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HCD Drilling  
Traffic Impact Study  
PCD File No. MS-21-008  
(LSC #S214660)  
April 20, 2022

**Traffic Engineer's Statement**

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



**Developer's Statement**

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

Provide signatures

\_\_\_\_\_

\_\_\_\_\_

Date

# HCD Drilling

## Traffic Impact Study

### PCD File No.: MS-21-008

Prepared for:

Darin Weiss  
T-Bone Construction  
1310 Ford Street  
Colorado Springs, CO 80915

APRIL 20, 2022

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LSC Transportation Consultants, Inc.  
Jeffrey C. Hodsdon, P.E.

LSC #S214660



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April 20, 2022

Darin Weiss  
T-Bone Construction  
1310 Ford Street  
Colorado Springs, CO 80915

RE: HCD Drilling  
Traffic Impact Study  
PCD File No.: MS-21-008  
Colorado Springs, CO  
LSC # S214660

Dear Mr. Weiss,

LSC Transportation Consultants, Inc. has prepared this traffic impact study for the proposed HCD Drilling development planned to be located at 6201 East Platte Avenue in Colorado Springs, Colorado. Located at El Paso County parcel ID 5418000069, the 7.13-acre parcel would consist of approximately 17,700 square feet of warehouse space and 4,779 square feet of office space.

HCD Drilling plans to relocate its truck storage along with approximately 20-24 office employees to this site. The company would also employ 15-20 field employees who will travel to/from the site for work via private vehicle. Crews would travel to job sites in company vehicles. **Two accesses** to the US Highway 24 frontage road are proposed for the property, located approximately 220 and 480 feet west of the existing Platte Avenue (US Highway 24) right-in/right-out (RIRO) intersection with Motel Road. **Note: per CDOT directive, this RIRO connection to the US Highway 24 "mainline" will be closed.**

This report has been prepared for submittal to El Paso County and CDOT.

## REPORT CONTENTS

The preparation of this report included the following:

- Inventory of existing adjacent and nearby area street system. This included surface conditions, functional classifications, roadway widths, lane configurations, traffic control, posted speed limits, pavement markings, intersection and access spacing, roadway and intersection alignments, auxiliary left- and right-turn lanes, intersection sight distances, etc.;

- Summary of existing morning and late-afternoon peak-hour turning-movement traffic counts at the following intersections:
  - Platte Avenue/Motel Road (right-in/right out (RIRO) access)
  - Motel Road/Platte Avenue frontage road
  - Platte Avenue/Hathaway Drive
  - Hathaway Drive/Platte Avenue frontage road
- Estimates of short-term baseline traffic volumes, with estimated COVID-19 adjustments to the traffic data; **baseline traffic volumes have also been revised to reflect the required closure of the Motel Road RIRO connection to the US Highway 24 “mainline;”**
- Review of relevant traffic studies for pertinent information and improvements adjacent to this development. Other recent studies completed in the area and any applicable data/transferrable information/analysis etc. from previous LSC studies adjacent to the site were also utilized;
- Estimates of average weekday and peak-hour trip generation for the proposed development;
- Estimation of directional distribution of site-generated vehicle trips on the area street system, the study-area intersections, and the proposed site access points on Motel Road;
- Projections of site-generated turning-movement traffic volumes at the following “study-area” intersections:
  - Motel Road/Platte Avenue frontage road (three-quarter access)
  - Platte Avenue/Hathaway Drive
  - Hathaway Drive/Platte Avenue frontage road
  - Motel Road/proposed site access points
- Estimates of long-term background-traffic volumes at the study-area intersections and access points;
- Total traffic (site traffic-plus-baseline/background traffic) projections at the study-area intersections for the short and long term;
- Level of service (LOS) analysis at the study-area intersections;
- Evaluation of existing, short-term, and long-term projected intersection volumes to determine the potential need for any new auxiliary right-/left-turn lanes, based on the criteria in CDOT’s *State Highway Access Code*; **revisions to the study with respect to auxiliary turn-lane requirements to reflect CDOT review comments and a review meeting held with CDOT on March 16, 2022.**

- Other recommended improvements/modifications to the study-area streets and intersections, including street system/intersection improvements, intersection traffic control, and/or signage and pavement-marking modifications as required; and
- Summary of compiled data, analysis, findings, and recommendations.

## **PRIOR AREA TRAFFIC REPORTS**

LSC utilized the following previous traffic reports to assist in the production of this report:

- *Freedom Springs* – July 2018 (LSC)

Long-term traffic projections on Hathaway Drive and Platte Avenue from the *Freedom Springs* traffic study have been included in long-term background traffic-volume estimates.

## **LAND USE AND ACCESS**

### **Site Land Use**

Figure 1 shows the site location relative to the adjacent and nearby streets. HCD Drilling plans to relocate its truck storage, along with approximately 20-24 office employees, to this site. Approximately 15-20 work vehicles would also be parked in the “warehouse” portion of the building overnight, with drivers primarily operating at job sites throughout the day. A copy of the site plan is shown in Figure 2.

### **Site Access**

Two access points are proposed for the property, located approximately 220 and 480 feet west of the existing Platte Avenue RIRO intersection with Motel Road. No direct site access is proposed to Platte Avenue.

## **SITE ACCESS SIGHT DISTANCE**

### **CDOT Requirements**

The proposed site-access points must meet *State Highway Access Code* standards for sight distance. The site-access points to the frontage road are proposed to be full-movement and stop sign-controlled. All sight-distance field measurements utilized a height of 3.5 feet for driver’s eye height and for vehicles approaching from the east or west.

### **Entering Sight Distance**

With an assumed 25-mph posted speed limit (unposted in the vicinity of the site), the minimum required entering/intersection sight distance for both approaches at the proposed site-access

locations is 250 feet for passenger vehicles and 325 feet for single-unit trucks (per Table 4-2 of the *State Highway Access Code*). Sight-distance field measurements for both approaches at both proposed site-access locations to the frontage road meet the required 250-foot requirement:

- Proposed west access
  - Looking east – 486 feet
  - Looking west – unobstructed to corner
- Proposed east access
  - Looking east – 879 feet
  - Looking west – 378 feet

### **Sight Distance Along Highway**

The minimum required “sight distance along a highway” for both approaches at the proposed site-access locations is 150 feet for passenger vehicles (per Table 4-1 of the *State Highway Access Code*). Sight-distance field measurements for both approaches at both proposed site-access locations to the frontage road meet the required 150-foot requirement.

### **ROAD AND TRAFFIC CONDITIONS**

Figure 1 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:

**Platte Avenue (US Highway 24)** is a four-lane east/west state highway that locally extends from Colorado Springs to Falcon. US Highway (Hwy) 24 is classified as an Expressway by the Colorado Department of Transportation and is shown as an Expressway on the County *Major Transportation Corridors Plan (MTCP)*. The US Highway 24/Peterson Road intersection is grade-separated. There is an existing at-grade three-quarter-movement intersection in the vicinity of the site at Hathaway Drive. Figure 28 of CDOT’s *US 24 Planning and Environmental Linkage (PEL) Study* shows that the three-quarter access intersection at US Hwy 24 just south of Hathaway Drive will remain unchanged through 2040.

**Hathaway Drive** is the north leg/connection to the three-quarter-movement intersection with US Hwy 24. Approximately 50 feet north of US Hwy 24, there is a yield-sign-controlled T-intersection.

**Motel Road** is a two-lane non-arterial street without a posted speed limit in the vicinity of the site. Eastbound right-turn auxiliary turn lanes currently exist at both stop-sign-controlled frontage road connections to Platte Avenue.

### **Existing Traffic Volumes**

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

- Platte Avenue/RIRO access to Motel Road
  - Tuesday, July 13, 2021 from 6:30 – 8:30 a.m.
  - Tuesday, July 13, 2021 from 4:00 - 6:00 p.m.
- Platte Avenue/ Hathaway Drive (three-quarter-movement access)
  - Tuesday, July 13, 2021 from 6:30 – 8:30 a.m.
  - Tuesday, July 13, 2021 from 4:00 - 6:00 p.m.
- Motel Road/Hathaway Drive (south of Platte Avenue)
  - Wednesday, July 14, 2021 from 6:30 – 8:30 a.m.
  - Wednesday, July 14, 2021 from 4:00 - 6:00 p.m.
- Motel Road/frontage road RIRO access (south of Platte Avenue)
  - Wednesday, July 14, 2021 from 6:30 – 8:30 a.m.
  - Wednesday, July 14, 2021 from 4:00 - 6:00 p.m.

Existing morning and evening weekday peak-hour traffic volumes at these intersections, as well as the estimated existing annual average daily traffic (AADT) volumes adjacent to the site, are shown in Figure 3. Raw count reports are attached.

### **Short-Term Baseline Traffic Volumes**

Figure 4 shows estimated “short-term baseline” traffic volumes on the study-area streets and at the study-area intersections (short-term peak-hour turning-movement volumes). Previous LSC traffic counts from February 2018 were also referenced to establish short-term baseline traffic volumes, as those counts were not affected by changes in travel patterns due to the COVID-19 pandemic. Note: these estimates do not include the completion of several developments in the vicinity (north side of Hathaway Drive), as those were assumed to have been completed during the long term.

Adjustments were also made to account for the required closure of the existing RIRO connection the US Highway 24 mainline, located approximately 220 feet east of the eastern site access. All existing traffic using this access has been reassigned to the existing three-quarter access to reflect adjusted traffic patterns.

Additionally, a “COVID-19 adjustment factor” of approximately 2 percent per year has been applied to the higher of the February 2018 or July 2021 counts in order to account for growth in the study area that may be affected by remaining effects of the COVID-19 pandemic.

### **Field Observations at US Highway 24/Hathaway Drive**

LSC conducted field observations of operations at the three-quarter access to US Hwy 24 during both the morning and afternoon peak hours. The eastbound-left/U-turn-lane queue was consistently 6-12 vehicles, with multiple occurrences of additional vehicles arriving at the back of queue as the queue began to clear. In general, drivers making an eastbound-U-turn contributed more towards control delay for this turning movement, often waiting 3-5 minutes before enough of a gap formed upstream on Platte Avenue for them to safely conduct a U-turn.

Several vehicles (mostly heavy vehicles from businesses located on the Motel Road/Platte Avenue frontage road) were observed to turn eastbound-left onto Hathaway Drive rather than waiting in the eastbound-U-turn queue. After turning eastbound-left onto Hathaway Drive, these drivers would immediately make a northbound-U-turn in the wider intersection of Hathaway Drive/Ford Road before turning 180 degrees back towards Platte Avenue to turn southbound-right onto Platte Avenue. This turning-movement combination was observed to be noticeably quicker for vehicles wishing to travel back towards downtown Colorado Springs compared to those drivers completing a standard eastbound-U-turn movement at Platte Avenue/Hathaway Drive.

Northbound- and southbound right-turning vehicles were seen using their respective right-turn acceleration lane to merge into through traffic on Platte Avenue. The eastbound right-turn acceleration lane is continuous to Peterson Avenue (approximately one-quarter mile to the east), while the westbound right-turn acceleration lane is continuous to Valley Drive (about one-quarter mile to the west).

**TRIP GENERATION**

Estimates of the existing and projected vehicle trips to be generated by the site have been made using nationally-published average trip-generation rates for land use code “180 – Specialty Trade Contractor” in *Trip Generation, 10<sup>th</sup> Edition, 2017* by the Institute of Transportation Engineers (ITE). Estimates are based on ITE rates with “building square footage” as the predictor variable.

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

**Table 1: Estimated External Site Vehicle-Trip Generation**

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	25	9	34
Evening Peak Hour	13	27	40
Daily/24-hour	104	104	208

Based on the ITE estimate, the proposed HCD Drilling site could generate about 208 external vehicle trips on the average weekday. During the weekday morning peak hour, approximately 25 vehicles would enter and 9 vehicles would exit the site. Approximately 13 entering vehicles and 27 exiting vehicles are projected for the weekday evening 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 land use, the area street and road system serving the site, previously-conducted traffic studies in the vicinity of this site, and the site's geographic location relative to 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 short-term baseline traffic volumes (from Figure 4) and site-generated peak-hour traffic volumes (shown in Figure 6). These volumes represent the projected short-term total traffic, assuming site buildout. Short-term total estimates do not include the completion of several developments in the vicinity of the site, as those were assumed to have been completed during the long term. Previous LSC traffic counts from February 2018 were also referenced to establish short-term baseline traffic volumes, as those counts were not affected by changes in travel patterns due to the COVID-19 pandemic.

### **Estimated Future 2041 Background Traffic Volumes**

Figure 8 shows the projected 20-year background traffic volumes for the year 2041. Estimated 2041 background through traffic volumes on Platte Avenue, Hathaway Drive, and Motel Road are based on projected background growth of undeveloped parcels in the vicinity of the site. Projected short-term and long-term volumes from previous LSC traffic studies in the vicinity of the site were used to estimate future background traffic growth on roadways adjacent to the site. CDOT's 20-year growth factor for Platte Avenue is 1.42, representing a 2.1 percent annual growth rate. Projected 20-year background traffic volumes do **not** include projected traffic to be generated by the proposed HCD Drilling site.

Adjustments were also made to account for the future closing of the existing RIRO connection to US Highway 24 (mainline) located approximately 220 feet east of the eastern site access. All projected traffic at the RIRO has been reassigned to the three-quarter access located to the east.

### 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

The following intersections have been analyzed to determine the projected intersection levels of service for short- and long-term traffic scenarios for the morning and evening peak-hour time periods:

- Motel Road/Platte Avenue frontage road
- Platte Avenue/Hathaway Drive
- Motel Road/proposed site accesses

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	Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	Average Control Delay (seconds per vehicle) <sup>(1)</sup>
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.

Detailed Synchro reports are attached. A summary of LOS during the weekday morning and evening peak hours for the following unsignalized intersections is shown in the following figures:

- Figure 3: Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 4: Short-Term Baseline Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 7: Short-Term Total Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: 2041 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 9: 2041 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS



## **Platte Avenue/Hathaway Drive (Three-Quarter Intersection)**

### Short Term

The eastbound left-turning movement at this three-quarter-movement intersection currently operates at LOS F and is projected to remain at LOS F during all short-term peak-hour traffic scenarios. Note: no site-generated traffic would be added to this turning movement. All other individual turning movements would operate at LOS D or better during the short term, with or without the addition of site-generated traffic.

Although the *Highway Capacity Manual (HCM)* LOS analysis indicates LOS E or worse, field observations indicate that upstream signals at US Hwy 94 and Marksheffel Road produce gaps in the westbound traffic stream that allow left-turning movements to occur. Please refer to the “Field Observations at US Highway 24/Hathaway Drive” section above for more detail.

### Long Term

*HCM* analysis indicates that the following individual turning movements at this three-quarter-movement intersection would operate at LOS F during all long-term scenarios, with or without the addition of site-generated traffic:

- Eastbound-left/U-turn, westbound-left/U-turn, northbound-right, and southbound-right

Synchro *HCM*-calculated control delays are in the LOS F range for this intersection. However, the formula-calculated values likely exceed realistic levels. For additional detail, please refer to the attached *HCM* calculation sheets.

Northbound-to-eastbound right-turn acceleration lanes exist at this access point to Platte Avenue. However, these are not accounted for in the *HCM* LOS results, even though the acceleration lanes would likely reduce delay, assuming drivers used them properly.

Field observations indicate that upstream signals at the US Hwy 94, Marksheffel Road, and Powers Boulevard cross-street intersections produce gaps in the westbound traffic stream that allow left-turning and right-turning movements to occur. Until grade-separated interchanges replace the upstream signalized intersections in the future, these traffic gaps will continue to be generated.

## **Motel Road/Proposed Site Accesses**

All approaches and individual turning movements at the proposed site accesses on Motel Road are projected to operate at LOS A through 2041 during both peak hours.

### **Frontage Road/Hathaway Drive (adjacent to the Three-Quarter intersection with US Hwy 24)**

All approaches and individual turning movements at the Hathaway Drive/frontage road intersection south of Platte Avenue currently operate at, and are projected to remain at, LOS A through 2041 during both peak hours, with or without the addition of site-generated traffic.

### **AUXILIARY TURN-LANE ANALYSIS**

The *State Highway Access Code* contain turning-volume thresholds which require auxiliary left- or right-turn lanes by roadway classifications. Roadway classifications for key thoroughfares in the vicinity of the site are based on the *State Highway Access Category Assignment Schedule*.

- Platte Avenue (US Hwy 24) – Expressway
- Motel Road – frontage road

### **Platte Avenue/Hathaway Drive (Three-Quarter-Movement Intersection)**

The addition of site-generated traffic would increase the total entering/exiting traffic volume at this intersection by more than 20 percent. HCD Drilling is projected to increase the existing total traffic volume at Platte Avenue/Hathaway Drive (three-quarter access) by 11 percent compared to short-term baseline background-only traffic scenario.

#### Eastbound Left-Turn Deceleration Lane

**NOTE: With the closure of the RIRO connection to US Highway 24, this turn lane will not be utilized by site traffic. Also, CDOT is not requiring this project to improve this lane.**

#### Westbound Left-Turn Deceleration Lane

The existing westbound left-turn lane length is 600 feet, consisting of approximately 300 feet of full-width lane plus stacking distance and a 300-foot taper.

CDOT “EX – Expressway” left-turn deceleration lane requirements for a 55-mph posted limit at this approach are 862 feet:

- 600 feet of full-width deceleration length
- 40 feet of stacking for turning vehicles (based on projected 2041 volumes)
- 222-foot lane transition taper (18.5:1 ratio)

The existing turn lane does not currently meet CDOT Access Code standards. As such, the existing westbound left-turn lane would need to be lengthened 262 feet (from its existing 600-foot length) in order to meet CDOT turn-lane design requirements. There may be constraints to lengthening this lane, such as the grade difference between eastbound and westbound lanes and/or large sign structures in the center median just to the east of this access location. **Per the meeting with CDOT staff on March 16, 2022, CDOT is not requiring this project to improve this**

**lane. This project will have the obligation to close the RIRO connection to US Highway 24 and restripe/resign the eastbound right-turn deceleration lanes.**

#### Eastbound Right-Turn Deceleration Lane

Currently, the eastbound right-turn lane is a continuous deceleration lane extending for approximately 815 feet between the RIRO access (to the west/**to be closed**) and the three-quarter movement intersection at Hathaway Drive. Following the closure of the RIRO access to the west, this lane will be restriped/resigned and combined with the current right-turn deceleration lane for the RIRO intersection. This will result in a longer right-turn deceleration lane for the three-quarter access

#### Northbound-to-Eastbound Right-Turn Acceleration Lane

Currently, the northbound-to-eastbound right-turn acceleration lane is a continuous lane extending for approximately one-quarter mile between this three-quarter access at Hathaway Drive and the eastbound off-ramp to Peterson Boulevard (to the east). No modifications would be required to the existing eastbound right-turn acceleration lane design at this intersection.

#### **Platte Avenue/RIRO Movement Intersection**

Per CDOT, this RIRO “access” connection to the US Highway 24 “mainline” will need to be permanently closed by this applicant. Following the closure of this RIRO access, the eastbound right-turn deceleration lane for this access will be added to the current continuous eastbound right turn extending to the three-quarter access to the east (through restriping/resigning). The result will be a longer right-turn deceleration lane for the three-quarter access. The applicant will submit design plans for access closure, along with a signing/stripping modification plan (Notice-to-Proceed (NTP) stage of the permit process).

CDOT “EX – Expressway” right-turn deceleration lane requirements for a 55-mph posted limit at this approach are 822 feet:

- 600 feet of full-width deceleration length
- 222-foot lane transition taper (18.5:1 ratio)

The length of the longer right-turn deceleration lane for the three-quarter access would be 1,275 feet (lane plus taper), which would exceed CDOT’s 822-foot minimum length.

#### **Motel Road Study-Area Intersections**

Motel Road is likely controlled by CDOT and classified as a frontage road. As such, no auxiliary turn lanes would be required at any of the study-area intersections. Through traffic volumes are relatively light, the speed limit is unposted (assumed to be 25 mph), and the roadway has acceptable sight distance in both directions at all study-area intersections on Motel Road.

Additionally, traffic control already exists on the eastbound and westbound approaches at each of the study-area intersections with Motel Road, so the widening for additional turn lanes would not be required.

### **EL PASO COUNTY ROAD IMPACT FEE PROGRAM**

This project will be required to participate in the El Paso County Road Improvement Fee Program.

The applicant will be able to join one of the two special districts or opt out of the district options. The applicant will select an option, but hypothetically, the opt-out option building permit fee rate for an “Industrial” land use in the Road Impact Fee Schedule would be \$3,651 per thousand square feet (KSF). The project with 20.4 KSF would translate to a building permit fee of \$74,480.

Note: This is based on the current rate, which is subject to change. El Paso County updates this rate periodically.

### **CONCLUSIONS**

- The site is projected to generate about 208 new driveway vehicle trips on the average weekday.
- During the weekday morning peak hour of adjacent street traffic, 25 vehicles would enter the site while 9 vehicles would exit.
- During the weekday evening peak hour of adjacent street traffic, 13 vehicles would enter the site while 27 vehicles would exit.
- Please refer to the “Level of Service” section above for detailed LOS analysis results for individual turning movements and approaches at all studied intersections, during both peak hours through the 2041 horizon year.
- Per CDOT, the RIRO access to the US Highway 24 “mainline” will need to be closed permanently by the applicant. Along with this closure, the right-turn lane will be extended through restriping. Please refer to the “Auxiliary Turn-Lane Analysis” section for details.
- CDOT access permits will be required for the site-access points and for the closure of the RIRO connection to US Highway 24.

