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WireNut
Traffic Impact Study
EPC PCD File No.: PPR2234
(LSC #S224620)
August 10, 2023

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.

A handwritten signature in black ink, appearing to read 'J. LaForce', written over a horizontal line.

8-16-23
Date

WireNut

Traffic Impact Study

Prepared for:

Joe Butler
Hammers Construction
1411 Woolsey Heights
Colorado Springs, CO 80915

AUGUST 10, 2023

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

EPC PCD File No.: PPR2234
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August 10, 2023

Joe Butler
Hammers Construction
1411 Woolsey Heights
Colorado Springs, CO 80915

RE: WireNut
Transportation Memorandum
El Paso County, CO
EPC PCD File No.: PPR2234
LSC # S224620

Dear Mr. Butler,

LSC Transportation Consultants, Inc. has prepared this traffic impact study for the proposed WireNut development. The site is located to be located at 6365 East Platte Avenue in Colorado Springs, Colorado. Located at El Paso County parcel ID 5418001005, the 2.97-acre parcel would consist of approximately 17,000 square feet of warehouse and office space.

Access is proposed from the south terminus of the north/south access street located just west of the Hathaway/Platte Avenue (US Highway 24) Frontage Road three-quarter-movement intersection. This access street serves multiple businesses and connects to the US Highway 24 frontage road 185 feet west of the connection to the mainline of US Highway 24.

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 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, which have been revised to reflect the required closure of the Motel Road RIRO connection to the US Hwy 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:
 - Platte Avenue/Hathaway Drive
 - Hathaway Drive/Platte Avenue frontage road
 - Motel Road/North-South access drive
- 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*.
- 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:

- *HCD Drilling* – April 20, 2022 (by LSC)
- *Freedom Springs* – July 2018 (by LSC)

LSC has referred to traffic count data and traffic projections contained in the HCD Drilling traffic study as part of preparation of this report. New December 2022 traffic counts have also been conducted at the two frontage road intersections just north of the site.

LAND USE AND ACCESS

Site Land Use

Figure 1 shows the site location relative to the adjacent and nearby streets. The proposed WireNut development is planned to be located at 6365 East Platte Avenue in Colorado Springs, Colorado. Located at El Paso County parcel ID 5418001005, the 2.97-acre parcel would be developed with a 17,000 square-foot building for use by WireNut. The space allocation would be approximately 15,200 square feet of warehouse space and 1,800 square feet of office space. A copy of the site plan is shown in Figure 2. WireNut Home Services employs electricians, professional plumbers, and HVAC technicians.

Site Access

Access is proposed from the south terminus of the north/south access street located just west of the Hathaway/Platte Avenue (US Highway 24) Frontage Road three-quarter-movement intersection. This access street serves multiple businesses and connects to the US Highway 24 frontage road 185 feet west of the connection to the mainline of US Highway 24.

The most recent TIS report for the HCD Drilling application reflects the CDOT directive to HCD Drilling to close the existing right-in/right-out (RIRO) vehicular connection to the US Hwy 24 "mainline." This RIRO connection is located 725 feet west of the frontage road/north-south access drive intersection (which will provide access to the WireNut development). The existing three-quarter-movement connection to the US Highway 24 mainline will remain open to provide access to this area. This report has been prepared assuming the closure of that RIRO.

SITE ACCESS SIGHT DISTANCE

CDOT Requirements

The proposed site-access points must meet *Colorado State Highway Access Code* standards for sight distance. The existing access drive intersection with the frontage road is proposed to remain full-movement and stop-sign controlled. All sight-distance field measurements would utilize 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:

- Site access intersection with US Hwy 24 frontage road
 - Looking east – unobstructed to stop sign at three-quarter access (185 feet)
 - Looking west – greater than 250 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 the proposed site-access location to the frontage road meets the required 150-foot requirement.

ROAD AND TRAFFIC CONDITIONS

Figure 1 shows the streets adjacent to and in the vicinity of the site. Adjacent roads serving the site are identified below, followed by a brief description of each:

Platte Avenue (US Hwy 24) is a four-lane east/west state highway that locally extends from Colorado Springs to Falcon. US 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 Hwy 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. Please refer to the “Site Access” section above regarding the anticipated/assumed closure of the existing RIRO connection to the US Highway 24 mainline.

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.

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

Existing Traffic Volumes

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

- Platte Avenue/Hathaway Drive (three-quarter-movement access)
 - Thursday, December 15, 2022 from 6:30 – 8:30 a.m.
 - Thursday, December 15, 2022 from 4:00 - 6:00 p.m.
- Motel Road/Hathaway Drive (south of Platte Avenue)
 - Thursday, December 15, 2022 from 6:30 – 8:30 a.m.
 - Thursday, December 15, 2022 from 4:00 - 6:00 p.m.
- 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.
- 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 *HCD Drilling* were also referenced to establish short-term baseline traffic volumes, as those estimates include the completion of the HCD Drilling development in the vicinity that were assumed to have been completed during the short term.

The short-term baseline volumes also reflect LSC adjustments accounting for the required closure of the existing RIRO connection the US Hwy 24 mainline, located approximately 725 feet west of the access drive that will serve the WireNut site. All existing traffic using this RIRO has been reassigned to the existing three-quarter access to reflect adjusted traffic patterns.

Field Observations at US Hwy 24/Three-Quarter Access

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 projected vehicle trips to be generated by the WireNut development have been made using nationally-published average trip-generation rates for land use code “180 – Specialty Trade Contractor” in *Trip Generation, 11th Edition, 2021* 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	21	7	28
Evening Peak Hour	101	22	33
Daily/24-hour	84	84	167

Based on the ITE estimate, the proposed WireNut development is projected to generate about 167 total vehicle trips on the average weekday. During the weekday morning peak hour, approximately 21 vehicles would enter and 7 vehicles would exit the site. Approximately 10 entering vehicles and 22 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. This report utilizes the same directional distribution as the HCD Drilling report, with localized trip routing adjustments specific to the location of and access to/from this site.

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 completion of the site development.

Estimated Future 2042 Background Traffic Volumes

Figure 8 shows the projected 20-year background traffic volumes for the year 2042. Estimated 2042 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 WireNut site.

Adjustments were also made to account for the anticipated closure of the existing RIRO connection between the frontage road and the US Hwy 24 (mainline). All projected traffic at the RIRO has been reassigned to the three-quarter access located to the east.

Future 2042 Total Traffic Volumes

Figure 9 shows the projected 2042 total traffic volumes, which are the sum of 2042 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) ⁽¹⁾
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1 sec or more
(1) For unsignalized intersections, if V/C ratio is greater than 1.0 the level of service is LOS F, regardless of the projected average control delay per vehicle.		

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: 2042 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 9: 2042 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 at least one 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 Hwy 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 (Frontage Road)/North/South Access Drive

All approaches and individual turning movements at the north/south access drive/Motel Road (frontage road) intersection are projected to operate at LOS A through 2042 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 2042 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 less than 20 percent. The WireNut development is projected to increase the existing total traffic volume at Platte Avenue/Hathaway Drive (three-quarter access) by 14 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 Hwy 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 2042 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 for the HCD Drilling development application, CDOT is not requiring the HCD Drilling project to improve this lane. CDOT indicated that the HCD Drilling project will have the obligation to close the RIRO connection to US Hwy 24 and restripe/resign the eastbound right-turn deceleration lanes. LSC anticipates that CDOT will require fair-share participation/cooperation with HCD Drilling in the completion of these improvements. If for some reason WireNut develops before HCD, it is likely that WireNut will**

need to complete these improvements, in which case there would likely be an opportunity for cost recovery.

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 need to 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. **CDOT indicated that the HCD Drilling project will have the obligation to close the RIRO connection to US Hwy 24 and restripe/resign the eastbound right-turn deceleration lanes. LSC anticipates that CDOT will require fair-share participation/cooperation with HCD Drilling in the completion of these improvements. If for some reason WireNut develops before HCD, it is likely that WireNut will need to complete these improvements, in which case there would likely be an opportunity for cost recovery.**

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 Hwy 24 “mainline” will need to be permanently closed by HCD Drilling. 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 HCD Drilling 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 indicated that the HCD Drilling project will have the obligation to close the RIRO connection to US Hwy 24 and restripe/resign the eastbound right-turn deceleration lanes. LSC anticipates that CDOT will require fair-share participation/cooperation with HCD Drilling in the completion of these improvements. If for some reason WireNut develops before HCD, it is likely that WireNut will need to complete these improvements, in which case there would likely be an opportunity for cost recovery.**

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 controlled by CDOT and classified as a frontage road. As such, no auxiliary turn lanes would be required at either of the study-area intersections along the frontage road. 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 northbound approach at each of the un-named site-access intersection with Motel Road, so the widening for additional turn lanes would not be required at the site access.

Per Section 3.5(5) of CDOT’s *State Highway Access Code*:

The auxiliary lanes required in the category design standards may be waived when the 20th year predicted roadway volumes conflicting with the turning vehicle are below the following minimum volume thresholds. The right turn deceleration lane may be dropped if the volume in the travel lane is predicted to be below 150 DHV. The left turn deceleration lane may be dropped if the opposing traffic is predicted to be below 100 DHV. The right turn acceleration lane may be dropped if the adjacent traveled lane is predicted to be below 120 DHV. The left turn acceleration lane may be dropped if the volume in the inside lane in the direction of travel is predicted to be below 120 DHV.

Although the westbound-left turning movement at the frontage road/access drive would exceed the threshold for requiring a left-turn deceleration lane, projected opposing eastbound-through traffic would be less than 100 vph. Per Section 3.5(5) of CDOT’s *State Highway Access Code*, the left-turn deceleration lane requirement can be waived at the site-access drive.

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. If the opt-out option is selected by the applicant, the 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 17,000-KSF would translate to a building permit fee of \$62,067.

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 167 new driveway vehicle trips on the average weekday.
- During the weekday morning peak hour of adjacent street traffic, 21 vehicles would enter the site while 7 vehicles would exit.
- During the weekday evening peak hour of adjacent street traffic, 10 vehicles would enter the site while 22 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 2042 horizon year.
- CDOT indicated that the HCD Drilling project will have the obligation to close the RIRO connection to US Hwy 24 and restripe/resign the eastbound right-turn deceleration lanes. LSC anticipates that CDOT will require fair-share participation/cooperation with HCD Drilling in the completion of these improvements. If for some reason WireNut develops before HCD, it is likely that WireNut will need to complete these improvements, in which case there would likely be an opportunity for cost recovery. Please refer to the “Auxiliary Turn-Lane Analysis” section for details.
- A CDOT access permit will be likely required for this project.

* * * * *

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/JCH:JAB

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

Tables

Table 3: Detailed Trip Generation Estimate

ITE		Value	Units ¹	Trip Generation Rates ²					Driveway Trips Generated				
				Average	A.M.		P.M.		Average	A.M.		P.M.	
Code	Description			Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
180	Specialty Trade Contractor	17.000	KSF	9.82	1.23	0.43	0.62	1.31	167	21	7	10	22

¹ KSF = 1,000 square feet

² Source: *Trip Generation, 11th Edition (2021)* by the Institute of Transportation Engineers (ITE)

Updated: August 10, 2023

Figures



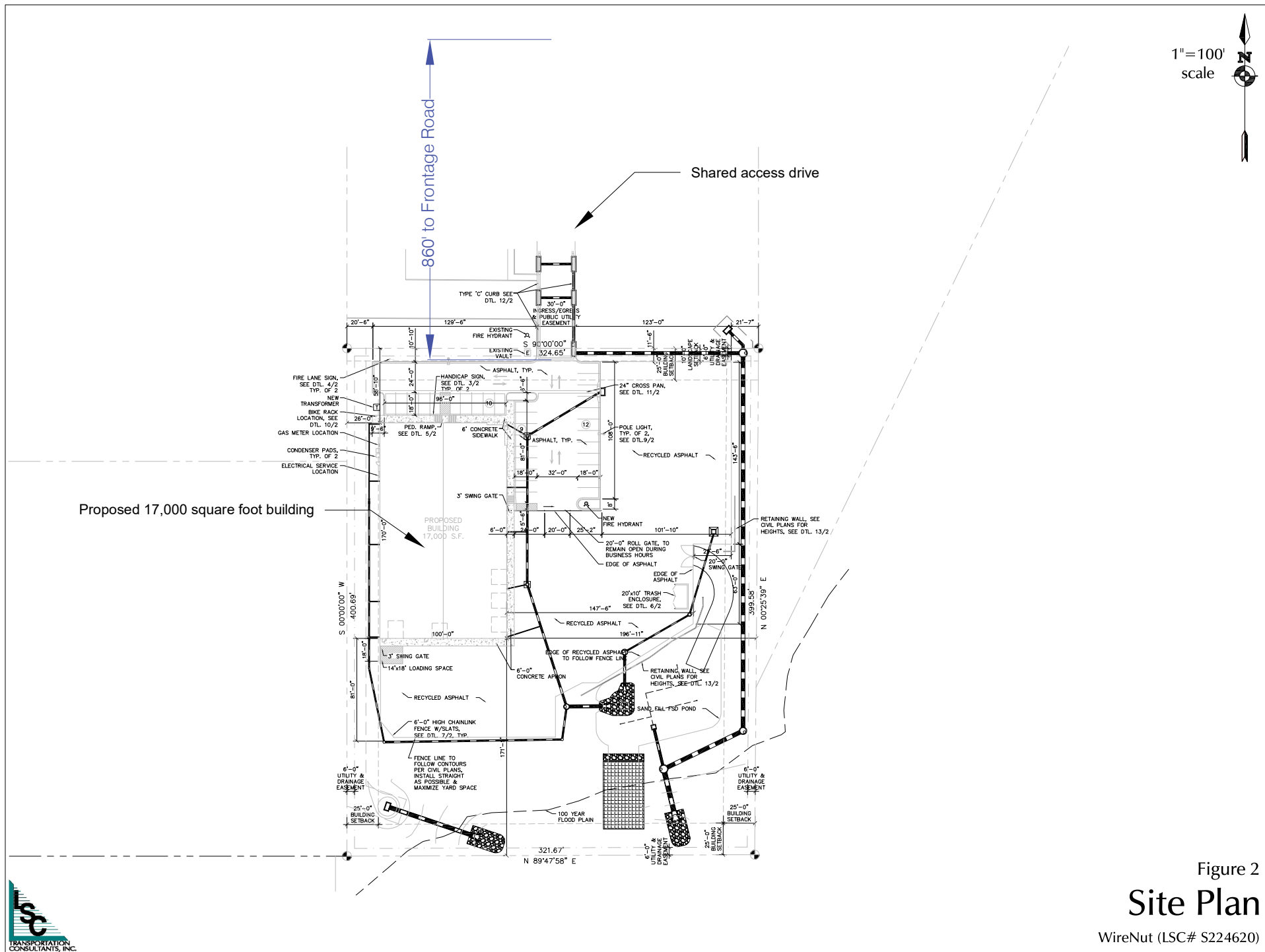
Not to scale

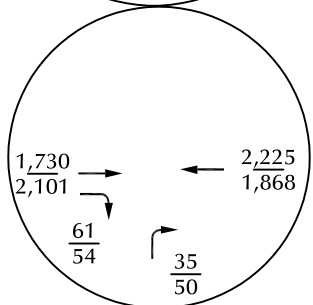
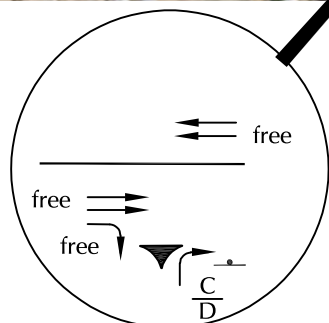
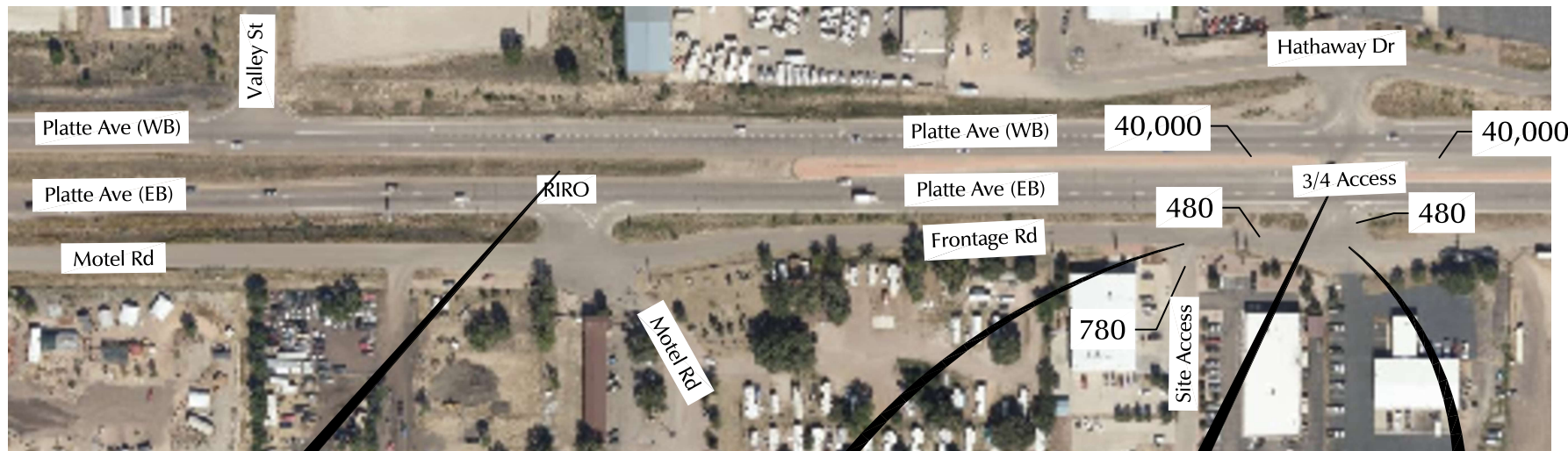


Figure 1

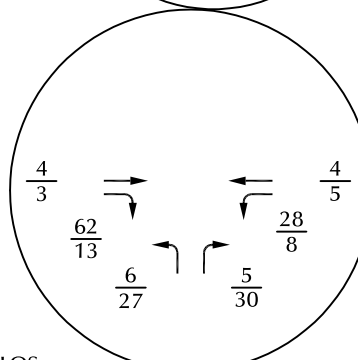
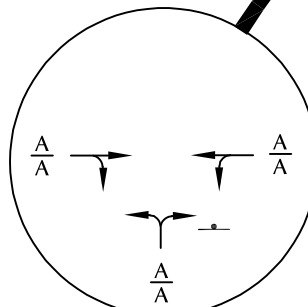
Vicinity Map

WireNut (LSC# S224620)

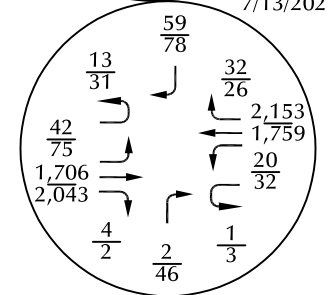
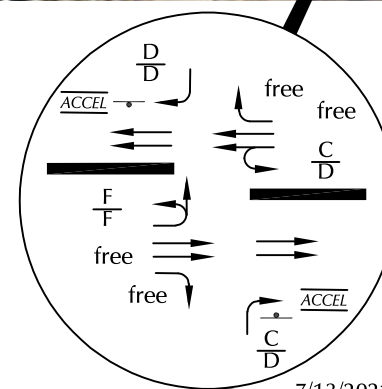




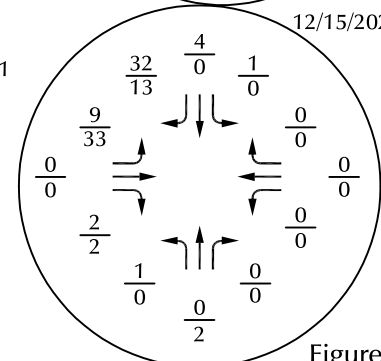
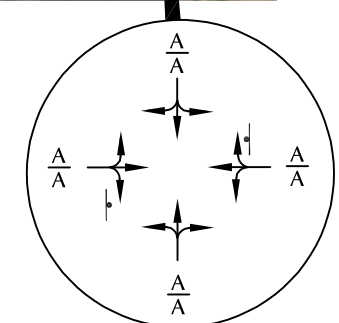
7/14/2021



12/15/2022



7/13/2021



12/15/2022

Figure 3

Existing 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)

Counts by LSC (dates noted)
 T = Stop Sign Y = Yield Sign

WireNut (LSC# S224620)



