



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

Judge Orr RV Park Letter of Amendment

Updated
 PPR-16-040
 LSC #164650

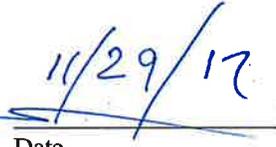
November 29, 2017

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




 Date

Developer's Statement

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

 FS Holdings, LLC

 Date



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November 29, 2017

Mr. Bill Guman, RLA, ASLA
William Guman & Associates, Ltd.
731 North Weber Street, Suite 10
Colorado Springs, CO 80903

RE: Judge Orr RV Park
El Paso County, CO
Letter of Amendment
UPDATED
LSC #164650

Dear Mr. Guman,

LSC Transportation Consultants, Inc. has prepared this updated Letter of Amendment to the previously completed traffic report for Meadowlake Commons (prepared by Springs Engineers in 2008 when the property was zoned to PUD). This report addresses the proposed Judge Orr RV Park to be located northeast of the intersection of Judge Orr Road and Cessna Drive in El Paso County, Colorado. The proposed RV park and storage site is a forty-acre portion of the former Meadowlake Commons PUD site.

REPORT CONTENTS

The preparation of this report included the following:

The report contains the following:

- Existing street and traffic conditions adjacent to the site including intersection lane geometries, traffic controls, posted speed limits, street classifications, etc.
- Existing peak-hour turning movement traffic counts at the intersection of Judge Orr Road/Cessna Drive and estimates of future background traffic volumes.
- Description of the proposed land uses.
- Estimates of the average weekday and peak-hour vehicle-trips to be generated by the site.
- Assigned site-generated projected traffic volumes to and the access point intersection.
- Resulting traffic impacts from the site.
- Findings and recommendations.

LAND USE AND ACCESS

The proposed Judge Orr RV Park site is located northeast of the intersection of Judge Orr Road and Cessna Drive in El Paso County, Colorado. US Highway 24 intersects with Judge Orr Road approximately 0.4 miles west of the proposed site. The 39.9-acre RV park development is planned to contain 170 recreational vehicle camp sites at buildout. RV/vehicle storage is also proposed. Figure 1 provides a visual of the site relative to the nearby roadway network.

Access is proposed to Judge Orr Road via two new access driveways, one which would align with the existing Cessna Drive/Judge Orr Road intersection and the second (emergency access only) located approximately 1,000 feet to the east. No apparent sight distance restrictions at the proposed site access points were evident at the time of the field visit.

The PUD Commercial development to the west will need to have separate access to Judge Orr Road west of the access to this RV Park site. A deviation request will be submitted for the commercial PUD for this access between Judge Orr/Cessna/RV Park Access and the intersection of Judge Orr/US 24 (and for the future, between Judge Orr/Cessna/RV Park Access and the future Judge Orr/frontage road/Blue Gill [realigned] intersection).

Proposed site land uses were categorized using the *Trip Generation Manual, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE). The following ITE land use codes were used for trip generation estimates for the proposed site:

- Mini Warehouse – 151
- Campground/RV Park – 416
- RV/Vehicle Storage – Adjusted trip generation rates for mini storage based on research of this land use.

A diagram of the site relative to the remainder of the former overall Meadowlake Commons PUD is attached in Figure 2. Also attached is a Phase 1 exhibit showing the internal layout of the planned first fifty RV sites.

ROAD AND TRAFFIC CONDITIONS

Area Roads

Figure 1 shows the roads in the vicinity of the site. The major roads are identified below followed by a brief description of each:

US Highway 24 extends northeast from Colorado Springs through unincorporated El Paso County and is classified as a four-lane Expressway in the *El Paso County 2040 Major Transportation Corridors Plan (MTCP)*. The intersection of US 24/Judge Orr Road is signalized, with protected-permitted left-turn phases for eastbound left-turning vehicles on US 24. Both the eastbound and westbound approaches on Judge Orr Road are single-lane approaches with split phasing.

Judge Orr Road is currently classified as a two-lane Minor Arterial in El Paso County’s 2040 *MTCP*. The preserved corridors plan shows a four-lane minor arterial. Judge Orr Road extends west approximately 0.7 miles to the intersection of Eastonville Road/Meridian Ranch Boulevard, and east to North Davenport Road. There are currently no turn lanes at existing driveways along Judge Orr Road within the study area limits. Adjacent to the site, the posted speed limit is 45 mph.

Cessna Drive is the two-lane entrance to Meadow Lake Airport. The Cessna Drive intersection with Judge Orr Road is stop sign-controlled.

Traffic Volumes

Turning movement counts were conducted from 4:00 to 6:00 p.m. on Tuesday, August 11, 2016 and from 6:30 to 8:30 a.m. on Tuesday, August 16, 2016 at the intersection of Judge Orr Road/Cessna Drive. Existing 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 and the estimates (based on factored peak-hour counts) of the average daily traffic volumes on Judge Orr Road.

TRIP GENERATION

Estimates of the vehicle-trips projected to be generated by the proposed development have been made using the nationally published trip generation rates from *Trip Generation, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE). Land use category/code 814 – Variety Store and corresponding trip generation rates from the *Trip Generation Manual, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE) have been used to develop the trip generation estimates.

Driveway Trips

Table 1 presents a summary of the estimated site trip generation. The detailed trip generation estimate for the development, including ITE rates for the proposed land use, is presented in Table 6.

Table 1: Estimated Site Vehicle-Trip Generation

Analysis Period	In	Out	Total
Phase 1			
A.M. Peak Hour (Driveway Trips)	7	10	18
P.M. Peak Hour (Driveway Trips)	12	8	21
Daily 24-Hour (“New” Trips)	71	71	142
Buildout			
A.M. Peak Hour (Driveway Trips)	16	26	43
P.M. Peak Hour (Driveway Trips)	33	20	53
Daily 24-Hour (“New” Trips)	135	135	269

Phase 1

Only 50 of the 170 planned campground sites are scheduled to be developed for Phase 1. All 517 proposed RV/vehicle storage spaces and 45 mini warehouse storage units are scheduled to be constructed during Phase 1. During Phase 1 only, the proposed site is projected to generate about 142 total vehicle-trips on the average weekday during a 24-hour period. During the morning peak hour, approximately 7 vehicles would enter and 10 vehicles would exit the site. During the evening peak hour, approximately 12 vehicles would enter and 8 vehicles would exit the site.