\* \* \* \* \*

Please contact me if you have any questions regarding this report.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH/JAB:jas

Enclosures: Table 3  
Figure 1 - Figure 9  
Site Plan  
Synchro LOS Reports  
Traffic Counts

# Tables

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**Table 3: Detailed Trip Generation Estimate**

ITE		Value	Units <sup>1</sup>	Trip Generation Rates <sup>2</sup>					Driveway Trips				
Code	Description			Average	A.M.		P.M.		Average	A.M.		P.M.	
		Weekday	In	Out	In	Out	Weekday	In	Out	In	Out		
180	Specialty Trade Contractor	20.372	KSF	10.22	1.23	0.46	0.63	1.34	208	25	9	13	27

<sup>1</sup> DU = dwelling units

<sup>2</sup> Source: *Trip Generation*, 10th Edition (2017) by the Institute of Transportation Engineers (ITE)

# Figures

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Not to scale

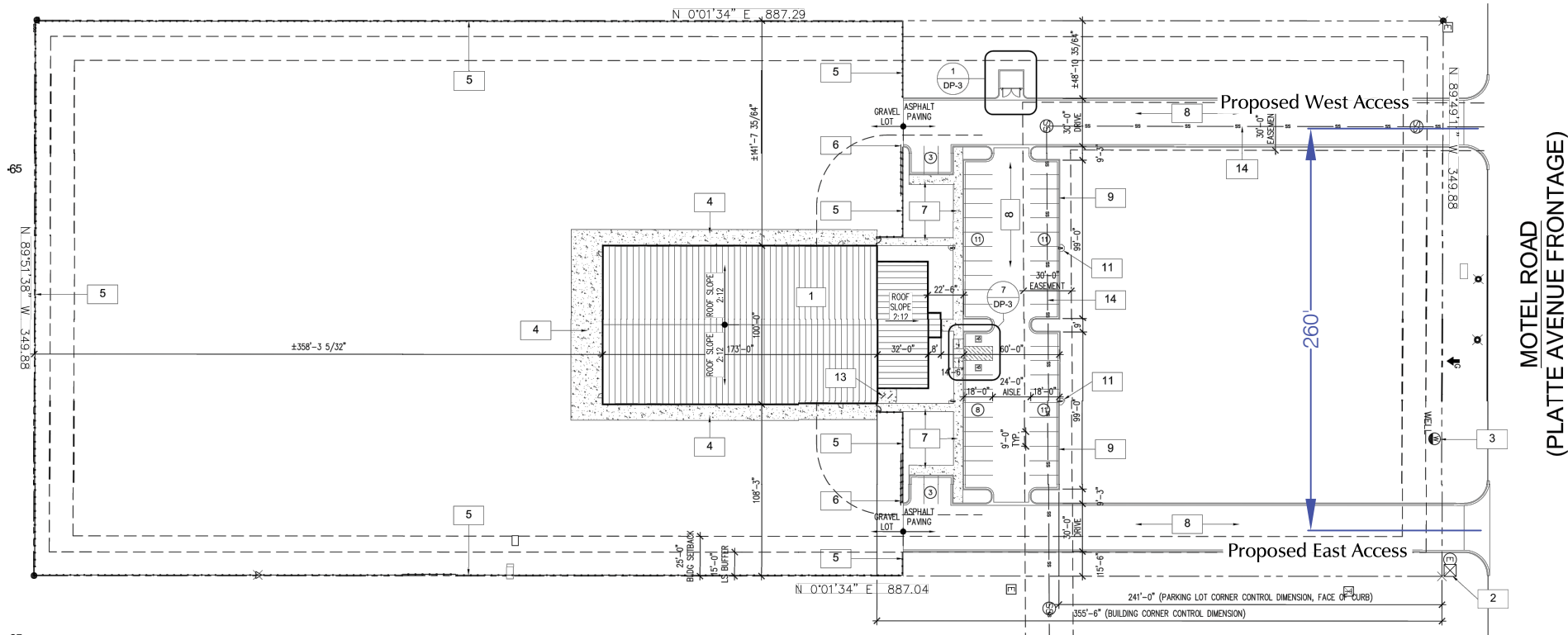
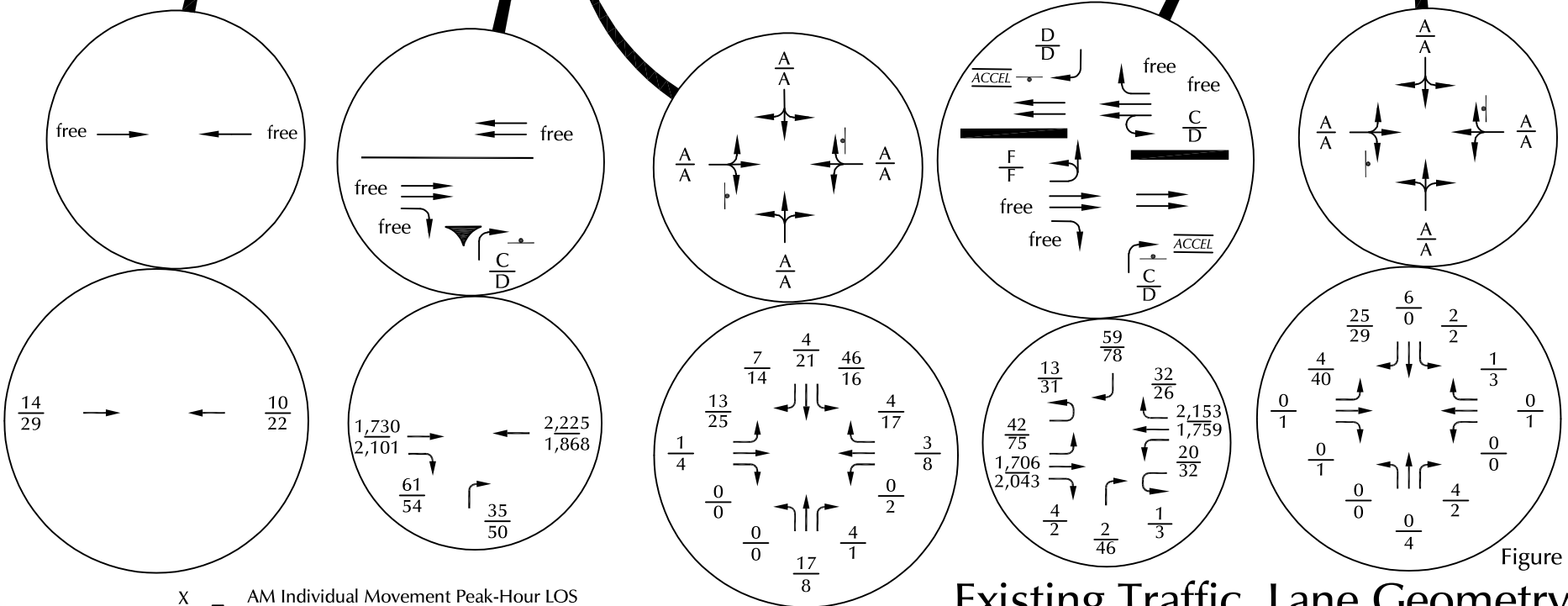
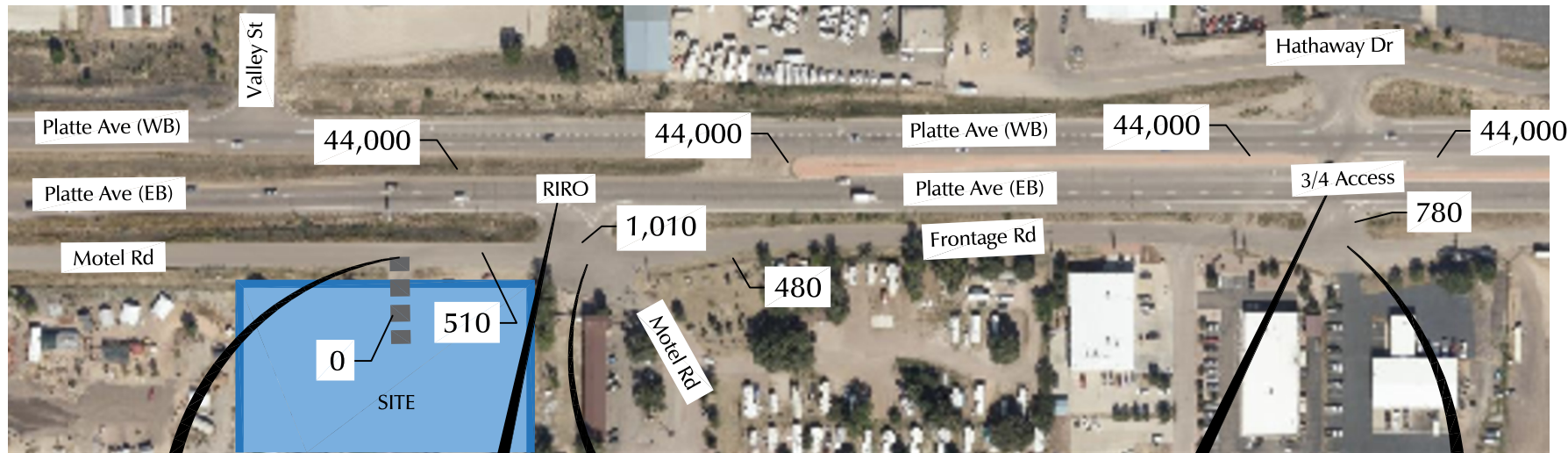


Figure 2  
**Site Plan**

HCD Drilling (LSC# S214660)





$\frac{X}{X}$  = AM Individual Movement Peak-Hour LOS  
 PM Individual Movement Peak-Hour LOS

$\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (Veh/Hour)  
 PM Weekday Peak-Hour Traffic (Veh/Hour)

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

Counts by LSC (July 2021)

⊥ = Stop Sign   ⊲ = Yield Sign

## Existing Traffic, Lane Geometry, Traffic Control, and LOS

Figure 3

HCD Drilling (LSC# S214660)





Note: Short-term baseline volumes are adjusted estimates for remaining effects of Covid-19 pandemic

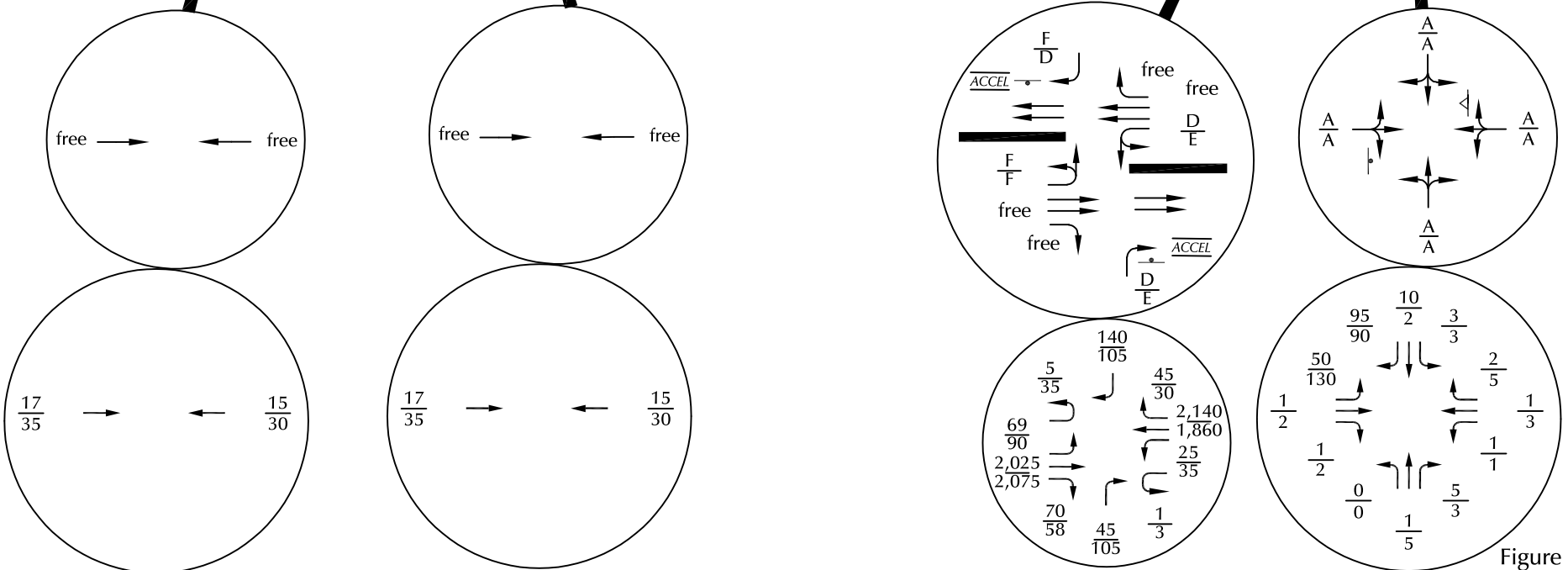
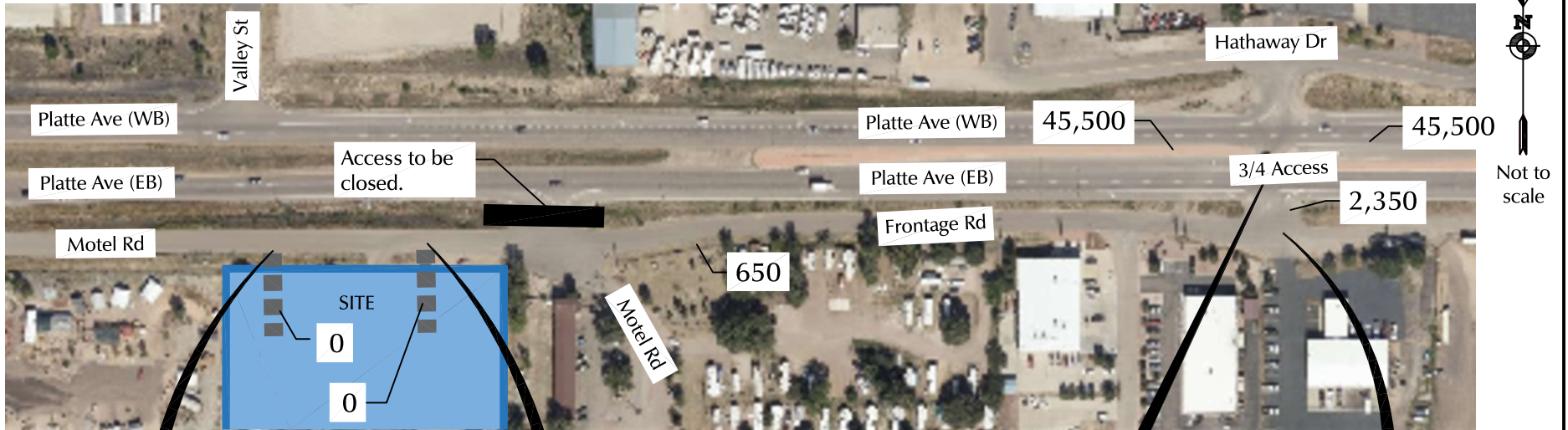


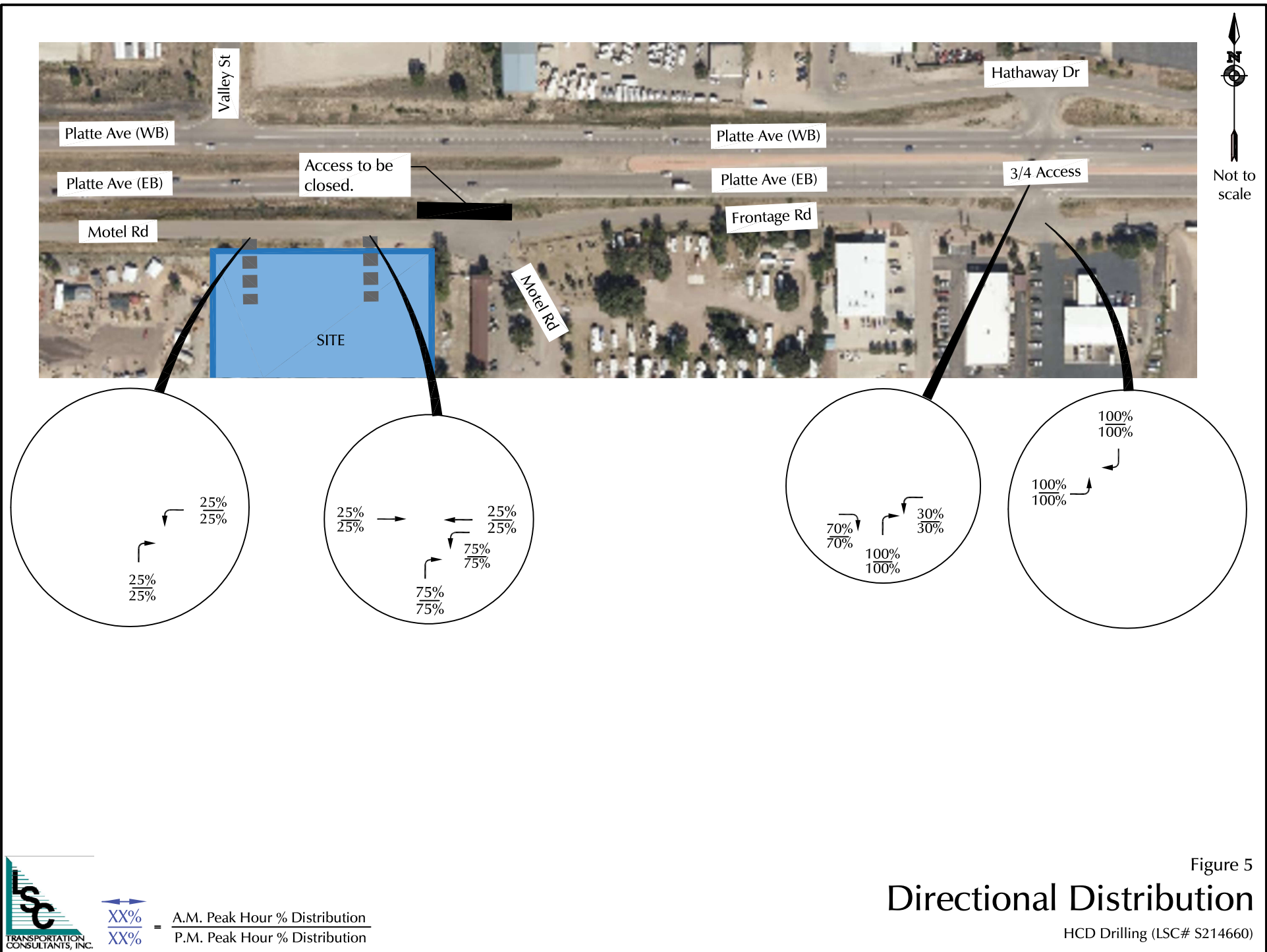
Figure 4

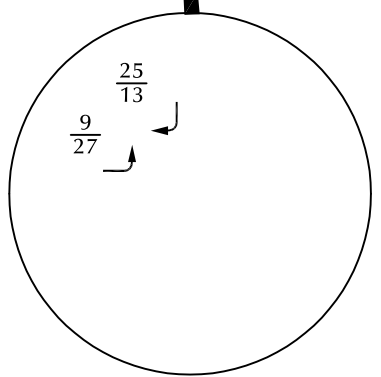
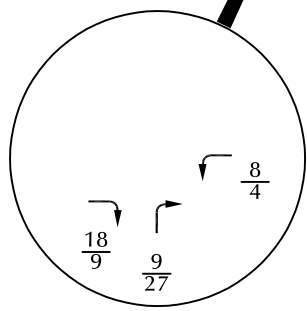
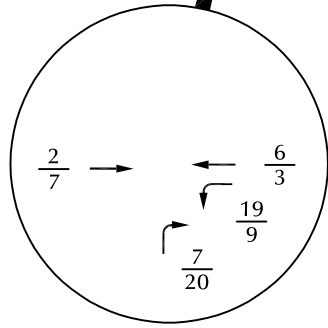
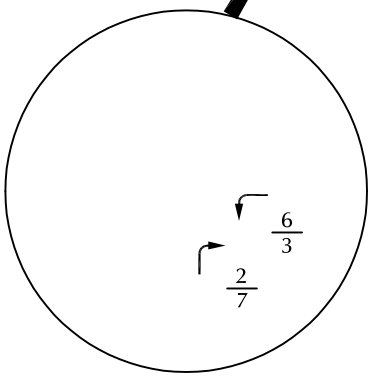
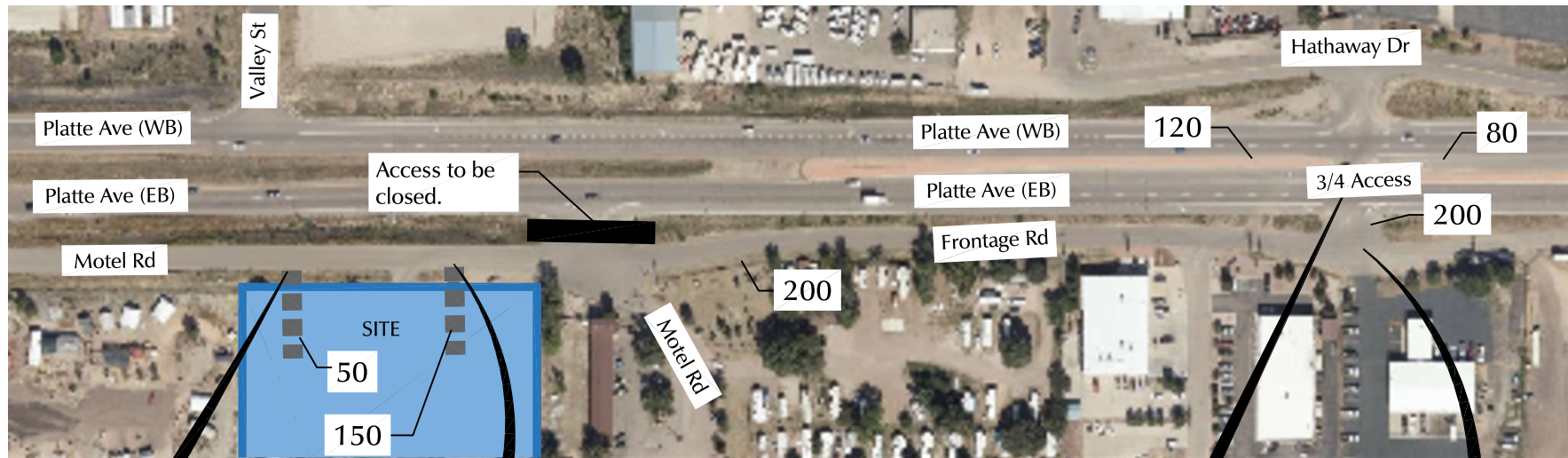
# Short-Term Baseline Traffic, Lane Geometry, Traffic Control, and LOS



- $\frac{X}{X}$  = AM Individual Movement Peak-Hour LOS  
PM Individual Movement Peak-Hour LOS
- $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (Veh/Hour)  
PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX = Average Daily Traffic (Vehicles/Day)