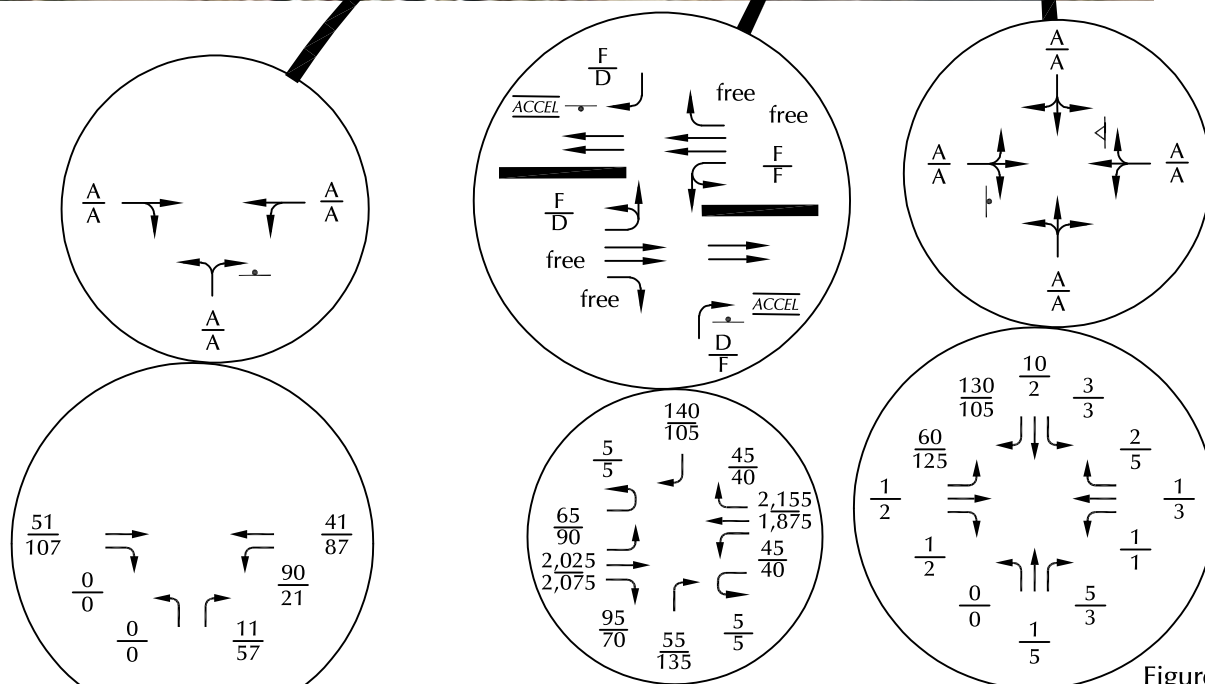
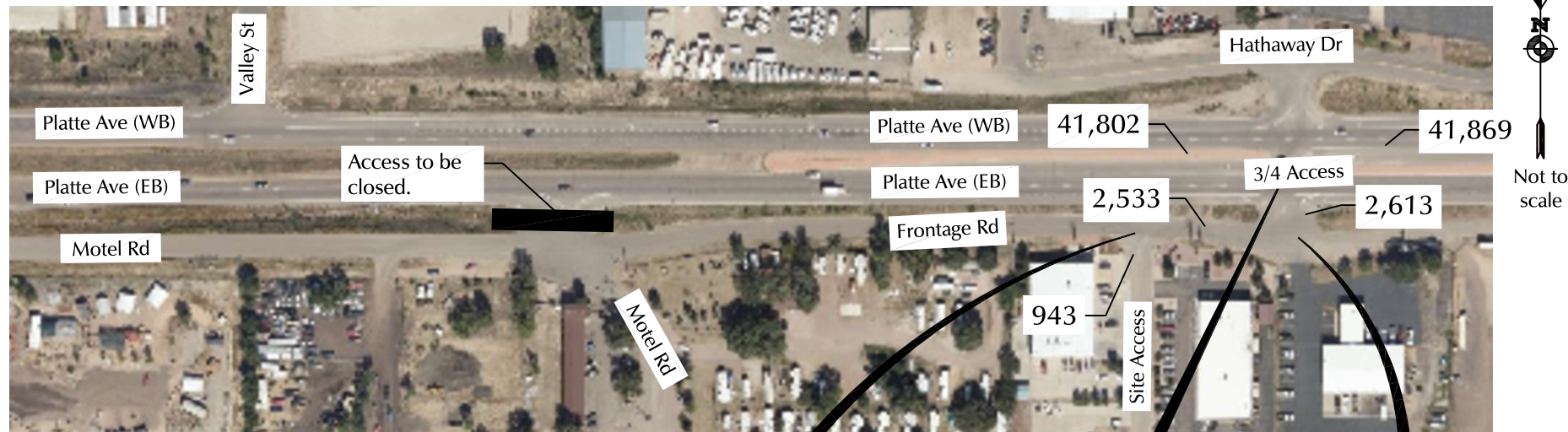


Figure 4

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

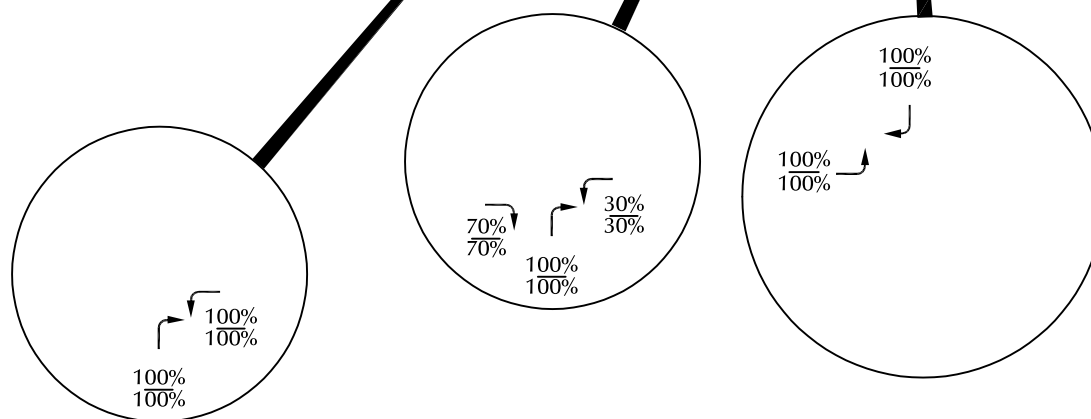
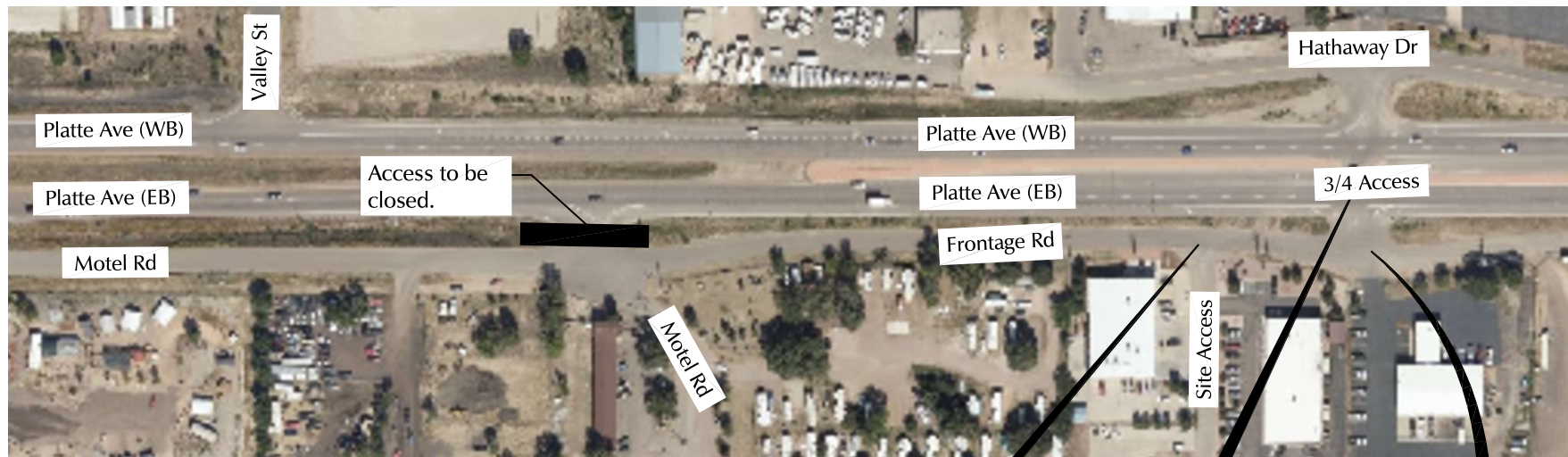
$\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS
 PM Individual Movement Peak-Hour LOS

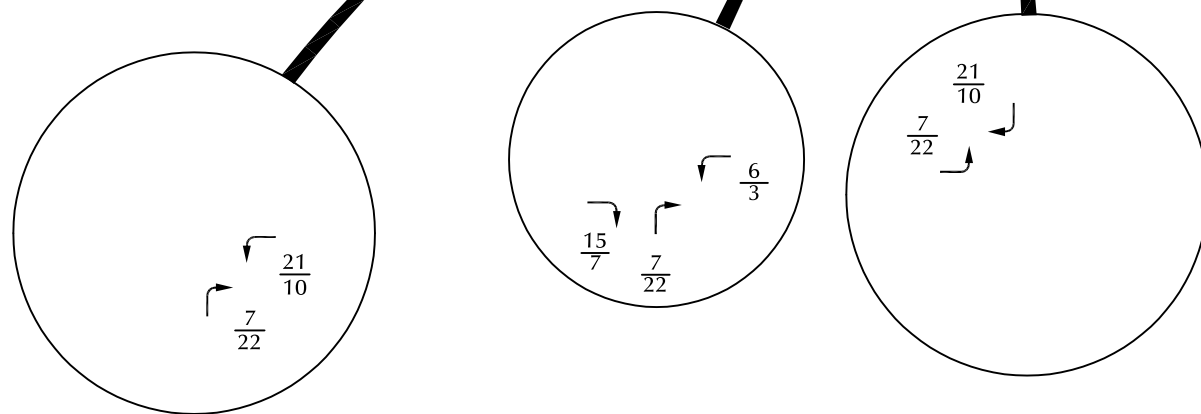
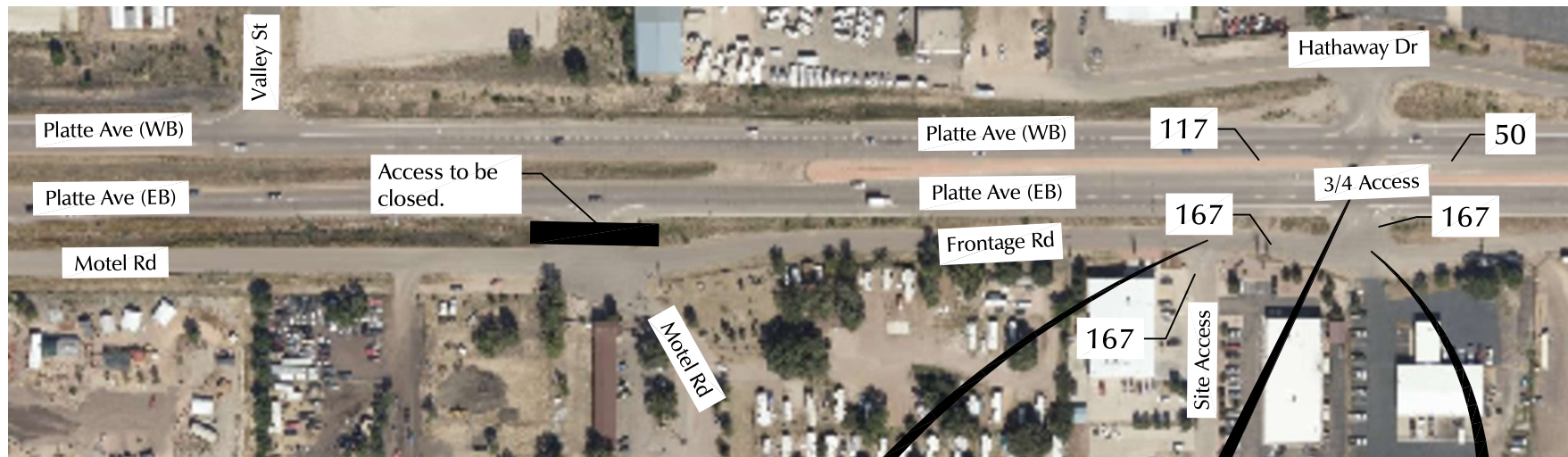
$\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hour)
 PM Weekday Peak-Hour Traffic (Veh/Hour)

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

\triangleleft = Yield Sign

\downarrow = 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

WireNut (LSC# S224620)

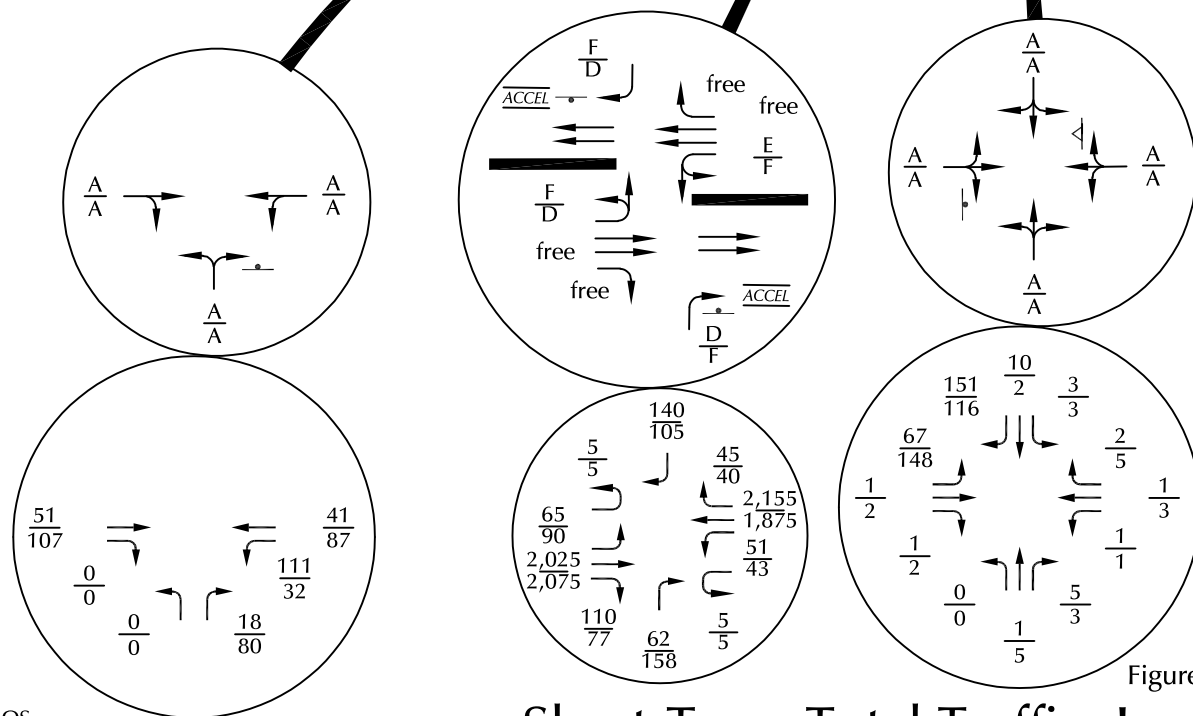
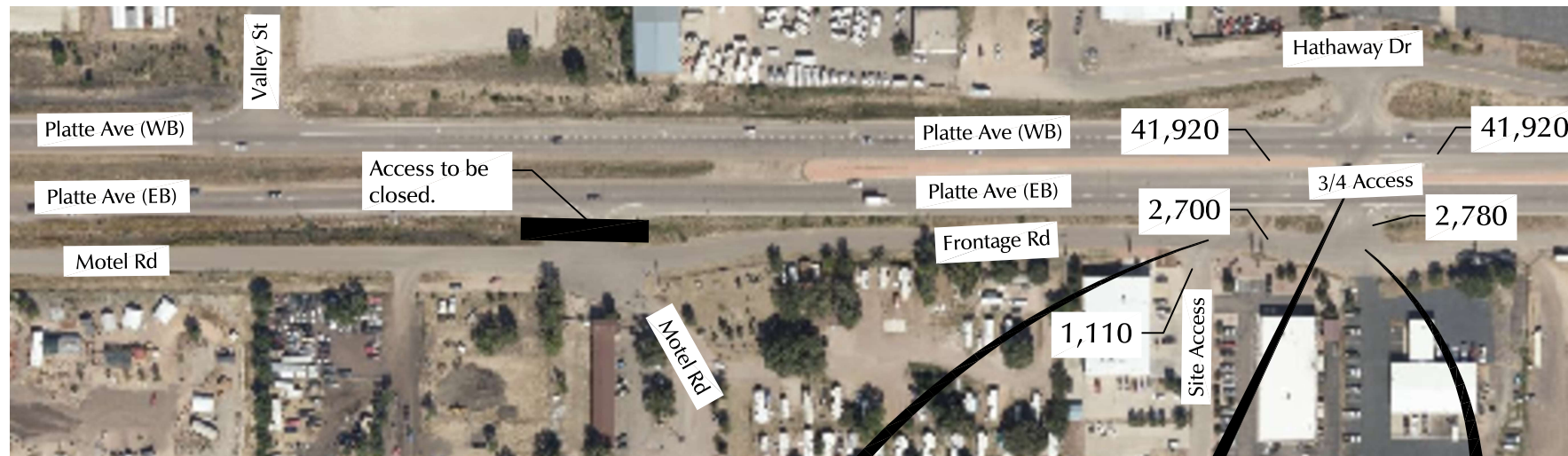


Figure 7

Short-Term Total 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

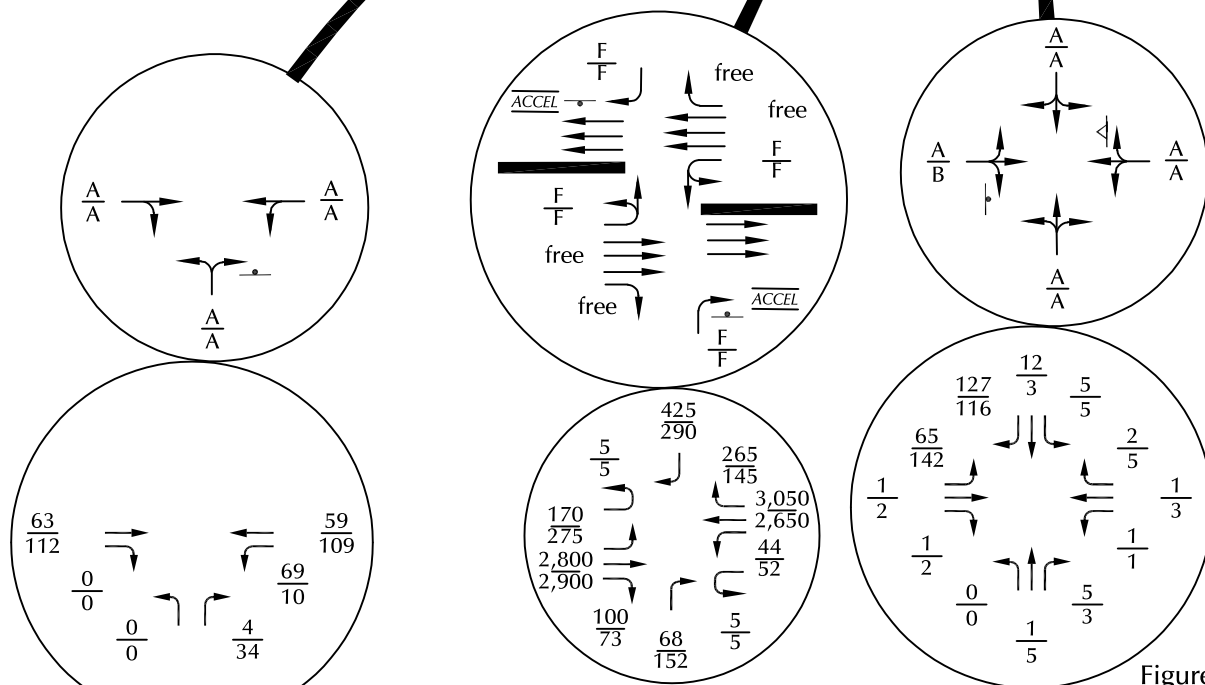
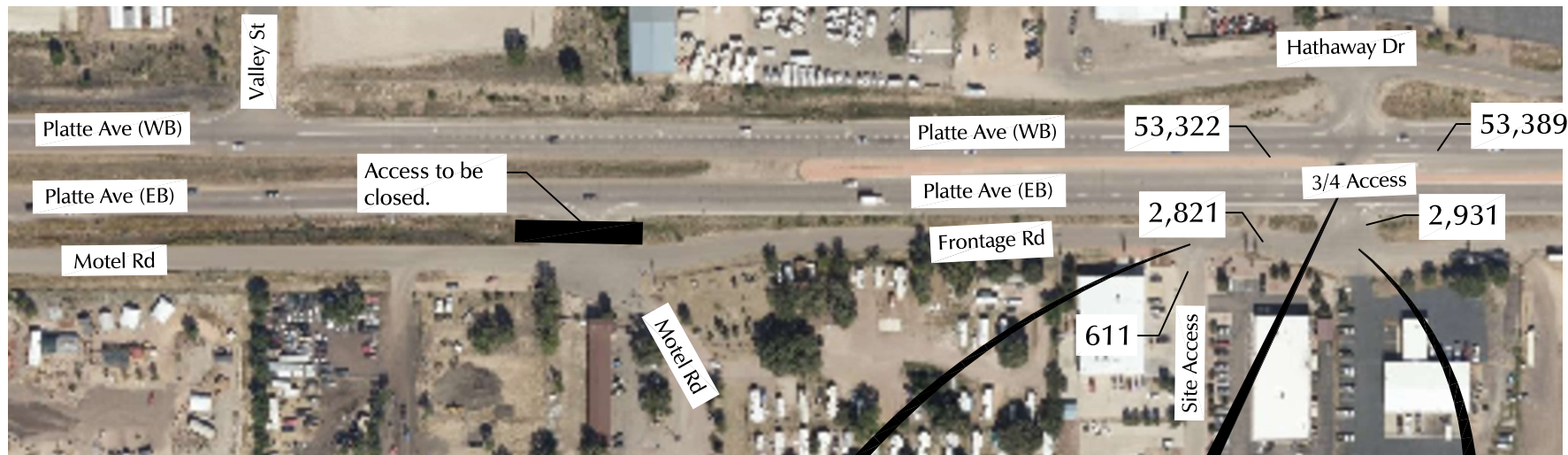


