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6001 E. Platte Special Use
Transportation Memorandum
PCD File No.: PPR2418
(LSC #S244110)
August 30, 2024

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.

Date

6001 E Platte Avenue Special Use Transportation Memorandum

Prepared for:

ATTN: Keith Moore
C/O RMG – Rocky Mountain Group
PO Box 50917
Colorado Springs, CO 80918

AUGUST 30, 2024

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

LSC #S244110
PCD File No.: [PPR2418](#)



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August 30, 2024

ATTN: Keith Moore
C/O RMG – Rocky Mountain Group
PO Box 50917
Colorado Springs, CO 80918

RE: 6001 E. Platte Avenue Special Use
Transportation Memorandum
El Paso County, CO
PCD File No.: [PPR2418](#)
LSC #S244110

Dear Mr. Moore,

LSC Transportation Consultants, Inc. has prepared this transportation memorandum for the proposed development of the property located at 6001 East Platte Avenue in Colorado Springs, Colorado. Located at El Paso County parcel ID 5418000075, the 17.22-acre parcel is planned to be developed with 622 mini-warehouse storage units, 168 RV/boat storage spaces, and 58,000 square feet of warehouse buildings.

Access to the development will be from the south-side, US Hwy 24 (Platte Ave.) frontage road (Motel Road). No direct access would be provided to the “mainline” of US Hwy 24 (Platte Avenue).

This report has been prepared for submittal to El Paso County and CDOT. It is our understanding that the land use applications will include Preliminary Plan, Final Plat, special use, and Site Development plan.

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 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”; baseline volumes also include anticipated trips to be generated by other area developments;
- Review other recent studies completed in this area and use of applicable data/transferrable information/analysis etc. from these 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
- Estimates of long-term background-traffic volumes at the study-area intersections;
- 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:

- *6435 E. Platte Avenue Special Use* – February 21, 2024 (by LSC, PCD File No. [AL2316](#))
- *WireNut* – August 10, 2023 (by LSC, PCD File No. [PPR2234](#))
- *HCD Drilling* – April 20, 2022 (by LSC, PCD File No. [MS218](#))
- *Freedom Springs* – July 2018 (by LSC, PCD File No. [PPR1840](#))

The following new project is also referenced in this report in the last paragraph of the short-term baseline traffic paragraph: PCD File No. [PPR2415](#).

LAND USE AND ACCESS

Site Land Use

Figure 1 shows the site location relative to the adjacent and nearby streets. The proposed special-use site located at 6001 East Platte Avenue in Colorado Springs, Colorado. Located at El Paso County parcel ID 5418000075, the 17.22-acre parcel is planned to be developed for 622 mini-warehouse storage units, 168 RV/boat storage spaces, and 58,000 square feet of warehouse buildings. Please refer to Table 1 below for a summary of the phasing for the overall development.

Table 1: Land Use Summary

Land Use	Units	Phase 1	Phase 2	Phase 3	Total
Warehouse	Square Feet	0	0	58,000	58,000
Mini-Warehouse	Storage Units	358	264	0	622
RV/Vehicle/Boat Storage	Parking Spaces	85	83	0	168

A copy of the site plan is shown in Figure 2.

Site Access

Access to the development will be from the south-side, US Highway 24 (Platte Avenue) frontage road (Motel Road). No direct access would be provided to Platte Avenue. Moreover, per CDOT, the mid-block right-in/right-out (RIRO) access on Platte Avenue to the frontage road will need to be permanently closed. All traffic using this RI/RO, including this project's traffic, would need to use the three-quarter-movement access connection to the "mainline" of US Highway 24, the frontage road at Hathaway Drive.

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 approximately 790 feet east of this site's access (centerline distance). With the closure of the RIRO, the existing three-quarter-movement connection to the US Hwy 24 mainline will remain open to provide access to this area. The short- and long-term (20-year horizon) scenarios assume closure of the RIRO.

SITE ACCESS SIGHT DISTANCE

Existing Conditions

Sight distance to the east at the east site access is limited by vegetation (overgrown weeds) within the existing guardrail on the south side of the frontage road. This vegetation must be removed for sight distance to be acceptable at the east site access. An easement adjacent to the existing

guardrail will likely be needed for this area to be kept clear of landscaping and other potential obstructions to sight distance.

CDOT Requirements

The proposed site-access point must meet *Colorado State Highway Access Code* standards for sight distance. Please refer to Exhibit 1 and Exhibit 2 for more details.

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 the westbound approach at the proposed site-access locations is 300 feet for passenger vehicles and 390 feet for single-unit trucks (per Table 4-2 of the *State Highway Access Code*). An adjustment factor of 1.20 was applied to the required sight distances (per Table 4-4 of the *State Highway Access Code*), as the field-measured roadway gradient adjacent to the site driveways ranged from 3.7-4.1 percent downgrade. The site-access driveway is at the west 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 Highway

The minimum required “sight distance along a highway” for both approaches at the proposed site-access locations is 150 feet for passenger vehicles (per Table 4-1 of the *State Highway Access Code*). Sight-distance field measurements for 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 Highway 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/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 Hwy 24 mainline.

Motel Road is a two-lane Urban Local 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 a two-lane Urban Local street that functions as 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, April 11, 2024 from 6:30 – 8:30 a.m.
 - Wednesday, April 10, 2022 from 4:00 - 6:00 p.m.
- Motel Road/Hathaway Drive (south of Platte Avenue)
 - Thursday, April 11, 2024 from 6:30 – 8:30 a.m.
 - Wednesday, April 10, 2022 from 4:00 - 6:00 p.m.
- Platte Avenue/RIRO access to Motel Road
 - Thursday, April 18, 2024 from 6:30 – 8:30 a.m.
 - Thursday, April 18, 2022 from 4:00 - 6:00 p.m.
- Motel Road/frontage road RIRO access (south of Platte Avenue)
 - Thursday, April 18, 2024 from 6:30 – 8:30 a.m.
 - Thursday, April 18, 2022 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.

2024 Short-Term Baseline Traffic Volumes

Figure 4 shows estimated “2024 short-term baseline” traffic volumes on the study-area streets and at the study-area intersections (short-term peak-hour turning-movement volumes). These baseline volumes take into account 2024 traffic count data, previous LSC traffic counts from LSC’s recent nearby studies, and traffic projections for new developments south of Platte Avenue contained within those studies. These include assumed completion of the 6435 East Platte Storage, HCD Drilling, and WireNut developments, and associated site-generated traffic.

The 2024 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. Anticipated future area trips generated were also assigned to the three-quarter-only.

El Paso County comments indicate a recent new project on the north side of Platte Avenue (EPC File No. [PPR2415](#)). This has been noted here and on the figure for reference. However, due to the planned closure of the right-in/right-out access on the south side of Platte, the added turning movements associated with that new project located north of Platte (on the opposite side of Platte from this project) have not been specifically added to these baseline volumes as they will have minimal relevance to the impacts, recommendations and CDOT requirements for this project and the **south** leg of the 3/4 intersection.

Field Observations at US Highway 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 Boulevard (approximately one-quarter mile to the east), while on the north side of Platte, the westbound right-turn acceleration lane is continuous to Valley Drive (about one-quarter mile to the west).

TRIP GENERATION

Estimates of the vehicle trips projected to be generated by the proposed development have been made using the nationally published trip-generation rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE). Corresponding trip-generation rates from the following ITE Land Use categories have been used to develop trip-generation estimates for the proposed site:

- “150 – Warehouse”
- “151 – Mini-Warehouse”

RV/Boat Storage trip-generation rates are not available for the proposed land use. As such, trip-generation rates for this site have been based on other studies completed for RV-storage facilities. Please refer to Appendix A for details.

Table 2 below presents a summary of the estimated site trip generation. A detailed trip-generation estimate for the site, including ITE rates land uses, is presented Table 3 (attached). The proposed sketch plan is attached for reference.

The proposed land uses are projected to generate about 275 total vehicle trips on the average weekday during a 24-hour period, with approximately half entering and half exiting the site. During the morning peak hour, approximately 31 entering vehicles and 13 exiting vehicles are estimated to be generated. Approximately 18 entering and 34 exiting vehicles are estimated to be generated by the site during the afternoon peak hour.

Table 2: Estimated Site Vehicle-Trip Generation (Total Driveway Trips)

Analysis Period	Trips Generated		
	Entering	Exiting	Total
Morning Peak Hour (veh./hour)	31	13	44
Afternoon Peak Hour (veh./hour)	18	34	52
Daily/24-hour (veh./day)	138	138	275

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 outdoor storage, 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 2).

2024 Short-Term Baseline-Plus-Site-Generated Traffic Volumes

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

Estimated Future 2044 Background Traffic Volumes

Figure 9 shows the projected 20-year background traffic volumes for the year 2044. Estimated 2044 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 6435 Platte Outdoor Storage, 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 1.27, representing a 1.35 percent annual growth rate. These growth rates were published on CDOT’s Online Transportation Information System (OTIS) for the segment of roadway on SH24G between mile posts 311-312 (CDOT count station ID 100849). Projected 20-year background traffic volumes do **not** include projected traffic to be generated by this proposed outdoor storage site.

The 2044 background volumes also 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 assigned to the three-quarter access located to the east.

Future 2044 Total Traffic Volumes

Figure 9 shows the projected 2044 total traffic volumes, which are the sum of 2044 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 periods:

- Motel Road/Platte Avenue frontage road
- Platte Avenue/Hathaway Drive

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 4 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 4: Intersection Levels of Service Delay Ranges

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

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

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

- Figure 3: Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 4: Short-Term Baseline Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 7: Short-Term Total Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: 2044 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 9: 2044 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: No site-generated traffic would be added to this turning movement, as the RIRO access to Motel Road will be closed. All other individual turning movements would operate at LOS F during at least one short-term peak hour, 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 Highway 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 B or better through 2044 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

US Highway 24/Hathaway (Three-Quarter Intersection with US Highway 24 “Mainline”)

Eastbound Left-Turn Deceleration Lane

With the closure of the RIRO connection to the mainline of Platte (US Hwy 24), this turn lane will not be utilized by site-generated traffic. As such, no modifications to the lane will be required by this developer. 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 2044 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.

March 16, 2022: Per a meeting with CDOT staff on March 16, 2022 for the HCD Drilling development application, CDOT indicated that the HCD Drilling project would not be required 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.

Current (Spring 2024): The current requirements of CDOT have been identified in a comment letter and comments posted to EDARP. These are included in the section below.

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. **The detailed current requirements of CDOT have been identified in a comment letter and comments posted to EDARP. These are included in the section below.**

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 and removed. Following the removal 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 detailed current requirements of CDOT have been identified in a comment letter and comments posted to EDARP. These are included in the section below.**

CDOT Requirements

The detailed current requirements of CDOT have been identified in a comment letter (July 2024 CDOT letter attached) and comments posted to EDARP. These are included in the section below

- A CDOT Access Permit will be required for this development.
- Removal of the existing RIRO access to State Highway 024G. The removal of the existing access shall include, but not be limited to, the return of highway right-of-way slopes, ditches, and fences to match existing adjacent conditions, including removal of asphalt aprons and culverts. Any asphalt removed from the highway shall result in a smooth finished edge [thus the only access to the south frontage road (Motel Road)] will be to the east at the intersection with Hathaway Drive/Motel Road (Frontage Road).
- The existing asphalt turn-lane apron shall be sawcut and removed to form a straight line west-to-east leaving a 4-foot shoulder for the creation of the extended right-turn lane to the south to access Motel Road.
- The existing roadway solid striping shall be removed to include the solid median triangle and lane dash lines to be replaced with a solid white shoulder line and 8-inch-wide dotted lines for the extended right-turn lane per CDOT Standards.
- Additional pavement markings including right-turn arrows are required of this construction per CDOT Standards.
- Existing signage shall be removed and become property of the Permittee to dispose of ((1) right-turn lane must turn right near the asphalt removal section and (1) stop sign)).
- Additional delineator posts are required of this permit and the signage for the beginning of the right-turn lane.
- Fill slopes and cut slopes shall be constructed to current Department minimum standards.
- The median shall be regarded to match the adjacent, surrounding areas. Drainage shall be considered while regrading not to allow for ponding of storm water drainage flows.
- The existing subgrade or base course material below the asphalt mat shall be removed and become property of the Permittee to be disposed of.
- Seeding and mulching is required of this permit to re-establish the roadway median vegetation.

It was understood that HCD Drilling was developing to the east with Parcel #5418000069 - 6201 Platte Avenue and would be required to share cost for this through El Paso County rules and

regulations. If this is not a possibility, the first development will be required to construct the new improvements.

CDOT Access Comments:

- **[8/30/2024] The CDOT Comment Letter dated 7/2/2024 is attached for reference.**
- Two CDOT Access Permits will be required for this development. (1) for the closure work at the right in/right out and (2) for the actual access connection on the Frontage Road (Motel Road).
- H24G is Categorized as EX-Expressway and a single point of access can be granted off the Frontage Road (Motel Road). The approximate mile marker for this development is at MM311.018, right along the frontage road.

CDOT Escrow Calculation

Should this development follow one of the other area developments, escrow percentages for future improvements identified as needed by CDOT should be calculated as part of the access permit process, for cost-sharing purposes. LSC suggests the percentages reflect this project's percentage toward two project elements: 1) closure of the right-in/right-out access connection to US Hwy 24 mainline and 2) a signing/stripping modification plan. These percentages are based on relative AM and PM peak-hour traffic impact. Costs of these projects can be estimated as part of the CDOT access-permit process.

EL PASO COUNTY ROAD IMPACT FEE PROGRAM

This project will be required to participate in the El Paso County Road Improvement Fee Program. The site's square footage was applied to the current fee-program rates for the applicable land uses and results in a fee amount of \$255,519. Please refer to Table 5 for more details.

Table 5: El Paso County Road Improvement Fee

Land Use	Size	Units	\$ per Unit	Cost
Warehouse	58	KSF	\$1,865	\$108,170
RV/Boat Storage	73.44*	KSF	\$725	\$53,244
Mini-Warehouse	129.8	KSF	\$725	\$94,105
Total				\$255,519
*RV storage is based on the footprint area of the "stalls" at the same rate as the mini-warehouse of \$725/1000 sf				8/30/2024

CONCLUSIONS

- The site is projected to generate about 275 new driveway vehicle trips on the average weekday.
- During the weekday morning peak hour of adjacent street traffic, 31 vehicles would enter the site while 13 vehicles would exit.
- During the weekday evening peak hour of adjacent street traffic, 18 vehicles would enter the site while 34 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 for the short term and the 2044 horizon year.
- CDOT has identified the requirements for this and other projects in this area served by Motel Road (the SH 24G south-side frontage road).
- CDOT access permits will be required for this project as indicated in the section above.
- Please refer to the “Auxiliary Turn Lane Needs” section for information about turn-lane modifications at the study-area intersections as well as details about CDOT’s required RIRO access closure on Platte Avenue.
- With respect to roadway improvements needed within the project area, please refer to the “CDOT Requirements” section above and the attached copy of the attached July 2024 CDOT letter.

* * * * *

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH/JAB:jas

Enclosures: Table 3
Figure 1 – Figure 9
Sight Distance Exhibits 1 and 2
Synchro LOS Reports
Traffic Counts
Appendix A

Tables



Table 3: Detailed Trip Generation Estimate

ITE		Value	Units ¹	Trip Generation Rates ^{2,3}					ITE Total Trips Generated				
Code	Description			Average	A.M.		P.M.		Average	A.M.		P.M.	
				Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
Phase 1													
151	Mini-Warehouse	3.580	SU (100s)	-	-	-	-	-	64	2	2	3	3
RV	RV/Vehicle/Boat Storage	85	Spaces	-	-	-	-	-	17	2	1	2	2
Sub-Totals									81	4	3	5	5
Phase 2													
151	Mini-Warehouse	2.640	SU (100s)	-	-	-	-	-	47	2	2	2	2
RV	RV/Vehicle/Boat Storage	83	Spaces	-	-	-	-	-	17	2	1	2	2
Sub-Totals									64	4	3	4	5
Phase 3													
150	Warehouse	58.000	KSF	-	-	-	-	-	130	24	7	9	24
Phases 1 -3 Combined													
150	Warehouse	58.000	KSF	2.24	0.41	0.12	0.16	0.42	130	24	7	9	24
151	Mini-Warehouse	6.220	SU (100s)	17.96	0.62	0.59	0.84	0.84	112	4	4	5	5
RV	RV/Vehicle/Boat Storage	168	Spaces	0.200	0.023	0.014	0.020	0.028	34	4	2	3	5
Totals									275	31	13	18	34

¹ KSF = 1,000 square feet of floor area; SU (100s) = hundreds of storage units.

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

³ "RV/Vehicle/Boat Storage" rates based on RV storage facility traffic studies (see Appendix A)

