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6435 E. Platte Avenue Special Use Transportation Memorandum

(LSC #S234310)

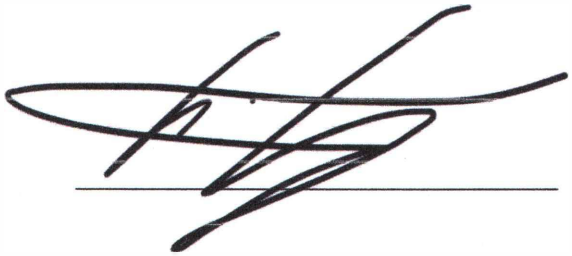
November 15, 2023

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.



11/15/2023
Date

6435 E. Platte Avenue Special Use Transportation Memorandum

Prepared for:

Ari Aragon
Manager
AAA Lion Management
1390 Utica St.
Denver, CO 80204

NOVEMBER 15, 2023

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

LSC #S234310

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November 15, 2023

Ari Aragon
Manager
AAA Lion Management
1390 Utica St.
Denver, CO 80204

RE: 6435 E. Platte Avenue Special Use
Transportation Memorandum
El Paso County, CO
EPC PCD File No.:
LSC # S234310

Dear Mr. Aragon,

LSC Transportation Consultants, Inc. has prepared this transportation memorandum for the proposed Special Use of the property at 6435 E. Platte Avenue. The site is located in unincorporated El Paso County (El Paso County parcel ID 5418001017). The proposed Special Use would allow the five-acre parcel to be utilized as a general outdoor storage business (the intended land use).

Access is proposed from the existing property driveway on south-side Platte Avenue frontage road located about 200 feet east of the Hathaway/Platte Avenue (US Highway 24) south Frontage Road three-quarter-movement intersection.

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:

- *Wirenut* – August 10, 2023 (by LSC)
- *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 Wirenut study as part of preparation of this report.

LAND USE AND ACCESS

Site Land Use

Figure 1 shows the site location relative to the adjacent and nearby streets. The 9-acre parcel at 6435 E. Platte Avenue is proposed for Special Use to allow a general outdoor storage land use on the property. No permanent structures are proposed.

The land use will provide leasable outdoor spaces for businesses, contractors, and others to store vehicles, equipment, materials, etc. The anticipated tenants may include landscape maintenance contractors, design-build contractors, and other businesses needing properly zoned outdoor storage space in this location, conveniently located near Platte Avenue (US Highway 24) and other major transportation corridors. Please refer to Appendix A for additional information about this land use.

A copy of the site plan is shown in Figure 2. This use is similar to mini-warehouse/self-storage (but is outdoor with no permanent buildings proposed) and RV/Boat storage (but allows for storage other than vehicles and is intended for lease by businesses, contractors, and others).

Site Access

Access is proposed from the existing property driveway on south-side Platte Avenue frontage road located about 200 feet east of the Hathaway/Platte Avenue (US Highway 24) south Frontage Road three-quarter-movement intersection.

Recent TIS reports for parcels within this area have reflected a CDOT directive to the applicant for the "HCD Drilling" to close the existing right-in/right-out (RIRO) vehicular connection to the US Highway (Hwy) 24 "mainline." This RIRO connection is located 925 feet west of the frontage road/three-quarter-movement intersection and 1,125 feet west of this site. If/when the RIRO is closed, 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 an "existing-plus-site" scenario prior to closure of that RIRO and a short-term scenario assuming closure of that RIRO. The long-term (20-year horizon) scenario assumes closure of the RIRO.

SITE ACCESS SIGHT DISTANCE

CDOT Requirements

The proposed site-access point must meet *Colorado State Highway Access Code* standards for sight distance.

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*). The site-access driveway is at the east end of the south frontage road. Therefore, entering sight distance may not be necessary (with essentially no through traffic on the frontage road). Sight distance along the highway may be sufficient. There is a gated entry to a water/wastewater facility to the east.

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*). The eastbound approach is likely the only applicable approach for this as there is no westbound approach to this site access. Sight-distance field measurements for the eastbound approach to 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 Hwy 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 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* and *Wirenut* were also referenced to establish short-term baseline traffic volumes, as those estimates include the completion of the HCD Drilling and Wirenut developments 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 to the US Hwy 24 mainline, located approximately 925 feet west the US Hwy 24/three-quarter access intersection. The short-term baseline scenario assumes all existing traffic using this RIRO reassigned to the existing three-quarter access to reflect adjusted traffic patterns.

Note: The trips shown turning to and from the east leg of the US Hwy 24/three-quarter access intersection were included in prior TIS reports and were intended to account for potential changes in land use on this parcel (now accounted for in this study by "site-generated" traffic) and/or trips to/from the district water/wastewater facility accessed at the east end of the frontage road. This report retains these turning-movement estimates, but this is likely a conservative assumption if the water/wastewater facility (present and future) average peak-hour traffic is accurately represented by the existing counts in Figure 3.

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

Typically, estimates of the existing and projected vehicle trips to be generated by a parcel of land upon development are made using nationally-published average trip-generation rates for associated land-use codes in *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE).

However, for this report, "General Outdoor Storage" rates (shown in the attached Table 1) are estimates by LSC based on the results of traffic counts by LSC, conducted at several outdoor storage facilities in Colorado Springs and Arapahoe County. These counts were conducted specifically to estimate a trip-generation rate for this land use, as ITE's *Trip Generation* does not include trip generation rates specifically for outdoor storage businesses as described in the land-use section above and in the attached Appendix A.

Error! Reference source not found. The attached Table presents the estimated site trip g eneration based on the trip-generation rates from Appendix A.

Missing information

Based on the ITE estimate, the proposed outdoor storage development is projected to generate about 192 total vehicle trips on the average weekday. During the weekday morning peak hour, approximately 10 vehicles would enter and 7 vehicles would exit the site. Approximately 11 entering vehicles and 9 exiting vehicles are projected for the weekday afternoon peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

Estimating the directional distribution of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 5 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches. This report utilizes a similar directional distribution as the HCD Drilling and Wirenut reports, with localized trip routing adjustments specific to the location of and access to/from this proposed outdoor storage 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 1).

Existing Plus-Site-Generated Traffic Volumes

Figure 7 shows the sum of existing traffic volumes (from Figure 3) and site-generated peak-hour traffic volumes (shown in Figure 6). These volumes represent the projected short-term total traffic, assuming only completion of this development. This scenario assumes no changes to the existing access points between Motel Road and mainline US Highway 24 (i.e., prior to closure of the Motel Road RI/RO access to the mainline).

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

Figure 8 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 2043 Background Traffic Volumes

Figure 9 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.

Estimates include the completion of the HCD Drilling and Wirenut developments in the vicinity that are assumed to have been completed.

Note: The trips shown turning to and from the east leg of the US Hwy 24/three-quarter access intersection were included in prior TIS reports and were intended to account for potential changes in land use on this parcel (now accounted for in this study by "site-generated" traffic) and/or trips to/from the district water/wastewater facility accessed at the east end of the frontage road. This report retains these turning movement estimates, but this is likely a conservative assumption if the water/wastewater facility (present and future) average peak-hour traffic is accurately represented by the existing counts in Figure 3.

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 this proposed outdoor storage site.

Adjustments to the 2043 background volumes have 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 2043 Total Traffic Volumes

Figure 10 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 Average Control Delay (seconds per vehicle)	Unsignalized Intersections Average Control Delay (seconds per vehicle)[(1)]
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1 sec or more

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

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: Existing-Plus-Site-Generated 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 scenario. Note: minimal site-generated traffic would be added to this turning movement, and once the RIRO access to Motel Road is closed, no site traffic would utilize this turn lane. 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.

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 Mainline) – EX- Expressway/Major Bypass
- “Motel Road”/south frontage road – FR-Frontage Road

Eastbound Left-Turn Deceleration Lane

Site-generated traffic is estimated to add two vehicles per hour to this turn 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 did not indicate a requirement of other projects served by the south frontage road 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.**

This outdoor storage project may be required to participate in a fair and equitable manner towards the cost of these improvements if completed by one of these other projects/developments in this area served by Motel Road/S. Frontage Road.

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.**

This outdoor storage project may be required to participate in a fair and equitable manner towards the cost of these improvements if completed by one of these other projects/developments in this area served by Motel Road/S. Frontage Road.

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 lane 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/striping 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.**

This outdoor storage project may be required to participate in a fair and equitable manner towards the cost of these improvements if completed by one of these other projects/developments in this area served by Motel Road/S. Frontage Road.

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.

EL PASO COUNTY ROAD IMPACT FEE PROGRAM

Please calculate fee based on trip rate of $398.55 based of 192 daily trips.

This project will be required to participate in the El Paso [illegible]gram.

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 at the site development plan stage. As no buildings are proposed for this site, a fee rate based on trips will likely need to be calculated.

CONCLUSIONS

PID not available since no subdivision or replat is occurring

page 7 has 192 trips to match Appdx A

- The site is projected to generate about 167 new driveway vehicle tr[illegible] weekday.
- During the weekday morning peak hour of adjacent street traffic, 10 vehicles would enter the site while 7 vehicles would exit.
- During the weekday evening peak hour of adjacent street traffic, 11 vehicles would enter the site while 9 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. This outdoor storage project may be required to participate in fair and equitable manner towards the cost of these improvements if completed by one of these other projects/developments in this area served by Motel Road/S. Frontage Road. Please refer to the "Auxiliary Turn-Lane Analysis" section for details.
- A CDOT access permit will likely be 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/JAB:jas

Enclosures: Table 1
Figure 1 – Figure 10
Synchro LOS Reports
Traffic Counts
Appendix A

Table 1

TRANSPORTATION
CONSULTANTS, INC.

Table 1: Trip Generation Estimate

ITE Code	Land Use	Value	Units	Trip Generation Rates [1]					Trips Generated				
				Average	A.M. Peak Hour		P.M. Peak Hour		Average	A.M. Peak Hour		P.M. Peak Hour	
				Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
N/A	General Outdoor Storage	5.099	Acres	37.68	2.02	1.33	2.19	1.74	192	10	7	11	9

[1] Please refer to Appendix A; Source: local entering and exiting count data at outdoor storage yards in Colorado Springs, CO and Arapahoe County, CO in October & November 2023

Updated: November 9, 2023

Figures 1-10

TRANSPORTATION
CONSULTANTS, INC.

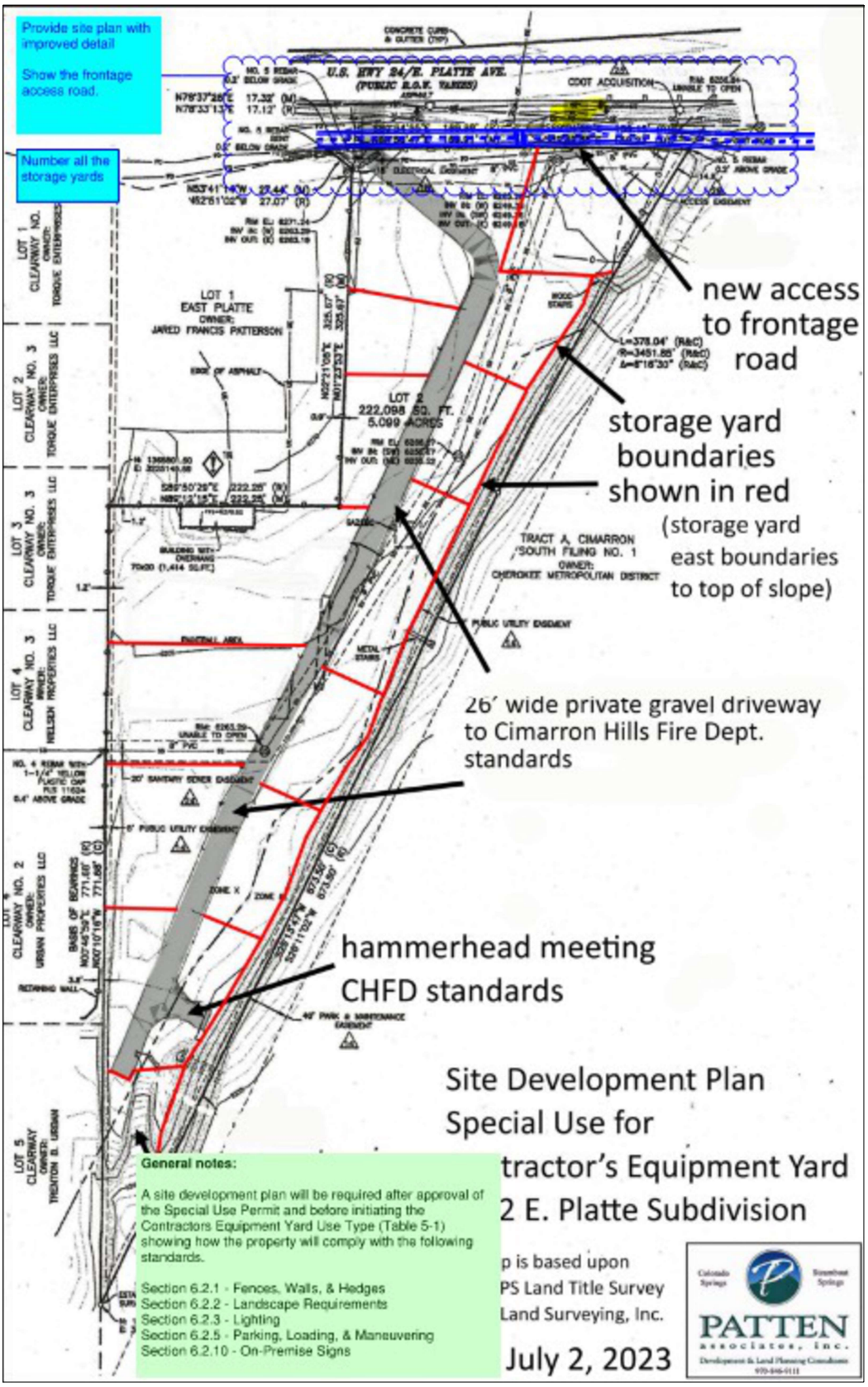
Not to scale

TRANSPORTATION CONSULTANTS, INC.

Figure 1

Vicinity Map

6435 E Platte Avenue Outdoor Storage (LSC# S234310)

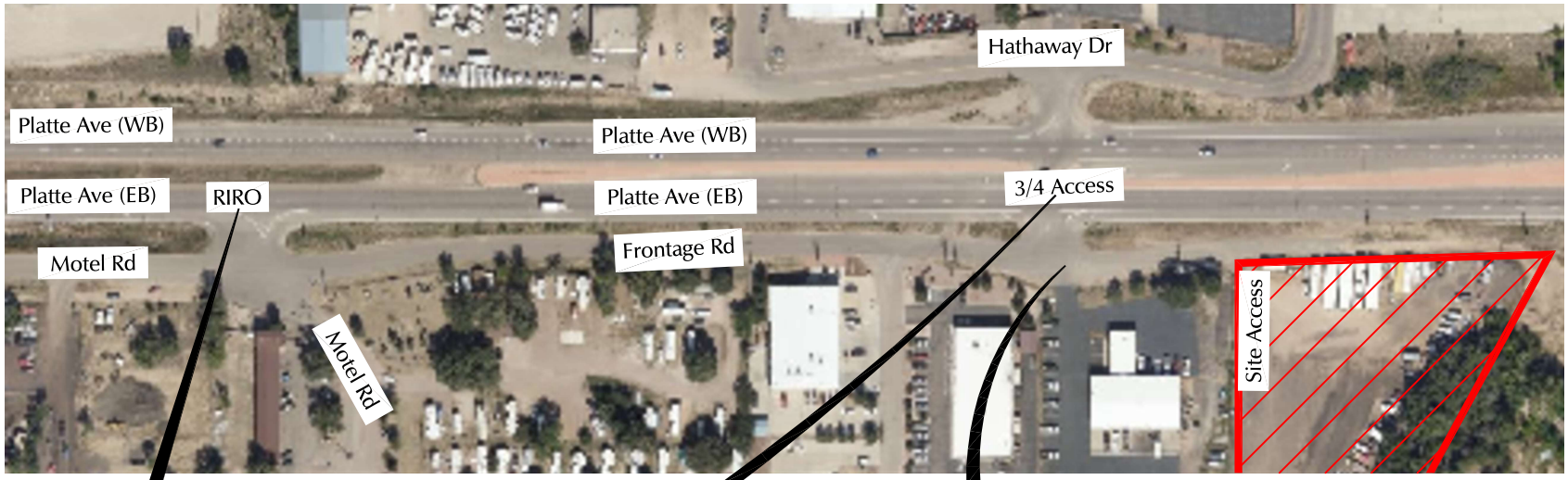


NTS

Figure 2

Site Plan

6435 E Platte Avenue Outdoor Storage (LSC# S234310)



Not to scale

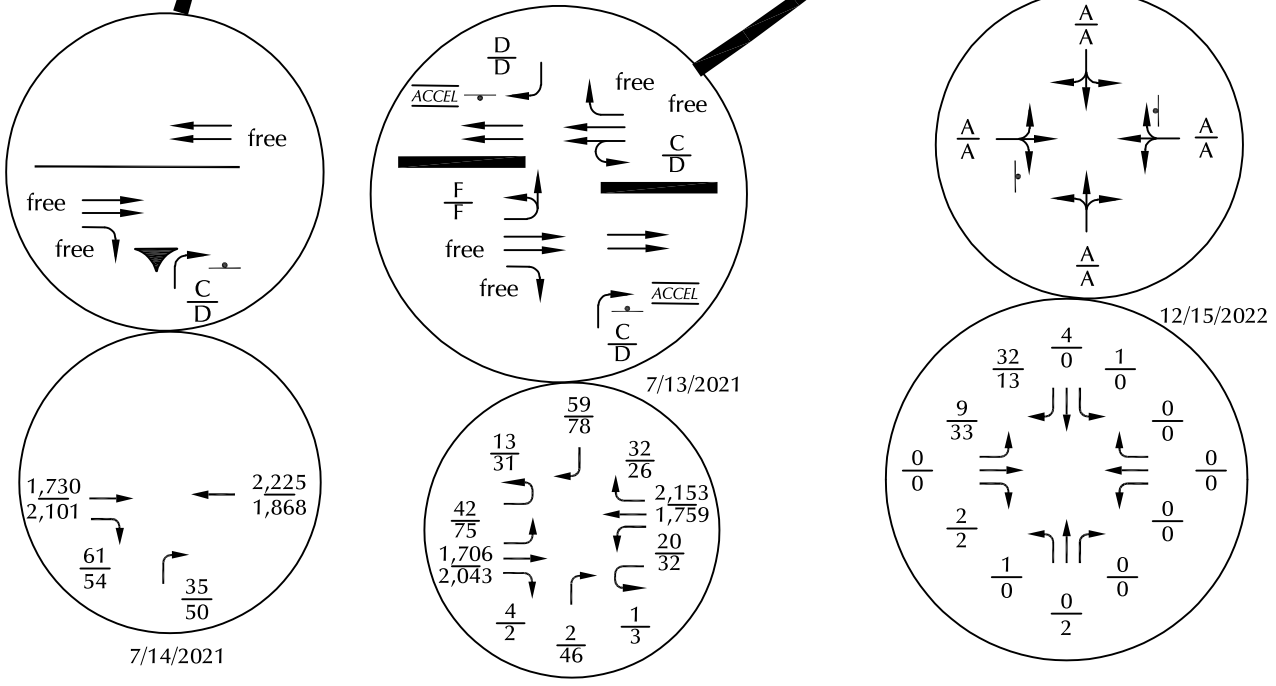


Figure 3

Existing Traffic, Lane Geometry, Traffic Control, and LOS

6435 E Platte Avenue Outdoor Storage (LSC# S234310)

LSC TRANSPORTATION CONSULTANTS, INC.

