Falcon Storage Expansion

Transportation Memorandum

Please add PCD File No. MS232 & PPR2232

Prepared for:
Richard A. Graham, Jr.
Graham Investments - General Partner
4615 Northpark Drive, Suite 101
Colorado Springs, CO 80918

AUGUST 12, 2021

LSC Transportation Consultants
Prepared by: Jack Bauer &
Jeffrey C. Hodsdon, P.E.

LSC #S214430

CONTENTS

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August 12, 2021

Falcon Storage, LLC
c/o Richard A. Graham, Jr.
Graham Investments - General Partner
4615 Northpark Drive, Suite 101
Colorado Springs, CO 80918

RE: Falcon Storage Expansion
Transportation Memorandum
El Paso County, CO
LSC #S214430

Dear Mr. Graham,

LSC Transportation Consultants, Inc. has prepared this Transportation Memorandum for the proposed Falcon Storage expansion in El Paso County, Colorado. The 5-acre expansion site is located on the north side of the existing Falcon Storage facility on the west side of Bent Grass Meadows Drive approximately 1/2-mile north of Woodmen North Frontage Road (El Paso County parcel ID 5301000018). Two additional full-movement access points to Bent Grass Meadows Drive are proposed for the property. The existing full-movement access (located 375 feet south of the expansion site) would remain.

REPORT CONTENTS

The preparation of this report included the following:

- An inventory of existing roadway and traffic conditions on the adjacent and nearby roadway system, including surface conditions, functional classification, jurisdictional control, widths, pavement markings, traffic control signs, posted speed limits, intersection and access spacing, roadway and intersection alignments, roadway grades, and auxiliary turn lanes.

- Review of recent traffic reports in the area utilization of data, traffic projections, report findings, etc., as applicable.

- Summary of peak-hour traffic-count data at the existing access point on Bent Grass Meadows.

- Estimates of the average weekday 24-hour and peak-hour trip generation for the proposed RV storage site expansion.

- Estimation of the directional distribution of site-generated vehicle trips to the north and south on Bent Grass Meadows Drive.

- Sight distance analysis at the proposed site-access points to determine if they would meet minimum criteria in El Paso County's *ECM.*

- Short-term and long-term projected intersection volumes at the access points to determine the potential need for any new auxiliary right-/left-turn lanes and/or the adequacy of existing lanes, based on the access criteria in the *ECM*.

- Level of Service analysis at the existing and proposed site access points.

- Evaluation of the proposed site access points with respect to the *Engineering Criteria Manual* (*ECM*) design criteria contained in Section 2.4.1.

- Summary of compiled data, analysis, findings, and recommendations.

ROAD AND TRAFFIC CONDITIONS

Please identify the speed limit on the roadway

The attached site plan shows the streets adjacent to and in the vicinity of the site. Adjacent streets serving the site are identified below, followed by a brief description of each:

Bent Grass Meadows Drive is a Non-Residential Collector that currently extends north from the Woodmen North Frontage Road for about 2,000 feet and east to Meridian Road.

Meridian Road is shown on *the* El Paso County *2040 Major Transportation Corridors Plan* and the *Preserved Corridor Network Plan* as a four-lane Principal Arterial.

Woodmen Road is shown on the El Paso County *2040 Major Transportation Corridors Plan* and the *Preserved Corridor Network Plan* as a four-lane Expressway in the vicinity of the site. The posted speed limit on Woodmen Road in the vicinity is 55 mph.

Woodmen North Frontage Road is a paved two-lane frontage road along the north side of Woodmen Road. The Woodmen frontage road extends west from just west of Meridian Road to its current terminus west of Golden Sage Road. The Woodmen North Frontage Road will soon be extended east through the Falcon Marketplace development to the intersection of Meridian Road/Eastonville Road.

Existing Traffic Volumes

Vehicular turning-movement counts were conducted at the following intersections, dates, and times:

- Bent Grass Meadows Drive/existing site access
    - Wednesday, May 12, 2021 from 6:30 – 8:30 a.m.
    - Wednesday, May 12, 2021 from 4:00 – 6:00 p.m.

Figure 3 shows these turning-movement volumes, as well as the estimated current average weekday traffic volumes on the study-area streets. Raw count data is attached.

Adjustments to Existing Counts

The COVID-19 pandemic likely affected the recorded traffic volumes at these intersections. LSC incorporated recent available traffic data at these intersections and estimated "typical" current volumes, based on historical counts and estimated growth rates and/or projections from prior traffic studies nearby. This study contains estimates of adjusted current volumes (referred to as "short-term baseline" volumes). Figure 4 also shows "short-term baseline volumes," which are existing volumes adjusted to account for the effects of the COVID-19 pandemic on "typical" traffic volumes.

PROPOSED LAND USE

Currently, the storage site consists of 218 RV storage spaces. Following site expansion, an additional 92 RV storage spaces would be added, bringing the site total to 310 RV storage spaces.

Per the site development plan there are 173 spaces shown on the proposed plan. Revise the analysis accordingly.

SITE ACCESS

The 5-acre site is located on the west side of Bent Grass Meadows Drive approximately 1/2-mile north of Woodmen North Frontage Road (El Paso County parcel ID 5301000018). Two additional full-movement access points to Bent Grass Meadows Drive are proposed for the property. The existing full-movement access (located 375 feet south of the expansion site) would remain. A site plan copy is attached for reference, and the proposed access spacing shown in Figure 2.

only a single access is proposed on the most recent site development plan. Revise accordingly.

ACCESS SIGHT DISTANCE

Sight distance field measurements utilized a driver's eye height of 3.5 feet and a height of 3.5 feet for a vehicle traveling along Bent Grass Meadows Drive. The following analysis corresponds to field-measured sight distances for the proposed site access intersections with Bent Grass Meadows Drive. Field-measured sight distances for passenger vehicles are as follows:

- North site access
  - To the north: 876 feet
  - To the south: greater than ¼ mile
- South site access
  - To the north: greater than ¼ mile
  - To the south: greater than ¼ mile

Bent Grass Meadows Boulevard north and south of the site access has a relatively straight horizontal alignment and no vertical curves within the 350-foot passenger-vehicle and 455-foot single-unit truck requirements for *ECM* standard sight distance. Site landscaping, signs, buildings, and any other features should not be placed within the *ECM*-required line of sight "triangles" to the north and south of the access points.

Provide the dates, location and count data of the traffic counts provided by LSC of the other RV storage facilities.
FYI: This was also provided on another LSC RV storage project (PCD File PPR1945)

TRIP GENERATION ESTIMATE

Typically, estimates of the vehicle-trips projected to be generated by a proposed development are made using the nationally-published average trip-generation rates from the following land-use codes in *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). However, RV/Boat Storage trip-generation rates are not available for the proposed land use. As such, trip-generation rates for this site have been based on RV-storage-facility trip generation counts conducted by LSC in El Paso County in 2018. Existing afternoon peak hour trip generation based on count data has also been included in the table (for reference only).

Table 1 below presents a summary of the estimated additional site trip generation. A detailed trip-generation estimate for the site, including trip-generation rates for the proposed land uses, is presented in Table 3 (attached).

Why were morning peak hour counts not provided?Please provide morning counts as indicated in ECM appendix B.3

Table 1: Estimated Additional Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Evening peak hour (vehicle-trips/hour)	2	3	5
Weekday – 24-hour total (vehicle-trips/day)	9	9	18

Future Trip Generation

Based on the ITE estimate for the entire site, Falcon Storage, LLC would generate about 136 vehicle trips on the average weekday, with half entering and half exiting the site. During the weekday afternoon peak hour, approximately 10 vehicles would enter, and 13 vehicles would exit the site.

Existing Trip Generation Based on Count Data (Provided for Reference Only)

Single-Day Count

The mini-warehouse facility and existing storage facility generated 11 entering and 7 exiting trips during the afternoon peak hour (4:30pm – 5:30pm) on the day which traffic volumes were recorded.

Annual Average

The applicant provided records of all entering and exiting vehicles from the previous 12 months. On average, the mini-warehouse facility and existing storage facility generates 2 entering and 2 exiting trips during the afternoon peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

Estimating the directional distribution of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 5 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches. Estimates have been based on the following factors: the proposed new land use, the area street and road system serving the site, and the site's geographic location relative to the balance of the City of Colorado Springs and the Pikes Peak region.

Site-Generated Traffic

Figure 6 shows the projected site-generated traffic volumes for the weekday morning and evening peak hours. Site-generated traffic volumes at the study-area intersections have been calculated by applying the directional-distribution percentages estimated by LSC (from Figure 5) to the trip-generation estimates (from Table 3).

Short-Term Baseline-Plus-Site-Generated Traffic Volumes

Figure 7 shows the sum of the adjusted existing traffic volumes (short-term baseline volumes) (from Figure 4) and site-generated peak-hour traffic volumes (shown in Figure 6). These volumes represent the projected short-term total traffic, following site buildout.

Estimated Future 2041 Background Traffic Volumes

Figure 8 shows the projected 20-year background traffic volumes for the year 2041. Background volumes include/account for general traffic growth in the area, including trips to be generated by other area future developments on Bent Grass Meadows Drive. Projected stie-generated trips from this site are **not** included in the 2041 Background volume estimates.

