

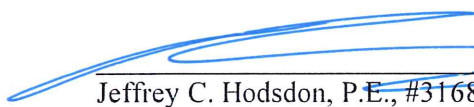


LSC TRANSPORTATION CONSULTANTS, INC.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsetrans.com
Website: <http://www.lsetrans.com>

The Beach at Woodmoor Transportation Memorandum (LSC #164800) May 26, 2017

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.

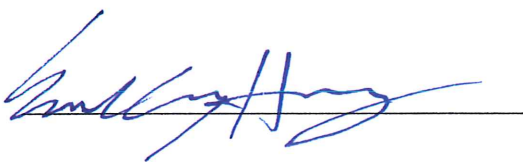

Jeffrey C. Hodsdon, P.E., #31684



5/26/17
Date

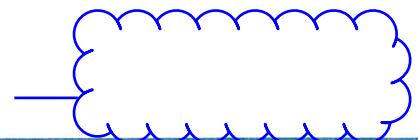
Developer's Statement

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



5/26/17
Date

Add "PCD Project No. SF-17-015"





LSC TRANSPORTATION CONSULTANTS, INC.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: <http://www.lsctrans.com>

May 26, 2017

Mr. Cody Humphrey, AICP
Lake Woodmoor Development
1755 Telstar Drive, Suite 211
Colorado Springs, CO 80920

RE: The Beach at Woodmoor
El Paso County, CO
Transportation Memorandum
LSC #164800

Dear Mr. Humphrey,

LSC Transportation Consultants, Inc. has prepared this traffic impact study for the proposed Woodmoor Beach single-family housing development. The proposed 35-dwelling unit site is west of the intersection of Lake Woodmoor Drive and Lower Lake Road in El Paso County. Site access would be via two proposed access points to Lake Woodmoor Drive and one access point to Lower Lake Road. No lots will have direct access onto Lake Woodmoor Drive.

REPORT CONTENTS

The report contains the following:

- Existing roadway and traffic conditions adjacent to the site, including the intersection lane geometries, traffic controls, posted speed limits, functional classifications, intersection spacing and alignment, sight distances, etc.
- Existing peak-hour turning movement traffic counts and estimates of future background traffic volumes at the intersection of Lake Woodmoor Drive/Lower Lake Road and on Lake Woodmoor Drive, adjacent to the site.
- Description of the proposed land use and the detailed access plan.
- Estimates of the average weekday and peak-hour vehicle-trips to be generated by the site.
- Assigned site-generated projected trips to the access point intersections and the intersection of Lake Woodmoor Drive/Lower Lake Road.
- Resulting traffic impacts from the site, including intersection levels of service.
- Findings and recommendations.

LAND USE AND ACCESS

The proposed site is in a residential area. Lewis-Palmer Elementary School is located to the east of the development, and Lake Woodmoor is located to the north of the proposed site.

Proposed Land Use

The proposed 35-dwelling unit site is west of the intersection of Lake Woodmoor Drive and Lower Lake Road in Monument, CO. Twenty-seven of the 35 dwelling units are located north of Lake Woodmoor Drive, while the remaining eight units will be south of Lake Woodmoor Drive. No lots will have direct access onto Lake Woodmoor Drive.

Site access to Lake Woodmoor Drive would be via three proposed accesses located approximately:

- 315 feet west of Lower Lake Road on Lake Woodmoor Drive
- 845 feet west of Lower Lake Road on Lake Woodmoor Drive
- 240 feet north of Lake Woodmoor Drive on Lower Lake Road

The access points are proposed to be full-movement and stop sign-controlled. None of the residences in the northern section will have access via individual driveways on Lower Lake Road. Figure 1 provides a visual of the site relative to the nearby roadway network.

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 preliminary site plan is shown in Figure 2.

Existing Conditions

Lake Woodmoor Drive extends east from Woodmoor Drive (near the I-25/State Highway 105 interchange) to Doewood Drive and then continues east and south before intersecting with State Highway (SH) 105. Lake Woodmoor Drive is classified as a Collector road on the El Paso County *2016 Draft Major Transportation Corridors Plan (MTCP)* and has a speed limit of 30 miles per hour (mph). Lake Woodmoor Drive has one through lane in each direction.

Traffic Volumes

Turning movement counts were conducted from 6:30 to 8:30 a.m. and from 3:45 to 5:45 p.m. on Wednesday, October 19, 2016 at the intersection of Lake Woodmoor Drive and Lower Lake Road. Existing morning and evening weekday peak-hour traffic volumes at this intersection are shown in Figure 3. Count reports are attached. Figure 3 also shows the estimates of peak-hour traffic adjacent to the site. The average weekday traffic volume on Lake Woodmoor Road adjacent to the site is estimated to be approximately 1,515 vehicles per day.

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 intersections of Lake Woodmoor Drive with the western access, eastern access, and Lower Lake Road were analyzed in Synchro and SimTraffic using the unsignalized method of analysis procedures from the *Highway Capacity Manual, 2010 Edition*. Existing levels of service are A or B for all intersection movements.

TRIP GENERATION

Estimates for the traffic volumes expected to be generated by the site were made using the nationally published trip generation rates from *Trip Generation, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE). The proposed 35-dwelling unit residential development is projected to generate about 333 total vehicle-trips on the average weekday during a 24-hour period. Table 2 shows the number of expected trips to and from the site during the morning and evening peak hours. A detailed summary of trip generation for the development, including rates for individual land uses, is found in Table 7 (attached).

Table 2: Peak-Hour Site Trip Generation Estimates

Analysis Period	In	Out	Total
Morning Peak Hour	7	20	27
Evening Peak Hour	22	13	35
Daily 24-Hour	166	167	333
* Please refer to Table 7 (attached) for detailed Trip Generation Table			

During the morning peak hour of adjacent street traffic, seven vehicles would enter and 20 vehicles would exit the site. Approximately 22 vehicles would enter and 13 vehicles would exit the site during the evening peak hour of adjacent street traffic. A detailed summary of this trip generation comparison is attached in Table 7.

Trip Distribution and Assignment

Distributing the site-generated traffic volumes to the adjacent streets and key off-site intersections helps determine the site's traffic impacts. Figure 4 shows the directional distribution estimate for the site-generated trips, which represents 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: county traffic data, the area roadway system, and the site's proposed land use.

Site-Generated Traffic

When the directional distribution percentages (from Figure 4) were applied to the trip generation estimates (from Table 2), the site-generated traffic volumes on the adjacent streets were determined. Figure 5 shows the projected site-generated traffic volumes for a typical weekday.

EXISTING VERSUS EXISTING PLUS SITE-GENERATED TRAFFIC/LOS

Traffic Volumes

Figure 6 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 35 dwelling units.

Levels of Service

Morning Peak Hour

All approaches at the two-way stop-controlled intersection of Lake Woodmoor Drive/Lower Lake Road currently operate and are expected to remain at LOS A during the morning peak hour upon site buildout. All approaches at each of the site accesses are projected to operate at LOS A during the morning peak hour after site-generated traffic is added to the network. A summary of current and projected existing plus site-generated LOS and control delays for each turning movement during the morning peak hour is shown in Table 3.

Table 3: Comparison of Projected Peak-Hour LOS and Control Delays by Intersection (a.m.)

Scenario	Lake Woodmoor Dr/ West Access			Lower Lake Road/ North Access			Lake Woodmoor Dr/ Lower Lake Rd					Lake Woodmoor Dr/ South Access		
	EBL	EBT	SBL	NBL	NBT	EBL	NBL	EBL	EBT	WBL	SBL	NBL	WBL	WBT
	↑	→	↵	↵	↑	↑	↵	↑	→	↓	↵	↵	↓	←
LOS														
Existing	---	---	---	---	---	---	A	A	A	A	A	---	---	---
Existing + Site	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Control Delay (seconds)														
Existing	---	---	---	---	---	---	0.0	7.4	0.0	0.0	9.0	---	---	---
Existing + Site	7.4	0.0	8.9	7.2	0.0	8.4	0.0	7.4	0.0	0.0	9.0	9.5	7.4	0.0

Evening Peak Hour

All approaches at the two-way stop-controlled intersection of Lake Woodmoor Drive/Lower Lake Road currently operate and are expected to remain at LOS B or better during the evening peak hour upon site buildout. All approaches at each of the site accesses are projected to operate at LOS A during the evening peak hour after site-generated traffic is added to the network. A summary of current and projected existing plus site-generated LOS and control delays for each turning movement during the morning peak hour is shown in Table 4.