Updated: 05/01/2024

Figures





Not to scale



Figure 1

Vicinity Map

6001 East Platte (LSC# S244110)

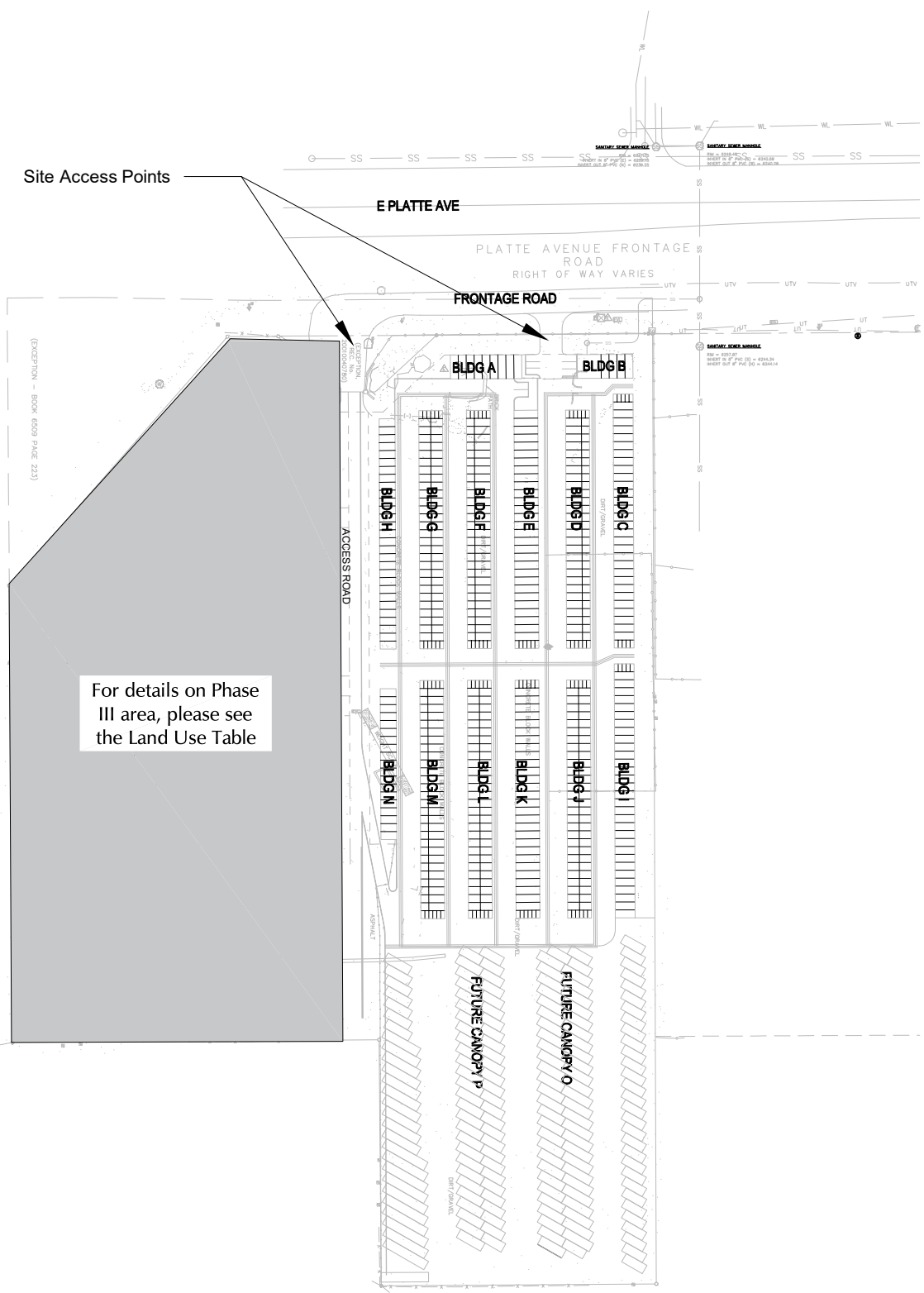


Figure 2
Site Plan

6001 East Platte (LSC# S244110)

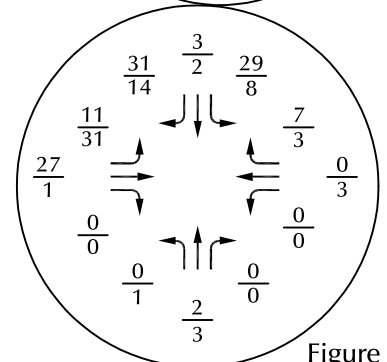
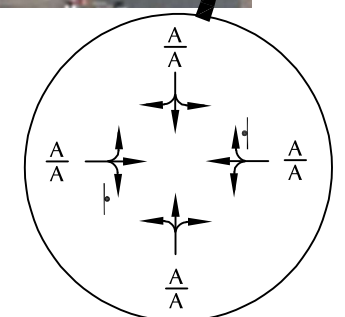
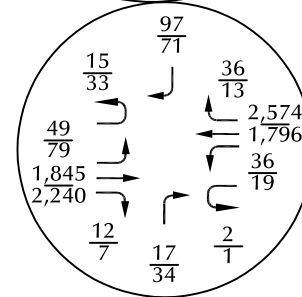
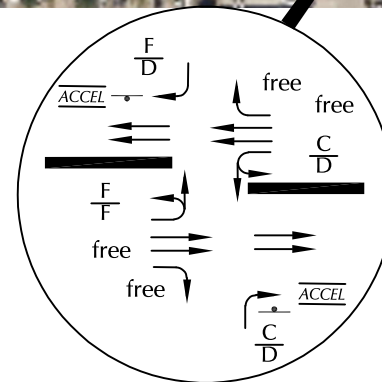
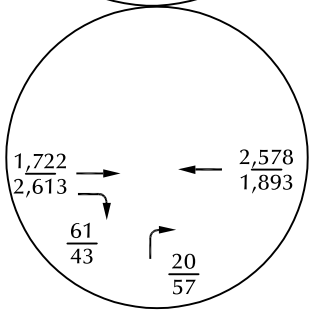
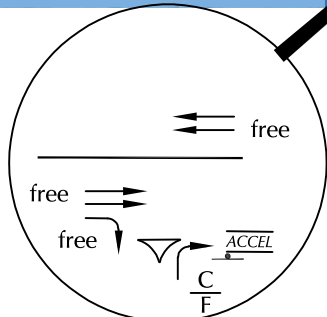
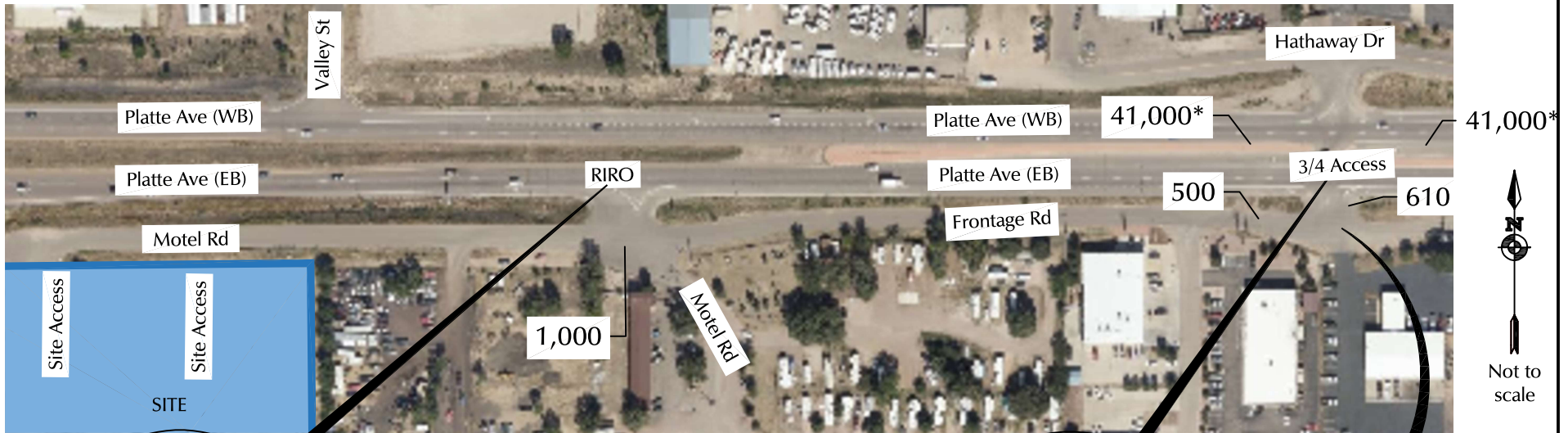


Figure 3

Existing Traffic, Lane Geometry, Traffic Control, and LOS

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

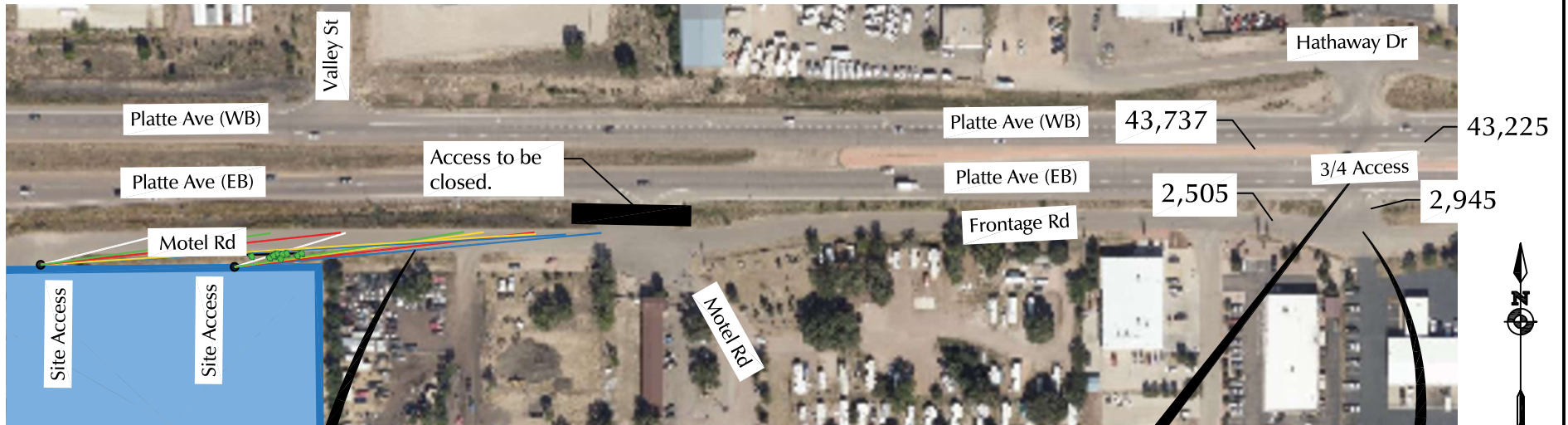
$\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hour)
 PM Weekday Peak-Hour Traffic (Veh/Hour)

X,XXX = Average Daily Traffic (Vehicles/Day) (estimated by LSC) (*CDOT AADT 2024)

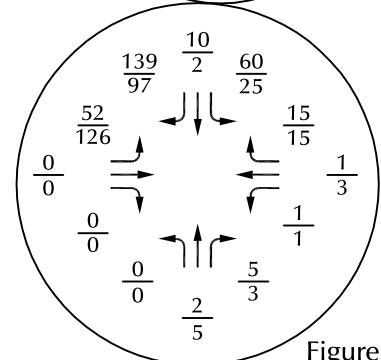
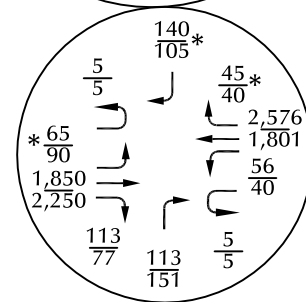
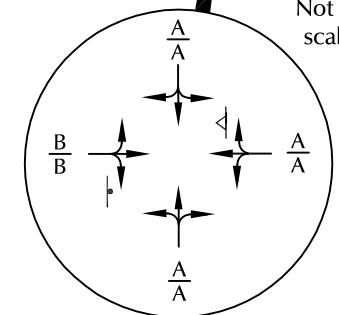
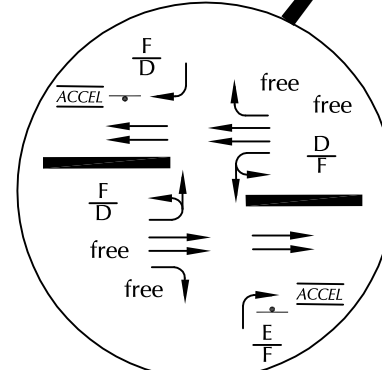
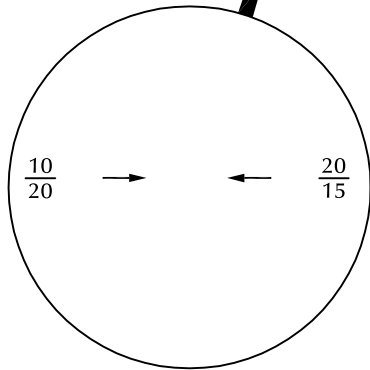
⊥ = Stop Sign ◁ = Yield Sign

Counts by LSC (April 2024)





Not to scale



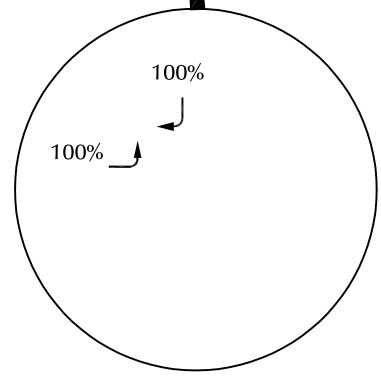
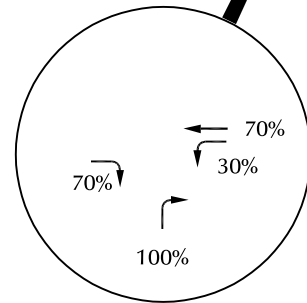
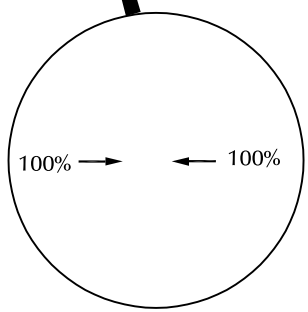
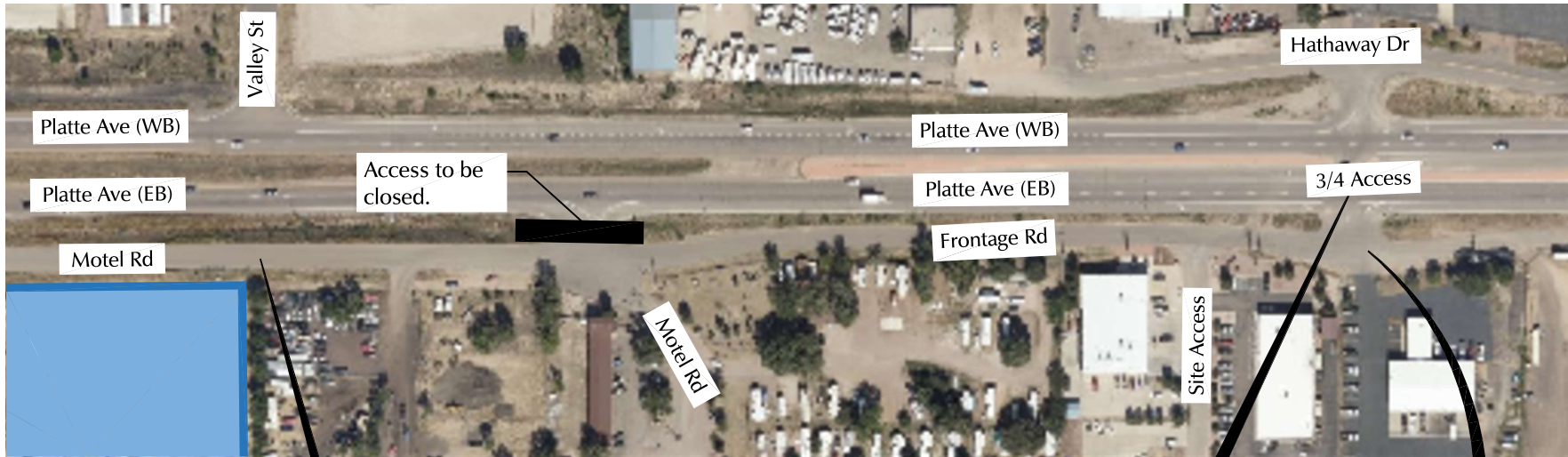
* Please refer to the last paragraph in the report section entitled "2024 Short-Term Baseline Traffic Volumes."

Figure 4

2024 Short-Term Baseline Traffic, Lane Geometry, Traffic Control, and LOS



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

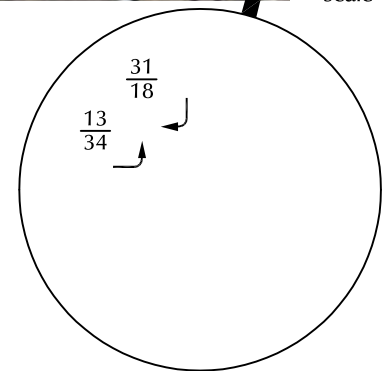
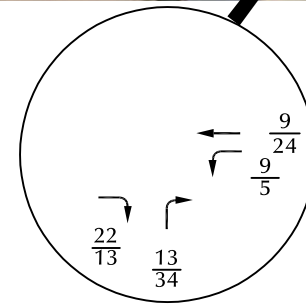
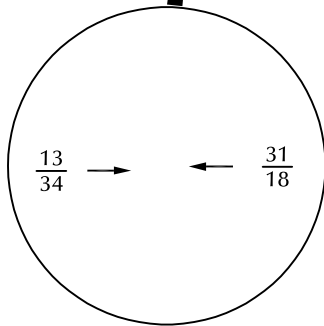
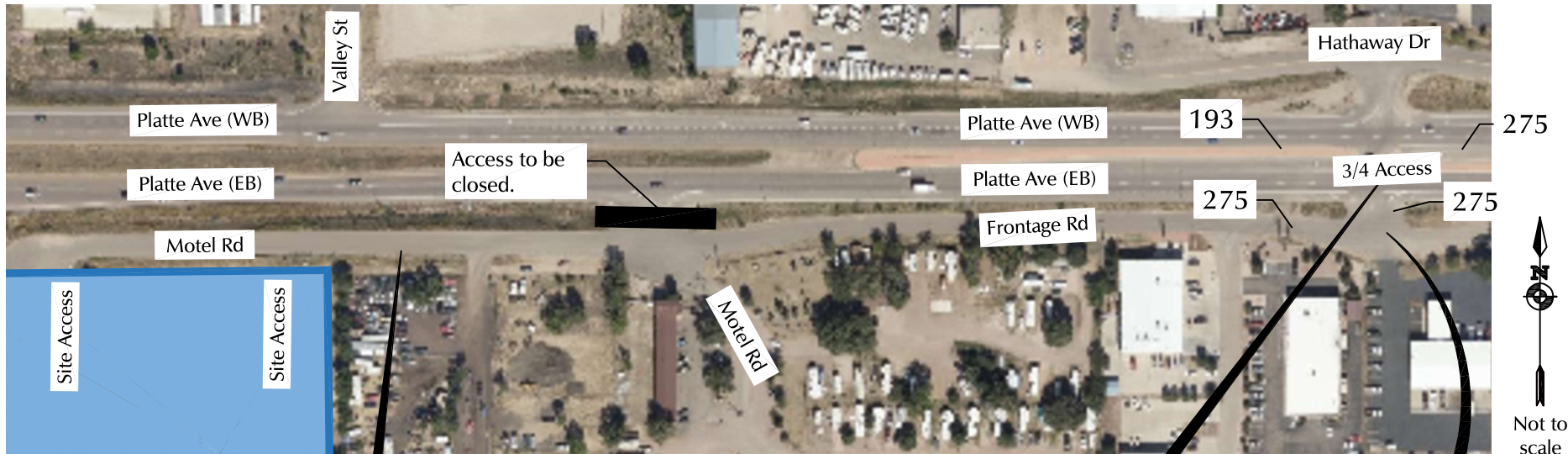


↔ XX% = Estimated % Directional Distribution



Figure 5
Directional Distribution

6001 East Platte (LSC# S244110)



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

Figure 6
Site-Generated Traffic

6001 East Platte (LSC# S244110)

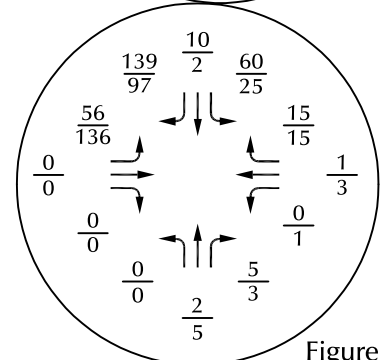
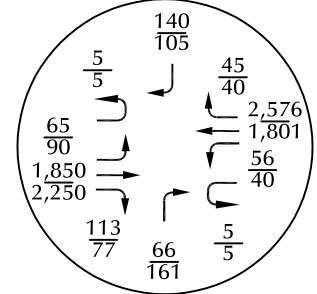
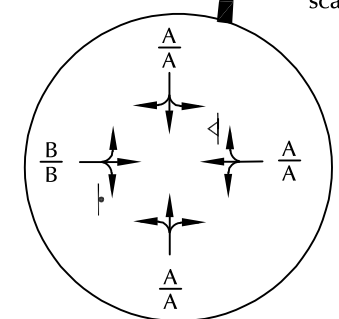
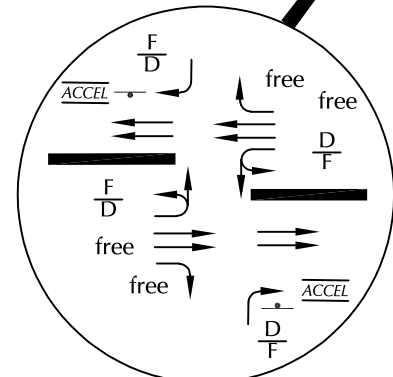
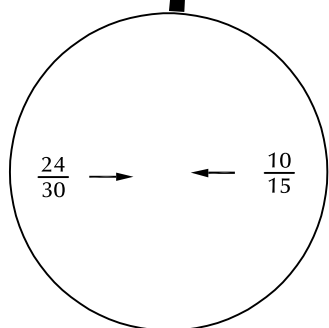
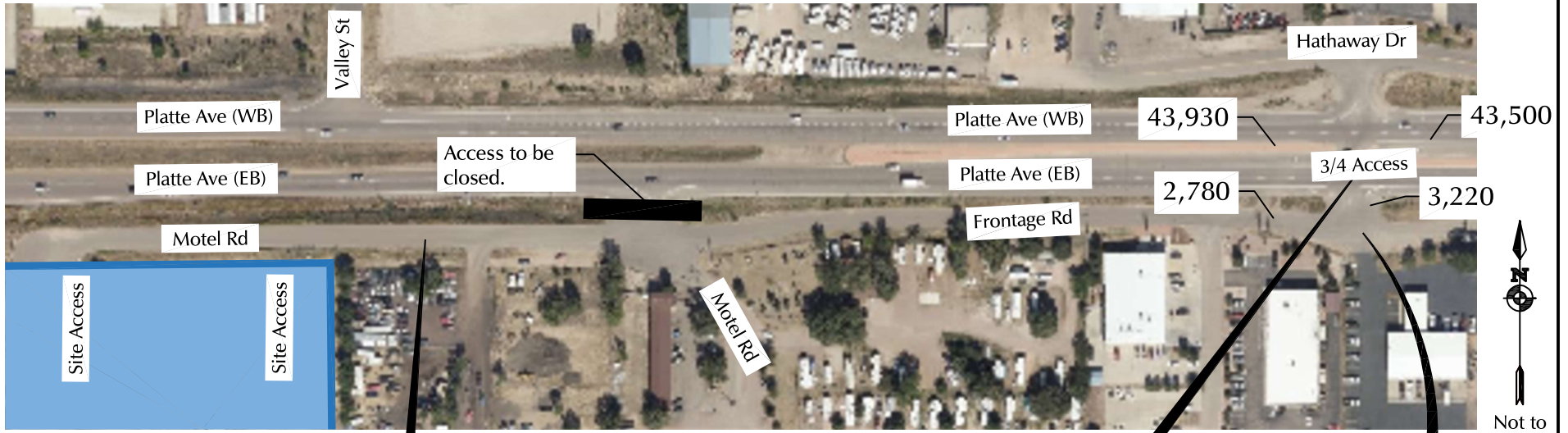