Buildout

During the long-term buildout analysis period, the remaining 120 of the 170 total planned campground sites will have been constructed. All 517 proposed RV/vehicle storage spaces and 45 mini warehouse storage units are scheduled to have already been constructed during Phase 1. During the long-term buildout phase, the proposed site is projected to generate about 269 total vehicle-trips on the average weekday during a 24-hour period. During the morning peak hour, approximately 16 vehicles would enter and 26 vehicles would exit the site. During the evening peak hour, approximately 33 vehicles would enter and 20 vehicles would exit the site.

TRIP GENERATION COMPARISON

Previously Approved Land Use

Judge Orr RV Park is located in the 39.9-acre southeast portion of the previously approved Meadowlake Commons Zoning and Conceptual Plan (ZCP), which was approved on September 21, 2010. The southeast portion of the concept plan, which will be replaced by the RV park, showed 18.71 acres of proposed retail/office land use and 3.81 acres of proposed retail/restaurant land use.

Trip Generation Estimate and Comparison

The previously completed traffic report (prepared by Springs Engineers in 2008 when the property was zoned to PUD) contained vehicle-trip estimates for the entire Meadowlake Commons development. In order to provide an accurate trip generation comparison between the previously approved land uses and the proposed RV park, only trips generated from the 39.9-acre southeast portion of the Meadowlake Commons ZCP were considered. Springs Engineers estimated that the previous retail/office and retail/restaurant land uses would generate 6,331 vehicle-trips on an average weekday, with 142 total trips during the morning peak hour and 550 total trips during the afternoon peak hour. Table 2 compares the change in trip generation estimates from the previously-approved site plan with estimates for Phase 1 and after long-term site buildout.

Table 2: Change in Trip Generation Estimates by Site Plan

Scenario	Avg Weekday Traffic	A.M.			P.M.		
		In	Out	Total	In	Out	Total
Phase 1							
Previously-Approved Land Use	6331	89	53	142	264	286	550
Phase 1	142	7	10	18	12	8	21
Change in Trip Generation	-6189	-82	-43	-125	-252	-278	-529
Buildout							
Previously-Approved Land Use	6331	89	53	142	264	286	550
Buildout	269	16	26	43	33	20	53
Change in Trip Generation	-6062	-73	-27	-100	-231	-266	-497

Phase 1

During the morning peak hour of Phase 1, approximately 82 and 43 fewer vehicles are projected to enter and exit the site compared the previously-approved site plan. About 252 and 278 fewer vehicles are projected to enter and exit the site during the evening peak hour, respectively, based on the most recently-approved site layout. The site is expected to generate about 6,189 fewer daily vehicle-trips during Phase 1 than the estimate of 6,331 “new” trips for the land uses shown on the approved Meadowlake Commons ZCP for the southeast 39.9-acre parcel. A detailed summary of this trip generation comparison is attached in Table 6.

Buildout

During the morning peak hour after site buildout, approximately 73 and 27 fewer vehicles are projected to enter and exit the site compared to the previously-approved site plan. Approximately 231 and 256 fewer vehicles would enter and exit the site, respectively, upon total site buildout than were estimated based on the existing and approved land uses. The site is expected to generate about 6,062 fewer daily vehicle-trips during Phase 1 than the estimate of 6,331 “new” non-pass-by trips for the land uses shown on the approved Meadowlake Commons ZCP for the southeast 39.9-acre parcel.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

An estimate of the directional distribution of site-generated vehicle-trips to the study area roads and intersections is a necessary component in determining the site’s traffic impacts. Figure 4 shows the directional distribution estimate for the site-generated trips during Phase 1, while Figure 5 shows this distribution for the buildout phase. 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: existing area development, the area roadway system, and the site’s proposed land use.

Phase 1

Phase 1 site-generated traffic volumes at the intersection of the proposed site access intersection with Judge Orr/Cessna have been calculated by applying the directional distribution percentages estimated by LSC (also from Figure 4) to the trip generation estimates (from Table 1). Figure 4 shows the projected Phase 1 site-generated traffic volumes for the weekday afternoon and evening peak hours.

Figure 6 shows the sum of the existing 2017 traffic volumes (from Figure 3) and Phase 1 site-generated peak-hour traffic volumes (shown in Figure 4). These volumes represent the projected short-term total traffic following Phase 1.

Buildout

Long-term site-generated traffic volumes at the intersection of the proposed site access intersection with Judge Orr/Cessna have been calculated by applying the directional distribution percentages estimated by LSC (also from Figure 5) to the trip generation estimates (from Table 1). Figure 5 shows the projected Phase 1 site-generated traffic volumes for the weekday afternoon and evening peak hours.

Figure 7 shows the projected 2040 background traffic volumes at the site access intersection. The 2040 background/baseline through traffic volumes on Judge Orr Road are based on a 3 percent/year annual growth rate. Figure 8 shows the sum of the projected 2040 traffic volumes (from Figure 7) and buildout site-generated peak-hour traffic volumes (shown in Figure 5). These volumes represent the projected short-term total traffic following site buildout completion.

LEVEL OF SERVICE ANALYSIS

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

Table 3: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections		Unsignalized Intersections
	Average Control Delay (seconds/vehicle)	V/C ⁽¹⁾	Average Control Delay (seconds/vehicle) ⁽²⁾
A	≤ 10.0	< 0.60	≤ 10.0
B	10.1 – 20.0	0.60 – 0.69	10.1 – 15.0
C	20.1 – 35.0	0.70 – 0.79	15.1 – 25.0
D	35.1 – 55.0	0.80 – 0.89	25.1 – 35.0
E	55.1 – 80.0	0.90 – 0.99	35.1 – 50.0
F	≥ 80.1	≥ 1.00	≥ 50.1

(1) Source: *Transportation Research Circular 212*
 (2) For unsignalized intersections, if V/C is > 1.00, then LOS is LOS F regardless of the projected average control delay per vehicle.

The proposed access intersection on Judge Orr Drive has been analyzed to determine the projected control delay and corresponding levels of service and for the key turning movements. As the intersection is/will be two-way stop-sign controlled (TWSC), traffic on the southbound and northbound approaches incur delay given the stop-sign control.

Morning Peak Hour

A summary of current and projected 2040 traffic conditions during the morning peak hour—both with and without considering site-generated traffic—is shown in Table 4. LOS and control delays during the morning peak hour are shown in this table. Detailed Synchro reports are attached.