Figure 8

2042 Background 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)

\triangleleft = Yield Sign

\downarrow = Stop Sign

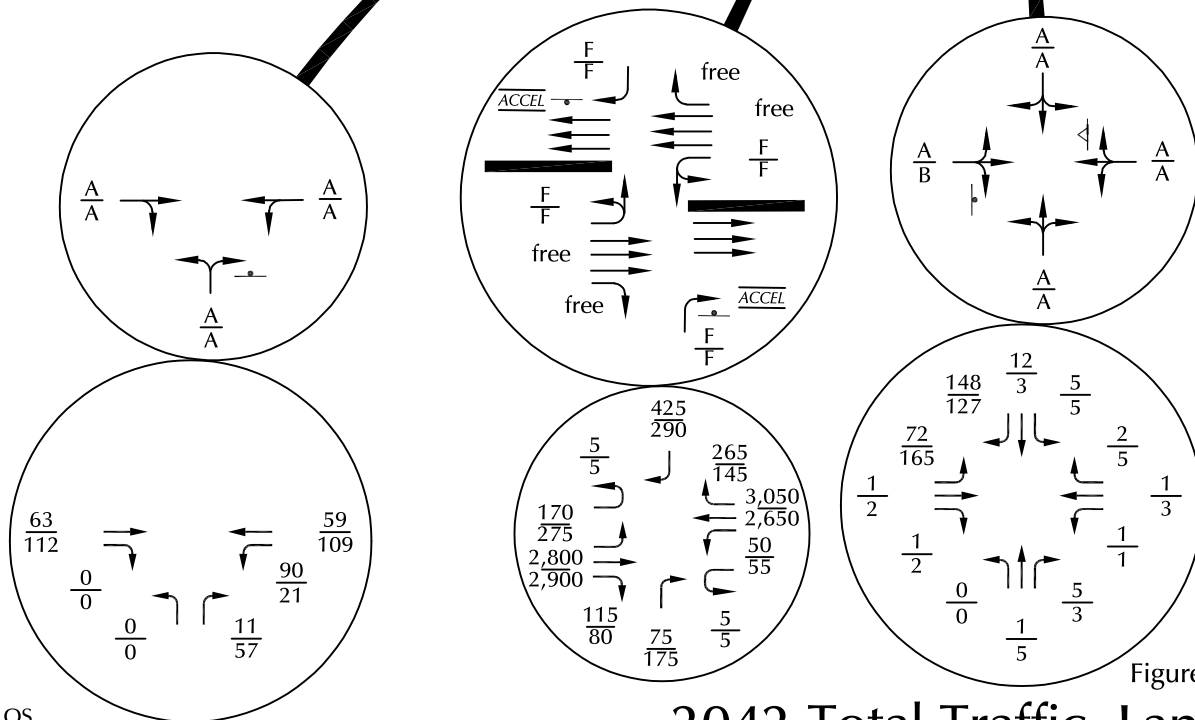
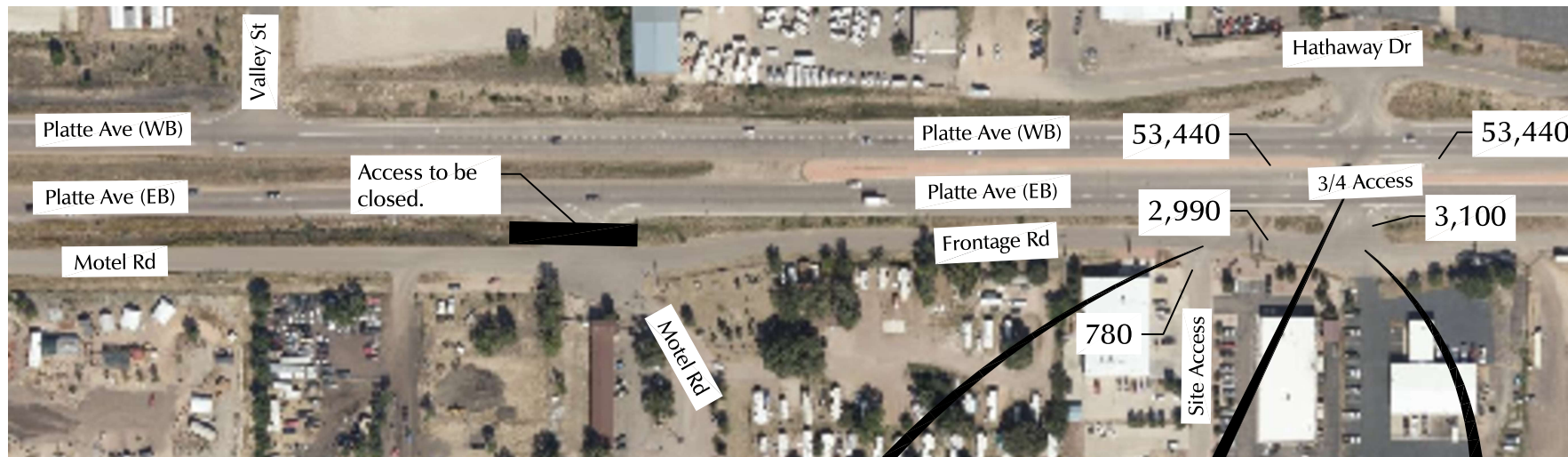


Figure 9

2042 Total 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)

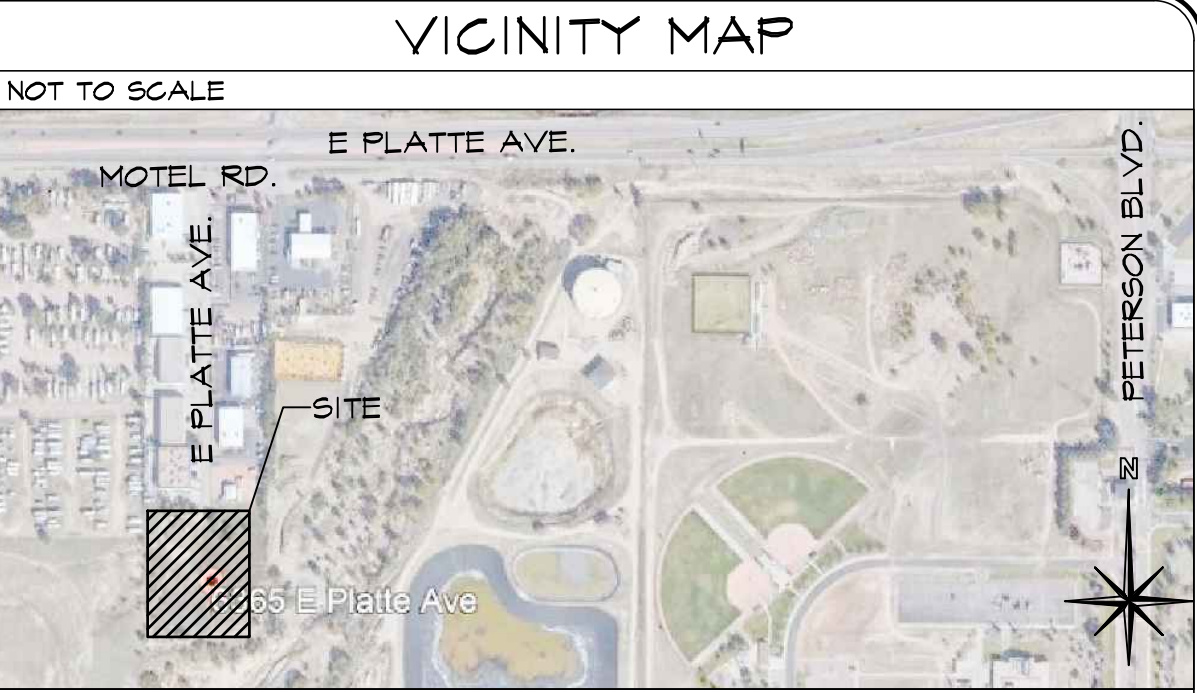
\triangleleft = Yield Sign

\blacktriangledown = Stop Sign

Site Plan



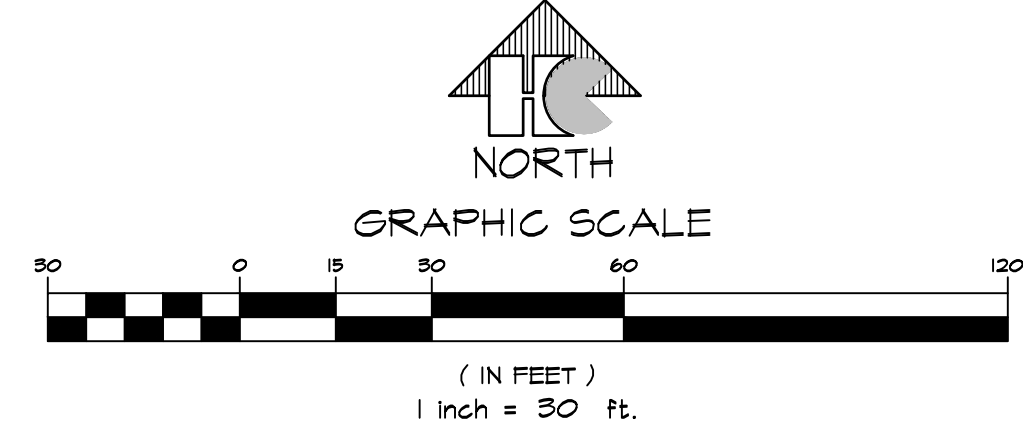
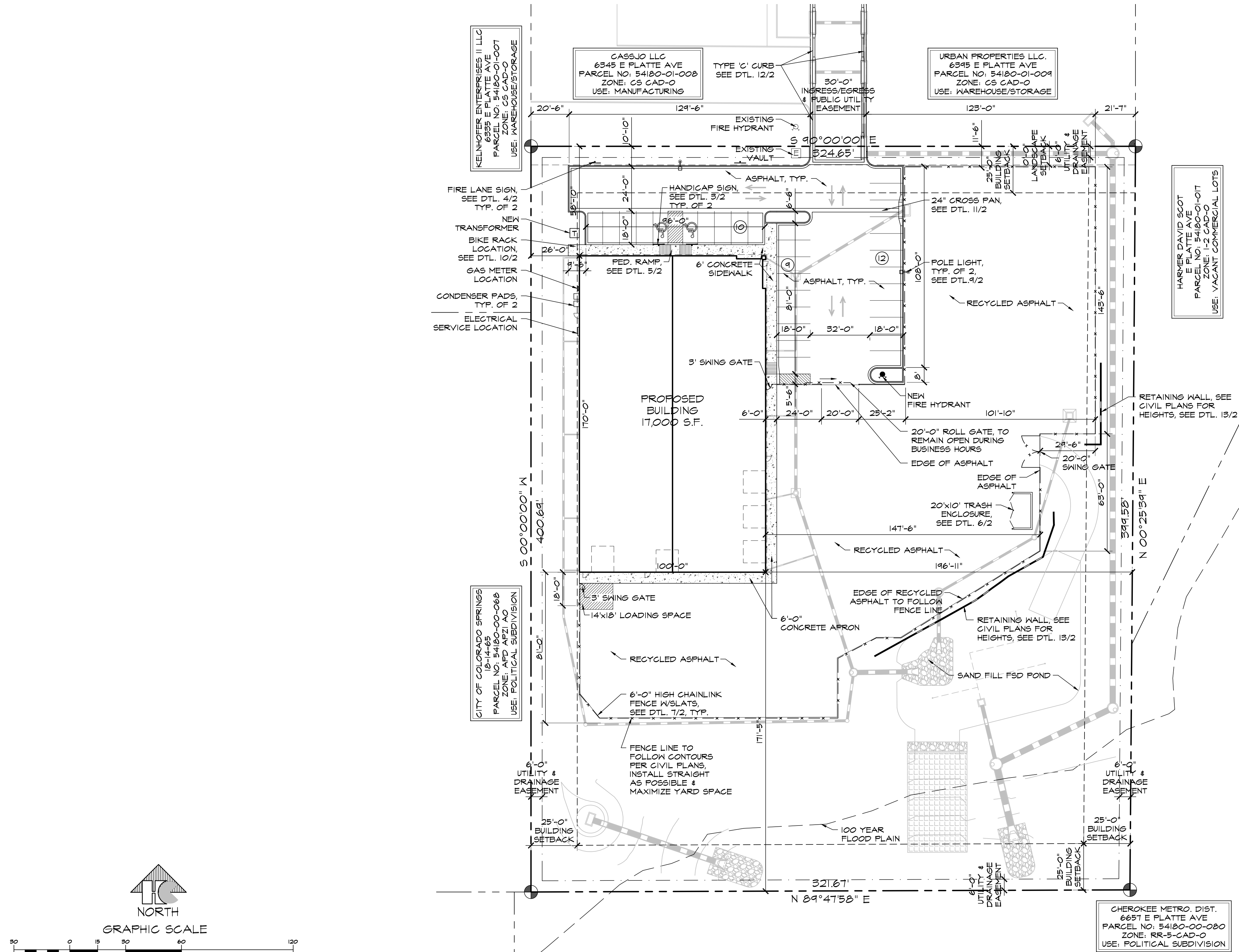
DRAWING INDEX	
1 OF 40 - SITE PLAN, PROJECT INFO. & DRAWING INDEX	CN02 - 21 OF 40 - CONSTRUCTION PLAN NOTES & DETAILS
2 OF 40 - SITE PLAN DETAILS	S101 - 22 OF 40 - DEMOLITION PLAN
3 OF 40 - WATER PLAN & USF COVER & INDEX	S102 - 23 OF 40 - STREET IMPROVEMENT PLAN
4 OF 40 - WATER PLAN & PROFILES	S103 - 24 OF 40 - STRIPPING & SIGNAGE PLAN
5 OF 40 - WATER DETAILS	ST01 - 25 OF 40 - STORM SEWER PLAN & PROFILE
6 OF 40 - SEWER PLAN TITLE SHEET	ST02 - 26 OF 40 - STORM SEWER PLAN & PROFILE
7 OF 40 - SANITARY SEWER FORCE MAIN PLAN & PROFILES	ST03 - 27 OF 40 - STORM SEWER PLAN & PROFILE
8 OF 40 - SEWER DETAILS	ST04 - 28 OF 40 - STORM SEWER NOTES & DETAILS
9 OF 40 - GEC PLAN COVER & INDEX	ST05 - 29 OF 40 - STORM SEWER NOTES & DETAILS
10 OF 40 - DETAILED GRADING	ST06 - 30 OF 40 - STORM SEWER DETAILS
11 OF 40 - DETAILED GRADING DETAILS	ST07 - 31 OF 40 - STORM SEWER DETAILS
12 OF 40 - INITIAL GEC PLAN	ST08 - 32 OF 40 - STORM SEWER DETAILS
13 OF 40 - INTERIM GEC PLAN	BMP01 - 33 OF 40 - OUTLET STRUCTURE POND I DETAILS
14 OF 40 - FINAL GEC PLAN	BMP02 - 34 OF 40 - OUTLET STRUCTURE POND I DETAILS
15 OF 40 - GEC PLAN DETAILS	BMP03 - 35 OF 40 - OUTLET STRUCTURE POND I DETAILS
16 OF 40 - GEC PLAN DETAILS	L11 - 36 OF 40 - LANDSCAPE PLAN & SCHEDULE
17 OF 40 - GEC PLAN DETAILS	L12 - 37 OF 40 - LANDSCAPE PLAN & SCHEDULE
18 OF 40 - GEC PLAN DETAILS	ES01 - 38 OF 40 - PHOTOMETRIC & SCHEDULES
19 OF 40 - GEC PLAN DETAILS	ES02 - 39 OF 40 - PHOTOMETRIC LIGHTING DETAILS
20 OF 40 - CONSTRUCTION PLAN TITLE SHEET	40 OF 40 - BUILDING ELEVATIONS



PROJECT INFORMATION	
PROPERTY INFORMATION	
OWNER NAME:	TRENTON B URBAN 6657 E PLATTE AVE COLORADO SPRINGS, CO 80915
LEGAL DESCRIPTION:	LOT 5 CLEARWAY
PARCEL NUMBER:	54180-01-005
ZONING:	CS CAD-O
LOT SIZE:	129,304 SF (2.97 ACRES)
CURRENT USE:	VACANT COMMERCIAL LOTS
FLOODPLAIN STATEMENT:	ZONE X (MAP NO: 08041C01546, DATED DECEMBER 01, 2018)
BUILDING INFORMATION	
NEW BUILDING AREA:	17,000 SF
BUILDING OCCUPANCY:	B/S-2
TYPE OF CONSTRUCTION:	II-B
FIRE SYSTEMS:	SPRINKLED
AREA SEPARATION WALLS:	NONE
ZONING CODE STUDY	
EXISTING PRINCIPAL USE:	VACANT OFFICE & WAREHOUSE
PROPOSED USE:	
STRUCTURAL COVERAGE OF LOT: 13%	
PAVEMENT COVERAGE: 54%	
NEW BUILDING STRUCTURAL HEIGHT: 20'-8"	
FRONT YARD SETBACK: 25'-0"	
SIDE YARD SETBACK: 25'-0"	
REAR YARD SETBACK: 25'-0"	
REQUIRED PARKING SPACES	
WAREHOUSE- 1/1000 SF	15
15,200 / 1,000 SF	
OFFICE- 1/200 SF	9
1,800 / 200 SF	
H.C.-1 SPACE/25 REQ'D	1
TOTAL PARKING SPACES REQUIRED:	24
TOTAL PARKING PROVIDED:	31
STANDARD SPACES PROVIDED:	24
H.C. SPACES PROVIDED:	2
BICYCLE SPACES REQUIRED:	4
LOADING SPACE PROVIDED:	1 (14'x18')
(SEE DETAIL 2/2 FOR DIMENSIONS)	
DEVELOPMENT SCHEDULE	
CONSTRUCTION:	SUMMER 2023
LANDSCAPING:	SPRING 2024
DEVELOPMENT APPLICANT	
COMPANY:	HAMMERS CONSTRUCTION, INC. 1411 WOOLSEY HEIGHTS COLO. SPRGS., CO 80915
PHONE NUMBER:	(719)-570-1599
FAX NUMBER:	(719)-570-1008
APPLICANT NAME:	LISA PETERSON
APPLICANT E-MAIL:	lpeterson@hammersconstruction.com

SITE LEGEND	
---	PROPERTY LINE
---	RIGHT OF WAY
---	BUILDING SETBACK
---	LANDSCAPE SETBACK
---	UTILITY/DRAINAGE EASEMENT
---	ELECTRICAL EASEMENT
---	PHONE EASEMENT
---	ACCESS EASEMENT
---	NEW CHAINLINK FENCE
---	STORM SEWER LINE
---	RETAINING WALL
---	NEW SIDEWALK LOCATIONS
---	W/ CONTROL JOINTS @ 5'-0" O.C.
●	PROPERTY CORNER
+	SIGN
○	EXISTING FIRE HYDRANT
→	TRAFFIC FLOW
□	PROPOSED LIGHT POLE
●	PROPOSED FIRE HYDRANT
□	WALL PACK LIGHTING
□	ELECTRICAL TRANSFORMER

PCD DIRECTOR APPROVAL



① SITE PLAN
SCALE: 1"=30'-0"

COUNTY FILE NO: PPR-2234

HAMMERS CONSTRUCTION INC.
COMMERCIAL GENERAL CONTRACTORS SPECIALIZING IN DESIGN/BUILD
PRESIDENT: STEVE R. HAMMERS
VICE PRES: DAVID J. HAMMERS
1411 WOOLSEY HEIGHTS
COLORADO SPRINGS, CO 80915
(719) 570-1599 FAX (719) 570-7008
www.hammersconstruction.com

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WIRENUT HOME SERVICES
6657 E PLATTE AVE.
COLORADO SPRINGS, CO 80915
EL PASO, COLORADO









DATE: JUN. 13, 2022
DRAWN BY: J.CANTERBERRY
PROJ. MGR: J. BUTLER
SCALE: SEE PLAN
APPROVED BY:
JOB NO: 1280

△	RESUBMITTALS:
△	9-23-22/ COMMENTS 1-15-22
△	6-23-23/ COMMENTS 10-23-22
△	
△	
△	

Levels of Service

HCM 6th TWSC
1: 3/4 Access/Hathaway Dr & Platte Ave

2022 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							

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	0	2	0	0	0	1	0	0	1	4	32
Future Vol, veh/h	9	0	2	0	0	0	1	0	0	1	4	32
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	12	0	3	0	0	0	1	0	0	1	5	41




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	30	30	26	31	50	0	46	0	0	0	0	0
Stage 1	28	28	-	2	2	-	-	-	-	-	-	-
Stage 2	2	2	-	29	48	-	-	-	-	-	-	-
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	979	863	1050	977	841	-	1562	-	-	-	-	-
Stage 1	989	872	-	1021	894	-	-	-	-	-	-	-
Stage 2	1021	894	-	988	855	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	862	1050	974	840	-	1562	-	-	-	-	-
Mov Cap-2 Maneuver	-	862	-	974	840	-	-	-	-	-	-	-
Stage 1	988	872	-	1020	893	-	-	-	-	-	-	-
Stage 2	1020	893	-	986	855	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		0	7.3	
HCM LOS	-	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1562	-	-	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-
HCM Control Delay (s)	7.3	0	-	0	-	-	-
HCM Lane LOS	A	A	-	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-