Figure 7

2024 Short-Term Total Traffic, Lane Geometry, Traffic Control, and LOS

6001 East Platte (LSC# S244110)



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

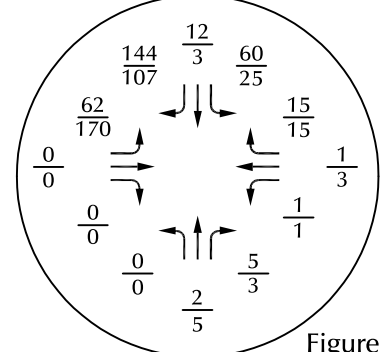
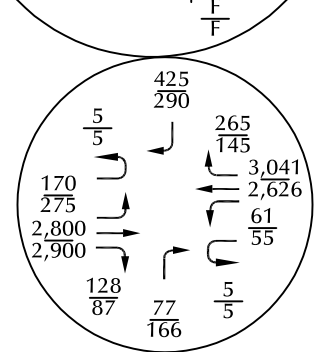
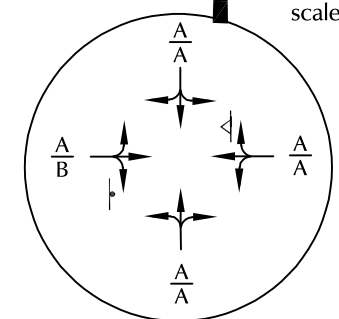
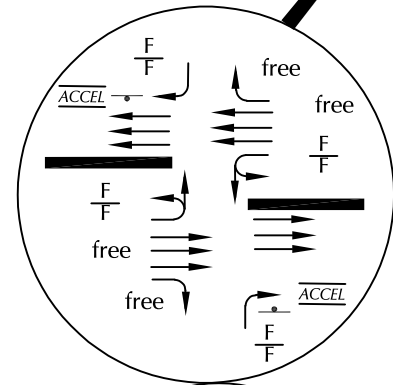
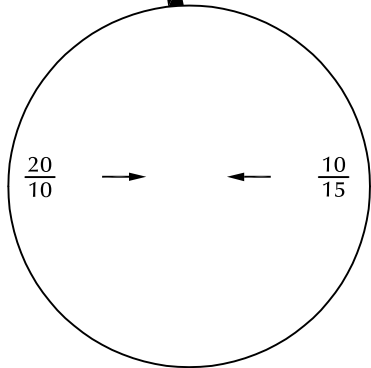
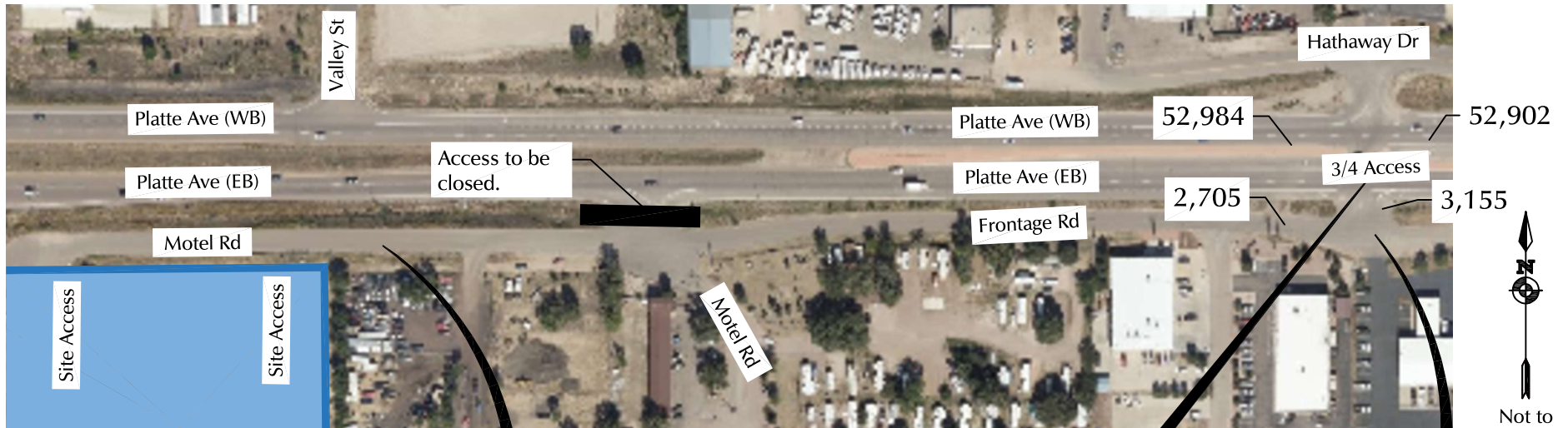


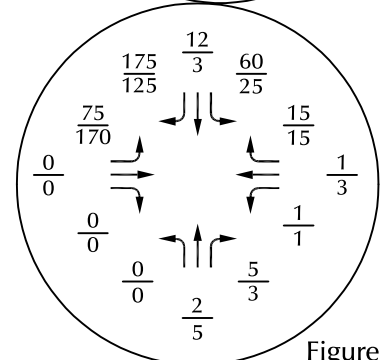
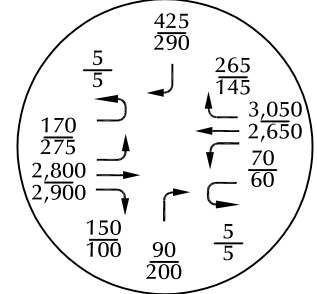
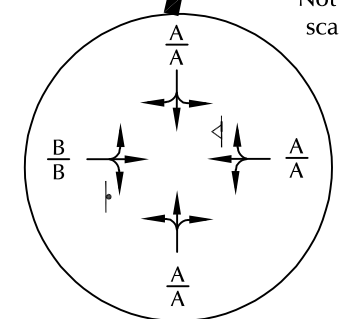
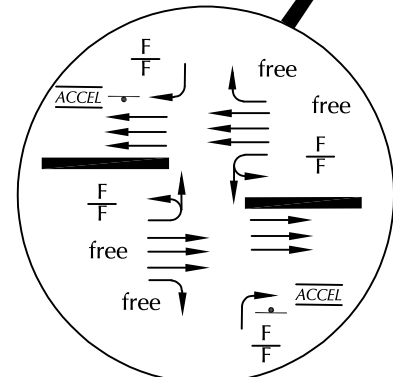
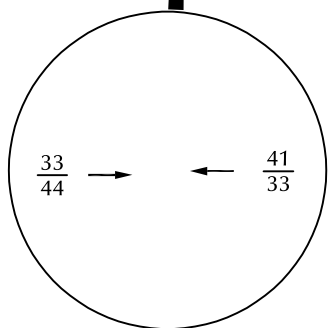
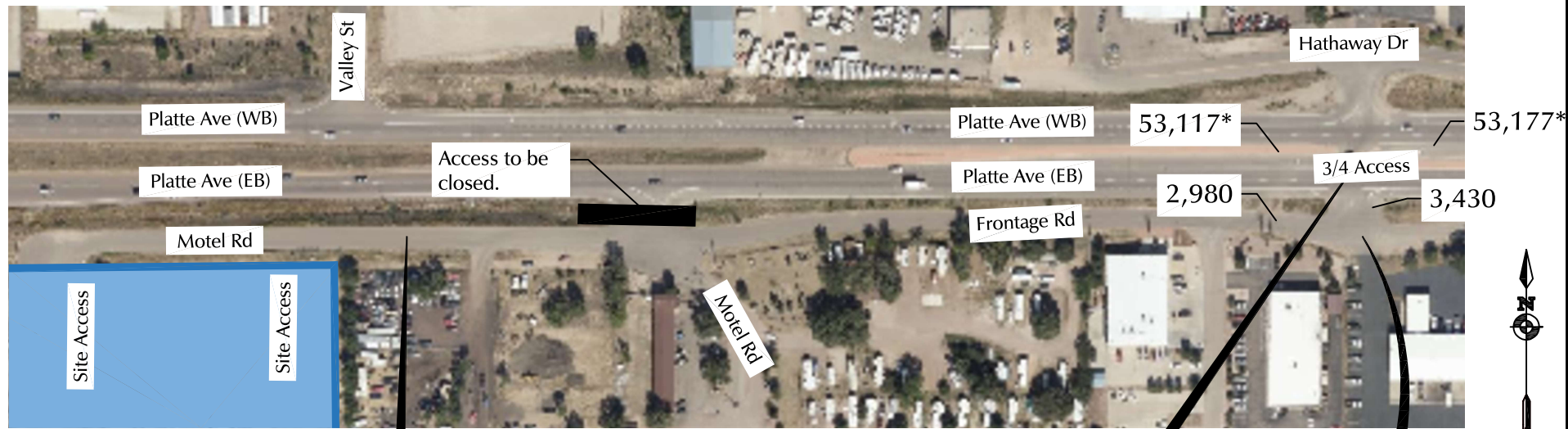
Figure 8

2044 Background Traffic, Lane Geometry, Traffic Control, and LOS

6001 East Platte (LSC# S244110)



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



Not to scale

- $\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS
- $\frac{X}{X}$ = PM Individual Movement Peak-Hour LOS
- $\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hour)
- $\frac{XX}{XX}$ = PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX = Average Daily Traffic (Vehicles/Day) (*CDOT 2044 AADT)
- \triangleleft = Yield Sign
- \mid = Stop Sign



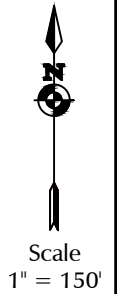
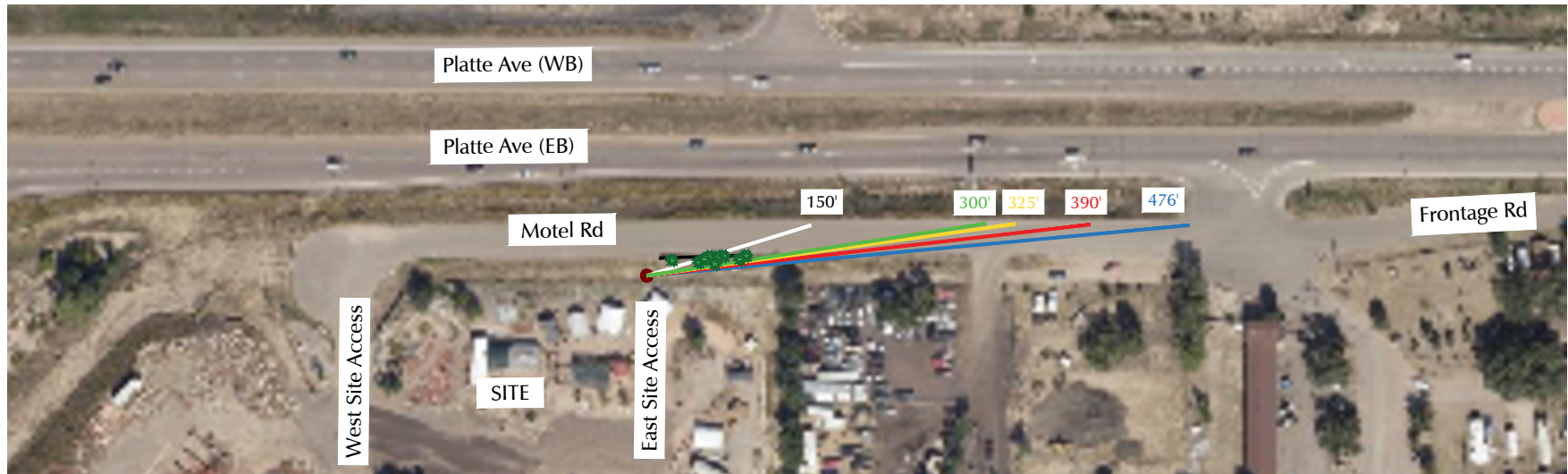
2044 Total Traffic, Lane Geometry, Traffic Control, and LOS









Figure 9

6001 East Platte (LSC# S244110)

Sight Distance Exhibits





-  180' = Required sight-distance along highway, adjusted for 3%-5% downhill gradient (ECM Tables 2-33 and 2-34)
-  325' = Field-measured sight distance along highway (assumes driver's eye height of 3.5') (Available sight distance exceeds the standard)
-  300' = Required entering sight-distance for passenger car, adjusted for 3%-5% downhill gradient (State Highway Access Code Tables 4-2 and 4-4, ECM Tables 2-34 and 2-35)
-  325' = Field-measured entering sight-distance for passenger car (assumes driver's eye height of 3.5')* (Available sight distance exceeds the standard)
-  390' = Required entering sight-distance for single-unit truck, adjusted for 3%-5% downhill gradient (State Highway Access Code Tables 4-2 and 4-4, ECM Tables 2-34 and 2-35)
-  476' = Field-measured entering sight-distance for single-unit truck (assumes driver's eye height of 7.5')* (Available sight distance exceeds the standard)
-  *Existing overgrown weeds in guardrail that must be removed in order for minimum sight distance requirements to be met
-  ● Driver's eye location from which sight distance measurements were taken
Estimated location of the centerline of the proposed access points at the estimated height and 10' back from the edge of Motel Rd

Note: All sight distance requirements are based on speed limit of 25 mph (unposted)









Exhibit 1

Sight Distance Analysis for Proposed East Site Access

6001 East Platte (LSC# S244110)





-  180' = Required sight-distance along highway, adjusted for 3%-5% downhill gradient (ECM Tables 2-33 and 2-34)
-  641' = Field-measured sight distance along highway (assumes driver's eye height of 3.5') (Available sight distance exceeds the standard)
-  300' = Required entering sight-distance for passenger car, adjusted for 3%-5% downhill gradient (State Highway Access Code Tables 4-2 and 4-4, ECM Tables 2-34 and 2-35)
-  641' = Field-measured entering sight-distance for passenger car (assumes driver's eye height of 3.5')* (Available sight distance exceeds the standard)
-  390' = Required entering sight-distance for single-unit truck, adjusted for 3%-5% downhill gradient (State Highway Access Code Tables 4-2 and 4-4, ECM Tables 2-34 and 2-35)
-  680' = Field-measured entering sight-distance for single-unit truck (assumes driver's eye height of 7.5')* (Available sight distance exceeds the standard)
-  *Existing overgrown weeds in guardrail that must be removed in order for minimum sight distance requirements to be met
-  Driver's eye location from which sight distance measurements were taken
Estimated location of the centerline of the proposed access points at the estimated height and 10' back from the edge of Motel Rd

Note: All sight distance requirements are based on speed limit of 25 mph (unposted)

Exhibit 2

Sight Distance Analysis for West Site Access

6001 East Platte (LSC# S244110)



Level of Service Reports



Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	1722	61	0	2578	0	20
Future Vol, veh/h	1722	61	0	2578	0	20
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	93	93	95	95	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1852	66	0	2714	0	26

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	926
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	271
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	271
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	271	-	-	-
HCM Lane V/C Ratio	0.095	-	-	-
HCM Control Delay (s)	19.7	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection														
Int Delay, s/veh	14.9													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↕	↕		↔	↕	↕			↕			↕
Traffic Vol, veh/h	15	49	1845	12	2	36	2574	36	0	0	17	0	0	97
Future Vol, veh/h	15	49	1845	12	2	36	2574	36	0	0	17	0	0	97
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	52	1942	13	2	38	2709	38	0	0	22	0	0	117

Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	2709	2747	0	0	1942	1955	0	0	-	-	971	-	-	1355
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	25	143	-	-	81	295	-	-	0	0	252	0	0	139
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	29	~ 29	-	-	256	256	-	-	-	-	252	-	-	139
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30	0.3	20.6	100.3
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	252	~ 29	-	-	256	-	-	139
HCM Lane V/C Ratio	0.086	2.323	-	-	0.156	-	-	0.841
HCM Control Delay (s)	20.6	900.3	-	-	21.6	-	-	100.3
HCM Lane LOS	C	F	-	-	C	-	-	F
HCM 95th %tile Q(veh)	0.3	8	-	-	0.5	-	-	5.4

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

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	11	27	0	0	0	7	0	2	0	29	3	31
Future Vol, veh/h	11	27	0	0	0	7	0	2	0	29	3	31
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	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	35	0	0	0	9	0	3	0	35	4	37

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	101	96	23	113	114	3	41	0	0	3	0	0
Stage 1	93	93	-	3	3	-	-	-	-	-	-	-
Stage 2	8	3	-	110	111	-	-	-	-	-	-	-
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	880	794	1054	864	776	1081	1568	-	-	1619	-	-
Stage 1	914	818	-	1020	893	-	-	-	-	-	-	-
Stage 2	1013	893	-	895	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	858	777	1054	821	759	1081	1568	-	-	1619	-	-
Mov Cap-2 Maneuver	858	777	-	821	759	-	-	-	-	-	-	-
Stage 1	914	800	-	1020	893	-	-	-	-	-	-	-
Stage 2	1005	893	-	837	786	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.8		8.4		0		3.3	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1568	-	-	799	1081	1619	-	-
HCM Lane V/C Ratio	-	-	-	0.061	0.008	0.022	-	-
HCM Control Delay (s)	0	-	-	9.8	8.4	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.1	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	2613	43	0	1893	0	57
Future Vol, veh/h	2613	43	0	1893	0	57
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	93	93	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2751	45	0	2035	0	69

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	1376
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	135
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	135
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	56.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	135	-	-	-
HCM Lane V/C Ratio	0.509	-	-	-
HCM Control Delay (s)	56.5	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	2.4	-	-	-

Intersection														
Int Delay, s/veh	3.7													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↕	↕		↔	↕	↕			↕			↕
Traffic Vol, veh/h	33	79	2240	7	1	19	1796	13	0	0	34	0	0	71
Future Vol, veh/h	33	79	2240	7	1	19	1796	13	0	0	34	0	0	71
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	93	93	93	93	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	83	2358	7	1	20	1931	14	0	0	44	0	0	86

Major/Minor	Major1		Major2		Minor1		Minor2							
Conflicting Flow All	1931	1945	0	0	2358	2365	0	0	-	-	1179	-	-	966
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	82	297	-	-	43	203	-	-	0	0	183	0	0	254
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	136	136	-	-	164	164	-	-	-	-	183	-	-	254
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	0.3	30.7	26.2
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	183	136	-	-	164	-	-	254
HCM Lane V/C Ratio	0.238	0.867	-	-	0.131	-	-	0.337
HCM Control Delay (s)	30.7	108	-	-	30.3	-	-	26.2
HCM Lane LOS	D	F	-	-	D	-	-	D
HCM 95th %tile Q(veh)	0.9	5.6	-	-	0.4	-	-	1.4

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	31	1	0	0	3	3	1	3	0	8	2	14
Future Vol, veh/h	31	1	0	0	3	3	1	3	0	8	2	14
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	40	1	0	0	4	4	1	4	0	10	3	18