Future 2041 Total Traffic Volumes

Figure 9 shows the projected 2041 total traffic volumes, which are the sum of 2041 background traffic volumes (from Figure 8) plus the site-generated traffic volumes (from Figure 6).

LEVEL OF SERVICE ANALYSIS

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 2 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 2: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections Average Control Delay (Seconds per Vehicle)	Unsignalized Intersections Average Control Delay (Seconds per Vehicle)[1]
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1 sec or more

(1) For unsignalized intersections, if V/C ratio is greater than 1.0 the level of service is LOS F, regardless of the projected average control delay per vehicle.

All single-lane approaches and individual turning movements at the study-area intersections currently operate at and are projected to remain at LOS B or better following the addition of site-generated traffic and in the long-term horizon year. Please refer to the attached figures, which graphically show the results. Detailed Synchro reports (attached) contain additional details.

revise accordingly as a single new access point is provided. Please update throughout the narrative.

DRIVEWAY ACCESS EVALUATION

ECM Criteria for Site Access to a Collector Road

Bent Grass Meadows Drive is a Non-Residential Collector roadway. *ECM* criteria states that driveway access is not permitted. However, this site is not served by any other roadway. There is an existing driveway access to Bent Grass Meadows Drive.

ECM Criteria for Access Design

Two additional site access points/driveways are proposed to Bent Grass Meadows Drive. The following summarizes *Engineering Criteria Manual* Section 2.4.1 access criteria, which states the following five access design guidelines:

- Adequate spacing
- Proper alignments
- Clear sight distances
- Coordinated widths with its intended use
- Clearances from intersections

The following sections address each of these criteria for site driveways.

update accordingly per previous comments.

Adequate Spacing

Please refer to Figure 2 for the proposed spacing. *ECM* criteria states that:

> *Accesses shall be separated by a distance equal to the entering sight distance values in Table 2-35. When turn lanes are present or will be needed in the future, the accesses shall be separated by a sufficient distance so that exclusive turn lanes including tapers will not overlap. Access shall not be permitted within a turn lane. Warrant criteria, design, and construction of turn lanes shall be governed by the requirements contained in Section 2.3.7D.*

The prescribed stopping sight distance along the roadway is 250 feet and the proposed access points are separated by a distance greater than the stopping sight distance. Also, the 320-foot spacing to the north access would be close to the entering sight distance (for passenger vehicles) in Table 2-35. No turn lanes are required for these access points. However, the standard Non-Residential Collector cross section includes a two-way, center left-turn lane.

Note: PCD application No. MS201 showed an access about 145 feet south of the proposed south access on the opposite side of Bent Grass Meadows Drive.

Access Alignment

The site plan shows both proposed additional site-access points aligned at 90 degrees to the adjacent Bent Grass Meadows Drive centerline.

Provide auto turn exhibit and provide recommendations for the radii at the proposed access.

Access Sight Distances

Access sight-distance criteria in section 2.4.1.D would apply:

> *"Any potentially obstructing objects, such as but not limited to advertising signs, structures, trees, and bushes, shall be designed, placed, and maintained at a height not to interfere with the sight distance needed by any vehicle using the access."*

All *ECM*-required sight distances would be met at both proposed site-access points. As indicated in the criteria quoted above, site improvements, as well as roadside slopes, walls, etc. should not impede the required sight-distance lines of sight.

Access Width

The site plan (attached) shows a 29-foot-wide driveway at the north site access point and a 24-foot-wide driveway at the proposed south site access point. Per *ECM* Section 2.4.1.E.1, "two-way commercial or industrial access points shall have a 25-foot minimum and a 40-foot maximum width for Non-Residential Collector roadways." However, the access radii (potentially in combination with access width) will need to accommodate the design vehicle associated with

the proposed land use – Class A RVs, vehicles towing camping trailers, and potentially fire equipment. These should be taken into consideration when preparing the construction drawings. **The assumption is that the south driveway width will be shown at 25 feet with the construction drawings.**

LSC recommends a 65-foot stacking distance between the entry gates and the west edge of Bent Grass Meadows Drive. This would allow for a Class-A RV, 30-foot-long single-unit truck, or a 35-foot-long U-Haul truck (largest size), plus an additional 30 feet to allow for a towed utility trailer, moving trailer, or following passenger vehicle.

Clearances from Intersections

The site driveway is not near adjacent major intersections.

please identify what this sites fair share contribution is for the below improvements

ROADWAY IMPROVEMENTS

- Given the projected low trip generation, auxiliary turn lanes would not be necessary on Bent Grass Meadows Drive with this development. The Non-Residential Collector cross section allows for potential future striping for a center, two-way left-turn lane (or dedicated left-turn lanes). Note: the standard Non-Residential Collector cross-section includes a two-way, center left turn lane.

- This project may be required to participate in a fair and equitable manner towards future improvements at the following intersections. Any required pro-rata share would be a small amount due to the low relative traffic impacts:
    - Golden Sage/Woodmen Frontage Road
    - Golden Sage/Woodmen Road
    - Woodmen Frontage Road/Bent Grass Meadows Drive

AUXILIARY TURN-LANE ANALYSIS

Bent Grass Meadows Drive is striped with a center two-way left-turn lane (TWLTL) adjacent to the proposed site accesses. As such, no modifications would be required to accommodate a northbound left-turn lane at each access point. Projected southbound right-turn volumes would not exceed the *ECM* 50-vph threshold, which would not trigger a right-turn lane at either new site access point.

DEVIATIONS (MAY BE REQUIRED)

The following deviations may be required:

- A deviation for access (or two) to a Non-Residential Collector Roadway.

ROADWAY IMPROVEMENT FEE PROGRAM

This site is located within the Woodmen Road Metropolitan District, and as such will be required to pay applicable Woodmen Road District fees in lieu of participation in the El Paso County Road Improvement Fee Program.

* * * * *

Please contact me if you have any questions.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.
Principal

JCH:JAB:jas

Enclosures: Table 3
Figures 1-9
Traffic Count Reports
Level of Service Reports

Tables

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Table 3: Trip Generation Table

ITE Code	ITE Description	Value	Units [1]	Trip Generation Rates: Average Weekday	A.M. In	A.M. Out	P.M. In	P.M. Out	Total Trips Generated: Average Weekday	A.M. In	A.M. Out	P.M. In	P.M. Out
Trip Generation Estimate Based on ITE Rates[2] and Locally-Derived Rates[3]													
Existing Site													
-	RV/Vehicle/Boat Storage	218	Occ. Spaces	0.20	0.02	0.01	0.02	0.03	44	5	3	4	6
151	Mini-Warehouse	4.11	HSU	17.96	0.71	0.68	0.98	0.98	74	3	3	4	4
								Total	**117**	**8**	**6**	**8**	**10**
Proposed Additional RV Storage Spaces													
-	RV/Vehicle/Boat Storage	92	Occ. Spaces	0.20	0.02	0.01	0.02	0.03	18	2	1	2	3
								Total	**18**	**2**	**1**	**2**	**3**
Total Site Buildout													
-	RV/Vehicle/Boat Storage	310	Occ. Spaces	0.20	0.02	0.01	0.02	0.03	62	7	4	6	9
151	Mini-Warehouse	4.11	HSU	17.96	0.71	0.68	0.98	0.98	74	3	3	4	4
								Total	**136**	**10**	**7**	**10**	**13**
FOR REFERENCE ONLY -- Site Existing Trips Based on Actual Falcon Storage Count Data													
Existing Site (Average of Keypad Data from May 2020 to May 2021)													
-	RV/Vehicle/Boat Storage	218	Occ. Spaces	-	-	-	-	-	20	1	1	1	1
151	Mini-Warehouse	4.11	HSU	-	-	-	-	-	21	1	1	1	1
								Total	**41**	**2**	**2**	**2**	**2**
Existing Site (Single-Day Count from 4:30pm to 5:30pm)													
-	RV/Vehicle/Boat Storage	218	Occ. Spaces	-	-	-	-	-	-	-	-	-	-
151	Mini-Warehouse	4.11	HSU	-	-	-	-	-	-	-	-	-	-
								Total	**-**	**-**	**-**	**11**	**7**

[1] Occ. Spaces = occupied RV and boat storage spaces; HSU = storage units (in 100s)