Table 4: Comparison of Projected Peak-Hour LOS and Control Delays by Intersection (p.m.)

Scenario	Lake Woodmoor Dr/ West Access			Lower Lake Road/ North Access			Lake Woodmoor Dr/ Lower Lake Rd					Lake Woodmoor Dr/ South Access		
	EBL	EBT	SBL	NBL	NBT	EBL	NBL	EBL	EBT	WBL	SBL	NBL	WBL	WBT
	↑	→	↵	↵	↑	↑	↵	↑	→	↓	↵	↵	↓	←
LOS														
Existing	---	---	---	---	---	---	B	A	A	A	B	---	---	---
Existing + Site	A	A	A	A	A	A	B	A	A	A	B	A	A	A
Control Delay (seconds)														
Existing	---	---	---	---	---	---	11.1	7.8	0.0	0.0	10.4	---	---	---
Existing + Site	7.5	0.0	9.4	7.2	0.0	8.4	11.5	7.9	0.0	0.0	10.7	9.5	7.4	0.0

2040 BACKGROUND VERSUS 2040 TOTAL TRAFFIC/LOS

Traffic Volumes

Figure 7 shows the projected 2040 weekday traffic volumes based on existing turning movement counts (from Figure 3), similar traffic growth rates to nearby roadways, and expected future development. Projected 2040 background plus site-generated weekday traffic volumes are shown in Figure 8.

Levels of Service

Morning Peak Hour

All approaches at the two-way stop-controlled intersection of Lake Woodmoor Drive/Lower Lake Road are projected to operate at LOS A during the 2040 morning peak hour with and without site buildout. All approaches at each of the site accesses are projected to operate at LOS A during the 2040 evening peak hour after site-generated traffic is added to the network. A summary of projected 2040 background plus site-generated LOS and control delays for each turning movement during the morning peak hour is shown in Table 5.

Table 5: Comparison of Projected Peak-Hour LOS and Control Delays by Intersection (a.m.)

Scenario	Lake Woodmoor Dr/ West Access			Lower Lake Road/ North Access			Lake Woodmoor Dr/ Lower Lake Rd					Lake Woodmoor Dr/ South Access		
	EBL	EBT	SBL	NBL	NBT	EBL	NBL	EBL	EBT	WBL	SBL	NBL	WBL	WBT
	↑	→	↶	↶	↑	↑	↶	↑	→	↓	↶	↶	↓	←
LOS														
Existing	---	---	---	---	---	---	A	A	A	A	A	---	---	---
Existing + Site	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Control Delay (seconds)														
Existing	---	---	---	---	---	---	0.0	7.5	0.0	0.0	9.2	---	---	---
Existing + Site	7.4	0.0	9.0	7.2	0.0	8.4	0.0	7.5	0.0	0.0	9.3	9.7	7.4	0.0

Evening Peak Hour

All approaches at the two-way stop-controlled intersection of Lake Woodmoor Drive/Lower Lake Road are projected to operate at LOS B or better during the 2040 evening peak hour with and without site buildout. All approaches at each of the site accesses are projected to operate at LOS A during the 2040 evening peak hour after site-generated traffic is added to the network. A summary of projected 2040 background plus site-generated LOS and control delays for each turning movement during the evening peak hour is shown in Table 6.

Table 6: Comparison of Projected Peak-Hour LOS and Control Delays by Intersection (p.m.)

Scenario	Lake Woodmoor Dr/ West Access			Lower Lake Road/ North Access			Lake Woodmoor Dr/ Lower Lake Rd					Lake Woodmoor Dr/ South Access		
	EBL	EBT	SBL	NBL	NBT	EBL	NBL	EBL	EBT	WBL	SBL	NBL	WBL	WBT
	↑	→	↵	↵	↑	↑	↵	↑	→	↓	↵	↵	↓	←
LOS														
Existing	---	---	---	---	---	---	B	A	A	A	B	---	---	---
Existing + Site	A	A	A	A	A	A	B	A	A	A	B	A	A	A
Control Delay (seconds)														
Existing	---	---	---	---	---	---	12.6	8.0	0.0	0.0	11.3	---	---	---
Existing + Site	7.6	0.0	9.6	7.3	0.0	8.4	13.1	8.1	0.0	0.0	11.6	9.97	7.4	0.0

AUXILIARY TURN LANES

According to the El Paso County *Engineering Criteria Manual (ECM)*, exclusive left-turn lanes shall be provided for any access on a Collector roadway with a projected peak-hour ingress turning volume of 25 vehicles per hour (vph) or greater. None of the access points are expected to meet the minimum left-turn volume thresholds outlined in the ECM upon site buildout.

CONCLUSIONS AND RECOMMENDATIONS

- The site is projected to generate about 333 new vehicle-trips on the average weekday, with about half entering and half exiting the site. During the morning peak hour, about seven vehicles would enter and 20 vehicles would exit the site. During the evening peak hour, about 22 vehicles would enter and 13 vehicles would exit the site.
- The weekday peak-hour levels of service for site traffic exiting and turning onto Lake Woodmoor Drive are projected to be LOS B or better based on existing plus site-generated traffic volumes.
- None of the approaches are expected to meet the minimum left-turn volume thresholds, triggering the need for left-turn lanes or right turn lanes, as outlined in the ECM upon site buildout.
- To ensure adequate sight distance from the proposed western site driveway, it is recommended that an elm tree on the eastbound Lake Woodmoor Drive shoulder be removed.

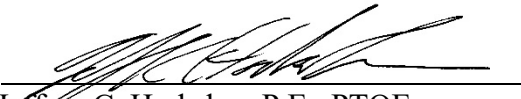
* * * * *

1. Provide pedestrian route analysis to the school.
2. Provide recommended school signage/stripping for Lake Woodmoor Dr. and Lower Lake Rd.

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH/JAB:bjwb

Enclosures: Table 7
Figure 1-Figure 8
Traffic Count Reports
Level of Service Reports