- = Yield Sign
- = Stop Sign



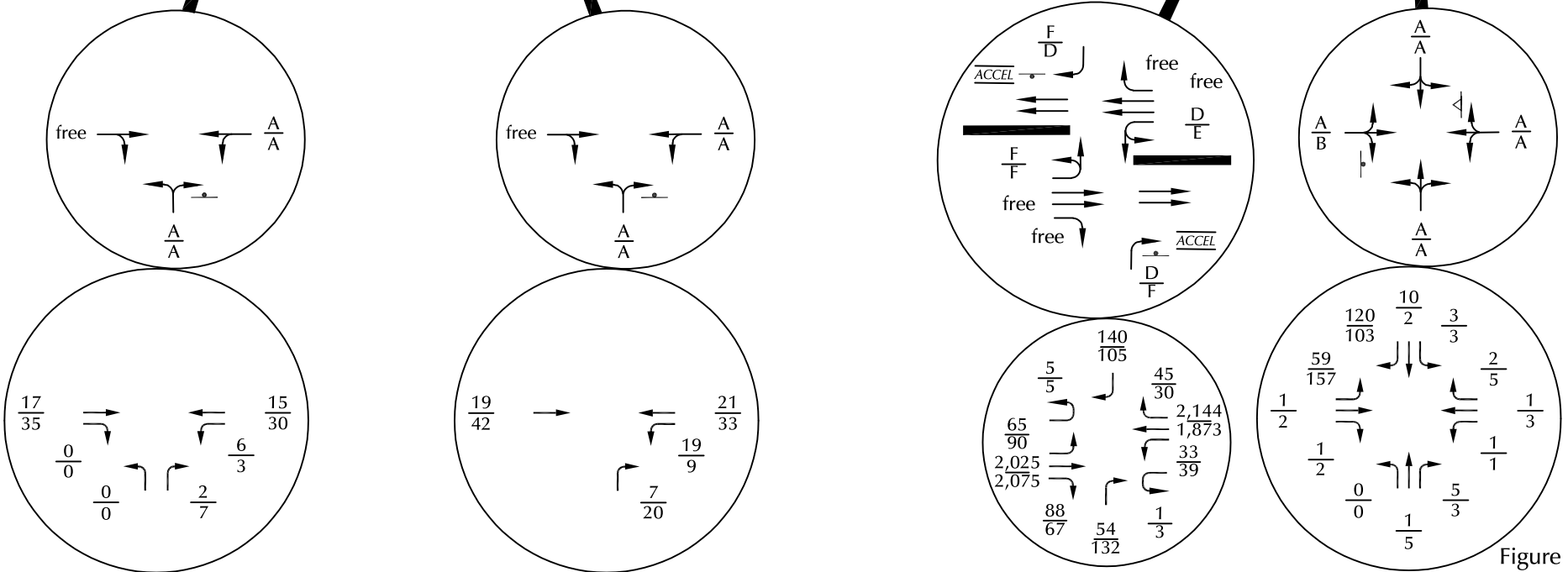
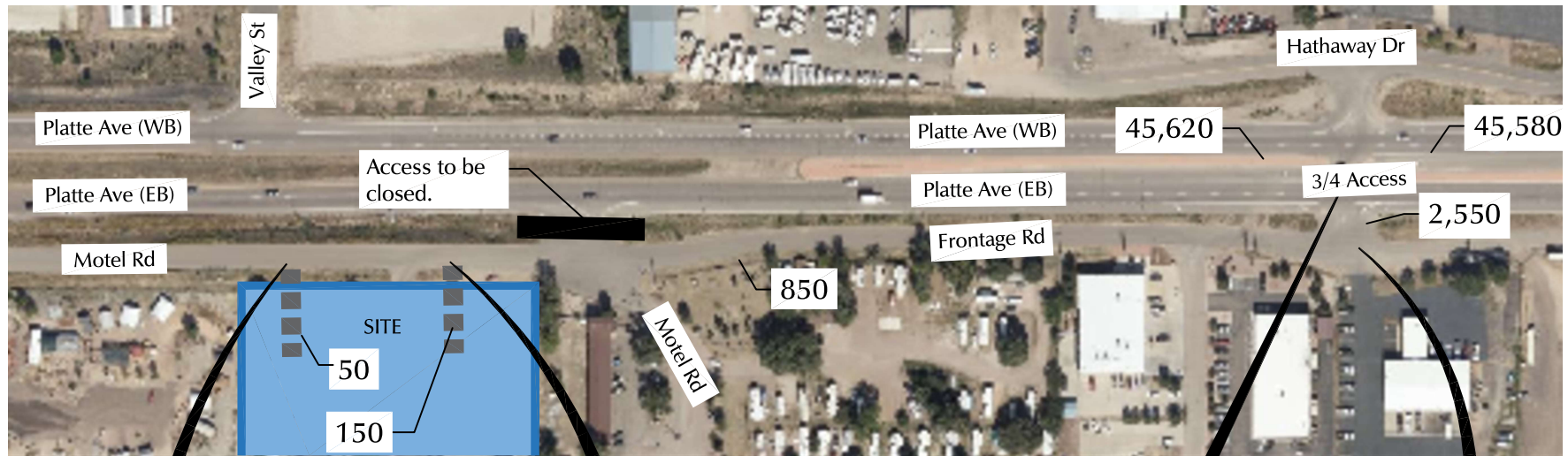


$\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (Veh/Hour)  
 $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (Veh/Hour)  
 X,XXX = Average Daily Traffic (Vehicles/Day)

Figure 6  
**Site-Generated Traffic**

HCD Drilling (LSC# S214660)

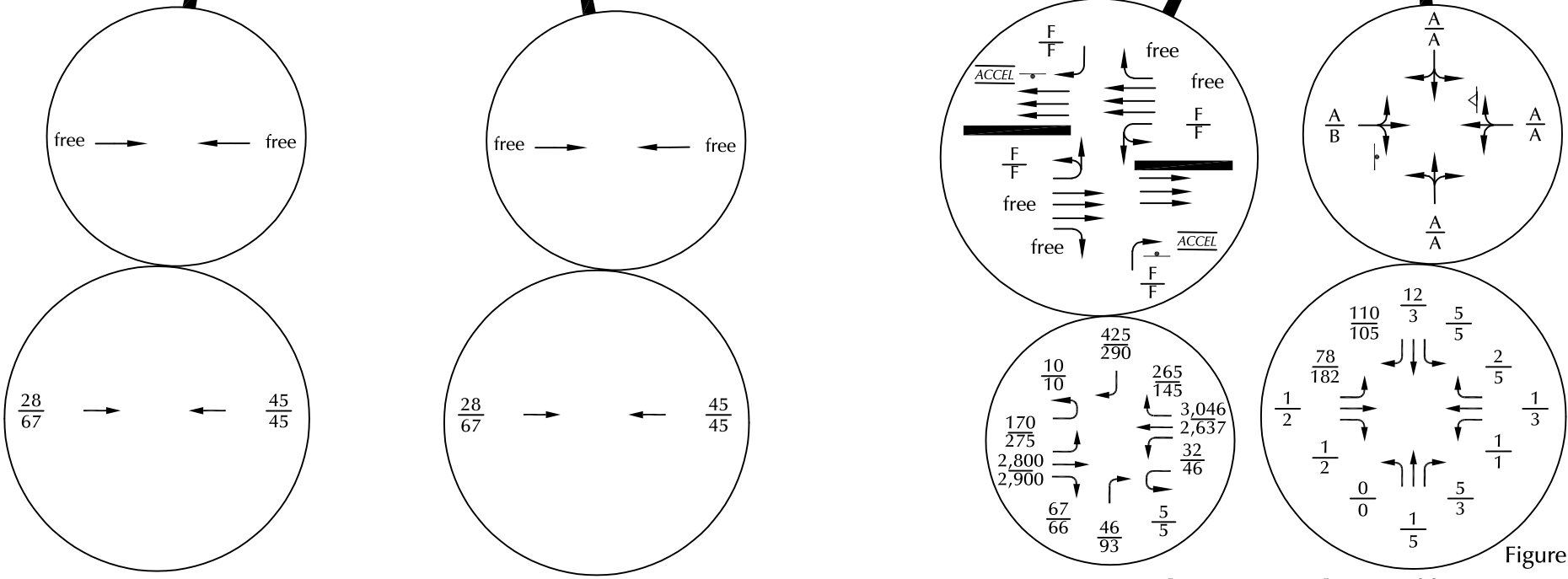
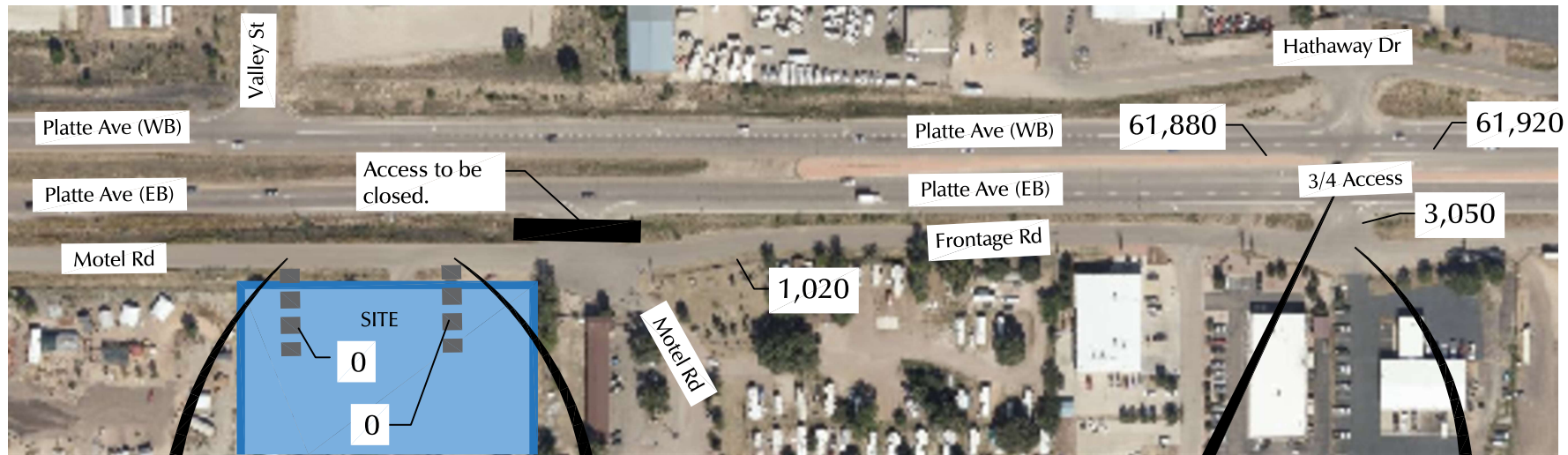




- $\frac{X}{X}$  = AM Individual Movement Peak-Hour LOS
- $\frac{X}{X}$  = PM Individual Movement Peak-Hour LOS
- $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (Veh/Hour)
- $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX = Average Daily Traffic (Vehicles/Day)
- $\triangleleft$  = Yield Sign
- $\blacktriangleright$  = Stop Sign

Figure 7  
**Short-Term Total Traffic, Lane  
 Geometry, Traffic Control, and LOS**



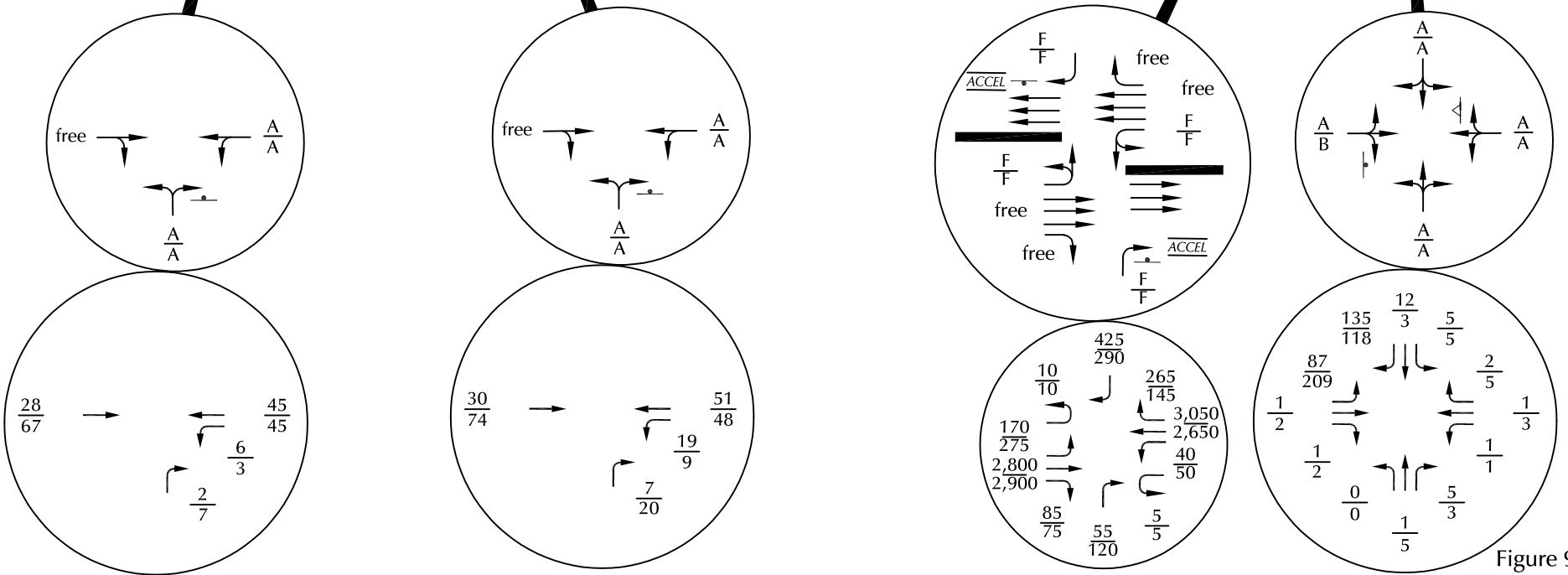
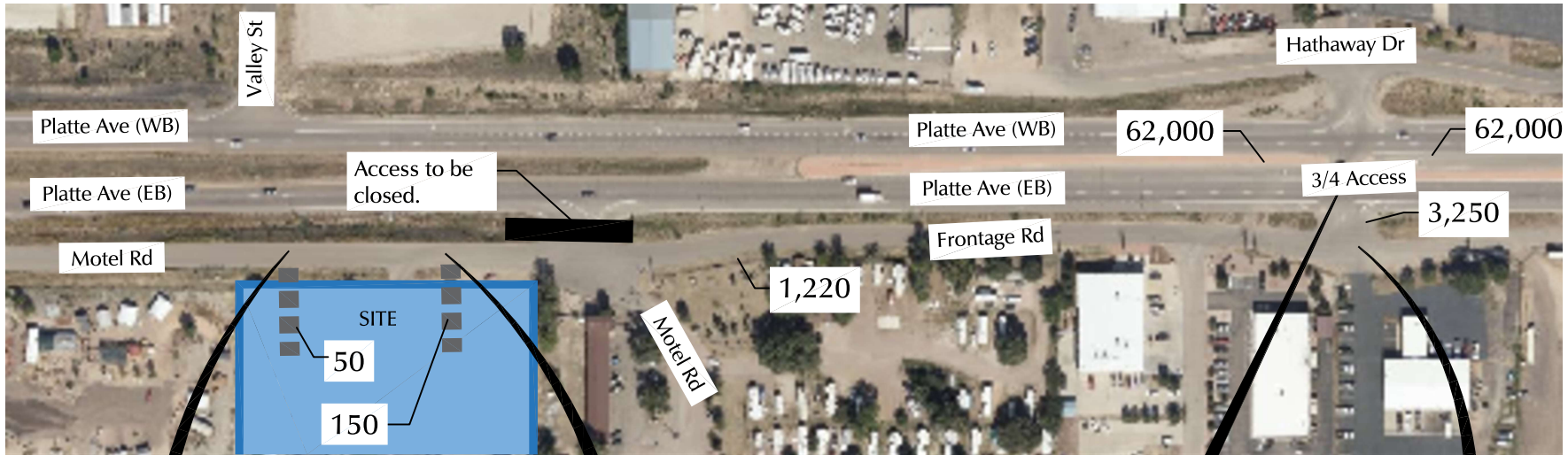


- $\frac{X}{X}$  = AM Individual Movement Peak-Hour LOS
- $\frac{X}{X}$  = PM Individual Movement Peak-Hour LOS
- $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (Veh/Hour)
- $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX = Average Daily Traffic (Vehicles/Day)
- $\triangleleft$  = Yield Sign
- $\blacktriangleright$  = Stop Sign



Figure 8  
 2041 Background Traffic, Lane  
 Geometry, Traffic Control, and LOS





$\frac{X}{X}$  = AM Individual Movement Peak-Hour LOS  
 $\frac{X}{X}$  = PM Individual Movement Peak-Hour LOS  
 $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (Veh/Hour)  
 $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (Veh/Hour)  
 X,XXX = Average Daily Traffic (Vehicles/Day)

$\triangleleft$  = Yield Sign  
 $\blacktriangleright$  = Stop Sign



Figure 9  
**2041 Total Traffic, Lane Geometry, Traffic Control, and LOS**

HCD Drilling (LSC# S214660)

# Site Plan

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VICINITY MAP

HCD DRILLING - NEW BUILDING  
6201 EAST PLATTE AVENUE  
COLORADO SPRINGS, CO 80910

MAJOR DEVELOPMENT PLAN  
TRACT OF LAND LOCATED IN THE NE 1/4 OF SECTION 18,  
TOWNSHIP 14 SOUTH, RANGE 65 WEST OF THE 6TH P.M.  
COUNTY OF EL PASO, STATE OF COLORADO

SITE INFORMATION

EXISTING OWNERSHIP:  
HCD PROPERTIES LLC  
2435 MAJESTIC PLAINS COURT  
COLORADO SPRINGS, CO. 80915

APPLICANT:  
T-BONE CONSTRUCTION, INC.  
1310 FORD STREET  
COLORADO SPRINGS, CO. 80915

SITE ADDRESS:  
6201 EAST PLATTE AVENUE  
COLORADO SPRINGS, CO 80910

LEGAL DESCRIPTION:  
TRACT OF LAND LOCATED IN THE NE 1/4 OF  
SECTION 18, TOWNSHIP 14 SOUTH, RANGE 65  
WEST OF THE 6TH P.M.  
COUNTY OF EL PASO, STATE OF COLORADO

TAX SCHEDULE NO.: 541-8000-069

EXISTING ZONING: CS (COMMERCIAL SERVICE)

SITE AREA: 7.13 ACRES

BUILDING SETBACKS:  
FRONT - 25 FEET  
SIDE - 25 FEET  
REAR - 25 FEET  
LANDSCAPE SETBACK - 10 FEET

PROPOSED BUILDING AND SIZE:  
BUILDING FOOTPRINT - 20,360 S.F.  
BUILDING HEIGHT - +/-35'-10"

PARKING SPACES: (TABLE 6-2)  
VEHICLE STORAGE: 3 SPACES TOTAL 3  
WAREHOUSE: 18,687 S.F. @ 1/1,000 S.F. = 19  
OFFICE: 4,075 S.F. @ 1/200 S.F. = 21  
TOTAL REQUIRED: 43  
REQUIRED ACCESSIBLE: 1/

AREA CALCULATIONS:  
TOTAL AREA:  
IMPERVIOUS AREA:  
NON-IMPERVIOUS AREA:  
BUILDING AREA:

KEY NOTES:

- 1 PROPOSED 20,360 S.F. BUILDING FOOTPRINT
- 2 EXISTING ELECTRICAL EQUIPMENT
- 3 EXISTING WELL
- 4 PROPOSED CONCRETE APRON
- 5 PROPOSED PERIMETER SECURITY FENCING, SEE DETAIL 9/DP3
- 6 PROPOSED 25' WIDE SLIDING GATE - 2 LOCATIONS, W/ KNOX BOX
- 7 PROPOSED CONCRETE SIDEWALK
- 8 PROPOSED ASPHALT PAVING
- 9 PROPOSED CONCRETE CURB/GUTTER
- 11 PROPOSED PARKING LOT POLE LIGHT - 4 LOCATIONS
- 11 PROPOSED GRAVEL LOT
- 12 PROPOSED SITE DETENTION, SEE CIVIL
- 13 PROPOSED BIKE RACK, SEE DETAIL 8/DP3
- 14 EXISTING SANITARY SEWER LINE AND 30' WIDE EASEMENT

SHEET INDEX		
NUMBER	SHEET NAME	
DP 1	SITE INFO, SITE PLAN,	1 OF XX
DP 2	SITE DETAILS	2 OF XX
DP 3	BUILDING ELEVATIONS	3 OF XX
DP 4	BUILDING FLOOR PLAN	4 OF XX
DP 5	UTILITIES PLAN	5 OF XX
DP 6	GRADING PLAN	6 OF XX
DP 7	LANDSCAPE PLAN	7 OF XX
DP 8	IRRIGATION PLAN	8 OF XX
DP 9	IRRIGATION DETAILS	9 OF XX
DP 10	PHOTOMETRIC PLAN	10 OF XX

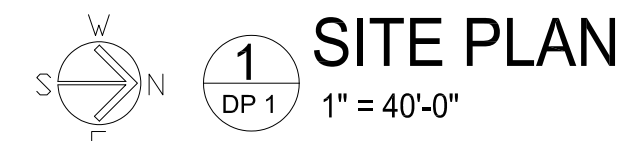
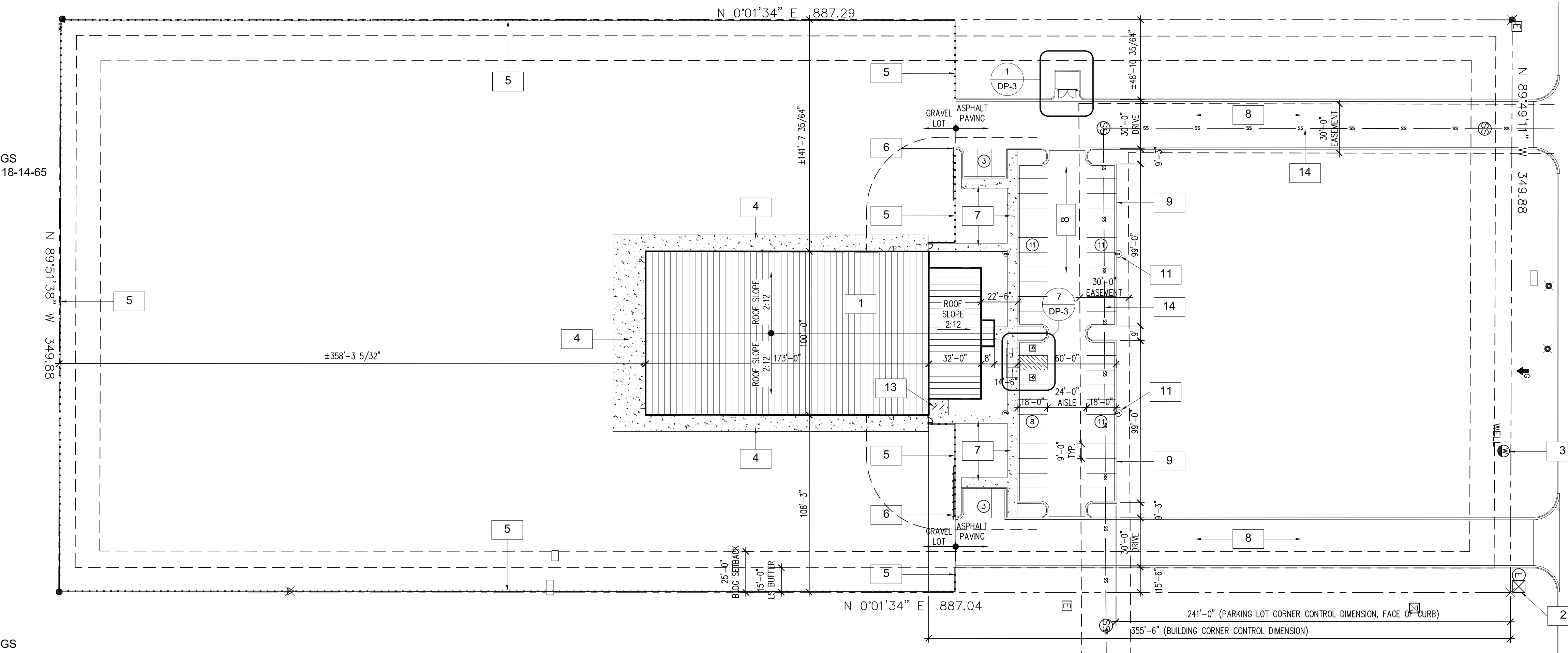
DON'S GARDEN SHOP  
DONALD W. HUMPHREY  
6001 E. PLATTE AVE.  
TRACT IN NW3 OF SEC 18-14-65  
ZONED: CS CAD-0  
LAND USE: GARDEN SUPPLY

HAMAN ENTERPRISES LLC  
6055 TERMINAL AVE  
LOT 4 KAY TEE SUB NO 3  
ZONED: I-2 CAD-0  
LAND USE: COMMERCIAL

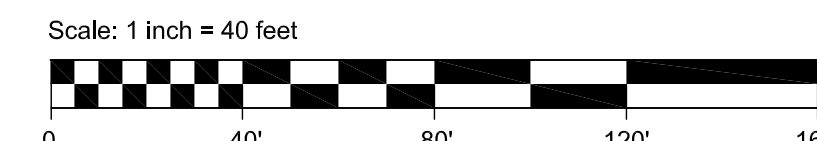
EDRALLINN LLC  
515 VALLEY STREET  
LOT 2 BLK 1 GIANARELLI SUB NO 1  
ZONED: I-2 CAD-0  
LAND USE: STORAGE WAREHOUSE