Table 4: Level of Service Comparison by Scenario (Morning Peak)

Analysis Period	EB*	SB L/R
LOS		
2017 Existing	-	-
2017 Existing + Site (Phase 1)	A	A
2040 Background	-	-
2040 Background + Site (Buildout)	A	B
Control Delay (Seconds)		
2017 Existing	-	-
2017 Existing + Site (Phase 1)	7.8	9.9
2040 Background	-	-
2040 Background + Site (Buildout)	8.3	11.8
* Phase 1 - Shared EB left/through/right turn lane		
Buildout - Separate EB left turn lane		

All turning movements at the proposed site access intersection with Judge Orr currently operate at LOS A and are projected to operate at LOS B or better for all short- and long-term design hour traffic conditions, with or without development.

Evening Peak Hour

A summary of current and projected 2040 background traffic conditions during the evening peak hour—both with and without considering site-generated traffic—is shown in Table 5. LOS and control delays during the weekday evening peak hour are shown in this table. Detailed Synchro reports are attached.

Table 5: Level of Service Comparison by Scenario (Weekday P.M. Peak)

Analysis Period	EB*	SB L/R
LOS		
2017 Existing	-	-
2017 Existing + Site (Phase 1)	A	A
2040 Background	-	-
2040 Background + Site (Buildout)	A	B
Control Delay (Seconds)		
2017 Existing	-	-
2017 Existing + Site (Phase 1)	7.6	9.6
2040 Background	-	-
2040 Background + Site (Buildout)	8.0	10.9
* Phase 1 - Shared EB left/through/right turn lane		
Buildout - Separate EB left turn lane		

All turning movements at this intersection currently operate at LOS A and are projected to operate at LOS B or better for all short- and long-term evening traffic conditions, with or without development.

FINDINGS AND CONCLUSIONS

- Significantly fewer vehicle-trips would be generated by the proposed Judge Orr RV Park than if the site were developed per the approved Zoning Conceptual Plan.
- During Phase 1, the site is projected to generate about 142 new vehicle-trips on the average weekday (some of these trips would be diverted link trips), with about half entering and half exiting the site. During the morning peak hour, about 7 vehicles would enter and 10 vehicles would exit the site, while about 12 vehicles would enter and 8 vehicles would exit the site during the evening peak hour.
- Upon site buildout, the site is projected to generate about 269 new vehicle-trips on the average weekday (some of these trips would be diverted link trips), with about half entering and half exiting the site. During the morning peak hour, about 16 vehicles would enter and 26 vehicles would exit

the site, while about 33 vehicles would enter and 20 vehicles would exit the site during the evening peak hour.

- The site access/Cessna Drive intersection is projected to continue to operate at a satisfactory level of service for all movements as a stop sign-controlled intersection based on the projected existing plus site-generated and 2040 total traffic volumes.
- Based on the buildout trip generation and traffic analysis included in this report, the Engineering Criteria Manual threshold for an eastbound left turn lane on Judge Orr Road would be met. However, although this report includes a Phase 1 analysis for the storage plus 50 RV campsites. The requirement for the eastbound left turn lane would not be triggered with the first phase. Once the first phase is completed and after the RV park opens, actual traffic data could be collected. Based upon actual trip generation and turning movement data, the future need for a left turn lane at buildout could be reevaluated.
- This project will be required to participate in the El Paso County Road Improvement Fee Program. For the RV Park land use, the most applicable established fee program land use category is Hotel/Motel. However, ITE peak-hour trip generation rates used in this report reflect lower peak-hour trip generation per unit when compared to ITE peak-hour rates for hotel/motel. Per fee program guidelines, an independent study would be needed to utilize a land use category/unit rate other than those shown in the "Road Impact Fee Schedule."

* * * * *

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JAB

Enclosures: Table 6
Figure 1 – Figure 8
Traffic Count Reports
Level of Service Reports

Table 6: Detailed Trip Generation Estimate

ITE	Description	Value	Units	Trip Generation Rates ⁽¹⁾			Avg Weekday Traffic	Driveway Trips Generated					
				A.M.	P.M.	Avg Weekday Traffic		A.M.		P.M.			
Code				In	Out	In	Out	In	Out	In	Out	In	Out
Previously-Approved Land Use (Meadowlake Commons ZCP)													
820	Shopping Center	148.27	KSF	0.60	0.36	1.78	1.93	89	53	264	286		
Phase 1													
416	Campground/RV Park	50	Occupied Sites	0.08	0.13	0.18	0.09	4	7	9	5		
---	RV/Vehicle Storage	517	Occupied Spaces	0.01	0.01	0.01	0.01	3	3	3	3		
151	Mini Warehouse	45	Storage Units	0.01	0.01	0.01	0.01	0	0	0	0		
	Total						142	7	10	12	8		
Buildout													
416	Campground/RV Park	170	Sites	0.08	0.13	0.18	0.09	13	23	30	16		
---	RV/Vehicle Storage	517	Occupied Spaces	0.01	0.01	0.01	0.01	3	3	3	3		
151	Mini Warehouse	45	Storage Units	0.01	0.01	0.01	0.01	0	0	0	0		
	Total						269	16	26	33	20		
Change in Trip Generation													
												Phase 1	
												-6189	-278
												Site Buildout	
												-6062	-266
												-82	-252
												-73	-231
												-43	-27

(1) Source: *Trip Generation, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE)



Approximate Scale
Scale: 1" = 2,000'



Figure 1

Vicinity Map

Honeywood RV Park (LSC #164650)



Note: Future intersection Judge Orr/Frontage Rd./Blue Gill (realigned) shown at 650' east of the Judge Orr/US 24 intersection on the current PEL study. Change to prior US 24 access management plan has not yet been adopted.

