



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

## MEMORANDUM

---

DATE: July 12, 2017

TO: Kari Parsons/Jeff Rice – El Paso County Planning and Community Development

FROM: Jeffrey C. Hodsdon - LSC Transportation Consultants, Inc.

SUBJECT: Lorson Ranch East  
PUDSP-16-003  
Response to Comments Memorandum  
LSC #164360

---

Following are the LSC Transportation Consultants, Inc. responses to El Paso County Planning and Community Development comments regarding the March 7, 2017 Traffic Impact Analysis by LSC.

### EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT

#### Planning Reports

9. *Traffic Report-Update the traffic study to include the school site*

**LSC Response:** The updated traffic report includes a future 1,000-student, K-8 school.

10. *Please add the timing of the construction of Lorson and Fontaine Boulevards to include the crossings*

**LSC Response:** The updated traffic report addresses this comment.

#### Engineering Division Preliminary Plan/PUD DP

4. *Provide and revise notes as applicable regarding required noise study-reference ECM 2.5.3. Address where noise walls or other forms of mitigation would be placed if required (tracts, etc.)*

**LSC Response:** Noise studies will be required with the final plat submittal for any plat that with residential uses adjacent to Fontaine Boulevard.

## Transportation/Traffic Impact Study

1. *Address the requirement in the Sixth Amended Development Agreement (2015) requiring construction of a second point of access to Lorson Ranch prior to development of more than 1,750 dwelling units east of the Jimmy Camp Creek main channel.*

**LSC Response:** The report addresses this comment on page 2.

2. *Address Preliminary Plan comment #2 (justification for deviations), specifically #2.c, in the TIS.*
  - c. *Per ECM Table 2-7 and B.3.1.C, the design ADT of a Residential Collector is 10,000, which is exceeded by Lorson Boulevard. In a previous deviation approval (DEV-16-027) for the western portion of this road, the County Engineer specifically noted that the classification is a Non-Residential Collector. Revise the Preliminary Plan design or provide deviation requests as appropriate.*

**LSC Response:** The updated report addresses this comment. Also, please refer to the approved deviation for Lorson Boulevard east of Stingray Lane.

3. *Address the timing and method of “fair share”/proportionate offsite improvement contributions including the Lorson Blvd./Marksheffel and Fontaine/Lamprey traffic signals/intersections.*

**LSC Response:** The requested information has been added to the updated report. The Fontaine/Lamprey intersection is likely to be constructed as a modern roundabout. If a roundabout is constructed, a signal escrow would not apply. If the applicant decides against the roundabout option and constructs the intersection as a conventional intersection, signal escrow could be determined with future development beyond Lorson Ranch East (to the east of the Preliminary Plan area).

4. *Label Lorson Blvd. on the applicable figures.*

**LSC Response:** The labels have been added to the updated report as requested.

5. *On Figure 2, there appear to be some old road alignments overlapping the Preliminary Plan area; delete or label these alignments as appropriate.*

**LSC Response:** The old road alignments have been deleted as requested.

6. *Regarding the school site, include general traffic generation analysis and address the last requirement of ECM Section B.2.3.B regarding pedestrian facilities in the project vicinity. Address the pertinent pedestrian and bicycle analyses required by ECM Sections B.2.4.B, B.4.1.C and D.*

**LSC Response:** The updated report addresses this comment.

7. *Provide a summary table of recommended improvements and responsibilities.*

**LSC Response:** A summary table has been included in the updated report as requested.

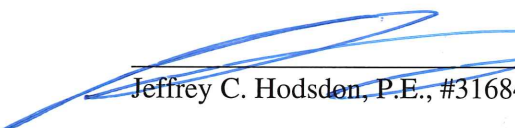


LSC TRANSPORTATION CONSULTANTS, INC.  
545 East Pikes Peak Avenue, Suite 210  
Colorado Springs, CO 80903  
(719) 633-2868  
FAX (719) 633-5430  
E-mail: [lsc@lsctrans.com](mailto:lsc@lsctrans.com)  
Website: <http://www.lsctrans.com>

## Lorson Ranch East Updated Traffic Impact and Access Analysis (LSC #164360) July 12, 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.

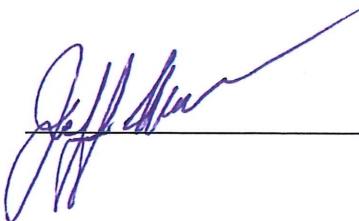
  
Jeffrey C. Hodsdon, P.E., #31684



  
Date

### Developer's Statement

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

  
\_\_\_\_\_

  
Date



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

July 12, 2017

Mr. Jeff Mark  
The Landhuis Company  
212 North Wahsatch Avenue, Suite 301  
Colorado Springs, CO 80903

RE: Lorson Ranch East  
Preliminary Plan  
El Paso County, Colorado  
Updated Traffic Impact and Access Analysis  
LSC #164360

Dear Mr. Mark:

LSC Transportation Consultants, Inc. has prepared this traffic impact analysis update to accompany the Preliminary Plan submittal for the Lorson Ranch East residential development to be located within the Lorson Ranch development in El Paso County, Colorado. The site location is shown on Figure 1.

## REPORT CONTENTS

The report contains the following:

- Recent/current street and traffic conditions in the vicinity of the site including the street widths, lane geometries, traffic controls, posted speed limits, street classification, etc.
- Existing traffic volumes at the key intersections in the vicinity of the site and estimates of short-term and 2040 background traffic volumes.
- The projected average weekday and peak-hour vehicle-trips to be generated by the land uses shown on the Preliminary Plan.
- The assignment of the projected trips to the existing and planned street system.
- The resulting short-term and 2040 total traffic volumes on the street system.
- The resulting traffic impacts. The traffic impacts have been quantified by determining the future levels of service at the intersections of Marksheffel Road/Lorson Boulevard, Marksheffel Road/Fontaine Boulevard and the proposed site access point intersections on Fontaine Boulevard and Lorson Boulevard.
- Recommendations for street functional classification, traffic controls, and auxiliary turn lanes.

## **SITE DEVELOPMENT AND LAND USE**

### **Land Use**

Phase 1 of Lorson Ranch East is planned to include 331 lots for single-family homes. This is the maximum number of homes that can be built prior to the construction of a second access for the Lorson Ranch Sketch Plan Area. At buildout Lorson Ranch East is planned to be developed with a total 826 lots for single-family homes and a Kindergarten through 8<sup>th</sup> grade school. The site plan is shown in Figure 2.

### **Access Points**

Three full-movement access points are proposed to Fontaine Boulevard about 390 and 1,158 feet west of Lamprey Drive and 1,335 feet east of Lamprey Drive. The proposed access points do not meet the criteria for intersection spacing on a Principal Arterials. However, the street will function as a Collector street for the foreseeable future and will be constructed as an interim Urban Non-Residential Collector street. Once Fontaine Boulevard is constructed as a Principal Arterial, all three access points would likely be restricted to right-in/right-out only. The access on the north side of Fontaine west of Lamprey may ultimately need to be closed in the long-term future.

Access is also proposed to a Residential Collector (Lamprey Drive), which will extend north from Lorson Boulevard, and a Residential Collector (Trappe Drive), which will extend south from Lorson Boulevard about 1,595 feet west of Lamprey Drive.

Two full-movement access points are proposed to Lorson Boulevard about 550 feet west of Lamprey Drive and 575 feet east of Trappe Drive.

### **Street Connections**

For Phase 1, Fontaine Boulevard is planned to be extended east from its current terminus at the intersection of Stingray Lane and Old Glory (east) to the westernmost Lorson Ranch East access only (Lamine Drive). Phase 1 would also include the construction of Lorson Boulevard between Stingray Lane and the first access on the north side of Lorson Boulevard (Willapa Drive). The section of Lorson Boulevard from Carriage Meadows South across the main channel of Jimmy Camp Creek to Stingray would not be included with Phase 1. The phasing plan is shown in Figure 3.

Following Phase 1, Fontaine Boulevard is planned to be extended east from Lamine Drive to the east boundary of the site. Lorson Boulevard is planned to be constructed across the main channel of Jimmy Camp Creek and from Willapa Drive to the east boundary of the site following Phase 1.

### **Pedestrian and Bicycle Route Analysis**

It is our understanding that a school access point to Fontaine Boulevard about 1,335 feet east of Lamprey Drive has been confirmed but any access to Lamprey Drive remains under discussion. Figure 4 shows a pedestrian and bicycle route analysis for the school based on preliminary assumptions as no site plan is available.

## Dwelling Unit Cap

Phase 1, at 331 dwelling units, would just meet the allowable 1,750 single-family equivalent dwelling units east of the main channel of Jimmy Camp Creek as per the amended development agreement. The development agreement states:

*Amendment Regarding Second Access. The Parties stipulate and agree that Lorson and LRMD shall be required to construct a second access benefitting all lots to that portion of Lorson Ranch lying east of the main channel of Jimmy Camp Creek only at such time as Lorson, or its successor or assign, submits a development application to the County that will increase the number of single-family-equivalent residential units above 1750 units approved or planned within that same area of Lorson Ranch.*

Table 1 shows the updated dwelling unit cap status table with the proposed Lorson East Phase 1 added. The development of any lots beyond the 331 lots included as part of Phase 1 will require Lorson Boulevard to be constructed from the Carriage Meadows South east boundary to Stingray Lane including a crossing of the main Jimmy Camp Creek channel.

## ROADWAY AND TRAFFIC CONDITIONS

### Area Roadways

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

- **Marksheffel Road** extends north from the Link Road/C&S Road intersection in Fountain, Colorado to north of Woodmen Road. Marksheffel Road is shown as a future four-lane Expressway on the County *Major Transportation Corridors Plan (MTCP)*. The posted speed limit on Marksheffel Road at Fontaine Boulevard is 45 miles per hour (mph). The PPRTA is currently upgrading Marksheffel Road between Mesa Ridge Parkway and Bradley Road. Road construction is in progress. This includes intersection improvements at the Fontaine Boulevard intersection.
- **Fontaine Boulevard** is designated as a four-lane Urban Principal Arterial east of Marksheffel Road and it has been constructed as such from Marksheffel Road east to Old Glory Drive. As part of this development Fontaine Boulevard will be extended east from Old Glory Drive adjacent to the site. In the interim, an Urban Non-Residential Collector Street will be constructed east of Stingray Lane as development progresses. The applicant will be dedicating 100 feet of right-of-way. The posted speed limit on Fontaine Boulevard is 35 mph just east of (and a short distance west of) Marksheffel Road. The speed limit increases to 45 mph just east of the bridge over Jimmy Camp Creek.
- **Lorson Boulevard** is a planned future roadway that will ultimately extend from Marksheffel Road about one-half mile south of Fontaine Boulevard. Initially, Lorson Boulevard is planned to cross the east tributary of Jimmy Camp Creek, then as required by the development

agreement, cross the main channel of Jimmy Camp Creek. The Phase 1 section of Lorson Boulevard will connect Stingray Lane and Willapa Drive (in Lorson East) via a bridge over the east tributary. Lorson Boulevard will be classified as an Urban Non-Residential Collector Street (modified for a 44-foot street width rather than the standard 52-foot street width) with an 80-foot-wide right-of-way. East of Stingray Lane, Lorson Boulevard will be classified as an Urban Non-Residential Collector Street (modified for a 44-foot street width rather than the standard 52-foot street width). The ROW will vary from 64 feet to 72 feet to accommodate anticipated future right-turn deceleration lanes. The ROW not adjacent to right turn lanes would be 64 feet. Also, tracts adjacent to the ROW will allow for future ROW expansion to 80 feet if ever needed. The proposed cross section includes two 14-foot "shared-use" travel lanes, a striped two-way left-turn lane and right-turn deceleration lanes where warranted. Approved deviation DEV17008 is attached for reference and additional detail.

### Existing Traffic Conditions

Figure 5 shows the recent traffic volumes at the intersection of Marksheffel Road/Fontaine Boulevard. The traffic volumes were based on traffic counts conducted by LSC in March 2017. The traffic count reports are attached.

### Existing Levels of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A represents control delay of less than 10 seconds for unsignalized and signalized intersections. LOS F represents control delay of more than 50 seconds for unsignalized intersections and more than 80 seconds for signalized intersections. Table 2 shows the level of service delay ranges.

<b>Table 2</b>			
<b>Intersection Levels of Service Delay Ranges</b>			
<b>Level of Service</b>	<b>Signalized Intersections</b>		<b>Unsignalized Intersections</b>
	<b>Average Control Delay (seconds per vehicle)</b>	<b>V/C<sup>(1)</sup></b>	<b>Average Control Delay (seconds per vehicle)<sup>(2)</sup></b>
A	10.0 sec or less	less than 0.60	10.0 sec or less
B	10.1-20.0 sec	0.60-0.69	10.1-15.0 sec
C	20.1-35.0 sec	0.70-0.79	15.1-25.0 sec
D	35.1-55.0 sec	0.80-0.89	25.1-35.0 sec
E	55.1-80.0 sec	0.90-0.99	35.1-50.0 sec
F	80.1 sec or more	1.00 and greater	50.1 sec or more

(1) Source: *Transportation Research Circular 212*  
(2) 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.

The intersection of Marksheffel/Fontaine was analyzed to determine the existing levels of service using Synchro. Figure 5 shows the level of service analysis results. As shown on the figure, all movements this intersection are currently operating at a level of service C or better during the peak hours. The level of service (LOS) reports are attached.

### **SHORT-TERM (YEAR 2020) BACKGROUND TRAFFIC**

Background traffic is the traffic estimated to be on the roadways without the Lorson Ranch East traffic. Background traffic includes the existing traffic and increases in through traffic on Marksheffel Road due to both regional growth and the extension of Mesa Ridge Parkway east to Marksheffel Road. The portion of the existing traffic volumes were also assumed to be rerouted due to the extension of Mesa Ridge Parkway east to Marksheffel Road. A portion of the existing traffic that currently travels to and from the west on Fontaine Boulevard was assumed to shift to travel to and from the south on Marksheffel Road to this new connection. The short-term background traffic also includes traffic generated by buildout of the residential portion of Lorson Ranch subdivisions north of Lorson Boulevard between Jimmy Camp Creek and the east tributary and the Carriage Meadows North and Carriage Meadows South subdivisions located west of Jimmy Camp Creek, but assumes zero traffic generated by Lorson Ranch East. The short-term background volumes assume Lorson Boulevard has been constructed east of Marksheffel Road to serve the Carriage Meadows South subdivision (with a street connection north to Fontaine Boulevard) but does **not** cross Jimmy Camp Creek (main channel). The short-term background traffic volumes are shown in Figure 6.

### **2040 BACKGROUND TRAFFIC**

Figure 7 shows the projected 2040 background traffic volumes. The 2040 background traffic volumes are based on estimates of traffic projected to be generated at buildout of the Lorson Ranch Sketch Plan (excluding the traffic projected to be generated by Lorson Ranch East) and traffic volumes shown in the *Marksheffel Road South Corridor Preservation Plan* dated July 2014. Appendix Table 1 shows the trip generation estimates for all existing and future land uses assumed to be built out by 2040 in the Lorson Ranch development. The 2040 background volumes also assume full buildout of the street network within Lorson Ranch but assume Meridian Road has not been extended south to Fontaine Boulevard.

### **TRIP GENERATION**

Estimates of the traffic volumes expected to be generated by the site have been made using the nationally published trip generation rates found in *Trip Generation, 9<sup>th</sup> Edition, 2012* by the Institute of Transportation Engineers (ITE). Table 3 shows the results of the trip generation estimates.

As shown in Table 3, following Phase 1 the Lorson Ranch East site is projected to generate about 3,151 new vehicle-trips on the average weekday, with about one-half of the vehicles entering and one-half of the vehicles exiting in a 24-hour period. During the morning peak hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 62 vehicles would enter and 186



vehicles would exit the site. During the afternoon peak hour, which generally occurs for one hour between 4:30 and 6:30 p.m., about 209 vehicles would enter and 122 vehicles would exit the site.

At buildout, the Preliminary Plan land uses are projected to generate about 9,319 new vehicle-trips on the average weekday, with about one-half of the vehicles entering and one-half of the vehicles exiting in a 24-hour period. During the morning peak hour about 427 vehicles would enter and 687 vehicles would exit the site. During the afternoon peak hour about 596 vehicles would enter and 385 vehicles would exit the site.

Table 3 includes an additional alternate analysis using a trip generation rate consistent with actual data collected. This analysis assumes single-family detached housing generating trips using ITE fitted curve rates. These rates are closer to actual current trip generation rates for Lorson Ranch based on the recent counts shown in Figure 5. Based on the data, the ITE average rate of 9.52 trips per day per single-family dwelling unit are conservative. This information is provided for information only. The analysis in this report is based on the trip generation using the ITE average trip generation rates.

## **TRIP DISTRIBUTION AND ASSIGNMENT**

The directional distribution of the site-generated traffic volumes on the street and roadway system serving the site is one of the most important factors in determining the site's traffic impacts. Figure 8 shows the external trip distribution estimates (external to Lorson Ranch). The directional distribution estimates have been based on the location of the site with respect to the regional residential employment, commercial, and activity centers; the land use proposed; the access/roadway connections assumed; and the roadway network. The directional distribution estimate assumes Mesa Ridge Parkway has been extended east to Marksheffel Road.

When the external trip distribution percentages (from Figure 8) are applied to the trip generation estimates (from Table 3), the resulting site-generated traffic volumes can be determined. Figures 9 and 10 show the short-term (Phase 1 only) and long-term site-generated traffic volume estimates, respectively. The Phase 1 site-generated traffic volumes assume all trips generated by Lorson Ranch East have origins and destinations outside of Lorson Ranch. The long-term site-generated volumes assume a portion of the trips will travel within the Lorson Ranch Development to and from the planned commercial areas to be located near the intersection of Carriage Meadows Drive/Fontaine Boulevard and the proposed school site located northeast of the intersection of Lamprey Drive/Fontaine Boulevard. The number of vehicle-trips assigned within the Lorson Ranch development were based on the internal trip estimates shown in Appendix Table 3. Internal trips from this site are shown in Table 3.

The short-term site-generated traffic volumes assume Lorson Boulevard has been constructed from Marksheffel Road to just west of Jimmy Camp Creek and from Stingray Lane east across the east tributary of Jimmy Camp Creek to Willapa Drive. The long-term site-generated traffic volumes assume full buildout of the street network within Lorson Ranch (including a crossing for Lorson Boulevard across the main Jimmy Camp Creek bed) but assume Meridian Road has not been extended south to Fontaine Boulevard.

As requested by County staff, the long-term trip assignment assumes half of the school trips using the Fontaine access and half of the school trips accessing the school site via Lamprey Drive (preliminary assumption as no site plan is available).

## **PROJECTED TOTAL TRAFFIC**

Figure 11a shows the short-term total traffic volumes. These short-term volumes are the sum of the short-term background traffic volumes (from Figure 6) plus the short-term Phase 1 site-generated traffic volumes (from Figure 9).

Figure 12a shows the 2040 total traffic volumes. These 2040 total traffic volumes are the sum of the 2040 background traffic volumes (from Figure 7) plus the long-term site-generated traffic volumes (from Figure 10).

A “sensitivity analysis” was also conducted to estimate a hypothetical worst-case average daily traffic volume on Lorson Boulevard. This analysis assumes that all residential trips generated by the residential development areas (Lorson East and future) south of Fontaine Boulevard and east of the east tributary would use Lorson Boulevard (and zero traffic would use Fontaine Boulevard) to travel to/from the south on Marksheffel Road south of Lorson Ranch. A small percentage (two percent) of trips originating in areas north of Fontaine have also been assigned to Lorson Boulevard instead of Fontaine. The percentage is limited because under this worst-case scenario, the Fontaine volumes are shown being significantly reduced and the resulting westbound left-turn volume at the Marksheffel/Lorson intersection would be significantly higher than the corresponding left turn at Fontaine/Marksheffel. These factors would discourage use of Lorson Boulevard in lieu of Fontaine for development areas north of Fontaine.

The worst-case analysis for Lorson Boulevard also assumes trips generated in the south areas of the Lorson East Preliminary Plan and areas south and southwest of the Preliminary Plan area would also use Lorson Boulevard and the Old Glory connection to Fontaine to travel to/from the west on Fontaine (west of Marksheffel) and north on Marksheffel. Residential trips paired with the school in the areas south of and north of (and in close proximity to) Lorson Boulevard have also been assigned to Lorson Boulevard. The resulting average daily traffic volumes are shown on Figure 12a. Note, the hypothetical worst-case 13,000 average daily traffic volumes on Lorson Boulevard are for the section over the east tributary. East of Trappe Drive, the volume drops to 4,900 vehicles per day and west of Old Glory, the volume drops to 9,900 vehicles per day.

Table 3 also shows an estimate of the total average daily traffic volume on Lorson Boulevard just west of Trappe Drive using site-generated and background traffic volumes for homes east of the tributary estimated based on ITE fitted curve trip generation rates instead of average rates.

## **PROJECTED LEVELS OF SERVICE**

The intersections of Marksheffel/Lorson, Marksheffel Road/Fontaine Boulevard, Fontaine/Lamprey, Lorson/Lamprey and Lorson/Trappe and the site access points to Fontaine Boulevard and Lorson Boulevard have been analyzed to determine the projected levels of service for the short-term and 2040 background and total traffic volumes based on the signalized method of analysis from Synchro and the unsignalized method of analysis procedures outlined in the *Highway*

*Capacity Manual, 2010 Edition* by the Transportation Research Board. The level of service reports are attached. The results of the analysis are shown in Figures 6, 7, 11b, and 12b.

### **Marksheffel/Fontaine**

The signal-controlled Marksheffel Road/Fontaine Boulevard intersection is projected to continue to operate at a level of service D overall or better based on the short-term and 2040 background and total traffic conditions.

### **Marksheffel/Lorson**

Based on the projected short-term total traffic volumes, all movements at the intersection of Marksheffel/Lorson are projected to operate at LOS C or better during the peak hours as a Stop-sign-controlled intersection (Stop-sign on the westbound approach). By 2040 it was assumed that this intersection would be signal controlled. As a signalized intersection, all movements are projected to operate at LOS D or better during the peak hours based on the projected 2040 background and total traffic volumes.

### **Fontaine/Lamprey**

By 2040, the northbound and southbound left-turn and through movements at the intersection of Fontaine/Lamprey are projected to operate at LOS F during the peak hours if this intersection remains Stop-sign controlled. All movements are projected to operate at a satisfactory level of service based on the projected 2040 peak-hour total traffic volumes if this intersection is either signal controlled or constructed as an interim one-lane modern roundabout (interim meaning the single-lane roundabout could remain in place until Fontaine is ultimately expanded to the full four-lane Principal Arterial cross section).

### **Lorson/Lamprey**

Based on the projected 2040 total traffic volumes, all movements at the intersection of Lorson/Lamprey are projected to operate at LOS B or better during the peak hours as a two-way Stop-sign-controlled intersection.

### **Lorson/Trappe**

Based on the projected 2040 total traffic volumes, all movements at the intersection of Lorson/Trappe are projected to operate at LOS C or better during the peak hours as a two-way Stop-sign-controlled intersection.

### **Fontaine Boulevard Site Access Points**

The northbound approach at the westernmost access (Lamine Drive) is projected to operate at LOS F during the afternoon peak hour based on the projected 2040 total traffic volumes. A future traffic signal at the intersection of Fontaine/Lamprey will likely create gaps to help these movements occur more easily. Alternatively, residents would have the option to turn onto northbound Lamprey and use the northbound left turn at Lamprey/Fontaine instead. If the interim traffic control at

Fontaine/Lamprey is a one-lane modern roundabout, northbound left turning traffic at the Chaplin Drive intersection would have the option to turn right and execute a U-turn using the roundabout to travel west. Once the four-lane Principal Arterial is ultimately completed on Fontaine at some future time by the County (likely beyond 2040), the raised center median would restrict this intersection to a right-in/right-out.

The intersections of Fontaine Boulevard/Edisto Drive and Fontaine Boulevard/Tillamook Drive are projected to operate at level of service C or better as Stop-sign-controlled intersections based on the projected short-term and 2040 total traffic volumes.

### **Lorson Boulevard Site Access Points**

All movements at the proposed site access points to Lorson Boulevard are projected to operate at level of service B or better as Stop-sign-controlled intersections based on the projected 2040 total traffic volumes.