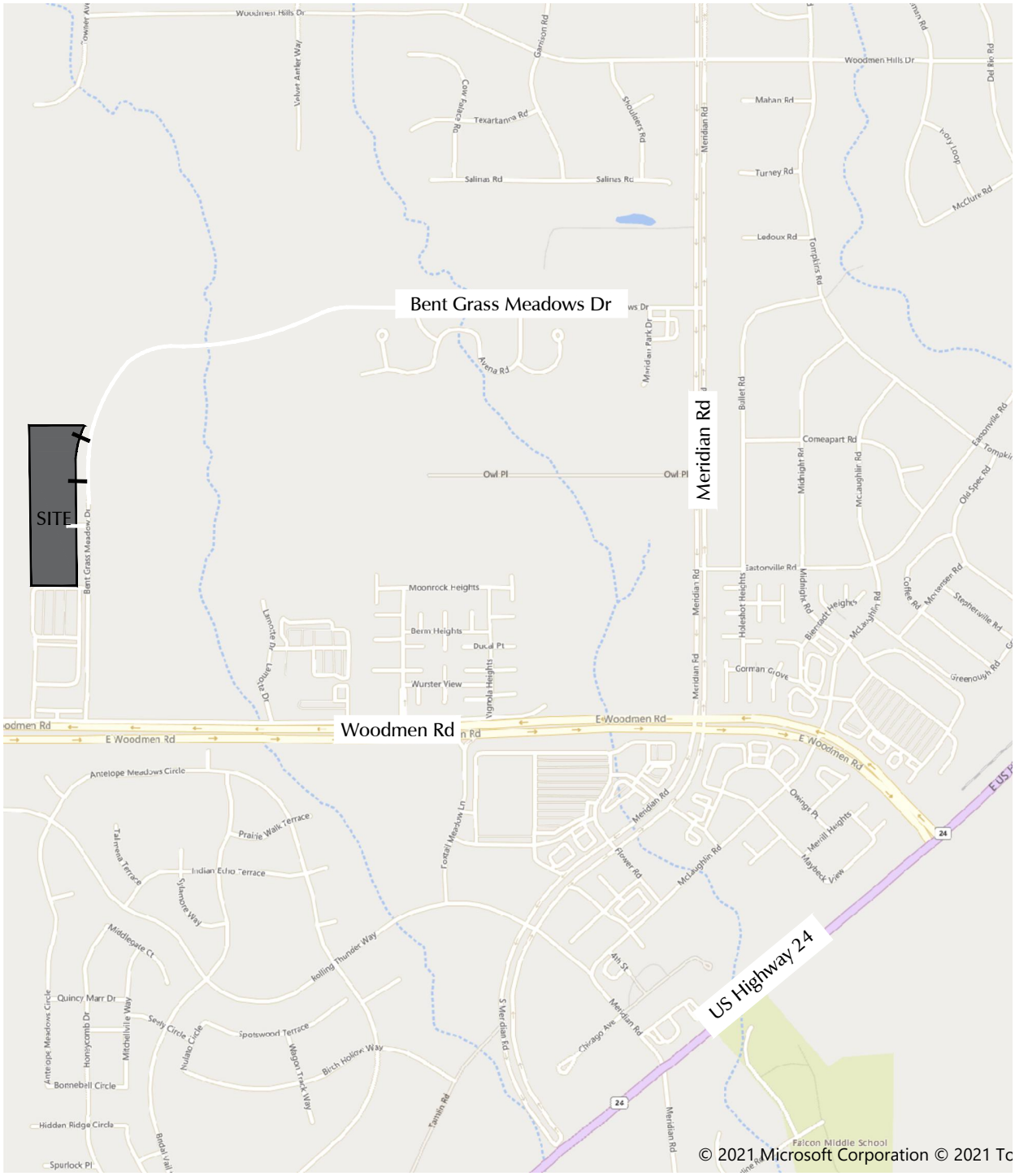
[2] Source: *Trip Generation* , 10th Edition, 2017, by the Institute of Transportation Engineers (ITE)

[3] "RV/Vehicle Storage" rates based on RV storage facility trip generation counts conducted by LSC in El Paso County (2018)

6/3/2021

Figures

TRANSPORTATION
CONSULTANTS, INC.



N

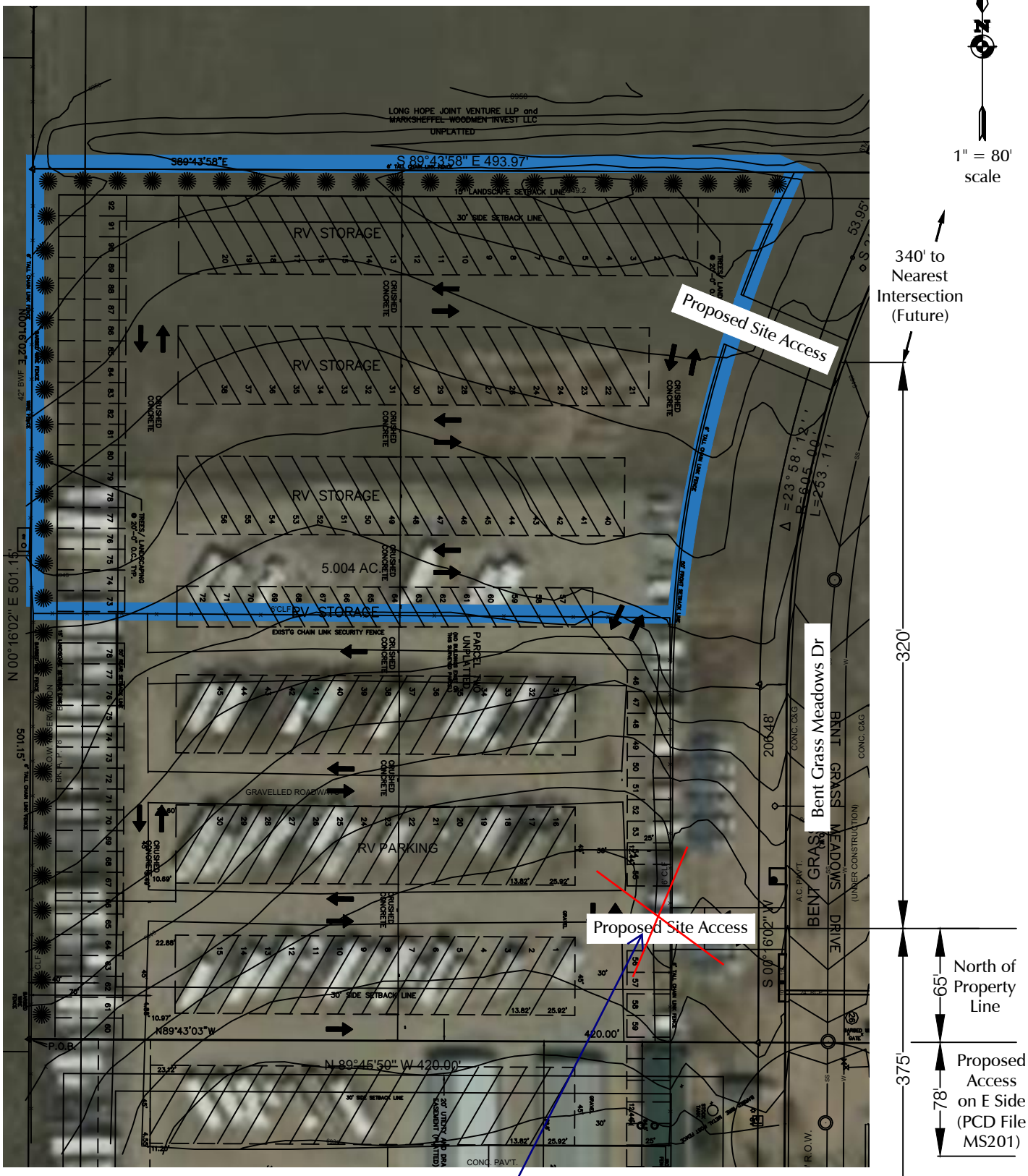
Not to scale

TRANSPORTATION CONSULTANTS, INC.

Figure 1

Vicinity Map

Falcon Storage LLC (LSC # 214430)



Please update the site plan to match the current proposed plan showing a single new access point

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Figure 2

Site Plan

Falcon Storage LLC (LSC # 214430)