Remaining portion of the original Meadowlake Commons Sketch Plan site;
Current application: Commercial PUD site (LSC #174540)

Approximate Scale
Scale: 1" = 600'

ROW for east-west future roadway along the N. side of the site

SITE:
Proposed RV Park (39.9 acres)

RV Park & Storage West Site Full Movement Access

East Site Access - Emergency Only

1,000'

700'

Cessna Drive

Judge Orr Road

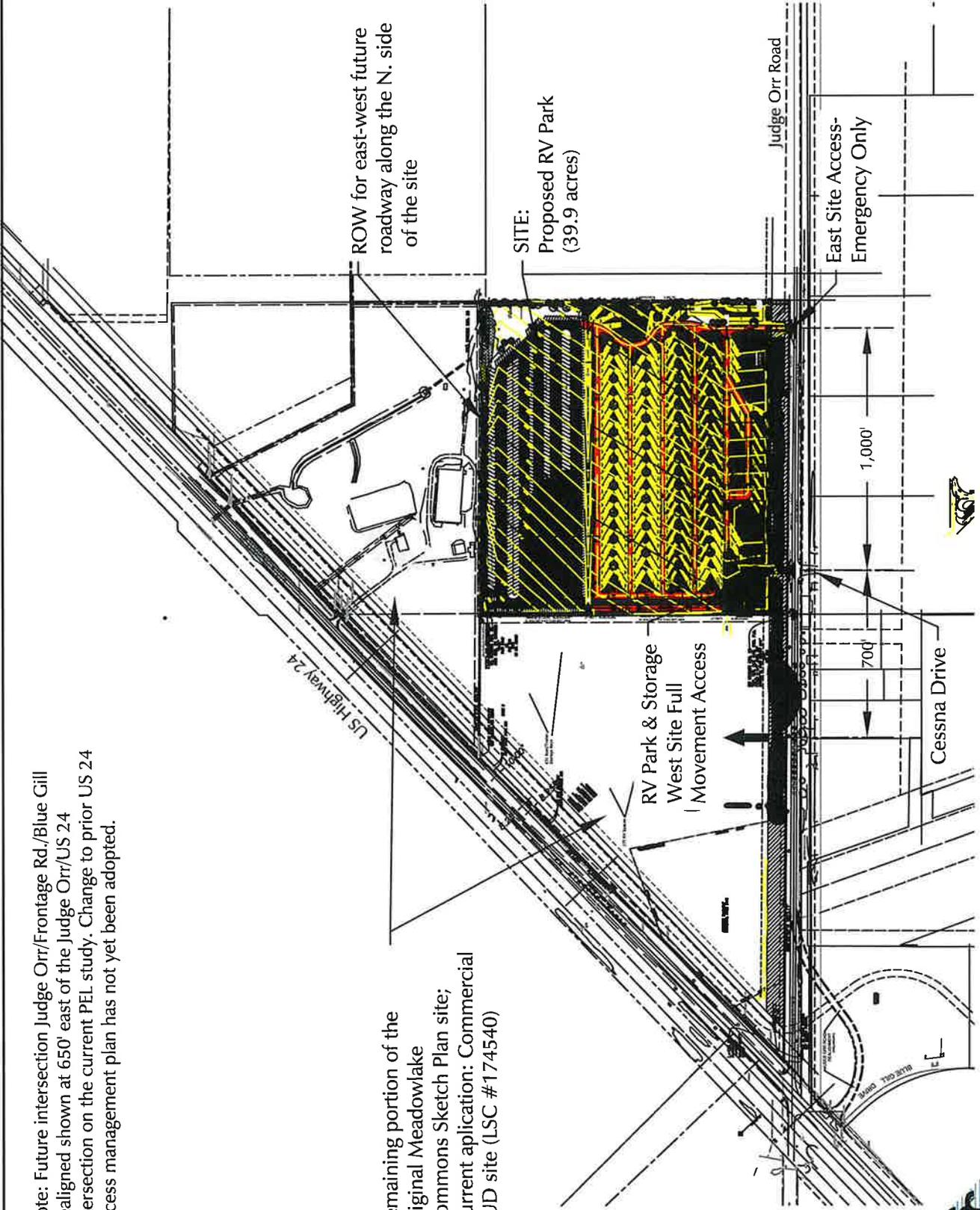


Figure 2

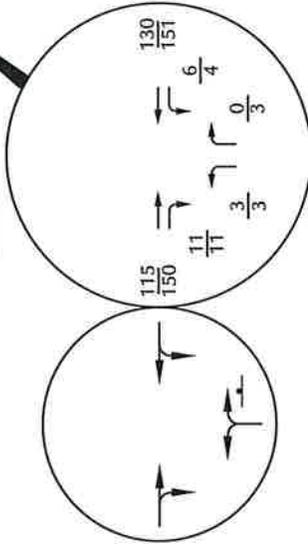
Site Plan

Honeywood RV Park (LSC #164650)





Approximate Scale
Scale: 1" = 2,000'



LEGEND:

- ⊥ = Stop Sign
- $\frac{26}{31}$ = AM Weekday Peak-Hour Traffic (vehicles per hour)
- $\frac{31}{26}$ = PM Weekday Peak-Hour Traffic (vehicles per hour)
- 500 = Average Weekday Traffic (vehicles per day)



Figure 3

Existing Traffic, Lane Geometry and Traffic Control

Honeywood RV Park (LSC #164650)



Approximate Scale
Scale: 1" = 2,000'

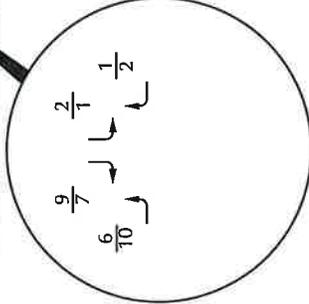
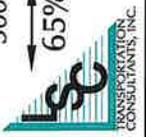


Figure 4
Directional Distribution and Assignment of Phase 1 Site-Generated Traffic
 Honeywood RV Park (LSC #164650)

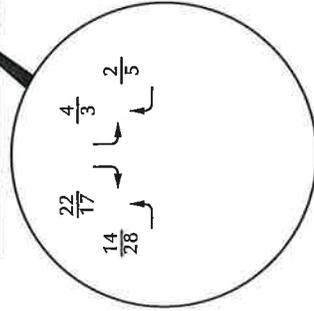
LEGEND:

- $\frac{26}{31}$ = AM Weekday Peak-Hour Traffic (vehicles per hour)
- $\frac{500}{31}$ = PM Weekday Peak-Hour Traffic (vehicles per hour)
- 500 = Average Weekday Traffic (vehicles per day)
- $\frac{65\%}{}$ = Percent Directional Distribution





Approximate Scale
Scale: 1" = 2000'



LEGEND:

$\frac{26}{31}$ = AM Weekday Peak-Hour Traffic (vehicles per hour)
 $\frac{14}{28}$ = PM Weekday Peak-Hour Traffic (vehicles per hour)
 500 = Average Weekday Traffic (vehicles per day)