### **TRAFFIC SIGNAL WARRANT ANALYSIS**

The intersection of Fontaine/Lamprey was analyzed to determine if a Four-Hour Vehicular Volume Traffic Signal Warrant will be met or close to being met based on the projected 2040 total traffic volumes. The results of the analysis are shown in Figure 13. As shown in the figure, this intersection is projected to meet the thresholds for a Four-Hour Vehicular Volume Traffic Signal Warrant during the morning and afternoon peak hours. This analysis using the peak hours is intended to provide an indication that a warrant may be met or is close to being met. In order for a Four-Hour Traffic Signal Warrant to be satisfied, the volume threshold would need to be met for two additional hours of the day. For example, the four-hour warrant would be satisfied with the volume thresholds met for the one hour in the morning, two hours (instead of the one-hour peak) during the afternoon peak period, and an hour during the mid-afternoon. The satisfaction of warrants does not indicate that a signal must be installed. The decision to require a signal to be installed at this location rests with the El Paso County Department of Transportation. An alternative to a traffic signal would be to initially construct the intersection as a one-lane modern roundabout. The one-lane roundabout option would work with the interim Non-Residential Collector. Once Fontaine is ultimately upgraded to a four-lane Principal Arterial, the one-lane roundabout would need to be removed and replaced with a signal or two-lane roundabout. As it may be well beyond 2040 before Fontaine is upgraded to four lanes, the interim one-lane roundabout is likely a viable option.

expanded to a \_\_\_\_\_

The intersection of Marksheffel/Lorson was analyzed to determine when the Four-Hour Vehicular Volume Traffic Signal Warrant thresholds would be reached or exceeded based on the projected morning and afternoon peak-hour total traffic volumes. The results of the analysis are shown in Figure 14. The minor approach volumes were assumed to include the westbound left-turn movements only.

As shown in the figure, the thresholds for a Four-Hour Vehicular Volume Traffic Signal Warrant are **not** projected to be exceeded during the morning and afternoon peak hours based on the projected short-term total traffic volumes. Figure 14 also shows the peak-hour volumes based on

theoretical intermediate-term volumes. This intermediate-term scenario assumes Lorson Boulevard extended east across the Jimmy Camp Creek main bed and east tributary to serve the Lorson Ranch East development. The intermediate-term volumes are the sum of the short-term total traffic volumes (from Figure 6) plus the long-term buildout site generated traffic volumes from Figure 10. These volumes are likely conservative as they do not include any traffic from existing or approved developments within Lorson Ranch that may use this connection. Estimates for these developments were not included as they are existing and will not participate in funding the future cost of a signal at the intersection of Marksheffel/Lorson. As shown on Figure 14, the thresholds for a Four-Hour Vehicular Volume Traffic Signal Warrant are projected to be exceeded during both the morning and afternoon peak hours based on the projected intermediate-term total traffic volumes. The need for a traffic signal and the escrow amounts towards that signal should be reevaluated once the timing of the Jimmy Camp Creek main channel bridge construction is determined.

not?

This doesn't make sense.

#### TRAFFIC SIGNAL ESCROW PERCENTAGES/AMOUNTS

Needs to be allocated with this study.

The minor approach movements at the intersection of Fontaine/Lamprey are projected to operate at LOS F during the peak hours based on the projected 2040 total traffic volumes if this intersection remains stop-sign controlled. All movements are projected to operate at a satisfactory level of service if this intersection is either signal controlled or constructed as an interim one-lane modern roundabout. A traffic signal will likely not be needed or warranted until there is an increase in through traffic on Fontaine Boulevard due to the development of parcels within the overall Lorson Ranch development east of this site. Should the decision be made to construct this intersection as a conventional/future signalized intersection instead of constructing it as a modern roundabout, escrow for a future signal could be delayed until applications for further development within Lorson Ranch east of the Lorson Ranch East Preliminary Plan area.

Lorson East needs to contribute as well.

As shown in Figure 14, the intersection of Marksheffel/Lorson is likely to meet a traffic signal warrant based on the intermediate-term total traffic volumes. The need for a traffic signal and the escrow amounts towards that signal should be evaluated once the timing of the Jimmy Camp Creek main channel bridge construction is determined.

Needs to be allocated with this study.

#### FONTAINE BOULEVARD CLASSIFICATION AND INTERIM CROSS SECTION

The ultimate classification of Fontaine Boulevard is Principal Arterial. Based on Lorson Ranch buildout only and assuming no through street connections to the east and north, the projected daily traffic volumes on the section of Fontaine east of Stingray Lane and the Jimmy Camp Creek east tributary are projected to be well below the thresholds for this classification. In the intermediate term this section of Fontaine Boulevard would be constructed as an interim three-lane Non-Residential Collector and a 100-foot right-of-way will be dedicated

with 15-foot ROW preservation on each side

#### LORSON BOULEVARD RECOMMENDED FUNCTIONAL CLASSIFICATION CROSS SECTION

The projected average weekday traffic volume on Lorson Boulevard just west of Trappe Drive is about 9,555 vehicles per day. A sensitivity analysis showed a hypothetical maximum volume of

13,000 vehicles per day in the relatively short section over the east tributary (and 4,900 vehicles per day east of Trappe). The maximum daily traffic volume could be accommodated by the proposed enhanced Collector cross section and right-of-way. The standard Collector cross section is two lanes with no center turn lane and six-foot paved shoulders and no auxiliary turn lanes. The proposed section adds a continuous center left-turn lane, 14-foot “shared use” through lanes, and right-turn deceleration lanes where warranted. This cross section would fit within the proposed 64-foot right-of-way with 12-feet of additional right-of-way adjacent to and to accommodate right-turn deceleration lanes where warranted. This cross section was approved via deviation #DEV-17-008. This deviation contains the requirement for tracts adjacent to the right-of-way, which will allow for future right-of-way expansion to 80 feet if ever needed.

## **RECOMMENDED INTERNAL STREET CLASSIFICATIONS**

Figure 14 shows the estimated average weekday traffic volumes and recommended street classifications for the Lorson Ranch East internal streets.

## **CONCLUSIONS AND RECOMMENDATIONS**

### **Trip Generation**

- At buildout, the Lorson Ranch East Preliminary Plan land uses are projected to generate about 9,320 new vehicle-trips on the average weekday, with about one-half of the vehicles entering and one-half of the vehicles exiting in a 24-hour period. During the morning peak hour about 427 vehicles would enter and 687 vehicles would exit the site. During the afternoon peak hour about 596 vehicles would enter and 385 vehicles would exit the site.

### **Projected Levels of Service**

- The signal-controlled Marksheffel Road/Fontaine Boulevard intersection is projected to continue to operate at level of service D or better based on the short-term and 2040 background and total traffic conditions.
- Based on the projected short-term total traffic volumes all movements at the intersection of Marksheffel/Lorson are projected to operate at LOS D or better during the peak hours as a two-way Stop-sign-controlled intersection. By 2040, it was assumed that this intersection would be signal controlled. As a signalized intersection, all movements are projected to operate a LOS D or better during the peak hours based on the projected 2040 background and total traffic volumes. See the above.
- By 2040, the northbound and southbound left-turn and through movements at the intersection of Fontaine/Lamprey are projected to operate at LOS F during the peak hours if this intersection remains Stop-sign controlled. As a signalized intersection, all movements are projected to operate at LOS C or better during the peak hours based on the projected 2040 background and total traffic volumes. An alternative to a traffic signal would be to initially construct the intersection as a one-lane modern roundabout. The one-lane roundabout option would work with the interim Non-Residential Collector. Once Fontaine is ultimately

upgraded to a four-lane Principal Arterial (which may be well beyond 2040), the one-lane roundabout would need to be removed and replaced with a signal or two-lane roundabout. As it may be well beyond 2040 before Fontaine is upgraded to four lanes, the interim one-lane roundabout is likely a viable option.

expanded to a

- Although the signal could not be installed until traffic signal warrant thresholds are reached for the intersection. The roundabout could likely be installed up front, once the LOS drops below D or once signal warrants are met.
- The intersections of Fontaine/Edisto, Fontaine/Tillamook, Lorson/Trappe, Lorson/Willapa, Lorson/Skuna, and Lorson/Lamprey are projected to operate at satisfactory levels of service as Stop-sign-controlled intersections based on the projected 2040 total traffic volumes.
- The northbound approach at the westernmost access to Fontaine Boulevard (Lamine Drive) is projected to operate at LOS F during the afternoon peak hour based on the projected 2040 total traffic volumes. Northbound left-turning traffic at the Lamine Drive intersection would have the option to turn right and execute a U-turn using the planned roundabout to travel west. Once Fontaine is upgraded to a four-lane Principal Arterial at some future time by the County (likely beyond 2040), the raised center median would restrict this intersection to a right-in/right-out.

### Recommended Improvements

- Tables 4 and 5 provide a summary of the recommended improvements in the vicinity of the site. The table includes estimated timing and responsibility for those improvements.

### Traffic Signal Escrow Percentages/Amounts

Provide Phase 1 and Lorson East total % and \$ in this report

- The intersection of Marksheffel/Lorson is likely to meet a traffic signal warrant based on the intermediate-term total traffic volumes. The need for a traffic signal and the escrow amounts toward that signal should be evaluated once the timing of the Jimmy Camp Creek main channel bridge construction is determined.
- If Fontaine/Lamprey is constructed as a conventional/future signalized intersection instead of constructing it as a modern roundabout, escrow for a future signal could be delayed until applications for further development within Lorson Ranch east of the Lorson Ranch East Preliminary Plan area. This escrow would not be required if this intersection is constructed as a modern one-lane roundabout.

### Recommended Auxiliary Turn Lanes on Fontaine Boulevard

- Based on the projected long-term traffic volumes, an eastbound right-turn deceleration lane would be required on Fontaine Boulevard approaching Lamine Drive. No westbound right-turn deceleration lanes would be required.

- Based on the projected long-term traffic volumes, an eastbound right-turn deceleration lane would be required on Fontaine Boulevard approaching Lamprey Drive. This lane would not be needed if the intersection of Fontaine/Lamprey is constructed as a modern one-lane roundabout.
- Based on the projected long-term traffic volumes, an eastbound left-turn lane would be required on Fontaine Boulevard approaching Edisto Drive. The Non-Residential Collector would provide one through lane in each direction plus a center two-way left-turn lane. This center painted median would accommodate left turns at all these intersections. Eastbound and westbound left-turn lanes would not be required on Fontaine approaching Lamprey Drive if it is constructed as a modern roundabout.

### **Recommended Auxiliary Turn Lanes on Lorson Boulevard**

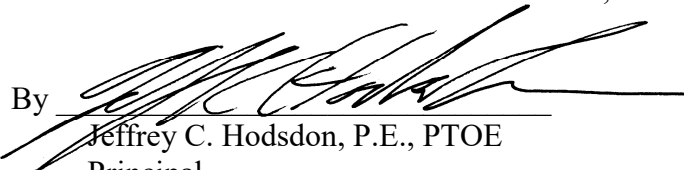
- Based on the projected long-term traffic volumes, an eastbound right-turn deceleration lane would be required on Lorson Boulevard approaching Trappe Drive. This lane should be 155 feet long plus a 160-foot taper.
- A center striped two-way left-turn lane will be provided on Lorson Boulevard. This will provide left-turn lanes for the access points.

\* \* \* \* \*

Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH:KDF:bjwb

Enclosures: Tables 1, 3, 4, and 5  
Appendix Tables 1-3  
Figures 1-15  
Traffic Count Reports  
Level of Service Reports



**Table 1  
Lorson Ranch Subdivision Status  
Relative to Dwelling Unit Cap**

<b>Subdivision</b>	<b>Plats Already Recorded OR Planned for Recording the Short Term</b>	<b>Recorded Plats</b>	<b>Number of Building Permits Issued</b>
Townhomes	46	46	46
Pioneer Landing Filing #1	118	118	118
Ponderosa Filings #1 & #2	204	204	204
Allegiant	97	97	97
Meadows Filing #2	109	109	109
Meadows Filing #1	97	97	97
Meadows Filing #3	138	138	126
Meadows Filing #4	236	236	100
Buffalo Crossing	204	204	204
Pioneer Landing Filing #2	158	0	0
Pioneer Landing Filing #3	12	0	0
Subtotal	1,419	1,249	1,101
Phase 1 of Lorson Ranch East	331	0	0
Total	1,750	1,249	1,101
Current Dwelling Unit Cap			1,750
** Future - Lorson East plats have not been submitted. This is at the preliminary plan approval stage.			

**Table 3  
Trip Generation Estimate  
Lorson Ranch East**

Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates <sup>(1)</sup>				Total Trips Generated				Internal Trips (%)	Internal Trips <sup>(3)</sup> (With Long-Term Buildout of Lorson Ranch)				Total External Trips Generated							
			Average Weekday Traffic	Morning Peak Hour In	Afternoon Peak Hour Out	Average Weekday Traffic	Morning Peak Hour In	Afternoon Peak Hour Out	Average Weekday Traffic	Morning Peak Hour In		Afternoon Peak Hour Out	Average Weekday Traffic	Morning Peak Hour In	Afternoon Peak Hour Out	Average Weekday Traffic	Morning Peak Hour In	Afternoon Peak Hour Out					
<b>Trip Generation Estimate Based on ITE Average Rates</b>																							
<b>Phase 1</b>																							
210	Single-Family Detached Housing	331 DU <sup>(2)</sup>	9.52	0.19	0.56	0.63	0.37	3,151	62	186	209	122	0%	0	0	0	0	0	3,151	62	186	209	122
<b>Buildout</b>																							
210	Single-Family Detached Housing	826 DU	9.52	0.19	0.56	0.63	0.37	7,864	155	465	520	306	14%	1,090	22	46	52	26	6,774	133	419	468	280
520	Elementary School	500 Students	1.29	0.25	0.20	0.07	0.08	645	124	101	37	38	75%	484	93	51	19	29	161	31	50	18	9
522	Middle School/Junior High School	500 Students	1.62	0.30	0.24	0.08	0.08	810	149	122	39	41	75%	608	112	61	20	31	202	37	61	19	10
								<b>9,319</b>	<b>427</b>	<b>687</b>	<b>596</b>	<b>385</b>		<b>2,182</b>	<b>227</b>	<b>158</b>	<b>91</b>	<b>86</b>	<b>7,137</b>	<b>200</b>	<b>530</b>	<b>505</b>	<b>299</b>
<b>Trip Generation Estimate Based on ITE Fitted Curve Rates <sup>(4)</sup></b>																							
210	Single-Family Detached Housing	826 DU	8.04	0.18	0.53	0.47	0.28	6,645	145	436	392	230	---	---	---	---	---	---	---	---	---	---	---

Notes:  
(1) Source: "Trip Generation, 9th Edition, 2012" by the Institute of Transportation Engineers (ITE)  
(2) DU = dwelling unit  
(3) See Appendix Table 2 for details on the internal trip assumptions  
(4) See Appendix Table 3 for details on the fitted curve rates used

Source: LSC Transportation Consultants, Inc.

## Isn't the development required to provide access to the school site?

<b>Table 4</b> <b>Lorson Ranch East</b> <b>Fontaine Boulevard Roadway Improvements</b>		
Improvement	Timing	Responsibility
Extend Fontaine Boulevard from Old Glory/Stingray to Lamine Drive (westmost Lorson Ranch East access) as an interim Urban Non-Residential Collector.	Phase 1	Lorson Ranch East
Extend Fontaine Boulevard from Lamine Drive to the east border of Lorson Ranch East (Rockcastle Drive) as an interim Urban Non-Residential Collector.	Phase 2	Lorson Ranch East
Extend Fontaine Boulevard from Rockcastle Drive to the future east boundary of Lorson Ranch (location of future extension of Meridian Road).	Assumed by 2040	Future Lorson Ranch Development
Upgrade Fontaine Boulevard to a 4-Lane Principal Arterial.	Beyond 2040	By others – TBD - MTCP Master Planned 2060
Construct one-lane modern roundabout at the intersection of Fontaine/Lamprey (assuming the developer proceeds with the roundabout option. If the conventional intersection option with future traffic signal is selected, signal escrow would be determined with applications for future development within Lorson Ranch east of the Lorson Ranch East Preliminary Plan area.)	Phase 2	Lorson Ranch East
Replace one-lane roundabout at the intersection of Fontaine/Lamprey with a traffic signal or two-lane roundabout with upgrade of Fontaine Boulevard to a 4-Lane Principal Arterial.	Beyond 2040	By others – TBD – With the master-planned upgrade to a 4-lane Principal Arterial.
Provide a center two-way left-turn lane on Fontaine Boulevard to accommodate left-turn movements – width will be provided within the interim Non-Residential Collector cross section; incorporate eastbound right-turn deceleration lanes where indicated in this report into the design and construction of the Fontaine Boulevard interim Non-Residential Collector street. (Note: If the developer proceeds with the roundabout option at Lamprey/Fontaine, auxiliary turn lanes would not be needed.)	Phase 1 from Old Glory/Stingray to Lamine Dr/ Phase 2 from Lamine Dr to Rockcastle Dr	Lorson Ranch East

Source: LSC Transportation Consultants, Inc.

**Table 5  
Lorson Ranch East  
Lorson Boulevard Roadway Improvements**

Improvement	Timing	Responsibility
Construct Lorson Boulevard from Marksheffel Road to east boundary of Carriage Meadows South.	Short Term	Carriage Meadows South
Construct Lorson Boulevard as a modified Urban Non-Residential Collector (64- to 72-foot-wide right of way) from Stingray Lane to Willapa Drive.	Phase 1	Lorson Ranch East
Construct Lorson Boulevard as an Urban Non-Residential Collector Classification (80-foot-wide right-of-way) with modified street cross section per Deviation #DEV-17-008 from Carriage Meadows South to Stingray Lane.	Phase 2	Lorson Ranch East
Construct Lorson Boulevard as a modified Urban Non-Residential Collector (64 to 72-foot-wide R.O.W.) from Willapa Drive to Lamprey Drive.	Phase 2	Lorson Ranch East
Incorporate an eastbound right-turn deceleration lane into the design and construction of Lorson Boulevard on the approach to the Lorson Boulevard/Trappe Drive intersection.	Phase 2	Lorson Ranch East
Signalize the intersection of Marksheffel Road/Lorson Boulevard	Once signal warrants are met and the County decides a signal should be installed at the intersection.	Lorson Ranch. The need for a traffic signal and the escrow amounts towards that signal should be reevaluated once the timing of the Jimmy Camp Creek main channel bridge construction is determined.

Source: LSC Transportation Consultants, Inc.

Evaluate escrow  
in this report

**Appendix Table 1  
Lorson Ranch Sketch Plan  
Trip Generation Estimate**

Land Use Data		Trip Generation Rates <sup>(1)</sup>					Raw ITE Trip Generation (Individual Driveway Trips)					Internal Trips (%)	Internal Trips				Pass-by <sup>(2)</sup> (%)	Pass-by Trips				Total New External Trips										
Traffic Zone	Name	ITE Land Use	ITE Code	Quantity	Unit	Daily	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	Daily		AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out		Daily	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	Daily	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out					
<b>RESIDENTIAL</b>																																
<b>All Residential North of Lorson Boulevard "Between the Creeks"</b>																																
8	Ponderosa	Single-Family Detached Housing	210	102	DU <sup>(3)</sup>	9.52	0.19	0.56	0.63	0.37	971	19	57	64	38	(5)	135	3	6	6	3	0%	0	0	0	0	0	836	16	51	58	35
9	Ponderosa	Single-Family Detached Housing	210	102	DU	9.52	0.19	0.56	0.63	0.37	971	19	57	64	38	(5)	135	3	6	6	3	0%	0	0	0	0	0	836	16	51	58	35
10	Meadows Fil 1	Single-Family Detached Housing	210	97	DU	9.52	0.19	0.56	0.63	0.37	923	18	55	61	36	(5)	128	3	5	6	3	0%	0	0	0	0	0	795	15	50	55	33
11	Meadows Fil 3	Single-Family Detached Housing	210	51	DU	9.52	0.19	0.56	0.63	0.37	486	10	29	32	19	(5)	67	1	3	3	2	0%	0	0	0	0	0	419	9	26	29	17
12	Meadows Fil 3	Single-Family Detached Housing	210	97	DU	9.52	0.19	0.56	0.63	0.37	828	16	49	55	32	(5)	115	2	5	6	3	0%	0	0	0	0	0	713	14	44	49	29
3	The Meadows Fil 2	Single-Family Detached Housing	210	110	DU	9.52	0.19	0.56	0.63	0.37	1,047	21	62	69	41	(5)	145	3	6	7	3	0%	0	0	0	0	0	902	18	56	62	38
13	Allegiant Fil 1	Single-Family Detached Housing	210	97	DU	9.52	0.19	0.56	0.63	0.37	923	18	55	61	36	(5)	128	3	5	6	3	0%	0	0	0	0	0	795	15	50	55	33
5	Buffalo Crossing	Single-Family Detached Housing	210	204	DU	9.52	0.19	0.56	0.63	0.37	1,942	38	115	129	75	(5)	269	5	11	13	6	0%	0	0	0	0	0	1,673	33	104	116	69
	Townhomes at Lorson Ranch	Residential Condominium/Townhouse	210	46	DU	5.81	0.07	0.37	0.35	0.17	267	3	17	16	8	(5)	37	1	2	2	1	0%	0	0	0	0	0	230	2	15	14	7
6	Pioneer Landing	Single-Family Detached Housing	210	59	DU	9.52	0.19	0.56	0.63	0.37	562	11	33	37	22	(5)	78	2	3	4	2	0%	0	0	0	0	0	484	9	30	33	20
7	Pioneer Landing	Single-Family Detached Housing	210	59	DU	9.52	0.19	0.56	0.63	0.37	562	11	33	37	22	(5)	78	2	3	4	2	0%	0	0	0	0	0	484	9	30	33	20
15	Meadows Future Fil 4 West	Single-Family Detached Housing	210	110	DU	9.52	0.19	0.56	0.63	0.37	1,047	21	62	69	41	(5)	145	3	6	7	3	0%	0	0	0	0	0	902	18	56	62	38
16	Meadows Future Fil 4 East	Single-Family Detached Housing	210	126	DU	9.52	0.19	0.56	0.63	0.37	1,200	24	71	79	47	(5)	166	3	7	8	4	0%	0	0	0	0	0	1,034	21	64	71	43
18	Ponderosa Future Fil	Single-Family Detached Housing	210	31	DU	9.52	0.19	0.56	0.63	0.37	295	6	17	20	11	(5)	41	1	2	2	1	0%	0	0	0	0	0	254	5	15	18	10
39	Pioneer Landing Fil 2	Single-Family Detached Housing	210	170	DU	9.52	0.19	0.56	0.63	0.37	1,618	32	96	107	63	(5)	224	5	9	11	5	0%	0	0	0	0	0	1,394	27	87	96	58
<b>109</b>	<b>Total All Residential "Between the Creeks"</b>				<b>1,451</b>	<b>DU</b>	<b>13,642</b>	<b>267</b>	<b>808</b>	<b>900</b>	<b>529</b>																	<b>11,751</b>	<b>227</b>	<b>729</b>	<b>809</b>	<b>485</b>
1	Carriage Meadows North	Single-Family Detached Housing	210	159	DU	9.52	0.19	0.56	0.63	0.37	1,514	30	89	100	59	(5)	210	4	9	10	5	0%	0	0	0	0	0	1,304	26	80	90	54
147	Carriage Meadows South	Residential Condominium/Townhouse	210	72	DU	5.81	0.07	0.37	0.35	0.17	418	5	26	25	12	(5)	58	1	2	3	1	0%	0	0	0	0	0	360	4	24	22	11
47		Single-Family Detached Housing	210	86	DU	9.52	0.19	0.56	0.63	0.37	819	16	48	54	32	(5)	113	2	5	5	3	0%	0	0	0	0	0	706	14	43	49	29
247		Single-Family Detached Housing	210	51	DU	9.52	0.19	0.56	0.63	0.37	486	10	29	32	19	(5)	67	1	3	3	2	0%	0	0	0	0	0	419	9	26	29	17
347		Single-Family Detached Housing	210	97	DU	9.52	0.19	0.56	0.63	0.37	923	18	55	61	36	(5)	128	3	5	6	3	0%	0	0	0	0	0	795	15	50	55	33
	<b>Total All Residential Adjacent to Marksheffel</b>				<b>465</b>	<b>DU</b>	<b>4,160</b>	<b>79</b>	<b>247</b>	<b>272</b>	<b>158</b>																	<b>3,584</b>	<b>68</b>	<b>223</b>	<b>245</b>	<b>144</b>
	<b>Total All Residential "Between the Creeks" and Adjacent to Marksheffel</b>				<b>1,916</b>	<b>DU</b>	<b>17,802</b>	<b>346</b>	<b>1,055</b>	<b>1,172</b>	<b>687</b>	<b>309</b>	<b>6</b>	<b>13</b>	<b>15</b>	<b>7</b>												<b>15,335</b>	<b>295</b>	<b>952</b>	<b>1,054</b>	<b>629</b>
<b>Lorson Ranch East</b>																																
42	North of Fontaine	Single-Family Detached Housing	210	277	DU	9.52	0.19	0.56	0.63	0.37	2,637	52	156	175	102	(5)	365	7	15	18	9	0%	0	0	0	0	0	2,272	45	141	157	93
37	East of Lamprey	Single-Family Detached Housing	210	122	DU	9.52	0.19	0.56	0.63	0.37	1,161	23	69	77	45	(5)	161	3	7	8	4	0%	0	0	0	0	0	1,000	20	62	69	41
27	West of Lamprey	Single-Family Detached Housing	210	303	DU	9.52	0.19	0.56	0.63	0.37	2,885	57	170	191	112	(5)	400	8	17	19	10	0%	0	0	0	0	0	2,485	49	153	172	102
127	South of Lorson (West)	Single-Family Detached Housing	210	76	DU	9.52	0.19	0.56	0.63	0.37	724	14	43	48	28	(5)	100	2	4	5	2	0%	0	0	0	0	0	624	12	39	43	26
227	South of Lorson (East)	Single-Family Detached Housing	210	48	DU	9.52	0.19	0.56	0.63	0.37	457	9	27	30	18	(5)	63	1	3	3	2	0%	0	0	0	0	0	394	8	24	27	16
	<b>Total Lorson Ranch East</b>				<b>826</b>	<b>DU</b>	<b>7,864</b>	<b>155</b>	<b>465</b>	<b>521</b>	<b>305</b>	<b>1,090</b>	<b>22</b>	<b>46</b>	<b>52</b>	<b>26</b>												<b>6,775</b>	<b>134</b>	<b>419</b>	<b>468</b>	<b>278</b>
	<b>Total All Residential "Between the Creeks", Adjacent to Marksheffel &amp; Lorson Ranch East</b>				<b>2,742</b>	<b>DU</b>	<b>25,666</b>	<b>501</b>	<b>1,520</b>	<b>1,693</b>	<b>992</b>																	<b>22,110</b>	<b>361</b>	<b>1,148</b>	<b>1,277</b>	<b>763</b>
<b>Other Future Residential Between The East Tributary and The SDS Easement</b>																																
26	South of Lorson Blvd "Between the Creeks"	Single-Family Detached Housing	210	226	DU	9.52	0.19	0.56	0.63	0.37	2,152	42	127	142	84	(5)	298	6	12	14	7	0%	0	0	0	0	0	1,854	36	115	128	77
126		Single-Family Detached Housing	210	223	DU	9.52	0.19	0.56	0.63	0.37	2,123	42	125	140	83	(5)	294	6	12	14	7	0%	0	0	0	0	0	0	1,829	36	113	126
43	North of Fontaine and South of Lamprey	Single-Family Detached Housing	210	73	DU	9.52	0.19	0.56	0.63	0.37	695	14	41	46	27	(5)	96	2	4	5	2	0%	0	0	0	0	0	599	12	37	41	25
45	North of Fontaine and NE Lamprey/Lorson	Single-Family Detached Housing	210	58	DU	9.52	0.19	0.56	0.63	0.37	552	11	33	37	21	(5)	76	2	3	4	2	0%	0	0	0	0	0	476	9	30	33	19
327	South of Lorson and west of Trappe	Single-Family Detached Housing	210	417	DU	9.52	0.19	0.56	0.63	0.37	3,970	78	235	263	154	(5)	550	11	23	26	13	0%	0	0	0	0	0	3,420	67	212	237	141
	<b>Other Future Residential Between The East Tributary and The SDS Easement</b>				<b>997</b>	<b>DU</b>	<b>9,492</b>	<b>187</b>	<b>561</b>	<b>628</b>	<b>369</b>	<b>9,492</b>	<b>187</b>	<b>561</b>	<b>628</b>	<b>369</b>												<b>8,178</b>	<b>160</b>	<b>507</b>	<b>565</b>	<b>338</b>
	<b>Total from Marksheffel to The SDS Easement</b>				<b>3,739</b>	<b>DU</b>	<b>35,158</b>	<b>688</b>	<b>2,081</b>	<b>2,321</b>	<b>1,361</b>																	<b>23,513</b>	<b>455</b>	<b>1,459</b>	<b>1,619</b>	<b>967</b>
<b>Buildout of Residential Uses (East of SDS Easement)</b>																																
30	South of Trappe Dr	Single-Family Detached Housing	210	215	DU	9.52	0.19	0.56	0.63	0.37	2,047	40	121	135	80	(5)	284	6	12	14	7	0%	0	0	0	0	0	1,763	34	109	121	73
35	Southeast of Lorson/Fontaine	Single-Family Detached Housing	210	213	DU	9.52	0.19	0.56	0.63	0.37	2,028	40	120	134	79	(5)	281	6	12	13	7	0%	0	0	0	0	0	1,747	34	108	121	72
36	Southwest of Lorson/Fontaine	Single-Family Detached Housing	210	232	DU	9.52	0.19	0.56	0.63	0.37	2,209	44	131	146	86	(5)	306	6	13	15	7	0%	0	0	0	0	0	1,903	38	118	131	79
44	Northwest Lorson/Fontaine	Single-Family Detached Housing	210	77	DU	9.52	0.19	0.56	0.63	0.37	733	14	43	49	28	(5)	102	2	4	5	2	0%	0	0	0	0	0	631	12	39	44	26
46	N																															