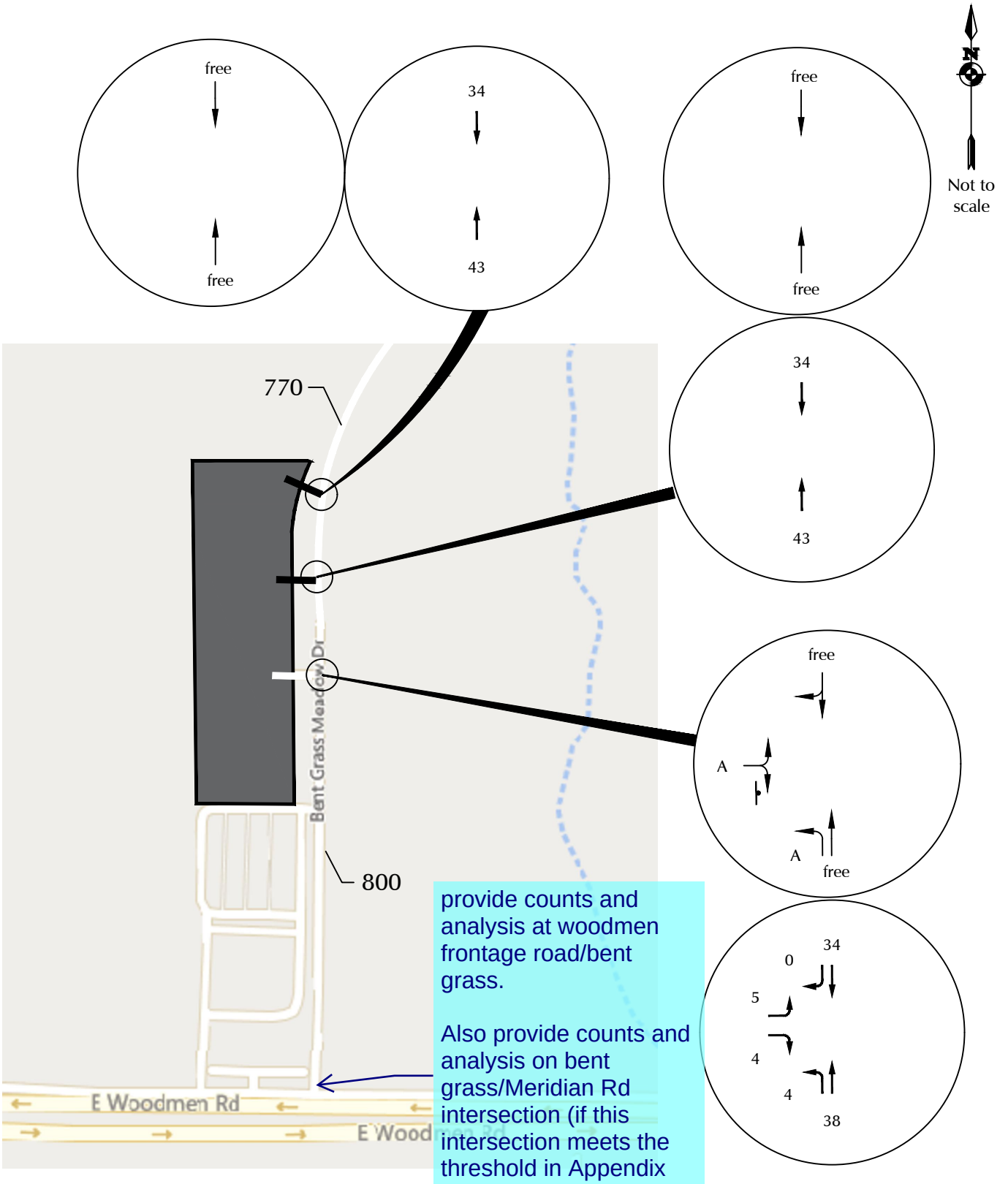


Figure 3

Existing Traffic, Lane Geometry, Traffic Control, and LOS

Falcon Storage LLC (LSC # 214430)

Counts by LSC (May 2021)

= Stop Sign

X = PM Individual Movement Peak-Hour LOS

XX = PM Weekday Peak-Hour Traffic (Veh/Hour)

X,XXX = Average Daily Traffic (Vehicles/Day) - Estimated by LSC

LSC TRANSPORTATION CONSULTANTS, INC.

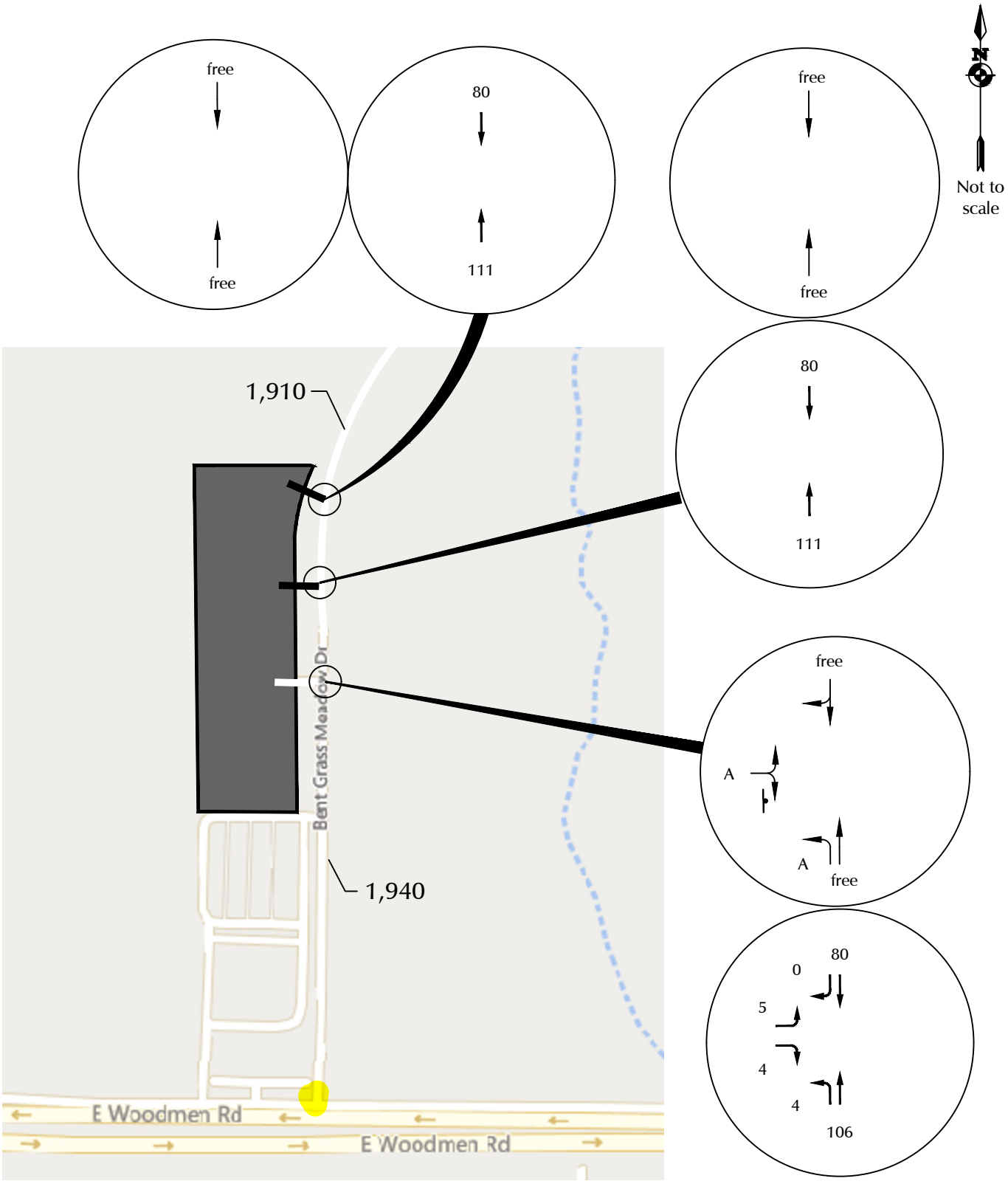


Figure 4

Short-Term Baseline Traffic, Lane Geometry, Traffic Control, and LOS

Falcon Storage LLC (LSC # 214430)

TRANSPORTATION CONSULTANTS, INC.

⊦	=	Stop Sign
X	=	PM Individual Movement Peak-Hour LOS
XX	=	PM Weekday Peak-Hour Traffic (Veh/Hour)
X,XXX	=	Average Daily Traffic (Vehicles/Day) - Estimated by LSC

Not to scale

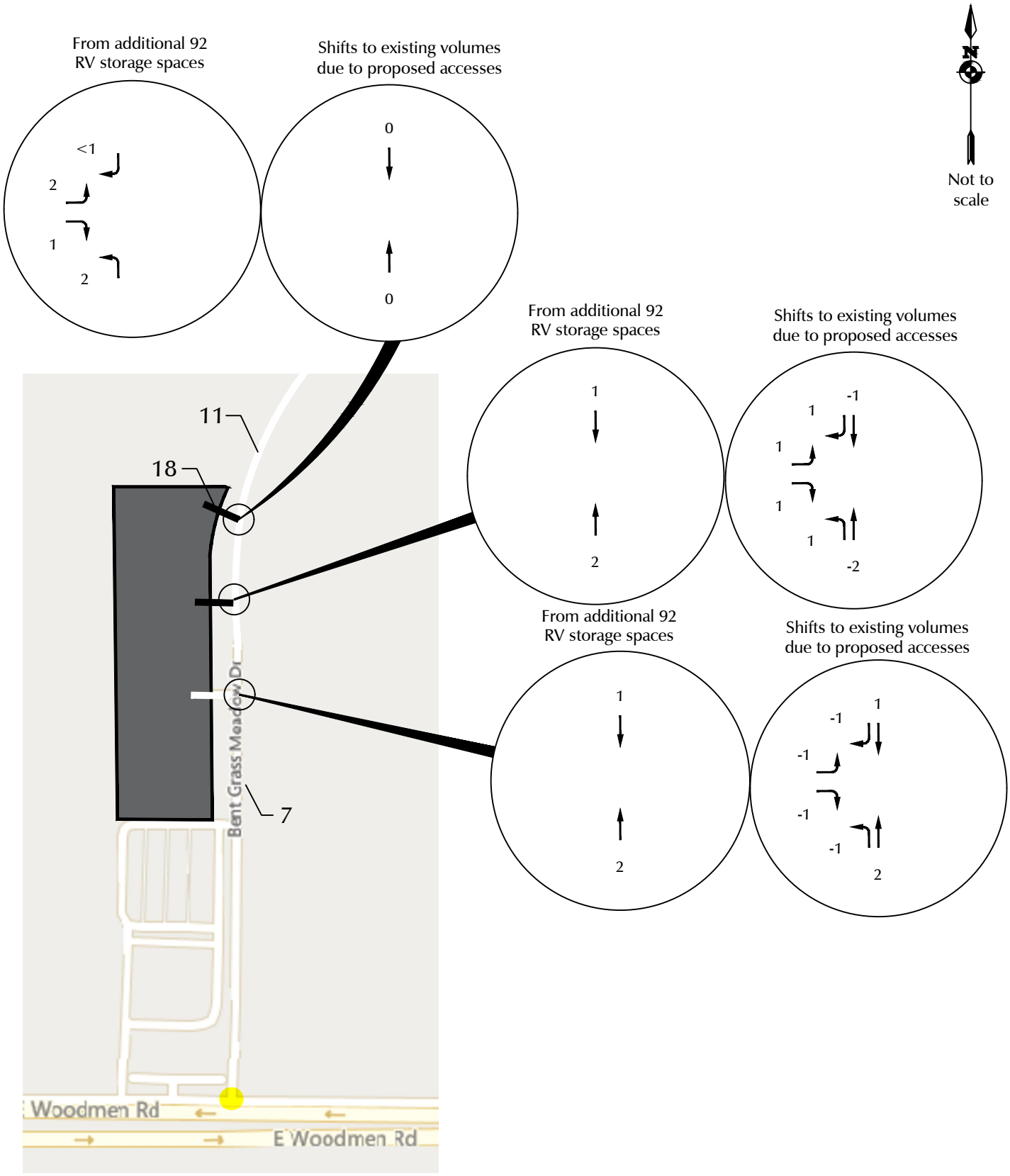
XX% / XX% = P.M. Peak Hour % Distribution / Daily % Distribution

TRANSPORTATION CONSULTANTS, INC.