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	42	38	12	39	47	4	21	0	0	4	0	0
Stage 1	32	32	-	6	6	-	-	-	-	-	-	-
Stage 2	10	6	-	33	41	-	-	-	-	-	-	-
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	961	854	1069	966	845	1080	1595	-	-	1618	-	-
Stage 1	984	868	-	1016	891	-	-	-	-	-	-	-
Stage 2	1011	891	-	983	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	949	848	1069	960	839	1080	1595	-	-	1618	-	-
Mov Cap-2 Maneuver	949	848	-	960	839	-	-	-	-	-	-	-
Stage 1	983	863	-	1015	890	-	-	-	-	-	-	-
Stage 2	1002	890	-	976	856	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		8.8		1.8		2.4	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1595	-	-	945	944	1618	-	-
HCM Lane V/C Ratio	0.001	-	-	0.043	0.008	0.006	-	-
HCM Control Delay (s)	7.3	0	-	9	8.8	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	2033	0	0	2721	0	0
Future Vol, veh/h	2033	0	0	2721	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	2140	0	0	2864	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	- 1070
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	-	0 217
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	- 217
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	7.1													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↕	↕		↔	↕	↕			↕			↕
Traffic Vol, veh/h	5	65	1850	113	5	56	2576	45	0	0	113	0	0	140
Future Vol, veh/h	5	65	1850	113	5	56	2576	45	0	0	113	0	0	140
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	325	-	0	-	300	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	68	1947	119	5	59	2712	47	0	0	136	0	0	161

Major/Minor	Major1		Major2		Minor1		Minor2							
Conflicting Flow All	2712	2759	0	0	1947	2066	0	0	-	-	974	-	-	1356
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	25	141	-	-	80	267	-	-	0	0	251	0	0	~ 139
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	~ -34	~ -34	-	-	189	189	-	-	-	-	251	-	-	~ 139
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		0.8	35.1	187.8
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	251	+	-	-	189	-	-	139
HCM Lane V/C Ratio	0.542	-	-	-	0.34	-	-	1.158
HCM Control Delay (s)	35.1	-	-	-	33.6	-	-	187.8
HCM Lane LOS	E	-	-	-	D	-	-	F
HCM 95th %tile Q(veh)	3	-	-	-	1.4	-	-	9.3

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

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	0	0	1	1	15	0	2	5	60	10	139
Future Vol, veh/h	52	0	0	1	1	15	0	2	5	60	10	139
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	63	0	0	1	1	19	0	3	6	69	11	160

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	245	238	91	235	315	6	171	0	0	9	0	0
Stage 1	229	229	-	6	6	-	-	-	-	-	-	-
Stage 2	16	9	-	229	309	-	-	-	-	-	-	-
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	709	663	967	720	601	1077	1406	-	-	1611	-	-
Stage 1	774	715	-	1016	891	-	-	-	-	-	-	-
Stage 2	1004	888	-	774	660	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	670	631	967	693	572	1077	1406	-	-	1611	-	-
Mov Cap-2 Maneuver	670	631	-	693	572	-	-	-	-	-	-	-
Stage 1	774	681	-	1016	891	-	-	-	-	-	-	-
Stage 2	985	888	-	737	628	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.9		8.7		0		2.1	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1406	-	-	670	993	1611	-	-
HCM Lane V/C Ratio	-	-	-	0.094	0.022	0.043	-	-
HCM Control Delay (s)	0	-	-	10.9	8.7	7.3	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	2242	0	0	1911	0	0
Future Vol, veh/h	2242	0	0	1911	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	2360	0	0	2012	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	- 1180
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	-	0 183
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	- 183
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	7.9													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↕	↗		↔	↕	↗			↗			↗
Traffic Vol, veh/h	5	90	2250	77	5	40	1801	40	0	0	151	0	0	105
Future Vol, veh/h	5	90	2250	77	5	40	1801	40	0	0	151	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	93	93	93	93	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	2368	81	5	43	1937	43	0	0	174	0	0	127

Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	1937	1980	0	0	2368	2449	0	0	-	-	1184	-	-	969
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	82	288	-	-	42	188	-	-	0	0	182	0	0	253
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	228	228	-	-	49	49	-	-	-	-	182	-	-	253
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	6.2	107.1	32.7
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	182	228	-	-	49	-	-	253
HCM Lane V/C Ratio	0.954	0.439	-	-	0.987	-	-	0.5
HCM Control Delay (s)	107.1	32.6	-	-	260.8	-	-	32.7
HCM Lane LOS	F	D	-	-	F	-	-	D
HCM 95th %tile Q(veh)	7.6	2.1	-	-	4.2	-	-	2.6

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	126	0	0	1	3	15	0	5	3	25	2	97
Future Vol, veh/h	126	0	0	1	3	15	0	5	3	25	2	97
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	145	0	0	1	4	19	0	6	4	30	2	117

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	141	131	61	129	187	8	119	0	0	10	0	0
Stage 1	121	121	-	8	8	-	-	-	-	-	-	-
Stage 2	20	10	-	121	179	-	-	-	-	-	-	-
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	829	760	1004	844	708	1074	1469	-	-	1610	-	-
Stage 1	883	796	-	1013	889	-	-	-	-	-	-	-
Stage 2	999	887	-	883	751	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	798	745	1004	831	694	1074	1469	-	-	1610	-	-
Mov Cap-2 Maneuver	798	745	-	831	694	-	-	-	-	-	-	-
Stage 1	883	780	-	1013	889	-	-	-	-	-	-	-
Stage 2	977	887	-	865	736	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	10.5		8.8			0			1.5		
HCM LOS	B		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1469	-	-	798	975	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.181	0.025	0.019	-	-
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	-	-	0.7	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	2033	0	0	2721	0	0
Future Vol, veh/h	2033	0	0	2721	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	2140	0	0	2864	0	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	1070
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	217
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	217
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	7.4													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↕	↕		↔	↕	↕			↕			↕
Traffic Vol, veh/h	5	65	1850	113	5	56	2576	45	0	0	66	0	0	140
Future Vol, veh/h	5	65	1850	113	5	56	2576	45	0	0	66	0	0	140
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	325	-	0	-	300	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	95	95	95	95	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	70	1989	122	5	59	2712	47	0	0	80	0	0	169

Major/Minor	Major1		Major2		Minor1		Minor2							
Conflicting Flow All	2712	2759	0	0	1989	2111	0	0	-	-	995	-	-	1356
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	25	141	-	-	75	256	-	-	0	0	243	0	0	~ 139
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	~ -34	~ -34	-	-	197	197	-	-	-	-	243	-	-	~ 139
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		0.7	26.9	207.2
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	243	+	-	-	197	-	-	139
HCM Lane V/C Ratio	0.327	-	-	-	0.326	-	-	1.213
HCM Control Delay (s)	26.9	-	-	-	31.9	-	-	207.2
HCM Lane LOS	D	-	-	-	D	-	-	F
HCM 95th %tile Q(veh)	1.4	-	-	-	1.3	-	-	10

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

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	56	0	0	0	1	15	0	2	5	60	10	139
Future Vol, veh/h	56	0	0	0	1	15	0	2	5	60	10	139
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	67	0	0	0	1	19	0	3	6	69	11	160

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	245	238	91	235	315	6	171	0	0	9	0	0
Stage 1	229	229	-	6	6	-	-	-	-	-	-	-
Stage 2	16	9	-	229	309	-	-	-	-	-	-	-
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	709	663	967	720	601	1077	1406	-	-	1611	-	-
Stage 1	774	715	-	1016	891	-	-	-	-	-	-	-
Stage 2	1004	888	-	774	660	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	670	631	967	693	572	1077	1406	-	-	1611	-	-
Mov Cap-2 Maneuver	670	631	-	693	572	-	-	-	-	-	-	-
Stage 1	774	681	-	1016	891	-	-	-	-	-	-	-
Stage 2	985	888	-	737	628	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	11		8.6			0			2.1		
HCM LOS	B		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1406	-	-	670	1021	1611	-	-
HCM Lane V/C Ratio	-	-	-	0.101	0.02	0.043	-	-
HCM Control Delay (s)	0	-	-	11	8.6	7.3	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	2422	0	0	1911	0	0
Future Vol, veh/h	2422	0	0	1911	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	2549	0	0	2012	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	- 1275
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	-	0 158
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	- 158
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	10.4													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↕	↕		↔	↕	↕			↕			↕
Traffic Vol, veh/h	5	90	2250	77	5	40	1801	40	0	0	161	0	0	105
Future Vol, veh/h	5	90	2250	77	5	40	1801	40	0	0	161	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	93	93	93	93	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	2368	81	5	43	1937	43	0	0	185	0	0	127

Major/Minor	Major1		Major2		Minor1		Minor2							
Conflicting Flow All	1937	1980	0	0	2368	2449	0	0	-	-	1184	-	-	969
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	82	288	-	-	42	188	-	-	0	0	~ 182	0	0	253
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	228	228	-	-	37	~ 37	-	-	-	-	~ 182	-	-	253
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	10	123.8	32.7
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	182	228	-	-	~ 37	-	-	253
HCM Lane V/C Ratio	1.017	0.439	-	-	1.308	-	-	0.5
HCM Control Delay (s)	123.8	32.6	-	-	\$ 418.7	-	-	32.7
HCM Lane LOS	F	D	-	-	F	-	-	D
HCM 95th %tile Q(veh)	8.5	2.1	-	-	5	-	-	2.6

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

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	136	0	0	1	3	15	0	5	3	25	2	97
Future Vol, veh/h	136	0	0	1	3	15	0	5	3	25	2	97
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	164	0	0	1	4	19	0	6	4	30	2	117

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	141	131	61	129	187	8	119	0	0	10	0	0
Stage 1	121	121	-	8	8	-	-	-	-	-	-	-
Stage 2	20	10	-	121	179	-	-	-	-	-	-	-
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	829	760	1004	844	708	1074	1469	-	-	1610	-	-
Stage 1	883	796	-	1013	889	-	-	-	-	-	-	-
Stage 2	999	887	-	883	751	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	798	745	1004	831	694	1074	1469	-	-	1610	-	-
Mov Cap-2 Maneuver	798	745	-	831	694	-	-	-	-	-	-	-
Stage 1	883	780	-	1013	889	-	-	-	-	-	-	-
Stage 2	977	887	-	865	736	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	10.7		8.8			0		1.5		
HCM LOS	B		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1469	-	-	798	975	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.205	0.025	0.019	-	-
HCM Control Delay (s)	0	-	-	10.7	8.8	7.3	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.1	0.1	-	-

Intersection														
Int Delay, s/veh	215.6													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔ ↑↑↑	↔ ↑↑↑	↔ ↑		↔ ↑↑↑	↔ ↑↑↑	↔ ↑			↔ ↑			↔ ↑
Traffic Vol, veh/h	5	170	2800	150	5	70	3050	265	0	0	90	0	0	425
Future Vol, veh/h	5	170	2800	150	5	70	3050	265	0	0	90	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	158	5	74	3211	279	0	0	108	0	0	462

Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	2344	3490	0	0	2152	3105	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	~33	-	-	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	-	-	28	~28	-	-	-	-	~99	-	-	~80
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	137.3			24.7			198.4			\$ 2251.6		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	~31	-	-	~28	-	-	80
HCM Lane V/C Ratio	1.095	5.942	-	-	2.82	-	-	5.774
HCM Control Delay (s)	198.4	\$ 2451.3	-	-	\$ 1117.1	-	-	\$ 2251.6
HCM Lane LOS	F	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	7	22.3	-	-	9.5	-	-	51.1

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

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	75	0	0	1	1	15	0	2	5	60	12	175
Future Vol, veh/h	75	0	0	1	1	15	0	2	5	60	12	175
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	90	0	0	1	1	19	0	3	6	69	14	201

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	269	262	115	259	359	6	215	0	0	9	0	0
Stage 1	253	253	-	6	6	-	-	-	-	-	-	-
Stage 2	16	9	-	253	353	-	-	-	-	-	-	-
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	684	643	937	694	568	1077	1355	-	-	1611	-	-
Stage 1	751	698	-	1016	891	-	-	-	-	-	-	-
Stage 2	1004	888	-	751	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	645	611	937	668	540	1077	1355	-	-	1611	-	-
Mov Cap-2 Maneuver	645	611	-	668	540	-	-	-	-	-	-	-
Stage 1	751	663	-	1016	891	-	-	-	-	-	-	-
Stage 2	985	888	-	713	599	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.5		8.7		0		1.8	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1355	-	-	645	984	1611	-	-
HCM Lane V/C Ratio	-	-	-	0.14	0.022	0.043	-	-
HCM Control Delay (s)	0	-	-	11.5	8.7	7.3	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0.1	-	-

Intersection														
Int Delay, s/veh	123.7													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔ ↑↑↑	↔ ↑↑↑	↔ ↑		↔ ↑↑↑	↔ ↑↑↑	↔ ↑			↔ ↑			↔ ↑
Traffic Vol, veh/h	5	275	2900	87	5	55	2626	145	0	0	166	0	0	290
Future Vol, veh/h	5	275	2900	87	5	55	2626	145	0	0	166	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	92	5	58	2764	153	0	0	191	0	0	315

Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	2018	2917	0	0	2228	3145	0	0	-	-	1527	-	-	1382
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	117	~42	-	-	89	~32	-	-	0	0	~91	0	0	~115
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	69	~69	-	-	~77	~77	-	-	-	-	~91	-	-	~115
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	136.2		\$ 604.7	\$ 866.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	91	~69	-	-	+	-	-	115
HCM Lane V/C Ratio	2.097	4.272	-	-	-	-	-	2.741
HCM Control Delay (s)	\$ 604.7	\$ 1589.4	-	-	-	-	-	\$ 866.3
HCM Lane LOS	F	F	-	-	-	-	-	F
HCM 95th %tile Q(veh)	16.7	31.7	-	-	-	-	-	29.1

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

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	136	0	0	1	3	15	0	5	3	25	3	107
Future Vol, veh/h	136	0	0	1	3	15	0	5	3	25	3	107
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	156	0	0	1	4	19	0	6	4	30	4	129

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	149	139	69	137	201	8	133	0	0	10	0	0
Stage 1	129	129	-	8	8	-	-	-	-	-	-	-
Stage 2	20	10	-	129	193	-	-	-	-	-	-	-
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	819	752	994	834	695	1074	1452	-	-	1610	-	-
Stage 1	875	789	-	1013	889	-	-	-	-	-	-	-
Stage 2	999	887	-	875	741	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	789	737	994	821	681	1074	1452	-	-	1610	-	-
Mov Cap-2 Maneuver	789	737	-	821	681	-	-	-	-	-	-	-
Stage 1	875	773	-	1013	889	-	-	-	-	-	-	-
Stage 2	977	887	-	858	726	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.7		8.8		0		1.3	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1452	-	-	789	970	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.198	0.025	0.019	-	-
HCM Control Delay (s)	0	-	-	10.7	8.8	7.3	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.1	0.1	-	-

Intersection														
Int Delay, s/veh	215.6													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔ ↑↑↑	↔ ↑↑↑	↔ ↑		↔ ↑↑↑	↔ ↑↑↑	↔ ↑			↔ ↑			↔ ↑
Traffic Vol, veh/h	5	170	2800	150	5	70	3050	265	0	0	90	0	0	425
Future Vol, veh/h	5	170	2800	150	5	70	3050	265	0	0	90	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	158	5	74	3211	279	0	0	108	0	0	462

Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	2344	3490	0	0	2152	3105	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	~33	-	-	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	-	-	28	~28	-	-	-	-	~99	-	-	~80
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	137.3	24.7	198.4	\$ 2251.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	~31	-	-	~28	-	-	80
HCM Lane V/C Ratio	1.095	5.942	-	-	2.82	-	-	5.774
HCM Control Delay (s)	198.4	\$ 2451.3	-	-	\$ 1117.1	-	-	\$ 2251.6
HCM Lane LOS	F	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	7	22.3	-	-	9.5	-	-	51.1

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

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	75	0	0	60	12	144	0	2	5	60	12	175
Future Vol, veh/h	75	0	0	60	12	144	0	2	5	60	12	175
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	90	0	0	77	15	185	0	3	6	69	14	201

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	359	262	115	259	359	6	215	0	0	9	0	0
Stage 1	253	253	-	6	6	-	-	-	-	-	-	-
Stage 2	106	9	-	253	353	-	-	-	-	-	-	-
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	596	643	937	694	568	1077	1355	-	-	1611	-	-
Stage 1	751	698	-	1016	891	-	-	-	-	-	-	-
Stage 2	900	888	-	751	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	465	611	937	668	540	1077	1355	-	-	1611	-	-
Mov Cap-2 Maneuver	465	611	-	668	540	-	-	-	-	-	-	-
Stage 1	751	663	-	1016	891	-	-	-	-	-	-	-
Stage 2	733	888	-	713	599	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.6		11		0		1.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1355	-	-	465	879	1611	-	-
HCM Lane V/C Ratio	-	-	-	0.194	0.315	0.043	-	-
HCM Control Delay (s)	0	-	-	14.6	11	7.3	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	1.4	0.1	-	-

Intersection														
Int Delay, s/veh	136.7													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔ ↑↑↑	↔ ↑↑↑	↔ ↑		↔ ↑↑↑	↔ ↑↑↑	↔ ↑			↔ ↑			↔ ↑
Traffic Vol, veh/h	5	275	2900	100	5	60	2650	145	0	0	200	0	0	290
Future Vol, veh/h	5	275	2900	100	5	60	2650	145	0	0	200	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	105	5	63	2789	153	0	0	230	0	0	315

Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	2036	2942	0	0	2228	3158	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	~31	-	-	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	-	-	~115	~115	-	-	-	-	~91	-	-	~112
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	142.5		\$ 791.6	\$ 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	2.526	4.399	-	-	-	-	-	2.814
HCM Control Delay (s)	\$ 791.6	\$ 1669	-	-	-	-	-	\$ 900.8
HCM Lane LOS	F	F	-	-	-	-	-	F
HCM 95th %tile Q(veh)	21.4	31.9	-	-	-	-	-	29.4

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

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	170	0	0	1	3	15	0	5	3	25	3	125
Future Vol, veh/h	170	0	0	1	3	15	0	5	3	25	3	125
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	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	195	0	0	1	4	19	0	6	4	29	3	144

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	153	143	75	141	213	8	147	0	0	10	0	0
Stage 1	133	133	-	8	8	-	-	-	-	-	-	-
Stage 2	20	10	-	133	205	-	-	-	-	-	-	-
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	814	748	986	829	684	1074	1435	-	-	1610	-	-
Stage 1	870	786	-	1013	889	-	-	-	-	-	-	-
Stage 2	999	887	-	870	732	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	784	733	986	817	670	1074	1435	-	-	1610	-	-
Mov Cap-2 Maneuver	784	733	-	817	670	-	-	-	-	-	-	-
Stage 1	870	770	-	1013	889	-	-	-	-	-	-	-
Stage 2	977	887	-	853	717	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.1		8.8		0		1.2	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1435	-	-	784	966	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.249	0.025	0.018	-	-
HCM Control Delay (s)	0	-	-	11.1	8.8	7.3	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1	0.1	0.1	-	-

Traffic Counts



LSC Transportation Consultants, Inc.

