LSC TRANSPORTATION CONSULTANTS, INC.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868
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E-mail: lsc@lsctrans.com
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Settlers View Subdivision
Final Plat
Transportation Memorandum

(LSC #164720)

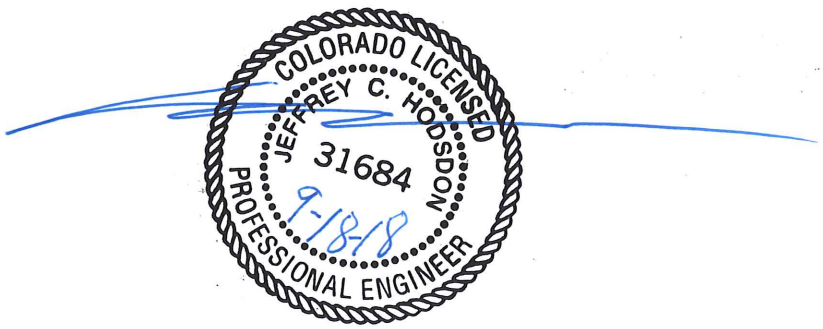
February 14, 2018

with September 4, 2018 Revisions

Add PCD File No. SF-18-041

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.

9/18/18

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February 14, 2018
(with September 4, 2018 Revisions)

Mr. Jerry Hannigan
Jerome W. Hannigan and Associates, Inc.
19360 Spring Valley Road
Monument, CO 80132

RE: Settlers View Subdivision
El Paso County, CO
Transportation Memorandum
with September 4, 2018 Revisions
for Final Plat Submittal
LSC #164720

Dear Jerry:

LSC Transportation Consultants, Inc. has prepared this transportation memorandum for the proposed Settlers View subdivision. The site is located generally northwest of the intersection of Hodgen Road and Steppler Road in El Paso County, Colorado. The site's location is shown in Figure 1. Site access would be through adjacent subdivisions as the site is not directly adjacent to Steppler Road. This analysis has been prepared in conjunction with the proposed Abert Estates subdivision, which is adjacent to Settlers View. LSC has prepared a separate traffic report for Abert Estates.

REPORT CONTENTS

The report contains the following:

- Existing roadway and traffic conditions in the vicinity of the site, including the intersection lane geometries, traffic controls, posted speed limits, functional classifications, intersection spacing and alignment, etc.
- Existing peak-hour turning movement traffic counts and/or estimates of future background traffic volumes at the intersections of:
  - Steppler Road at Silver Nell Drive
  - Steppler Road at Settler's Ranch Road (future)
- Description of the proposed land use
- Estimates of the average weekday and peak-hour vehicle-trips to be generated by the site
- Projected site-generated traffic volumes on roadways and intersections to provide access to the site
- Analysis of the resulting traffic impacts from the site including the development's relative average daily traffic volume impacts and intersection level of service analysis
- Findings and recommendations.

This report includes revisions for submittal with the Final Plat. These include: 1) Calculations of percentages of Settlers View traffic on Steppler Road north of Silver Nell for use in calculating a pro rata share towards the paving of the north section of Steppler Road; 2) The applicant's selected PID option for the County Road Impact Fee Program. [Paragraphs added September 4, 2018]

LAND USE AND ACCESS

Site Land Use and Access

Settlers View is a proposed single-family residential subdivision consisting of 14 lots, each a minimum of 2.5 acres. The location of the site is shown in Figure 1. Figure 1 also shows the proposed adjacent Abert Ranch site. The existing Grandview subdivision is located to the north of the Settlers View and Abert Ranch sites and the eastern portion of Settlers Ranch is located to the south. The Settlers View site plan/subdivision plat is shown in Figure 2.

Site access to Steppler Road would be via a proposed extension of Silver Nell Drive. Future access is also planned through Abert Ranch to the planned future extension of Settlers Ranch Road. Settlers Ranch Road will ultimately connect to Steppler Road and will provide the secondary access for the Settlers View subdivision.

Adjacent Subdivisions – Existing and Proposed

Abert Ranch

Abert Ranch is a proposed single-family residential subdivision consisting of 10 lots, each a minimum of 2.5 acres. Site access to Steppler Road would initially be through the Settlers View subdivision and the extension of Silver Nell Drive. A second access would be available via the proposed future Settlers Ranch Road once constructed by the developer of Settlers Ranch.

Settlers Ranch

Settlers Ranch is located south and southeast of the site. Filing 1 to the southwest has been developed. The Settlers Ranch Road extension to Steppler Road will be added with future Filing 2. This future road connection will provide secondary access to both Abert Ranch and this site (via the proposed Abert Ranch subdivision roads).

Grandview

Grandview is located to the north of the Settlers View and Abert Ranch sites. It is partially developed, but Silver Nell Drive through Grandview has been completed and provides access to Steppler Road. Silver Nell Drive will provide the initial access to both the Settlers View and Abert Ranch subdivisions.

EXISTING ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

Major roadways in the vicinity of the site are summarized below:

State Highway (SH) 83 extends from Colorado Springs north to Parker and areas of southeast Denver. In the vicinity of the site, SH 83 is classified as a Regional Highway (R-A). At this location, SH 83 is a two-lane rural highway with two- to four-foot shoulders and a speed limit of 60 miles per hour (mph). The intersection with Hodgen Road is signalized.

Hodgen Road is a two-lane paved Rural Minor Arterial that extends east from the intersection of Roller Coaster Road/Baptist Road to Eastonville Road. The speed limit on Hodgen Road is generally 55 mph east of SH 83.

Walker Road/SH 105. Highway 105 west of SH 83 is a Principal Arterial, while Walker Road east of SH 83 is a Collector roadway. Both are currently two-lane roadways, but the *Major Transportation Corridors Plan (MTCP)* shows a future four-lane cross section on SH 105 west of SH 83. The intersection with SH 83 is unsignalized.

Steppler Road is a local roadway extending north from Hodgen Road to Walker Road. The posted speed limit on Steppler Road is 30 mph.

Traffic Volumes

Turning movement counts were conducted on Tuesday, August 30, 2016 from 4:00 to 6:00 p.m. and on September 1, 2016 from 6:30 to 8:30 a.m. at the intersection of Steppler Road at Silver Nell Drive. Count reports are attached. Based on these count data, existing morning and evening weekday peak-hour traffic volumes at this intersection are shown in Figure 3. Estimates of the average daily traffic volumes on Steppler Road based on these peak-hour counts are also shown in Figure 3.

Level of Service

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

Table 1: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections	Unsignalized Intersections
	Control Delay (seconds per vehicle)	
A	10 sec or less	10 sec or less
B	10-20 sec	10-15 sec
C	20-35 sec	15-25 sec
D	35-55 sec	25-35 sec
E	55-80 sec	35-50 sec
F	80 sec or more	50 sec or more

The intersection of Steppler Road at Silver Nell Drive has been analyzed in Synchro to determine the current level of service using the unsignalized method of analysis procedures from the *Highway Capacity Manual, 2010 Edition*. The level of service is A.

TRIP GENERATION

Estimates of the vehicle-trips projected to be generated by Settlers View have been made using the nationally published trip generation rates from *Trip Generation, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE). Land use code 210 – Single-Family Detached Housing was categorized using the *Trip Generation Manual, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE) and used for trip generation estimates. The proposed Settlers View subdivision is projected to generate about 133 total vehicle-trips on the average weekday during a 24-hour period, with about half entering the site and half exiting the site during the evening peak hour. The peak-hour trip generation is also summarized. A detailed trip generation estimate for the development, including ITE rates for the proposed land use, is presented in Table 6 (attached).

Trip Distribution and Assignment

Distribution of the site-generated vehicle-trips to the study area streets and intersections is a necessary component in determining the site's traffic impacts. Figure 4 shows the directional distribution estimate for the site-generated trips. The figure shows the percentages of the site-generated vehicle-trips projected to be oriented to and from the site's major approaches. Estimates were based on the following factors: the proposed land use and access plan, the area street system, and anticipated area future development.

Site-Generated Traffic

When the directional distribution percentages (from Figure 4) were applied to the trip generation estimates (from Table 6), the site-generated traffic volumes on the adjacent streets were determined. Figure 5 shows the projected site-generated traffic volumes.

EXISTING VS. EXISTING PLUS SITE-GENERATED TRAFFIC/LOS

Traffic Volumes

Figure 7 shows the sum of the existing weekday traffic volumes (from Figure 3) and site-generated weekday traffic volumes (from Figure 4). The existing plus site-generated trips identify the site's short-term traffic impacts assuming buildout of all three aforementioned subdivisions.

Levels of Service

Morning Peak Hour

All approaches at the intersections of Steppler Road at Silver Nell Drive currently operate at and are projected to remain at LOS A during the morning peak hour upon site buildout. A summary of existing and projected short-term background plus site-generated LOS and control delays during the morning peak hour is shown in Table 2.

Table 2: Projected Peak-Hour LOS and Control Delays by Intersection (2016 a.m.)

Intersection	Traffic Control*	Scenario	NBL	EBL
LOS				
Steppler Road @ Silver Nell Dr	TWSC	Existing	A	A
		Short-term BG + Site (short-term)	A	A
Control Delay (seconds)				
Steppler Road @ Silver Nell Dr	TWSC	Existing	7.3	8.5
		Short-term BG + Site (short-term)	7.3	8.5
* TWSC = two-way stop sign-control				

Evening Peak Hour

All approaches at the intersections of Steppler Road at Silver Nell Drive currently operate at and are projected to remain at LOS A during the evening peak hour upon site buildout. A summary of existing and projected short-term background plus site-generated LOS and control delays during the morning peak hour is shown in Table 3.