HCM 6th TWSC
3: Site Access & Frontage Rd

2022 Existing
AM

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	62	28	4	6	5
Future Vol, veh/h	4	62	28	4	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	75	36	5	8	6
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	80	0	120	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	77	-
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	-	-	1518	-	876	1027
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1518	-	855	1027
Mov Cap-2 Maneuver	-	-	-	-	855	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	923	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6.5		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	925	-	-	1518	-	
HCM Lane V/C Ratio	0.015	-	-	0.024	-	
HCM Control Delay (s)	9	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0.1	-	









HCM 6th TWSC
4: RIRO Access & Platte Ave

2022 Existing
AM

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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1880	66	0	2418	0	38
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	940
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	265
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	265
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		20.8	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	265	-	-	-		
HCM Lane V/C Ratio	0.144	-	-	-		
HCM Control Delay (s)	20.8	-	-	-		
HCM Lane LOS	C	-	-	-		
HCM 95th %tile Q(veh)	0.5	-	-	-		

HCM 6th TWSC
1: 3/4 Access/Hathaway Dr & Platte Ave

2022 Existing
PM

Intersection														
Int Delay, s/veh	4.5													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	90	2075	70	5	40	1875	40	0	0	135	0	0	105
Future Vol, veh/h	5	90	2075	70	5	40	1875	40	0	0	135	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	74	5	42	1974	42	0	0	163	0	0	127

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1974	2016	0	0	2184	2258	0	0	-	-	1092	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	-	-	6.94	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	-	-	3.32	-
Pot Cap-1 Maneuver	77	279	-	-	56	224	-	-	0	0	210	0
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0
Platoon blocked, %			-	-			-	-				
Mov Cap-1 Maneuver	218	218	-	-	105	105	-	-	-	-	210	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	1.5	63.9	34.2
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	210	218	-	-	105	-	-	246
HCM Lane V/C Ratio	0.775	0.459	-	-	0.451	-	-	0.514
HCM Control Delay (s)	63.9	34.8	-	-	64.8	-	-	34.2
HCM Lane LOS	F	D	-	-	F	-	-	D
HCM 95th %tile Q(veh)	5.4	2.2	-	-	1.9	-	-	2.7




HCM 6th TWSC
2: 3/4 Access & Frontage Rd

2022 Existing
PM

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	1	1	1	1	2	0	1	5	3	10	130
Future Vol, veh/h	60	1	1	1	1	2	0	1	5	3	10	130
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	72	1	1	1	1	3	0	1	6	4	12	157
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	105	106	91	104	181	4	169	0	0	7	0	0
Stage 1	99	99	-	4	4	-	-	-	-	-	-	-
Stage 2	6	7	-	100	177	-	-	-	-	-	-	-
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	875	784	967	876	713	1080	1409	-	-	1614	-	-
Stage 1	907	813	-	1018	892	-	-	-	-	-	-	-
Stage 2	1016	890	-	906	753	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	870	782	967	872	711	1080	1409	-	-	1614	-	-
Mov Cap-2 Maneuver	870	782	-	872	711	-	-	-	-	-	-	-
Stage 1	907	811	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	890	-	901	751	-	-	-	-	-	-	-
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)	1409	-	-	870	908	1614	-	-				
HCM Lane V/C Ratio	-	-	-	0.086	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	-	-				

HCM 6th TWSC
3: Site Access & Frontage Rd

2022 Existing
PM









Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	51	0	90	41	0	11
Future Vol, veh/h	51	0	90	41	0	11
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	61	0	108	49	0	14
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	61	0	326	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	265	-
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	-	-	1542	-	668	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	620	1004
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	723	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	5.2		8.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1004	-	-	1542	-	
HCM Lane V/C Ratio	0.014	-	-	0.07	-	
HCM Control Delay (s)	8.6	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0.2	-	

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	-	-	-

Intersection														
Int Delay, s/veh	5													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	65	2025	95	5	45	2155	45	0	0	55	0	0	140
Future Vol, veh/h	5	65	2025	95	5	45	2155	45	0	0	55	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	100	5	47	2268	47	0	0	66	0	0	169
Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	2268	2315	0	0	2132	2232	0	0	-	-	1066	-	-	1134
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	213	-	-	61	229	-	-	0	0	218	0	0	196
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	106	106	-	-	164	164	-	-	-	-	218	-	-	196
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB				
HCM Control Delay, s	3			0.8			28.6			82				
HCM LOS							D			F				
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	218	106	-	-	164	-	-	196						
HCM Lane V/C Ratio	0.304	0.695	-	-	0.321	-	-	0.861						
HCM Control Delay (s)	28.6	94.7	-	-	37	-	-	82						
HCM Lane LOS	D	F	-	-	E	-	-	F						
HCM 95th %tile Q(veh)	1.2	3.6	-	-	1.3	-	-	6.4						

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	60	1	1	1	1	2	0	1	5	3	10	130
Future Vol, veh/h	60	1	1	1	1	2	0	1	5	3	10	130
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	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	1	1	1	1	3	0	1	6	3	11	149
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	98	99	86	97	170	4	160	0	0	7	0	0
Stage 1	92	92	-	4	4	-	-	-	-	-	-	-
Stage 2	6	7	-	93	166	-	-	-	-	-	-	-
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	884	791	973	885	723	1080	1419	-	-	1614	-	-
Stage 1	915	819	-	1018	892	-	-	-	-	-	-	-
Stage 2	1016	890	-	914	761	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	880	789	973	881	722	1080	1419	-	-	1614	-	-
Mov Cap-2 Maneuver	880	789	-	881	722	-	-	-	-	-	-	-
Stage 1	915	817	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	890	-	910	759	-	-	-	-	-	-	-
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)	1419	-	-	880	915	1614	-	-				
HCM Lane V/C Ratio	-	-	-	0.085	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	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	51	0	90	41	0	11
Future Vol, veh/h	51	0	90	41	0	11
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	61	0	108	49	0	14
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	61	0	326	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	265	-
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	-	-	1542	-	668	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	620	1004
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	723	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.2		8.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1004	-	-	1542	-	
HCM Lane V/C Ratio	0.014	-	-	0.07	-	
HCM Control Delay (s)	8.6	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0.2	-	

Intersection														
Int Delay, s/veh	4.5													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	90	2075	70	5	40	1875	40	0	0	135	0	0	105
Future Vol, veh/h	5	90	2075	70	5	40	1875	40	0	0	135	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	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	95	2184	74	5	42	1974	42	0	0	163	0	0	121
Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	1974	2016	0	0	2184	2258	0	0	-	-	1092	-	-	987
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	279	-	-	56	224	-	-	0	0	210	0	0	246
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	218	218	-	-	105	105	-	-	-	-	210	-	-	246
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB				
HCM Control Delay, s	1.5			1.5			63.9			33				
HCM LOS							F			D				
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	210	218	-	-	105	-	-	246						
HCM Lane V/C Ratio	0.775	0.459	-	-	0.451	-	-	0.491						
HCM Control Delay (s)	63.9	34.8	-	-	64.8	-	-	33						
HCM Lane LOS	F	D	-	-	F	-	-	D						
HCM 95th %tile Q(veh)	5.4	2.2	-	-	1.9	-	-	2.5						

HCM 6th TWSC
2: 3/4 Access & Frontage Rd

Short-Term Baseline
PM

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	160	2	2	1	3	5	0	5	3	3	2	105
Future Vol, veh/h	160	2	2	1	3	5	0	5	3	3	2	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	184	2	2	1	4	6	0	6	4	4	2	127




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	87	84	66	84	145	8	129	0	0	10	0	0
Stage 1	74	74	-	8	8	-	-	-	-	-	-	-
Stage 2	13	10	-	76	137	-	-	-	-	-	-	-
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	899	806	998	903	746	1074	1457	-	-	1610	-	-
Stage 1	935	833	-	1013	889	-	-	-	-	-	-	-
Stage 2	1007	887	-	933	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	888	804	998	897	744	1074	1457	-	-	1610	-	-
Mov Cap-2 Maneuver	888	804	-	897	744	-	-	-	-	-	-	-
Stage 1	935	831	-	1013	889	-	-	-	-	-	-	-
Stage 2	997	887	-	925	781	-	-	-	-	-	-	-

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	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1457	-	-	888 918	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.212 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	-	-









HCM 6th TWSC
3: Site Access & Frontage Rd

Short-Term Baseline
PM

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	107	0	21	87	0	57
Future Vol, veh/h	107	0	21	87	0	57
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	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	129	0	25	105	0	69
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	129	0	284	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	155	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1457	-	706	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	693	921
Mov Cap-2 Maneuver	-	-	-	-	693	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	857	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	1.5		9.2		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	921	-	-	1457	-	
HCM Lane V/C Ratio	0.075	-	-	0.017	-	
HCM Control Delay (s)	9.2	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

HCM 6th TWSC
1: 3/4 Access/Hathaway Dr & Platte Ave

Short-Term Baseline + Site
AM

Intersection														
Int Delay, s/veh	4.8													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	65	2025	110	5	51	2155	45	0	0	62	0	0	140
Future Vol, veh/h	5	65	2025	110	5	51	2155	45	0	0	62	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	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	68	2132	116	5	54	2268	47	0	0	75	0	0	161
Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	2268	2315	0	0	2132	2248	0	0	-	-	1066	-	-	1134
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	213	-	-	61	226	-	-	0	0	218	0	0	196
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	106	106	-	-	165	165	-	-	-	-	218	-	-	196
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB				
HCM Control Delay, s	3			1			29.9			74.8				
HCM LOS							D			F				
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	218	106	-	-	165	-	-	196						
HCM Lane V/C Ratio	0.343	0.695	-	-	0.357	-	-	0.821						
HCM Control Delay (s)	29.9	94.7	-	-	38.5	-	-	74.8						
HCM Lane LOS	D	F	-	-	E	-	-	F						
HCM 95th %tile Q(veh)	1.4	3.6	-	-	1.5	-	-	5.9						




HCM 6th TWSC
2: 3/4 Access & Frontage Rd

Short-Term Baseline + Site
AM

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	1	1	1	1	2	0	1	5	3	10	151
Future Vol, veh/h	67	1	1	1	1	2	0	1	5	3	10	151
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	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	81	1	1	1	1	3	0	1	6	3	11	174
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	110	111	98	109	195	4	185	0	0	7	0	0
Stage 1	104	104	-	4	4	-	-	-	-	-	-	-
Stage 2	6	7	-	105	191	-	-	-	-	-	-	-
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	868	779	958	870	700	1080	1390	-	-	1614	-	-
Stage 1	902	809	-	1018	892	-	-	-	-	-	-	-
Stage 2	1016	890	-	901	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	864	777	958	867	699	1080	1390	-	-	1614	-	-
Mov Cap-2 Maneuver	864	777	-	867	699	-	-	-	-	-	-	-
Stage 1	902	807	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	890	-	897	741	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.6		9		0		0.1					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1390	-	-	864	902	1614	-	-				
HCM Lane V/C Ratio	-	-	-	0.096	0.006	0.002	-	-				
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	-	-	0.3	0	0	-	-				









HCM 6th TWSC
3: Site Access & Frontage Rd

Short-Term Baseline + Site
AM

Intersection						
Int Delay, s/veh	4.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	51	0	111	41	0	18
Future Vol, veh/h	51	0	111	41	0	18
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	61	0	134	49	0	23
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	61	0	378	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	317	-
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	-	-	1542	-	624	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	568	1004
Mov Cap-2 Maneuver	-	-	-	-	568	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	672	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.5		8.7	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1004	-	-	1542	-	
HCM Lane V/C Ratio	0.023	-	-	0.087	-	
HCM Control Delay (s)	8.7	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	

HCM 6th TWSC
1: 3/4 Access/Hathaway Dr & Platte Ave

Short-Term Baseline + Site
PM

Intersection														
Int Delay, s/veh	5.7													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	90	2075	77	5	43	1875	40	0	0	158	0	0	105
Future Vol, veh/h	5	90	2075	77	5	43	1875	40	0	0	158	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	87	87	87	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	95	2184	81	5	45	1974	42	0	0	182	0	0	127
Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	1974	2016	0	0	2184	2265	0	0	-	-	1092	-	-	987
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	279	-	-	56	222	-	-	0	0	210	0	0	246
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	218	218	-	-	87	87	-	-	-	-	210	-	-	246
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB				
HCM Control Delay, s	1.5			2.3			78.9			34.2				
HCM LOS							F			D				
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	210	218	-	-	87	-	-	246						
HCM Lane V/C Ratio	0.865	0.459	-	-	0.581	-	-	0.514						
HCM Control Delay (s)	78.9	34.8	-	-	92.2	-	-	34.2						
HCM Lane LOS	F	D	-	-	F	-	-	D						
HCM 95th %tile Q(veh)	6.7	2.2	-	-	2.6	-	-	2.7						

HCM 6th TWSC
2: 3/4 Access & Frontage Rd

Short-Term Baseline + Site
PM

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	103	2	2	1	3	5	0	5	3	3	2	116
Future Vol, veh/h	103	2	2	1	3	5	0	5	3	3	2	116
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	124	2	2	1	4	6	0	6	4	4	2	140




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	93	90	72	90	158	8	142	0	0	10	0	0
Stage 1	80	80	-	8	8	-	-	-	-	-	-	-
Stage 2	13	10	-	82	150	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	891	800	990	895	734	1074	1441	-	-	1610	-	-
Stage 1	929	828	-	1013	889	-	-	-	-	-	-	-
Stage 2	1007	887	-	926	773	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	880	798	990	889	732	1074	1441	-	-	1610	-	-
Mov Cap-2 Maneuver	880	798	-	889	732	-	-	-	-	-	-	-
Stage 1	929	826	-	1013	889	-	-	-	-	-	-	-
Stage 2	997	887	-	918	771	-	-	-	-	-	-	-

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	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	880 911	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.146 0.013	0.002	-	-
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	-	-	0.5 0	0	-	-









HCM 6th TWSC
3: Site Access & Frontage Rd

Short-Term Baseline + Site
PM

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	107	0	32	87	0	80
Future Vol, veh/h	107	0	32	87	0	80
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	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	129	0	39	105	0	96
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	129	0	312	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	183	-
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	-	-	1457	-	681	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	662	921
Mov Cap-2 Maneuver	-	-	-	-	662	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	824	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2		9.4	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	921	-	-	1457	-	
HCM Lane V/C Ratio	0.105	-	-	0.026	-	
HCM Control Delay (s)	9.4	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	

HCM 6th TWSC
1: 3/4 Access/Hathaway Dr & Platte Ave




2042 Background
AM

Intersection														
Int Delay, s/veh	213.2													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	170	2800	100	5	44	3050	285	0	0	68	0	0	425
Future Vol, veh/h	5	170	2800	100	5	44	3050	285	0	0	68	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	5	179	2947	105	5	46	3211	300	0	0	82	0	0	462
Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	2344	3511	0	0	2152	3052	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	~ 20	-	-	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	29	~ 29	-	-	35	~ 35	-	-	-	-	99	-	-	~ 80
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB				WB				NB			SB		
HCM Control Delay, s	151.3				7.1				125.2			\$ 2251.6		
HCM LOS									F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	99	~ 29	-	-	~ 35	-	-	80						
HCM Lane V/C Ratio	0.828	6.352	-	-	1.474	-	-	5.774						
HCM Control Delay (s)	125.2	2659.1	-	-	487.1	-	-	2251.6						
HCM Lane LOS	F	F	-	-	F	-	-	F						
HCM 95th %tile Q(veh)	4.6	22.5	-	-	5.6	-	-	51.1						
Notes														
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon				

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	103	2	2	1	3	5	0	5	3	3	2	116
Future Vol, veh/h	103	2	2	1	3	5	0	5	3	3	2	116
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	124	2	2	1	4	6	0	6	4	4	2	140
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	93	90	72	90	158	8	142	0	0	10	0	0
Stage 1	80	80	-	8	8	-	-	-	-	-	-	-
Stage 2	13	10	-	82	150	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	891	800	990	895	734	1074	1441	-	-	1610	-	-
Stage 1	929	828	-	1013	889	-	-	-	-	-	-	-
Stage 2	1007	887	-	926	773	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	880	798	990	889	732	1074	1441	-	-	1610	-	-
Mov Cap-2 Maneuver	880	798	-	889	732	-	-	-	-	-	-	-
Stage 1	929	826	-	1013	889	-	-	-	-	-	-	-
Stage 2	997	887	-	918	771	-	-	-	-	-	-	-
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)	1441	-	-	880	911	1610	-	-				
HCM Lane V/C Ratio	-	-	-	0.146	0.013	0.002	-	-				
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	-	-	0.5	0	0	-	-				









HCM 6th TWSC
3: Site Access & Frontage Rd

2042 Background
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Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	107	0	32	87	0	80
Future Vol, veh/h	107	0	32	87	0	80
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	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	129	0	39	105	0	96
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	129	0	312	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	183	-
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	-	-	1457	-	681	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	662	921
Mov Cap-2 Maneuver	-	-	-	-	662	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	824	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2		9.4	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	921	-	-	1457	-	
HCM Lane V/C Ratio	0.105	-	-	0.026	-	
HCM Control Delay (s)	9.4	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	

HCM 6th TWSC
1: 3/4 Access/Hathaway Dr & Platte Ave

2042 Background
PM

Intersection														
Int Delay, s/veh	125.6													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	275	2900	73	5	52	2650	145	0	0	152	0	0	290
Future Vol, veh/h	5	275	2900	73	5	52	2650	145	0	0	152	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	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	289	3053	77	5	55	2789	153	0	0	175	0	0	315
Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	2036	2942	0	0	2228	3130	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	67	~ 67	-	-	~ -65	~ -65	-	-	-	-	~ 91	-	-	~ 112
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB				WB				NB			SB		
HCM Control Delay, s	143.7								\$ 529.1			\$ 900.8		
HCM LOS									F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	91	~ 67	-	-	+	-	-	112						
HCM Lane V/C Ratio	1.92	4.399	-	-	-	-	-	2.814						
HCM Control Delay (s)	\$ 529.1	\$ 1669	-	-	-	-	-	\$ 900.8						
HCM Lane LOS	F	F	-	-	-	-	-	F						
HCM 95th %tile Q(veh)	14.9	31.9	-	-	-	-	-	29.4						
Notes														
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon				





Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	142	2	2	1	3	5	0	5	3	5	3	116
Future Vol, veh/h	142	2	2	1	3	5	0	5	3	5	3	116
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	171	2	2	1	4	6	0	6	4	6	4	140
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	99	96	74	96	164	8	144	0	0	10	0	0
Stage 1	86	86	-	8	8	-	-	-	-	-	-	-
Stage 2	13	10	-	88	156	-	-	-	-	-	-	-
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	794	988	887	729	1074	1438	-	-	1610	-	-
Stage 1	922	824	-	1013	889	-	-	-	-	-	-	-
Stage 2	1007	887	-	920	769	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	872	791	988	880	726	1074	1438	-	-	1610	-	-
Mov Cap-2 Maneuver	872	791	-	880	726	-	-	-	-	-	-	-
Stage 1	922	821	-	1013	889	-	-	-	-	-	-	-
Stage 2	997	887	-	911	766	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10.2		9			0			0.3			
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1438	-	-	872	907	1610	-	-				
HCM Lane V/C Ratio	-	-	-	0.202	0.013	0.004	-	-				
HCM Control Delay (s)	0	-	-	10.2	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	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	112	0	10	109	0	34
Future Vol, veh/h	112	0	10	109	0	34
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	135	0	12	131	0	44
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	135	0	290	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	155	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1449	-	701	914
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1449	-	695	914
Mov Cap-2 Maneuver	-	-	-	-	695	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	865	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		9.1	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	914	-	-	1449	-	
HCM Lane V/C Ratio	0.048	-	-	0.008	-	
HCM Control Delay (s)	9.1	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
1: 3/4 Access/Hathaway Dr & Platte Ave




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Intersection														
Int Delay, s/veh	209.4													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔ ↑↑↑	↔ ↑↑↑	↔ ↑		↔ ↑↑↑	↔ ↑↑↑	↔ ↑			↔ ↑			↔ ↑
Traffic Vol, veh/h	5	170	2800	115	5	50	3050	265	0	0	75	0	0	425
Future Vol, veh/h	5	170	2800	115	5	50	3050	265	0	0	75	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	5	179	2947	121	5	53	3211	279	0	0	90	0	0	462
Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	2344	3490	0	0	2152	3068	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	~ 35	-	-	0	0	99	0	0	~ 80
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	31	~ 31	-	-	34	~ 34	-	-	-	-	99	-	-	~ 80
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB				WB				NB			SB		
HCM Control Delay, s	138.8				9.9				145.5			\$ 2251.6		
HCM LOS									F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	99	~ 31	-	-	~ 34	-	-	80						
HCM Lane V/C Ratio	0.913	5.942	-	-	1.703	-	-	5.774						
HCM Control Delay (s)	145.5	\$ 2451.3	-	-	\$ 605.8	-	-	\$ 2251.6						
HCM Lane LOS	F	F	-	-	F	-	-	F						
HCM 95th %tile Q(veh)	5.3	22.3	-	-	6.4	-	-	51.1						
Notes														
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon						

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	1	1	1	1	2	0	1	5	5	12	148
Future Vol, veh/h	72	1	1	1	1	2	0	1	5	5	12	148
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	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	1	1	1	1	3	0	1	6	6	14	170
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	117	118	99	116	200	4	184	0	0	7	0	0
Stage 1	111	111	-	4	4	-	-	-	-	-	-	-
Stage 2	6	7	-	112	196	-	-	-	-	-	-	-
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	859	772	957	861	696	1080	1391	-	-	1614	-	-
Stage 1	894	804	-	1018	892	-	-	-	-	-	-	-
Stage 2	1016	890	-	893	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	853	769	957	857	693	1080	1391	-	-	1614	-	-
Mov Cap-2 Maneuver	853	769	-	857	693	-	-	-	-	-	-	-
Stage 1	894	801	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	890	-	887	736	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.7		9			0			0.2			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1391	-	-	853	897	1614	-	-				
HCM Lane V/C Ratio	-	-	-	0.105	0.006	0.004	-	-				
HCM Control Delay (s)	0	-	-	9.7	9	7.2	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-				

