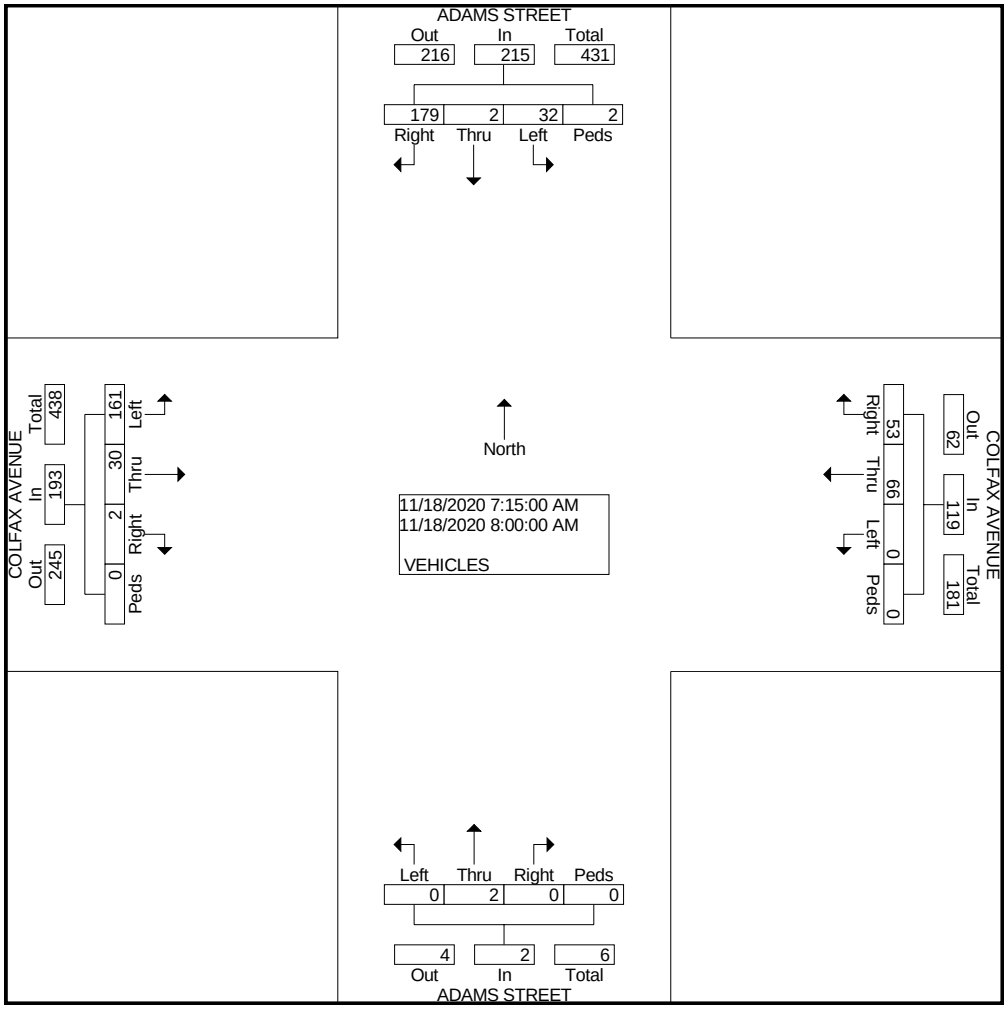
	ADAMS STREET Southbound				COLFAX AVENUE Westbound				ADAMS STREET Northbound				COLFAX AVENUE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	3	0	27	0	0	18	5	0	0	0	1	0	15	8	0	0	77
06:45 AM	5	0	28	0	0	12	10	0	0	0	0	0	33	6	0	0	94
Total	8	0	55	0	0	30	15	0	0	0	1	0	48	14	0	0	171
07:00 AM	7	0	30	0	0	15	11	0	0	0	0	0	31	6	0	0	100
07:15 AM	6	0	41	2	0	22	13	0	0	0	0	0	45	6	0	0	135
07:30 AM	11	1	47	0	0	14	12	0	0	0	0	0	38	5	1	0	129
07:45 AM	9	1	55	0	0	15	18	0	0	1	0	0	49	13	1	0	162
Total	33	2	173	2	0	66	54	0	0	1	0	0	163	30	2	0	526
08:00 AM	6	0	36	0	0	15	10	0	0	1	0	0	29	6	0	0	103
08:15 AM	6	0	32	0	0	14	7	0	0	0	0	0	22	8	0	0	89
Total	12	0	68	0	0	29	17	0	0	1	0	0	51	14	0	0	192
04:00 PM	7	1	35	0	0	21	12	0	0	1	1	0	44	20	0	0	142
04:15 PM	8	1	36	5	0	16	13	0	0	2	0	0	38	31	0	0	150
04:30 PM	7	1	44	1	0	16	4	0	0	0	0	0	51	18	0	0	142
04:45 PM	5	2	51	4	0	20	14	0	0	0	0	0	44	25	1	0	166
Total	27	5	166	10	0	73	43	0	0	3	1	0	177	94	1	0	600
05:00 PM	12	0	41	2	0	19	12	0	0	2	0	0	47	25	0	0	160
05:15 PM	9	0	42	0	0	26	11	0	0	0	1	0	47	26	0	0	162
05:30 PM	3	0	29	0	0	22	8	0	1	0	0	0	43	21	1	0	128
05:45 PM	7	0	21	0	1	16	14	0	0	0	0	0	48	22	0	0	129
Total	31	0	133	2	1	83	45	0	1	2	1	0	185	94	1	0	579
Grand Total	111	7	595	14	1	281	174	0	1	7	3	0	624	246	4	0	2068
Apprch %	15.3	1.0	81.8	1.9	0.2	61.6	38.2	0.0	9.1	63.6	27.3	0.0	71.4	28.1	0.5	0.0	
Total %	5.4	0.3	28.8	0.7	0.0	13.6	8.4	0.0	0.0	0.3	0.1	0.0	30.2	11.9	0.2	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: ADAMS STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : untitled29
Site Code : 00000017
Start Date : 11/18/2020
Page No : 2

	ADAMS STREET Southbound					COLFAX AVENUE Westbound					ADAMS STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	32	2	179	2	215	0	66	53	0	119	0	2	0	0	2	161	30	2	0	193	529
Percent	14.9	0.9	83.3	0.9		0.0	55.5	44.5	0.0		0.0	100.0	0.0	0.0		83.4	15.5	1.0	0.0		
07:45 Volume	9	1	55	0	65	0	15	18	0	33	0	1	0	0	1	49	13	1	0	63	162
Peak Factor																					0.816
High Int.	07:45 AM					07:15 AM					07:45 AM					07:45 AM					
Volume	9	1	55	0	65	0	22	13	0	35	0	1	0	0	1	49	13	1	0	63	
Peak Factor					0.827					0.850					0.500					0.766	

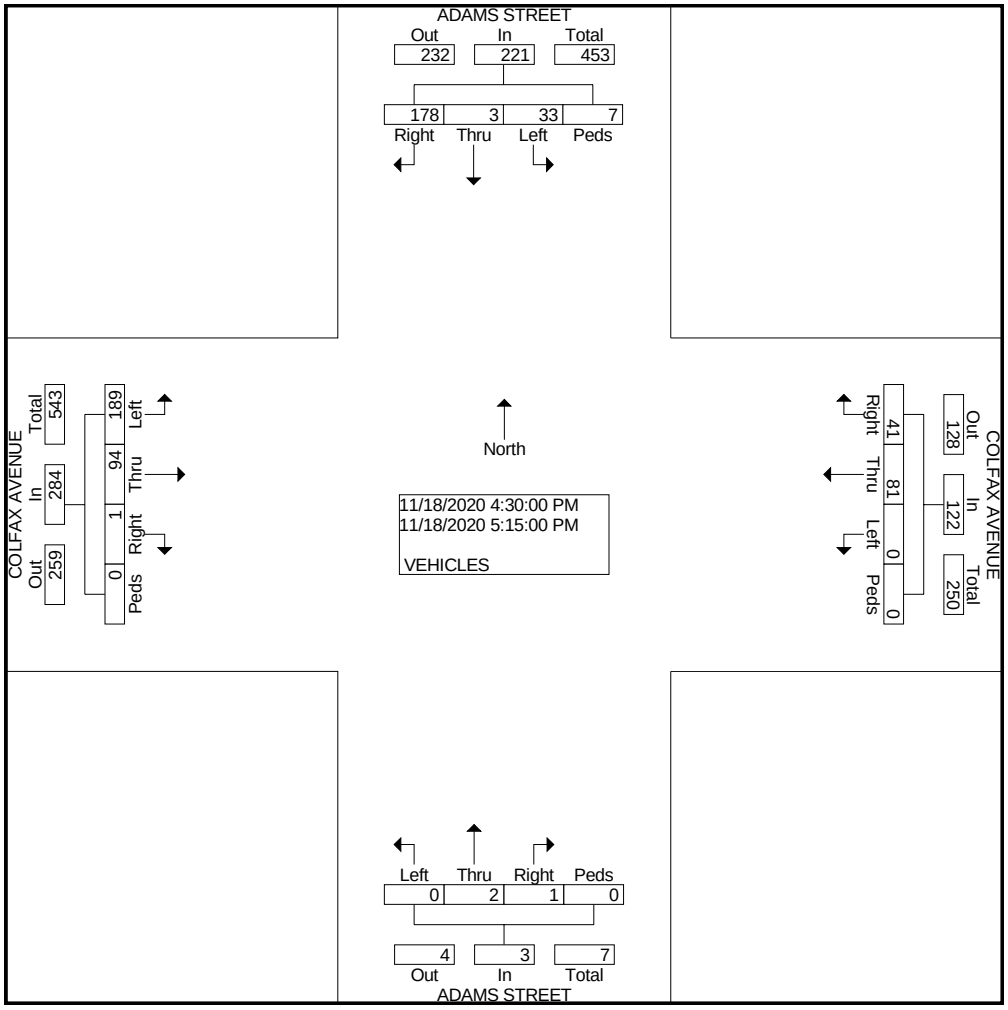


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: ADAMS STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : ADAMCOLF
Site Code : 00000017
Start Date : 11/18/2020
Page No : 2

	ADAMS STREET Southbound					COLFAX AVENUE Westbound					ADAMS STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	33	3	178	7	221	0	81	41	0	122	0	2	1	0	3	189	94	1	0	284	630
Percent	14.9	1.4	80.5	3.2		0.0	66.4	33.6	0.0		0.0	66.7	33.3	0.0		66.5	33.1	0.4	0.0		
04:45 Volume	5	2	51	4	62	0	20	14	0	34	0	0	0	0	0	44	25	1	0	70	166
Peak Factor																					0.949
High Int.	04:45 PM					05:15 PM					05:00 PM					05:15 PM					
Volume	5	2	51	4	62	0	26	11	0	37	0	2	0	0	2	47	26	0	0	73	
Peak Factor					0.891					0.824					0.375					0.973	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: CUSTER STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : CUSTCOLF
Site Code : 00000011
Start Date : 11/19/2020
Page No : 1

