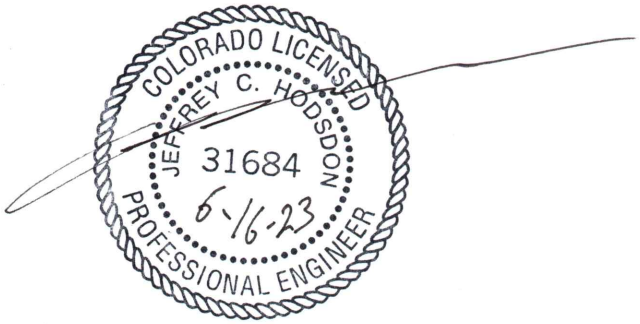
LSC TRANSPORTATION CONSULTANTS, INC.
2504 East Pikes Peak Avenue, Suite 304
Colorado Springs, CO 80909
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: http://www.lsctrans.com

Overlook at Homestead
Traffic Impact Study
(LSC #S234200)
June 16, 2023

Add PCD File P-235

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Developer's Statement

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

_____ _____
Date

Overlook at Homestead

Traffic Impact Study

Prepared for:
Joe DesJardin
Proterra Properties
1864 Woodmoor Drive, Suite 100
Monument, CO 80132

JUNE 16, 2023

LSC Transportation Consultants, Inc.
Prepared by: Jeffrey C. Hodsdon, P.E.

LSC #S234200

CONTENTS

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Website: http://www.lsctrans.com

June 16, 2023

Joe DesJardin
Proterra Properties
1864 Woodmoor Drive, Suite 100
Monument, CO 80132

RE: Overlook at Homestead
El Paso County, CO
Traffic Impact Study
LSC #S234200

Dear Mr. DesJardin,

LSC Transportation Consultants, Inc. has prepared this Traffic Impact Study for the proposed Overlook at Homestead residential development in El Paso County, Colorado. The site is located east of Elbert Road generally between Hopper Road and Sweet Road. Access to the site is proposed via the existing Elbert Road/Apex Ranch Road intersection and a proposed new stop-sign-controlled intersection to the south.

This report has been prepared for submittal to El Paso County.

REPORT CONTENTS

The preparation of this report included the following:

- An inventory of existing roadway and traffic conditions on major thoroughfares adjacent to the site, including surface conditions, functional classification, widths, pavement markings, traffic-control signs, posted speed limits, intersection and access spacing, roadway and intersection alignments, roadway grades, and auxiliary turn lanes;
- Weekday peak-hour turning-movement traffic counts at the following "study-area" intersections:
  - Elbert Road/Apex Ranch Road
  - Elbert Road/proposed south access
- Estimated average daily traffic (ADT) volumes adjacent to the proposed development on study-area roadway segments;
- Projections of 20-year background traffic volumes on the study-area roadways adjacent to the site;
- The proposed site land use and access plan;

- Estimates of average weekday and weekday peak-hour trip generation for the proposed development and the estimated directional distribution of site-generated vehicle trips on roadways and intersections adjacent to and in the vicinity of the site;
- Projected site-generated and resulting total peak-hour intersection traffic volumes at the following study-area intersections:
    - Elbert Road/Apex Ranch Road
    - Elbert Road/proposed south access
- Projected total daily and peak-hour traffic volumes at the study-area intersections;
- Intersection level of service (LOS) analysis at the study-area intersections;
- Evaluation of short- and long-term projected intersection volumes to determine potential requirements for any auxiliary right-/left-turn lanes at the proposed site-access points, based on the criteria in El Paso County's *Engineering Criteria Manual (ECM)*. Also included are potential long-term lane requirements; and
- Findings and recommendations for submittal to El Paso County.

LIST OF OTHER TRAFFIC REPORTS USED IN THE PREPARATION OF THIS REPORT

Refer to TIS for Apex Estates PCD File # SP07013. Discuss any changes or updates

The following previously-completed traffic reports were used to provide background information for this study:

- None apply

LAND USE AND ACCESS

Proposed Land Use

Figure 1 shows the site location relative to the adjacent and nearby roadways. The Overlook at Homestead site would consist of 62 single-family dwelling units. The site is located about one-quarter mile northeast of the intersection of Sweet Road and Elbert Road.

The project is planned to be developed in phases. Figure 2 also shows the proposed phasing plan.

Proposed Site-Access Locations

Figure 2 contains the proposed site plan showing the proposed land use, on-site circulation, and proposed access points. Access to the site is proposed via the existing Elbert Road/Apex Ranch Road stop-sign-controlled intersection and a new public road connection to Elbert Road to be located 1,920 feet north of Sweet Road.

INTERSECTION SIGHT DISTANCE

Explain that this new access will meet intersection spacing for Hodgen Rd extension to Elbert MTCP Project N3

Intersection sight distance at the proposed site-access location on Elbert Road shown in the site plan must meet sight distance requirements in *ECM* Table 2-21. The lines of sight for both access

Discuss how parcels to the east will be afforded access as discussed during EA2350. 4100000251, 4126000004

points will need to be kept clear of any sight-distance obstructions. This includes landscaping, signage, etc. proposed for the residential development.

ROAD AND TRAFFIC CONDITIONS AND MTCP CLASSIFICATION

Figure 1 shows the roads adjacent to and in the vicinity of the site. Adjacent roads serving the site are identified below followed by a brief description of each:

Elbert Road is a paved, "unimproved," two-lane Rural Minor Arterial that extends for 10 miles north from Judge Orr Road to the El Paso County/Elbert County line. The roadway continues into Elbert County to State Highway 86 (in Elbert County). The posted speed limit at the Elbert Road/Apex Ranch Road intersection is 55 miles per hour (mph). No auxiliary turn lanes currently exist at Elbert Road's intersections with Apex Ranch Road or Sweet Road.

Apex Ranch Road is a paved Rural Local roadway extending east-to-west for 0.5 miles between Elbert Road and its terminus to the east. The posted speed limit along this paved road is 25 mph. The westbound approach to the Elbert Road intersection is stop-sign controlled with a single lane.

Sweet Road is a Rural Collector extending generally east-to-west for 14.5 miles between Eastonville and Eunich Road. The segment of Sweet Road between Elbert Road and Eastonville Road is paved. Sweet Road is discontinuous at Elbert Road, with an offset of approximately 1,000 feet, between north and south intersections with Elbert Road. No auxiliary turn lanes exist at either of the two Elbert Road intersections with Sweet Road.

Existing Traffic Volumes

Vehicular turning-movement counts were conducted for the following dates and times at the following intersections. Raw count data is attached:

- Elbert Road/Sweet Road
    - Wednesday, May 31, 2023 from 6:30 – 8:30 a.m.
    - Wednesday, May 31, 2023 from 4:00 – 6:00 p.m.
- Elbert Road/Apex Ranch Road
    - Wednesday, May 31, 2023 from 6:30 – 8:30 a.m.
    - Wednesday, May 31, 2023 from 4:00 – 6:00 p.m.

PEDESTRIAN AND BICYCLE FACILITIES

Elbert Road and Apex Ranch Road do not currently have sidewalks or dedicated bicycle lanes to accommodate pedestrians or bicycles. Sidewalks would **not** be required along any study-area roadways following site buildout. The proposed subdivision roads are proposed to be Rural roadways and, per *ECM* criteria, would not require sidewalks.

TRIP GENERATION

Estimates of the vehicle trips projected to be generated by the proposed Overlook at Homestead residential development have been made using the nationally published trip-generation rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE). Corresponding trip-generation rates from ITE Land Use Category "210 – Single-Family (Detached) Housing" have been used to develop the trip-generation estimates for the proposed 62-dwelling unit residential site.

Table 1 below presents a summary of the estimated site trip generation. A detailed trip-generation estimate for the site, including ITE rates for the proposed residential land use, is presented in Table 3 (attached).

The proposed residential development is projected to generate about 650 total vehicle trips on the average weekday during a 24-hour period, with approximately half entering and half exiting the site. During the morning peak hour, approximately 13 entering vehicles and 36 exiting vehicles are estimated to be generated. Approximately 40 entering and 23 exiting vehicles are estimated to be generated by the site during the afternoon peak hour.

Table 1: Estimated Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	13	36	49
Afternoon Peak Hour	40	23	63
Daily/24-hour	325	325	650

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

The directional-distribution estimate 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 percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches. Estimates have been based on the following factors: the proposed new land use, the area roadway system serving the site, and the site's geographic location relative to the overall greater El Paso County/Colorado Springs area and Elbert County to the north.

Site-Generated Traffic

Site-generated traffic volumes have been estimated at the following intersections:

- Elbert Road/Apex Ranch Road
- Elbert Road/proposed south access
- Elbert Road/Sweet Road (north intersection)

These site-generated volumes have been calculated by applying directional-distribution percentages estimated by LSC (from Figure 4) to the trip-generation estimates (from Table 3). Figure 5 shows the projected short-term site-generated traffic volumes for the weekday morning and afternoon peak hours.

Existing Plus Site-Generated Traffic Volumes

Figure 6 shows the sum of the existing traffic volumes (from Figure 3) and site-generated traffic volumes (shown in Figure 5). These volumes represent the projected short-term total traffic following site buildout.

2043 Background Traffic Volumes

Long-term background traffic volumes have been estimated by LSC based, in-part, on projected 2043 volumes adjacent to the site shown in Map 9 of the El Paso County *Major Transportation Corridors Plan* (MTCP). The 2043 traffic volumes represent a 2.25 percent per year growth rate over existing traffic. Estimated traffic to be generated at buildout for the 62-dwelling unit Overlook at Homestead residential developments is **not** included in 2043 background traffic volumes. Please refer to Figure 7 for estimated long-term background volumes and assumed laneage at the study-area intersections.

2043 Total Traffic Volumes

Figure 8 shows the sum of 2043 background traffic volumes (from Figure 7) plus site-generated traffic volumes (from Figure 5).

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

Table 2: Intersection Levels of Service Delay Ranges

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

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

LOS values have been included in each figure for each turning movement/approach during the weekday morning and afternoon peak hours for the proposed site-access intersections and off-site intersections in the study area:

- Figure 3: 2023 Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 6: 2023 Existing + Site Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 7: 2043 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: 2043 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

LOS calculations for long-term scenarios were based upon the recommended lane geometries and traffic controls outlined in the figures above.

Elbert Road/Apex Ranch Road

All movements at this intersection currently operate at and are projected to remain at LOS B or better during both peak hours with the addition of site-generated traffic. No modifications would be required to this intersection.

Elbert Road/Proposed South Access

All movements at this intersection are projected to operate at LOS B or better during both peak hours with the addition of site-generated traffic.

Elbert Road/Sweet Road (North Intersection)

All movements at this intersection currently operate at and are projected to remain at LOS B or better during both peak hours with the addition of site-generated traffic. No modifications would be required to this intersection.

AUXILLIARY TURN-LANE NEEDS ANALYSIS

Elbert Road/Apex Ranch Road and Elbert Road/Proposed South Access

Southbound-Left-Turn Deceleration Lane(s)

According to the El Paso County *Engineering Criteria Manual* (*ECM*), exclusive left-turn lanes shall be provided for any access on a Minor Arterial with a projected peak-hour ingress turning volume of 25 vehicles per hour (vph) or greater. Projected short-term total and long-term total volumes would **not** exceed the 25-vph threshold. As such, no modifications would be required to the southbound approach on Elbert Road at either Apex Ranch Road or the proposed south access.

Northbound-Right-Turn Deceleration Lane(s)

According to the *ECM*, exclusive right-turn lanes shall be provided for any access on a Minor Arterial with a projected peak-hour ingress turning volume of 50 vehicles per hour (vph) or greater. The projected right-turn volumes at Elbert/Apex Ranch and at the Elbert/proposed south access are **not** expected to exceed the 50-vph minimum right-turn volume thresholds prescribing a turn lane outlined in the *ECM* upon site buildout. As such, a northbound-right-turn deceleration lane would **not** be required on Elbert Road approaching Apex Ranch Road or the proposed south access.

Elbert Road/Sweet Road

Northbound-Left-Turn Deceleration Lane

Based on count data from May 2023, the existing northbound-left turning volume is 21 vehicles during the morning peak hour and 22 vehicles during the afternoon peak hour. Assuming an annual growth rate of 2 percent for background traffic, it is likely that the northbound-left turning volume would exceed the EPC threshold of 25 vph at some point within the next 20 years.

The proposed Overlook at Homestead residential development would **not** increase the peak-hour left-turn volume for this turning movement. Existing and future traffic making this turn constitutes background traffic only. This has been included in this report, even as need due to "background traffic," because the intersection is within the study area and it is our understanding that El Paso County staff is interested in all potential future needed improvements, even if related to background traffic.

Southbound-Right-Turn Deceleration Lane

The projected right-turn volumes at the Elbert Road/Sweet Road intersection are **not** expected to exceed the 50-vph minimum right-turn volume thresholds prescribing a turn lane outlined in the *ECM* upon site buildout or based on 2043 projected total traffic volumes. As such, no

modifications would be required for the southbound approach on Elbert Road approaching Sweet Road.

Address the current width of Elbert Road around each intersection to be used by this development and whether pavement and shoulders need to be widened to meet the current classification.

ROADWAY CLASSIFICATIONS

Elbert Road

Per *ECM* Table B-1, the ADT threshold capacity for roads classified as Rural Minor Arterial is 10,000 vehicles per day. The projected ADT on Elbert Road in the vicinity of the site (between Hopper Road and Sweet Road) would be well below 10,000 vehicles per day for this classification. The 2040 Unimproved Roadway Analysis on MTCP Map 12 indicates that Elbert Road will be adequate, and the projected volumes in this report appear to be well under the capacity values shown in the latest *Road Impact Fee Study* for similar two-lane, unimproved roadways.

Internal Roadways

All proposed internal roadways within the 62-dwelling-unit residential development should be classified as Rural Local roadways. Based on buildout traffic volume estimates, the projected ADT on Apex Ranch Road and the proposed south access would be less than the EPC threshold of 750 vehicles per day for Rural Local roadways. Apex Ranch Road currently conforms to Rural Local roadway standards, so no modifications would be needed. The proposed south access roadway and other internal roadways should be constructed to Rural Local roadway standards.