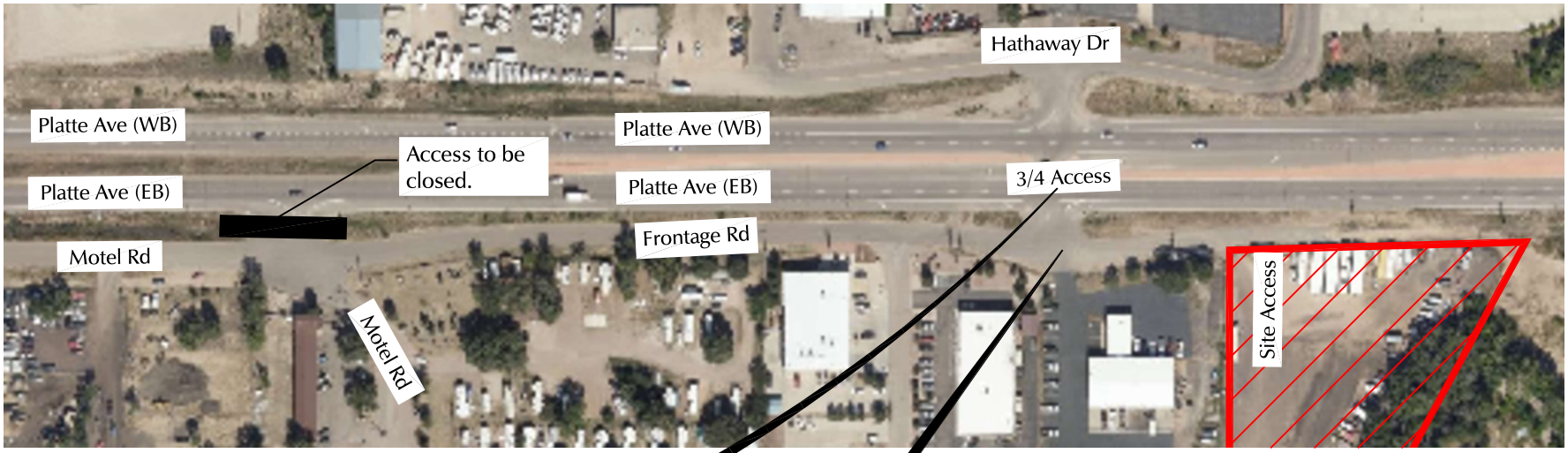
X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

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

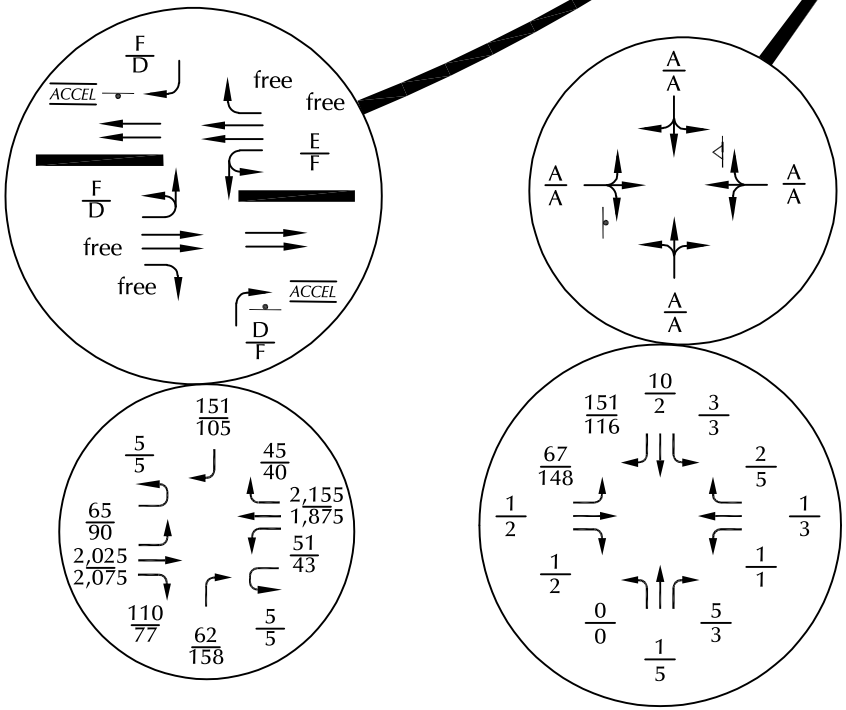
X,XXX = Average Daily Traffic (Vehicles/Day)

Counts by LSC (dates noted)

= Stop Sign = Yield Sign



Not to scale



*Assumes closure of Right-in/Right-out (RI/RO) connection between the south frontage road and the mainline of eastbound US Highway 24 at Motel Road.

Figure 4

Short-Term Baseline Traffic, Lane Geometry, Traffic Control, and LOS (Assumes RI/RO Closure*)

6435 E Platte Avenue Outdoor Storage (LSC# S234310)

TRANSPORTATION CONSULTANTS, INC.

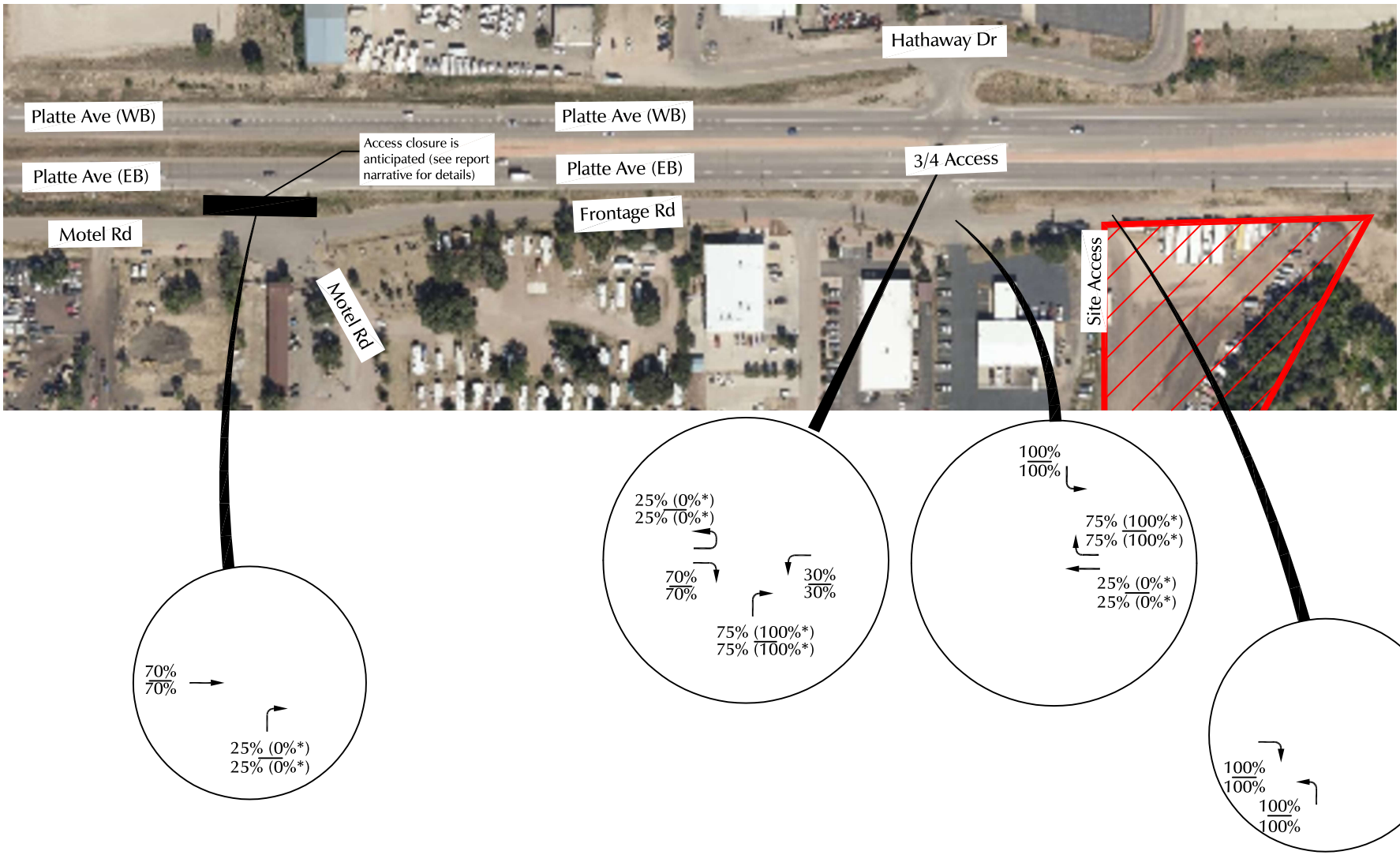
X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

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



N

Not to scale

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

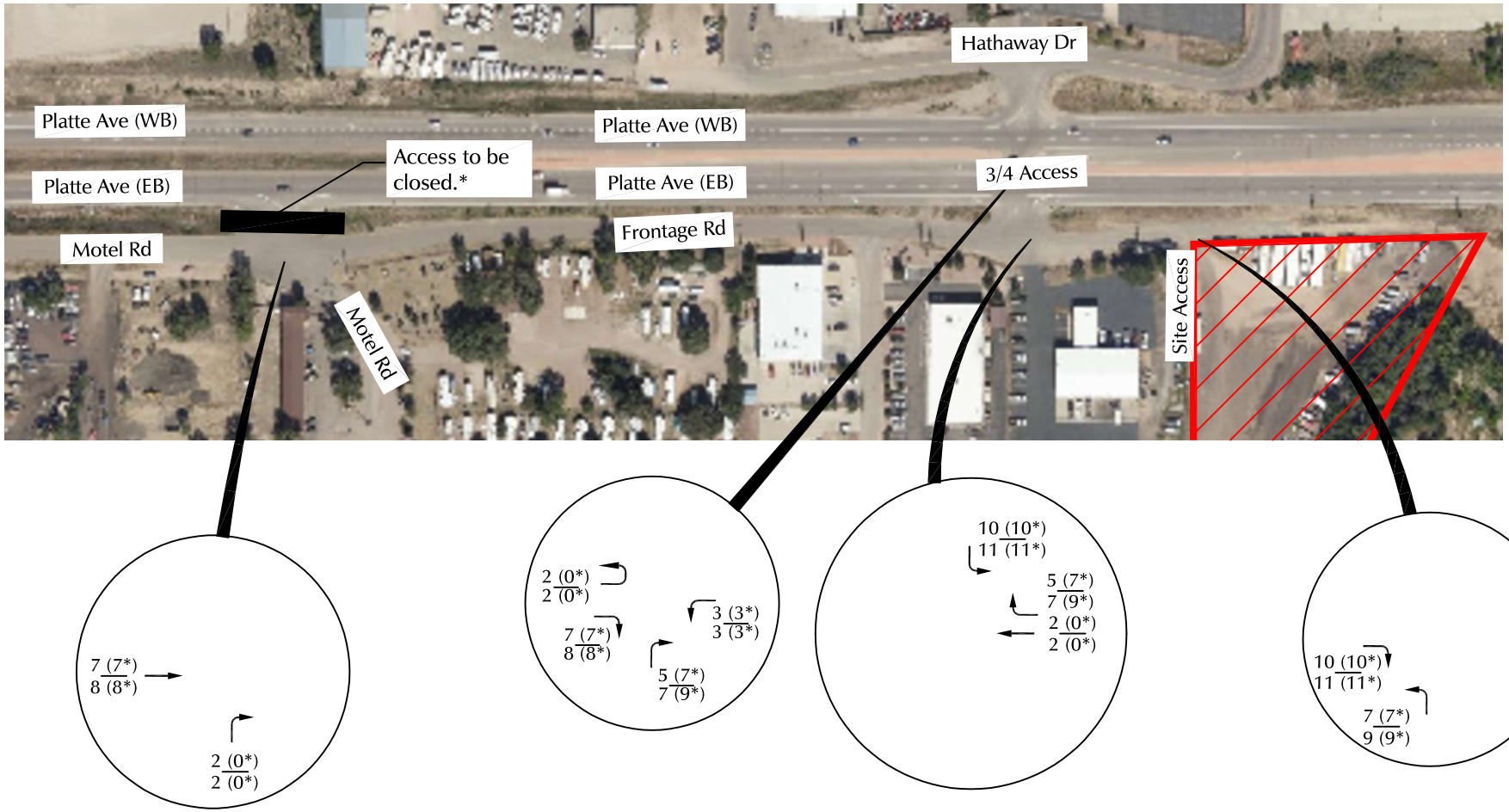
*Localized trip routing estimate once the Right-in/Right-out (RI/RO) connection between the south frontage road and the mainline of eastbound US Highway 24 at Motel Road is closed.

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 5

Directional Distribution

6435 E Platte Avenue Outdoor Storage (LSC# S234310)



Not to scale

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

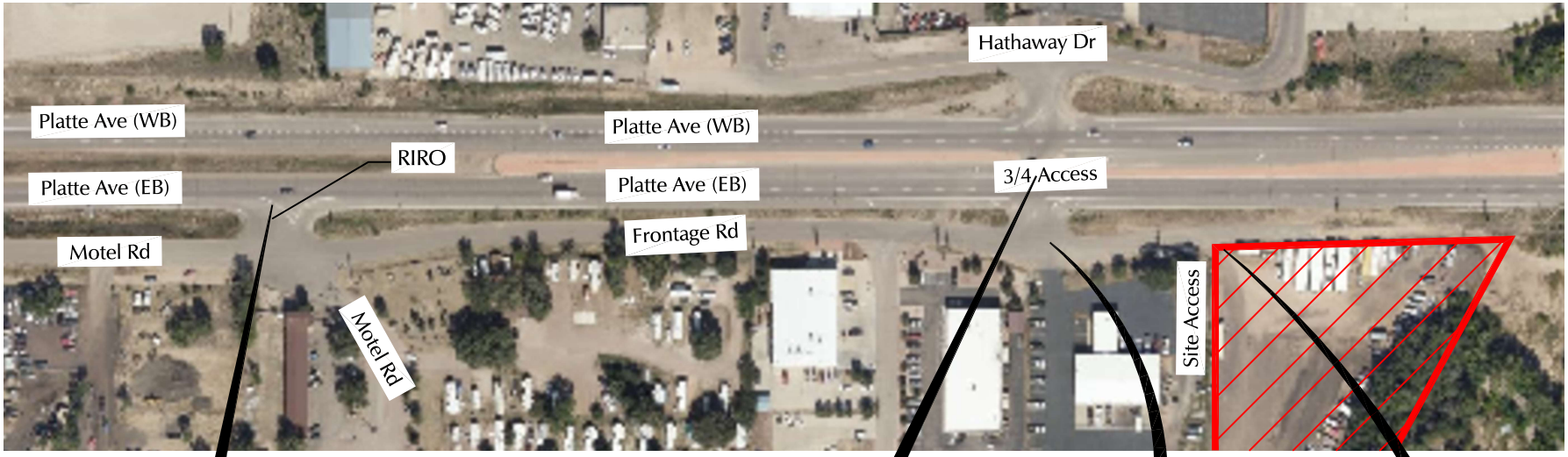
X,XXX = Average Daily Traffic (Vehicles/Day)

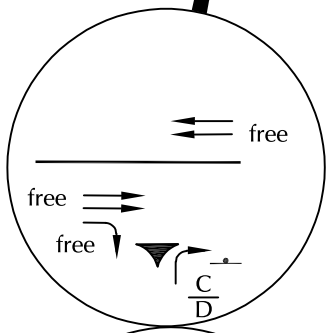
*Localized trip routing estimate reflecting the anticipated future closure of the Right-in/Right-out (RI/RO) connection between the south frontage road and the mainline of eastbound US Highway 24 at Motel Road.