Groups Printed- VEHICLES

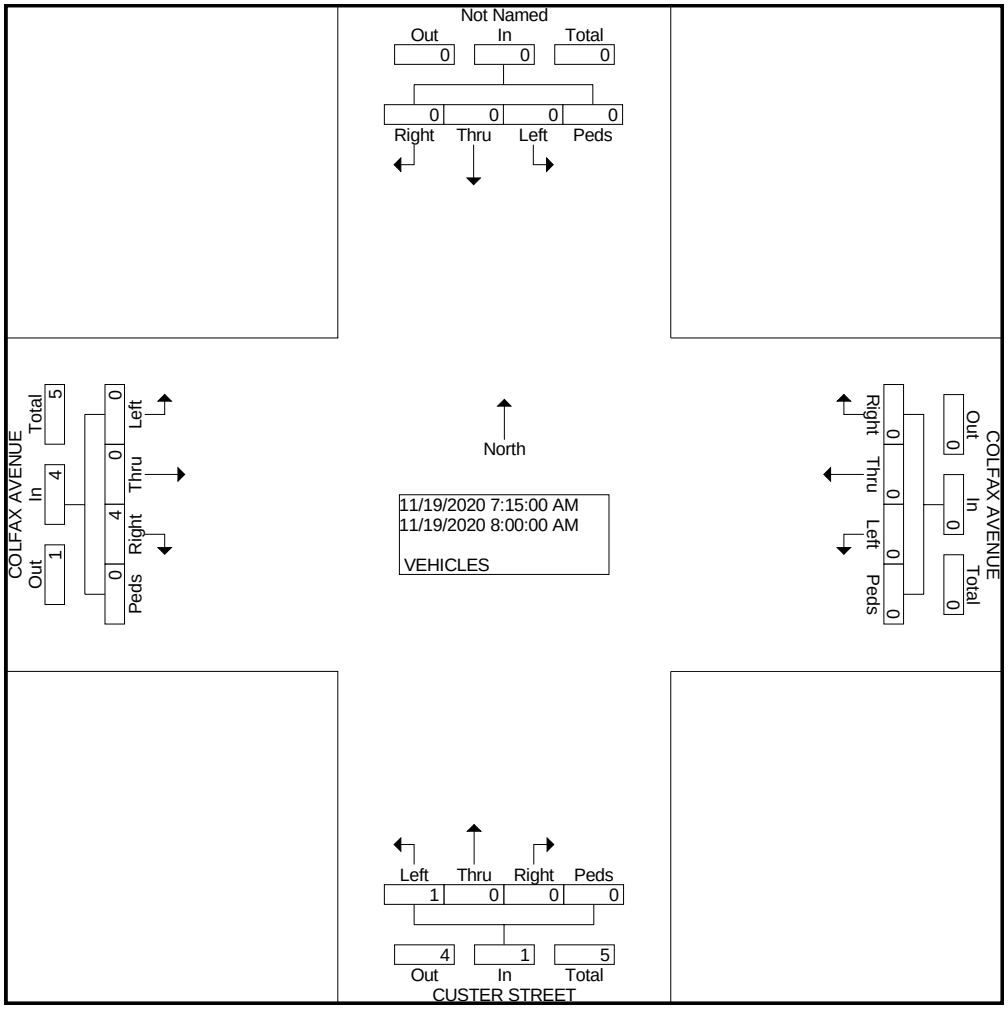
	Southbound				COLFAX AVENUE Westbound				CUSTER STREET Northbound				COLFAX AVENUE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	5
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	3
04:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	3
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3
04:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	3
Total	0	0	0	0	1	0	0	0	4	0	3	0	0	0	3	0	11
05:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4
Grand Total	0	0	0	0	1	0	0	0	7	0	6	0	0	0	10	0	24
Apprch %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	53.8	0.0	46.2	0.0	0.0	0.0	100.0	0.0	
Total %	0.0	0.0	0.0	0.0	4.2	0.0	0.0	0.0	29.2	0.0	25.0	0.0	0.0	0.0	41.7	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: CUSTER STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : CUSTCOLF
Site Code : 00000011
Start Date : 11/19/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					CUSTER STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4	0	4	5
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Peak Factor																					0.625
High Int.											08:00 AM					07:45 AM					
Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	
Peak Factor															0.250					0.500	

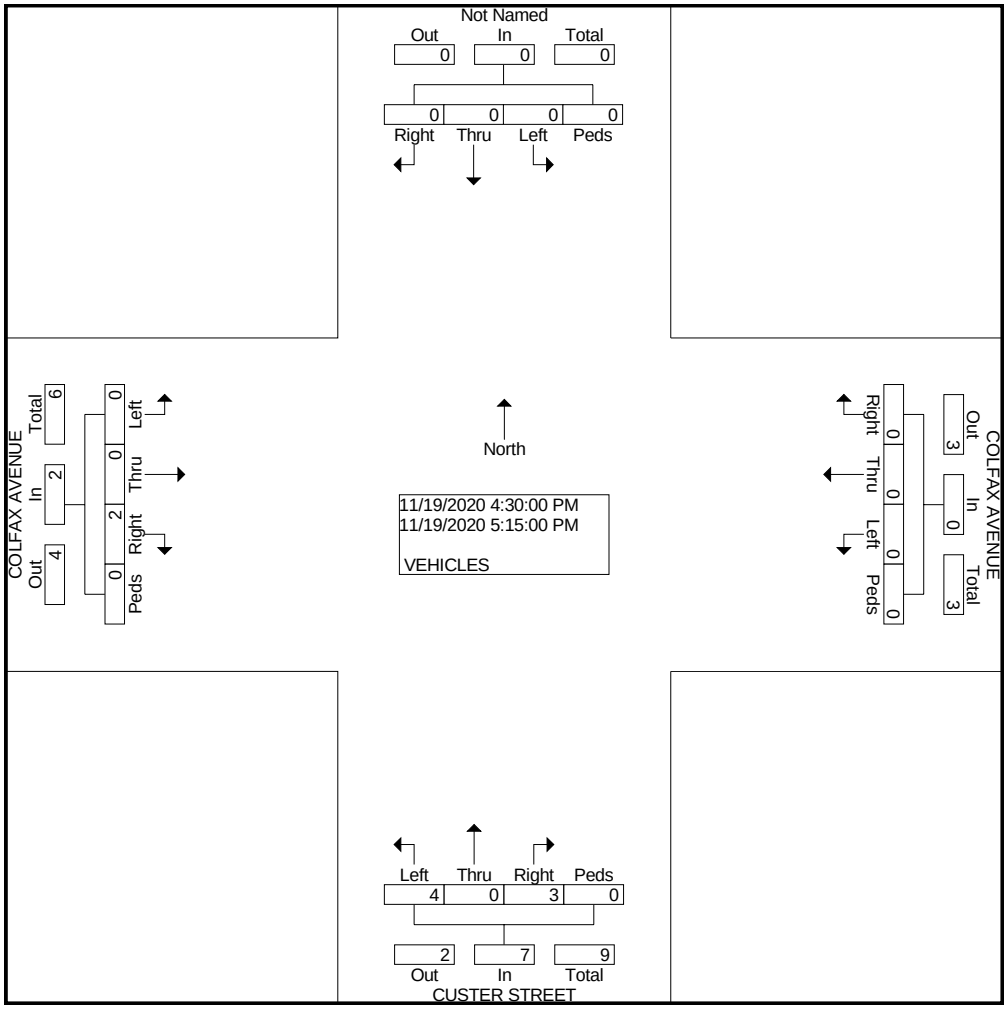


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: CUSTER STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : CUSTCOLF
Site Code : 00000011
Start Date : 11/19/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					CUSTER STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	0	0	0	0	0	0	0	0	0	0	4	0	3	0	7	0	0	2	0	2	9
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		57.1	0.0	42.9	0.0		0.0	0.0	100.0	0.0		
04:45 Volume	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	3
Peak Factor																					0.750
High Int.											04:30 PM					04:30 PM					
Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	
Peak Factor															0.875					0.500	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: ELBERT STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : ELBRTCOLF
Site Code : 00000016
Start Date : 11/19/2020
Page No : 1