ROADWAY IMPROVEMENTS

Based on the analysis herein, no off-site or adjacent arterial roadway improvements would be "triggered" by this development.

Elbert Road will need to be restriped to remove passing zone at proposed southern entrance

COUNTY ROAD IMPROVEMENT FEE PROGRAM

Transportation Impact Fees

Per *ECM* Appendix B: *State what the current applicable Transportation Impact Fees are and what option the developer will be selecting for payment*.

The applicant will be required to participate in this program. The PID option will be identified with a future Preliminary Plan/Plat submittal.

Reimbursable Improvements

The following roadway improvement projects have been identified as being needed by the year 2040 per Map 13 and Table 4 of El Paso County's 2016 *MTCP*:

- N3 – Hodgen Road from Eastonville Road to Elbert Road ($4,470,000)
- Existing conditions – does not exist
- Future conditions – 2-lane Rural Collector

See the attached *MTCP* maps for reference.

MULTI-MODAL TRANSPORTATION AND TDM OPPORTUNITIES

The following roadway improvement projects have been identified as being needed by the year 2040 per Map 15 and Table 5 of El Paso County's 2016 *MTCP*:

- M10 – Hodgen Road from Meridian Road to Elbert Road
    - Bicycle improvements (1.67 miles)

No public schools are located within a two-mile radius of the site.

DEVIATIONS

No deviations to *ECM* design criteria are proposed at the proposed study-area intersections.

FINDINGS AND CONCLUSIONS

- The site is projected to generate about 650 new driveway vehicle-trips on the average weekday.
- During the weekday morning peak hour of adjacent street traffic, 13 vehicles would enter the site while 36 vehicles would exit.
- During the weekday afternoon peak hour of adjacent street traffic, 40 vehicles would enter the site while 23 vehicles would exit.
- All individual approaches and turn lanes at both site-access intersections would operate at LOS B or better during both short-term and long-term peak hours, with or without the addition of site-generated traffic.
- Auxiliary left-turn and right-turn deceleration lanes would **not** be required at either of the site-access points, based on projected buildout traffic volumes. Please refer to the "Auxiliary Turn-Lane Analysis" section for evaluation of potential turn-lane needs.
- All internal site-access roadways are proposed to be public Rural Local roadways.
- No deviations are included with this submittal.

Summarize line of sight finding for existing and all proposed entrances/intersections
Provide line of sight exhibits. (missing)

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH/JAB:jas

Enclosures: Table 3
Figure 1 - Figure 8
Traffic Count Reports
Synchro LOS Reports
MTCP Map

Table 3

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Table 3: Detailed Trip Generation Estimate

ITE		Value	Units [1]	Trip Generation Rates [2]					Driveway Trips Generated				
				Average	A.M.		P.M.		Average	A.M.		P.M.	
Code	Description			Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
210	Single-Family (Detached) Housing	62	DU	10.48	0.20	0.58	0.64	0.38	650	13	36	40	23

[1] DU = dwelling units

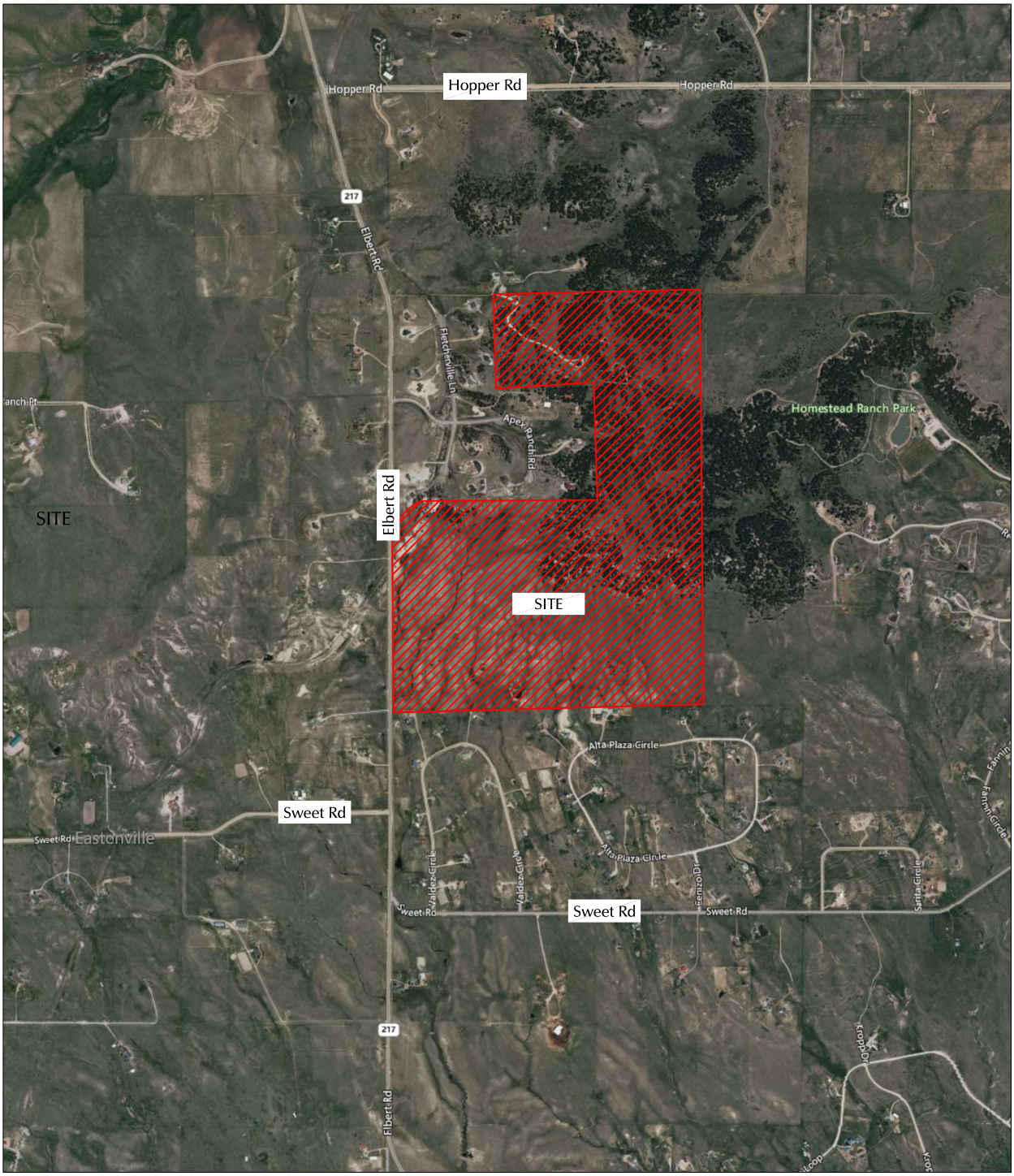
[2] Source: *Trip Generation, 11th Edition (2021)* by the Institute of Transportation Engineers (ITE)

Updated by LSC 06/02/2023

Figures

TRANSPORTATION
CONSULTANTS, INC.

Not to scale



TRANSPORTATION CONSULTANTS, INC.

Figure 1

Vicinity Map

Overlook at Homestead (LSC #S234200)

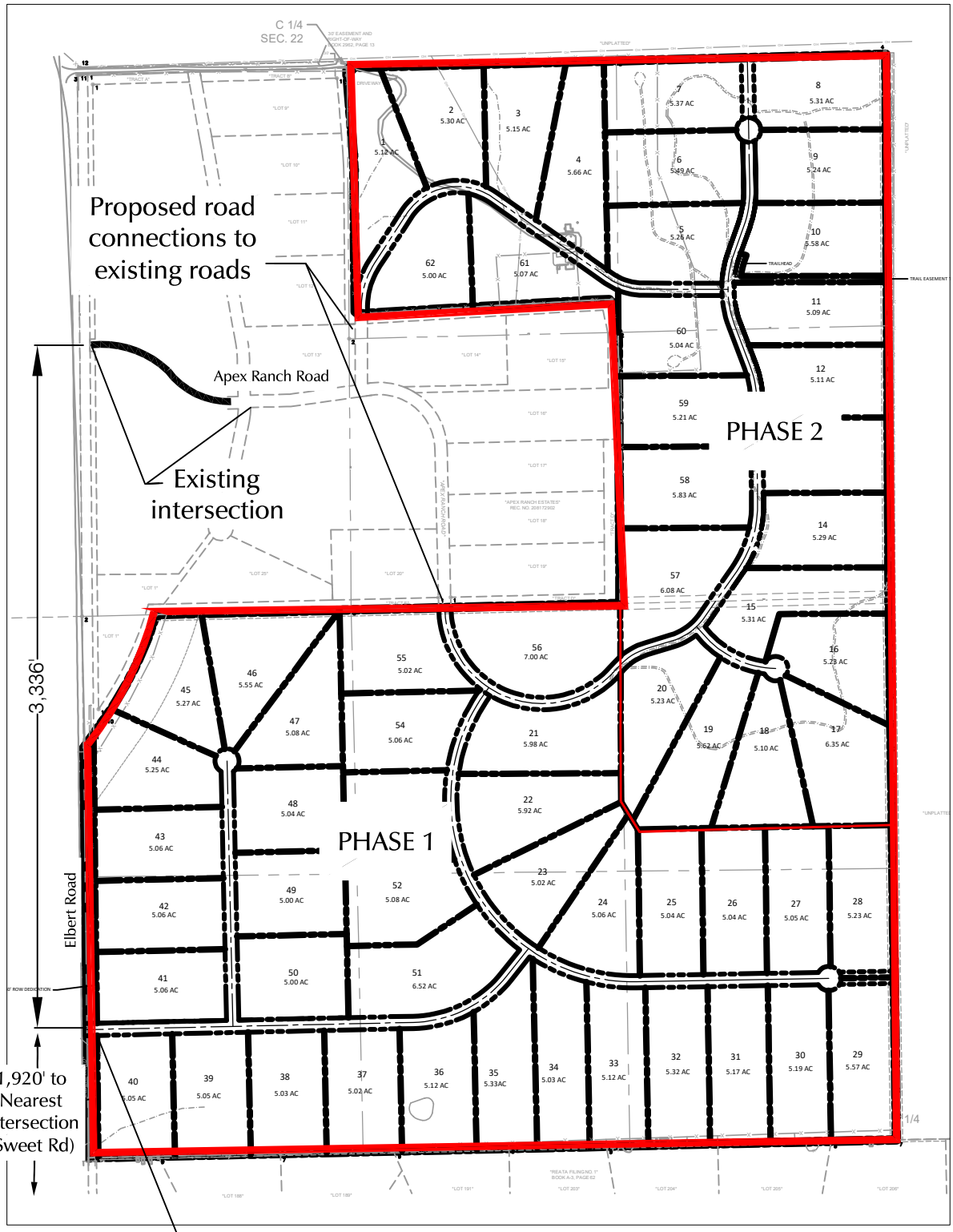


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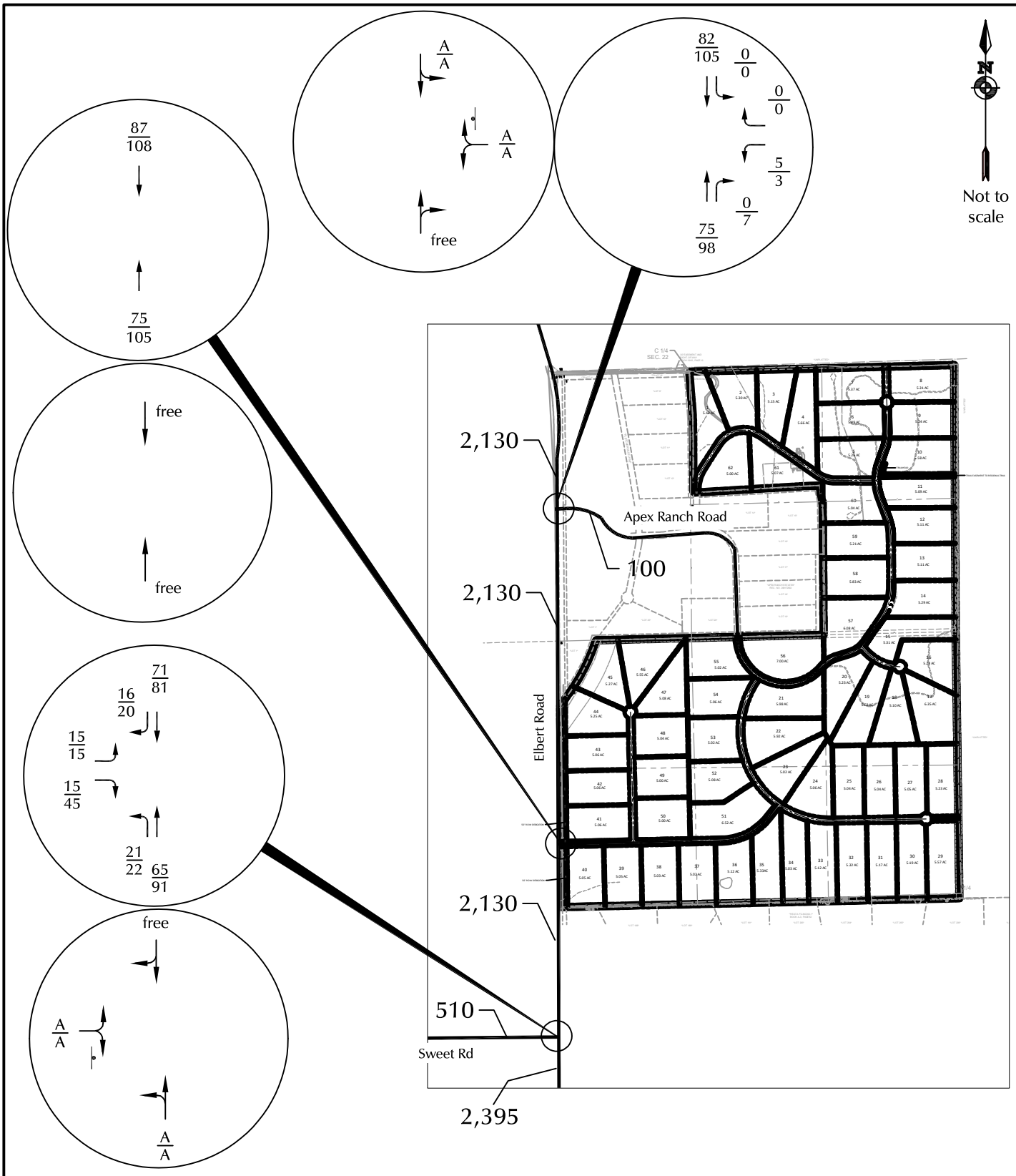
Figure 2