**Appendix Table 2  
Lorson Ranch Sketch Plan  
Internal Trip Estimate**

ITE Land Use	ITE Code	Quantity	Unit	Trip Generation Rates <sup>(1)</sup>					Raw ITE Trip Generation (Individual Driveway Trips)					Percent Internal Trips					Total Internal Trips					Total External Trips					
				Daily	AM Peak Hour		PM Peak Hour		Daily	AM Peak Hour		PM Peak Hour		Daily	AM Peak Hour		PM Peak Hour		Daily	AM Peak Hour		PM Peak Hour		Daily	AM Peak Hour		PM Peak Hour		
					In	Out	In	Out		In	Out	In	Out		In	Out	In	Out		In	Out	In	Out		In	Out			
Single-Family Detached Housing	210	5,046	DU <sup>(2)</sup>	9.52	0.19	0.56	0.63	0.37	48,038	946	2,838	3,179	1,867																
Residential Condominium/Townhouse	210	118	DU	5.81	0.07	0.37	0.35	0.17	686	9	43	41	20																
									<b>48,724</b>	<b>955</b>	<b>2,881</b>	<b>3,220</b>	<b>1,887</b>	<b>School</b>	2%	12%	7%	2%	2%	1,092	112	205	60	39					
														<b>Retail</b>	12%	3%	3%	8%	6%	5,660	24	78	264	122					
														<b>Total</b>	14%	14%	10%	10%	9%	<b>6,752</b>	<b>136</b>	<b>283</b>	<b>324</b>	<b>161</b>	<b>41,972</b>	<b>819</b>	<b>2,598</b>	<b>2,896</b>	<b>1,726</b>
Elementary School	520	500	Students	1.29	0.25	0.20	0.07	0.08	645	124	101	37	38	75%	75%	50%	50%	75%	484	93	51	19	29	161	31	50	18	9	
Middle School/Junior High School	522	500	Students	1.62	0.30	0.24	0.08	0.08	810	149	122	39	41	75%	75%	50%	50%	75%	608	112	61	20	31	202	37	61	19	10	
									<b>Total School</b>	<b>1,455</b>	<b>273</b>	<b>223</b>	<b>76</b>	<b>79</b>						<b>1,092</b>	<b>205</b>	<b>112</b>	<b>39</b>	<b>60</b>					
Shopping Center	820	219	KSF <sup>(3)</sup>	51.58	0.71	0.44	2.22	2.40	11,320	156	96	487	528	50%	50%	25%	25%	50%	5,660	78	24	122	264	5,659	77	72	365	263	
									<b>Total School and Retail</b>	<b>12,775</b>	<b>429</b>	<b>319</b>	<b>563</b>	<b>607</b>						<b>6,752</b>	<b>283</b>	<b>136</b>	<b>161</b>	<b>324</b>					
																						<b>47,994</b>	<b>964</b>	<b>2,781</b>	<b>3,298</b>	<b>2,008</b>			

Notes:  
 (1) Source: "Trip Generation, 9th Edition, 2012" by the Institute of Transportation Engineers (ITE)  
 (2) DU = dwelling Unit  
 (3) KSF = thousand square feet of floor area  
 LSC Transportation Consultants, Inc.

**Appendix Table 3  
Alternate Trip Generation Estimate  
Lorson Ranch**

Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates <sup>(1)</sup>				Total Trips Generated					
			Average Weekday Traffic	Morning Peak Hour In	Morning Peak Hour Out	Afternoon Peak Hour In	Afternoon Peak Hour Out	Average Weekday Traffic	Morning Peak Hour In	Morning Peak Hour Out	Afternoon Peak Hour In	Afternoon Peak Hour Out
<b>Trip Generation Estimates Based on Existing Homes within Lorson Ranch</b>												
<b>Based ITE Average Rates</b>												
210	Single-Family Detached Housing	1,083 DU <sup>(2)</sup>	<b>9.52</b>	0.19	0.56	0.63	0.37	10,310	203	609	682	401
<b>Based ITE Fitted Curve Rates</b>												
210	Single-Family Detached Housing	1,083 DU	<b>8.68</b>	0.18	0.53	0.52	0.31	9,400	192	576	565	332
<b>Existing Trip Generation Based on Actual Peak-Hour Counts<sup>(3)</sup></b>									<b>190</b>	<b>499</b>	<b>466</b>	<b>236</b>
<b>Approximation of Current Trip Generation Rates Using ITE Fitted Curve Rates as a Template</b>												
210	Single-Family Detached Housing	937 DU	<b>8.78</b>	0.18	0.53	0.53	0.31	8,228	166	499	496	291
<b>Trip Generation for Buildout of the East Area (ITE Fitted Curve Rates)</b>												
210	Single-Family Detached Housing	2,799 DU	<b>8.04</b>	0.18	0.53	0.47	0.28	22,518	492	1,477	1,328	780

Notes:

- (1) Source: "Trip Generation, 9th Edition, 2012" by the Institute of Transportation Engineers (ITE)
- (2) DU = dwelling unit
- (3) Based on manual turning movement counts at the intersection of Fontaine/Marksheffel by LSC in March 2017

Source: LSC Transportation Consultants, Inc.

where does  
this number  
come from?  
(add a note)



Approximate Scale  
Scale: 1" = 3,000'

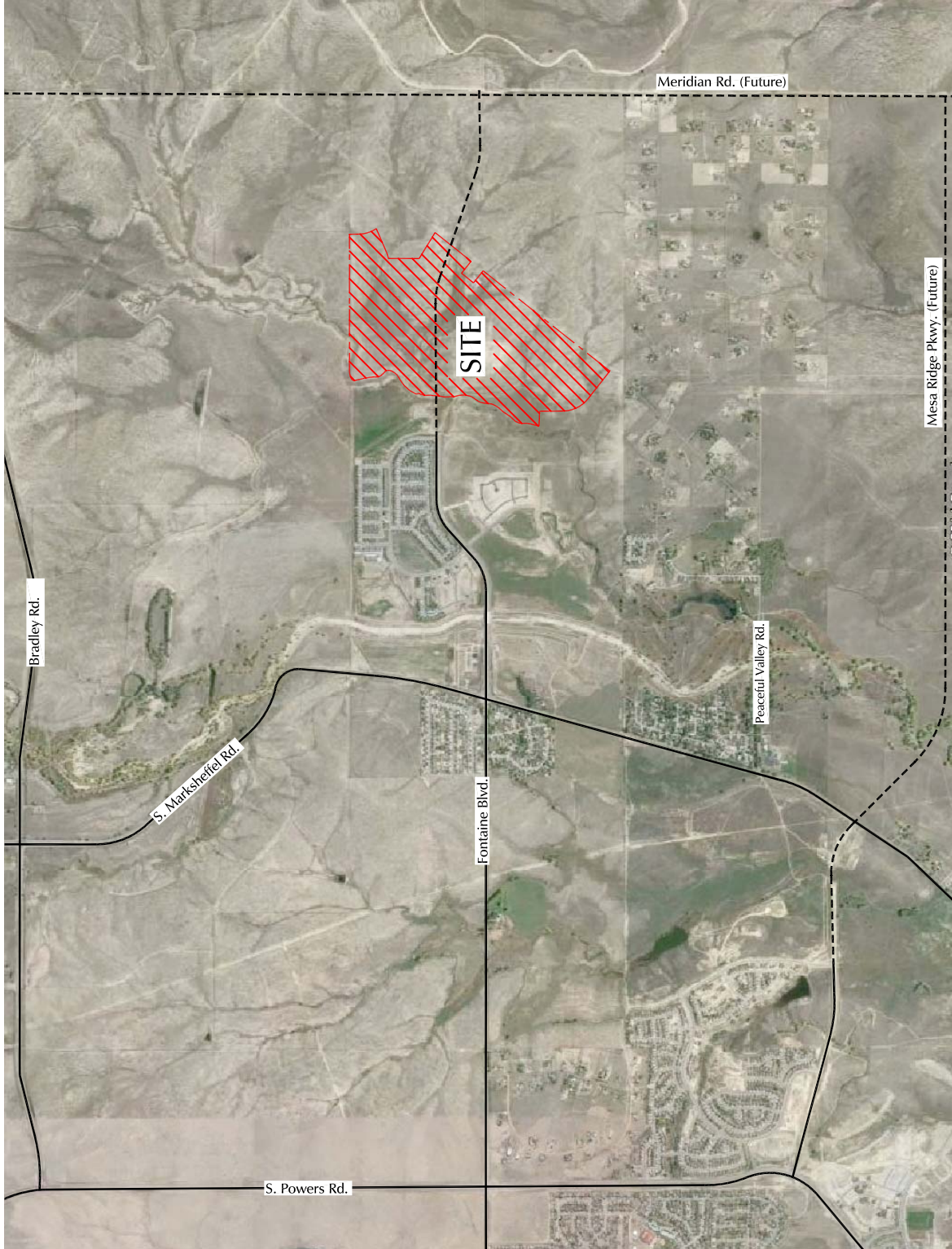
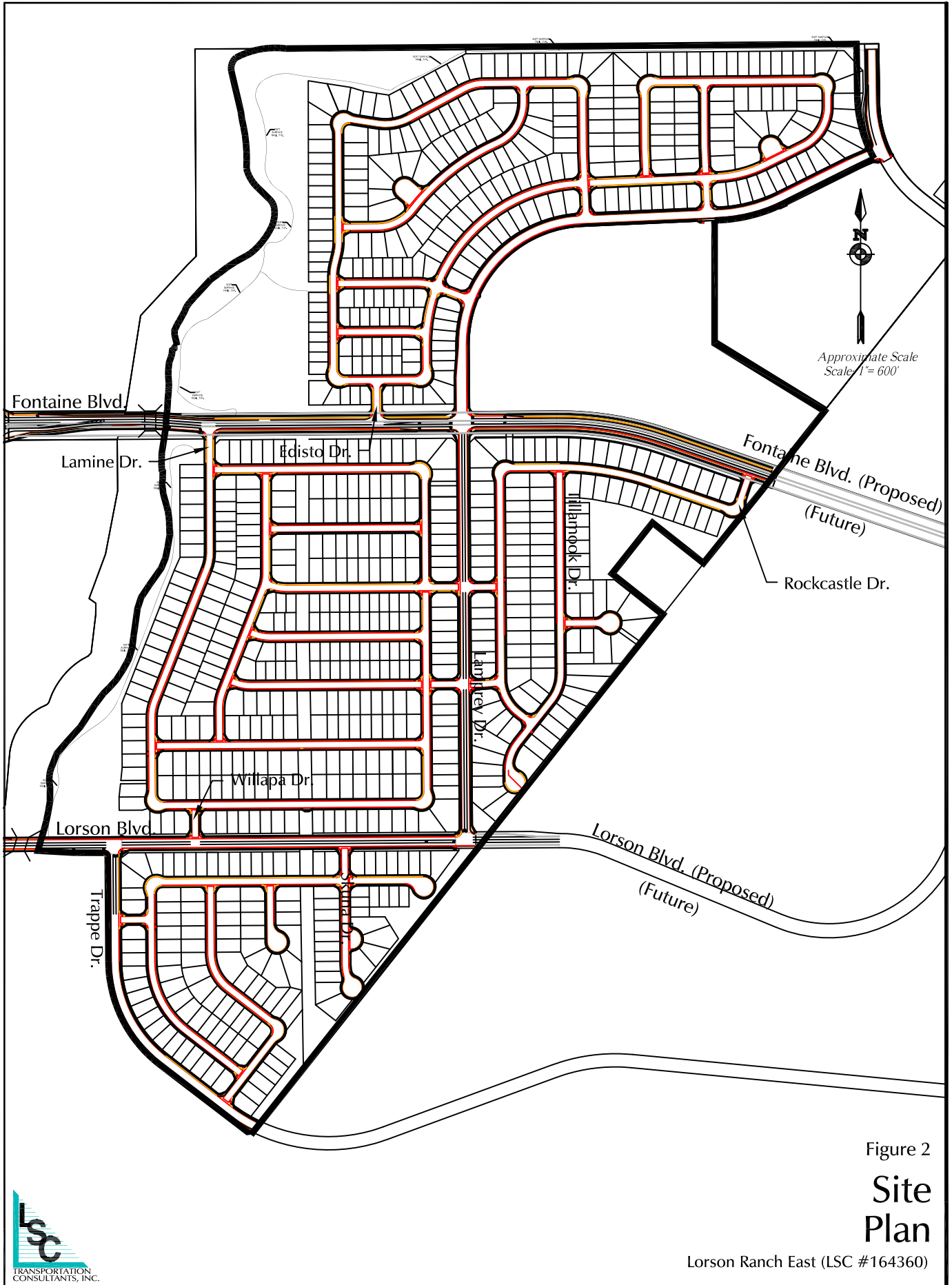


Figure 1  
Vicinity  
Map

Lorson Ranch East (LSC #164360)







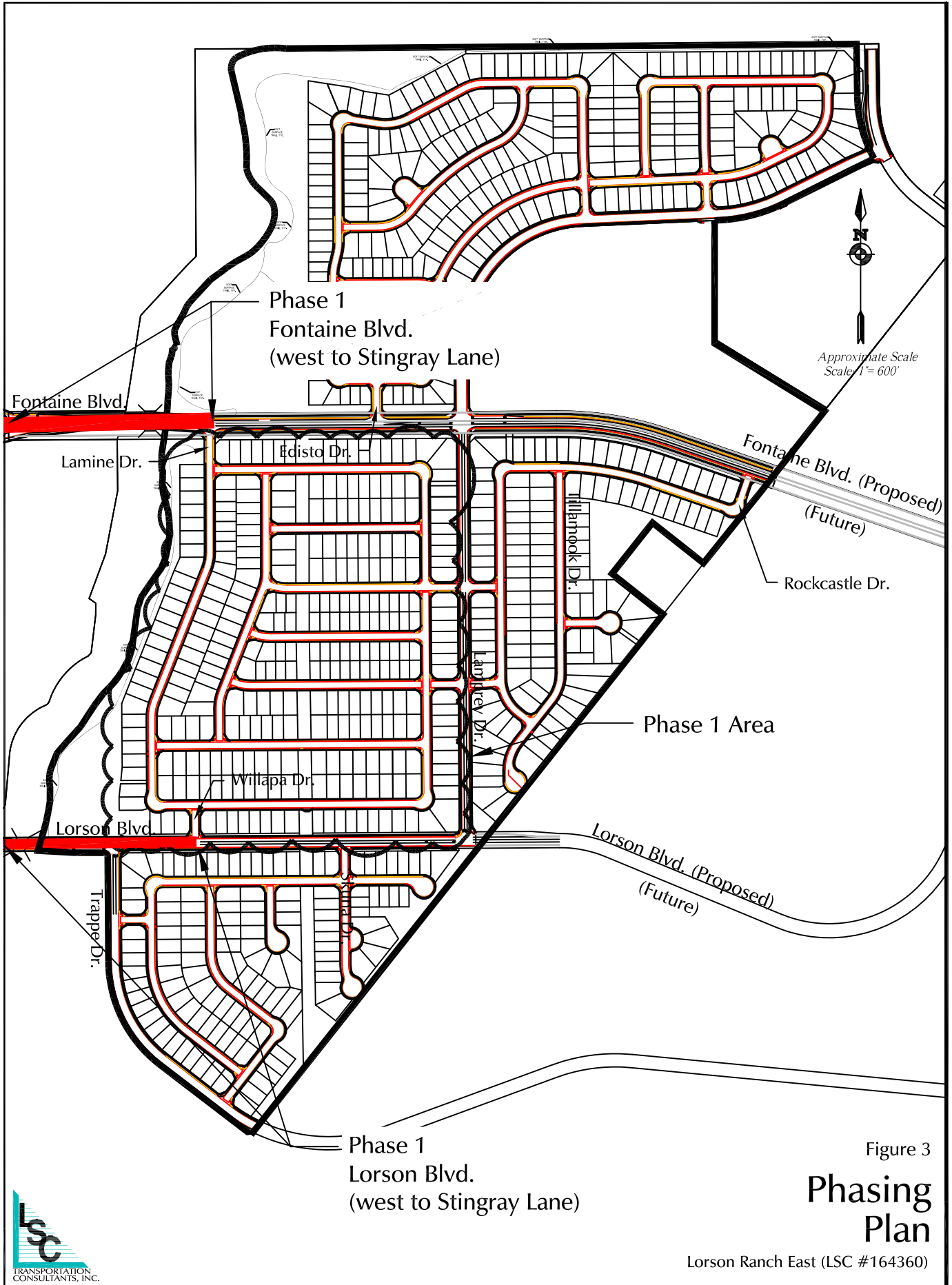
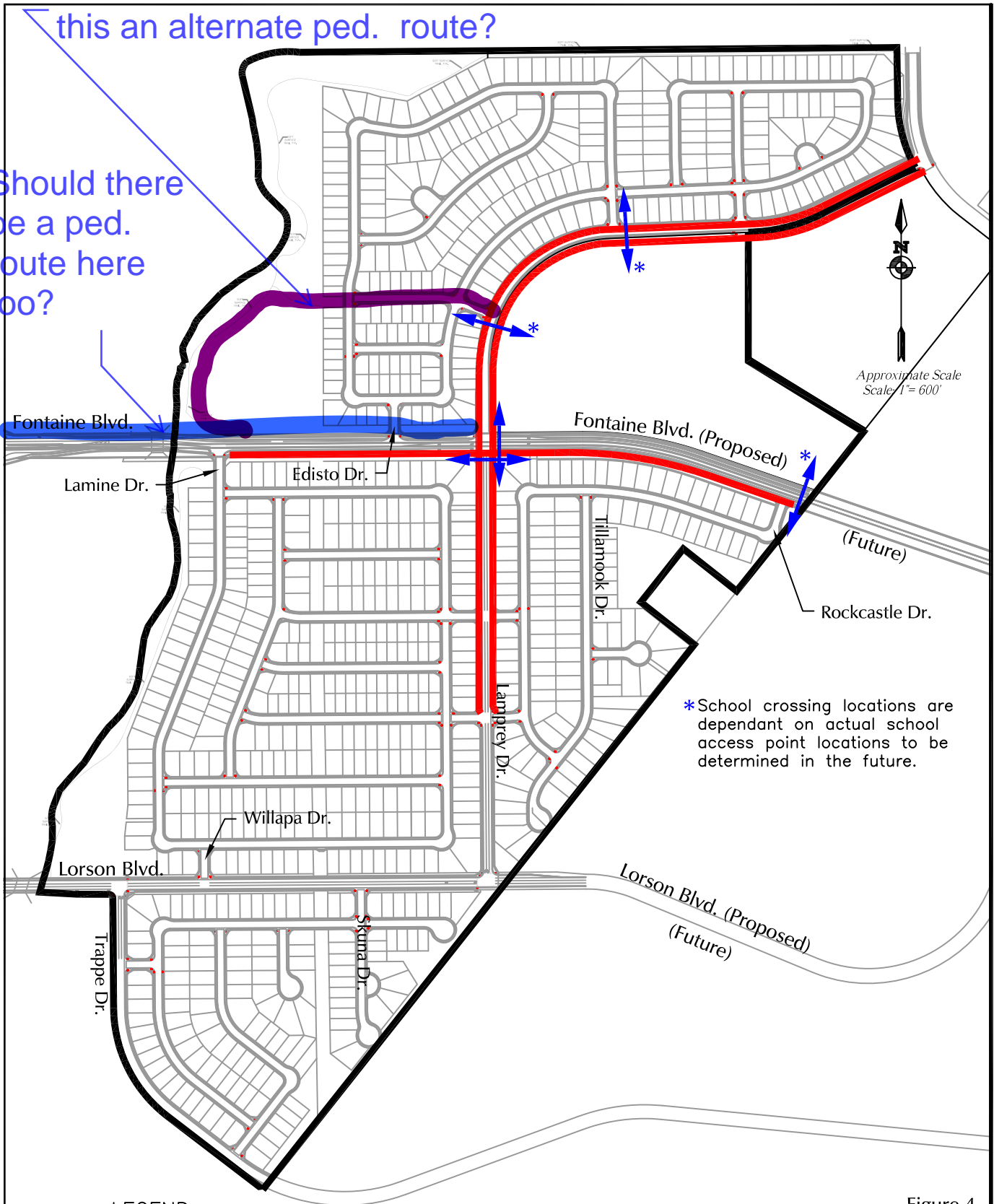


Figure 3  
**Phasing  
Plan**

This route is mentioned in the LOI. Is this an alternate ped. route?