$\leftarrow \frac{65\%}{\rightarrow}$ = Percent Directional Distribution



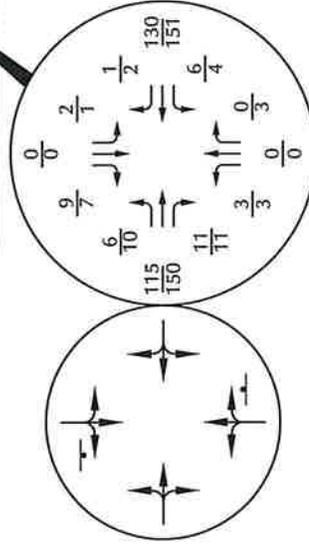
Figure 5

Directional Distribution and Assignment of Buildout Site-Generated Traffic

Honeywood RV Park (LSC #164650)



Approximate Scale
Scale: 1" = 2,000'



LEGEND:

⊥ = Stop Sign

$\frac{26}{31}$ = AM Weekday Peak-Hour Traffic (vehicles per hour)

$\frac{115}{150}$ = PM Weekday Peak-Hour Traffic (vehicles per hour)

500 = Average Weekday Traffic (vehicles per day)

Figure 6

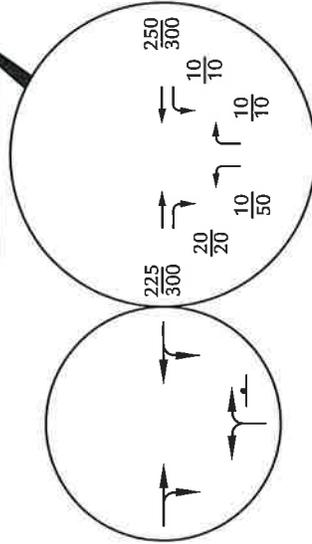
Existing plus Phase 1 Site-Generated Traffic, Lane Geometry and Traffic Control

Honeywood RV Park (LSC #164650)





Approximate Scale
Scale: 1" = 2000'



LEGEND:

↑ = Stop Sign

$\frac{26}{31}$ = AM Weekday Peak-Hour Traffic (vehicles per hour)

$\frac{31}{26}$ = PM Weekday Peak-Hour Traffic (vehicles per hour)

500 = Average Weekday Traffic (vehicles per day)

Note: Represents 3%/year growth rate



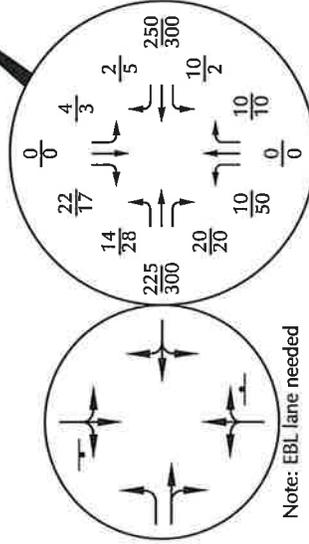
Figure 7

Year 2040 Background Traffic, Lane Geometry and Traffic Control

Honeywood RV Park (LSC #164650)



Approximate Scale
Scale: 1" = 2,000'



Note: EBL lane needed

LEGEND:

- ↑ = Stop Sign
- $\frac{26}{31}$ = AM Weekday Peak-Hour Traffic (vehicles per hour)
- $\frac{14}{28}$ = PM Weekday Peak-Hour Traffic (vehicles per hour)
- 500 = Average Weekday Traffic (vehicles per day)



Figure 8
Year 2040 Background + Site Buildout
Traffic Lane Geometry Traffic Control
Honeywood RV Park (LSC #164650)

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

LSC Transportation Consultants, Inc. Colorado Springs, CO 80908 **Site Name : Judge Orr Rd - Cessna Dr AM**
 (719) 633-2868 **Site Code : 00164650**
Start Date : 08/16/2016
Page No : 1