Figure 5

Directional Distribution

Falcon Storage LLC (LSC # 214430)



* And traffic shift from the existing access point to the new access points

XX = PM Weekday Peak-Hour Traffic (Veh/Hour)

X,XXX = Average Daily Traffic (Vehicles/Day)

Figure 6

Additional Site-Generated Traffic*

Falcon Storage LLC (LSC # 214430)

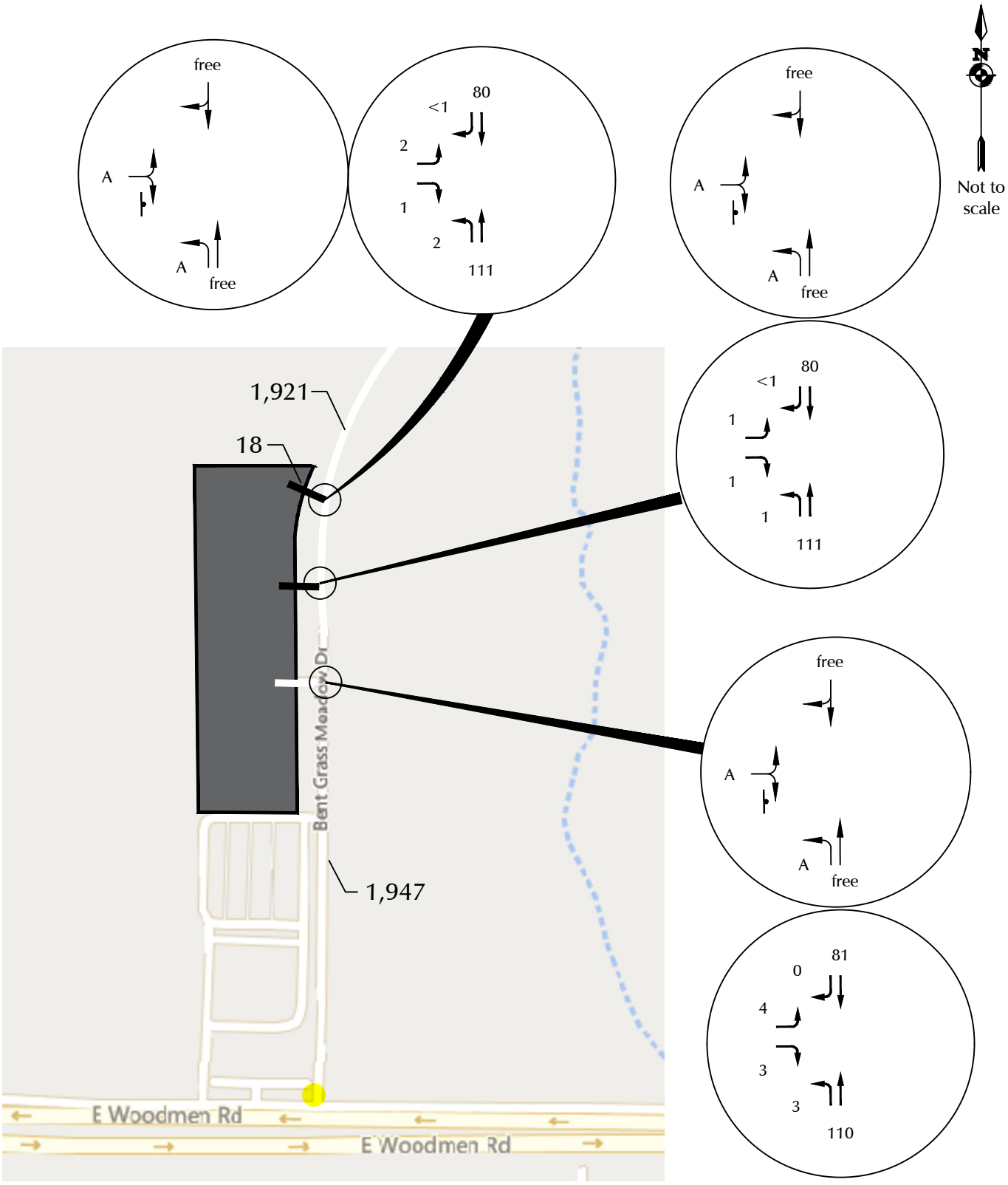


Figure 7

Short-Term Baseline + Site Traffic, Lane Geometry, Traffic Control, and LOS

Falcon Storage LLC (LSC # 214430)

TRANSPORTATION CONSULTANTS, INC.

= Stop Sign

X = PM Individual Movement Peak-Hour LOS

XX = PM Weekday Peak-Hour Traffic (Veh/Hour)

X,XXX = Average Daily Traffic (Vehicles/Day)

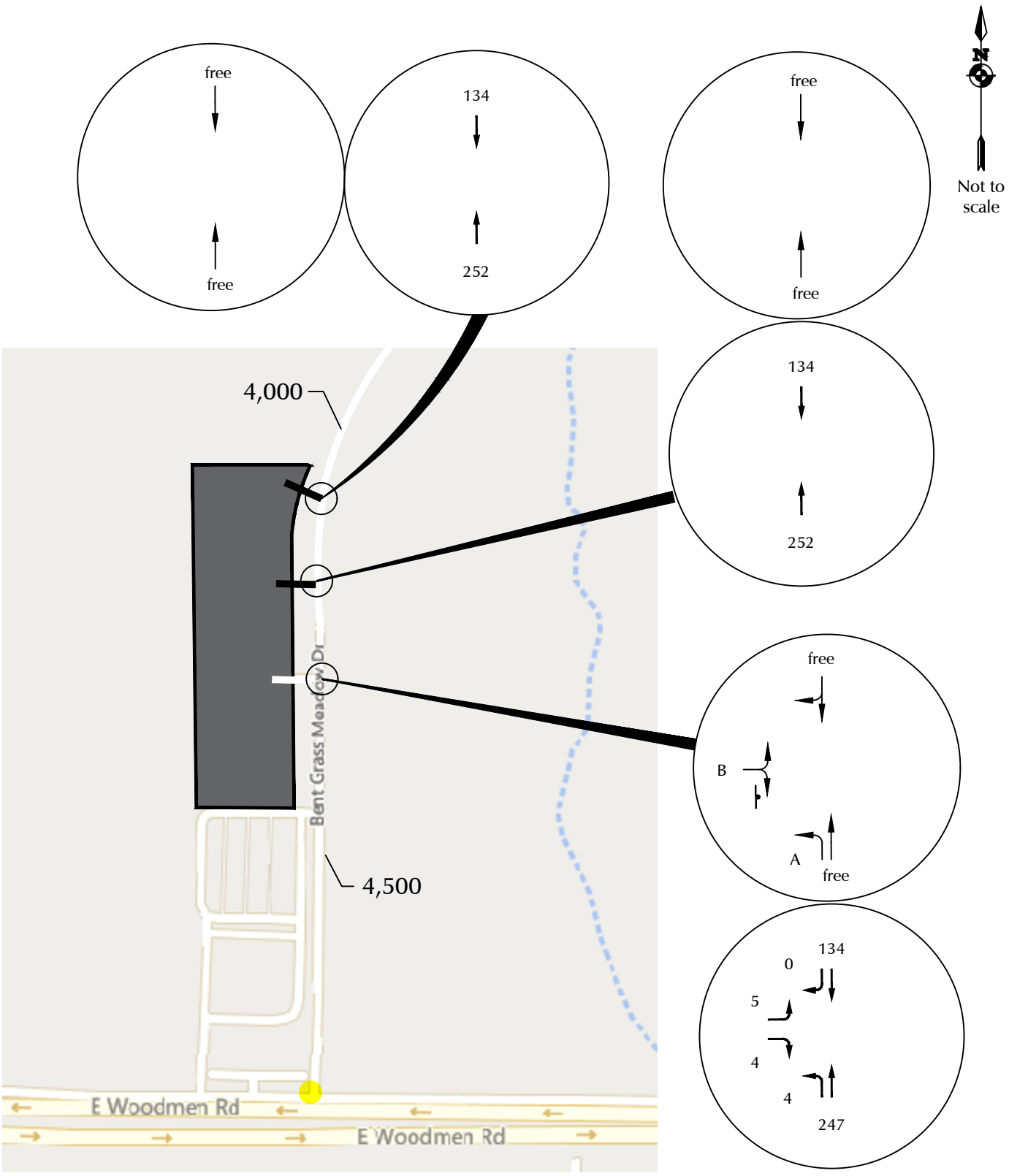


Figure 8

2041 Background Traffic, Lane Geometry, Traffic Control, and LOS

Falcon Storage LLC (LSC # 214430)