Groups Printed- VEHICLES

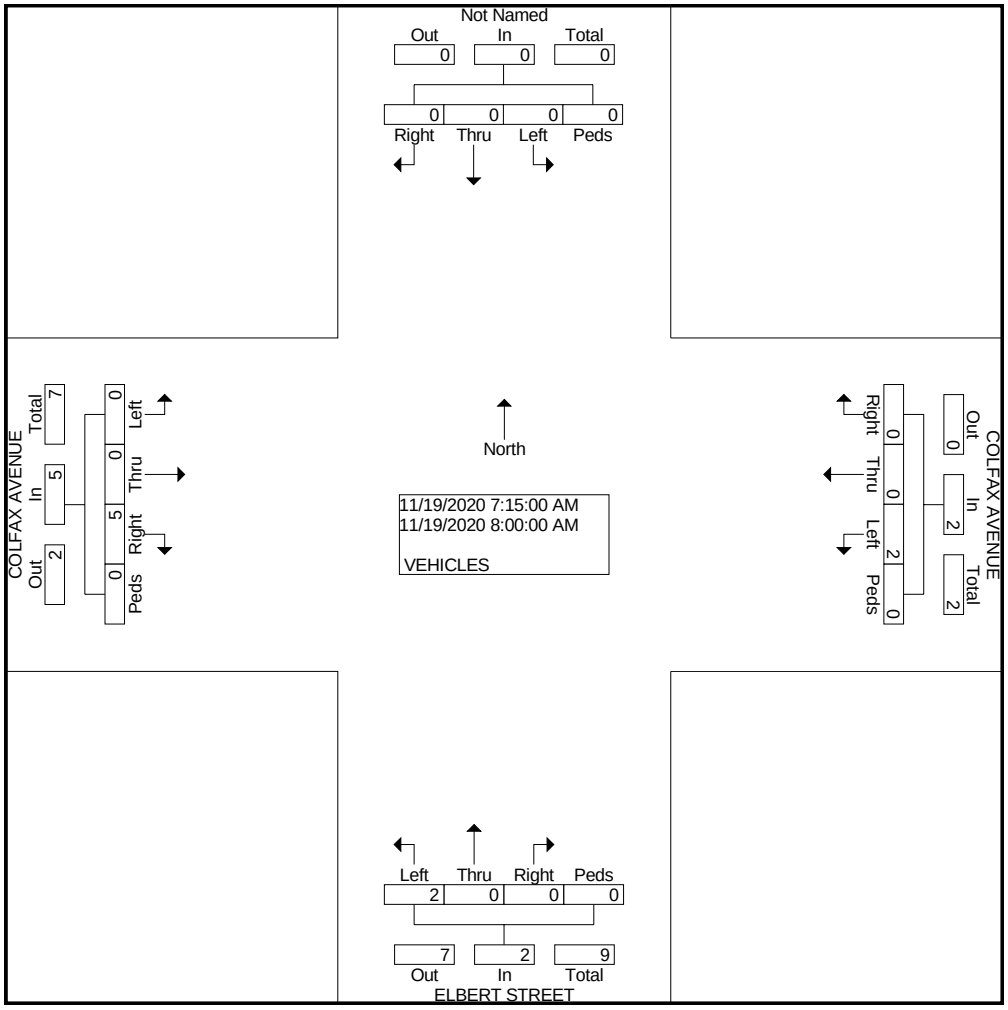
	Southbound				COLFAX AVENUE Westbound				ELBERT STREET Northbound				COLFAX AVENUE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	5
Total	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5	0	9
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	0	6
04:15 PM	0	0	0	0	1	0	0	0	1	0	1	0	0	0	3	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	1	0	3	0	0	1	9	1	16
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	5
Grand Total	0	0	0	0	5	1	0	0	5	0	3	1	0	1	15	1	32
Apprch %	0.0	0.0	0.0	0.0	83.3	16.7	0.0	0.0	55.6	0.0	33.3	11.1	0.0	5.9	88.2	5.9	
Total %	0.0	0.0	0.0	0.0	15.6	3.1	0.0	0.0	15.6	0.0	9.4	3.1	0.0	3.1	46.9	3.1	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: ELBERT STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : ELBRTCOLF
Site Code : 00000016
Start Date : 11/19/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					ELBERT STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	0	5	0	5	9
Percent	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
07:45 Volume	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	3	0	3	5
Peak Factor																					0.450
High Int.						07:15 AM					07:30 AM					07:45 AM					
Volume	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	3	0	3	
Peak Factor										0.500					0.500					0.417	

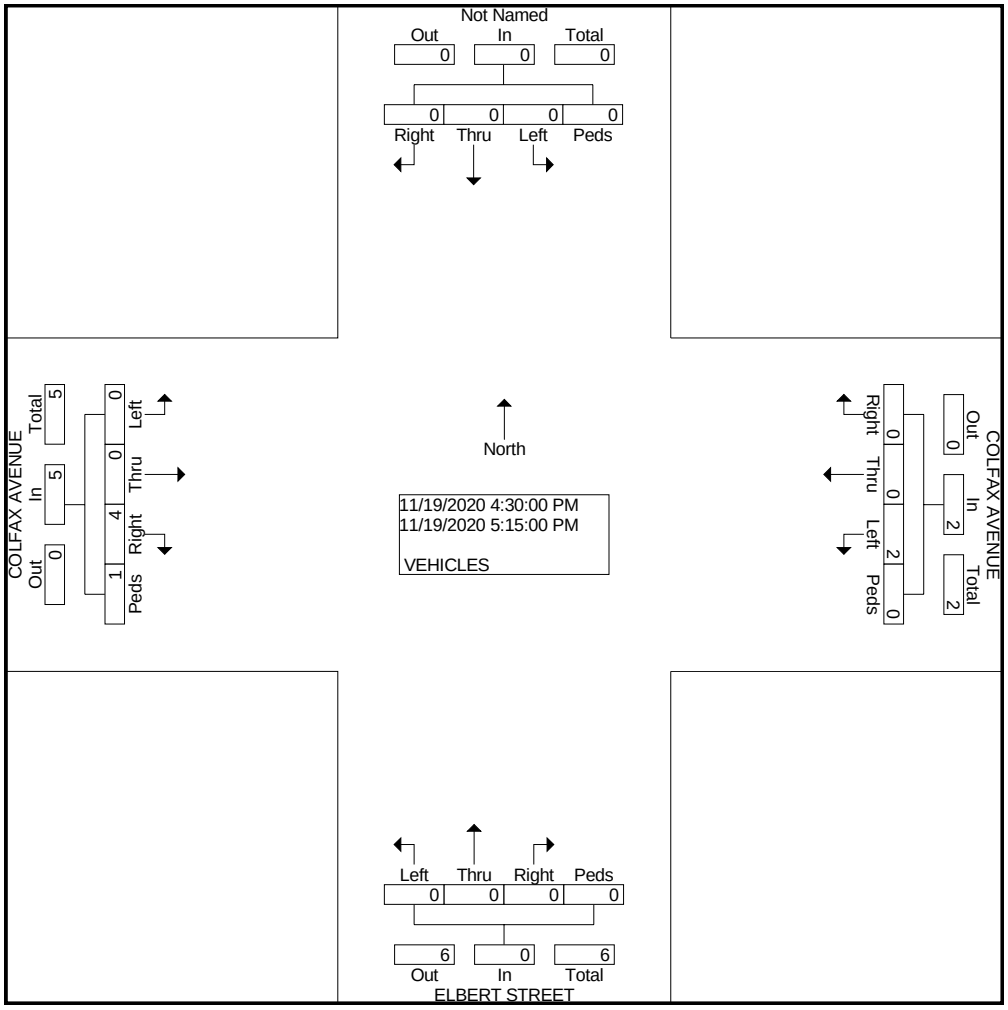


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: ELBERT STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : ELBRTCOLF
Site Code : 00000016
Start Date : 11/19/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					ELBERT STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4	1	5	7
Percent	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	80.0	20.0		
04:30 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Peak Factor																					0.583
High Int.						05:00 PM										04:30 PM					
Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	1	3	
Peak Factor										0.500										0.417	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: PIKE STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : PIKECOLF
Site Code : 00000008
Start Date : 11/19/2020
Page No : 1

Groups Printed- VEHICLES

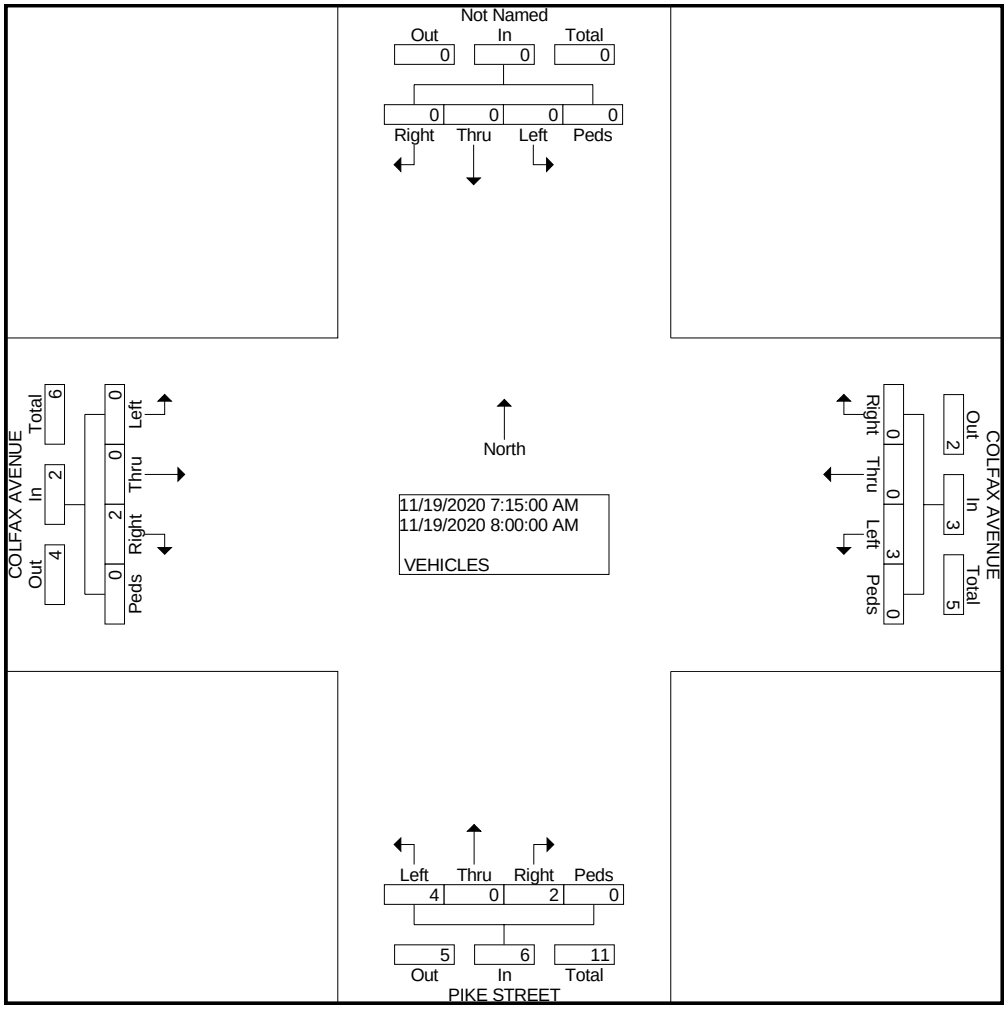
	Southbound				COLFAX AVENUE Westbound				PIKE STREET Northbound				COLFAX AVENUE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	4
07:00 AM	0	0	0	0	1	0	0	0	2	0	2	0	0	0	2	0	7
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3
07:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	0	5	0	2	0	0	0	3	0	13
08:00 AM	0	0	0	0	1	0	0	0	1	0	2	0	0	0	1	0	5
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
Total	0	0	0	0	2	0	0	0	1	0	2	0	0	0	2	0	7
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4
04:15 PM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	5
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	4
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	2	0	0	0	4	0	0	0	0	1	8	0	15
05:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3	1	6
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	0	0	0	0	2	0	1	0	0	0	4	1	8
Grand Total	0	0	0	0	7	1	0	0	15	0	5	0	0	1	17	1	47
Apprch %	0.0	0.0	0.0	0.0	87.5	12.5	0.0	0.0	75.0	0.0	25.0	0.0	0.0	5.3	89.5	5.3	
Total %	0.0	0.0	0.0	0.0	14.9	2.1	0.0	0.0	31.9	0.0	10.6	0.0	0.0	2.1	36.2	2.1	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: PIKE STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : PIKECOLF
Site Code : 00000008
Start Date : 11/19/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					PIKE STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	0	0	0	0	3	0	0	0	3	4	0	2	0	6	0	0	2	0	2	11
Percent	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		66.7	0.0	33.3	0.0		0.0	0.0	100.0	0.0		
08:00 Volume	0	0	0	0	0	1	0	0	0	1	1	0	2	0	3	0	0	1	0	1	5
Peak Factor																					0.550
High Int.						07:45 AM					08:00 AM					07:30 AM					
Volume	0	0	0	0	0	2	0	0	0	2	1	0	2	0	3	0	0	1	0	1	
Peak Factor										0.375					0.500					0.500	