HCM 6th TWSC
3: Site Access & Frontage Rd





2042 Background + Site
AM




Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	63	0	90	59	0	11
Future Vol, veh/h	63	0	90	59	0	11
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	76	0	108	71	0	14
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	76	0	363	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	287	-
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	-	-	1523	-	636	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	762	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1523	-	589	985
Mov Cap-2 Maneuver	-	-	-	-	589	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	706	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.6		8.7	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	985	-	-	1523	-	
HCM Lane V/C Ratio	0.014	-	-	0.071	-	
HCM Control Delay (s)	8.7	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0.2	-	

HCM 6th TWSC
1: 3/4 Access/Hathaway Dr & Platte Ave

2042 Background + Site
PM

Intersection														
Int Delay, s/veh	130.5													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↑↑↑	↗		↔	↑↑↑	↗			↗			↗
Traffic Vol, veh/h	5	275	2900	80	5	55	2650	145	0	0	175	0	0	290
Future Vol, veh/h	5	275	2900	80	5	55	2650	145	0	0	175	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	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	289	3053	84	5	58	2789	153	0	0	201	0	0	315
Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	2036	2942	0	0	2228	3137	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	67	~ 67	-	-	~ 77	~ 77	-	-	-	-	~ 91	-	-	~ 112
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB				WB				NB			SB		
HCM Control Delay, s	143.3								\$ 653.8			\$ 900.8		
HCM LOS									F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	91	~ 67	-	-	+	-	-	112						
HCM Lane V/C Ratio	2.21	4.399	-	-	-	-	-	2.814						
HCM Control Delay (s)	\$ 653.8	\$ 1669	-	-	-	-	-	\$ 900.8						
HCM Lane LOS	F	F	-	-	-	-	-	F						
HCM 95th %tile Q(veh)	18	31.9	-	-	-	-	-	29.4						
Notes														
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon						

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	165	2	2	1	3	5	0	5	3	5	3	127
Future Vol, veh/h	165	2	2	1	3	5	0	5	3	5	3	127
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	190	2	2	1	4	6	0	6	4	6	4	153
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	106	103	81	103	177	8	157	0	0	10	0	0
Stage 1	93	93	-	8	8	-	-	-	-	-	-	-
Stage 2	13	10	-	95	169	-	-	-	-	-	-	-
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	873	787	979	877	717	1074	1423	-	-	1610	-	-
Stage 1	914	818	-	1013	889	-	-	-	-	-	-	-
Stage 2	1007	887	-	912	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	862	784	979	870	714	1074	1423	-	-	1610	-	-
Mov Cap-2 Maneuver	862	784	-	870	714	-	-	-	-	-	-	-
Stage 1	914	815	-	1013	889	-	-	-	-	-	-	-
Stage 2	997	887	-	904	756	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.4		9.1		0		0.3					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1423	-	-	862	899	1610	-	-				
HCM Lane V/C Ratio	-	-	-	0.225	0.013	0.004	-	-				
HCM Control Delay (s)	0	-	-	10.4	9.1	7.2	0	-				
HCM Lane LOS	A	-	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.9	0	0	-	-				

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	112	0	21	109	0	57
Future Vol, veh/h	112	0	21	109	0	57
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	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	0	25	131	0	69
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	135	0	316	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	181	-
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	-	-	1449	-	677	914
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	850	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1449	-	664	914
Mov Cap-2 Maneuver	-	-	-	-	664	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	834	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		9.3	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	914	-	-	1449	-	
HCM Lane V/C Ratio	0.075	-	-	0.017	-	
HCM Control Delay (s)	9.3	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Traffic Counts

LSC Transportation Consultants, Inc.

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

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

Groups Printed- Unshifted

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

LSC Transportation Consultants, Inc.

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

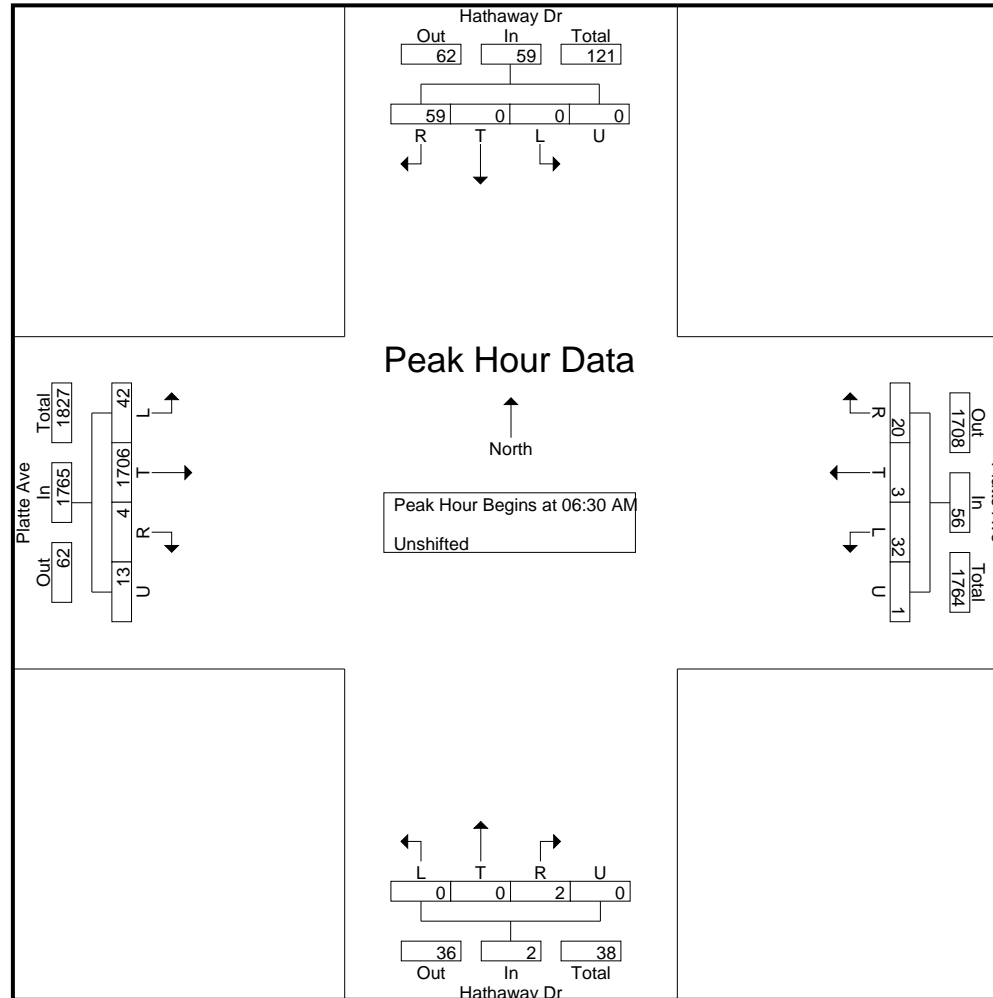
File Name : Hathaway Dr - Platte Ave AM
Site Code : S214660
Start Date : 7/13/2021
Page No : 2

	Hathaway Dr Southbound					Platte Ave Westbound					Hathaway Dr Northbound					Platte Ave Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
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

LSC Transportation Consultants, Inc.

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

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



LSC Transportation Consultants, Inc.

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

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

	Hathaway Dr Southbound					Platte Ave Westbound					Hathaway Dr Northbound					Platte Ave Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 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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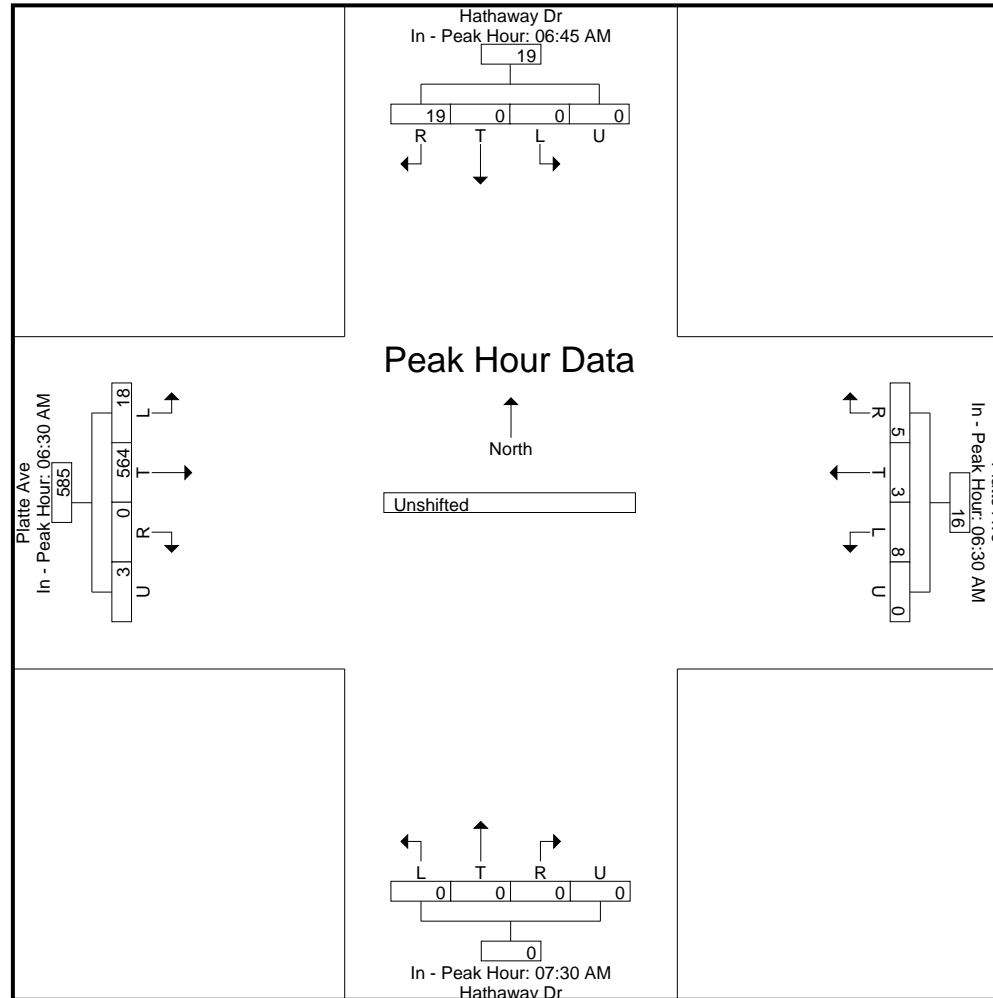
545 E Pikes Peak Ave, Suite 210
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File Name : Hathaway Dr - Platte Ave AM

Site Code : S214660

Start Date : 7/13/2021

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LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
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719-633-2868

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

Groups Printed- Unshifted

	HathawayDr Southbound					Platte Ave Westbound					Hathaway Dr Northbound					Platte Ave Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
04:00 PM	0	0	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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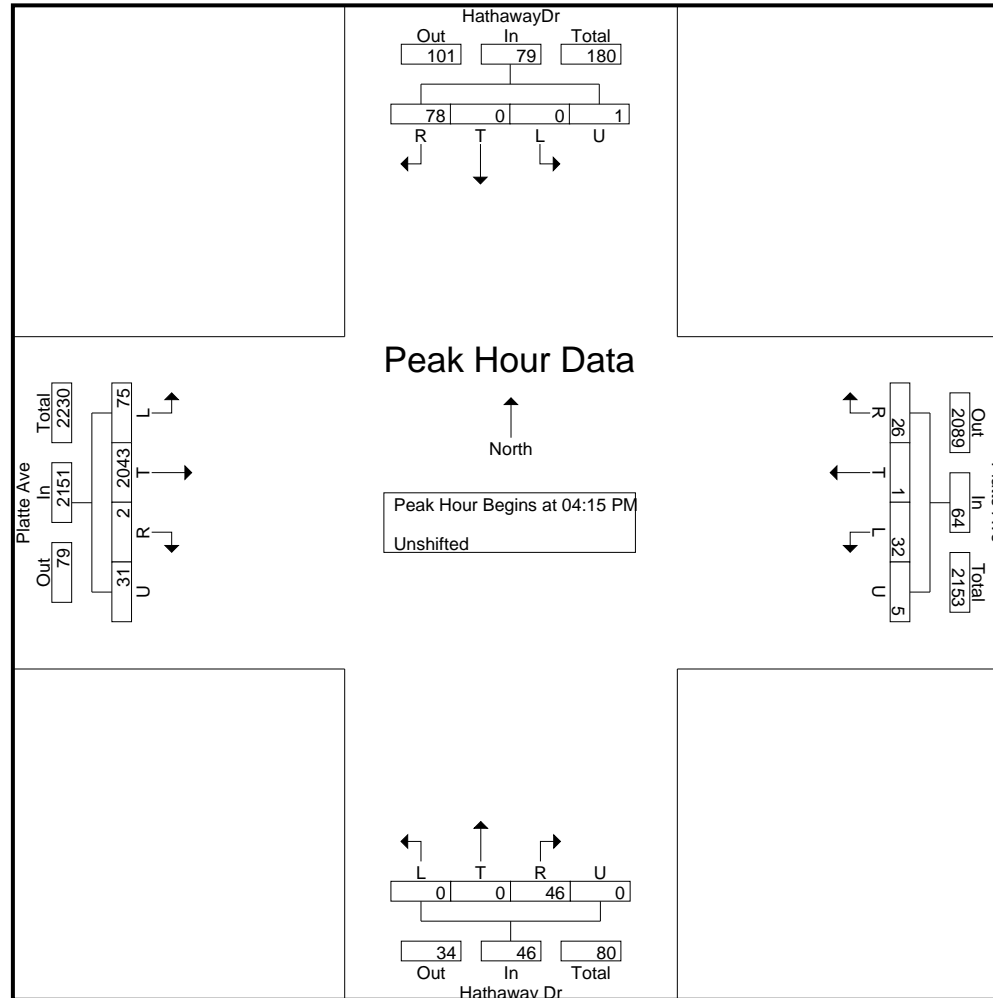
File Name : Hathaway Dr - Platte Ave PM
Site Code : S214660
Start Date : 7/13/2021
Page No : 2

	HathawayDr Southbound					Platte Ave Westbound					Hathaway Dr Northbound					Platte Ave Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:15:00 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
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545 E Pikes Peak Ave, Suite 210
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719-633-2868

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

	HathawayDr Southbound					Platte Ave Westbound					Hathaway Dr Northbound					Platte Ave Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:30:00 PM					4:00:00 PM					4:00:00 PM					4:15:00 PM					
+0 mins.	0	0	21	0	21	7	1	5	1	14	0	0	14	0	14	23	478	0	5	506	
+5 mins.	0	0	24	1	25	9	0	4	1	14	0	0	17	0	17	14	520	1	4	539	
+10 mins.	0	0	20	0	20	8	0	7	1	16	0	0	7	0	7	14	550	0	4	568	
+15 mins.	0	0	15	0	15	11	1	11	1	24	0	0	13	0	13	24	495	1	18	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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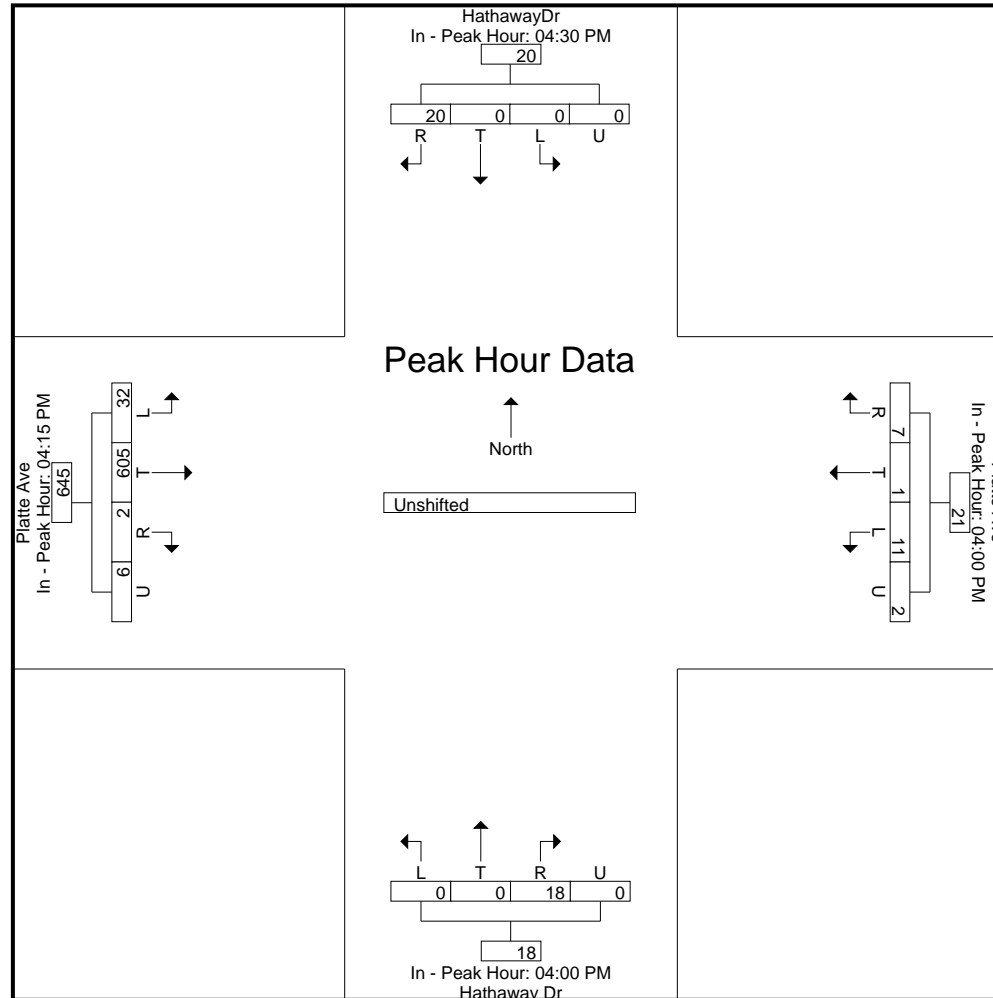
545 E Pikes Peak Ave, Suite 210
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File Name : Hathaway Dr - Platte Ave PM

Site Code : S214660

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545 E Pikes Peak Ave, Suite 210
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719-633-2868

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

Groups Printed- Bank 1

	Hathaway Dr Southbound					East Frontage Rd Westbound					Diesel Rapair Northbound					West Frontage Rd Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
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	0	1	3	0	0	0	3	12
07:45 AM	1	0	9	0	10	0	0	0	0	0	0	1	0	0	1	3	0	5	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	0	1	10	0	0	0	10	17
08:15 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	4	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

	Hathaway Dr Southbound					East Frontage Rd Westbound					Diesel Rapair Northbound					West Frontage Rd Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
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	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	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	0	1	10	0	0	0	10	17
Total Volume	2	5	29	0	36	0	0	1	0	1	0	3	2	0	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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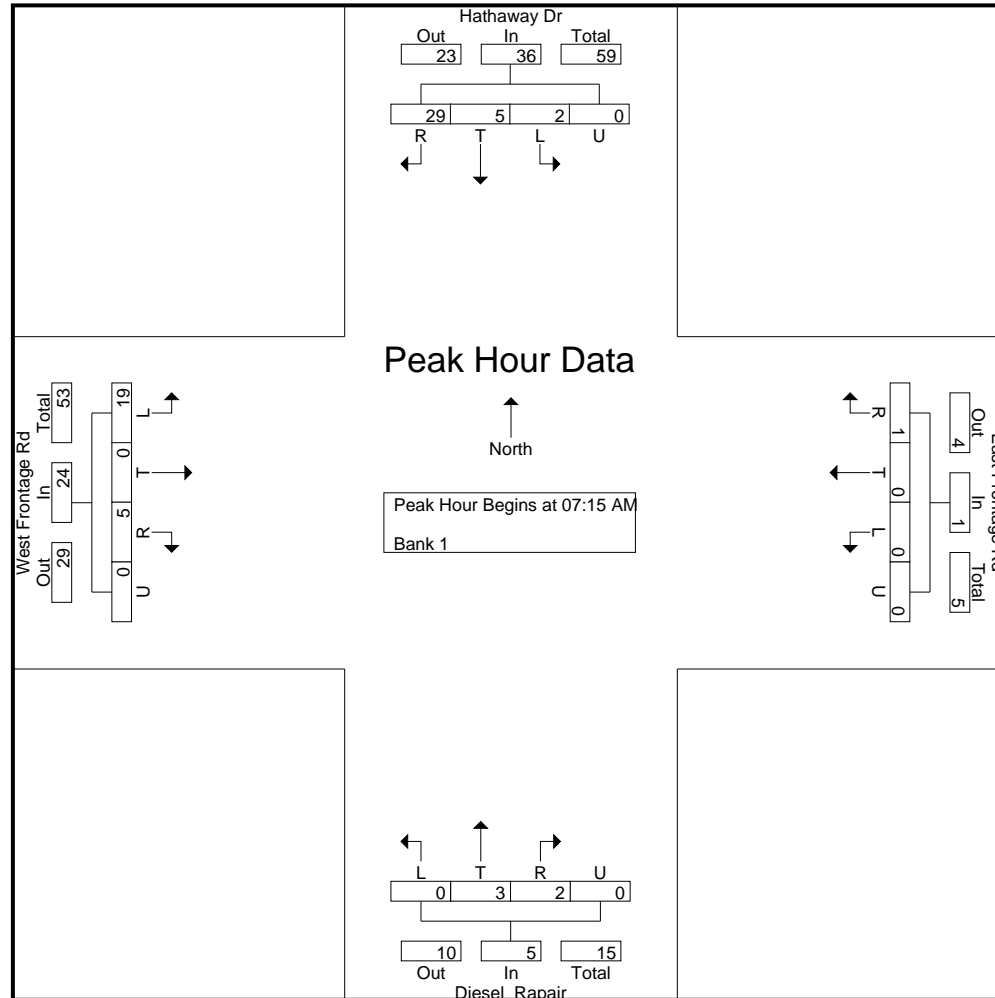
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Hathaway Dr - Platte Frontage Rd AM1

Site Code : S214660

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LSC Transportation Consultants, Inc.