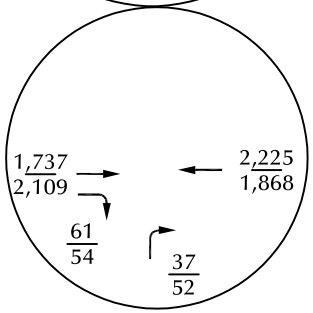
Figure 6

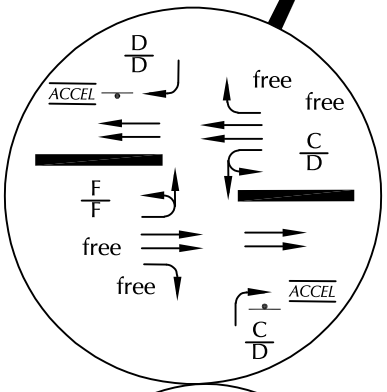
Site-Generated Traffic

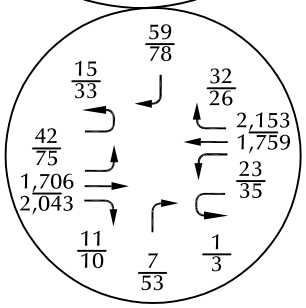
6435 E Platte Avenue Outdoor Storage (LSC# S234310)

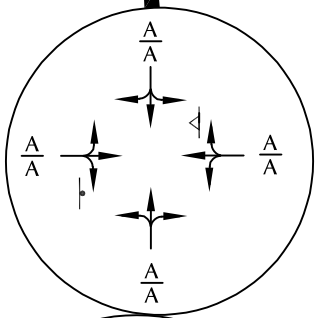


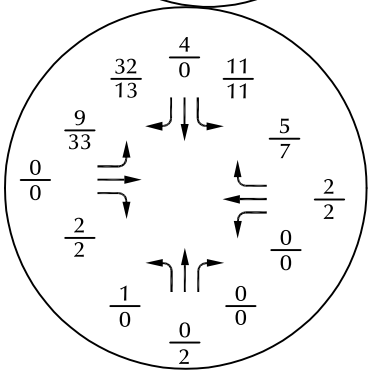


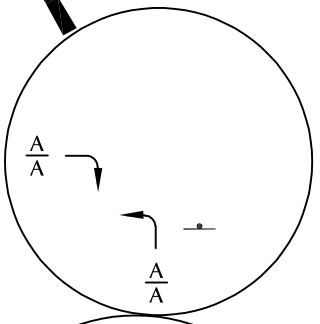


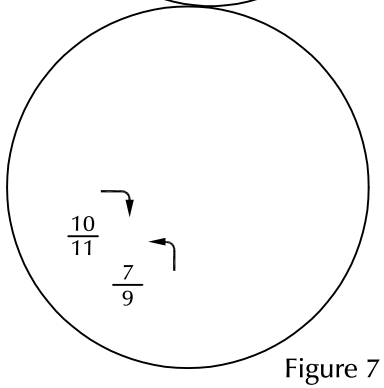












Not to scale

Figure 7

Existing Plus Site-Generated Traffic, Lane Geometry, Traffic Control, and LOS

6435 E Platte Avenue Outdoor Storage (LSC# S234310)

TRANSPORTATION CONSULTANTS, INC.

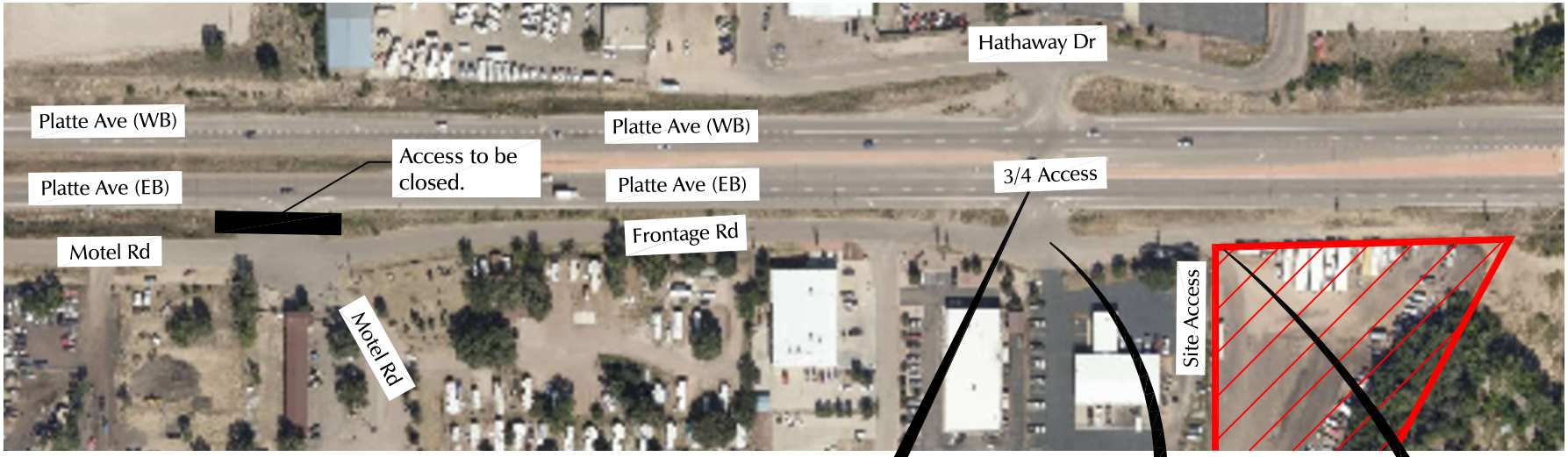
$\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

$\frac{XX}{XX}$ = 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



Not to scale

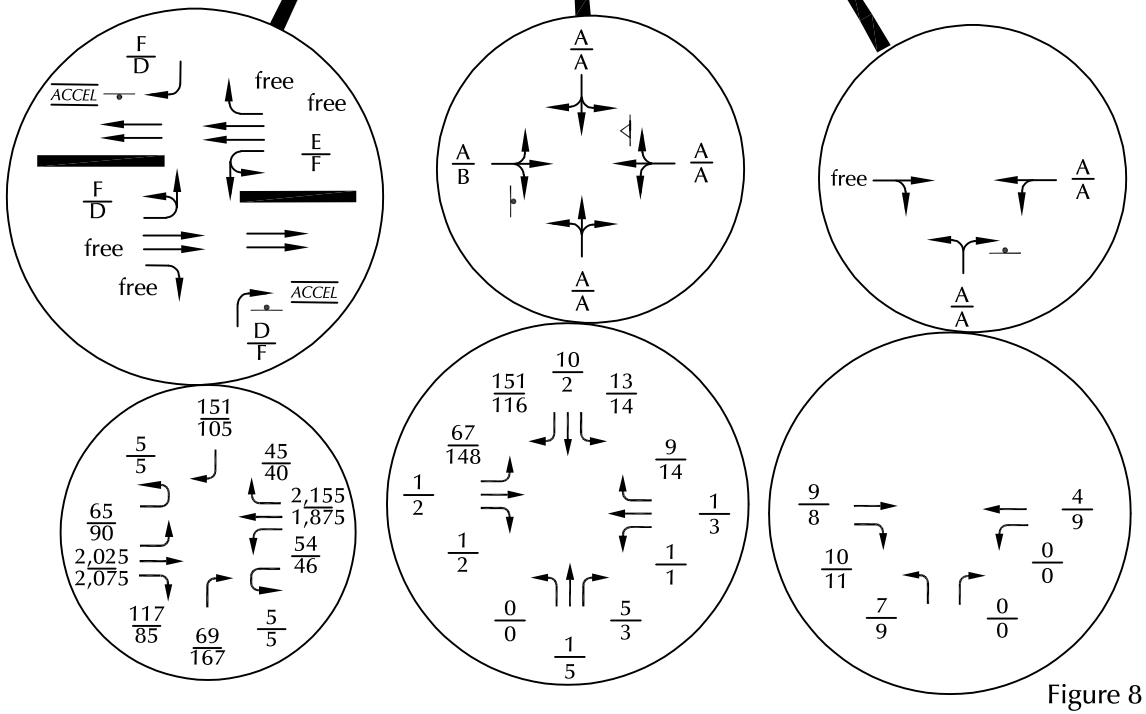


Figure 8

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

6435 E Platte Avenue Outdoor Storage (LSC# S234310)

LSC TRANSPORTATION CONSULTANTS, INC.

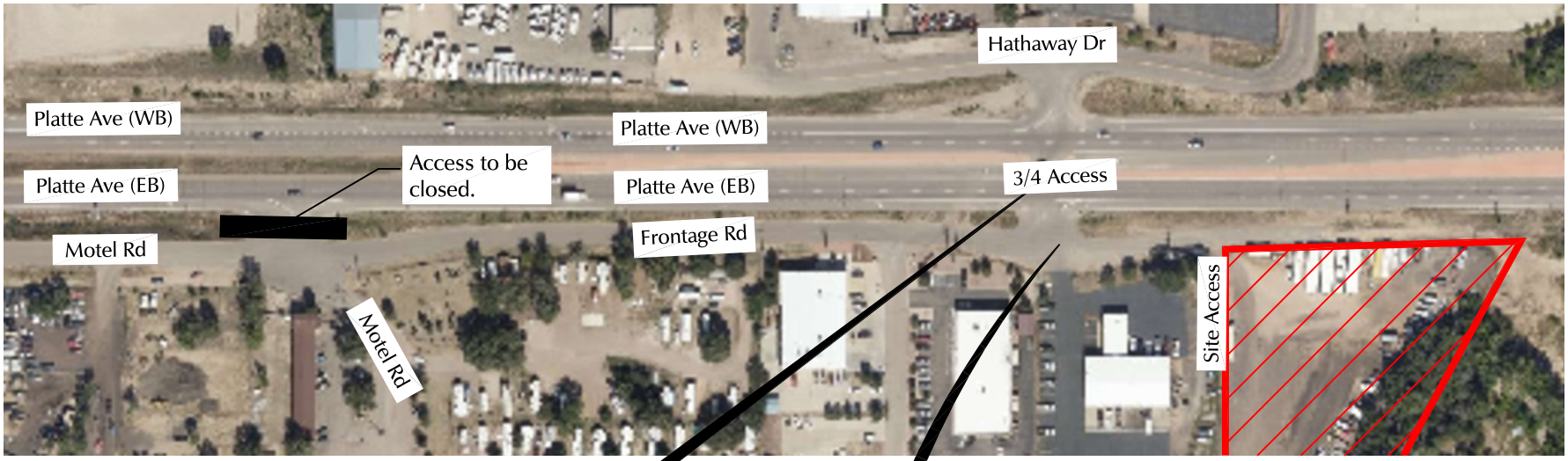
X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

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

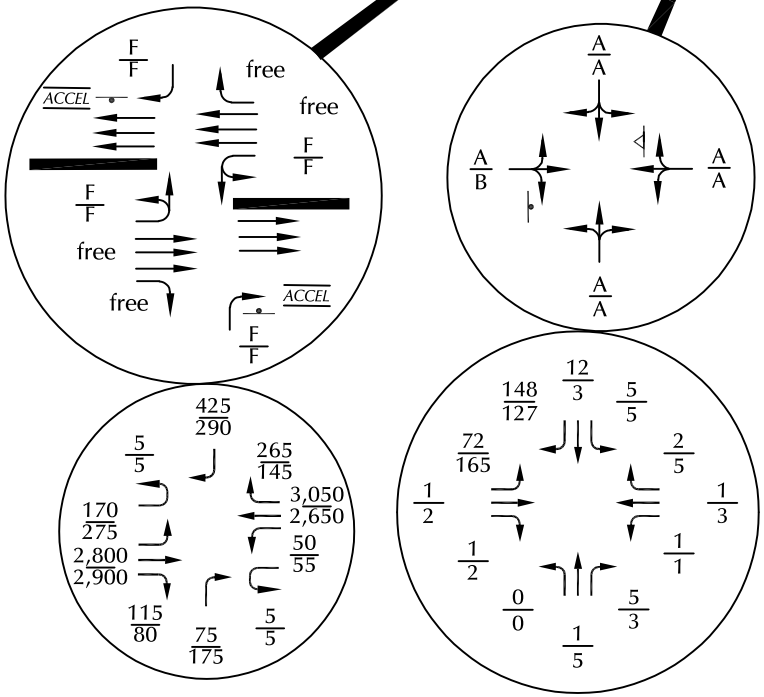
X,XXX = Average Daily Traffic (Vehicles/Day)

= Yield Sign

= Stop Sign



Not to scale



*Assuming closure of Right-in/Right-out (RI/RO) connection between the south frontage road and the mainline of eastbound US Highway 24 at Motel Road.

Figure 9

2043 Background Traffic, Lane Geometry, Traffic Control, and LOS (Assuming RI/RO Closure*)

6435 E Platte Avenue Outdoor Storage (LSC# S234310)

TRANSPORTATION CONSULTANTS, INC.

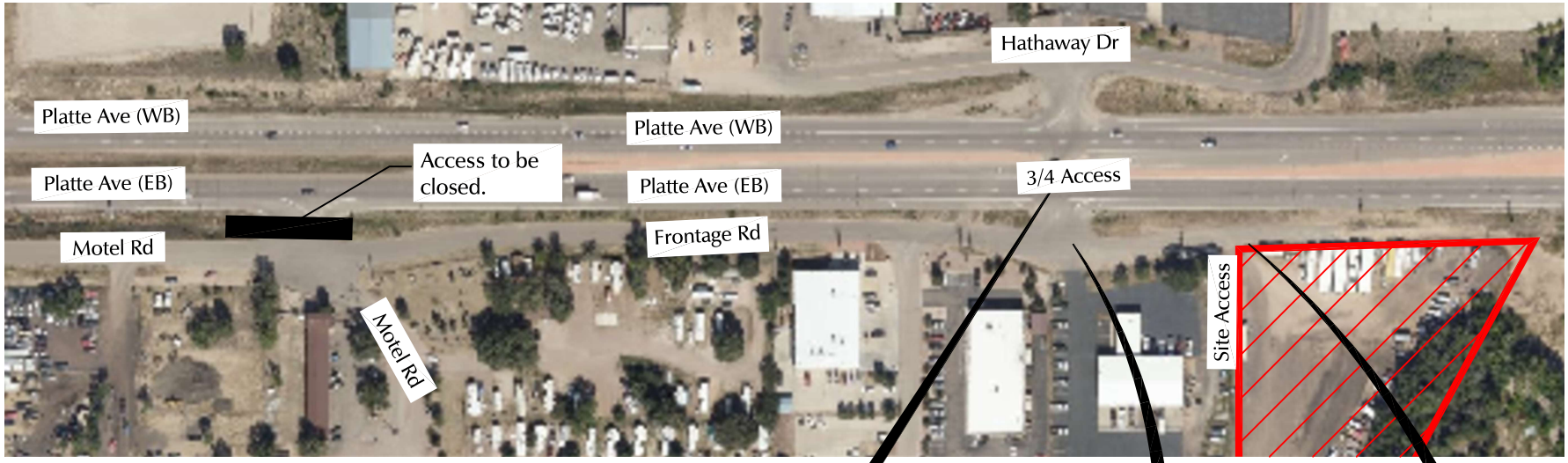
$\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

$\frac{XX}{XX}$ = 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



Not to scale

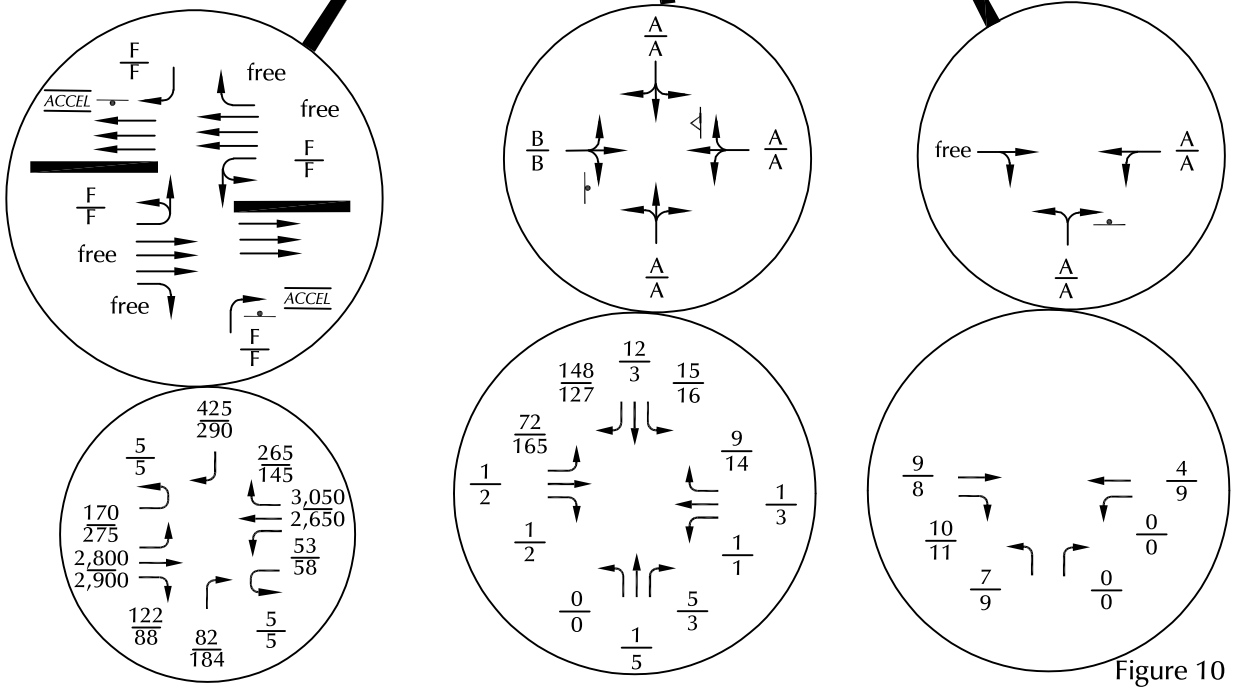


Figure 10

2043 Total Traffic, Lane Geometry, Traffic Control, and LOS

6435 E Platte Avenue Outdoor Storage (LSC# S234310)

LSC TRANSPORTATION CONSULTANTS, INC.

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

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

Level of Service Reports

TRANSPORTATION
CONSULTANTS, INC.