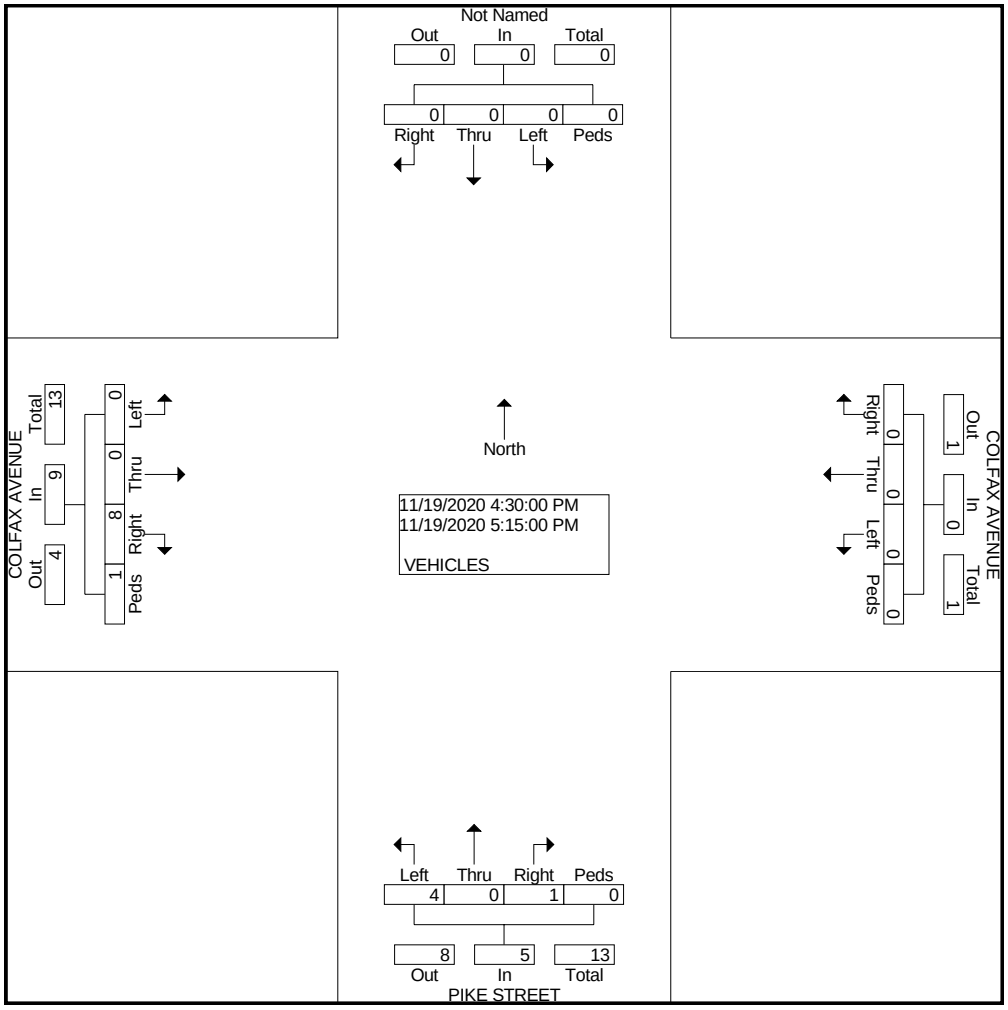


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: PIKE STREET
E/W STREET: COLFAX AVENUE
CITY: BENNETT
COUNTY: ADAMS

File Name : PIKECOLF
Site Code : 00000008
Start Date : 11/19/2020
Page No : 2

	Southbound					COLFAX AVENUE Westbound					PIKE STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	0	0	8	1	9	14
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		80.0	0.0	20.0	0.0		0.0	0.0	88.9	11.1		
05:00 Volume	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	3	1	4	6
Peak Factor																					0.583
High Int.											05:00 PM					05:00 PM					
Volume	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	3	1	4	
Peak Factor															0.625					0.563	



COUNTER MEASURES INC.

1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Location: BENNETT AVE W/O ASH STREET
City: BENNETT
County: ADAMS
Direction: EASTBOUND

Site Code: 201703
Station ID: 201703

Start Time	18-Nov-20 Wed	EASTBOUN	WESTBOUN							Total
12:00 AM		3	1							4
01:00		4	3							7
02:00		1	1							2
03:00		2	5							7
04:00		3	12							15
05:00		8	32							40
06:00		18	47							65
07:00		29	57							86
08:00		24	40							64
09:00		26	41							67
10:00		35	50							85
11:00		**54**	**58**							**112**
12:00 PM		57	62							119
01:00		47	49							96
02:00		58	**67**							125
03:00		64	60							124
04:00		66	65							**131**
05:00		**83**	37							120
06:00		67	36							103
07:00		32	12							44
08:00		27	11							38
09:00		8	8							16
10:00		7	4							11
11:00		8	5							13
Total		731	763							1494
Percent		48.9%	51.1%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	54	58	-	-	-	-	-	-	112
PM Peak	-	17:00	14:00	-	-	-	-	-	-	16:00
Vol.	-	83	67	-	-	-	-	-	-	131
Grand Total		731	763							1494
Percent		48.9%	51.1%							
ADT		ADT 1,494		AADT 1,494						

COUNTER MEASURES INC.

1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Location: BENNETT AVENUE E/O ASH STREET
City: BENNETT
County: ADAMS
Direction: EAST/WEST

Site Code: 201716
Station ID: 201716

Start Time	18-Nov-20 Wed	EASTBOUN	WESTBOUN							Total
12:00 AM		0	0							0
01:00		1	1							2
02:00		1	0							1
03:00		1	1							2
04:00		2	2							4
05:00		5	10							15
06:00		9	4							13
07:00		12	**11**							23
08:00		7	8							15
09:00		**23**	5							**28**
10:00		17	3							20
11:00		17	6							23
12:00 PM		23	2							25
01:00		25	7							32
02:00		18	8							26
03:00		24	6							30
04:00		26	**17**							**43**
05:00		**28**	7							35
06:00		19	5							24
07:00		18	4							22
08:00		18	5							23
09:00		5	3							8
10:00		5	2							7
11:00		4	1							5
Total		308	118							426
Percent		72.3%	27.7%							
AM Peak	-	09:00	07:00	-	-	-	-	-	-	09:00
Vol.	-	23	11	-	-	-	-	-	-	28
PM Peak	-	17:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	28	17	-	-	-	-	-	-	43
Grand Total		308	118							426
Percent		72.3%	27.7%							
ADT		ADT 426		AADT 426						

COUNTER MEASURES INC.

1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Location: KIOWA ST W/O ADAMS ST
City: BENNETT
County: ADAMS
Direction: EAST/WEST

Site Code: 20170
Station ID: 20170

Start Time	18-Nov-20 Wed	EASTBOUN	WESTBOUN							Total
12:00 AM		1	1							2
01:00		0	0							0
02:00		0	1							1
03:00		0	0							0
04:00		0	1							1
05:00		0	0							0
06:00		1	2							3
07:00		4	**8**							12
08:00		5	8							**13**
09:00		6	5							11
10:00		**7**	4							11
11:00		6	4							10
12:00 PM		7	**11**							18
01:00		**14**	9							23
02:00		14	11							**25**
03:00		12	8							20
04:00		12	10							22
05:00		11	7							18
06:00		9	3							12
07:00		0	0							0
08:00		4	3							7
09:00		1	0							1
10:00		1	0							1
11:00		2	1							3
Total		117	97							214
Percent		54.7%	45.3%							
AM Peak	-	10:00	07:00	-	-	-	-	-	-	08:00
Vol.	-	7	8	-	-	-	-	-	-	13
PM Peak	-	13:00	12:00	-	-	-	-	-	-	14:00
Vol.	-	14	11	-	-	-	-	-	-	25
Grand Total		117	97							214
Percent		54.7%	45.3%							
ADT		ADT 214		AADT 214						

LEVEL OF SERVICE DEFINITIONS

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

UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

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

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

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	15	205	40	15	290
Future Vol, veh/h	60	15	205	40	15	290
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	17	233	45	17	330

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	455	256	0	0	278	0
Stage 1	256	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	548	782	-	-	1283	-
Stage 1	786	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	539	782	-	-	1283	-
Mov Cap-2 Maneuver	539	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	803	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	575	1283	-
HCM Lane V/C Ratio	-	-	0.148	0.013	-
HCM Control Delay (s)	-	-	12.3	7.8	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	205	45	3	1	80	60	3	3	1	40	3	235
Future Vol, veh/h	205	45	3	1	80	60	3	3	1	40	3	235
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	233	51	3	1	91	68	3	3	1	45	3	267

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	54	0	0	781	680	53	648	647	125
Stage 1	-	-	-	-	-	-	519	519	-	127	127	-
Stage 2	-	-	-	-	-	-	262	161	-	521	520	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1420	-	-	1551	-	-	312	373	1014	383	390	926
Stage 1	-	-	-	-	-	-	540	533	-	877	791	-
Stage 2	-	-	-	-	-	-	743	765	-	539	532	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1551	-	-	192	310	1014	330	324	926
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	310	-	330	324	-
Stage 1	-	-	-	-	-	-	449	443	-	729	790	-
Stage 2	-	-	-	-	-	-	526	764	-	444	442	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.5	0.1	19	13.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	266	1420	-	-	1551	-	-	723
HCM Lane V/C Ratio	0.03	0.164	-	-	0.001	-	-	0.437
HCM Control Delay (s)	19	8	0	-	7.3	0	-	13.8
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.6	-	-	0	-	-	2.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	5	4	135	5	3
Future Vol, veh/h	80	5	4	135	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	6	5	153	6	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	257	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1496	-	732	963
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1496	-	729	963
Mov Cap-2 Maneuver	-	-	-	-	729	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	863	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	802	-	-	1496	-
HCM Lane V/C Ratio	0.011	-	-	0.003	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	7	3	135	3	1
Future Vol, veh/h	75	7	3	135	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	8	3	153	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	248	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1501	-	740	969
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	739	969
Mov Cap-2 Maneuver	-	-	-	-	739	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	868	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	786	-	-	1501	-
HCM Lane V/C Ratio	0.006	-	-	0.002	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	5	1	135	3	1
Future Vol, veh/h	70	5	1	135	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	6	1	153	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	86	0	238	83
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	155	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1510	-	750	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1510	-	749	976
Mov Cap-2 Maneuver	-	-	-	-	749	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	872	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	795	-	-	1510	-
HCM Lane V/C Ratio	0.006	-	-	0.001	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	45	340	80	40	265
Future Vol, veh/h	55	45	340	80	40	265
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	51	386	91	45	301