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

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

	Hathaway Dr Southbound					East Frontage Rd Westbound					Diesel Rapair Northbound					West Frontage Rd Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 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.	1	1	5	0	7	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	
+5 mins.	1	4	7	0	12	0	0	0	0	0	0	0	1	0	1	3	0	5	0	8	
+10 mins.	0	1	7	0	8	0	0	0	0	0	0	0	2	0	2	10	0	0	0	10	
+15 mins.	1	0	9	0	10	0	0	1	0	1	0	1	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	

LSC Transportation Consultants, Inc.

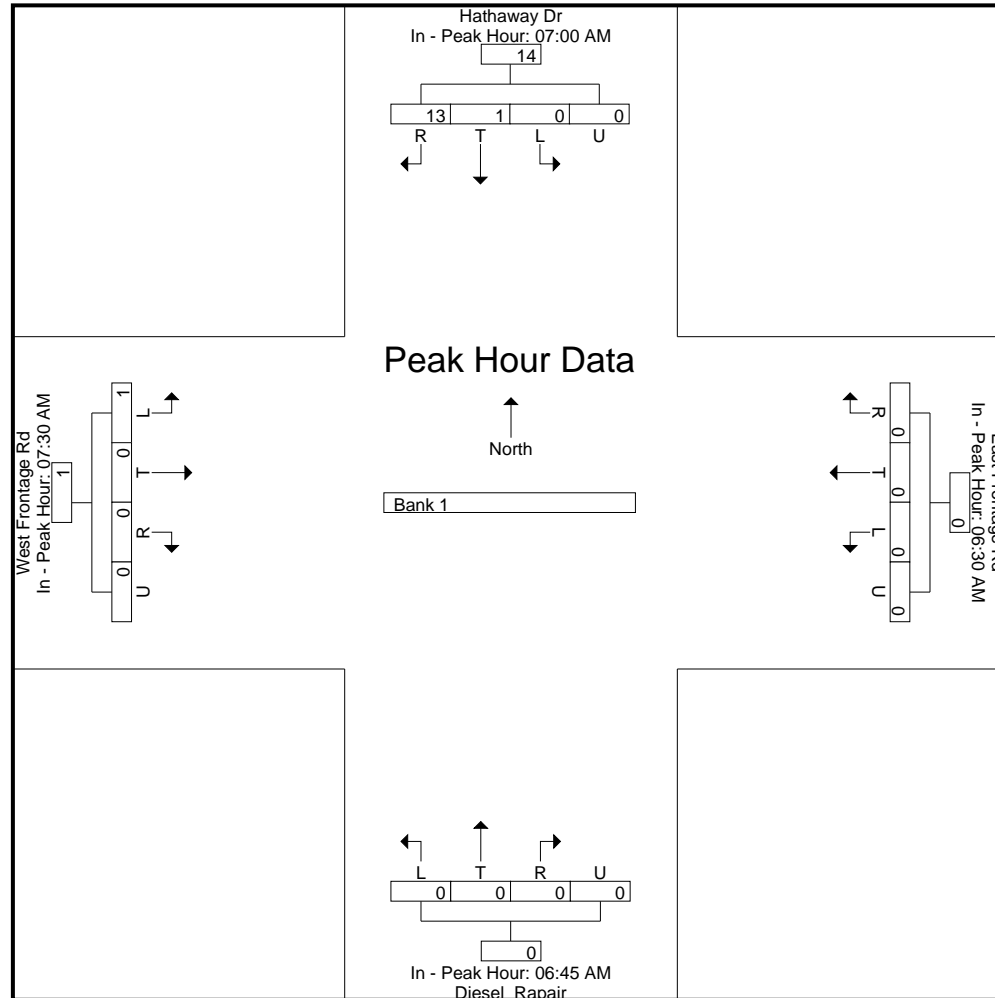
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Hathaway Dr - Platte Frontage Rd AM1

Site Code : S214660

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545 E Pikes Peak Ave, Suite 210
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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

	HathawayDr Southbound					East Frontage Rd Westbound					Diesel Repair Northbound					West Frontage Rd Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
04:00 PM	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

	HathawayDr Southbound					East Frontage Rd Westbound					Diesel Repair Northbound					West Frontage Rd Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	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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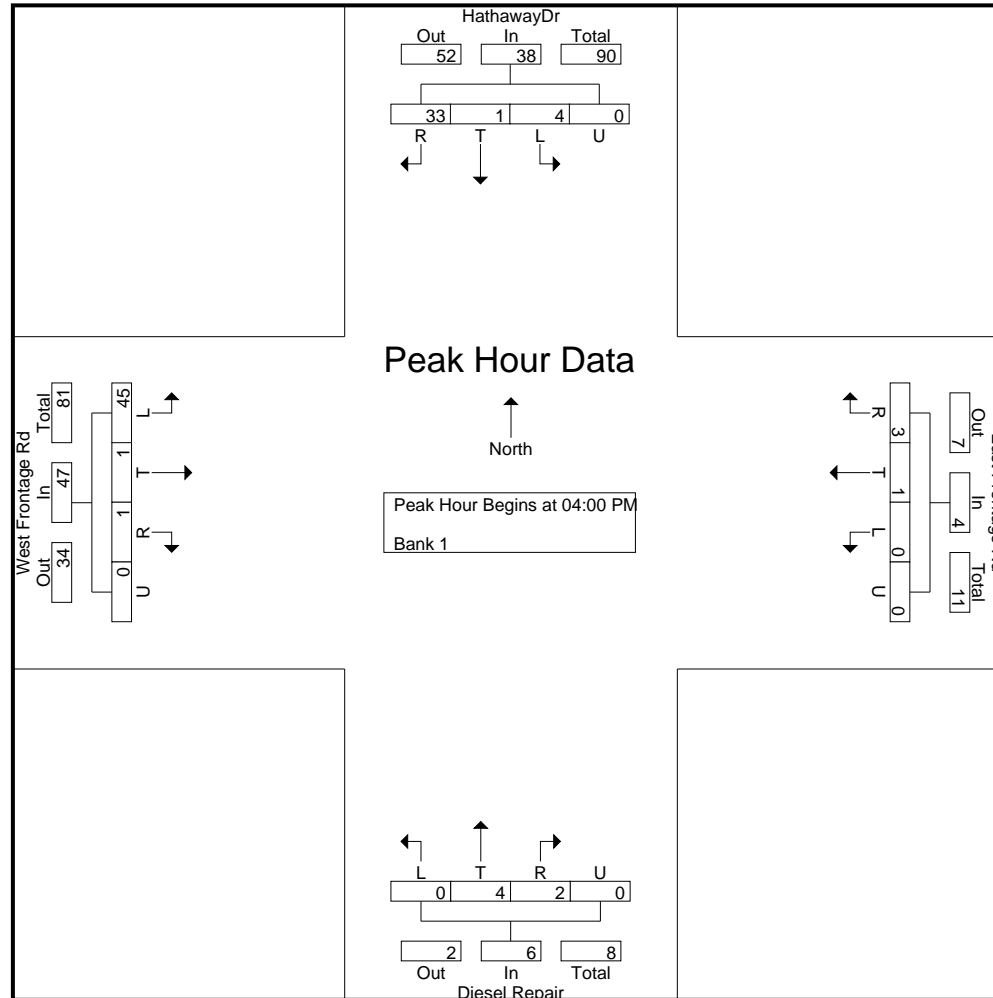
545 E Pikes Peak Ave, Suite 210
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File Name : Hathaway Dr - Platte Frontage Rd AM

Site Code : S214660

Start Date : 7/13/2021

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LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
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File Name : Hathaway Dr - Platte Frontage Rd AM
Site Code : S214660
Start Date : 7/13/2021
Page No : 4

	HathawayDr Southbound					East Frontage Rd Westbound					Diesel Repair Northbound					West Frontage Rd Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:00:00 PM					4:45:00 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	0	14
+5 mins.	0	0	9	0	9	0	0	0	0	0	0	3	0	0	3	11	0	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	0	11
+15 mins.	1	0	11	0	12	0	1	1	0	2	0	1	1	0	2	10	0	1	0	0	11
Total Volume	4	1	33	0	38	0	2	3	0	5	0	4	2	0	6	45	1	1	0	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

LSC Transportation Consultants, Inc.

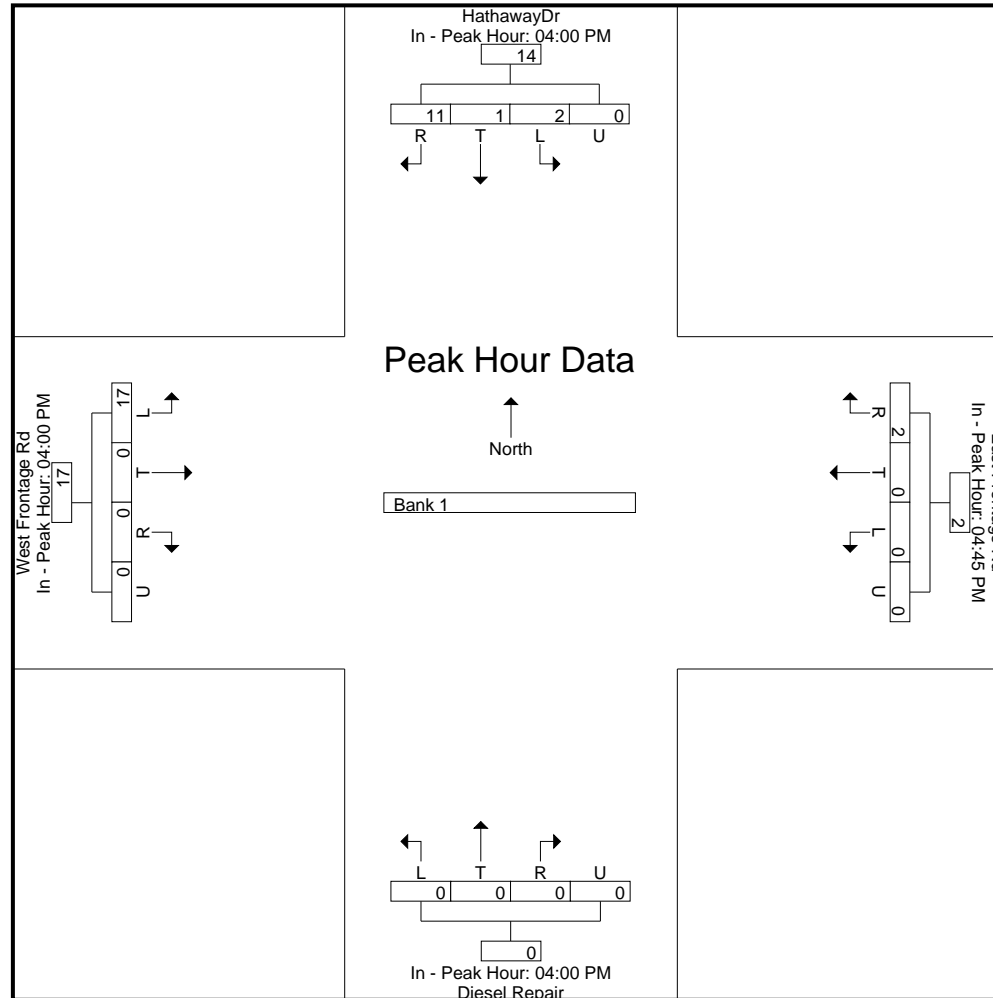
545 E Pikes Peak Ave, Suite 210
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File Name : Hathaway Dr - Platte Frontage Rd AM

Site Code : S214660

Start Date : 7/13/2021

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545 E Pikes Peak Ave, Suite 210
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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	0	95.8	0	0	95.8	0	0	1.8	0	1.8	0	0	2.4	0	2.4	

LSC Transportation Consultants, Inc.

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

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

	Southbound					Platte Ave Westbound					Motel Rd Northbound					Platte Ave Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
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

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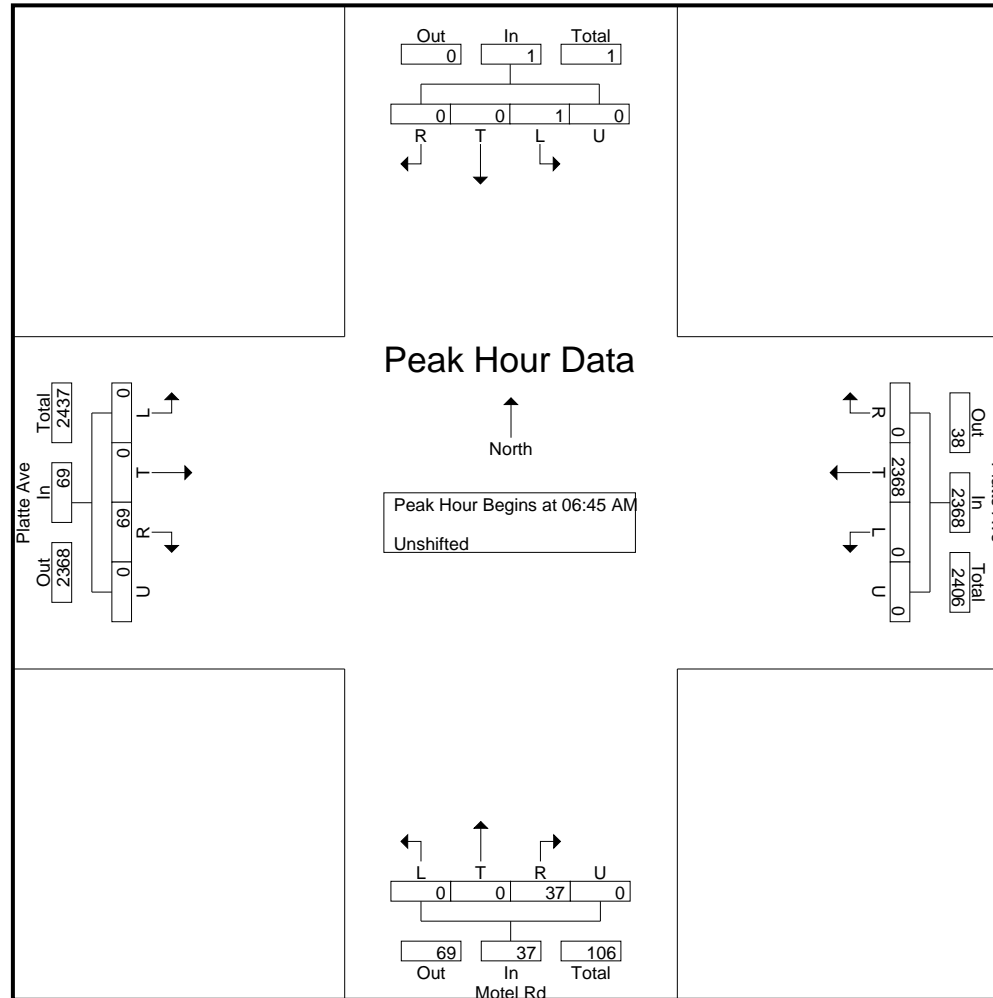
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Motel Rd - Platte Ave AM

Site Code : S214610

Start Date : 7/14/2021

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LSC Transportation Consultants, Inc.

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

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

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

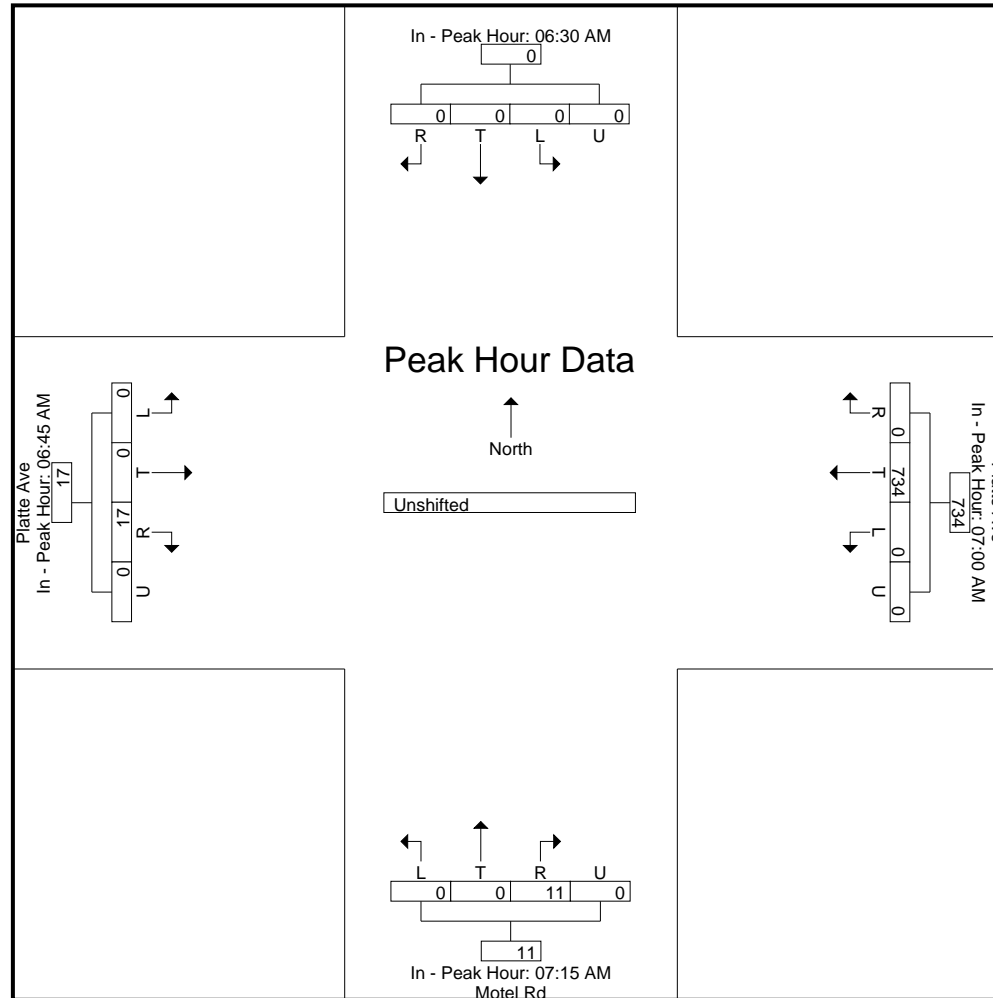
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Motel Rd - Platte Ave AM

Site Code : S214610

Start Date : 7/14/2021

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LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
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	

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545 E Pikes Peak Ave, Suite 210
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719-633-2868

File Name : Motel Rd - Platte Ave PM1

Site Code : S214660

Start Date : 7/14/2021

Page No : 2

	Southbound					Platte Ave Westbound					Motel Rd Northbound					Platte Ave Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	0	0	0	0	0	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

LSC Transportation Consultants, Inc.

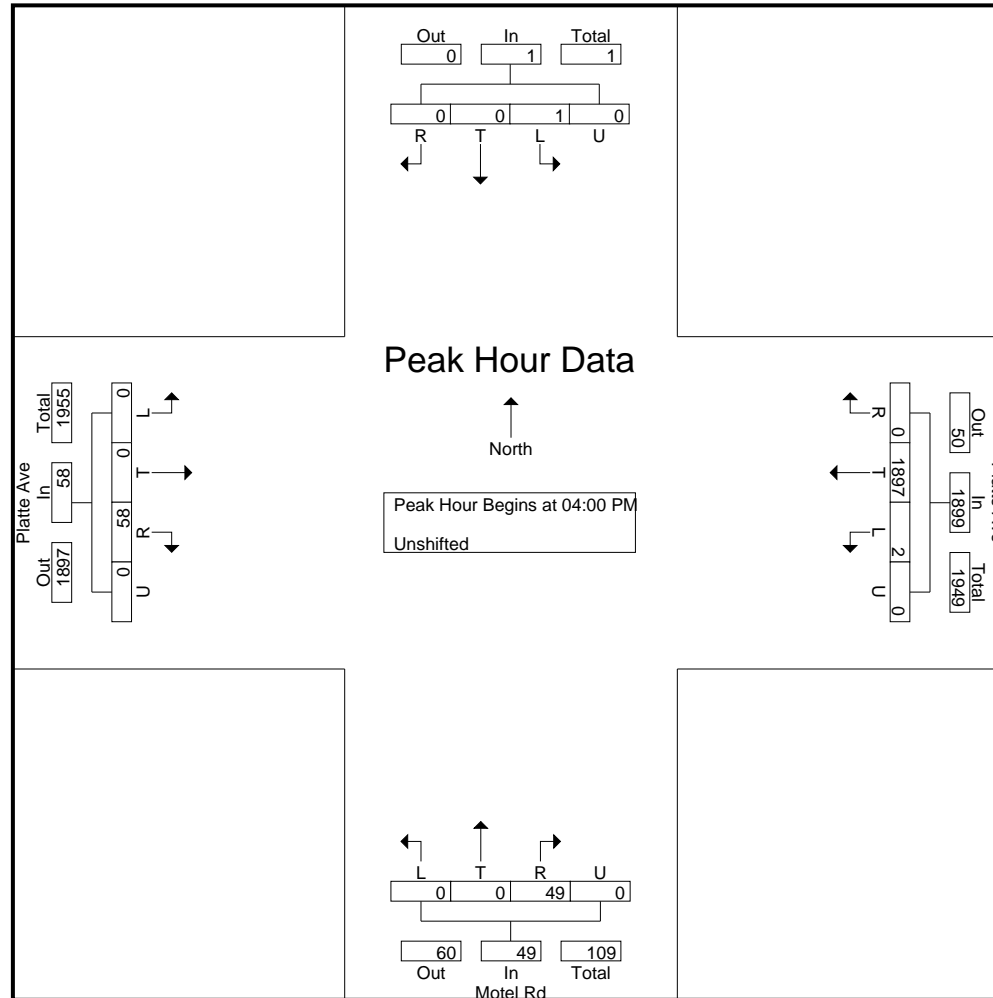
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Motel Rd - Platte Ave PM1

Site Code : S214660

Start Date : 7/14/2021

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LSC Transportation Consultants, Inc.