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	EBLn1	WBLn1	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	-	-	-	-	-	-	-

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	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
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	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	31	75	2043	2	3	32	1759	26	0	0	46	0	0	78
Future Vol, veh/h	31	75	2043	2	3	32	1759	26	0	0	46	0	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	325	-	0	-	300	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	79	2151	2	3	34	1852	27	0	0	59	0	0	94

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	1852	1879	0	0	2151	2153	0	0	-	-	1076	-	-	926
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	93	316	-	-	59	246	-	-	0	0	215	0	0	271
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	150	150	-	-	179	179	-	-	-	-	215	-	-	271
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	0.6	28	25.2
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	215	150	-	-	179	-	-	271
HCM Lane V/C Ratio	0.274	0.744	-	-	0.206	-	-	0.347
HCM Control Delay (s)	28	78	-	-	30.2	-	-	25.2
HCM Lane LOS	D	F	-	-	D	-	-	D
HCM 95th %tile Q(veh)	1.1	4.5	-	-	0.7	-	-	1.5

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	33	0	2	0	0	0	0	2	0	0	0	13
Future Vol, veh/h	33	0	2	0	0	0	0	2	0	0	0	13
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	42	0	3	0	0	0	0	3	0	0	0	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	12	12	9	13	20	3	17	0	0	3	0	0
Stage 1	9	9	-	3	3	-	-	-	-	-	-	-
Stage 2	3	3	-	10	17	-	-	-	-	-	-	-
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	1005	883	1073	1004	874	1081	1600	-	-	1619	-	-
Stage 1	1012	888	-	1020	893	-	-	-	-	-	-	-
Stage 2	1020	893	-	1011	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1005	883	1073	1002	874	1081	1600	-	-	1619	-	-
Mov Cap-2 Maneuver	1005	883	-	1002	874	-	-	-	-	-	-	-
Stage 1	1012	888	-	1020	893	-	-	-	-	-	-	-
Stage 2	1020	893	-	1009	881	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1600	-	-	1009	-	1619	-	-
HCM Lane V/C Ratio	-	-	-	0.044	-	-	-	-
HCM Control Delay (s)	0	-	-	8.7	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

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	5.9

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	151
Future Vol, veh/h	5	65	2025	110	5	51	2155	45	0	0	62	0	0	151
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	174

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	92	92	-	-	165	165	-	-	-	-	218	-	-	196
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4	1	29.9	87
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	218	92	-	-	165	-	-	196
HCM Lane V/C Ratio	0.343	0.801	-	-	0.357	-	-	0.886
HCM Control Delay (s)	29.9	125.9	-	-	38.5	-	-	87
HCM Lane LOS	D	F	-	-	E	-	-	F
HCM 95th %tile Q(veh)	1.4	4.2	-	-	1.5	-	-	6.8

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	EBLn1	WBLn1	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	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2205	0	0	2311	0	0
Future Vol, veh/h	2205	0	0	2311	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2321	0	0	2433	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1161
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	188
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	188
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	0	0	9	0	0
Future Vol, veh/h	4	0	0	9	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	0	0	12	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	5	0	17	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	12	-
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	-	-	1616	-	1001	1078
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1616	-	1001	1078
Mov Cap-2 Maneuver	-	-	-	-	1001	-
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1011	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1616	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

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

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	148	2	2	1	3	5	0	5	3	3	2	116
Future Vol, veh/h	148	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	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	170	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	-	919	771	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	880	911	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.199	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	-	-	0.7	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2247	0	0	1985	0	0
Future Vol, veh/h	2247	0	0	1985	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2365	0	0	2089	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1183
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	182
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	182
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	0	0	9	0	0
Future Vol, veh/h	8	0	0	9	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	0	12	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	10	0	22	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	12	-
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	-	-	1610	-	995	1071
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	995	1071
Mov Cap-2 Maneuver	-	-	-	-	995	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1011	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1610	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	65	2025	117	5	54	2155	45	0	0	69	0	0	151
Future Vol, veh/h	5	65	2025	117	5	54	2155	45	0	0	69	0	0	151
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	123	5	57	2268	47	0	0	83	0	0	174

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	2268	2315	0	0	2132	2255	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	225	-	-	0	0	218	0	0	196
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	92	92	-	-	164	164	-	-	-	-	218	-	-	196
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4	1	31.3	87
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	218	92	-	-	164	-	-	196
HCM Lane V/C Ratio	0.381	0.801	-	-	0.379	-	-	0.886
HCM Control Delay (s)	31.3	125.9	-	-	39.6	-	-	87
HCM Lane LOS	D	F	-	-	E	-	-	F
HCM 95th %tile Q(veh)	1.7	4.2	-	-	1.6	-	-	6.8

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	1	1	1	1	9	0	1	5	13	10	151
Future Vol, veh/h	67	1	1	1	1	9	0	1	5	13	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	12	0	1	6	15	11	174

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	139	135	98	133	219	4	185	0	0	7	0	0
Stage 1	128	128	-	4	4	-	-	-	-	-	-	-
Stage 2	11	7	-	129	215	-	-	-	-	-	-	-
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	831	756	958	839	679	1080	1390	-	-	1614	-	-
Stage 1	876	790	-	1018	892	-	-	-	-	-	-	-
Stage 2	1010	890	-	875	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	814	748	958	830	672	1080	1390	-	-	1614	-	-
Mov Cap-2 Maneuver	814	748	-	830	672	-	-	-	-	-	-	-
Stage 1	876	781	-	1018	892	-	-	-	-	-	-	-
Stage 2	998	890	-	863	717	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	8.7	0	0.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1390	-	-	815	998	1614	-	-
HCM Lane V/C Ratio	-	-	-	0.102	0.014	0.009	-	-
HCM Control Delay (s)	0	-	-	9.9	8.7	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2212	0	0	2311	0	0
Future Vol, veh/h	2212	0	0	2311	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2328	0	0	2433	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1164
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	188
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	188
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	10	0	4	7	0
Future Vol, veh/h	9	10	0	4	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	13	0	5	9	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	25	0	24	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	5	-
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	-	-	1589	-	992	1059
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1589	-	992	1059
Mov Cap-2 Maneuver	-	-	-	-	992	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1018	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	992	-	-	1589	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	90	2075	85	5	46	1875	40	0	0	167	0	0	105
Future Vol, veh/h	5	90	2075	85	5	46	1875	40	0	0	167	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	89	5	48	1974	42	0	0	192	0	0	127

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	1974	2016	0	0	2184	2273	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	221	-	-	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	-	-	77	77	-	-	-	-	210	-	-	246
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	3.2	89	34.2
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	210	218	-	-	77	-	-	246
HCM Lane V/C Ratio	0.914	0.459	-	-	0.697	-	-	0.514
HCM Control Delay (s)	89	34.8	-	-	122.7	-	-	34.2
HCM Lane LOS	F	D	-	-	F	-	-	D
HCM 95th %tile Q(veh)	7.4	2.2	-	-	3.3	-	-	2.7

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	148	2	2	1	3	14	0	5	3	14	2	116
Future Vol, veh/h	148	2	2	1	3	14	0	5	3	14	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	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	170	2	2	1	4	18	0	6	4	17	2	140

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	125	116	72	116	184	8	142	0	0	10	0	0
Stage 1	106	106	-	8	8	-	-	-	-	-	-	-
Stage 2	19	10	-	108	176	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	849	774	990	861	710	1074	1441	-	-	1610	-	-
Stage 1	900	807	-	1013	889	-	-	-	-	-	-	-
Stage 2	1000	887	-	897	753	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	824	765	990	849	701	1074	1441	-	-	1610	-	-
Mov Cap-2 Maneuver	824	765	-	849	701	-	-	-	-	-	-	-
Stage 1	900	797	-	1013	889	-	-	-	-	-	-	-
Stage 2	979	887	-	882	744	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	8.8	0	0.8
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	825	973	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.212	0.024	0.01	-	-
HCM Control Delay (s)	0	-	-	10.5	8.8	7.3	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.1	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2247	0	0	1985	0	0
Future Vol, veh/h	2247	0	0	1985	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2365	0	0	2089	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1183
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	182
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	182
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	11	0	9	9	0
Future Vol, veh/h	8	11	0	9	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	14	0	12	12	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	24	0	29	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	12	-
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	-	-	1591	-	986	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1591	-	986	1062
Mov Cap-2 Maneuver	-	-	-	-	986	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1011	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	986	-	-	1591	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	15	42	1706	11	1	23	2153	32	0	0	7	0	0	59
Future Vol, veh/h	15	42	1706	11	1	23	2153	32	0	0	7	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	16	44	1796	12	1	24	2266	34	0	0	9	0	0	71

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	2266	2300	0	0	1796	1808	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	336	-	-	0	0	282	0	0	197
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	90	90	-	-	305	305	-	-	-	-	282	-	-	197
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.3	0.2	18.2	33.2
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	282	90	-	-	305	-	-	197
HCM Lane V/C Ratio	0.032	0.667	-	-	0.083	-	-	0.361
HCM Control Delay (s)	18.2	103.7	-	-	17.9	-	-	33.2
HCM Lane LOS	C	F	-	-	C	-	-	D
HCM 95th %tile Q(veh)	0.1	3.2	-	-	0.3	-	-	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	2	5	1	0	0	11	4	32
Future Vol, veh/h	9	0	2	0	2	5	1	0	0	11	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	3	6	1	0	0	14	5	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	61	56	26	57	76	0	46	0	0	0	0	0
Stage 1	54	54	-	2	2	-	-	-	-	-	-	-
Stage 2	7	2	-	55	74	-	-	-	-	-	-	-
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	934	835	1050	940	814	-	1562	-	-	-	-	-
Stage 1	958	850	-	1021	894	-	-	-	-	-	-	-
Stage 2	1015	894	-	957	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	834	1050	937	813	-	1562	-	-	-	-	-
Mov Cap-2 Maneuver	-	834	-	937	813	-	-	-	-	-	-	-
Stage 1	957	850	-	1020	893	-	-	-	-	-	-	-
Stage 2	1011	893	-	955	833	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1562	-	-	-	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	-
HCM Control Delay (s)	7.3	0	-	-	-	-	-	-
HCM Lane LOS	A	A	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1737	61	0	2225	0	37
Future Vol, veh/h	1737	61	0	2225	0	37
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	1888	66	0	2418	0	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	944
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	263
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	263
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	263	-	-	-
HCM Lane V/C Ratio	0.153	-	-	-
HCM Control Delay (s)	21.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	0	7	0
Future Vol, veh/h	0	10	0	0	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	9	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	8	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	1	-
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	-	-	1606	-	1013	1075
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1606	-	1013	1075
Mov Cap-2 Maneuver	-	-	-	-	1013	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1013	-	-	1606	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	33	75	2043	10	3	35	1759	26	0	0	53	0	0	78
Future Vol, veh/h	33	75	2043	10	3	35	1759	26	0	0	53	0	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	325	-	0	-	300	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	79	2151	11	3	37	1852	27	0	0	64	0	0	94

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	1852	1879	0	0	2151	2162	0	0	-	-	1076	-	-	926
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	93	316	-	-	59	244	-	-	0	0	215	0	0	271
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	146	146	-	-	180	180	-	-	-	-	215	-	-	271
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.2	0.6	28.7	25.2
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	215	146	-	-	180	-	-	271
HCM Lane V/C Ratio	0.297	0.779	-	-	0.222	-	-	0.347
HCM Control Delay (s)	28.7	84.7	-	-	30.7	-	-	25.2
HCM Lane LOS	D	F	-	-	D	-	-	D
HCM 95th %tile Q(veh)	1.2	4.8	-	-	0.8	-	-	1.5

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	33	0	2	0	2	7	0	2	0	11	0	13
Future Vol, veh/h	33	0	2	0	2	7	0	2	0	11	0	13
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	42	0	3	0	3	9	0	3	0	14	0	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	46	40	9	41	48	3	17	0	0	3	0	0
Stage 1	37	37	-	3	3	-	-	-	-	-	-	-
Stage 2	9	3	-	38	45	-	-	-	-	-	-	-
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	955	852	1073	963	844	1081	1600	-	-	1619	-	-
Stage 1	978	864	-	1020	893	-	-	-	-	-	-	-
Stage 2	1012	893	-	977	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	939	844	1073	954	836	1081	1600	-	-	1619	-	-
Mov Cap-2 Maneuver	939	844	-	954	836	-	-	-	-	-	-	-
Stage 1	978	856	-	1020	893	-	-	-	-	-	-	-
Stage 2	1001	893	-	966	849	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	8.6	0	3.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1600	-	-	946	1015	1619	-	-
HCM Lane V/C Ratio	-	-	-	0.047	0.011	0.009	-	-
HCM Control Delay (s)	0	-	-	9	8.6	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2109	54	0	1868	0	52
Future Vol, veh/h	2109	54	0	1868	0	52
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	2220	57	0	1966	0	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1110
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	204
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	204
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	30.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	204	-	-	-
HCM Lane V/C Ratio	0.307	-	-	-
HCM Control Delay (s)	30.3	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	1.2	-	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	11	0	0	9	0
Future Vol, veh/h	0	11	0	0	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	0	0	12	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	14	0	8	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	1	-
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	-	-	1604	-	1013	1075
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1604	-	1013	1075
Mov Cap-2 Maneuver	-	-	-	-	1013	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1013	-	-	1604	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

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	EBLn1	WBLn1	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	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
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	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

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	EBLn1	WBLn1	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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
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	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	210.4

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	170	2800	122	5	53	3050	265	0	0	82	0	0	425
Future Vol, veh/h	5	170	2800	122	5	53	3050	265	0	0	82	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	128	5	56	3211	279	0	0	99	0	0	462

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	2344	3490	0	0	2152	3075	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	-	-	32	~ 32	-	-	-	-	99	-	-	~ 80
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	138.5	11.9	168.7	$ 2251.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	~ 31	-	-	~ 32	-	-	80
HCM Lane V/C Ratio	0.998	5.942	-	-	1.908	-	-	5.774
HCM Control Delay (s)	168.3	$ 2451.3	-	-	$ 691.3	-	-	$ 2251.6
HCM Lane LOS	F	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	6.1	22.3	-	-	6.9	-	-	51.1

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

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	72	1	1	1	1	9	0	1	5	15	12	148
Future Vol, veh/h	72	1	1	1	1	9	0	1	5	15	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	12	0	1	6	17	14	170

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	144	140	99	138	222	4	184	0	0	7	0	0
Stage 1	133	133	-	4	4	-	-	-	-	-	-	-
Stage 2	11	7	-	134	218	-	-	-	-	-	-	-
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	825	751	957	833	677	1080	1391	-	-	1614	-	-
Stage 1	870	786	-	1018	892	-	-	-	-	-	-	-
Stage 2	1010	890	-	869	723	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	808	742	957	823	669	1080	1391	-	-	1614	-	-
Mov Cap-2 Maneuver	808	742	-	823	669	-	-	-	-	-	-	-
Stage 1	870	777	-	1018	892	-	-	-	-	-	-	-
Stage 2	998	890	-	856	714	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	8.7	0	0.6
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1391	-	-	809	996	1614	-	-
HCM Lane V/C Ratio	-	-	-	0.11	0.014	0.011	-	-
HCM Control Delay (s)	0	-	-	10	8.7	7.3	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	10	0	4	7	0
Future Vol, veh/h	9	10	0	4	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	13	0	5	9	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	25	0	24	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	5	-
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	-	-	1589	-	992	1059
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1589	-	992	1059
Mov Cap-2 Maneuver	-	-	-	-	992	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1018	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	992	-	-	1589	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	132.6

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	275	2900	88	5	58	2650	145	0	0	184	0	0	290
Future Vol, veh/h	5	275	2900	88	5	58	2650	145	0	0	184	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	93	5	61	2789	153	0	0	211	0	0	315

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	2036	2942	0	0	2228	3146	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	-	-	~ -92	~ -92	-	-	-	-	~ 91	-	-	~ 112
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	143		$ 703.2	$ 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	2.324	4.399	-	-	-	-	-	2.814
HCM Control Delay (s)	$ 703.2	$ 1669	-	-	-	-	-	$ 900.8
HCM Lane LOS	F	F	-	-	-	-	-	F
HCM 95th %tile Q(veh)	19.2	31.9	-	-	-	-	-	29.4

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

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	165	2	2	1	3	14	0	5	3	16	3	127
Future Vol, veh/h	165	2	2	1	3	14	0	5	3	16	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	18	0	6	4	19	4	153

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	138	129	81	129	203	8	157	0	0	10	0	0
Stage 1	119	119	-	8	8	-	-	-	-	-	-	-
Stage 2	19	10	-	121	195	-	-	-	-	-	-	-
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	833	762	979	844	693	1074	1423	-	-	1610	-	-
Stage 1	885	797	-	1013	889	-	-	-	-	-	-	-
Stage 2	1000	887	-	883	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	807	752	979	831	684	1074	1423	-	-	1610	-	-
Mov Cap-2 Maneuver	807	752	-	831	684	-	-	-	-	-	-	-
Stage 1	885	787	-	1013	889	-	-	-	-	-	-	-
Stage 2	979	887	-	867	729	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	8.8	0	0.8
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1423	-	-	808	966	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.24	0.024	0.012	-	-
HCM Control Delay (s)	0	-	-	10.9	8.8	7.3	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.1	0	-	-

Traffic Counts

TRANSPORTATION
CONSULTANTS, INC.

LSC Transportation Consultants, Inc.

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

File Name : 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.