CITY OF COLORADO SPRINGS  
TRACT IN NE4NW4 OF SEC 18-14-65  
ZONED: APD AO APZ1  
LAND USE: VACANT

CITY OF COLORADO SPRINGS  
TRACT IN NE4NW4 OF SEC 18-14-65  
ZONED: APD APZ1 AO  
LAND USE: VACANT



WRANGLER RV & BOAT STORAGE  
BONG CHAN HOLDING LTD  
6255 PLATTE AVE  
E20 OF NE4NW4 EX RE, EX HWY SEC 19-16-66, EX PART TO CITY BY REC #96132240  
ZONED: RR-5 AND CAD-0  
LAND USE: RV STORAGE AND MOTOR PARK



MOTEL ROAD  
(PLATTE AVENUE FRONTAGE)



Design Development  
Consultants @  
1310 FORD STREET  
COLORADO SPRINGS, CO 80915  
(719) 570-1456

Revisions	DATE
#	DESCRIPTION

T1-8049

HCD DRILLING

DP

DATE 03-10-2020  
CHECKED -  
DRAWN BY -

COVER SHEET  
1 OF XX

DP 1

AR DP XX-XXXXX-XXXXXX

(C) ALL RIGHTS RESERVED

# Levels of Service

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Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	1730	61	0	2225	0	35
Future Vol, veh/h	1730	61	0	2225	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1821	64	0	2342	0	45

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	911
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	277
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	277
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	277	-	-	-
HCM Lane V/C Ratio	0.162	-	-	-
HCM Control Delay (s)	20.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

HCM 6th TWSC  
2: 3/4 Access/Hathaway Dr & Platte Ave

Existing  
AM

Intersection														
Int Delay, s/veh	1.9													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↕	↗		↔	↕	↗			↗			↗
Traffic Vol, veh/h	13	42	1706	4	1	20	2153	32	0	0	2	0	0	59
Future Vol, veh/h	13	42	1706	4	1	20	2153	32	0	0	2	0	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	325	-	0	-	300	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	44	1796	4	1	21	2266	34	0	0	3	0	0	71

Major/Minor	Major1		Major2		Minor1		Minor2							
Conflicting Flow All	2266	2300	0	0	1796	1800	0	0	-	-	898	-	-	1133
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	49	215	-	-	101	339	-	-	0	0	282	0	0	197
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	95	95	-	-	304	304	-	-	-	-	282	-	-	197
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0.2	17.9	33.2
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	282	95	-	-	304	-	-	197
HCM Lane V/C Ratio	0.009	0.609	-	-	0.073	-	-	0.361
HCM Control Delay (s)	17.9	89.3	-	-	17.8	-	-	33.2
HCM Lane LOS	C	F	-	-	C	-	-	D
HCM 95th %tile Q(veh)	0	2.9	-	-	0.2	-	-	1.5

HCM 6th TWSC  
3: 3/4 Access & Frontage Rd

Existing  
AM

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	0	0	0	1	0	0	4	2	6	25
Future Vol, veh/h	4	0	0	0	0	1	0	0	4	2	6	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	0	0	0	1	0	0	5	3	8	32

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	33	35	24	33	49	3	40	0	0	5	0	0
Stage 1	30	30	-	3	3	-	-	-	-	-	-	-
Stage 2	3	5	-	30	46	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	974	857	1052	974	843	1081	1570	-	-	1616	-	-
Stage 1	987	870	-	1020	893	-	-	-	-	-	-	-
Stage 2	1020	892	-	987	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	971	855	1052	972	841	1081	1570	-	-	1616	-	-
Mov Cap-2 Maneuver	971	855	-	972	841	-	-	-	-	-	-	-
Stage 1	987	868	-	1020	893	-	-	-	-	-	-	-
Stage 2	1019	892	-	985	855	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.7		8.3		0		0.4	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1570	-	-	971	1081	1616	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.001	0.002	-	-
HCM Control Delay (s)	0	-	-	8.7	8.3	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	1	0	0	3	4	0	17	4	46	4	7
Future Vol, veh/h	13	1	0	0	3	4	0	17	4	46	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1	0	0	4	5	0	22	5	55	5	8

Major/Minor	Minor2		Major2		
Conflicting Flow All	119	119	9	0	0
Stage 1	119	119	-	-	-
Stage 2	0	0	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	877	771	1073	-	-
Stage 1	906	797	-	-	-
Stage 2	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	877	0	1073	-	-
Mov Cap-2 Maneuver	877	0	-	-	-
Stage 1	906	0	-	-	-
Stage 2	-	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	8.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT	SBR
Capacity (veh/h)	1073	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-
HCM Control Delay (s)	8.4	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	2101	54	0	1868	0	50
Future Vol, veh/h	2101	54	0	1868	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2212	57	0	1966	0	60

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	- 1106
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	- 6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	- 3.32
Pot Cap-1 Maneuver	-	-	0	-	0 205
Stage 1	-	-	0	-	0 -
Stage 2	-	-	0	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	- 205
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	29.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	205	-	-	-
HCM Lane V/C Ratio	0.294	-	-	-
HCM Control Delay (s)	29.7	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	1.2	-	-	-

HCM 6th TWSC  
2: 3/4 Access/Hathaway Dr & Platte Ave

Existing  
PM

Intersection														
Int Delay, s/veh	3.2													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↕↕	↗		↔	↕↕	↗			↗			↗
Traffic Vol, veh/h	31	75	2043	2	3	32	1759	26	0	0	46	0	0	78
Future Vol, veh/h	31	75	2043	2	3	32	1759	26	0	0	46	0	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	325	-	0	-	300	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	79	2151	2	3	34	1852	27	0	0	59	0	0	94
Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	1852	1879	0	0	2151	2153	0	0	-	-	1076	-	-	926
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	93	316	-	-	59	246	-	-	0	0	215	0	0	271
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	150	150	-	-	179	179	-	-	-	-	215	-	-	271
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB				
HCM Control Delay, s	3.8			0.6			28			25.2				
HCM LOS							D			D				
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	215	150	-	-	179	-	-	271						
HCM Lane V/C Ratio	0.274	0.744	-	-	0.206	-	-	0.347						
HCM Control Delay (s)	28	78	-	-	30.2	-	-	25.2						
HCM Lane LOS	D	F	-	-	D	-	-	D						
HCM 95th %tile Q(veh)	1.1	4.5	-	-	0.7	-	-	1.5						

HCM 6th TWSC  
3: 3/4 Access & Frontage Rd

Existing  
PM

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	1	1	0	1	3	0	4	2	2	0	29
Future Vol, veh/h	40	1	1	0	1	3	0	4	2	2	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	1	1	0	1	4	0	5	3	3	0	37

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	34	33	19	33	50	7	37	0	0	8	0	0
Stage 1	25	25	-	7	7	-	-	-	-	-	-	-
Stage 2	9	8	-	26	43	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	973	860	1059	974	841	1075	1574	-	-	1612	-	-
Stage 1	993	874	-	1015	890	-	-	-	-	-	-	-
Stage 2	1012	889	-	992	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	967	858	1059	970	839	1075	1574	-	-	1612	-	-
Mov Cap-2 Maneuver	967	858	-	970	839	-	-	-	-	-	-	-
Stage 1	993	872	-	1015	890	-	-	-	-	-	-	-
Stage 2	1007	889	-	987	857	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.9		8.6		0		0.5	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1574	-	-	966	1004	1612	-	-
HCM Lane V/C Ratio	-	-	-	0.056	0.005	0.002	-	-
HCM Control Delay (s)	0	-	-	8.9	8.6	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	4	0	2	8	17	0	8	1	16	21	14
Future Vol, veh/h	25	4	0	2	8	17	0	8	1	16	21	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	5	0	3	10	22	0	10	1	19	25	17

Major/Minor	Minor2		Major2		
Conflicting Flow All	72	72	34	0	0
Stage 1	72	72	-	-	-
Stage 2	0	0	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	932	818	1039	-	-
Stage 1	951	835	-	-	-
Stage 2	-	-	-	-	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	932	0	1039	-	-
Mov Cap-2 Maneuver	932	0	-	-	-
Stage 1	951	0	-	-	-
Stage 2	-	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	8.5	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT	SBR
Capacity (veh/h)	1039	-	-	-
HCM Lane V/C Ratio	0.011	-	-	-
HCM Control Delay (s)	8.5	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection														
Int Delay, s/veh	4.2													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↕	↕		↔	↕	↕			↕			↕
Traffic Vol, veh/h	5	65	2025	70	1	25	2140	45	0	0	45	0	0	140
Future Vol, veh/h	5	65	2025	70	1	25	2140	45	0	0	45	0	0	140
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	325	-	0	-	300	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	78	78	78	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	68	2132	74	1	26	2253	47	0	0	58	0	0	161

Major/Minor	Major1		Major2		Minor1		Minor2							
Conflicting Flow All	2253	2300	0	0	2132	2206	0	0	-	-	1066	-	-	1127
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	50	215	-	-	61	235	-	-	0	0	218	0	0	199
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	110	110	-	-	204	204	-	-	-	-	218	-	-	199
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0.3	27.4	71.9
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	218	110	-	-	204	-	-	199
HCM Lane V/C Ratio	0.265	0.67	-	-	0.134	-	-	0.809
HCM Control Delay (s)	27.4	87.3	-	-	25.3	-	-	71.9
HCM Lane LOS	D	F	-	-	D	-	-	F
HCM 95th %tile Q(veh)	1	3.5	-	-	0.5	-	-	5.7

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	1	1	1	1	2	0	1	5	3	10	95
Future Vol, veh/h	50	1	1	1	1	2	0	1	5	3	10	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	1	1	1	1	3	0	1	6	4	12	114

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	83	84	69	82	138	4	126	0	0	7	0	0
Stage 1	77	77	-	4	4	-	-	-	-	-	-	-
Stage 2	6	7	-	78	134	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	904	806	994	905	753	1080	1460	-	-	1614	-	-
Stage 1	932	831	-	1018	892	-	-	-	-	-	-	-
Stage 2	1016	890	-	931	785	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	899	804	994	900	751	1080	1460	-	-	1614	-	-
Mov Cap-2 Maneuver	899	804	-	900	751	-	-	-	-	-	-	-
Stage 1	932	829	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	890	-	926	783	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		8.9		0		0.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1460	-	-	899	931	1614	-	-
HCM Lane V/C Ratio	-	-	-	0.07	0.006	0.002	-	-
HCM Control Delay (s)	0	-	-	9.3	8.9	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection														
Int Delay, s/veh	3.2													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↕	↗		↔	↕	↗			↗			↗
Traffic Vol, veh/h	5	90	2075	58	3	35	1860	30	0	0	105	0	0	105
Future Vol, veh/h	5	90	2075	58	3	35	1860	30	0	0	105	0	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	325	-	0	-	300	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	95	2184	61	3	37	1958	32	0	0	127	0	0	127

Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	1958	1990	0	0	2184	2245	0	0	-	-	1092	-	-	979
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	79	286	-	-	56	227	-	-	0	0	210	0	0	249
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	224	224	-	-	145	145	-	-	-	-	210	-	-	249
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.8	45.2	33.5
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	210	224	-	-	145	-	-	249
HCM Lane V/C Ratio	0.602	0.446	-	-	0.276	-	-	0.508
HCM Control Delay (s)	45.2	33.3	-	-	38.9	-	-	33.5
HCM Lane LOS	E	D	-	-	E	-	-	D
HCM 95th %tile Q(veh)	3.4	2.1	-	-	1.1	-	-	2.6

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	130	2	2	1	3	5	0	5	3	3	2	90
Future Vol, veh/h	130	2	2	1	3	5	0	5	3	3	2	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	157	2	2	1	4	6	0	6	4	4	2	108

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	77	74	56	74	126	8	110	0	0	10	0	0
Stage 1	64	64	-	8	8	-	-	-	-	-	-	-
Stage 2	13	10	-	66	118	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	912	816	1011	916	764	1074	1480	-	-	1610	-	-
Stage 1	947	842	-	1013	889	-	-	-	-	-	-	-
Stage 2	1007	887	-	945	798	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	901	814	1011	910	762	1074	1480	-	-	1610	-	-
Mov Cap-2 Maneuver	901	814	-	910	762	-	-	-	-	-	-	-
Stage 1	947	839	-	1013	889	-	-	-	-	-	-	-
Stage 2	997	887	-	937	796	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.9		8.9		0		0.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1480	-	-	901	929	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.179	0.012	0.002	-	-
HCM Control Delay (s)	0	-	-	9.9	8.9	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0	0	-	-



Intersection														
Int Delay, s/veh	4.7													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↕	↕		↔	↕	↕			↕			↕
Traffic Vol, veh/h	5	65	2025	88	1	33	2144	45	0	0	54	0	0	140
Future Vol, veh/h	5	65	2025	88	1	33	2144	45	0	0	54	0	0	140
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	325	-	0	-	300	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	68	2132	93	1	35	2257	47	0	0	65	0	0	169

Major/Minor	Major1		Major2		Minor1		Minor2							
Conflicting Flow All	2257	2304	0	0	2132	2225	0	0	-	-	1066	-	-	1129
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	50	215	-	-	61	231	-	-	0	0	218	0	0	198
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	110	110	-	-	207	207	-	-	-	-	218	-	-	198
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0.4	28.4	79.7
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	218	110	-	-	207	-	-	198
HCM Lane V/C Ratio	0.298	0.67	-	-	0.173	-	-	0.852
HCM Control Delay (s)	28.4	87.3	-	-	26	-	-	79.7
HCM Lane LOS	D	F	-	-	D	-	-	F
HCM 95th %tile Q(veh)	1.2	3.5	-	-	0.6	-	-	6.3

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	59	1	1	1	1	2	0	1	5	3	10	120
Future Vol, veh/h	59	1	1	1	1	2	0	1	5	3	10	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	1	1	1	1	3	0	1	6	4	12	145

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	99	100	85	98	169	4	157	0	0	7	0	0
Stage 1	93	93	-	4	4	-	-	-	-	-	-	-
Stage 2	6	7	-	94	165	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	883	790	974	884	724	1080	1423	-	-	1614	-	-
Stage 1	914	818	-	1018	892	-	-	-	-	-	-	-
Stage 2	1016	890	-	913	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	878	788	974	880	722	1080	1423	-	-	1614	-	-
Mov Cap-2 Maneuver	878	788	-	880	722	-	-	-	-	-	-	-
Stage 1	914	816	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	890	-	908	760	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.5		9		0		0.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1423	-	-	878	915	1614	-	-
HCM Lane V/C Ratio	-	-	-	0.084	0.006	0.002	-	-
HCM Control Delay (s)	0	-	-	9.5	9	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	0	19	21	0	7
Future Vol, veh/h	19	0	19	21	0	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	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	0	24	27	0	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	24	0	99
Stage 1	-	-	-	-	24
Stage 2	-	-	-	-	75
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1591	-	900
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	948
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1591	-	887
Mov Cap-2 Maneuver	-	-	-	-	887
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	934

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1052	-	-	1591	-
HCM Lane V/C Ratio	0.009	-	-	0.015	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	0	6	15	0	2
Future Vol, veh/h	17	0	6	15	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	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	0	8	19	0	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	22	0	57
Stage 1	-	-	-	-	22
Stage 2	-	-	-	-	35
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1593	-	950
Stage 1	-	-	-	-	1001
Stage 2	-	-	-	-	987
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1593	-	945
Mov Cap-2 Maneuver	-	-	-	-	945
Stage 1	-	-	-	-	1001
Stage 2	-	-	-	-	982

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1055	-	-	1593	-
HCM Lane V/C Ratio	0.002	-	-	0.005	-
HCM Control Delay (s)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection														
Int Delay, s/veh	4.2													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↕	↕		↔	↕	↕			↕			↕
Traffic Vol, veh/h	5	90	2075	67	3	39	1873	30	0	0	132	0	0	105
Future Vol, veh/h	5	90	2075	67	3	39	1873	30	0	0	132	0	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	325	-	0	-	300	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	95	2184	71	3	41	1972	32	0	0	159	0	0	127

Major/Minor	Major1		Major2		Minor1		Minor2							
Conflicting Flow All	1972	2004	0	0	2184	2255	0	0	-	-	1092	-	-	986
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	77	282	-	-	56	225	-	-	0	0	210	0	0	247
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	220	220	-	-	133	133	-	-	-	-	210	-	-	247
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	1	61.5	33.9
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	210	220	-	-	133	-	-	247
HCM Lane V/C Ratio	0.757	0.455	-	-	0.332	-	-	0.512
HCM Control Delay (s)	61.5	34.4	-	-	45.1	-	-	33.9
HCM Lane LOS	F	D	-	-	E	-	-	D
HCM 95th %tile Q(veh)	5.2	2.2	-	-	1.3	-	-	2.7

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	157	2	2	1	3	5	0	5	3	3	2	103
Future Vol, veh/h	157	2	2	1	3	5	0	5	3	3	2	103
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	78	78	78	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	180	2	2	1	4	6	0	6	4	4	2	124

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	85	82	64	82	142	8	126	0	0	10	0	0
Stage 1	72	72	-	8	8	-	-	-	-	-	-	-
Stage 2	13	10	-	74	134	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	901	808	1000	905	749	1074	1460	-	-	1610	-	-
Stage 1	938	835	-	1013	889	-	-	-	-	-	-	-
Stage 2	1007	887	-	935	785	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	890	806	1000	899	747	1074	1460	-	-	1610	-	-
Mov Cap-2 Maneuver	890	806	-	899	747	-	-	-	-	-	-	-
Stage 1	938	832	-	1013	889	-	-	-	-	-	-	-
Stage 2	997	887	-	927	783	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		9		0		0.2	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1460	-	-	890	920	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.208	0.013	0.002	-	-
HCM Control Delay (s)	0	-	-	10.1	9	7.2	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0	0	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	42	0	9	33	0	20
Future Vol, veh/h	42	0	9	33	0	20
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	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	0	12	42	0	26
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	54	0	120	54
Stage 1	-	-	-	-	54	-
Stage 2	-	-	-	-	66	-
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	-	-	1551	-	876	1013
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1551	-	869	1013
Mov Cap-2 Maneuver	-	-	-	-	869	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	949	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	1.6	8.6			
HCM LOS				A		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1013	-	-	1551	-	
HCM Lane V/C Ratio	0.025	-	-	0.007	-	
HCM Control Delay (s)	8.6	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	0	3	30	0	7
Future Vol, veh/h	35	0	3	30	0	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	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	0	4	38	0	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	45	0	91
Stage 1	-	-	-	-	45
Stage 2	-	-	-	-	46
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1563	-	909
Stage 1	-	-	-	-	977
Stage 2	-	-	-	-	976
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1563	-	906
Mov Cap-2 Maneuver	-	-	-	-	906
Stage 1	-	-	-	-	977
Stage 2	-	-	-	-	973

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1025	-	-	1563	-
HCM Lane V/C Ratio	0.009	-	-	0.002	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Intersection														
Int Delay, s/veh	174.1													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔ ↑↑↑	↔ ↑↑↑	↔ ↑		↔ ↑↑↑	↔ ↑↑↑	↔ ↑			↔ ↑			↔ ↑
Traffic Vol, veh/h	10	170	2800	67	5	32	3046	265	0	0	46	0	0	425
Future Vol, veh/h	10	170	2800	67	5	32	3046	265	0	0	46	0	0	425
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	325	-	0	-	300	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	78	78	78	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	179	2947	71	5	34	3206	279	0	0	59	0	0	462

Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	2341	3485	0	0	2152	3018	0	0	-	-	1474	-	-	1603
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.64	5.34	-	-	5.64	5.34	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.32	3.12	-	-	2.32	3.12	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	77	~21	-	-	99	37	-	-	0	0	99	0	0	~81
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	58	~58	-	-	39	39	-	-	-	-	99	-	-	~81
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	68.9	3.4	84.6	\$ 2218.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	~58	-	-	39	-	-	81
HCM Lane V/C Ratio	0.596	3.267	-	-	0.999	-	-	5.703
HCM Control Delay (s)	84.6	\$ 1165.7	-	-	\$ 306.4	-	-	\$ 2218.5
HCM Lane LOS	F	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	2.8	20	-	-	3.8	-	-	51

Notes  
~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	78	1	1	1	1	2	0	1	5	5	12	110
Future Vol, veh/h	78	1	1	1	1	2	0	1	5	5	12	110
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	94	1	1	1	1	3	0	1	6	6	14	133

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	99	100	81	98	163	4	147	0	0	7	0	0
Stage 1	93	93	-	4	4	-	-	-	-	-	-	-
Stage 2	6	7	-	94	159	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	883	790	979	884	729	1080	1435	-	-	1614	-	-
Stage 1	914	818	-	1018	892	-	-	-	-	-	-	-
Stage 2	1016	890	-	913	766	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	877	787	979	880	726	1080	1435	-	-	1614	-	-
Mov Cap-2 Maneuver	877	787	-	880	726	-	-	-	-	-	-	-
Stage 1	914	815	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	890	-	907	763	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.6		9		0		0.3	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1435	-	-	877	916	1614	-	-
HCM Lane V/C Ratio	-	-	-	0.11	0.006	0.004	-	-
HCM Control Delay (s)	0	-	-	9.6	9	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

Intersection														
Int Delay, s/veh	63.5													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔ ↑↑↑	↔ ↑↑↑	↔ ↑		↔ ↑↑↑	↔ ↑				↔ ↑			↔ ↑
Traffic Vol, veh/h	10	275	2900	66	5	46	2637	145	0	0	93	0	0	290
Future Vol, veh/h	10	275	2900	66	5	46	2637	145	0	0	93	0	0	290
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	325	-	0	-	300	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	289	3053	69	5	48	2776	153	0	0	112	0	0	315

Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	2026	2929	0	0	2228	3122	0	0	-	-	1527	-	-	1388
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.64	5.34	-	-	5.64	5.34	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.32	3.12	-	-	2.32	3.12	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	116	~ 41	-	-	89	~ 33	-	-	0	0	~ 91	0	0	~ 114
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	167	~ 167	-	-	~ -46	~ -46	-	-	-	-	~ 91	-	-	~ 114
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.6		253.5	\$ 877.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	91 ~ 167	-	-	-	+	-	-	114
HCM Lane V/C Ratio	1.231 1.796	-	-	-	-	-	-	2.765
HCM Control Delay (s)	253.5\$ 428.7	-	-	-	-	-	-	\$ 877.6
HCM Lane LOS	F F	-	-	-	-	-	-	F
HCM 95th %tile Q(veh)	7.9 21.8	-	-	-	-	-	-	29.2

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	182	2	2	1	3	5	0	5	3	5	3	105
Future Vol, veh/h	182	2	2	1	3	5	0	5	3	5	3	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	78	78	78	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	209	2	2	1	4	6	0	6	4	6	4	127