Should there be a ped. route here too?



\* School crossing locations are dependant on actual school access point locations to be determined in the future.

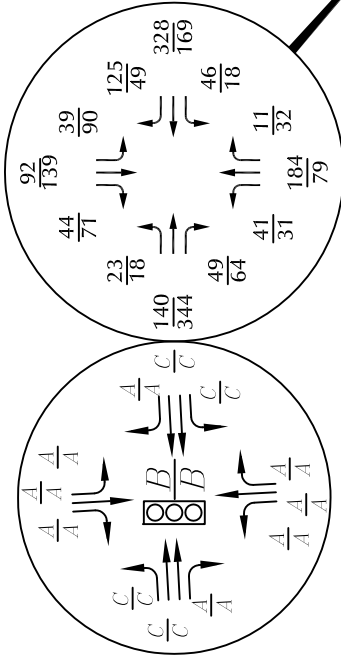
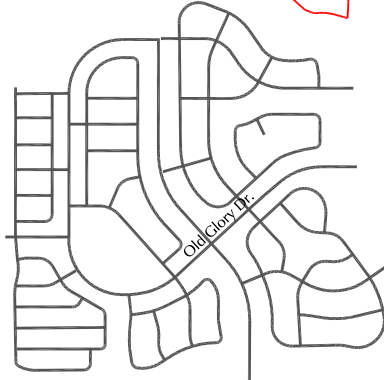
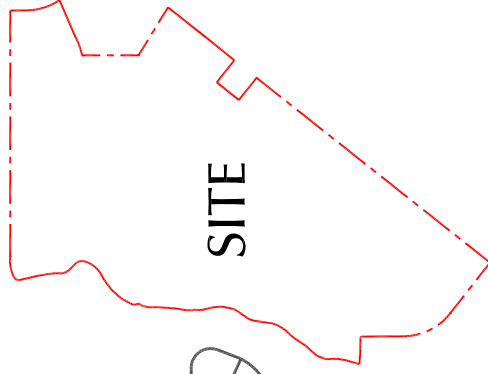
LEGEND:  
↔ = Potential School Crossings  
— = School Pedestrian Routes



Figure 4  
**School Pedestrian Crossings**  
Lorson Ranch East (LSC #164360)



Approximate Scale  
Scale: 1" = 2,000'



Fontaine Blvd.

6,975

S. Marksheffel Rd.

3,650

Rolling Ridge Rd.

Peaceful Valley Rd.

Raintree Rd.

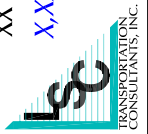
Grassland Rd.

Peaceful Valley Rd.

Figure 5  
**Existing Traffic**

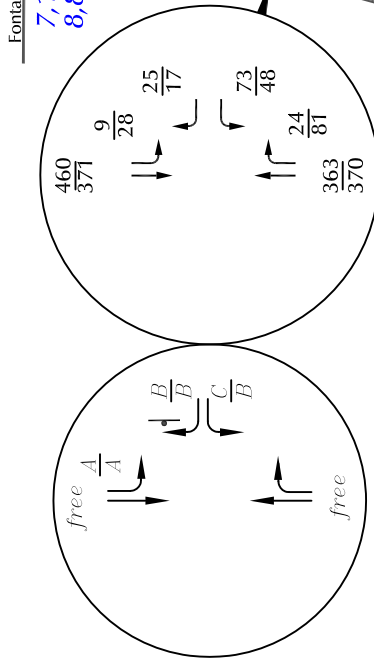
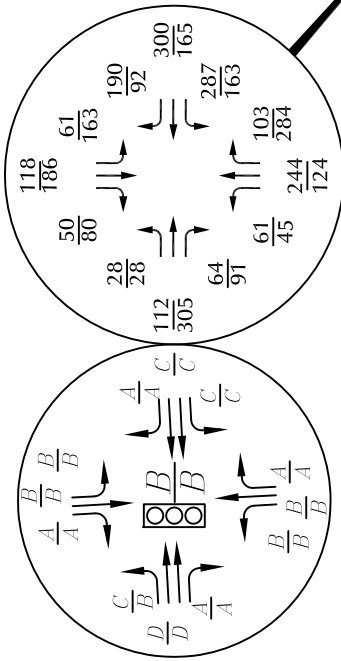
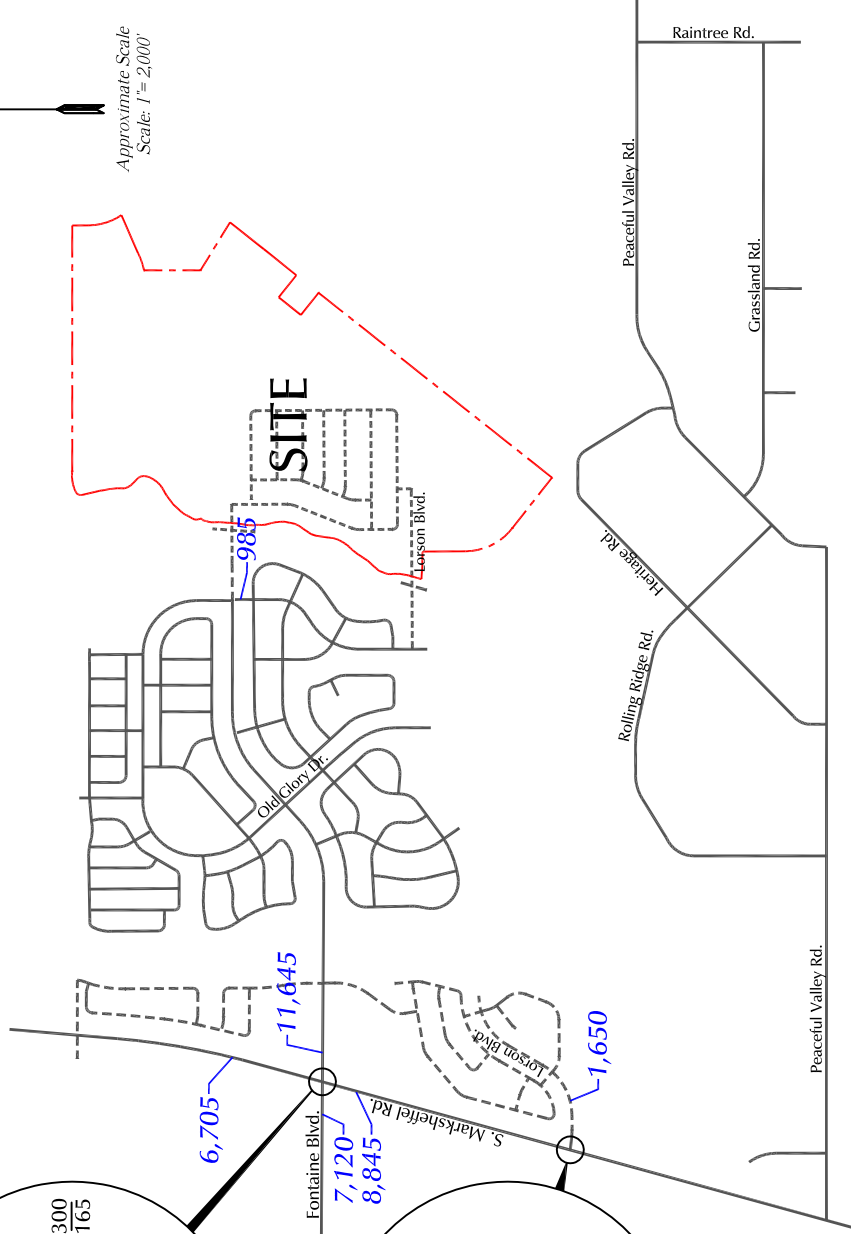
LEGEND:  
 $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (vehicles per hour) Based on counts by LSC March 2017  
 $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (vehicles per hour)  
 X,XXX = Average Weekday Traffic (vehicles per day)(Estimates by LSC)

Lorson Ranch East (LSC #164360)





Approximate Scale  
Scale: 1" = 2,000'



LEGEND:

⊥ = Stop Sign

⊡ = Traffic Signal

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

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

A/B = AM Individual Movement Peak-Hour Level of Service

B/C = PM Individual Movement Peak-Hour Level of Service

C/D = AM Entire Intersection Peak-Hour Level of Service

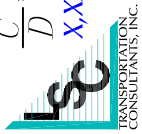
D/X,XXX = PM Entire Intersection Peak-Hour Level of Service

X,XXX = Average Weekday Traffic (vehicles per day)

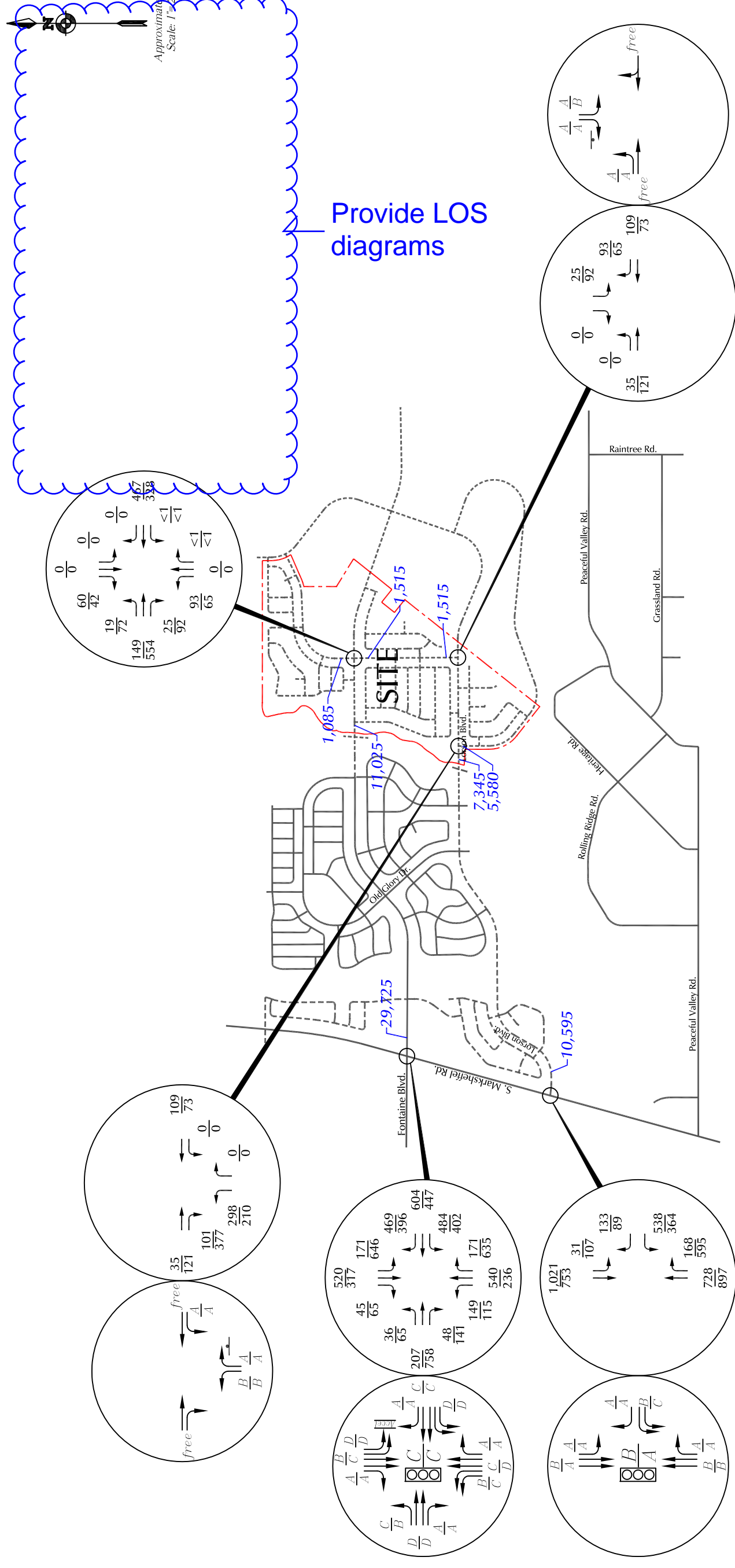
Figure 6

# Short-Term Background Traffic, Lane Geometry, Traffic Control & Level of Service

Lorson Ranch East (LSC #164360)



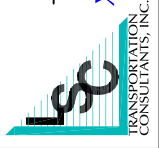
Approximate Scale  
Scale: 1"=2000'



LEGEND:

- = Stop Sign
- = Traffic Signal
- = Modern Roundabout
- XX/XX = AM Weekday Peak-Hour Traffic (vehicles per hour)
- XX/XX = PM Weekday Peak-Hour Traffic (vehicles per hour)
- A/A = AM Individual Movement Peak-Hour Level of Service
- B/B = PM Individual Movement Peak-Hour Level of Service
- C/C = AM Entire Intersection Peak-Hour Level of Service
- D/D = PM Entire Intersection Peak-Hour Level of Service
- X,XXX = Average Weekday Traffic (vehicles per day)

Figure 7  
Year 2040  
Background Traffic, Lane  
Geometry, Traffic Control & Level of Service  
Lorson Ranch East (LSC #164360)





Approximate Scale  
Scale: 1" = 3,000'

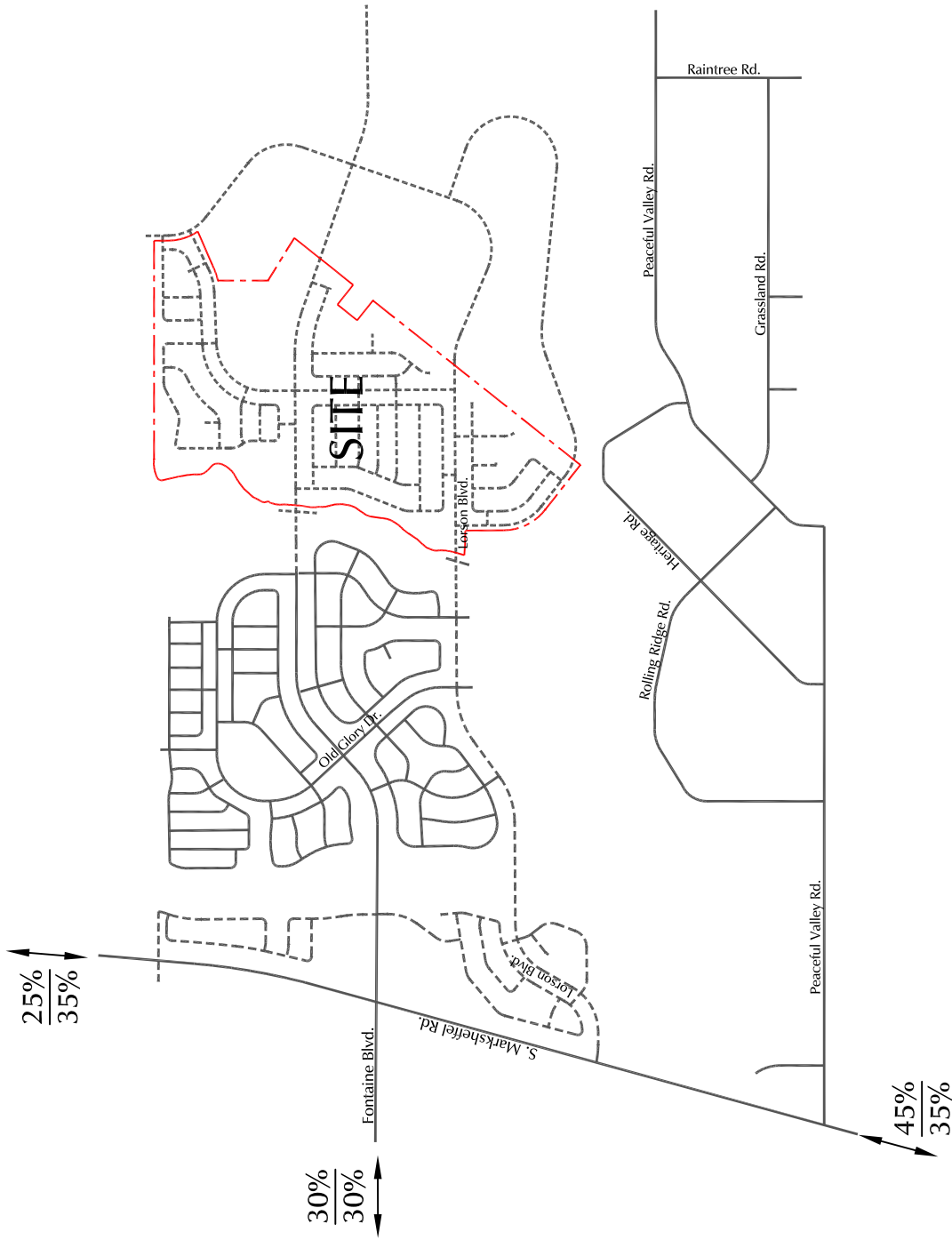


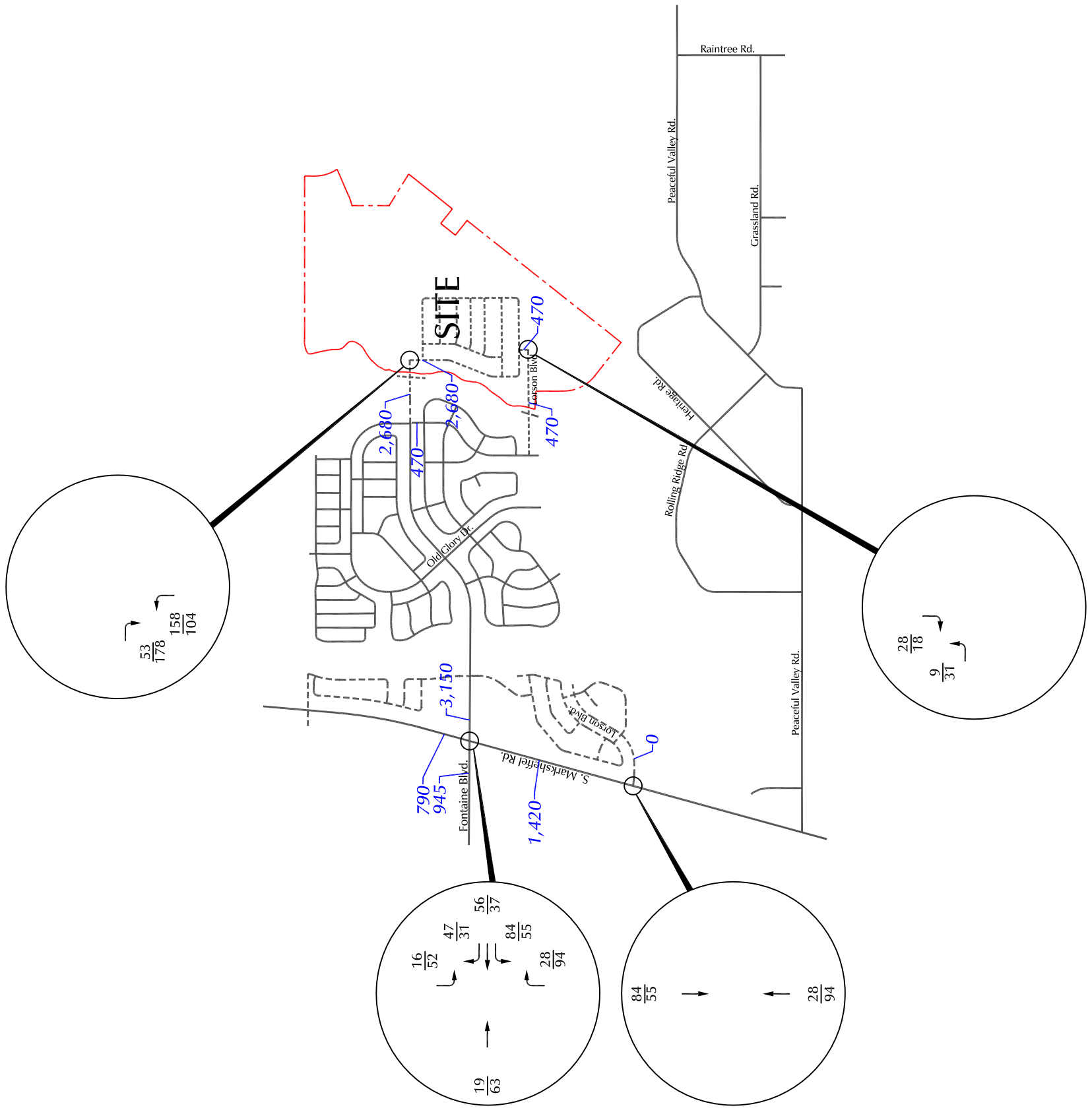
Figure 8  
**Directional Distribution  
of Site-Generated Traffic**  
Lorson Ranch East (LSC #164360)

LEGEND:  
 $\frac{45\%}{35\%}$  = Residential Percent Directional Distribution  
 $\frac{25\%}{35\%}$  = School Percent Directional Distribution





Approximate Scale  
Scale: 1" = 2,000'



LEGEND:

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

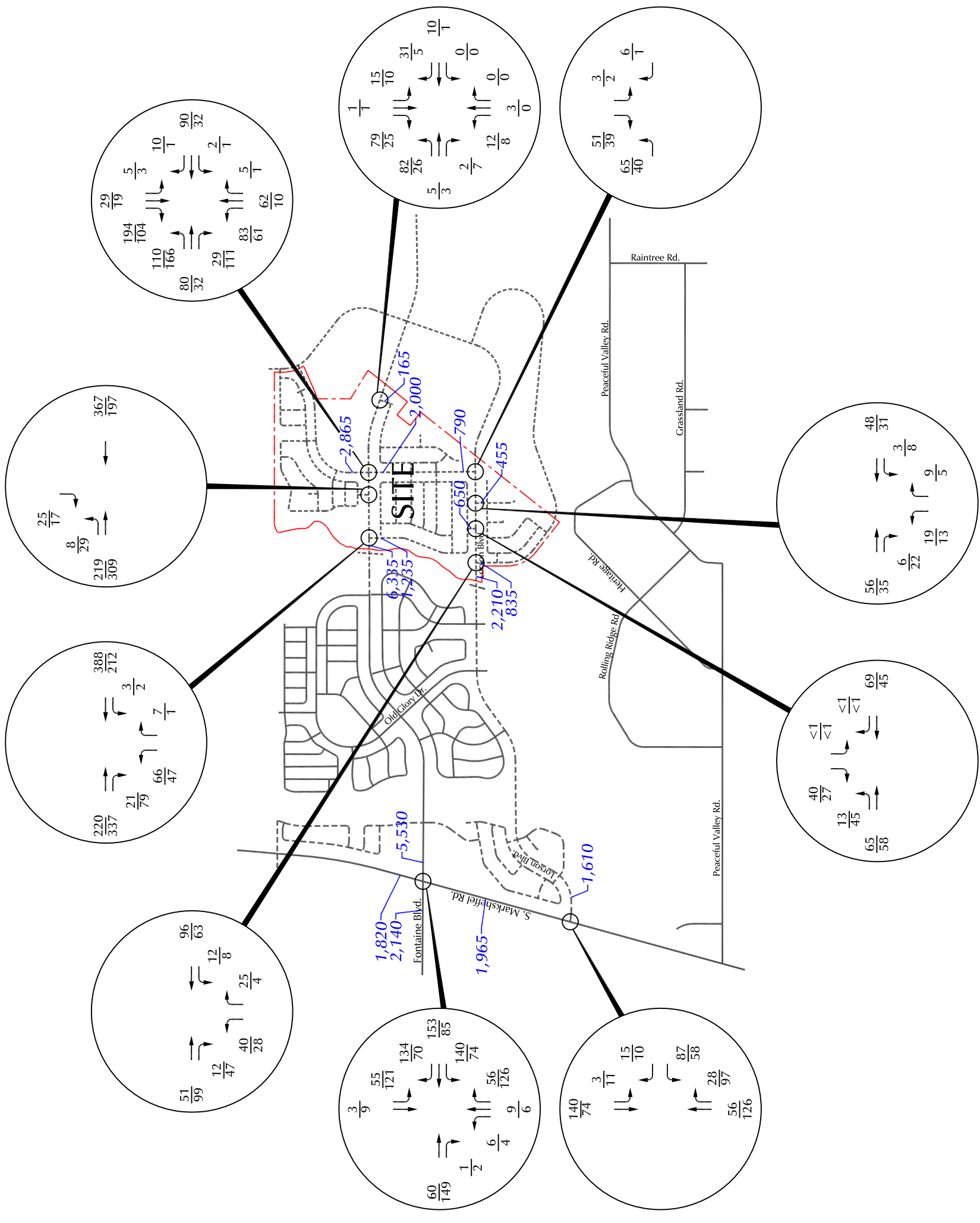


Figure 9  
Short-Term Assignment  
of Site-Generated Traffic  
Lorson Ranch East (LSC #164360)