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

File Name : Hathawat Dr - Platte Ave AM 4-11-24

Site Code : S224110

Start Date : 4/11/2024

Page No : 1

Groups Printed- Unshifted

Start Time	Hathaway Dr Southbound					Platte Ave Westbound					6001-6425 Northbound					Platte Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30	9	0	0	0	9	1	191	1	0	193	2	0	0	0	2	2	133	2	1	138	342
06:35	6	0	0	0	6	2	197	0	0	199	1	0	0	0	1	0	144	4	0	148	354
06:40	5	0	0	0	5	4	193	1	0	198	1	0	0	0	1	0	149	4	0	153	357
06:45	8	0	0	0	8	2	192	2	0	196	1	0	0	0	1	2	136	2	0	140	345
06:50	4	0	0	0	4	0	213	5	0	218	0	0	0	0	0	1	145	4	0	150	372
06:55	12	0	0	0	12	3	219	1	0	223	0	0	0	0	0	2	141	3	0	146	381
Total	44	0	0	0	44	12	1205	10	0	1227	5	0	0	0	5	7	848	19	1	875	2151
07:00	9	0	0	0	9	2	205	2	0	209	0	0	0	0	0	0	158	2	0	160	378
07:05	5	0	0	0	5	2	197	0	0	199	1	0	0	0	1	0	171	2	0	173	378
07:10	7	0	0	0	7	3	204	0	0	207	7	0	0	0	7	1	159	3	0	163	384
07:15	4	0	0	0	4	4	231	4	0	239	0	0	0	0	0	2	155	3	1	161	404
07:20	3	0	0	0	3	3	223	4	0	230	3	0	0	0	3	0	129	3	1	133	369
07:25	5	0	0	0	5	2	204	7	0	213	1	0	0	0	1	3	155	2	3	163	382
07:30	12	0	0	0	12	5	229	1	0	235	2	0	0	0	2	2	142	5	0	149	398
07:35	17	0	0	0	17	4	209	4	0	217	1	0	0	0	1	0	181	6	0	187	422
07:40	12	0	0	0	12	3	199	3	0	205	1	0	0	0	1	0	167	2	2	171	389
07:45	5	0	0	0	5	3	224	7	0	234	1	0	0	0	1	1	151	12	0	164	404
07:50	6	0	0	0	6	2	230	3	0	235	0	0	0	0	0	1	136	6	0	143	384
07:55	5	0	0	0	5	2	189	3	0	194	3	0	0	0	3	2	152	1	0	155	357
Total	90	0	0	0	90	35	2544	38	0	2617	20	0	0	0	20	12	1856	47	7	1922	4649
08:00	4	0	0	0	4	2	174	4	0	180	1	0	0	0	1	2	125	9	1	137	322
08:05	2	0	0	0	2	1	179	3	1	184	4	0	0	0	4	1	109	3	1	114	304
08:10	6	0	0	0	6	2	154	5	0	161	2	1	0	0	3	2	96	12	1	111	281
08:15	6	0	0	0	6	1	191	4	0	196	1	0	0	0	1	0	103	2	1	106	309
08:20	2	0	0	0	2	0	160	1	0	161	4	0	0	0	4	1	105	6	2	114	281
08:25	5	0	0	0	5	1	164	2	1	168	4	0	0	0	4	1	135	3	4	143	320
Grand Total	159	0	0	0	159	54	4771	67	2	4894	41	1	0	0	42	26	3377	101	18	3522	8617
Apprch %	100	0	0	0	100	1.1	97.5	1.4	0	99.6	97.6	2.4	0	0	99.6	0.7	95.9	2.9	0.5	99.6	
Total %	1.8	0	0	0	1.8	0.6	55.4	0.8	0	56.8	0.5	0	0	0	0.5	0.3	39.2	1.2	0.2	40.9	

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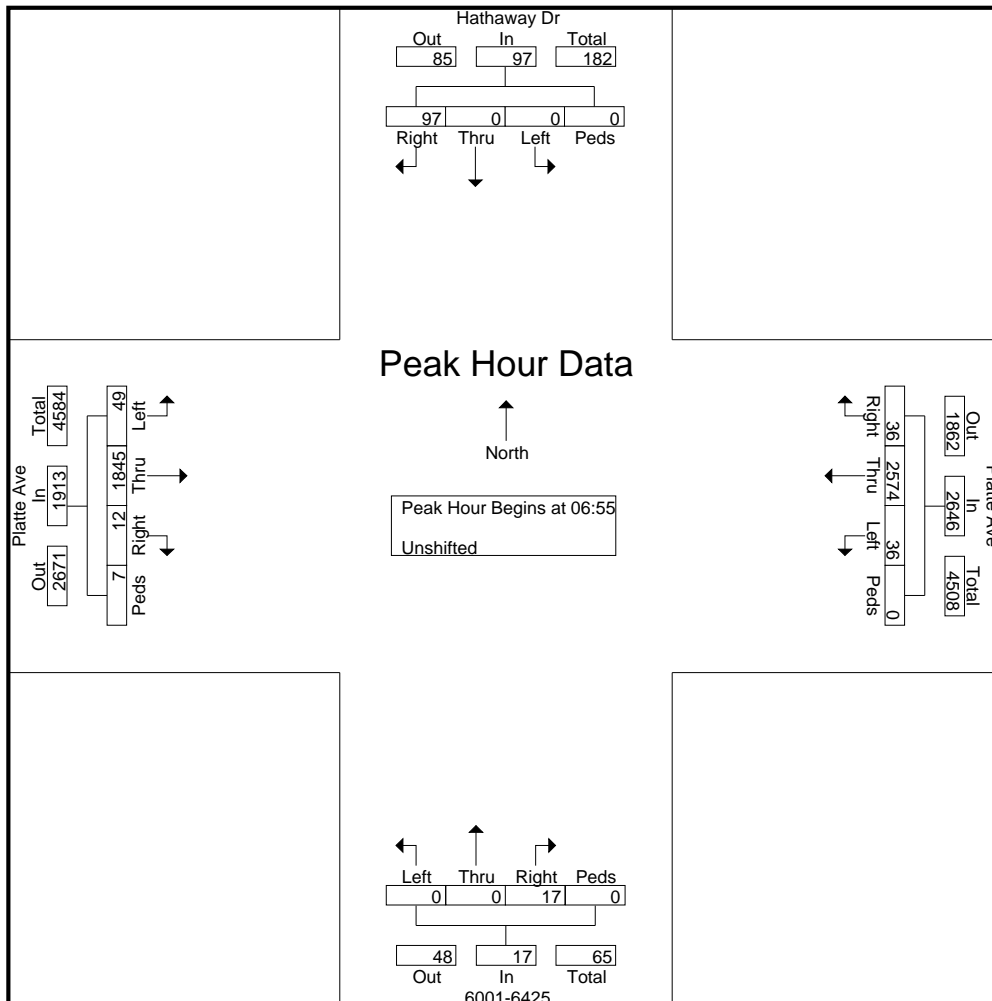
File Name : Hathawat Dr - Platte Ave AM 4-11-24

Site Code : S224110

Start Date : 4/11/2024

Page No : 2

Start Time	Hathaway Dr Southbound					Platte Ave Westbound					6001-6425 Northbound					Platte Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:55																					
06:55	12	0	0	0	12	3	219	1	0	223	0	0	0	0	0	2	141	3	0	146	381
07:00	9	0	0	0	9	2	205	2	0	209	0	0	0	0	0	0	158	2	0	160	378
07:05	5	0	0	0	5	2	197	0	0	199	1	0	0	0	1	0	171	2	0	173	378
07:10	7	0	0	0	7	3	204	0	0	207	7	0	0	0	7	1	159	3	0	163	384
07:15	4	0	0	0	4	4	231	4	0	239	0	0	0	0	0	2	155	3	1	161	404
07:20	3	0	0	0	3	3	223	4	0	230	3	0	0	0	3	0	129	3	1	133	369
07:25	5	0	0	0	5	2	204	7	0	213	1	0	0	0	1	3	155	2	3	163	382
07:30	12	0	0	0	12	5	229	1	0	235	2	0	0	0	2	2	142	5	0	149	398
07:35	17	0	0	0	17	4	209	4	0	217	1	0	0	0	1	0	181	6	0	187	422
07:40	12	0	0	0	12	3	199	3	0	205	1	0	0	0	1	0	167	2	2	171	389
07:45	5	0	0	0	5	3	224	7	0	234	1	0	0	0	1	1	151	12	0	164	404
07:50	6	0	0	0	6	2	230	3	0	235	0	0	0	0	0	1	136	6	0	143	384
Total Volume	97	0	0	0	97	36	2574	36	0	2646	17	0	0	0	17	12	1845	49	7	1913	4673
% App. Total	100	0	0	0		1.4	97.3	1.4	0		100	0	0	0		0.6	96.4	2.6	0.4		
PHF	.475	.000	.000	.000	.475	.600	.929	.429	.000	.923	.202	.000	.000	.000	.202	.333	.849	.340	.194	.852	.923



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Start Date : 4/11/2024

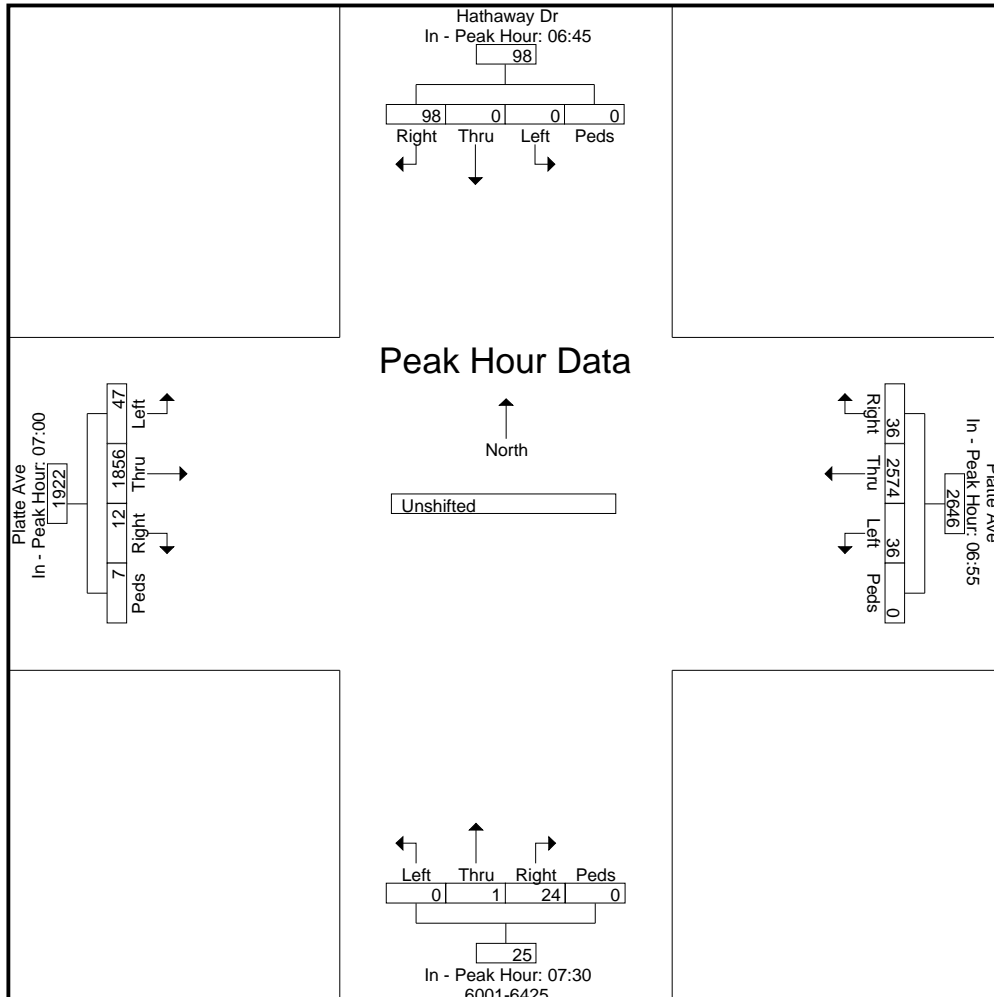
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Start Time	Hathaway Dr Southbound					Platte Ave Westbound					6001-6425 Northbound					Platte Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45					06:55					07:30					07:00				
+0 mins.	8	0	0	0	8	3	219	1	0	223	2	0	0	0	2	0	158	2	0	160
+5 mins.	4	0	0	0	4	2	205	2	0	209	1	0	0	0	1	0	171	2	0	173
+10 mins.	12	0	0	0	12	2	197	0	0	199	1	0	0	0	1	1	159	3	0	163
+15 mins.	9	0	0	0	9	3	204	0	0	207	1	0	0	0	1	2	155	3	1	161
+20 mins.	5	0	0	0	5	4	231	4	0	239	0	0	0	0	0	0	129	3	1	133
+25 mins.	7	0	0	0	7	3	223	4	0	230	3	0	0	0	3	3	155	2	3	163
+30 mins.	4	0	0	0	4	2	204	7	0	213	1	0	0	0	1	2	142	5	0	149
+35 mins.	3	0	0	0	3	5	229	1	0	235	4	0	0	0	4	0	181	6	0	187
+40 mins.	5	0	0	0	5	4	209	4	0	217	2	1	0	0	3	0	167	2	2	171
+45 mins.	12	0	0	0	12	3	199	3	0	205	1	0	0	0	1	1	151	12	0	164
+50 mins.	17	0	0	0	17	3	224	7	0	234	4	0	0	0	4	1	136	6	0	143
+55 mins.	12	0	0	0	12	2	230	3	0	235	4	0	0	0	4	2	152	1	0	155
Total Volume	98	0	0	0	98	36	2574	36	0	2646	24	1	0	0	25	12	1856	47	7	1922
% App. Total	100	0	0	0		1.4	97.3	1.4	0		96	4	0	0		0.6	96.6	2.4	0.4	
PHF	.480	.000	.000	.000	.480	.600	.929	.429	.000	.923	.500	.083	.000	.000	.521	.333	.855	.326	.194	.857



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Start Date : 4/10/2024

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Groups Printed- Unshifted

Start Time	Hathaway Dr Southbound					Platte Ave Westbound					6001-6425 Northbound					Platte Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
16:00	18	0	0	0	18	5	147	2	0	154	3	0	0	0	3	0	168	11	1	180	355
16:05	5	0	0	0	5	2	174	1	0	177	4	0	0	0	4	0	193	4	3	200	386
16:10	4	0	0	0	4	0	149	1	0	150	4	0	0	0	4	0	185	5	5	195	353
16:15	7	0	0	0	7	2	155	4	0	161	2	0	0	0	2	1	170	6	1	178	348
16:20	7	0	0	0	7	3	143	2	0	148	2	0	0	0	2	0	163	11	1	175	332
16:25	7	0	0	0	7	2	149	1	0	152	2	0	0	0	2	0	164	4	3	171	332
16:30	11	0	0	0	11	2	156	4	0	162	2	0	0	0	2	0	202	7	0	209	384
16:35	5	0	0	0	5	0	151	1	0	152	1	0	0	0	1	2	180	7	2	191	349
16:40	2	0	0	0	2	0	156	1	0	157	3	0	0	0	3	0	202	2	3	207	369
16:45	5	0	0	0	5	0	144	2	0	146	3	0	0	0	3	1	196	7	1	205	359
16:50	2	0	0	0	2	0	133	1	1	135	5	0	0	0	5	1	200	7	2	210	352
16:55	5	0	0	0	5	1	144	1	0	146	1	0	0	0	1	0	201	9	3	213	365
Total	78	0	0	0	78	17	1801	21	1	1840	32	0	0	0	32	5	2224	80	25	2334	4284
17:00	11	0	0	0	11	1	142	0	0	143	5	0	0	0	5	2	184	10	2	198	357
17:05	5	0	0	0	5	1	156	0	0	157	3	0	0	0	3	2	186	6	1	195	360
17:10	6	0	0	0	6	1	109	2	0	112	5	0	0	0	5	1	179	7	2	189	312
17:15	4	0	0	0	4	4	151	2	0	157	1	0	0	0	1	0	193	2	4	199	361
17:20	6	0	0	0	6	0	162	0	0	162	4	0	0	0	4	0	189	5	0	194	366
17:25	6	0	0	0	6	0	127	2	1	130	5	0	0	0	5	0	173	8	6	187	328
17:30	1	0	0	0	1	2	138	2	1	143	3	0	0	0	3	0	199	6	1	206	353
17:35	3	0	0	0	3	0	134	0	0	134	3	0	0	0	3	0	171	7	3	181	321
17:40	0	0	0	2	2	0	147	1	0	148	0	0	0	0	0	0	165	6	4	175	325
17:45	2	0	0	0	2	0	146	1	0	147	5	0	0	0	5	0	149	6	3	158	312
17:50	7	0	0	0	7	2	132	1	0	135	2	0	0	0	2	1	184	1	0	186	330
17:55	5	0	0	0	5	2	112	0	0	114	3	0	0	0	3	0	138	10	2	150	272
Total	56	0	0	2	58	13	1656	11	2	1682	39	0	0	0	39	6	2110	74	28	2218	3997
Grand Total	134	0	0	2	136	30	3457	32	3	3522	71	0	0	0	71	11	4334	154	53	4552	8281
Apprch %	98.5	0	0	1.5		0.9	98.2	0.9	0.1		100	0	0	0		0.2	95.2	3.4	1.2		
Total %	1.6	0	0	0	1.6	0.4	41.7	0.4	0	42.5	0.9	0	0	0	0.9	0.1	52.3	1.9	0.6	55	

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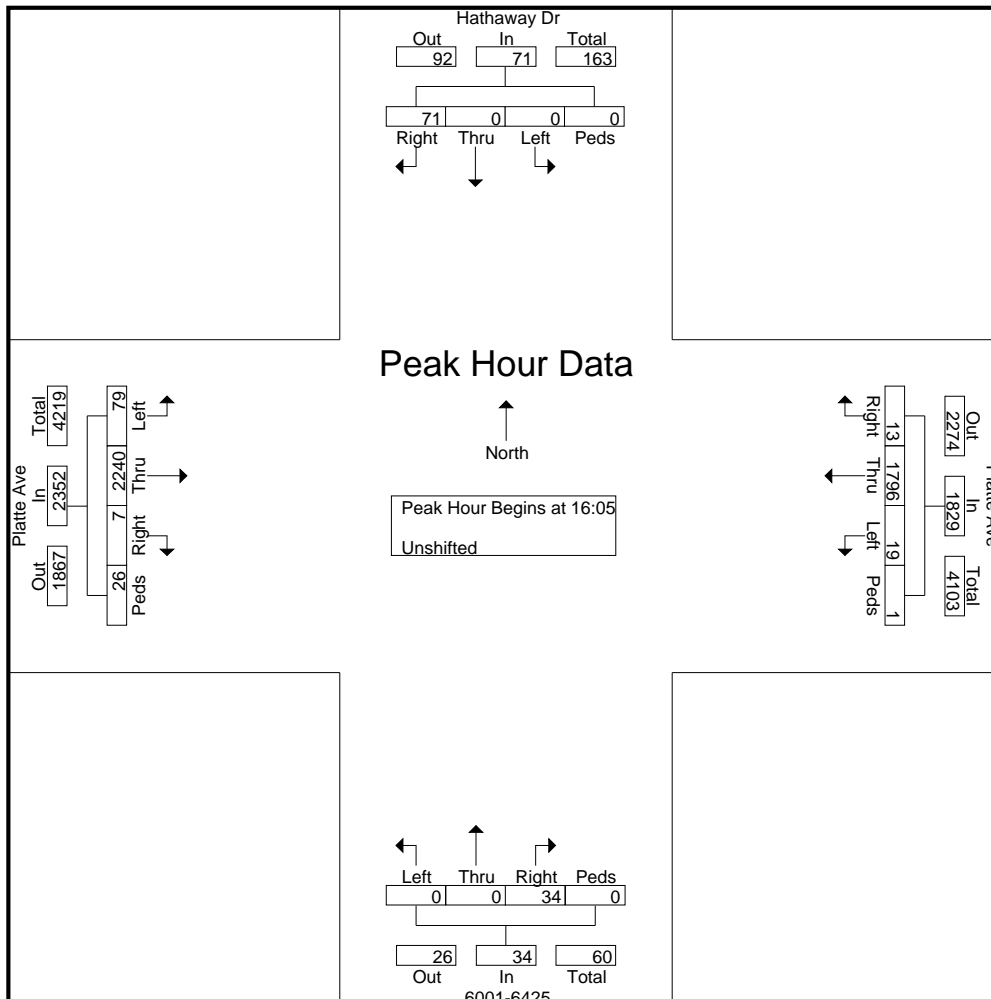
File Name : Hathawat Dr - Platte Ave PM 4-10-24