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

File Name : Motel Rd - Platte Ave PM1

Site Code : S214660

Start Date : 7/14/2021

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

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

Peak Hour for Each Approach Begins at:

	4:00:00 PM					4:00:00 PM					4:15:00 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

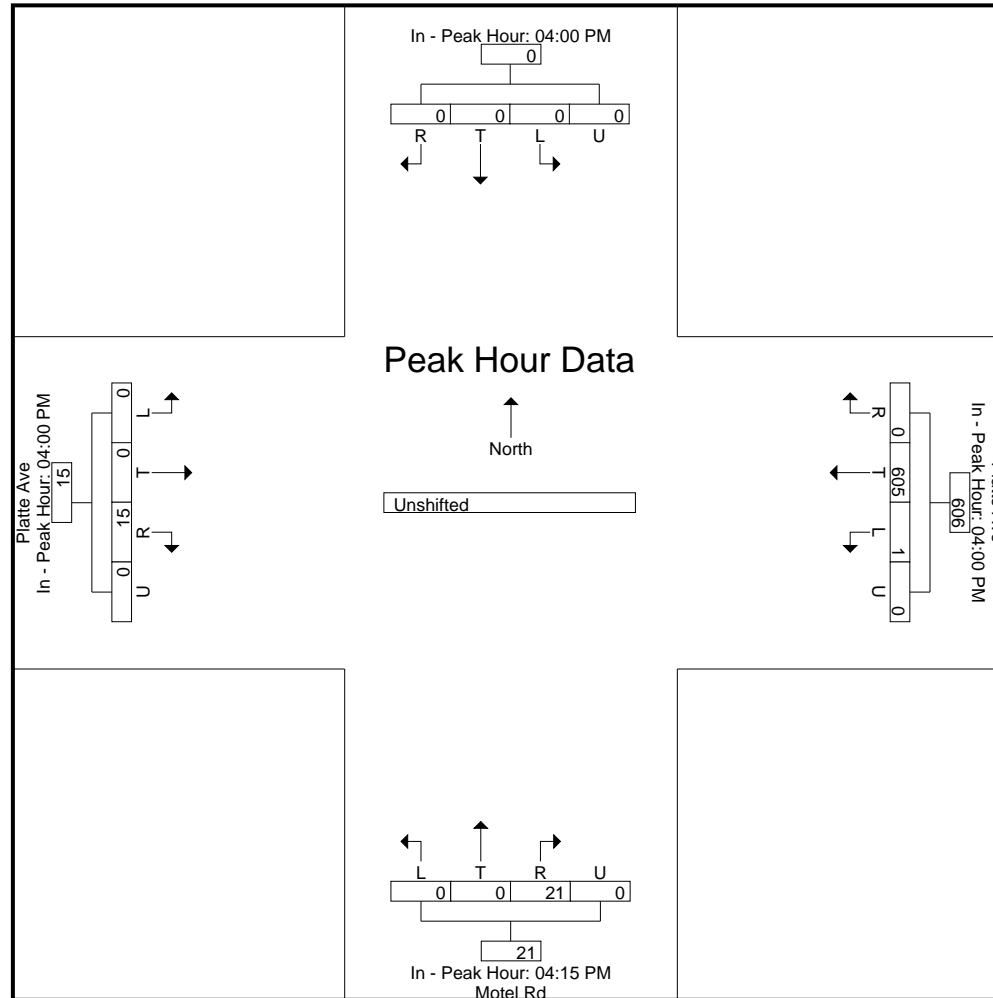
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Motel Rd - Platte Ave PM1

Site Code : S214660

Start Date : 7/14/2021

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LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
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

	Motel Rd Southbound					East Frontage Rd Westbound					Motel Rd Northbound					West Frontage Rd Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
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	

LSC Transportation Consultants, Inc.

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

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

	Motel Rd Southbound					East Frontage Rd Westbound					Motel Rd Northbound					West Frontage Rd Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
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.

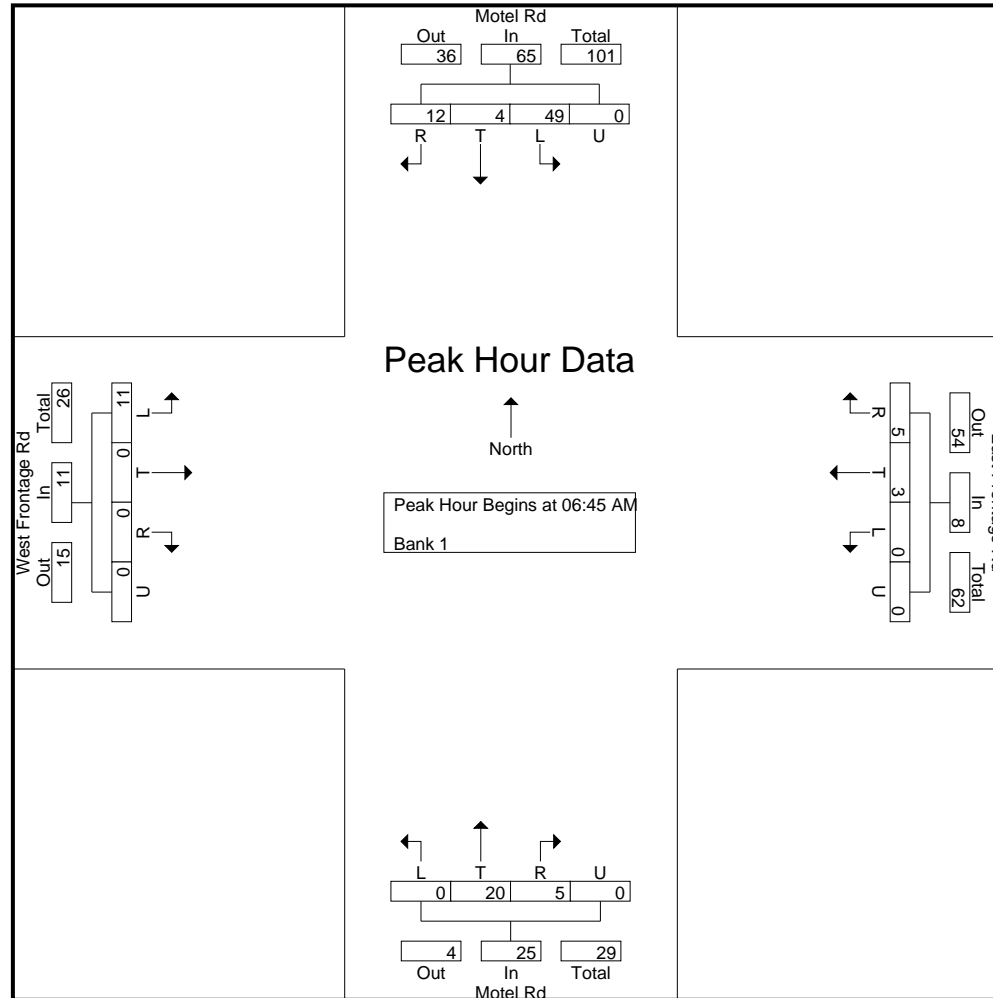
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Motel Rd - Platte Frontage Rd AM

Site Code : S214610

Start Date : 7/14/2021

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LSC Transportation Consultants, Inc.

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

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

	Motel Rd Southbound					East Frontage Rd Westbound					Motel Rd Northbound					West Frontage Rd Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
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.

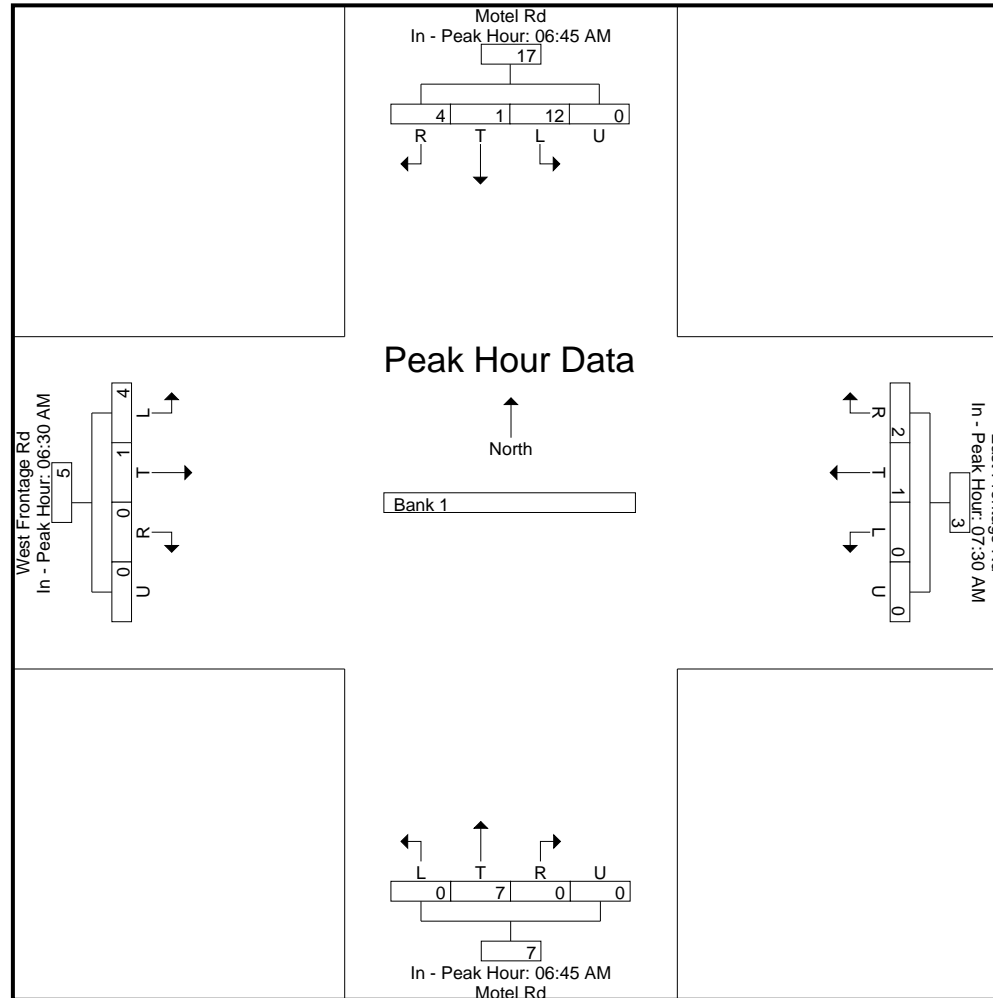
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Motel Rd - Platte Frontage Rd AM

Site Code : S214610

Start Date : 7/14/2021

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LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
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

	Motel Rd Southbound					N Frontage Rd Westbound					Motel Rd Northbound					S Frontage rd Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
04:00 PM	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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545 E Pikes Peak Ave, Suite 210
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719-633-2868

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

	Motel Rd Southbound					N Frontage Rd Westbound					Motel Rd Northbound					S Frontage rd Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	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.

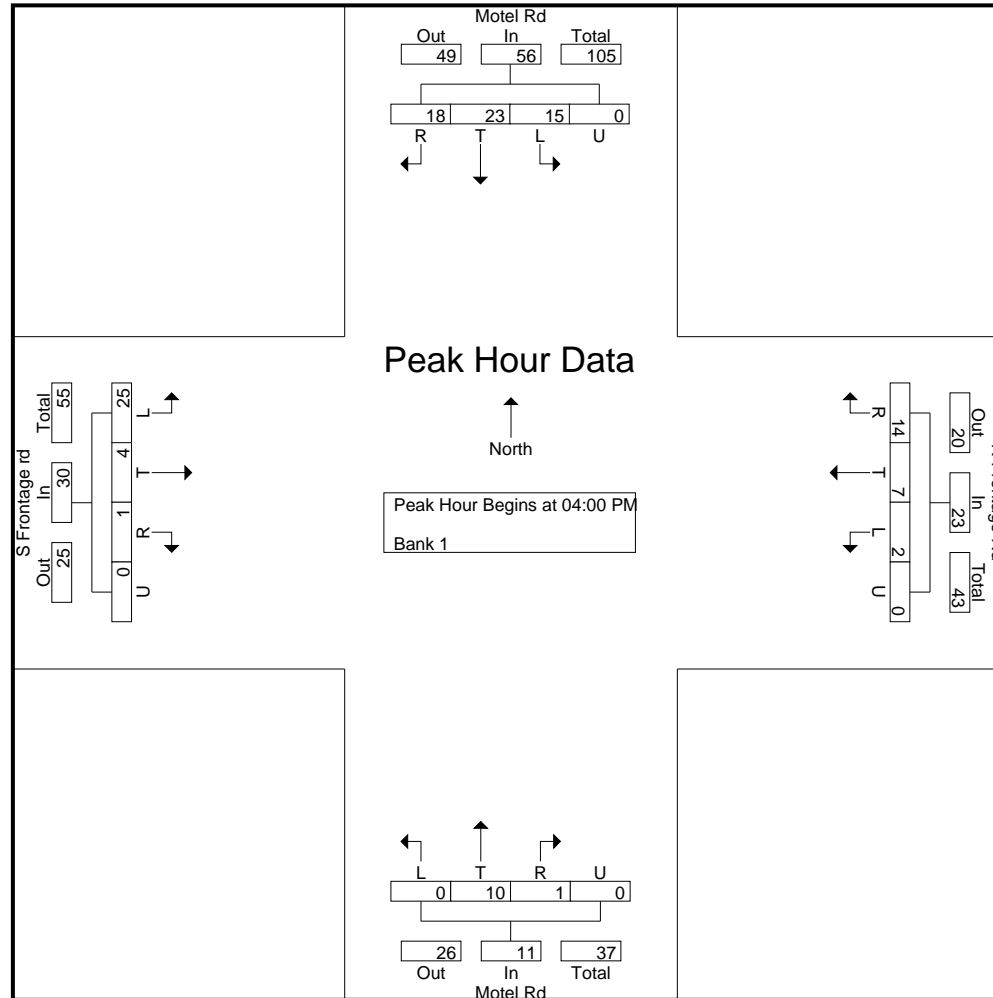
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Motel Rd - Platte Ave PM

Site Code : S214660

Start Date : 7/14/2021

Page No : 3



LSC Transportation Consultants, Inc.

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

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

	Motel Rd Southbound					N Frontage Rd Westbound					Motel Rd Northbound					S Frontage rd Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:00:00 PM					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.

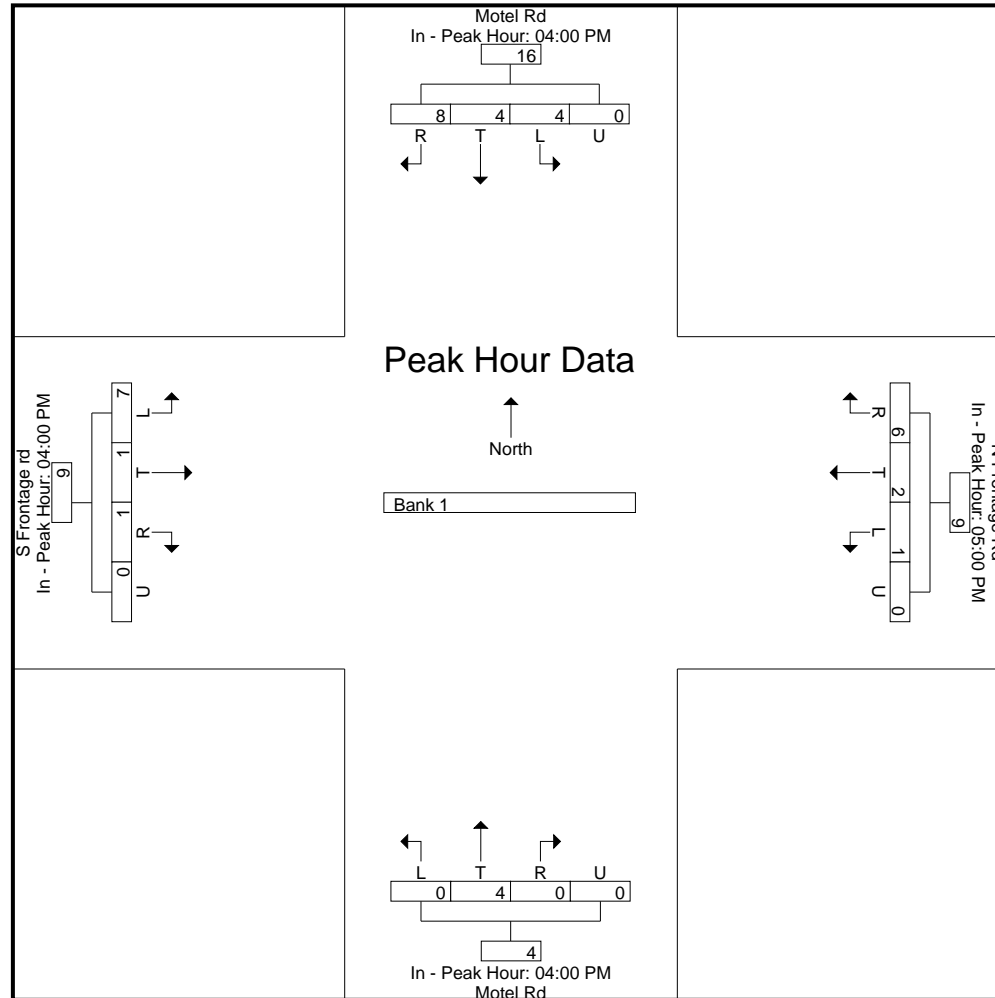
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Motel Rd - Platte Ave PM

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 : Platte Frontage Rd - 6001-6425 AM PM

Site Code : S224620

Start Date : 12/15/2022

Page No : 1

Groups Printed- Unshifted

	6001-6423 Southbound					Platte Frontage Rd Westbound					Northbound					Platte Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
06:35	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
06:50	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:55	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	10
07:00	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:05	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:10	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
07:15	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
07:20	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:25	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	6
07:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
07:35	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
07:40	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	3
07:45	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
07:50	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
07:55	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	32	4	1	0	37	0	0	0	0	0	1	0	1	0	2	2	0	9	0	11	50
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:05	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
08:10	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
08:15	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:20	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
08:25	2	0	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	5	0	5	9
*** BREAK ***																					
Total	8	1	1	0	10	0	0	0	0	0	0	1	0	0	1	0	0	14	0	14	25
*** BREAK ***																					
16:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
16:05	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	7
16:10	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	9
16:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	8
16:20	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
16:30	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	7
16:35	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
16:40	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
16:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	7
16:50	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5

LSC Transportation Consultants, Inc.