Table 7: Trip Generation Estimate and Comparison

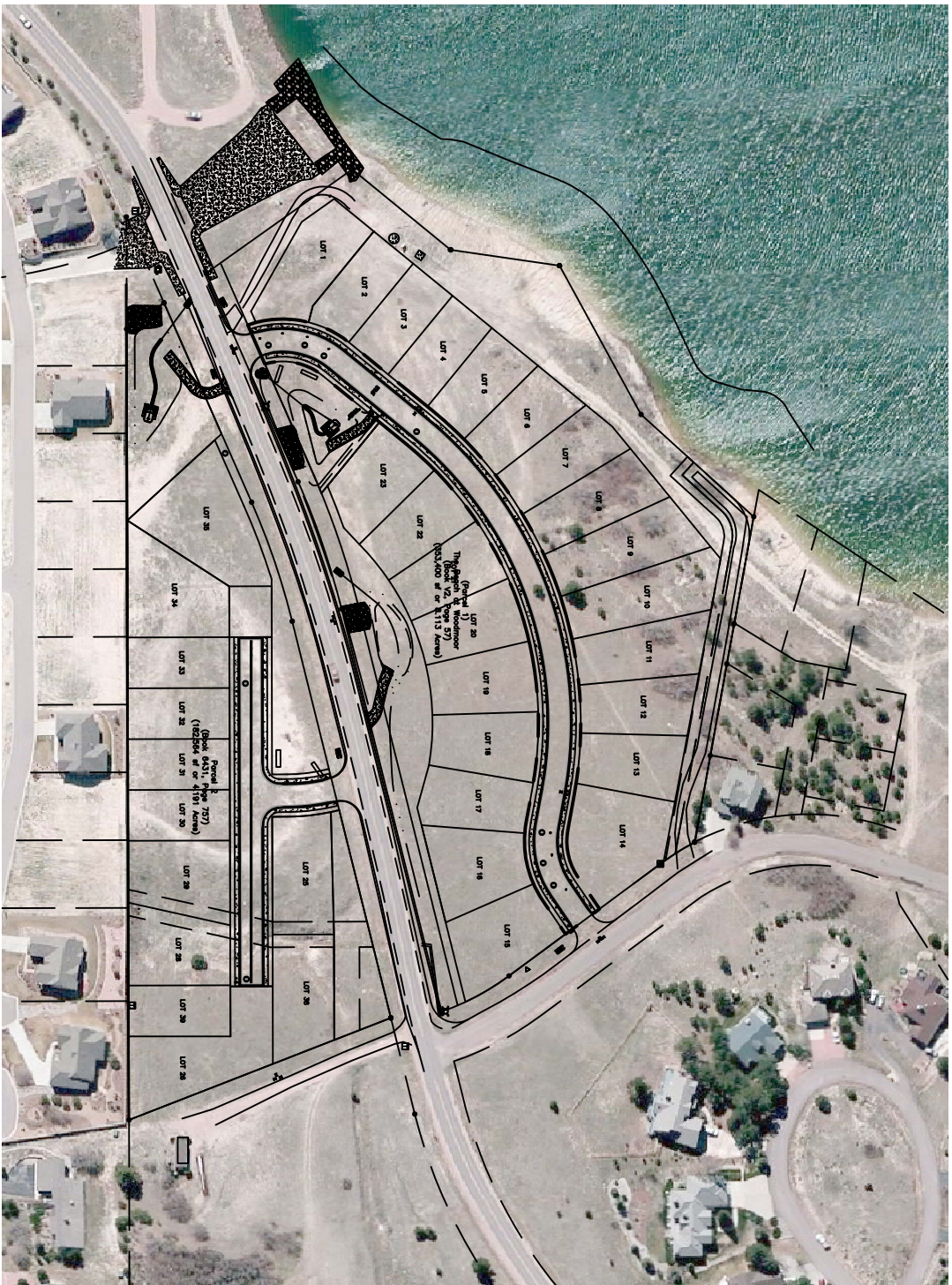
Land Use Code		Trip Generation Rates ^{(1) (2)}								Trips Generated				New Trips Generated	
Land Use Code	Land Use Description	Value	Units ⁽³⁾	Average Weekday Traffic	a.m.		p.m.		Average Weekday Traffic	a.m.		p.m.		Percent Pass-by Trips	Avg. New Weekday Traffic
					In	Out	In	Out		In	Out	In	Out		
Proposed Land Use															
210	Single-Family Detached Housing	35	DU ⁽³⁾	9.52	0.19	0.56	0.63	0.37	333	7	20	22	13	0%	333
Notes:															
(1) Source: "Trip Generation, 9th Edition, 2012" by the Institute of Transportation Engineers (ITE)															
(2) Source: "Trip Generation Handbook - An ITE Proposed Recommended Practice," Institute of Transportation Engineers, Oct. 1998															
(3) DU = dwelling unit															



Vicinity Map

Figure 1

Woodmoor Beach (LSC #164800)



Approximate Scale
Scale: 1" = 200'

Figure 2

Site Plan

Woodmoor Beach (LSC #164800)



* Counts by LSC
 ** Counts by Counter Measures, Inc.

LEGEND:

- | = Stop Sign
- XX = AM Weekday Peak-Hour Traffic (vehicles per hour)
- XX = PM Weekday Peak-Hour Traffic (vehicles per hour)
- XXX = Average Weekday Traffic (vehicles per day)



Approximate Scale
 Scale: 1" = 300'

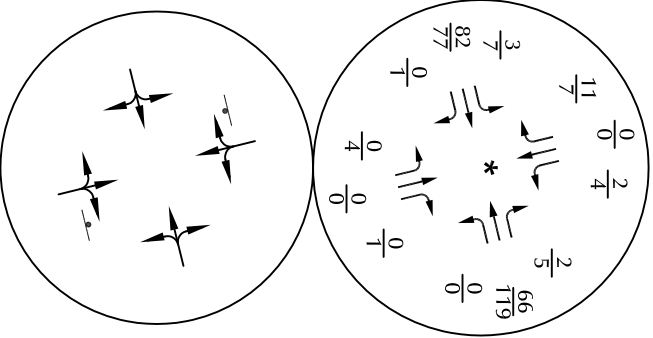
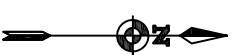


Figure 3

Existing Traffic

Woodmoor Beach (LSC #164800)



Approximate Scale
Scale: 1" = 300'

LEGEND:

$$\frac{\text{XX\%}}{\text{XX\%}} = \frac{\text{AM Percent Directional Distribution}}{\text{Daily Percent Directional Distribution}}$$

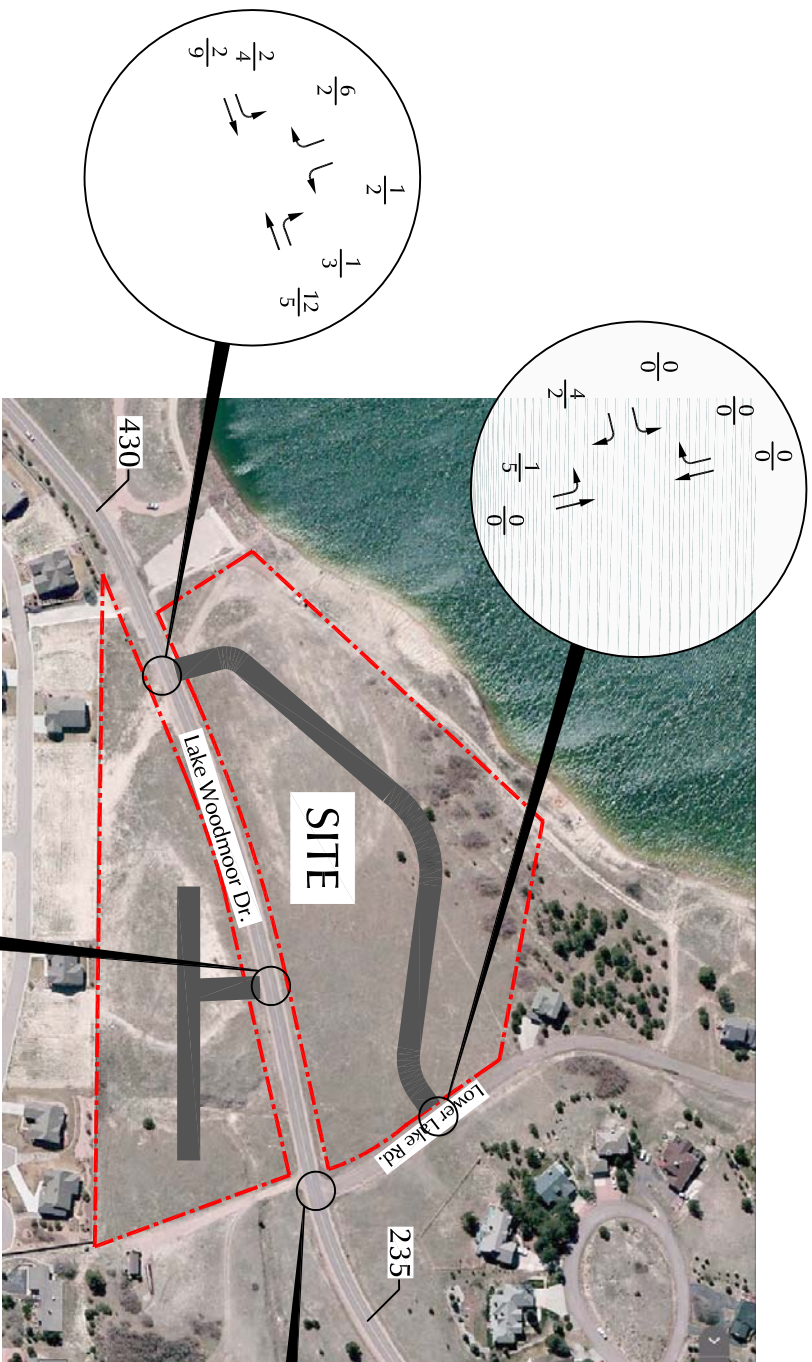


Note: Separate sets of percentages for entering and exiting

Directional Distribution of Site-Generated Traffic

Figure 4

Woodmoor Beach (LSC #164800)



Approximate Scale
Scale: 1" = 300'

LEGEND:

- XX = AM Weekday Peak-Hour Traffic (vehicles per hour)
- XX = PM Weekday Peak-Hour Traffic (vehicles per hour)
- XXX = Average Weekday Traffic (vehicles per day)