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	93	90	68	90	151	8	131	0	0	10	0	0
Stage 1	80	80	-	8	8	-	-	-	-	-	-	-
Stage 2	13	10	-	82	143	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	891	800	995	895	741	1074	1454	-	-	1610	-	-
Stage 1	929	828	-	1013	889	-	-	-	-	-	-	-
Stage 2	1007	887	-	926	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	879	797	995	888	738	1074	1454	-	-	1610	-	-
Mov Cap-2 Maneuver	879	797	-	888	738	-	-	-	-	-	-	-
Stage 1	929	825	-	1013	889	-	-	-	-	-	-	-
Stage 2	997	887	-	918	776	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		9		0		0.3	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1454	-	-	879	914	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.243	0.013	0.004	-	-
HCM Control Delay (s)	0	-	-	10.4	9	7.2	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1	0	0	-	-

Intersection														
Int Delay, s/veh	178.2													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔ ↑↑↑	↔ ↑↑↑	↔ ↑		↔ ↑↑↑	↔ ↑				↔ ↑			↔ ↑
Traffic Vol, veh/h	10	170	2800	85	5	40	3050	265	0	0	85	0	0	425
Future Vol, veh/h	10	170	2800	85	5	40	3050	265	0	0	85	0	0	425
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	325	-	0	-	300	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	179	2947	89	5	42	3211	279	0	0	102	0	0	462

Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	2344	3490	0	0	2152	3036	0	0	-	-	1474	-	-	1606
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.64	5.34	-	-	5.64	5.34	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.32	3.12	-	-	2.32	3.12	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	76	~21	-	-	99	~36	-	-	0	0	~99	0	0	~80
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	58	~58	-	-	31	~31	-	-	-	-	~99	-	-	~80
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	68.5	7.4	179.4	\$ 2251.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	~58	-	-	~31	-	-	80
HCM Lane V/C Ratio	1.034	3.267	-	-	1.528	-	-	5.774
HCM Control Delay (s)	179.4	\$ 1165.7	-	-	\$ 556.3	-	-	\$ 2251.6
HCM Lane LOS	F	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	6.4	20	-	-	5.4	-	-	51.1

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	87	1	1	1	1	2	0	1	5	5	12	135
Future Vol, veh/h	87	1	1	1	1	2	0	1	5	5	12	135
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	105	1	1	1	1	3	0	1	6	6	14	163

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	114	115	96	113	193	4	177	0	0	7	0	0
Stage 1	108	108	-	4	4	-	-	-	-	-	-	-
Stage 2	6	7	-	109	189	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	863	775	960	864	702	1080	1399	-	-	1614	-	-
Stage 1	897	806	-	1018	892	-	-	-	-	-	-	-
Stage 2	1016	890	-	896	744	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	857	772	960	860	699	1080	1399	-	-	1614	-	-
Mov Cap-2 Maneuver	857	772	-	860	699	-	-	-	-	-	-	-
Stage 1	897	803	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	890	-	890	741	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.8		9		0		0.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1399	-	-	857	900	1614	-	-
HCM Lane V/C Ratio	-	-	-	0.125	0.006	0.004	-	-
HCM Control Delay (s)	0	-	-	9.8	9	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	0	19	51	0	7
Future Vol, veh/h	30	0	19	51	0	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	78	78	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	0	23	61	0	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	38	0	145
Stage 1	-	-	-	-	38
Stage 2	-	-	-	-	107
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1572	-	847
Stage 1	-	-	-	-	984
Stage 2	-	-	-	-	917
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1572	-	834
Mov Cap-2 Maneuver	-	-	-	-	834
Stage 1	-	-	-	-	984
Stage 2	-	-	-	-	903

Approach	EB	WB	NB
HCM Control Delay, s	0	2	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1034	-	-	1572	-
HCM Lane V/C Ratio	0.009	-	-	0.015	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	0	6	45	0	2
Future Vol, veh/h	28	0	6	45	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	78	78	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	0	7	54	0	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	36	0	104 36
Stage 1	-	-	-	-	36 -
Stage 2	-	-	-	-	68 -
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	-	-	1575	-	894 1037
Stage 1	-	-	-	-	986 -
Stage 2	-	-	-	-	955 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1575	-	890 1037
Mov Cap-2 Maneuver	-	-	-	-	890 -
Stage 1	-	-	-	-	986 -
Stage 2	-	-	-	-	950 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1037	-	-	1575	-
HCM Lane V/C Ratio	0.002	-	-	0.005	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Intersection														
Int Delay, s/veh	69													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔ ↑↑↑	↔ ↑↑↑	↔ ↑		↔ ↑↑↑	↔ ↑↑↑	↔ ↑			↔ ↑			↔ ↑
Traffic Vol, veh/h	10	275	2900	75	5	50	2650	145	0	0	75	0	0	290
Future Vol, veh/h	10	275	2900	75	5	50	2650	145	0	0	75	0	0	290
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	325	-	0	-	300	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	289	3053	79	5	53	2789	153	0	0	90	0	0	315

Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	2036	2942	0	0	2228	3132	0	0	-	-	1527	-	-	1395
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.64	5.34	-	-	5.64	5.34	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.32	3.12	-	-	2.32	3.12	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	115	~ 41	-	-	89	~ 32	-	-	0	0	91	0	0	~ 112
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	167	~ 167	-	-	29	~ 29	-	-	-	-	91	-	-	~ 112
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.5	14.3	175.9	\$ 900.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	91 ~ 167	-	-	~ 29	-	-	-	112
HCM Lane V/C Ratio	0.993 1.796	-	-	1.996	-	-	-	2.814
HCM Control Delay (s)	175.9 \$ 428.7	-	-	\$ 743	-	-	-	\$ 900.8
HCM Lane LOS	F F	-	-	F	-	-	-	F
HCM 95th %tile Q(veh)	5.8 21.8	-	-	6.8	-	-	-	29.4

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	209	2	2	1	3	5	0	5	3	5	3	118
Future Vol, veh/h	209	2	2	1	3	5	0	5	3	5	3	118
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	78	78	78	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	240	2	2	1	4	6	0	6	4	6	4	142

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	100	97	75	97	166	8	146	0	0	10	0	0
Stage 1	87	87	-	8	8	-	-	-	-	-	-	-
Stage 2	13	10	-	89	158	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	881	793	986	885	727	1074	1436	-	-	1610	-	-
Stage 1	921	823	-	1013	889	-	-	-	-	-	-	-
Stage 2	1007	887	-	918	767	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	870	790	986	878	724	1074	1436	-	-	1610	-	-
Mov Cap-2 Maneuver	870	790	-	878	724	-	-	-	-	-	-	-
Stage 1	921	820	-	1013	889	-	-	-	-	-	-	-
Stage 2	997	887	-	910	764	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.8		9		0		0.3	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1436	-	-	870	906	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.281	0.013	0.004	-	-
HCM Control Delay (s)	0	-	-	10.8	9	7.2	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0	0	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	0	9	48	0	20
Future Vol, veh/h	74	0	9	48	0	20
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	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	0	11	58	0	26

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	89	0	169
Stage 1	-	-	-	-	89
Stage 2	-	-	-	-	80
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1506	-	821
Stage 1	-	-	-	-	934
Stage 2	-	-	-	-	943
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1506	-	814
Mov Cap-2 Maneuver	-	-	-	-	814
Stage 1	-	-	-	-	934
Stage 2	-	-	-	-	935

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	969	-	-	1506	-
HCM Lane V/C Ratio	0.026	-	-	0.007	-
HCM Control Delay (s)	8.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	67	0	3	45	0	7
Future Vol, veh/h	67	0	3	45	0	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	83	83	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	81	0	4	58	0	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	81	0	147
Stage 1	-	-	-	-	81
Stage 2	-	-	-	-	66
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1517	-	845
Stage 1	-	-	-	-	942
Stage 2	-	-	-	-	957
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1517	-	842
Mov Cap-2 Maneuver	-	-	-	-	842
Stage 1	-	-	-	-	942
Stage 2	-	-	-	-	954

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	979	-	-	1517	-
HCM Lane V/C Ratio	0.009	-	-	0.003	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

# Traffic Counts

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# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Hathaway Dr - Platte Ave AM  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 1

## Groups Printed- Unshifted

Start Time	Hathaway Dr Southbound					Platte Ave Westbound					Hathaway Dr Northbound					Platte Ave Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	0	16	0	16	6	3	5	0	14	0	0	0	0	0	10	398	0	2	410	440
06:45 AM	0	0	15	0	15	11	0	6	0	17	0	0	0	0	0	15	418	0	2	435	467
Total	0	0	31	0	31	17	3	11	0	31	0	0	0	0	0	25	816	0	4	845	907
07:00 AM	0	0	18	0	18	5	0	3	1	9	0	0	0	0	0	9	471	2	2	484	511
07:15 AM	0	0	10	0	10	10	0	6	0	16	0	0	2	0	2	8	419	2	7	436	464
07:30 AM	0	0	17	0	17	6	0	3	0	9	0	0	4	0	4	18	362	2	5	387	417
07:45 AM	0	1	14	0	15	9	0	7	0	16	0	1	4	0	5	20	344	1	8	373	409
Total	0	1	59	0	60	30	0	19	1	50	0	1	10	0	11	55	1596	7	22	1680	1801
08:00 AM	0	0	13	0	13	6	0	6	0	12	0	0	12	0	12	15	281	0	9	305	342
08:15 AM	0	0	6	0	6	3	0	1	0	4	0	0	4	0	4	14	259	0	7	280	294
Grand Total	0	1	109	0	110	56	3	37	1	97	0	1	26	0	27	109	2952	7	42	3110	3344
Apprch %	0	0.9	99.1	0		57.7	3.1	38.1	1		0	3.7	96.3	0		3.5	94.9	0.2	1.4		
Total %	0	0	3.3	0	3.3	1.7	0.1	1.1	0	2.9	0	0	0.8	0	0.8	3.3	88.3	0.2	1.3	93	

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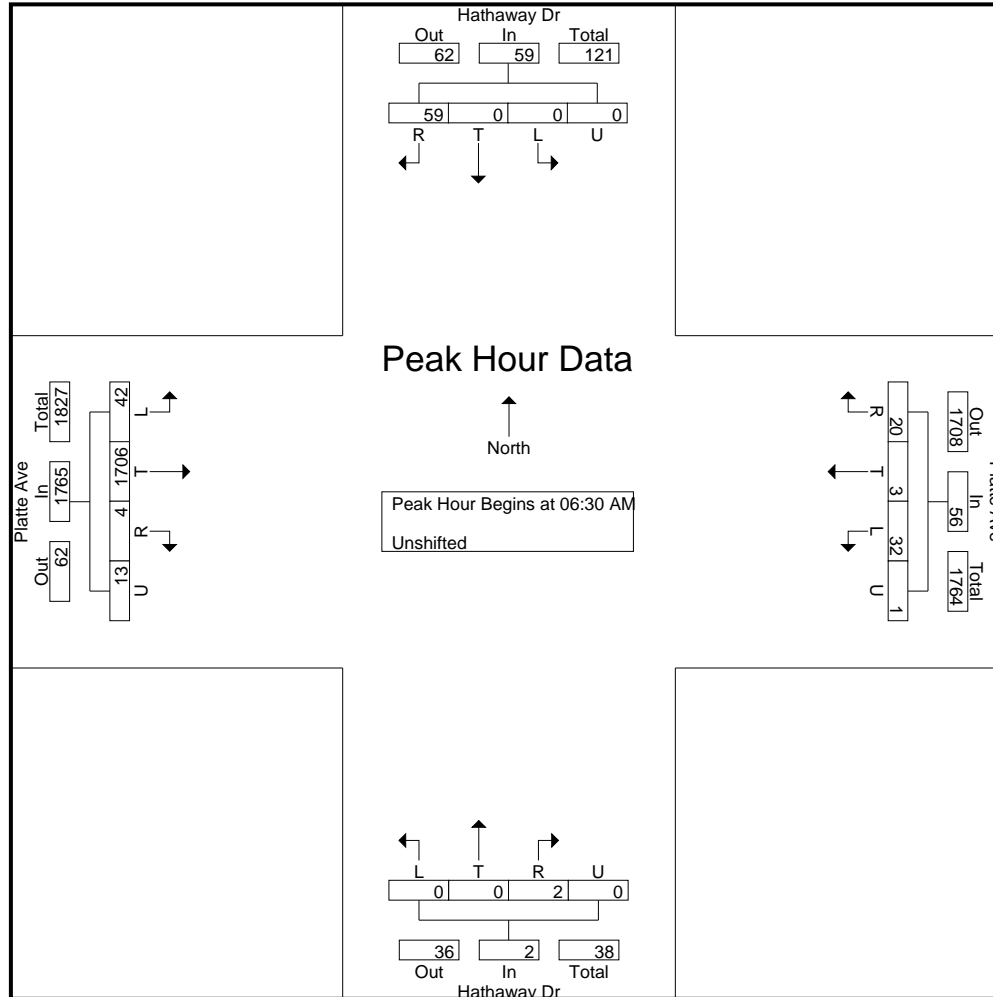
File Name : Hathaway Dr - Platte Ave AM  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 2

Start Time	Hathaway Dr Southbound					Platte Ave Westbound					Hathaway Dr Northbound					Platte Ave Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
<b>Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 6:30:00 AM																					
6:30:00 AM	0	0	16	0	16	6	3	5	0	14	0	0	0	0	0	10	398	0	2	410	440
6:45:00 AM	0	0	15	0	15	11	0	6	0	17	0	0	0	0	0	15	418	0	2	435	467
7:00:00 AM	0	0	18	0	18	5	0	3	1	9	0	0	0	0	0	9	471	2	2	484	511
7:15:00 AM	0	0	10	0	10	10	0	6	0	16	0	0	2	0	2	8	419	2	7	436	464
Total Volume	0	0	59	0	59	32	3	20	1	56	0	0	2	0	2	42	1706	4	13	1765	1882
% App. Total	0	0	100	0		57.1	5.4	35.7	1.8		0	0	100	0		2.4	96.7	0.2	0.7		
PHF	.000	.000	.819	.000	.819	.727	.250	.833	.250	.824	.000	.000	.250	.000	.250	.700	.906	.500	.464	.912	.921

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2504 E Pikes Peak Ave, Suite 304  
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File Name : Hathaway Dr - Platte Ave AM  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 3





# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Hathaway Dr - Platte Ave AM  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 4

Start Time	Hathaway Dr Southbound					Platte Ave Westbound					Hathaway Dr Northbound					Platte Ave Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

**Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1**

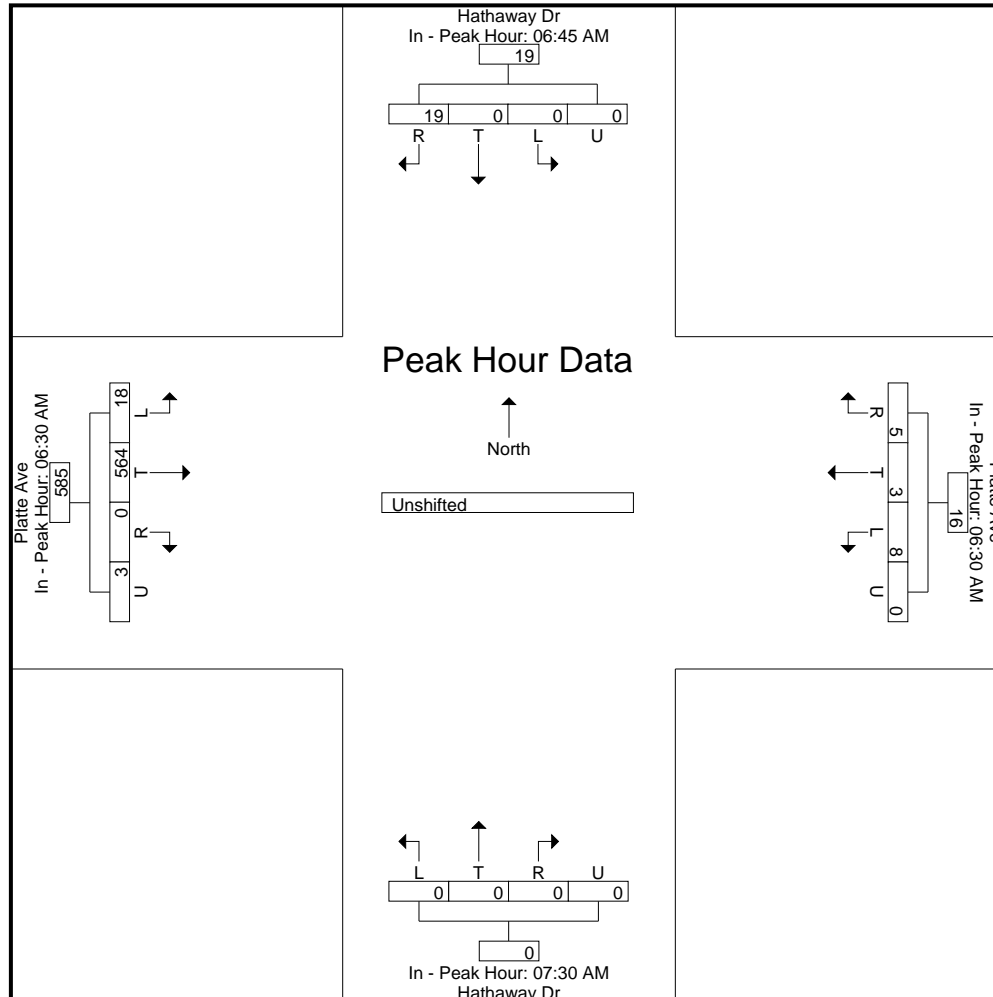
Peak Hour for Each Approach Begins at:

	6:45:00 AM					6:30:00 AM					7:30:00 AM					6:30:00 AM				
+0 mins.	0	0	15	0	15	6	3	5	0	14	0	0	4	0	4	10	398	0	2	410
+5 mins.	0	0	18	0	18	11	0	6	0	17	0	1	4	0	5	15	418	0	2	435
+10 mins.	0	0	10	0	10	5	0	3	1	9	0	0	12	0	12	9	471	2	2	484
+15 mins.	0	0	17	0	17	10	0	6	0	16	0	0	4	0	4	8	419	2	7	436
Total Volume	0	0	60	0	60	32	3	20	1	56	0	1	24	0	25	42	1706	4	13	1765
% App. Total	0	0	100	0		57.1	5.4	35.7	1.8		0	4	96	0		2.4	96.7	0.2	0.7	
PHF	.000	.000	.833	.000	.833	.727	.250	.833	.250	.824	.000	.250	.500	.000	.521	.700	.906	.500	.464	.912

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2504 E Pikes Peak Ave, Suite 304  
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File Name : Hathaway Dr - Platte Ave AM  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 5



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Hathaway Dr - Platte Ave PM  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 1

## Groups Printed- Unshifted

Start Time	HathawayDr Southbound					Platte Ave Westbound					Hathaway Dr Northbound					Platte Ave Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	0	0	21	0	21	7	1	5	1	14	0	0	14	0	14	18	418	3	3	442	491
04:15 PM	0	0	13	0	13	9	0	4	1	14	0	0	17	0	17	23	478	0	5	506	550
04:30 PM	0	0	21	0	21	8	0	7	1	16	0	0	7	0	7	14	520	1	4	539	583
04:45 PM	0	0	24	1	25	11	1	11	1	24	0	0	13	0	13	14	550	0	4	568	630
Total	0	0	79	1	80	35	2	27	4	68	0	0	51	0	51	69	1966	4	16	2055	2254
05:00 PM	0	0	20	0	20	4	0	4	2	10	0	0	9	0	9	24	495	1	18	538	577
05:15 PM	0	0	15	0	15	3	0	2	0	5	0	0	8	0	8	16	471	1	9	497	525
05:30 PM	0	0	8	0	8	2	0	7	0	9	0	0	5	0	5	20	463	0	4	487	509
05:45 PM	0	0	6	0	6	3	0	1	0	4	0	0	4	0	4	15	430	0	8	453	467
Total	0	0	49	0	49	12	0	14	2	28	0	0	26	0	26	75	1859	2	39	1975	2078
Grand Total	0	0	128	1	129	47	2	41	6	96	0	0	77	0	77	144	3825	6	55	4030	4332
Apprch %	0	0	99.2	0.8		49	2.1	42.7	6.2		0	0	100	0		3.6	94.9	0.1	1.4		
Total %	0	0	3	0	3	1.1	0	0.9	0.1	2.2	0	0	1.8	0	1.8	3.3	88.3	0.1	1.3	93	

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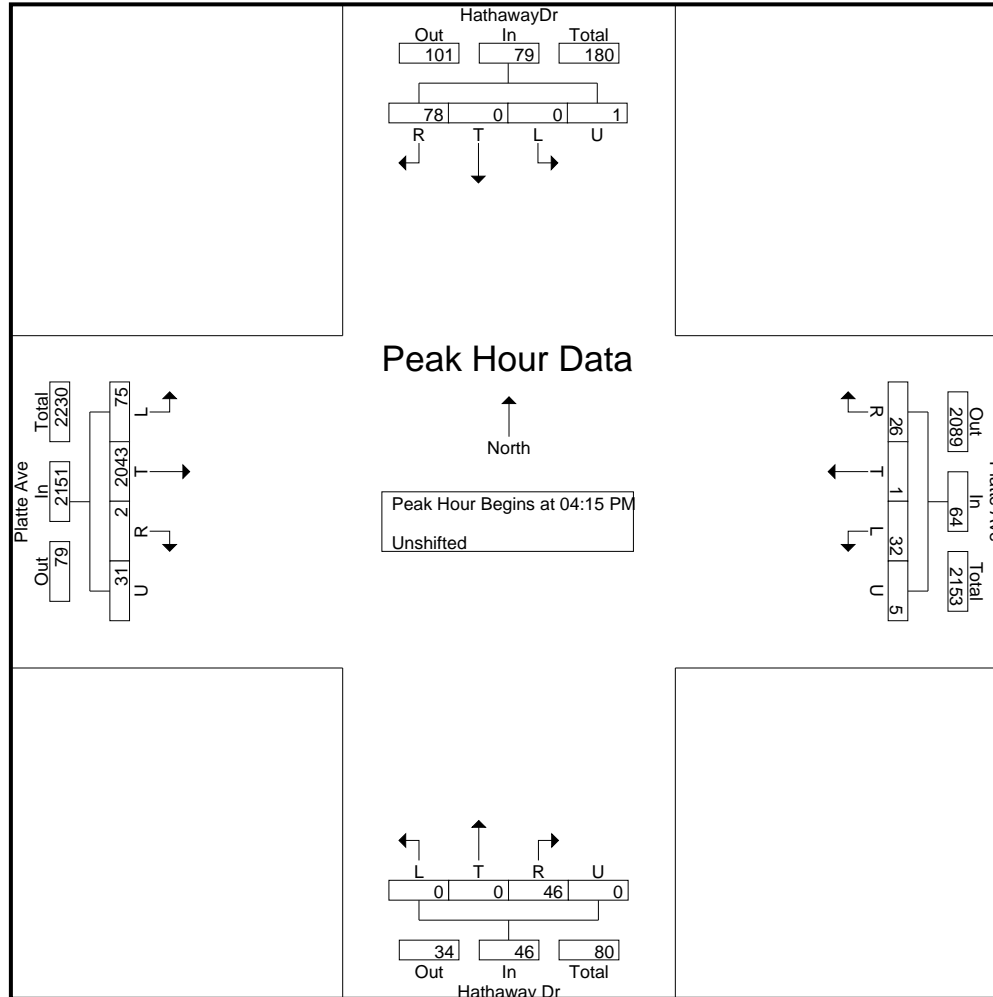
File Name : Hathaway Dr - Platte Ave PM  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 2