Table 3: Projected Peak-Hour LOS and Control Delays by Intersection (2016 p.m.)

Intersection	Traffic Control*	Scenario	NBL	EBL
LOS				
Steppler Road @ Silver Nell Dr	TWSC	Existing	A	A
		Short-term BG + Site (short-term)	A	A
Control Delay (seconds)				
Steppler Road @ Silver Nell Dr	TWSC	Existing	7.3	8.4
		Short-term BG + Site (short-term)	7.3	8.5
* TWSC = two-way stop sign-control				

2040 BACKGROUND VS. 2040 TOTAL TRAFFIC/LOS

Traffic Volumes

Figure 8 shows the projected 2040 background traffic volumes based on existing turning movement counts (from Figure 3), the historic growth rate, and projected future development. Projected 2040 background plus site-generated weekday traffic volumes are shown in Figure 9.

Levels of Service

Morning Peak Hour

All approaches at the intersections of Steppler Road/Silver Nell Drive and Steppler Road/Settlers Ranch Road are projected to operate at LOS A during the 2040 morning peak hour with and without considering site-generated trips. A summary of projected 2040 background plus site-generated LOS and control delays during the morning peak hour is shown in Table 4.

Table 4: Projected Peak-Hour LOS and Control Delays by Intersection (2040 a.m.)

Intersection	Traffic Control*	Scenario	NBL	EBL
LOS				
Steppler Road @ Silver Nell Dr	TWSC	2040 Background	A	A
		2040 Background + Site	A	A
Steppler Road @ Settler's Ranch Rd	TWSC	2040 Background	A	A
		2040 Background + Site	A	A
Control Delay (seconds)				
Steppler Road @ Silver Nell Dr	TWSC	2040 Background	7.3	8.5
		2040 Background + Site	7.3	8.6
Steppler Road @ Settlers Ranch Rd	TWSC	2040 Background	7.3	8.6
		2040 Background + Site	7.3	8.6
* TWSC = two-way stop sign-control				

Evening Peak Hour

All approaches at the intersections of Steppler Road/Silver Nell Drive and Steppler Road/Settlers Ranch Road are projected to operate at LOS A during the 2040 morning peak hour with and without considering site-generated trips. A summary of projected 2040 background plus site-generated LOS and control delays during the evening peak hour is shown in Table 5.

Table 5: Projected Peak-Hour LOS and Control Delays by Intersection (2040 p.m.)

Intersection	Traffic Control*	Scenario	NBL	EBL
LOS				
Steppler Road @ Silver Nell Dr	TWSC	2040 Background	A	A
		2040 Background + Site	A	A
Steppler Road @ Settler's Ranch Rd	TWSC	2040 Background	A	A
		2040 Background + Site	A	A
Control Delay (seconds)				
Steppler Road @ Silver Nell Dr	TWSC	2040 Background	7.3	8.5
		2040 Background + Site	7.3	8.6
Steppler Road @ Settler's Ranch Rd	TWSC	2040 Background	7.3	8.6
		2040 Background + Site	7.3	8.6
* TWSC = two-way stop sign-control				

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

- The proposed Settlers View subdivision is projected to generate about 133 new vehicle-trips on the average weekday with about half entering and half exiting the site. The projected morning **peak-hour** trip generation for the site (total "driveway" trips) is 3 entering and 8 exiting trips. The projected evening **peak-hour** trip generation for the site (total "driveway" trips) is 9 entering and 5 exiting trips.

Level of Service Analysis

- Levels of service at the intersections analyzed are projected to be A. Please refer to the Level of Service sections above for detailed findings and results of the intersection level of service analysis.

Auxiliary Turn Lanes

- Neither Silver Nell/Steppler nor Settlers Ranch Road/Steppler will exceed *Engineering Criteria Manual* thresholds requiring auxiliary left- and right-turn lanes.

Street Classification

The streets within this proposed subdivision should be classified as Rural Local streets.

Steppler Road Paving [added September 4, 2018]

In the short term, Settlers View traffic would constitute about 6.7 percent of the total short-term daily traffic on Steppler Road north of Silver Nell Drive (20 vpd [vehicles per day] site traffic divided by 510 vpd total traffic [x100 for percent]).

In the long term, Settlers View traffic would constitute about 3.9 percent of the total long-term daily traffic on Steppler Road north of Silver Nell Drive. (20 vpd site traffic divided by 510 vpd total traffic [x100 for percent]).

The above percentages could be used to calculate the Settlers View pro rata share of the cost of paving Steppler Road north of Silver Nell Drive.

County Road Improvement Fee Program [revised September 4, 2018]

This project will need to participate in the County Road Improvement Fee Program. The applicant intends to opt out of the PID options and pay the full fee at building permit.

* * * * *

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By _____
Jeffrey C. Hodsdon, P.E., PTOE
Principal

Identify the approved deviation request submitted with the preliminary application and include the approved form in the appendix.

JCH/JAB:bjwb

Enclosures: Table 6
Figure 1-Figure 9
Appendix Figures 1-3
Traffic Count Reports
Level of Service Reports

Table 6: Trip Generation Estimate and Comparison

Lots	ITE Land Use Code	Land Use Description	Value	Units	Trip Generation Rates [1]					Total Trips Generated				
					Average Weekday Traffic	A.M.		P.M.		Average Weekday Traffic	A.M.		P.M.	
						In	Out	In	Out		In	Out	In	Out
Abert Ranch Only														
1-10	210	Single-Family Detached Housing	10	DU [2]	9.52	0.19	0.56	0.63	0.37	95	2	6	6	4
Settler's View Only														
1-14	210	Single-Family Detached Housing	14	DU	9.52	0.19	0.56	0.63	0.37	133	3	8	9	5
Total										**228**	**5**	**14**	**15**	**9**

(1) Source: "Trip Generation, 9th Edition, 2012" by the Institute of Transportation Engineers (ITE)
(2) DU = dwelling units

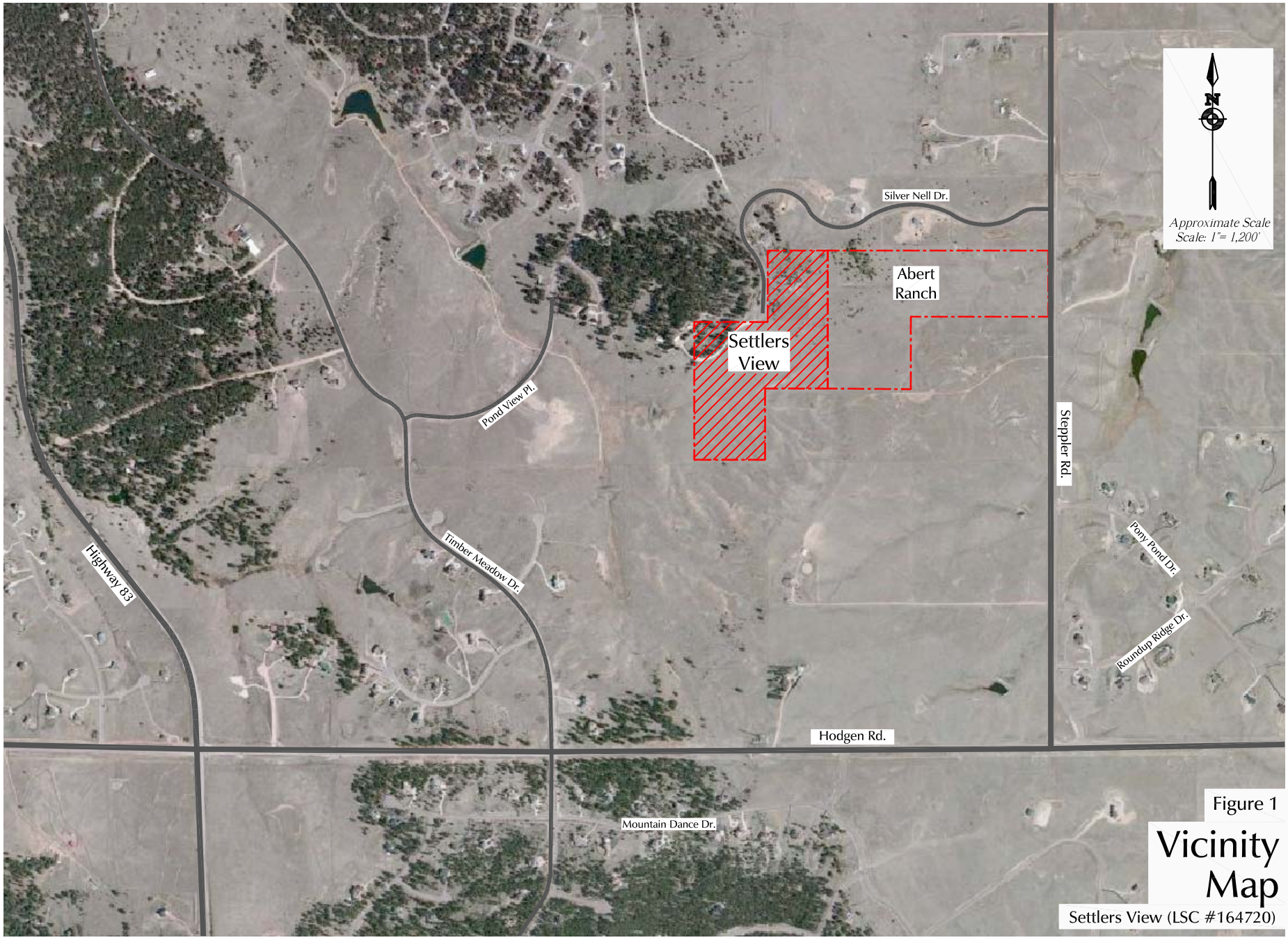


Figure 1

Vicinity Map

Settlers View (LSC #164720)