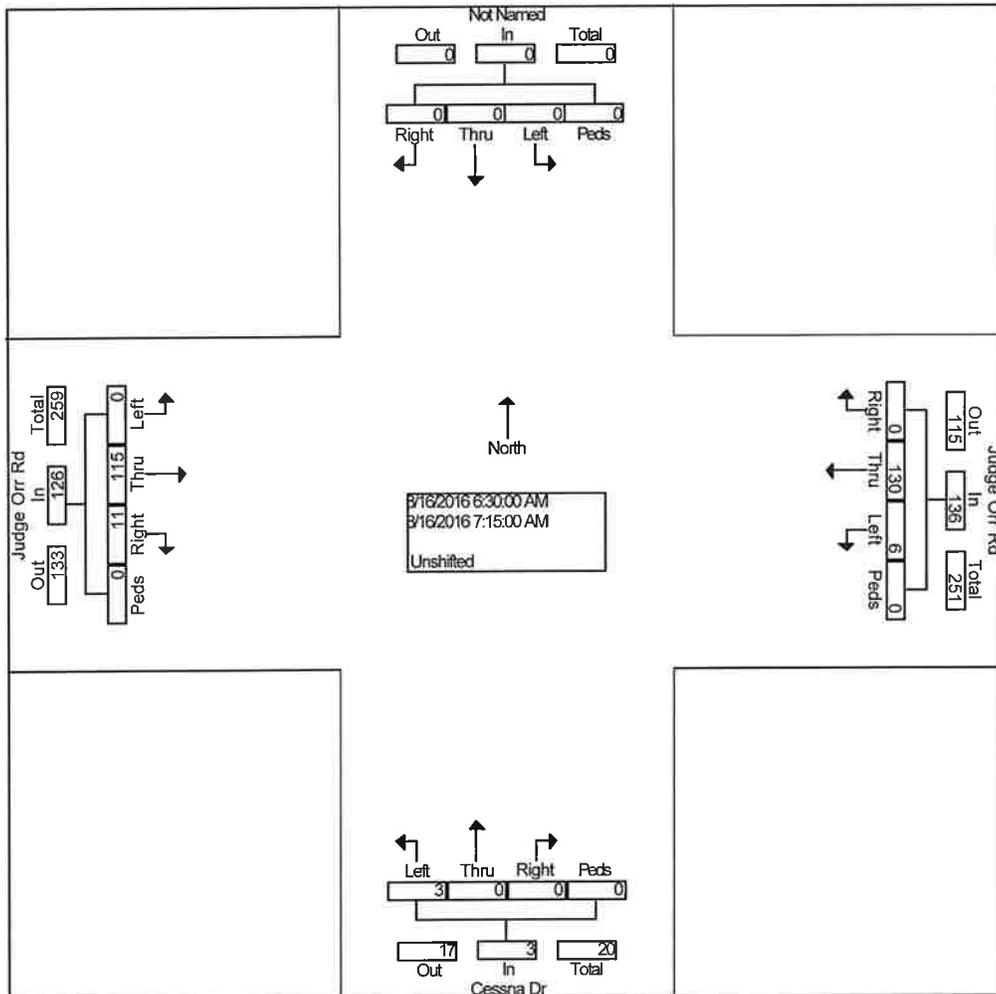
Groups Printed- Unshifted

Start Time	From North				Judge Orr Rd From East				Cessna Dr From South				Judge Orr Rd 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
06:30 AM	0	0	0	0	0	26	1	0	0	0	1	0	2	24	0	0	54
06:45 AM	0	0	0	0	0	30	2	0	0	0	0	0	4	28	0	0	64
Total	0	0	0	0	0	56	3	0	0	0	1	0	6	52	0	0	118
07:00 AM	0	0	0	0	0	26	2	0	0	0	2	0	1	32	0	0	63
07:15 AM	0	0	0	0	0	48	1	0	0	0	0	0	4	31	0	0	84
07:30 AM	0	0	0	0	0	29	0	0	0	0	0	0	4	21	0	0	54
07:45 AM	0	0	0	0	0	32	2	0	0	0	3	0	4	14	0	0	55
Total	0	0	0	0	0	135	5	0	0	0	5	0	13	98	0	0	256
08:00 AM	0	0	0	0	0	29	1	0	0	0	3	0	8	21	0	0	62
08:15 AM	0	0	0	0	0	33	0	0	0	0	3	0	7	20	0	0	63
Grand Total	0	0	0	0	0	253	9	0	0	0	12	0	34	191	0	0	499
Apprch %	0.0	0.0	0.0	0.0	0.0	96.6	3.4	0.0	0.0	0.0	100.0	0.0	15.1	84.9	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	50.7	1.8	0.0	0.0	0.0	2.4	0.0	6.8	38.3	0.0	0.0	

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

Site Name : Judge Orr Rd - Cessna Dr AM
 Site Code : 00164650
 Start Date : 08/16/2016
 Page No : 2

Start Time	From North					Judge Orr Rd From East					Cessna Dr From South					Judge Orr Rd 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 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	06:30 AM																				
Volume	0	0	0	0	0	0	13	6	0	136	0	0	3	0	3	11	11	0	0	126	265
Percent	0.0	0.0	0.0	0.0		0.0	95.6	4.4	0.0		0.0	0.0	10.0	0.0		8.7	91.3	0.0	0.0		
07:15 Volume	0	0	0	0	0	0	48	1	0	49	0	0	0	0	0	4	31	0	0	35	84
Peak Factor																					
High Int. Factor																					
High Int. Volume	6:15:00 AM					07:15 AM					07:00 AM					07:15 AM					
Peak Factor						0.69					0.37					0.90					
Factor						4					5										0



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

LSC Transportation Consultants, Inc.

Colorado Springs, CO 80905
 (719) 633-2868

Site Name : Judge Orr Rd - Cessna Dr PM
 Site Code : 00164650
 Start Date : 08/11/2016
 Page No : 1