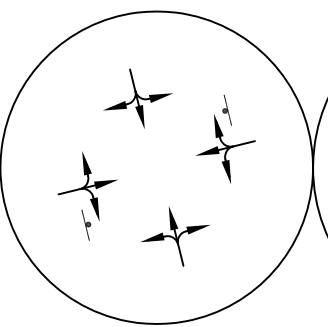
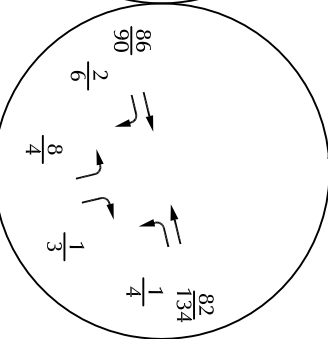
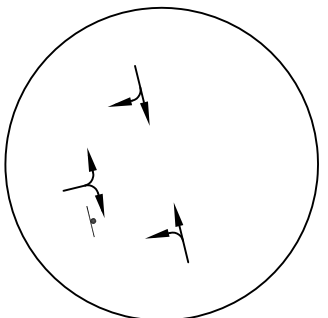
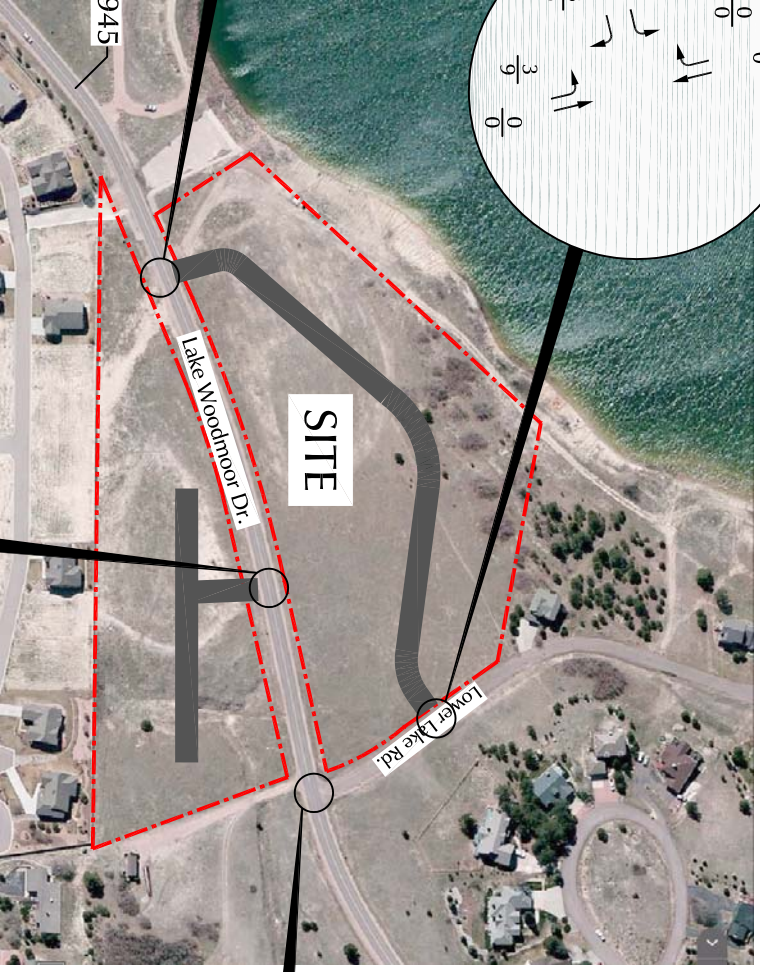
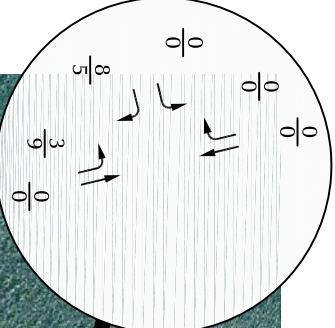
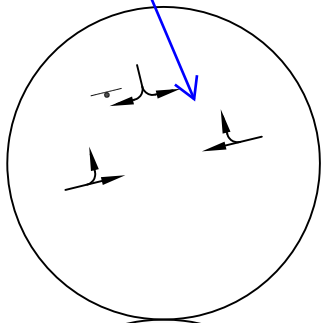
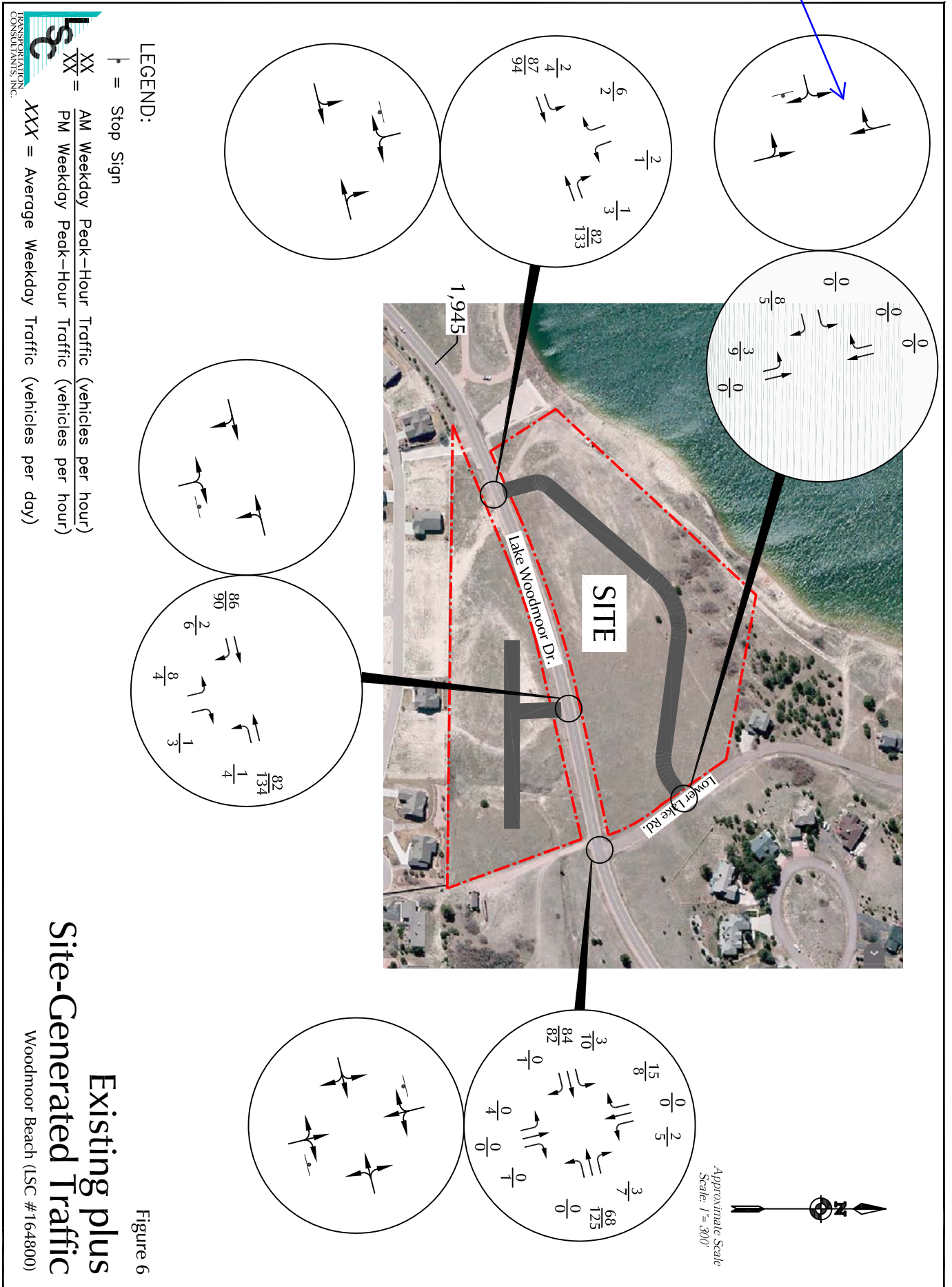


Assignment of Site-Generated Traffic

Woodmoor Beach (LSC #164800)

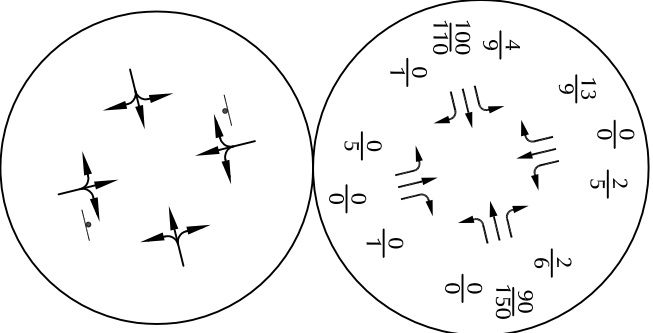
Figure 5

Note the LOS. Typical for Fig 3, 6, 7, 8.