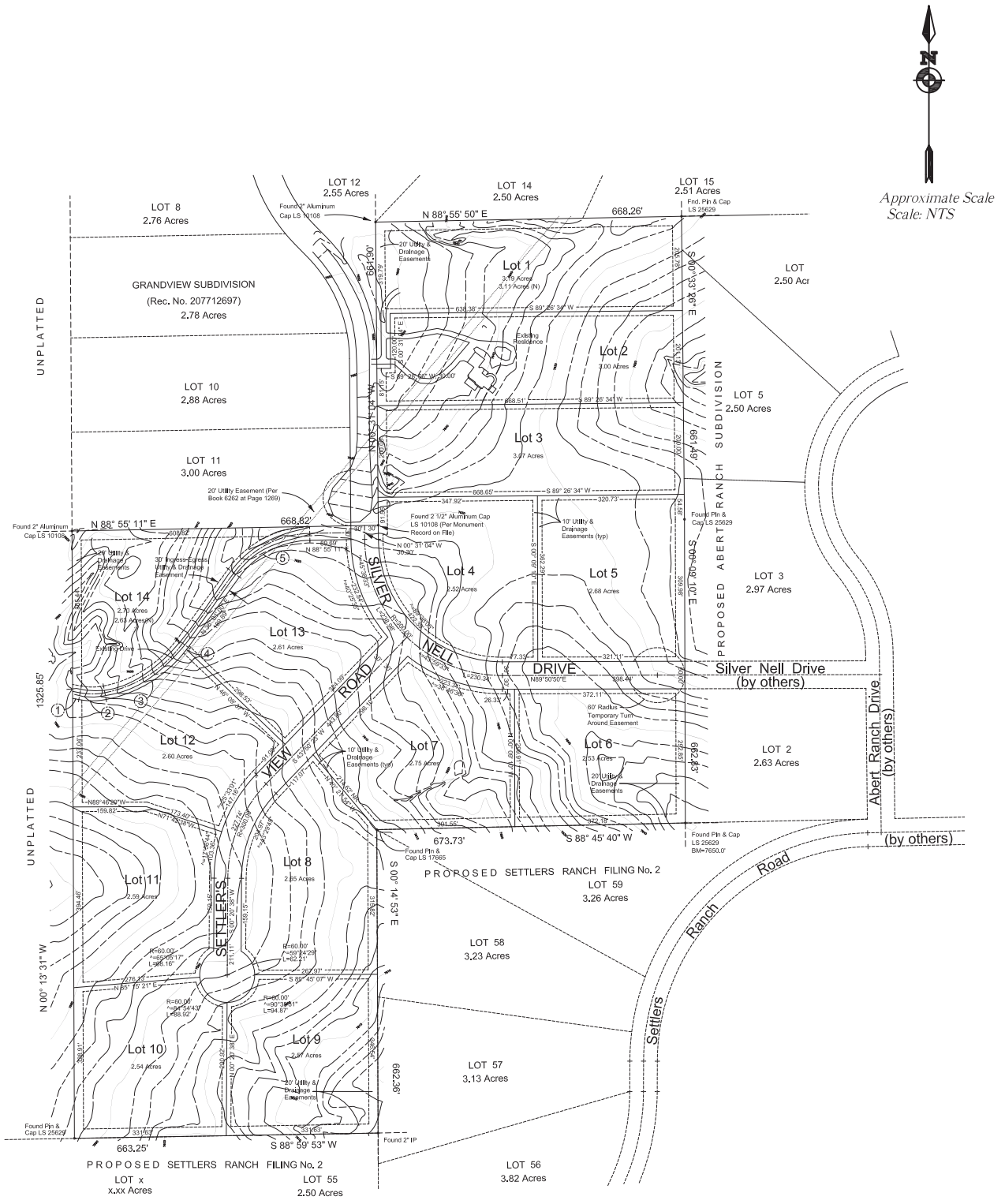
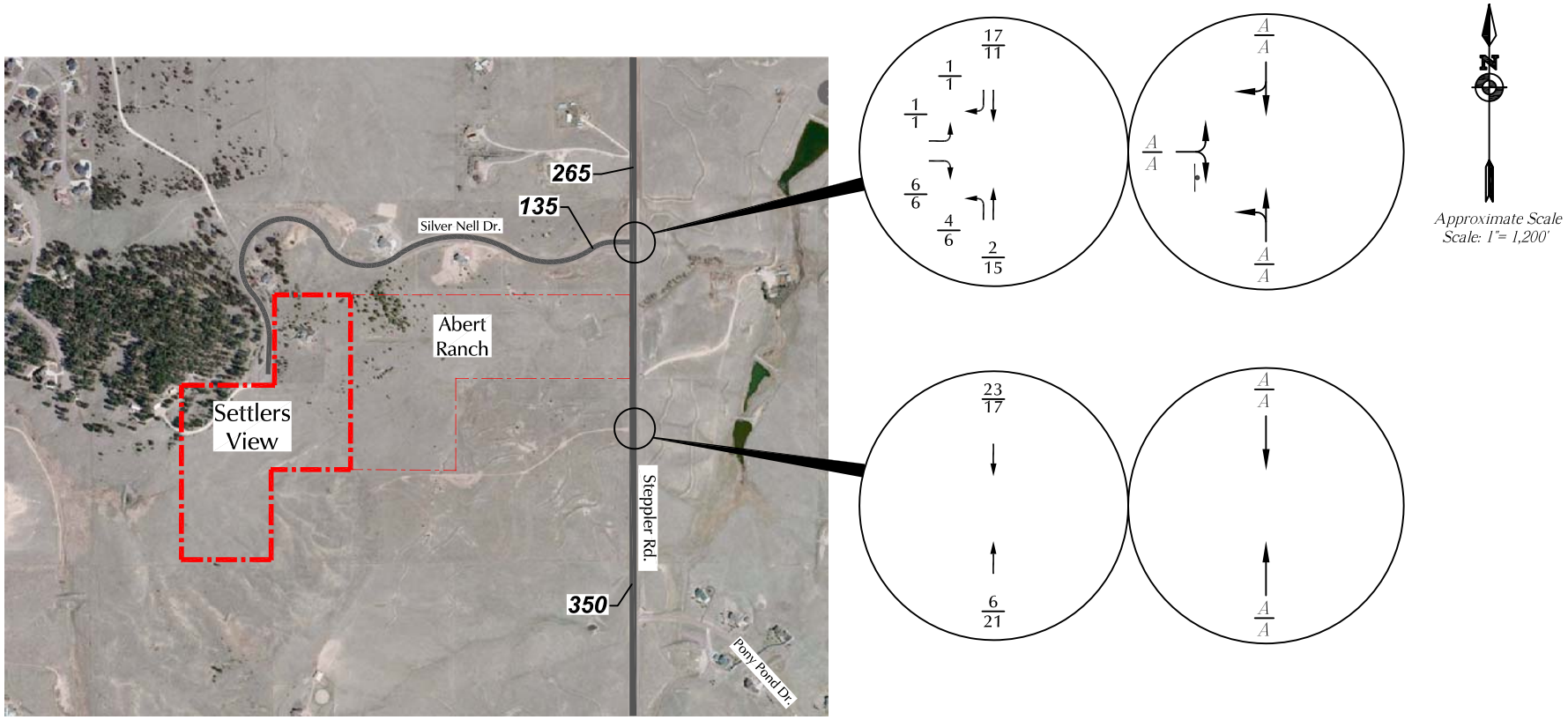


Figure 2

Settlers View Site Plan

Settlers View (LSC #164720)

TRANSPORTATION CONSULTANTS, INC.



LEGEND:

= Stop Sign

$\frac{XX}{XX}$ = $\frac{\text{AM Weekday Peak-Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak-Hour Traffic (vehicles per hour)}}$ Based on Counts by LSC January 2017

$\frac{A}{B}$ = $\frac{\text{AM Individual Movement Peak-Hour Level of Service}}{\text{PM Individual Movement Peak-Hour Level of Service}}$

XXX = Average Weekday Traffic (vehicles per day)
Estimates by LSC

TRANSPORTATION CONSULTANTS, INC.

Figure 3

Existing Traffic, Lane Geometry, Traffic Control & Level of Service

Settlers View (LSC #164720)