Site Code : S224110

Start Date : 4/10/2024

Page No : 2

Start Time	Hathaway Dr Southbound					Platte Ave Westbound					6001-6425 Northbound					Platte Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:05																					
16:05	5	0	0	0	5	2	174	1	0	177	4	0	0	0	4	0	193	4	3	200	386
16:10	4	0	0	0	4	0	149	1	0	150	4	0	0	0	4	0	185	5	5	195	353
16:15	7	0	0	0	7	2	155	4	0	161	2	0	0	0	2	1	170	6	1	178	348
16:20	7	0	0	0	7	3	143	2	0	148	2	0	0	0	2	0	163	11	1	175	332
16:25	7	0	0	0	7	2	149	1	0	152	2	0	0	0	2	0	164	4	3	171	332
16:30	11	0	0	0	11	2	156	4	0	162	2	0	0	0	2	0	202	7	0	209	384
16:35	5	0	0	0	5	0	151	1	0	152	1	0	0	0	1	2	180	7	2	191	349
16:40	2	0	0	0	2	0	156	1	0	157	3	0	0	0	3	0	202	2	3	207	369
16:45	5	0	0	0	5	0	144	2	0	146	3	0	0	0	3	1	196	7	1	205	359
16:50	2	0	0	0	2	0	133	1	1	135	5	0	0	0	5	1	200	7	2	210	352
16:55	5	0	0	0	5	1	144	1	0	146	1	0	0	0	1	0	201	9	3	213	365
17:00	11	0	0	0	11	1	142	0	0	143	5	0	0	0	5	2	184	10	2	198	357
Total Volume	71	0	0	0	71	13	1796	19	1	1829	34	0	0	0	34	7	2240	79	26	2352	4286
% App. Total	100	0	0	0		0.7	98.2	1	0.1		100	0	0	0		0.3	95.2	3.4	1.1		
PHF	.538	.000	.000	.000	.538	.361	.860	.396	.083	.861	.567	.000	.000	.000	.567	.292	.924	.598	.433	.920	.925



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File Name : Hathawat Dr - Platte Ave PM 4-10-24

Site Code : S224110

Start Date : 4/10/2024

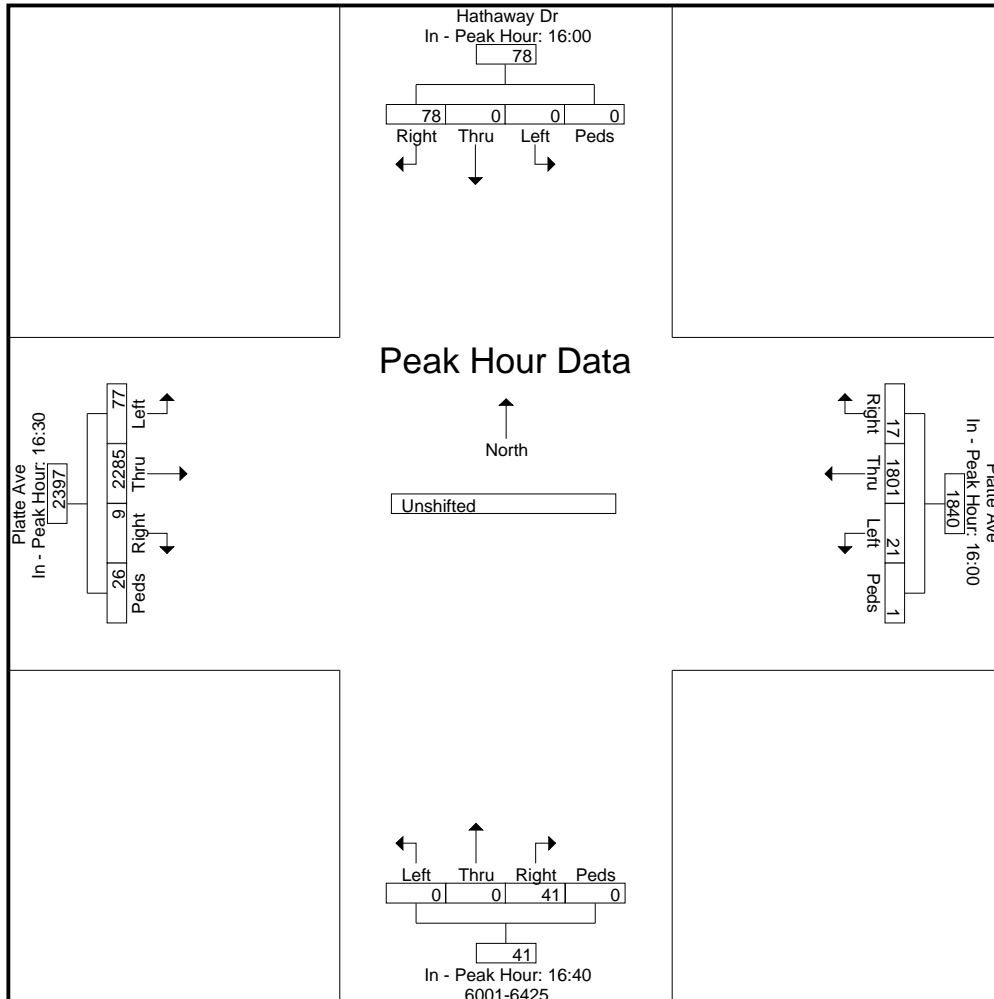
Page No : 3

Start Time	Hathaway Dr Southbound					Platte Ave Westbound					6001-6425 Northbound					Platte Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00					16:00					16:40					16:30				
+0 mins.	18	0	0	0	18	5	147	2	0	154	3	0	0	0	3	0	202	7	0	209
+5 mins.	5	0	0	0	5	2	174	1	0	177	3	0	0	0	3	2	180	7	2	191
+10 mins.	4	0	0	0	4	0	149	1	0	150	5	0	0	0	5	0	202	2	3	207
+15 mins.	7	0	0	0	7	2	155	4	0	161	1	0	0	0	1	1	196	7	1	205
+20 mins.	7	0	0	0	7	3	143	2	0	148	5	0	0	0	5	1	200	7	2	210
+25 mins.	7	0	0	0	7	2	149	1	0	152	3	0	0	0	3	0	201	9	3	213
+30 mins.	11	0	0	0	11	2	156	4	0	162	5	0	0	0	5	2	184	10	2	198
+35 mins.	5	0	0	0	5	0	151	1	0	152	1	0	0	0	1	2	186	6	1	195
+40 mins.	2	0	0	0	2	0	156	1	0	157	4	0	0	0	4	1	179	7	2	189
+45 mins.	5	0	0	0	5	0	144	2	0	146	5	0	0	0	5	0	193	2	4	199
+50 mins.	2	0	0	0	2	0	133	1	1	135	3	0	0	0	3	0	189	5	0	194
+55 mins.	5	0	0	0	5	1	144	1	0	146	3	0	0	0	3	0	173	8	6	187
Total Volume	78	0	0	0	78	17	1801	21	1	1840	41	0	0	0	41	9	2285	77	26	2397
% App. Total	100	0	0	0		0.9	97.9	1.1	0.1		100	0	0	0		0.4	95.3	3.2	1.1	
PHF	.361	.000	.000	.000	.361	.283	.863	.438	.083	.866	.683	.000	.000	.000	.683	.375	.943	.642	.361	.938



LSC Transportation Consultants, Inc.

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

File Name : Platte Frontage Rd - 6001-6425 AM 4-11-24

Site Code : S224110

Start Date : 4/11/2024

Page No : 1

Groups Printed- Bank 1

Start Time	6001-6425 Southbound					Platte Frontage Rd Westbound					Business Access Northbound					Platte Frontage Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	1	1	1	0	3	6
06:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	5
06:40	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
06:45	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	6
06:50	3	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:55	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	7	0	9	0	16	1	0	1	0	2	0	0	0	0	0	1	7	3	0	11	29
07:00	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:05	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	3
07:10	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	6	0	7	9
07:15	3	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:20	0	1	3	0	4	1	0	0	0	1	0	1	0	0	1	0	1	1	0	2	8
07:25	4	1	5	0	10	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	15
07:30	1	0	2	0	3	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	7
07:35	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
07:40	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	6
07:45	6	0	2	0	8	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	11
07:50	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	8
07:55	2	0	3	0	5	1	0	0	0	1	0	0	0	0	0	0	5	2	0	7	13
Total	22	3	24	0	49	7	0	0	0	7	0	1	0	0	1	1	22	12	0	35	92
08:00	4	0	2	0	6	0	0	0	0	0	0	1	0	0	1	0	5	1	0	6	13
08:05	3	0	2	0	5	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	8
08:10	3	0	3	0	6	1	0	0	0	1	0	0	0	0	0	0	2	2	0	4	11
08:15	1	0	2	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	5
08:20	1	0	1	0	2	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	6
08:25	2	0	1	0	3	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	7
Grand Total	43	3	44	0	90	16	1	1	0	18	0	2	0	0	2	2	36	23	0	61	171
Apprch %	47.8	3.3	48.9	0		88.9	5.6	5.6	0		0	100	0	0		3.3	59	37.7	0		
Total %	25.1	1.8	25.7	0	52.6	9.4	0.6	0.6	0	10.5	0	1.2	0	0	1.2	1.2	21.1	13.5	0	35.7	

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2504 E. Pikes Peak Ave, Suite 304
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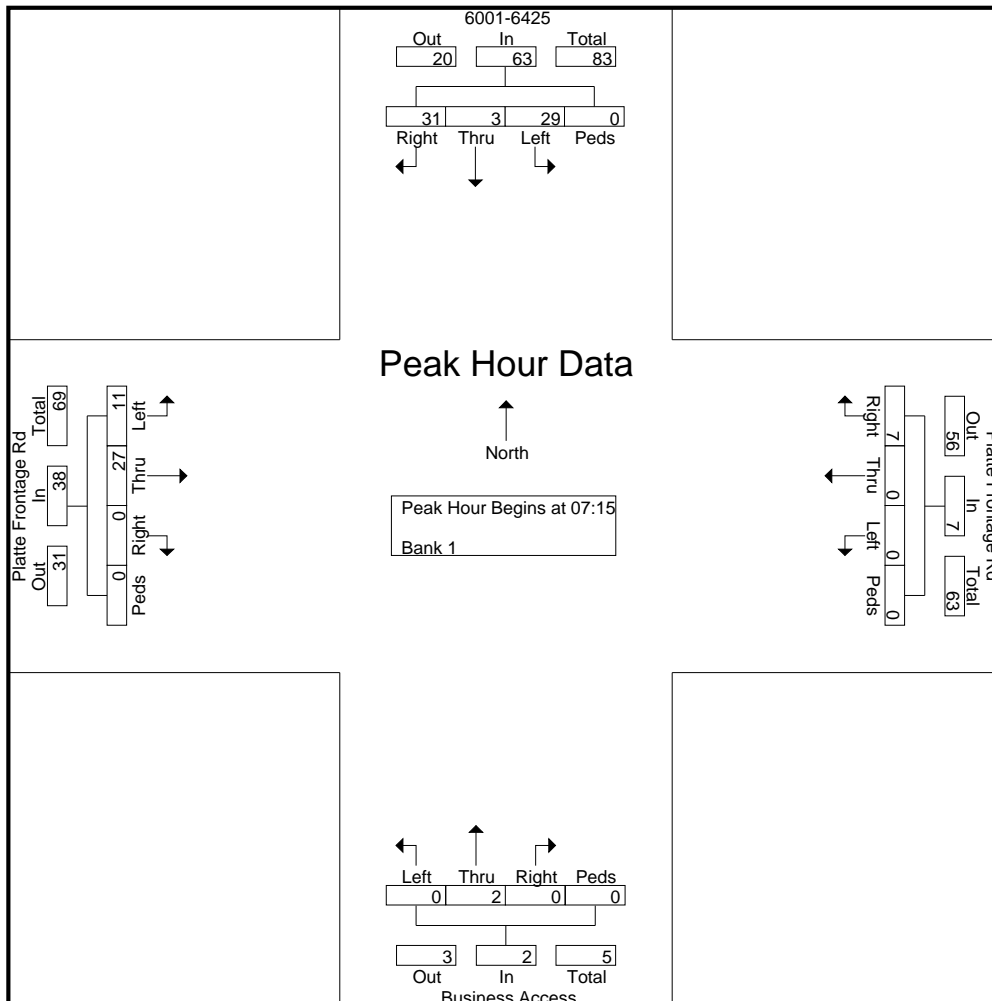
File Name : Platte Frontage Rd - 6001-6425 AM 4-11-24

Site Code : S224110

Start Date : 4/11/2024

Page No : 2

Start Time	6001-6425 Southbound					Platte Frontage Rd Westbound					Business Access Northbound					Platte Frontage Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	3	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:20	0	1	3	0	4	1	0	0	0	1	0	1	0	0	1	0	1	1	0	2	8
07:25	4	1	5	0	10	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	15
07:30	1	0	2	0	3	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	7
07:35	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
07:40	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	6
07:45	6	0	2	0	8	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	11
07:50	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	8
07:55	2	0	3	0	5	1	0	0	0	1	0	0	0	0	0	0	5	2	0	7	13
08:00	4	0	2	0	6	0	0	0	0	0	1	0	0	0	1	0	5	1	0	6	13
08:05	3	0	2	0	5	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	8
08:10	3	0	3	0	6	1	0	0	0	1	0	0	0	0	0	0	2	2	0	4	11
Total Volume	31	3	29	0	63	7	0	0	0	7	0	2	0	0	2	0	27	11	0	38	110
% App. Total	49.2	4.8	46	0		100	0	0	0		0	100	0	0		0	71.1	28.9	0		
PHF	.431	.250	.483	.000	.525	.292	.000	.000	.000	.292	.000	.167	.000	.000	.167	.000	.450	.458	.000	.452	.611



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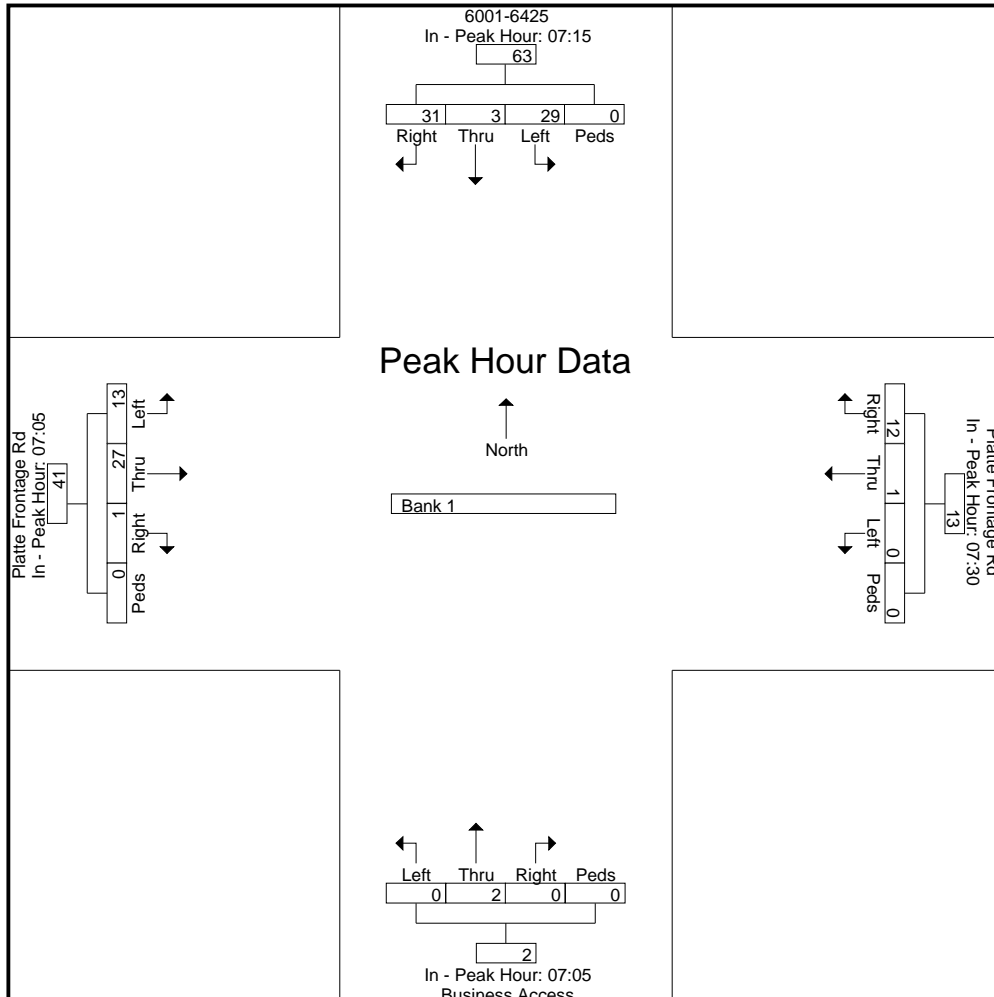
File Name : Platte Frontage Rd - 6001-6425 AM 4-11-24

Site Code : S224110

Start Date : 4/11/2024

Page No : 3

Start Time	6001-6425 Southbound					Platte Frontage Rd Westbound					Business Access Northbound					Platte Frontage Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15					07:30					07:05					07:05					
+0 mins.	3	1	1	0	5	2	0	0	0	2	0	0	0	0	0	1	1	0	0	2	
+5 mins.	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	1	6	0	7	
+10 mins.	4	1	5	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	1	0	2	0	3	1	0	0	0	1	0	1	0	0	1	0	1	1	0	2	
+20 mins.	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	
+25 mins.	1	0	2	0	3	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	
+30 mins.	6	0	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+35 mins.	1	0	3	0	4	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	
+40 mins.	2	0	3	0	5	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	
+45 mins.	4	0	2	0	6	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	
+50 mins.	3	0	2	0	5	3	0	0	0	3	0	0	0	0	0	0	5	2	0	7	
+55 mins.	3	0	3	0	6	2	0	0	0	2	0	1	0	0	1	0	5	1	0	6	
Total Volume	31	3	29	0	63	12	1	0	0	13	0	2	0	0	2	1	27	13	0	41	
% App. Total	49.2	4.8	46	0		92.3	7.7	0	0		0	100	0	0		2.4	65.9	31.7	0		
PHF	.431	.250	.483	.000	.525	.333	.083	.000	.000	.361	.000	.167	.000	.000	.167	.083	.450	.181	.000	.488	



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2504 E. Pikes Peak Ave, Suite 304
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File Name : Platte Frontage Rd - 6001-6425 PM 4-10-24

Site Code : S224110

Start Date : 4/10/2024

Page No : 1

Groups Printed- Bank 1

Start Time	Access to Platte Southbound					Platte Frontage Rd Westbound					Business Access Northbound					Platte Frontage Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
16:00	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
16:05	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	4
16:10	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	4	0	4	6
16:15	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
16:20	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
16:25	1	0	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
16:30	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
16:35	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
16:40	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4
16:45	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	7
16:50	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	4	0	4	7
16:55	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
Total	18	1	6	0	25	5	1	0	0	6	0	3	0	0	3	0	1	20	0	21	55
17:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	6
17:05	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	6
17:10	2	1	0	0	3	0	1	0	0	1	0	1	0	0	1	0	0	4	0	4	9
17:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
17:20	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	4
17:25	2	0	0	0	2	1	0	0	0	1	0	1	1	0	2	0	0	3	0	3	8
17:30	2	0	0	0	2	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	6
17:35	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	3
17:40	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
17:45	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	4	0	4	6
17:50	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	5
17:55	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	2	0	3	5
Total	11	2	4	0	17	6	4	0	0	10	0	7	1	0	8	0	4	25	0	29	64
Grand Total	29	3	10	0	42	11	5	0	0	16	0	10	1	0	11	0	5	45	0	50	119
Apprch %	69	7.1	23.8	0		68.8	31.2	0	0		0	90.9	9.1	0		0	10	90	0		
Total %	24.4	2.5	8.4	0	35.3	9.2	4.2	0	0	13.4	0	8.4	0.8	0	9.2	0	4.2	37.8	0	42	

LSC Transportation Consultants, Inc.