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	=	Stop Sign
X	=	PM Individual Movement Peak-Hour LOS
XX	=	PM Weekday Peak-Hour Traffic (Veh/Hour)
X,XXX	=	Average Daily Traffic (Vehicles/Day)

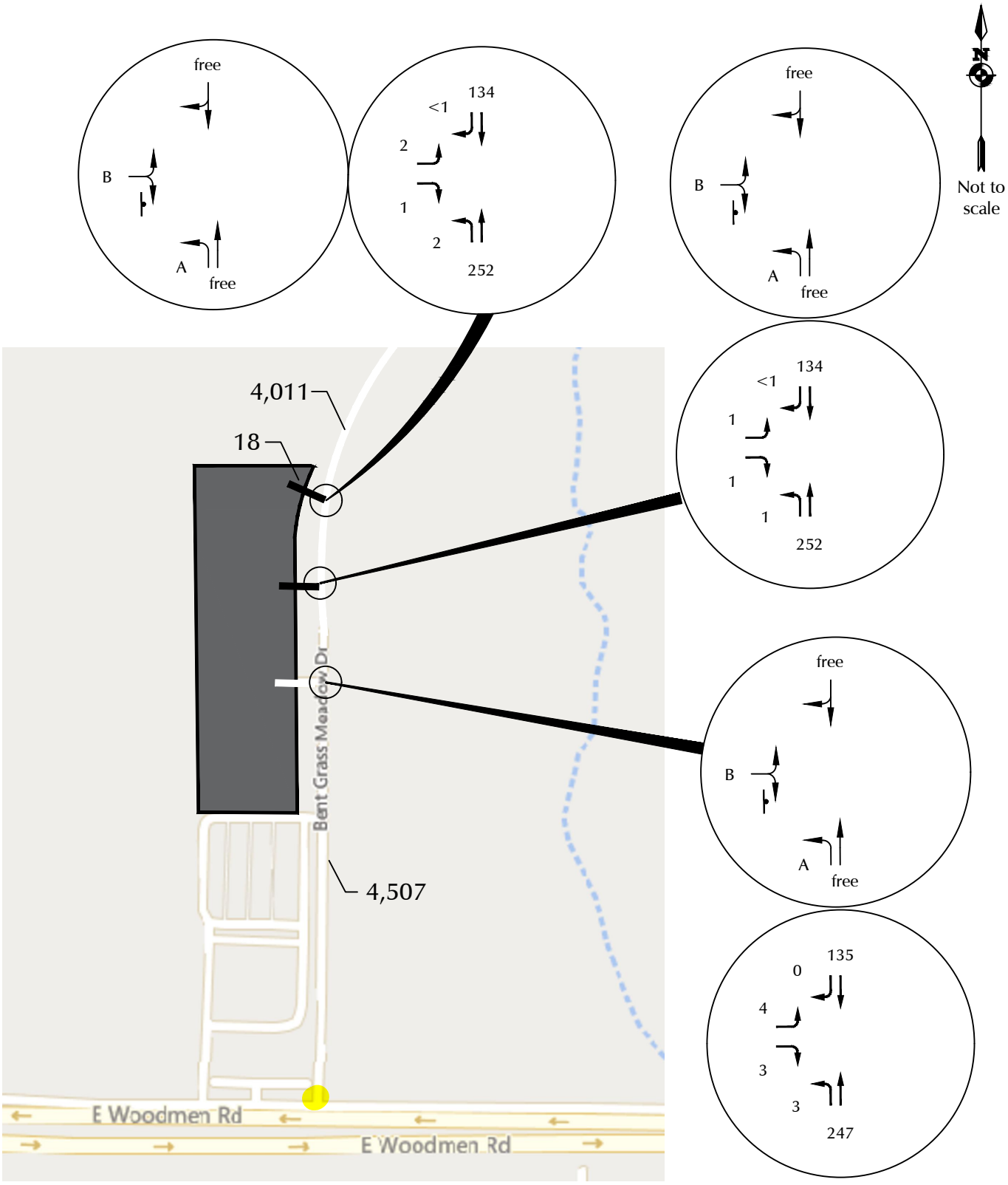

Figure 9

2041 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

Falcon Storage LLC (LSC # 214430)

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⊦	=	Stop Sign
X	=	PM Individual Movement Peak-Hour LOS
XX	=	PM Weekday Peak-Hour Traffic (Veh/Hour)
X,XXX	=	Average Daily Traffic (Vehicles/Day)

Traffic Counts

TRANSPORTATION
CONSULTANTS, INC.

LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Falcon Storage PM
Site Code : S214430
Start Date : 5/12/2021
Page No : 1

Groups Printed- Unshifted

	Bent Grass Meadows Southbound					Westbound					Bent Grass Meadows Northbound					Falcon Storage Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
04:00 PM	0	11	0	0	11	0	0	0	0	0	1	8	0	0	9	3	0	1	0	4	24
04:15 PM	0	13	0	0	13	0	0	0	0	0	0	9	0	0	9	2	0	2	0	4	26
04:30 PM	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
04:45 PM	0	5	0	0	5	0	0	0	0	0	3	11	0	0	14	0	0	1	0	1	20
Total	0	34	0	0	34	0	0	0	0	0	4	38	0	0	42	5	0	4	0	9	85
05:00 PM	0	5	0	0	5	0	0	0	0	0	3	6	0	0	9	0	0	4	0	4	18
05:15 PM	0	3	2	0	5	0	0	0	0	0	3	10	0	0	13	2	0	0	0	2	20
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
05:45 PM	0	4	1	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
Total	0	15	3	0	18	0	0	0	0	0	6	31	0	0	37	2	0	4	0	6	61
Grand Total	0	49	3	0	52	0	0	0	0	0	10	69	0	0	79	7	0	8	0	15	146
Apprch %	0	94.2	5.8	0		0	0	0	0		12.7	87.3	0	0		46.7	0	53.3	0		
Total %	0	33.6	2.1	0	35.6	0	0	0	0	0	6.8	47.3	0	0	54.1	4.8	0	5.5	0	10.3	

LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Falcon Storage PM
Site Code : S214430
Start Date : 5/12/2021

	Bent Grass Meadows Southbound					Westbound					Bent Grass Meadows Northbound					Falcon Storage Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	0	11	0	0	11	0	0	0	0	0	1	8	0	0	9	**3**	0	1	0	**4**	24
4:15:00 PM	0	**13**	0	0	**13**	0	0	0	0	0	0	9	0	0	9	2	0	**2**	0	4	**26**
4:30:00 PM	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
4:45:00 PM	0	5	0	0	5	0	0	0	0	0	**3**	**11**	0	0	**14**	0	0	1	0	1	20
Total Volume	0	34	0	0	34	0	0	0	0	0	4	38	0	0	42	5	0	4	0	9	85
% App. Total	0	100	0	0		0	0	0	0		9.5	90.5	0	0		55.6	0	44.4	0		
PHF	.000	.654	.000	.000	.654	.000	.000	.000	.000	.000	.333	.864	.000	.000	.750	.417	.000	.500	.000	.563	.817

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719-633-2868

File Name : Falcon Storage PM
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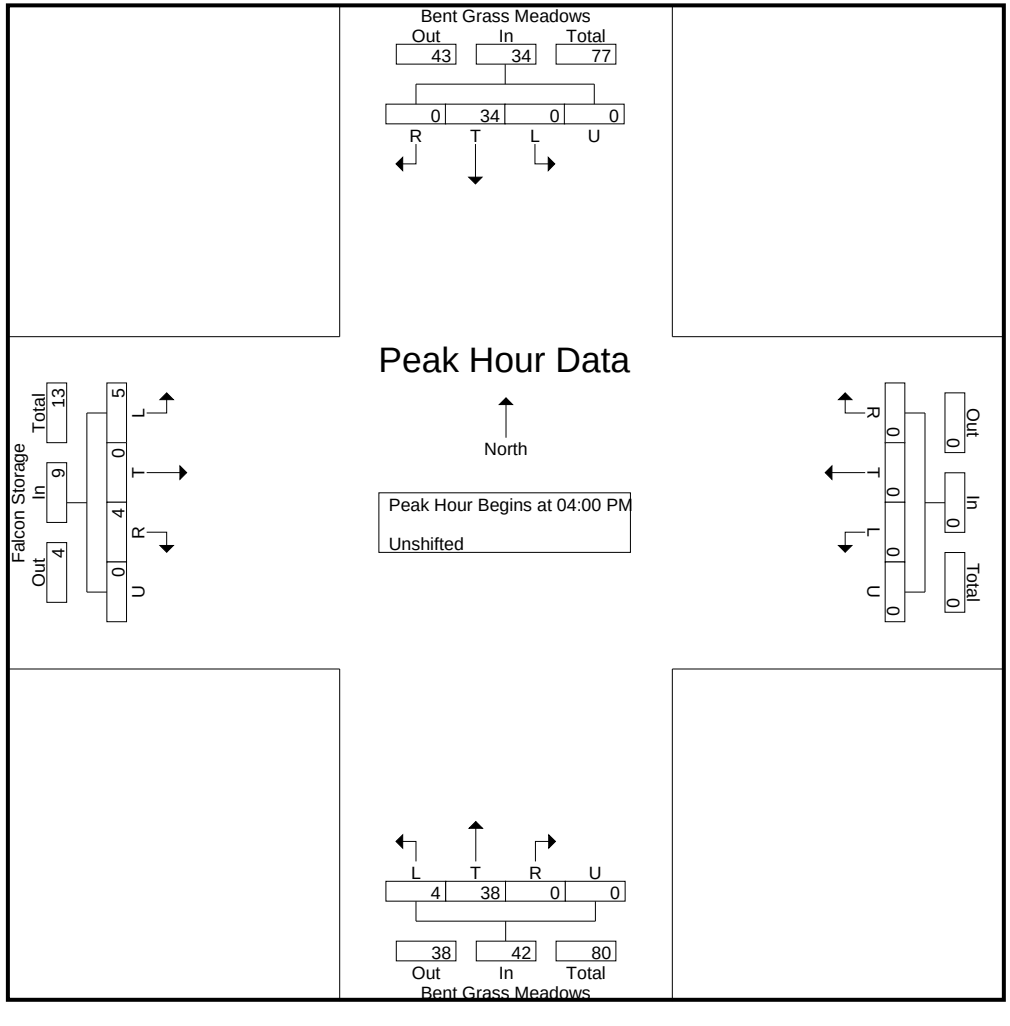