Start Time	HathawayDr Southbound					Platte Ave Westbound					Hathaway Dr Northbound					Platte Ave Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
<b>Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 4:15:00 PM																					
4:15:00 PM	0	0	13	0	13	9	0	4	1	14	0	0	17	0	17	23	478	0	5	506	550
4:30:00 PM	0	0	21	0	21	8	0	7	1	16	0	0	7	0	7	14	520	1	4	539	583
4:45:00 PM	0	0	24	1	25	11	1	11	1	24	0	0	13	0	13	14	550	0	4	568	630
5:00:00 PM	0	0	20	0	20	4	0	4	2	10	0	0	9	0	9	24	495	1	18	538	577
Total Volume	0	0	78	1	79	32	1	26	5	64	0	0	46	0	46	75	2043	2	31	2151	2340
% App. Total	0	0	98.7	1.3		50	1.6	40.6	7.8		0	0	100	0		3.5	95	0.1	1.4		
PHF	.000	.000	.813	.250	.790	.727	.250	.591	.625	.667	.000	.000	.676	.000	.676	.781	.929	.500	.431	.947	.929

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File Name : Hathaway Dr - Platte Ave PM  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 3



# LSC Transportation Consultants, Inc.

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File Name : Hathaway Dr - Platte Ave PM  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 4

Start Time	HathawayDr Southbound					Platte Ave Westbound					Hathaway Dr Northbound					Platte Ave Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

**Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1**

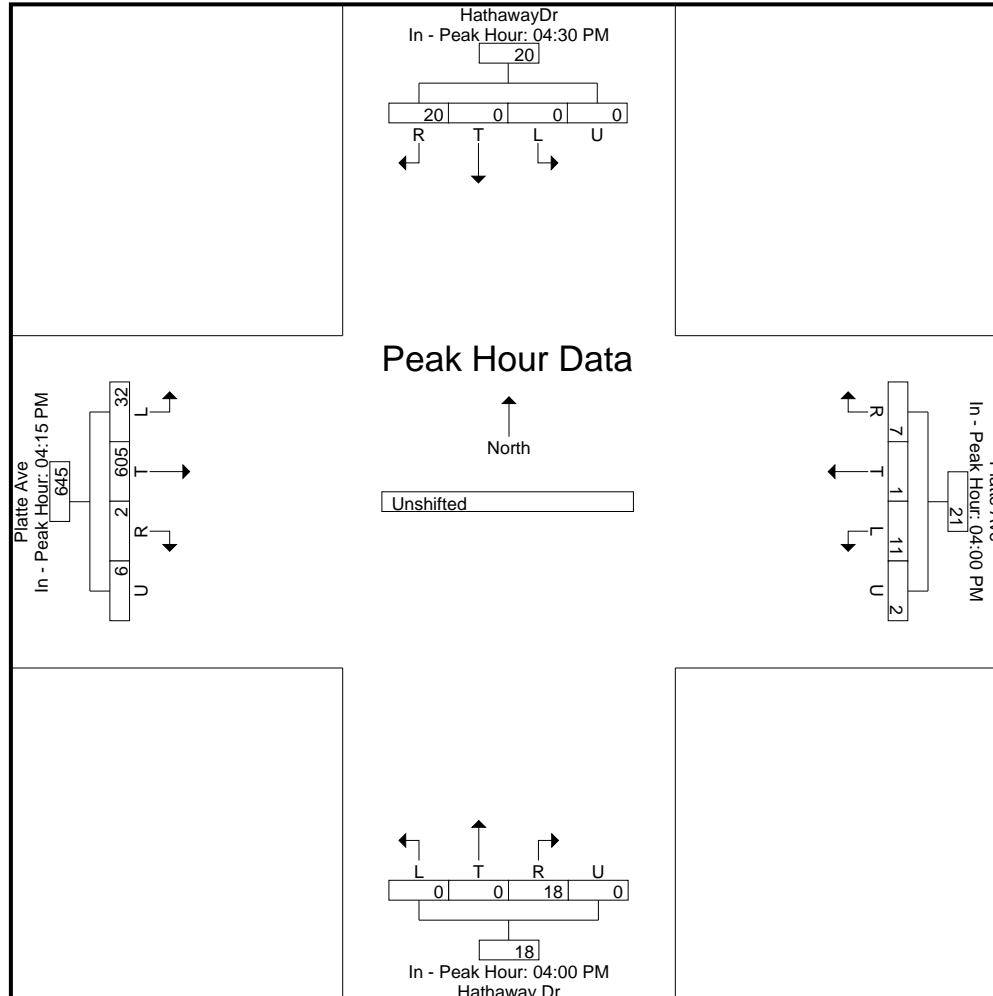
Peak Hour for Each Approach Begins at:

	4:30:00 PM					4:00:00 PM					4:00:00 PM					4:15:00 PM				
+0 mins.	0	0	21	0	21	7	<b>1</b>	5	<b>1</b>	14	0	0	14	0	14	23	478	0	5	506
+5 mins.	0	0	<b>24</b>	<b>1</b>	<b>25</b>	9	0	4	1	14	0	0	<b>17</b>	0	<b>17</b>	14	520	<b>1</b>	4	539
+10 mins.	0	0	20	0	20	8	0	7	1	16	0	0	7	0	7	14	<b>550</b>	0	4	<b>568</b>
+15 mins.	0	0	15	0	15	<b>11</b>	1	<b>11</b>	1	<b>24</b>	0	0	13	0	13	<b>24</b>	495	1	<b>18</b>	538
Total Volume	0	0	80	1	81	35	2	27	4	68	0	0	51	0	51	75	2043	2	31	2151
% App. Total	0	0	98.8	1.2		51.5	2.9	39.7	5.9		0	0	100	0		3.5	95	0.1	1.4	
PHF	.000	.000	.833	.250	.810	.795	.500	.614	1.000	.708	.000	.000	.750	.000	.750	.781	.929	.500	.431	.947

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File Name : Hathaway Dr - Platte Ave PM  
Site Code : S214660  
Start Date : 7/13/2021  
Page No : 5



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File Name : Hathaway Dr - Platte Frontage Rd AM1  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 1

## Groups Printed- Bank 1

Start Time	Hathaway Dr Southbound					East Frontage Rd Westbound					Diesel Rapair Northbound					West Frontage Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:45 AM	0	0	9	0	9	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	10
Total	0	1	13	0	14	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	15
07:00 AM	1	1	5	0	7	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	9
07:15 AM	1	4	7	0	12	0	0	1	0	1	0	0	2	0	2	3	0	0	0	3	18
07:30 AM	0	1	7	0	8	0	0	0	0	0	0	1	0	1	3	0	0	0	0	3	12
07:45 AM	1	0	9	0	10	0	0	0	0	0	0	1	0	1	3	0	5	0	0	8	19
Total	3	6	28	0	37	0	0	1	0	1	0	2	3	0	5	10	0	5	0	15	58
08:00 AM	0	0	6	0	6	0	0	0	0	0	0	1	0	1	10	0	0	0	0	10	17
08:15 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	7
Grand Total	3	8	49	0	60	0	0	1	0	1	0	3	4	0	7	24	0	5	0	29	97
Apprch %	5	13.3	81.7	0		0	0	100	0		0	42.9	57.1	0		82.8	0	17.2	0		
Total %	3.1	8.2	50.5	0	61.9	0	0	1	0	1	0	3.1	4.1	0	7.2	24.7	0	5.2	0	29.9	



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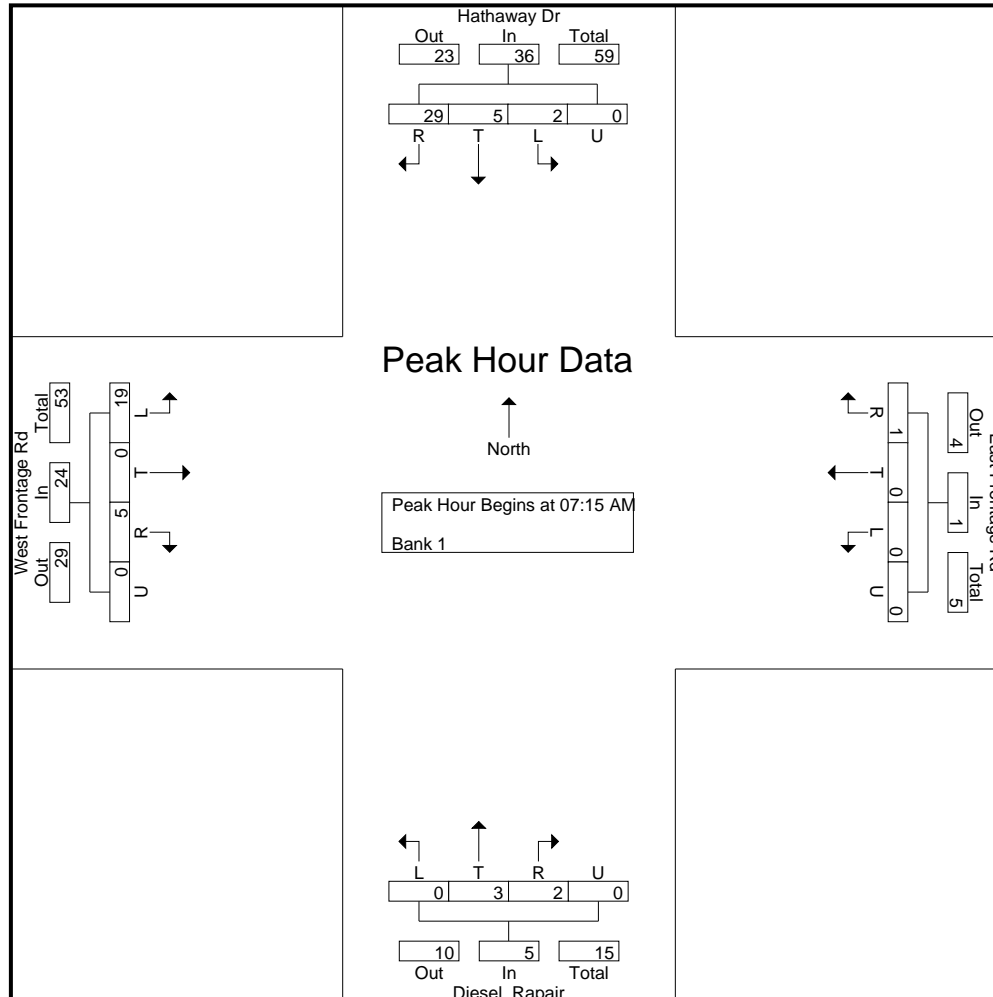
File Name : Hathaway Dr - Platte Frontage Rd AM1  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 2

Start Time	Hathaway Dr Southbound					East Frontage Rd Westbound					Diesel Rapair Northbound					West Frontage Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
<b>Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 7:15:00 AM																					
7:15:00 AM	1	4	7	0	12	0	0	1	0	1	0	0	2	0	2	3	0	0	0	3	18
7:30:00 AM	0	1	7	0	8	0	0	0	0	0	0	1	0	1	3	0	0	0	3	12	
7:45:00 AM	1	0	9	0	10	0	0	0	0	0	0	1	0	1	3	0	5	0	8	19	
8:00:00 AM	0	0	6	0	6	0	0	0	0	0	0	1	0	1	10	0	0	0	10	17	
Total Volume	2	5	29	0	36	0	0	1	0	1	0	3	2	5	19	0	5	0	24	66	
% App. Total	5.6	13.9	80.6	0		0	0	100	0		0	60	40	0	79.2	0	20.8	0			
PHF	.500	.313	.806	.000	.750	.000	.000	.250	.000	.250	.000	.750	.250	.000	.625	.475	.000	.250	.000	.600	.868

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File Name : Hathaway Dr - Platte Frontage Rd AM1  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 3



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File Name : Hathaway Dr - Platte Frontage Rd AM1  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 4

Start Time	Hathaway Dr Southbound					East Frontage Rd Westbound					Diesel Rapair Northbound					West Frontage Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

**Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1**

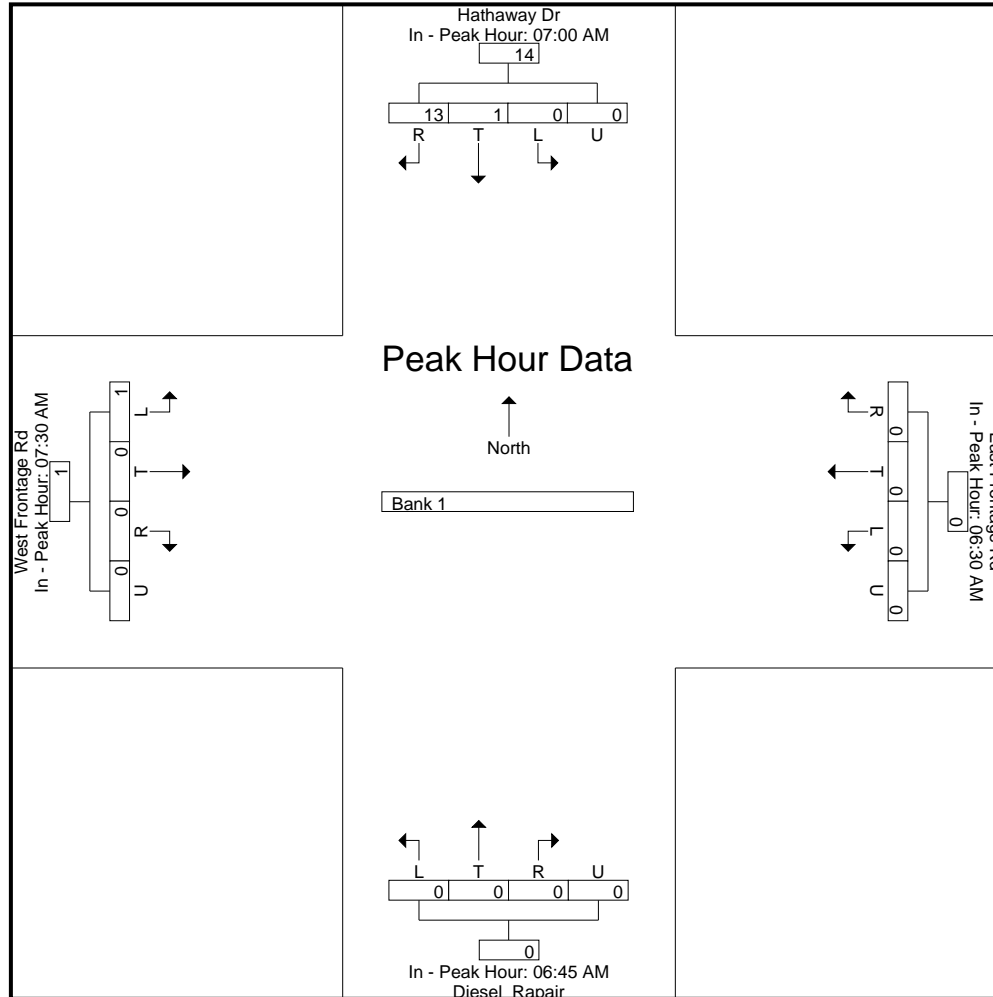
Peak Hour for Each Approach Begins at:

	7:00:00 AM					6:30:00 AM					6:45:00 AM					7:30:00 AM				
+0 mins.	<b>1</b>	1	5	0	7	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3
+5 mins.	1	<b>4</b>	7	0	<b>12</b>	0	0	0	0	0	0	0	1	0	1	3	0	<b>5</b>	0	8
+10 mins.	0	1	7	0	8	0	0	0	0	0	0	0	2	0	2	<b>10</b>	0	0	0	<b>10</b>
+15 mins.	1	0	<b>9</b>	0	10	0	0	<b>1</b>	0	<b>1</b>	0	<b>1</b>	0	0	1	4	0	0	0	4
Total Volume	3	6	28	0	37	0	0	1	0	1	0	1	4	0	5	20	0	5	0	25
% App. Total	8.1	16.2	75.7	0		0	0	100	0		0	20	80	0		80	0	20	0	
PHF	.750	.375	.778	.000	.771	.000	.000	.250	.000	.250	.000	.250	.500	.000	.625	.500	.000	.250	.000	.625

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File Name : Hathaway Dr - Platte Frontage Rd AM1  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 5



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
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 719-633-2868

File Name : Hathaway Dr - Platte Frontage Rd AM  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 1

### Groups Printed- Bank 1

Start Time	HathawayDr Southbound					East Frontage Rd Westbound					Diesel Repair Northbound					West Frontage Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	2	1	7	0	10	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	24
04:15 PM	0	0	9	0	9	0	0	2	0	2	0	3	0	0	3	11	0	0	0	11	25
04:30 PM	1	0	6	0	7	0	0	0	0	0	0	0	1	0	1	10	1	0	0	11	19
04:45 PM	1	0	11	0	12	0	1	1	0	2	0	1	1	0	2	10	0	1	0	11	27
Total	4	1	33	0	38	0	1	3	0	4	0	4	2	0	6	45	1	1	0	47	95
05:00 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	12
05:15 PM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	7	0	0	0	7	12
05:30 PM	0	1	1	0	2	0	1	1	0	2	0	2	0	0	2	1	0	0	0	1	7
05:45 PM	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	4	1	0	0	5	9
Total	0	1	11	0	12	0	1	2	0	3	0	3	0	0	3	21	1	0	0	22	40
Grand Total	4	2	44	0	50	0	2	5	0	7	0	7	2	0	9	66	2	1	0	69	135
Apprch %	8	4	88	0		0	28.6	71.4	0		0	77.8	22.2	0		95.7	2.9	1.4	0		
Total %	3	1.5	32.6	0	37	0	1.5	3.7	0	5.2	0	5.2	1.5	0	6.7	48.9	1.5	0.7	0	51.1	

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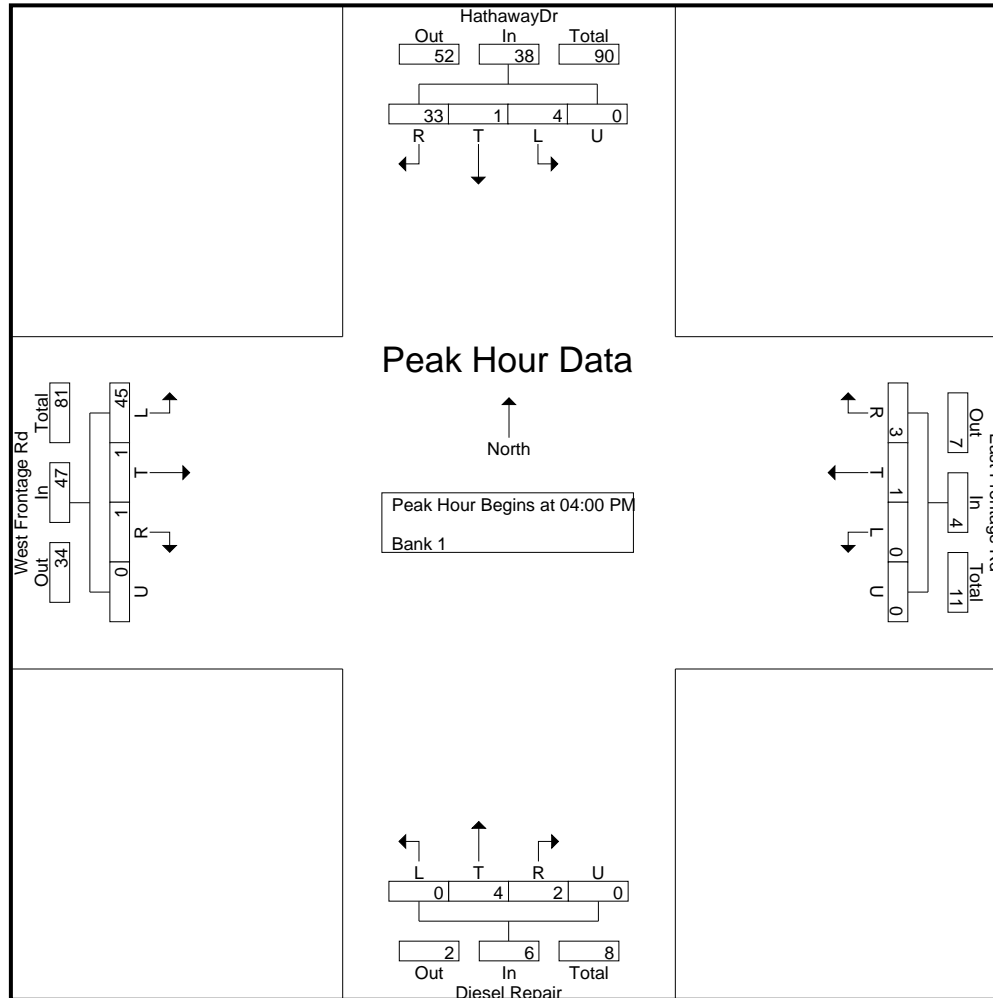
File Name : Hathaway Dr - Platte Frontage Rd AM  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 2

Start Time	HathawayDr Southbound					East Frontage Rd Westbound					Diesel Repair Northbound					West Frontage Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
<b>Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	2	1	7	0	10	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	24
4:15:00 PM	0	0	9	0	9	0	0	2	0	2	0	3	0	0	3	11	0	0	0	11	25
4:30:00 PM	1	0	6	0	7	0	0	0	0	0	0	0	1	0	1	10	1	0	0	11	19
4:45:00 PM	1	0	11	0	12	0	1	1	0	2	0	1	1	0	2	10	0	1	0	11	27
Total Volume	4	1	33	0	38	0	1	3	0	4	0	4	2	0	6	45	1	1	0	47	95
% App. Total	10.5	2.6	86.8	0		0	25	75	0		0	66.7	33.3	0		95.7	2.1	2.1	0		
PHF	.500	.250	.750	.000	.792	.000	.250	.375	.000	.500	.000	.333	.500	.000	.500	.804	.250	.250	.000	.839	.880

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File Name : Hathaway Dr - Platte Frontage Rd AM  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 3



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2504 E Pikes Peak Ave, Suite 304  
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 719-633-2868

File Name : Hathaway Dr - Platte Frontage Rd AM  
 Site Code : S214660  
 Start Date : 7/13/2021  
 Page No : 4