Approximate Scale
Scale: 1" = 300'



LEGEND:

┆ = Stop Sign

XX = AM Weekday Peak-Hour Traffic (vehicles per hour)

XX = PM Weekday Peak-Hour Traffic (vehicles per hour)

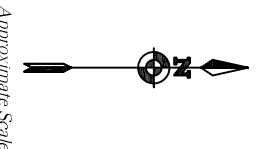
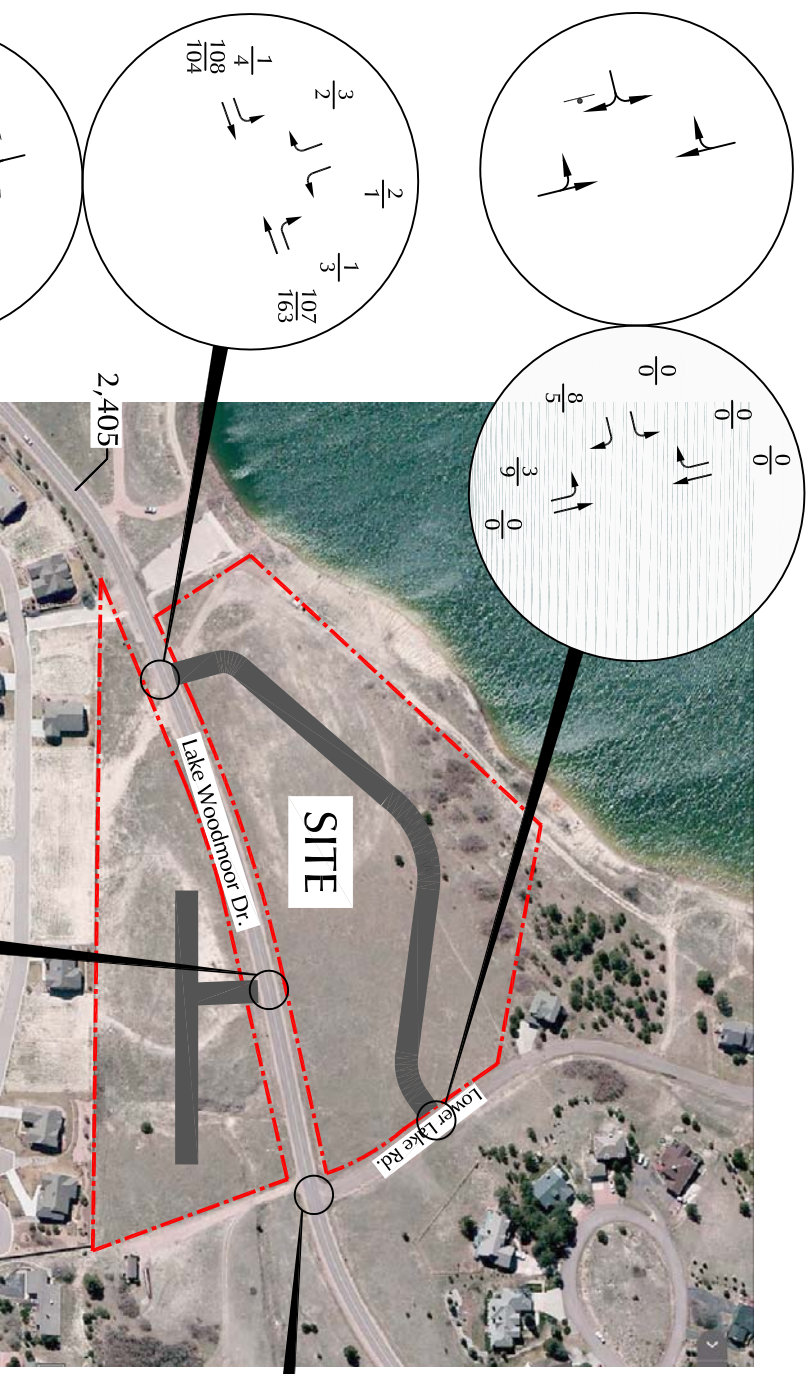
XXX = Average Weekday Traffic (vehicles per day)



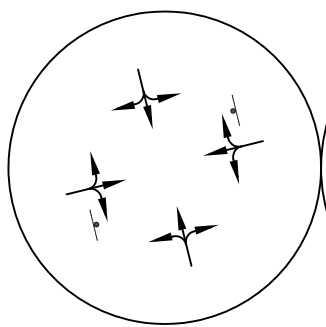
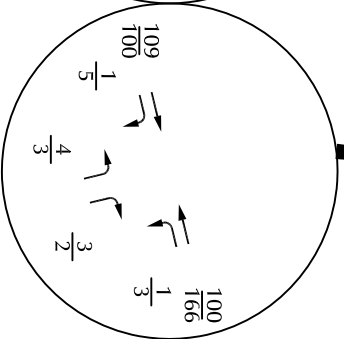
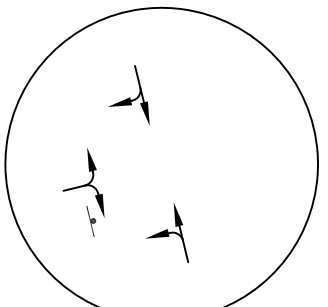
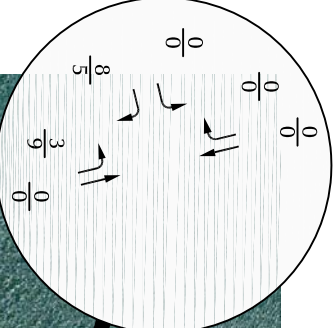
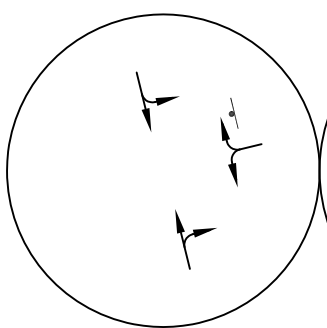
Figure 7

Year 2040
Background Traffic


Woodmoor Beach (LSC #164800)



Approximate Scale
Scale: 1" = 300'



LEGEND:
 | = Stop Sign



 XX = AM Weekday Peak-Hour Traffic (vehicles per hour)
 XX = PM Weekday Peak-Hour Traffic (vehicles per hour)
 XXX = Average Weekday Traffic (vehicles per day)

Figure 8
 Year 2040
 Total Traffic
 Woodmoor Beach (LSC #164800)

LSC Transportation Consultants, Inc.
545 E. Pikes Peak Ave., #210

LSC Transportation Consultants, Inc. Colorado Springs, CO 80903 Lower Lake Rd - Lake Woodmoor Dr AM
 Site Code : 00164800
 (719) 633-2888 Start Date : 10/19/2016