Approximate Scale  
Scale: 1" = 2,000'



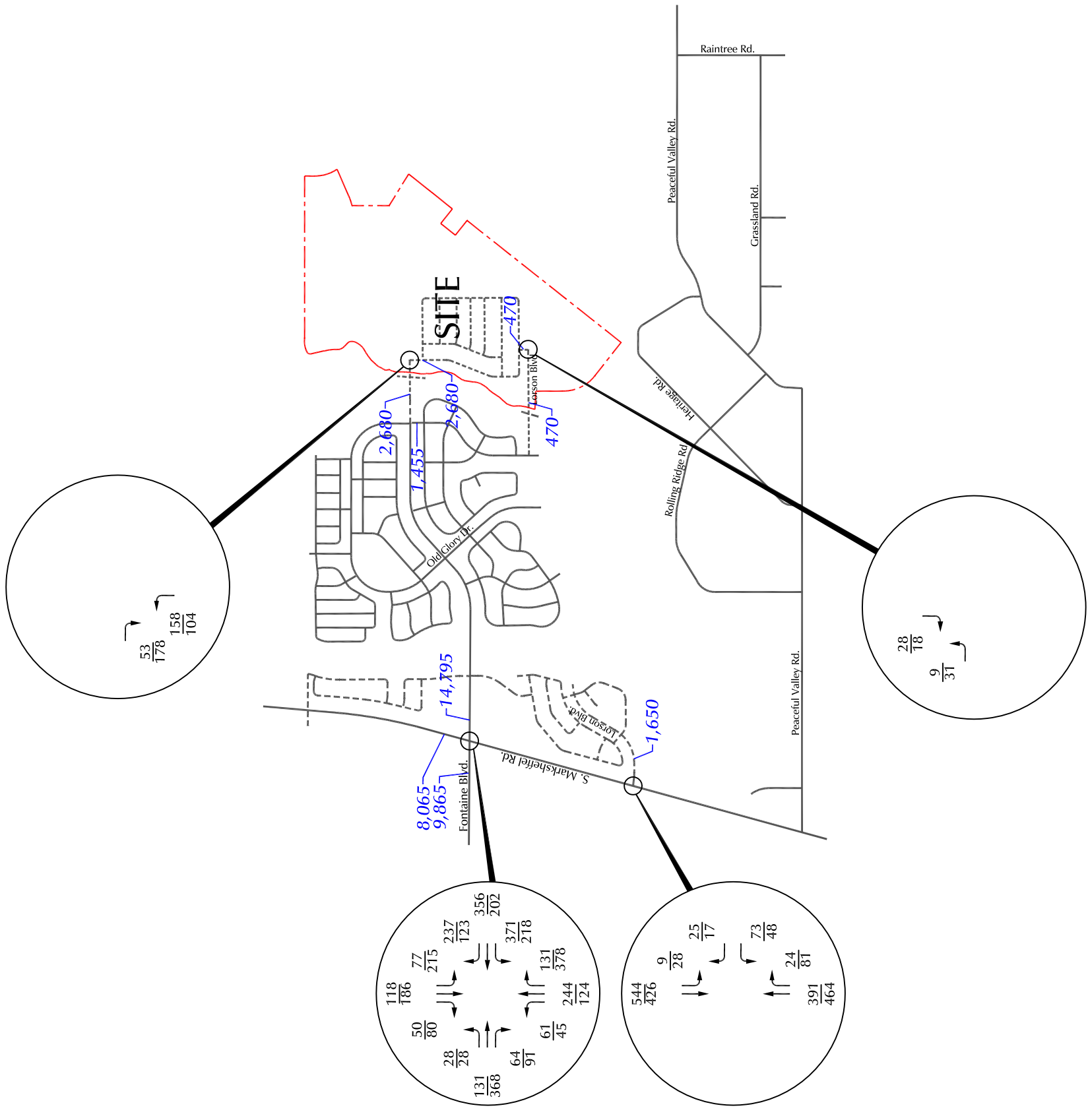
LEGEND:  
 XX = AM Weekday Peak-Hour Traffic (vehicles per hour)  
 XX = PM Weekday Peak-Hour Traffic (vehicles per hour)  
 X,XXX = Average Weekday Traffic (vehicles per day)



Figure 10  
 Year 2040 Assignment  
 of Site-Generated Traffic  
 Lorson Ranch East (LSC #164360)



Approximate Scale  
Scale: 1" = 2,000'



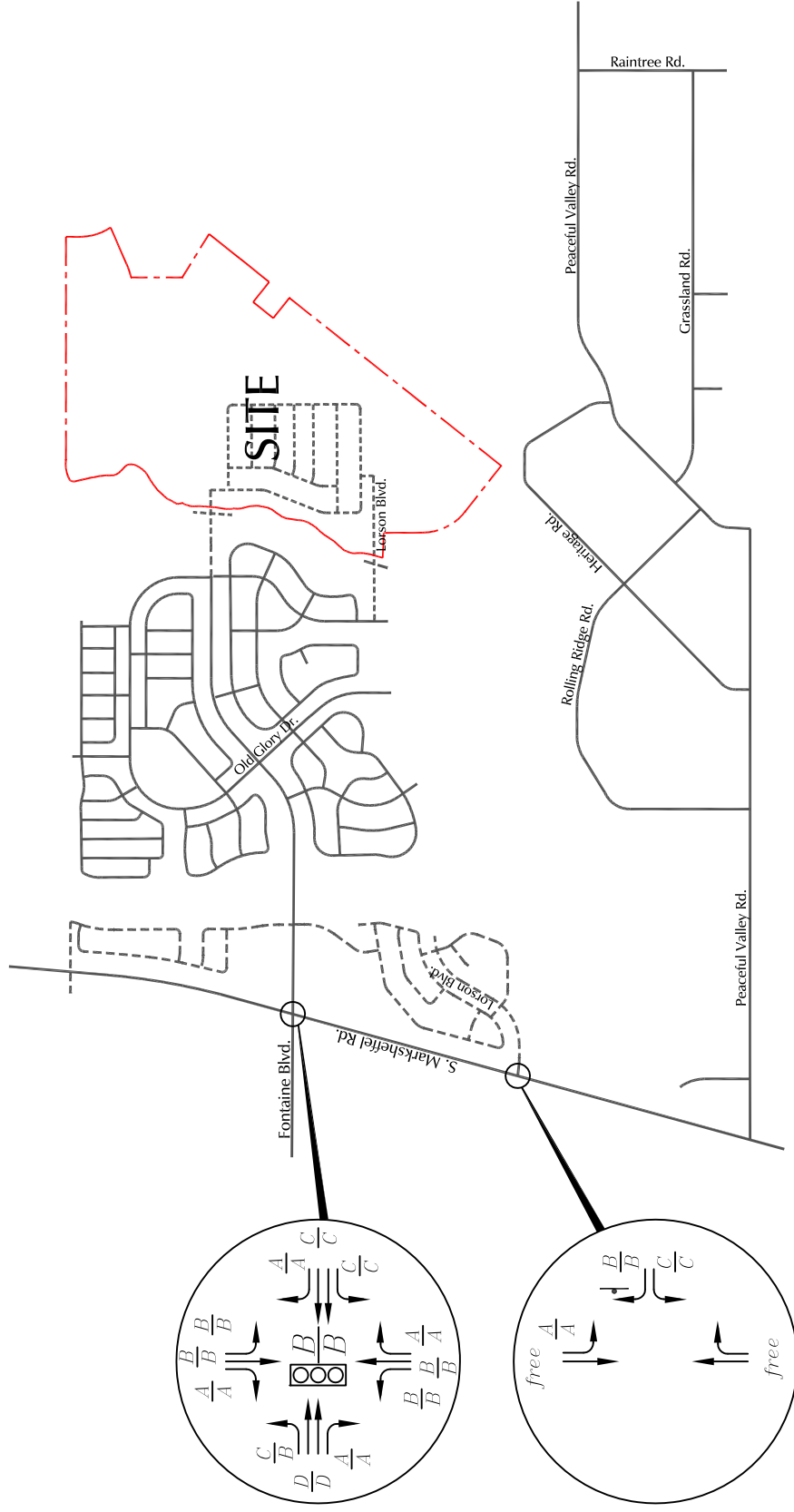
**LEGEND:**  
 XX = AM Weekday Peak-Hour Traffic (vehicles per hour)  
 XX = PM Weekday Peak-Hour Traffic (vehicles per hour)  
 X,XXX = Average Weekday Traffic (vehicles per day)



Figure 11a  
**Short-Term  
 Total Traffic**  
 Lorson Ranch East (LSC #164360)



Approximate Scale  
Scale: 1" = 2,000'



LEGEND:

↑ = Stop Sign

⊞ = Traffic Signal

A = AM Individual Movement Peak-Hour Level of Service  
 B = PM Individual Movement Peak-Hour Level of Service  
 C = AM Entire Intersection Peak-Hour Level of Service  
 D = PM Entire Intersection Peak-Hour Level of Service

Figure 11b

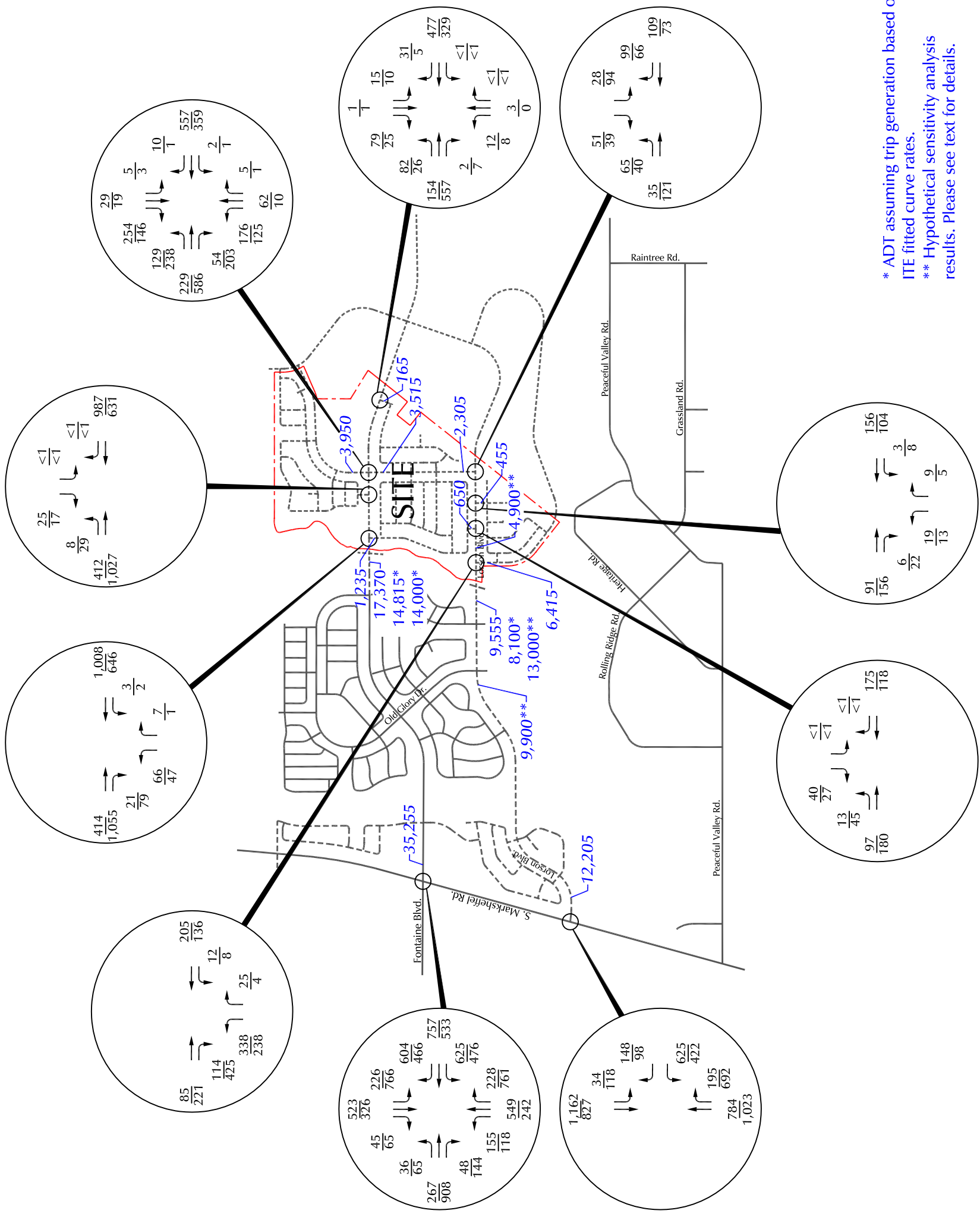
# Short-Term Total Lane Geometry, Traffic Control & Level of Service

Lorson Ranch East (LSC #164360)





Approximate Scale  
Scale: 1" = 2,000'



\* ADT assuming trip generation based on ITE fitted curve rates.  
\*\* Hypothetical sensitivity analysis results. Please see text for details.

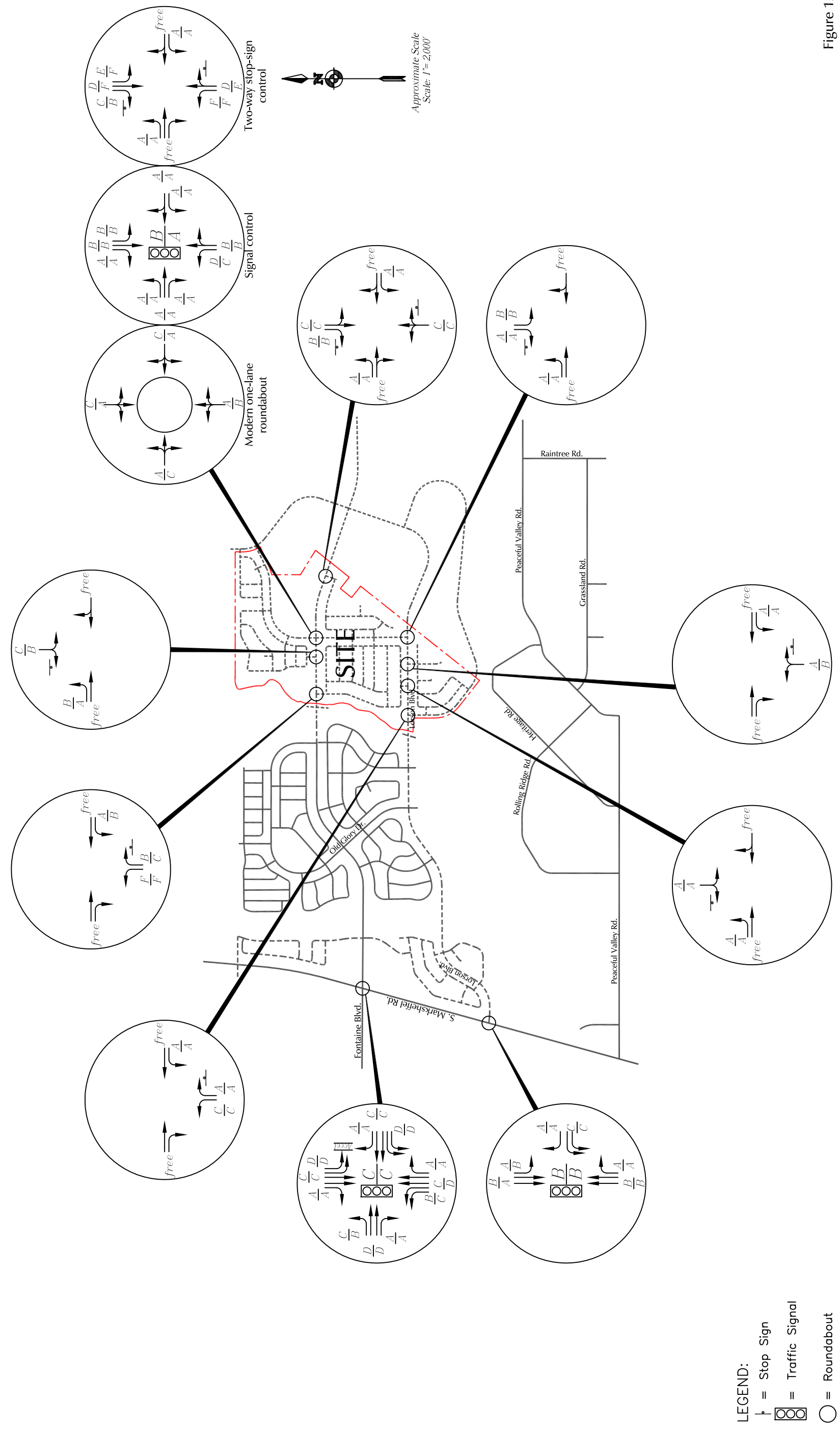
LEGEND:  
 XX = AM Weekday Peak-Hour Traffic (vehicles per hour)  
 XX = PM Weekday Peak-Hour Traffic (vehicles per hour)  
 X,XXX = Average Weekday Traffic (vehicles per day)



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

Lorson Ranch East (LSC #164360)

Figure 12b

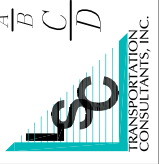


Approximate Scale  
Scale: 1" = 2000'

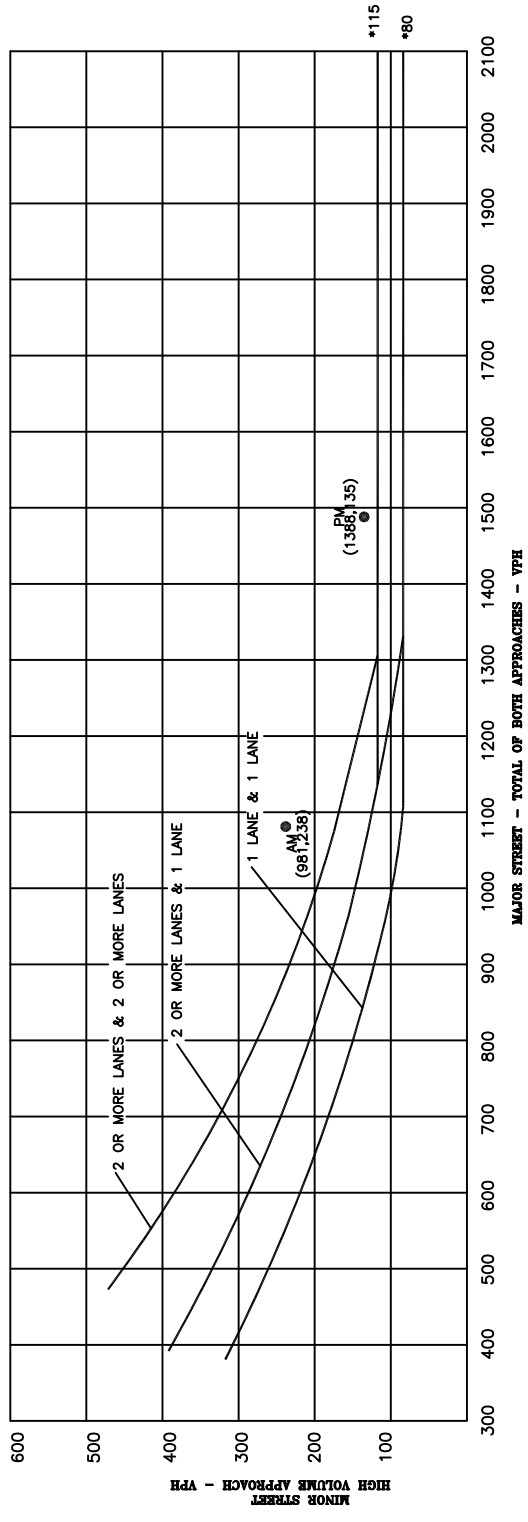
**LEGEND:**

- ⊥ = Stop Sign
- ⊞ = Traffic Signal
- = Roundabout

- $\frac{A}{A}$  = AM Individual Movement Peak-Hour Level of Service
- $\frac{B}{B}$  = PM Individual Movement Peak-Hour Level of Service
- $\frac{C}{C}$  = AM Entire Intersection Peak-Hour Level of Service
- $\frac{D}{D}$  = PM Entire Intersection Peak-Hour Level of Service



Fontaine/Lamprey  
 Figure 4C-1. Warrant 2, Four Hour Vehicular Volume



\* Note: 115 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

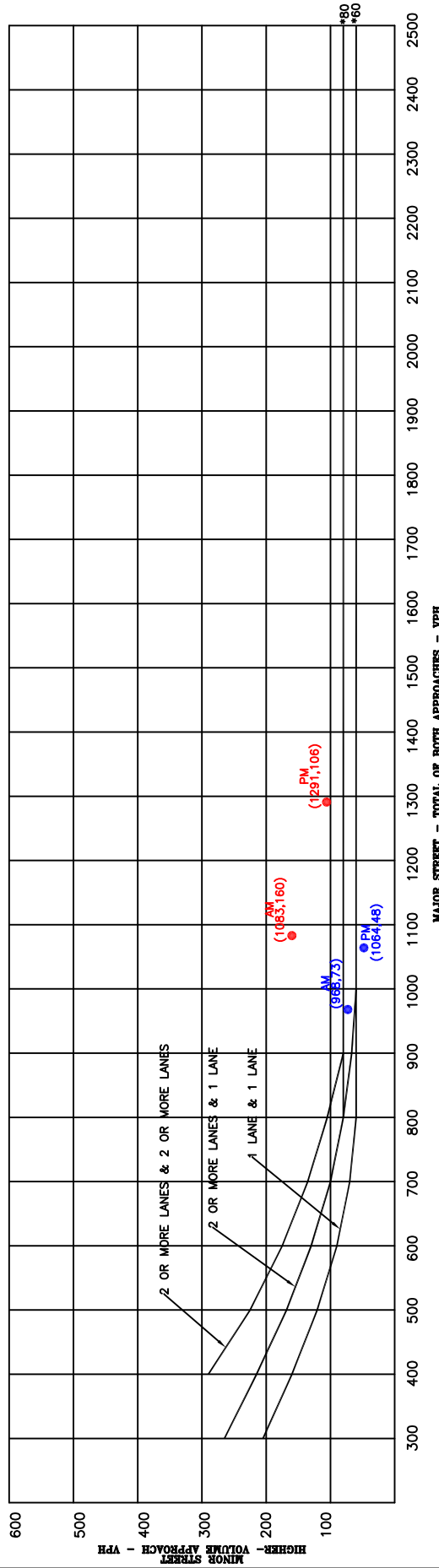
Figure 13

# Signal Warrant Analysis Marksheffel/Lorson

Lorson Ranch East (LSC #164360)



**Figure 4C-2. Warrant 2 Four-Hour Vehicular Volume (70% Factor)**  
 (Community Less than 10,000 population or above 40 mph on Major Street)



\* Note: 80 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

- Short-Term Total Traffic
- Intermediate Traffic Volume\*

The intermediate traffic volumes are the sum of the short-term background volumes from Figure 6 plus the long term site generated traffic volumes from Figure 10. These volumes do not account for any traffic from existing or approved developments within Lorson Ranch that may use this intersection once Lorson Boulevard is constructed across the main Jimmy Camp Creek channel.