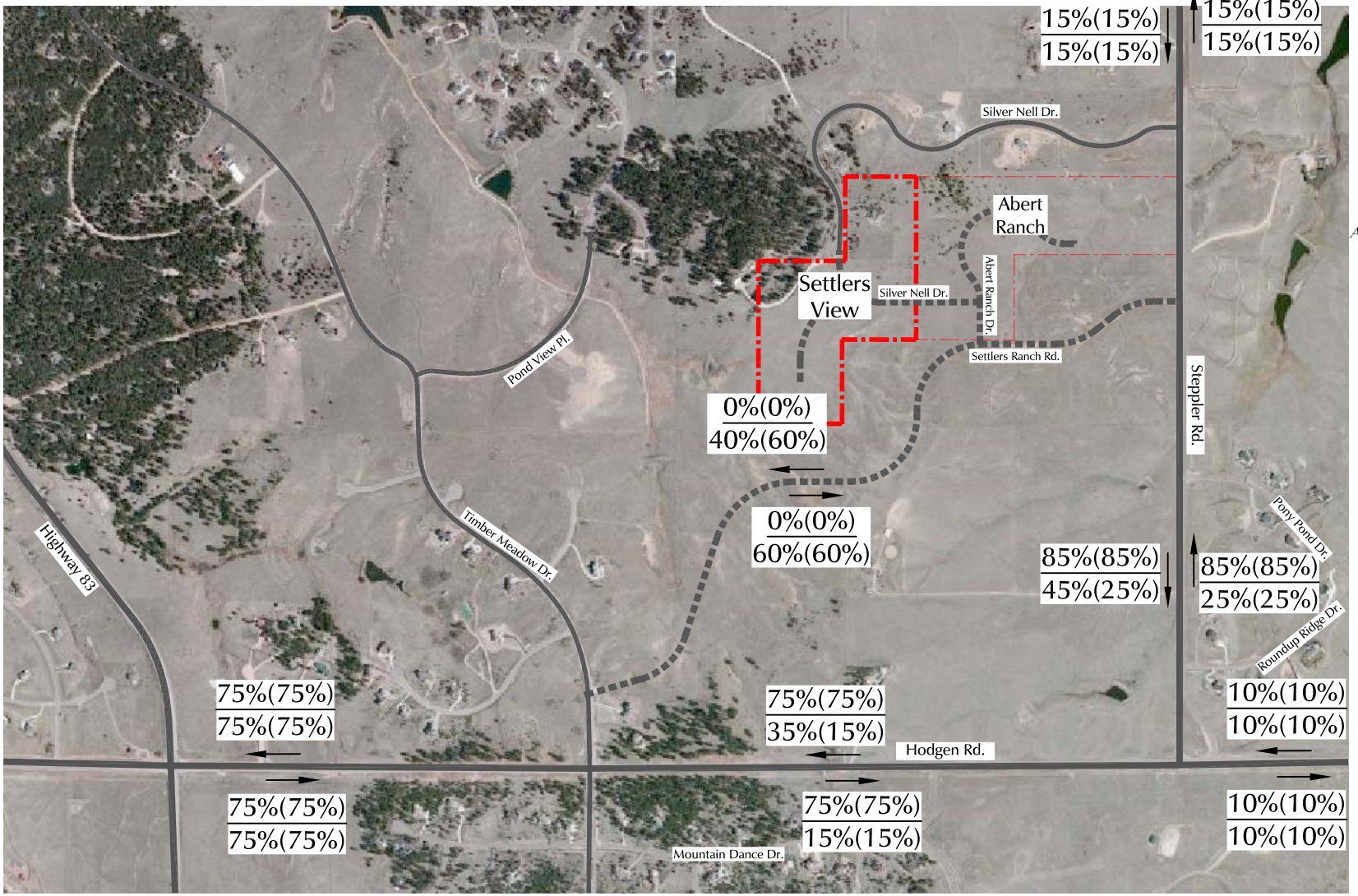


Figure 4

Directional Distribution of Site-Generated Traffic

Settlers View (LSC #164720)

LEGEND:

$\frac{\leftrightarrow}{X\%(X\%)}$ / $\frac{}{X\%(X\%)}$ = Short–Term Percent Directional Distribution AM(PM) / Long–Term Percent Directional Distribution AM(PM)

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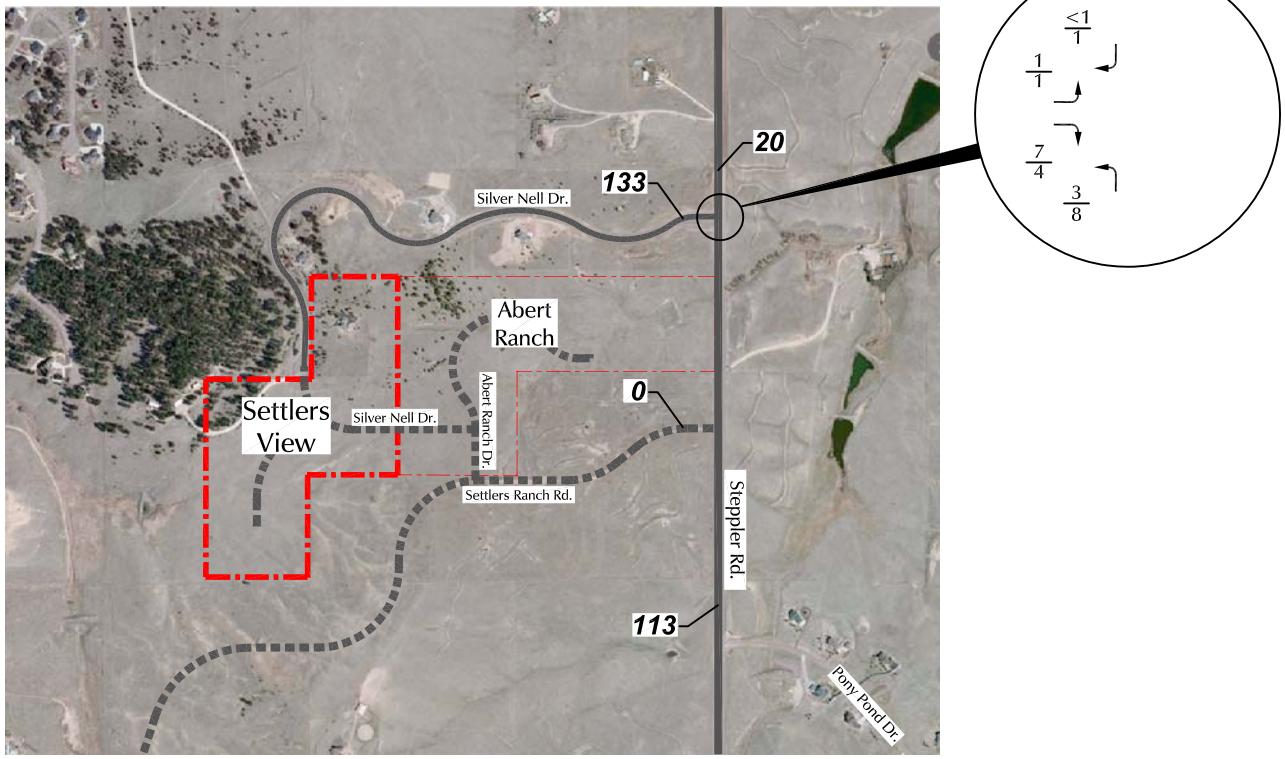

N

Approximate Scale
Scale: 1"= 1,200'

LEGEND:

$\frac{XX}{XX}$ = $\frac{\text{AM Weekday Peak-Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak-Hour Traffic (vehicles per hour)}}$

XXX = Average Weekday Traffic (vehicles per day)

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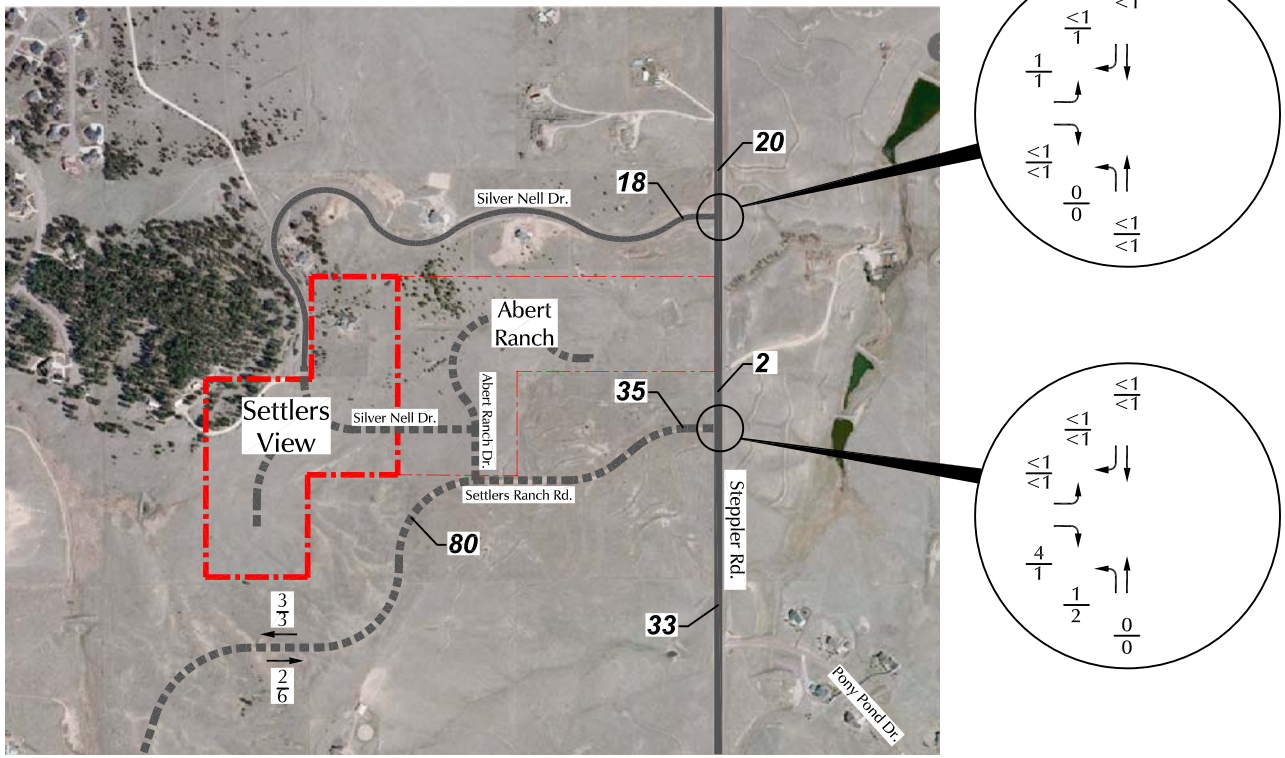
Figure 5

Short-Term Assignment of Site-Generated Traffic

Settlers View (LSC #164720)



N

Approximate Scale
Scale: 1"= 1,200'

LEGEND:

$\frac{XX}{XX}$ = $\frac{\text{AM Weekday Peak–Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak–Hour Traffic (vehicles per hour)}}$

XXX = Average Weekday Traffic (vehicles per day)

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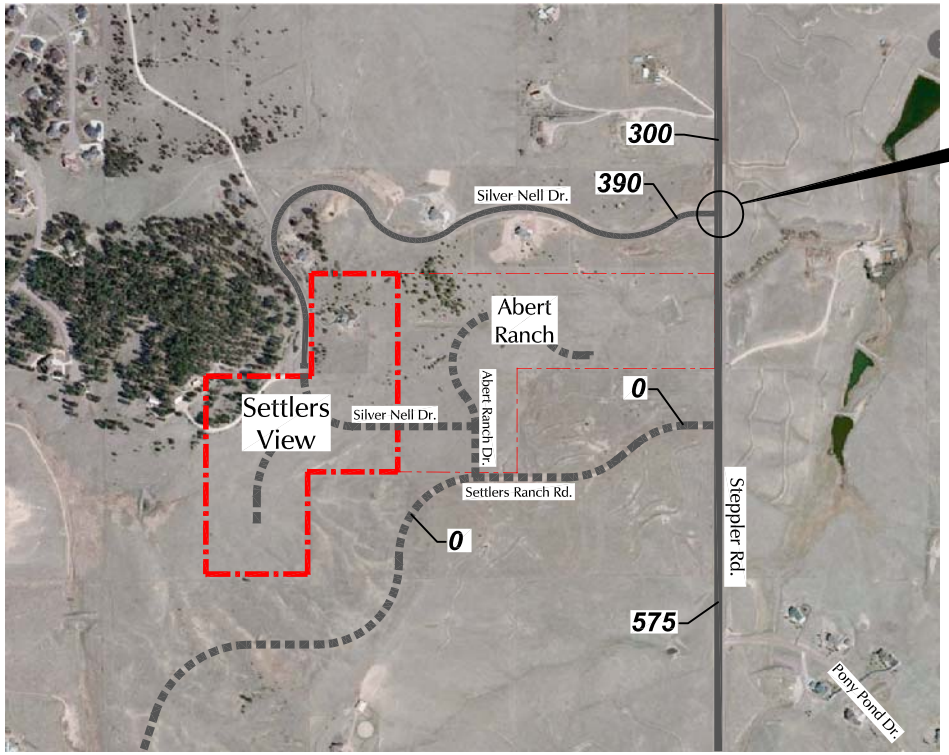
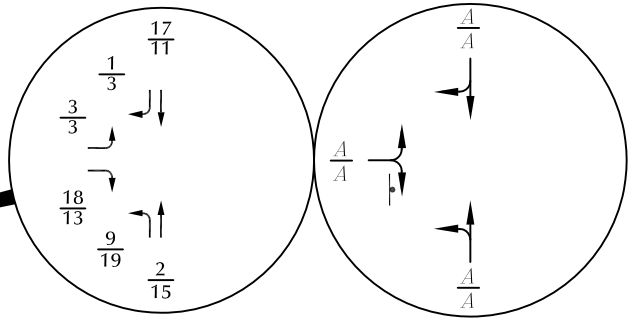
Figure 6

Long-Term Assignment of Site-Generated Traffic

Settlers View (LSC #164720)





Approximate Scale
Scale: 1"= 1,200'

✻ Includes buildout of the site plus Abert Ranch plus Grandview but not Settlers Ranch. Assumes Settlers Ranch Road not built adjacent to Abert Ranch east of Albert Ranch.

LEGEND:

⊢ = Stop Sign

$\frac{XX}{XX}$ = $\frac{\text{AM Weekday Peak-Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak-Hour Traffic (vehicles per hour)}}$

$\frac{A}{B}$ = $\frac{\text{AM Individual Movement Peak-Hour Level of Service}}{\text{PM Individual Movement Peak-Hour Level of Service}}$

XXX = Average Weekday Traffic (vehicles per day)

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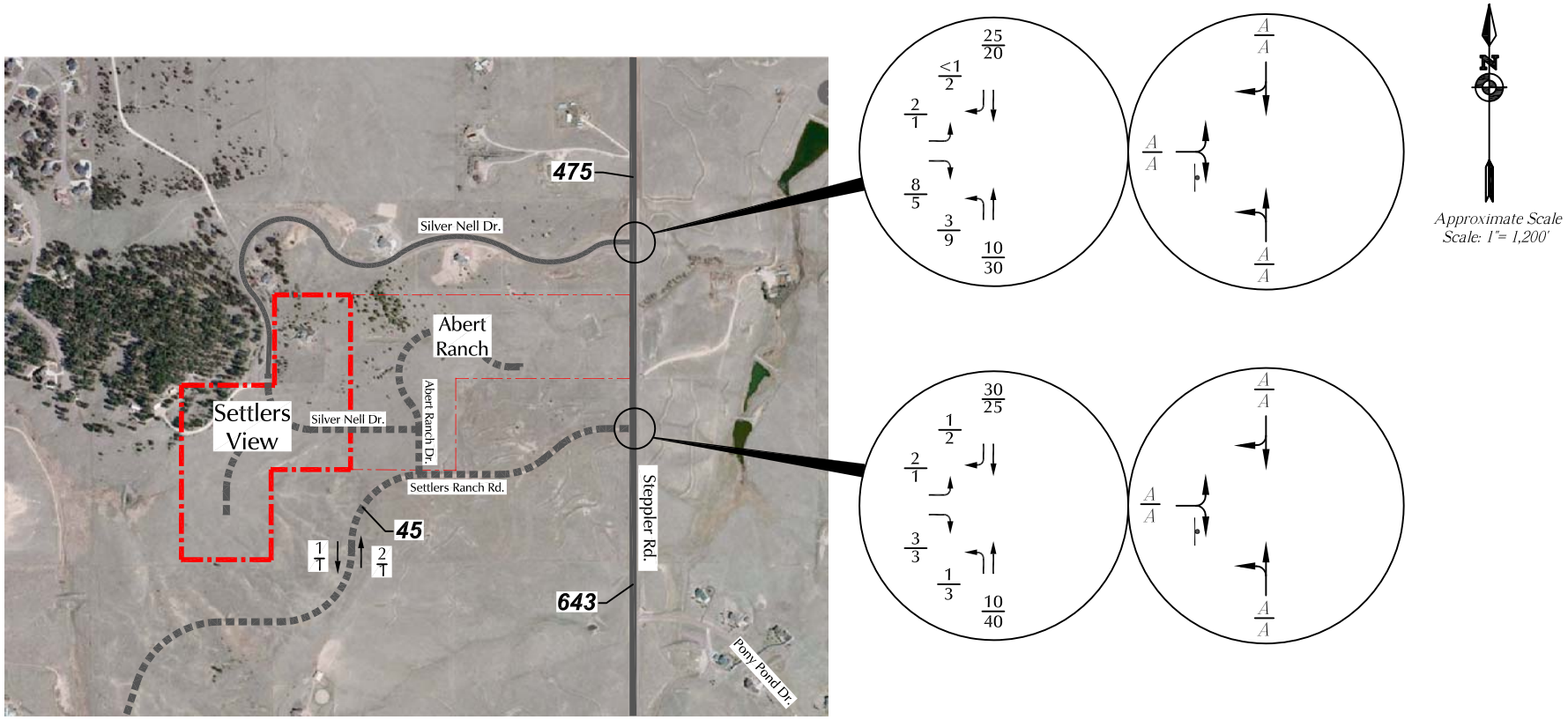
Figure 7

Short-Term Total Traffic*, Lane Geometry, Traffic Control & Level of Service

Settlers View (LSC #164720)



✻ Not including Settlers Ranch or Abert Ranch.

LEGEND:

⊢ = Stop Sign

$\frac{XX}{XX}$ = $\frac{\text{AM Weekday Peak-Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak-Hour Traffic (vehicles per hour)}}$

$\frac{A}{B}$ = $\frac{\text{AM Individual Movement Peak-Hour Level of Service}}{\text{PM Individual Movement Peak-Hour Level of Service}}$