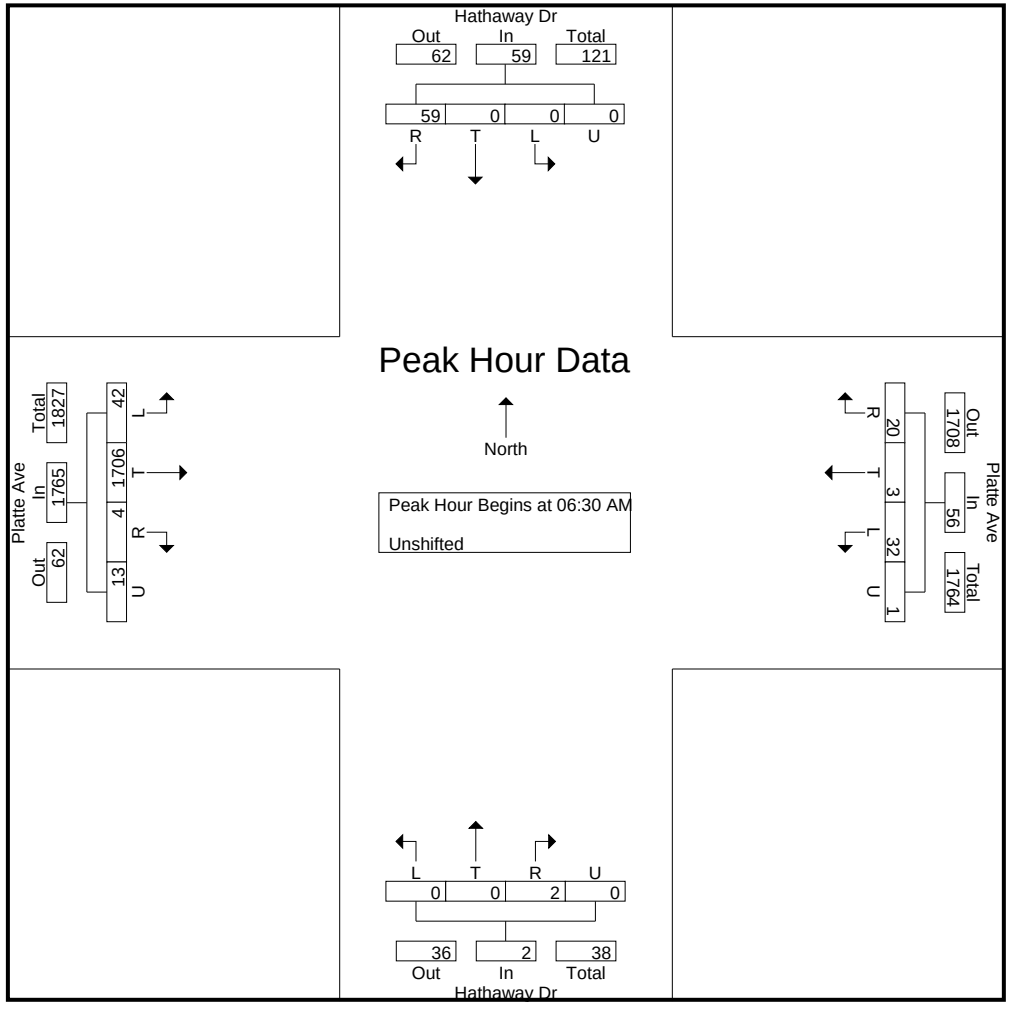
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Hathaway Dr - Platte Ave AM
Site Code : S214660
Start Date : 7/13/2021

	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

	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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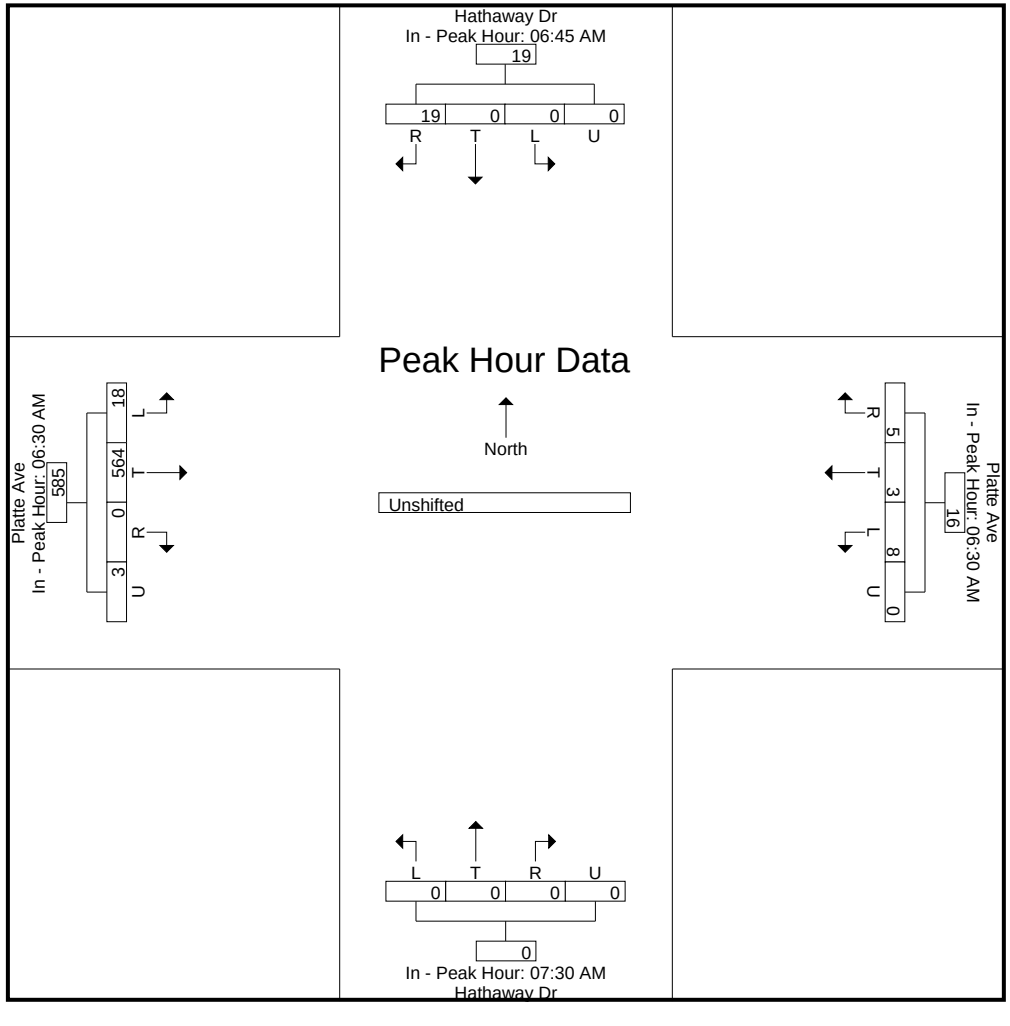
719-633-2868

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



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Colorado Springs, CO 80905
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

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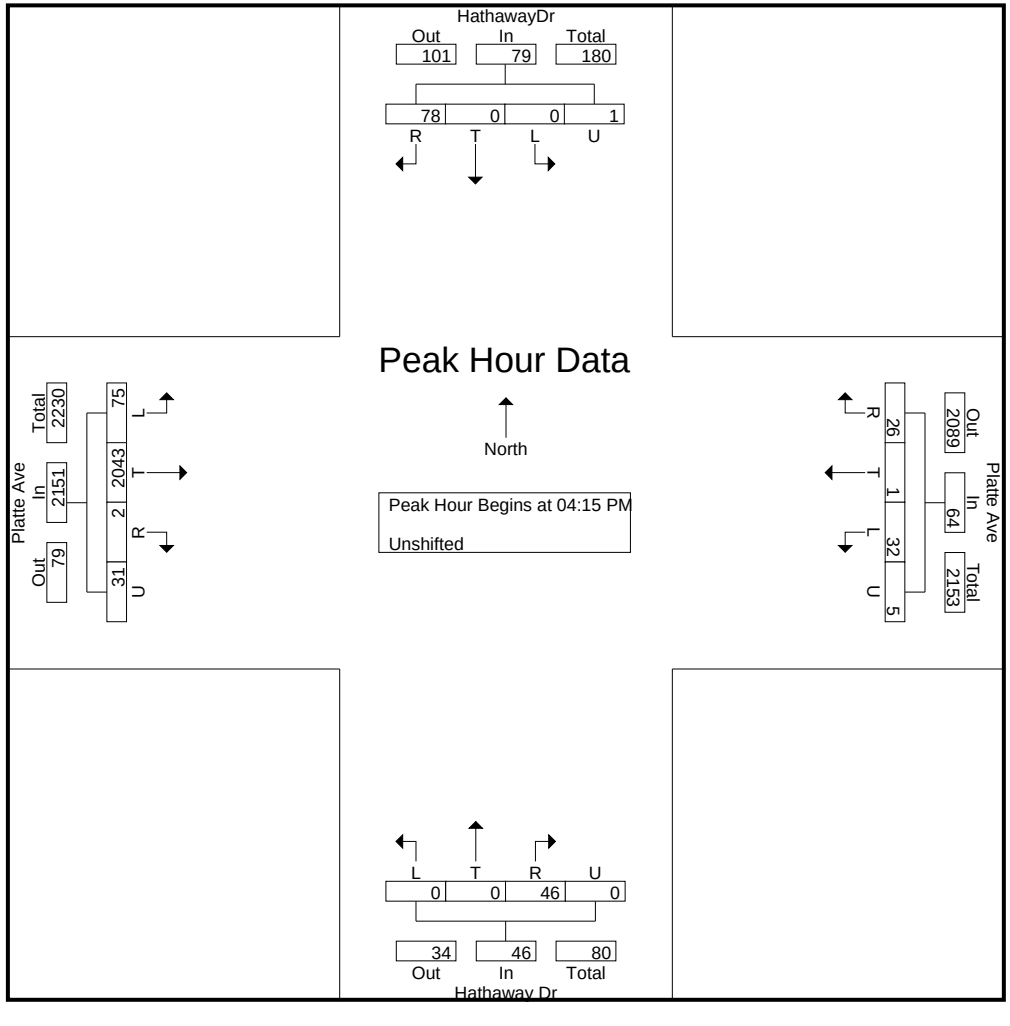
File Name : Hathaway Dr - Platte Ave PM
Site Code : S214660
Start Date : 7/13/2021
Page No : 3



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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

	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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File Name : Hathaway Dr - Platte Ave PM
Site Code : S214660
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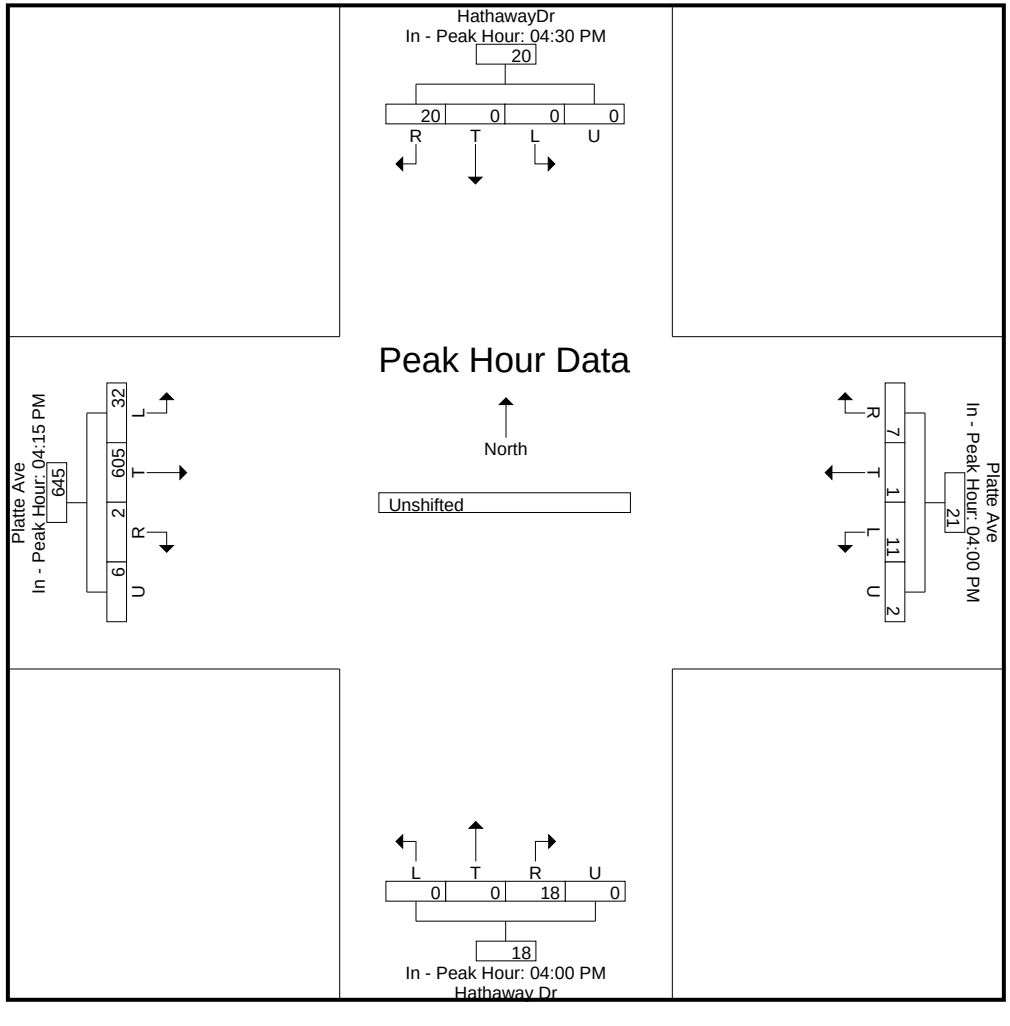

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719-633-2868

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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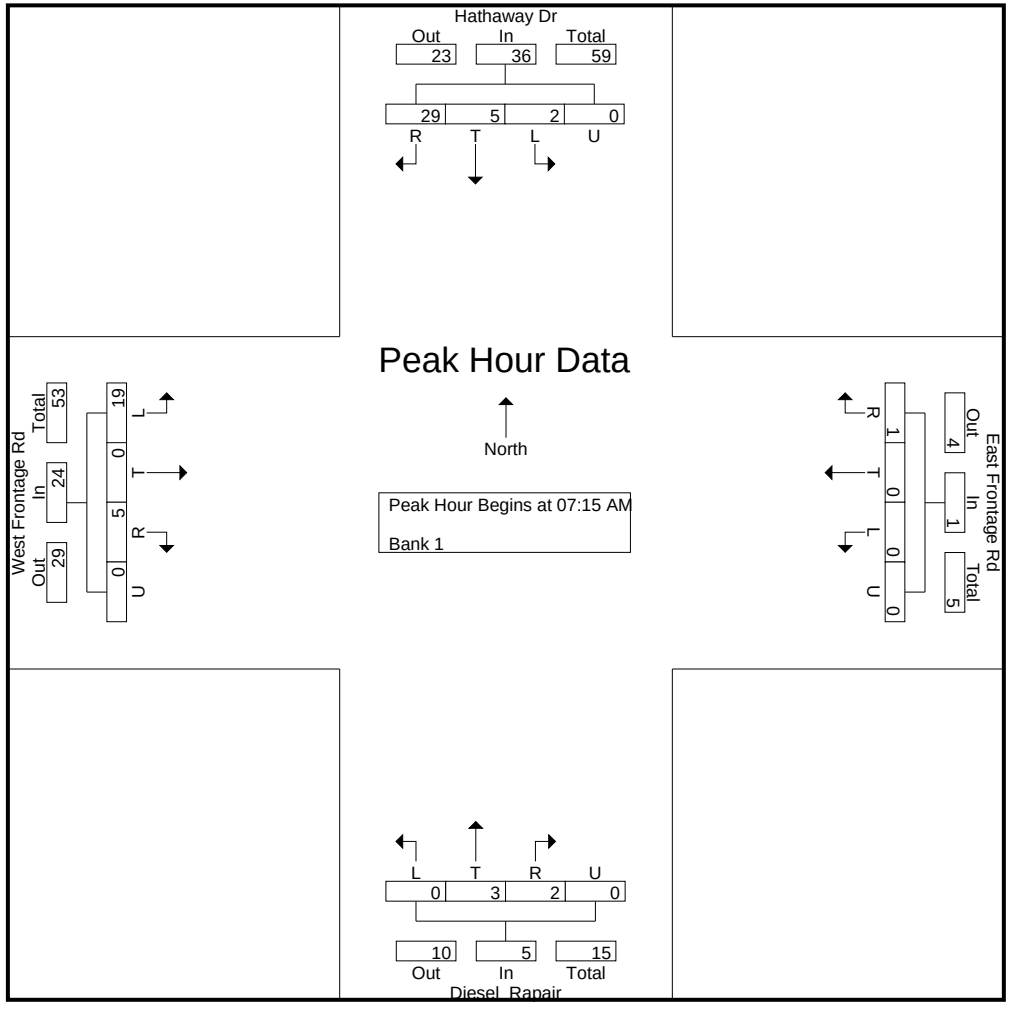
719-633-2868

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



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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