Figure 14

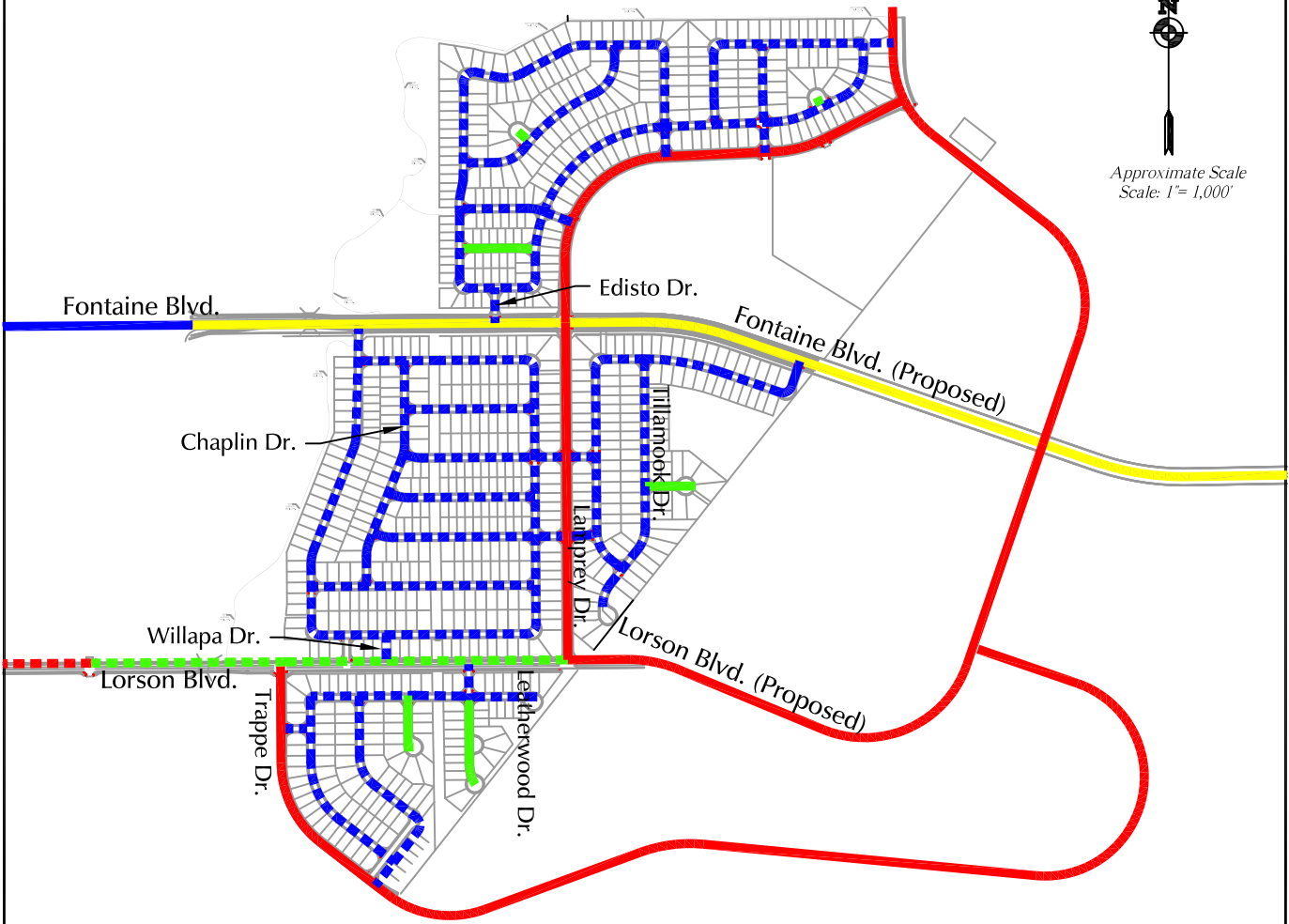
# Signal Warrant Analysis Marksheffel/Lorson

Lorson Ranch East (LSC #164360)





Approximate Scale  
Scale: 1" = 1,000'



LEGEND:

- = Four-Lane Principal Arterial
- = Four-Lane Principal Arterial (Ultimate Classification)  
Interim/Lorson Ranch Buildout 2-Lane Urban Non-Residential Collector  
Street in a 100-foot R.O.W.
- = Urban Local (Low Volume)
- - - - = Urban Local
- = Urban Residential Collector (60' R.O.W.)
- - - - = Urban Non-Residential Collector Classification  
(80-foot-wide R.O.W.) w/ Modified Street Cross Section  
per Deviation#DEV-17-008
- - - - = Urban Residential Collector (64' to 72' R.O.W.)

Figure 15

# Recommended Classifications

Lorson Ranch East (LSC #164360)





LSC Transportation Consultants, Inc.

545 E. Pikes Peak Ave., #210

LSC Transportation Consultants, Inc. Colorado Springs, CO 80903 Name : Marksheffel - Fontaine Blvd AM

(719) 633-2868

Site Code : 00164360

Start Date : 03/21/2017

Page No : 1

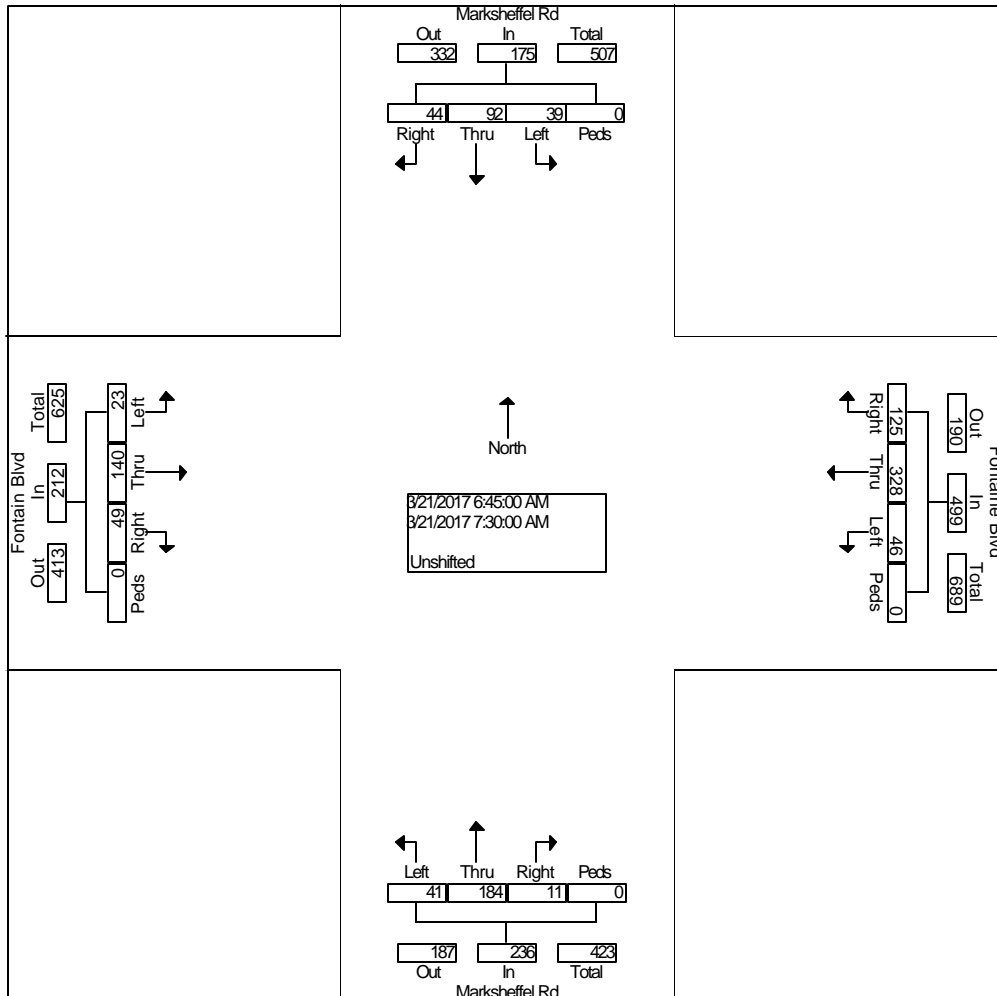
Groups Printed- Unshifted

Start Time	Marksheffel Rd From North				Fontaine Blvd From East				Marksheffel Rd From South				Fontain Blvd From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	8	17	6	0	28	87	8	0	4	63	8	0	10	22	5	0	266
06:45 AM	9	24	9	0	26	104	9	0	1	36	19	0	15	35	3	0	290
Total	17	41	15	0	54	191	17	0	5	99	27	0	25	57	8	0	556
07:00 AM	12	28	13	0	26	78	13	0	3	56	9	0	13	28	5	0	284
07:15 AM	9	16	5	0	43	78	11	0	5	58	7	0	6	36	7	0	281
07:30 AM	14	24	12	0	30	68	13	0	2	34	6	0	15	41	8	0	267
07:45 AM	9	23	13	0	18	48	7	0	2	47	7	0	25	54	3	0	256
Total	44	91	43	0	117	272	44	0	12	195	29	0	59	159	23	0	1088
08:00 AM	12	10	8	0	19	80	6	1	9	24	15	0	8	41	7	0	240
08:15 AM	14	22	5	0	20	80	3	0	1	21	14	0	12	31	3	0	226
Grand Total	87	164	71	0	210	623	70	1	27	339	85	0	104	288	41	0	2110
Apprch %	27.0	50.9	22.0	0.0	23.2	68.9	7.7	0.1	6.0	75.2	18.8	0.0	24.0	66.5	9.5	0.0	
Total %	4.1	7.8	3.4	0.0	10.0	29.5	3.3	0.0	1.3	16.1	4.0	0.0	4.9	13.6	1.9	0.0	

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

Name : Marksheffel - Fontaine Blvd AM  
 Site Code : 00164360  
 Start Date : 03/21/2017  
 Page No : 2

Start Time	Marksheffel Rd From North					Fontaine Blvd From East					Marksheffel Rd From South					Fontaine Blvd From West					Int. Total
	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	06:45 AM																				
Volume	44	92	39	0	175	12	32	46	0	499	11	18	41	0	236	49	14	23	0	212	1122
Percent	25.1	52.6	22.3	0.0		25.1	65.7	9.2	0.0		4.7	78.0	17.4	0.0		23.1	66.0	10.8	0.0		
06:45 Volume	9	24	9	0	42	26	10	9	0	139	1	36	19	0	56	15	35	3	0	53	290
Peak Factor	0.967																				
High Int.	07:00 AM					06:45 AM					07:15 AM					07:30 AM					
Volume	12	28	13	0	53	26	10	9	0	139	5	58	7	0	70	15	41	8	0	64	
Peak Factor	0.825					0.897					0.843					0.828					



LSC Transportation Consultants, Inc.

545 E. Pikes Peak Ave., #210

LSC Transportation Consultants, Inc. Colorado Springs, CO 80903

(719) 633-2868

Site Name : Marksheffel - Fontaine Blvd PM

Site Code : 00164360

Start Date : 03/20/2017

Page No : 1

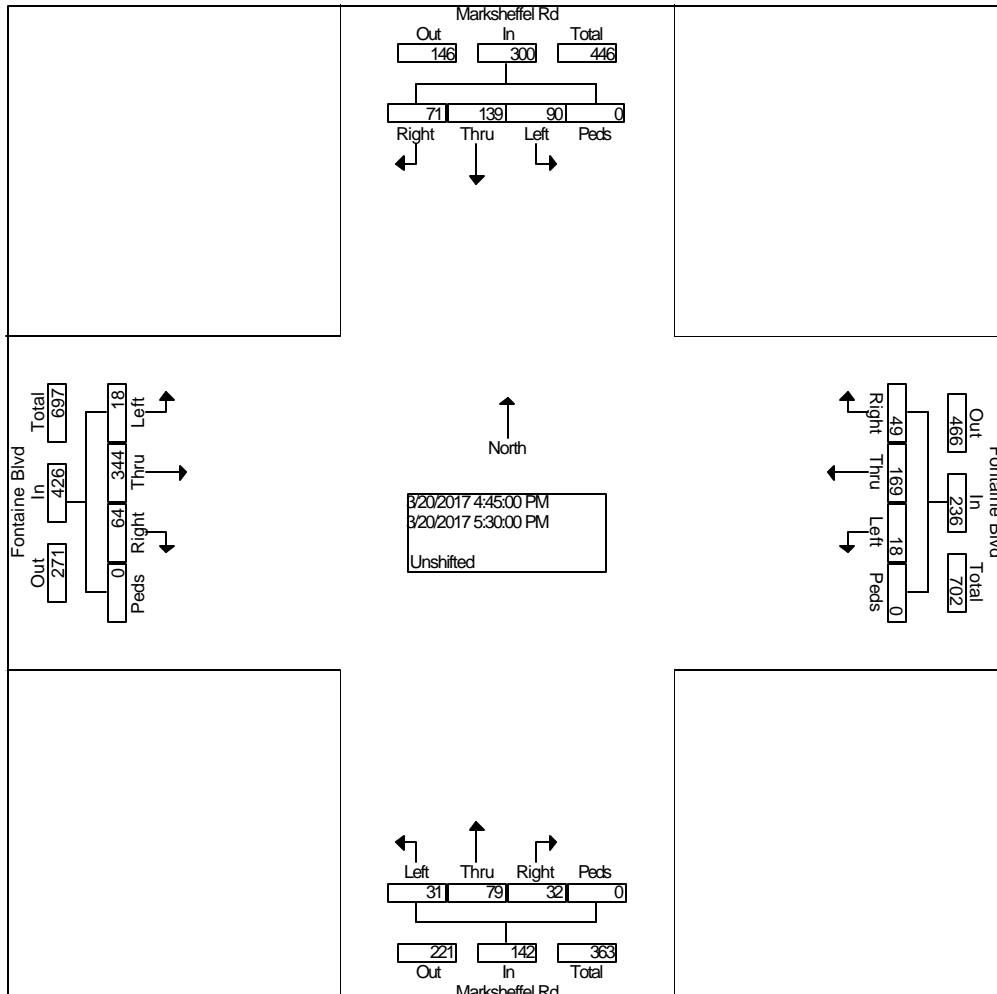
Groups Printed- Unshifted

Start Time	Marksheffel Rd From North				Fontaine Blvd From East				Marksheffel Rd From South				Fontaine Blvd 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	18	25	8	0	6	53	5	0	5	31	5	0	8	61	0	0	225
04:15 PM	13	36	28	0	21	29	8	0	6	32	11	0	12	84	7	0	287
04:30 PM	21	35	14	0	17	38	3	0	8	21	12	0	12	69	6	0	256
04:45 PM	19	39	29	0	10	42	2	0	4	14	7	0	24	91	5	0	286
Total	71	135	79	0	54	162	18	0	23	98	35	0	56	305	18	0	1054
05:00 PM	16	24	19	0	14	38	5	0	8	19	5	0	10	81	5	0	244
05:15 PM	20	51	19	0	18	50	6	0	8	19	10	0	17	84	7	0	309
05:30 PM	16	25	23	0	7	39	5	0	12	27	9	0	13	88	1	0	265
05:45 PM	8	24	14	0	6	45	4	0	7	7	7	0	15	77	2	0	216
Total	60	124	75	0	45	172	20	0	35	72	31	0	55	330	15	0	1034
Grand Total	131	259	154	0	99	334	38	0	58	170	66	0	111	635	33	0	2088
Apprch %	24.1	47.6	28.3	0.0	21.0	70.9	8.1	0.0	19.7	57.8	22.4	0.0	14.2	81.5	4.2	0.0	
Total %	6.3	12.4	7.4	0.0	4.7	16.0	1.8	0.0	2.8	8.1	3.2	0.0	5.3	30.4	1.6	0.0	

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

Project Name : Marksheffel - Fontaine Blvd PM  
 Site Code : 00164360  
 Start Date : 03/20/2017  
 Page No : 2

Start Time	Marksheffel Rd From North					Fontaine Blvd From East					Marksheffel Rd From South					Fontaine Blvd From West					Int. Total
	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	71	139	90	0	300	49	169	18	0	236	32	79	31	0	142	64	344	18	0	426	1104
Percent	23.7	46.3	30.0	0.0		20.8	71.6	7.6	0.0		22.5	55.6	21.8	0.0		15.0	80.8	4.2	0.0		
05:15 Volume	20	51	19	0	90	18	50	6	0	74	8	19	10	0	37	17	84	7	0	108	309
Peak Factor	0.893																				
High Int. Volume	05:15 PM					05:15 PM					05:30 PM					04:45 PM					
Peak Factor	0.83					0.79					0.74					0.88					
	3					7					0					8					



Timings

1: Marksheffel Rd & Fontaine Blvd

Existing Traffic

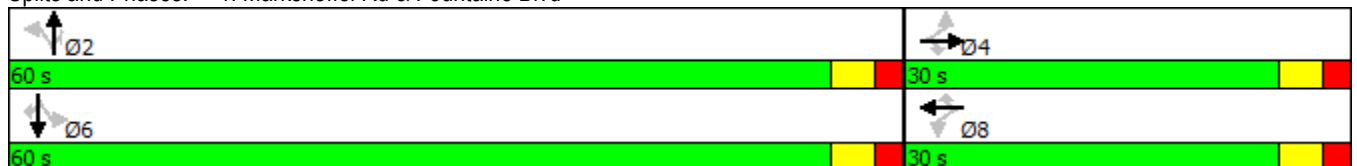
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	140	49	46	328	125	41	184	11	39	92	44
Future Volume (vph)	23	140	49	46	328	125	41	184	11	39	92	44
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	14.0	14.0	14.0	14.0	14.0	14.0	55.1	55.1	55.1	55.1	55.1	55.1
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.18	0.70	0.70	0.70	0.70	0.70	0.70
v/c Ratio	0.16	0.22	0.15	0.23	0.58	0.35	0.05	0.14	0.01	0.05	0.07	0.04
Control Delay	29.9	28.4	9.7	30.3	33.7	8.0	4.7	4.9	1.1	4.7	4.6	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	28.4	9.7	30.3	33.7	8.0	4.7	4.9	1.1	4.7	4.6	1.8
LOS	C	C	A	C	C	A	A	A	A	A	A	A
Approach Delay		24.2			26.9			4.7			3.9	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 79.1	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Marksheffel Rd & Fontaine Blvd



Timings

1: Marksheffel Rd & Fontaine Blvd

Existing Traffic

PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	344	64	18	169	49	31	79	32	90	139	71
Future Volume (vph)	18	344	64	18	169	49	31	79	32	90	139	71
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	13.0	13.0	13.0	13.0	13.0	13.0	55.1	55.1	55.1	55.1	55.1	55.1
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	0.17	0.71	0.71	0.71	0.71	0.71	0.71
v/c Ratio	0.09	0.59	0.21	0.17	0.36	0.19	0.04	0.06	0.03	0.12	0.13	0.08
Control Delay	28.1	34.3	9.4	30.4	30.4	9.5	4.3	4.3	1.8	4.6	4.4	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	34.3	9.4	30.4	30.4	9.5	4.3	4.3	1.8	4.6	4.4	1.3
LOS	C	C	A	C	C	A	A	A	A	A	A	A
Approach Delay		30.3			26.1			3.7			3.7	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 78.1

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 18.3

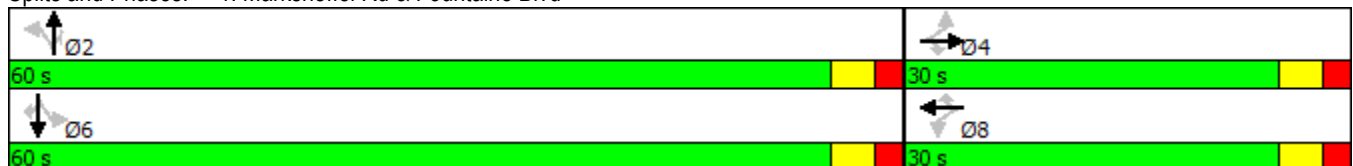
Intersection LOS: B

Intersection Capacity Utilization 38.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Marksheffel Rd & Fontaine Blvd



Timings

2020 Background Traffic

1: Marksheffel Rd & Fontaine Blvd

AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	112	64	287	300	190	61	244	103	61	118	50
Future Volume (vph)	28	112	64	287	300	190	61	244	103	61	118	50
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	10.0	10.0	9.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	10.0	10.0	10.0	35.0	35.0	35.0	45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	11.1%	11.1%	11.1%	38.9%	38.9%	38.9%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	10.0	5.0	5.0	26.6	22.8	22.8	40.1	40.1	40.1	40.1	40.1	40.1
Actuated g/C Ratio	0.13	0.07	0.07	0.35	0.30	0.30	0.52	0.52	0.52	0.52	0.52	0.52
v/c Ratio	0.16	0.53	0.29	0.66	0.32	0.34	0.10	0.27	0.12	0.12	0.13	0.06
Control Delay	20.8	44.8	3.1	26.9	22.8	5.4	11.1	12.0	1.6	11.4	10.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	44.8	3.1	26.9	22.8	5.4	11.1	12.0	1.6	11.4	10.9	0.1
LOS	C	D	A	C	C	A	B	B	A	B	B	A
Approach Delay		28.4			20.1			9.2			8.7	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 76.7

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 16.8

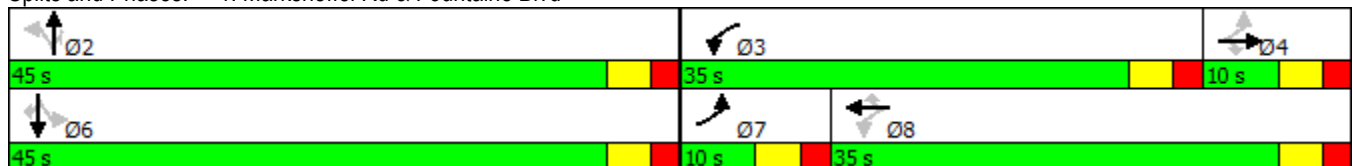
Intersection LOS: B

Intersection Capacity Utilization 52.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Marksheffel Rd & Fontaine Blvd



**Intersection**

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	73	25	363	24	9	460
Future Vol, veh/h	73	25	363	24	9	460
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	0	-	250	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	15
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	27	395	26	10	500

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	915	395	0
Stage 1	395	-	-
Stage 2	520	-	-
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	303	654	1164
Stage 1	681	-	-
Stage 2	597	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	300	654	1164
Mov Cap-2 Maneuver	425	-	-
Stage 1	681	-	-
Stage 2	592	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	425	654	1164	-
HCM Lane V/C Ratio	-	-	0.187	0.042	0.008	-
HCM Control Delay (s)	-	-	15.4	10.7	8.1	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	0	-



Timings

2020 Background Traffic

1: Marksheffel Rd & Fontaine Blvd

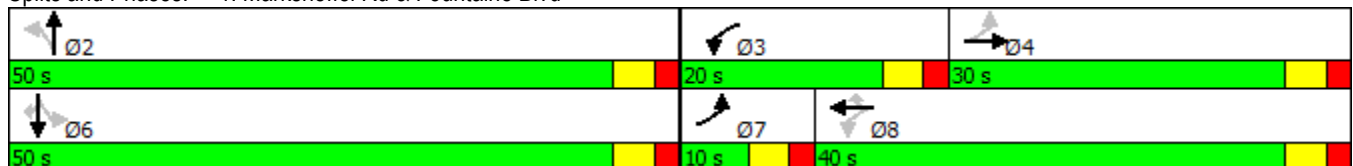
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	305	91	163	165	92	45	124	284	163	186	80
Future Volume (vph)	28	305	91	163	165	92	45	124	284	163	186	80
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	Perm	NA	Free	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4		Free	8		8	2		Free	6		6
Detector Phase	7	4		3	8	8	2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	5.0		4.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.0	10.0		9.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	10.0	30.0		20.0	40.0	40.0	50.0	50.0		50.0	50.0	50.0
Total Split (%)	10.0%	30.0%		20.0%	40.0%	40.0%	50.0%	50.0%		50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	Max
Act Effct Green (s)	17.6	12.6	85.0	29.8	26.1	26.1	45.1	45.1	85.0	45.1	45.1	45.1
Actuated g/C Ratio	0.21	0.15	1.00	0.35	0.31	0.31	0.53	0.53	1.00	0.53	0.53	0.53
v/c Ratio	0.10	0.59	0.06	0.51	0.19	0.20	0.08	0.13	0.19	0.29	0.23	0.11
Control Delay	19.4	38.9	0.1	24.8	23.1	6.1	11.8	11.7	0.3	13.7	12.4	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	38.9	0.1	24.8	23.1	6.1	11.8	11.7	0.3	13.7	12.4	1.4
LOS	B	D	A	C	C	A	B	B	A	B	B	A
Approach Delay		29.2			20.0			4.5			10.8	
Approach LOS		C			C			A			B	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 85  
 Natural Cycle: 40  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay: 15.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 49.7%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 1: Marksheffel Rd & Fontaine Blvd



**Intersection**

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	48	17	370	81	28	371
Future Vol, veh/h	48	17	370	81	28	371
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	0	-	250	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	15
Peak Hour Factor	92	92	96	92	92	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	18	385	88	30	447

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	893	385	0
Stage 1	385	-	-
Stage 2	508	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	312	663	-
Stage 1	688	-	-
Stage 2	604	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	304	663	-
Mov Cap-2 Maneuver	427	-	-
Stage 1	688	-	-
Stage 2	589	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	427 663	1173	-
HCM Lane V/C Ratio	-	-	0.122 0.028	0.026	-
HCM Control Delay (s)	-	-	14.6 10.6	8.2	-
HCM Lane LOS	-	-	B B	A	-
HCM 95th %tile Q(veh)	-	-	0.4 0.1	0.1	-