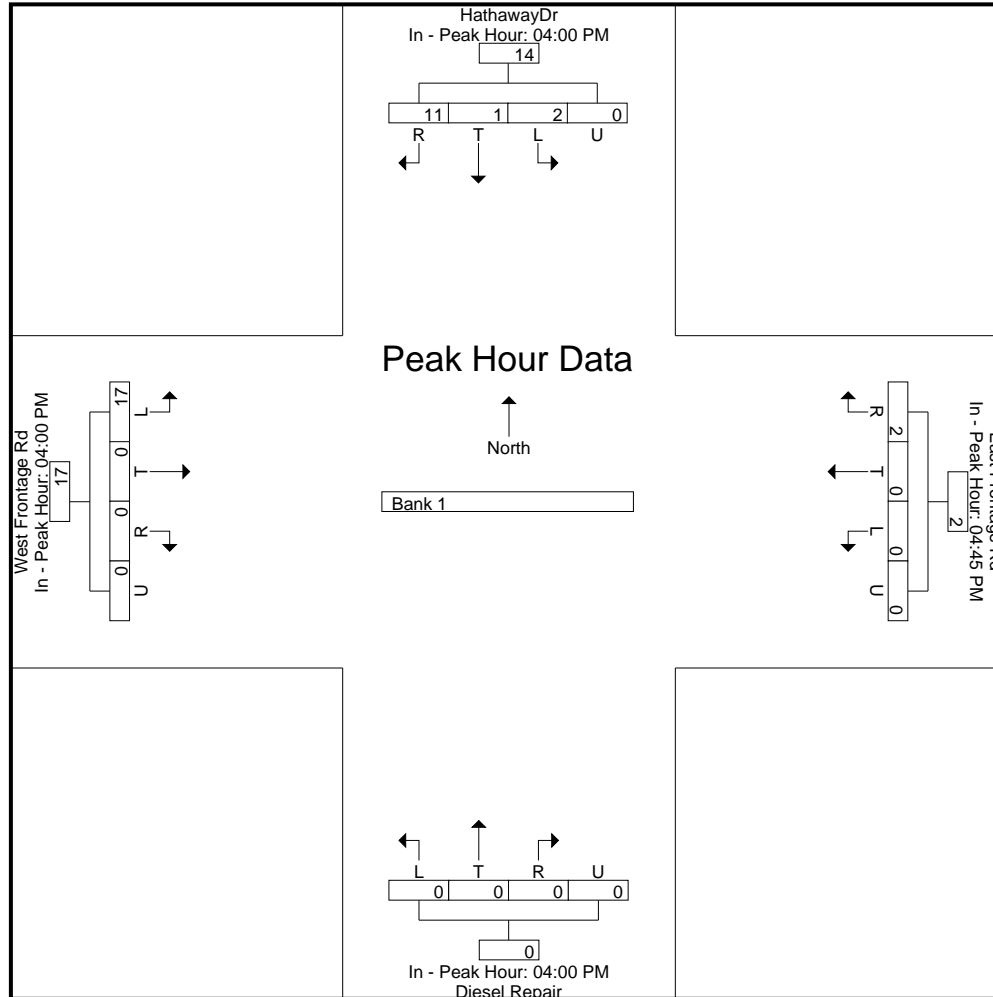
Start Time	HathawayDr Southbound					East Frontage Rd Westbound					Diesel Repair Northbound					West Frontage Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
<b>Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1</b>																					
Peak Hour for Each Approach Begins at:																					
	4:00:00 PM					4:45:00 PM					4:00:00 PM					4:00:00 PM					
+0 mins.	2	1	7	0	10	0	1	1	0	2	0	0	0	0	0	14	0	0	0	14	
+5 mins.	0	0	9	0	9	0	0	0	0	0	0	3	0	0	3	11	0	0	0	11	
+10 mins.	1	0	6	0	7	0	0	1	0	1	0	0	1	0	1	10	1	0	0	11	
+15 mins.	1	0	11	0	12	0	1	1	0	2	0	1	1	0	2	10	0	1	0	11	
Total Volume	4	1	33	0	38	0	2	3	0	5	0	4	2	0	6	45	1	1	0	47	
% App. Total	10.5	2.6	86.8	0		0	40	60	0		0	66.7	33.3	0		95.7	2.1	2.1	0		
PHF	.500	.250	.750	.000	.792	.000	.500	.750	.000	.625	.000	.333	.500	.000	.500	.804	.250	.250	.000	.839	



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File Name : Hathaway Dr - Platte Frontage Rd AM  
Site Code : S214660  
Start Date : 7/13/2021  
Page No : 5



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
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 719-633-2868

File Name : Motel Rd - Platte Ave AM  
 Site Code : S214610  
 Start Date : 7/14/2021  
 Page No : 1

### Groups Printed- Unshifted

Start Time	Southbound					Platte Ave Westbound					Motel Rd Northbound					Platte Ave Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	0	0	0	0	0	531	0	0	531	0	0	6	0	6	0	0	10	0	10	547
06:45 AM	1	0	0	0	1	0	559	0	0	559	0	0	10	0	10	0	0	16	0	16	586
Total	1	0	0	0	1	0	1090	0	0	1090	0	0	16	0	16	0	0	26	0	26	1133
07:00 AM	0	0	0	0	0	0	537	0	0	537	0	0	8	0	8	0	0	20	0	20	565
07:15 AM	0	0	0	0	0	0	598	0	0	598	0	0	11	0	11	0	0	15	0	15	624
07:30 AM	0	0	0	0	0	0	674	0	0	674	0	0	8	0	8	0	0	18	0	18	700
07:45 AM	0	0	0	0	0	0	565	0	0	565	0	0	7	0	7	0	0	12	0	12	584
Total	0	0	0	0	0	0	2374	0	0	2374	0	0	34	0	34	0	0	65	0	65	2473
08:00 AM	1	0	0	0	1	0	471	0	0	471	0	0	21	0	21	0	0	7	0	7	500
08:15 AM	0	0	0	0	0	0	476	0	0	476	0	0	11	0	11	0	0	12	0	12	499
Grand Total	2	0	0	0	2	0	4411	0	0	4411	0	0	82	0	82	0	0	110	0	110	4605
Apprch %	100	0	0	0		0	100	0	0		0	0	100	0		0	0	100	0		
Total %	0	0	0	0		0	95.8	0	0		0	0	1.8	0		0	0	2.4	0		

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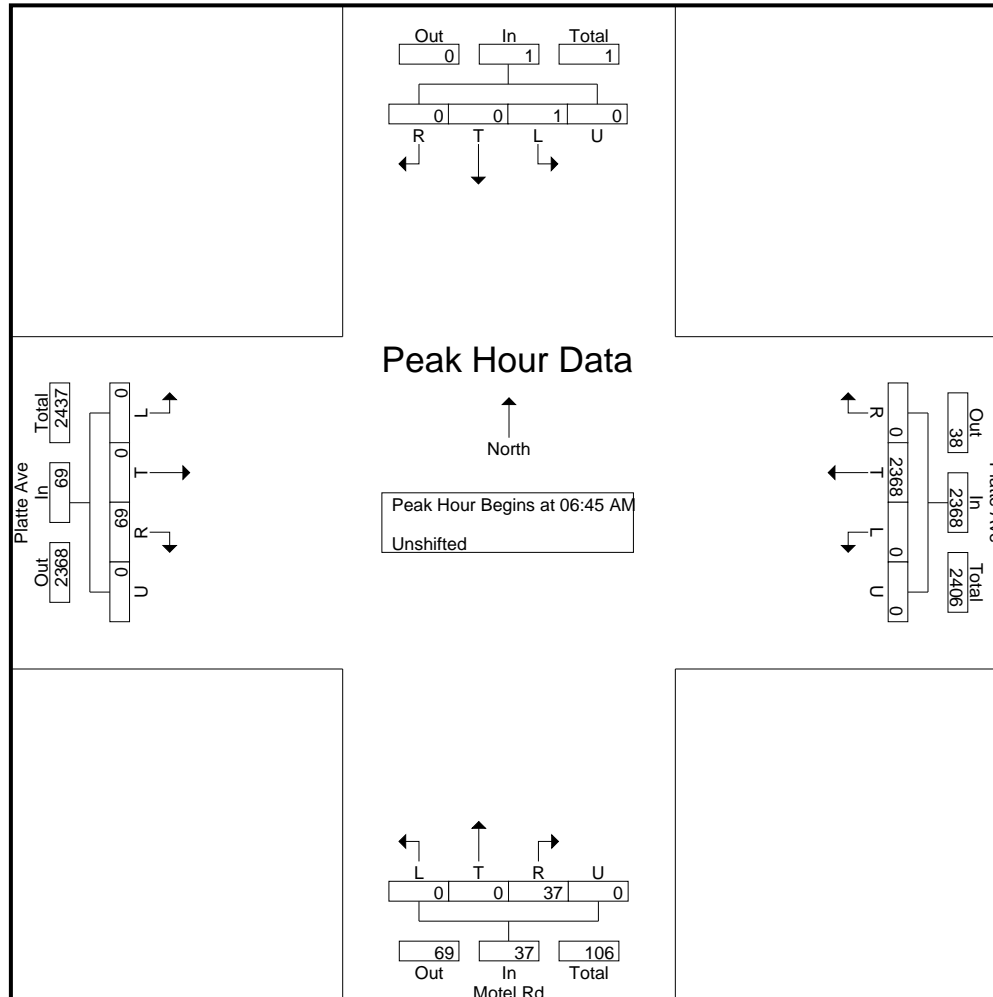
File Name : Motel Rd - Platte Ave AM  
 Site Code : S214610  
 Start Date : 7/14/2021  
 Page No : 2

Start Time	Southbound					Platte Ave Westbound					Motel Rd Northbound					Platte Ave Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
<b>Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 6:45:00 AM																					
6:45:00 AM	1	0	0	0	1	0	559	0	0	559	0	0	10	0	10	0	0	16	0	16	586
7:00:00 AM	0	0	0	0	0	0	537	0	0	537	0	0	8	0	8	0	0	20	0	20	565
7:15:00 AM	0	0	0	0	0	0	598	0	0	598	0	0	11	0	11	0	0	15	0	15	624
7:30:00 AM	0	0	0	0	0	0	674	0	0	674	0	0	8	0	8	0	0	18	0	18	700
Total Volume	1	0	0	0	1	0	2368	0	0	2368	0	0	37	0	37	0	0	69	0	69	2475
% App. Total	100	0	0	0		0	100	0	0		0	0	100	0		0	0	100	0		
PHF	.250	.000	.000	.000	.250	.000	.878	.000	.000	.878	.000	.000	.841	.000	.841	.000	.000	.863	.000	.863	.884

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Motel Rd - Platte Ave AM  
 Site Code : S214610  
 Start Date : 7/14/2021  
 Page No : 3



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Motel Rd - Platte Ave AM  
 Site Code : S214610  
 Start Date : 7/14/2021  
 Page No : 4

Start Time	Southbound					Platte Ave Westbound					Motel Rd Northbound					Platte Ave Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

**Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1**

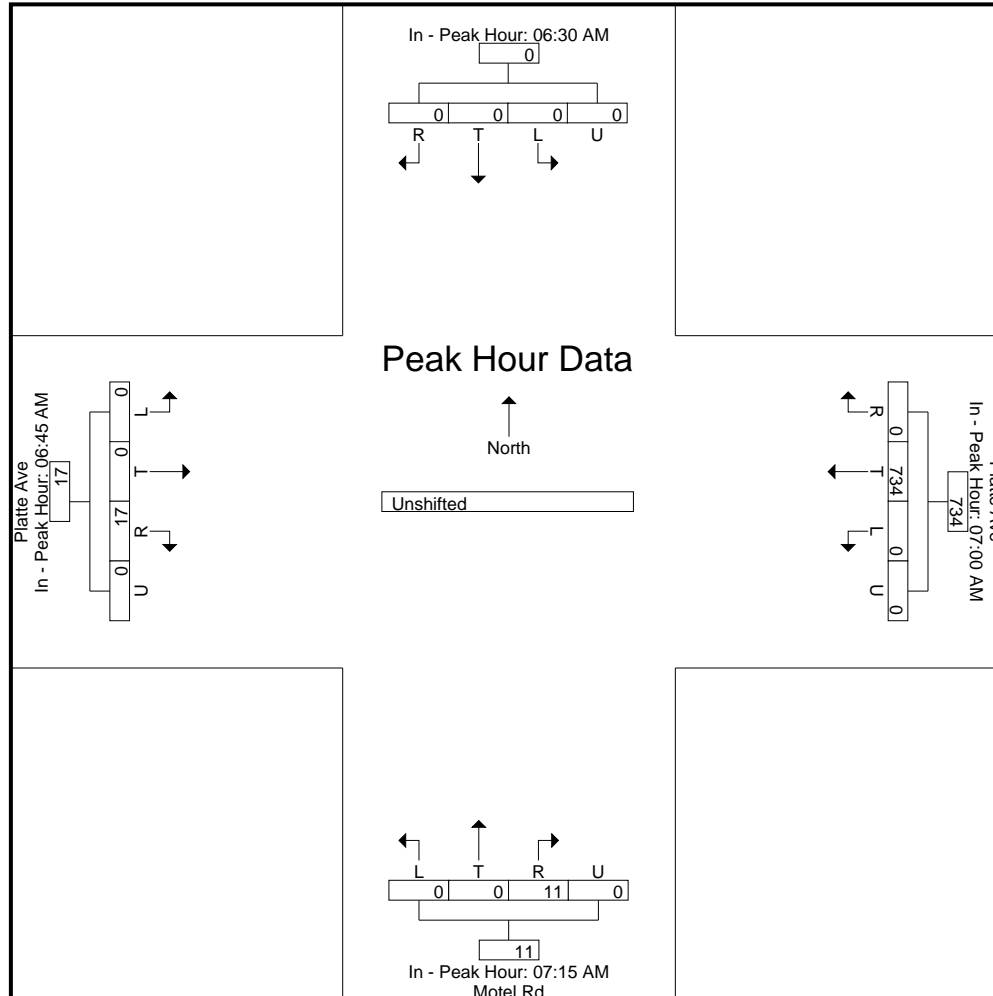
Peak Hour for Each Approach Begins at:

	6:30:00 AM					7:00:00 AM					7:15:00 AM					6:45:00 AM				
+0 mins.	0	0	0	0	0	0	537	0	0	537	0	0	11	0	11	0	0	16	0	16
+5 mins.	1	0	0	0	1	0	598	0	0	598	0	0	8	0	8	0	0	20	0	20
+10 mins.	0	0	0	0	0	0	674	0	0	674	0	0	7	0	7	0	0	15	0	15
+15 mins.	0	0	0	0	0	0	565	0	0	565	0	0	21	0	21	0	0	18	0	18
Total Volume	1	0	0	0	1	0	2374	0	0	2374	0	0	47	0	47	0	0	69	0	69
% App. Total	100	0	0	0		0	100	0	0		0	0	100	0		0	0	100	0	
PHF	.250	.000	.000	.000	.250	.000	.881	.000	.000	.881	.000	.000	.560	.000	.560	.000	.000	.863	.000	.863

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
Colorado Springs, CO 80909  
719-633-2868

File Name : Motel Rd - Platte Ave AM  
Site Code : S214610  
Start Date : 7/14/2021  
Page No : 5



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Motel Rd - Platte Ave PM1  
 Site Code : S214660  
 Start Date : 7/14/2021  
 Page No : 1

## Groups Printed- Unshifted

Start Time	Southbound					Platte Ave Westbound					Motel Rd Northbound					Platte Ave Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	0	0	0	0	0	1	461	0	0	462	0	0	12	0	12	0	0	10	0	10	484
04:15 PM	0	0	0	0	0	1	451	0	0	452	0	0	17	0	17	0	0	20	0	20	489
04:30 PM	0	0	0	0	0	0	460	0	0	460	0	0	8	0	8	0	0	16	0	16	484
04:45 PM	1	0	0	0	1	0	525	0	0	525	0	0	12	0	12	0	0	12	0	12	550
Total	1	0	0	0	1	2	1897	0	0	1899	0	0	49	0	49	0	0	58	0	58	2007
05:00 PM	0	0	0	0	0	0	432	0	0	432	0	0	13	0	13	0	0	6	0	6	451
05:15 PM	0	0	0	0	0	0	445	0	0	445	0	0	13	0	13	0	0	5	0	5	463
05:30 PM	0	0	0	0	0	0	450	0	0	450	0	0	8	0	8	0	0	11	0	11	469
05:45 PM	0	0	0	0	0	0	407	0	0	407	0	0	7	0	7	0	0	10	0	10	424
Total	0	0	0	0	0	0	1734	0	0	1734	0	0	41	0	41	0	0	32	0	32	1807
Grand Total	1	0	0	0	1	2	3631	0	0	3633	0	0	90	0	90	0	0	90	0	90	3814
Apprch %	100	0	0	0		0.1	99.9	0	0		0	0	100	0		0	0	100	0		
Total %	0	0	0	0	0	0.1	95.2	0	0	95.3	0	0	2.4	0	2.4	0	0	2.4	0	2.4	

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Motel Rd - Platte Ave PM1  
 Site Code : S214660  
 Start Date : 7/14/2021  
 Page No : 2

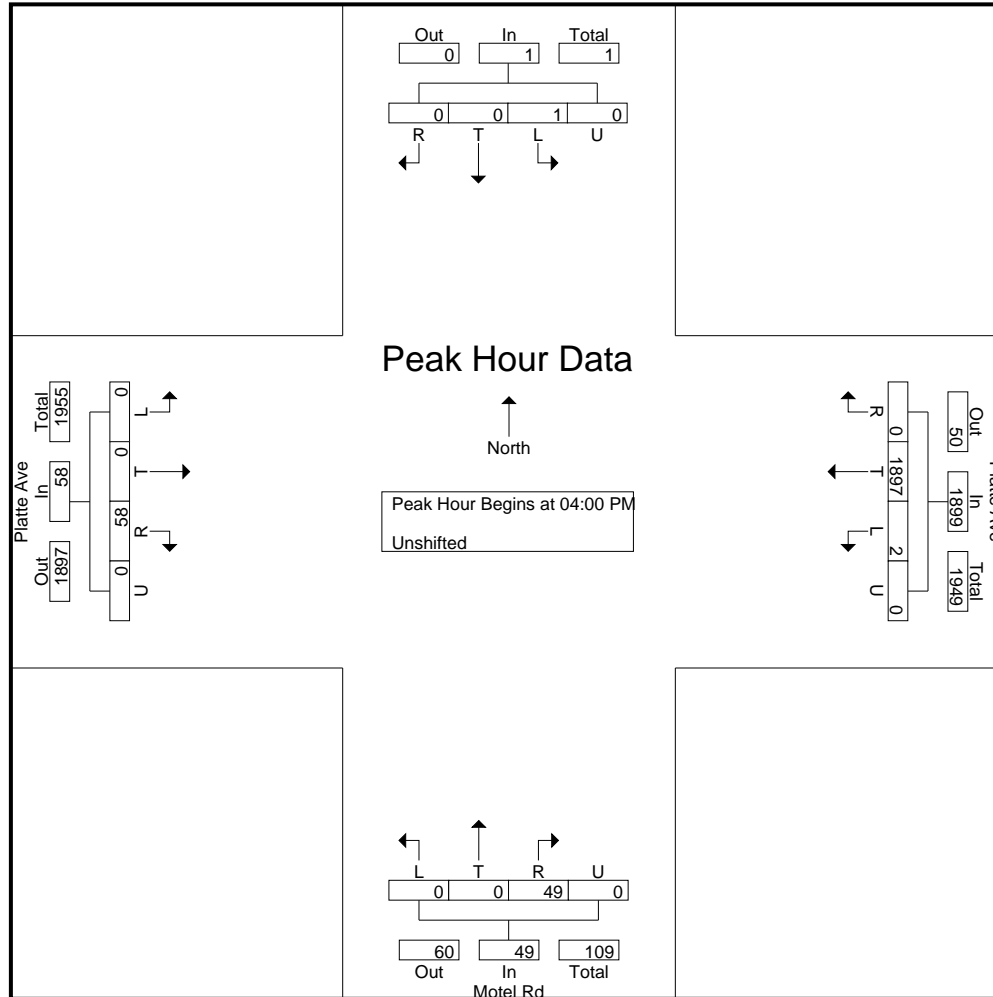
Start Time	Southbound					Platte Ave Westbound					Motel Rd Northbound					Platte Ave Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
<b>Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	0	0	0	0	0	1	461	0	0	462	0	0	12	0	12	0	0	10	0	10	484
4:15:00 PM	0	0	0	0	0	1	451	0	0	452	0	0	17	0	17	0	0	20	0	20	489
4:30:00 PM	0	0	0	0	0	0	460	0	0	460	0	0	8	0	8	0	0	16	0	16	484
4:45:00 PM	1	0	0	0	1	0	525	0	0	525	0	0	12	0	12	0	0	12	0	12	550
Total Volume	1	0	0	0	1	2	1897	0	0	1899	0	0	49	0	49	0	0	58	0	58	2007
% App. Total	100	0	0	0		0.1	99.9	0	0		0	0	100	0		0	0	100	0		
PHF	.250	.000	.000	.000	.250	.500	.903	.000	.000	.904	.000	.000	.721	.000	.721	.000	.000	.725	.000	.725	.912



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2504 E Pikes Peak Ave, Suite 304  
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 719-633-2868

File Name : Motel Rd - Platte Ave PM1  
 Site Code : S214660  
 Start Date : 7/14/2021  
 Page No : 3



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Motel Rd - Platte Ave PM1  
 Site Code : S214660  
 Start Date : 7/14/2021  
 Page No : 4

Start Time	Southbound					Platte Ave Westbound					Motel Rd Northbound					Platte Ave Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

**Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1**

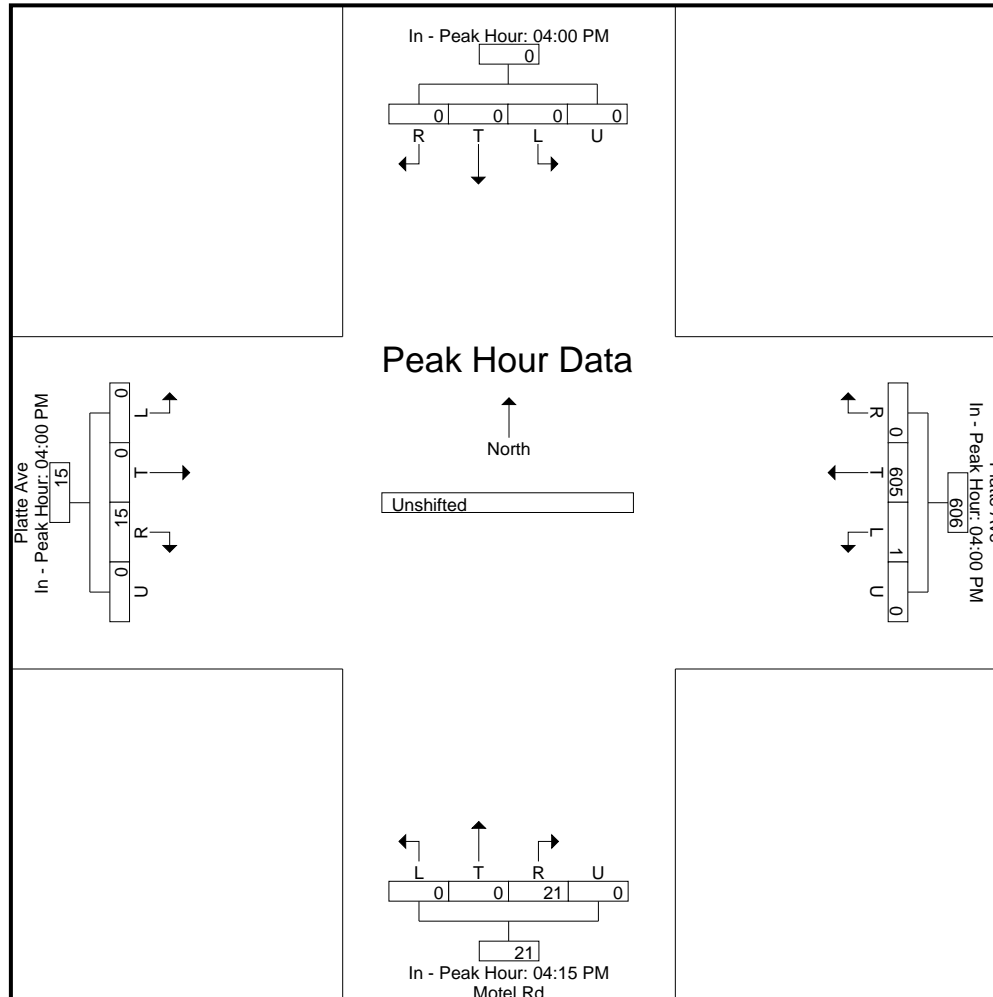
Peak Hour for Each Approach Begins at:

	4:00:00 PM					4:00:00 PM					4:15:00 PM					4:00:00 PM				
+0 mins.	0	0	0	0	0	1	461	0	0	462	0	0	17	0	17	0	0	10	0	10
+5 mins.	0	0	0	0	0	1	451	0	0	452	0	0	8	0	8	0	0	20	0	20
+10 mins.	0	0	0	0	0	0	460	0	0	460	0	0	12	0	12	0	0	16	0	16
+15 mins.	1	0	0	0	1	0	525	0	0	525	0	0	13	0	13	0	0	12	0	12
Total Volume	1	0	0	0	1	2	1897	0	0	1899	0	0	50	0	50	0	0	58	0	58
% App. Total	100	0	0	0		0.1	99.9	0	0		0	0	100	0		0	0	100	0	
PHF	.250	.000	.000	.000	.250	.500	.903	.000	.000	.904	.000	.000	.735	.000	.735	.000	.000	.725	.000	.725

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2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
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File Name : Motel Rd - Platte Ave PM1  
 Site Code : S214660  
 Start Date : 7/14/2021  
 Page No : 5



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Motel Rd - Platte Frontage Rd AM  
 Site Code : S214610  
 Start Date : 7/14/2021  
 Page No : 1

## Groups Printed- Bank 1

Start Time	Motel Rd Southbound					East Frontage Rd Westbound					Motel Rd Northbound					West Frontage Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	8	0	2	0	10	0	1	0	0	1	0	3	0	0	3	3	1	0	0	4	18
06:45 AM	12	1	2	0	15	0	1	2	0	3	0	5	0	0	5	3	0	0	0	3	26
Total	20	1	4	0	25	0	2	2	0	4	0	8	0	0	8	6	1	0	0	7	44
07:00 AM	13	1	3	0	17	0	0	1	0	1	0	5	4	0	9	2	0	0	0	2	29
07:15 AM	13	2	0	0	15	0	1	1	0	2	0	4	0	0	4	5	0	0	0	5	26
07:30 AM	11	0	7	0	18	0	1	1	0	2	0	6	1	0	7	1	0	0	0	1	28
07:45 AM	10	0	2	0	12	1	1	5	0	7	0	0	1	0	1	2	0	0	0	2	22
Total	47	3	12	0	62	1	3	8	0	12	0	15	6	0	21	10	0	0	0	10	105
08:00 AM	4	1	2	0	7	0	1	12	0	13	0	6	0	0	6	4	0	0	0	4	30
08:15 AM	9	1	2	0	12	1	2	4	0	7	0	5	1	0	6	2	0	0	0	2	27
Grand Total	80	6	20	0	106	2	8	26	0	36	0	34	7	0	41	22	1	0	0	23	206
Apprch %	75.5	5.7	18.9	0		5.6	22.2	72.2	0		0	82.9	17.1	0		95.7	4.3	0	0		
Total %	38.8	2.9	9.7	0	51.5	1	3.9	12.6	0	17.5	0	16.5	3.4	0	19.9	10.7	0.5	0	0	11.2	

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2504 E Pikes Peak Ave, Suite 304  
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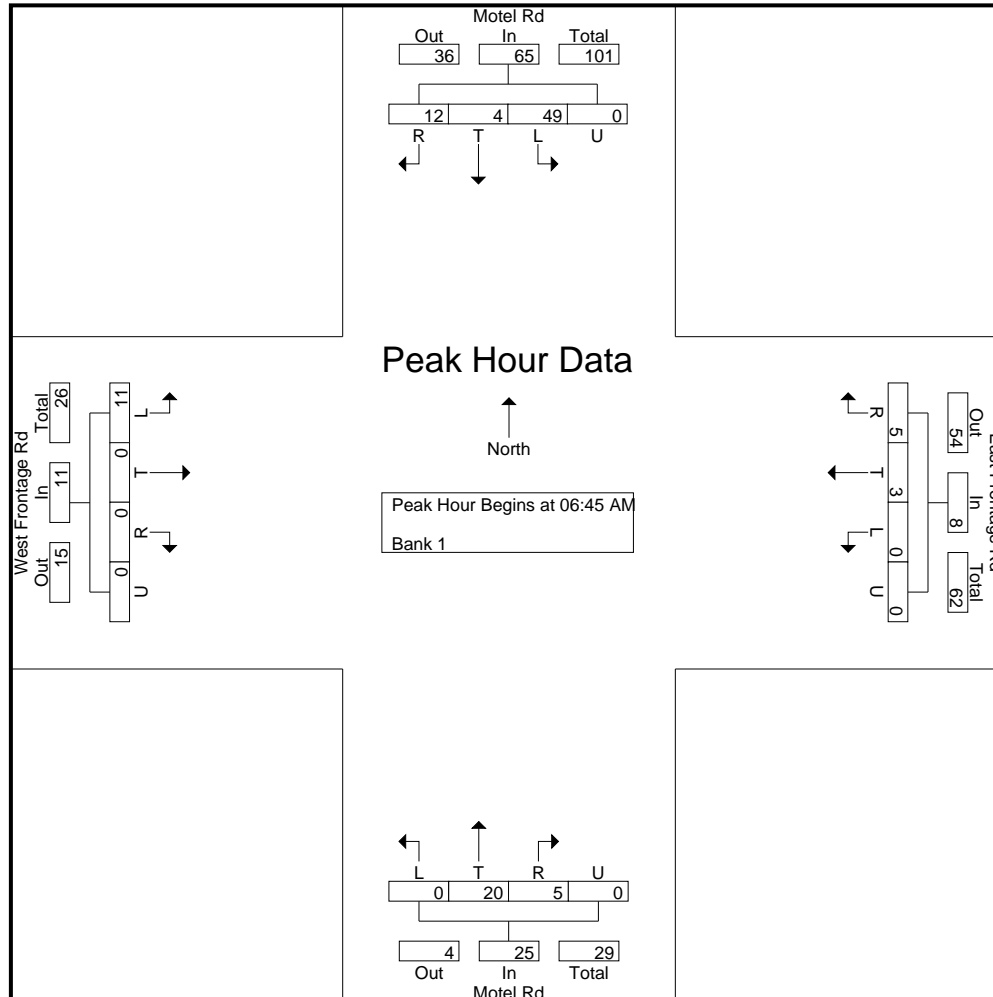
File Name : Motel Rd - Platte Frontage Rd AM  
 Site Code : S214610  
 Start Date : 7/14/2021  
 Page No : 2

Start Time	Motel Rd Southbound					East Frontage Rd Westbound					Motel Rd Northbound					West Frontage Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
<b>Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 6:45:00 AM																					
6:45:00 AM	12	1	2	0	15	0	1	2	0	3	0	5	0	0	5	3	0	0	0	3	26
7:00:00 AM	13	1	3	0	17	0	0	1	0	1	0	5	4	0	9	2	0	0	0	2	29
7:15:00 AM	13	2	0	0	15	0	1	1	0	2	0	4	0	0	4	5	0	0	0	5	26
7:30:00 AM	11	0	7	0	18	0	1	1	0	2	0	6	1	0	7	1	0	0	0	1	28
Total Volume	49	4	12	0	65	0	3	5	0	8	0	20	5	0	25	11	0	0	0	11	109
% App. Total	75.4	6.2	18.5	0		0	37.5	62.5	0		0	80	20	0		100	0	0	0		
PHF	.942	.500	.429	.000	.903	.000	.750	.625	.000	.667	.000	.833	.313	.000	.694	.550	.000	.000	.000	.550	.940

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Motel Rd - Platte Frontage Rd AM  
 Site Code : S214610  
 Start Date : 7/14/2021  
 Page No : 3



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

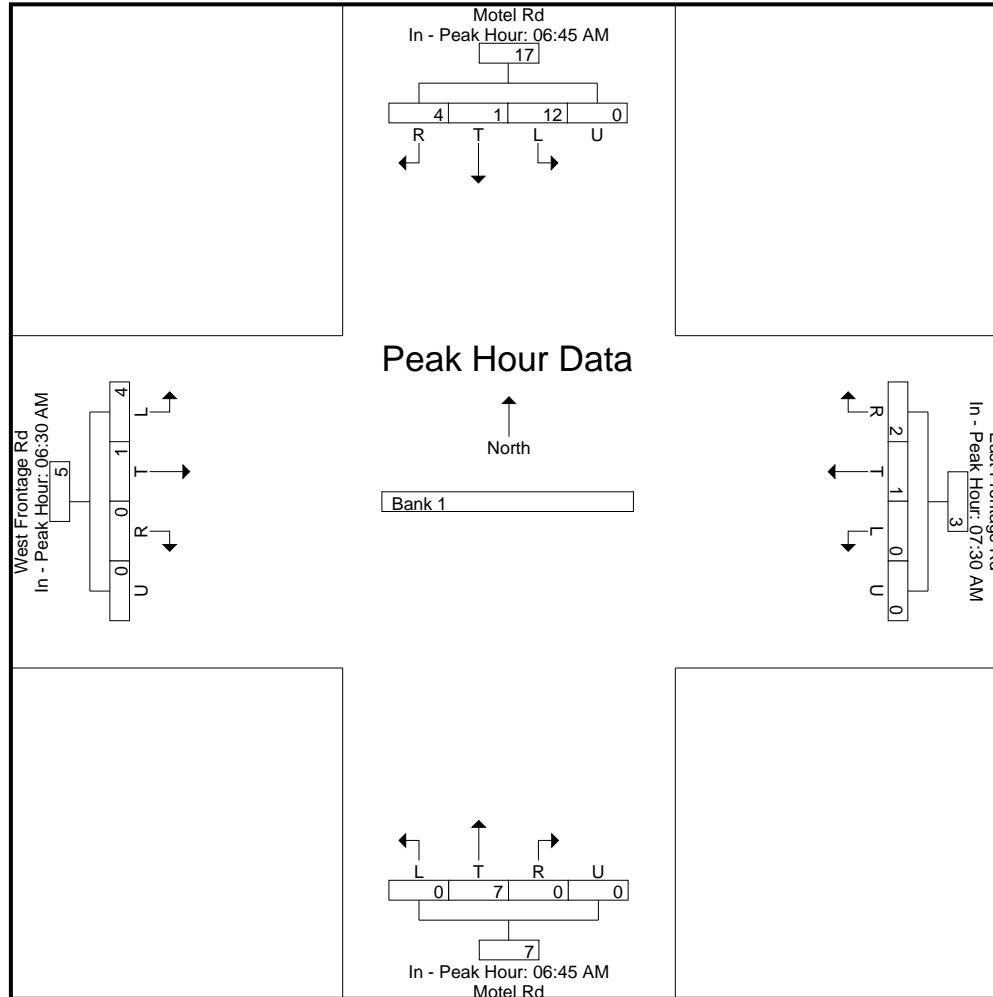
File Name : Motel Rd - Platte Frontage Rd AM  
 Site Code : S214610  
 Start Date : 7/14/2021  
 Page No : 4

Start Time	Motel Rd Southbound					East Frontage Rd Westbound					Motel Rd Northbound					West Frontage Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
<b>Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1</b>																					
Peak Hour for Each Approach Begins at:																					
	6:45:00 AM					7:30:00 AM					6:45:00 AM					6:30:00 AM					
+0 mins.	12	1	2	0	15	0	1	1	0	2	0	5	0	0	5	3	1	0	0	4	
+5 mins.	13	1	3	0	17	1	1	5	0	7	0	5	4	0	9	3	0	0	0	3	
+10 mins.	13	2	0	0	15	0	1	12	0	13	0	4	0	0	4	2	0	0	0	2	
+15 mins.	11	0	7	0	18	1	2	4	0	7	0	6	1	0	7	5	0	0	0	5	
Total Volume	49	4	12	0	65	2	5	22	0	29	0	20	5	0	25	13	1	0	0	14	
% App. Total	75.4	6.2	18.5	0		6.9	17.2	75.9	0		0	80	20	0		92.9	7.1	0	0		
PHF	.942	.500	.429	.000	.903	.500	.625	.458	.000	.558	.000	.833	.313	.000	.694	.650	.250	.000	.000	.700	

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Motel Rd - Platte Frontage Rd AM  
 Site Code : S214610  
 Start Date : 7/14/2021  
 Page No : 5





# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Motel Rd - Platte Ave PM  
 Site Code : S214660  
 Start Date : 7/14/2021  
 Page No : 1

## Groups Printed- Bank 1

Start Time	Motel Rd Southbound					N Frontage Rd Westbound					Motel Rd Northbound					S Frontage rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	2	4	5	0	11	0	2	5	0	7	0	3	0	0	3	4	1	1	0	6	27
04:15 PM	9	0	9	0	18	0	3	5	0	8	0	2	1	0	3	10	0	0	0	10	39
04:30 PM	3	10	3	0	16	1	0	3	0	4	0	0	0	0	0	5	2	0	0	7	27
04:45 PM	1	9	1	0	11	1	2	1	0	4	0	5	0	0	5	6	1	0	0	7	27
Total	15	23	18	0	56	2	7	14	0	23	0	10	1	0	11	25	4	1	0	30	120
05:00 PM	3	2	1	0	6	0	3	8	0	11	0	1	0	0	1	4	1	0	0	5	23
05:15 PM	1	4	0	0	5	0	0	7	0	7	0	2	0	0	2	4	0	0	0	4	18
05:30 PM	2	6	3	0	11	1	1	4	0	6	0	3	0	0	3	1	0	0	0	1	21
05:45 PM	2	7	1	0	10	5	1	2	0	8	0	4	1	0	5	1	1	0	0	2	25
Total	8	19	5	0	32	6	5	21	0	32	0	10	1	0	11	10	2	0	0	12	87
Grand Total	23	42	23	0	88	8	12	35	0	55	0	20	2	0	22	35	6	1	0	42	207
Apprch %	26.1	47.7	26.1	0		14.5	21.8	63.6	0		0	90.9	9.1	0		83.3	14.3	2.4	0		
Total %	11.1	20.3	11.1	0	42.5	3.9	5.8	16.9	0	26.6	0	9.7	1	0	10.6	16.9	2.9	0.5	0	20.3	

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2504 E Pikes Peak Ave, Suite 304  
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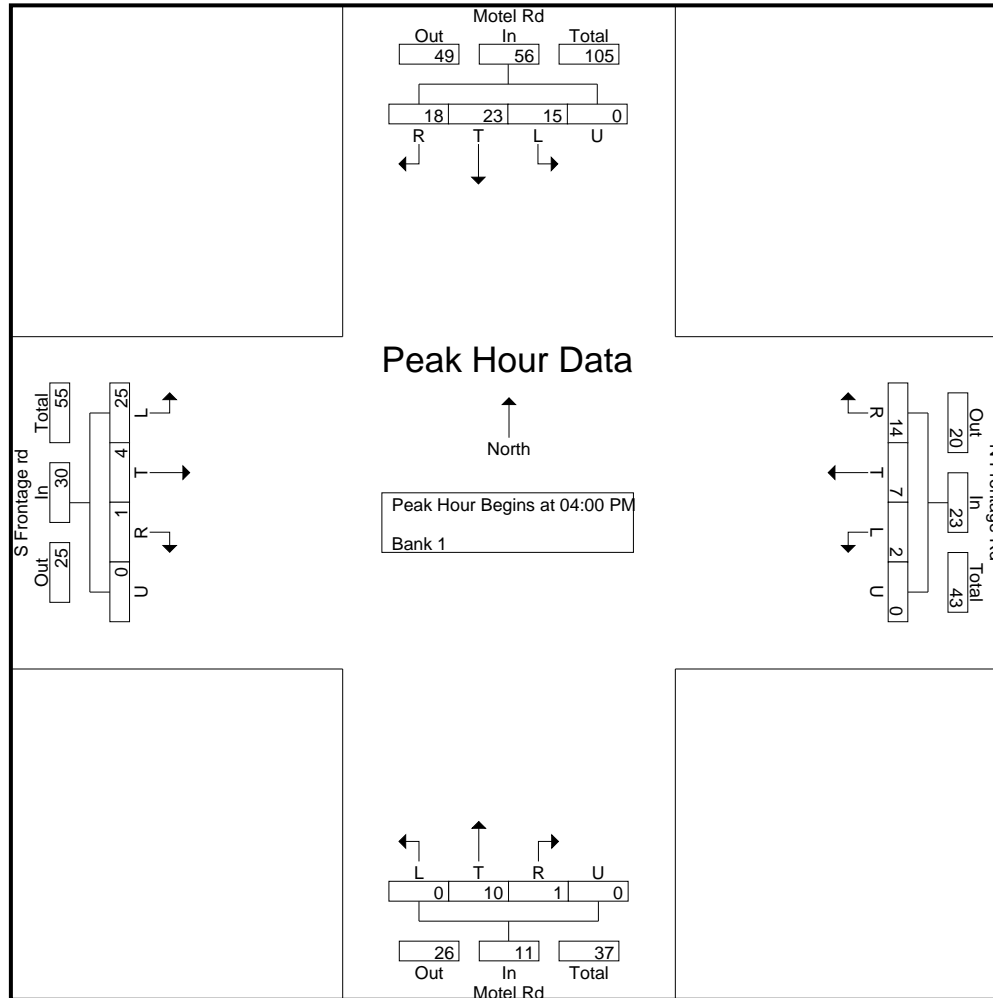
File Name : Motel Rd - Platte Ave PM  
 Site Code : S214660  
 Start Date : 7/14/2021  
 Page No : 2

Start Time	Motel Rd Southbound					N Frontage Rd Westbound					Motel Rd Northbound					S Frontage rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
<b>Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	2	4	5	0	11	0	2	5	0	7	0	3	0	0	3	4	1	1	0	6	27
4:15:00 PM	9	0	9	0	18	0	3	5	0	8	0	2	1	0	3	10	0	0	0	10	39
4:30:00 PM	3	10	3	0	16	1	0	3	0	4	0	0	0	0	0	5	2	0	0	7	27
4:45:00 PM	1	9	1	0	11	1	2	1	0	4	0	5	0	0	5	6	1	0	0	7	27
Total Volume	15	23	18	0	56	2	7	14	0	23	0	10	1	0	11	25	4	1	0	30	120
% App. Total	26.8	41.1	32.1	0		8.7	30.4	60.9	0		0	90.9	9.1	0		83.3	13.3	3.3	0		
PHF	.417	.575	.500	.000	.778	.500	.583	.700	.000	.719	.000	.500	.250	.000	.550	.625	.500	.250	.000	.750	.769

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
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 719-633-2868

File Name : Motel Rd - Platte Ave PM  
 Site Code : S214660  
 Start Date : 7/14/2021  
 Page No : 3



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

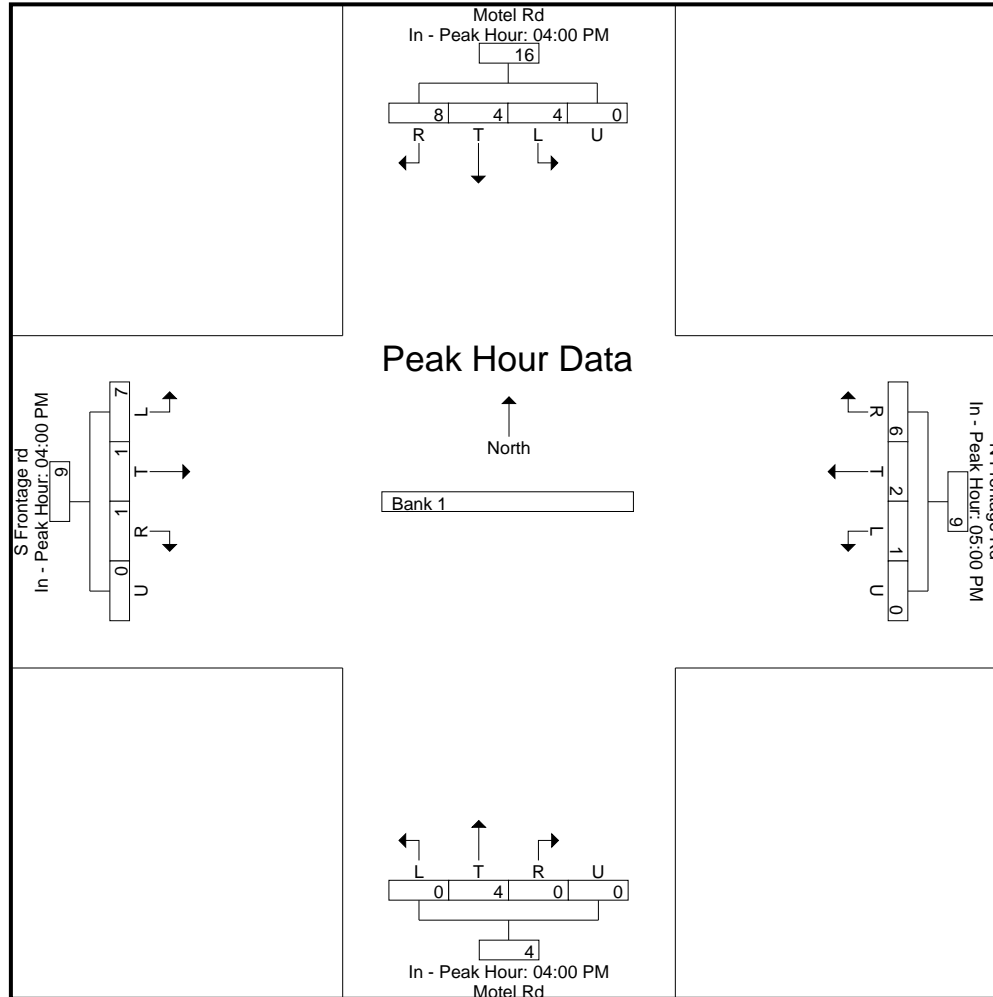
File Name : Motel Rd - Platte Ave PM  
 Site Code : S214660  
 Start Date : 7/14/2021  
 Page No : 4

Start Time	Motel Rd Southbound					N Frontage Rd Westbound					Motel Rd Northbound					S Frontage rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
<b>Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1</b>																					
Peak Hour for Each Approach Begins at:																					
	4:00:00 PM					5:00:00 PM					4:00:00 PM					4:00:00 PM					
+0 mins.	2	4	5	0	11	0	3	8	0	11	0	3	0	0	3	4	1	1	0	6	
+5 mins.	9	0	9	0	18	0	0	7	0	7	0	2	1	0	3	10	0	0	0	10	
+10 mins.	3	10	3	0	16	1	1	4	0	6	0	0	0	0	0	5	2	0	0	7	
+15 mins.	1	9	1	0	11	5	1	2	0	8	0	5	0	0	5	6	1	0	0	7	
Total Volume	15	23	18	0	56	6	5	21	0	32	0	10	1	0	11	25	4	1	0	30	
% App. Total	26.8	41.1	32.1	0		18.8	15.6	65.6	0		0	90.9	9.1	0		83.3	13.3	3.3	0		
PHF	.417	.575	.500	.000	.778	.300	.417	.656	.000	.727	.000	.500	.250	.000	.550	.625	.500	.250	.000	.750	

# LSC Transportation Consultants, Inc.

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# Traffic Memo Redlines.pdf Markup Summary

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## Callout (1)

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