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

File Name : Platte Frontage Rd - 6001-6425 AM PM

Site Code : S224620

Start Date : 12/15/2022

Page No : 2

Groups Printed- Unshifted

	6001-6423 Southbound					Platte Frontage Rd Westbound					Northbound					Platte Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:55	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	5
Total	20	0	0	1	21	0	0	0	0	0	0	3	0	0	3	1	0	42	0	43	67
17:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
17:05	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
17:40	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
17:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
17:55	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	7	0	0	0	7	0	0	0	0	0	0	2	0	0	2	1	0	21	0	22	31
Grand Total	74	5	2	1	82	0	0	0	0	0	1	6	1	0	8	5	0	88	0	93	183
Apprch %	90.2	6.1	2.4	1.2		0	0	0	0		12.5	75	12.5	0		5.4	0	94.6	0		
Total %	40.4	2.7	1.1	0.5	44.8	0	0	0	0	0	0.5	3.3	0.5	0	4.4	2.7	0	48.1	0	50.8	

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

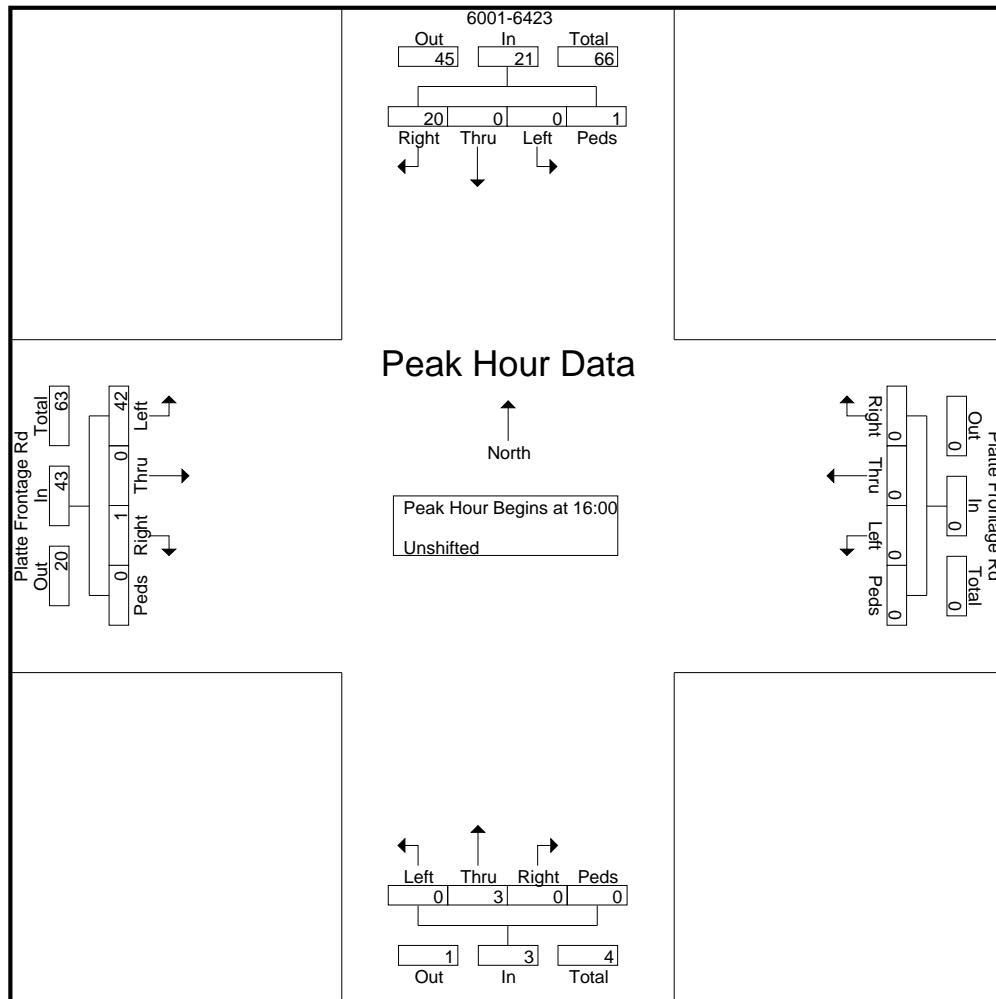
File Name : Platte Frontage Rd - 6001-6425 AM PM

Site Code : S224620

Start Date : 12/15/2022

Page No : 3

	6001-6423 Southbound					Platte Frontage Rd Westbound					Northbound					Platte Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
16:05	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	7
16:10	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	9
16:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	8
16:20	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
16:30	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	7
16:35	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
16:40	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
16:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	7
16:50	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
16:55	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	5
Total Volume	20	0	0	1	21	0	0	0	0	0	0	3	0	0	3	1	0	42	0	43	67
% App. Total	95.2	0	0	4.8		0	0	0	0		0	100	0	0		2.3	0	97.7	0		
PHF	.417	.000	.000	.083	.438	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.083	.000	.500	.000	.512	.620



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

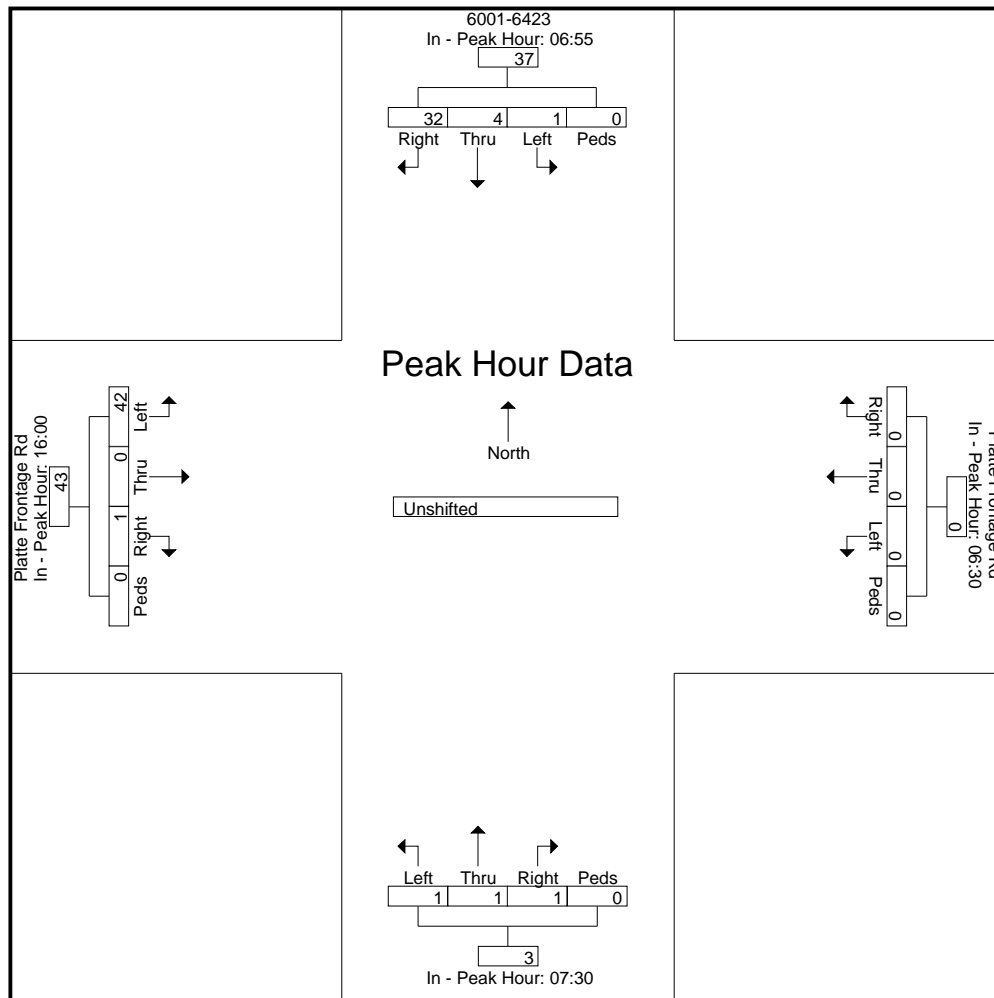
File Name : Platte Frontage Rd - 6001-6425 AM PM

Site Code : S224620

Start Date : 12/15/2022

Page No : 4

	6001-6423 Southbound					Platte Frontage Rd Westbound					Northbound					Platte Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 17:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:55					06:30					07:30					16:00					
+0 mins.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
+5 mins.	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	
+10 mins.	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	6	0	6	
+15 mins.	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	
+20 mins.	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+25 mins.	3	1	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	4	0	4	
+30 mins.	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
+35 mins.	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
+40 mins.	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
+45 mins.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	
+50 mins.	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	
+55 mins.	5	0	0	0	5	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	
Total Volume	32	4	1	0	37	0	0	0	0	0	1	1	1	0	3	1	0	42	0	43	
% App. Total	86.5	10.8	2.7	0		0	0	0	0		33.3	33.3	33.3	0		2.3	0	97.7	0		
PHF	.533	.167	.083	.000	.514	.000	.000	.000	.000	.000	.083	.083	.083	.000	.250	.083	.000	.500	.000	.512	



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

LSC Transportation Consultants, Inc.

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

File Name : Platte Frontage Rd - 6275-6417

Site Code : S224620

Start Date : 12/15/2022

Page No : 1

Groups Printed- Bank 1

Start Time	Southbound					Platte Frontage Rd Westbound					6275-6417 Northbound					Platte Frontage Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
*** BREAK ***																					
06:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4	1	0	0	5	7
06:50	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	0	0	3	5
06:55	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	10	0	0	0	10	11
Total	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	17	2	0	0	19	24
07:00	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	10	0	0	0	10	14
07:05	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	0	0	8	10
07:10	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	7	1	0	0	8	13
07:15	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	3	0	0	0	3	7
07:20	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	0	0	5	8
07:25	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	5	1	0	0	6	9
07:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	1	0	0	2	5
07:35	0	0	0	0	0	0	0	3	0	3	1	0	1	0	2	4	0	0	0	4	9
07:40	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	1	0	0	0	1	4
07:45	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	4	0	0	0	4	9
07:50	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	4	1	0	0	5	10
07:55	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	4	0	0	0	4	7
Total	0	0	0	0	0	0	5	28	0	33	5	0	7	0	12	56	4	0	0	60	105
08:00	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	7	1	0	0	8	12
08:05	0	0	0	0	0	0	1	1	0	2	2	0	2	0	4	4	0	0	0	4	10
08:10	0	0	0	0	0	0	0	0	0	0	3	0	3	0	6	0	1	0	0	1	7
08:15	0	0	0	0	0	0	0	3	0	3	0	0	4	0	4	3	0	0	0	3	10
08:20	0	0	0	0	0	0	0	1	0	1	2	0	4	0	6	4	0	0	0	4	11
08:25	0	0	0	0	0	0	1	1	0	2	5	0	2	0	7	3	0	0	0	3	12
*** BREAK ***																					
Total	0	0	0	0	0	0	2	6	0	8	13	0	18	0	31	21	2	0	0	23	62
*** BREAK ***																					
16:00	0	0	0	0	0	0	0	1	0	1	3	0	2	0	5	3	0	0	0	3	9
16:05	0	0	0	0	0	0	0	2	0	2	4	0	1	0	5	4	0	0	0	4	11
16:10	0	0	0	0	0	0	3	0	0	3	4	0	3	0	7	2	2	0	0	4	14
16:15	0	0	0	0	0	0	0	1	0	1	7	0	3	0	10	2	0	0	0	2	13
16:20	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	2	0	0	0	2	5
16:25	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	2	0	0	0	2	7
16:30	0	0	0	0	0	0	1	3	0	4	2	0	2	0	4	2	0	0	0	2	10
16:35	0	0	0	0	0	0	0	1	0	1	2	0	4	0	6	3	1	0	0	4	11
16:40	0	0	0	0	0	0	0	0	0	0	2	0	3	0	5	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	3	0	3	5	0	3	0	8	0	0	0	0	0	11
16:50	0	0	0	0	0	0	0	1	0	1	3	0	1	0	4	1	1	0	0	2	7
16:55	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	1	0	0	0	1	7
Total	0	0	0	0	0	0	7	13	0	20	39	0	25	0	64	22	4	0	0	26	110

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719-633-2868

File Name : Platte Frontage Rd - 6275-6417

Site Code : S224620

Start Date : 12/15/2022

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Groups Printed- Bank 1

	Southbound					Platte Frontage Rd Westbound					6275-6417 Northbound					Platte Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
17:00	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	1	0	0	0	1	5
17:05	0	0	0	0	0	0	1	0	0	1	3	0	2	0	5	2	0	0	0	2	8
17:10	0	0	0	0	0	0	0	0	0	0	3	0	4	0	7	1	0	0	0	1	8
17:15	0	0	0	0	0	0	0	0	0	0	2	0	3	0	5	0	0	0	0	0	5
17:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0	4
17:35	0	0	0	0	0	0	0	0	0	0	4	0	4	0	8	0	0	0	0	0	8
17:40	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
17:45	0	0	0	0	0	0	1	1	0	2	2	0	1	0	3	1	0	0	0	1	6
17:50	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
17:55	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	6	1	0	7	19	0	18	0	37	6	2	0	0	8	52
Grand Total	0	0	0	0	0	0	20	53	0	73	76	0	68	0	144	122	14	0	0	136	353
Apprch %	0	0	0	0		0	27.4	72.6	0		52.8	0	47.2	0		89.7	10.3	0	0		
Total %	0	0	0	0	0	0	5.7	15	0	20.7	21.5	0	19.3	0	40.8	34.6	4	0	0	38.5	

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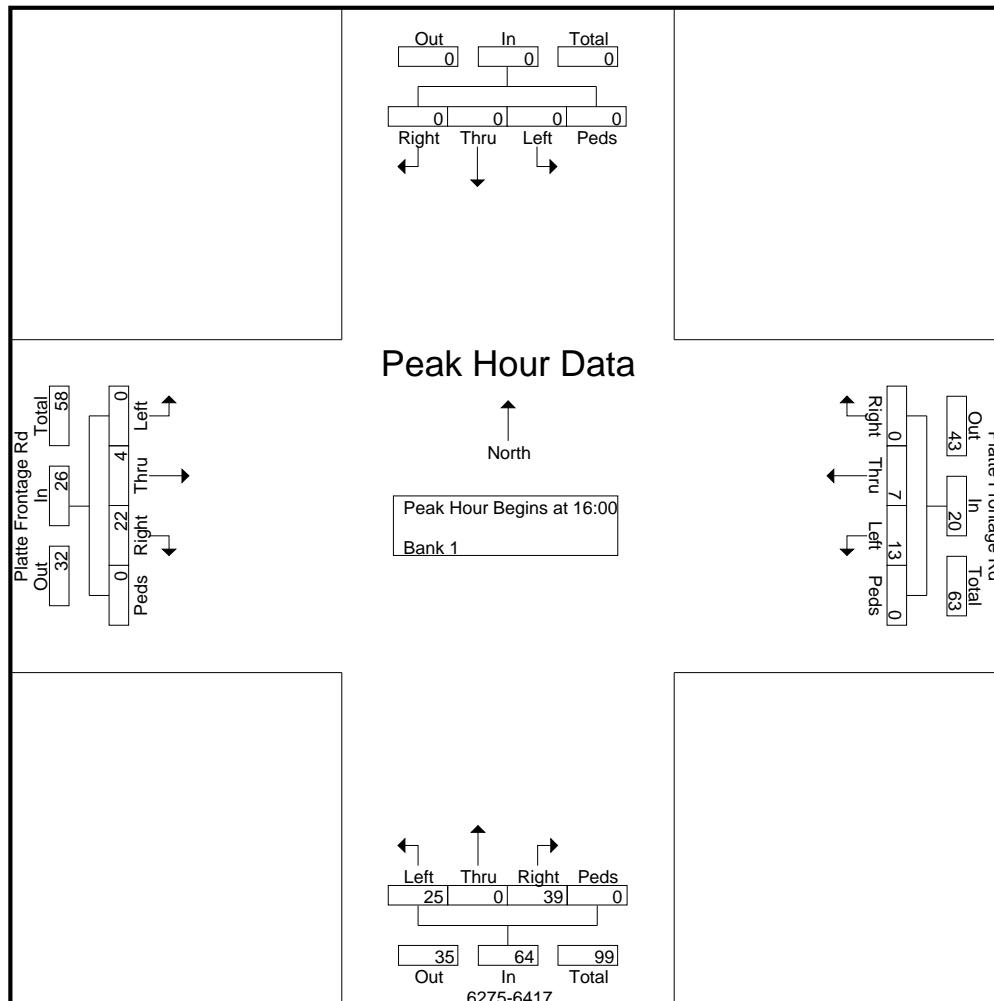
File Name : Platte Frontage Rd - 6275-6417

Site Code : S224620

Start Date : 12/15/2022

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	Southbound					Platte Frontage Rd Westbound					6275-6417 Northbound					Platte Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	1	0	1	3	0	2	0	5	3	0	0	0	3	9
16:05	0	0	0	0	0	0	0	2	0	2	4	0	1	0	5	4	0	0	0	4	11
16:10	0	0	0	0	0	0	3	0	0	3	4	0	3	0	7	2	2	0	0	4	14
16:15	0	0	0	0	0	0	0	1	0	1	7	0	3	0	10	2	0	0	0	2	13
16:20	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	2	0	0	0	2	5
16:25	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	2	0	0	0	2	7
16:30	0	0	0	0	0	0	1	3	0	4	2	0	2	0	4	2	0	0	0	2	10
16:35	0	0	0	0	0	0	0	1	0	1	2	0	4	0	6	3	1	0	0	4	11
16:40	0	0	0	0	0	0	0	0	0	0	2	0	3	0	5	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	3	0	3	5	0	3	0	8	0	0	0	0	0	11
16:50	0	0	0	0	0	0	0	1	0	1	3	0	1	0	4	1	1	0	0	2	7
16:55	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	1	0	0	0	1	7
Total Volume	0	0	0	0	0	0	7	13	0	20	39	0	25	0	64	22	4	0	0	26	110
% App. Total	0	0	0	0		0	35	65	0		60.9	0	39.1	0		84.6	15.4	0	0		
PHF	.000	.000	.000	.000	.000	.000	.194	.361	.000	.417	.464	.000	.521	.000	.533	.458	.167	.000	.000	.542	.655



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Start Date : 12/15/2022

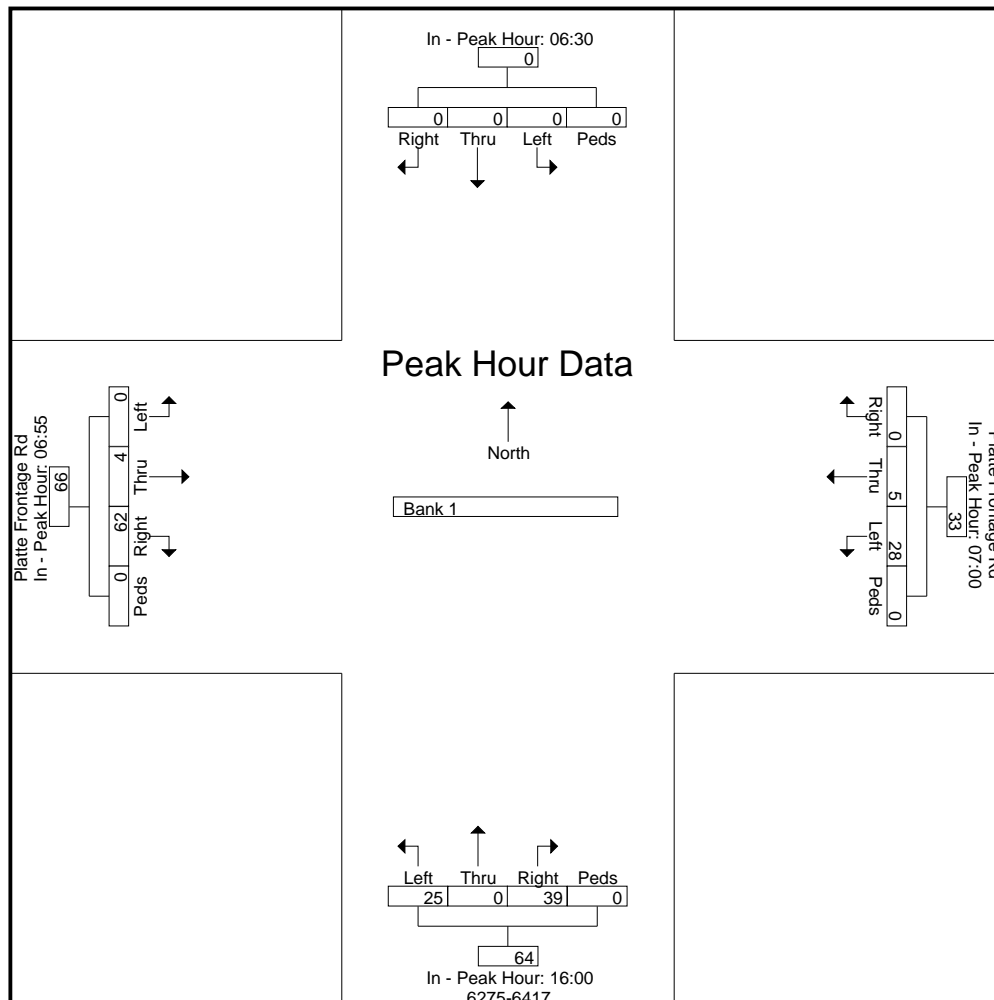
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	Southbound					Platte Frontage Rd Westbound					6275-6417 Northbound					Platte Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:30 to 17:55 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:30					07:00					16:00					06:55				
+0 mins.	0	0	0	0	0	0	0	2	0	2	3	0	2	0	5	10	0	0	0	10
+5 mins.	0	0	0	0	0	0	0	2	0	2	4	0	1	0	5	10	0	0	0	10
+10 mins.	0	0	0	0	0	0	1	4	0	5	4	0	3	0	7	8	0	0	0	8
+15 mins.	0	0	0	0	0	0	0	3	0	3	7	0	3	0	10	7	1	0	0	8
+20 mins.	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	3	0	0	0	3
+25 mins.	0	0	0	0	0	0	0	2	0	2	4	0	1	0	5	5	0	0	0	5
+30 mins.	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	5	1	0	0	6
+35 mins.	0	0	0	0	0	0	0	3	0	3	2	0	4	0	6	1	1	0	0	2
+40 mins.	0	0	0	0	0	0	0	1	0	1	2	0	3	0	5	4	0	0	0	4
+45 mins.	0	0	0	0	0	0	2	3	0	5	5	0	3	0	8	1	0	0	0	1
+50 mins.	0	0	0	0	0	0	1	4	0	5	3	0	1	0	4	4	0	0	0	4
+55 mins.	0	0	0	0	0	0	1	1	0	2	2	0	2	0	4	4	1	0	0	5
Total Volume	0	0	0	0	0	0	5	28	0	33	39	0	25	0	64	62	4	0	0	66
% App. Total	0	0	0	0	0	0	15.2	84.8	0	33	60.9	0	39.1	0	64	93.9	6.1	0	0	66
PHF	.000	.000	.000	.000	.000	.000	.208	.583	.000	.550	.464	.000	.521	.000	.533	.517	.333	.000	.000	.550



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