Timings

2020 Total Traffic

1: Marksheffel Rd & Fontaine Blvd

AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	131	64	371	356	237	61	244	131	77	118	50
Future Volume (vph)	28	131	64	371	356	237	61	244	131	77	118	50
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	10.0	10.0	9.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	10.0	11.0	11.0	35.0	36.0	36.0	44.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	11.1%	12.2%	12.2%	38.9%	40.0%	40.0%	48.9%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	11.0	6.0	6.0	31.5	27.8	27.8	39.2	39.2	39.2	39.2	39.2	39.2
Actuated g/C Ratio	0.14	0.07	0.07	0.39	0.34	0.34	0.49	0.49	0.49	0.49	0.49	0.49
v/c Ratio	0.16	0.54	0.28	0.74	0.33	0.37	0.11	0.29	0.17	0.17	0.14	0.06
Control Delay	20.5	45.5	2.7	28.1	21.1	4.6	13.7	14.8	3.1	14.5	13.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	45.5	2.7	28.1	21.1	4.6	13.7	14.8	3.1	14.5	13.4	0.1
LOS	C	D	A	C	C	A	B	B	A	B	B	A
Approach Delay		30.0			19.7			11.1			11.1	
Approach LOS		C			B			B			B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 80.7

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 17.8

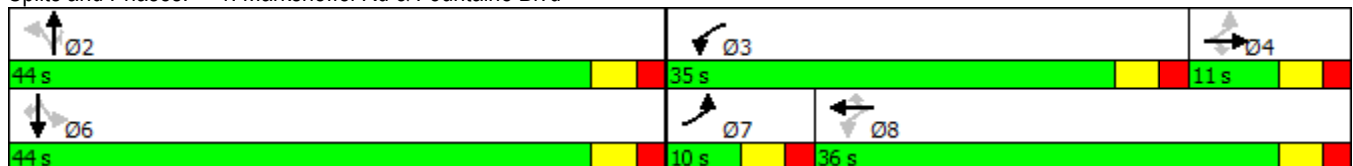
Intersection LOS: B

Intersection Capacity Utilization 58.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Marksheffel Rd & Fontaine Blvd



**Intersection**

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	73	25	391	24	9	544
Future Vol, veh/h	73	25	391	24	9	544
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	0	-	250	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	15
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	27	425	26	10	591

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1036	425	0	0	425	0
Stage 1	425	-	-	-	-	-
Stage 2	611	-	-	-	-	-
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	256	629	-	-	1134	-
Stage 1	659	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	254	629	-	-	1134	-
Mov Cap-2 Maneuver	384	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	537	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.3		0		0.1
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	384	629	1134	-
HCM Lane V/C Ratio	-	-	0.207	0.043	0.009	-
HCM Control Delay (s)	-	-	16.8	11	8.2	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	0	-

Timings

2020 Total Traffic

1: Marksheffel Rd & Fontaine Blvd

PM Peak Hour

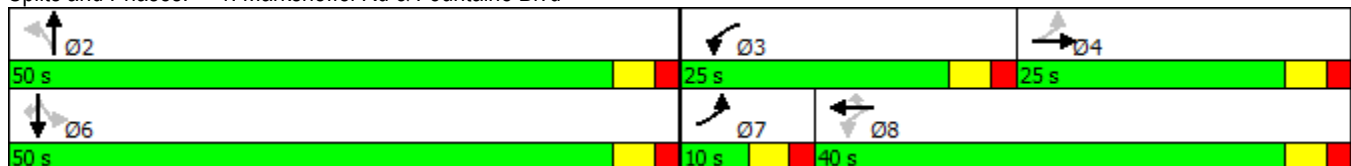
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	368	91	218	202	123	45	124	378	215	186	80
Future Volume (vph)	28	368	91	218	202	123	45	124	378	215	186	80
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	Perm	NA	Free	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4		Free	8		8	2		Free	6		6
Detector Phase	7	4		3	8	8	2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	5.0		4.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.0	10.0		9.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	10.0	25.0		25.0	40.0	40.0	50.0	50.0		50.0	50.0	50.0
Total Split (%)	10.0%	25.0%		25.0%	40.0%	40.0%	50.0%	50.0%		50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	Max
Act Effct Green (s)	19.7	14.7	90.2	34.9	31.2	31.2	45.2	45.2	90.2	45.2	45.2	45.2
Actuated g/C Ratio	0.22	0.16	1.00	0.39	0.35	0.35	0.50	0.50	1.00	0.50	0.50	0.50
v/c Ratio	0.10	0.65	0.06	0.64	0.21	0.24	0.08	0.14	0.25	0.41	0.24	0.11
Control Delay	18.9	41.3	0.1	26.9	21.9	5.0	14.4	14.2	0.4	18.2	15.0	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	41.3	0.1	26.9	21.9	5.0	14.4	14.2	0.4	18.2	15.0	1.6
LOS	B	D	A	C	C	A	B	B	A	B	B	A
Approach Delay		32.3			20.1			4.7			14.2	
Approach LOS		C			C			A			B	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 90.2  
 Natural Cycle: 45  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 17.4  
 Intersection Capacity Utilization 57.4%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 1: Marksheffel Rd & Fontaine Blvd



**Intersection**

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	48	17	464	81	28	426
Future Vol, veh/h	48	17	464	81	28	426
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	0	-	250	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	15
Peak Hour Factor	92	92	96	92	92	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	18	483	88	30	513

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1057	483	0
Stage 1	483	-	-
Stage 2	574	-	-
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	249	584	1080
Stage 1	620	-	-
Stage 2	563	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	242	584	1080
Mov Cap-2 Maneuver	375	-	-
Stage 1	620	-	-
Stage 2	547	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	375	584	1080	-
HCM Lane V/C Ratio	-	-	0.139	0.032	0.028	-
HCM Control Delay (s)	-	-	16.1	11.4	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	0.1	-

Timings

2040 Background Traffic

1: Marksheffel Rd & Fontaine Blvd

AM Peak Hour

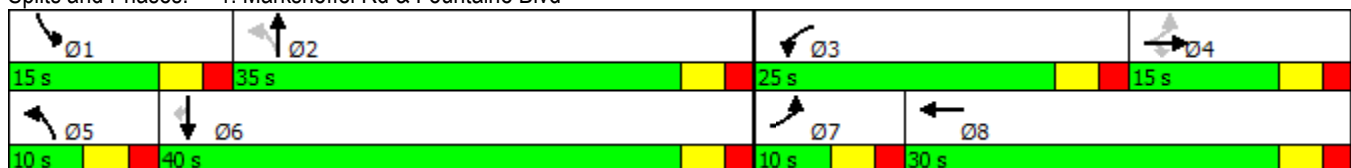
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	207	48	484	604	469	149	540	171	171	520	45
Future Volume (vph)	36	207	48	484	604	469	149	540	171	171	520	45
Turn Type	pm+pt	NA	Perm	Prot	NA	Free	pm+pt	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			Free	2		Free			6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	9.0	9.0	9.0		9.0	9.0		9.0	9.0	9.0
Total Split (s)	10.0	15.0	15.0	25.0	30.0		10.0	35.0		15.0	40.0	40.0
Total Split (%)	11.1%	16.7%	16.7%	27.8%	33.3%		11.1%	38.9%		16.7%	44.4%	44.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Max		None	Max	Max
Act Effct Green (s)	14.4	9.4	9.4	17.3	25.8	86.8	36.0	31.0	86.8	9.1	35.1	35.1
Actuated g/C Ratio	0.17	0.11	0.11	0.20	0.30	1.00	0.41	0.36	1.00	0.10	0.40	0.40
v/c Ratio	0.21	0.57	0.14	0.75	0.60	0.31	0.40	0.45	0.11	0.50	0.38	0.06
Control Delay	22.4	43.6	0.9	40.1	29.8	0.5	17.0	23.6	0.1	42.3	19.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	43.6	0.9	40.1	29.8	0.5	17.0	23.6	0.1	42.3	19.7	0.2
LOS	C	D	A	D	C	A	B	C	A	D	B	A
Approach Delay		33.9			24.2			17.8			23.8	
Approach LOS		C			C			B			C	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 86.8  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 23.3  
 Intersection Capacity Utilization 59.3%  
 Analysis Period (min) 15













Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 1: Marksheffel Rd & Fontaine Blvd



Timings  
5: Marksheffel Rd & Lorson Blvd

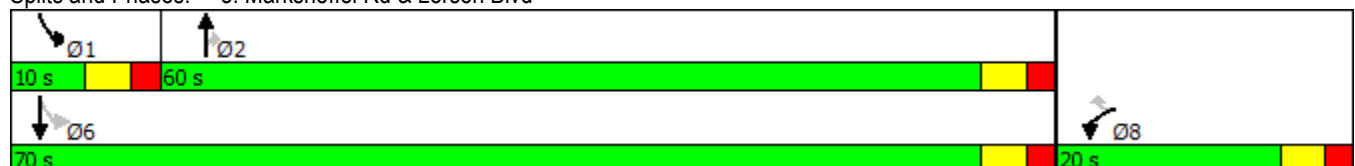
2040 Background Traffic  
AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	538	133	728	168	31	1021
Future Volume (vph)	538	133	728	168	31	1021
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	9.0	20.0
Total Split (s)	20.0	20.0	60.0	60.0	10.0	70.0
Total Split (%)	22.2%	22.2%	66.7%	66.7%	11.1%	77.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	15.0	15.0	20.5	20.5	23.9	23.9
Actuated g/C Ratio	0.31	0.31	0.42	0.42	0.49	0.49
v/c Ratio	0.54	0.24	0.52	0.23	0.10	0.67
Control Delay	18.1	5.3	12.9	3.3	6.5	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	5.3	12.9	3.3	6.5	11.6
LOS	B	A	B	A	A	B
Approach Delay	15.5		11.1			11.5
Approach LOS	B		B			B

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 49.1  
 Natural Cycle: 50  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 12.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 51.9%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 5: Marksheffel Rd & Lorson Blvd





**Intersection**

Int Delay, s/veh 6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↓	↑	↓	↑
Traffic Vol, veh/h	35	101	0	109	298	0
Future Vol, veh/h	35	101	0	109	298	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	275	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	106	0	115	314	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	37
Stage 1	-	-	37
Stage 2	-	-	115
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1574
Stage 1	-	-	985
Stage 2	-	-	910
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1574
Mov Cap-2 Maneuver	-	-	840
Stage 1	-	-	985
Stage 2	-	-	910

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	840	-	-	-	1574	-
HCM Lane V/C Ratio	0.373	-	-	-	-	-
HCM Control Delay (s)	11.8	0	-	-	0	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	1.7	-	-	-	0	-

**Intersection**

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	0	35	109	93	25	0
Future Vol, veh/h	0	35	109	93	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	275	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	115	98	26	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	213	0	164
Stage 1	-	-	164
Stage 2	-	-	37
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1357	-	881
Stage 1	-	-	865
Stage 2	-	-	985
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1357	-	881
Mov Cap-2 Maneuver	-	-	881
Stage 1	-	-	865
Stage 2	-	-	985

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1357	-	-	-	788	-
HCM Lane V/C Ratio	-	-	-	-	0.033	-
HCM Control Delay (s)	0	-	-	-	9.7	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	-

Timings

2040 Background Traffic

1: Marksheffel Rd & Fontaine Blvd

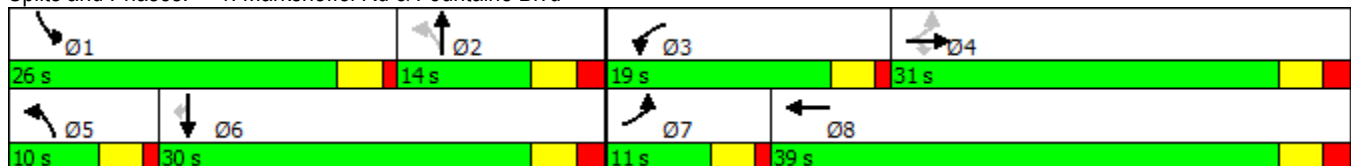
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	758	141	402	447	396	115	236	635	646	317	65
Future Volume (vph)	65	758	141	402	447	396	115	236	635	646	317	65
Turn Type	pm+pt	NA	Perm	Prot	NA	Free	pm+pt	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			Free	2		Free			6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	9.0	9.0	9.0		9.0	9.0		9.0	9.0	9.0
Total Split (s)	11.0	31.0	31.0	19.0	39.0		10.0	14.0		26.0	30.0	30.0
Total Split (%)	12.2%	34.4%	34.4%	21.1%	43.3%		11.1%	15.6%		28.9%	33.3%	33.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Max		None	Max	Max
Act Effct Green (s)	31.6	24.0	24.0	14.1	33.8	86.1	16.4	9.4	86.1	20.5	26.2	26.2
Actuated g/C Ratio	0.37	0.28	0.28	0.16	0.39	1.00	0.19	0.11	1.00	0.24	0.30	0.30
v/c Ratio	0.17	0.81	0.25	0.75	0.34	0.26	0.49	0.64	0.42	0.83	0.31	0.11
Control Delay	13.3	36.6	1.9	44.4	20.1	0.4	27.7	46.7	0.8	41.9	25.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	36.6	1.9	44.4	20.1	0.4	27.7	46.7	0.8	41.9	25.6	0.4
LOS	B	D	A	D	C	A	C	D	A	D	C	A
Approach Delay		29.9			21.7			14.9			34.2	
Approach LOS		C			C			B			C	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 86.1	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 25.1	Intersection LOS: C
Intersection Capacity Utilization 72.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Marksheffel Rd & Fontaine Blvd



Timings  
5: Marksheffel Rd & Lorson Blvd

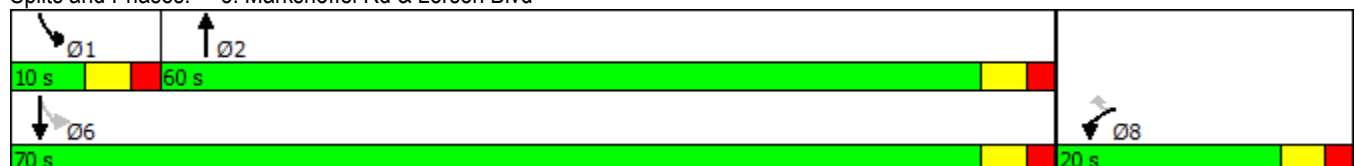
2040 Background Traffic  
PM Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	364	89	897	595	107	753
Future Volume (vph)	364	89	897	595	107	753
Turn Type	Prot	Perm	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	20.0	20.0	20.0		9.0	20.0
Total Split (s)	20.0	20.0	60.0		10.0	70.0
Total Split (%)	22.2%	22.2%	66.7%		11.1%	77.8%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None		None	None
Act Effct Green (s)	11.2	11.2	20.8	50.0	28.1	28.1
Actuated g/C Ratio	0.22	0.22	0.42	1.00	0.56	0.56
v/c Ratio	0.50	0.22	0.64	0.40	0.37	0.43
Control Delay	21.2	6.7	14.6	0.7	8.4	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.2	6.7	14.6	0.7	8.4	6.9
LOS	C	A	B	A	A	A
Approach Delay	18.4		9.1			7.0
Approach LOS	B		A			A

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 50  
 Natural Cycle: 50  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 9.9  
 Intersection Capacity Utilization 53.6%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 5: Marksheffel Rd & Lorson Blvd



**Intersection**

Int Delay, s/veh 3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↓	↑	↓	↑
Traffic Vol, veh/h	121	377	0	73	210	0
Future Vol, veh/h	121	377	0	73	210	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	275	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	397	0	77	221	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	127
Stage 1	-	-	127
Stage 2	-	-	77
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1459
Stage 1	-	-	899
Stage 2	-	-	946
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1459
Mov Cap-2 Maneuver	-	-	784
Stage 1	-	-	899
Stage 2	-	-	946

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	784	-	-	-	1459	-
HCM Lane V/C Ratio	0.282	-	-	-	-	-
HCM Control Delay (s)	11.4	0	-	-	0	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	-	0	-

**Intersection**

Int Delay, s/veh 2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	0	121	73	65	92	0
Future Vol, veh/h	0	121	73	65	92	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	275	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	127	77	68	97	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	145	0	238
Stage 1	-	-	111
Stage 2	-	-	127
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1437	-	750
Stage 1	-	-	914
Stage 2	-	-	899
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1437	-	750
Mov Cap-2 Maneuver	-	-	750
Stage 1	-	-	914
Stage 2	-	-	899

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1437	-	-	-	750	-
HCM Lane V/C Ratio	-	-	-	-	0.129	-
HCM Control Delay (s)	0	-	-	-	10.5	0
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4	-

Timings

2040 Total Traffic

1: Marksheffel Rd & Fontaine Blvd

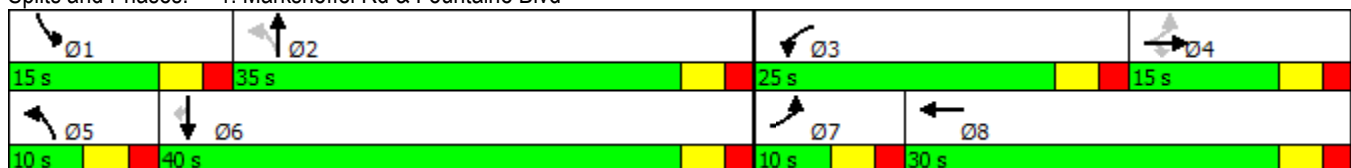
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	267	48	625	757	604	155	549	228	226	523	45
Future Volume (vph)	36	267	48	625	757	604	155	549	228	226	523	45
Turn Type	pm+pt	NA	Perm	Prot	NA	Free	pm+pt	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			Free	2		Free			6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	9.0	9.0	9.0		9.0	9.0		9.0	9.0	9.0
Total Split (s)	10.0	15.0	15.0	25.0	30.0		10.0	35.0		15.0	40.0	40.0
Total Split (%)	11.1%	16.7%	16.7%	27.8%	33.3%		11.1%	38.9%		16.7%	44.4%	44.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Max		None	Max	Max
Act Effct Green (s)	14.8	9.8	9.8	19.4	28.2	89.2	35.4	30.4	89.2	9.6	35.0	35.0
Actuated g/C Ratio	0.17	0.11	0.11	0.22	0.32	1.00	0.40	0.34	1.00	0.11	0.39	0.39
v/c Ratio	0.22	0.72	0.14	0.88	0.71	0.40	0.44	0.48	0.15	0.64	0.40	0.06
Control Delay	22.9	50.3	0.8	48.9	32.2	0.8	18.4	25.1	0.2	46.9	20.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	50.3	0.8	48.9	32.2	0.8	18.4	25.1	0.2	46.9	20.7	0.2
LOS	C	D	A	D	C	A	B	C	A	D	C	A
Approach Delay		40.7			27.9			17.9			27.0	
Approach LOS		D			C			B			C	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 89.2  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 26.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 64.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: Marksheffel Rd & Fontaine Blvd



Timings  
5: Marksheffel Rd & Lorson Blvd

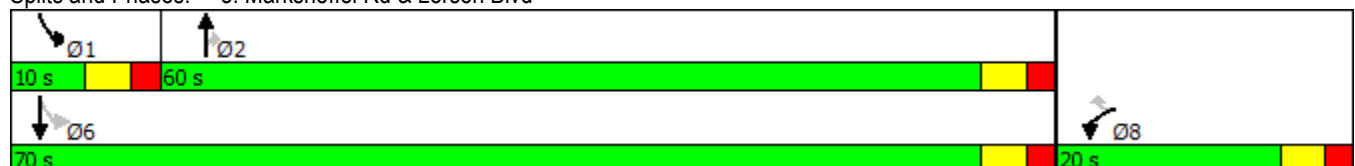
2040 Total Traffic  
AM Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	625	148	784	195	34	1162
Future Volume (vph)	625	148	784	195	34	1162
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	9.0	20.0
Total Split (s)	20.0	20.0	60.0	60.0	10.0	70.0
Total Split (%)	22.2%	22.2%	66.7%	66.7%	11.1%	77.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	15.2	15.2	23.3	23.3	26.8	26.8
Actuated g/C Ratio	0.29	0.29	0.45	0.45	0.51	0.51
v/c Ratio	0.66	0.27	0.52	0.25	0.11	0.73
Control Delay	22.0	5.4	12.6	3.0	6.4	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	5.4	12.6	3.0	6.4	12.4
LOS	C	A	B	A	A	B
Approach Delay	18.8		10.7			12.3
Approach LOS	B		B			B

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 52.2  
 Natural Cycle: 50  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 13.5  
 Intersection Capacity Utilization 58.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 5: Marksheffel Rd & Lorson Blvd





**Intersection**

Int Delay, s/veh 2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↓	↑	↓	↑
Traffic Vol, veh/h	414	21	3	1008	66	7
Future Vol, veh/h	414	21	3	1008	66	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	275	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	436	22	3	1061	69	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	436
Stage 1	-	-	436
Stage 2	-	-	1067
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1124
Stage 1	-	-	652
Stage 2	-	-	331
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1124
Mov Cap-2 Maneuver	-	-	134
Stage 1	-	-	652
Stage 2	-	-	330

Approach	EB	WB	NB
HCM Control Delay, s	0	0	53.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	134	620	-	-	1124	-
HCM Lane V/C Ratio	0.518	0.012	-	-	0.003	-
HCM Control Delay (s)	57.7	10.9	-	-	8.2	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	2.5	0	-	-	0	-

HCM 2010 TWSC  
 15: Rockcastle Dr/School Access & Fontaine Blvd

2040 Total Traffic  
 AM Peak Hour

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	154	2	0	477	31	12	3	0	15	1	79
Future Vol, veh/h	82	154	2	0	477	31	12	3	0	15	1	79
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	225	-	-	275	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	162	2	0	502	33	13	3	0	16	1	83

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	535	0	0	164	0	0	855	871	163	855	855	518
Stage 1	-	-	-	-	-	-	336	336	-	518	518	-
Stage 2	-	-	-	-	-	-	519	535	-	337	337	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1033	-	-	1414	-	-	278	289	882	278	296	558
Stage 1	-	-	-	-	-	-	678	642	-	541	533	-
Stage 2	-	-	-	-	-	-	540	524	-	677	641	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1033	-	-	1414	-	-	221	265	882	258	271	558
Mov Cap-2 Maneuver	-	-	-	-	-	-	221	265	-	258	271	-
Stage 1	-	-	-	-	-	-	622	589	-	496	533	-
Stage 2	-	-	-	-	-	-	459	524	-	617	588	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3	0	21.9	13.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	229	1033	-	-	1414	-	-	259	558
HCM Lane V/C Ratio	0.069	0.084	-	-	-	-	-	0.065	0.149
HCM Control Delay (s)	21.9	8.8	-	-	0	-	-	19.9	12.6
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	0.2	0.5

**Intersection**

Int Delay, s/veh 7.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↓	↑	↓	↑
Traffic Vol, veh/h	85	114	12	205	338	25
Future Vol, veh/h	85	114	12	205	338	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	120	13	216	356	26

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	89	330
Stage 1	-	-	89
Stage 2	-	-	241
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1506	665
Stage 1	-	-	934
Stage 2	-	-	799
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1506	659
Mov Cap-2 Maneuver	-	-	659
Stage 1	-	-	934
Stage 2	-	-	792

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	659	969	-	-	1506	-
HCM Lane V/C Ratio	0.54	0.027	-	-	0.008	-
HCM Control Delay (s)	16.7	8.8	-	-	7.4	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	3.2	0.1	-	-	0	-

**Intersection**

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑	↑	↑		↑	
Traffic Vol, veh/h	13	97	176	0	0	40
Future Vol, veh/h	13	97	176	0	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	102	185	0	0	42

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	185	0	185
Stage 1	-	-	185
Stage 2	-	-	129
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1390	-	857
Stage 1	-	-	847
Stage 2	-	-	897
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1390	-	857
Mov Cap-2 Maneuver	-	-	672
Stage 1	-	-	847
Stage 2	-	-	888

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1390	-	-	-	857
HCM Lane V/C Ratio	0.01	-	-	-	0.049
HCM Control Delay (s)	7.6	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

**Intersection**

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	91	6	3	156	19	9
Future Vol, veh/h	91	6	3	156	19	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	275	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	6	3	164	20	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	102	270
Stage 1	-	-	99
Stage 2	-	-	171
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1490	719
Stage 1	-	-	925
Stage 2	-	-	859
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1490	718
Mov Cap-2 Maneuver	-	-	718
Stage 1	-	-	925
Stage 2	-	-	857

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	781	-	-	1490	-
HCM Lane V/C Ratio	0.038	-	-	0.002	-
HCM Control Delay (s)	9.8	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

**Intersection**

Int Delay, s/veh 3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	65	35	109	99	28	51
Future Vol, veh/h	65	35	109	99	28	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	275	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	37	115	104	29	54