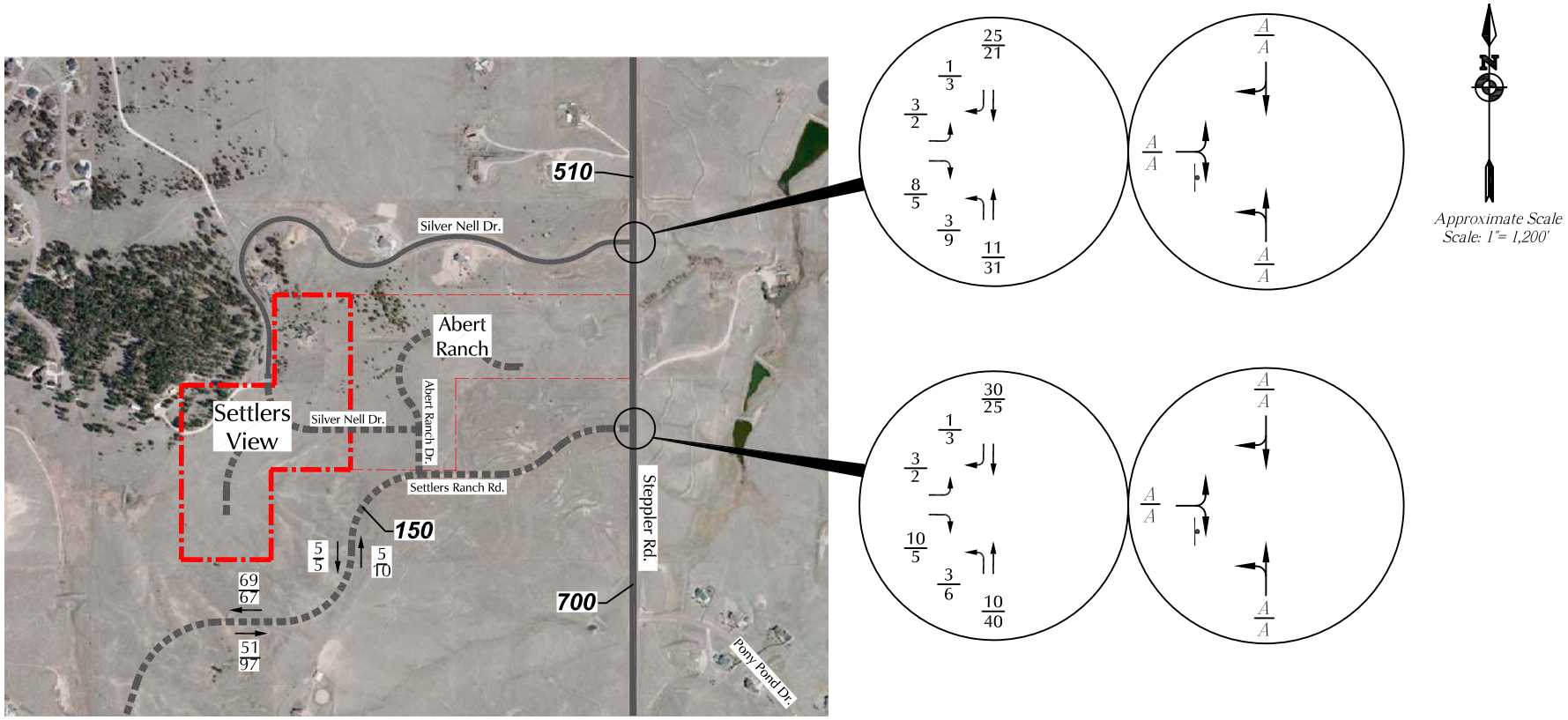
XXX = Average Weekday Traffic (vehicles per day)

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 8

Year 2040 Background Traffic, Lane Geometry, Traffic Control & Level of Service*

Settlers View (LSC #164720)



LEGEND:

⊦ = Stop Sign

$\frac{XX}{XX}$ = $\frac{\text{AM Weekday Peak-Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak-Hour Traffic (vehicles per hour)}}$

$\frac{A}{B}$ = $\frac{\text{AM Individual Movement Peak-Hour Level of Service}}{\text{PM Individual Movement Peak-Hour Level of Service}}$

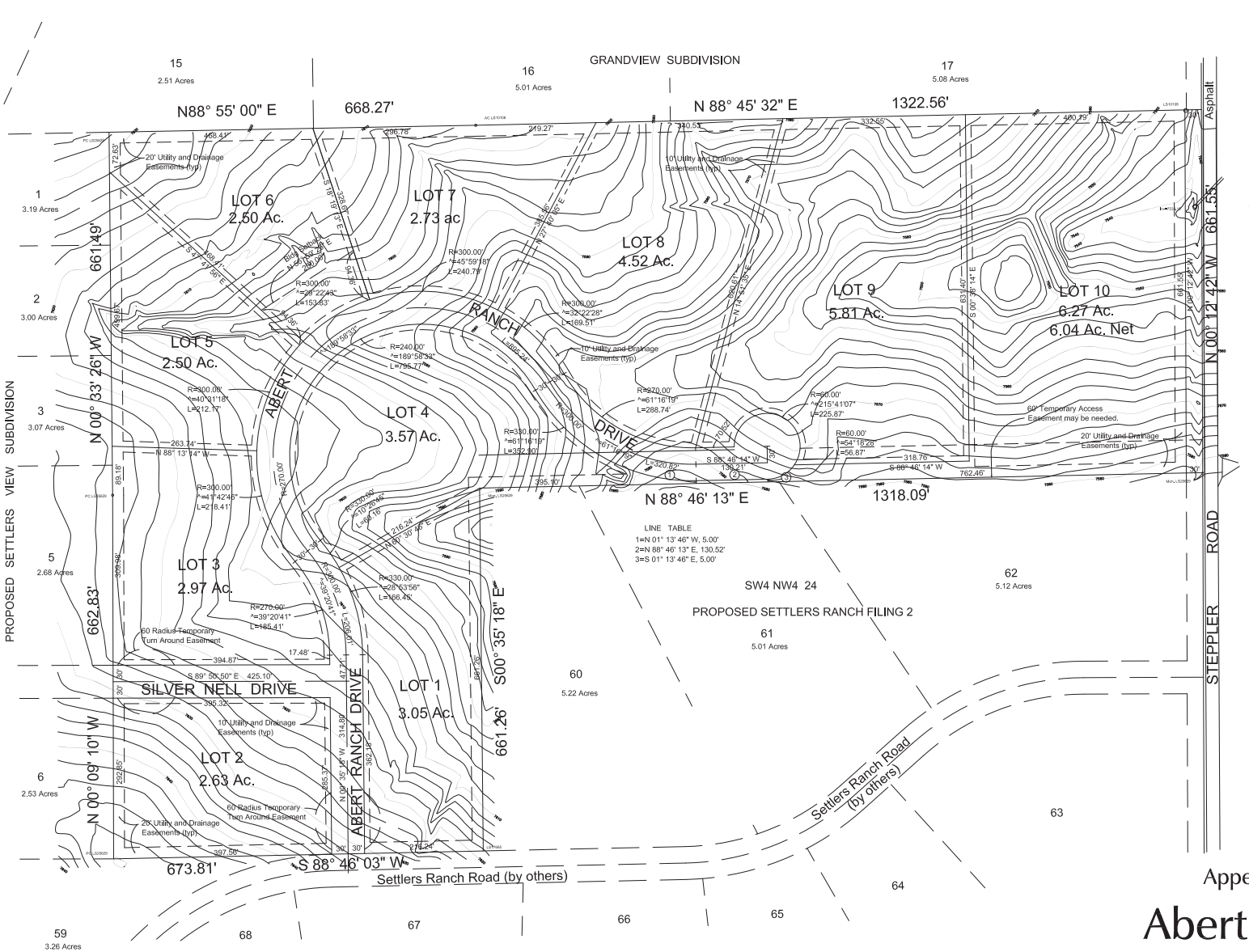
XXX = Average Weekday Traffic (vehicles per day)

TRANSPORTATION CONSULTANTS, INC.

Figure 9

Year 2040 Total Traffic, Lane Geometry, Traffic Control & Level of Service

Settlers View (LSC #164720)



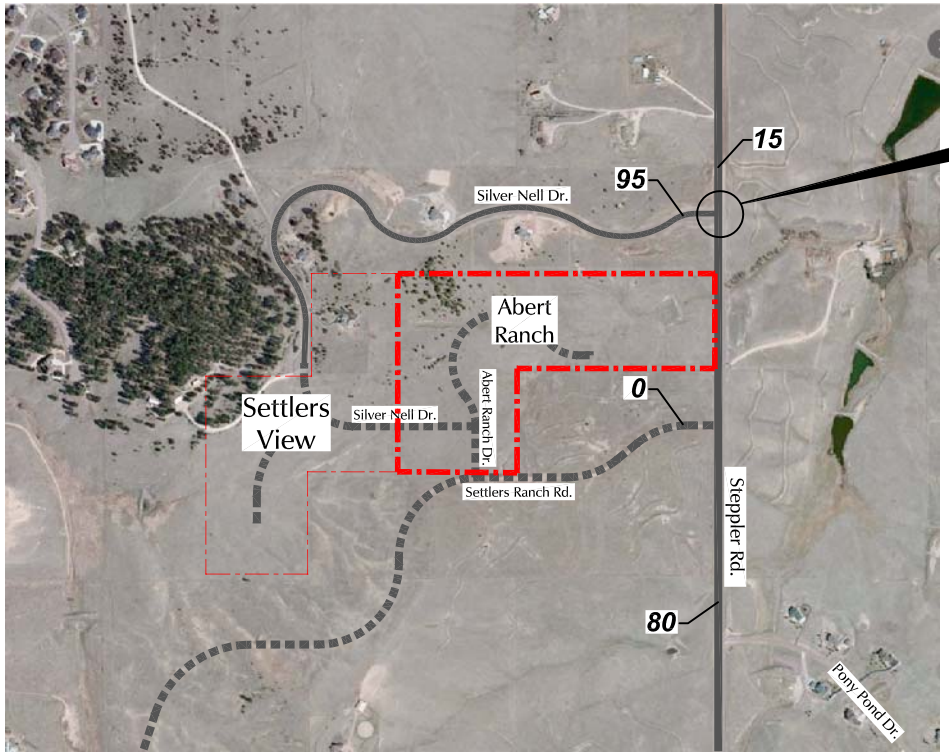
Approximate Scale
Scale: NTS

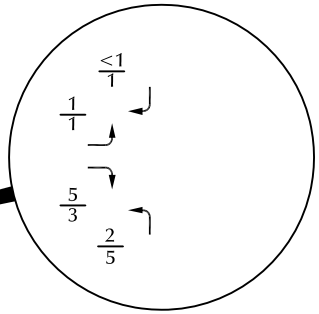
Appendix Figure 1

Abert Ranch Site Plan

Settlers View (LSC #164720)

TRANSPORTATION CONSULTANTS, INC.