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	673	432	0	0	477	0
Stage 1	432	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	404	623	-	-	1083	-
Stage 1	654	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	384	623	-	-	1083	-
Mov Cap-2 Maneuver	384	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	464	1083	-
HCM Lane V/C Ratio	-	-	0.245	0.042	-
HCM Control Delay (s)	-	-	15.3	8.5	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	210	130	2	1	90	50	3	3	1	40	3	200
Future Vol, veh/h	210	130	2	1	90	50	3	3	1	40	3	200
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	239	148	2	1	102	57	3	3	1	45	3	227

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	150	0	0	875	788	149	762	761	131
Stage 1	-	-	-	-	-	-	627	627	-	133	133	-
Stage 2	-	-	-	-	-	-	248	161	-	629	628	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1420	-	-	1431	-	-	270	323	898	322	335	919
Stage 1	-	-	-	-	-	-	471	476	-	870	786	-
Stage 2	-	-	-	-	-	-	756	765	-	470	476	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1431	-	-	173	263	898	273	273	919
Mov Cap-2 Maneuver	-	-	-	-	-	-	173	263	-	273	273	-
Stage 1	-	-	-	-	-	-	384	388	-	710	785	-
Stage 2	-	-	-	-	-	-	566	764	-	380	388	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.9	0.1	20.9	14.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	234	1420	-	-	1431	-	-	648
HCM Lane V/C Ratio	0.034	0.168	-	-	0.001	-	-	0.426
HCM Control Delay (s)	20.9	8	0	-	7.5	0	-	14.6
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.6	-	-	0	-	-	2.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	10	2	135	5	2
Future Vol, veh/h	160	10	2	135	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	11	2	153	6	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	193	0	345	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	157	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1380	-	652	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1380	-	651	854
Mov Cap-2 Maneuver	-	-	-	-	651	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	698	-	-	1380	-
HCM Lane V/C Ratio	0.011	-	-	0.002	-
HCM Control Delay (s)	10.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	155	5	3	135	1	1
Future Vol, veh/h	155	5	3	135	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	6	3	153	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	182	0	338	179
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1393	-	658	864
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1393	-	657	864
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	868	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	746	-	-	1393	-
HCM Lane V/C Ratio	0.003	-	-	0.002	-
HCM Control Delay (s)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	150	4	1	135	5	4
Future Vol, veh/h	150	4	1	135	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	170	5	1	153	6	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	328	173
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	155	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1401	-	666	871
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	665	871
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	872	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	743	-	-	1401	-
HCM Lane V/C Ratio	0.014	-	-	0.001	-
HCM Control Delay (s)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	18	245	48	18	345
Future Vol, veh/h	72	18	245	48	18	345
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	20	278	55	20	392

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	542	306	0	0	333	0
Stage 1	306	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	486	733	-	-	1225	-
Stage 1	746	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	476	733	-	-	1225	-
Mov Cap-2 Maneuver	476	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	512	1225	-
HCM Lane V/C Ratio	-	-	0.2	0.017	-
HCM Control Delay (s)	-	-	13.8	8	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	230	50	10	5	85	64	15	15	1	42	10	265
Future Vol, veh/h	230	50	10	5	85	64	15	15	1	42	10	265
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	261	57	11	6	97	73	17	17	1	48	11	301

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	170	0	0	68	0	0	887	767	63	740	736	134
Stage 1	-	-	-	-	-	-	585	585	-	146	146	-
Stage 2	-	-	-	-	-	-	302	182	-	594	590	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1407	-	-	1533	-	-	265	332	1002	333	346	915
Stage 1	-	-	-	-	-	-	497	498	-	857	776	-
Stage 2	-	-	-	-	-	-	707	749	-	491	495	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1407	-	-	1533	-	-	146	267	1002	269	278	915
Mov Cap-2 Maneuver	-	-	-	-	-	-	146	267	-	269	278	-
Stage 1	-	-	-	-	-	-	401	402	-	692	773	-
Stage 2	-	-	-	-	-	-	465	746	-	379	399	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.5	0.2	27.6	16.9
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	194	1407	-	-	1533	-	-	658
HCM Lane V/C Ratio	0.182	0.186	-	-	0.004	-	-	0.547
HCM Control Delay (s)	27.6	8.1	0	-	7.4	0	-	16.9
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0.7	-	-	0	-	-	3.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	88	5	0	151	0	3
Future Vol, veh/h	88	5	0	151	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	6	0	172	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	103
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	952
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	952
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	952	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-
HCM Control Delay (s)	8.8	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	84	7	0	151	0	1
Future Vol, veh/h	84	7	0	151	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	8	0	172	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	99
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	957
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	957
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	957	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-
HCM Control Delay (s)	8.8	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	5	4	145	6	1
Future Vol, veh/h	80	5	4	145	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	6	5	165	7	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	269	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1496	-	720	963
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1496	-	717	963
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	852	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	744	-	-	1496	-
HCM Lane V/C Ratio	0.011	-	-	0.003	-
HCM Control Delay (s)	9.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	66	54	405	96	48	320
Future Vol, veh/h	66	54	405	96	48	320
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	61	460	109	55	364

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	807	515	0	0	569	0
Stage 1	515	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	335	559	-	-	1001	-
Stage 1	599	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	312	559	-	-	1001	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	389	1001	-
HCM Lane V/C Ratio	-	-	0.351	0.054	-
HCM Control Delay (s)	-	-	19.2	8.8	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.2	-

Intersection	
Int Delay, s/veh	9.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	235	135	15	3	95	53	10	10	1	42	15	225
Future Vol, veh/h	235	135	15	3	95	53	10	10	1	42	15	225
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	267	153	17	3	108	60	11	11	1	48	17	256

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	168	0	0	170	0	0	977	870	162	846	848	138
Stage 1	-	-	-	-	-	-	696	696	-	144	144	-
Stage 2	-	-	-	-	-	-	281	174	-	702	704	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1410	-	-	1407	-	-	230	290	883	282	298	910
Stage 1	-	-	-	-	-	-	432	443	-	859	778	-
Stage 2	-	-	-	-	-	-	726	755	-	429	440	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1410	-	-	1407	-	-	131	229	883	227	235	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	229	-	227	235	-
Stage 1	-	-	-	-	-	-	341	350	-	679	776	-
Stage 2	-	-	-	-	-	-	510	753	-	327	348	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5	0.2	29.1	19.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	173	1410	-	-	1407	-	-	568
HCM Lane V/C Ratio	0.138	0.189	-	-	0.002	-	-	0.564
HCM Control Delay (s)	29.1	8.1	0	-	7.6	0	-	19.2
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0.7	-	-	0	-	-	3.5

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	166	10	0	151	0	2
Future Vol, veh/h	166	10	0	151	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	11	0	172	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	195
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	846
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	846
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	846	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	163	5	0	151	0	1
Future Vol, veh/h	163	5	0	151	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	6	0	172	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	188
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	854
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	854
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	854	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-
HCM Control Delay (s)	9.2	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	4	4	145	6	4
Future Vol, veh/h	160	4	4	145	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	5	5	165	7	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	187	0	360	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1387	-	639	857
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1387	-	636	857
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	709	-	-	1387	-
HCM Lane V/C Ratio	0.016	-	-	0.003	-
HCM Control Delay (s)	10.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	19	245	68	18	345
Future Vol, veh/h	128	19	245	68	18	345
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	200	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	22	278	77	20	392

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	514	278	0	0	355	0
Stage 1	278	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	505	760	-	-	1202	-
Stage 1	768	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	494	760	-	-	1202	-
Mov Cap-2 Maneuver	494	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	517	1202	-
HCM Lane V/C Ratio	-	-	0.323	0.017	-
HCM Control Delay (s)	-	-	15.3	8	0.1
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.4	0.1	-

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	230	50	11	5	86	67	17	27	1	44	13	265
Future Vol, veh/h	230	50	11	5	86	67	17	27	1	44	13	265
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	261	57	13	6	98	76	19	31	1	50	15	301

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	174	0	0	70	0	0	892	772	64	750	740	136
Stage 1	-	-	-	-	-	-	586	586	-	148	148	-
Stage 2	-	-	-	-	-	-	306	186	-	602	592	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1403	-	-	1531	-	-	263	330	1000	328	345	913
Stage 1	-	-	-	-	-	-	496	497	-	855	775	-
Stage 2	-	-	-	-	-	-	704	746	-	486	494	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1403	-	-	1531	-	-	144	265	1000	254	277	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	144	265	-	254	277	-
Stage 1	-	-	-	-	-	-	400	401	-	689	772	-
Stage 2	-	-	-	-	-	-	461	743	-	361	398	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.4	0.2	28.5	18.3
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	204	1403	-	-	1531	-	-	631
HCM Lane V/C Ratio	0.251	0.186	-	-	0.004	-	-	0.58
HCM Control Delay (s)	28.5	8.2	0	-	7.4	0	-	18.3
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0.7	-	-	0	-	-	3.7

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	5	0	155	0	3
Future Vol, veh/h	90	5	0	155	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	6	0	176	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	105
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	949
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	949
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	949	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-
HCM Control Delay (s)	8.8	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	8	0	155	0	1
Future Vol, veh/h	85	8	0	155	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	9	0	176	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	102
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	953
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	953
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	953	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-
HCM Control Delay (s)	8.8	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	6	4	145	10	1
Future Vol, veh/h	80	6	4	145	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	7	5	165	11	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	98	0	270	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1495	-	719	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1495	-	716	962
Mov Cap-2 Maneuver	-	-	-	-	716	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	733	-	-	1495	-
HCM Lane V/C Ratio	0.017	-	-	0.003	-
HCM Control Delay (s)	10	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	104	54	405	159	49	320
Future Vol, veh/h	104	54	405	159	49	320
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	200	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	61	460	181	56	364

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	754	460	0	0	641	0
Stage 1	460	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	361	600	-	-	941	-
Stage 1	635	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	334	600	-	-	941	-
Mov Cap-2 Maneuver	334	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	676	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.6	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	394	941	-
HCM Lane V/C Ratio	-	-	0.456	0.059	-
HCM Control Delay (s)	-	-	21.6	9.1	0.3
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.3	0.2	-

Intersection	
Int Delay, s/veh	11.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	235	136	17	3	96	55	11	18	1	47	27	225
Future Vol, veh/h	235	136	17	3	96	55	11	18	1	47	27	225
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	267	155	19	3	109	63	13	20	1	53	31	256