Page No : 1

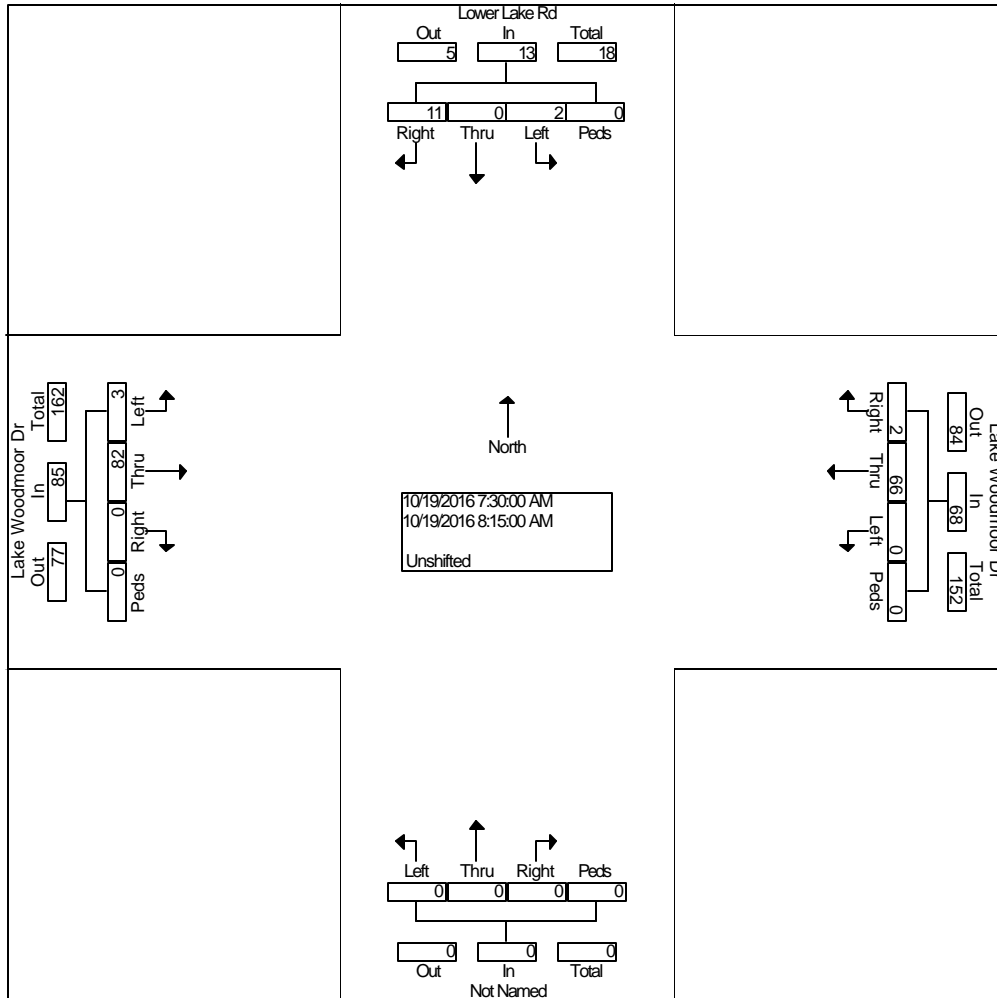
Groups Printed- Unshifted

Start Time	Lower Lake Rd From North				Lake Woodmoor Dr From East				From South				Lake Woodmoor Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
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	1	0	1	0	0	18	0	0	0	0	0	0	0	12	1	0	33
06:45 AM	2	0	2	0	0	24	0	0	0	0	0	0	0	8	0	0	36
Total	3	0	3	0	0	42	0	0	0	0	0	0	0	20	1	0	69
07:00 AM	0	0	0	0	0	14	0	0	0	0	0	0	0	22	0	0	36
07:15 AM	4	0	1	0	1	15	0	0	0	0	0	0	0	16	0	0	37
07:30 AM	2	0	1	0	0	11	0	0	0	0	0	0	0	19	2	0	35
07:45 AM	3	0	0	0	0	22	0	0	0	0	0	0	0	21	0	0	46
Total	9	0	2	0	1	62	0	0	0	0	0	0	0	78	2	0	154
08:00 AM	4	0	0	0	0	13	0	0	0	0	0	0	0	18	1	0	36
08:15 AM	2	0	1	0	2	20	0	0	0	0	0	0	0	24	0	0	49
Grand Total	18	0	6	0	3	137	0	0	0	0	0	0	0	140	4	0	308
Apprch %	75.0	0.0	25.0	0.0	2.1	97.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.2	2.8	0.0	
Total %	5.8	0.0	1.9	0.0	1.0	44.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.5	1.3	0.0	

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

Site Code : 00164800
 Start Date : 10/19/2016
 Page No : 2

Start Time	Lower Lake Rd From North					Lake Woodmoor Dr From East					From South					Lake Woodmoor Dr From West					Int. Total
	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	11	0	2	0	13	2	66	0	0	68	0	0	0	0	0	0	82	3	0	85	166
Percent	84.6	0.0	15.4	0.0		2.9	97.1	0.0	0.0		0.0	0.0	0.0	0.0		0.0	96.5	3.5	0.0		
08:15 Volume	2	0	1	0	3	2	20	0	0	22	0	0	0	0	0	0	24	0	0	24	49
Peak Factor	0.847																				
High Int.	08:00 AM																				
Volume	4	0	0	0	4	0	22	0	0	22	0	0	0	0	0	0	24	0	0	24	24
Peak Factor	0.81					0.77										0.88					
	3					3										5					



LSC Transportation Consultants, Inc.
545 E. Pikes Peak Ave., #210

LSC Transportation Consultants, Inc. Colorado Springs, CO 80903 Lower Lake Rd - Lake Woodmoor Dr PM
 File No : 00164800
 Site Code : 00164800
 Start Date : 10/19/2016
 (719) 633-2858

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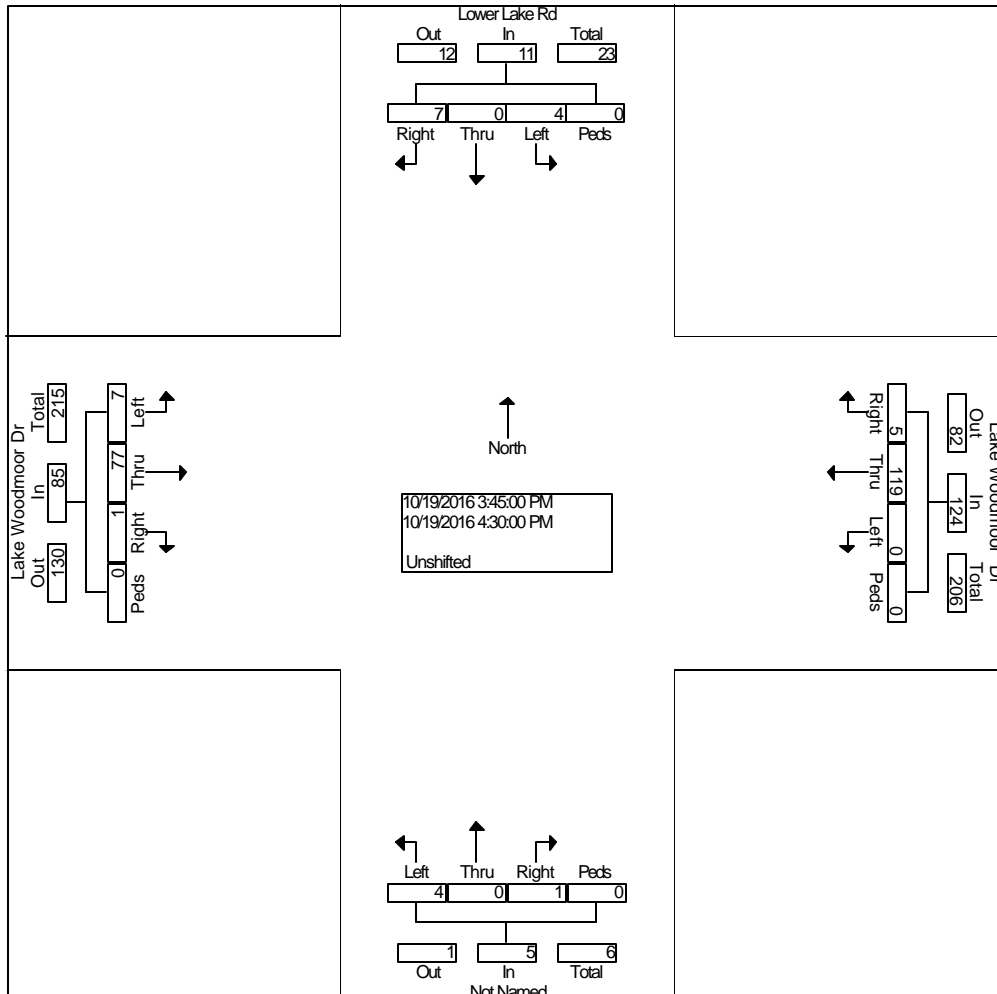
Groups Printed- Unshifted