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	219	0	167
Stage 1	-	-	167
Stage 2	-	-	174
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1350	-	877
Stage 1	-	-	863
Stage 2	-	-	856
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1350	-	877
Mov Cap-2 Maneuver	-	-	622
Stage 1	-	-	863
Stage 2	-	-	813

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1350	-	-	-	622	877
HCM Lane V/C Ratio	0.051	-	-	-	0.047	0.061
HCM Control Delay (s)	7.8	-	-	-	11.1	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.2

**Intersection**

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	412	987	0	0	25
Future Vol, veh/h	8	412	987	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	275	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	434	1039	0	0	26

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1039	0	1490
Stage 1	-	-	1039
Stage 2	-	-	451
Critical Hdwy	4.12	-	7.12
Critical Hdwy Stg 1	-	-	6.12
Critical Hdwy Stg 2	-	-	6.12
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	669	-	102
Stage 1	-	-	279
Stage 2	-	-	588
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	669	-	101
Mov Cap-2 Maneuver	-	-	101
Stage 1	-	-	276
Stage 2	-	-	581

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	669	-	-	-	280
HCM Lane V/C Ratio	0.013	-	-	-	0.094
HCM Control Delay (s)	10.4	-	-	-	19.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection												
Int Delay, s/veh	114.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↗		↖	↑	↗
Traffic Vol, veh/h	129	229	54	2	557	10	176	62	5	5	29	254
Future Vol, veh/h	129	229	54	2	557	10	176	62	5	5	29	254
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	275	-	225	275	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	136	241	57	2	586	11	185	65	5	5	31	267

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	597	0	0	241	0	0	1124	1114	241	1144	1109	592
Stage 1	-	-	-	-	-	-	513	513	-	596	596	-
Stage 2	-	-	-	-	-	-	611	601	-	548	513	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	980	-	-	1326	-	-	~ 183	208	798	177	210	506
Stage 1	-	-	-	-	-	-	544	536	-	490	492	-
Stage 2	-	-	-	-	-	-	481	489	-	521	536	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	980	-	-	1326	-	-	~ 67	179	798	113	181	506
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 67	179	-	113	181	-
Stage 1	-	-	-	-	-	-	469	462	-	422	491	-
Stage 2	-	-	-	-	-	-	212	488	-	383	462	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	0	\$ 683	21
HCM LOS			F	C

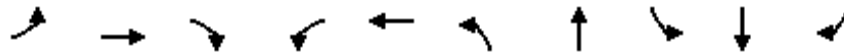
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	67	190	980	-	-	1326	-	-	113	181	506
HCM Lane V/C Ratio	2.765	0.371	0.139	-	-	0.002	-	-	0.047	0.169	0.528
HCM Control Delay (s)	\$ 929.8	34.7	9.3	-	-	7.7	-	-	38.4	28.9	19.8
HCM Lane LOS	F	D	A	-	-	A	-	-	E	D	C
HCM 95th %tile Q(veh)	18.5	1.6	0.5	-	-	0	-	-	0.1	0.6	3

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



Timings  
14: Lamprey Dr & Fontaine Blvd

2040 Total Traffic  
AM Peak Hour

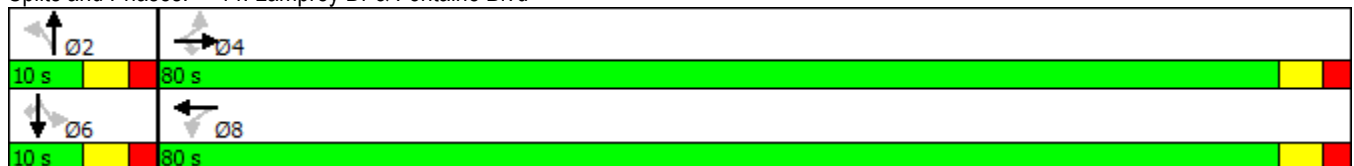


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	129	229	54	2	557	176	62	5	29	254
Future Volume (vph)	129	229	54	2	557	176	62	5	29	254
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4			8		2		6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	4	8	8	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0
Total Split (s)	80.0	80.0	80.0	80.0	80.0	10.0	10.0	10.0	10.0	10.0
Total Split (%)	88.9%	88.9%	88.9%	88.9%	88.9%	11.1%	11.1%	11.1%	11.1%	11.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.6	14.6	14.6	14.6	14.6	5.1	5.1	5.1	5.1	5.1
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.49	0.17	0.17	0.17	0.17	0.17
v/c Ratio	0.41	0.26	0.07	0.00	0.66	0.75	0.22	0.02	0.10	0.54
Control Delay	8.8	5.0	1.6	3.5	9.4	39.6	13.8	12.6	13.1	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.8	5.0	1.6	3.5	9.4	39.6	13.8	12.6	13.1	7.7
LOS	A	A	A	A	A	D	B	B	B	A
Approach Delay		5.7			9.4		32.5		8.4	
Approach LOS		A			A		C		A	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 29.8  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 11.9  
 Intersection Capacity Utilization 67.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 14: Lamprey Dr & Fontaine Blvd



# HCS 2010 Roundabouts Report

General Information					Site Information				
Analyst	KDF				Intersection	Fontaine Blvd/Lamprey Dr			
Agency or Co.	LSC				E/W Street Name	Fontaine Blvd			
Date Performed	9/2/2016				N/S Street Name	Lamprey Dr			
Analysis Year	2040 Total Traffic				Analysis Time Period (hrs)	0.25			
Time Period	AM Peak				Peak Hour Factor	0.92			
Project Description	164360				Jurisdiction	Colorado Springs, CO			

## Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	129	229	54	0	2	557	10	0	176	62	5	0	5	29	254
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v <sub>PCE</sub> ), pc/h	0	143	254	60	0	2	618	11	0	195	69	6	0	6	32	282
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

## Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9900			4.9900			4.9900			4.9900	
Follow-Up Headway (s)		2.6090			2.6090			2.6090			2.6090	

## Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v <sub>e</sub> ), pc/h		457			631			270			320	
Entry Volume veh/h		448			619			265			314	
Circulating Flow (v <sub>c</sub> ), pc/h		40			407			403			815	
Exiting Flow (v <sub>ex</sub> ), pc/h		266			1095			223			94	
Capacity (c <sub>PCE</sub> ), pc/h		1324			910			913			599	
Capacity (c), veh/h		1299			892			895			587	
v/c Ratio (x)		0.35			0.69			0.30			0.53	

## Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.0			16.1			7.2			15.6	
Lane LOS		A			C			A			C	
95% Queue, veh		1.6			5.8			1.2			3.1	
Approach Delay, s/veh		6.0			16.1			7.2			15.6	
Approach LOS		A			C			A			C	
Intersection Delay, s/veh   LOS	11.8						B					

Timings

2040 Total Traffic

1: Marksheffel Rd & Fontaine Blvd

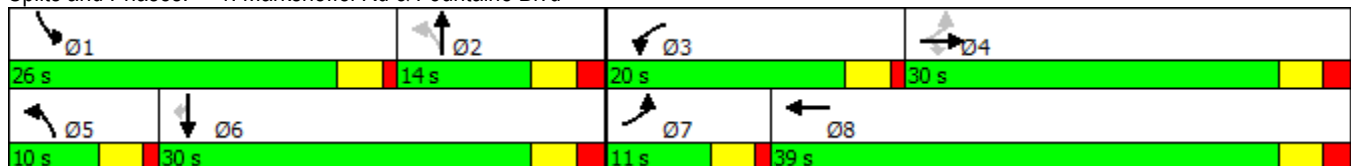
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	908	144	476	533	466	118	242	761	766	326	65
Future Volume (vph)	65	908	144	476	533	466	118	242	761	766	326	65
Turn Type	pm+pt	NA	Perm	Prot	NA	Free	pm+pt	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			Free	2		Free			6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	9.0	9.0	9.0		9.0	9.0		9.0	9.0	9.0
Total Split (s)	11.0	30.0	30.0	20.0	39.0		10.0	14.0		26.0	30.0	30.0
Total Split (%)	12.2%	33.3%	33.3%	22.2%	43.3%		11.1%	15.6%		28.9%	33.3%	33.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Max		None	Max	Max
Act Effct Green (s)	32.6	25.0	25.0	15.6	35.9	89.6	16.0	9.0	89.6	22.0	25.0	25.0
Actuated g/C Ratio	0.36	0.28	0.28	0.17	0.40	1.00	0.18	0.10	1.00	0.25	0.28	0.28
v/c Ratio	0.18	0.96	0.25	0.84	0.40	0.31	0.53	0.72	0.51	0.95	0.35	0.12
Control Delay	13.6	53.1	2.1	50.0	20.9	0.5	29.9	51.8	1.2	54.9	27.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	53.1	2.1	50.0	20.9	0.5	29.9	51.8	1.2	54.9	27.1	0.4
LOS	B	D	A	D	C	A	C	D	A	D	C	A
Approach Delay		44.1			23.8			15.1			44.0	
Approach LOS		D			C			B			D	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 89.6  
 Natural Cycle: 90  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay: 31.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 82.2%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 1: Marksheffel Rd & Fontaine Blvd



Timings  
5: Marksheffel Rd & Lorson Blvd

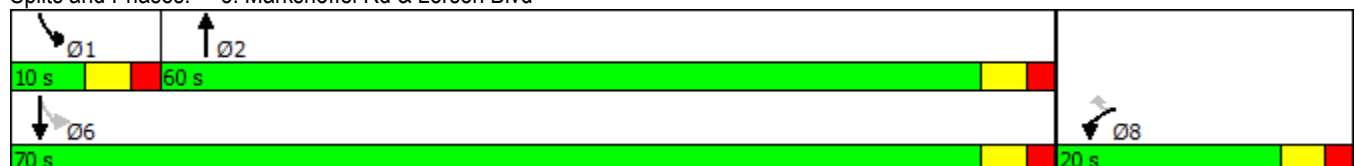
2040 Total Traffic  
PM Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	422	98	1023	692	118	827
Future Volume (vph)	422	98	1023	692	118	827
Turn Type	Prot	Perm	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	20.0	20.0	20.0		9.0	20.0
Total Split (s)	20.0	20.0	60.0		10.0	70.0
Total Split (%)	22.2%	22.2%	66.7%		11.1%	77.8%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None		None	None
Act Effct Green (s)	12.7	12.7	25.2	55.8	32.7	32.7
Actuated g/C Ratio	0.23	0.23	0.45	1.00	0.59	0.59
v/c Ratio	0.57	0.23	0.67	0.46	0.46	0.45
Control Delay	24.1	6.9	15.2	1.0	10.6	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	6.9	15.2	1.0	10.6	7.2
LOS	C	A	B	A	B	A
Approach Delay	20.9		9.4			7.6
Approach LOS	C		A			A

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 55.8  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 10.8  
 Intersection Capacity Utilization 59.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 5: Marksheffel Rd & Lorson Blvd



**Intersection**

Int Delay, s/veh 2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	1055	79	2	646	47	1
Future Vol, veh/h	1055	79	2	646	47	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	275	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1111	83	2	680	49	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1111
Stage 1	-	-	1111
Stage 2	-	-	684
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	629
Stage 1	-	-	315
Stage 2	-	-	501
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	629
Mov Cap-2 Maneuver	-	-	88
Stage 1	-	-	315
Stage 2	-	-	499

Approach	EB	WB	NB
HCM Control Delay, s	0	0	87.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	88	254	-	-	629	-
HCM Lane V/C Ratio	0.562	0.004	-	-	0.003	-
HCM Control Delay (s)	89	19.2	-	-	10.7	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	2.5	0	-	-	0	-

HCM 2010 TWSC  
 15: Rockcastle Dr/School Access & Fontaine Blvd

2040 Total Traffic  
 PM Peak Hour

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	557	7	0	329	5	8	0	0	10	1	25
Future Vol, veh/h	26	557	7	0	329	5	8	0	0	10	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	225	-	-	275	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	586	7	0	346	5	8	0	0	11	1	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	352	0	0	594	0	0	994	997	590	994	997	349
Stage 1	-	-	-	-	-	-	645	645	-	349	349	-
Stage 2	-	-	-	-	-	-	349	352	-	645	648	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1207	-	-	982	-	-	224	244	508	224	244	694
Stage 1	-	-	-	-	-	-	461	467	-	667	633	-
Stage 2	-	-	-	-	-	-	667	632	-	461	466	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1207	-	-	982	-	-	211	239	508	220	239	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	239	-	220	239	-
Stage 1	-	-	-	-	-	-	451	457	-	652	633	-
Stage 2	-	-	-	-	-	-	641	632	-	451	456	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	22.8	14
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	211	1207	-	-	982	-	-	222	694
HCM Lane V/C Ratio	0.04	0.023	-	-	-	-	-	0.052	0.038
HCM Control Delay (s)	22.8	8.1	-	-	0	-	-	22.1	10.4
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2	0.1

**Intersection**

Int Delay, s/veh 3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↓	↑	↓	↑
Traffic Vol, veh/h	221	425	8	136	238	4
Future Vol, veh/h	221	425	8	136	238	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	233	447	8	143	251	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	233
Stage 1	-	-	233
Stage 2	-	-	160
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1335
Stage 1	-	-	806
Stage 2	-	-	869
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1335
Mov Cap-2 Maneuver	-	-	607
Stage 1	-	-	806
Stage 2	-	-	864

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	607	806	-	-	1335	-
HCM Lane V/C Ratio	0.413	0.005	-	-	0.006	-
HCM Control Delay (s)	15	9.5	-	-	7.7	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	2	0	-	-	0	-

**Intersection**

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	180	118	0	0	27
Future Vol, veh/h	45	180	118	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	189	124	0	0	28

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	124	0	408
Stage 1	-	-	124
Stage 2	-	-	284
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1463	-	599
Stage 1	-	-	902
Stage 2	-	-	764
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1463	-	580
Mov Cap-2 Maneuver	-	-	580
Stage 1	-	-	902
Stage 2	-	-	739

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1463	-	-	-	927
HCM Lane V/C Ratio	0.032	-	-	-	0.031
HCM Control Delay (s)	7.5	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



**Intersection**

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	156	22	8	104	13	5
Future Vol, veh/h	156	22	8	104	13	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	275	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	164	23	8	109	14	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	187
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1387
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1387
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	728	-	-	1387	-
HCM Lane V/C Ratio	0.026	-	-	0.006	-
HCM Control Delay (s)	10.1	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

**Intersection**

Int Delay, s/veh 4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	40	121	73	66	94	39
Future Vol, veh/h	40	121	73	66	94	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	275	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	127	77	69	99	41

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	146	0	112
Stage 1	-	-	112
Stage 2	-	-	212
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1436	-	941
Stage 1	-	-	913
Stage 2	-	-	823
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1436	-	941
Mov Cap-2 Maneuver	-	-	650
Stage 1	-	-	913
Stage 2	-	-	799

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1436	-	-	-	650	941
HCM Lane V/C Ratio	0.029	-	-	-	0.152	0.044
HCM Control Delay (s)	7.6	-	-	-	11.5	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	0.1

**Intersection**

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	1027	631	0	0	17
Future Vol, veh/h	29	1027	631	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	275	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	1081	664	0	0	18

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	664	0	664
Stage 1	-	-	664
Stage 2	-	-	1142
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	6.12
Critical Hdwy Stg 2	-	-	6.12
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	925	-	461
Stage 1	-	-	450
Stage 2	-	-	244
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	925	-	461
Mov Cap-2 Maneuver	-	-	59
Stage 1	-	-	435
Stage 2	-	-	236

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	925	-	-	-	461
HCM Lane V/C Ratio	0.033	-	-	-	0.039
HCM Control Delay (s)	9	-	-	-	13.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection												
Int Delay, s/veh	63.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↗		↖	↑	↗
Traffic Vol, veh/h	238	586	203	1	359	1	125	10	1	3	19	146
Future Vol, veh/h	238	586	203	1	359	1	125	10	1	3	19	146
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	275	-	225	275	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	251	617	214	1	378	1	132	11	1	3	20	154

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	379	0	0	617	0	0	1509	1499	617	1505	1499	378
Stage 1	-	-	-	-	-	-	1118	1118	-	381	381	-
Stage 2	-	-	-	-	-	-	391	381	-	1124	1118	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1179	-	-	963	-	-	~ 99	122	490	100	122	669
Stage 1	-	-	-	-	-	-	251	282	-	641	613	-
Stage 2	-	-	-	-	-	-	633	613	-	249	282	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1179	-	-	963	-	-	~ 54	96	490	77	96	669
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 54	96	-	77	96	-
Stage 1	-	-	-	-	-	-	198	222	-	505	612	-
Stage 2	-	-	-	-	-	-	471	612	-	186	222	-

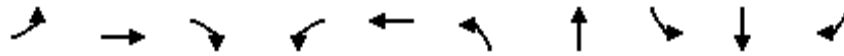
Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0	\$ 753.8	17.3
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	54	104	1179	-	-	963	-	-	77	96	669
HCM Lane V/C Ratio	2.437	0.111	0.212	-	-	0.001	-	-	0.041	0.208	0.23
HCM Control Delay (s)	\$ 816.3	43.9	8.9	-	-	8.7	-	-	53.7	52.1	12
HCM Lane LOS	F	E	A	-	-	A	-	-	F	F	B
HCM 95th %tile Q(veh)	13.4	0.4	0.8	-	-	0	-	-	0.1	0.7	0.9

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

Timings  
14: Lamprey Dr & Fontaine Blvd

2040 Total Traffic  
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↑	↗
Traffic Volume (vph)	238	586	203	1	359	125	10	3	19	146
Future Volume (vph)	238	586	203	1	359	125	10	3	19	146
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4			8		2		6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	4	8	8	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0
Total Split (s)	80.0	80.0	80.0	80.0	80.0	10.0	10.0	10.0	10.0	10.0
Total Split (%)	88.9%	88.9%	88.9%	88.9%	88.9%	11.1%	11.1%	11.1%	11.1%	11.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effect Green (s)	18.0	18.0	18.0	18.0	18.0	5.1	5.1	5.1	5.1	5.1
Actuated g/C Ratio	0.54	0.54	0.54	0.54	0.54	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.47	0.61	0.22	0.00	0.38	0.59	0.04	0.01	0.07	0.41
Control Delay	7.5	8.0	1.3	3.0	5.3	32.6	15.0	15.3	15.7	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	8.0	1.3	3.0	5.3	32.6	15.0	15.3	15.7	8.0
LOS	A	A	A	A	A	C	B	B	B	A
Approach Delay		6.5			5.3		31.1		9.0	
Approach LOS		A			A		C		A	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 33.4  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 8.5  
 Intersection Capacity Utilization 60.3%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 14: Lamprey Dr & Fontaine Blvd



# HCS 2010 Roundabouts Report

General Information					Site Information				
Analyst	KDF				Intersection	Fontaine Blvd/Lamprey Dr			
Agency or Co.	LSC				E/W Street Name	Fontaine Blvd			
Date Performed	9/2/2016				N/S Street Name	Lamprey Dr			
Analysis Year	2040 Total Traffic				Analysis Time Period (hrs)	0.25			
Time Period	PM Peak				Peak Hour Factor	0.92			
Project Description	164360				Jurisdiction	Colorado Springs, CO			

Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	238	586	203	0	1	359	1	0	125	10	1	0	3	19	146
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v <sub>PCE</sub> ), pc/h	0	264	650	225	0	1	398	1	0	139	11	1	0	3	21	162
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Critical Headway (s)		4.9900			4.9900			4.9900			4.9900		
Follow-Up Headway (s)		2.6090			2.6090			2.6090			2.6090		

Flow Computations, Capacity and v/c Ratios												
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v <sub>e</sub> ), pc/h		1139			400			151			186	
Entry Volume veh/h		1117			392			148			182	
Circulating Flow (v <sub>c</sub> ), pc/h		25			414			917			538	
Exiting Flow (v <sub>ex</sub> ), pc/h		654			699			276			247	
Capacity (c <sub>PCE</sub> ), pc/h		1345			903			540			795	
Capacity (c), veh/h		1319			885			529			780	
v/c Ratio (x)		0.85			0.44			0.28			0.23	

Delay and Level of Service												
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		19.7			9.5			10.8			7.2	
Lane LOS		C			A			B			A	
95% Queue, veh		11.4			2.3			1.1			0.9	
Approach Delay, s/veh		19.7			9.5			10.8			7.2	
Approach LOS		C			A			B			A	
Intersection Delay, s/veh   LOS	15.6						C					

# Markup Summary

dsdrice (22)

ast tributæ



**Subject:** Highlight  
**Page Label:** 6  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/10/2017 12:04:24 PM  
**Color:**

state that a signal must be installed. The decision to pro-  
gress with the El Paso County Department of  
e signal would be to initially construct the intersection as  
a lane roundabout option would work with the inter-  
tains is ultimately upgraded to a four-lane Principal Ar-  
red to be removed and replaced with a signal on the lan-  
d 2040 before Fontaine is upgraded to four lanes, th-  
a viable option.  
expanded to a

**Subject:** Callout  
**Page Label:** 12  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/10/2017 3:29:21 PM  
**Color:**

expanded to a

Needs to be allocated with this study.

**Subject:** Cloud+  
**Page Label:** 13  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/10/2017 3:34:07 PM  
**Color:**

Needs to be allocated with this study.

ipal Arter



**Subject:** Highlight  
**Page Label:** 13  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/10/2017 3:37:53 PM  
**Color:**

Lorson East needs to contribute as well.

**Subject:** Cloud+  
**Page Label:** 13  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/10/2017 3:35:46 PM  
**Color:**

Lorson East needs to contribute as well.

This doesn't make sense.

**Subject:** Cloud+  
**Page Label:** 13  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/10/2017 3:34:04 PM  
**Color:**

This doesn't make sense.

...the information of that information is likely to have a really good...  
...with this study.

**Subject:** Cloud+  
**Page Label:** 13  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/10/2017 3:37:10 PM  
**Color:** ■

Needs to be allocated with this study.

Page 10 Updated Traffic Impact and Access Analysis  
...with this study.

**Subject:** Callout  
**Page Label:** 13  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/11/2017 10:17:47 AM  
**Color:** ■

not?

...with this study.

**Subject:** Callout  
**Page Label:** 13  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/10/2017 3:40:03 PM  
**Color:** ■

with 15-foot ROW preservation on each side

...expanded to a

**Subject:** Callout  
**Page Label:** 15  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/10/2017 3:44:08 PM  
**Color:** ■

expanded to a

...Phase 1 and Lorson East

**Subject:** Cloud+  
**Page Label:** 15  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/10/2017 3:49:56 PM  
**Color:** ■

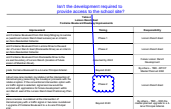
Provide Phase 1 and Lorson East total % and \$ in this report

...Phase 1 and Lorson East

**Subject:** Cloud+  
**Page Label:** 19  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/11/2017 12:29:37 PM  
**Color:** ■

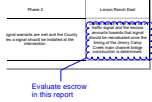
Isn't the development required to provide access to the school site?





**Subject:** Cloud+  
**Page Label:** 19  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/11/2017 12:27:41 PM  
**Color:** ■

Isn't the development required to provide access to the school site?



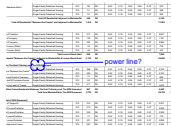
**Subject:** Cloud+  
**Page Label:** 20  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/11/2017 9:23:24 AM  
**Color:** ■

Evaluate escrow in this report



**Subject:** Cloud+  
**Page Label:** 21  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/11/2017 11:44:00 AM  
**Color:** ■

109



**Subject:** Cloud+  
**Page Label:** 21  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/11/2017 11:45:14 AM  
**Color:** ■

power line?



**Subject:** Cloud+  
**Page Label:** 23  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/11/2017 11:43:23 AM  
**Color:** ■

where does this number come from? (add a note)



**Subject:** Highlight  
**Page Label:** 27  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/14/2017 3:15:13 PM  
**Color:** ■



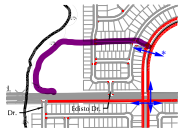
**Subject:** Callout  
**Page Label:** 27  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/14/2017 3:16:55 PM  
**Color:** ■

This route is mentioned in the LOI. Is this an alternate ped. route?



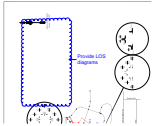
**Subject:** Callout  
**Page Label:** 27  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/14/2017 3:17:02 PM  
**Color:** ■

Should there be a ped. route here too?



**Subject:** Highlight  
**Page Label:** 27  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/14/2017 3:15:06 PM  
**Color:** ■

Provide LOS diagrams



**Subject:** Cloud+  
**Page Label:** 30  
**Lock:** Unlocked  
**Status:**  
**Checkmark:** Unchecked  
**Author:** dsdrice  
**Date:** 8/11/2017 11:53:33 AM  
**Color:** ■