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File Name : Falcon Storage PM
Site Code : S214430
Start Date : 5/12/2021
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	Bent Grass Meadows Southbound					Westbound					Bent Grass Meadows Northbound					Falcon Storage Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:00:00 PM					4:00:00 PM					4:30:00 PM					4:00:00 PM					
+0 mins.	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	**3**	0	1	0	**4**	
+5 mins.	0	**13**	0	0	**13**	0	0	0	0	0	**3**	**11**	0	0	**14**	2	0	**2**	0	4	
+10 mins.	0	5	0	0	5	0	0	0	0	0	3	6	0	0	9	0	0	0	0	0	
+15 mins.	0	5	0	0	5	0	0	0	0	0	3	10	0	0	13	0	0	1	0	1	
Total Volume	0	34	0	0	34	0	0	0	0	0	9	37	0	0	46	5	0	4	0	9	
% App. Total	0	100	0	0		0	0	0	0		19.6	80.4	0	0		55.6	0	44.4	0		
PHF	.000	.654	.000	.000	.654	.000	.000	.000	.000	.000	.750	.841	.000	.000	.821	.417	.000	.500	.000	.563	

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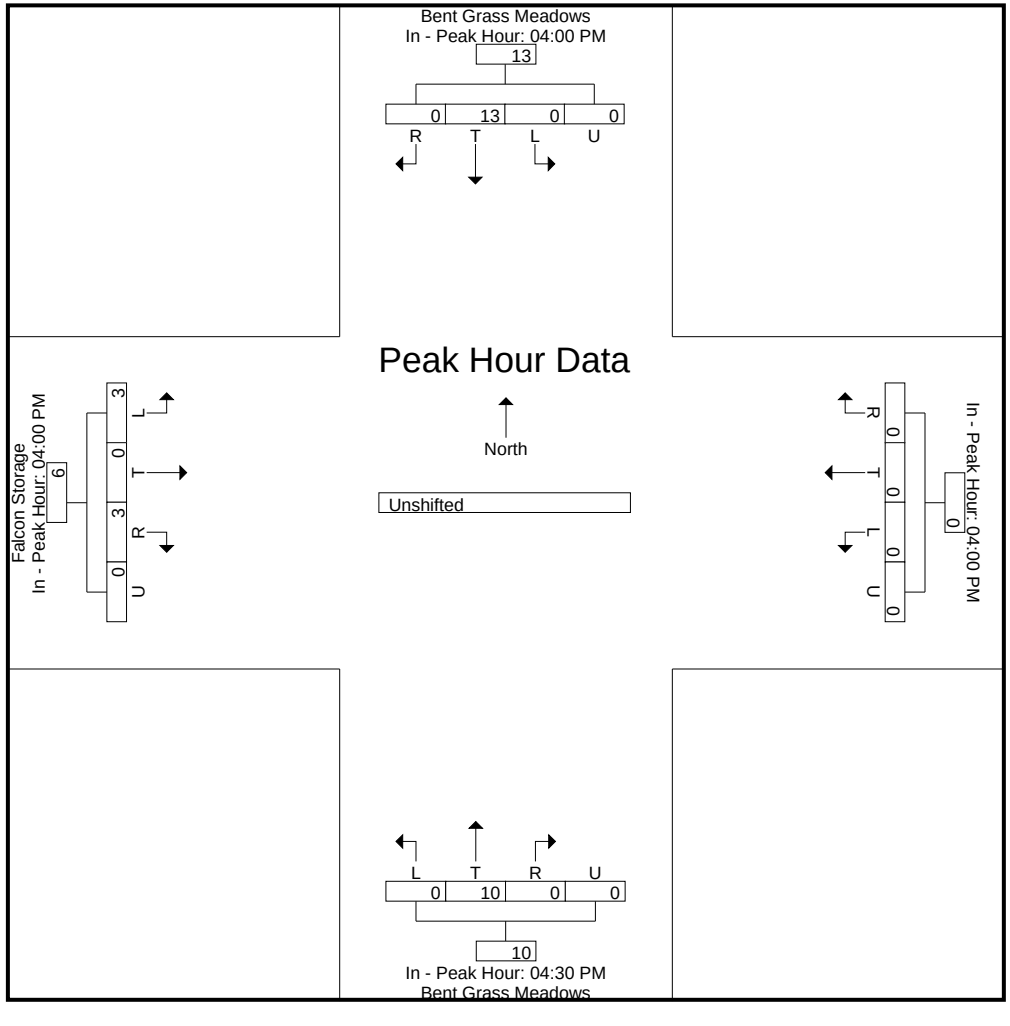

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File Name : Falcon Storage PM Trucks & Tailers
Site Code : S214430
Start Date : 5/12/2021
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Groups Printed- Bank 1

	Bent Grass Meadows Southbound					Westbound					Bent Grass Meadows Northbound					Falcon Storage Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	1	0	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Grand Total	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	2	0	2	0	4	7
Apprch %	0	0	100	0		0	0	0	0		100	0	0	0		50	0	50	0		
Total %	0	0	14.3	0	14.3	0	0	0	0	0	28.6	0	0	0	28.6	28.6	0	28.6	0	57.1	

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File Name : Falcon Storage PM Trucks & Tailers
Site Code : S214430
Start Date : 5/12/2021

	Bent Grass Meadows Southbound					Westbound					Bent Grass Meadows Northbound					Falcon Storage Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	1
4:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	**1**	0	**2**	**2**
4:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45:00 PM	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	**2**	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	1	0	3	5
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		66.7	0	33.3	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.500	.000	.250	.000	.375	.625

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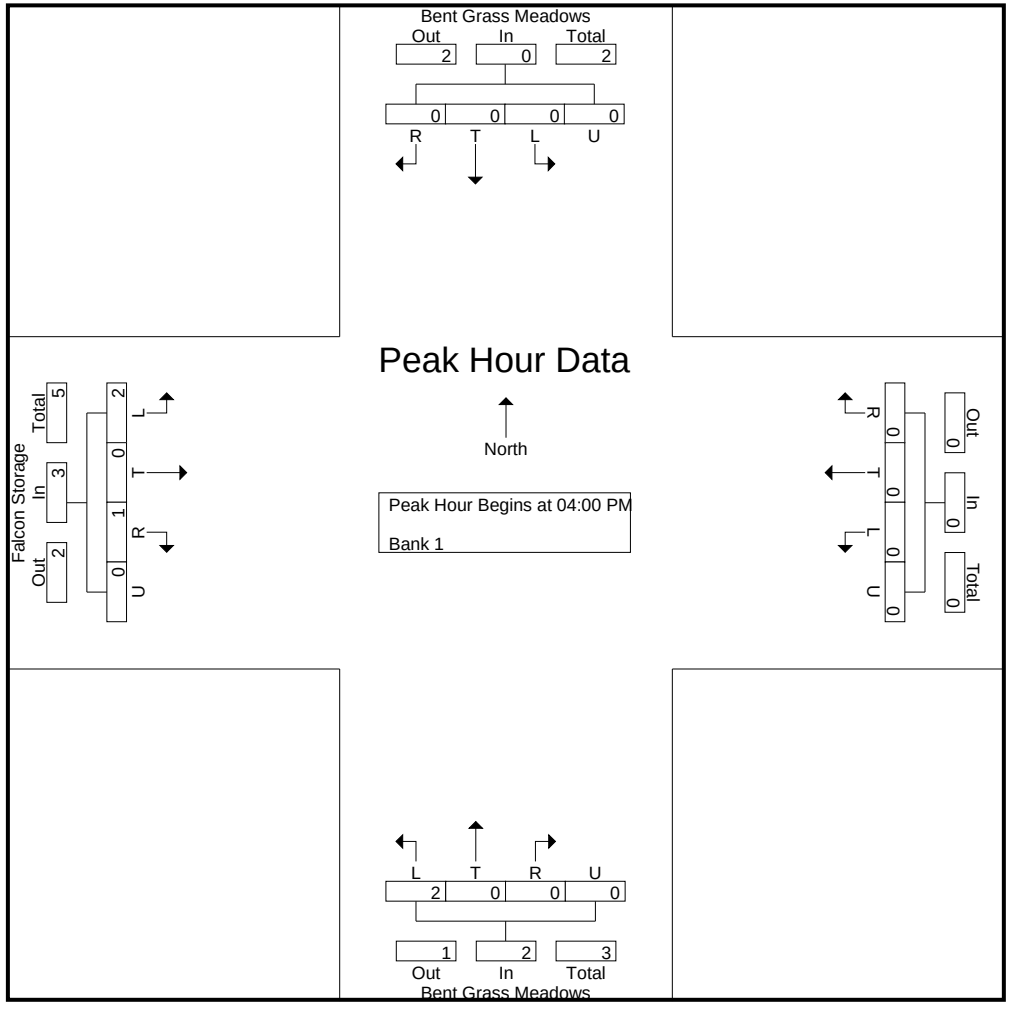