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	172	0	0	174	0	0	989	877	165	856	855	141
Stage 1	-	-	-	-	-	-	699	699	-	147	147	-
Stage 2	-	-	-	-	-	-	290	178	-	709	708	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1405	-	-	1403	-	-	226	287	879	278	296	907
Stage 1	-	-	-	-	-	-	430	442	-	856	775	-
Stage 2	-	-	-	-	-	-	718	752	-	425	438	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1403	-	-	122	226	879	217	233	907
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	226	-	217	233	-
Stage 1	-	-	-	-	-	-	339	349	-	675	773	-
Stage 2	-	-	-	-	-	-	494	750	-	315	346	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.9	0.1	30.5	24.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	175	1405	-	-	1403	-	-	515
HCM Lane V/C Ratio	0.195	0.19	-	-	0.002	-	-	0.66
HCM Control Delay (s)	30.5	8.2	0	-	7.6	0	-	24.5
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0.7	-	-	0	-	-	4.8

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	12	0	154	0	2
Future Vol, veh/h	170	12	0	154	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	14	0	175	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	200
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	841
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	841
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	841	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	7	0	154	0	1
Future Vol, veh/h	165	7	0	154	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	188	8	0	175	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	192
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	850
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	850
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	850	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-
HCM Control Delay (s)	9.2	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	6	4	145	9	4
Future Vol, veh/h	160	6	4	145	9	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	7	5	165	10	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	189	0	361	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1385	-	638	856
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1385	-	635	856
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	852	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	690	-	-	1385	-
HCM Lane V/C Ratio	0.021	-	-	0.003	-
HCM Control Delay (s)	10.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	25	125	50	25	180
Future Vol, veh/h	75	25	125	50	25	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	200	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	28	142	57	28	205

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	403	142	0	0	199	0
Stage 1	142	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	603	906	-	-	1373	-
Stage 1	885	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	591	906	-	-	1373	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	647	1373	-
HCM Lane V/C Ratio	-	-	0.176	0.021	-
HCM Control Delay (s)	-	-	11.7	7.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	125	65	10	5	100	105	15	15	5	50	10	135
Future Vol, veh/h	125	65	10	5	100	105	15	15	5	50	10	135
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	142	74	11	6	114	119	17	17	6	57	11	153

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	233	0	0	85	0	0	632	609	80	561	555	174
Stage 1	-	-	-	-	-	-	364	364	-	186	186	-
Stage 2	-	-	-	-	-	-	268	245	-	375	369	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1335	-	-	1512	-	-	393	410	980	438	440	869
Stage 1	-	-	-	-	-	-	655	624	-	816	746	-
Stage 2	-	-	-	-	-	-	738	703	-	646	621	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1335	-	-	1512	-	-	288	362	980	383	389	869
Mov Cap-2 Maneuver	-	-	-	-	-	-	288	362	-	383	389	-
Stage 1	-	-	-	-	-	-	582	554	-	725	742	-
Stage 2	-	-	-	-	-	-	595	699	-	553	551	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5	0.2	16.4	13.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	355	1335	-	-	1512	-	-	626
HCM Lane V/C Ratio	0.112	0.106	-	-	0.004	-	-	0.354
HCM Control Delay (s)	16.4	8	0	-	7.4	0	-	13.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.4	-	-	0	-	-	1.6

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	5	0	210	0	5
Future Vol, veh/h	115	5	0	210	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	131	6	0	239	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	134
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	915
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	915	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s)	9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	110	10	0	210	0	5
Future Vol, veh/h	110	10	0	210	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	11	0	239	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	131
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	919
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	919
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	919	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s)	8.9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	110	5	10	205	5	5
Future Vol, veh/h	110	5	10	205	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	6	11	233	6	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	131	0	383	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1454	-	620	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1454	-	614	922
Mov Cap-2 Maneuver	-	-	-	-	614	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	781	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	737	-	-	1454	-
HCM Lane V/C Ratio	0.015	-	-	0.008	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	65	135	100	60	155
Future Vol, veh/h	70	65	135	100	60	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	200	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	74	153	114	68	176

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	465	153	0	0	267	0
Stage 1	153	-	-	-	-	-
Stage 2	312	-	-	-	-	-
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	556	893	-	-	1297	-
Stage 1	875	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	527	893	-	-	1297	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	657	1297	-
HCM Lane V/C Ratio	-	-	0.233	0.053	-
HCM Control Delay (s)	-	-	12.1	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.2	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	165	115	15	5	100	75	10	10	5	60	15	150
Future Vol, veh/h	165	115	15	5	100	75	10	10	5	60	15	150
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	188	131	17	6	114	85	11	11	6	68	17	170

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	199	0	0	148	0	0	778	727	140	693	693	157
Stage 1	-	-	-	-	-	-	516	516	-	169	169	-
Stage 2	-	-	-	-	-	-	262	211	-	524	524	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1373	-	-	1434	-	-	314	351	908	358	367	889
Stage 1	-	-	-	-	-	-	542	534	-	833	759	-
Stage 2	-	-	-	-	-	-	743	728	-	537	530	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1373	-	-	1434	-	-	215	297	908	305	311	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	297	-	305	311	-
Stage 1	-	-	-	-	-	-	461	454	-	709	755	-
Stage 2	-	-	-	-	-	-	584	724	-	443	451	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.5	0.2	18.7	17.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	292	1373	-	-	1434	-	-	544
HCM Lane V/C Ratio	0.097	0.137	-	-	0.004	-	-	0.47
HCM Control Delay (s)	18.7	8	0	-	7.5	0	-	17.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0.5	-	-	0	-	-	2.5

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	10	0	180	0	5
Future Vol, veh/h	170	10	0	180	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	11	0	205	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	199
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	842
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	842
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	842	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	5	0	180	0	5
Future Vol, veh/h	170	5	0	180	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	6	0	205	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	196
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	845
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	845
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	845	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	5	10	175	5	5
Future Vol, veh/h	170	5	10	175	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	6	11	199	6	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	199	0	417	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	221	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1373	-	592	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1373	-	587	845
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	809	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	693	-	-	1373	-
HCM Lane V/C Ratio	0.016	-	-	0.008	-
HCM Control Delay (s)	10.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	97	26	125	58	25	180
Future Vol, veh/h	97	26	125	58	25	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	200	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	30	142	66	28	205

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	403	142	0	0	208	0
Stage 1	142	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	603	906	-	-	1363	-
Stage 1	885	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	590	906	-	-	1363	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	637	1363	-
HCM Lane V/C Ratio	-	-	0.219	0.021	-
HCM Control Delay (s)	-	-	12.2	7.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	125	65	11	6	101	107	17	21	7	51	12	135
Future Vol, veh/h	125	65	11	6	101	107	17	21	7	51	12	135
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	142	74	13	7	115	122	19	24	8	58	14	153

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	237	0	0	87	0	0	639	616	81	571	561	176
Stage 1	-	-	-	-	-	-	365	365	-	190	190	-
Stage 2	-	-	-	-	-	-	274	251	-	381	371	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1330	-	-	1509	-	-	389	406	979	432	436	867
Stage 1	-	-	-	-	-	-	654	623	-	812	743	-
Stage 2	-	-	-	-	-	-	732	699	-	641	620	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1330	-	-	1509	-	-	284	359	979	371	385	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	284	359	-	371	385	-
Stage 1	-	-	-	-	-	-	581	553	-	721	739	-
Stage 2	-	-	-	-	-	-	588	696	-	540	551	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5	0.2	16.7	14.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	359	1330	-	-	1509	-	-	610
HCM Lane V/C Ratio	0.142	0.107	-	-	0.005	-	-	0.369
HCM Control Delay (s)	16.7	8	0	-	7.4	0	-	14.3
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.4	-	-	0	-	-	1.7

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	118	5	0	214	0	6
Future Vol, veh/h	118	5	0	214	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	6	0	243	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	137
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	911
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	911
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	911	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s)	9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	11	0	214	0	6
Future Vol, veh/h	113	11	0	214	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	13	0	243	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	135
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	914
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	914
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	914	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s)	9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	114	5	11	206	8	8
Future Vol, veh/h	114	5	11	206	8	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	130	6	13	234	9	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	136	0	393	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1448	-	611	916
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1448	-	605	916
Mov Cap-2 Maneuver	-	-	-	-	605	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	775	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	729	-	-	1448	-
HCM Lane V/C Ratio	0.025	-	-	0.009	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	85	65	135	125	61	155
Future Vol, veh/h	85	65	135	125	61	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	200	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	74	153	142	69	176

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	467	153	0	0	295	0
Stage 1	153	-	-	-	-	-
Stage 2	314	-	-	-	-	-
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	554	893	-	-	1266	-
Stage 1	875	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	524	893	-	-	1266	-
Mov Cap-2 Maneuver	524	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	700	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	638	1266	-
HCM Lane V/C Ratio	-	-	0.267	0.055	-
HCM Control Delay (s)	-	-	12.7	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.2	-

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	165	116	17	8	101	76	11	14	6	62	21	150
Future Vol, veh/h	165	116	17	8	101	76	11	14	6	62	21	150
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	188	132	19	9	115	86	13	16	7	70	24	170

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	151	0	0	791	737	142	705	703	158
Stage 1	-	-	-	-	-	-	518	518	-	176	176	-
Stage 2	-	-	-	-	-	-	273	219	-	529	527	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1371	-	-	1430	-	-	307	346	906	351	362	887
Stage 1	-	-	-	-	-	-	541	533	-	826	753	-
Stage 2	-	-	-	-	-	-	733	722	-	533	528	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1371	-	-	1430	-	-	206	292	906	294	306	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	292	-	294	306	-
Stage 1	-	-	-	-	-	-	460	453	-	702	748	-
Stage 2	-	-	-	-	-	-	569	717	-	434	449	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.5	0.3	19.3	18.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	287	1371	-	-	1430	-	-	519
HCM Lane V/C Ratio	0.123	0.137	-	-	0.006	-	-	0.51
HCM Control Delay (s)	19.3	8	0	-	7.5	0	-	18.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0.5	-	-	0	-	-	2.9

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	11	0	185	0	6
Future Vol, veh/h	173	11	0	185	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	197	13	0	210	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	204
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	837
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	837
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	837	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	6	0	185	0	6
Future Vol, veh/h	173	6	0	185	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	197	7	0	210	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	201
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	840
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	840
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	840	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	6	16	178	7	7
Future Vol, veh/h	173	6	16	178	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	197	7	18	202	8	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	204	0	439	201
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	238	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1368	-	575	840
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1368	-	566	840
Mov Cap-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	790	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	676	-	-	1368	-
HCM Lane V/C Ratio	0.024	-	-	0.013	-
HCM Control Delay (s)	10.5	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

TERRAMAX, INC.