Site Plan

Overlook at Homestead (LSC #S234200)



Counts by LSC (June 2023)

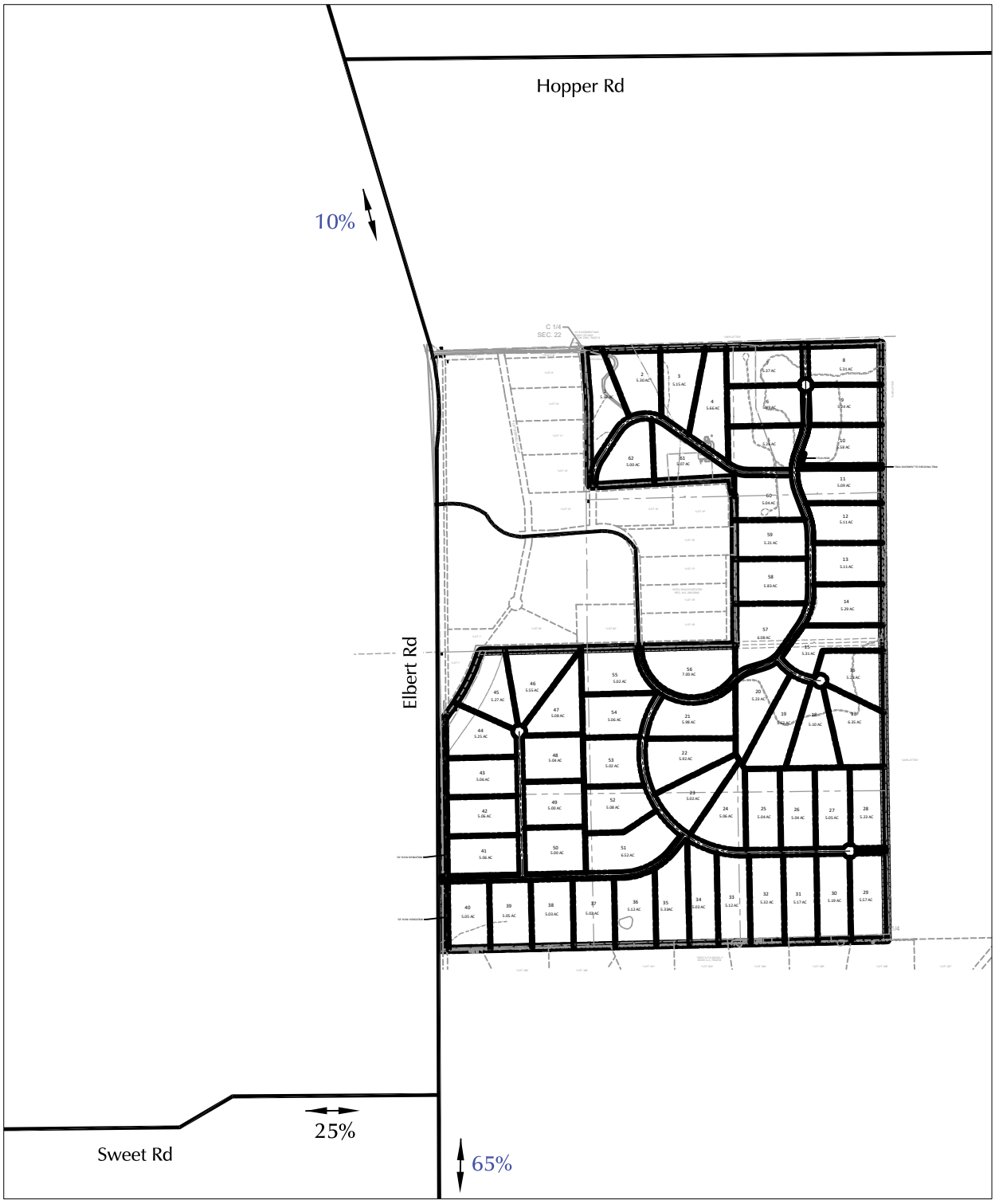
⊦	=	Stop Sign
X/X	=	AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS
XX/XX	=	AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)
X,XXX	=	Average Daily Traffic (Vehicles/Day) - Estimated by LSC

TRANSPORTATION CONSULTANTS, INC.

Figure 3

Existing Traffic, Lane Geometry, Traffic Control, and LOS

Overlook at Homestead (LSC #S234200)



Not to scale

Figure 4

Estimated Directional Distribution

Overlook at Homestead (LSC #S234200)

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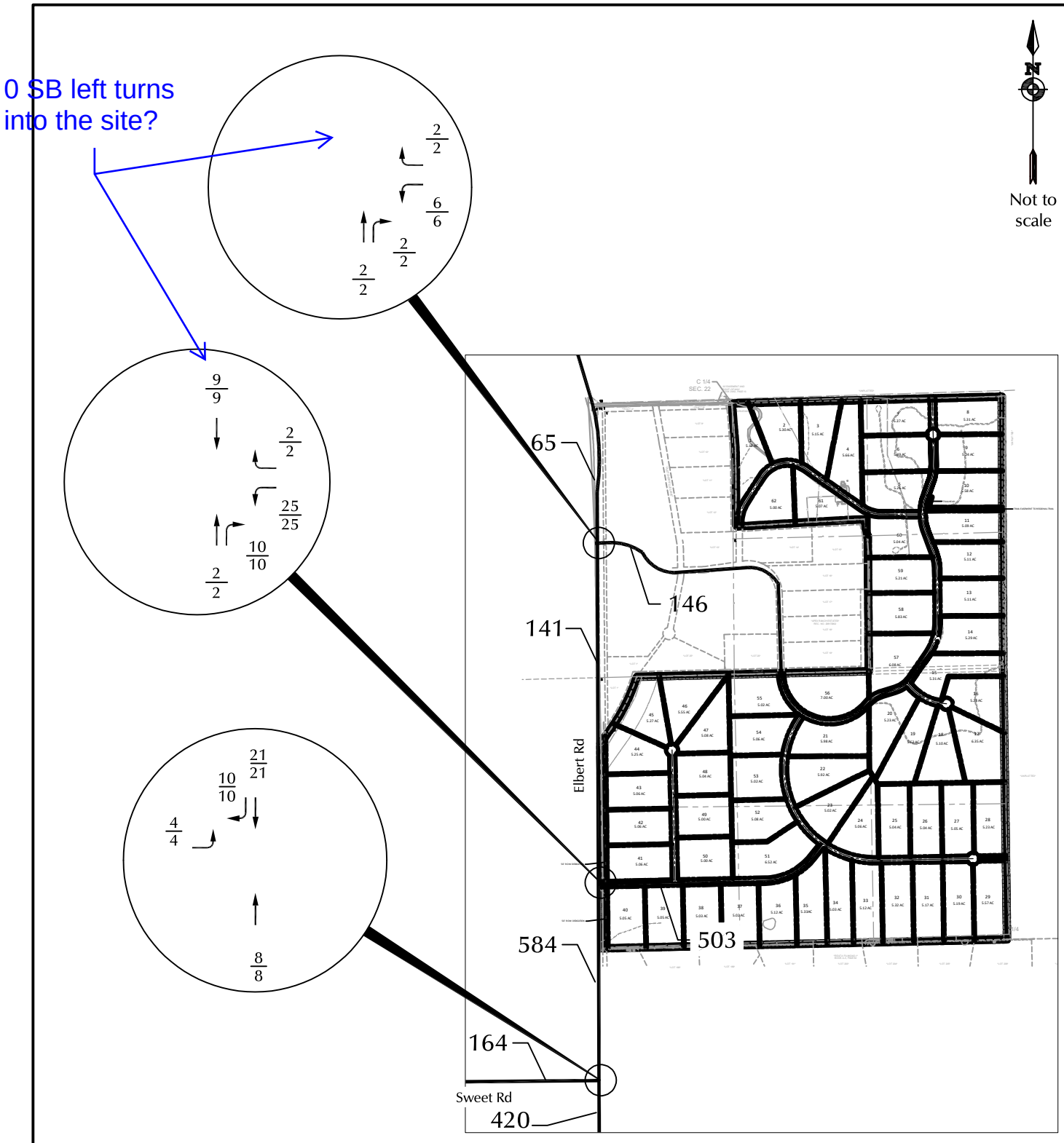
XX% = Percent Directional Distribution



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

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

TRANSPORTATION CONSULTANTS, INC.

Figure 5

Estimated Buildout Site-Generated Traffic

Overlook at Homestead (LSC #S234200)

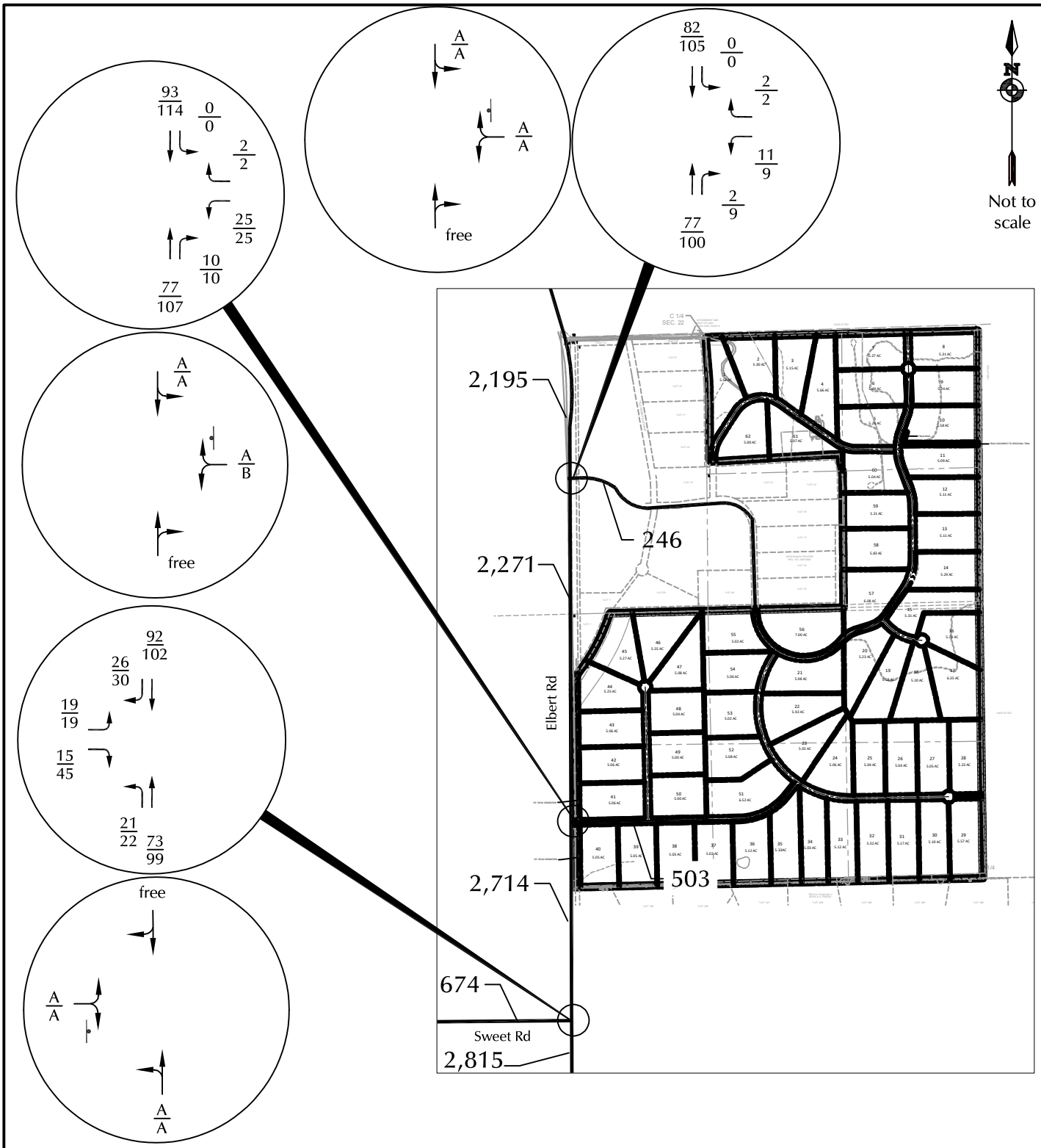


Figure 6

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

Overlook at Homestead (LSC #S234200)

TRANSPORTATION CONSULTANTS, INC.