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

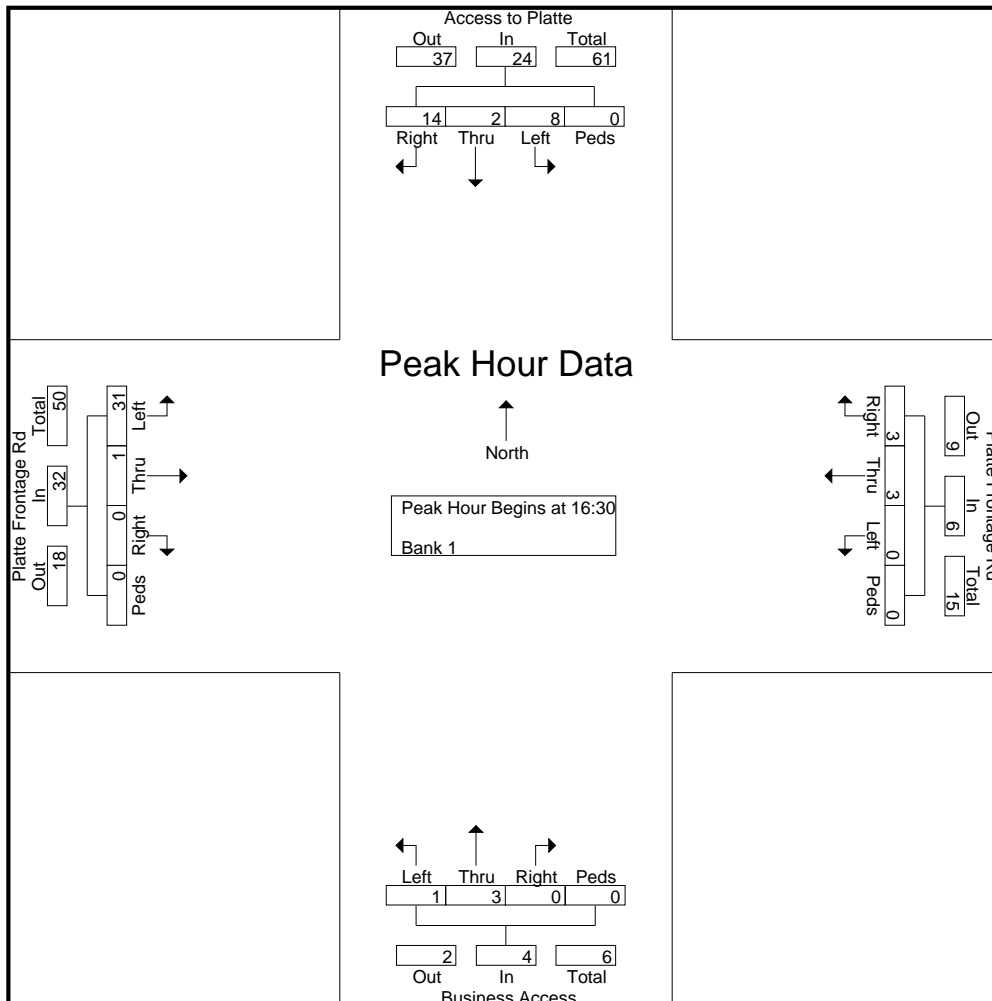
File Name : Platte Frontage Rd - 6001-6425 PM 4-10-24

Site Code : S224110

Start Date : 4/10/2024

Page No : 2

Start Time	Access to Platte Southbound					Platte Frontage Rd Westbound					Business Access Northbound					Platte Frontage Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
16:35	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
16:40	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4
16:45	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	1	3	0	4	7	
16:50	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	4	0	4	7
16:55	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
17:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	6
17:05	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	6
17:10	2	1	0	0	3	0	1	0	0	1	0	1	0	0	1	0	0	4	0	4	9
17:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
17:20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	4
17:25	2	0	0	0	2	1	0	0	0	1	0	1	1	0	2	0	0	3	0	3	8
Total Volume	14	2	8	0	24	3	3	0	0	6	0	3	1	0	4	0	1	31	0	32	66
% App. Total	58.3	8.3	33.3	0		50	50	0	0		0	75	25	0		0	3.1	96.9	0		
PHF	.583	.167	.333	.000	.500	.250	.250	.000	.000	.500	.000	.250	.083	.000	.167	.000	.083	.646	.000	.667	.611



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 PM 4-10-24

Site Code : S224110

Start Date : 4/10/2024

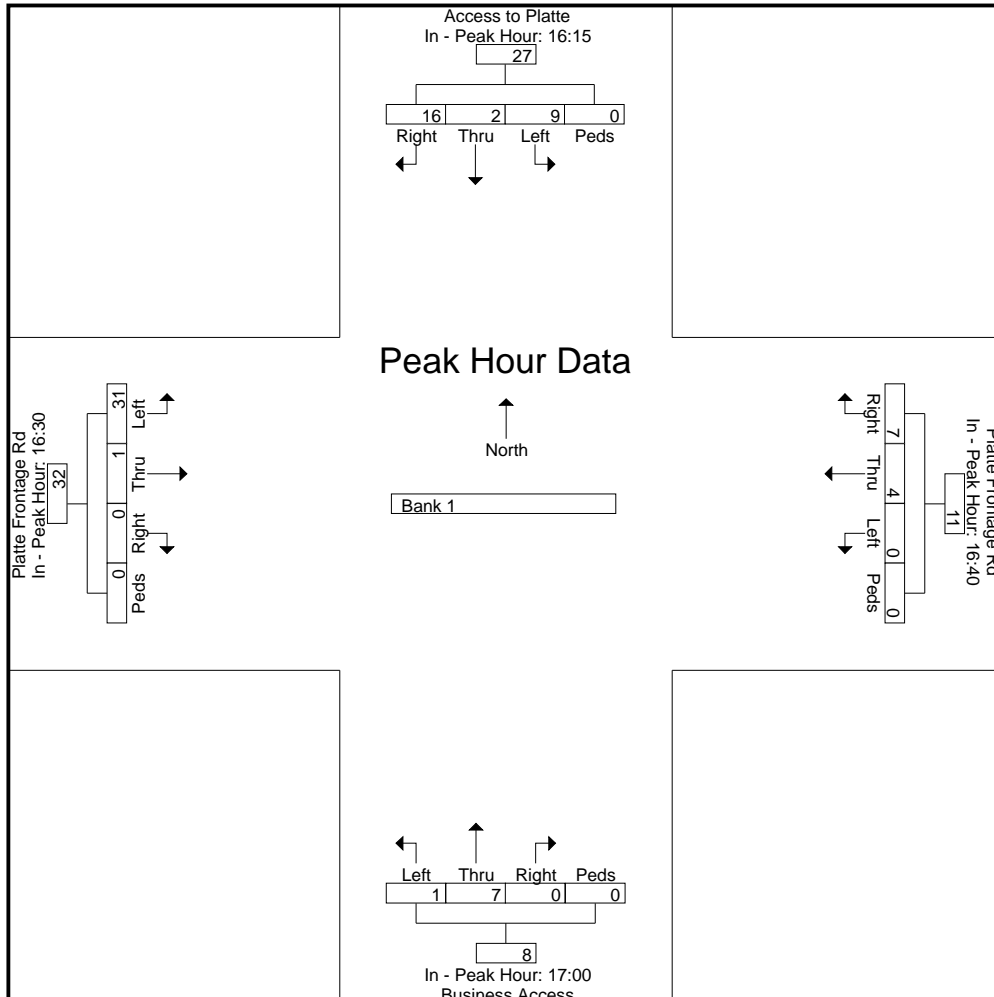
Page No : 3

Start Time	Access to Platte Southbound					Platte Frontage Rd Westbound					Business Access Northbound					Platte Frontage Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					16:40					17:00					16:30				
+0 mins.	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2
+5 mins.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+10 mins.	1	0	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	2	0	2
+15 mins.	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	1	3	0	4
+20 mins.	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4
+25 mins.	1	0	0	0	1	0	1	0	0	1	0	1	1	0	2	0	0	1	0	1
+30 mins.	2	0	1	0	3	0	1	0	0	1	0	1	0	0	1	0	0	4	0	4
+35 mins.	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+40 mins.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
+45 mins.	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
+50 mins.	0	0	2	0	2	2	1	0	0	3	0	2	0	0	2	0	0	3	0	3
+55 mins.	2	1	0	0	3	2	0	0	0	2	2	1	0	0	1	0	0	3	0	3
Total Volume	16	2	9	0	27	7	4	0	0	11	0	7	1	0	8	0	1	31	0	32
% App. Total	59.3	7.4	33.3	0		63.6	36.4	0	0		0	87.5	12.5	0		0	3.1	96.9	0	
PHF	.333	.167	.375	.000	.563	.292	.333	.000	.000	.306	.000	.292	.083	.000	.333	.000	.083	.646	.000	.667



LSC Transportation Consultants, Inc.

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

File Name : Platte Ave - 6001-6425 Platte Frontage Rd w-Uturns AM
 Site Code : S224110
 Start Date : 4/18/2024
 Page No : 1

Groups Printed- Unshifted

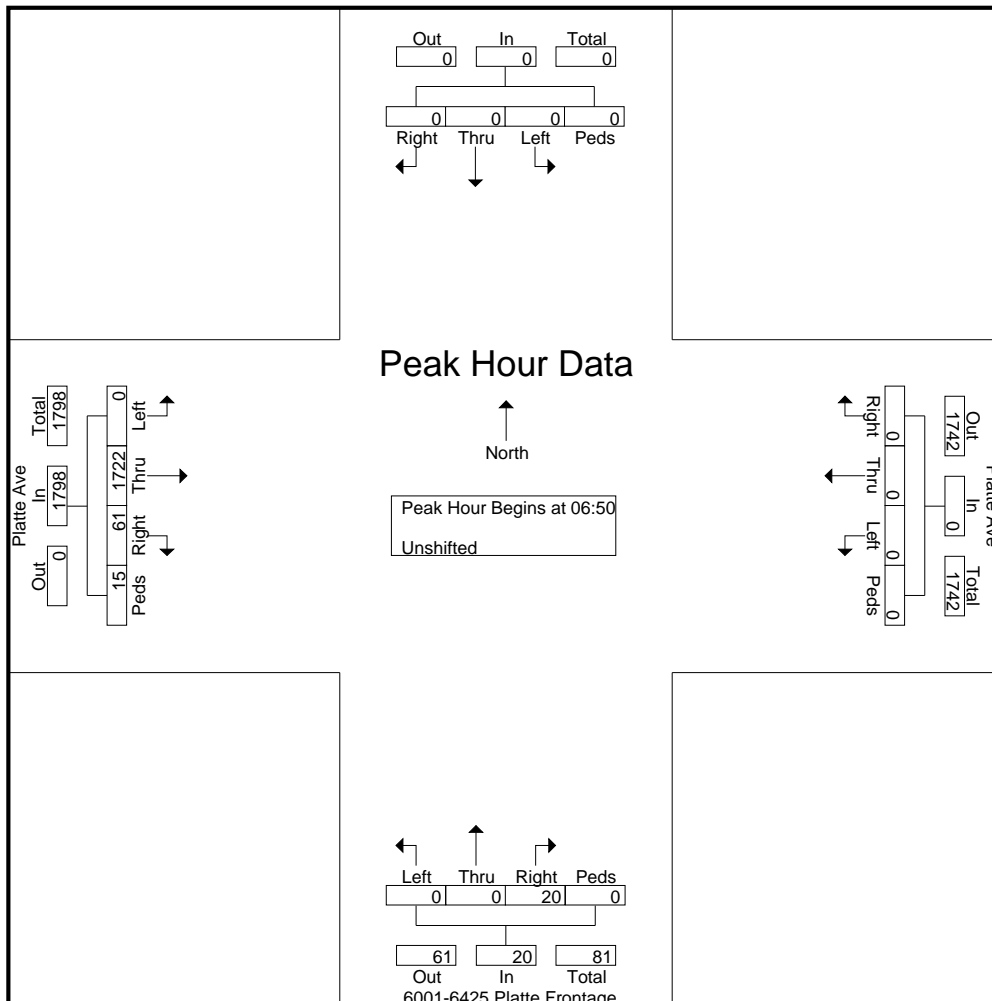
Start Time	Southbound					Platte Ave Westbound					6001-6425 Platte Frontage Northbound					Platte Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	1	111	0	3	115	119
06:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	109	0	0	110	110
06:40	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	129	0	1	132	133
06:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	126	0	1	130	132
06:50	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	150	0	2	153	155
06:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	135	0	0	138	138
Total	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	11	760	0	7	778	787
07:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	150	0	0	155	156
07:05	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	5	143	0	3	151	157
07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	132	0	0	135	135
07:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7	140	0	0	147	148
07:20	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6	135	0	4	145	148
07:25	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	162	0	1	168	169
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	141	0	0	146	147
07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	150	0	0	157	157
07:40	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7	137	0	2	146	148
07:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	7	147	0	3	157	160
07:50	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5	125	0	1	131	133
07:55	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	135	0	0	140	141
Total	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	67	1697	0	14	1778	1799
08:00	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	6	109	0	4	119	127
08:05	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	4	103	0	3	110	115
08:10	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	98	0	1	99	101
08:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	123	0	1	126	128
08:20	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	3	107	0	2	112	117
08:25	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	106	0	1	109	110
Grand Total	0	0	0	0	0	0	0	0	0	0	53	0	0	0	53	95	3103	0	33	3231	3284
Apprch %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	2.9	96	0	1		
Total %	0	0	0	0	0	0	0	0	0	0	1.6	0	0	0	1.6	2.9	94.5	0	1	98.4	

LSC Transportation Consultants, Inc.

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

File Name : Platte Ave - 6001-6425 Platte Frontage Rd w-Uturns AM
 Site Code : S224110
 Start Date : 4/18/2024
 Page No : 2

Start Time	Southbound					Platte Ave Westbound					6001-6425 Platte Frontage Northbound					Platte Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:50																					
06:50	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	150	0	2	153	155
06:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	135	0	0	138	138
07:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	150	0	0	155	156
07:05	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	5	143	0	3	151	157
07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	132	0	0	135	135
07:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7	140	0	0	147	148
07:20	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6	135	0	4	145	148
07:25	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	162	0	1	168	169
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	141	0	0	146	147
07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	150	0	0	157	157
07:40	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7	137	0	2	146	148
07:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	7	147	0	3	157	160
Total Volume	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	61	1722	0	15	1798	1818
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0		3.4	95.8	0	0.8		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.278	.000	.000	.000	.278	.726	.886	.000	.313	.892	.896

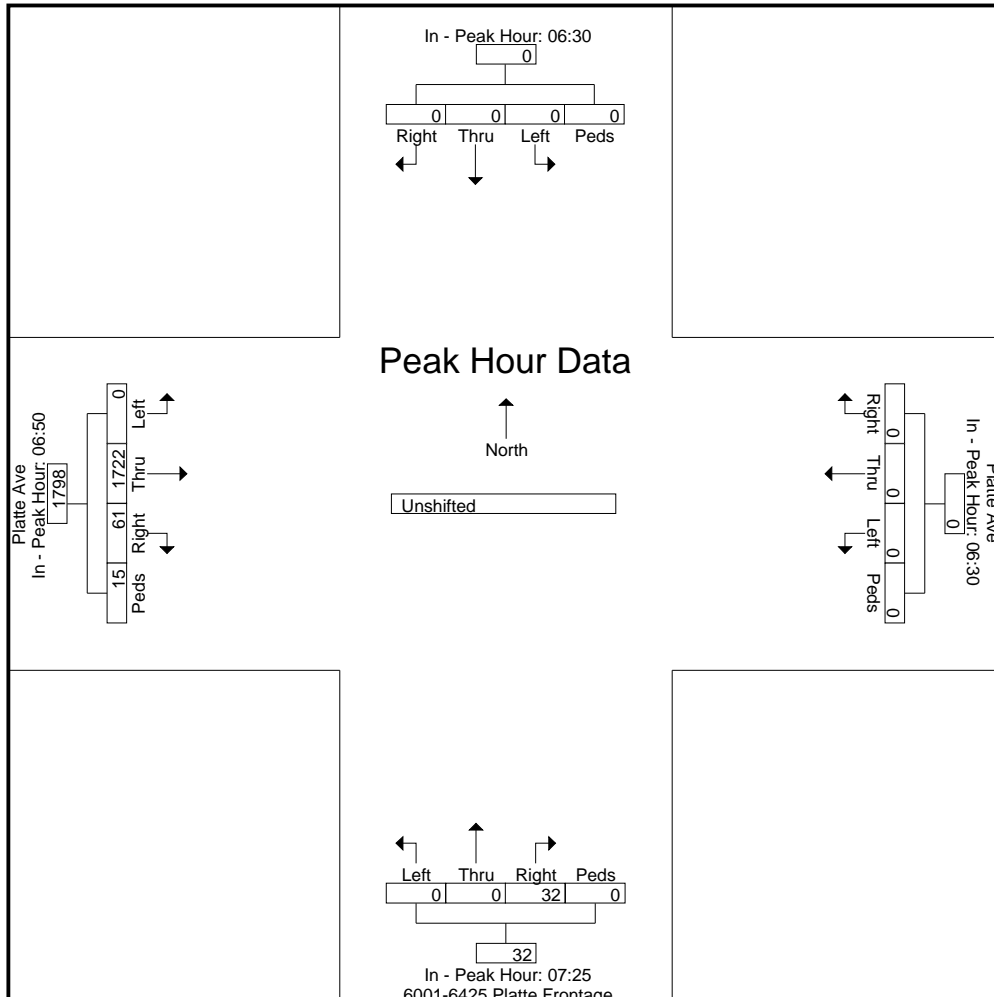


LSC Transportation Consultants, Inc.

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

File Name : Platte Ave - 6001-6425 Platte Frontage Rd w-Uturns AM
 Site Code : S224110
 Start Date : 4/18/2024
 Page No : 3

Start Time	Southbound					Platte Ave Westbound					6001-6425 Platte Frontage Northbound					Platte Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:30					06:30					07:25					06:50					
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	150	0	2	153	
+5 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	135	0	0	138	
+10 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	150	0	0	155	
+15 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5	143	0	3	151	
+20 mins.	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	132	0	0	135	
+25 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7	140	0	0	147	
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6	135	0	4	145	
+35 mins.	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	5	162	0	1	168	
+40 mins.	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	141	0	0	146	
+45 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7	150	0	0	157	
+50 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7	137	0	2	146	
+55 mins.	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	7	147	0	3	157	
Total Volume	0	0	0	0	0	0	0	0	0	0	32	0	0	0	32	61	1722	0	15	1798	
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0		3.4	95.8	0	0.8		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.333	.000	.000	.000	.333	.726	.886	.000	.313	.892	



LSC Transportation Consultants, Inc.