Start Time	Lower Lake Rd From North				Lake Woodmoor Dr From East				From South				Lake Woodmoor Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
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	1.0
03:45 PM	2	0	1	0	2	67	0	0	1	0	4	0	1	24	1	0	103
Total	2	0	1	0	2	67	0	0	1	0	4	0	1	24	1	0	103
04:00 PM	2	0	1	0	1	20	0	0	0	0	0	0	0	19	3	0	46
04:15 PM	1	0	0	0	0	15	0	0	0	0	0	0	0	18	1	0	35
04:30 PM	2	0	2	0	2	17	0	0	0	0	0	0	0	16	2	0	41
04:45 PM	1	0	0	0	0	11	0	0	0	0	0	0	0	16	5	0	33
Total	6	0	3	0	3	63	0	0	0	0	0	0	0	69	11	0	155
05:00 PM	3	0	0	0	0	19	0	0	0	0	0	0	0	28	4	1	55
05:15 PM	4	0	2	0	1	21	0	0	0	0	0	0	0	19	6	0	53
05:30 PM	3	0	1	0	1	18	0	0	0	0	0	0	0	17	4	0	44
Grand Total	18	0	7	0	7	188	0	0	1	0	4	0	1	157	26	1	410
Apprch %	72.0	0.0	28.0	0.0	3.6	96.4	0.0	0.0	20.0	0.0	80.0	0.0	0.5	84.9	14.1	0.5	
Total %	4.4	0.0	1.7	0.0	1.7	45.9	0.0	0.0	0.2	0.0	1.0	0.0	0.2	38.3	6.3	0.2	

LSC Transportation Consultants, Inc.
 545 E. Pikes Peak Ave., #210
 Colorado Springs, CO 80903
 (719) 633-2888

File No : 0080903 Lower Lake Rd - Lake Woodmoor Dr PM
 Site Code : 00164800
 Start Date : 10/19/2016
 Page No : 2

Start Time	Lower Lake Rd From North					Lake Woodmoor Dr From East					From South					Lake Woodmoor Dr From West					Int. Total
	Rig ht	Thru	Lef t	Pe ds	App. Total	Rig ht	Thru	Lef t	Pe ds	App. Total	Rig ht	Thru	Lef t	Pe ds	App. Total	Rig ht	Thru	Lef t	Pe ds	App. Total	
Peak Hour From 03:45 PM to 05:30 PM - Peak 1 of 1																					
Intersection	03:45 PM																				
Volume	7	0	4	0	11	5	11	0	0	124	1	0	4	0	5	1	77	7	0	85	225
Percent	63.6	0.0	36.4	0.0		4.0	96.0	0.0	0.0		20.0	0.0	80.0	0.0		1.2	90.6	8.2	0.0		
03:45 Volume	2	0	1	0	3	2	67	0	0	69	1	0	4	0	5	1	24	1	0	26	103
Peak Factor	0.546																				
High Int. Volume	04:30 PM					03:45 PM					03:45 PM					03:45 PM					
Peak Factor	0.68					0.44					0.25					0.81					
	8					9					0					7					



HCM 2010 TWSC
4: Lower Lake Rd & Lake Woodmoor Dr

Existing
AM

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	82	0	0	66	2	0	0	0	2	0	11
Future Vol, veh/h	3	82	0	0	66	2	0	0	0	2	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	71	71	71	25	25	25	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	100	0	0	93	3	0	0	0	3	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	96	0	0	100	0	0	210	203	100	201	201	94
Stage 1	-	-	-	-	-	-	107	107	-	94	94	-
Stage 2	-	-	-	-	-	-	103	96	-	107	107	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1498	-	-	1493	-	-	747	693	956	757	695	963
Stage 1	-	-	-	-	-	-	898	807	-	913	817	-
Stage 2	-	-	-	-	-	-	903	815	-	898	807	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1498	-	-	1493	-	-	732	691	956	755	693	963
Mov Cap-2 Maneuver	-	-	-	-	-	-	732	691	-	755	693	-
Stage 1	-	-	-	-	-	-	895	805	-	910	817	-
Stage 2	-	-	-	-	-	-	887	815	-	895	805	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1498	-	-	1493	-	-	924
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-	0.022
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

HCM 2010 TWSC
4: Lower Lake Rd & Lake Woodmoor Dr

Existing
PM

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	77	1	0	119	5	4	0	1	4	0	7
Future Vol, veh/h	7	77	1	0	119	5	4	0	1	4	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	45	45	45	25	25	25	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	101	1	0	264	11	16	0	4	6	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	276	0	0	103	0	0	395	396	102	392	391	270
Stage 1	-	-	-	-	-	-	120	120	-	270	270	-
Stage 2	-	-	-	-	-	-	275	276	-	122	121	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1287	-	-	1489	-	-	565	541	953	567	545	769
Stage 1	-	-	-	-	-	-	884	796	-	736	686	-
Stage 2	-	-	-	-	-	-	731	682	-	882	796	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1287	-	-	1489	-	-	555	537	953	562	541	769
Mov Cap-2 Maneuver	-	-	-	-	-	-	555	537	-	562	541	-
Stage 1	-	-	-	-	-	-	878	790	-	731	686	-
Stage 2	-	-	-	-	-	-	721	682	-	872	790	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	11.1	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	606	1287	-	-	1489	-	-	678
HCM Lane V/C Ratio	0.033	0.007	-	-	-	-	-	0.024
HCM Control Delay (s)	11.1	7.8	0	-	0	-	-	10.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	2	1	82	8	1
Future Vol, veh/h	86	2	1	82	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	2	1	89	9	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	96	186
Stage 1	-	-	95
Stage 2	-	-	91
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1498	803
Stage 1	-	-	929
Stage 2	-	-	933
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1498	802
Mov Cap-2 Maneuver	-	-	802
Stage 1	-	-	929
Stage 2	-	-	932

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	817	-	-	1498	-
HCM Lane V/C Ratio	0.012	-	-	0.001	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	84	0	0	68	3	0	0	0	2	0	15
Future Vol, veh/h	3	84	0	0	68	3	0	0	0	2	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	71	71	71	25	25	25	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	102	0	0	96	4	0	0	0	3	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	100	0	0	102	0	0	219	210	102	208	208	98
Stage 1	-	-	-	-	-	-	110	110	-	98	98	-
Stage 2	-	-	-	-	-	-	109	100	-	110	110	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1493	-	-	1490	-	-	737	687	953	749	689	958
Stage 1	-	-	-	-	-	-	895	804	-	908	814	-
Stage 2	-	-	-	-	-	-	896	812	-	895	804	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1493	-	-	1490	-	-	718	685	953	747	687	958
Mov Cap-2 Maneuver	-	-	-	-	-	-	718	685	-	747	687	-
Stage 1	-	-	-	-	-	-	892	802	-	905	814	-
Stage 2	-	-	-	-	-	-	874	812	-	892	802	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1493	-	-	1490	-	-	927
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-	0.028
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	2	5	13	0
Future Vol, veh/h	0	6	2	5	13	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	0	7	2	5	14	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	24	14	14	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	10	-	-	-	-	-
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	992	1066	1604	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	991	1066	1604	-	-	-
Mov Cap-2 Maneuver	991	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

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)	1604	-	1066	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	2	87	88	1	1	6
Future Vol, veh/h	2	87	88	1	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	95	96	1	1	7




Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	97	0	96
Stage 1	-	-	96
Stage 2	-	-	99
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1496	-	960
Stage 1	-	-	928
Stage 2	-	-	925
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1496	-	960
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	928
Stage 2	-	-	924

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1496	-	-	-	932
HCM Lane V/C Ratio	0.001	-	-	-	0.008
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	6	4	134	4	3
Future Vol, veh/h	90	6	4	134	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	7	4	146	4	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	104	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1488	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1488	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	1488	-
HCM Lane V/C Ratio	0.009	-	-	0.003	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	82	1	0	126	7	4	0	1	5	0	8
Future Vol, veh/h	10	82	1	0	126	7	4	0	1	5	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	45	45	45	25	25	25	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	108	1	0	280	16	16	0	4	7	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	109	0	0	429	431	109	425	424	288
Stage 1	-	-	-	-	-	-	135	135	-	288	288	-
Stage 2	-	-	-	-	-	-	294	296	-	137	136	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1481	-	-	536	517	945	540	522	751
Stage 1	-	-	-	-	-	-	868	785	-	720	674	-
Stage 2	-	-	-	-	-	-	714	668	-	866	784	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1265	-	-	1481	-	-	523	511	945	533	516	751
Mov Cap-2 Maneuver	-	-	-	-	-	-	523	511	-	533	516	-
Stage 1	-	-	-	-	-	-	858	776	-	712	674	-
Stage 2	-	-	-	-	-	-	703	668	-	853	775	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	11.5	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	574	1265	-	-	1481	-	-	649
HCM Lane V/C Ratio	0.035	0.01	-	-	-	-	-	0.029
HCM Control Delay (s)	11.5	7.9	0	-	0	-	-	10.7
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	1	
Traffic Vol, veh/h	0	4	6	12	11	0
Future Vol, veh/h	0	4	6	12	11	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	0	4	7	13	12	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	38	12	12	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	26	-	-	-	-	-
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	974	1069	1607	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	970	1069	1607	-	-	-
Mov Cap-2 Maneuver	970	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	993	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	2.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1069	-	-
HCM Lane V/C Ratio	0.004	-	0.004	-	-
HCM Control Delay (s)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	4	94	135	3	2	2
Future Vol, veh/h	4	94	135	3	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	102	147	3	2	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	150	0	148
Stage 1	-	-	148
Stage 2	-	-	111
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1431	-	899
Stage 1	-	-	880
Stage 2	-	-	914
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1431	-	899
Mov Cap-2 Maneuver	-	-	728
Stage 1	-	-	880
Stage 2	-	-	911