	=	Stop Sign
X/X	=	AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS
XX/XX	=	AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)
X,XXX	=	Average Daily Traffic (Vehicles/Day)

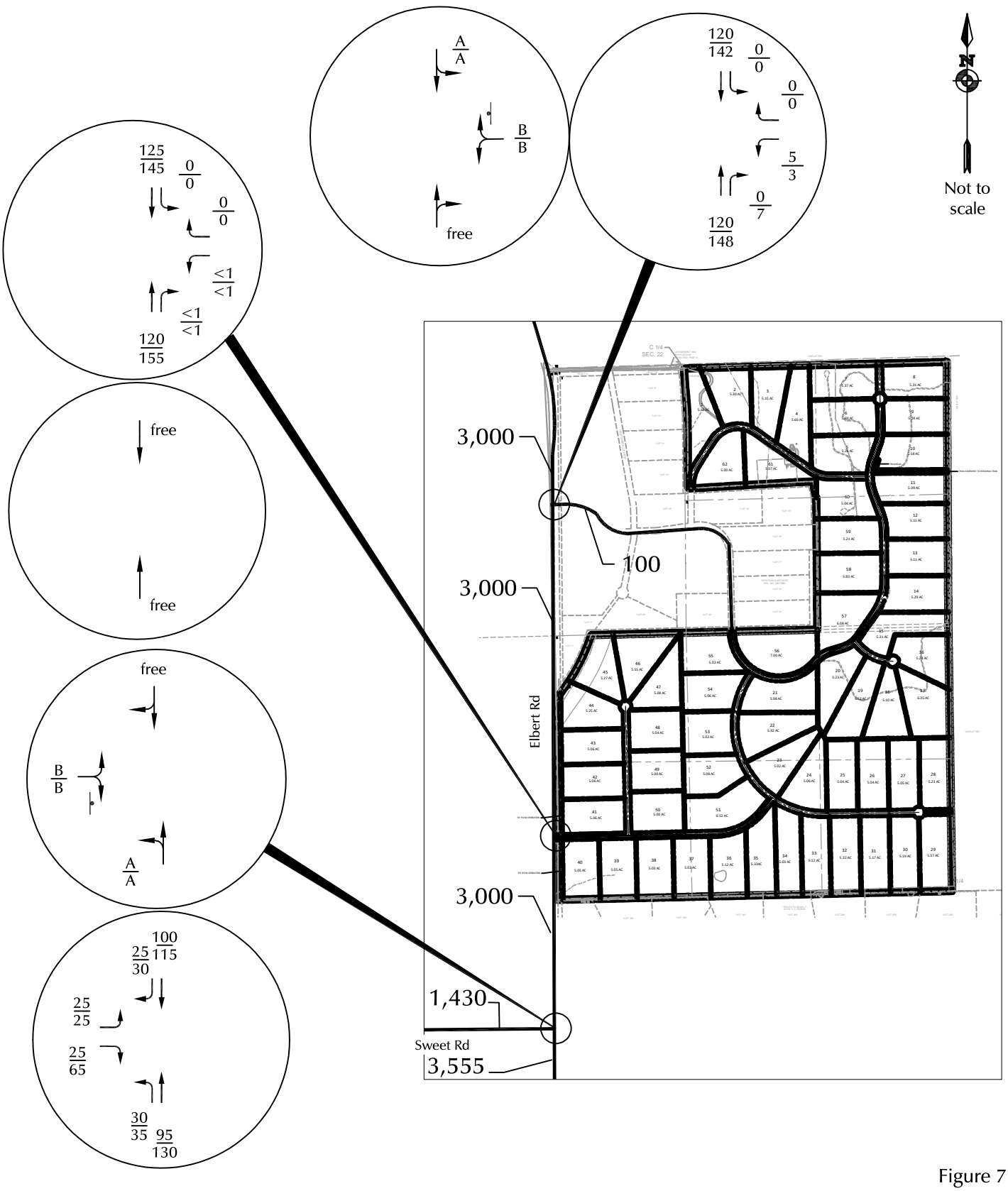


Figure 7

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

Overlook at Homestead (LSC #S234200)

TRANSPORTATION CONSULTANTS, INC.

	=	Stop Sign
X / X	=	AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS
XX / XX	=	AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)
X,XXX	=	Average Daily Traffic (Vehicles/Day)

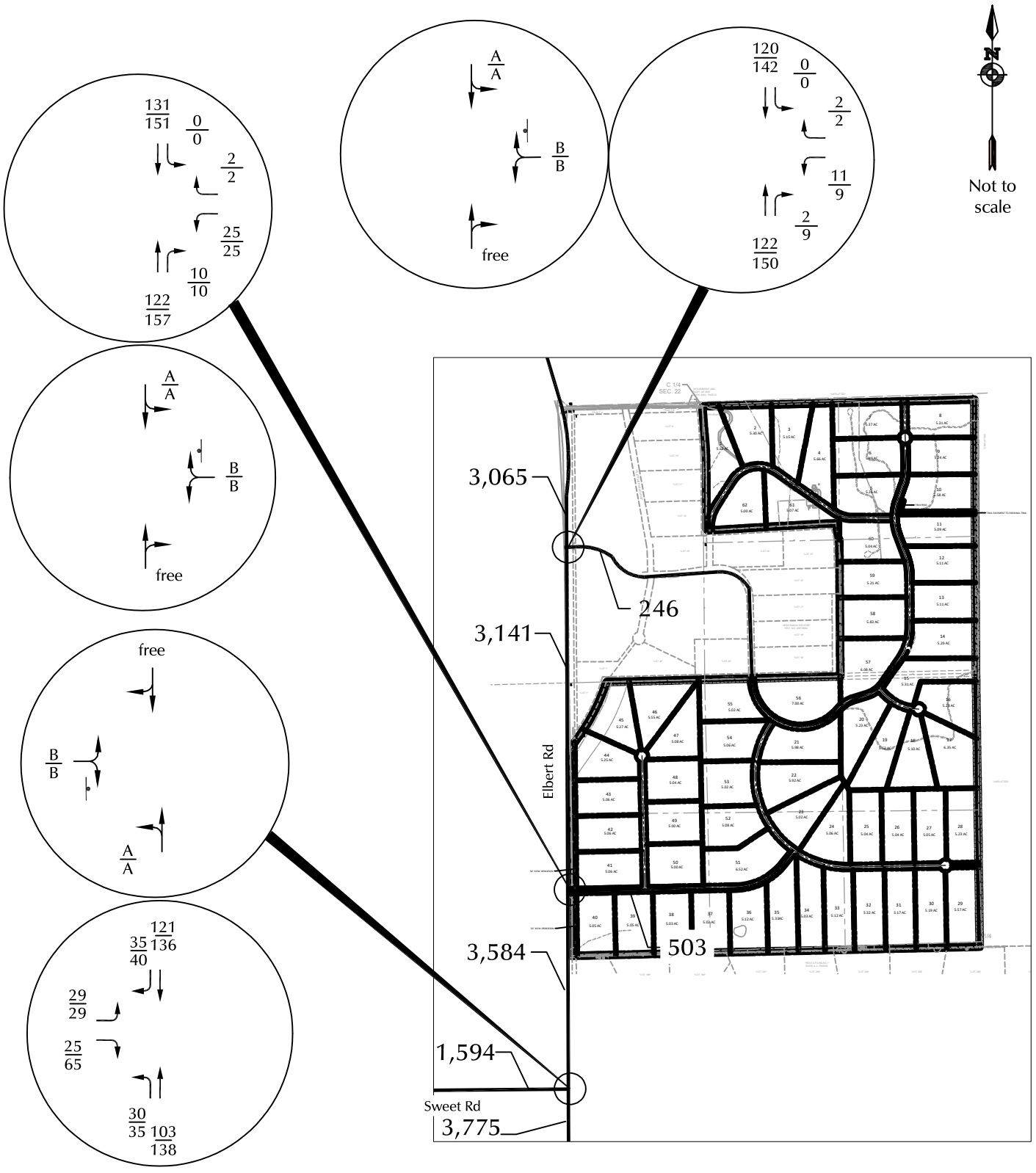


Figure 8

2043 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

Overlook at Homestead (LSC #S234200)

TRANSPORTATION CONSULTANTS, INC.

	=	Stop Sign
X/X	=	AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS
XX/XX	=	AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)
X,XXX	=	Average Daily Traffic (Vehicles/Day)

Traffic Counts

TRANSPORTATION
CONSULTANTS, INC.

LSC Transportation Consultants, Inc.

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

File Name : Elbert Rd - Apex Ranch Rd AM
Site Code : S234200
Start Date : 5/31/2024
Page No : 1

Groups Printed- Unshifted

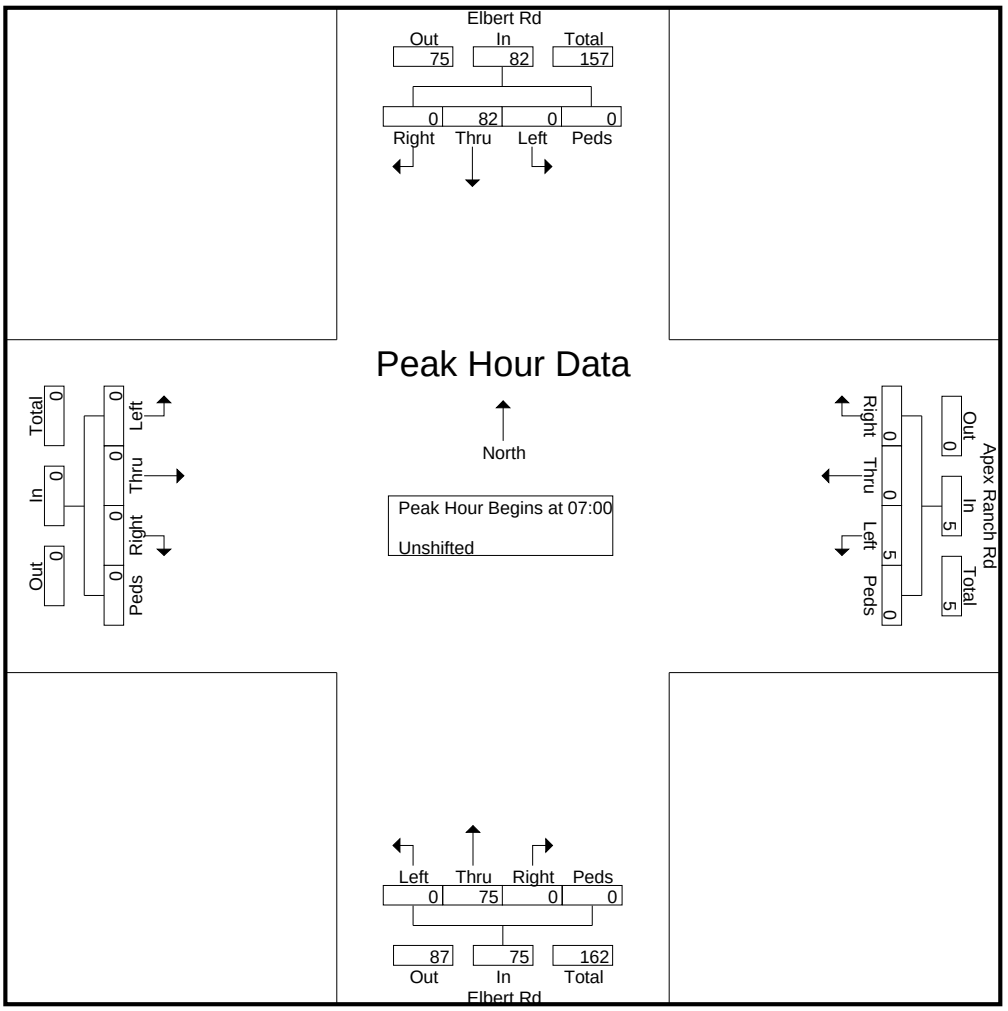
	Elbert Rd Southbound					Apex Ranch Rd Westbound					Elbert Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
06:35	0	6	0	0	6	0	0	3	0	3	0	6	0	0	6	0	0	0	0	0	15
06:40	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
06:45	0	4	0	0	4	0	0	3	0	3	0	6	0	0	6	0	0	0	0	0	13
06:50	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
06:55	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
Total	0	25	0	0	25	0	0	6	0	6	0	37	0	0	37	0	0	0	0	0	68
07:00	0	9	0	0	9	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	18
07:05	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
07:10	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	13
07:15	0	6	0	0	6	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	19
07:20	0	5	0	0	5	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	12
07:25	0	7	0	0	7	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	13
07:30	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
07:35	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
07:40	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
07:45	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
07:50	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16
07:55	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11
Total	0	82	0	0	82	0	0	5	0	5	0	75	0	0	75	0	0	0	0	0	162
08:00	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	11
08:05	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
08:10	0	4	0	0	4	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	8
08:15	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14
08:20	0	7	0	0	7	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	17
08:25	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
Grand Total	0	135	0	0	135	0	0	13	0	13	0	150	0	0	150	0	0	0	0	0	298
Apprch %	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
Total %	0	45.3	0	0	45.3	0	0	4.4	0	4.4	0	50.3	0	0	50.3	0	0	0	0	0	

LSC Transportation Consultants, Inc.