Approximate Scale
Scale: 1"= 1,200'

LEGEND:

$\frac{XX}{XX}$ = $\frac{\text{AM Weekday Peak–Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak–Hour Traffic (vehicles per hour)}}$

XXX = Average Weekday Traffic (vehicles per day)

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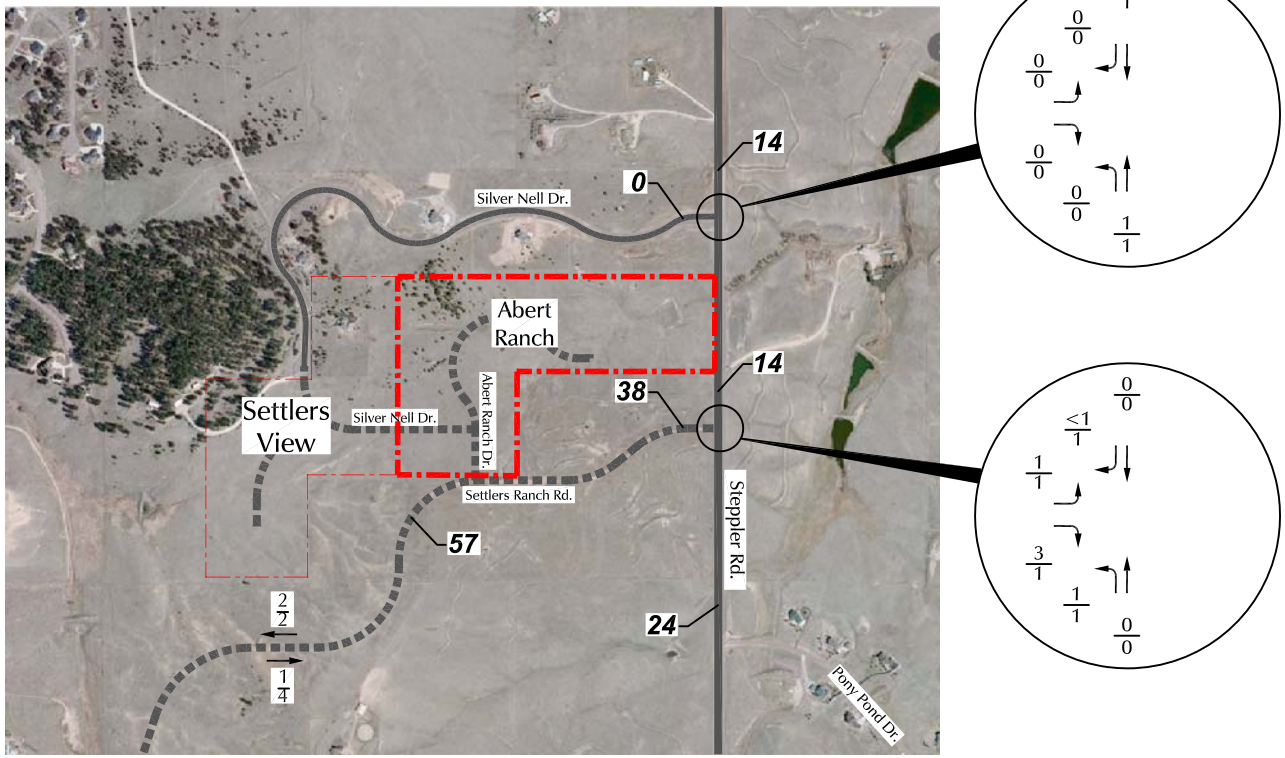
Appendix Figure 2

Abert Ranch Short-Term Traffic

Settlers View (LSC #164720)



Approximate Scale
Scale: 1"= 1,200'

LEGEND:

$\frac{XX}{XX}$ = $\frac{\text{AM Weekday Peak–Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak–Hour Traffic (vehicles per hour)}}$

XXX = Average Weekday Traffic (vehicles per day)

TRANSPORTATION CONSULTANTS, INC.

Appendix Figure 3

Long-Term Assignment of Abert Ranch Site-Generated Traffic

Settlers View (LSC #164720)

LSC Transportation Consultants, Inc.
545 E. Pikes Peak Ave., #210
Colorado Springs, CO 80903
(719) 633-2868

LSC Transportation Consultants, Inc.

Job Name : Steppler Rd - Silver Nell Dr AM
Site Code : 00164720
Start Date : 09/01/2016
Page No : 1

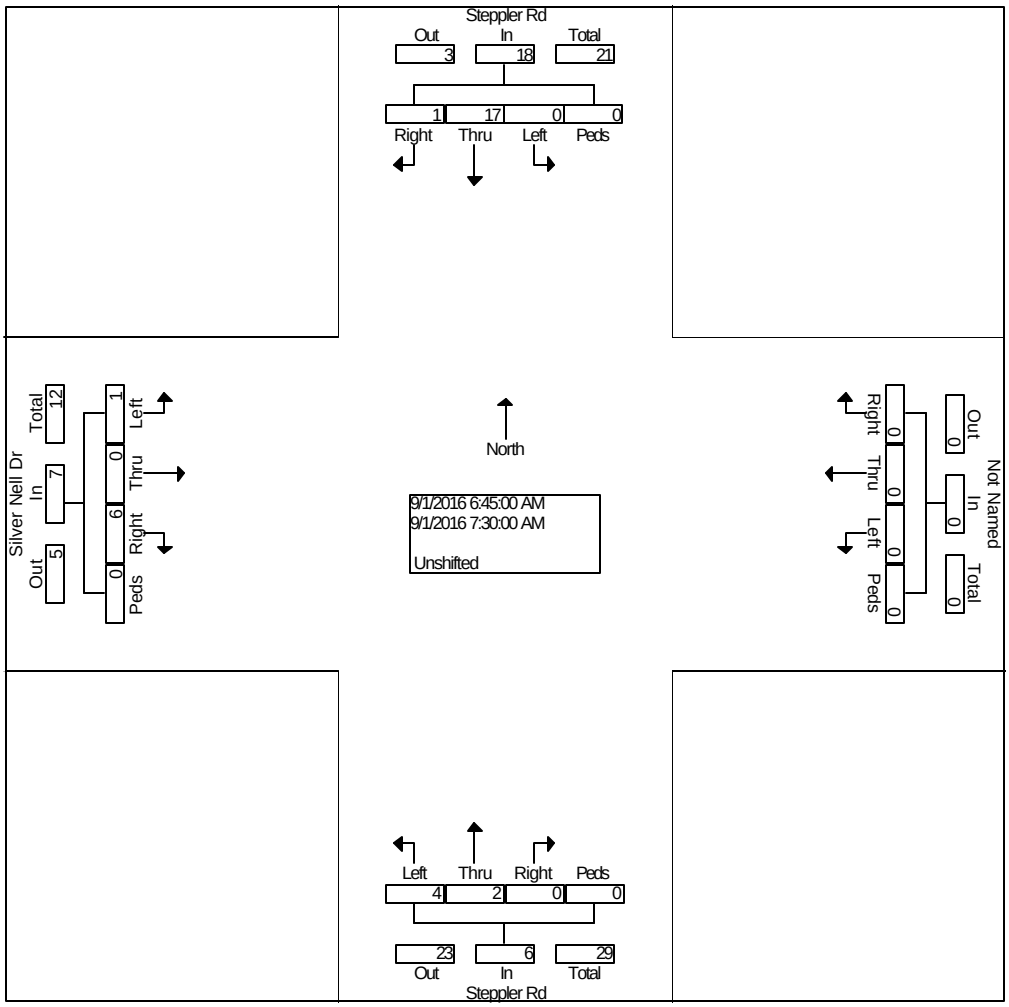
Groups Printed- Unshifted

	Steppler Rd From North				From East				Steppler Rd From South				Silver Nell Dr From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	1	0	1	0	4
06:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
Total	0	4	0	0	0	0	0	0	0	1	0	0	2	0	1	0	8
07:00 AM	1	4	0	0	0	0	0	0	0	1	1	0	2	0	1	0	10
07:15 AM	0	5	0	0	0	0	0	0	0	1	2	0	1	0	0	0	9
07:30 AM	0	5	0	0	0	0	0	0	0	0	1	0	2	0	0	0	8
07:45 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Total	1	16	0	0	0	0	0	0	0	2	5	0	5	0	1	0	30
08:00 AM	0	0	0	0	0	0	0	0	0	3	1	0	1	0	2	0	7
08:15 AM	0	1	0	0	0	0	0	0	0	4	0	0	1	0	1	0	7
Grand Total	1	21	0	0	0	0	0	0	0	10	6	0	9	0	5	0	52
Apprch %	4.5	95.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	37.5	0.0	64.3	0.0	35.7	0.0	
Total %	1.9	40.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.2	11.5	0.0	17.3	0.0	9.6	0.0	

LSC Transportation Consultants, Inc.
545 E. Pikes Peak Ave., #210
Colorado Springs, CO 80903
(719) 633-2868

Study Name : Steppler Rd - Silver Nell Dr AM
Site Code : 00164720
Start Date : 09/01/2016
Page No : 2

	Steppler Rd From North					From East					Steppler Rd From South					Silver Nell Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	06:45 AM																				
Volume	1	17	0	0	18	0	0	0	0	0	0	2	4	0	6	6	0	1	0	7	31
Percent	5.6	94.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		85.7	0.0	14.3	0.0		
07:00 Volume	1	4	0	0	5	0	0	0	0	0	0	1	1	0	2	2	0	1	0	3	10
Peak Factor																					0.775
High Int.	07:00 AM					6:15:00 AM					07:15 AM					07:00 AM					
Volume	1	4	0	0	5	0	0	0	0	0	0	1	2	0	3	2	0	1	0	3	
Peak Factor					0.900										0.500					0.583	



LSC Transportation Consultants, Inc.
545 E. Pikes Peak Ave., #210
Colorado Springs, CO 80903
(719) 633-2868

LSC Transportation Consultants, Inc.