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1431	-	-	-	805
HCM Lane V/C Ratio	0.003	-	-	-	0.005
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	100	0	0	90	2	0	0	0	2	0	13
Future Vol, veh/h	4	100	0	0	90	2	0	0	0	2	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	71	71	71	25	25	25	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	122	0	0	127	3	0	0	0	3	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	122	0	0	270	262	122	260	260	128
Stage 1	-	-	-	-	-	-	132	132	-	128	128	-
Stage 2	-	-	-	-	-	-	138	130	-	132	132	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1455	-	-	1465	-	-	683	643	929	693	645	922
Stage 1	-	-	-	-	-	-	871	787	-	876	790	-
Stage 2	-	-	-	-	-	-	865	789	-	871	787	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1455	-	-	1465	-	-	666	640	929	691	642	922
Mov Cap-2 Maneuver	-	-	-	-	-	-	666	640	-	691	642	-
Stage 1	-	-	-	-	-	-	868	784	-	872	790	-
Stage 2	-	-	-	-	-	-	846	789	-	868	784	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	0	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1455	-	-	1465	-	-	883
HCM Lane V/C Ratio	-	0.003	-	-	-	-	-	0.026
HCM Control Delay (s)	0	7.5	0	-	0	-	-	9.2
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	110	1	0	150	6	5	0	1	5	0	9
Future Vol, veh/h	9	110	1	0	150	6	5	0	1	5	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	45	45	45	25	25	25	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	145	1	0	333	13	20	0	4	7	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	347	0	0	146	0	0	516	516	145	511	510	340
Stage 1	-	-	-	-	-	-	169	169	-	340	340	-
Stage 2	-	-	-	-	-	-	347	347	-	171	170	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1212	-	-	1436	-	-	470	463	902	473	467	702
Stage 1	-	-	-	-	-	-	833	759	-	675	639	-
Stage 2	-	-	-	-	-	-	669	635	-	831	758	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1212	-	-	1436	-	-	457	458	902	467	462	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	457	458	-	467	462	-
Stage 1	-	-	-	-	-	-	824	751	-	668	639	-
Stage 2	-	-	-	-	-	-	657	635	-	818	750	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	12.6	11.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	498	1212	-	-	1436	-	-	595
HCM Lane V/C Ratio	0.048	0.01	-	-	-	-	-	0.034
HCM Control Delay (s)	12.6	8	0	-	0	-	-	11.3
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	107	1	1	100	6	1
Future Vol, veh/h	107	1	1	100	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	116	1	1	109	7	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	117
Stage 1	-	-	117
Stage 2	-	-	111
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1471
Stage 1	-	-	908
Stage 2	-	-	914
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1471
Mov Cap-2 Maneuver	-	-	759
Stage 1	-	-	908
Stage 2	-	-	913

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	780	-	-	1471	-
HCM Lane V/C Ratio	0.01	-	-	0.001	-
HCM Control Delay (s)	9.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	102	0	0	92	3	0	0	0	3	0	18
Future Vol, veh/h	5	102	0	0	92	3	0	0	0	3	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	71	71	71	25	25	25	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	124	0	0	130	4	0	0	0	5	0	28




Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	134	0	0	124	0	0	283	271	124	269	269	132
Stage 1	-	-	-	-	-	-	137	137	-	132	132	-
Stage 2	-	-	-	-	-	-	146	134	-	137	137	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1451	-	-	1463	-	-	669	636	927	684	637	917
Stage 1	-	-	-	-	-	-	866	783	-	871	787	-
Stage 2	-	-	-	-	-	-	857	785	-	866	783	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1451	-	-	1463	-	-	647	633	927	682	634	917
Mov Cap-2 Maneuver	-	-	-	-	-	-	647	633	-	682	634	-
Stage 1	-	-	-	-	-	-	863	780	-	868	787	-
Stage 2	-	-	-	-	-	-	831	785	-	863	780	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	0	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1451	-	-	1463	-	-	874
HCM Lane V/C Ratio	-	0.004	-	-	-	-	-	0.037
HCM Control Delay (s)	0	7.5	0	-	0	-	-	9.3
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	2	6	15	0
Future Vol, veh/h	0	6	2	6	15	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	0	7	2	7	16	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	27	16	16	0	-	0
Stage 1	16	-	-	-	-	-
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	988	1063	1602	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	987	1063	1602	-	-	-
Mov Cap-2 Maneuver	987	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1602	-	1063	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	2	107	105	1	1	7
Future Vol, veh/h	2	107	105	1	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	116	114	1	1	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	115	0	115
Stage 1	-	-	115
Stage 2	-	-	121
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1474	-	937
Stage 1	-	-	910
Stage 2	-	-	904
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1474	-	937
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	910
Stage 2	-	-	903

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1474	-	-	-	909
HCM Lane V/C Ratio	0.001	-	-	-	0.01
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	4	3	166	3	2
Future Vol, veh/h	100	4	3	166	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	4	3	180	3	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	113
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1476
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1476
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	774	-	-	1476	-
HCM Lane V/C Ratio	0.007	-	-	0.002	-
HCM Control Delay (s)	9.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	114	1	0	157	9	5	0	1	6	0	11
Future Vol, veh/h	13	114	1	0	157	9	5	0	1	6	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	45	45	45	25	25	25	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	150	1	0	349	20	20	0	4	9	0	16
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	369	0	0	151	0	0	552	554	151	546	545	359
Stage 1	-	-	-	-	-	-	185	185	-	359	359	-
Stage 2	-	-	-	-	-	-	367	369	-	187	186	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1190	-	-	1430	-	-	444	440	895	448	446	685
Stage 1	-	-	-	-	-	-	817	747	-	659	627	-
Stage 2	-	-	-	-	-	-	653	621	-	815	746	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1190	-	-	1430	-	-	428	433	895	441	439	685
Mov Cap-2 Maneuver	-	-	-	-	-	-	428	433	-	441	439	-
Stage 1	-	-	-	-	-	-	804	735	-	648	627	-
Stage 2	-	-	-	-	-	-	638	621	-	798	734	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0			13.1			11.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	469	1190	-	-	1430	-	-	573				
HCM Lane V/C Ratio	0.051	0.014	-	-	-	-	-	0.043				
HCM Control Delay (s)	13.1	8.1	0	-	0	-	-	11.6				
HCM Lane LOS	B	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	6	14	14	0
Future Vol, veh/h	0	4	6	14	14	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	0	4	7	15	15	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	43	15	15	0	0
Stage 1	15	-	-	-	-
Stage 2	28	-	-	-	-
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	968	1065	1603	-	-
Stage 1	1008	-	-	-	-
Stage 2	995	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	964	1065	1603	-	-
Mov Cap-2 Maneuver	964	-	-	-	-
Stage 1	1008	-	-	-	-
Stage 2	991	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	1065	-	-
HCM Lane V/C Ratio	0.004	-	0.004	-	-
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 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	5	102	165	4	2	3
Future Vol, veh/h	5	102	165	4	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	111	179	4	2	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	184	0	304
Stage 1	-	-	182
Stage 2	-	-	122
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1391	-	688
Stage 1	-	-	849
Stage 2	-	-	903
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1391	-	685
Mov Cap-2 Maneuver	-	-	685
Stage 1	-	-	849
Stage 2	-	-	899

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1391	-	-	-	781
HCM Lane V/C Ratio	0.004	-	-	-	0.007
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0