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

File Name : Elbert Rd - Apex Ranch Rd AM
Site Code : S234200
Start Date : 5/31/2024
Page No : 2

	Elbert Rd Southbound					Apex Ranch Rd Westbound					Elbert Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	9	0	0	9	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	18
07:05	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
07:10	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	13
07:15	0	6	0	0	6	0	0	0	0	0	0	**13**	0	0	**13**	0	0	0	0	0	**19**
07:20	0	5	0	0	5	0	0	**2**	0	**2**	0	5	0	0	5	0	0	0	0	0	12
07:25	0	7	0	0	7	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	13
07:30	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
07:35	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
07:40	0	**10**	0	0	**10**	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
07:45	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
07:50	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16
07:55	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11
Total Volume	0	82	0	0	82	0	0	5	0	5	0	75	0	0	75	0	0	0	0	0	162
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.683	.000	.000	.683	.000	.000	.208	.000	.208	.000	.481	.000	.000	.481	.000	.000	.000	.000	.000	.711

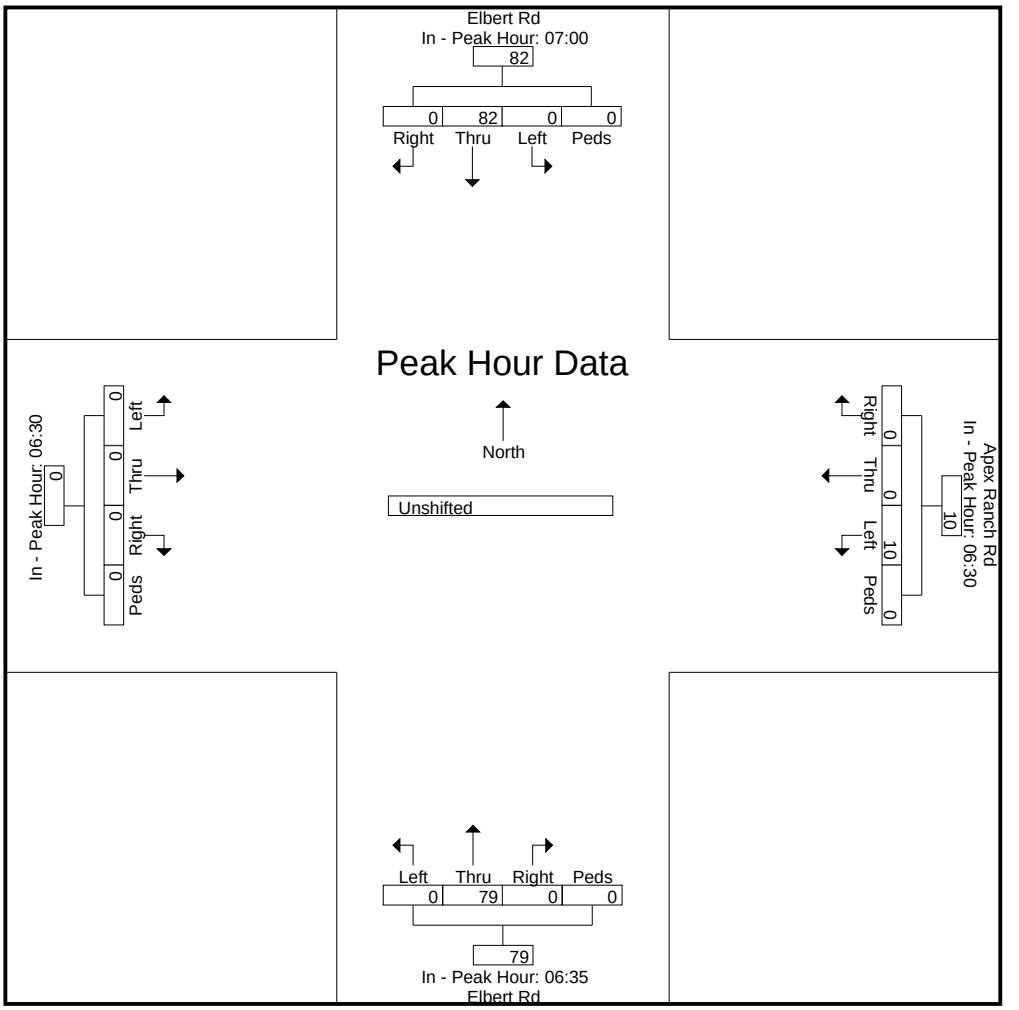


LSC Transportation Consultants, Inc.

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

File Name : Elbert Rd - Apex Ranch Rd AM
Site Code : S234200
Start Date : 5/31/2024
Page No : 3

	Elbert Rd Southbound					Apex Ranch Rd Westbound					Elbert Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00					06:30					06:35					06:30					
+0 mins.	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	
+5 mins.	0	6	0	0	6	0	0	**3**	0	**3**	0	7	0	0	7	0	0	0	0	0	
+10 mins.	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	
+15 mins.	0	6	0	0	6	0	0	3	0	3	0	5	0	0	5	0	0	0	0	0	
+20 mins.	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	
+25 mins.	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	
+30 mins.	0	5	0	0	5	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	
+35 mins.	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	
+40 mins.	0	**10**	0	0	**10**	0	0	0	0	0	0	**13**	0	0	**13**	0	0	0	0	0	
+45 mins.	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	
+50 mins.	0	8	0	0	8	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	
+55 mins.	0	5	0	0	5	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	
Total Volume	0	82	0	0	82	0	0	10	0	10	0	79	0	0	79	0	0	0	0	0	
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.683	.000	.000	.683	.000	.000	.278	.000	.278	.000	.506	.000	.000	.506	.000	.000	.000	.000	.000	



LSC Transportation Consultants, Inc.

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

File Name : Elbert Rd - Apex Ranch Rd Rd PM
Site Code : S234200
Start Date : 5/31/2024
Page No : 1

Groups Printed- Unshifted

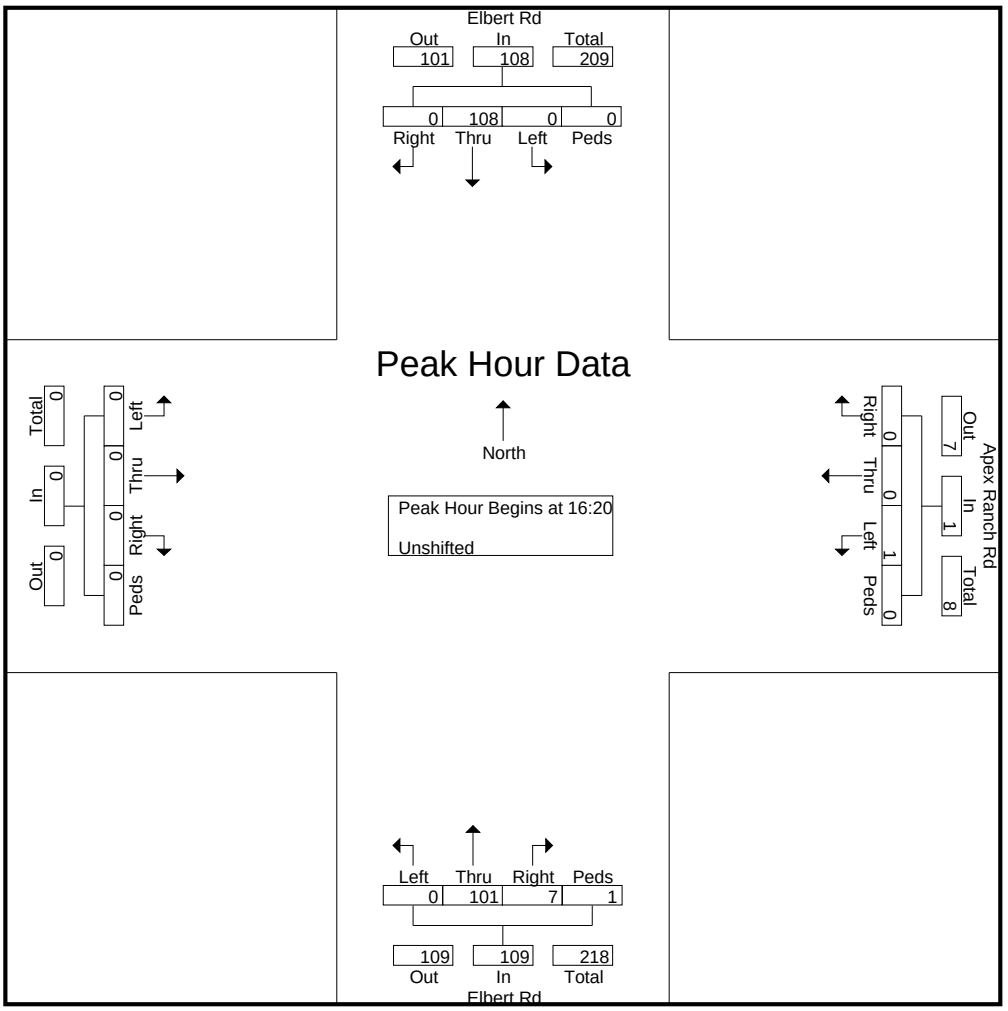
	Elbert Rd Southbound					Apex Ranch Rd Westbound					Elbert Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
16:05	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
16:10	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
16:15	0	5	0	0	5	0	0	2	0	2	0	7	0	0	7	0	0	0	0	0	14
16:20	0	11	0	0	11	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	19
16:25	0	13	0	0	13	0	0	0	0	0	0	5	0	1	6	0	0	0	0	0	19
16:30	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	20
16:35	0	13	0	0	13	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	23
16:40	0	8	0	0	8	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	16
16:45	0	7	0	0	7	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	16
16:50	0	10	0	0	10	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	15
16:55	0	8	0	0	8	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	17
Total	0	95	0	0	95	0	0	3	0	3	6	85	0	1	92	0	0	0	0	0	190
17:00	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
17:05	0	8	0	0	8	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	21
17:10	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21
17:15	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	18
17:20	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
17:25	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
17:30	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	21
17:35	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17
17:40	0	12	0	0	12	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	23
17:45	0	4	0	0	4	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	13
17:50	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	18
17:55	0	8	0	0	8	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	15
Total	0	94	0	0	94	0	0	1	0	1	3	105	0	0	108	0	0	0	0	0	203
Grand Total	0	189	0	0	189	0	0	4	0	4	9	190	0	1	200	0	0	0	0	0	393
Apprch %	0	100	0	0		0	0	100	0		4.5	95	0	0.5		0	0	0	0		
Total %	0	48.1	0	0	48.1	0	0	1	0	1	2.3	48.3	0	0.3	50.9	0	0	0	0	0	

LSC Transportation Consultants, Inc.

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

File Name : Elbert Rd - Apex Ranch Rd Rd PM
Site Code : S234200
Start Date : 5/31/2024
Page No : 2

	Elbert Rd Southbound					Apex Ranch Rd Westbound					Elbert Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:20																					
16:20	0	11	0	0	11	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	19
16:25	0	**13**	0	0	**13**	0	0	0	0	0	0	5	0	**1**	6	0	0	0	0	0	19
16:30	0	6	0	0	6	0	0	0	0	0	0	**14**	0	0	**14**	0	0	0	0	0	20
16:35	0	13	0	0	13	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	**23**
16:40	0	8	0	0	8	0	0	0	0	0	**2**	6	0	0	8	0	0	0	0	0	16
16:45	0	7	0	0	7	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	16
16:50	0	10	0	0	10	0	0	**1**	0	**1**	0	4	0	0	4	0	0	0	0	0	15
16:55	0	8	0	0	8	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	17
17:00	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
17:05	0	8	0	0	8	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	21
17:10	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21
17:15	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	18
Total Volume	0	108	0	0	108	0	0	1	0	1	7	101	0	1	109	0	0	0	0	0	218
% App. Total	0	100	0	0		0	0	100	0		6.4	92.7	0	0.9		0	0	0	0		
PHF	.000	.692	.000	.000	.692	.000	.000	.083	.000	.083	.292	.601	.000	.083	.649	.000	.000	.000	.000	.000	.790

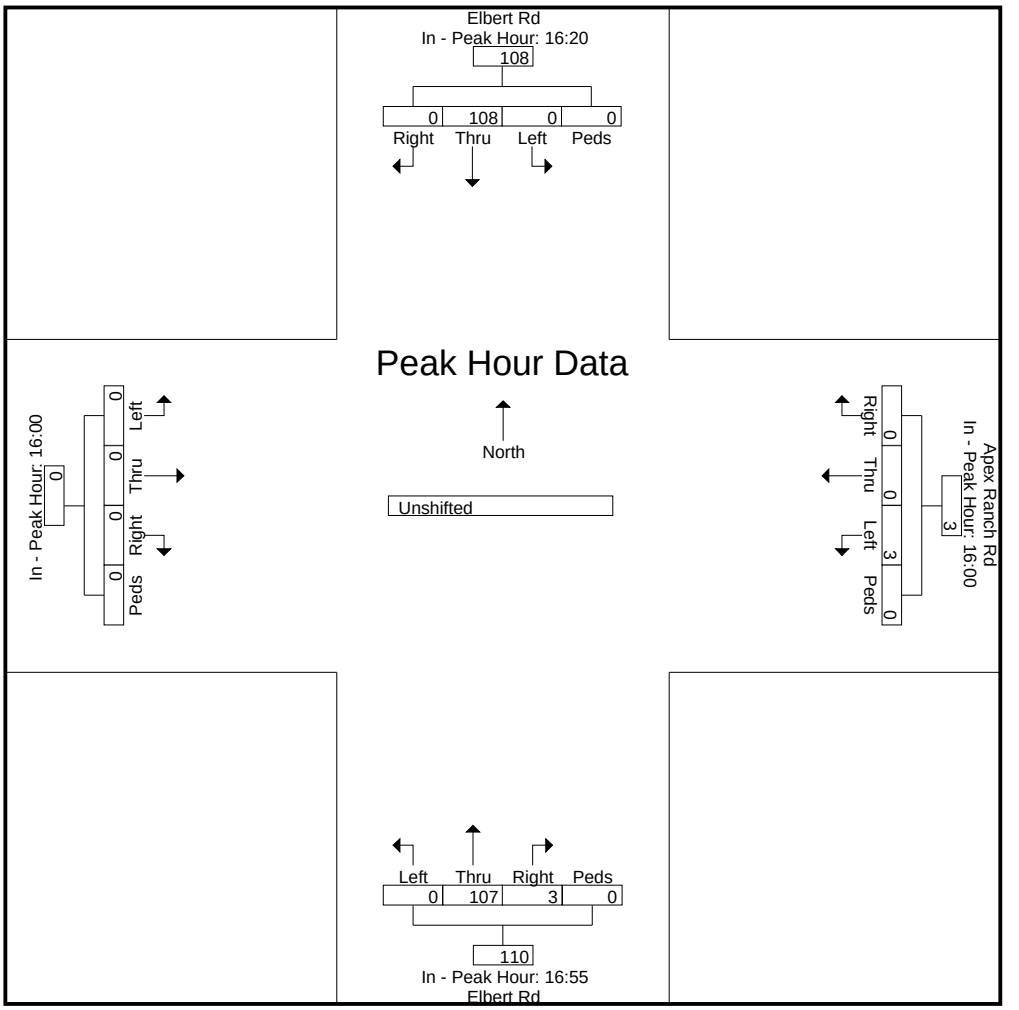


LSC Transportation Consultants, Inc.