Job Name : Steppler Rd - Silver Nell Dr PM
Site Code : 00164720
Start Date : 08/30/2016
Page No : 1

Groups Printed- Unshifted

	SteppleRd From North				From East				Steppler Rd From South				Silver Nell Dr From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	1	4	0	0	0	0	0	0	0	3	1	0	2	0	0	0	11
04:15 PM	0	1	0	0	0	0	0	0	0	7	1	0	1	0	0	0	10
04:30 PM	0	4	0	0	0	0	0	0	0	2	1	0	2	0	1	0	10
04:45 PM	0	2	0	0	0	0	0	0	0	3	1	0	1	0	0	0	7
Total	1	11	0	0	0	0	0	0	0	15	4	0	6	0	1	0	38
05:00 PM	0	1	0	0	0	0	0	0	0	3	1	0	1	0	1	0	7
05:15 PM	0	3	0	0	0	0	0	0	0	2	3	0	1	0	0	0	9
05:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
05:45 PM	0	2	0	0	0	0	0	0	0	3	1	0	1	0	1	0	8
Total	0	6	0	0	0	0	0	0	0	12	5	0	3	0	2	0	28
Grand Total	1	17	0	0	0	0	0	0	0	27	9	0	9	0	3	0	66
Apprch %	5.6	94.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	75.0	0.0	25.0	0.0	
Total %	1.5	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.9	13.6	0.0	13.6	0.0	4.5	0.0	

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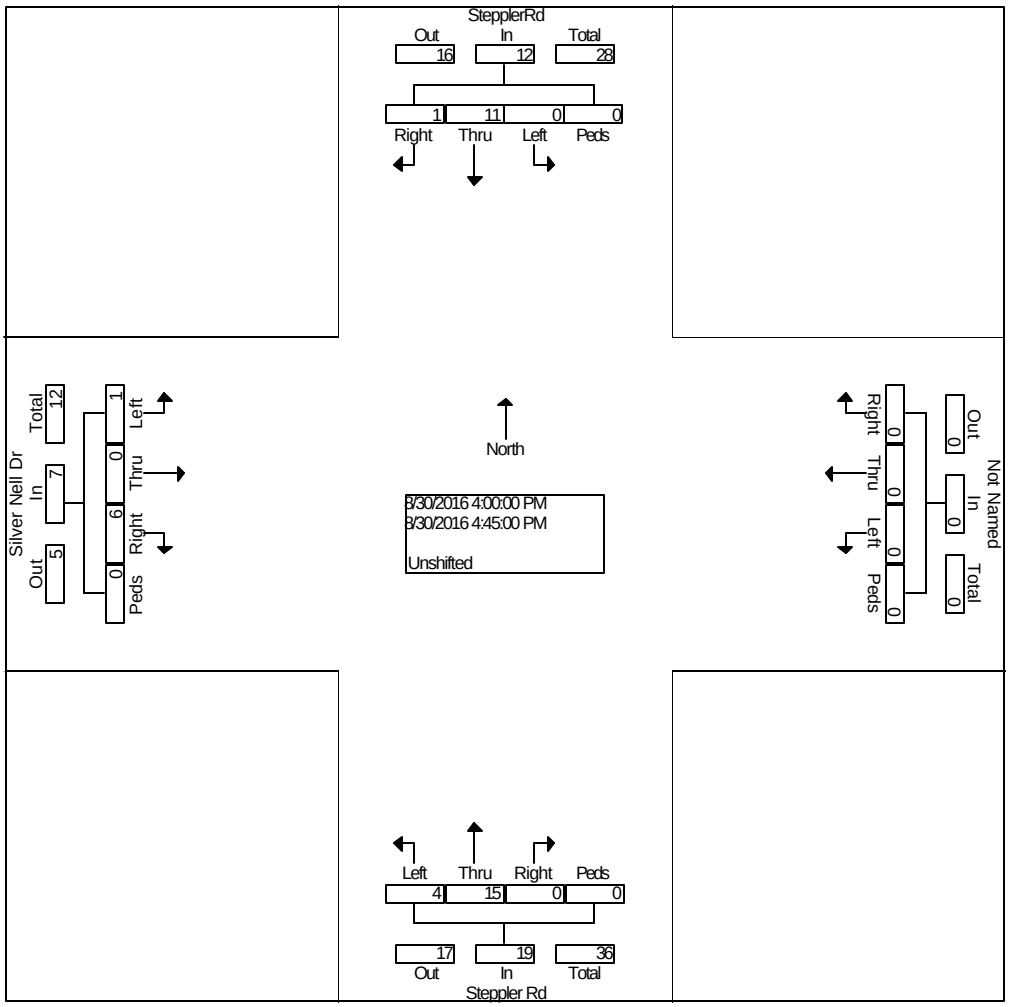
Intersection Name : Steppler Rd - Silver Nell Dr PM
Site Code : 00164720
Start Date : 08/30/2016

	SteppleRd From North					From East					Steppler Rd From South					Silver Nell Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	1	11	0	0	12	0	0	0	0	0	0	15	4	0	19	6	0	1	0	7	38
Percent	8.3	91.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	78.9	21.1	0.0		85.7	0.0	14.3	0.0		
04:00 Volume	1	4	0	0	5	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	11
Peak Factor																					0.864
High Int.	04:00 PM					3:45:00 PM					04:15 PM					04:30 PM					
Volume	1	4	0	0	5	0	0	0	0	0	0	7	1	0	8	2	0	1	0	3	
Peak Factor					0.600										0.594					0.583	



Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	4	2	17	1
Future Vol, veh/h	1	6	4	2	17	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	7	4	2	18	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	30	19	20	0	-	0
Stage 1	19	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	984	1059	1596	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	981	1059	1596	-	-	-
Mov Cap-2 Maneuver	981	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	4.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	1047	-	-
HCM Lane V/C Ratio	0.003	-	0.007	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	6	15	11	1
Future Vol, veh/h	1	6	6	15	11	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	7	7	16	12	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	41	12	13	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	970	1069	1606	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	966	1069	1606	-	-	-
Mov Cap-2 Maneuver	966	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	990	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1606	-	1053	-	-
HCM Lane V/C Ratio	0.004	-	0.007	-	-
HCM Control Delay (s)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	18	9	2	17	1
Future Vol, veh/h	3	18	9	2	17	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	20	10	2	18	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	41	19	19	0	-	0
Stage 1	19	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	970	1059	1597	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	964	1059	1597	-	-	-
Mov Cap-2 Maneuver	964	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	5.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1597	-	1044	-	-
HCM Lane V/C Ratio	0.006	-	0.022	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	13	19	15	11	3
Future Vol, veh/h	3	13	19	15	11	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	21	16	12	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	72	14	15	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	58	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	932	1066	1603	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	920	1066	1603	-	-	-
Mov Cap-2 Maneuver	920	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	4.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	1035	-	-
HCM Lane V/C Ratio	0.013	-	0.017	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	8	3	10	25	0
Future Vol, veh/h	2	8	3	10	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	9	3	11	27	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	44	27	27	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	967	1048	1587	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	965	1048	1587	-	-	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	1.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1587	-	1030	-	-
HCM Lane V/C Ratio	0.002	-	0.011	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	1	10	30	1
Future Vol, veh/h	2	3	1	10	30	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	1	11	33	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	47	34	34	0	-	0
Stage 1	34	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	963	1039	1578	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	962	1039	1578	-	-	-
Mov Cap-2 Maneuver	962	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1578	-	1007	-	-
HCM Lane V/C Ratio	0.001	-	0.005	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	9	30	20	2
Future Vol, veh/h	1	5	9	30	20	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	10	33	22	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	76	23	24	0	-	0
Stage 1	23	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	927	1054	1591	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	921	1054	1591	-	-	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	970	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	1.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1591	-	1029	-	-
HCM Lane V/C Ratio	0.006	-	0.006	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	3	40	25	2
Future Vol, veh/h	1	3	3	40	25	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	3	43	27	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	77	28	29	0	-	0
Stage 1	28	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	926	1047	1584	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	924	1047	1584	-	-	-
Mov Cap-2 Maneuver	924	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	973	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1584	-	1013	-	-
HCM Lane V/C Ratio	0.002	-	0.004	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	8	3	11	25	1
Future Vol, veh/h	3	8	3	11	25	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	9	3	12	27	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	46	28	28	0	-	0
Stage 1	28	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	964	1047	1585	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	962	1047	1585	-	-	-
Mov Cap-2 Maneuver	962	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1585	-	1022	-	-
HCM Lane V/C Ratio	0.002	-	0.012	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	10	3	10	30	1
Future Vol, veh/h	3	10	3	10	30	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	11	3	11	33	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	51	34	34	0	-	0
Stage 1	34	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	958	1039	1578	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1039	1578	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1578	-	1019	-	-
HCM Lane V/C Ratio	0.002	-	0.014	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	9	31	21	3
Future Vol, veh/h	2	5	9	31	21	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	10	34	23	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	79	25	26	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	924	1051	1588	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	918	1051	1588	-	-	-
Mov Cap-2 Maneuver	918	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	1009	-	-
HCM Lane V/C Ratio	0.006	-	0.008	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	6	40	25	3
Future Vol, veh/h	2	5	6	40	25	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	7	43	27	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	86	29	30	0	-	0
Stage 1	29	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	915	1046	1583	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	910	1046	1583	-	-	-
Mov Cap-2 Maneuver	910	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1583	-	1003	-	-
HCM Lane V/C Ratio	0.004	-	0.008	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Markup Summary

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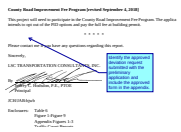

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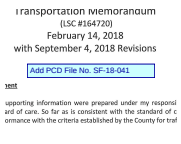

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