CONSULTING ◊ ENGINEERING

Engineering Review Memo

To: Stephen Hebert, AICP, Bennett Planning & Economic Development Manager

From: Dan Giroux, PE, Engineering Consultant to the Town

Date: Monday, December 7, 2020

Case: Worthman Acres, Final Plat and Associated Variance Requests, 1st Submittal

Subject: Civil Engineering Review

Per the request of the Town of Bennett, Terramax, Inc. has reviewed the first submittal of the Final Plat application materials, as well as the Variance Requests, for the proposed Worthman Acres subdivision development. This review does not relieve the applicant from meeting the Town's requirement that the development comply with all Town Codes and Standards, except in the case of explicit instruction with regard to the Variance Request items. All prior comments on the development application, including the Sketch Plan, are still in force, until acceptably addressed.

I have the following comments to offer on the application materials:

General

1. The Final Plat should have "Ownership" and "Party Responsible for Maintenance" columns added to the Tract Summary.
    - These may be combined if the Ownership and Party Responsible for Maintenance are always consistent.
2. Metro District Ownership is required for all Tracts.
3. Town "blanket" access easement shall be provided for all Tracts.
4. This may be done/granted via Final Plat Note.
5. Other standard Town Notes may be required, and added as redlined or provided by the Town before final approval and recording.

Variance Requests

1. Kiowa Avenue
    - The 34-foot to 32-foot Local street section and taper proposed, specifically to provide for an acceptable detached sidewalk layout and configuration, is acceptable.
    - The matching 0.3 percent minimum curb & gutter grade is permissible only for limited sections of the south flowline without other practical, feasible options.
    - 0.6 percent minimum curb & gutter running slopes to storm sewer inlets shall be provided to the greatest extent practical along the south curb & gutter.
    - Street "running slope" of 0.3 percent is permissible with pavement cross-slopes greater than 2 percent for asphalt, 1 percent for concrete pavement.

dangiroux@terramax.us ◊ (303) 929-3194

- Intersection pavement slopes shall provide for minimum 2 percent cross-slope for asphalt, 1 percent for concrete, for all conditions.
- Kiowa Street expansion or reconstruction pavement type shall be consistent for the street width, and shall not be "quilted" – the pavement width, edge of gutter to edge of gutter, shall be concrete or asphalt pavement, but shall not be mixed.
- Kiowa Street pavement type shall not change west-to-east more than once to twice total, overall, from concrete to asphalt, and vice versa.
- That is, Kiowa abutting Worthman Acres may be fully concrete, fully asphalt, OR may have one section of asphalt within concrete sections at each end.

2. Custer Street
    - It is my recommendation the Town assist the applicant with easement procurement east of the section line, as requested.
    - The assistance would be primarily introduction and facilitation, with information support to the adjacent property owner regarding Custer Street, future plans and obligations, and benefit to the adjacent east property of dedication.
    - The 24-foot interim street section should feature an 8-foot all-weather (CDOT Class 6 ABC roadbase) east breakdown shoulder to support full emergency vehicle access and use.
    - East easement provisions shall also consider the interim drainage impacts, including the breakdown shoulder.
    - The Custer Street west right-of-way line, width, and curb & gutter taper from Kiowa to Cottonwood is allowed.
    - The Custer Street minimum running slope of 0.75 percent is allowed.

3. Bennett Avenue
    - Bennett Crossing participation and obligations are not a consideration with Bennett Avenue.
    - The Bennett Avenue full build-out provisions should receive additional and specific consideration between the Town and the developer.
    - The Bennett Avenue full-width continuation obligation for this property has been consistently addressed through various development proposal reviews by the Town from several years prior, dating since the LGI Bennett Crossing Filing 2 Subdivision Improvement Agreement and development, and including the time frame of the Worthman property Metro District review and approval process.
    - The right-of-way continuation east from Brothers 4 is acceptable, as outlined, with provisions for detached sidewalk.
    - The Town requests that the applicant work to design and provide a north-side detached sidewalk within Worthman Acres along Bennett Avenue.
    - The sidewalk and setback area layout would be based on the Residential Collector section from back of Bennett Avenue north curb & gutter.
    - This would require an enlarged easement along the north side of Bennett Avenue, which may coincide with IREA easement requests/requirements in any case.
    - This may affect fencing limitations along Bennett Avenue north-side homes.
    - The Town has discussed other potential accommodations to facilitate installation of the Bennett Avenue detached sidewalk, including sliding and width reductions of

Tracts, rights-of-way and lots to the north, and is open to discussion of alternate approaches.

- Any 24-foot interim street section proposed should feature an 8-foot all-weather (CDOT Class 6 ABC roadbase) south breakdown shoulder to support full emergency vehicle access and use.
- It appears that in any case, a canted, not crowned, Bennett Avenue cross-section, sloping to the north side, would assist with the street drainage, as well as grading.
- Demolition and reconstruction work on Bennett Avenue west of Worthman Acres should be considered with installation of the required Town Pressure Reducing Valve (PRV) station for water system tie-in. Additional discussion follows.
- The Bennett Avenue minimum running slope of 0.75 percent is allowed.

4. Drainage
    - The off-site stormwater easement(s) can be made a Condition of Approval for the Final Plat, so that submittal reviews and approvals, as well as construction plan reviews and approvals, may proceed.
    - Off-site easements and related Conditions of Approval are at the applicant's risk, and if not secured, would prevent signing and recording of the Final Plat.
    - It is my recommendation the Town assist the applicant with off-site stormwater easement procurement, as requested.
    - The assistance would be primarily introduction and facilitation, with information support to the affected property owner(s) regarding future plans and obligations, and benefit to the subject properties of dedication.
    - The Town has addressed immediate stormwater issues south of Colfax, and may no longer be interested in storm sewer upsizing for this off-site improvement, dependent upon proximity, practicality and financial feasibility for future storm sewer extension to the west of Custer & Colfax.
    - The detention pond reference should refer to southwest of Kiowa and Custer.
    - No Final Drainage Report exceptions at this time pending construction plan (CD) review and comparison.
    - For other discharge points, I would note that the Town typically cautiously avoids the 1.0 cfs/acre developed discharge rate in practice, due to Bennett area soils, slopes, depressions, and ground covers, amongst other factors. However, with expected adequate outfall treatment and conveyance to Kiowa Creek at the outfall location proposed, I take no exception. Should the outfall point be changed to another location or property, I reserve the right on behalf of the Town to re-evaluate and reconsider the proposed outfall rates.

5. Sanitary Sewer
    - The "Mitchell Interceptor" off-site sanitary sewer, southeast of Worthman Acres, has adequate capacity to accommodate this development.
    - The Cordella Lift Station that accepts those sanitary sewer flows, however, does not, and would require an additional wet well, and a pump upgrade or additional pump.
    - In addition, the force main eject line from the Cordella Lift Station back to Custer and Kiowa, has insufficient capacity and is in poor condition, and would require replacement.

- 10-inch sanitary sewer mains at Town-minimum grades within Worthman Acres should be checked for regular flushing velocities.
- Minimum slopes may not be acceptable for "top of line" runs with few homes contributing flows.

6. Water Main
    - Cut-in tees will likely be required, and are acceptable to the Town, for much of the existing system connections, due to existing Town distribution system pipe materials and conditions, as outlined in the Sketch Plan review, and applicant Waiver Request.
    - This development will be on the Town's "high pressure" zone, and will require PRV stations for connection to the existing Town distribution system in Kiowa Avenue.
    - This PRV location is desired to be outside the street if practical, especially given the reduced street section discussed above, but if so, could require additional easement and setback accommodations within the development.
    - The Bennett Avenue PRV is a part of the Town's Capital Improvement Project for the southwest corner of the development, but should be coordinated with the Town Public Works Department for best final location and layout/orientation, connection, schedule, and street demolition work.
    - The project construction plan (CD) review should effectively initiate the Bennett Avenue PRV coordination.
    - Any additional Town water distribution system connections, beyond the Town Bennett Avenue and one developer connection in Kiowa Avenue, would be closed-isolation-valve for normal system operations.

Steve, this concludes my civil engineering review of the first submittal application materials for the Worthman Acres Final Plat and Variance Requests. Please let me know if you have any questions, or require additional information pertaining to the submitted information, or my review.

Bennett-Watkins Fire Rescue

District Office: 303-644-3572 Fax: 303-644-3401
355 4th Street, Bennett, CO 80102
Email: LifeSafety@BennettFireRescue.org
"Striving to Preserve Life and Property"

November 12th, 2020

Steve Hebert
Town Planner
Town of Bennett
Re: Worthman Acres Final Plat – Case 20.25

Planner Hebert,

In regards to the submission for Worthman Acres Final Plat – Case 20.25, Bennett-Watkins Fire Rescue (BWFR) has the following comments and considerations:

- The developer shall confer with Bennett Fire Protection District and ensure that the proposed development conforms to adopted (IFC) fire code standards.

- The developer shall ensure the proposed municipal water systems pertaining to hydrant distribution fire suppression is adequate to protect the proposed development as well as meet design expectations of both the Town of Bennett as well as Bennett-Watkins Fire Rescue. Considerations for design requirement shall include adopted codes and standards as well as ISO distribution and fire flow requirements.

- The applicant will be required to submit a separate site overview and fire hydrant model exhibit demonstrating the placement and distances of all fire hydrants throughout the development. This model will be reviewed for IFC Appendix C compliance. Separate fees and submission for this review are required directly with the Fire District.

- It is recommended that the developer work directly with Bennett-Watkins Fire Rescue, ISO, and Town of Bennett Staff to provide and review information pertaining to the needed fire flows for the proposed development. This information should be vetted against International Fire Code Requirements as well as ISO requirements. It is also likely that this information will also be required by the Town to include for hydraulic system modeling.

- Fire hydrant installation shall conforming to the painting and color coding system outlined in NFPA 291. The developer/install contactor is responsible for ensuring all hydrants are painted conforming to the TOB/BWFR standards.

- The current development may include on street parking. On street parking may reduce the usable space of roadways throughout the development. The developer shall work with the Fire District and Town staff to identify where on-street parking may be approved or prohibited to ensure safe access for emergency response.

- Areas of the development that include wildland-urban interface, greenbelts, or other open space areas are of particular concern for the Fire District. BWFR is interested in working with the developer to ensure that adequate access is provided to these areas should there be a need for vehicle access for wildfire suppression. As each development is unique, it is recommended that the

developer work directly with BWFR to examine these interface areas and determine what access and service needs exist.

- Development access requirements are based on the adopted fire code applicable to the development. Two BWFR approved access points are required after the 30th dwelling unit is constructed. These access points are required to follow the remoteness guidelines, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses. The only exception to this requirement is if all dwelling units are constructed with approved automatic sprinkler systems and approved by BWFR.