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

File Name : Elbert Rd - Apex Ranch Rd Rd PM
Site Code : S234200
Start Date : 5/31/2024
Page No : 3

	Elbert Rd Southbound					Apex Ranch Rd Westbound					Elbert Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:20					16:00					16:55					16:00					
+0 mins.	0	11	0	0	11	0	0	0	0	0	**1**	8	0	0	9	0	0	0	0	0	
+5 mins.	0	**13**	0	0	**13**	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	
+10 mins.	0	6	0	0	6	0	0	0	0	0	1	**12**	0	0	**13**	0	0	0	0	0	
+15 mins.	0	13	0	0	13	0	0	**2**	0	**2**	0	10	0	0	10	0	0	0	0	0	
+20 mins.	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	
+25 mins.	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	
+30 mins.	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	
+35 mins.	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	
+40 mins.	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	
+45 mins.	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	
+50 mins.	0	11	0	0	11	0	0	1	0	1	1	8	0	0	9	0	0	0	0	0	
+55 mins.	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	
Total Volume	0	108	0	0	108	0	0	3	0	3	3	107	0	0	110	0	0	0	0	0	
% App. Total	0	100	0	0		0	0	100	0		2.7	97.3	0	0		0	0	0	0		
PHF	.000	.692	.000	.000	.692	.000	.000	.125	.000	.125	.250	.743	.000	.000	.705	.000	.000	.000	.000	.000	



LSC Transportation Consultants, Inc.

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

File Name : Elbert Rd - Sweet Rd AM
Site Code : S234200
Start Date : 5/31/2024
Page No : 1

Groups Printed- Unshifted

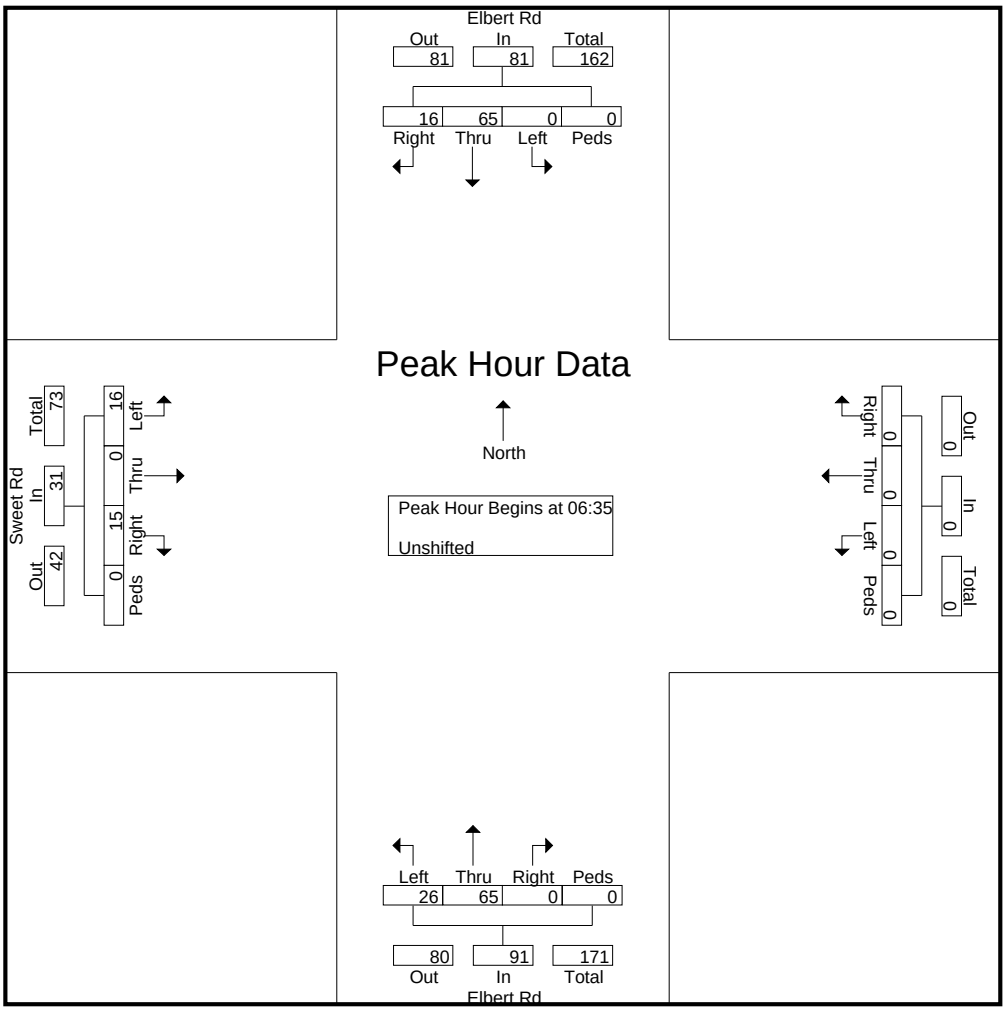
	Elbert Rd Southbound					Westbound					Elbert Rd Northbound					Sweet Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	1	8	0	0	9	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	15
06:35	1	5	0	0	6	0	0	0	0	0	0	7	2	0	9	2	0	1	0	3	18
06:40	1	6	0	0	7	0	0	0	0	0	0	3	2	0	5	1	0	3	0	4	16
06:45	1	6	0	0	7	0	0	0	0	0	0	5	4	0	9	0	0	0	0	0	16
06:50	0	3	0	0	3	0	0	0	0	0	0	4	3	0	7	2	0	1	0	3	13
06:55	3	6	0	0	9	0	0	0	0	0	0	4	1	0	5	2	0	2	0	4	18
Total	7	34	0	0	41	0	0	0	0	0	0	27	14	0	41	7	0	7	0	14	96
07:00	1	5	0	0	6	0	0	0	0	0	0	6	1	0	7	0	0	2	0	2	15
07:05	1	9	0	0	10	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	20
07:10	0	6	0	0	6	0	0	0	0	0	0	5	2	0	7	1	0	3	0	4	17
07:15	2	3	0	0	5	0	0	0	0	0	0	9	3	0	12	0	0	1	0	1	18
07:20	1	7	0	0	8	0	0	0	0	0	0	3	4	0	7	3	0	1	0	4	19
07:25	3	4	0	0	7	0	0	0	0	0	0	6	2	0	8	2	0	0	0	2	17
07:30	2	5	0	0	7	0	0	0	0	0	0	5	1	0	6	1	0	2	0	3	16
07:35	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14
07:40	1	4	0	0	5	0	0	0	0	0	0	3	2	0	5	1	0	2	0	3	13
07:45	1	6	0	0	7	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	14
07:50	1	7	0	0	8	0	0	0	0	0	0	6	4	0	10	2	0	2	0	4	22
07:55	0	1	0	0	1	0	0	0	0	0	0	3	4	0	7	2	0	2	0	4	12
Total	13	66	0	0	79	0	0	0	0	0	0	64	24	0	88	15	0	15	0	30	197
08:00	2	3	0	0	5	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	12
08:05	1	4	0	0	5	0	0	0	0	0	0	5	1	0	6	4	0	0	0	4	15
08:10	0	6	0	0	6	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	11
08:15	1	5	0	0	6	0	0	0	0	0	0	9	4	0	13	2	0	0	0	2	21
08:20	0	7	0	0	7	0	0	0	0	0	0	9	2	0	11	2	0	1	0	3	21
08:25	1	5	0	0	6	0	0	0	0	0	0	4	1	0	5	4	0	1	0	5	16
Grand Total	25	130	0	0	155	0	0	0	0	0	0	126	48	0	174	35	0	25	0	60	389
Apprch %	16.1	83.9	0	0		0	0	0	0		0	72.4	27.6	0		58.3	0	41.7	0		
Total %	6.4	33.4	0	0	39.8	0	0	0	0	0	0	32.4	12.3	0	44.7	9	0	6.4	0	15.4	

LSC Transportation Consultants, Inc.

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

File Name : Elbert Rd - Sweet Rd AM
Site Code : S234200
Start Date : 5/31/2024
Page No : 2

	Elbert Rd Southbound					Westbound					Elbert Rd Northbound					Sweet Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:35																					
06:35	1	5	0	0	6	0	0	0	0	0	0	7	2	0	9	2	0	1	0	3	18
06:40	1	6	0	0	7	0	0	0	0	0	0	3	2	0	5	1	0	**3**	0	**4**	16
06:45	1	6	0	0	7	0	0	0	0	0	0	5	**4**	0	9	0	0	0	0	0	16
06:50	0	3	0	0	3	0	0	0	0	0	0	4	3	0	7	2	0	1	0	3	13
06:55	**3**	6	0	0	9	0	0	0	0	0	0	4	1	0	5	2	0	2	0	4	18
07:00	1	5	0	0	6	0	0	0	0	0	0	6	1	0	7	0	0	2	0	2	15
07:05	1	**9**	0	0	**10**	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	**20**
07:10	0	6	0	0	6	0	0	0	0	0	0	5	2	0	7	1	0	3	0	4	17
07:15	2	3	0	0	5	0	0	0	0	0	0	**9**	3	0	**12**	0	0	1	0	1	18
07:20	1	7	0	0	8	0	0	0	0	0	0	3	4	0	7	**3**	0	1	0	4	19
07:25	3	4	0	0	7	0	0	0	0	0	0	6	2	0	8	2	0	0	0	2	17
07:30	2	5	0	0	7	0	0	0	0	0	0	5	1	0	6	1	0	2	0	3	16
Total Volume	16	65	0	0	81	0	0	0	0	0	0	65	26	0	91	15	0	16	0	31	203
% App. Total	19.8	80.2	0	0		0	0	0	0		0	71.4	28.6	0		48.4	0	51.6	0		
PHF	.444	.602	.000	.000	.675	.000	.000	.000	.000	.000	.000	.602	.542	.000	.632	.417	.000	.444	.000	.646	.846



LSC Transportation Consultants, Inc.

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

File Name : Elbert Rd - Sweet Rd AM
Site Code : S234200
Start Date : 5/31/2024
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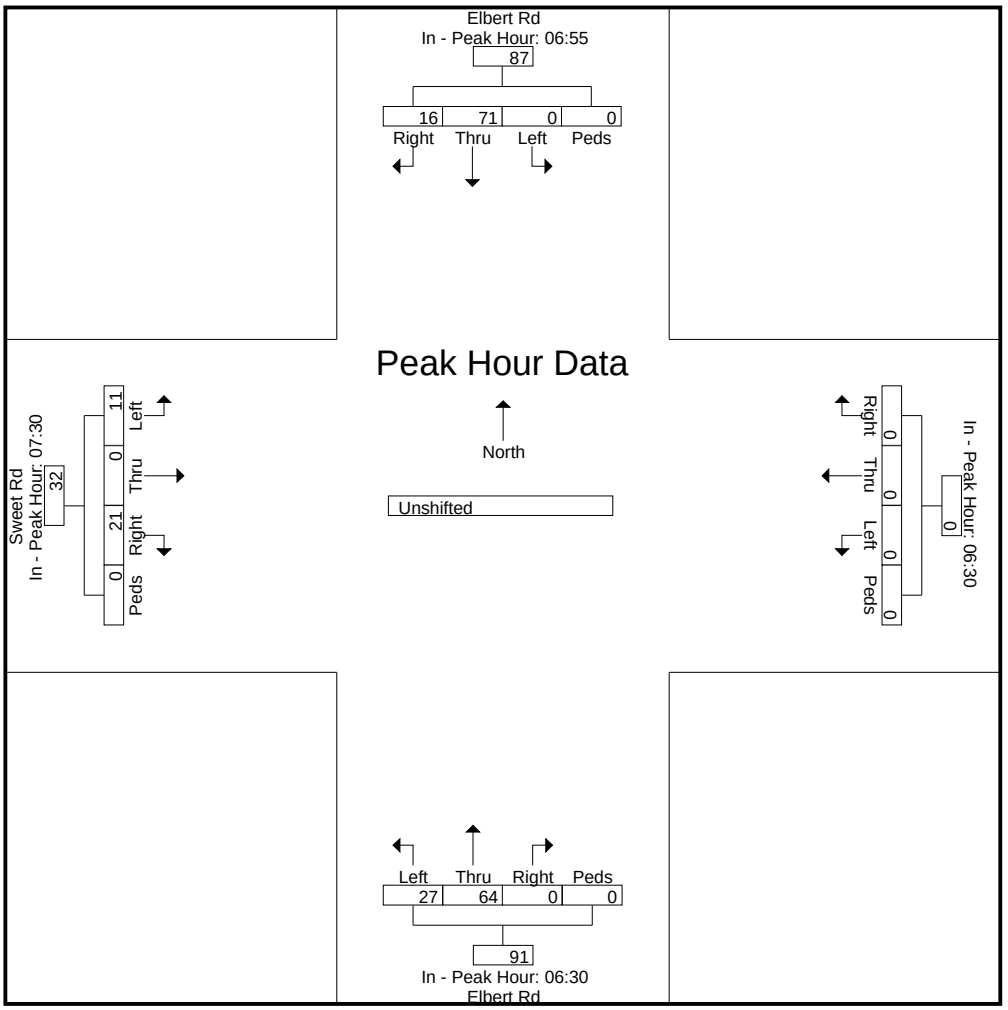
	Elbert Rd Southbound					Westbound					Elbert Rd Northbound					Sweet Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:55					06:30					06:30					07:30					
+0 mins.	**3**	6	0	0	9	0	0	0	0	0	0	4	2	0	6	1	0	**2**	0	3	
+5 mins.	1	5	0	0	6	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	
+10 mins.	1	**9**	0	0	**10**	0	0	0	0	0	0	3	2	0	5	1	0	2	0	3	
+15 mins.	0	6	0	0	6	0	0	0	0	0	0	5	**4**	0	9	2	0	0	0	2	
+20 mins.	2	3	0	0	5	0	0	0	0	0	0	4	3	0	7	2	0	2	0	4	
+25 mins.	1	7	0	0	8	0	0	0	0	0	0	4	1	0	5	2	0	2	0	4	
+30 mins.	3	4	0	0	7	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	
+35 mins.	2	5	0	0	7	0	0	0	0	0	0	8	1	0	9	**4**	0	0	0	4	
+40 mins.	0	9	0	0	9	0	0	0	0	0	0	5	2	0	7	1	0	1	0	2	
+45 mins.	1	4	0	0	5	0	0	0	0	0	0	**9**	3	0	**12**	2	0	0	0	2	
+50 mins.	1	6	0	0	7	0	0	0	0	0	0	3	4	0	7	2	0	1	0	3	
+55 mins.	1	7	0	0	8	0	0	0	0	0	0	6	2	0	8	4	0	1	0	**5**	
Total Volume	16	71	0	0	87	0	0	0	0	0	0	64	27	0	91	21	0	11	0	32	
% App. Total	18.4	81.6	0	0		0	0	0	0		0	70.3	29.7	0		65.6	0	34.4	0		
PHF	.444	.657	.000	.000	.725	.000	.000	.000	.000	.000	.000	.593	.563	.000	.632	.438	.000	.458	.000	.533	



LSC Transportation Consultants, Inc.