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

File Name : Platte Ave - 6001-6425 Platte Frontage Rd w-Uturns PM

Site Code : S224110

Start Date : 4/18/2024

Page No : 1

Groups Printed- Unshifted

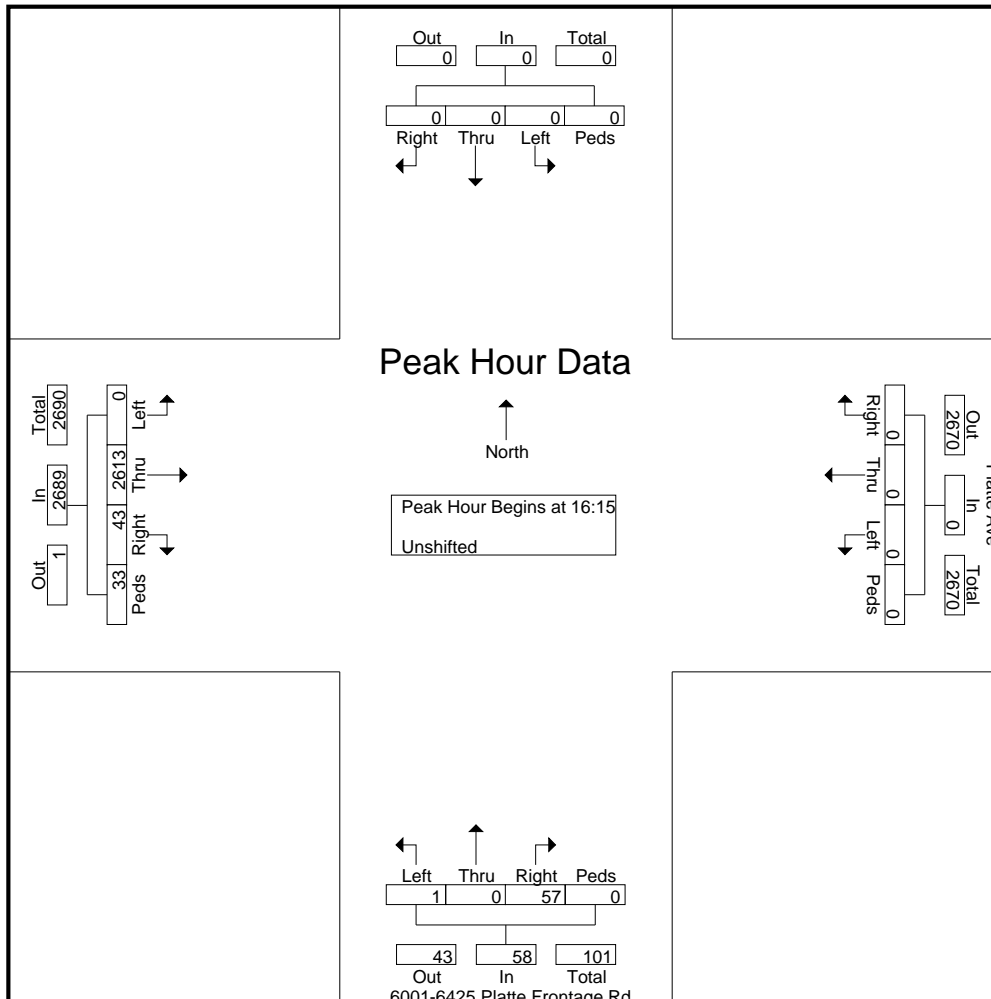
Start Time	Southbound					Platte Ave Westbound					6001-6425 Platte Frontage Rd Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4	223	0	0	227	230
16:05	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	208	0	1	211	214
16:10	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5	205	0	1	211	215
16:15	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	2	217	0	3	222	228
16:20	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	227	0	1	230	233
16:25	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	3	258	0	2	263	267
16:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5	249	0	1	255	259
16:35	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	7	212	0	2	221	225
16:40	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	7	209	0	1	217	221
16:45	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	3	216	0	6	225	235
16:50	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	194	0	4	199	204
16:55	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	3	193	0	3	199	203
Total	0	0	0	0	0	0	0	0	0	0	53	0	1	0	54	44	2611	0	25	2680	2734
17:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5	213	0	1	219	221
17:05	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	3	208	0	7	218	226
17:10	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	2	217	0	2	221	225
17:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	215	0	1	219	220
17:20	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	221	0	2	225	227
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	204	0	0	207	207
17:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5	209	0	1	215	218
17:35	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	3	177	0	6	186	196
17:40	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	179	0	4	183	186
17:45	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	139	0	4	144	150
17:50	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	150	0	1	153	154
17:55	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	136	0	0	137	138
Total	0	0	0	0	0	0	0	0	0	0	41	0	0	0	41	30	2268	0	29	2327	2368
Grand Total	0	0	0	0	0	0	0	0	0	0	94	0	1	0	95	74	4879	0	54	5007	5102
Apprch %	0	0	0	0	0	0	0	0	0	0	98.9	0	1.1	0	1.5	97.4	0	1.1			
Total %	0	0	0	0	0	0	0	0	0	0	1.8	0	0	0	1.9	1.5	95.6	0	1.1	98.1	

LSC Transportation Consultants, Inc.

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

File Name : Platte Ave - 6001-6425 Platte Frontage Rd w-Uturns PM
 Site Code : S224110
 Start Date : 4/18/2024
 Page No : 2

Start Time	Southbound					Platte Ave Westbound					6001-6425 Platte Frontage Rd Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	2	217	0	3	222	228
16:20	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	227	0	1	230	233
16:25	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	3	258	0	2	263	267
16:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5	249	0	1	255	259
16:35	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	7	212	0	2	221	225
16:40	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	7	209	0	1	217	221
16:45	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	3	216	0	6	225	235
16:50	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	194	0	4	199	204
16:55	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	3	193	0	3	199	203
17:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5	213	0	1	219	221
17:05	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	3	208	0	7	218	226
17:10	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	2	217	0	2	221	225
Total Volume	0	0	0	0	0	0	0	0	0	0	57	0	1	0	58	43	2613	0	33	2689	2747
% App. Total	0	0	0	0	0	0	0	0	0	0	98.3	0	1.7	0		1.6	97.2	0	1.2		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.475	.000	.083	.000	.483	.512	.844	.000	.393	.852	.857

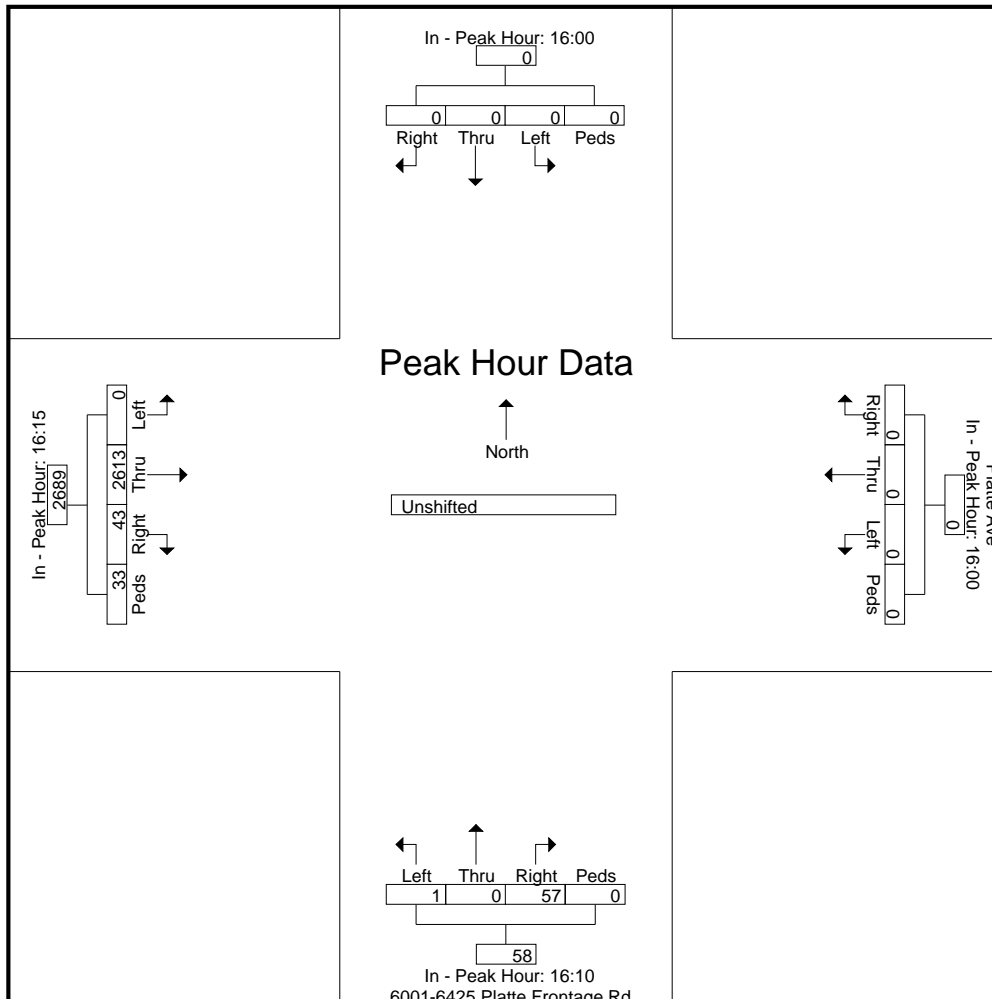


LSC Transportation Consultants, Inc.

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

File Name : Platte Ave - 6001-6425 Platte Frontage Rd w-Uturns PM
 Site Code : S224110
 Start Date : 4/18/2024
 Page No : 3

Start Time	Southbound					Platte Ave Westbound					6001-6425 Platte Frontage Rd Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:00					16:10					16:15					
+0 mins.	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	2	217	0	3	222	
+5 mins.	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	2	227	0	1	230	
+10 mins.	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	258	0	2	263	
+15 mins.	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	5	249	0	1	255	
+20 mins.	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	7	212	0	2	221	
+25 mins.	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	7	209	0	1	217	
+30 mins.	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	3	216	0	6	225	
+35 mins.	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	1	194	0	4	199	
+40 mins.	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	3	193	0	3	199	
+45 mins.	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5	213	0	1	219	
+50 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	208	0	7	218	
+55 mins.	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	2	217	0	2	221	
Total Volume	0	0	0	0	0	0	0	0	0	0	57	0	1	0	58	43	2613	0	33	2689	
% App. Total	0	0	0	0	0	0	0	0	0	0	98.3	0	1.7	0		1.6	97.2	0	1.2		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.475	.000	.083	.000	.483	.512	.844	.000	.393	.852	



Appendix Figures



Appendix A

Trip Generation Rate Estimate

Land Use: RV & Boat Storage

LSC estimates of trip-generation rates for the proposed RV & Boat Storage land use for this project have been based on averages of rates from other studies summarized in the following table:

ITE Land Use Code	Land Use	Units ¹	Average Weekday	Trip Generation Rates			
				Weekday A.M.		Weekday P.M.	
				In	Out	In	Out
<u>RV Storage Trip Generation Report - Valley Park, St. Louis, MO for the RV Storage facility to be located at 802 Forest Avenue by The Traffic Group</u>							
-	RV Storage - Data Point 1	100 Storage Units	10.78				
-	RV Storage - Data Point 2	100 Storage Units	10.8				
-	RV Storage - Data Point 3	100 Storage Units	17.23	(duplicate data point)			
<u>Trip Generation Analysis for the Proposed Self-Storage and RV Storage Facility at 3701 Pacific Place, Long Beach, California, by LSA Associates</u>							
-	RV Storage - Data Point 1	100 Storage Units	17.23	0.50	0.47	0.93	1.12
<u>Route 52 RV Traffic Impact Study in Weld County, CO (2017) -- by Sustainable Traffic Solutions, Inc.</u>							
-	RV Storage - Data Point 1	100 Storage Units				0.36	0.48
Average Rates			12.94	0.50	0.47	0.65	0.80
Revised JCH 6-15-2023							

LSC estimates of trip-generation rates shown in the table above and used to estimate the trip generation for the proposed RV & Boat Storage land use for this project have been based on averages of rates from the following studies:

Route 52 RV Traffic Impact Study 8/28/2017 by Sustainable Traffic Solutions, Inc.

Outdoor RV Storage Trip Generation

Trip Generation Summary

Location	Area (100 Spaces)	Peak Hour Volume					
		Weekday Evening			Sunday Afternoon		
		Total	In	Out	Total	In	Out
Recreational Storage Solutions	6.92	9	3	6	19	9	10
Brighton Outdoor Storage	9.67	5	3	2	36	20	16
Total	16.59	14	6	8	55	29	26
Average	8.30	7	3	4	28	15	13
Percentage	---	100%	43%	57%	100%	53%	47%
Rates (trips/100 spaces)	---	0.84	0.36	0.48	3.32	1.75	1.57

Data Summary

Recreational Storage Solutions				Brighton Outdoor Storage			
Weekday				Weekday			
Interval	In	Out	Total	Interval	In	Out	Total
1	1	2		1	0	0	
2	0	2		2	2	0	
3	2	2		3	0	1	
4	0	0	9	4	0	1	4
5	1	1	8	5	1	0	5
6	1	0	7	6	0	1	4
7	0	1	4	7	1	0	4
8	1	1	6	8	0	1	4
Total	6	9	---	Total	4	4	---
Sunday				Sunday			
Interval	In	Out	Total	Interval	In	Out	Total
1	2	3		1	5	0	
2	2	2		2	5	3	
3	2	2		3	6	6	
4	3	3	19	4	4	7	36
5	1	3	18	5	3	2	36
6	1	2	17	6	4	3	35
7	1	4	18	7	2	2	27
8	4	0	16	8	3	3	22
Total	16	19	---	Total	32	26	---

**Trip-Generation Analysis for the Proposed Self-Storage and RV Storage Facility
at 3701 Pacific Place, Long Beach, California, 2/27/2020 by LSA Associates**

Table B: Project Trip Generation (Gate Trip Rates)

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates¹									
Self-Storage		100 storage units	12.90	0.53	0.40	0.93	0.93	0.79	1.72
RV Storage		100 RV spaces	17.23	0.50	0.47	0.97	0.93	1.12	2.05
Project Trip Generation									
Self-Storage	11.00	100 storage units	142	6	4	10	10	9	19
RV Storage	5.80	100 RV spaces	100	3	3	6	5	7	12
Total			242	9	7	16	15	16	31

¹ Trip rates developed from gate data for the Moreno Valley Self Storage and Desert Hot Springs Self Storage and RV Storage facilities (November 2019 to January 2020).

ADT = average daily traffic
RV = recreational vehicle

**RV Storage Trip Generation Report - Valley Park, St. Louis, MO, for the RV storage
facility to be located at 802 Forest Avenue 1/6/2022 by The Traffic Group**

Source/Land Use		Daily
ITE -151 (Trip Generation Manual, 11th Ed.)		
Trip Rates	Rate per 100 spaces	17.96
RV Storage	265 RV Spaces	48
Fort Collins - 60% Reduction		
Trip Rates	Rate per 100 spaces	10.78
RV Storage	265 RV Spaces	29
McBride Traffic Study		
Trip Rates	Rate per 100 spaces	10.80
RV Storage	265 RV Spaces	29
Long Beach, CA		
Trip Rates	Rate per 100 spaces	17.23
RV Storage	265 RV Spaces	46
Average Trips for 265 RV Spaces		38



COLORADO

Department of Transportation

Region 2 Permits
5615 Wills Blvd, Suite A
Pueblo, CO 81008-2349

July 2, 2024

SH 24G/Frontage Rd (Motel Rd.)
El Paso County

Scott Weeks, Project Manager/Planner II
E. P. C. Planning & Community Development
2880 International Circle
Colorado Springs, CO 80910

RE: Self-Storage - Platte Frontage Rd. (PPR2418)

Dear Scott,

I am in receipt of a request for comments for Platte Self Storage. The proposed development will be to convert a Garden Supply commercial lot to a Self-Storage/RV/Boat Storage Facility. The proposed draft exhibit proposes the construction of 9 single story self-storage building (622-mini storage units), 168 RV/boat storage spaces, and 58,000 SF warehouse buildings with future expansion of 5 single self-storage buildings on approximately 63,300-SF in phase 1. Phase 2 calls for 2 Canopy structures and subdivision to 5 parcels (4 lots and 1 tracts) on 17.22-acres at Parcel #5418000075. Questions pertaining to water pond is unknown. The commercial subdivision of the lots is located within El Paso County, Colorado. After review of all documentation, we have the following comments:

Traffic

- TIS is approved and requires the removal of the existing RIRO mid-block access to State Highway 024G and turned into a right turn lane collector to the intersection of 24G and Motel Rd. The removal of the existing access shall include, but not be limited to, the return of highway right-of-way slopes, ditches, and fences to match existing adjacent conditions, including removal of asphalt aprons and culverts. Any asphalt removed from the highway shall result in a smooth finished edge [thus the only access to the south frontage road (Motel Road)] will be to the east at the intersection with Hathaway Drive/Motel Road (Frontage Road).
- The existing asphalt turn-lane apron shall be sawcut and removed to form a straight line west-to-east leaving a 4-foot shoulder for the creation of the extended right-turn lane to the south to access Motel Road.
- The existing roadway solid striping shall be removed to include the solid median triangle and lane dash lines to be replaced with a solid white shoulder line and 8-inch-wide dotted lines for the extended right-turn lane per CDOT Standards.
- Additional pavement markings including right-turn arrows are required of this construction per CDOT Standards.
- Existing signage shall be removed and become property of the Permittee to dispose of ((1) right-turn lane must turn right near the asphalt removal section and (1) stop sign)). Additional delineator posts are required of this permit and the signage for the beginning of the right-turn lane.



- Fill slopes and cut slopes shall be constructed to current Department minimum standards.
- The median shall be regarded to match the adjacent, surrounding areas. Drainage shall be considered while regrading not to allow for ponding of storm water drainage flows.
- The existing subgrade or base course material below the asphalt mat shall be removed and become property of the Permittee to be disposed of.
- Seeding and mulching is required of this permit to re-establish the roadway median vegetation.

Hydraulics

- Each access shall be constructed in a manner that shall not cause water to enter onto the roadway or shoulder and shall not interfere with the existing drainage system in the right-of-way or any adopted municipal system and drainage plan.
- The highway drainage system is for the protection of the state highway right-of-way, structures, and appurtenances. It is not designed nor intended to serve the drainage requirement of abutting or other properties beyond undeveloped historical flow. Drainage to the state highway right-of-way shall not exceed the undeveloped historical rate of flows.
- All drainage appurtenances required for detention and release shall be located and fully maintainable outside the state highway right-of-way.

Access

- Two CDOT Access Permit will be required for this development. (1) for the closure work at the right in/right out and (2) for the actual access connection on the Frontage Rd (Motel Rd.).
- SH24G is Categorized as EX-Expressway, and a single point of access can be granted off the Frontage Road (Motel Rd.). The approximate mile marker for this development is at MM311.018, right along the frontage road.
- Section 1.4(1) of the State Highway Access Code, states in part that no person, shall construct any access providing direct vehicular movement to or from any state highway from or to property in close proximity or abutting a state highway without an access permit issued by the designated issuing authority with the written approval of the Department.
- Under Section 2.6 (Change in Land Use and Access Use) of the State Highway Access Code, states the requirements of a new access permit. It states in part that if any significant changes are made or will be made in the use of the property which will affect access operation, traffic volume increases by 20% and or vehicle type, the permittee or property owner will coordinates with the local authority and the Department to determine if a new access permit and modifications to the access are required.
- Roadway improvements will be required and detailed in the terms and conditions of the access permit(s).

Additionally,

- On-premise and off-premise signing shall comply with the current Colorado Outdoor Advertising Act, sections 43-1-401 to 421, C.R.S., and all rules and regulations pertaining to outdoor advertising. Please contact Mr. Adam Lancaster at (719) 562-5540 for any questions regarding advertising devices.
- Any utility work within the state highway right of way will require a utility permit from the CDOT. Information for obtaining a utility permit can also be obtained by contacting Mr. Lancaster.

Please contact me in Pueblo at (719) 546-5732 or by email arthur.gonzales@state.co.us with any questions.



Sincerely,


Arthur Gonzales
CDOT R2 - Access Manager

Xc: /file



Table 3: Detailed Trip Generation Estimate

ITE		Value	Units ¹	Trip Generation Rates ^{2,3}					ITE Total Trips Generated				
Code	Description			Average	A.M.		P.M.		Average	A.M.		P.M.	
				Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
Phase 1													
151	Mini-Warehouse	3.580	SU (100s)	-	-	-	-	-	64	2	2	3	3
RV	RV/Vehicle/Boat Storage	85	Spaces	-	-	-	-	-	17	2	1	2	2
Sub-Totals									81	4	3	5	5
Phase 2													
151	Mini-Warehouse	2.640	SU (100s)	-	-	-	-	-	47	2	2	2	2
RV	RV/Vehicle/Boat Storage	83	Spaces	-	-	-	-	-	17	2	1	2	2
Sub-Totals									64	4	3	4	5
Phase 3													
150	Warehouse	58.000	KSF	-	-	-	-	-	130	24	7	9	24
Phases 1 -3 Combined													
150	Warehouse	58.000	KSF	2.24	0.41	0.12	0.16	0.42	130	24	7	9	24
151	Mini-Warehouse	6.220	SU (100s)	17.96	0.62	0.59	0.84	0.84	112	4	4	5	5
RV	RV/Vehicle/Boat Storage	168	Spaces	0.200	0.023	0.014	0.020	0.028	34	4	2	3	5
Totals									275	31	13	18	34

¹ KSF = 1,000 square feet of floor area; SU (100s) = hundreds of storage units.

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

³ "RV/Vehicle/Boat Storage" rates based on RV storage facility traffic studies (see Appendix A)

Updated: 05/01/2024