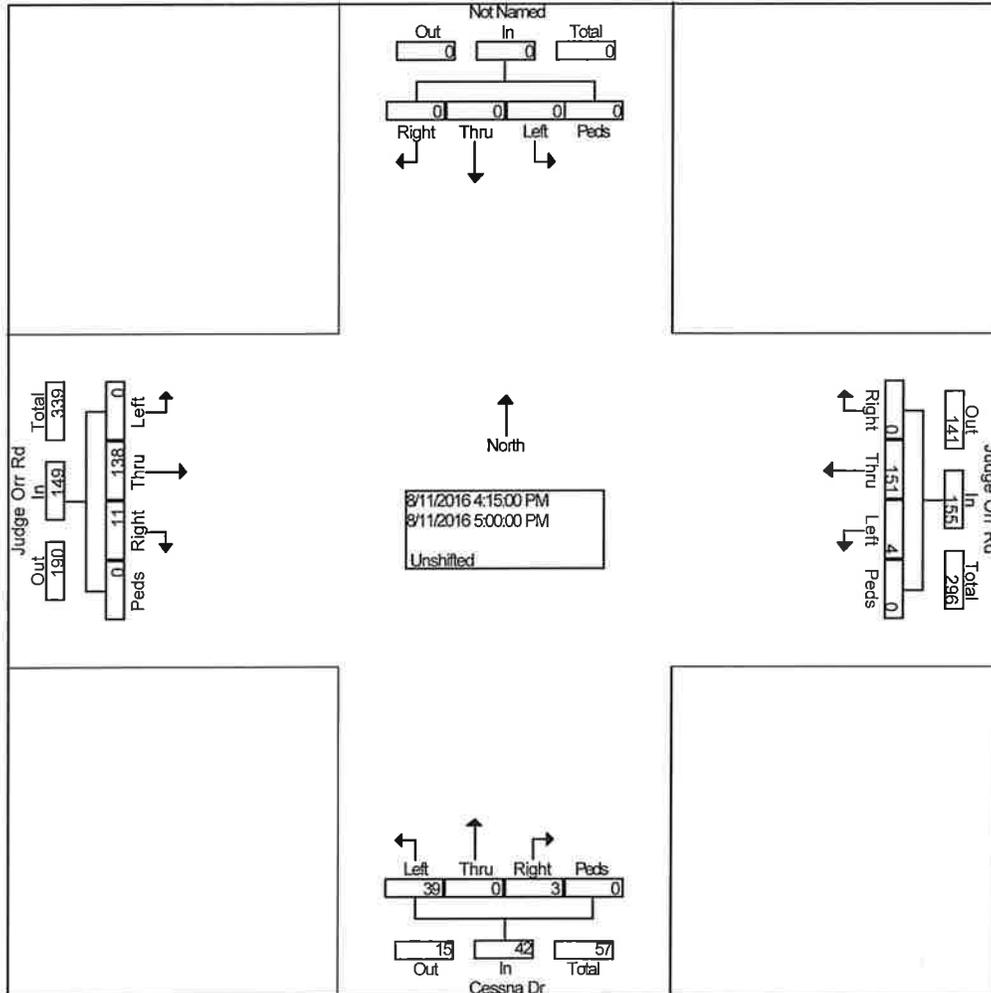
Groups Printed- Unshifted

Start Time	From North				Judge Orr Rd From East				Cessna Dr From South				Judge Orr Rd 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	
04:00 PM	0	0	0	0	0	31	0	0	0	0	4	0	7	35	0	0	77
04:15 PM	0	0	0	0	0	38	2	0	0	0	6	0	1	31	0	0	78
04:30 PM	0	0	0	0	0	47	0	0	2	0	7	0	1	29	0	0	86
04:45 PM	0	0	0	0	0	41	0	0	0	0	13	0	5	39	0	0	98
Total	0	0	0	0	0	157	2	0	2	0	30	0	14	134	0	0	339
05:00 PM	0	0	0	0	0	25	2	0	1	0	13	0	4	39	0	0	84
05:15 PM	0	0	0	0	0	32	1	0	1	0	2	0	3	38	0	0	77
05:30 PM	0	0	0	0	0	23	0	0	0	0	4	0	5	37	0	0	69
05:45 PM	0	0	0	0	0	20	0	0	2	0	5	0	5	35	0	0	67
Total	0	0	0	0	0	100	3	0	4	0	24	0	17	149	0	0	297
Grand Total	0	0	0	0	0	257	5	0	6	0	54	0	31	283	0	0	636
Apprch %	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0.0	10.0	0.0	90.0	0.0	9.9	90.1	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	40.4	0.8	0.0	0.9	0.0	8.5	0.0	4.9	44.5	0.0	0.0	

LSC Transportation Consultants, Inc.
 545 E. Pikes Peak Ave., #210
 Colorado Springs, CO 80906
 (719) 633-2868

Site Name : Judge Orr Rd - Cessna Dr PM
 Site Code : 00164650
 Start Date : 08/11/2016
 Page No : 2

Start Time	From North					Judge Orr Rd From East					Cessna Dr From South					Judge Orr Rd 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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	0	0	0	0	0	0	151	4	0	155	3	0	39	0	42	11	138	0	0	149	346
Percent	0.0	0.0	0.0	0.0		0.0	97.4	2.6	0.0		7.1	0.0	92.9	0.0		7.4	92.6	0.0	0.0		
04:45 Volume	0	0	0	0	0	0	41	0	0	41	0	0	13	0	13	5	39	0	0	44	98
Peak Factor	0.883																				
High Int.	3:45:00 PM																				
Volume	0	0	0	0	0	0	47	0	0	47	1	0	13	0	14	5	39	0	0	44	0.84
Peak Factor	0.84																				



Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	115	11	6	130	0	3	0	0	0	0	0
Future Vol, veh/h	0	115	11	6	130	0	3	0	0	0	0	0
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	90	90	69	69	92	92	92	92	92	92	92
Heavy Vehicles, %	20	2	2	2	2	20	2	2	2	20	2	20
Mvmt Flow	0	128	12	9	188	0	3	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	188	0	0	140
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.38	-	-	2.218
Pot Cap-1 Maneuver	1285	-	-	1443
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1285	-	-	1443
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	10.9	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	611	1285	-	-	1443	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	0.006	-	-	-
HCM Control Delay (s)	10.9	0	-	-	7.5	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	0	150	11	4	151	0	3	0	3	0	0	0
Future Vol, veh/h	0	150	11	4	151	0	3	0	3	0	0	0
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	85	85	95	95	92	81	92	81	92	92	92
Heavy Vehicles, %	20	2	2	2	2	20	2	2	2	20	2	20
Mvmt Flow	0	176	13	4	159	0	4	0	4	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	189	0	0	350	350	183	352	356	159
Stage 1	-	-	-	-	-	-	183	183	-	167	167	-
Stage 2	-	-	-	-	-	-	167	167	-	185	189	-
Critical Hdwy	4.3	-	-	4.12	-	-	7.12	6.52	6.22	7.3	6.52	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Follow-up Hdwy	2.38	-	-	2.218	-	-	3.518	4.018	3.318	3.68	4.018	3.48
Pot Cap-1 Maneuver	1318	-	-	1385	-	-	605	574	859	571	570	841
Stage 1	-	-	-	-	-	-	819	748	-	794	760	-
Stage 2	-	-	-	-	-	-	835	760	-	777	744	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1318	-	-	1385	-	-	604	572	859	567	568	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	604	572	-	567	568	-
Stage 1	-	-	-	-	-	-	819	748	-	794	758	-
Stage 2	-	-	-	-	-	-	832	758	-	774	744	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	709	1318	-	-	1385	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-	0.003	-	-	-
HCM Control Delay (s)	10.1	0	-	-	7.6	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	6	115	11	6	130	1	3	0	0	2	0	9
Future Vol, veh/h	6	115	11	6	130	1	3	0	0	2	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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	90	90	69	69	92	92	92	92	92	92	92
Heavy Vehicles, %	20	2	2	2	2	20	2	2	2	20	2	20
Mvmt Flow	7	128	12	9	188	1	3	0	0	2	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	189	0	0	140	0	0	360	355	134	355	361	189
Stage 1	-	-	-	-	-	-	148	148	-	207	207	-
Stage 2	-	-	-	-	-	-	212	207	-	148	154	-
Critical Hdwy	4.3	-	-	4.12	-	-	7.12	6.52	6.22	7.3	6.52	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Follow-up Hdwy	2.38	-	-	2.218	-	-	3.518	4.018	3.318	3.68	4.018	3.48
Pot Cap-1 Maneuver	1284	-	-	1443	-	-	596	571	915	568	566	809
Stage 1	-	-	-	-	-	-	855	775	-	756	731	-
Stage 2	-	-	-	-	-	-	790	731	-	814	770	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1284	-	-	1443	-	-	583	564	915	562	559	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	583	564	-	562	559	-
Stage 1	-	-	-	-	-	-	850	770	-	751	726	-
Stage 2	-	-	-	-	-	-	775	726	-	809	765	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	11.2	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	583	1284	-	-	1443	-	-	749
HCM Lane V/C Ratio	0.006	0.005	-	-	0.006	-	-	0.016
HCM Control Delay (s)	11.2	7.8	0	-	7.5	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	150	11	4	151	2	3	0	3	1	0	7
Future Vol, veh/h	10	150	11	4	151	2	3	0	3	1	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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	85	85	95	95	92	81	92	81	92	92	92
Heavy Vehicles, %	20	2	2	2	2	20	2	2	2	20	2	20
Mvmt Flow	11	176	13	4	159	2	4	0	4	1	0	8