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

File Name : Elbert Rd - Sweet Rd PM
Site Code : S234200
Start Date : 5/31/2024
Page No : 1

Groups Printed- Unshifted

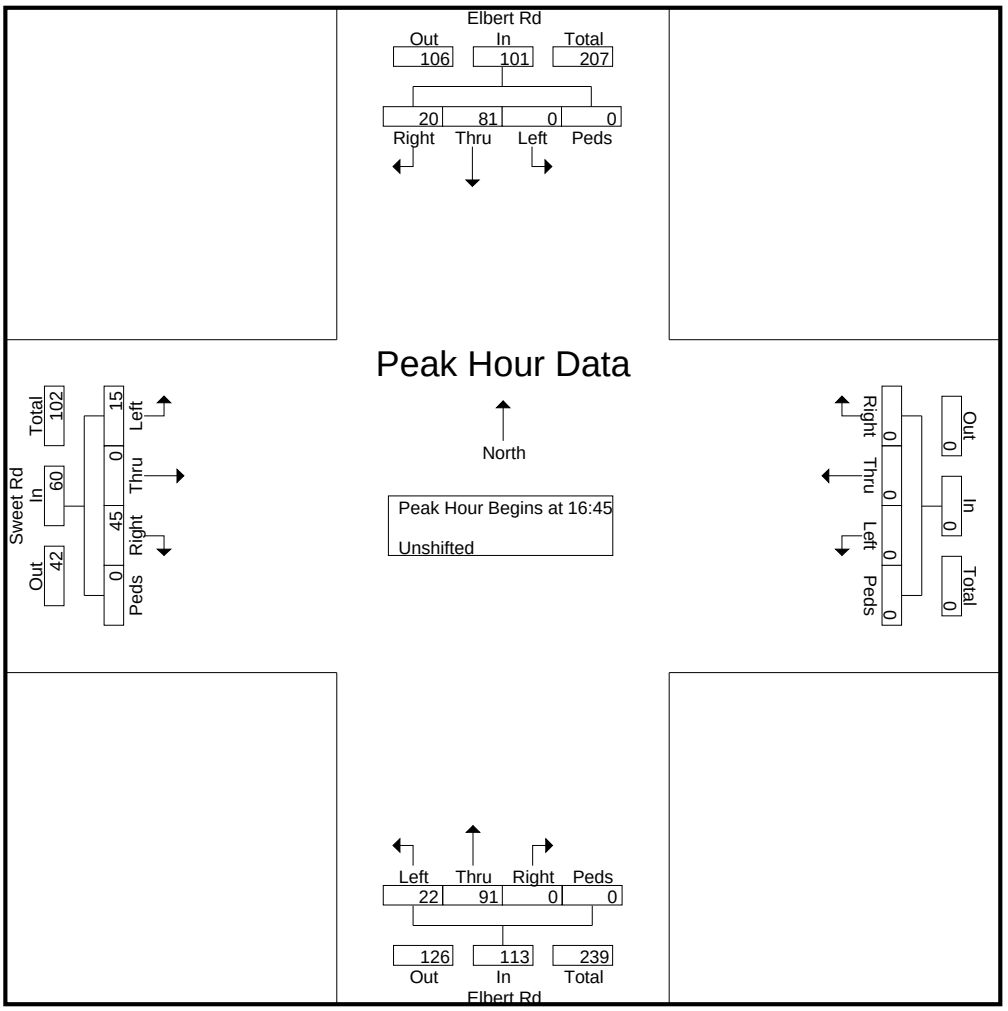
	Elbert Rd Southbound					Westbound					Elbert Rd Northbound					Sweet Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	1	3	0	0	4	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	11
16:05	1	4	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
16:10	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	1	0	1	0	2	10
16:15	1	7	0	0	8	0	0	0	0	0	0	9	1	0	10	2	0	0	0	2	20
16:20	1	9	0	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
16:25	3	12	0	0	15	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	25
16:30	1	5	0	0	6	0	0	0	0	0	0	9	0	0	9	4	0	3	0	7	22
16:35	1	14	0	0	15	0	0	0	0	0	0	6	0	0	6	8	0	1	0	9	30
16:40	4	4	0	0	8	0	0	0	0	0	0	6	2	0	8	2	0	1	0	3	19
16:45	1	5	0	0	6	0	0	0	0	0	0	5	2	0	7	10	0	3	0	13	26
16:50	6	6	0	0	12	0	0	0	0	0	0	10	0	0	10	2	0	0	0	2	24
16:55	3	6	0	0	9	0	0	0	0	0	0	3	1	0	4	2	0	2	0	4	17
Total	23	77	0	0	100	0	0	0	0	0	0	78	8	0	86	32	0	13	0	45	231
17:00	0	5	0	0	5	0	0	0	0	0	0	8	3	0	11	2	0	1	0	3	19
17:05	1	4	0	0	5	0	0	0	0	0	0	9	0	0	9	5	0	1	0	6	20
17:10	1	12	0	0	13	0	0	0	0	0	0	10	4	0	14	4	0	1	0	5	32
17:15	2	6	0	0	8	0	0	0	0	0	0	7	2	0	9	4	0	1	0	5	22
17:20	0	3	0	0	3	0	0	0	0	0	0	5	3	0	8	3	0	0	0	3	14
17:25	0	9	0	0	9	0	0	0	0	0	0	8	1	0	9	2	0	4	0	6	24
17:30	1	7	0	0	8	0	0	0	0	0	0	7	2	0	9	5	0	0	0	5	22
17:35	2	8	0	0	10	0	0	0	0	0	0	10	2	0	12	1	0	1	0	2	24
17:40	3	10	0	0	13	0	0	0	0	0	0	9	2	0	11	5	0	1	0	6	30
17:45	1	5	0	0	6	0	0	0	0	0	0	6	1	0	7	4	0	2	0	6	19
17:50	0	9	0	0	9	0	0	0	0	0	0	9	2	0	11	3	0	2	0	5	25
17:55	2	7	0	0	9	0	0	0	0	0	0	6	0	0	6	4	0	2	0	6	21
Total	13	85	0	0	98	0	0	0	0	0	0	94	22	0	116	42	0	16	0	58	272
Grand Total	36	162	0	0	198	0	0	0	0	0	0	172	30	0	202	74	0	29	0	103	503
Apprch %	18.2	81.8	0	0		0	0	0	0		0	85.1	14.9	0		71.8	0	28.2	0		
Total %	7.2	32.2	0	0	39.4	0	0	0	0	0	0	34.2	6	0	40.2	14.7	0	5.8	0	20.5	

LSC Transportation Consultants, Inc.

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

File Name : Elbert Rd - Sweet Rd PM
Site Code : S234200
Start Date : 5/31/2024
Page No : 2

	Elbert Rd Southbound					Westbound					Elbert Rd Northbound					Sweet Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	1	5	0	0	6	0	0	0	0	0	0	5	2	0	7	**10**	0	3	0	**13**	26
16:50	**6**	6	0	0	12	0	0	0	0	0	0	**10**	0	0	10	2	0	0	0	2	24
16:55	3	6	0	0	9	0	0	0	0	0	0	3	1	0	4	2	0	2	0	4	17
17:00	0	5	0	0	5	0	0	0	0	0	0	8	3	0	11	2	0	1	0	3	19
17:05	1	4	0	0	5	0	0	0	0	0	0	9	0	0	9	5	0	1	0	6	20
17:10	1	**12**	0	0	**13**	0	0	0	0	0	0	10	**4**	0	**14**	4	0	1	0	5	**32**
17:15	2	6	0	0	8	0	0	0	0	0	0	7	2	0	9	4	0	1	0	5	22
17:20	0	3	0	0	3	0	0	0	0	0	0	5	3	0	8	3	0	0	0	3	14
17:25	0	9	0	0	9	0	0	0	0	0	0	8	1	0	9	2	0	**4**	0	6	24
17:30	1	7	0	0	8	0	0	0	0	0	0	7	2	0	9	5	0	0	0	5	22
17:35	2	8	0	0	10	0	0	0	0	0	0	10	2	0	12	1	0	1	0	2	24
17:40	3	10	0	0	13	0	0	0	0	0	0	9	2	0	11	5	0	1	0	6	30
Total Volume	20	81	0	0	101	0	0	0	0	0	0	91	22	0	113	45	0	15	0	60	274
% App. Total	19.8	80.2	0	0		0	0	0	0		0	80.5	19.5	0		75	0	25	0		
PHF	.278	.563	.000	.000	.647	.000	.000	.000	.000	.000	.000	.758	.458	.000	.673	.375	.000	.313	.000	.385	.714

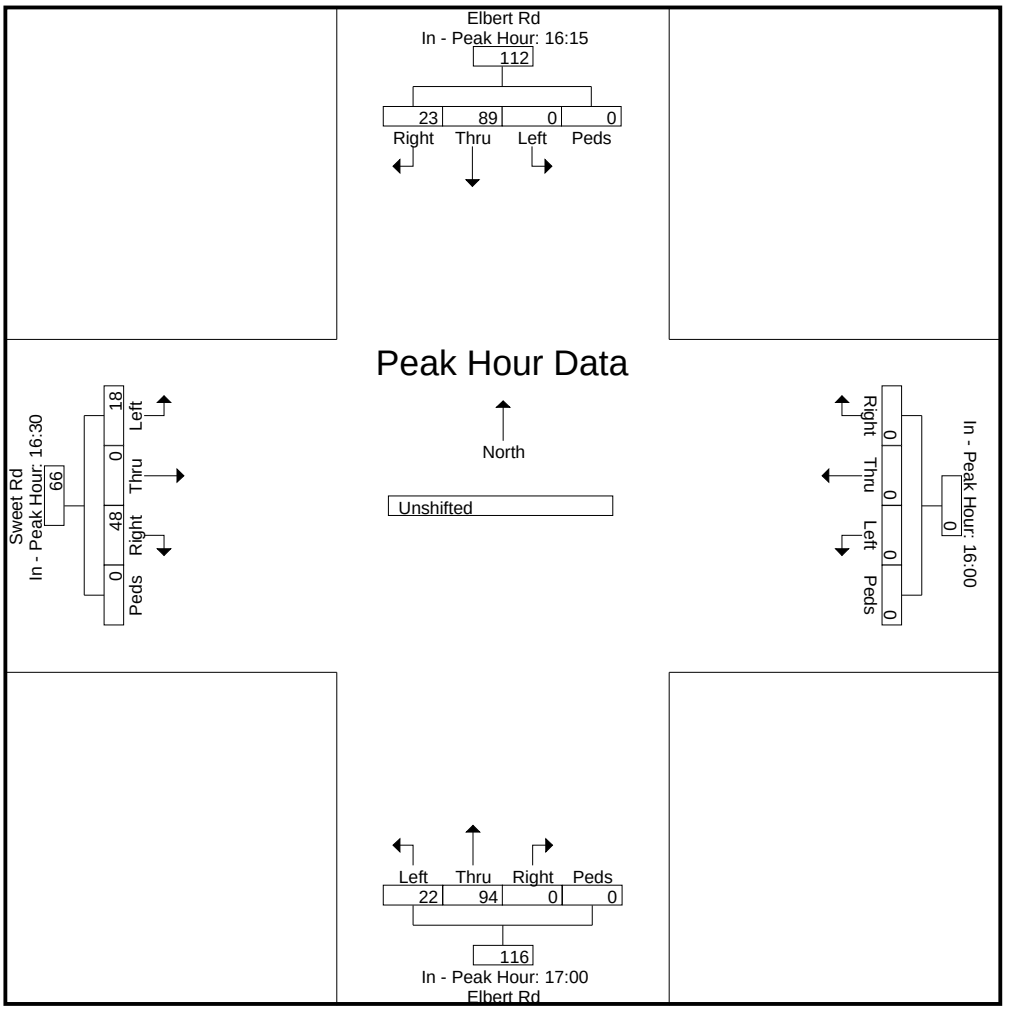


LSC Transportation Consultants, Inc.

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

File Name : Elbert Rd - Sweet Rd PM
Site Code : S234200
Start Date : 5/31/2024
Page No : 3

	Elbert Rd Southbound					Westbound					Elbert Rd Northbound					Sweet Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:15					16:00					17:00					16:30					
+0 mins.	1	7	0	0	8	0	0	0	0	0	0	8	3	0	11	4	0	3	0	7	
+5 mins.	1	9	0	0	10	0	0	0	0	0	0	9	0	0	9	8	0	1	0	9	
+10 mins.	3	12	0	0	**15**	0	0	0	0	0	0	**10**	**4**	0	**14**	2	0	1	0	3	
+15 mins.	1	5	0	0	6	0	0	0	0	0	0	7	2	0	9	**10**	0	3	0	**13**	
+20 mins.	1	**14**	0	0	15	0	0	0	0	0	0	5	3	0	8	2	0	0	0	2	
+25 mins.	4	4	0	0	8	0	0	0	0	0	0	8	1	0	9	2	0	2	0	4	
+30 mins.	1	5	0	0	6	0	0	0	0	0	0	7	2	0	9	2	0	1	0	3	
+35 mins.	**6**	6	0	0	12	0	0	0	0	0	0	10	2	0	12	5	0	1	0	6	
+40 mins.	3	6	0	0	9	0	0	0	0	0	0	9	2	0	11	4	0	1	0	5	
+45 mins.	0	5	0	0	5	0	0	0	0	0	0	6	1	0	7	4	0	1	0	5	
+50 mins.	1	4	0	0	5	0	0	0	0	0	0	9	2	0	11	3	0	0	0	3	
+55 mins.	1	12	0	0	13	0	0	0	0	0	0	6	0	0	6	2	0	**4**	0	6	
Total Volume	23	89	0	0	112	0	0	0	0	0	0	94	22	0	116	48	0	18	0	66	
% App. Total	20.5	79.5	0	0		0	0	0	0		0	81	19	0		72.7	0	27.3	0		
PHF	.319	.530	.000	.000	.622	.000	.000	.000	.000	.000	.000	.783	.458	.000	.690	.400	.000	.375	.000	.423	



Levels of Service

TRANSPORTATION
CONSULTANTS, INC.