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File Name : Falcon Storage PM Trucks & Tailers
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	Bent Grass Meadows Southbound					Westbound					Bent Grass Meadows Northbound					Falcon Storage Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:30:00 PM					4:00:00 PM					4:00:00 PM					4:00:00 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	
+5 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	**1**	0	**2**	
+10 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	0	0	**2**	0	0	0	0	0	
Total Volume	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	2	0	1	0	3	
% App. Total	0	0	100	0		0	0	0	0		100	0	0	0		66.7	0	33.3	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.500	.000	.250	.000	.375	

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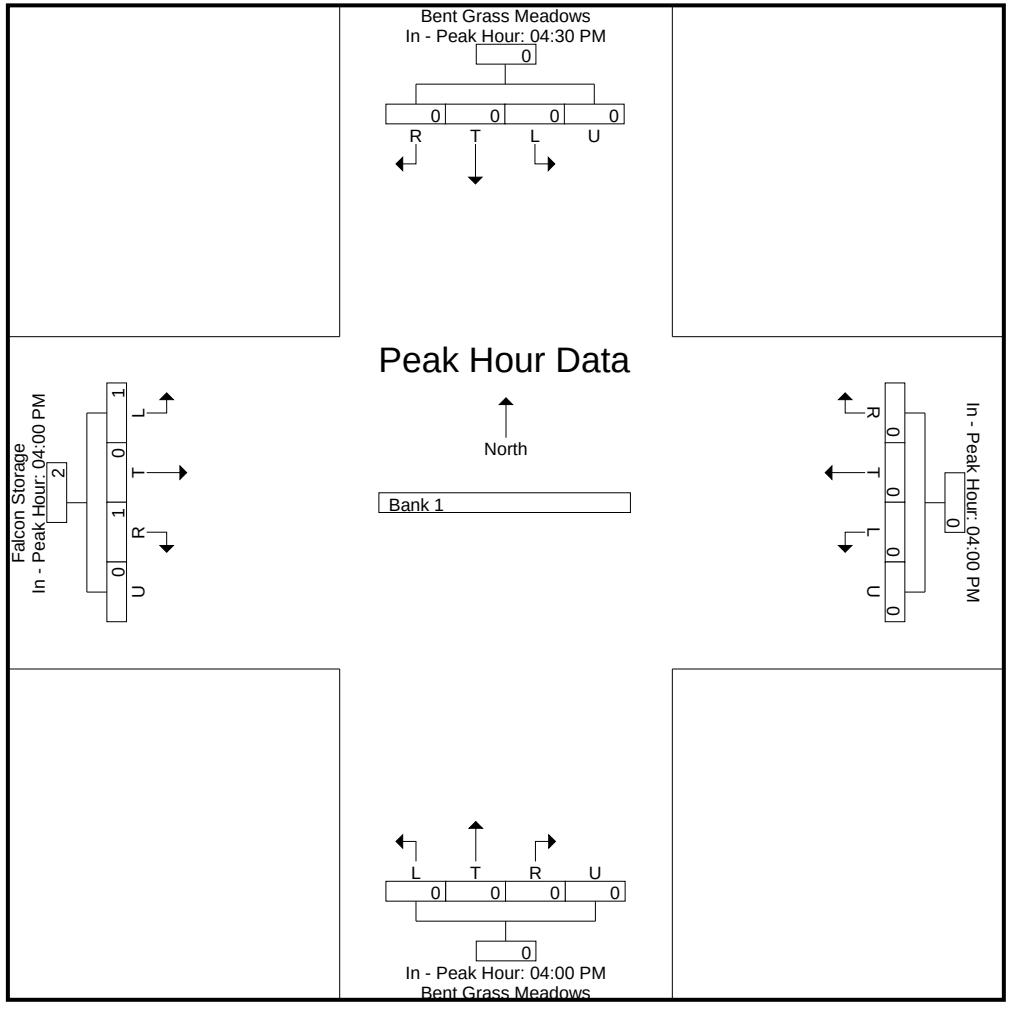
Page No : 5



Levels of Service

TRANSPORTATION
CONSULTANTS, INC.

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	4	38	34	0
Future Vol, veh/h	5	4	4	38	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	5	5	49	44	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	103	44	44	0	-	0
Stage 1	44	-	-	-	-	-
Stage 2	59	-	-	-	-	-
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	895	1026	1564	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	892	1026	1564	-	-	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1564	-	920	-	-
HCM Lane V/C Ratio	0.003	-	0.013	-	-
HCM Control Delay (s)	7.3	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	4	106	80	0
Future Vol, veh/h	5	4	4	106	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	5	5	128	96	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	234	96	96	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	138	-	-	-	-	-
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	754	960	1498	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	752	960	1498	-	-	-
Mov Cap-2 Maneuver	756	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1498	-	835	-	-
HCM Lane V/C Ratio	0.003	-	0.014	-	-
HCM Control Delay (s)	7.4	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	3	3	110	81	0
Future Volume (vph)	4	3	3	110	81	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	50			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.940					
Flt Protected	0.973		0.950			
Satd. Flow (prot)	1704	0	1770	1863	1863	0
Flt Permitted	0.973		0.950			
Satd. Flow (perm)	1704	0	1770	1863	1863	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	212			1540	311	
Travel Time (s)	5.8			30.0	6.1	
Peak Hour Factor	0.78	0.78	0.83	0.83	0.78	0.78
Adj. Flow (vph)	5	4	4	133	104	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	4	133	104	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	1	2	111	80	0
Future Volume (vph)	2	1	2	111	80	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	50			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.966					
Flt Protected	0.964		0.950			
Satd. Flow (prot)	1735	0	1770	1863	1863	0
Flt Permitted	0.964		0.950			
Satd. Flow (perm)	1735	0	1770	1863	1863	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	205			378	259	
Travel Time (s)	5.6			7.4	5.0	
Peak Hour Factor	0.78	0.78	0.83	0.83	0.78	0.78
Adj. Flow (vph)	3	1	2	134	103	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	2	134	103	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	111	80	0
Future Volume (vph)	1	1	1	111	80	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	50			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1694	0	1770	1863	1863	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1694	0	1770	1863	1863	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	193			311	378	
Travel Time (s)	5.3			6.1	7.4	
Peak Hour Factor	0.78	0.78	0.83	0.83	0.78	0.78
Adj. Flow (vph)	1	1	1	134	103	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	1	134	103	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	4	247	134	0
Future Vol, veh/h	5	4	4	247	134	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	92	92	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	5	4	268	161	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	437	161	161	0	-	0
Stage 1	161	-	-	-	-	-
Stage 2	276	-	-	-	-	-
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	577	884	1418	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	575	884	1418	-	-	-
Mov Cap-2 Maneuver	632	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1418	-	724	-	-
HCM Lane V/C Ratio	0.003	-	0.016	-	-
HCM Control Delay (s)	7.5	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	3	3	251	135	0
Future Vol, veh/h	4	3	3	251	135	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	92	92	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	3	273	163	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	442	163	163	0	-	0
Stage 1	163	-	-	-	-	-
Stage 2	279	-	-	-	-	-
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	573	882	1416	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	572	882	1416	-	-	-
Mov Cap-2 Maneuver	629	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	768	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1416	-	717	-	-
HCM Lane V/C Ratio	0.002	-	0.013	-	-
HCM Control Delay (s)	7.5	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	2	252	134	0
Future Vol, veh/h	2	1	2	252	134	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	92	92	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	2	274	161	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	439	161	161	0	-	0
Stage 1	161	-	-	-	-	-
Stage 2	278	-	-	-	-	-
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	575	884	1418	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	574	884	1418	-	-	-
Mov Cap-2 Maneuver	631	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	769	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1418	-	698	-	-
HCM Lane V/C Ratio	0.002	-	0.006	-	-
HCM Control Delay (s)	7.5	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	252	134	0
Future Vol, veh/h	1	1	1	252	134	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	304	172	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	478	172	172	0	-	0
Stage 1	172	-	-	-	-	-
Stage 2	306	-	-	-	-	-
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	546	872	1405	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	545	872	1405	-	-	-
Mov Cap-2 Maneuver	609	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	747	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1405	-	717	-	-
HCM Lane V/C Ratio	0.001	-	0.004	-	-
HCM Control Delay (s)	7.6	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-