	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	

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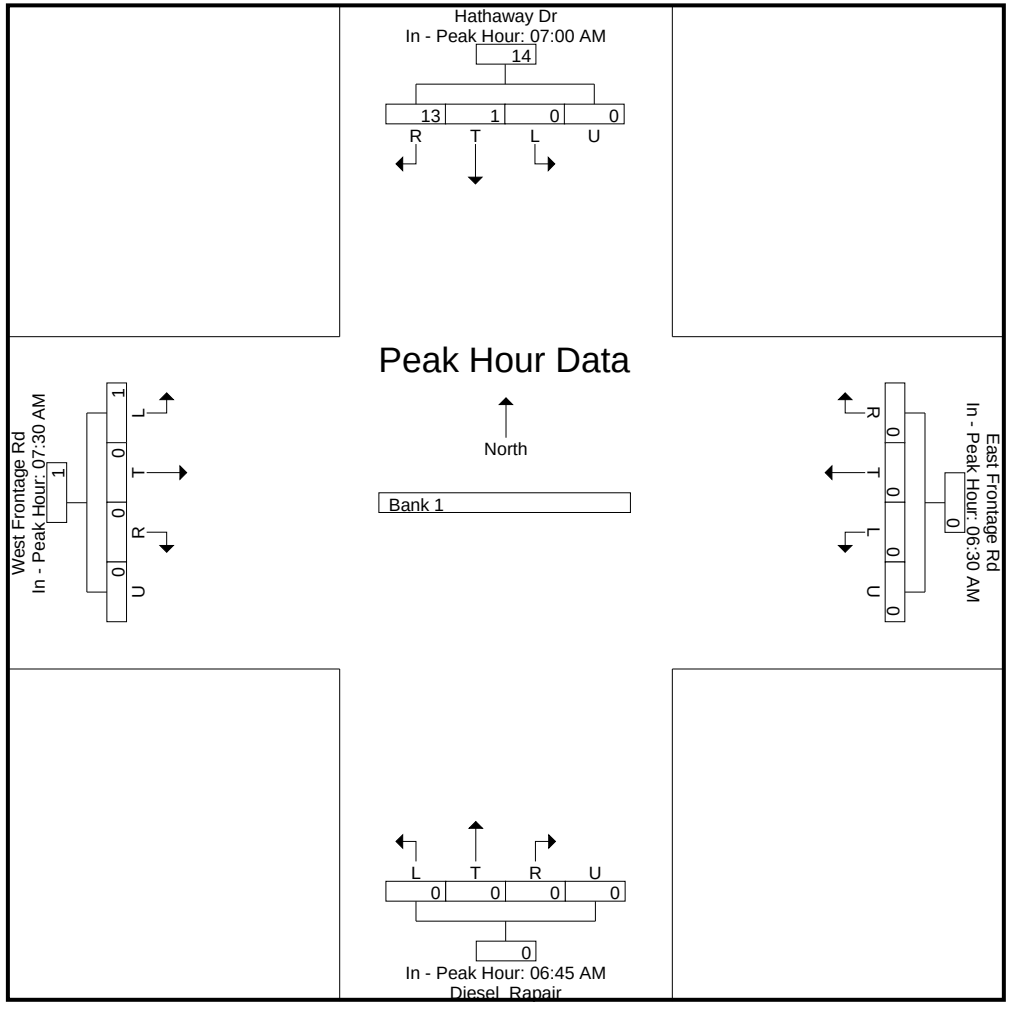
File Name : Hathaway Dr - Platte Frontage Rd AM1
Site Code : S214660
Start Date : 7/13/2021
Page No : 5



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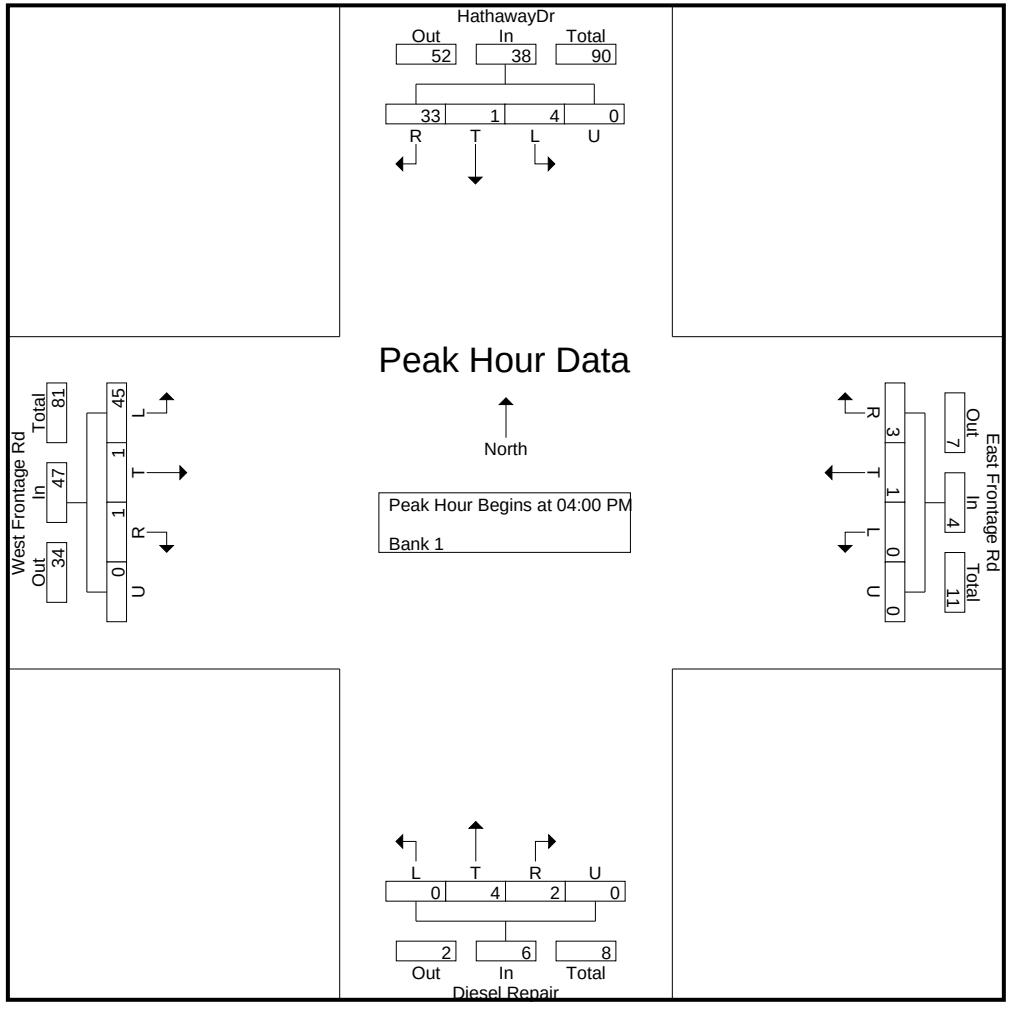
File Name : Hathaway Dr - Platte Frontage Rd AM
Site Code : S214660
Start Date : 7/13/2021
Page No : 3



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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	**14**	
+5 mins.	0	0	9	0	9	0	0	0	0	0	0	**3**	0	0	**3**	11	0	0	0	11	
+10 mins.	1	0	6	0	7	0	0	1	0	1	0	0	**1**	0	1	10	**1**	0	0	11	
+15 mins.	1	0	**11**	0	**12**	0	1	1	0	2	0	1	1	0	2	10	0	**1**	0	11	
Total Volume	4	1	33	0	38	0	2	3	0	5	0	4	2	0	6	45	1	1	0	47	
% App. Total	10.5	2.6	86.8	0		0	40	60	0		0	66.7	33.3	0		95.7	2.1	2.1	0		
PHF	.500	.250	.750	.000	.792	.000	.500	.750	.000	.625	.000	.333	.500	.000	.500	.804	.250	.250	.000	.839	

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File Name : Hathaway Dr - Platte Frontage Rd AM
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Start Date : 7/13/2021
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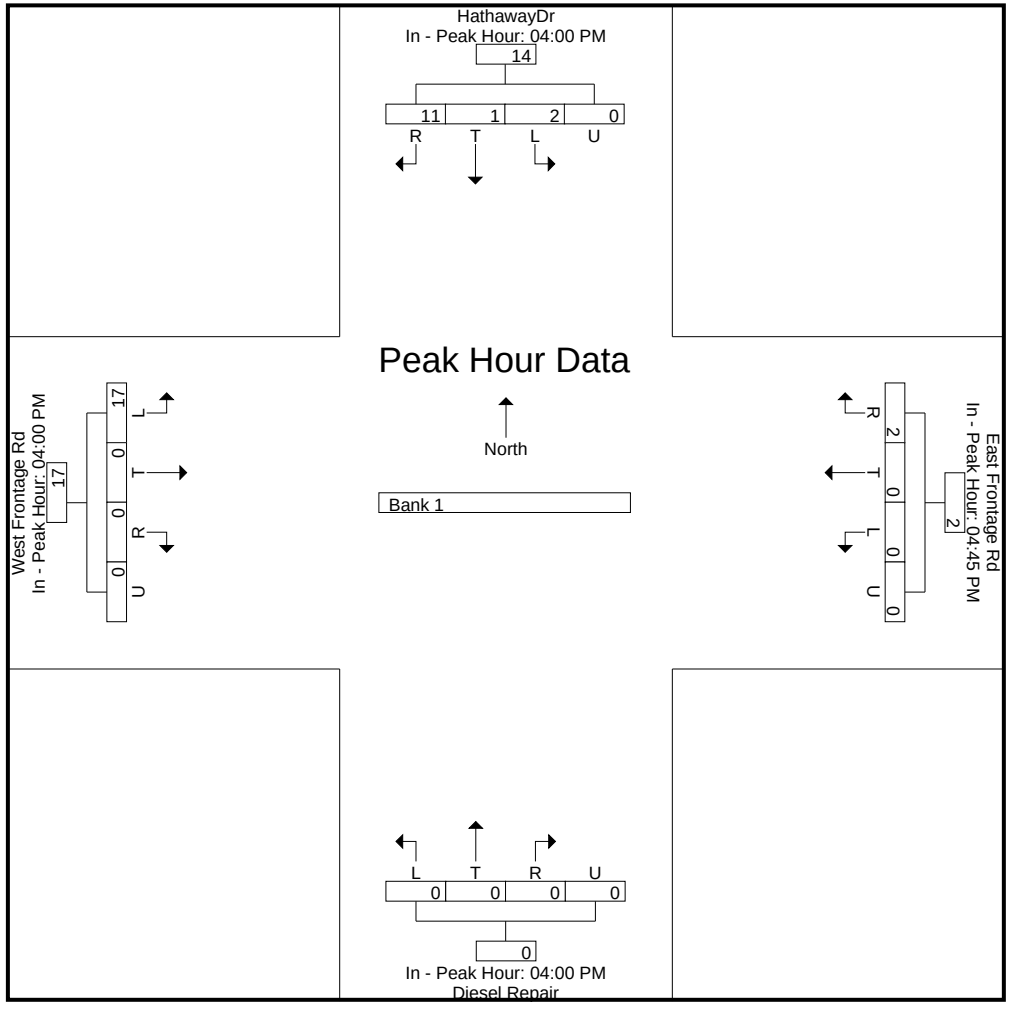

LSC Transportation Consultants, Inc.

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 : 1

Groups Printed- Unshifted

	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**
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

	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

LSC Transportation Consultants, Inc.
545 E Pikes Peak Ave, Suite 210
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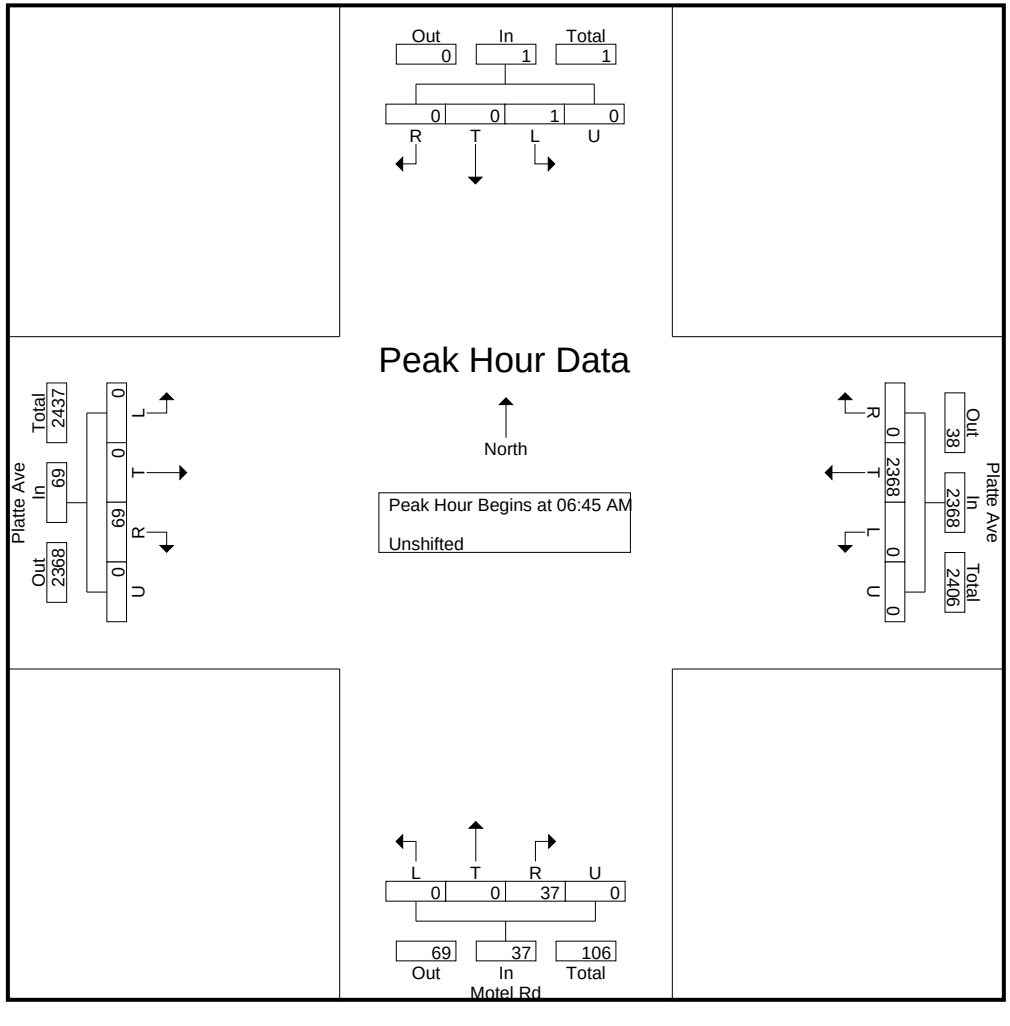
719-633-2868

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

	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	

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545 E Pikes Peak Ave, Suite 210
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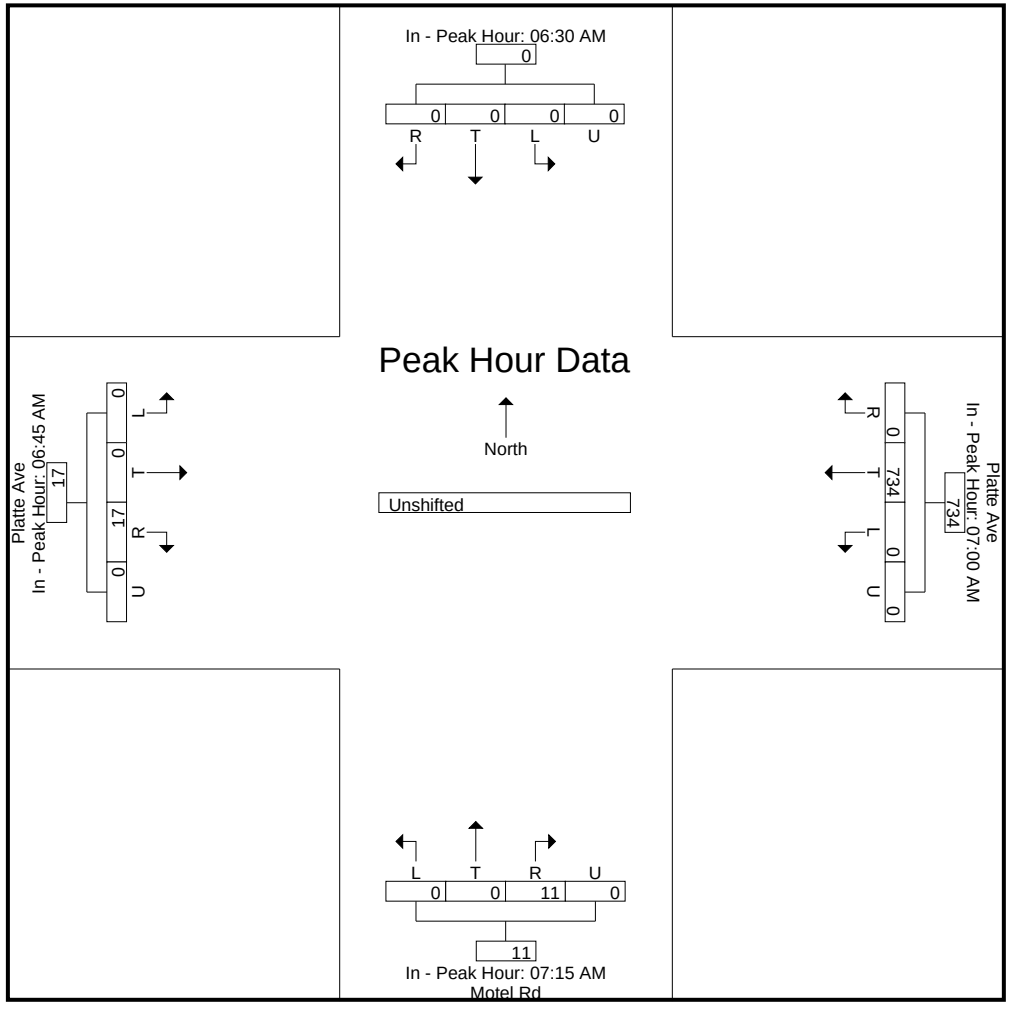
File Name : Motel Rd - Platte Ave AM
Site Code : S214610
Start Date : 7/14/2021
Page No : 5



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

	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**
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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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