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	0	75	0	0	82
Future Vol, veh/h	5	0	75	0	0	82
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	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	0	90	0	0	99

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	189	90	0	0	90	0
Stage 1	90	-	-	-	-	-
Stage 2	99	-	-	-	-	-
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	800	968	-	-	1505	-
Stage 1	934	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	800	968	-	-	1505	-
Mov Cap-2 Maneuver	800	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	925	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	800	1505	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	9.5	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	15	21	65	71	16
Future Vol, veh/h	15	15	21	65	71	16
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	78	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	18	25	78	86	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	224	96	105	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	128	-	-	-	-	-
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	764	960	1486	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	750	960	1486	-	-	-
Mov Cap-2 Maneuver	750	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1486	-	839	-	-
HCM Lane V/C Ratio	0.017	-	0.044	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	0	98	7	0	105
Future Vol, veh/h	3	0	98	7	0	105
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	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	118	8	0	127

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	249	122	0	0	126	0
Stage 1	122	-	-	-	-	-
Stage 2	127	-	-	-	-	-
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	739	929	-	-	1460	-
Stage 1	903	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	739	929	-	-	1460	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	899	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	739	1460	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	-	-	9.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	45	22	91	81	20
Future Vol, veh/h	15	45	22	91	81	20
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	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	54	27	110	98	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	274	110	122	0	-	0
Stage 1	110	-	-	-	-	-
Stage 2	164	-	-	-	-	-
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	716	943	1465	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	702	943	1465	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1465	-	868	-	-
HCM Lane V/C Ratio	0.018	-	0.083	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	2	77	2	0	82
Future Vol, veh/h	11	2	77	2	0	82
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	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	3	93	2	0	99

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	193	94	0	0	95	0
Stage 1	94	-	-	-	-	-
Stage 2	99	-	-	-	-	-
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	796	963	-	-	1499	-
Stage 1	930	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	796	963	-	-	1499	-
Mov Cap-2 Maneuver	796	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	925	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	818	1499	-
HCM Lane V/C Ratio	-	-	0.02	-	-
HCM Control Delay (s)	-	-	9.5	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	2	77	10	0	93
Future Vol, veh/h	25	2	77	10	0	93
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	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	3	93	12	0	112

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	211	99	0	0	105	0
Stage 1	99	-	-	-	-	-
Stage 2	112	-	-	-	-	-
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	777	957	-	-	1486	-
Stage 1	925	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	777	957	-	-	1486	-
Mov Cap-2 Maneuver	777	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	913	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	788	1486	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	-	-	9.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	15	21	73	92	26
Future Vol, veh/h	19	15	21	73	92	26
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	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	19	25	88	111	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	265	127	142	0	-	0
Stage 1	127	-	-	-	-	-
Stage 2	138	-	-	-	-	-
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	724	923	1441	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	711	923	1441	-	-	-
Mov Cap-2 Maneuver	711	-	-	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1441	-	791	-	-
HCM Lane V/C Ratio	0.018	-	0.055	-	-
HCM Control Delay (s)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	2	100	9	0	105
Future Vol, veh/h	9	2	100	9	0	105
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	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	3	120	11	0	127

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	253	126	0	0	131	0
Stage 1	126	-	-	-	-	-
Stage 2	127	-	-	-	-	-
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	736	924	-	-	1454	-
Stage 1	900	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	736	924	-	-	1454	-
Mov Cap-2 Maneuver	736	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	899	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	764	1454	-
HCM Lane V/C Ratio	-	-	0.018	-	-
HCM Control Delay (s)	-	-	9.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	2	107	10	0	114
Future Vol, veh/h	25	2	107	10	0	114
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	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	3	129	12	0	137

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	272	135	0	0	141	0
Stage 1	135	-	-	-	-	-
Stage 2	137	-	-	-	-	-
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	717	914	-	-	1442	-
Stage 1	891	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	717	914	-	-	1442	-
Mov Cap-2 Maneuver	717	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	729	1442	-
HCM Lane V/C Ratio	-	-	0.047	-	-
HCM Control Delay (s)	-	-	10.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	45	22	99	102	30
Future Vol, veh/h	19	45	22	99	102	30
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	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	54	27	119	123	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	314	141	159	0	-	0
Stage 1	141	-	-	-	-	-
Stage 2	173	-	-	-	-	-
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	679	907	1420	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	665	907	1420	-	-	-
Mov Cap-2 Maneuver	665	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	1.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1420	-	819	-	-
HCM Lane V/C Ratio	0.019	-	0.094	-	-
HCM Control Delay (s)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	0	120	0	0	120
Future Vol, veh/h	5	0	120	0	0	120
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	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	0	145	0	0	145

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	290	145	0	0	145	0
Stage 1	145	-	-	-	-	-
Stage 2	145	-	-	-	-	-
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	701	902	-	-	1437	-
Stage 1	882	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	701	902	-	-	1437	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	882	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	701	1437	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	-	-	10.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	25	30	95	100	25
Future Vol, veh/h	25	25	30	95	100	25
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	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	30	36	114	120	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	321	135	150	0	-	0
Stage 1	135	-	-	-	-	-
Stage 2	186	-	-	-	-	-
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	673	914	1431	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	655	914	1431	-	-	-
Mov Cap-2 Maneuver	655	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	846	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1431	-	763	-	-
HCM Lane V/C Ratio	0.025	-	0.079	-	-
HCM Control Delay (s)	7.6	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	0	148	7	0	142
Future Vol, veh/h	3	0	148	7	0	142
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	78	78	87	87	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	170	8	0	171

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	345	174	0	0	178	0
Stage 1	174	-	-	-	-	-
Stage 2	171	-	-	-	-	-
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	652	869	-	-	1398	-
Stage 1	856	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	652	869	-	-	1398	-
Mov Cap-2 Maneuver	652	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	652	1398	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	-	-	10.6	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	65	35	130	115	30
Future Vol, veh/h	25	65	35	130	115	30
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	83	83	87	87	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	78	40	149	139	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	386	157	175	0	-	0
Stage 1	157	-	-	-	-	-
Stage 2	229	-	-	-	-	-
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	617	889	1401	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	598	889	1401	-	-	-
Mov Cap-2 Maneuver	598	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1401	-	783	-	-
HCM Lane V/C Ratio	0.029	-	0.138	-	-
HCM Control Delay (s)	7.6	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	2	122	2	0	120
Future Vol, veh/h	11	2	122	2	0	120
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	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	3	147	2	0	145

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	293	148	0	0	149	0
Stage 1	148	-	-	-	-	-
Stage 2	145	-	-	-	-	-
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	698	899	-	-	1432	-
Stage 1	880	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	698	899	-	-	1432	-
Mov Cap-2 Maneuver	698	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	882	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	723	1432	-
HCM Lane V/C Ratio	-	-	0.023	-	-
HCM Control Delay (s)	-	-	10.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	2	122	10	0	131
Future Vol, veh/h	25	2	122	10	0	131
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	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	3	147	12	0	158

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	311	153	0	0	159	0
Stage 1	153	-	-	-	-	-
Stage 2	158	-	-	-	-	-
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	681	893	-	-	1420	-
Stage 1	875	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	681	893	-	-	1420	-
Mov Cap-2 Maneuver	681	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	693	1420	-
HCM Lane V/C Ratio	-	-	0.05	-	-
HCM Control Delay (s)	-	-	10.5	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	25	30	103	121	35
Future Vol, veh/h	29	25	30	103	121	35
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	83	83	83	83	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	30	36	124	139	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	355	159	179	0	-	0
Stage 1	159	-	-	-	-	-
Stage 2	196	-	-	-	-	-
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	643	886	1397	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	625	886	1397	-	-	-
Mov Cap-2 Maneuver	625	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1397	-	724	-	-
HCM Lane V/C Ratio	0.026	-	0.09	-	-
HCM Control Delay (s)	7.6	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	2	150	9	0	142
Future Vol, veh/h	9	2	150	9	0	142
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	78	78	87	87	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	3	172	10	0	171

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	348	177	0	0	182	0
Stage 1	177	-	-	-	-	-
Stage 2	171	-	-	-	-	-
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	649	866	-	-	1393	-
Stage 1	854	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	649	866	-	-	1393	-
Mov Cap-2 Maneuver	649	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	859	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	680	1393	-
HCM Lane V/C Ratio	-	-	0.021	-	-
HCM Control Delay (s)	-	-	10.4	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	2	157	10	0	151
Future Vol, veh/h	25	2	157	10	0	151
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	78	78	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	3	180	11	0	174

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	360	186	0	0	191	0
Stage 1	186	-	-	-	-	-
Stage 2	174	-	-	-	-	-
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	639	856	-	-	1383	-
Stage 1	846	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	639	856	-	-	1383	-
Mov Cap-2 Maneuver	639	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	856	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	651	1383	-
HCM Lane V/C Ratio	-	-	0.053	-	-
HCM Control Delay (s)	-	-	10.8	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	65	35	138	136	40
Future Vol, veh/h	29	65	35	138	136	40
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	83	83	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	78	40	159	156	46

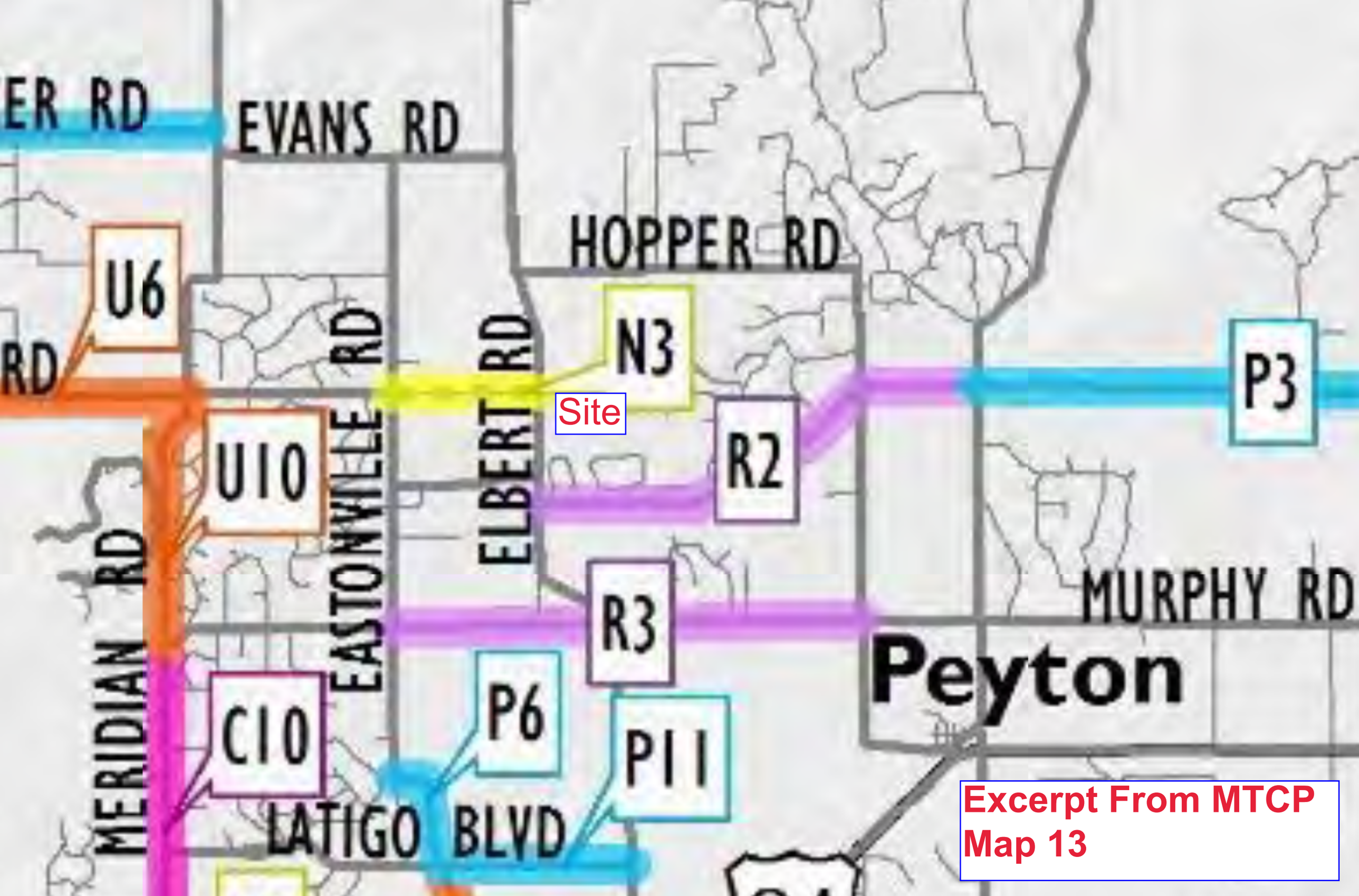
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	418	179	202	0	-	0
Stage 1	179	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	591	864	1370	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	572	864	1370	-	-	-
Mov Cap-2 Maneuver	572	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1370	-	746	-	-
HCM Lane V/C Ratio	0.029	-	0.152	-	-
HCM Control Delay (s)	7.7	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

MTCP Map

TRANSPORTATION
CONSULTANTS, INC.


ER RD
EVANS RD
HOPPER RD
U6
RD
N3
P3
Site
R2
U10
MERIDIAN RD
EASTONVILLE RD
ELBERT RD
R3
MURPHY RD
Peyton
C10
P6
P11
LATIGO BLVD
Excerpt From MTCP
Map 13