- BWFR will incur unmet capital costs associated with new development. To address the needs of this unmet capital cost, BWFR recently enacted a development fee policy which establishes fees due for all new types of development. It is likely that fees will apply to the new proposed development. If the developer has additional questions or concerns regarding Fire District development fees or policies, they can contact the District Office at 303-644-3572.

Thank You

Caleb J. Connor
Fire Marshal
Life Safety Division
Bennett-Watkins Fire Rescue
303-644-3572 - Headquarters / 720-893-7672 - Direct
www.BennettFireRescue.org

Bennett School District 29-J

DISTRICT OFFICES
615 Seventh Street • Bennett, Colorado 80102-8015
(303) 644-3234 • (303) 571-1104 • FAX (303) 644-4121

December 3rd, 2020

This letter is being written to highlight discussions between Bennett School District 29J and the developers of Worthman Acres. We had a phone conference with Todd Johnson on November 4th to discuss Worthman Acres. During that discussion, it was reiterated that the District would be asking for cash in lieu per District policy.

Based on our Board Policy and town of Bennett approved site standards for this 134 home development that is presented in the ODP, and using a fair market average standard of .78 students per household, calculations point to bringing in approximately 105 new students. Using our Board Policy site standards and cash-in-lieu projections, the District would receive either 6.24 acres of land or cash-in-lieu. The District is respectfully requesting the cash-in-lieu to be figured at 45,000.00 per acre with a net value of 280,793.00 in cash.

Bennett School District has current policy in place that address the expectations for land dedications, cash-in-lieu, and land use impact statements. We have shared those policies and had those discussions with Mr. Todd Johnson to determine what is in the best interest of the Bennett School District.

To add into record to the ODP the following is in District Policy: When deciding school sites, the minimum acreage per school is 10 acres for an elementary, 25 acres for a middle school, and 40 acres for a high school. Cash-in-lieu of land will be 45 thousand per acre or full market value (appraisal) whichever is the greater amount.

We appreciate the fact that Mr. Johnson has reached out to us to see what meets the needs of our District and has been receptive to finding a solution that is in the best interests of future students of the Bennett School District.

Sincerely,

Robin Purdy

Mrs. Robin Purdy
Superintendent of Schools

Gmail

Steve Hebert <shebert@bennett.co.us>

RE: FW: Worthman Acres, 2nd Final Plat Submission

1 message

Brooks Kaufman <BKaufman@irea.coop> Tue, Feb 23, 2021 at 5:23 PM
To: Barry Moore <bmoore@emkc.com>, Steve Hebert <shebert@bennett.co.us>, Dan Giroux <dangiroux@terramax.us>
Cc: "Chad@peakdevgrp.com" <chad@peakdevgrp.com>, Todd Johnson <Todd@terraformas.com>, Vern Naber <vnaber@irea.coop>

Steve

IREA approves of revised Final Plat.

Respectfully

Brooks Kaufman

Intermountain Rural Electric Association

Lands and Rights of Way Manager

5496 N. US Hwy 85

Sedalia, CO 80135

Direct : 720.733.5493

Cell : 303.912.0765

bkaufman@irea.coop

From: Barry Moore <bmoore@emkc.com>
Sent: Tuesday, February 23, 2021 5:02 PM
To: Steve Hebert <shebert@bennett.co.us>; Dan Giroux <dangiroux@terramax.us>; Brooks Kaufman <BKaufman@Irea.Coop>
Cc: Chad@peakdevgrp.com; Todd Johnson <Todd@terraformas.com>
Subject: Re: FW: Worthman Acres, 2nd Final Plat Submission

CAUTION:

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Attached is a revised plat with the IREA wording added to Note 14. I also added Note 15 for the Transportation Easement. The easements have been revised per the IREA request and due to the Bennett Avenue realignment.

Barry O. Moore, PE

Vice President Project Manager

EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING SURVEYING

7006 S. Alton Way, Bldg. F Centennial, CO 80112
Office: 303-694-1520x106 Fax: 303-694-1617
www.EMKC.com EMK map link

Start with what is right rather than what is acceptable.
Franz Kafka, writer

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On 2/16/2021 4:56 PM, Todd Johnson wrote:

Steve/Dan,

Can you confirm you agree with the language proposed, I would assume they have a franchise agreement and can go in the Towns easements but please confirm??

The other comments are minor, we can address.

Thanks

From: Brooks Kaufman <BKaufman@Irea.Coop>
Sent: Tuesday, February 16, 2021 3:20 PM

To: Steve Hebert <shebert@bennett.co.us>
Cc: Justin Gutierrez <JGutierrez@summitutilitiesinc.com>; Todd Johnson <Todd@terraformas.com>
Subject: RE: Worthman Acres, 2nd Final Plat Submission

Steve

Attached IREA markup comments. The biggest issue utility easements need to be dedicated by plat, the dedication language is not sufficient in the dedication to public utilities an easement.

Some minor comments that may help allow the homes to fit withing the 40 foot wide lot without encroaching into a utility easement, which is not permitted.

Respectfully

Brooks Kaufman

Intermountain Rural Electric Association

Lands and Rights of Way Manager

5496 N. US Hwy 85

Sedalia, CO 80135

Direct : 720.733.5493

Cell : 303.912.0765

bkaufman@irea.coop

From: Sara Aragon <saragon@bennett.co.us>
Sent: Tuesday, February 2, 2021 2:11 PM
To: Steve Hebert <shebert@bennett.co.us>; Debra Merkle <dmerkle@bennett.co.us>; Lieutenant Karl Smalley <ksmalley@adcogov.org>; Caleb J. Connor <calebconnor@bennettfirerescue.org>; Victoria Flamini <VictoriaFlamini@bennettfirerescue.org>; Zawatzki, Sarah E - Bennett, CO <sarah.e.zawatzki@usps.gov>; Robin Purdy <robinp@bsd29j.com>; Melissa Kendrick <kendrickplanning@gmail.com>; Daymon Johnson <djohnson@bennett.co.us>; Robin Price <rprice@bennett.co.us>; Leila Schaub <LSchaub@bennettrec.org>; Cross - CDOT, Marilyn <Marilyn.Cross@state.co.us>; David Dixon - CDOT <david.dixon@state.co.us>; gabrielle.renner@apexdesignpc.com; Daniel Giroux <dangiroux@terramax.us>; Gabriel Vanderstraten <gvanderstraten@summitutilitiesinc.com>; Justin Gutierrez <JGutierrez@summitutilitiesinc.com>; Pat White <patw@esrta.com>; Brooks Kaufman <BKaufman@Irea.Coop>; Melinda Culley

<melinda@kellypc.com>; Gina Burke <gburke@jehnwater.com>; Julio.Iturreria@i-70reap.com
Subject: Worthman Acres, 2nd Final Plat Submission

CAUTION:

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Below is a link to the Worthman Acres Final Plat 2nd Submission. Comments are due back on February 16, 2021. Comments may be sent to Steve Hebert shebert@bennett.co.us or mailed to Town Hall (address in signature line). Please let us know if you have any questions.

Worthman Acres Final Plat 2nd Submission

Thank you for your time and attention to this matter.

welcome neighbors.

Sara Aragon | Community Development Coordinator
207 Muegge Way | Bennett CO, 80102
(303)644-3249 ext. 1012 | saragon@bennett.co.us
townofbennett.colorado.gov

WORTHMAN ACRES FINAL PLAT 210223.pdf
1880K

BENNETT PLANNING AND ZONING COMMISSION

RESOLUTION NO. 2021-05

A RESOLUTION RECOMMENDING APPROVAL OF THE REZONING OF THE BENNETT VILLAGE PROPERTY, CASE NO. 21.11

WHEREAS, there has been submitted to the Planning and Zoning Commission of the Town of Bennett a request for approval of rezoning the property known as Bennett Village, which property is legally described in Exhibit A (the "Property"); and

WHEREAS, the Property is currently zoned MH – Mobile Home District and the property owner has requested the property be rezoned to R-2 – Mid Density Residential District; and

WHEREAS, all materials related to the proposed rezoning have been reviewed by Town staff and found to be in compliance with Town ordinances, regulations, and policies; and

WHEREAS, after a duly-noticed public hearing, at which evidence and testimony were entered into the record, the Planning and Zoning Commission finds that the proposed rezoning should be approved.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF BENNETT, COLORADO:

Section 1. The Planning and Zoning Commission of the Town of Bennett hereby recommends that the Bennett Village property described in Exhibit A be rezoned R-2 – Mid Density Residential District.

PASSED AND ADOPTED THIS 17TH DAY OF MAY 2021.

_____
Chairperson

ATTEST:

_____
Christina Hart, Secretary

EXHIBIT A

LEGAL DESCRIPTION OF PROPERTY

A PART OF THE SW ¼ OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH P.M., ADAMS COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 27; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 A DISTANCE OF 50 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTHERLY AND PARALLEL WITH THE WEST LINE OF SAID SECTION 27, A DISTANCE OF 187.78 FEET TO A POINT OF CURVE ; THENCE ALONG A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 38' 38'1 8" AND A RADIUS OF 905.00 FEET, A DISTANCE OF 610.30 FEET; THENCE EASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 90' WITH THE WEST LINE OF SAID SECTION 27, A DISTANCE OF 2394 .39 FEET TO A POINT LYING ON THE EAST LINE OF SAID SOUTHWEST ¼ OF SAID SECTION 27; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SOUTHWEST ¼ OF SECTION 27, A DISTANCE OF 733.28 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 27; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 A DISTANCE OF 2592 .97 FEET TO THE TRUE POINT OF BEGINNING;

LESS AND EXCEPT THAT PORTION CONVEYED TO MARILYN CORPORATION RECORDED MARCH 6, 1979 IN BOOK 2323 AT PAGE 715 AS RECEPTION NO. 185094; AND RIGHT OF WAY FOR HIGHWAY PURPOSES,

AND LESS AND EXCEPT THOSE PORTIONS LYING WITHIN BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNETT, RECORDED JUNE 24, 1977 AT RECEPTION NO. B080132, BROTHER FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED MARCH 6, 1979 AT RECEPTION NO. B185095, SECOND ADDITION TO BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED SEPTEMBER 12, 1980 AT RECEPTION NO. B284828 AND THIRD ADDITION TO BROTHERS FOUR SUBDIVISION TO THE TOWN OF BENNETT RECORDED SEPTEMBER 12, 1980 AT RECEPTION NO. B284829.

Suggested Motion

I move to approve Resolution No. 2021-05 a resolution recommending approval to the Bennett Board of Trustees of the Rezoning of the Bennett Village Property, Case No. 21.11.