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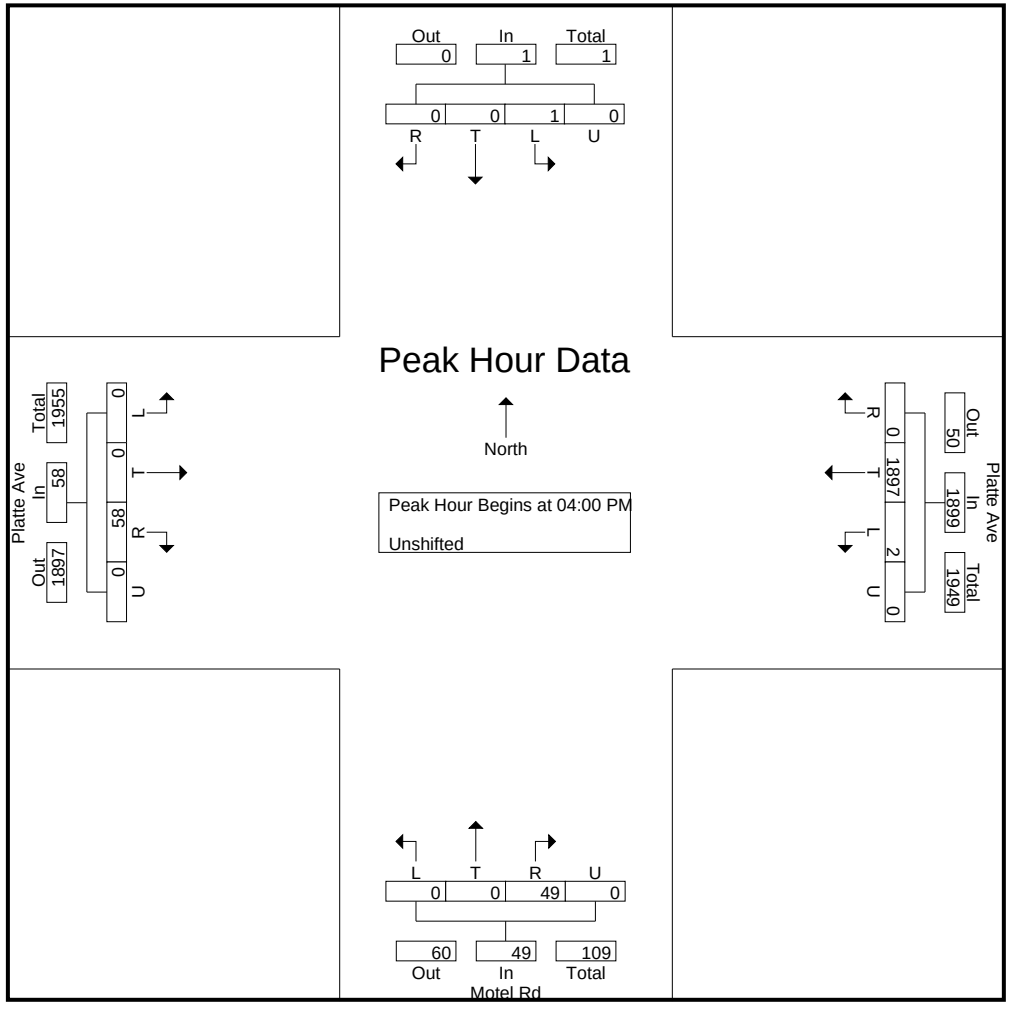
719-633-2868

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



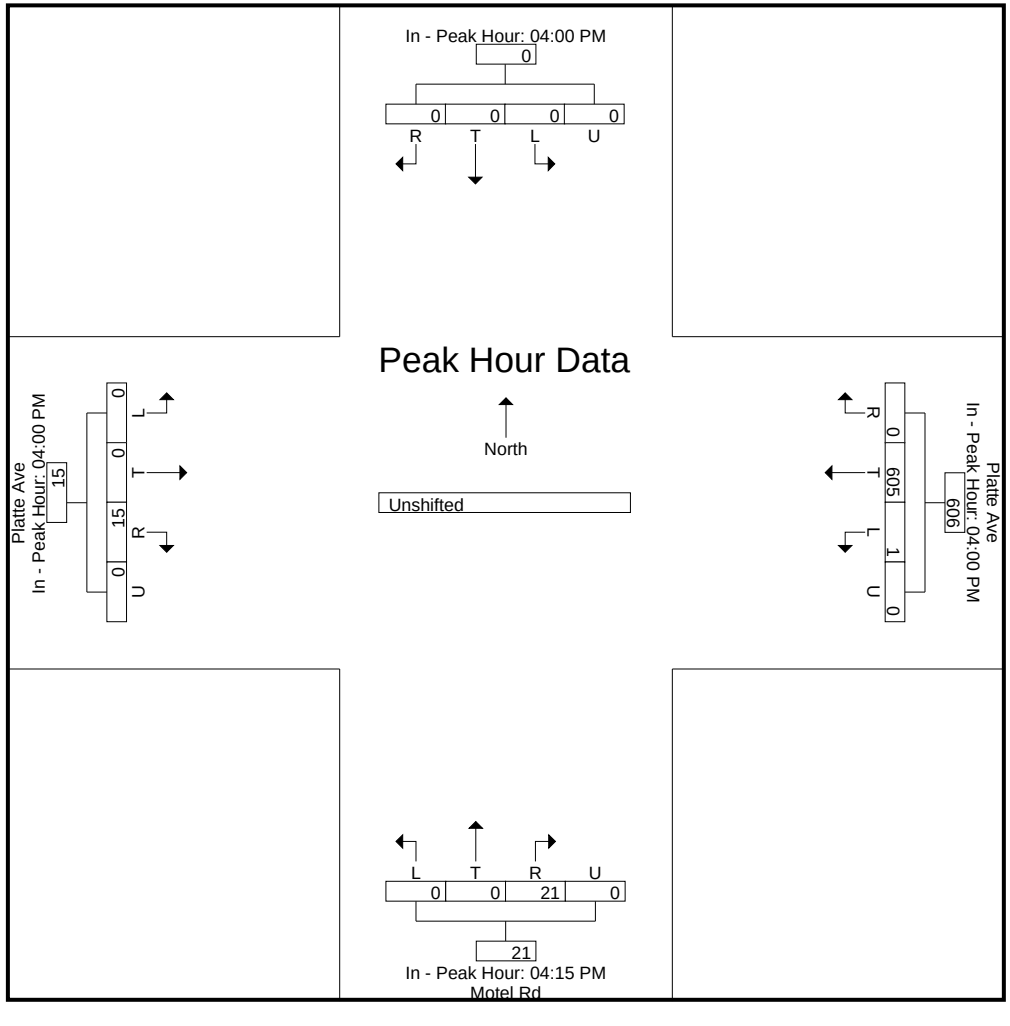
LSC Transportation Consultants, Inc.
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Motel Rd - Platte Ave PM1
Site Code : S214660
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 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	

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 : 5



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

	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
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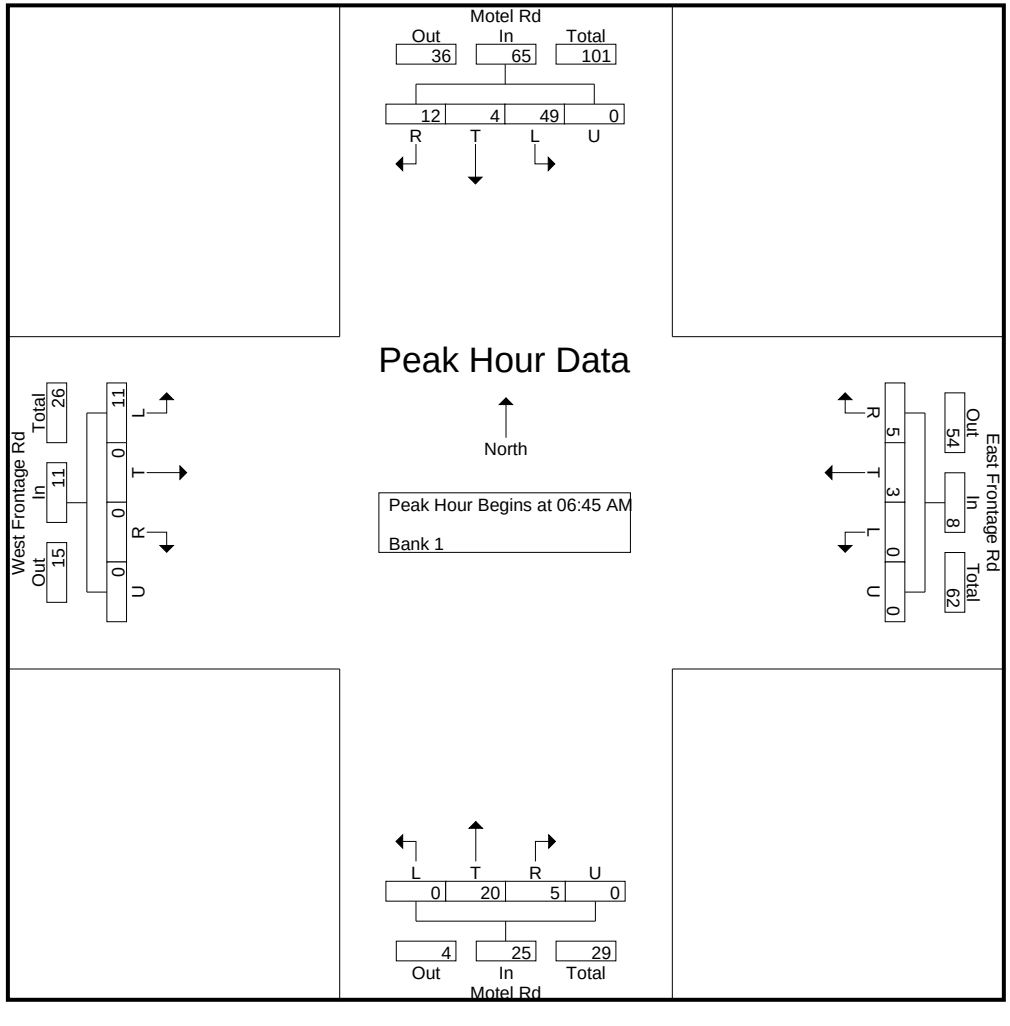
719-633-2868

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



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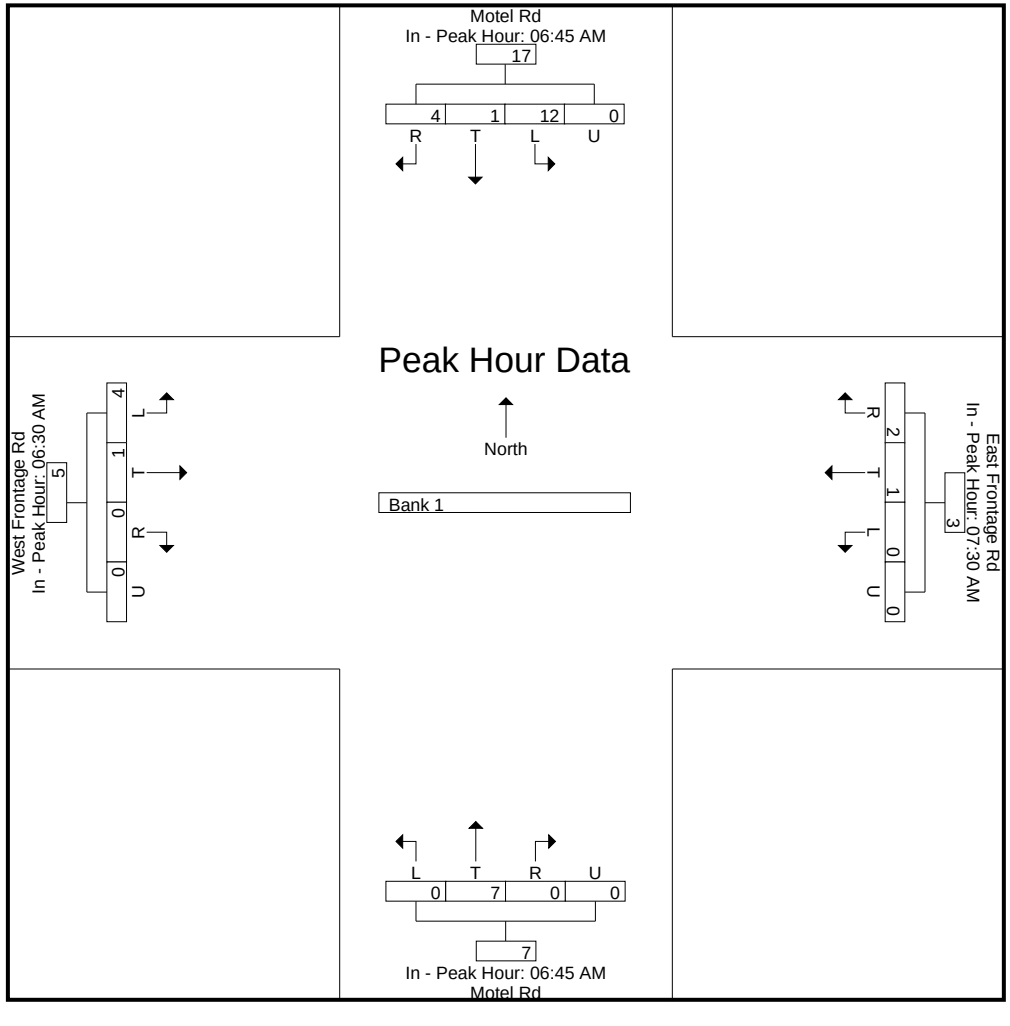
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

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
Page No : 5



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	

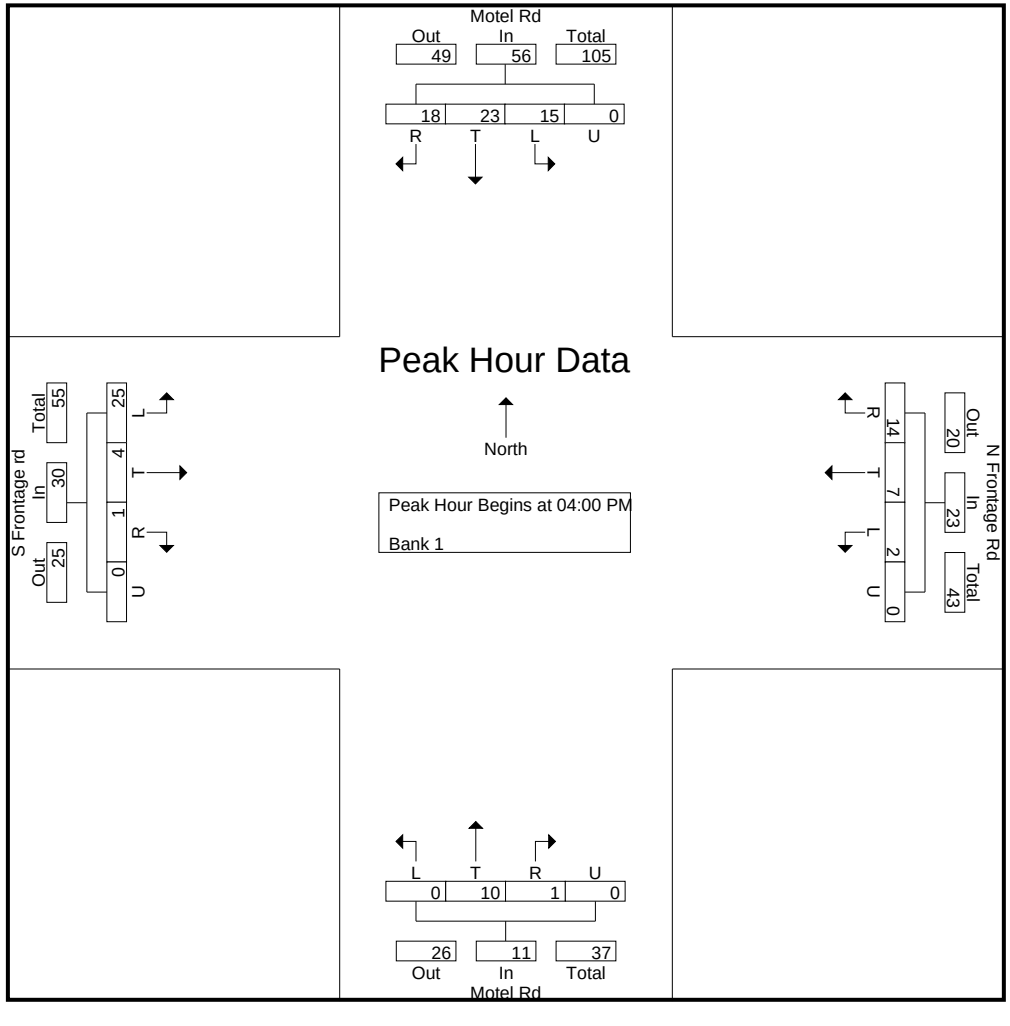
LSC Transportation Consultants, Inc.
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Motel Rd - Platte Ave PM
Site Code : S214660
Start Date : 7/14/2021

	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



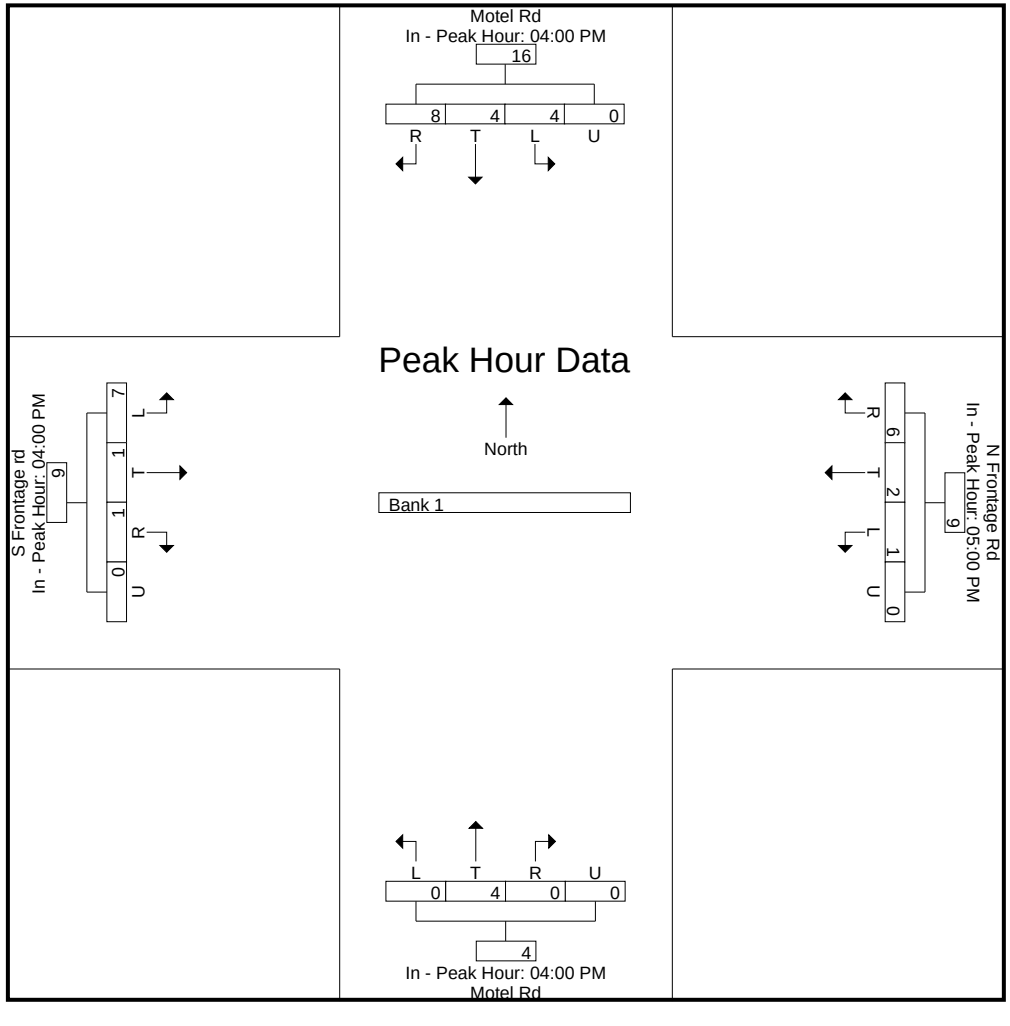
LSC Transportation Consultants, Inc.
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Motel Rd - Platte Ave PM
Site Code : S214660
Start Date : 7/14/2021