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	161	0	0	189
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.38	-	-	2.218
Pot Cap-1 Maneuver	1316	-	-	1385
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1316	-	-	1385
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	10.3	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	685	1316	-	-	1385	-	-	787
HCM Lane V/C Ratio	0.011	0.008	-	-	0.003	-	-	0.011
HCM Control Delay (s)	10.3	7.8	0	-	7.6	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	0	225	20	10	250	0	10	0	10	0	0	0
Future Vol, veh/h	0	225	20	10	250	0	10	0	10	0	0	0
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	90	90	69	69	92	92	92	92	92	92	92
Heavy Vehicles, %	20	2	2	2	2	20	2	2	2	20	2	20
Mvmt Flow	0	250	22	14	362	0	11	0	11	0	0	0

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	362	0	0	272	0	0	651	651	261	657	662	362
Stage 1	-	-	-	-	-	-	261	261	-	390	390	-
Stage 2	-	-	-	-	-	-	390	390	-	267	272	-
Critical Hdwy	4.3	-	-	4.12	-	-	7.12	6.52	6.22	7.3	6.52	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Follow-up Hdwy	2.38	-	-	2.218	-	-	3.518	4.018	3.318	3.68	4.018	3.48
Pot Cap-1 Maneuver	1104	-	-	1291	-	-	382	388	778	354	382	644
Stage 1	-	-	-	-	-	-	744	692	-	599	608	-
Stage 2	-	-	-	-	-	-	634	608	-	701	685	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1104	-	-	1291	-	-	378	383	778	345	377	644
Mov Cap-2 Maneuver	-	-	-	-	-	-	378	383	-	345	377	-
Stage 1	-	-	-	-	-	-	744	692	-	599	599	-
Stage 2	-	-	-	-	-	-	625	599	-	691	685	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	12.4	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	509	1104	-	-	1291	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-	0.011	-	-	-
HCM Control Delay (s)	12.4	0	-	-	7.8	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	300	20	10	300	0	50	0	10	0	0	0
Future Vol, veh/h	0	300	20	10	300	0	50	0	10	0	0	0
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	85	85	95	95	92	81	92	81	92	92	92
Heavy Vehicles, %	20	2	2	2	2	20	2	2	2	20	2	20
Mvmt Flow	0	353	24	11	316	0	62	0	12	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	316	0	0	377
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.38	-	-	2.218
Pot Cap-1 Maneuver	1149	-	-	1181
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1149	-	-	1181
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	16.8	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	380	1149	-	-	1181	-	-	-
HCM Lane V/C Ratio	0.195	-	-	-	0.009	-	-	-
HCM Control Delay (s)	16.8	0	-	-	8.1	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.7	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	14	225	20	10	250	2	10	0	10	4	0	22
Future Vol, veh/h	14	225	20	10	250	2	10	0	10	4	0	22
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	90	90	69	69	92	92	92	92	92	92	92
Heavy Vehicles, %	20	2	2	2	2	20	2	2	2	20	2	20
Mvmt Flow	15	250	22	14	362	2	11	0	11	4	0	24

Major/Minor	Major1		Major2		Minor1		Minor2				
Conflicting Flow All	364	0	0	272	0	694	683	261	688	693	363
Stage 1	-	-	-	-	-	291	291	-	391	391	-
Stage 2	-	-	-	-	-	403	392	-	297	302	-
Critical Hdwy	4.3	-	-	4.12	-	7.12	6.52	6.22	7.3	6.52	6.4
Critical Hdwy Stg 1	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Follow-up Hdwy	2.38	-	-	2.218	-	3.518	4.018	3.318	3.68	4.018	3.48
Pot Cap-1 Maneuver	1102	-	-	1291	-	357	372	778	338	367	643
Stage 1	-	-	-	-	-	717	672	-	599	607	-
Stage 2	-	-	-	-	-	624	606	-	675	664	-
Platoon blocked, %											
Mov Cap-1 Maneuver	1102	-	-	1291	-	336	361	778	326	356	643
Mov Cap-2 Maneuver	-	-	-	-	-	336	361	-	326	356	-
Stage 1	-	-	-	-	-	706	661	-	589	599	-
Stage 2	-	-	-	-	-	592	598	-	655	653	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.3	13	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1102	-	-	1291	-	-	559
HCM Lane V/C Ratio	0.046	0.014	-	-	0.011	-	-	0.051
HCM Control Delay (s)	13	8.3	0	-	7.8	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

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	14	225	20	10	250	2	10	0	10	4	0	22
Future Vol, veh/h	14	225	20	10	250	2	10	0	10	4	0	22
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	85	85	95	95	92	81	92	81	92	92	92
Heavy Vehicles, %	20	2	2	2	2	20	2	2	2	20	2	20
Mvmt Flow	15	265	24	11	263	2	12	0	12	4	0	24

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	265	0	0	289	0	0	605	594	277	599	605	264
Stage 1	-	-	-	-	-	-	307	307	-	286	286	-
Stage 2	-	-	-	-	-	-	298	287	-	313	319	-
Critical Hdwy	4.3	-	-	4.12	-	-	7.12	6.52	6.22	7.3	6.52	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.3	5.52	-
Follow-up Hdwy	2.38	-	-	2.218	-	-	3.518	4.018	3.318	3.68	4.018	3.48
Pot Cap-1 Maneuver	1202	-	-	1273	-	-	410	418	762	388	412	733
Stage 1	-	-	-	-	-	-	703	661	-	684	675	-
Stage 2	-	-	-	-	-	-	711	674	-	661	653	-
Platoon blocked, %												
Mov Cap-1 Maneuver	1202	-	-	1273	-	-	389	408	762	374	402	733
Mov Cap-2 Maneuver	-	-	-	-	-	-	389	408	-	374	402	-
Stage 1	-	-	-	-	-	-	692	651	-	674	668	-
Stage 2	-	-	-	-	-	-	681	667	-	641	643	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.3	12.3	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	515	1202	-	-	1273	-	-	639
HCM Lane V/C Ratio	0.048	0.013	-	-	0.008	-	-	0.044
HCM Control Delay (s)	12.3	8	0	-	7.9	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1