	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

Groups Printed- Unshifted

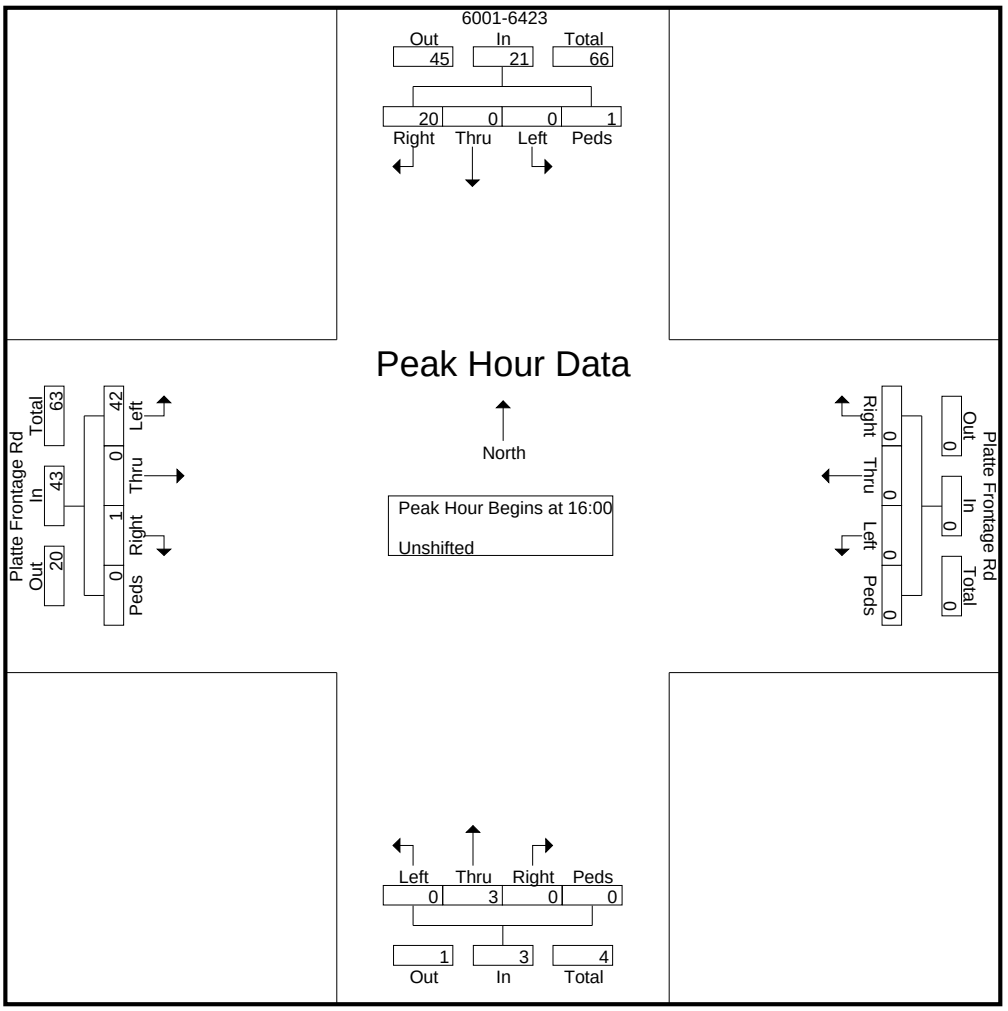
	6001-6423 Southbound					Platte Frontage Rd Westbound					Northbound					Platte Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:55	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	0	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	

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 : 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

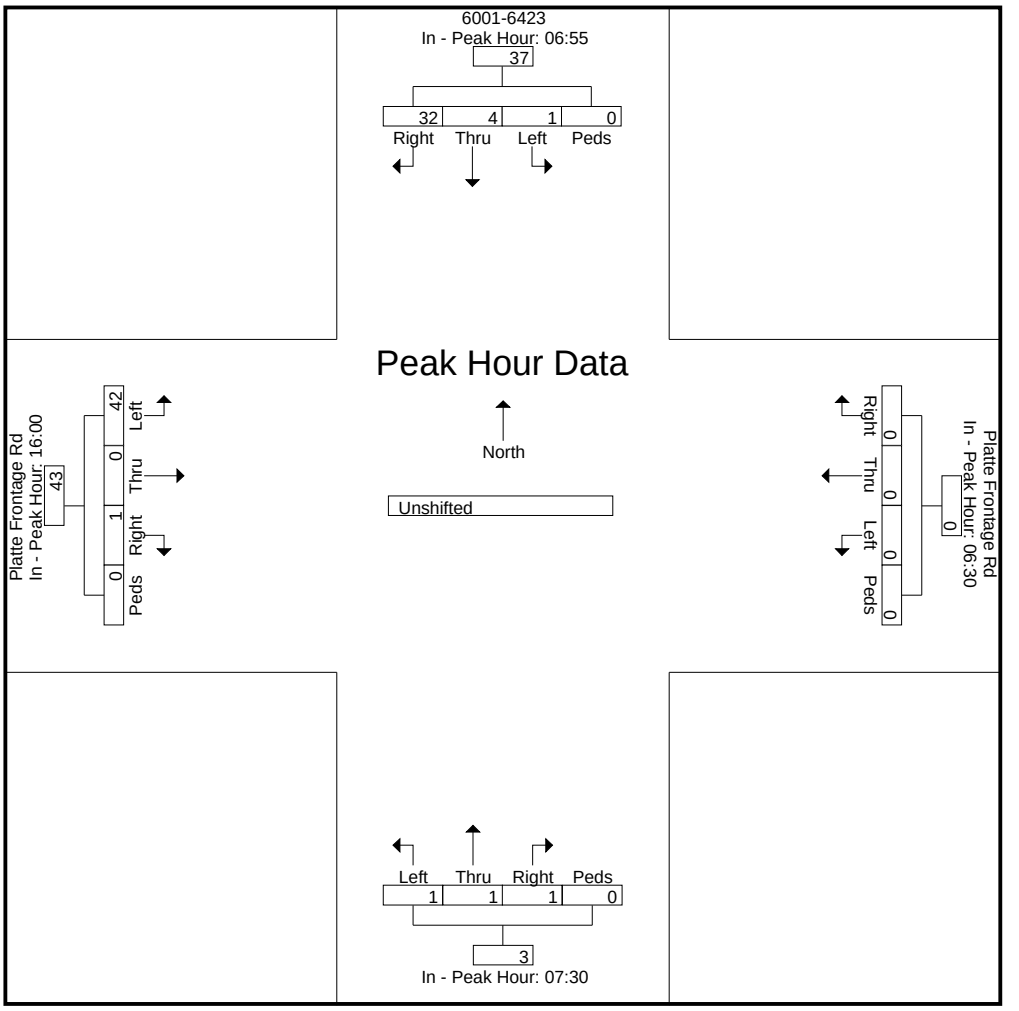


LSC Transportation Consultants, Inc.

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 : 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	



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

	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
*** 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

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 : 2

Groups Printed- Bank 1

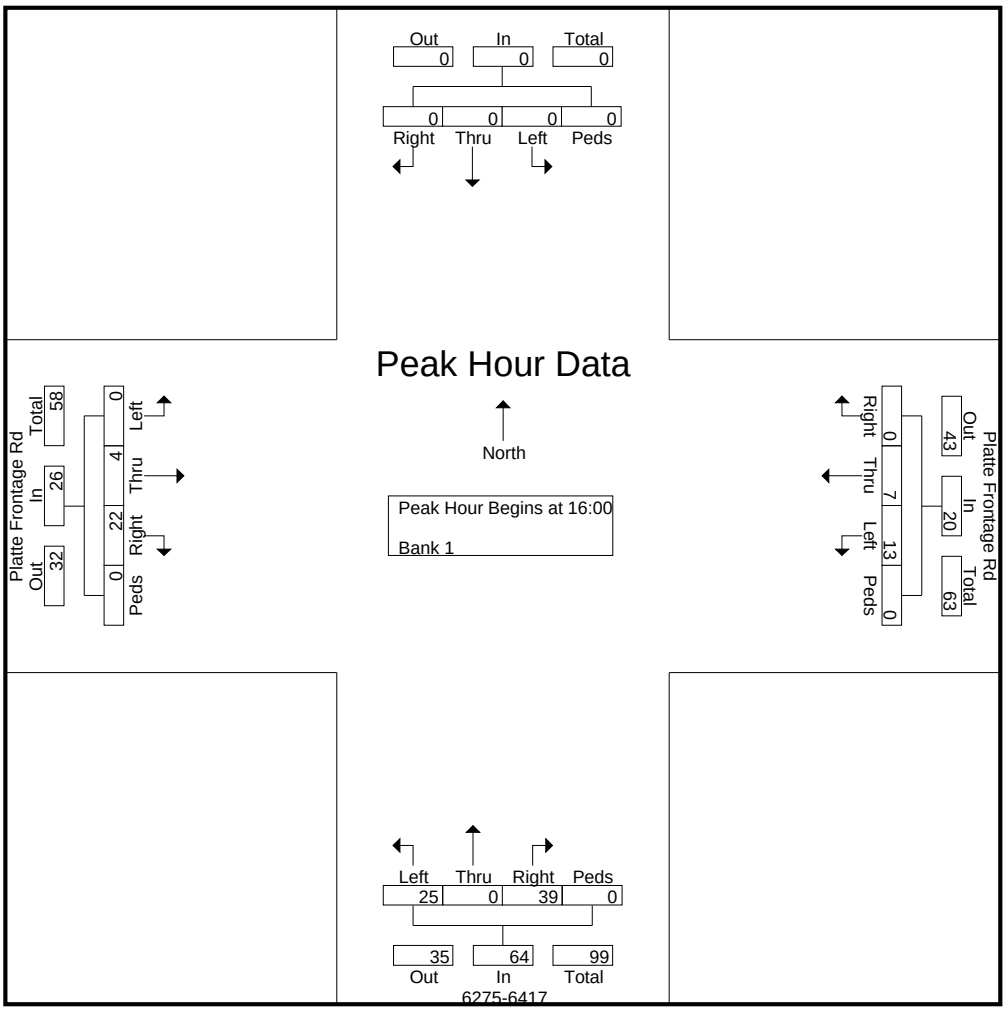
	Southbound					Platte Frontage Rd Westbound					6275-6417 Northbound					Platte Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
17:00	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	1	0	0	0	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	

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

	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

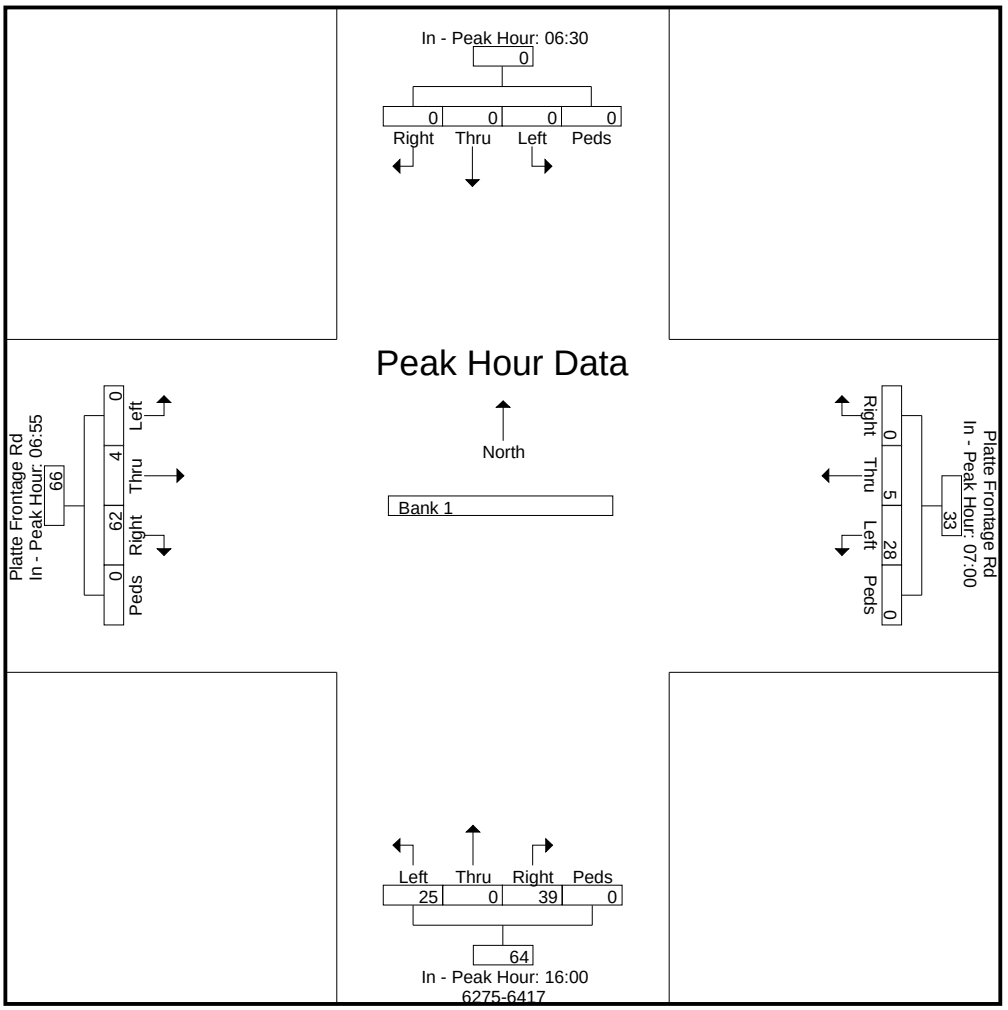


LSC Transportation Consultants, Inc.

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 : 4

	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	15.2	84.8	0		60.9	0	39.1	0		93.9	6.1	0	0		
PHF	.000	.000	.000	.000	.000	.000	.208	.583	.000	.550	.464	.000	.521	.000	.533	.517	.333	.000	.000	.550	



Appendix A

TRANSPORTATION
CONSULTANTS, INC.

Appendix A

Trip Generation Rate Estimate

Land Use: General Outdoor Storage Yard

(by LSC 11-15-2023)

LSC estimates of trip-generation rates for a "General Outdoor Storage Yard" land use for this project have been based on data collected at similar sites in Colorado Springs and Arapahoe County, CO.

A "General Outdoor Storage Yard" land use is a commercial business which provides leasable outdoor spaces for businesses, including construction and industrial businesses, contractors, and others needing space store and vehicles, equipment, large machinery, materials, etc. The tenants are commonly, but not limited to, maintenance contractors, design-build contractors, and other contractors needing properly zoned storage space. The intent is to provide separate leasable spaces for several tenants, rather than for a single tenant.

Generally, this use does not include permanent buildings such as offices, warehouses or maintenance shops, although one of the sites counted did have a building on the site. As permanent buildings are not typically included, the independent/predictor variable used is "Acres."

The businesses may offer 24-hour access with a gate and access keypad.

This use is similar to mini warehouse/self-storage but is primarily outdoor storage space for businesses and contractors, generally without permanent buildings. The use is also similar to outdoor RV/Boat storage and some of the sites surveyed allow for lease of space for RVs and boats and appear to provide vehicle parking spaces. However, this use allows for storage of materials and equipment other than or in addition to vehicles/trailers and has fenced off yard areas for storage in addition to vehicle/trailer parking spaces and is primarily intended for lease by contractors.

The data and average trip-generation rates are summarized in the following table:

ITE Code	Land Use	Survey Location	Value	Units [1]	Driveway Trips Counted[1]					Calculated Trip Generation Rates				
						A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour	
					Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
N/A	General Outdoor Storage	Site No. 1 - Colorado Springs, CO	8.7	Acres	350	27	21	11	11	40.28	3.11	2.42	1.27	1.27
N/A	General Outdoor Storage	Site No. 2 - Arapahoe County, CO	9.8	Acres	517	13	10	45	28	52.76	1.33	1.02	4.59	2.86
N/A	General Outdoor Storage	Site No. 3 - Arapahoe County, CO	5.5	Acres	110	9	3	4	6	20.00	1.64	0.55	0.73	1.09
									Average	**37.68**	**2.02**	**1.33**	**2.19**	**1.74**

[1] Source: local entering and exiting count data at contractor storage yards in Colorado Springs, CO and Araphoe County, CO in October and November 2023

LSC estimates of trip-generation rates shown in the table above have been used to estimate the trip generation for the General Outdoor Storage land use for this project.